



Renton Transit Restructure

Public Engagement Report

Prepared by King County Department of Transportation Communications

March 2013

Renton Transit Restructure Public Engagement Report

Table of Contents

Executive Summary.....	2
Community Engagement Plan and Activities	6
Equity and Social Justice.....	11
Community Feedback Summary	12

APPENDICES

- Appendix A – Survey results by phase
- Appendix B – Emails and phone calls received
- Appendix C – Website and social media analytics
- Appendix D – Notifications, posters, fliers, meeting materials, and handouts by phase
- Appendix E – Blog posts and comments

Executive Summary

The new RapidRide F Line is scheduled to begin service between Burien and Renton in June 2014. Metro Transit is recommending changes to routes 110, 155, and 909 to complement the new F Line service and allow transit service in the area to serve more people cost-effectively. As a result of these changes and of funding from a Regional Mobility Grant, Metro will also extend the F Line to The Landing in Renton. In preparation for these changes, we reached out to affected riders to collect their feedback on the proposals during two phases of outreach.



Metro's engagement process was designed so as to hear from a representative sample of those possibly affected by the changes under consideration. Metro staff reached out to the public using a variety of notification systems inviting people to participate via several engagement methods. The following is a list of those notification systems:

- GovDelivery transit alert sent to all affected route subscribers
- Notifications to Renton neighborhood associations, chamber of commerce, Employee Transportation Coordinators at Renton area employers, organizations serving low-income and LEP populations
- Postings at affected bus shelters at the Renton Transit Center and high-use stops or stops that would be highly impacted
- Personal phone calls/emails/meetings with the City of Renton
- Personal phone calls/emails to organizations serving low-income and LEP populations
- Bus boardings on affected routes
- Media release, Facebook posts, and @KCMetroBus tweets

Engagement methods for Phase I (November-December 2012)

Open houses

Metro hosted two open houses—one at the Renton Technical College on November 28 and the other at Renton High School on November 30. Metro also held a multilingual open house at the Renton Housing Authority in the Highlands. About 30 people attended the open houses.

Information table

Metro staffed an information table during lunch at the Renton Senior Center and talked to approximately 40 people.

Transit center/park-and-ride outreach

To inform riders about the proposals, Metro handed out information fliers and spoke to riders at the Tukwila Sounder Station during the morning peak commute period and at the Renton Transit Center during midday.

Riding the bus

To inform riders about the proposals, Metro boarded the buses of the affected routes and handed out project information fliers to approximately 200 people.

Stakeholder outreach

Metro coordinated with Metro's Employee Transportation Coordinators and the city of Renton's commute trip reduction staff to send out information about the proposals to the affected commute trip reduction sites in Renton. Metro also personally contacted the Boeing, PACCAR, and Kenworth employment sites. A presentation was also made to the South County Mobility Coalition – a group representing organizations serving transit-dependent populations and concerned about mobility in the southern part of the county.

Outreach to populations with limited English proficiency

Project materials were translated into five different languages and interpreters were made available at the open houses. The project survey for individuals and businesses was fully translated into Spanish. Metro also coordinated with the Renton Housing Authority to host a multi-lingual open house.

Engagement methods for Phase II (February 2013)

Metro made changes to engagement methods for Phase 2 due to the amount of community response received during Phase 1. More time was invested to engage riders on the bus and at busy bus stops than at open houses or information tables. These methods ensured Metro would reach more people without compromising the quality of the interaction.

Transit center/park-and-ride outreach

To engage affected riders we handed out information fliers and gathered feedback at the Tukwila Sounder Station during the morning peak commute period.

Riding the bus

To speak face-to-face with riders about the proposals, Metro boarded Route 155 in Fairwood and handed out about 50 surveys that asked riders for opinions about the proposed change. Metro also rode Route 110 and passed out surveys to riders getting on and off the bus at stops that would be affected by the change.

Stakeholder outreach

Metro coordinated with our own employee transportation coordinators and the City of Renton's commute trip reduction staff members to send out information about our proposals to the affected commute trip reduction sites in Renton. The Boeing, PACCAR, and Kenworth employment sites were also personally contacted and a presentation was made to the South County Mobility Coalition – a group representing organizations serving transit-dependent populations.

Outreach to populations with limited English proficiency

We translated project materials into five different languages and sent special notifications to community organizations that serve people with limited English proficiency.

Feedback – Phase I

Nearly 100 people filled out the online survey. As expected, riders who would benefit from the change expressed general support, while riders who would need to connect to another route, walk further to get to their bus stop, or take a different bus did not express support. The following is a breakdown of the survey results by route:

Route 105

Concept: extend route further east in the Renton Highlands to cover a portion of Route 908

- Many liked the change, but there was some concern about losing service at the Renton Housing Authority site at NE 16th Street and Kirkland Avenue NE.

Route 110

Concept: discontinue and replace with the F Line

- Many respondents were concerned about the timing of connections with Sounder and walking further for those who work at Boeing and PACCAR/Kenworth.

Route 155

Concept: Convert to DART

- Concern was expressed about how to use DART and about the loss of interline between Route 155 and 156, which provides a connection to the airport.

Route 908

Concept: discontinue and replace with portions of routes 105 and 909.

- There was concern about losing coverage and frequency to the Renton Highlands.

Route 909

Concept: revise to serve portion of Route 908 and extend to Renton Technical College

- Riders liked the better connection to the Renton Highlands.

Feedback – Phase II

About 85 people filled out the online survey. Many of the concepts shared during Phase 1 were scaled back for Phase 2. The following is a breakdown of the survey results by route:

Route 110

Proposed change: discontinue and replace with the F Line

- Of the 53 survey respondents, 66% stated that their travel needs would be met or might be met, but they would need additional help to understand how.
- Most of the respondents who expressed concern are worried about the timing of connections with Sounder and about walking further for those who work at Boeing and PACCAR/Kenworth.

Route 155

Proposed change: convert to DART

- Of the 70 survey respondents, 67% said their travel needs would be met or might be met, but they would need additional help to understand how.
- Most of the respondents who expressed concern are worried about how to use DART, the reliability of DART, and about the loss of interline between Route 155 and 156, which provides a connection to the airport.

Route 909

Proposed change: revise to extend to Renton Technical College

- Of the six survey respondents, 83% said their travel needs would be met or might be met, but they would need additional help to understand how.

We also received 44 comments submitted via phone or email. The themes include:

- Concern about longer walks and longer waits.
- Concern about reliability of DART and questions about how it works.

Web, blog and social media analytics

In addition to reaching out to people on the bus and in meetings, we implemented a robust online engagement effort using the project website, Metro Matters blog and 'Have a Say' Facebook page. The following is a quick summary of how many people we reached using these online tools:

- 900+ people have visited the project website
- 460+ people have viewed the four Metro Matters blog posts published about this project
- 625+ people have viewed the seven 'Have a Say' Facebook posts about the project.

Community Engagement Plan and Activities

The Strategic Plan for Public Transportation establishes the following goals for Metro Transit's outreach and engagement:

- Build capacity to engage all communities in a manner that promotes and fosters trust.
- Empower people to play an active role in shaping Metro's products and services.
- Involve the public early in any planning process and offer opportunities for ongoing involvement.
- Support community-based solutions to problems.
- Be responsive and accountable to the public.
- Explore innovative ways to report to and inform the public.
- Increase customer and public access to understandable, accurate and transparent information.

Our community engagement plan for the Renton Transit Restructure project used a set of strategies and tools designed to achieve these goals. Our intent was to strengthen the relationship with the community by being transparent about the decision-making process, keeping people informed of their opportunities to engage, and reflecting back what we heard on a regular basis using communication tools such as the 'Have a Say' blog and Facebook page.



Have a Say

Department of Transportation's Communications section used the Have a Say graphic identity to establish a framework for the engagement efforts, from website to meeting materials to bus shelter posters. Overall, the identity helps to build public awareness about opportunities to engage in Metro's ongoing planning efforts. The online engagement portal allows community members to weigh in on projects and track their progress through the decision-making process. At open houses, members of the public can engage in conversations about their views while deepening their understanding of others' views at the Have a Say station.



The Communications section also built in multiple feedback loops for the engagement process in order to be responsive and accountable to community needs. The survey provided space for people to give feedback on the engagement process. Over the two phases of outreach, 22% of survey respondents took time to share their open-ended thoughts and ideas about the process itself.

Overview of the Renton Transit Restructure public engagement process

The Renton Transit Restructure project had two phases of outreach. The first phase was conducted Nov. 16 through Dec. 7, 2012. The second phase was conducted Feb. 1 through Feb. 15, 2013. We shared initial concepts for Phase 1 with the public and sought feedback through an online survey, public meetings, and bus boardings on the routes being considered for change. After the first phase, Metro staff members reflected on the feedback received and refined the changes under consideration. In Phase 2, we shared proposals with the public and sought feedback via an online survey and distribution printed surveys on the affected buses.

Notifications: how did we let people know they could participate?

The Communications section devised a series of notifications that combined face-to-face communication with other channels already in use by riders to receive information from Metro. Our goal was to get the word out in a way that would provide us input from a reflective sample of the bus riding populations of the affected routes in the most cost effective manner.

Bus boardings, posters at stops

Communications and Metro staff members put up posters at stops along affected bus routes. During Phase 1, posters announcing the outreach process and how to participate were concentrated at stops with larger numbers of average daily boardings. During Phase 2, posters showing the proposed changes and providing avenues to give feedback were put up at all stops that would be directly affected by the changes.

“I appreciate the extra effort to have someone come and meet us at the bus stop and give us the flier with the survey...”

—Route 110 rider



Communications and Metro staff members also boarded all affected bus routes to talk with riders. In Phase 1, fliers inviting the public to participate were distributed aboard all affected routes. In Phase 2, fliers with surveys were distributed and, where possible, staff surveyed riders directly aboard the affected bus routes.

In Phase 1, a total of 45 stops were posted and 80 fliers were distributed directly to riders. In Phase 2, a total of 54 stops were posted and 105 fliers were distributed directly to riders (see Appendix D, Notifications, posters, fliers,

meeting materials, and handouts by phase).

Emails

Communications sent multiple *Transit Alerts to route subscribers* of Renton-area bus routes, including routes 101, 105, 110, 111, 114, 140, 148, 155, 240, 908, and 909. We sent notices at the launch of each phase of outreach and to remind people of key dates during the outreach periods, such as public meetings and the last days to comment. We also sent an email announcing the start of outreach to the Metro Matters subscription list (see copies of the notifications in Appendix D).

Date	Message	To	Recipients	Unique opens	Clicked through
11/16/2012	Announce outreach phase 1	101, 105, 110, 111, 114, 140, 148, 155, 240, 908, 909, Metro Matters	19,129	4,045 (21%)	345 (2%)
11/27/2012	Meeting reminder	110, 105, 140, 155, 908, 909	2,286	204 (12%)	21 (1%)
12/6/2012	Announce end of for phase 1	101, 105, 110, 111, 114, 140, 148, 155, 240, 908, 909	4,215	548 (17%)	82 (2%)
2/1/2013	Phase 2 – propose change to Rt 909	909	1,073	63 (7%)	4 (0%)
2/1/2013	Phase 2 – propose change to Rt 155	155	1,444	119 (11%)	14 (1%)

Date	Message	To	Recipients	Unique opens	Clicked through
2/1/2013	Phase 2 – propose change to Rt 110	110	1,302	100 (10%)	8 (1%)
2/1/2013	Phase 2 – Announce outreach phase 2	101, 105, 111, 114, 140, 148, 240, 908	4,131	635 (20%)	121 (4%)

Communications sent emails announcing the start of both phases of outreach and requests to help spread the word to **community partners in the Renton area**. There were a total of 70 partners and they included social service, health, low-income, senior, youth, cultural, and neighborhood organizations and associations.

Staff members also notified all **affected Commute Trip Reduction (CTR) sites** in the Renton area. And, personal phone calls/emails were made to major employers, such as Boeing, Kenworth/PACCAR, and Wizards of the Coast, whose work sites are located along portions of routing proposed for deletion.

News releases and social media

Public information staff members issued two news releases at the start of each phase of outreach. Staff members also tweeted information about the changes and the engagement process at various stages using the Metro twitter handle @KCMetroBus. Links to project information on Metro Online’s Have a Say portal and blog content on the process were posted to Metro’s Have a Say Facebook page. The following news stories were published:

- Nov. 21, 2012 – [Restructuring Renton Service for RapidRide F](#) – Seattle Transit Blog
- Nov. 26, 2012 – [Meetings set for changes to bus service in Renton](#) – Renton Reporter
- Nov. 26, 2012 – [Metro Transit Plans RapidRide F Line Open House Meetings](#) – Renton Patch
- Nov. 30, 2012 – [Changes Coming To Renton's Bus Service](#)—Renton Patch
- Jan. 2, 2013 – [What to Watch for in 2013](#) – Seattle Transit Blog
- Feb. 5, 2013 – [Metro Tweaks Renton Changes](#) – Seattle Transit Blog

“Metro communicated very well, providing outreach and interpreting service for a difficult community to engage.”

— Staff member at the Renton Housing Authority

Presentations and outreach to key stakeholders

Communications staff members organized two presentations to the South County Mobility Coalition during both phases of outreach. In addition, staff members reached out to several social service agencies serving transit-dependent populations to see if there were creative ways to reach and engage their constituents in the process. These efforts resulted in two special events at the Renton Housing Authority and Renton Senior Center, detailed in this section.

Methods for gathering feedback: how did people share their opinions?

Survey – online, print

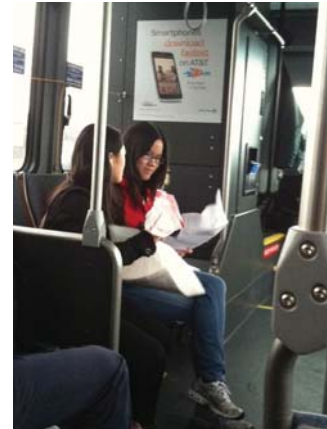
Communications designed a survey for each phase of the Renton Transit Restructure engagement process. The survey was available online and in print. Printed surveys were distributed at face-to-face activities, such as open houses, special events, and aboard the buses (in phase 2). Ninety-three individuals completed the survey during the first phase of outreach and three completed the survey on



behalf of organizations or businesses. During the second phase of outreach, 85 individuals completed the survey.

In the first phase, the survey was designed to capture thoughts and feelings about the concepts under consideration. Participants were asked whether they liked, could accept, or didn't like each concept under consideration.

In the second phase, the survey was designed to directly hear from riders who might be affected by the change. Respondents who indicated that they rode one or more of the bus routes being considered for change were asked whether their needs would be met, might be met, or would not be met if the proposed change were adopted. They were also prompted to provide their contact information if they indicated that their needs might be met or would not be met if the change were adopted. Staff members are committed to following up with people who provided their contact information if these changes are adopted in order to help them prepare for the change. (Preparation may mean learning how to use DART service, creating or joining a vanpool, or learning new transit options for getting to and from their destinations.)



Participants who indicated that they did not ride any of the routes being considered for change were asked about their opinions in the same format as the survey used during the first phase of outreach (see the Community Feedback Summary section for a summary of the results of both surveys).

Open houses, special events

During the first phase of outreach, Communications hosted two open houses and two special events. Open houses were held on Nov. 27, 2012 at Renton Technical College and Nov. 29, 2012 at Renton High School. Staff members were available to answer questions about the concepts under consideration, the new RapidRide F Line, and alternative services such as Access, the Hyde Shuttle, and taxi scrip. About 20 people attended the open houses and were provided printed copies of the surveys to complete while at the event.



An information table at the Renton Senior Center was staffed during a weekly lunch program and the Renton Housing Authority (RHA) hosted a multi-lingual open house at their administrative office. About 50 seniors, RHA residents, and agency staff were informed about the concepts under consideration and invited to provide feedback. Attendees also took copies of the changes under consideration and the surveys to share with those unable to attend.

Due to low turnout during the first phase of outreach and in consultation with community partners and the City of Renton, Communications chose not to do any open houses during the second phase of outreach. Instead, we focused outreach efforts on reaching riders who would be affected by proposed changes directly on the bus or at stops.

Phone, email

Throughout phases 1 and 2 of the outreach process, notifications, website, posters, and fliers directed people to a phone number and email address for questions or comments. Over the two

phases of outreach, 47 people called or emailed about this project. Communications staff members responded to questions (see Appendix B for a transcript of all emails and phone calls received related to this project).

Follow-through: how did we keep people informed throughout the process?

Communications created content on this project for the Have a Say website. We directed the public to this website to learn more about the changes being considered. We provided updates on the Metro Matters blog at various points in the process, and encouraged the public to stay informed by following the “Renton Restructure” blog category. We used social media channels including Metro’s ‘Have a Say’ Facebook page and @KCMetroBus Twitter account to direct people to new web content as it became available—and as channels for the public to participate in the conversation as the process unfolded. Over the course of both phases of outreach:

- 900+ people have visited the project website.
- 460+ people have viewed the four Metro Matters blog posts published about this project
- 625+ people have viewed the seven ‘Have a say’ Facebook posts about the project.

(See Appendix C, Website and social media analytics, and Appendix E, Blog posts and comments, for more detail.)

“‘Metrorider’ is correct in his post on 1 Feb. Metro does need to reconsider expanding hours of service for the 101. Also, Metro ought to proceed with the deletion of route 908. It has low ridership and the resources can be better utilized elsewhere within Renton.”

— Blog post comment

Equity and Social Justice

Given the diversity of Metro Transit's bus riding population, our community engagement must ensure that a diversity of voices is reflected in the decision-making process. Based on research of census data, Renton School district language data, and input from the City of Renton and the Renton Housing Authority (RHA), we made accommodations for Spanish, Russian, Somali, Chinese-Cantonese, and Vietnamese speakers during both phases of engagement.

During Phase 1, all printed materials and the online individual and business surveys were fully translated into Spanish. We translated abbreviated information into the other languages. During Phase 2, we translated abbreviated information into all languages. We set up phone lines for each language and made abbreviated information available on the project website in all languages.

Communications arranged for interpreters in every language to be present at the special multi-lingual open house held at the RHA's administrative office. We also did targeted outreach to organizations that serve populations with limited English proficiency to share translated materials and invite participation in the multi-lingual open house.

Community Feedback Summary

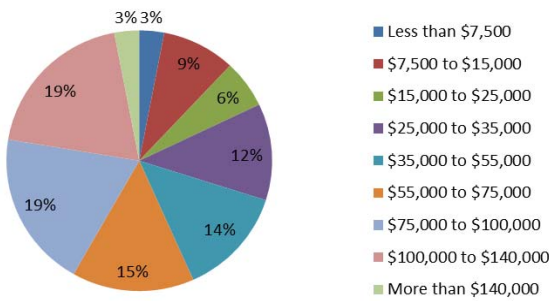
Phase 1

More than 100 participants weighed in via our survey, public meetings, phone calls, or emails. Ninety-seven individuals responded to the individual survey and three individuals responded to the business/organization survey on behalf of businesses or organizations.

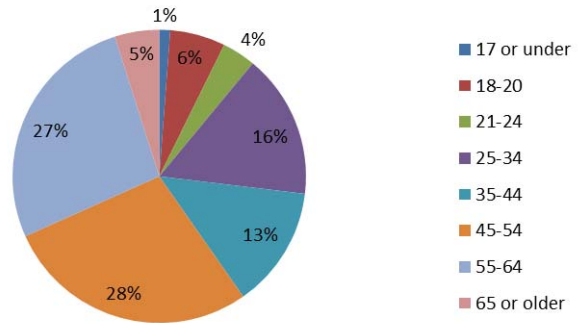
Who participated in the Phase 1 survey?

- 5 out of 10 participants said they ride Route 105
- 6 out of 10 ride Route 110
- 4 out of 10 ride Route 155
- 3 out of 10 ride routes 908 and 909
- 3 out of 10 said they have a disability
- 1 out of 10 said they speak a language other than English at home

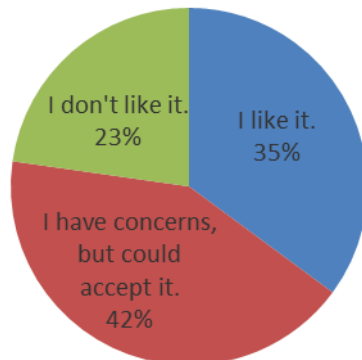
Annual household income of survey respondents



Age of survey respondents



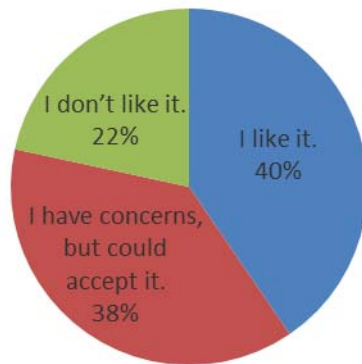
How do you feel about the concept of replacing Route 110 with service on the F Line?



Almost 80 percent said they like or could accept replacing Route 110 with service on the F Line because it would be a more efficient use of resources (reducing duplication and meeting more riders' needs by having the F Line go to The Landing).

Some expressed concern about how much longer it might take to travel between the Sounder station and places of employment, such as the FAA and PACCAR/Kenworth. We heard from several people who work at PACCAR/Kenworth that they aren't thrilled about having to walk from the F Line to their worksites. Some respondents said they were worried that the F Line might be overcrowded with Route 110 riders using it during peak commute times.

How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?



Almost 80 percent said they like or could accept converting Route 155 to DART service, with fixed-route service between Southcenter and Fairwood Center and service on request in Fairwood.

Some expressed concerns that it will be more complicated for Fairwood residents to access DART service; others expressed concerns about losing the “one-seat ride” to SeaTac airport that is currently provided by the interline of routes 155 and 156. Currently, every Route 155 bus trip continues past Southcenter as Route 156.

Concept to change routes 908 DART, 909 DART, and 105

We heard support for rerouting Routes 105 and 909 (80 percent said they like or could accept these changes), but an equal number said they dislike or have concerns about discontinuing Route 908 because it serves transit dependent populations.

“(I) always felt (a) 909 extension/ expansion/alteration could serve residents of the Highlands a lot better than the 908, which ends at the odd place of the QFC parking lot.”

— Renton Highlands resident

“I use this bus to get from the doctor's office to the transit center or from my house to doctor's office. I will have to walk to the 105 route because the 909 does not run often enough for me to get to work after a doctor's appointment (if the 908 is discontinued)”.

— Route 908 rider

We also heard concerns about changing the routing of Route 105. Currently, the route serves the Renton Housing Authority's large complex at NE 16th Street and Kirkland Avenue NE, future development planned in the area, and the new Highlands Library being developed at NE 10th Street and Sunset Boulevard SE.

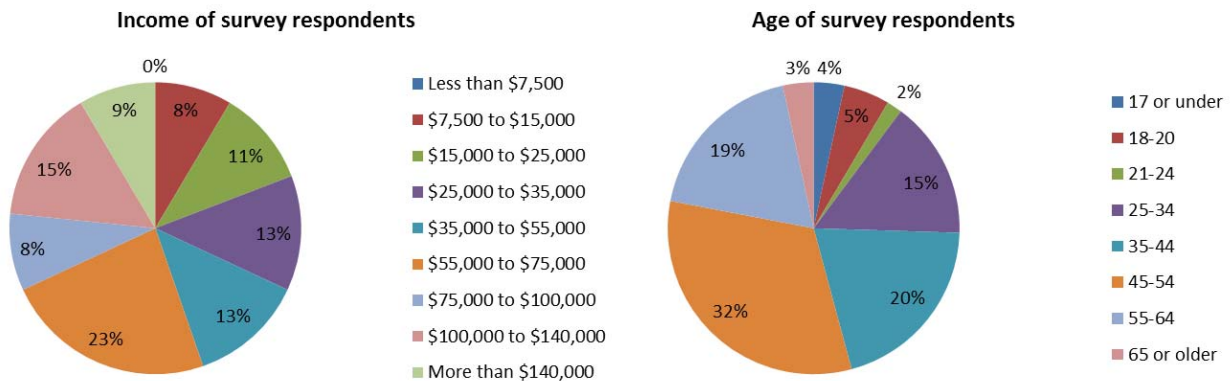
Phase 2

After considering feedback received from the public, Metro moved forward with a set of three proposals for the public to reflect on and provide feedback. The survey in Phase 2 was designed to address concerns raised in Phase 1— i.e., better explaining the alternatives available or how concerns might be addressed if these changes were adopted. Communications collected feedback via a survey, phone, and email.

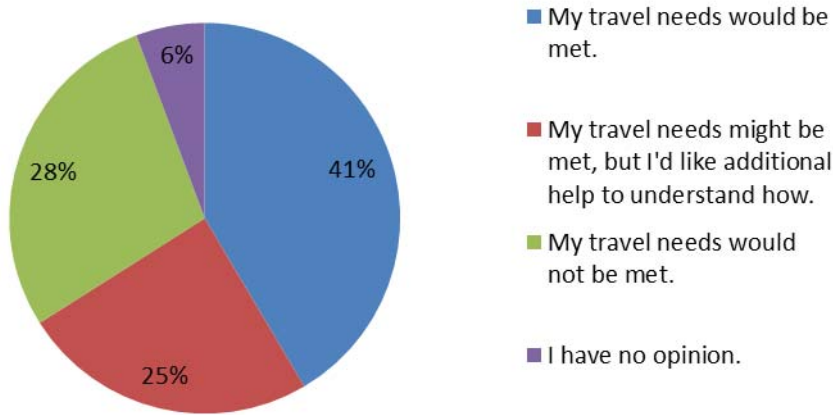
The following summarizes the survey feedback gathered from participants who indicated they ride the route being referenced (see Appendix A, Survey results by phase, for survey results from participants who indicated that they do not ride the routes being considered for change).

Who participated in the phase two survey?

- 8 out of 10 respondents ride one or more of the routes being proposed for change
- 6 out of 10 ride Route 110
- 3 out of 10 ride Route 155
- 1 out of 10 ride Route 909
- 1 out of 10 said they have a disability
- 1 out of 10 said they speak a language other than English at home
- 1 out of 10 said they participated in the first round of outreach

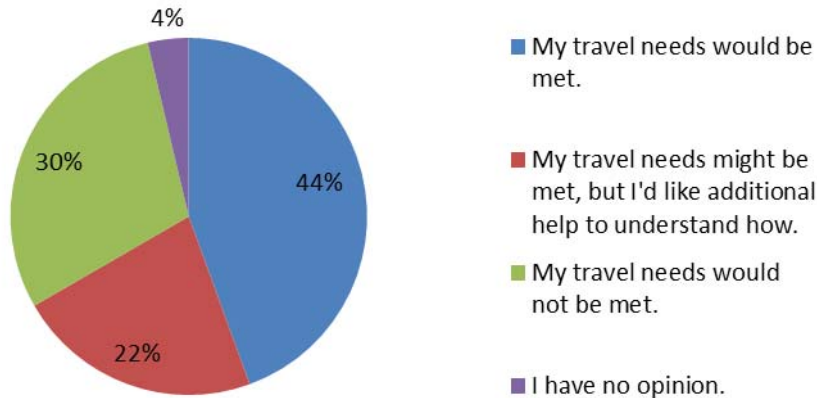


If Route 110 were replaced by service on the F Line...



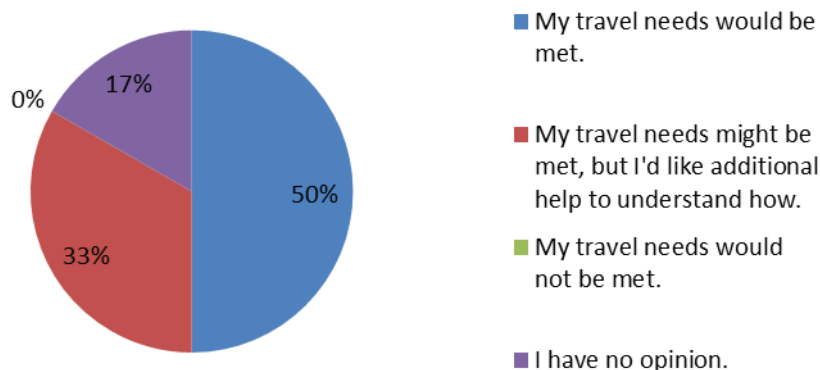
Sixty-six percent of respondents said their travel needs would or might be met by this change. People contributed support for extension of the F Line to the Landing in their comments. People taking the Sounder or using several buses to get to work along the routing of the 110 remain concerned about the length of time that might be added to their commutes. This is by far the largest category of concern. It includes those who are uncertain about how much time the RapidRide-type service (based more on maintaining a certain frequency rather than following a schedule) will add to their commute, and those who work along the portion of the route that would no longer have service. Thirteen respondents shared their contact information so staff members can follow up with them if this change is adopted.

If Route 155 were converted to DART service, with service on request only in Fairwood...



Sixty-six percent of respondents indicated that their travel needs would be or might be met if Route 155 were converted to DART service. The most frequently expressed concern about this change was the loss of the interline between routes 155 and 156. These are riders who take the bus past Southcenter in either direction and depend on that service to get to work or the airport via a one-seat ride.

If Route 909 were shifted closer to Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE...



Eighty-three percent of respondents indicated that their travel needs would be or might be met if Route 909 were shifted closer to Renton Technical College. The only concern expressed by survey respondents was from one person who will have to walk farther to access service on Route 909.

Feedback on the Engagement Process

More than 80 percent of participants took the time to provide us feedback about our engagement process during both phases of outreach. Here are some results that help inform our engagement processes moving forward.

When asked about how participants heard about this engagement effort, the top three sources were:

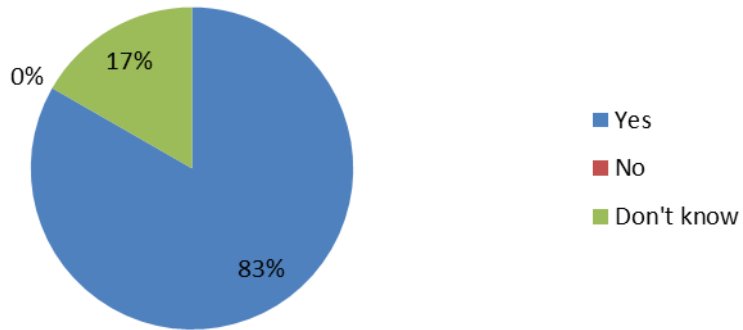
Phase 1	Phase 2
1. Metro email alert	1. Handout given to me on the bus
2. Poster at my bus stop	2. Poster at my bus stop
3. News media or neighborhood blog	3. Metro email alert

When asked whether participants were notified with enough time to provide meaningful feedback, 99 percent of participants in Phase 1 and 88 percent of participants in Phase 2 said yes.

Over 60 percent of respondents in Phase 2 outreach believe their participation in this process will result in better decisions being made by decision makers.

Finally, respondents who participated in both phases of outreach responded to the following question in the phase two survey:

Regardless of how you feel about the proposals under consideration in this phase of outreach, do you think public feedback was considered?













Appendix A

Survey results by phase

A. Phase one

1. Where in Renton do you live, work, or go to school? (If you don't live, work, or go to school in Renton, please choose "other" and tell us where you do those things.)

		Response Percent	Response Count
Benson		6.7%	6
Cedar River		0.0%	0
East Plateau		2.2%	2
Fairwood		12.4%	11
Highlands		27.0%	24
Kennydale		4.5%	4
Renton City Center		13.5%	12
Talbot		7.9%	7
Valley		4.5%	4
West Hill		5.6%	5
Other (please specify)		42.7%	38
answered question			89
skipped question			4

2. Which of the following routes do you ride, and how often do you ride them? (check all that apply)

	3 or more days a week	1-2 days a week	Less than once a week	Never	Rating Count
Route 101	32.3% (21)	10.8% (7)	38.5% (25)	18.5% (12)	65
Route 105	23.5% (12)	5.9% (3)	17.6% (9)	52.9% (27)	51
Route 110	33.3% (21)	11.1% (7)	12.7% (8)	42.9% (27)	63
Route 111	14.3% (7)	2.0% (1)	16.3% (8)	67.3% (33)	49
Route 114	6.8% (3)	0.0% (0)	18.2% (8)	75.0% (33)	44
Route 140	27.6% (16)	19.0% (11)	20.7% (12)	32.8% (19)	58
Route 148	4.3% (2)	2.2% (1)	28.3% (13)	65.2% (30)	46
Route 155	18.9% (10)	0.0% (0)	20.8% (11)	60.4% (32)	53
Route 240	18.3% (11)	15.0% (9)	38.3% (23)	28.3% (17)	60
Route 908	6.3% (3)	6.3% (3)	18.8% (9)	68.8% (33)	48
Route 909	6.4% (3)	4.3% (2)	19.1% (9)	70.2% (33)	47
answered question					92
skipped question					1





3. How do you use these routes? (please provide specific locations where applicable)

		Response Percent	Response Count
To get to/from work		80.2%	69
To look for a job		14.0%	12
To get to/from school		14.0%	12
To get to a food bank		7.0%	6
To get to/from church		7.0%	6
For shopping/errands		40.7%	35
For fun/recreational/social		37.2%	32
For medical appointments		26.7%	23
For special events		18.6%	16
For jury duty		7.0%	6
To get to the airport		20.9%	18
Other (please specify)		11.6%	10
		answered question	86
		skipped question	7





4. Please list any other bus routes you use at least once a week:

	Response Count
	52
answered question	52
skipped question	41





5. How do you feel about the concept of replacing Route 110 with service on the F Line?

		Response Percent	Response Count
I like it.		23.0%	20
I have concerns, but could accept this change.		27.6%	24
I don't like it.		14.9%	13
I have no opinion.		34.5%	30
	Why?		57
	answered question		87
	skipped question		6




6. How do you feel about the concept of deleting Route 908 and replacing it with other service on routes 105 and 909?

		Response Percent	Response Count
I like it.		13.1%	11
I have concerns, but could accept this change.		14.3%	12
I don't like it.		9.5%	8
I have no opinion.		63.1%	53
	Why?		45
	answered question		84
	skipped question		9





7. How do you feel about the concept of shifting Route 909 closer to the Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE?

		Response Percent	Response Count
I like it.		22.4%	19
I have concerns, but could accept this change.		7.1%	6
I don't like it.		4.7%	4
I have no opinion.		65.9%	56
	Why?		37
	answered question		85
	skipped question		8





8. Which routing option would you prefer?

		Response Percent	Response Count
Option A – NE 7th Street, Monroe Avenue NE, NE 10th Street, and Sunset Boulevard NE		15.4%	12
Option B – NE 7th Street, Monroe Avenue NE, NE 12th Street, and Kirkland Avenue NE		12.8%	10
I have no opinion.		71.8%	56
		Why?	35
		answered question	78
		skipped question	15

9. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

		Response Percent	Response Count
I like it.		29.4%	25
I have concerns, but could accept this change.		15.3%	13
I don't like it.		4.7%	4
I have no opinion.		50.6%	43
		Why?	41
		answered question	85
		skipped question	8

10. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

		Response Percent	Response Count
I like it.		17.6%	15
I have concerns, but could accept this change.		16.5%	14
I don't like it.		9.4%	8
I have no opinion.		56.5%	48
		Why?	43
		answered question	85
		skipped question	8







11. Please rank these concepts in order of your preference, from 1 (first) to 6 (last). NOTE: Please rank the items by one of the following two methods: 1. Drag the items into your preferred order. 2. Type a new number in the box to the left of each item. Selecting a number from the drop-down menu to the left of the items does not work and will not record your preferences.

	1	2	3	4	5	6	Rating Average	Rating Count
Discontinue Route 110 and provide replacement service on RapidRide F Line.	50.7% (38)	16.0% (12)	9.3% (7)	2.7% (2)	4.0% (3)	17.3% (13)	2.45	75
Discontinue Route 908, move Route 909 closer to Renton Technical College, and move Route 105 further east in the Renton Highlands.	25.3% (19)	41.3% (31)	18.7% (14)	5.3% (4)	5.3% (4)	4.0% (3)	2.36	75
Discontinue Route 908, move Route 909 closer to Renton Technical College, and make no change to Route 105.	1.3% (1)	13.3% (10)	49.3% (37)	22.7% (17)	8.0% (6)	5.3% (4)	3.39	75
Discontinue Route 908, move Route 105 further east in the Renton Highlands, and make no change to Route 909.	0.0% (0)	9.3% (7)	18.7% (14)	48.0% (36)	21.3% (16)	2.7% (2)	3.89	75
Discontinue Route 908 and make no changes to routes 105 or 909.	4.0% (3)	8.0% (6)	2.7% (2)	12.0% (9)	49.3% (37)	24.0% (18)	4.67	75
Convert the part of Route 155 that's east of Fairwood Center to dial-a-ride transit (DART) service.	18.7% (14)	12.0% (9)	1.3% (1)	9.3% (7)	12.0% (9)	46.7% (35)	4.24	75
answered question								75
skipped question								18

12. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

	Response Count
	37
answered question	37
skipped question	56

13. If you could change one thing about your current transit service, what would it be?

		Response Percent	Response Count
Make buses come more often		29.8%	25
Make service more direct		16.7%	14
Make trips faster		8.3%	7
Make buses less crowded		7.1%	6
I would not change anything		8.3%	7
Other (please specify)		29.8%	25
	answered question		84
	skipped question		9

14. In what city or cities are the top three destinations you reach by transit?






Choose one

	Algona	Auburn	Beaux Arts Village	Bellevue	Black Diamond	Bothell	Burien	Car
Destination 1:	0.0% (0)	1.2% (1)	0.0% (0)	0.0% (0)	0.0% (0)	0.0% (0)	6.0% (5)	0.0%
Destination 2:	0.0% (0)	4.3% (3)	0.0% (0)	13.0% (9)	0.0% (0)	0.0% (0)	2.9% (2)	0.0%
Destination 3:	0.0% (0)	1.8% (1)	0.0% (0)	10.5% (6)	0.0% (0)	0.0% (0)	1.8% (1)	0.0%








15. In addition to fixed-route bus service, Metro provides other services that can help people get where they need to go. How familiar are you with the following list of alternative services that Metro already provides?

	Very familiar	Somewhat familiar	Not at all familiar	Rating Count
Access paratransit service	13.9% (11)	26.6% (21)	59.5% (47)	79
Community Access Transportation (CAT) vans, such as Senior Services' Hyde Shuttle	11.5% (9)	10.3% (8)	78.2% (61)	78
Dial-a-ride transit (DART)	16.5% (13)	34.2% (27)	49.4% (39)	79
Taxi scrip	11.4% (9)	21.5% (17)	67.1% (53)	79
VanPool/VanShare	32.1% (25)	35.9% (28)	32.1% (25)	78
answered question				80
skipped question				13





16. How many buses do you take to get to and from your primary destinations?

		Response Percent	Response Count
1 bus		27.7%	23
2 buses		31.3%	26
3 or more		20.5%	17
I use both bus and light rail		16.9%	14
I don't use the bus		3.6%	3
answered question			83
skipped question			10




17. Would any of the following make you more willing to change buses? (check all that apply)

		Response Percent	Response Count
If you could get to more places in less time		48.2%	40
If buses came more often		59.0%	49
If buses kept to their schedules		51.8%	43
If you had had shorter wait times to transfer		56.6%	47
If transfer areas were better marked		10.8%	9
If transfer areas were safer and had more amenities		24.1%	20
None of the above		12.0%	10
	Other (please specify)		14
	answered question		83
	skipped question		10





18. How far do you travel now to reach the bus?

		Response Percent	Response Count
Less than 1 block		25.3%	21
1-3 blocks		34.9%	29
4-5 blocks		10.8%	9
6 or more blocks		28.9%	24
	answered question		83
	skipped question		10

19. How do you get to/from the bus stops you use now?

		Response Percent	Response Count
On foot		84.5%	71
By bicycle		0.0%	0
By wheelchair		0.0%	0
By car		9.5%	8
By vanpool or vanshare		0.0%	0
Other (please specify)		6.0%	5
answered question			84
skipped question			9

20. How do you usually pay your fare?

		Response Percent	Response Count
Cash		3.5%	3
ORCA		88.2%	75
Tickets		2.4%	2
Other (please specify)		5.9%	5
answered question			85
skipped question			8

21. If you pay by cash, what would help you to use an ORCA card?

	Response Count
	9
answered question	9
skipped question	84

22. If you have an ORCA card, which type of ORCA card do you use? (If you don't have an ORCA card, please skip to Question 24 on the next page.)

		Response Percent	Response Count
Adult (19-64)		79.2%	61
Youth (6-18)		1.3%	1
Senior or disabled (Regional Reduced Fare Permit)		19.5%	15
	answered question		77
	skipped question		16





23. Do you load fare value onto your ORCA card?

		Response Percent	Response Count
Yes. I use a monthly pass.		39.7%	31
Yes, I use e-purse (stored transportation value, used like cash to pay your fare with an ORCA card).		30.8%	24
No, I use an ORCA card provided by my school.		2.6%	2
No, I use an ORCA card provided by my employer.		25.6%	20
No, I use cash with a Regional Reduced Fare Permit.		1.3%	1
		answered question	78
		skipped question	15









24. How many persons, including yourself, live in your household?

		Response Percent	Response Count
1		19.3%	16
2		42.2%	35
3		22.9%	19
4		14.5%	12
5 or more		1.2%	1
		answered question	83
		skipped question	10






25. How many persons in your household regularly ride the bus?

		Response Percent	Response Count
1		70.0%	56
2		22.5%	18
3		6.3%	5
4		1.3%	1
5 or more		0.0%	0
answered question			80
skipped question			13







26. Your age:

		Response Percent	Response Count
17 or under		1.2%	1
18-20		6.1%	5
21-24		3.7%	3
25-34		15.9%	13
35-44		13.4%	11
45-54		28.0%	23
55-64		26.8%	22
65 or older		4.9%	4
answered question			82
skipped question			11





27. If you have a disability, please indicate what kind. (check all that apply)

		Response Percent	Response Count
Mobility		34.6%	9
Vision		19.2%	5
Hearing		19.2%	5
Cognitive		15.4%	4
Other (please specify)		34.6%	9
		answered question	26
		skipped question	67






28. Do you consider yourself...

		Response Percent	Response Count
African-American		6.2%	5
Asian-American (Pacific Islander)		8.6%	7
American Indian/Alaska Native		1.2%	1
Hispanic (Mexican, Mexican American, Chicano or Latino)		0.0%	0
Multiple Ethnicities		14.8%	12
White (Caucasian)		63.0%	51
Other (please specify)		6.2%	5
		answered question	81
		skipped question	12











29. What is the primary language you speak at home?

		Response Percent	Response Count
Chinese (Mandarin, Cantonese, etc.)		1.2%	1
English		91.6%	76
Japanese		0.0%	0
Korean		0.0%	0
Russian		3.6%	3
Spanish		0.0%	0
Somali		0.0%	0
Tagalog		0.0%	0
Ukrainian		0.0%	0
Vietnamese		0.0%	0
Other (please specify)		3.6%	3
answered question			83
skipped question			10









30. How many cars are owned by those in your household?

		Response Percent	Response Count
0		22.0%	18
1		29.3%	24
2		28.0%	23
3		12.2%	10
4 or more		8.5%	7
answered question			82
skipped question			11



31. What is your annual household income?

		Response Percent	Response Count
Less than \$7,500		2.7%	2
\$7,500 to \$15,000		8.0%	6
\$15,000 to \$25,000		5.3%	4
\$25,000 to \$35,000		10.7%	8
\$35,000 to \$55,000		12.0%	9
\$55,000 to \$75,000		13.3%	10
\$75,000 to \$100,000		17.3%	13
\$100,000 to \$140,000		17.3%	13
More than \$140,000		2.7%	2
I don't know		10.7%	8
answered question			75
skipped question			18






32. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)

		Response Percent	Response Count
News media or neighborhood blog		14.5%	12
Metro Matters blog		0.0%	0
Metro email alert		41.0%	34
Poster at my bus stop		15.7%	13
Twitter		0.0%	0
Facebook		6.0%	5
Friend		8.4%	7
Employer		12.0%	10
An organization I'm involved with		2.4%	2
Other (please specify)		16.9%	14
answered question			83
skipped question			10

33. Were you notified in time to provide meaningful feedback in Metro's decision-making process?

		Response Percent	Response Count
Yes		98.8%	83
No		1.2%	1
answered question			84
skipped question			9

34. Which of the following events have you attended to learn about concepts for changes to Renton routes that would go along with the start of the new RapidRide F Line? (check all that apply)

		Response Percent	Response Count
Open house		12.2%	10
Information table		13.4%	11
Meeting hosted by another organization		3.7%	3
Presentation given by Metro staff		2.4%	2
None		78.0%	64
answered question			82
skipped question			11




35. How much do you trust that Metro is doing its best to meet the community's needs while making the best use of resources?

	Do not trust		Neutral		Trust	Rating Average	Rating Count
	10.1% (8)	11.4% (9)	35.4% (28)	25.3% (20)	17.7% (14)	3.29	79
answered question							79
skipped question							14

36. Please share any additional feedback you have about our engagement process:

	Response Count
	21
answered question	21
skipped question	72

37. We're moving to more electronic notification to keep people informed about Metro transit service planning. If you use email and would like to stay informed about future opportunities to have a say, please provide us with the information listed below.

		Response Percent	Response Count
Name:		97.6%	41
ZIP Code:		100.0%	42
Email address:		92.9%	39
		answered question	42
		skipped question	51

Page 2, Q1. Where in Renton do you live, work, or go to school? (If you don't live, work, or go to school in Renton, please choose "other" and tell us where you do those things.)

1	PACCAR	Dec 7, 2012 9:03 AM
2	Bellevue	Dec 7, 2012 8:52 AM
3	Live: Downtown. Work: Grady & Lind	Dec 6, 2012 7:07 PM
4	Grant Avenue South	Dec 5, 2012 1:00 PM
5	Eastern Highlands (Duvall St)	Dec 3, 2012 3:31 PM
6	Boeing	Dec 1, 2012 6:40 PM
7	I volunteer at the Renton Senior Activity Center	Nov 30, 2012 5:58 PM
8	FAA	Nov 29, 2012 8:37 AM
9	I work at the Renton Landing	Nov 29, 2012 1:15 AM
10	south west industrial area	Nov 28, 2012 8:14 PM
11	Cascade-Fairwood area	Nov 28, 2012 11:36 AM
12	16th & Lind--FAA Region and Service Center	Nov 27, 2012 8:01 AM
13	FAA Bldg Lind Ave & 16th	Nov 26, 2012 3:56 PM
14	16th SW & Lind Ave	Nov 26, 2012 3:47 PM
15	live in tacoma, work at FAA in Renton	Nov 26, 2012 3:25 PM
16	I vist renton at least two times a week. I vist the downtown/city center area the most	Nov 23, 2012 2:47 AM
17	Live: White Center; Work: Tukwila	Nov 22, 2012 9:14 AM
18	Puyallup	Nov 21, 2012 3:29 PM
19	Work near the Landing	Nov 21, 2012 10:26 AM
20	108th Ave SE and S Carr rd	Nov 20, 2012 7:42 PM
21	Providence Health - Lind Avenue	Nov 20, 2012 5:47 PM
22	Fred Meyer/Walmart/The Landing	Nov 19, 2012 3:41 PM
23	The Landing/Fred Meyer & Walmart	Nov 19, 2012 3:37 PM
24	Burien Washington	Nov 19, 2012 11:26 AM
25	Federal Aviation Administration	Nov 19, 2012 9:22 AM
26	North Renton, near Boeing	Nov 16, 2012 6:46 PM

Page 2, Q1. Where in Renton do you live, work, or go to school? (If you don't live, work, or go to school in Renton, please choose "other" and tell us where you do those things.)

27	Kent - formerly of Renton, formerly employed in Renton	Nov 16, 2012 12:25 PM
28	Newport Hills, Coal Creek/Newcastle Shopping Center	Nov 16, 2012 12:06 PM
29	Downtown Seattle, Madison Valley	Nov 16, 2012 12:03 PM
30	shopping, Fairwood King County Library	Nov 16, 2012 11:57 AM
31	1601 Lind Ave., S.W.--FAA	Nov 16, 2012 11:45 AM
32	live in Normandy Park, work at Southcenter, visit grandfather in Renton	Nov 15, 2012 5:01 PM
33	FAA Office Lind Ave and 16th	Nov 15, 2012 1:54 PM
34	Work - FAA (16th & Lind) Take Sounder to/from work	Nov 15, 2012 12:52 PM
35	Lind & SW 7th (actual work location 838 Seneca Ave SW)	Nov 15, 2012 11:26 AM
36	Lind Ave SW	Nov 15, 2012 10:21 AM
37	FAA Building 1601 Lind Ave SW	Nov 15, 2012 8:50 AM
38	Lind ave.	Nov 15, 2012 8:45 AM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

To get to/from work		
1	RTC to PACCAR & PACCAR to PARK & N8th St	Dec 7, 2012 9:03 AM
2	West Hill to Bellevue	Dec 7, 2012 8:52 AM
3	111 to work in Seattle	Dec 7, 2012 8:11 AM
4	to and from	Dec 7, 2012 12:46 AM
5	111, 114, 101, 105, 908, 240,	Dec 6, 2012 9:03 PM
6	Southcenter Mall	Dec 6, 2012 8:24 PM
7	RTC to Grady & Lind	Dec 6, 2012 7:07 PM
8	The only way i can get and come from work.	Dec 6, 2012 6:28 PM
9	From Jericho and 4th to Stewart and 6 th downtown (wish there was a route from renton to south lake union) I would go to the park and ride downtown renton for such a route	Dec 6, 2012 5:59 PM
10	from 49th st and Talbot rd S to	Dec 5, 2012 6:18 PM
11	to/from work Grant Ave. So.	Dec 5, 2012 1:00 PM
13	Microsoft Redmond/Eastgate	Dec 4, 2012 5:11 PM
14	Yes	Dec 4, 2012 5:05 PM
15	Yes	Dec 4, 2012 4:54 PM
18	between Boeing - Renton TC / Tukwila / SouthCenter	Dec 1, 2012 6:40 PM
19	volunteer at senior center	Nov 30, 2012 5:58 PM
20	Seatac to Valley Medical Center	Nov 29, 2012 9:51 PM
21	From Train station to work and back.	Nov 29, 2012 8:37 AM
23	I take Link Light Rail from Othello station to Sea-Tac then transfer to #560 to go to The Renton Landing for work	Nov 29, 2012 1:15 AM
24	111, 240, 909	Nov 28, 2012 8:14 PM
25	Pioneer Square	Nov 28, 2012 2:15 PM
26	Renton Highlands	Nov 28, 2012 12:45 PM
27	yes	Nov 28, 2012 12:04 PM
28	Rainier Valley/MLK	Nov 28, 2012 11:49 AM
29	155 transfer to 156, then a Rapid Ride A Line then a Pierce Transit, heading	Nov 28, 2012 11:36 AM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

	home I sometimes take 140 or 148	
30	To get to and from work	Nov 28, 2012 8:56 AM
31	the 110 to get to the 140 at the Tukwilla station, the 140 from Southcenter to work	Nov 27, 2012 7:47 PM
32	Tukwilla Sounder to 16th & Lind	Nov 27, 2012 8:01 AM
33	Valley Medical Center from Capitol Hill	Nov 27, 2012 3:53 AM
34	FAA Bldg 16th and Lind Ave	Nov 26, 2012 3:56 PM
35	Tukwilla Sounder Station to 16th & Lind Ave SW	Nov 26, 2012 3:47 PM
36	Tukwila Sounder Station to FAA, 1601 Lind Ave. S.W.	Nov 26, 2012 3:25 PM
37	to Issaquah Park and Ride	Nov 26, 2012 2:44 PM
38	X	Nov 26, 2012 11:50 AM
41	240, 140, 909, 111 (to Boeing, Tukwila at Intl. Blvd - TOO MANY BUSES, TOO SLOW!!!)	Nov 22, 2012 3:11 PM
42	Edmonds Ave NE and NE 16th to downtown Seattle	Nov 22, 2012 11:11 AM
43	Route 140 Southcenter Mall	Nov 22, 2012 9:14 AM
44	16th and Lind Ave SW	Nov 21, 2012 3:29 PM
45	Near the landing	Nov 21, 2012 10:26 AM
46	Connects me to the route 150 at S180th St and Sperry Dr S to get to and from work	Nov 20, 2012 7:42 PM
47	Providence Health - 2001 Lind Ave	Nov 20, 2012 5:47 PM
48	to get to/from work	Nov 20, 2012 10:36 AM
53	FAA to Tukwila Sounder Station - mornings and afternoons	Nov 19, 2012 9:22 AM
55	Renton Transit center	Nov 17, 2012 3:35 PM
56	111 and 101 to downtown SEA, 240 to Bvue	Nov 17, 2012 2:26 PM
58	101 to Downtown	Nov 17, 2012 11:48 AM
59	myrtle/mlk/tukwila	Nov 17, 2012 3:36 AM
61	meetings in Factoria	Nov 16, 2012 6:46 PM
62	the 101 or 102 or 150.	Nov 16, 2012 4:36 PM
63	Monday - Friday to Convention Place Station	Nov 16, 2012 3:58 PM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

64	155/156 to seatac then a line to federal way	Nov 16, 2012 2:55 PM
65	Seattle	Nov 16, 2012 2:31 PM
66	weekdays: Lind Ave SW & SW 16th St. / Fairwood	Nov 16, 2012 12:32 PM
67	i am Unemployed at the moment	Nov 16, 2012 12:27 PM
69	X	Nov 16, 2012 12:25 PM
70	Park at the Renton Highlands Park and Ride	Nov 16, 2012 12:21 PM
71	Work at Longacres on Oakesdale Ave	Nov 16, 2012 12:20 PM
75	To and from the train station to the FAA Bldg.	Nov 16, 2012 11:45 AM
76	Queen Anne, double transfer is very bad service!	Nov 16, 2012 11:42 AM
77	To get to/from work from P and R	Nov 16, 2012 11:40 AM
78	rtc	Nov 15, 2012 8:08 PM
79	from Burien to Southcenter	Nov 15, 2012 5:01 PM
80	From Tukwila Sounder Station to FAA (Lind Ave and 16th)	Nov 15, 2012 1:54 PM
81	To/From Sounder Commuter Train	Nov 15, 2012 12:52 PM
82	838 Seneca Ave Southwest	Nov 15, 2012 11:26 AM
83	From Tukwila Sounder Station to 16th & Lind SW	Nov 15, 2012 10:21 AM
84	train station to 7th avs s and back to train station	Nov 15, 2012 9:18 AM
85	from Tukwila Sounder Train to FAA Building 1601 Lind Ave SW	Nov 15, 2012 8:50 AM
86	1601 Lind Ave SW Renton	Nov 15, 2012 8:45 AM
To look for a job		
6	N/A	Dec 6, 2012 8:24 PM
10	Airport Jobs Seatac	Dec 5, 2012 6:18 PM
13	Downtown Seattle	Dec 4, 2012 5:11 PM
15	Yes	Dec 4, 2012 4:54 PM
19	worksource	Nov 30, 2012 5:58 PM
20	Bellevue, Seattle	Nov 29, 2012 9:51 PM
26	Kent	Nov 28, 2012 12:45 PM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

33	Bellevue	Nov 27, 2012 3:53 AM
41	101, 111 (Downtown Seattle)	Nov 22, 2012 3:11 PM
55	na	Nov 17, 2012 3:35 PM
67	to get to work source	Nov 16, 2012 12:27 PM
76	Bellevue, Capitol Hill, Seatac - all transfers!	Nov 16, 2012 11:42 AM
To get to/from school		
6	N/A	Dec 6, 2012 8:24 PM
10	Downtown Seattle	Dec 5, 2012 6:18 PM
12	I use the 101 and the 105 from the renton transit center to 4th and Monroe	Dec 5, 2012 9:01 AM
20	Capitol Hill	Nov 29, 2012 9:51 PM
29	Same as the route to go to work	Nov 28, 2012 11:36 AM
33	Capitol Hill, First Hill	Nov 27, 2012 3:53 AM
41	909 (Kenneydale Elementary)	Nov 22, 2012 3:11 PM
49	University of Washington	Nov 20, 2012 7:27 AM
54	Between Fairwood and Seattle	Nov 18, 2012 3:31 PM
55	na	Nov 17, 2012 3:35 PM
67	i am not in school	Nov 16, 2012 12:27 PM
76	Bellevue College -transfer	Nov 16, 2012 11:42 AM
To get to a food bank		
4	to and from	Dec 7, 2012 12:46 AM
6	Downtown Renton And Skyway	Dec 6, 2012 8:24 PM
15	Yes	Dec 4, 2012 4:54 PM
17	Seattle, sometimes Renton	Dec 3, 2012 3:31 PM
55	na	Nov 17, 2012 3:35 PM
67	i do not use a food bank	Nov 16, 2012 12:27 PM
To get to/from church		
6	Southcenter	Dec 6, 2012 8:24 PM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

19	on Wells Avenue North	Nov 30, 2012 5:58 PM
55	na	Nov 17, 2012 3:35 PM
62	I use the 155, 169 and 240 for this.	Nov 16, 2012 4:36 PM
67	i am not currently a member of any church	Nov 16, 2012 12:27 PM
72	to/from 119th SE & SE 60th to Factoria Blvd & Newport Way	Nov 16, 2012 12:06 PM
For shopping/errands		
2	West Hill to Renton or Southcenter	Dec 7, 2012 8:52 AM
4	to and from	Dec 7, 2012 12:46 AM
6	Grocery Outlet (Renton Highlands)	Dec 6, 2012 8:24 PM
7	RTC to Store	Dec 6, 2012 7:07 PM
10	Downtown Seattle, Downtown Bellevue	Dec 5, 2012 6:18 PM
12	240 to go to Target	Dec 5, 2012 9:01 AM
14	Yes	Dec 4, 2012 5:05 PM
15	Yes	Dec 4, 2012 4:54 PM
16	The Landing using route 101 connecting to Route 240	Dec 3, 2012 11:19 PM
18	between RTN Landing - Renton TC / Tukwila / SouthCenter	Dec 1, 2012 6:40 PM
19	The Landing in Renton	Nov 30, 2012 5:58 PM
20	Downtown Seattle, Downtown Bellevue	Nov 29, 2012 9:51 PM
24	909, 240, 110, 140	Nov 28, 2012 8:14 PM
26	Federal Way, Tukwila	Nov 28, 2012 12:45 PM
28	Fred Meyer, other	Nov 28, 2012 11:49 AM
40	City Center area	Nov 23, 2012 2:47 AM
41	240, 140, 909, 105 (The Landing, Renton - 4th and Union, Crossroads Bellevue)	Nov 22, 2012 3:11 PM
43	Route 140 Southcenter Mall	Nov 22, 2012 9:14 AM
46	To get to the Southcenter Mall	Nov 20, 2012 7:42 PM
50	The Landing/Fred Meyer/Walmart	Nov 19, 2012 3:41 PM
51	Shopping @ The Landing/Fred Meyer & Walmart	Nov 19, 2012 3:37 PM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

52	Route 140: West Field Southcenter Mall, Route 155: Fairwood	Nov 19, 2012 11:26 AM
55	highlands, Renton transit center, Renton P & R	Nov 17, 2012 3:35 PM
56	240 to Landing, RTC, or Bellevue	Nov 17, 2012 2:26 PM
59	renton/fred meyer/ safeway	Nov 17, 2012 3:36 AM
60	116th Ave SE & Petrovitsky to Southcenter	Nov 16, 2012 9:51 PM
61	grocery outlet	Nov 16, 2012 6:46 PM
62	I use the 155 for shopping errands	Nov 16, 2012 4:36 PM
64	155 to southcenter mall	Nov 16, 2012 2:55 PM
67	to the highlands and other areas of Renton	Nov 16, 2012 12:27 PM
69	X	Nov 16, 2012 12:25 PM
72	to/from 119th SE & SE 60th to Newcastle Way & Coal Creek Parkway	Nov 16, 2012 12:06 PM
74	Shopping/Errands	Nov 16, 2012 11:57 AM
76	Bellevue Square, Factoria, Landing	Nov 16, 2012 11:42 AM
79	from Burien to Renton Transit Center	Nov 15, 2012 5:01 PM
For fun/recreational/social		
4	to and from	Dec 7, 2012 12:46 AM
6	Renton Highlands (Sunset st) And Downtown Seattle	Dec 6, 2012 8:24 PM
7	RTC to Seattle - Ballard, Cap Hill, Queen Anne	Dec 6, 2012 7:07 PM
9	101- Sounders games	Dec 6, 2012 5:59 PM
12	I use the 105 to go to my sister's house	Dec 5, 2012 9:01 AM
13	Seattle	Dec 4, 2012 5:11 PM
22	the Landing, Southcenter, down town Seattle	Nov 29, 2012 7:07 AM
26	Renton by 405	Nov 28, 2012 12:45 PM
28	Renton River Days, other	Nov 28, 2012 11:49 AM
29	155 to go to the mall area	Nov 28, 2012 11:36 AM
33	Coulon Park	Nov 27, 2012 3:53 AM
40	City Center Area	Nov 23, 2012 2:47 AM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

41	240, 140, 909, 101, 105 (The Landing, Renton - 4th and Union, Crossroads Bellevue, Downtown Seattle)	Nov 22, 2012 3:11 PM
43	Route 155 148 Fairwood	Nov 22, 2012 9:14 AM
46	To get to the Southcenter Mall	Nov 20, 2012 7:42 PM
50	Movies @ The Landing	Nov 19, 2012 3:41 PM
51	Movie theater @ The Landing	Nov 19, 2012 3:37 PM
52	155 to Fairwood	Nov 19, 2012 11:26 AM
54	Between Fairwood and Tukwila	Nov 18, 2012 3:31 PM
55	highlands, Renton transit center, Renton P & R	Nov 17, 2012 3:35 PM
56	240 to Landing or RTC	Nov 17, 2012 2:26 PM
58	105	Nov 17, 2012 11:48 AM
59	link rail route 107	Nov 17, 2012 3:36 AM
60	S. Grady Park and Ride to downtown Seattle	Nov 16, 2012 9:51 PM
62	I use the 155 and 169	Nov 16, 2012 4:36 PM
63	Dinner/drinks after work downtown Seattle or Renton	Nov 16, 2012 3:58 PM
67	to get to the Renton V.F.W Post 1263	Nov 16, 2012 12:27 PM
68	101/140/240	Nov 16, 2012 12:25 PM
69	X	Nov 16, 2012 12:25 PM
73	101 to Downtown Renton, 240 to Coal Creek Park	Nov 16, 2012 12:03 PM
76	Coulon Park- transfer! Seattle Center -double transfer!	Nov 16, 2012 11:42 AM
79	from Burien to Renton Transit Center	Nov 15, 2012 5:01 PM
For medical appointments		
2	West Hill to Seattle	Dec 7, 2012 8:52 AM
4	to and from	Dec 7, 2012 12:46 AM
6	Renton Highlands	Dec 6, 2012 8:24 PM
7	RTC to Seattle - Cap Hill	Dec 6, 2012 7:07 PM
10	UWMC, VMC	Dec 5, 2012 6:18 PM
17	in Chinatown	Dec 3, 2012 3:31 PM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

20	UW Medical on routes 169 and 167	Nov 29, 2012 9:51 PM
24	111	Nov 28, 2012 8:14 PM
26	Talbot Rd, Renton	Nov 28, 2012 12:45 PM
28	Harborview	Nov 28, 2012 11:49 AM
29	155	Nov 28, 2012 11:36 AM
33	Valley Medical Center, UWMC, Harborview MC	Nov 27, 2012 3:53 AM
40	To get to Valley Medical Center	Nov 23, 2012 2:47 AM
41	240, 909 (RTC to connecting bus to Valley Medical)	Nov 22, 2012 3:11 PM
43	Route 240 Overlake Hospital	Nov 22, 2012 9:14 AM
52	Route 240 to Overlake Hospital	Nov 19, 2012 11:26 AM
55	Highlands, Group Health Coop	Nov 17, 2012 3:35 PM
57	route 101	Nov 17, 2012 2:00 PM
59	link rail route 107	Nov 17, 2012 3:36 AM
62	I use the 908, the 169 and the 155	Nov 16, 2012 4:36 PM
66	weekdays: Lind Ave SW & SW 16th St. / Fairwood	Nov 16, 2012 12:32 PM
67	i have no current doctor	Nov 16, 2012 12:27 PM
76	Valley Medical - 169, UW Medical in U-District - 169-167transfer	Nov 16, 2012 11:42 AM
For special events		
4	to and from	Dec 7, 2012 12:46 AM
6	N/A	Dec 6, 2012 8:24 PM
7	RTC to Seattle	Dec 6, 2012 7:07 PM
10	Seattle Center	Dec 5, 2012 6:18 PM
14	Yes	Dec 4, 2012 5:05 PM
24	111, 909	Nov 28, 2012 8:14 PM
28	Meetings	Nov 28, 2012 11:49 AM
33	Valley Medical	Nov 27, 2012 3:53 AM
40	City Center Area	Nov 23, 2012 2:47 AM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

41	240, 909, 101	Nov 22, 2012 3:11 PM
59	link route 107	Nov 17, 2012 3:36 AM
62	The 155 to make connections for special events.	Nov 16, 2012 4:36 PM
63	Games at the Seattle Stadiums	Nov 16, 2012 3:58 PM
67	i do not attend many Events	Nov 16, 2012 12:27 PM
69	X	Nov 16, 2012 12:25 PM
76	Seattle Center, Capitol Hill	Nov 16, 2012 11:42 AM
For jury duty		
6	N/A	Dec 6, 2012 8:24 PM
24	111	Nov 28, 2012 8:14 PM
55	Highlands to downtown Seattle, or Highlands to RTC to downtown	Nov 17, 2012 3:35 PM
59	link route 107	Nov 17, 2012 3:36 AM
60	S. Grady Park and Ride to downtown Seattle	Nov 16, 2012 9:51 PM
67	i have not had to use the bus for Jury Duty yet	Nov 16, 2012 12:27 PM
To get to the airport		
5	105, 908, 140	Dec 6, 2012 9:03 PM
6	N/A	Dec 6, 2012 8:24 PM
7	RTC to SEATAC	Dec 6, 2012 7:07 PM
10	yes	Dec 5, 2012 6:18 PM
20	yes on 156(turns into 155 going back)	Nov 29, 2012 9:51 PM
23	I take Link Light Rail	Nov 29, 2012 1:15 AM
24	Sound transit 560, 140	Nov 28, 2012 8:14 PM
29	155 continue as 156	Nov 28, 2012 11:36 AM
33	yes, from Valley Medical on 155 that turns into 156	Nov 27, 2012 3:53 AM
41	909, 240 (909 gets me to 405 to catch the 560, 240 can get me to RTC to catch 560 also)	Nov 22, 2012 3:11 PM
42	from NE Sunset Blvd and Union Ave NE	Nov 22, 2012 11:11 AM
52	Route 140; Route 105	Nov 19, 2012 11:26 AM

Page 2, Q3. How do you use these routes? (please provide specific locations where applicable)

55	Highlands, to Renton Transit Center to airport	Nov 17, 2012 3:35 PM
59	link route 107	Nov 17, 2012 3:36 AM
65	yes	Nov 16, 2012 2:31 PM
67	to go to the Airport Jobs office	Nov 16, 2012 12:27 PM
69	X	Nov 16, 2012 12:25 PM
76	yes 155-156 transfer. Connect them as one route please! very inconvenient to detour north through Downtown Renton	Nov 16, 2012 11:42 AM
Other (please specify)		
4	for every thing	Dec 7, 2012 12:46 AM
6	N/A	Dec 6, 2012 8:24 PM
15	to volunteer	Dec 4, 2012 4:54 PM
23	From work, I take any bus from Park & 8th (The Landing) to the Renton TC (like #240, #566, or #560) then take the #106 home to Rainier Beach Station	Nov 29, 2012 1:15 AM
39	I would	Nov 26, 2012 9:12 AM
40	To get to burien or to downtown seattle	Nov 23, 2012 2:47 AM
59	udistrict/tunnel buses 101,107	Nov 17, 2012 3:36 AM
61	to get to down town Seattle	Nov 16, 2012 6:46 PM
72	Occasionally, #240 to/from The Landing	Nov 16, 2012 12:06 PM
76	a lot of transfers, can't get from south side of Renton to the north side without transfers	Nov 16, 2012 11:42 AM

Page 2, Q4. Please list any other bus routes you use at least once a week:

1	139 - 10 times a week / 560 - 10 times a week	Dec 7, 2012 9:03 AM
2	566 560	Dec 7, 2012 8:52 AM
3	550 to 560 to 909 if I stay late in Seattle	Dec 7, 2012 8:11 AM
4	N/A	Dec 6, 2012 8:24 PM
5	153 - daily, 560 - 1/week	Dec 6, 2012 7:07 PM
6	Maybe 114	Dec 6, 2012 6:28 PM
7	102) 5 days a week	Dec 5, 2012 1:00 PM
8	I use the 106 and the 169 also	Dec 5, 2012 9:01 AM
9	143	Dec 4, 2012 5:05 PM
10	ST 560 or 566	Dec 3, 2012 11:19 PM
11	169, 560, 566, 180, 181, 578, 155, 156	Dec 1, 2012 6:40 PM
12	light rail, 156(155), 169, 161, 560, 550, 12, 10, 49	Nov 29, 2012 9:51 PM
13	Link Light Rail, #560, #566, #106, #8	Nov 29, 2012 1:15 AM
14	153	Nov 28, 2012 8:14 PM
15	212, ST 554	Nov 28, 2012 2:15 PM
16	7, 8	Nov 28, 2012 11:49 AM
17	Pierce Transit bus, rarely a Sound Transit bus	Nov 28, 2012 11:36 AM
18	I use the 156 to get from home to the 140 then the 110 to get to work and back home	Nov 27, 2012 7:47 PM
19	169, 155/156 as one route, 150, 161	Nov 27, 2012 3:53 AM
20	None	Nov 26, 2012 3:56 PM
21	Issaquah	Nov 26, 2012 2:44 PM
22	MT150, ST566, MT913	Nov 23, 2012 3:16 PM
23	106, 560	Nov 23, 2012 2:47 AM
24	120, C-Line	Nov 22, 2012 9:14 AM
25	106	Nov 21, 2012 10:26 AM
26	I use the 155 to connect to the 150. This is my DAILY work bus route.	Nov 20, 2012 7:42 PM
27	Route 106	Nov 20, 2012 5:47 PM

Page 2, Q4. Please list any other bus routes you use at least once a week:

28	111	Nov 20, 2012 10:36 AM
29	167, 566, 271	Nov 20, 2012 7:27 AM
30	107/106	Nov 19, 2012 3:41 PM
31	560/1106/107/7/9	Nov 19, 2012 3:37 PM
32	120, 673	Nov 19, 2012 11:26 AM
33	102, 150	Nov 18, 2012 3:31 PM
34	167, 556, 566, 560	Nov 17, 2012 3:35 PM
35	107 101	Nov 17, 2012 3:36 AM
36	Metro: 271, 70's that go to UW; ST: 566, 560, 556	Nov 16, 2012 6:46 PM
37	102	Nov 16, 2012 4:36 PM
38	574, 183,169,rapid ride a	Nov 16, 2012 2:55 PM
39	150+140 because the 101 is too crowded	Nov 16, 2012 2:31 PM
40	st560,st566	Nov 16, 2012 12:27 PM
41	169/150	Nov 16, 2012 12:25 PM
42	342	Nov 16, 2012 12:20 PM
43	ST554 to/from Eastgate and downtown Seattle	Nov 16, 2012 12:06 PM
44	128, 124	Nov 16, 2012 11:57 AM
45	161, 169 to/from 101,143, 167, 240, 566 transfers. 155to/from150, 156 transfers.	Nov 16, 2012 11:42 AM
46	102	Nov 16, 2012 11:40 AM
47	106	Nov 15, 2012 8:08 PM
48	166, 131	Nov 15, 2012 5:01 PM
49	None	Nov 15, 2012 12:52 PM
50	164, Sounder Train	Nov 15, 2012 11:26 AM
51	153	Nov 15, 2012 10:21 AM
52	None	Nov 15, 2012 8:45 AM

Page 3, Q5. How do you feel about the concept of replacing Route 110 with service on the F Line?

1	No way to get To and From PACCAR - if it happens I will have to re-evaluate using METRO at all for commuting - Will not Use F Line	Dec 7, 2012 9:07 AM
2	It makes sense if it extends all the way to The Landing - more frequent than the 110	Dec 7, 2012 8:53 AM
3	Service between work and home is infrequent and limited to inconvenient hours of the day. The new F line would become my primary method of commuting between work and home.	Dec 6, 2012 7:14 PM
4	I don't use that bus often.	Dec 6, 2012 6:29 PM
5	We need north-south routes in renton!	Dec 5, 2012 6:34 PM
6	It's not going to the landing. Good for Sounder people	Dec 5, 2012 1:03 PM
7	I really only use it when I'm at the Safeway near Rainer	Dec 5, 2012 9:01 AM
8	I don't use it.	Dec 4, 2012 5:11 PM
9	I think the change will be efficient but the people that ride that route should weigh in.	Dec 4, 2012 5:05 PM
10	The duplicating routes makes the service less effecient	Dec 3, 2012 11:21 PM
11	I don't go to that area	Dec 3, 2012 3:32 PM
12	I normally don't take the 110 but plan to when I need to go to Boeing Longacres site	Dec 1, 2012 6:40 PM
13	It was a nice route, for downtown Renton	Nov 30, 2012 5:58 PM
14	Nobody travels like this. 140 is not as busy as other routes in Renton, only kids use it to go to Southcenter after school. For others there is very little reason to go between Renton Downtown and Tukwila Sounder... Misses many important regional hubs like Valley Medical and Pacific Medical on Carr Rd. Misses Renton City Hall.	Nov 29, 2012 9:58 PM
15	I would not like it to stop at the Renton transit center and would like to see it go all the way to the landing	Nov 29, 2012 7:11 AM
16	I never take the #110	Nov 29, 2012 1:16 AM
17	you are eliminating the part of the route I use. The 153 is late for the transfer with the 560 almost 50% of the time, and I can often catch the 110 instead of waiting for half an hour, plus Sound transit is cutting back on the number of 560 runs.	Nov 28, 2012 8:19 PM
18	Cause I think the RapidRide F-line will serve the same purpose.	Nov 28, 2012 12:05 PM
19	I would like it only if it increases service somewhere else	Nov 28, 2012 11:50 AM
20	If the F Line is as fast as the A Line I don't think people will have much problems. Providing only peak hour might make people less hesistant to ride it, plus you'll	Nov 28, 2012 11:37 AM

Page 3, Q5. How do you feel about the concept of replacing Route 110 with service on the F Line?

	need Rapid Ride Fair Enforcers to check on the F Lines occasionally	
21	I will be Forced to start driving myself back and forth to work. PLEASE don't discontinue the route. I work for Boeing at 635 Park Ave North in Renton	Nov 28, 2012 8:58 AM
22	As long as I do not have to walk over to Grady Way and it continued to service the SW16th St stop I would be ok with it.	Nov 27, 2012 7:52 PM
23	Rapid Ride might not match the Sounder schedule, and would require a longer bus ride (time spent) to get to work	Nov 27, 2012 8:02 AM
24	because there is no north-south bus in Renton! everything terminates at the transit center and it is very inconvenient. the rapid rise should be north-south where the demand is.	Nov 27, 2012 3:55 AM
25	My main concern is that this in no way meets the needs of people in Fairwood. I currently have to walk 35 minutes to the nearest bus stop. I would ride the bus if there was a stop closer to my home.	Nov 26, 2012 6:30 PM
26	The route seems longer on the last leg to the Sounder Station and the concern is if bus is late which seems to happen often.	Nov 26, 2012 3:58 PM
27	AS long as it serves the Tukwila Sounder trains when they arrive and depart and take me to and pick me up at 1601 Lind Ave., S.W., Renton	Nov 26, 2012 3:26 PM
28	I want a bus from Renton to Issaquah	Nov 26, 2012 2:44 PM
29	Because I would have a longer walk to get to work - right now I am dropped off within the Kenworth Plant. If we're dropped off near Boeing, we don't have the option of walking though the plant to get to office buildings on the other side. We have to walk around.	Nov 26, 2012 11:51 AM
30	wasn't aware of the 110	Nov 22, 2012 11:14 AM
31	IF the PROPOSED stop at 16th & Lind is incorporated into the plan it will work for me. Otherwise, it would be too far a walk to get a bus and then could not ride the train. Nice days and in the light of day it's a nice walk, but not during inclement weather nor in daylight savings times.	Nov 21, 2012 3:32 PM
32	I commute from Seattle so this would provide more frequent service to my workplace. I could connect more easily to the Tukwila Sounder station or Link Light Rail. It would also maintain my connection to Renton Transit Center where I sometimes board 101 or 106.	Nov 21, 2012 10:28 AM
33	Logically, Route 676 goes close to walking distance as Park Ave. N.	Nov 19, 2012 11:28 AM
34	Needs to correlate between working shift at FAA and Sounder. Current 110 routes work very well with the start time and end time of employees.	Nov 19, 2012 9:25 AM
35	It doesn't seem to have an effect on my current routes.	Nov 18, 2012 3:32 PM
36	I think that 110 route is covered by other routes (including 240 route)	Nov 17, 2012 3:35 PM
37	Its duplicating service. Might as well put the service somewhere else.	Nov 17, 2012 11:49 AM

Page 3, Q5. How do you feel about the concept of replacing Route 110 with service on the F Line?

38	Only way to get to IKEA maybe 4/5 times a year	Nov 17, 2012 3:38 AM
39	I don't use this route	Nov 16, 2012 9:51 PM
40	I don't ride the 110	Nov 16, 2012 3:59 PM
41	Don't use it	Nov 16, 2012 2:56 PM
42	I don't use it. If it adequately duplicates the 110 route for the people who do use it, then I support discontinuing the 110.	Nov 16, 2012 2:32 PM
43	More direct routing between SW 16th Ave SW & Lind Ave SW and The Landing shopping area.	Nov 16, 2012 12:37 PM
44	for adding more riders to the rt240, st560,&st566 if durring Rush hour there is no more rt110	Nov 16, 2012 12:30 PM
45	don,t think that logan is the best way to go	Nov 16, 2012 12:27 PM
46	What does KW/PACCAR say about it? I could care less, but their concerns should be mitigated. They are a CTR-affected site with 100s or 1000s of employees and state, MPO, and local CTR plans specify transit agencies must plan in sync with the CTR plans.	Nov 16, 2012 12:27 PM
47	Bus stop seems to be closer to the building I work in than current 110 Route.	Nov 16, 2012 12:21 PM
48	Nobody travels between Tukwila Sounder station and Renton Transit Center.Both are not even destinations but transfer points. Why would anyone want to travel from Renton transit center to Seattle via Tukwila?! There are direct buses between Renton TC and Seattle already: 101, 143, 167	Nov 16, 2012 12:17 PM
49	It doesn't affect me at all.	Nov 16, 2012 12:08 PM
50	I need assurance that the delivery and pickups will remain the same as I cannot walk far distances. Now the bus leaves us at the front of the FAA and picks us up in a 2 minute walk. If that remains the same, I'm good.	Nov 16, 2012 11:47 AM
51	I never use this route	Nov 15, 2012 5:03 PM
52	would like to see the timing of the route compared to Sounder train schedule so I can get to work on time and leave work on time without missing a train (which is on a 30-minute schedule). thanks for asking for our thoughts	Nov 15, 2012 1:56 PM
53	I need this route to cover FAA Bldg, 16th & Lind... cannot see image above. If the F Line will cover my needed area (train times), this would continue to encourage me to use public transportation. If it will not, the Sounder Train is in a unsafe area to walk (especially a female alone), and in the winter, it's dark in the morning and evening.	Nov 15, 2012 12:54 PM
54	As long as during peak hours it runs every 10 minutes, this will be better than the current 110 service. I would use the stop at Lind and SW 7th	Nov 15, 2012 11:30 AM
55	consolidates the routes and will run more frequently	Nov 15, 2012 9:19 AM

Page 3, Q5. How do you feel about the concept of replacing Route 110 with service on the F Line?

56	I appreciate need to seek efficiency and avoid duplication. My concern is thatthere is sufficient frequency of stops and on-time reliability of that schedule to sync with the Sounder Train schedule.	Nov 15, 2012 8:52 AM
57	Only if it still matches the train schedule.	Nov 15, 2012 8:46 AM

Page 4, Q6. How do you feel about the concept of deleting Route 908 and replacing it with other service on routes 105 and 909?

1	Never use it	Dec 7, 2012 9:08 AM
2	Don't use	Dec 7, 2012 8:54 AM
3	The smaller DART bus service is more efficient in residential neighborhoods.	Dec 7, 2012 8:17 AM
4	it would be of no use to me	Dec 7, 2012 12:54 AM
5	I think the 105 is perfect the way it is.	Dec 6, 2012 6:34 PM
6	I don't live in the area!	Dec 5, 2012 1:07 PM
7	I don't really ride the 908	Dec 5, 2012 9:05 AM
8	Your options would move 105 away from where I live (along Sunset in the Highlands)	Dec 4, 2012 5:14 PM
9	I think the change will be efficient but the people that ride that route should weigh in.	Dec 4, 2012 5:06 PM
10	Because the neighborhood needs the DART buses	Dec 4, 2012 4:56 PM
11	Usually do not use this route	Dec 3, 2012 11:27 PM
12	The current nearest 105 stop is too far away. 908 is about a ten-fifteen minute walk while 105 is 25-30 minutes.	Dec 3, 2012 3:35 PM
13	don't take it because I take busses that go down Park	Dec 1, 2012 6:40 PM
14	Because it goes near where I live, plus I can ride it up to QFC in the Highlands area	Nov 30, 2012 5:58 PM
15	I never take #908	Nov 29, 2012 1:17 AM
16	First off, I didn't even know this route existed! I have lived in the Highlands for over 10 years. Looking at the route, I'm guessing I've never taken it because of the hours of operations and that it is quite a long walk for me.	Nov 28, 2012 2:19 PM
17	I'll see if it works out.	Nov 28, 2012 11:52 AM
18	I don't use this bus route.	Nov 28, 2012 11:39 AM
19	Dont take this route.	Nov 28, 2012 8:59 AM
20	I do not use this route	Nov 27, 2012 7:54 PM
21	How will this neighborhood be served?	Nov 26, 2012 6:31 PM
22	I don't use these routes.	Nov 26, 2012 3:27 PM
23	I want a bus to Issaquah Park and Ride	Nov 26, 2012 2:46 PM
24	Always felt 909 extension/expansion/alteration could serve residents of the	Nov 22, 2012 3:37 PM

Page 4, Q6. How do you feel about the concept of deleting Route 908 and replacing it with other service on routes 105 and 909?

	Highlands a lot better than the 908, which ends at the odd place of the QFC parking lot.	
25	never used the 908	Nov 22, 2012 11:27 AM
26	Don't use	Nov 21, 2012 3:35 PM
27	I like to see redundant routes deleted.	Nov 21, 2012 10:29 AM
28	I use this bus to get from the doctor's office to the transit center or from my house to doctor's office. I will have to walk to the 105 route because the 909 does not run often enough for me to get to work after a doctor's appointment (if the 908 is discontinued).	Nov 17, 2012 3:40 PM
29	I don't think we should keep running routes that almost no one riders in rural areas while we can't provide adequate service in more urban areas.	Nov 17, 2012 11:53 AM
30	Never ride	Nov 17, 2012 3:42 AM
31	This is the route I use to get to the Renton Group Health for my health care.	Nov 16, 2012 4:53 PM
32	I don't take the 908	Nov 16, 2012 3:59 PM
33	Don't use	Nov 16, 2012 2:57 PM
34	Same as my answer to the 110 question.	Nov 16, 2012 2:34 PM
35	this would put more strain on the rt105 & 909 at all times of the day	Nov 16, 2012 12:34 PM
36	Alternative concepts are better and cost less.	Nov 16, 2012 12:31 PM
37	Not affected	Nov 16, 2012 12:22 PM
38	I don't take it so not sure of the impact	Nov 16, 2012 11:58 AM
39	We need more service on 105 and 240. Hour service is not enoug	Nov 16, 2012 11:48 AM
40	This route does not affect me.	Nov 16, 2012 11:47 AM
41	I never use this route	Nov 15, 2012 5:03 PM
42	This is not a route that I utilize.	Nov 15, 2012 12:56 PM
43	I do not use this service	Nov 15, 2012 11:33 AM
44	do not use this route	Nov 15, 2012 9:20 AM
45	I am not impacted by these routes and proposed replacements.	Nov 15, 2012 8:55 AM

Page 4, Q7. How do you feel about the concept of shifting Route 909 closer to the Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE?

1	Never use it	Dec 7, 2012 9:08 AM
2	More efficient way of doing business.	Dec 7, 2012 8:17 AM
3	I wouldn't be travleing in the area	Dec 5, 2012 1:07 PM
4	I could have an option to take that if I miss the 105	Dec 5, 2012 9:05 AM
5	Because they need the residential DART bus	Dec 4, 2012 4:56 PM
6	I do not use this route	Dec 3, 2012 11:27 PM
7	This is not near me. I'm still 2 miles further east.	Dec 3, 2012 3:35 PM
8	don't take it	Dec 1, 2012 6:40 PM
9	Because it goes up Sunset Blvd near shopping areas (and that is nice)	Nov 30, 2012 5:58 PM
10	It still gets me to and from Kennydale.	Nov 28, 2012 8:27 PM
11	If more people are closer to that area it could be good	Nov 28, 2012 11:52 AM
12	I don't use this route.	Nov 28, 2012 11:39 AM
13	Dont take this route.	Nov 28, 2012 8:59 AM
14	I do not use this route	Nov 27, 2012 7:54 PM
15	i don't use this route	Nov 26, 2012 3:27 PM
16	I want a bus to the Issaquah Park and Ride from Renton	Nov 26, 2012 2:46 PM
17	If it eliminates the 908 in favor of the 909 handling more, I like it.	Nov 22, 2012 3:37 PM
18	doesn't affect me	Nov 22, 2012 11:27 AM
19	Don't use	Nov 21, 2012 3:35 PM
20	I don't ride this route.	Nov 21, 2012 10:29 AM
21	I use this bus to get to the store and a couple restaurants.	Nov 17, 2012 3:40 PM
22	I don't ride this route.	Nov 17, 2012 11:53 AM
23	Never ride	Nov 17, 2012 3:42 AM
24	I don't use this route	Nov 16, 2012 9:54 PM
25	I would be able to use route 909 to get to church which is on Monroe Ave. NE.	Nov 16, 2012 4:53 PM
26	I never use this route	Nov 16, 2012 3:59 PM
27	the rt105 would be used more. i think the rt909 & rt908 are valued services	Nov 16, 2012 12:34 PM

Page 4, Q7. How do you feel about the concept of shifting Route 909 closer to the Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE?

28	Note: please consider expansion of the Kenneydale DART area to the south - extend to 24th on the west side of I-405.	Nov 16, 2012 12:31 PM
29	Not affected	Nov 16, 2012 12:22 PM
30	Same as above	Nov 16, 2012 11:58 AM
31	Add service to 240 and 105	Nov 16, 2012 11:48 AM
32	This route does not affect me.	Nov 16, 2012 11:47 AM
33	I never use this route	Nov 15, 2012 5:03 PM
34	This is not a route that I utilize.	Nov 15, 2012 12:56 PM
35	I do not use service in this area.	Nov 15, 2012 11:33 AM
36	do not use this route	Nov 15, 2012 9:20 AM
37	I am not impacted by these routes and proposed replacements.	Nov 15, 2012 8:55 AM

Page 4, Q8. Which routing option would you prefer?

1	Never use it	Dec 7, 2012 9:08 AM
2	Serves a greater area.	Dec 7, 2012 8:17 AM
3	I'm familiar with the street and there is a shopping center in the area...I believe.	Dec 5, 2012 1:07 PM
4	They're both good options	Dec 5, 2012 9:05 AM
5	Service on 12th is closer to me	Dec 4, 2012 5:14 PM
6	We still need a bus running from 4th and Union to Sunset Blvd	Dec 4, 2012 4:56 PM
7	I do not use this route	Dec 3, 2012 11:27 PM
8	don't take it	Dec 1, 2012 6:40 PM
9	Because it is more convenient	Nov 30, 2012 5:58 PM
10	It still gets me tow and from Kennydale.	Nov 28, 2012 8:27 PM
11	Because the #111 is closer and is kind of a backup	Nov 28, 2012 11:52 AM
12	I don't use this route or travel to the Renton Highlands much.	Nov 28, 2012 11:39 AM
13	Dont take this route.	Nov 28, 2012 8:59 AM
14	I do not use this route	Nov 27, 2012 7:54 PM
15	I don't use this route	Nov 26, 2012 3:27 PM
16	I want a bus option to the Issaquah Park and Ride from Renton on Sunset.	Nov 26, 2012 2:46 PM
17	Sunset Boulevard touches more dense neighborhoods	Nov 23, 2012 2:50 AM
18	I like that the 909 provides quick, alternative access to some of the stores along Sunset.	Nov 22, 2012 3:37 PM
19	doesn't affect me	Nov 22, 2012 11:27 AM
20	Don't use	Nov 21, 2012 3:35 PM
21	I don't ride this route.	Nov 21, 2012 10:29 AM
22	Minimal impact to existing routing	Nov 19, 2012 11:29 AM
23	10th would be a better option for me. I use this bus to run errands near 7th and 10th.	Nov 17, 2012 3:40 PM
24	I've always thought it was ridiculous that there was no service along the length of Monroe. Option B does the most to remedy that.	Nov 17, 2012 2:29 PM
25	Closer to school,as it should be	Nov 17, 2012 3:42 AM
26	I don't use this route	Nov 16, 2012 9:54 PM

Page 4, Q8. Which routing option would you prefer?

27	It sounds as if either option would be close to my church.	Nov 16, 2012 4:53 PM
28	i rarely use rt908 & rt909	Nov 16, 2012 12:34 PM
29	Keeps bus on better roads for heavy vehicles (I think).	Nov 16, 2012 12:31 PM
30	Not affected	Nov 16, 2012 12:22 PM
31	This route does not affect me.	Nov 16, 2012 11:47 AM
32	This is not a route that I utilize.	Nov 15, 2012 12:56 PM
33	I do not use service in this area	Nov 15, 2012 11:33 AM
34	do not use this route	Nov 15, 2012 9:20 AM
35	I am not impacted by these routes and proposed replacements.	Nov 15, 2012 8:55 AM

Page 4, Q9. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

1	Never use it	Dec 7, 2012 9:08 AM
2	Serves a larger area, more efficient.	Dec 7, 2012 8:17 AM
3	i dont like the fact of the part your trying to delete is where i shop,have appointments and many of my friends and nieghboors take the bus to work there.we would all have to take two buses each way with the changes and not just one bus like we do now.for some of us this could mean a hardship and maybe having to move from where we now live.	Dec 7, 2012 12:54 AM
4	I, along with many others, frequently ride the 105 along the part of the route that would be cut out. I use this route to get to the grocery store and because of my work hours I generally go later at night. Taking two buses would not only be inconvenient but more dangerous late at night. Plenty of people ride the bus along this part of the route and it is definitely needed.	Dec 7, 2012 12:27 AM
5	I don't think there should be any change to the 105. If u have to transfer buses the new 105 route will take longer and you will end up missing a bus. Unless the 105 runs more frequently.	Dec 6, 2012 6:34 PM
6	I would ride this route more with this change	Dec 6, 2012 6:02 PM
7	I have never rode this bus, so I can't form an opinion.	Dec 5, 2012 1:07 PM
8	It may effect which stops I have to get off to visit friends and family	Dec 5, 2012 9:05 AM
9	It is cutting the service on 12th and Sunset that I use.	Dec 4, 2012 5:14 PM
10	We need a extension to other neighborhoods	Dec 4, 2012 4:56 PM
11	I do not use this route	Dec 3, 2012 11:27 PM
12	It will exactly replace the 908 I used to take, but 105 goes all the way to Seattle while 908 stops at the transit center, so no transferring is needed.	Dec 3, 2012 3:35 PM
13	don't take it	Dec 1, 2012 6:40 PM
14	Would be better if it was connected with another route that terminates in Downtown Renton. Transfers in Renton are very inconvenient and takes a lot of time for a bus to go through traffic to get to and from the transit center down there.	Nov 29, 2012 10:00 PM
15	I do not ride the 105.	Nov 28, 2012 8:27 PM
16	I would hope that you could find a way to go NE 12th St and serve NE Sunset Blvd and Duvall Ave NE	Nov 28, 2012 12:06 PM
17	It might be a problem for some present riders, but does help with some other areas	Nov 28, 2012 11:52 AM
18	I don't ride route 105.	Nov 28, 2012 11:39 AM
19	Dont take this route.	Nov 28, 2012 8:59 AM

Page 4, Q9. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

20	because it terminates at transit center	Nov 27, 2012 3:58 AM
21	I don't use this route	Nov 26, 2012 3:27 PM
22	I want a bus that goes from the Highlands to the Issaquah park and Ride	Nov 26, 2012 2:46 PM
23	I have concerns about the proposed routing deletion, because it eliminates a potential travel option not only for ambulatory and even non-ambulatory seniors at Houser Terrace, but also for non-seniors in the immediate area who would prefer to leave space on the 909 for less-ambulatory and wheelchair-dependent passengers. You might create a situation where everyone tries to cram onto the 909 because it is the only game in town (meaning in the immediate area, of course).	Nov 22, 2012 3:37 PM
24	depends on connections to airport bus	Nov 22, 2012 11:27 AM
25	Don't use	Nov 21, 2012 3:35 PM
26	I don't ride this route.	Nov 21, 2012 10:29 AM
27	I use this bus to connect with the 111 bus to my house. I would not be able to catch the 111 bus with the new revision. I would also have to change how I did errands near 12th.	Nov 17, 2012 3:40 PM
28	This is exactly what metro needs to be doing more of: consolidating service into frequent corridors.	Nov 17, 2012 11:53 AM
29	Good planning	Nov 17, 2012 3:42 AM
30	My daughter depends on the 240, but it's schedule does not work well for her. Maybe this would give her more options	Nov 16, 2012 9:54 PM
31	Extend it to Issaquah, get rid of all these confusing DARTS and reduce frequency. it's better to have more direct service that runs less than traveling extra hours in a wrong direction with transfers.	Nov 16, 2012 1:16 PM
32	with the Elimination of the rt908 the rt105 would be full or over full almost all the time	Nov 16, 2012 12:34 PM
33	Not affected	Nov 16, 2012 12:22 PM
34	I don't take it.	Nov 16, 2012 11:58 AM
35	I like it if there is way more service on the 240	Nov 16, 2012 11:48 AM
36	This route does not affect me.	Nov 16, 2012 11:47 AM
37	I never use this route	Nov 15, 2012 5:03 PM
38	This is not a route that I utilize.	Nov 15, 2012 12:56 PM
39	I do not use service in this area	Nov 15, 2012 11:33 AM
40	do not use this route	Nov 15, 2012 9:20 AM

Page 4, Q9. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

41 I am not impacted by these routes and proposed replacements.

Nov 15, 2012 8:55 AM

Page 5, Q10. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

1	Never use it	Dec 7, 2012 9:08 AM
2	Don't use	Dec 7, 2012 8:55 AM
3	DART is an efficient and necessary service.	Dec 7, 2012 8:21 AM
4	Extend it to airport as one route. Simplify loops in Southcenter, and make it as one route with one route number. Make 156-155 line more direct, keep on 176th-180th st corridor between Fairwood and Airport.	Dec 5, 2012 6:38 PM
5	I'm sure there are people in the area that could use it.	Dec 5, 2012 1:08 PM
6	I don't take the 155	Dec 5, 2012 9:05 AM
7	Fairwood always needs regular service (buses)	Dec 4, 2012 4:56 PM
8	I rarely us this route due to using Route 150 when I am in the area	Dec 3, 2012 11:28 PM
9	Doesn't impact me.	Dec 3, 2012 3:35 PM
10	I would use DART specialized service to go where I need to go.	Dec 1, 2012 6:41 PM
11	The problem is at the west terminus of this route. It turns into 156 in Southcenter, which is good, but it loops too much in Southcenter. Some runs don't continue as 156 and vice versa. Please make it more direct between Seatac and Valley Medical and give it one route number to avoid the confusion. 128 can loop the south area of the Southcenter since it is the end of the line for it. 155/156 passengers like myself, who travel between Seatac and Valley Medical are taken on a detour all over Southcenter. The bus eventually gets back on the same street(180th-176th) but goes way north to the Mall area and even loops around there. That's too much time lost.	Nov 29, 2012 10:09 PM
12	I currently do not ride this route.	Nov 28, 2012 8:29 PM
13	Could be inconvenient to some but, could get better later	Nov 28, 2012 11:52 AM
14	Will this route also be nearby connections of bus routes like the buses that go by the Southcenter Mall?	Nov 28, 2012 11:40 AM
15	Dont take this route.	Nov 28, 2012 9:12 AM
16	I don't like the fact that 155 is not extended to Seatac on 176th. at least make 155 and 156 the same number bus and restructure the southcenter loop. it spends too much time circling the Southcenter when it transitions to 156. Make it 155 all the way, and skip the Southcenter Mall.	Nov 27, 2012 4:06 AM
17	My main concern is that this in no way meets the needs of people in Fairwood who live south of Petrovisky. I currently have to walk 35 minutes to the nearest bus stop. There are no busses along 140th/132nd and nothing along 192nd.	Nov 26, 2012 6:33 PM
18	I don't use this route or dart buses	Nov 26, 2012 3:27 PM
19	Make a bus route that goes from the Renton transit center along Sunset to the	Nov 26, 2012 2:47 PM

Page 5, Q10. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

Issaquah Park and Ride		
20	don't use it	Nov 22, 2012 11:27 AM
21	Don't use	Nov 21, 2012 3:35 PM
22	I like to see the amount of service aligned with the demand.	Nov 21, 2012 10:30 AM
23	As long as we do not change the service between 108th and S Carr, I am okay, since this is my primary route to work. I would prefer MORE service on the 155 route, as it's ending so early in the evening prevents me from using it to get home if I have to go shopping at the Southcenter Mall after work.	Nov 20, 2012 7:48 PM
24	I no longer live in that area. I don't use bus 155 at this time.	Nov 17, 2012 3:41 PM
25	It might make the service more complicated than need be. I like the idea if it saves money.	Nov 17, 2012 11:54 AM
26	Good plan	Nov 17, 2012 3:43 AM
27	Why spend all that time on the Fairwood loop when so use it there. DART combination with regular route seems much more efficient.	Nov 16, 2012 9:56 PM
28	Route 155 is the main bus out of my Neighbourhood. I am concerned that it will be cut and I will have no options of getting around for shopping, medical appointments, work and leisure activities.	Nov 16, 2012 4:56 PM
29	Never go east into fairwood but there's not much other service there and don't think it should be dart	Nov 16, 2012 2:58 PM
30	I think the DART system needs to be promoted and explained to more people. Average people may not know they have the option.	Nov 16, 2012 2:35 PM
31	Oh these DARTS again. Just terminate it at the Fairwood Library instead of Albertson's. This way kids can go there after school instead of Southcenter. You must extend it to the airport to make it more meaningful and directional for commuters other than kids.. Getting to the airport by bus from this corridor is a detour via downtown Renton and a transfer, even though we are so close. Southcenter has free parking and airport doesn't. All airport jobs have free or discounted bus passes, Yet living so close i can't even take it because it is an extra hour detour and transfers. There is not much transitional or low income housing in this corridor, therefore most residents here are suited for jobs at the airport or Valley Medical. You can't sustain your life in this corridor with a Southcenter retail job. So please extend it to the airport already.	Nov 16, 2012 1:37 PM
32	The revised service would meet my needs.	Nov 16, 2012 12:40 PM
33	i rarely use this route	Nov 16, 2012 12:34 PM
34	Not affected	Nov 16, 2012 12:23 PM
35	As long as it still runs from Southcenter down Southcenter Parkway plaza because there is NO alternative, and goes to downlown Fairwood, I guess I'm	Nov 16, 2012 12:00 PM

Page 5, Q10. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

	okay with it.	
36	I recently moved into the area and use Sounder as my final transportation into Downtown Seattle. Currently the coordination between Metro and Sounder is less than what I would want. I cannot take a Metro bus from Fairwood and catch the first Sounder train up to Seattle. I haven't looked; however, I believe I would also be hard pressed to make the second train. I believe a coordinated effort between transit agencies would be more beneficial.	Nov 16, 2012 11:57 AM
37	Fix routes that run thirty mins or more work so much better and rider ship will grow	Nov 16, 2012 11:51 AM
38	This route does not affect me.	Nov 16, 2012 11:48 AM
39	I never use this route	Nov 15, 2012 5:03 PM
40	This is not a route that I utilize.	Nov 15, 2012 12:56 PM
41	I do not use service in this area	Nov 15, 2012 11:34 AM
42	do not use this route	Nov 15, 2012 9:22 AM
43	I am not impacted by these routes and proposed replacements.	Nov 15, 2012 8:56 AM

Page 6, Q12. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

1	I will not use the F Line in place of the 110	Dec 7, 2012 9:10 AM
2	More regular bus routes between RTC and the Light Rail station would be awesome.	Dec 6, 2012 7:18 PM
3	Need a route to travel from the southern city limits of Renton to Seattle and Bellevue, or at least to the north end of the city. Also more direct and evening service between Benson Hill and the Airport WITHOUT DETOURING/TRANSFERRING THROUGH DOWNTOWN RENTON AND SOUTHCENTER.	Dec 5, 2012 6:45 PM
4	One way only service on Union and Duval makes little sense as there are few walkways between the two streets forcing people to ride to 4th or 12th to catch a later circuit. More late night options from Seattle, have the 280 stop at the Renton T.C.	Dec 4, 2012 5:16 PM
5	Combine routes for 908 and 909 (maybe). We really need the DART buses, especially for the seniors also the DART buses can get into narrow streets where the regular buses can't. Passengers like the idea of dial-a-ride, and also the DART buses that deviate when requested ahead of time.	Dec 4, 2012 4:58 PM
6	I am very unhappy that the F line stops at the transit center. It doesn't significantly improve service at all. On weekends I have to transfer 3-4 times to get to Boeing from Auburn. Having the F line extension in place would make weekend travel viable.	Dec 1, 2012 6:44 PM
7	Make routes more direct going north-south. Get rid of transfers in Downtown Renton for 101 to 169 line. Extend 240, 101 to Valley Medical. Make 155-156 line more direct in Southcenter area, give it one route number.	Nov 29, 2012 10:14 PM
8	Please make the F Line extend up to Park/Garden & 8th street. As someone who works at The Landing, it's annoying to have to transfer to another northbound bus at the Renton TC to get there. Furthermore, the F line will provide frequent and late-night coverage from The Landing/Boeing area to the Renton TC. Currently, on a weekday past 10:50 pm there are no southbound buses from Park & 8th. During the holidays I get off work at 11 pm or later and have to walk 25+ minutes to the Renton TC to barely catch my 11:35pm #106 bus to Rainier Beach station. The F Line extension would mean I could catch a bus from Park & 8th area as late as midnight to take me to the Tukwila Link Station where I could transfer to the light rail to the Othello station where I live closer to. The Landing is Renton's large commercial hub and especially with Boeing and all the apartment complexes near by, it just makes good sense to connect with the RapidRide.	Nov 29, 2012 1:26 AM
9	please try to coordinate the arrival of the north bound 153 at the Renton Transit Center with the north bound 560	Nov 28, 2012 8:32 PM
10	Please have the 105 still go down one way on Union Ave NE then turn left on NE 12th St going west then turn right on Kirkland Ave NE going north. Continue on to Harrington Ave NE turn tight on NE 12th St going east then turn left on Union Ave NE and right on NE Sunset Blvd going east and right on Duvall Ave NE going south then right on NE 4th St.	Nov 28, 2012 12:40 PM

Page 6, Q12. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

11	Have #105 still go up Union then 1 way west on NE 12th St to Harrington NE, then back to Kirkland, then east to NE Sunset Blvd to Duvall Ave NE 1 way as new route shows.	Nov 28, 2012 11:57 AM
12	I'm not sure if I'm east of the Fairwood Center, so I want to make sure that I have a stable bus to get myself to school and work.	Nov 28, 2012 11:41 AM
13	Please don't discontinue Rt #110, I don't want to have to go back to driving again. I've been taking this route for many years.	Nov 28, 2012 9:13 AM
14	make 155-156 line more direct with 1 bus number. Get rid of transfers in Downtown Renton please! it is so inconvenient!!!, connect north-south routes as one. extend 240 south to Valley medical please. same for 101. Create a rapid line that travels north-south between Valley Medical and Bellevue or Airport. no more transfers in Downtown Renton please!	Nov 27, 2012 4:21 AM
15	If you are going to discontinue Route 110, please replace it with like service. I am unable to walk any FAR distance and rely heavily on this bus service to get to and from work.	Nov 26, 2012 3:28 PM
16	A bus route that goes from the Renton Transit Center along Sunset to the Issaquah Park and Ride. The fact that there is no route to a neighboring city is absurd.	Nov 26, 2012 2:48 PM
17	This ranking gives false importance - I only use route 110 - why should it default rankings for routes I don't know about or don't use - shouldn't the people who use those routes provide rankings?	Nov 26, 2012 11:54 AM
18	I would love more additions from seattle to renton that don't take so long and that run later in the day. I personally thought about moving to the Renton area and realized that the transit in the area quite frankly is lacking.	Nov 23, 2012 2:52 AM
19	Dare I hope that you could expand the RapidRide F line up NE Park/Sunset somewhat so that it can stop at the 240 stop at Sunset & Edmonds?? Plenty of folks use that stop to get to work in the morning such that, if they could just board the new F line and stay on to various destinations instead of taking the 240 to the Renton Transit Center or some planned F stop tantalizingly closer, say by the Landing, and then having to get off and board the F... it would make a lot of people's commutes a lot simpler. Renton needs more DIRECT service to key areas (particularly shopping and work-related locations). EXAMPLE #1: I make the above suggestion because I work at Boeing Tukwila, the Towers on Int'l. Blvd. Now, to get there in the mornings is, at minimum, around an hour and a half-ish commute, taking the 240 to the 140 to the 124. The alternative is to take the 111 all the way over the lake to Seattle, and then all the way back down (via the 124) to Boeing. Both alternatives are silly. There should be more direct service to key work areas such as this. If the F served more of Renton, more folks could get to more hubs, cutting out intermediary buses. It would totally eliminate my need to board the 240. Just the F to the 124 and that would be it. Now THAT'S an IMPROVEMENT! :) EXAMPLE #2: As a Kenneydale/Highlands borderline resident, ever since the Landing was built, our access to it has been frustrating for me as someone dependent on mass transit. It is entirely possible to walk from where I live, near Edmonds and Sunset, to the	Nov 22, 2012 4:55 PM

Page 6, Q12. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

Landing, EXCEPT FOR ONE STRETCH, THE BRIDGE OVER HOUSER WAY N. If that area were expanded and "sidewalked" to link up with the excellent sidewalks already built farther up NE Park, I would NOT EVEN HAVE TO USE A BUS! But, because of this, I do. And what bus am I dependent on? The 240, which doesn't come nearly as frequently on the evenings and weekends as a shopper would appreciate. Don't get me wrong - I love the 240 - it is an absolutely KEY resource for me, with many valuable stops on its route. But why should I be dependent on it to get me to the Landing when I could either walk if I had the safe sidewalk connection or use the coming F line (if it would be accessible from my location near Sunset and Edmonds), given that the F would already meet the criteria of running frequently and later into the evening and on weekends? If you won't do those things, at least consider having the handy neighborhood 909 make a detour for at least one stop into the Landing (other obvious resources there besides the shopping and restaurants - the Valley Clinic and access to BECU to name two). The 909, being the friendly neighborhood bus, would lend itself well to being the main provider (or supporting provider) of access to the Landing. Yes, ridership might cause the bus to get crowded, but that's a problem you should hope to have, because it likely means that you're now doing something more useful. Then maybe you could put a slightly bigger bus, like the 110, in operation for the 909 instead of the van. It could serve wheelchair passengers just as well as that van could. EXAMPLE #3: Renton to Everett, key Boeing cities. I know this has been discussed many times, but we need some sort of direct link with meaningful hours of operation. Even an express that operates ever two hours from say 7 to 7 (seven stops in all) would be great. Hell, you could call it the 777, or Triple-7, express. (if you do go with this idea, please credit me on the side of the bus or something, okay? LOL!) Seriously, more direct transit is key, and I know there are some difficult choices to be made. But I think, with only a few nudges to service here and there, in addition to these key RapidRide lines you're putting into effect, there is a lot of potential for making people's lives easier in some big ways.

20	I only have an opinion of Route 110, but your software fills in the blanks. Not my input.	Nov 21, 2012 3:35 PM
21	I can offer no honest opinion about routes other than 110	Nov 19, 2012 9:26 AM
22	I mostly use 105 and 240 to get back and forth from the Highlands to downtown Renton as part of my work commute. I have already found that the 908 does not run often enough to help me get to the doctor even though it comes near my house. It (908) also does not run late enough for me to use it as bus after work (after I get off bus 167 last bus).	Nov 17, 2012 3:44 PM
23	Please improve 107 service. Its horrible. Thanks, goodluck	Nov 17, 2012 3:44 AM
24	1) Buses for my daughter to get to work at Ikea from Suset/Duvall area get her there late or more than an hour early or entail a walk down the hill from Valley Medical Center. (Which people at Ikea told her to do as the easiest) 2) I would love to take the bus from my Benson Hill neighborhood to the park and ride at South Grady because the parking lot is always full by 9am; but it takes a half mile walk and two buses or a one mile walk for the direct bus--neither of which works well in bad weather.	Nov 16, 2012 10:02 PM

Page 6, Q12. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

25	these routes do not affect me	Nov 16, 2012 6:49 PM
26	155 should operate later and on Sundays. People who work at the mall would appreciate it as mall is open til 9 pm	Nov 16, 2012 2:59 PM
27	I let the autofill pick numbers 2-6. I don't use those routes so I didn't know how to rank them.	Nov 16, 2012 2:37 PM
28	The service to and from Valley Medical is very bad. No regional connectivity at all. Getting to the airport from Petrovitsky corridor is not directional and requires a transfer in Downtown Renton which is way off course. Route 140 is not busy enough for a Rapid Ride. Who in the world needs to travel so much between BurienTC and Renton TC? Who in the right mind will commute from Renton TC to Seattle via Tukwila Sounder or the Light rail, while there are already direct faster buses between Seattle and Renton TC?! Rapid Ride should replace 101-169 corridor as a one route. That's where the demand is.	Nov 16, 2012 1:51 PM
29	Please Find MORE Service Hours For the Heavily Used Rt101. This route is a vital route. i have had to turn down so many swing shift jobs because the last rt101 departs CPS @ 10:51pm M-F and @ 11:01 pm sat & sunday @ 11:11 pm	Nov 16, 2012 12:38 PM
30	Engage with Renton Senior Center to see how their existing shuttle service can be utilized to offer services to those in areas with restructured services. Shawn Daly at the Renton Senior Center or Terry Higashiyama Community Services would be best to engage. Also, Karen Bergsvik in Human Services knows the needs and assets in the transportation-poor community.	Nov 16, 2012 12:34 PM
31	Extend Route 110 (or RapidRide F Line) into Kennydale (up to I-405 exit NE 30th Street)	Nov 16, 2012 12:25 PM
32	Fixed routes that run more often and meet up with connecting routes work better	Nov 16, 2012 11:54 AM
33	11. It did not allow me to rank correctly and just filled in the boxes and did not allow me to make changes. I'm ok with the F line if it provides the SAME service and timeframes to correspond with the Sounder Train schedules.	Nov 16, 2012 11:50 AM
34	Thanks for seeking our input.	Nov 15, 2012 1:57 PM
35	Route 110 is the only service I use of the above. I use it from Tukwila Rail Station to Lind & SW 7th. As long as the new F route is a long term replacement at the Lind and SW 7th stop the 10 - 15 minute frequency sounds good and hopefully will work with Sounder Train Schedules.	Nov 15, 2012 11:41 AM
36	Question #11 preference ranking has a flaw and was set as a straight 1 through 6 top to bottom and would not allow me to change, delete, skip, leave blank, etc.	Nov 15, 2012 9:00 AM
37	ONLY if service does not deteriorate. Otherwise leave it alone.	Nov 15, 2012 8:49 AM

Page 7, Q13. If you could change one thing about your current transit service, what would it be?

1	Have busses run on-time. #1 reason for not Transferring to the 110 is that I have no idea where it is at if its not at the RTC at the scheduled time and absolutely will not wait 30 mins for the next one	Dec 7, 2012 9:16 AM
2	more buses at night	Dec 7, 2012 12:58 AM
3	Expand the hours of service for routes 153 and 110	Dec 6, 2012 7:21 PM
4	Run on the hour and half hour.	Dec 4, 2012 5:00 PM
5	I would reduce the duplicating routes and make improvements to the heavily used routes.	Dec 3, 2012 11:37 PM
6	Make the schedule more convenient to run every hour and half hour on the clock.	Nov 30, 2012 5:59 PM
7	time bus schedule with train schedule	Nov 29, 2012 8:44 AM
8	There needs to be southbound buses during weekday service from the Park & 8th street area (The Landing) past 11 pm. The last bus from that stop is 10:50pm (#560). I get off work past 11 pm during the holidays and I'm forced to walk the 25+ minute walk south to the Renton TC to catch a Metro bus home.	Nov 29, 2012 1:37 AM
9	I would update the time tables. At my first stop it tells me the time the bus comes by when it goes through Fairwood, when I'm at a stop at least a mile away from that stop. It would make waiting for the bus more accurate, but since its not a major stop on the printed time table, this may be the reason why there's no time given.	Nov 28, 2012 11:45 AM
10	Help make it that when you need to transfer to another bus along a route that they are not so close in time, one example is the 5:06am bus gets to Southcenter at 5:46 and the 140 gets to southcenter at 5:47, I have nearly missed that bus a number of times and I am too old to run for a bus, when I have missed it I am very late to work.	Nov 27, 2012 8:05 PM
11	Provide a bus shelter or at least a bench at NW corner of 16th and Lind where we wait in the afternoon to return to the Sounder Train.	Nov 27, 2012 8:10 AM
12	Put a bus run - even a DART along 192nd	Nov 26, 2012 6:37 PM
13	It would be a route to the Issaquah Park and Ride from Renton.	Nov 26, 2012 2:50 PM
14	Make the buses arrive ON TIME per POSTED SCHEDULE, no late, and most importantly, not 10 minutes early! I am tired of the CONSTANT disregard on drivers part for the schedules, it has become a chronic problem.	Nov 20, 2012 7:33 AM
15	Make it more reliable. Numerous times over the past few years there has been no bus in either the morning or afternoon.	Nov 19, 2012 9:30 AM
16	I would make sure that there are better connections to the Light Rail from Renton. At this time, I take a car to get to it and then onto Seattle.	Nov 17, 2012 3:51 PM
17	Expand 107 service. Expand renton to rainier beach service.	Nov 17, 2012 3:48 AM

Page 7, Q13. If you could change one thing about your current transit service, what would it be?

18	I would like to have service on Sundays and holidays. I would like the buses in my area to run at least an hour later.	Nov 16, 2012 5:09 PM
19	Combine Route 110 with Route 342 into one route	Nov 16, 2012 12:28 PM
20	The recent Sept. 29 shake-up was the worst I've seen since I can remember. If Metro would stop re-routing buses which increase trip time, and stop providing less service while increasing fare, that would go a long way to getting people out of their cars. Just my humble opinion.	Nov 16, 2012 12:06 PM
21	Better connection between bus, train and ferries.	Nov 16, 2012 11:59 AM
22	Ensure the drivers are waiting at the station upon train arrival, and adjust the schedule so that we are not sitting after the train has departed. Drivers are very conscious of the schedule, and we'll burn gas for 3-5 minutes after the train has departed, and there is not another coming! Must maintain schedule!	Nov 15, 2012 1:00 PM
23	Make drivers that consistently do not keep their schedules, when other drivers on the same route do, more accountable. It is very upsetting when the bus is suppose to arrive 5 minutes before scheduled train time, to consistently be late and have to find alternate routes to work. Specific case: Route 164, 6:50 am from Green River Community College to Kent Station on Tue, Wed and Thur. The driver is better this week, but for the previous two to 3 weeks, I would have to run to make the train from a block away or miss it altogether. The drivers on Mon and Fri and the replacement driver that was driving on 11-6,7,and 8 have no problem getting to the station on schedule.	Nov 15, 2012 11:52 AM
24	place higher emphasis on being on time and if issues arise enable system to provide real-time updates on delays	Nov 15, 2012 9:04 AM
25	make the bus more precise in the schedule. I have missed the train a few times in the afternoon because of a late bus.	Nov 15, 2012 8:54 AM

Page 7, Q14. In what city or cities are the top three destinations you reach by transit?

1	airport	Dec 6, 2012 9:30 PM
2	Tacoma	Dec 4, 2012 5:09 PM
3	Puyallup	Nov 29, 2012 8:44 AM
4	Eastgate Park and Ride	Nov 28, 2012 2:22 PM
5	Occasionally Bellevue	Nov 28, 2012 11:45 AM
6	Sumner, Puyallup	Nov 28, 2012 9:17 AM
7	None - because Metro does not serve my neighborhood	Nov 26, 2012 6:37 PM
8	Puyallup	Nov 26, 2012 3:54 PM
9	tukwila by sounder train, metro from sounder train station to work at the FAA and metro from work to the sounder train station and Tacoma by sounder train from tukwila	Nov 26, 2012 3:30 PM
10	University of Washington (my job)	Nov 17, 2012 3:51 PM
11	Tacoma	Nov 16, 2012 5:09 PM
12	Tukwila Burien Federal Way Kent Renton Des Moines	Nov 16, 2012 12:06 PM
13	Tacoma	Nov 16, 2012 11:53 AM
14	Puyallup	Nov 15, 2012 1:59 PM
15	Tacoma	Nov 15, 2012 1:00 PM
16	Tacoma	Nov 15, 2012 11:00 AM

Page 7, Q17. Would any of the following make you more willing to change buses? (check all that apply)

1	MAKE ROUTES FASTER AND MORE DIRECT. HOW COME THERE IS SO MUCH SERVICE TO KENT FROM TALBOT HILL/VMC BUT NO SERVICE TO SEATTLE AND BELLEVUE. WHAT'S IN KENT FOR RESIDENTS OF TALBOT HILL?!	Dec 5, 2012 7:13 PM
2	Buses went to places that buses normally don't run in	Dec 5, 2012 9:11 AM
3	Parking, less crowded buses, more express buses	Dec 4, 2012 5:09 PM
4	Connect routes make them more direct. No need for a Rapid Ride on 140. Need more Service between Seatac and Valley Medical and between Seattle or Bellevue and VMC. The new rapid ride bus should connect Seatac airport-Southcenter-Valley Medical-Pacific Medical-Renton City Hall-Landing and Boeing... That's where people need to go to and from. Nobody needs to go to Renton Transit Center or to Rainier Ave big box store parking lots, nobody needs to go south to Tukwila Sounder Station or Tukwila light rail station from Renton. There are faster direct buses from Downtown Renton to Seattle already 101, 102, 143, 167, 106	Nov 29, 2012 10:26 PM
5	If the Rapid F line extended up to The Landing (Park & 8th), I would take it home from work in the evenings (especially after 11 pm as it would be the only option) to either the Renton TC (and transfer to the #106 to Rainier Beach Station to get home) or to the Tukwila Link Station to take Link Light Rail home to Othello Station. I would also take it to work, from Tukwila Link Station all the way up to The Landing.	Nov 29, 2012 1:37 AM
6	I only need a short ride-1.5 miles. Need it matched to Sounder Schedule south bound in Afternoon	Nov 27, 2012 8:10 AM
7	MO MORE TRANSFERS IN SOUTHCENTER AND DOWNTOWN RENTON!!! NO MORE!	Nov 27, 2012 4:26 AM
8	If there was a bus that went to the Issaquah Park and Ride that didn't stop in Bellevue first.	Nov 26, 2012 2:50 PM
9	I commute just after the regular commute times so there are frequently half as many buses as the previous hour and yet there are still a lot of people going to appointments in Seattle (from conversations I overhear there are quite a few people going downtown to treatment programs associated with their prior criminal activities, etc.). I'm not opposed to riding with these people but everyday it is PACKED on the 101 buses leaving Renton after 9am. This isn't really fair to them. Most all of them don't have means to other transportation downtown and the service is half of what is provided for the earlier group of assumed-to-be-working commuters. It should not be 'standing room only' everyday. There are also several wheelchair customers, people with walkers and parents with toddlers and strollers during this timeframe, all of whom require extra room and accommodation.	Nov 16, 2012 2:46 PM
10	Directional service with less frequency is much better than frequent service to nowhere. Transfers in Downtown Renton or Southcenter are not convenient, have crime, and off course. Fairwood Center, Benson Center, Valley medical are all in the same corridor and the Airport are on the same corridor, but there is no direct bus connecting all this. The only way to go is with a transfer way off	Nov 16, 2012 2:10 PM

Page 7, Q17. Would any of the following make you more willing to change buses? (check all that apply)

	course in Downtown Renton. The transfer in Southcenter is not even reliable since 155 gets stuck in traffic a lot.	
11	Best tool for me has been One Bus Away - Metro needs to start promoting this app big time. It'll grow your ridership tremendously. That app plus ORCA (and high parking and gas prices) converted me to a bus rider.	Nov 16, 2012 12:36 PM
12	Earlier routes	Nov 16, 2012 11:59 AM
13	I can't change my bus; my work place is stationery and the Sounder train has its own schedule.	Nov 16, 2012 11:53 AM
14	The route is fine as it is.	Nov 15, 2012 8:54 AM

Page 7, Q19. How do you get to/from the bus stops you use now?

1	By foot most of the time because, the transfer between the 181 and 180 is so VERY poor, that it is more efficient to walk a mile.	Dec 1, 2012 6:48 PM
2	The nearest Park and Ride (Renton) is a 15 minute drive from my house and all the parking spots are taken by 6:15am. Get more slots or put a Park and Ride on the top of Benson Hill or Fairwood.	Nov 26, 2012 6:37 PM
3	Sounder train	Nov 26, 2012 3:54 PM
4	By vehicle in the morning and by walking in the afternoon	Nov 19, 2012 9:30 AM
5	And or on foot and by car	Nov 16, 2012 3:02 PM

Page 7, Q20. How do you usually pay your fare?

1	senior bus pass	Dec 3, 2012 3:38 PM
2	ORCA PASS FROM WORK	Nov 27, 2012 4:26 AM
3	UPass	Nov 17, 2012 3:51 PM
4	UW UPASS	Nov 16, 2012 6:51 PM
5	bus card from work	Nov 16, 2012 2:10 PM

Page 7, Q21. If you pay by cash, what would help you to use an ORCA card?

1	n/a	Dec 7, 2012 12:58 AM
2	I use an ORCA card	Dec 5, 2012 9:11 AM
3	I do get money on the ORCA disability pass but it is hard to use a set amount on the pass every month.	Dec 4, 2012 5:00 PM
4	I use cash when I run out of money on the ORCA	Nov 30, 2012 5:59 PM
5	I don't ride often enough to bother with an Orca card	Nov 26, 2012 6:37 PM
6	(1) Guarantee of non-expiration of loaded funds, EVER, and with no need to reactivate the card because of some sort of inactivity-period rule! (2) Make sure the systems the ORCAs are dependent upon WORK, especially on smaller routes like the 909, where ORCA-modem communication has a tendency to fail! (3) Make procedures for using the ORCA as SIMPLE AND UNIVERSAL as possible, then CLEARLY ADVERTISE THEM! The complexity of Seattle-area transit has ALWAYS been a frustration. You're doing somewhat better now (eliminating the aggravating pay-when-you-leave-zone nonsense, for example), but differences such as when and how you tap the cards - and how reliable their scanners are - depending on what mode of transit or route, etc., are VERY frustrating. I want to swipe when I get on, AND THAT'S IT! Why should I EVER have to swipe when disembarking as well??? REMEMBER: The more exceptions and complexity you introduce/leave in the system, the more relations between passengers and drivers will sour due to misunderstandings, hurt feelings because passengers feel like they are asking a stupid question or when they get a rough answer, etc., etc. THERE IS A DIRECT CORRELATION!!!	Nov 22, 2012 4:55 PM
7	Discounts	Nov 17, 2012 3:48 AM
8	individual ORCA is very confusing, you never know how much money you have left on it when you must transfer a lot. Only employer ORCA is useful because it always has money on it.	Nov 16, 2012 2:10 PM
9	Making the Damn ORCA card free again.	Nov 16, 2012 12:42 PM

Page 8, Q27. If you have a disability, please indicate what kind. (check all that apply)

1	heart	Dec 7, 2012 12:59 AM
2	Arthritis and burcitus	Dec 4, 2012 5:02 PM
3	light arthritis in knee and burcitus in hip	Nov 30, 2012 5:59 PM
4	aspergers, ADHD, speech impediments, anxiety, depression	Nov 28, 2012 12:48 PM
5	Depression and anxiety, back issues	Nov 28, 2012 12:42 PM
6	Epileptic	Nov 28, 2012 12:00 PM
7	I have poor balance and can not stand for a long time.	Nov 16, 2012 5:13 PM
8	too many transfers make me feel like all of the above	Nov 16, 2012 2:39 PM
9	Psychiatric	Nov 16, 2012 12:12 PM

Page 8, Q28. Do you consider yourself...

1	American Mutt	Nov 27, 2012 8:11 AM
2	Homo sapiens	Nov 16, 2012 12:48 PM
3	NW American	Nov 16, 2012 12:34 PM
4	Human	Nov 15, 2012 11:01 AM
5	You don't need to know	Nov 15, 2012 8:56 AM

Page 8, Q29. What is the primary language you speak at home?

1	NW American	Nov 16, 2012 12:34 PM
2	German	Nov 16, 2012 12:30 PM
3	You don't need this info	Nov 15, 2012 8:56 AM

Page 9, Q32. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)

1	Metro Text Alert	Dec 7, 2012 12:37 AM
2	Metro text alert	Dec 6, 2012 6:06 PM
3	a bus driver told me	Dec 4, 2012 5:03 PM
4	Received notice in mail	Dec 3, 2012 3:39 PM
5	Person was handing out flyers at Tukwila Sounder Station	Nov 26, 2012 12:00 PM
6	Poster on-board a bus	Nov 22, 2012 4:55 PM
7	Metro hand out at train	Nov 21, 2012 3:40 PM
8	Text alert to check theis survey out	Nov 16, 2012 12:48 PM
9	parents	Nov 15, 2012 5:08 PM
10	flier handed out at Tukwila Sounder station	Nov 15, 2012 2:00 PM
11	Metro flyer passed out at station on 11/15/12.	Nov 15, 2012 1:03 PM
12	Handing Flyers out at Tukwila Sounder Station	Nov 15, 2012 11:55 AM
13	Flyer handed out at my bus stop	Nov 15, 2012 11:05 AM
14	handbill passed out at the bus stop	Nov 15, 2012 9:07 AM

Page 9, Q36. Please share any additional feedback you have about our engagement process:

1	No problem with Alerts and email. I have heard that there are smart phone apps that trak Bus locations your WebSite should have more info about them	Dec 7, 2012 9:20 AM
2	More transfer hubs would speed-up and make bus transportation more efficient. DART busses from neighborhoods to hub and larger busses between central hubs or commuter routes.	Dec 7, 2012 8:31 AM
3	It seems to me that you are trying to really discontinue the 908 DART bus, but we need that as well.	Dec 4, 2012 5:03 PM
4	The major concern I have is with Route 101 that is usually always crowded and standing room only. I am sure the reason many passengers use Route 101 is that is the direct route from Downtown Seattle to Downtown Renton. Route 101 needs to be improved and possibly considered for a future Rapid Ride route.	Dec 3, 2012 11:44 PM
5	Its clear to me that the bus systems don't care about accuracy or efficiency - note the very poor tranfer coordination between the busses I take (180, 181, 169) and the scheduling mis-information knowingly posted at bus stops year after year after year.	Dec 1, 2012 6:53 PM
6	The emails have been helpful	Nov 28, 2012 8:43 PM
7	I love riding the bus, but I am particularly frustrated with the lack of routes to Seattle during non-commuter hours. The buses that are available during non-commuter hours are few and far between, and the length of the bus ride can hit 1 hour. For example, I need to be to downtown Seattle by noon on Monday and Tuesday. I live in Renton, so my only option from Renton is route 101. To arrive in Seattle at noon, I have to take the 11:06 bus! It does not take 54 minutes to get to Seattle from Renton, but because of the numerous stops, it takes this long. Also, if I were to take the 105 to even get to the transit center, this would add an additional 45 minutes. Luckily my husband drops me off. I also take the 114 in the evening. This is also an hour-long bus ride for me. On occasion, I drive to Eastgate to take the Sound Transit 554 to Seattle. It's the only bus from Eastgate that provides service to Seattle during non-commuter hours. But it take me 20 minutes to drive there, plus the 25 minutes bus ride, so it doesn't really shorten my commute by much. Plus, I often have difficulty finding parking at Eastgate because, again, I don't arrive during commuter hours. Basically it comes down to how far am I willing to "commute" in order to "commute"? There really needs to be a faster way to get from Renton to Seattle. The 101 runs frequently enough, it just takes. so. long. I also find it odd that Sound Transit is the only one running buses from Eastage during the day??	Nov 28, 2012 2:26 PM
8	"were you notified in time?"... But, still pretty close, like a little more time. If more time for announcements were available for some meeting just helps in general for greater input	Nov 28, 2012 12:03 PM
9	It's a mistake to stop the 110 route.	Nov 28, 2012 9:19 AM
10	After you took our 132 away from Des Moines residents I kind of lost trust in your judgement. I had to buy a car for my husband to get to work and I have to now take three buses to get to work and leave much earlier in the mornings.	Nov 27, 2012 8:09 PM
11	We would use public transportation more if there was better access to my	Nov 26, 2012 6:41 PM

Page 9, Q36. Please share any additional feedback you have about our engagement process:

	neighborhood. I grew up 2 blocks from a Metro stop in Seattle and I guess I was spoiled by the easy access. When I was in DC this summer I used Public Transportation exclusively. I wish we had the access here in SOutH King County.	
12	I do not live in Renton so attending open house does not meet with my commute schedule.	Nov 26, 2012 12:00 PM
13	not sure if metro might be able to save money by not purchasing so many new buses. not sure if metro has outside audits done.	Nov 22, 2012 11:37 AM
14	Ride the 107 sometime come from both north and southbound, youL see what i mean	Nov 17, 2012 3:50 AM
15	I am old enough to not like going out at night and will not attend evening meetings.	Nov 16, 2012 10:06 PM
16	I am interested in attending the "Have your say meetings" but because they are on the Weekdays during my travel time from work, I am unable to attend. I think this type of open hearing forum does not allow for people returning home from work to attend. I feel that at one public hearing should be on the weekend.	Nov 16, 2012 5:17 PM
17	There is not enough demand to justify funding this Rapid Ride line. Route 140 is only used by kids who want to go to the Southcenter after school. Most businesses along this route have huge parking lots and cater to cars. The demand is very strong to travel from Benson Hill to Seattle, Bellevue, and the Airport. Currently the only way to get to any of those destinations from the Petrovitsky-Carr-180th corridor is with a transfer, sometimes it requires even a double transfer. We can't even get from the south end of Renton to the north end without transfer, so people who pay tax for Valley Medical hospital district can't even access it, unless they transfer... and no one sane will transfer to go such a short distance, that's why there is so much traffic near Valley Medical. People drive because there is no other alternative.	Nov 16, 2012 2:39 PM
18	I am a Transit Dependant person. I Do Not Own a Car. The Route 101 Needs a serious upgrade to its length of Service. There is No reason the Route 101 can not run until 1 am to Renton And 12am to Seattle 7 days aweek. When and if this service is improved more Transit Dependant persons can take Swing shift Jobs in Seattle.	Nov 16, 2012 12:48 PM
19	I think having teams where riders are - out in the public at transit centers, train stations, park-n-rides, is vital. Visibility = credibility. Meet with riders where they are when they are.	Nov 16, 2012 12:38 PM
20	I think if you are a community service you need to SERVE the community that needs you. There are disabled persons who will be displaced or have no transportation available because of these changes. EVERYONE should be considered no matter how light the ridership.	Nov 16, 2012 11:55 AM
21	We have told you to leave the 110 route alone before. Asking again won't change that.	Nov 15, 2012 8:57 AM



Renton Transit Restructure - Business/Organization









1. What business or organization are you officially representing?

	Response Count
	3
answered question	3
skipped question	0



2. Where in Renton is your business or organization? (If it is not in Renton, please choose "other" and tell us where your business or organization is.)

		Response Percent	Response Count
Benson		0.0%	0
Cedar River		0.0%	0
East Plateau		0.0%	0
Fairwood		0.0%	0
Highlands		66.7%	2
Kennydale		0.0%	0
Renton City Center		0.0%	0
Talbot		0.0%	0
Valley		0.0%	0
West Hill		0.0%	0
Other (please specify)		33.3%	1
answered question			3
skipped question			0



3. Which Metro bus routes serve your business or organization? (check all that apply)

		Response Percent	Response Count
Route 101		0.0%	0
Route 105		33.3%	1
Route 110		0.0%	0
Route 111		66.7%	2
Route 114		0.0%	0
Route 140		0.0%	0
Route 148		0.0%	0
Route 155		0.0%	0
Route 240		33.3%	1
Route 908		66.7%	2
Route 909		33.3%	1
None		33.3%	1
Other (please specify)		0.0%	0
answered question			3
skipped question			0



4. How do you feel about the concept of replacing Route 110 with service on the F Line?

		Response Percent	Response Count
I like it.		66.7%	2
I have concerns, but could accept this change.		0.0%	0
I don't like it.		33.3%	1
I have no opinion.		0.0%	0
	Why?		2
	answered question		3
	skipped question		0



5. How do you feel about the concept of deleting Route 908 and replacing it with other service on routes 105 and 909?

		Response Percent	Response Count
I like it.		66.7%	2
I have concerns, but could accept this change.		0.0%	0
I don't like it.		0.0%	0
I have no opinion.		33.3%	1
	Why?		1
	answered question		3
	skipped question		0



6. How do you feel about the concept of shifting Route 909 closer to the Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE?

		Response Percent	Response Count
I like it.		33.3%	1
I have concerns, but could accept this change.		0.0%	0
I don't like it.		0.0%	0
I have no opinion.		66.7%	2
	Why?		0
	answered question		3
	skipped question		0



7. Which routing option would you prefer?

		Response Percent	Response Count
Option A – NE 7th Street, Monroe Avenue NE, NE 10th Street, and Sunset Boulevard NE		33.3%	1
Option B – NE 7th Street, Monroe Avenue NE, NE 12th Street, and Kirkland Avenue NE		0.0%	0
I have no opinion.		66.7%	2
	Why?		1
	answered question		3
	skipped question		0

8. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

		Response Percent	Response Count
I like it.		33.3%	1
I have concerns, but could accept this change.		66.7%	2
I don't like it.		0.0%	0
I have no opinion.		0.0%	0
	Why?		2
answered question			3
skipped question			0

9. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

		Response Percent	Response Count
I like it.		0.0%	0
I have concerns, but could accept this change.		33.3%	1
I don't like it.		0.0%	0
I have no opinion.		66.7%	2
	Why?		1
answered question			3
skipped question			0



10. Please rank these concepts in order of your preference, from 1 (first) to 6 (last). NOTE: Please rank the items by one of the following two methods: 1. Drag the items into your preferred order. 2. Type a new number in the box to the left of each item. Selecting a number from the drop-down menu to the left of the items does not work and will not record your preferences.

	1	2	3	4	5	6	Rating Average	Rating Count
Discontinue Route 110 and provide replacement service on RapidRide F Line.	0.0% (0)	66.7% (2)	0.0% (0)	0.0% (0)	0.0% (0)	33.3% (1)	3.33	3
Discontinue Route 908, move Route 909 closer to Renton Technical College, and move Route 105 further east in the Renton Highlands.	33.3% (1)	33.3% (1)	0.0% (0)	0.0% (0)	33.3% (1)	0.0% (0)	2.67	3
Discontinue Route 908, move Route 909 closer to Renton Technical College, and make no change to Route 105.	33.3% (1)	0.0% (0)	0.0% (0)	33.3% (1)	33.3% (1)	0.0% (0)	3.33	3
Discontinue Route 908, move Route 105 further east in the Renton Highlands, and make no change to Route 909.	0.0% (0)	0.0% (0)	33.3% (1)	66.7% (2)	0.0% (0)	0.0% (0)	3.67	3
Discontinue Route 908 and make no changes to routes 105 or 909.	0.0% (0)	0.0% (0)	33.3% (1)	0.0% (0)	33.3% (1)	33.3% (1)	4.67	3
Convert the part of Route 155 that's east of Fairwood Center to dial-a-ride transit (DART) service.	33.3% (1)	0.0% (0)	33.3% (1)	0.0% (0)	0.0% (0)	33.3% (1)	3.33	3
answered question								3
skipped question								0



11. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

	Response Count
	3
answered question	3
skipped question	0

12. If these changes were made, how would you expect them to affect transit service to your business or organization? Transit service would...

		Response Percent	Response Count
Be better		33.3%	1
Be worse		0.0%	0
Stay the same		66.7%	2
I don't know		0.0%	0
	answered question		3
	skipped question		0



13. If these changes were made, would transit service be closer or farther away from your business or organization?

		Response Percent	Response Count
Closer		33.3%	1
Farther away		0.0%	0
The same		66.7%	2
I don't know		0.0%	0
answered question			3
skipped question			0




14. Please rank the following transit improvements from most important (1) to least important (5) for your business or organization.

	1	2	3	4	5	Rating Average	Rating Count
More-frequent bus service	33.3% (1)	33.3% (1)	0.0% (0)	33.3% (1)	0.0% (0)	2.33	3
Bus service provided earlier in the day	0.0% (0)	0.0% (0)	33.3% (1)	0.0% (0)	66.7% (2)	4.33	3
Bus service provided later in the day	0.0% (0)	66.7% (2)	0.0% (0)	33.3% (1)	0.0% (0)	2.67	3
Closer bus service	0.0% (0)	0.0% (0)	33.3% (1)	33.3% (1)	33.3% (1)	4.00	3
Direct bus access to more destinations	66.7% (2)	0.0% (0)	33.3% (1)	0.0% (0)	0.0% (0)	1.67	3
answered question							3
skipped question							0



15. Does your business or organization provide bus passes?

		Response Percent	Response Count
Yes		66.7%	2
No		33.3%	1
I don't know		0.0%	0
answered question			3
skipped question			0

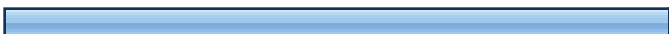

16. About how many people are affiliated with your business or organization?

		Response Percent	Response Count
Less than 10		33.3%	1
10-50		0.0%	0
50-100		0.0%	0
100-250		33.3%	1
250-500		0.0%	0
500-1,000		0.0%	0
1,000-5,000		33.3%	1
More than 5,000		0.0%	0
I don't know		0.0%	0
answered question			3
skipped question			0

17. How many people come to your business or organization on a daily basis?

		Response Percent	Response Count
Employees		100.0%	3
Customers/clients		100.0%	3
Others		0.0%	0
answered question			3
skipped question			0




18. What percentage of people who come to your business or organization on a daily basis use the bus to do so?

		Response Percent	Response Count
Employees		100.0%	3
Customers/clients		66.7%	2
Others		0.0%	0
answered question			3
skipped question			0




19. In addition to fixed-route bus service, Metro provides other services that can help people get where they need to go. How familiar are you with the following list of alternative services that Metro already provides?

	Very familiar	Somewhat familiar	Not at all familiar	Rating Count
Access paratransit service	100.0% (3)	0.0% (0)	0.0% (0)	3
Community Access Transportation (CAT) vans, such as Senior Services' Hyde Shuttle	66.7% (2)	0.0% (0)	33.3% (1)	3
Dial-a-ride transit (DART)	66.7% (2)	33.3% (1)	0.0% (0)	3
Taxi scrip	66.7% (2)	0.0% (0)	33.3% (1)	3
VanPool/VanShare	33.3% (1)	66.7% (2)	0.0% (0)	3
answered question				3
skipped question				0






20. Would your business or organization be interested in learning more about how to help your employees get to and from work using public transportation?

		Response Percent	Response Count
Yes		33.3%	1
No		33.3%	1
I don't know		33.3%	1
answered question			3
skipped question			0


21. If yes, please provide your contact information and someone will follow up with you.

		Response Percent	Response Count
Name		100.0%	1
Email		100.0%	1
Phone		100.0%	1
answered question			1
skipped question			2




22. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)

		Response Percent	Response Count
News media or neighborhood blog		33.3%	1
Metro Matters blog		0.0%	0
Metro email alert		0.0%	0
Poster at my bus stop		0.0%	0
Twitter		0.0%	0
Facebook		66.7%	2
Friend		0.0%	0
Employer		66.7%	2
An organization I'm involved with		33.3%	1
Other (please specify)		33.3%	1
		answered question	3
		skipped question	0

23. Were you notified in time to provide meaningful feedback in Metro's decision-making process?

		Response Percent	Response Count
Yes		100.0%	3
No		0.0%	0
		answered question	3
		skipped question	0

24. Which of the following events have you attended to learn about concepts for changes to Renton routes that would go along with the start of the new RapidRide F Line? (check all that apply)

		Response Percent	Response Count
Open house		33.3%	1
Information table		0.0%	0
Meeting hosted by another organization		66.7%	2
Presentation given by Metro staff		0.0%	0
None		33.3%	1
answered question			3
skipped question			0

25. How much do you trust that Metro is doing its best to meet the community's needs while making the best use of resources?

	Do not trust		Neutral		Trust	Rating Average	Rating Count
	33.3% (1)	33.3% (1)	0.0% (0)	0.0% (0)	33.3% (1)	2.67	3
answered question							3
skipped question							0

26. Please share any additional feedback you have about our engagement process:

	Response Count
	2
answered question	2
skipped question	1

27. We're moving to more electronic notification to keep people informed about Metro transit service planning. If you use email and would like to stay informed about future opportunities to have a say, please provide us with the information listed below.

		Response Percent	Response Count
Name:	<input type="text"/>	100.0%	1
ZIP Code:	<input type="text"/>	100.0%	1
Email address:	<input type="text"/>	100.0%	1
		answered question	1
		skipped question	2

Page 2, Q1. What business or organization are you officially representing?

1	Renton Housing Authority	Nov 30, 2012 6:00 PM
2	Viriyincy 1 Corporation d.b.a. Quiznos Sub #826	Nov 18, 2012 11:27 AM
3	Delta Airlines	Nov 17, 2012 10:46 PM

Page 2, Q2. Where in Renton is your business or organization? (If it is not in Renton, please choose "other" and tell us where your business or organization is.)

1	Seatac	Nov 17, 2012 10:46 PM
---	--------	-----------------------

Page 3, Q4. How do you feel about the concept of replacing Route 110 with service on the F Line?

1	While Route 110 does not directly serve our business, we support the general concept of increasing frequent all-day transit access to businesses. The limited service of Route 110 is inconvenient. Also, consolidating service into the F Line would attract more users than the obscure Route 110.	Nov 18, 2012 11:34 AM
2	110 doesn't have enough ridership to qualify for a rapid ride service	Nov 17, 2012 10:48 PM

Page 4, Q5. How do you feel about the concept of deleting Route 908 and replacing it with other service on routes 105 and 909?

1	Currently, our employees use Route 908 to get to our business in the Renton Highlands Marketplace at the NE 4th & Duvall. We like that the 908 drops them right by our store. We don't like that service is runs hourly with a limited span on the weekends and no service on Sundays. If service on Route 105 can be increased using resources from Route 908, we support that.	Nov 18, 2012 11:56 AM
---	--	-----------------------

Page 4, Q7. Which routing option would you prefer?

1	Connects low income tenants to housing authority office and Renton Transit Center	Nov 30, 2012 6:09 PM
---	---	----------------------

Page 4, Q8. How do you feel about the concept of extending Route 105 further east in the Renton Highlands?

1	Reduces routes to public housing and senior housing roughly 250+ residents	Nov 30, 2012 6:09 PM
2	We fully support the Route 105 extension as it will bring frequent, all-day transit service to our business's front door. We have employees commuting by bus from Seattle via Route 101 and Bellevue via Route 240. This will allow us more flexibility in scheduling work shifts and less need to have other employees pick or drop people off at transit centers because it's too far a walk or they missed their bus. It will also improve access for our customers, many of whom attend Hazen High School and Renton Technical College. Many Metro bus drivers in the area are our customers. We're sure they'll appreciate it.	Nov 18, 2012 11:56 AM

Page 5, Q9. How do you feel about the concept of converting Route 155 in Fairwood to a fixed-route/DART combination?

1	Terminating at Fairwood Square is not an issue. The ridership will not change weather you keep that loop or not. Terminating shy of the airport is what prevents many airport employees from using it. Instead of ending in Southcenter where parking is free ,155 will be much more productive if it was kept in the same corridor(180th-176th) west of Southcenter Parkway and connect to the Airport Light Rail and the Airport itself. Currently the link between residential Talbot, Benson, Fairwood, and the Airport is broken and requires traveling wrong ways and making transfers.	Nov 17, 2012 11:19 PM
---	---	-----------------------

Page 6, Q11. Please share any additional feedback you have about these concepts or propose other ideas you would like Metro to consider.

1	The majority of proposed changes will not significantly disrupt service to our residents. Our main concern is removing 105 along Kirkland or it will reduce coverage time intervals. However, the 909 will still serve Kirkland Ave but less frequently.	Nov 30, 2012 6:11 PM
2	Please consider a wider restructure that improves span and frequency of service between Seattle and the Renton. For example, more frequency on Route 106 between Rainier Beach Station and Renton TC.	Nov 18, 2012 12:08 PM
3	Don't terminate routes at Renton Transit Center. Let them continue in the same direction to a nearest regional destination. i.e. hospital, Boeing, Public Park, City Hall.. Don't terminate 155 in Southcenter, let it continue to the airport and light rail on S 176th st.	Nov 17, 2012 11:21 PM

Page 7, Q17. How many people come to your business or organization on a daily basis?

Employees		
1	45	Nov 30, 2012 6:13 PM
2	8	Nov 18, 2012 12:16 PM
3	100	Nov 17, 2012 11:22 PM
Customers/clients		
1	50	Nov 30, 2012 6:13 PM
2	70	Nov 18, 2012 12:16 PM
3	1000	Nov 17, 2012 11:22 PM
Others		

Page 7, Q18. What percentage of people who come to your business or organization on a daily basis use the bus to do so?

Employees		
1	2	Nov 30, 2012 6:13 PM
2	38%	Nov 18, 2012 12:16 PM
3	20	Nov 17, 2012 11:22 PM
Customers/clients		
1	25	Nov 30, 2012 6:13 PM
3	?	Nov 17, 2012 11:22 PM
Others		

Page 7, Q21. If yes, please provide your contact information and someone will follow up with you.

Name		
1	Zak de Gorgue	Nov 30, 2012 6:13 PM
Email		
1	zdg@rentonhousing.org	Nov 30, 2012 6:13 PM
Phone		
1	425-226-1850 x 238	Nov 30, 2012 6:13 PM

Page 8, Q22. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)



1	Metro staff called me	Nov 30, 2012 6:14 PM
---	-----------------------	----------------------

Page 8, Q26. Please share any additional feedback you have about our engagement process:





1	Metro communicated very well, providing outreach and interpreting service for a difficult community to engage.	Nov 30, 2012 6:14 PM
2	Your proposals are very weak. they will not improve ridership, nor they are worth spending money for. Rapid Ride F route doesn't have much demand. No one needs to travel so much between Renton TC and Tukwila Sounder. Residents in Benson and Talbot Hills where rent is high, can't get anywhere past Renton TC or Southcenter. That's not where these residents work or go to school. There mortgage and rents are higher there. A southcenter job will not be enough to support your houshold there. But the only place a bus can get you is a dead end Renton TC and Southcenter?	Nov 17, 2012 11:30 PM

B. Phase two

1. Metro is proposing changes to routes 110, 155, and 909. Do you ride any of these routes?

		Response Percent	Response Count
Yes, I ride one or more of these routes.		82.4%	70
No, I do not ride these routes.		17.6%	15
		answered question	85
		skipped question	0

2. How often do you ride Route 110?

		Response Percent	Response Count
3 or more days a week		54.3%	38
1-2 days a week		10.0%	7
Less than one day a week		10.0%	7
Never		25.7%	18
		answered question	70
		skipped question	15





3. If Route 110 were replaced by service on the F Line...

		Response Percent	Response Count
My travel needs would be met.		41.5%	22
My travel needs might be met, but I'd like additional help to understand how.		24.5%	13
My travel needs would not be met.		28.3%	15
I have no opinion.		5.7%	3
		Why?	32
		answered question	53
		skipped question	32





4. If you would like us to contact you to talk about how this change might affect your travel needs, enter your contact information. If this proposal is adopted by the King County Council, a Metro staff member will get in touch with you to help you prepare for the change.

		Response Percent	Response Count
Name:		100.0%	13
Phone:		84.6%	11
Email address:		100.0%	13
		answered question	13
		skipped question	72




5. How often do you ride Route 155?

		Response Percent	Response Count
3 or more days a week		24.3%	17
1-2 days a week		5.7%	4
Less than one day a week		10.0%	7
Never		60.0%	42
answered question			70
skipped question			15





6. If Route 155 were converted to DART service, with service on request only in Fairwood...

		Response Percent	Response Count
My travel needs would be met.		44.4%	12
My travel needs might be met, but I'd like additional help to understand how.		22.2%	6
My travel needs would not be met.		29.6%	8
I have no opinion.		3.7%	1
Why?			12
answered question			27
skipped question			58




7. If you would like us to contact you to talk about how this change might affect your travel needs, enter your contact information. If this proposal is adopted by the King County Council, a Metro staff member will get in touch with you to help you prepare for the change.

		Response Percent	Response Count
Name:		75.0%	3
Phone:		75.0%	3
Email address:		100.0%	4
		answered question	4
		skipped question	81

8. Do you ride Route 909 and how often?

		Response Percent	Response Count
3 or more days a week		2.9%	2
1-2 days a week		4.3%	3
Less than one day a week		4.3%	3
Never		88.4%	61
		answered question	69
		skipped question	16





9. If Route 909 were shifted closer to Renton Technical College and along Monroe Avenue NE instead of Harrington Avenue NE...

		Response Percent	Response Count
My travel needs would be met.		50.0%	3
My travel needs might be met, but I'd like additional help to understand how.		33.3%	2
My travel needs would not be met.		0.0%	0
I have no opinion.		16.7%	1
	Why?		1
		answered question	6
		skipped question	79




10. If you would like us to contact you to talk about how this change might affect your travel needs, enter your contact information. If this proposal is adopted by the King County Council, a Metro staff member will get in touch with you to help you prepare for the change.

		Response Percent	Response Count
Name:		0.0%	0
Phone:		0.0%	0
Email address:		0.0%	0
		answered question	0
		skipped question	85




11. How do you feel about the proposal to replace Route 110 with service on the F Line?

		Response Percent	Response Count
I like it.		50.0%	5
I have concerns, but could accept this change.		10.0%	1
I don't like it.		10.0%	1
I have no opinion.		30.0%	3
		Why?	6
		answered question	10
		skipped question	75

12. How do you feel about the proposal to convert Route 155 to DART service, with service on request only in Fairwood?

		Response Percent	Response Count
I like it.		22.2%	2
I have concerns, but could accept this change.		0.0%	0
I don't like it.		11.1%	1
I have no opinion.		66.7%	6
		Why?	4
		answered question	9
		skipped question	76






13. How do you feel about the proposal to modify Route 909?

		Response Percent	Response Count
I like it.		36.4%	4
I have concerns, but could accept this change.		0.0%	0
I don't like it.		9.1%	1
I have no opinion.		54.5%	6
		Why?	3
		answered question	11
		skipped question	74





14. Please share any additional feedback you have about these proposals or propose other ideas you would like Metro to consider.

	Response Count
	36
answered question	36
skipped question	49

15. How many persons, including yourself, live in your household?

		Response Percent	Response Count
1		18.3%	11
2		36.7%	22
3		25.0%	15
4		15.0%	9
5 or more		5.0%	3
answered question			60
skipped question			25

16. How many persons in your household regularly ride the bus?

		Response Percent	Response Count
1		63.3%	38
2		28.3%	17
3		6.7%	4
4		0.0%	0
5 or more		1.7%	1
answered question			60
skipped question			25






17. Your age:

		Response Percent	Response Count
17 or under		3.4%	2
18-20		5.1%	3
21-24		1.7%	1
25-34		15.3%	9
35-44		20.3%	12
45-54		32.2%	19
55-64		18.6%	11
65 or older		3.4%	2
answered question			59
skipped question			26

18. If you have a disability, please indicate what kind. (check all that apply)

		Response Percent	Response Count
Mobility		62.5%	5
Vision		0.0%	0
Hearing		0.0%	0
Cognitive		12.5%	1
Other (please specify)		25.0%	2
answered question			8
skipped question			77






19. Do you consider yourself...

		Response Percent	Response Count
African-American		3.5%	2
Asian-American (Pacific Islander)		3.5%	2
American Indian/Alaska Native		0.0%	0
Hispanic (Mexican, Mexican American, Chicano or Latino)		0.0%	0
Multiple Ethnicities		14.0%	8
White (Caucasian)		71.9%	41
Other (please specify)		7.0%	4
		answered question	57
		skipped question	28










20. What is the primary language you speak at home?

		Response Percent	Response Count
Chinese (Mandarin, Cantonese, etc.)		1.7%	1
English		88.1%	52
Japanese		1.7%	1
Korean		0.0%	0
Russian		5.1%	3
Spanish		0.0%	0
Somali		0.0%	0
Tagalog		1.7%	1
Ukrainian		0.0%	0
Vietnamese		0.0%	0
Other (please specify)		1.7%	1
answered question			59
skipped question			26












21. How many cars are owned by those in your household?

		Response Percent	Response Count
0		22.0%	13
1		33.9%	20
2		25.4%	15
3		16.9%	10
4 or more		1.7%	1
answered question			59
skipped question			26





22. What is your annual household income?

		Response Percent	Response Count
Less than \$7,500		0.0%	0
\$7,500 to \$15,000		7.3%	4
\$15,000 to \$25,000		9.1%	5
\$25,000 to \$35,000		10.9%	6
\$35,000 to \$55,000		10.9%	6
\$55,000 to \$75,000		20.0%	11
\$75,000 to \$100,000		7.3%	4
\$100,000 to \$140,000		12.7%	7
More than \$140,000		7.3%	4
I don't know		14.5%	8
answered question			55
skipped question			30



23. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)

		Response Percent	Response Count
I provided feedback in the first round of outreach last December		13.9%	11
News media or neighborhood blog		10.1%	8
Metro Matters blog		2.5%	2
Metro email alert		19.0%	15
Poster at my bus stop		26.6%	21
Handout given to me on the bus		38.0%	30
Twitter		0.0%	0
Facebook		6.3%	5
Friend		8.9%	7
Employer		11.4%	9
An organization I'm involved with		5.1%	4
Other (please specify)		8.9%	7
answered question			79
skipped question			6



24. The notice, advertisement, and/or invitation to participate was clear and welcoming.

		Response Percent	Response Count
Strongly agree		44.1%	26
Somewhat agree		45.8%	27
Somewhat disagree		5.1%	3
Strongly disagree		5.1%	3
answered question			59
skipped question			26





25. Regardless of how you feel about the proposals under consideration in this phase of outreach, do you think public feedback was considered meaningfully as part of Metro's planning process?

		Response Percent	Response Count
Yes		83.3%	10
No		0.0%	0
Don't know		16.7%	2
answered question			12
skipped question			73

26. Were you notified in time to provide meaningful feedback in Metro's decision-making process?

		Response Percent	Response Count
Yes		88.1%	52
No		11.9%	7
answered question			59
skipped question			26

27. I believe that my participation in this engagement process will result in better decisions being made by decision makers.

		Response Percent	Response Count
Strongly agree		28.8%	17
Somewhat agree		35.6%	21
Somewhat disagree		23.7%	14
Strongly disagree		11.9%	7
answered question			59
skipped question			26




28. How confident are you that Metro is doing its best to meet the community's needs while making the best use of resources?

	Not confident		Neutral		Very confident	Rating Average	Rating Count
	25.4% (15)	6.8% (4)	25.4% (15)	32.2% (19)	10.2% (6)	2.95	59
answered question							59
skipped question							26

29. Please share any additional feedback you have about our engagement process:

	Response Count
	16
answered question	16
skipped question	69

30. We're moving to more electronic notification to keep people informed about Metro transit service planning. If you use email and would like to stay informed about future opportunities to have a say, please provide us with the information listed below.

		Response Percent	Response Count
Name:		82.4%	28
ZIP Code:		85.3%	29
Email address:		82.4%	28
	answered question		34
	skipped question		51

Page 4, Q3. If Route 110 were replaced by service on the F Line...

1	Times	Feb 15, 2013 12:52 PM
2	I just need a stop on N. 6th	Feb 15, 2013 12:50 PM
3	I currently catch and get off the 110 at N. 8th St. and Park Ave N. I walk to Boeing (west of Logan Ave). I like the idea of extending the 'F' line up Logan Ave.	Feb 12, 2013 1:27 PM
4	I will require longer hours at work to meet up with the train.	Feb 12, 2013 1:24 PM
5	I already have a 3 hour and 40 minutes commute every day 5 days a week. Walking distance would increase that time by a minimum of 30 min a day; Have fibromyalsia which would have an increase rate of pain up plus - if this route takes longer than the 23 min. 110 Rt - then that extra time added would increase even more the commute.	Feb 12, 2013 11:25 AM
6	Adds up to 40 minutes per trip, making my commute inefficient. Metro has not been able to adequately describe this change in terms of time and distance. For time the new route would hit additional stoplights making trip durations less predictable. For me - it would require addition of a 20-40 minute "pad" each day - cannot afford to add to my 1.75 hour commute one-way... (1) For me, compared to Bus 110, RapidRide trips would add 6 to 18 minutes one-way (for a trip duration of 12-20 minutes) depending on stoplights, (and I think train track crossing down there), based on my calculations. I figure I would have to add a daily commuting pad of 40 minutes to my daily commute time and that's unacceptable to me. (2) That's compared to about 6 minutes today on Bus 110. I arrive at the stop 5 minutes prior before even starting a trip. So you have to factor in worst-case to meet the train. (3) Since bus arrival times will be unpredictable so you will result in a "hit or miss" when trying to meet a train and riders will need to build in an extra "safety pad" if they are trying to catch a specific train. (4) And the penalty for missing the train adds yet another 30 minutes to a traveler commute. (5) The term Rapdi-Ride is not comparably "rapid." Rapid ride is more aptly a "hit or miss system" as opposed to a scheduled service. (6) Metro has not done an adequate job to show a trip transit time comparison of Bus 110 and the planned Rapid Ride.	Feb 12, 2013 11:18 AM
7	I work for Providence as many riders do and rely on this bus to get somewhat close to my office. Now the closest stop is on Oakesdale Ave which is quite a hike to Providence in bad weath.	Feb 11, 2013 5:20 PM
8	The stop I get on/off at Park & 5th would no longer be serviced and is next to the stop I use.	Feb 11, 2013 3:54 PM
9	As long as buses are available when Sounder arrives or departs Tukwila - I will be able to commute as now.	Feb 11, 2013 3:45 PM
10	Wonder what the times are - says every 10 minutes but not clear what the schedule would be (I take the 1st train arriving at 5:45 am)	Feb 11, 2013 3:44 PM
11	I use the stop at SW 7th St & Lind Ave.	Feb 11, 2013 3:42 PM
12	My travel is dependent on train/bus schedule. How much longer will the ride be? I expect my commute will now be longer each day and probably by an hour. I will	Feb 11, 2013 12:23 PM

Page 4, Q3. If Route 110 were replaced by service on the F Line...

have to catch an earlier train in AM and a later train in PM.

13	I ride the Sounder and get off at 6th and Park. The revision will add 10-20 minutes to my commute depending on whether the F line extension is implemented. If the extension is implemented I think it will be at least an additional 10 minutes including a 5 minute walk which will not be pleasant in inclement. If I have to wait at the Renton transit center, it could be 10-20 additional wait time there. I would think anyone that rides the 110 past the Renton transit center would be happy with this change especially those working a Paccar.	Feb 9, 2013 9:15 AM
14	I work at Paccar and the current proposed F-Line Route does not extend that far North. Bus transfers would now be necessary; as well as added walking distance.	Feb 8, 2013 3:36 PM
15	I need to know exact travel time from Sounder to FAA. Will the PM return to Sounder match the train schedule? Will the F line run during the 2 week Boeing close schedule in December?	Feb 8, 2013 3:34 PM
16	Does the morning stop still stop in front of the FAA or on the corner of 16th and Lind? If it is 16th and Lind, it's a far walk back to the FAA. I would like the stop in the morning to be in front of the FAA at the bus stop there.	Feb 7, 2013 9:50 AM
17	I work at the FAA and it appears there would still be service. Times would be important to know.	Feb 7, 2013 9:33 AM
18	I work at the FAA and it appears that the line will run similar to what it does now. If the line continues I will still only have a short walk to the building near there where I actually work..	Feb 7, 2013 8:11 AM
19	The bus needs to be at the Sounder station when the train arrives none of this waiting 15 minutes or longer. On the return trip much the same experience not knowing if the bus is going to come.	Feb 7, 2013 7:49 AM
20	If the 110 is not synched with the train, I have no idea how I am going to know what time to catch a bus from the FAA to the train in the evening. Right now, there is a set schedule and I know when I need to be at the bus to catch the train.	Feb 6, 2013 5:02 PM
21	The 110 route is fine as it is. Will it meet the train schedule at the same times as the 110 does now? If it is an attempt to jam more people in a bus I will go on record that it is totally unacceptable to pay a fare to ride and be unable to find a seat to sit on. All too often route changes mean more crowding and sharply less quality service. You people will do what you want anyway so I know my voice will be ignored.	Feb 6, 2013 4:48 PM
22	My needs would only be met if the potential extension of F line was incorporated.	Feb 6, 2013 11:24 AM
23	They would be met, as long as the extension on Logan ave is implemented.	Feb 6, 2013 9:42 AM
24	I work near 6th and Willams so my trip would be more direct and presumably more frequent.	Feb 5, 2013 7:40 PM

Page 4, Q3. If Route 110 were replaced by service on the F Line...

25	F Line stops at Renton Transit Station. I work in the PACCAR/Kenworth complex.	Feb 5, 2013 10:48 AM
26	If there is no extension to out by the Landing on Park I will have to catch the 560 that only runs every 30 minutes. And it take 10 minutes of fast walking to get to Park and 8th. I work at PACCAR.	Feb 5, 2013 10:21 AM
27	I usually travel from Renton Walmart all the way to Kenworth without transfers.	Feb 4, 2013 8:03 PM
28	I work at PACCAR and although I like to walk but not in the rain. Looks like the walk would be about 4 long blocks.	Feb 4, 2013 3:53 PM
29	Well, gee because when you TRANSFER buses, you are adding alot of time to the commute. When you have to add in an extra 15 minute (minimum) walk, you have to add more time to your commute. Most of us already have between 2 hours and almost 4 hours commute every day, 5 days a week. You do the math. One question; does anyone in charge of these ideas EVER commute anywhere via bus and/or train? I've been doing it for 8 years and really don't relish the thought of adding MORE time to my commute. No one does.	Feb 4, 2013 12:48 PM
30	I work at the Kenworth facility and depend on the 110 service to that facility. Eliminating the 110 would force me to walk from Logan ave down 8th to Houser Way N. This is a very long walk.	Feb 2, 2013 7:31 AM
31	The possible extension might serve my needs, but at a cost of convenience and time. I already make three transfers in my commute. If the 110 were to be removed, I would have to look for alternatives to king county transit.	Feb 2, 2013 6:35 AM
32	I live on park avenue near 5th, so this would mean I would have to walk slightly further but when I need to get to southern renton this would be a great help because it would run more often/regularly than the 110	Feb 1, 2013 5:54 PM

Page 7, Q6. If Route 155 were converted to DART service, with service on request only in Fairwood...

1	As long as 155 continues to the airport this is a small price to pay! I can walk a few blocks in Fairwood, knowing that i will not have to transfer in Southcenter... Not the best place to transfer. I suggest that it keeps the same route number all the way to the Seatac Airport and only stops on the western side of the Southcenter Mall, without detours and circles around the mall.	Feb 15, 2013 4:19 AM
2	Would DART deliver me directly to my final destination, or to a point along the bus 155 Route for transfer?	Feb 13, 2013 12:59 PM
3	There is only one bus that leaves my neighborhood. I eliminated a car for this reason. Dart is unreliable and inconsistent.	Feb 13, 2013 9:18 AM
4	I use the 155 to get to work on a daily basis. Without a regular and reliable bus schedule there is always that possibility that a Dart 'request' could not be accommodated. The fairwood community has grown substantially and has very limited bus needs as it is.	Feb 12, 2013 4:43 PM
5	I don't care about dart smart, just connect more evening trips with 156 as one route, or at least extend 155 to the airport to complete the corridor. There is nothing but single family houses with 3-4 car garages in that shaded area. They shouldn't even need a dart. 3 cars in a house and you need a bus?!	Feb 12, 2013 11:24 AM
6	If Route 155 were converted to a DART, that would be extremely inconvenient for me. PLEASE keep the 155 route going!	Feb 11, 2013 3:51 PM
7	as long as you keep it linked with 156 as one routes and have later linked trips in the evening, then my travel needs would be met. Can you please extend 155 to the airport without Southcenter Mall detour?	Feb 10, 2013 9:48 AM
8	will you link more trips with 156 as one route after this change? i really rely on 156/155 route as one route. Because I travel between the airport and Benson Hill. DO NOT SPLIT IT PLEASE! ADD MORE LATE TRIPS AFTER 6P AND MAKE THEM MORE DIRECT IN SOUTHCENTER. DO NOT DETOUR AROUND THE MALL FOR AN EXTRA 10 MINUTES TO STOP AT JC PENNY. PEOPLE CAN WALK INTO THE MALL FROM SEARS, IT'S THE SAME MALL!	Feb 8, 2013 11:23 PM
9	Both my wife and I live at 17515 151stAve SE and rely on the 155 service for all our transportation needs for shopping, medical and dental appointments, recreation and other travel needs and the DART service simply will not be satisfactory for us. The major factor in our decision to buy the Condo and live here was the bus service that served the Fairwood area. Loss of that service will have a large impact on our livelihood.	Feb 5, 2013 12:38 PM
10	The route should be left alone and extended to a Sunday ,that would serve my purpose of the use of the 155 and the community of the SE. Petrovitsky Rd as well.I'm sure the riders of 155 would feel the same way.	Feb 2, 2013 1:03 PM
11	because with freed resources you'll hopefully add more trips after 6 pm that continue as 156 west of Southcenter and vice versa	Feb 2, 2013 7:42 AM
12	I currently ride the 155 until it turns into a 156 bus in front of the Southcenter/Westfield Mall. Then I transfer from a stop near Sea Tac to head on the Rapid Ride A Line bus to the Federal Way Transit Center, transferring to a	Feb 1, 2013 6:07 PM

Page 12, Q11. How do you feel about the proposal to replace Route 110 with service on the F Line?

1	I would like to ride the sounder to Tukwila, however if I did this there is no bus route at this time that would get me to work on time I have a 6:00 A.M. start time at boeing Renton. would the F Line get me there in time?	Feb 8, 2013 12:50 PM
2	I like the fact that the route will run more often, and also continue on to Tukwila and Burien.	Feb 6, 2013 11:48 AM
3	It give me more regular services to the train station! Reduce my car trips	Feb 5, 2013 3:03 PM
4	I am concerned that there will no longer be bus stops on Park Avenue	Feb 5, 2013 12:59 AM
5	ly replaces commuter hour only service with all day everyday service	Feb 2, 2013 11:57 PM
6	I go to the landing and will make it easier to get there and back.	Feb 1, 2013 10:04 PM

Page 12, Q12. How do you feel about the proposal to convert Route 155 to DART service, with service on request only in Fairwood?

1	It is a route I have observed being used by teens commuting to work, possibly they have no car. think the 148 and 155 can be combined. This would mimic the old 155 route. Never understood the 148 ending near Albertson's.	Feb 9, 2013 12:18 AM
2	This is not a route I expect to ride.	Feb 6, 2013 11:48 AM
3	This does nor affect me.	Feb 5, 2013 12:59 AM
4	I don't travel to/from Fairwood often	Feb 2, 2013 11:57 PM

Page 12, Q13. How do you feel about the proposal to modify Route 909?

1	This is not a route I expect to ride.	Feb 6, 2013 11:48 AM
2	I am concerned that there will no longer be bus stops on Park Avenue.	Feb 5, 2013 12:59 AM
3	Since this route operates only once an hour, I don't use it, I catch the 240 or the 105 that operate twice as frequently.	Feb 2, 2013 11:57 PM

Page 13, Q14. Please share any additional feedback you have about these proposals or propose other ideas you would like Metro to consider.

1	I don't like your like F. 140 is always empty. Many people need to travel from South Renton to Seattle and Bellevue and to the airport. Nobody really travels to Burien or to Downtown Renton, those are not destinations... there is nothing there.	Feb 15, 2013 4:21 AM
2	Nothing else.	Feb 13, 2013 1:03 PM
3	Connect 148 through east fairwood area	Feb 13, 2013 9:20 AM
4	Keep the fairwood route and perhaps consider expanding it. Perhaps a smaller bus on a regular schedule instead of DART 'request for service' .	Feb 12, 2013 4:47 PM
5	You route F proposal seems pointless. It misses Valley Medical Center, Renton City Hall, yet it will have high frequency service near places that cater to cars. There are nothing but parking lots and big box stores along the proposed route... And just the geography of it all is so wrong. Nobody ever travels between Downtown Renton and Tukwila Sounder, and especially Tukwila Light Rail which is way off to use as a transfer to Seattle or airport. Route 140 that travels this route is a small bus and is never full... In the mean time nobody can get anywhere north or west by bus from Valley Medical Center. Who needs to go from Valley Medical Center to Southcenter or to Downtown Renton?! If 155/156 could have more frequency I am sure it will be used more. Same goes for extending 169 north beyond meaningless Downtown Renton.	Feb 12, 2013 11:37 AM
6	What's to prepare? Most of us simply will not ride KC Metro buses any more - OR Sounder trains for that matter.	Feb 12, 2013 11:25 AM
7	[I ride the Route 110] 5 days per week/every week	Feb 11, 2013 12:23 PM
8	Switch the funding for RR F(aka140) between Southcenter and DT Renton to 169 that extends north to Landing and beyond. Or connect it with 240 as one route. You need to understand that DT Renton isnt doing much to improve its downtown. A library and transit center doesn't bring people there. All the buses terminate there, but no one is actually going to Downtown Renton, they are transferring onto another bus, and it's a miserable waste of time for commuters. Dart or no dart, 155/156 line should be one route between Fairwood and Seatac following the 176th/180th St and skipping the Mall detour. Connect other directional routes that are currently broken into one like 140 and 105. Get rid of Downtown Renton terminus. It is not a destination. You are obsessed with RR F, but 140 that it will replace is never full. It's mostly used by high school kids who have nothing to do. There is nothing between Southcenter and Renton that justifies this unusual complicity and frequency, it's just endless parking lots and big box stores that sell things that you can't even take on a bus. And I was really confused when one of your reps told me that it will connect DT Renton with the Sounder and Light Rail. If you really think that even one person might think of traveling like that, you should not be planning transit ever in your life and go back to school to study geography! By the time you get to the Sounder and especially Tukwila light rail, 101,102,143, 167, and 106 will be in Seattle already. Same goes for airport. 560 will get you there in a flash. RR F maybe good for Burien, because it will directionally connect them to the light rail, but not DT Renton. It is way off. And no one travels between Renton and Burien either, 140 is usually empties out in Southcenter. Your proposal also skips very important regional	Feb 10, 2013 10:32 AM

Page 13, Q14. Please share any additional feedback you have about these proposals or propose other ideas you would like Metro to consider.

	destinations that are terribly underserved like Valley Medical Center, Renton City Hall, Renton Community Center, Boeing... Some of these places even provide free bus pass but there is no good transit at all. Shame.	
9	Anyone that takes the Sounder to Renton cannot be happy with a change to the 110.	Feb 9, 2013 9:17 AM
10	As stated before, why not extend the 148 to go through Fairwood instead of DART service? An easy transfer at the Transit Center would pretty much fulfill the 155 route.	Feb 9, 2013 12:20 AM
11	TURN 155/156 INTO ONE ROUTE BETWEEN FAIRWOOD AND THE AIRPORT. CONNECT 140 AND 105 AS ONE ROUTE, OR 169 AND 105 AS ONE ROUTE. GET RID OF RENTON TC!!! VERY INCONVENIENT LOCATION, EXTEND 240 AND 101 SOUTH TO VALLEY MEDICAL... SO MANY MORE PRODUCTIVE WAYS TO SPEND MONEY INSTEAD OF ROUTE F TO NO WHERE. I DON'T KNOW ANYONE WHO NEEDS TO TRAVEL SO MUCH BETWEEN DT RENTON AND SOUTHCENTER MALL AND BURIE. LET ALONE TUKWILA SOUNDER AND TUKWILA LIGHT RAIL. JUST KEEP F BETWEEN BURIE AND SOUTHCENTER, BUT NOT RENTON. RENTON NEEDS MAJOR TUNE UPS ON EXISTING ROUTES... MAKING A DYSFUNCTIONAL 140 ROUTING LOOK NICE AND FREQUENT IS NOT HELPING RENTON COMMUTERS.	Feb 8, 2013 11:34 PM
12	Will this allow Boeing Renton Hourly employees to utilize the Sounder? As of right now there is know way to get to the Boeing Renton before 6 a.m. by using the sounder?	Feb 8, 2013 12:54 PM
13	I live in Fairwood and take either 102 to work or 101 from the Renton P&R and to get home route 150 then 155. It seems to me the bus is full as far as 151st Street in Fairwood/Renton. I'm concerned how to get from the proposed stop at 140th & Petrovitsky. If I drove there to take the new route 155 I don't think the shopping center would allow commuter parking. As it is the Renton P&R has no parking available by 7am and many of us park across the street at Renton Village Shopping Center. There is parking available usually on Friday mornings at 7am for some reason (maybe people work 4 ten hour days?). Anyway, I am concerned how I can travel to work in the new scenario.	Feb 7, 2013 12:10 PM
14	As long as the route is allowed to continue still somewhat along a similar route, I will be happy.	Feb 7, 2013 8:12 AM
15	I wish coming on time.	Feb 6, 2013 10:55 PM
16	It is important to synch these buses with the train schedule. If you look at the demographic, 65% of the 110 riders are over 45. We are older business people trying to catch the train. We are not on the bus for an afternoon outing. The schedule is important. How will I know what time I need to leave work, to catch the bus to meet the train, if there is no set schedule?	Feb 6, 2013 5:05 PM
17	The potential extension of the F line needs to be incorporated. It would service a major commercial area, the Landing, and it would service Boeing. Currently there are no bus stops along the Boeing perimeter. If a reliable, rapid, line ran	Feb 6, 2013 11:28 AM

Page 13, Q14. Please share any additional feedback you have about these proposals or propose other ideas you would like Metro to consider.

	by the Boeing plant I am sure it would be utilized by the Boeing employees much more than the current offerings. I include myself as one of the people that would use this.	
18	Please do not let a few whiners prevent you from making routing decisions based on data. Empower your planners to make the most optimal choice, even if it means some people will have to walk an extra block or two. Frequency, speed, reliability and span of service win over door-to-door service and one seat rides. Now go to work with local cities to ensure buses don't sit at traffic lights and don't get stuck waiting to pull out into traffic. Thank you Metro!	Feb 5, 2013 7:43 PM
19	Change to the Rt. 155 service will be a major set back to our transport needs since we are dependent on this service for all our transportation needs.	Feb 5, 2013 12:43 PM
20	Would it be possible to change the F line route to turn right off of Logan Av onto 8th and go east and turn left onto Garden Av N then on north to the Landing area? This would allow a stop for those that work in the PACCAR/Kenworth complex to be within reasonable walking distance.	Feb 5, 2013 10:52 AM
21	I am concerned that there will no longer be bus stops on Park Avenue.	Feb 5, 2013 12:59 AM
22	Makes sense.	Feb 4, 2013 7:10 PM
23	Adding Rapid share is good option because I have to catch 2 buses in non peak hour 240 and 140 to reach tukwila station. I am looking for this service to be proposed quickly	Feb 4, 2013 6:54 PM
24	Please consider working with Sound Transit to improve bus service to Renton along I-405. I work at Elections and can't take the bus because it would take 2 hours one way. Thanks!	Feb 4, 2013 5:14 PM
25	Can you give us more information about how often the 909 would run? I am concerned that the 909 will run only once an hour. To assist with appointments the 909 bus should run every half hour. With less frequent service, I probably would need drive my own car rather than taking the bus.	Feb 4, 2013 3:57 PM
26	I would like route 110 get closer to PACCAR, Have the route go all the way N 8th then make the U turn back to Park Ave.	Feb 4, 2013 3:55 PM
27	Please Find a Way to Improve the night and Weekend Service on the Route 101. I recently lost a job due to the fact i can not get from Downtown Renton to my home just inside the Renton City Limits along the Route 101	Feb 4, 2013 2:52 PM
28	You need to have a bus stop closer to Kenworth and Paccar Parts. The F route will not get me close to work, but per your proposed new route I see service to Boeing will be improved. I don't have a vehicle and enjoy using public transit for the most part, but in the last few years the changes to the system seem to be geared more towards the persons who use the Light Rail; the Light Rail does not and did not help me in my commute although its very close to my home. If you implement this change it will affect my daily commute as I do not drive. I have gone on your website several times to complain about your service from South Seattle to Renton. Nothing is ever done; and I don't see how my input will	Feb 4, 2013 12:53 PM

Page 13, Q14. Please share any additional feedback you have about these proposals or propose other ideas you would like Metro to consider.

	affect anything as you will do what you want anyway. Time to start saving for a vehicle so I don't have to deal with the terrible service anymore. Sincerely, Ms. Chris J. Johnson (206) 234-2259	
29	Consider how much your ridership will fall if the proposed change takes place; Most of the people I know will simply not avail themselves of transit - neither KC or Sound Transit; Why change something that has worked well for years?	Feb 4, 2013 12:49 PM
30	Thanks for not changing the routing of 105.	Feb 2, 2013 11:58 PM
31	You should not charge a thing, leave well enough alone.	Feb 2, 2013 1:04 PM
32	Need more direct service in the Fairwood-SeaTac Airport corridor that operates after 6 pm. Currently it's a miserable and expensive detour way off north through Downtown Renton. 560 costs more and there is no transfer ticket given for 169 or 148 to back track south. Extend 155 all the way to the airport on 176th st and skip Southcenter mall! 128 can loop the Southcenter since it terminates there anyways, but most businesses in Southcenter are not for bus riders anyways. I.E. huge stores, mega parking lots... same in Downtown Renton, big box stores for car shoppers... Yet you are proposing more service between those 2 mega parking lot meccas? and nothing to connect Airport-Valley medical-Benson Hill-Fairwood? The number of people living along Carr Rd in Benson Hill alone is greater than in DT Renton!	Feb 2, 2013 8:00 AM
33	I woul propose that you keep the 110 route but perhaps run it only once an hour during peak times only to reduce costs but keep providing some alternative for reaching Kenworth	Feb 2, 2013 7:33 AM
34	At a minimum the F line must be extended to the Landing. If it is not, I will not be using king county metro at all in my commute. Even then, I still might have to look for alternatives because king county metro chooses not to provide service to my area.	Feb 2, 2013 6:38 AM
35	I typically ride the bus to work bringing along a bicycle for riding home when weather is better.	Feb 2, 2013 5:20 AM
36	When will the Trip Planner application on the website be updated (including the new Rapid Ride F Line), so I can have a better outline of my new/modified bus route? Will I need to wait until September 1st to plan my new route?	Feb 1, 2013 6:09 PM

Page 14, Q18. If you have a disability, please indicate what kind. (check all that apply)

1	N/A	Feb 4, 2013 12:54 PM
2	fibromyalgia which affects mobility	Feb 4, 2013 12:50 PM

Page 14, Q19. Do you consider yourself...

1	Not relevant information	Feb 6, 2013 4:51 PM
2	asian	Feb 5, 2013 6:35 PM
3	Carbon-based Life Form	Feb 4, 2013 7:11 PM
4	Indian	Feb 4, 2013 6:55 PM

Page 14, Q20. What is the primary language you speak at home?

1	Not relevant information	Feb 6, 2013 4:51 PM
---	--------------------------	---------------------

Page 15, Q23. How did you hear about the changes Metro is considering as part of the launch of the RapidRide F Line? (check all that apply)

1	Valley Medical Center	Feb 12, 2013 11:39 AM
2	Other bus riders	Feb 7, 2013 12:11 PM
3	Seattle Transit Blog	Feb 5, 2013 7:43 PM
4	Sign posted to bus stop.	Feb 4, 2013 7:12 PM
5	Internet	Feb 4, 2013 5:15 PM
6	handout at Tulwila Rail Station	Feb 4, 2013 12:51 PM
7	Renton Reporter article	Feb 2, 2013 11:59 PM

Page 17, Q29. Please share any additional feedback you have about our engagement process:

1	Your reps seem not very knowledgeable of Renton commuting. They think that people want to go to and from Downtown Renton. That's absurd! Rarely someone's trip ends in that Transit Center. There is nothing there. City Hall, Library, and Renton Community Center is missed by many buses, while car oriented Rainier Ave has too many routes, but reps have no clue about it.	Feb 15, 2013 4:26 AM
2	Not sure if your representatives know what they are talking about... Some travel patterns that they suggest make no sense... nobody will transfer in Southcenter or Downtown Renton, unless it's a last resort...	Feb 12, 2013 11:41 AM
3	Your reps seem oblivious about Renton travel patterns. They think that people from Fairwood/Benson need to travel to parking lots of Southcenter more than to travel to no parking of Seatac Airport. Also that people will be taking RR F to connect with Sounder and Light Rail to go to Seattle and the Airport?! What?! Who travels like that and why?! They need to go back to school and study geography!!!!	Feb 10, 2013 10:41 AM
4	I believe Public transit could take a strong popularity jump just by getting out of the 9 to 5 phase and moving to an earlier time, the Puget Sound wakes up earlier than most big cities. you could take 1000s of cars off 167 alone just by adjusting the times to an earlier start. Have a great day, Thomas	Feb 8, 2013 1:05 PM
5	I appreciate the chance to participate in this process. Thank you for making emailing easy.	Feb 7, 2013 12:12 PM
6	I think staying in touch with the community is paramount in making decisions to understanding how transit can better serve the community. After all, if you don't know what is needed - how can you provide the service. Thank you.	Feb 7, 2013 8:22 AM
7	I appreciate the extra effort to have someone meet us at the bus stop and give us the flyer with the survey. I don't have a lot of hope that my concerns will be addressed. It sounds like you've already decided what you're going to do. A non-scheduled bus will make it difficult to catch the train.	Feb 6, 2013 5:07 PM
8	We appreciate Metro's outreach process. Should Renton bus routes that travel through Skyway and Tukwila be subject to future changes (107, 106, 101, 150) we will appreciate the opportunity to be involved.	Feb 6, 2013 11:51 AM
9	My only concern is with the elimination of Rt.155 service to the Fairwood Hills area.	Feb 5, 2013 12:51 PM
10	Engagement process is working for me at multiple levels.	Feb 4, 2013 7:13 PM
11	Customers need a clear idea of how often bus routes will run. The announcements make clear how often the F line will run. It is unclear how often bus 909 will run. In addition, we would like to know how long it will take to get from one location to another location. For example, how long will a ride from Renton to the International Station take (by an estimate)? The sooner that you can give estimated times the sooner we can consider taking the new service. I have a car but I choose to ride the bus. I believe in the importance of public transportation.	Feb 4, 2013 4:03 PM
12	Service is terrible and getting worse. I'd like to continue using the service, but	Feb 4, 2013 12:56 PM

Page 17, Q29. Please share any additional feedback you have about our engagement process:


your changes will make that next to impossible.

13	I checked "strongly disagree" above in # 18, because you did not have any places to check "hope they do"; without that - who knows? I guess we will see.	Feb 4, 2013 12:53 PM
14	no additional comment.	Feb 2, 2013 1:09 PM
15	I feel that filling out this survey is a waste of time because the decision has already been made, but king county metro wants to portray themselves as caring towards its ridership. So they offer meaningless surveys to give the public the feeling of involvement.	Feb 2, 2013 6:45 AM
16	There are 2 in our household, 3 when the one is home from college. We find that I am the only one who can take advantage of Metro's services. The trip to Boeing's Kent plant from here involves 2 buses and about 1 1/2 hours. The bus from here to Target at the Landing where our college student works involves 3 buses and layovers which make it impossible to be effective at all. This is rather disappointing as we have one car and would use the bus system more if it was convenient.	Feb 2, 2013 5:28 AM



Appendix B

Emails and phone calls received

1. Date received

		Response Percent	Response Count
Date		100.0%	44
		answered question	44
		skipped question	3



2. Contact Information

		Response Percent	Response Count
Your name:		0.0%	0
Address:		0.0%	0
Address 2:		0.0%	0
City/Town:		0.0%	0
State:		0.0%	0
ZIP:		0.0%	0
Email Address:		95.5%	42
Phone Number:		4.5%	2
		answered question	44
		skipped question	3

3. Comment:

	Response Count
	47
answered question	47
skipped question	0

4. Feedback received via

		Response Percent	Response Count
Facebook		0.0%	0
Council correspondence		0.0%	0
Executive correspondence		0.0%	0
Metro management correspondence		0.0%	0
Phone		6.4%	3
Email		93.6%	44
	answered question		47
	skipped question		0

Q3. Comment:

1	<p>proposed changes by route Route Proposed change Proposed routing Rationale AM trips PM trips 214 Provide additional trips, do not travel east of Issaquah Transit Center Issaquah Transit Center - downtown Seattle Match service levels with demand 12-13 (1-2 more) 13-14 (3-4 more THIS IS A HORRENDOUS IDEA!!!!!!!!!!!! I DO NOT OWN A CAR!!!! How do I get to work IF you do something STUPID like this, I currently walk to the lay over area at the fish hatchery to get my 214 bus in the morning. And the 200 is not an option you took the north bound service away quite some time ago. As for the EVENING SERVICE ON THE 200, see this from 30,01,13 sent to....Metro transit <customer.comments@metrokc.gov>, AND Metro <customer.comments@kingcounty.gov> Issaquah Transit Center I am and I am sure others are FED UP with missed connections at the Issaquah Transit Center. Today, 30,01,13 route 215 coach #6840 pulled in to the ITC at 1806 Hrs. and as we start to make the turn around the center island to bay 2 the 200 starts to pull out, it's departure time at bay 1. is at 1808!!!! This happens quite often that the 200 pulls out just as the outbound trip coach from downtown Seattle pulls in yo the transit Center THIS NEEDS TO STOP ASAP!!!!!!!!!!!! After being on a coach from downtown for a half hour no one wants wate another HALF HOUR for the next one!!!! Is it better that the 200 it makes it's trip EMPTY????? Would it be that hard for the 200 hold until the coach from downtown Seattle to UNLOAD IT'S PASSENGERS????? WTF!!!! If it's RAINING OUT DO YOU WANT TO WALK FROM FRONT AND SUNSET TO FRONT ST. S. and SE 2nd??? I DO NOT The 200 is the ONLY route to that area at that time of night. Make this happen ASAP!!!!!!!!!!!! DON'T FORGET I DO NOT OWN A CAR!!!!!!!!!!!! -- Call Center Supervisor, +1.877.838.9158 Ext. 5 Please forgive any typos that may be included in this email, it was sent using a mobile device. ANY FURTHER DISSEMINATION OF THIS EMAIL IS STRICTLY FORBIDDEN!!!!!!!!!!!!</p>	Feb 15, 2013 8:51 AM
2	<p>Dear Sirs: We are disapointed to hear of the proposed change to Route 155 bus service in the Fairwood area of Renton. Our disabled son does not drive and relies on bus service every Friday at a minimum and randomly at other times. An on call DART service is proposed instead. How will this work? How long in advance must he make a reservation? Will the cost increase? Please reconsider keeping the Route 155 service to Fairwood. Perhaps fewer trips or alternate days would work? Sincerely, Gary and Debra Teeter 16036 SE Fairwood Blvd</p>	Feb 13, 2013 5:12 PM
3	<p>I take route 155 to work everyday. Please do not eliminate it from east fair wood. I need the bus to get to work the the Dart is not reliable. Thank you.</p>	Feb 13, 2013 5:12 PM
4	<p>Hello, I live in Fairwood and I am concerned about the change you plan on making by moving the 155 to Dart service. If passengers are concerned about waiting at the layover to catch the 155 to Fairwood (this would be anytime after 12 noon) then they can catch the 155 on Petrovitsky heading eastbound at 140th on Petrovitsky. So they have service to Fairwood rather it is in the early morning when the 155 does loop before heading to Southcenter or after noon they can catch the 155 on Petrovitsky as it is coming from Fairwood. Please reconsider making the 155 a Dart service. Thank you, Carol</p>	Feb 13, 2013 8:58 AM
5	<p>I responded to Carol, but wanted to make sure her feedback is included in the public record. Thanks, Jana From: Alexander, Carol Sent: Tuesday, February 05, 2013 9:29 AM To: Demas, Jana Subject: 155 Hi Jana, I live in Fairwood and I noticed last night there was a posting saying we are considering changing</p>	Feb 12, 2013 8:40 AM

Q3. Comment:

the 155 into Dart service. I take the 102 into town, but I do see some people waiting for the 155. I know the ridership isn't that high during the week, but how is the ridership on Saturdays? I've taken it on a Saturday before going to South Center and there were quite a few people on the bus. It is a good alternative to driving and having to park. Maybe Dart during the week and regular service on Saturday. Thanks for listening. Carol

- | | | |
|----|---|---------------------|
| 6 | Hi, To keep this brief. The changes to the 110 route will make using the bus very situational as the distance between the 16 and Lind stop and the train station will be too long of time and I would miss my normal train in the evening. I am of the belief that I would stop taking the bus and go back to walking or starting up a van share. Obviously I would test the route once to see if that were the case. Craig J Smith AIO-250, Northwest Mountain Region Federal Aviation Administration 1601 Lind Ave. SW Renton WA 98057 craig.j.smith@faa.gov Phone: 425.227.1339 | Feb 8, 2013 8:41 AM |
| 7 | Many train commuters ride the 110 to the FAA worksite. The new rapid ride route should follow that portion of the current 110. I also support continuing the rapid ride to the landing shopping center. Otherwise rides have to make another connection at the Renton transit center, which does not encourage increases in ridership. I don't have that many hours in the day to spend waiting for buses. Please consider my suggestions. Thank you. | Feb 7, 2013 8:44 AM |
| 8 | Those of us at the FAA that ride the Sounder approve of and are thankful for the routing of the F Line. Mark T. Collins FOIA Officer, AJV-W5-2MC DOT/FAA, Air Traffic Organization Western Service Area 1601 Lind Ave SW Renton, WA 98057-4056 Office: 425-203-4116 Fax: 425-203-4134 (425) 203-4116 | Feb 7, 2013 8:43 AM |
| 9 | What is the actual time the "rapid" ride bus will take to get from Tukwila rail station all the way to the North side of the Landing? How many minutes? If longer than the 110 route, that will add more time to everyone's commute as well. Vicki Seboldt Accounts Payable Researcher Paccar Parts Phone: (425) 254-4084 FAX: (425) 254-6483 | Feb 6, 2013 5:03 PM |
| 10 | Metro leaders, I am a commuter and the Vice President of Perioperative Services at Valley Medical Center. I am interested in having some dialogue with the groups planning change for the Renton lines. It is very difficult to get to and from the main lines from Valley, and many of our staff and especially our elderly and/or ill patients and families, would appreciate better, more frequent runs from the hospital to the main lines. Numerous staff I have spoken with has said they would rather ride the train to Tukwila than spend 1-2 hours in their car fighting traffic. The trouble is connecting from the train station to the hospital, as the main hubs are a few miles north. I suspect our patients have similar issues. Please have someone contact me and will be happy to participate on the planning groups to help improve access to a vital community resource. Thanks, Chris Chris Hunt, RN MBA Vice President of Perioperative Services Valley Medical Center 425.228.3440 ext. 5673 Christopher_Hunt@Valleymed.org | Feb 6, 2013 8:45 AM |
| 11 | I am a Renton resident. I ride Metro five days a week into Seattle to my job. I am so frustrated with the parking situation for Metro riders in Renton. We do not have enough parking spots for Metro riders. Last week at 7:10 AM all the Metro-designated spots were full and I was left to park on the surface street. Some of us are parking in the Fred Meyer parking lot on Rainier Avenue and taking our | Feb 6, 2013 8:44 AM |

Q3. Comment:

chance on getting towed. Some designated parking spots are unsafe to park as the cars have been broken into several times. Most of the riders are women and we need to know that we and our cars are safe when parking and riding. The City of Renton has vacant lots and/or unused parking lots that can be used for overflow parking for riders. We need an advocate on our behalf to secure more parking for those of us who cannot make it to the park'n ride or transit center before 7 AM to secure a parking spot. I know of some people who get to the park'n ride at 6:30 just to get a parking spot and they sit in their car until 7:30 as they don't have to be in the city until 8:30 or 9:00 AM. That is a ridiculous waste of time. But they have no choice but to do it because there isn't any parking to be had after 7 AM Monday through Thursday. Instead of re-routing buses, Metro should be securing more safe parking spots for those of us who ride the bus every day into the Seattle. Mary Lou Hanshaw
Mary Lou Hanshaw
Legal Secretary Thorsrud Cane & Paulich 1325 Fourth Avenue, Suite 1300
Seattle, WA 98101 206.386.7755 mhanshaw@tcplaw.com

- | | | |
|----|--|----------------------|
| 12 | While this is a little better than the 1st idea, for those of us working at Kenworth and Paccar Parts it would add a minimum of 30 – 45 minutes to our commute which for some of us (me for instance) is already 3 hours and 40 minutes each day for a total of 17 hours per week. Now you want to add another 2.5 hours to 3.75 hours per week for us. Most likely the people here would simply choose not to ride KC transit any more; Plus if they don't do that, they will not ride the train for Sound Transit as well. So you WILL lose ridership. This bus used to run with a Dart smaller bus, but because of ridership, they had to go to a bigger bus. Only 6 people got off at the FAA; the rest were all on Park Avenue and I know for a fact they do not walk over anywhere close to Logan. They are on either Park Avenue or Garden or they are Kenworth or Paccar Parts employees. So, yes those of us who do commute are, to say the least, disappointed in KC Metro's idea of changing a route that has worked wonderfully for us for years. Now the question is: does King County Metro care or not? Thank you Vicki Seboldt Accounts Payable Researcher Paccar Parts Phone: (425) 254-4084 FAX: (425) 254-6483 | Feb 5, 2013 9:14 AM |
| 13 | Thank you for listening to 'we the commuters'. Although my department moved to Seattle last year, we anticipate it moving back to Renton, so I have continued to be involved in the new RapidRide F Line since inception. I feel this proposal is the most efficient use of Metro's funds on the F Line, and the deletion of Route 110 would not hamper any commuters. The fact that the F Line will run every 10 minutes during peak hours, let alone throughout the day is a huge improvement from what was happening to the 110 and 156. At one point when I was in Renton, I would have to take a day off in order to make doctor's appointments, etc., because I could never get a decent connector to Lind & SW 16th during the mid-day timeframe. The F Line will alleviate that frustration. I assume Route 156 will remain since it runs along Lind and is also an option to getting from Providence to either the Park & Ride or Transit Center. Regardless, the frequency of the F Line will possibly encourage others at our Renton offices to get out of their cars and ride Metro as they will be offered better connections. Thanks again, Eileen LeFebvre
Eileen LeFebvre Executive Assistant to Senior Vice President & Chief Legal Officer Tel: (206) 233-7334 Fax: (206) 215-6262 Department of Legal Affairs Mail: 747 Broadway, Seattle, WA 98122 Office: 600 Broadway, Suite 300, Seattle, WA 98122 | Feb 4, 2013 8:37 AM |
| 14 | Hello there, I'm very sorry that I missed the 12/7 deadline for feedback on the | Dec 13, 2012 9:15 AM |

Q3. Comment:

recommended changes to the 908 and 105 bus routes. I was only today informed, that the public hearings for input occurred while I was out of country on vacation, and of the 12/7 deadline. So, I'm hopeful that my input may still be accepted for consideration. In 2013, the Renton Public Health Center will be moving to the Renton Technical College campus, at the corner of NE 7th and Monroe Ave, in Renton. In order for our clients, who are pregnant, who have recently delivered their babies, who may be transporting young children with strollers, who currently access Renton Public Health on the 105 route to travel to the new Public Health Center location, we have been depending on the availability of both the 908 and 909 lines to provide access to our clients. It's great news, that the 909 route may be extended up to Monroe Ave, but, we also need the 908 route, to help parents travel to our new Public Health Center. Parents transporting their families using the 105 line, will need to walk close to 0.7 miles to reach the new Public Health Center from NE 4th Street. If the 908 continued to provide service, then these parents could transfer to the 908 to stops either just outside or across the street from the new Renton Public Health. The timing of these proposed changes, could not have come at a worse time. Please, do not discontinue the 908 line or reduce the 105 lines. Thanks for your consideration. Anne Shinoda-Mettler Kent-Renton PHC Area Manager Email: anne.shinoda-mettler@kingcounty.gov Kent Public Health Center 13210 SE 240th Street, Suite A Kent, WA 98042 (206) 205-1953 v (206) 205-0750 f (206) 423-1521 c Renton Public Health Center 3001 NE 4th Street Renton, WA 98056 (206) 205-1682 v (206) 296-0568 f

15 Hello there, I'm very sorry that I missed the 12/7 deadline for feedback on the recommended changes to the 908 and 105 bus routes. I was only today informed, that the public hearings for input occurred while I was out of country on vacation, and of the 12/7 deadline. So, I'm hopeful that my input may still be accepted for consideration. In 2013, the Renton Public Health Center will be moving to the Renton Technical College campus, at the corner of NE 7th and Monroe Ave, in Renton. In order for our clients, who are pregnant, who have recently delivered their babies, who may be transporting young children with strollers, who currently access Renton Public Health on the 105 route to travel to the new Public Health Center location, we have been depending on the availability of both the 908 and 909 lines to provide access to our clients. It's great news, that the 909 route may be extended up to Monroe Ave, but, we also need the 908 route, to help parents travel to our new Public Health Center. Parents transporting their families using the 105 line, will need to walk close to 0.7 miles to reach the new Public Health Center from NE 4th Street. If the 908 continued to provide service, then these parents could transfer to the 908 to stops either just outside or across the street from the new Renton Public Health. The timing of these proposed changes, could not have come at a worse time. Please, do not discontinue the 908 line or reduce the 105 lines. Thanks for your consideration. Anne Shinoda-Mettler Kent-Renton PHC Area Manager Email: anne.shinoda-mettler@kingcounty.gov Kent Public Health Center 13210 SE 240th Street, Suite A Kent, WA 98042 (206) 205-1953 v (206) 205-0750 f (206) 423-1521 c Renton Public Health Center 3001 NE 4th Street Renton, WA 98056 (206) 205-1682 v (206) 296-0568 f

Dec 13, 2012 9:11 AM

16 I have not viewed the proposed line changes other than the F line. It is totally unclear why you are replacing the existing 140 with a rebranded line that covers exactly the same route. This smacks of smoke and mirrors. The existing service on the 140 seems entirely adequate with no crowding. Given what I have seen

Dec 10, 2012 8:44 AM

Q3. Comment:

in the service in Ballard I am very skeptical about changes in other routes around Renton doing anything to improve service and would expect it to provide less service in places that need it most. If you want to spend money in improved service in Renton I suggest you add at least one bus an hour to Route 101 which is frequently standing room only during most of the day. Well you asked. -- Michael s/v Blue Lightning

- | | | |
|----|---|----------------------|
| 17 | Good morning. With the changes that are being considered for bus service in Renton, is there any thought of expanding the So. Grady Way Park & Ride lot? It is full most days before 6:30, leaving later riders to find parking on streets and in private parking lots, such as Renton Village, McLendon's, and Fred Meyer, all of which have signs prohibiting such parking. Immediately adjacent to the P&R lot is a large vacant parking area which used to be a car dealership – it appears to be an ideal spot for expansion of the existing lot, or for some kind of parking structure. I would appreciate a response. Thanks. Helen Stubbert Legal Assistant to Roger A. Pearce Patrick J. Schneider Steven J. Gillespie J. Scott Galloway Jeremy Eckert Foster Pepper PLLC 1111 - 3rd Ave., Ste. 3400 Seattle WA 98101 (206) 447-4679 Fax (206) 447-9700 | Dec 10, 2012 8:43 AM |
| 18 | We tried to call but the number you gave is a non-working number. Our daughter is disabled and rides the 155 to work and back each day. Her employment depends on the 155. We live at 11514 SE 173rd St. Renton, WA. She rides to Southcenter. She gets the 155 from our house at 8:30 AM and returns in the afternoon. Please keep this in mind as you make route decisions. Thanks, Paul and Dorothy Henry paulndor@gmail.com | Dec 10, 2012 8:42 AM |
| 19 | renton to eastgate when will there be a faster more effective way to there. the 240 during school days is slowed down even worse due to school zones and the drivers are slow as it is. in the summer a ride takes about a little less than 50 minutes now it's past an hour | Dec 7, 2012 8:50 AM |
| 20 | The route needs to extend into the Renton Highlands. I do not understand why Metro does not know how to make routes that meet the customers needs. It is as if they draw lines with understanding the needs of the community. If Metro truly was interested in meeting the needs of the customer then the rapid lines would link between from Renton To Bellevue. I do not understand why Metro does not have a strategic plan. Instead the plan is piece meal and not well thought out to meet the regions transportation needs. The route should be changed at the minimum to extend up SR 900 to at the Safeway. A lot of low income lives in an around this area. Why not create a network that meets the community. Please send me your data set for ridership. I am willing to perform my own analysis on my own time. (FOIA) Ideally the route would remove the 105 all together and originate from the Safeway on 4th and Union and head North on Union to SR900 then head west on SR 900 to Renton Landing. When is Metro planning on Rapid ride along 405 from Renton Landing to South Bellevue Park and Ride or have rapid ride form the Renton Highland along Coal Creek Parkway to Factoria and Eastgate Park and Ride or South Bellevue Park and Ride. I typically ride the 111 during peak hours unfortunately Metro 111 service downtown is unreliable 50% of the time. Buses run 20 minutes late on a regular basis. What happened to measuring and reporting on individual bus routes performance to the public. I expect more from Metro on performance and meeting customer needs. The routes that are planned and executed do not meet the needs of the community. For example no direct bus service along Coal Creek (not including | Dec 7, 2012 8:48 AM |

Q3. Comment:

240 and 114 that snake through Newport hills). I don't understand why Metro fails to create useful routes from Renton that could connect to Bellevue and Seattle more efficiently. When the train is built the route 111 should go away. If Metro had an efficient route to Tukwila Station from the Highlands then I would not need to take the bus 111. Unfortunately none of Metro service route plans see these strategic gaps as opportunities. I look forward to receiving a strategic plan from Metro and changes to Line F that connect the Renton Highlands to the community. Thanks David Kleiber 504 Shelton Ct NE Renton WA 98056 206-661-0300 cell/text 425-271-3917 home Work Port of Seattle Seaport Environmental Finance Manager 206-787-3748 work

- | | | |
|----|---|---------------------|
| 21 | I commute from Bremerton to Renton M-F and have discovered that while the hospital is very close to major mass transit, it is very difficult to get to the hospital without a few connections and many delays. I would like to see more frequent routing to connect to the main lines- including the Tukwila train station and the light rail station. This would not only benefit our 2500+ staff, but more importantly, our elderly and /or disabled patients that require our services. Many have told me they have tried to use the transit system, but it is too cumbersome and unreliable. It has taken me more than an hour just to get a few miles up the road to the Renton P&R. Please consider more frequent service to this critical community resource. Sincerely, Chris Hunt Vice President, Perioperative Services Valley Medical Center | Dec 7, 2012 8:47 AM |
| 22 | The 155 should have a later-running schedule. The Fairwood area is developing and deserves at least half the service the 105 provides the Renton Technical College area. | Dec 7, 2012 8:46 AM |
| 23 | It was about a year ago that we went through this same scenario. I wish I had kept my comments. Many of us at the FAA Regional Building (corner of Lind Ave & 16th) ride the 110 bus to and from the Tukwila train station. I hope this route is not changed. I started riding the Sounder over eight years ago. Back then, it was a shorter bus that met the train, and there were fewer trains going through. The shorter bus started getting crowded before long - sometimes standing room only, so it was replaced by a longer one. Each morning, the bus is nearly full (the 6:12? train). Sometimes I catch the later train and bus, just as many people. Several of us get off at the FAA building, and others probably get off at Kenworth and Boeing. In the afternoons, the 5:12 bus (at Lind) doesn't have as many passengers. Instead of cancelling that route, perhaps a smaller bus could be used. A change could create an even more negative effect on the Kenworth & Boeing (and others) workers. In the afternoon, I wait 10-15 minutes for the bus to arrive after I get off work at 5:00, (to go to the Tukwila train station) and it's another 8-10 minutes before the train arrives. If the route is changed, it would take even longer to get to the train station - then I'd have to wait another 20-25 minutes for the next train. Rather than wait for the bus, I would have to start walking to the train station again - which would take 20-25 minutes. I don't mind the walking so much, but the weather can get really bad this time of year, and some areas along 16th get a little dark, even along the sidewalk. It may be safe enough, just not sure. Another option - perhaps the 110 route could keep the direct route for the months of November thru February, then change to the new schedule (if necessary) for the warmer months when walking wouldn't be so bad. Joanne A. Bodah Aviation Safety Technician FAA/Seattle Flight Standards District Office (FSDO) 425-227-1265 I would like to add to my other comments . . . Would the 110 bus continue to meet the Sounder morning arrivals at the | Dec 6, 2012 4:21 PM |

Q3. Comment:

Tukwila Train Station? If not, that could pose a problem for several people?
Joanne A. Bodah Aviation Safety Technician FAA/Seattle Flight Standards
District Office (FSDO) 425-227-1265

- | | | |
|----|--|----------------------|
| 24 | I have gotten a lot of feedback from our CTR sites that are located in the south end of the Renton Valley business district, i.e. Valley Medical Ctr (850 CTR affected employees) , ER Solutions (400 CTR affected employees), Cutter & Buck (160 CTR affected employees)and Honeywell (1,140 CTR affected employees) regarding the lack of a stop serving the south most part of the Valley. IKEA, which is not CTR affected also has a large population of potential riders and the associated medical facilities surrounding VMC employ four or five times as many as VMC itself does. Metro may want to consider adding a stop near Oakesdale & SW 27th Street to serve this population. It would not be immediately adjacent to the businesses, but it would be well within a walkable distance from all of them. Thanks DAN John D. (Dan) Hasty PE Transportation Planner City of Renton - Public Works Department Transportation Systems Division Renton City Hall - 5th Floor 1055 South Grady Way Renton, WA 98057 jhasty@RentonWa.gov 425-430-7217 phone 425-430-7376 fax | Dec 4, 2012 11:52 AM |
| 25 | As a powerchair user, I won't make it to the meeting as it is raining today. I need more busses on Maple Valley highway, between Wonderland Estates senior, low income mobile home park and Renton. Weekends there are none! Don't even get me started about the POOR connections for transferring! I would love a shelter out front, (but ha ha). I don't know if the handicap restraints will be on F line. The web says only on B. Nancy Day | Nov 30, 2012 8:53 AM |
| 26 | From: Jim Seitz [mailto:JSeitz@Rentonwa.gov] Sent: Monday, November 26, 2012 2:30 PM To: Demas, Jana Cc: Johnson, Doug Subject: FW: Metro changes to Highlands service FYI – forgot to copy Jana earlier today, so here this is again. Jim Seitz Transportation Planning and Programming Supervisor Transportation Division Tel 425-430-7245 jseitz@rentonwa.gov From: Denis Law Sent: Monday, November 26, 2012 8:57 AM To: 'Robert Lynn' Cc: Council Subject: RE: Metro changes to Highlands service Dear Mr. Lynn, We will make sure that METRO, and the council, receive your comments. I oppose any reductions of METRO service in the Highlands to support the F Line, and have made that clear to METRO. While the F Line will provide an important service to one of the region's largest employers, which I support, it should not be at the cost to our residents. Renton homeowners, property owners and local businesses pay millions annually to METRO and should not have to fight to maintain the level of services we currently receive. Thanks for your message. Mayor, City of Renton 1055 S. Grady Way, Renton, WA 98057 425 430-6500 rentonwa.gov From: 'Robert Lynn' [mailto:rentonhighlander@gmail.com] Sent: Wednesday, November 21, 2012 10:16 PM To: Denis Law Cc: rentonhighlander@gmail.com Subject: Metro changes to Highlands service According to the Metro website, they're working with Renton to secure state Regional Mobility Grant funds to support—at least temporarily—an extension of the F Line to The Landing. I would like to present my opinion: Today, I noticed a poster at the bus stop (NE 16th & Kirkland Avenue N). It informs those who live in Renton Highlands, that they have until December 7th to comment on a major change in bus service. But, you have to go online, or attend a meeting in order to learn what they intend to do, and then express your opinion. I resent that we are only being given two weeks, during a holiday season, to make comments. After seeing the first poster, I noted that most other posters had been removed or | Nov 29, 2012 8:51 AM |

Q3. Comment:

damaged at other stops. Metro needs to replace them and do a better job of communicating! On their website, Metro has a "potential concept" map of changes to the #105 route, which includes Options A and B. Presentation of these "options" actually makes it more confusing to read the map. If people could see a map of JUST the #105 as Metro would like to see it, the problems would be very apparent. From what I can see, the change for me would mean walking several blocks more (with my cane), to catch ANY bus (at 12th & Sunset). King County Library System has plans to build a new Highlands Library, which will become isolated from the immediate community, with these changes. Businesses in this area will suffer and older/disabled people will have to move, to regain the mobility that these changes will take from us. Oh, by the way, these changes stem from a new "rapid" line from Renton Transit Center To White Center!! I don't get the connection; are people in the Highlands supposed to ride a bus to downtown Renton and then go shopping in White Center? Please contact the King County Council if you see the same problems that I do; or, you can contact Metro directly at the phone number and email below. The meetings are: Tuesday, Nov. 27 Renton Technical College Room C-111 3000 NE Fourth Street 6-7:30 p.m. Thursday, Nov. 29 Renton High School 400 S Second Street 6-7:30 p.m. Call 206-263-9768 Email HaveASay@kingcounty.gov This email request originated from the following link:
<http://rentonwa.gov/government/default.aspx?id=1480>

27 From: Jim Seitz [mailto:JSeitz@Rentonwa.gov] Sent: Monday, November 26, 2012 2:26 PM To: Johnson, Doug; Demas, Jana Subject: FW: potential changes in Renton Highlands bus service - meeting to discuss potential impacts (safeguard bus access for RHA residents and current/future new Highlands library) FYI Jim Seitz Transportation Planning and Programming Supervisor Transportation Division Tel 425-430-7245 jseitz@rentonwa.gov From: Mark Santos-Johnson Sent: Monday, November 26, 2012 2:17 PM To: Jim Seitz; Suzanne Dale Estey Cc: Chip Vincent; Preeti Shridhar; Peter Renner; 'Mark R. Gropper'; Karen E Bergsvik; Erika Conkling Subject: FW: potential changes in Renton Highlands bus service - meeting to discuss potential impacts (safeguard bus access for RHA residents and current/future new Highlands library) Jim & Suzanne, As noted in the letter to the editor of the Renton Reporter (included in the second attached email from Mark Gropper), RHA residents are concerned about potential changes to route 105 that may result from Metro's plans to implement the RapidRide F line next year. (See http://www.kingcounty.gov/transportation/kcdot/NewsCenter/NewsReleases/2012/November/nr_111512_MetroF_LineMeetings.aspx) There is information available online at King County Metro regarding the proposed changes. The Renton Highlands Service potential route change map is fairly complicated with multiple routes and multiple options. However, it appears that the potential changes could also adversely impact bus access to the current and/or future new Highlands Library. (See page 3 of the attached King County Metro – Renton concepts file). (For more related information, see <http://metro.kingcounty.gov/have-a-say/projects/renton/> or <http://metro.kingcounty.gov/have-a-say/projects/renton/#concepts>) As you likely know, there is a related Metro public meeting tomorrow night at RTC. However, Metro has also scheduled a special multi-lingual open house on Wednesday for the potential Renton changes (per the first attached email). As the City works with Metro and other jurisdictions and partners to help extend the F Line to the Landing and identify/implement potential bus service efficiencies, it would be helpful to try to safeguard public bus access for RHA's multiple residential

Nov 29, 2012 8:50 AM

Q3. Comment:

projects in the Sunset Area and both the current and future new Highlands Library (at the SW corner of the intersection of Sunset Boulevard NE and NE 10th Street). For your reference, I have attached a RHA property map for your reference. However, Mark Gropper (copied here) is also available to provide additional information, as desired, for the City and/or Metro. Thanks! Mark Santos-Johnson Senior Economic Development Specialist Department of Community & Economic Development City of Renton 1055 South Grady Way, 6th Floor Renton, WA 98057 425.430.6584 (FAX 425.430.7300) msantosjohnson@rentonwa.gov www.rentonwa.gov Renton: The center of opportunity in the Puget Sound Region where families and businesses thrive.
From: Mark R. Gropper [mailto:mrg@rentonhousing.org] Sent: Monday, November 26, 2012 1:11 PM To: Karen E Bergsvik; Mark Santos-Johnson Cc: Zak deGorgue; Jill Richardson Subject: changes in bus service - meeting to discuss potential impacts Heads-up. – Mark –

_____ We have a Metro meeting at our One Stop this week. We put flyers out to all our residents about this event this Wednesday from 3 to 5. Residents need to come to this event and let their voice be heard. I'll forward a copy of the flyer for you to pass on. Metro needs to know the 105 route serves almost 200 of our low income residents on the loop they are proposing to cancel. We also need to do some PR on the library with our residents. Zak do you have some suggestions? Jill From: Mark R. Gropper Sent: Monday, November 26, 2012 10:00 AM To: Julia Wilder-Barnes; Jill Richardson Subject: RE: Changes in bus service _ impacts to Houser Terrace and other nearby RHA communities What do you think, Jill? - Mark - From: Julia Wilder-Barnes Sent: Monday, November 26, 2012 9:59 AM To: Mark R. Gropper Subject: FW: Changes in bus service In layman terms, what would be the best response to this email from my Houser Tenant – I am unfamiliar with route changes for metro... From: Robert Lynn [mailto:sewardparkfolly@gmail.com] Sent: Wednesday, November 21, 2012 10:03 PM To: Julia Wilder-Barnes Subject: Changes in bus service Julia: I hope that you will have the time to include something in your rent statement mailing, regarding the following problem. This is a copy of a Letter to the Editor that I sent to the Renton Reporter. If Metro makes this change, it would be a major change for me and I think that many other residents of Houser and Evergreen Terrace would find this to be a difficult situation. I am quite happy living here, but I would have to make serious changes in my life. During the wet season, I already spend as many as 3 days a week in bed. This would impact my grocery shopping, visits to the drug store and use of the public library. Thank you for your time. Robert Lynn #294 To the Editor: On their website, Metro has a "potential concept" map of changes to the #105 route, which includes Options A and B. Presentation of these "options" actually makes it more confusing to read the map. If people could see a map of JUST the #105 as Metro would like to see it, the problems would be very apparent. From what I can see, the change for me would mean walking several blocks more (with my cane), to catch ANY bus (at 12th & Sunset). King County Library System has plans to build a new Highlands Library, which will become isolated from the immediate community, with these changes. Businesses in this area will suffer and older/disabled people will have to move, to regain the mobility that these changes will take from us. Oh, by the way, these changes stem from a new "rapid" line from Renton Transit Center To White Center!! I don't get the connection; are people in the Highlands supposed to ride a bus to downtown Renton and then go shopping in White Center? Please contact the King County Council if you see the same problems that I do; or, you can contact Metro

Q3. Comment:

directly at the phone number and email below. The meetings are: Tuesday, Nov. 27 Renton Technical College Room C-111 3000 NE Fourth Street 6-7:30 p.m.
 Thursday, Nov. 29 Renton High School 400 S Second Street 6-7:30 p.m. Call 206-263-9768 Email HaveASay@kingcounty.gov

- | | | |
|----|---|-----------------------|
| 28 | Please keep bus 110 route to include Park Ave N for easy Boeing access.
Cheryl L. White | Nov 29, 2012 8:47 AM |
| 29 | Looking at the proposed map for the F Line I thank you and heartily approve of the routing and stop along 16th Street and Lind Avenue. There are around 50-60 FAA employees that ride the Sounder train that will utilize this route every workday. There are also Providence Health and other workers in the two Landmark buildings that ride the Sounder and use the 110 bus to get to work on time. Thanks for listening to us. Mark T. Collins FOIA Officer, AJV-W5-2MC DOT/FAA, Air Traffic Organization Western Service Area 1601 Lind Ave SW Renton, WA 98057-4056 Office: 425-203-4116 Fax: 425-203-4134 (425) 203-4116 | Nov 28, 2012 1:01 PM |
| 30 | Hello, I viewed the map and if the F Line runs every 10 minutes it should be fine. One issue may be a lack of seats if the 140 and 110 passengers exceed bus capacity. Regards, Steve

Steve Evans NAS Planning Scheduler FAA Western Service Center 425-203-4776 | Nov 28, 2012 12:59 PM |
| 31 | I read through all the info on the links provided below, but couldn't find the online survey referenced. As I live in Pierce County, it is not feasible to get to an evening meeting (that's why I ride the train and bus to work, because I live far from work!) The proposed F line seems like it could serve as a decent replacement to route 110, going to the Tukwila Sounder station from the FAA building at 16th and Lind Ave. However, if there is no correlation between the train times and the bus, in theory, we would have to get to the bus station 10 to 15 minutes earlier than current times, to ensure we catch all the possible times of the bus heading that way to get us to the train on time. Right now, it is timed perfectly. There is about a 5 minute wait time for the train, giving time to buy a ticket if necessary. If you don't correlate the bus time to ensure people can get to the train, I can see a lot of people standing around waiting for a bus for 20 minutes, then another 40 minutes for the train after the one that they just missed. That is an hour of standing around, people!! Please think this through, as to how it affects all of us who rely on the bus to the train. There are a lot of people who do! The morning bus that picks up from the train is not as critical, as you are not trying to catch a scheduled train, but merely waiting extra time, perhaps, in the cold and rain. Thank you. Cheryl Krieger "CK" Brown Operations Support Specialist FAA ATO, Western Service Center, AJV-W23 1601 Lind Ave. SW Renton, WA 98057 telephone: (425) 203-4511 fax: (425) 203-4505 | Nov 28, 2012 12:58 PM |
| 32 | I ride the 110 each day as I commute from the Sounder Train to my work location at 6th and Park. With the new proposed change on Logan Ave it would add a significant time and distance to my commute. In shoes with heels and bad weather conditions, this would discourage me from using the Sounder/110 connection as my commuting option. For about 2 years I rode this regularly and since October I have resumed this option. I regularly see the bus filled in the | Nov 28, 2012 12:56 PM |

Q3. Comment:

morning and was surprised at the ridership. I think you need to recount your tallies. Carolyn Anspach, CPP HRMS Payroll Business Analyst (425) 237-0968
9/80 Schedule - every other Friday off

- | | | |
|----|---|----------------------|
| 33 | The way I read it, only the B line is wheelchair accessible. I am on the future F line area. How will I travel to Southcenter or Burien? Nancy | Nov 27, 2012 8:54 AM |
| 34 | Hi. My name is Linda Bresser. I live at Houser Terrace in the Renton Highlands and I'm calling to comment about the proposed changes on the 105. I understand that a lot of the stops will be eliminated in the Highlands on the 105, that's what's proposed anyway. I'm calling to let you know that would be very inconvenient for me, I know I can take the 909 but on some days particularly Sunday, I rely on the 105 at that stop. Since I'm using a wheelchair, I don't want to have to walk a lot of blocks, especially in the rain and I'd appreciate that if you'd give that some consideration. There are a lot of people at Houser Terrace that depend on the 105. My phone number in case you want to contact me is 425-687-2824. | Nov 26, 2012 9:16 AM |
| 35 | I have two immediate objections to proposed changes to the #105 Metro route:
1) This is the first that I have heard of this (from a poster at a bus stop) and I resent that we are being given less than two weeks -- during a holiday season, to make comments. By the way, in riding the bus today, I see that many posters regarding a possible change, have been removed or damaged; they need to be replaced!
2) The map in your "potential concept" is confusing. Option A, option B! Just print what you would like the #105 route to look like!! I live at NE 16th and Kirkland Avenue. The fact is (from what I can see is) that I will need to walk (with my cane) to 12th and Sunset in order to catch a bus. King County Library System has plans to build a new Highlands Library, which you would like to isolate from the immediate community. Businesses in this area will suffer and older/disabled people will have to move, to regain the mobility that you wish to take from us. Now, tell me, what the hell does this have to do with "rapid" bus service from Renton to Southcenter Mall, Seatac and White Center!!!? Robert Lynn, Renton, WA "There is no labor a person does that is undignified, if they do it right." -- Bill Cosby, actor & comedian | Nov 26, 2012 8:55 AM |
| 36 | I'm writing to support the restructure in Renton, the 105/110/155/908/909. I don't have a particular opinion on the new 105's coverage but it's the kind of thing Metro should be doing generally: positioning neighborhood routes as feeders to the trunk routes, and making the trunk routes more frequent. I also think Renton and Kent need better connections to Link. Extend the 169 to Rainier Beach, delete the 101 off peak, and put the hours into the 169, with the goal of raising it to 15-minute frequency full time. -- Mike Orr <sluggoster@gmail.com> | Nov 21, 2012 9:28 AM |
| 37 | Yeah, I'm basically planning because they want to take the 105 off going to Renton Highlands. That's on my way going to downtown Renton up to 4th & Union. We need that bus and there's a lot of students, a lot of seniors take that bus. I hear they want to take the 908, 909 off. Well, I don't have to take those buses but a lot of people who live in the neighborhoods like taking those buses. Also, I want to say about the Rapid Ride, if the F Line runs up to the Highlands, it also needs to run down to Renton Transit Center because not everybody goes downtown, okay, so we need them to go up 3rd Avenue up to 4th & Union or whatever so, I'm really getting my complaint in about that. My home phone is 425-793-7979, my cell phone 206-303-0848, Fran E Knowlton. I'll be waiting to | Nov 20, 2012 8:58 AM |

Q3. Comment:

hear from you. Well, thank you.

- | | | |
|----|---|-----------------------|
| 38 | My name is Jim Lundsford, I live in Renton Highlands. I'm very interested in finding out about the possible changes that may take place on route 105 and especially the 908. Anyway, if you could call me at 425-235-3191. I would appreciate it. I just want to get a sense of what's in store for us up here in the Highlands. Okay, thank you. Bye bye. | Nov 19, 2012 10:08 AM |
| 39 | Dear King County Metro, I am one of between 50 and 60 Sounder Train riders that work for the FAA here in Renton. I recall that there are three possible routes for the RapidRide F line to take from the train station in Tukwila going towards Renton Transit Center. Please consider choosing the one that passes by 16th and Lind Avenue. Any of the others will mean that most of us would not get to work on time due to the distance we would have to walk. Best regards, Mark T. Collins FOIA Officer, AJV-W5-2MC DOT/FAA, Air Traffic Organization Western Service Area 1601 Lind Ave SW Renton, WA 98057-4056 Office: 425-203-4116 Fax: 425-203-4134 (425) 203-4116 | Nov 19, 2012 9:51 AM |
| 40 | I live in Renton, in the highlands, near 128th St. out by the Ice Rink. We desperately need some other route than the 111 out there. What is happening is, many riders are choosing to drive to Issaquah Transit Center to catch a 214 or 215, and the traffic on highway 900 is ridiculous, especially going home in the evening. What should take 10 minutes has sometimes taken me 30 or 40 minutes. We need more choices than the 111. Or else add 111 runs. More people would ride Metro from Renton into Seattle if those routes increased and/or improved. What about a bus that goes down 128th, all the way to 405, and gets on the highway there, at Exit 4? Route 111 has not changed in many years, but the neighborhoods have. They have grown ten-times over. This part of Renton needs more buses! Sincerely, Sally Brady | Nov 19, 2012 9:50 AM |
| 41 | I've been reading these 2 buses for over 10 years now, and not necessarily at the same time. But 98% of the time, when I get on the bus at University station in the tunnel (leaving Seattle) as well as getting on the bus at the Grady Park 'n Ride in the morning coming into Seattle, the buses are always crowded. We have a minimum of 5 people standing every morning on the 102 (5:19 dept. at Grady), and as many as 26 standing. This is terrible service. We need more 101 and 102 buses throughout the day. The first bus, 101, comes at 4:52 a.m. and the next one, 102, comes at 5:19 a.m. There should be one that comes about 5:08 a.m. or 5:10 a.m. Trust me, it would be full by the time it reached the freeway. Please consider this request for more buses on these lines. (But don't check out the lines during Nov. and Dec. as too many people take vacations/holidays during this season, and you would not get a fair evaluation of the buses' usage. Thanks. Trish Phillips Davis Wright Tremaine LLP Paralegal, Audits 1201 Third Avenue, Suite 2200 Seattle, WA 98101 Tel: (206) 757-8598 Fax: (206) 757-7700 Email: trishphillips@dwt.com Website: www.dwt.com Anchorage Bellevue Los Angeles New York Portland San Francisco Seattle Shanghai Washington, D.C. | Nov 19, 2012 9:45 AM |
| 42 | Hi, I wanted to comment on the a couple of ideas/routes that can be improved regarding commuting from Renton. Routes 101 & 102 These routes start out different but then follow the exact same path from the South Renton park-n-ride on (numerous stops on hwy 900, and then down the bus lane in Seattle). This seems to be kind of a waste since the timing is such that they are almost back to | Nov 19, 2012 9:43 AM |

Q3. Comment:

back. It would make more sense to have the 102 go directly from the South Renton park-n-ride to downtown Seattle. However, the South Renton park-n-ride would have to be expanded as it is always full and I believe more people would be taking that bus. The 102 is an important route because it is the only bus that serves the upper Fairwood area without having to transfer. Because it typically takes well over an hour to commute downtown and again back to Fairwood during prime commuting time, I believe ridership is not what it could be. If it were to go from the South Renton park-n-ride directly downtown (get on the freeway on Rainier Avenue South), I believe ridership would increase. Again, the South Renton park-n-ride would have to be expanded as it is always full and I believe more people would be taking that bus. More direct routes to and from Seattle from Renton park-n-rides It seems that the bus I ride, the 143, has one stop after the downtown Renton park-n-ride before it hits downtown Seattle, 5th & Seneca. This bus has had increased ridership from the downtown Renton park-n-ride due to the directness of the route. Most people I have spoken with said they like the fact that they can go to a park-n-ride and catch a bus that goes directly downtown with minimal stops. However, there have been times when the driver has had to bypass the last stop due to there being no room, not even standing room, available. This bus is full during the prime commute hours in the morning and at night and you can guarantee that you will be standing if you are not at one of the earlier stops. Comment on the pay as you enter It seems people really "cram" to get on the bus first so they can get a seat. This is an unfortunate drawback of the pay as you enter. I hope it gets better but from what I have seen and experienced so far, the glass is half empty on this subject. Thank you for listening. Susan Walker Long-time, Daily Commuter

- | | | |
|----|--|----------------------|
| 43 | <p>Hi all, I wanted to express my support for the RapidRide F restructure proposal, and also to urge you consider a broader restructure. One of the key advantages of high-capacity transit, such as Link and RapidRide, is its ability to facilitate a broad diversity of trips with a smaller amount of service than a network of infrequent and poorly-connected buses. In the Rainier Valley, there is a great opportunity to restructure service to Kent and Renton. The Rainier Beach station is very well suited to serve as the hub for southeast King County. A friend of mine has formulated a proposal which would drastically simplify service in the Kent/Renton area. Effectively, it moves the terminus of many routes from Renton TC and/or South Renton P&R to the Rainier Beach station. With these changes, everyone in the Kent/Renton area would have a two-seat ride to downtown -- the same as today. But instead of taking two buses, they would take one bus and one train. This would allow Metro to eliminate a lot of the freeway service that currently parallels Link (such as the 101), and the savings would enable much higher frequency on all of the remaining corridors.</p> <p>http://seattletransitblog.com/2012/10/28/sunday-open-thread-a-day-on-king-county-metro/#comment-260234 Obviously, we aren't transit planners, and I don't expect Metro to adopt this proposal wholesale. But still, I urge you to use RapidRide F as an opportunity to deliver a restructure which will provide significantly higher quality of service at a very low cost. Thanks, ~ Aleks</p> | Nov 19, 2012 9:42 AM |
| 44 | <p>Right now there is a 110 that come to the Tukwilla Sounder station that goes to the Boeing Renton plant and PacCar. With this new routing, how do I get from the Tukwilla Sounder station to 6th and Park? Thank you for your response. Roger Gordon</p> | Nov 19, 2012 9:35 AM |

Q3. Comment:

45	I take the bus to go to SoDo area. Its is important that the 106 still uses the busway.	Nov 19, 2012 9:34 AM
46	<p>Extending the F line to the Renton Landing shopping area makes economical sense to service not only one of two of the areas local theaters, it opens Coulon Beach and other areas of community events to regular and predictable service. Living in the highlands near Duval, I also feel the restructuring for Rt 105 will improve usability and ridership. However knowing several people in the DART area where you plan to remove service, eliminates the abilities of teens and workers who live in those community areas to get around which in turn can only lead to higher crime rates and other aspects of removed access. If you're eliminating the 908 Dart, you should replace it with a service that covers the main roads from Jericho/144th, SE 142nd, 156th and 146th and include a stop near/around Maplewood Heights Elementary and Liberty HS where many activities are focused on weekends including sports, arts, etc. This should be a routine route and have coverage during the typical 7am-11pm hours and weekends. I do feel that deleing the 908's route that is regular makes sense. but replace it with coverage up and down 128th and loop thru areas like Nile and the shopping area on 154th, and tie it in to the 105's route. This same route could replace the 908's route and just do hourly or bi-hourly coverage daily in the area but don't totally remove the service itself. Even if you eliminate the 908 route at the bare minimum you should cover the 128th to 156th to sunset and back down 148th loop and tie in with the 909 as a single service, not totally eliminating service but combining the two, making the dart areas combined and expanded. Since the 909 goes near the Highlands library, and other services, tying it together with the old Dart service area of the 908 makes some sense. Just reduce both routes to cover one side or the other bi-hourly. So North end 909 current would be every 2 hours (at the even hour mark) and bottom end 908 areas would be every 2 hours (at the odd hour mark). There's been lots of new housing in the 148th to 156th area, and new housing going up near the 144th Dart area. It would be a shame to loose services for these folks who will only benefit by better coverage. - Shane Johnson 485 Jericho Ave NE, Renton, WA 98059</p>	Nov 19, 2012 9:33 AM
47	<p>Dear HaveASay Comment Review Team: Please do not discontinue Bus 110 service from 16th and Lind Avenue to/from Tukwilla Sounder Station. I'm sharing this wiith people I know in hopes you will agree with me and take time to express the impact of the proposed change to your own commute plans. Each voice will help King County Metro Transit appreciate the true impact of discontinuing the service. Rapid Ride Bus 140 will more than double trip time when transitioning between SW 16th St and Lind Ave SW connecting to/from the Tukwilla Sounder Train, and for me would potentially add up to 30 extra daily commute minutes. In fact, the only thing "rapid" about Rapid Ride seems to be 10-minute frequency of arrivals. The trip is certainly not going to be "rapid." Here's why... Bus 110 has been an effective link to the Sounder Train, east-west link for dozens of FAA employees, health care professionals and other workers in the zone of SW 16th St and Lind Ave SW. Bus 140 is not a suitable replacement because it can take up to 20 minutes and 37 seconds ONE-WAY, due to added traffic lights along the way. Comparison of time and distance: Bus 110 from 16th Ave and Lind to Tukwilla Sounder Station 1.04 miles 10 mph assumed average speed based on stops one traffic light signal (up to two minutes added per trip) RESULTS (One-way): 6 minutes and 14 seconds to 8 minutes and 14 seconds. Proposed</p>	Nov 19, 2012 9:32 AM

Q3. Comment:

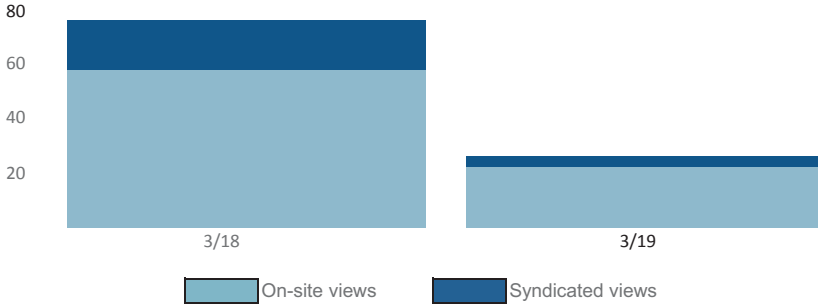
Rapid Ride Bus 140 from SW 16th St and Lind Ave SW--to Tukwilla Sounder Station will take up to 20 minutes and 37 seconds. 1.77 miles via SW 16th St and Lind Ave SW--to Oakesdale--to SW 27th St--to newly constructed Sounder Station access road. 10 mph assumed average speed based on stops up to five traffic light signals (up to two minutes per light) = up to 10 minutes added per trip RESULTS (One-way): trip time will range from from 10 minutes and 37 seconds to 20 minutes and 37 seconds. The additional traffic lights will create a less precise trip time. After examining the two routes, and deducting time I already spend both ways on the bus each day, Bus 140 will create an unacceptable, 30-minute added daily commute time for me -- I'll simply cease using the bus. Therefore instituting Rapid Ride as the only option would increase trip time by up to 2 and 1/2 times. In fact it will probably result in my electing to forgo the use of the Sounder Train as well... Riding the bus will simply no longer be a convenient option. Please retain the much appreciated Bus 110 service. Randy Wickers Lead, Business Case Specialist Materiel Management and Procurement Team, Business Cases for Real Estate Federal Aviation Administration Western Service Area (WSA) Service Center Business Services Group 1601 Lind Ave SW, AJV-W43 Renton, WA 98057-3356 Office: (425) 203-4256 Cell: (253) 380-3672 2533803672@vtext.com fax: : (425) 203-4692 <http://servicearea.atofaa.gov/index.cfm?s=W&m=400&sm=430>

Appendix C

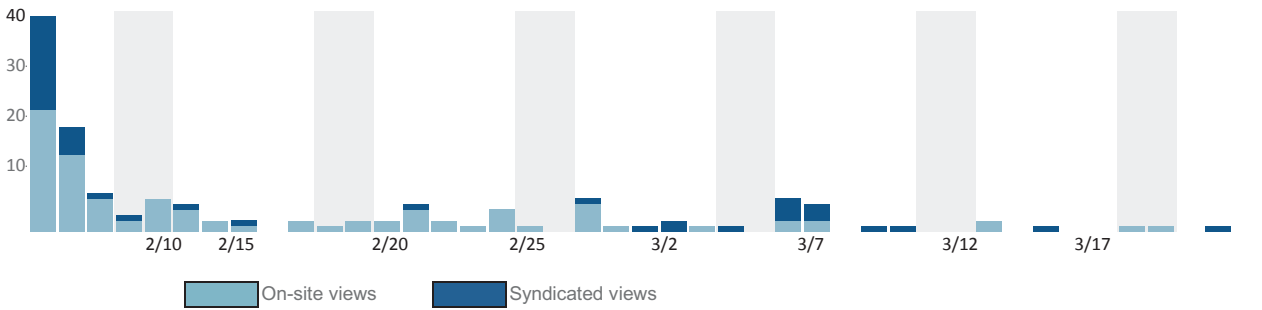
Website and social media analytics

Blog Views by Post

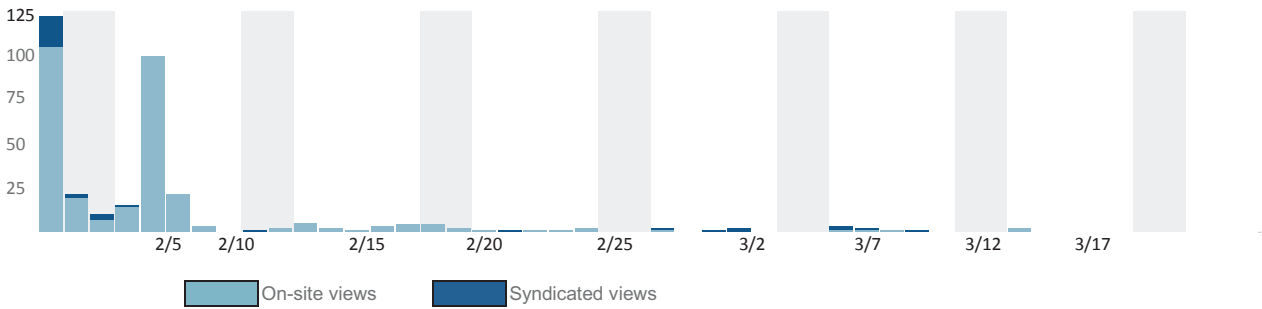
Stats for: Metro revises schedule for RapidRide E and F lines
101 total views



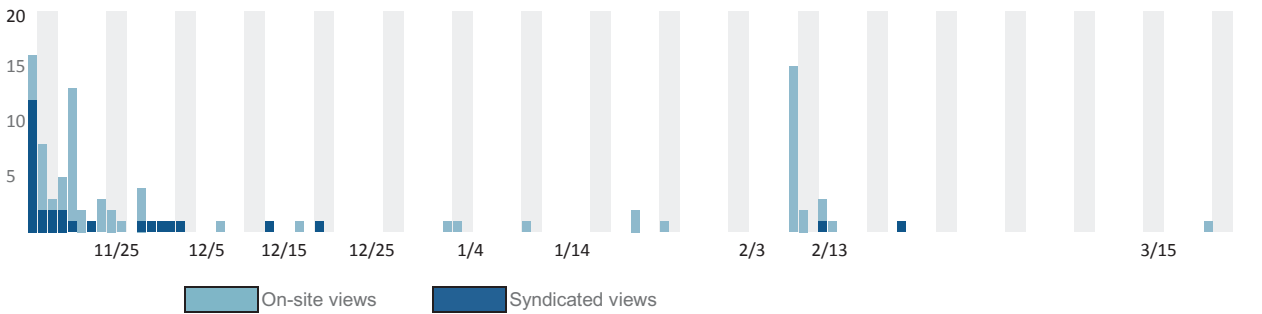
Stats for: Talking to Renton and Fairwood riders on Route 155
134 total views



Stats for: Metro considers changes to bus service in Renton – part 2
335 total views



Stats for: Metro considers changes to bus service in Renton
118 total views



Note: On-site views are created when the site is viewed directly. Syndicated views are when a post is viewed through an RSS feed reader.

Appendix D

Notifications, posters, fliers, meeting materials, and handouts

A. Phase one

From: [King County Department of Transportation](#)
To: [Martin, DeAnna](#)
Subject: Courtesy Copy: Metro considers changes to bus service in Renton
Date: Friday, November 16, 2012 10:35:23 AM

This is a courtesy copy of an email bulletin sent by DeAnna Martin.

This bulletin was sent to the following groups of people:

Subscribers of DART 908, DART 909, Route 101, Route 105, Route 110, Route 111, Route 114, Route 140, Route 155, Route 240 (4175 recipients)

The new RapidRide F Line will begin service next September between Renton and Burien, replacing Route 140. To serve more riders and to make the transit system more efficient, Metro may change other bus routes in Renton at the same time.

Metro is considering possible changes to routes 105, 110, 155, 908, and 909 to improve efficiency of the transit system in Renton. Reorganizing some routes allows us to reduce duplication and invest resources in areas with higher ridership demand and high potential for growth – and make better use of taxpayer resources.

We want to hear from you as we work to turn these concepts into a proposal. Learn more and participate:

- **Visit the project page** ([Renton Transit Restructure](#)) on [Metro's Have a Say website](#) and complete an online survey
- **Come to an open house**

Tuesday, Nov. 27
Renton Technical College
Room C-111, 3000 NE Fourth Street
6 – 7:30 p.m.

Thursday, Nov. 29
Renton High School
400 S Second Street
6 – 7:30 p.m.

Interpreters and reasonable accommodations for people with disabilities available upon request.
Call 206-684-1142 (TTY Relay: 711)

- **Call or email:** 206-684-9768 or HaveASay@kingcounty.gov

Information about this project and an online survey are available in Spanish on the project website. You can also find additional events we have scheduled for this project on the [Have a Say calendar](#).

We're accepting public input on this round of concepts through Friday, Dec. 7. Then we'll come back in late January or early February to get your opinion one more time before we make a recommendation to the King County Council. Adopted changes will be made in September 2013.



www.kingcounty.gov/metro

From: [King County Department of Transportation](#)
To: [Martin, DeAnna](#)
Subject: Courtesy Copy: Metro considers changes to bus service in Renton
Date: Friday, November 16, 2012 10:32:06 AM

This is a courtesy copy of an email bulletin sent by DeAnna Martin.

This bulletin was sent to the following groups of people:

Subscribers of Metro Matters (14954 recipients)

The new RapidRide F Line will begin service next September between Renton and Burien, replacing Route 140. To serve more riders and to make the transit system more efficient, Metro may change other bus routes in Renton at the same time.

Metro is considering possible changes to routes 105, 110, 155, 908, and 909 to improve efficiency of the transit system in Renton. Reorganizing some routes allows us to reduce duplication and invest resources in areas with higher ridership demand and high potential for growth – and make better use of taxpayer resources.

We want to hear from you as we work to turn these concepts into a proposal. Learn more and participate:

- **Visit the project page** ([Renton Transit Restructure](#)) on [Metro's Have a Say website](#) and complete an online survey
- **Come to an open house**

Tuesday, Nov. 27
Renton Technical College
Room C-111, 3000 NE Fourth Street
6 – 7:30 p.m.

Thursday, Nov. 29
Renton High School
400 S Second Street
6 – 7:30 p.m.

Interpreters and reasonable accommodations for people with disabilities available upon request.
Call 206-684-1142 (TTY Relay: 711)

- **Call or email:** 206-684-9768 or HaveASay@kingcounty.gov

Information about this project and an online survey are available in Spanish on the project website. You can also find additional events we have scheduled for this project on the [Have a Say calendar](#).

We're accepting public input on this round of concepts through Friday, Dec. 7. Then we'll come back in late January or early February to get your opinion one more time before we make a recommendation to the King County Council. Adopted changes will be made in September 2013.



www.kingcounty.gov/metro

From: [King County Metro Transit](#)
To: [Martin, DeAnna](#)
Subject: Reminder: meetings this week on potential bus changes in Renton
Date: Tuesday, November 27, 2012 4:39:13 PM

Metro is considering possible changes to routes 105, 110, 155, 908, and 909. We want to hear from the public as we work to turn these concepts into a proposal. Join us this week at one of these meetings, where you can learn more about Metro's concepts for these routes and let us know what you think.

Tuesday, Nov. 27

Renton Technical College

Room C-111, 3000 NE Fourth Street

6 – 7:30 p.m.

Note: the C building is at the corner of NE 4th Street and Jefferson Ave NE. ([View a campus map](#))

Wednesday, Nov. 28

One Stop

2900 NE 10th Street

3 – 5 p.m.

Note: Spanish, Chinese, Vietnamese, Somali, and Russian interpreters will be available at this open house.

Thursday, Nov. 29

Renton High School

400 S Second Street

6 – 7:30 p.m.

Use [Metro's online trip planner](#) to plan your bus route to and from these meetings.

If you can't make it to one of the meetings, you can visit the [Renton Transit Restructure project page](#) on Metro's Have a Say website and complete our online survey.

Timeline

- **The deadline for comments is Friday, Dec. 7.**
- We'll request public feedback again in late January or early February before we make a recommendation to the King County Council.
- Adopted changes will be made in September 2013.

Questions or comments?

Call 206-684-9768 or HaveASay@kingcounty.gov

Español (Spanish)

La información sobre este proyecto y una encuesta en línea están disponibles en español en [el sitio web del proyecto](#).

(Information about this project and an online survey are available in Spanish on the [project website](#).)



www.kingcounty.gov/metro

Manage your Subscriptions:

- Update your [preferences or unsubscribe](#).
- Questions about the service? support@govdelivery.com

Metro considera realizar cambios en el servicio de autobuses de Renton



RAPIDRIDE **F**

La nueva Línea F RapidRide comenzará a prestar servicio a partir de septiembre entre Renton y Burien, y reemplazará a la línea Ruta 140. Para servir a más pasajeros y hacer que el servicio de transporte público sea más eficiente, Metro podría además cambiar otras rutas de autobuses en Renton.

La Línea F conectará Burien, SeaTac, Tukwila y Renton con un servicio frecuente durante los siete días de la semana. El servicio tendrá una frecuencia de 10 minutos durante la hora pico de trabajo y también se prestará durante la noche, y con mayor frecuencia durante los fines de semana que la Ruta 140 existente.

Metro está considerando la posibilidad de realizar cambios en las **rutas 105, 110, 155, 908 y 909** para mejorar la eficiencia del servicio de transporte público en Renton. La reorganización de algunas rutas nos permite reducir la duplicación e invertir recursos en áreas con mayor demanda de pasajeros y un alto potencial de crecimiento, así como también hacer un mejor uso de los recursos de los contribuyentes.

Queremos contar con su opinión mientras trabajamos para convertir estos conceptos en una propuesta.

Próximos pasos

Aceptamos comentarios del público sobre estos conceptos hasta el viernes 7 de diciembre. Luego volveremos a fines de enero y principios de febrero para que nos dé su opinión una vez más antes de presentar una propuesta con recomendaciones al Municipio del condado de King. Los cambios adoptados se realizarán en septiembre de 2013.

Para solicitar esta información en otro formato o un idioma que no sea inglés ni español, llame al 206-684-1142 (TTY Relay 711).



We'll Get You There

NOVIEMBRE DE 2012

Metro considers changes to bus service in Renton



RAPIDRIDE **F**

The new RapidRide F Line will begin service next September between Renton and Burien, replacing Route 140. To serve more riders and to make the transit system more efficient, Metro may change other bus routes in Renton at the same time.

The F Line will connect Burien, SeaTac, Tukwila, and Renton with frequent service seven days a week. It will come every 10 minutes during peak commute hours, and will run later into the evening—and more frequently on weekends—than existing Route 140.

Metro is considering possible changes to **routes 105, 110, 155, 908, and 909** to improve the efficiency of the transit system in Renton. Reorganizing some routes allows us to reduce duplication and invest resources in areas with higher ridership demand and high potential for growth—and make better use of taxpayer resources.

We want to hear from you as we work to turn these concepts into a proposal.

Next steps

We're accepting public input on this round of concepts through Friday, Dec. 7. Then we'll come back in late January or early February to get your opinion one more time before we make a recommendation to the King County Council. Adopted changes will be made in September 2013.

To request this information in an alternate format or language other than English or Spanish, please call 206-684-1142 (TTY Relay 711).

可能在明年秋季更改 105、110、155、908 和 909 公車路線。欲知更多資訊或提出意見，請致電：206-263-8874。

Следующей осенью в результате функционирования метро могут измениться маршруты автобусов 105, 110, 155, 908 и 909. Чтобы получить дополнительную информацию или оставить комментарий, звоните по телефону 206-296-0851.

Waxaa dhici karta in Metro ay beddelaan dariiqyada baska ee 105, 110, 155, 908, iyo 909 xilliga dayrta ee soo socda. Si aad war dheeraad ah u hesho ama faallo uga bixiso, fadlan soo wac 206-296-0850.

Metro có thể thay đổi các tuyến xe buýt số 105, 110, 155, 908 và 909 vào mùa thu tới. Để tìm hiểu thêm và bình luận, xin vui lòng gọi số 206-263-9674.

NOVEMBER 2012



denos su opinión

Participe hasta el 7 de diciembre

- Visite www.kingcounty.gov/HaveASay para obtener información sobre estos conceptos en línea (haga clic en el vínculo "Renton Transit Restructure" [Reestructuración del servicio de transporte público en Renton]).
- Complete una encuesta en línea.
- Venga a una jornada de puertas abiertas:

Martes 27 de noviembre en el Renton Technical College
Sala C-111, 3000 NE Fourth Street
6.00 p. m. a 7.30 p. m.

Jueves 29 de noviembre en el Renton High School
400 S Second Street
6.00 p. m. a 7.30 p. m.

Habrá intérpretes y alojamiento razonable para personas con discapacidades (debe presentar una solicitud). Llame al 206-684-1142 (TTY Relay: 711).

- Llame al 206-263-9988 (español) 206-263-9768 (inglés)
- Correo electrónico: HaveASay@kingcounty.gov



Participate through Dec. 7

- Visit www.kingcounty.gov/HaveASay to learn about the concepts online (follow the link to "Renton Transit Restructure")
- Complete an online survey
- Come to an open house:

Tuesday, Nov. 27 at Renton Technical College
Room C-111, 3000 NE Fourth Street
6-7:30 p.m.

Thursday, Nov. 29 at Renton High School
400 S Second Street
6-7:30 p.m.

Interpreters and reasonable accommodations for people with disabilities available upon request. Call 206-684-1142 (TTY Relay: 711).

- Call 206-263-9768
- Email HaveASay@kingcounty.gov



We'll Get You There

Metro considers changes to bus service in Renton

Metro considera realizar cambios en el servicio de autobuses de Renton



RAPIDRIDE **F**

The new RapidRide F Line will begin service next September between Renton and Burien, replacing Route 140. To serve more riders and to make the transit system more efficient, Metro may change other bus routes in Renton at the same time.

La nueva Línea F RapidRide comenzará a prestar servicio a partir de septiembre entre Renton y Burien, y reemplazará a la línea Ruta 140. Para servir a más pasajeros y hacer que el servicio de transporte público sea más eficiente, Metro podría además cambiar otras rutas de autobuses en Renton.

The F Line will connect Burien, SeaTac, Tukwila, and Renton with frequent service seven days a week. It will come every 10 minutes during peak commute hours, and will run later into the evening—and more frequently on weekends—than existing Route 140.

Metro is considering possible changes to **routes 105, 110, 155, 908, and 909** to improve the efficiency of the transit system in Renton. Reorganizing some routes allows us to reduce duplication and invest resources in areas with higher ridership demand and high potential for growth—and make better use of taxpayer resources.

We want to hear from you as we work to turn these concepts into a proposal.

Next steps

We're accepting public input on this round of concepts through Friday, Dec. 7. Then we'll come back in late January or early February to get your opinion one more time before we make a recommendation to the King County Council. Adopted changes will be made in September 2013.

To request this information in an alternate format or language other than English or Spanish, please call 206-684-1142 (TTY Relay 711).

La Línea F conectará Burien, SeaTac, Tukwila y Renton con un servicio frecuente durante los siete días de la semana. El servicio tendrá una frecuencia de 10 minutos durante la hora pico de trabajo y también se prestará durante la noche, y con mayor frecuencia durante los fines de semana que la Ruta 140 existente.

Metro está considerando la posibilidad de realizar cambios en las **rutas 105, 110, 155, 908 y 909** para mejorar la eficiencia del servicio de transporte público en Renton. La reorganización de algunas rutas nos permite reducir la duplicación e invertir recursos en áreas con mayor demanda de pasajeros y un alto potencial de crecimiento, así como también hacer un mejor uso de los recursos de los contribuyentes.

Queremos contar con su opinión mientras trabajamos para convertir estos conceptos en una propuesta.

Próximos pasos

Aceptamos comentarios del público sobre estos conceptos hasta el viernes 7 de diciembre. Luego volveremos a fines de enero y principios de febrero para que nos dé su opinión una vez más antes de presentar una propuesta con recomendaciones al Municipio del condado de King. Los cambios adoptados se realizarán en septiembre de 2013.

Para solicitar esta información en otro formato o un idioma que no sea inglés ni español, llame al 206-684-1142 (TTY Relay 711).

可能在明年秋季更改 105、110、155、908 和 909 公車路線。欲知更多資訊或提出意見，請致電：206-263-8874。

Следующей осенью в результате функционирования метро могут измениться маршруты автобусов 105, 110, 155, 908 и 909. Чтобы получить дополнительную информацию или оставить комментарий, звоните по телефону 206-296-0851.

Waxaa dhici karta in Metro ay beddelaan dariiqyada baska ee 105, 110, 155, 908, iyo 909 xilliga dayrta ee soo socda. Si aad war dheeraad ah u hesho ama faallo uga bixiso, fadlan soo wac 206-296-0850.

Metro có thể thay đổi các tuyến xe buýt số 105, 110, 155, 908 và 909 vào mùa thu tới. Để tìm hiểu thêm và bình luận, xin vui lòng gọi số 206-263-9674.



denos su opinión

Participate through Dec. 7

- Visit www.kingcounty.gov/HaveASay to learn about the concepts online (follow the link to "Renton Transit Restructure")
- Complete an online survey
- Come to an open house:
Tuesday, Nov. 27 at
Renton Technical College
Room C-111, 3000 NE Fourth Street
6-7:30 p.m.

Thursday, Nov. 29 at
Renton High School
400 S Second Street
6-7:30 p.m.

Interpreters and reasonable accommodations for people with disabilities available upon request. Call 206-684-1142 (TTY Relay: 711).

- Call 206-263-9768
- Email HaveASay@kingcounty.gov

Participe hasta el 7 de diciembre

- Visite www.kingcounty.gov/HaveASay para obtener información sobre estos conceptos en línea (haga clic en el vínculo "Renton Transit Restructure" [Reestructuración del servicio de transporte público en Renton]).
- Complete una encuesta en línea.
- Venga a una jornada de puertas abiertas:
Martes 27 de noviembre en el
Renton Technical College
Sala C-111, 3000 NE Fourth Street
6.00 p. m. a 7.30 p. m.
Jueves 29 de noviembre en el
Renton High School
400 S Second Street
6.00 p. m. a 7.30 p. m.

Habrà intérpretes y alojamiento razonable para personas con discapacidades (debe presentar una solicitud). Llame al 206-684-1142 (TTY Relay: 711).

- Llame al 206-263-9988 (español) 206-263-9768 (inglés)
- Correo electrónico: HaveASay@kingcounty.gov

NOVEMBER 2012



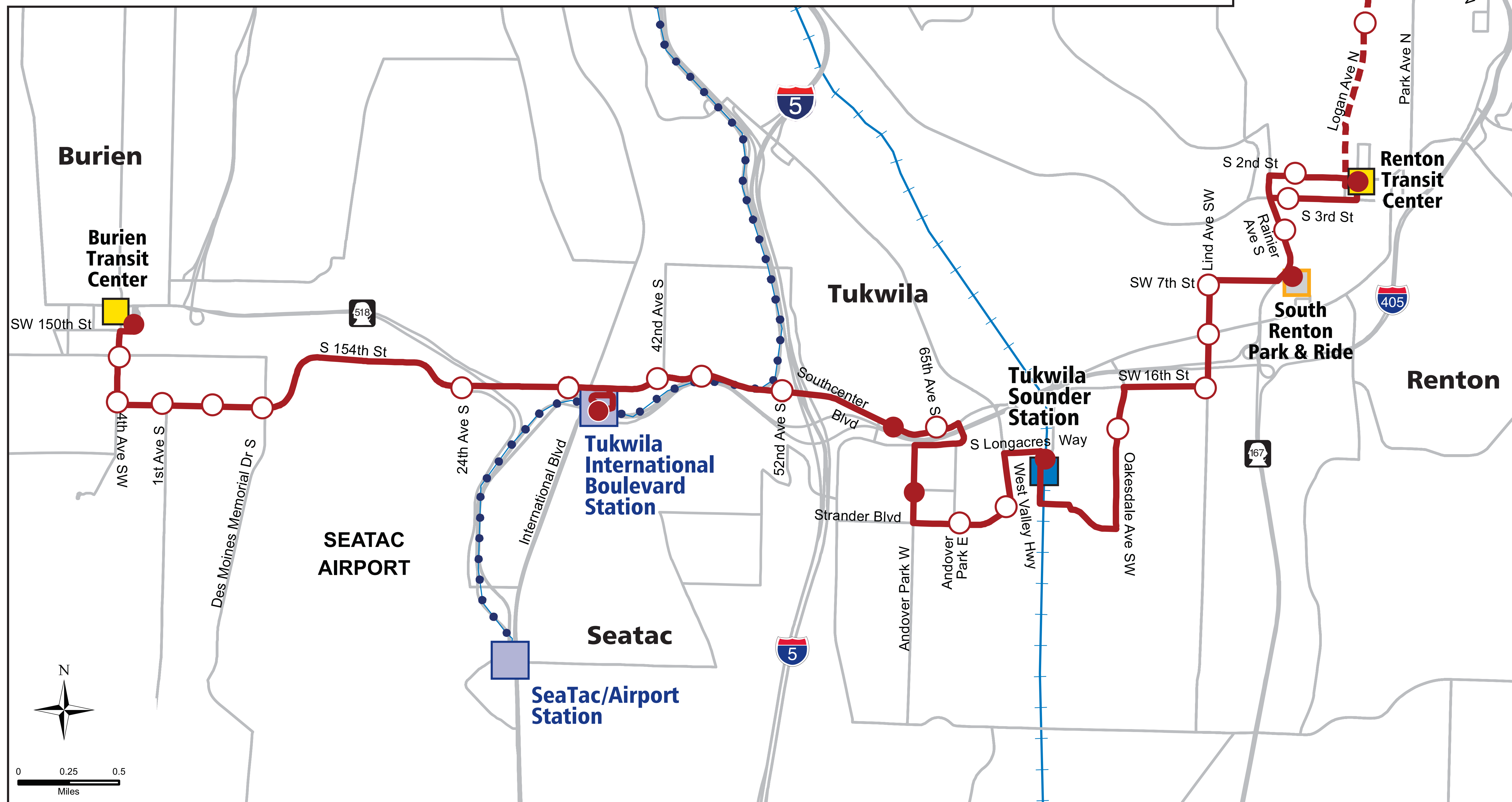
We'll Get You There

Concept to extend the F Line

- Connects downtown Renton with a 46-acre urban village with over 880 housing units and more than 50 stores
- Connects to thousands of housing units in the South Lake Washington area
- Connects downtown Renton with employment at Boeing and Kenworth/Paccar
- Boeing is adding 600-800 jobs in 2012 and 600-800 jobs in 2013, and anticipates more growth for 737 MAX production
- Provides a strong eastern anchor with good places for buses to park
- The extension alone is expected to serve over 1,500 rides per day after four years

Proposed frequency and span of F Line

Weekday			Weekend	
Peak	Off-Peak	Night	Sat	Sun
10-15*	15*	15-30*	15-30*	15-30*
5 a.m. – 12 a.m.			6 a.m. – 12 a.m.	6 a.m. – 12 a.m.
*High-productivity service (on current Route 140)				



- Link light rail
Link tren ligero
- ++++ Sounder commuter rail
Tren de cercanías Sounder
- RapidRide F Line**
Línea F de RapidRide
- Adopted routing
Ruta adoptada
- - - Potential extension
Posible ampliación
- Other stop
Orto parada
- Station stop
Estación parada

Concept to delete Route 110

Rationale

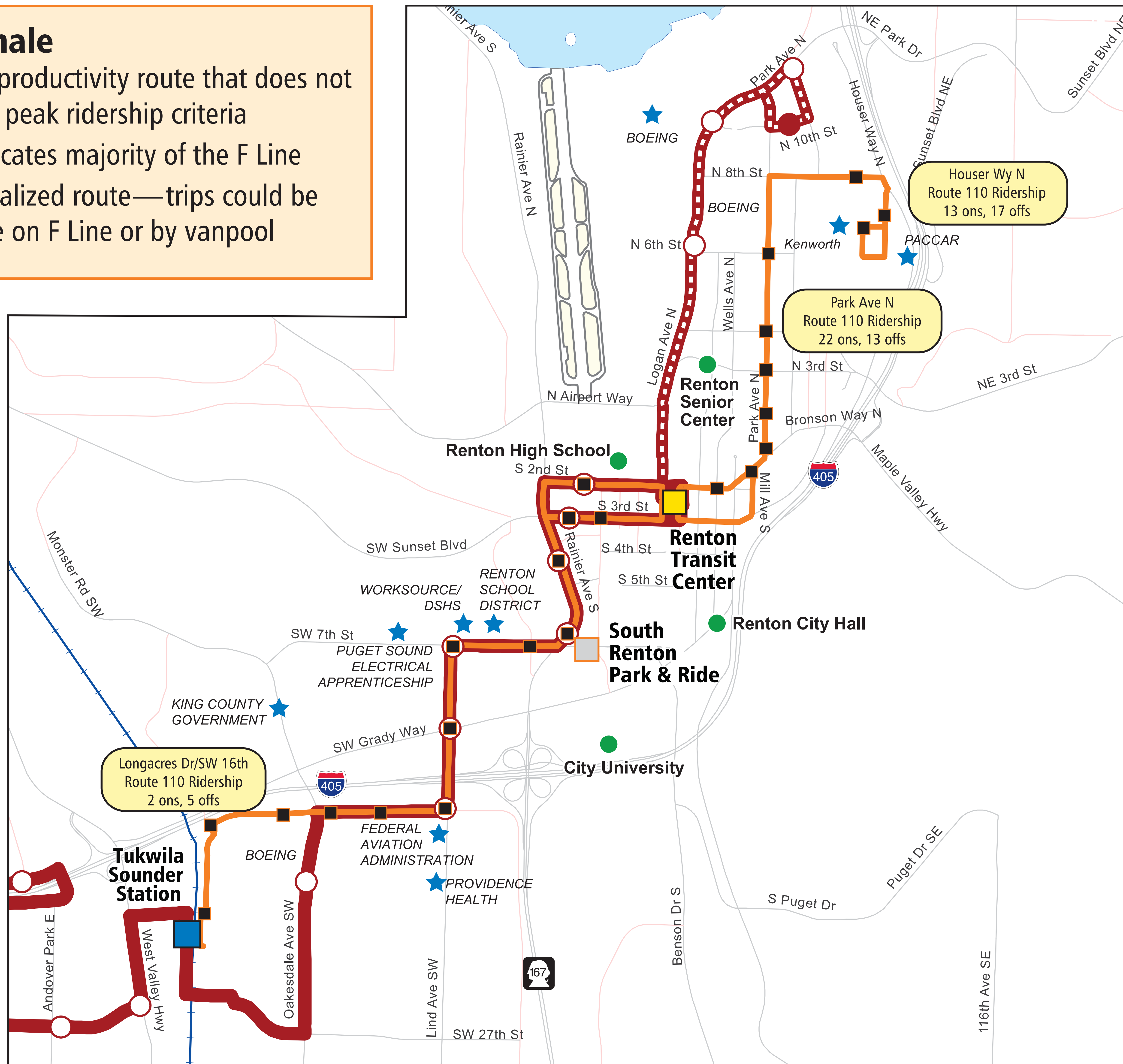
- Low-productivity route that does not meet peak ridership criteria
- Duplicates majority of the F Line
- Specialized route—trips could be made on F Line or by vanpool

Number of trips on Route 110

Weekday – peak period

10 morning/10 afternoon trips[‡]

[‡]Low-productivity service



- Current Route 110
Ruta actual 110
- Route 110 stops
Route 110 paradas
- + + Sounder commuter train and station
Via férrea y estación para los pasajeros de Sounder
- School/government/senior center
Escuela / gobierno / centro mayor
- ★ Major employer
Principales empleadores
- Transit Center
Centro de transporte
- Permanent Park & Ride
Permanente Estacionar & Paseo

RapidRide F Line Línea F de RapidRide

- Adopted routing
Ruta adoptada
- - - Potential extension
Posible ampliación
- Station stop
Estación parada
- Other stop
Orto parada

Concept to restructure service in Renton Highlands

Concept

- Delete low-ridership and low-productivity Route 908
- Revise routes 105 and 909 to provide replacement service

Rationale

- Focus service on the areas of Renton Highlands with the highest ridership
- Maintain service to Renton Technical College

Current frequency and span of affected service

Route	105	240	908	909
Peak	10–15*	15–30*	60†	60
Off-Peak	15*	30*	60†	60†
Night	15–30*	30–60	—	—
Span	5 a.m. – 11 p.m.	5 a.m. – 11 p.m.	8 a.m. – 5 p.m.	6 a.m. – 7 p.m.

Sat	15–30*	30–60*	60†	60†
Span	6 a.m. – 12 a.m.	7 a.m. – 11 p.m.	9 a.m. – 5 p.m.	6 a.m. – 6 p.m.

Sun	15–30*	60*	—	—
Span	6 a.m. – 12 a.m.	8 a.m. – 11 p.m.	—	—

*High-productivity service

†Low-productivity service

RapidRide F Line Línea F de RapidRide

- Adopted routing
Ruta adoptada
- - - Potential extension
Posible ampliación
- Station stop
Estación parada
- Other stop
Orto parada

Route 105 (Ruta 105)

- Continued regular routing
Siguió la ruta regular
- - - New routing
Nueva ruta
- Deleted routing
Eliminado el enrutamiento

Route 240 (Ruta 240)

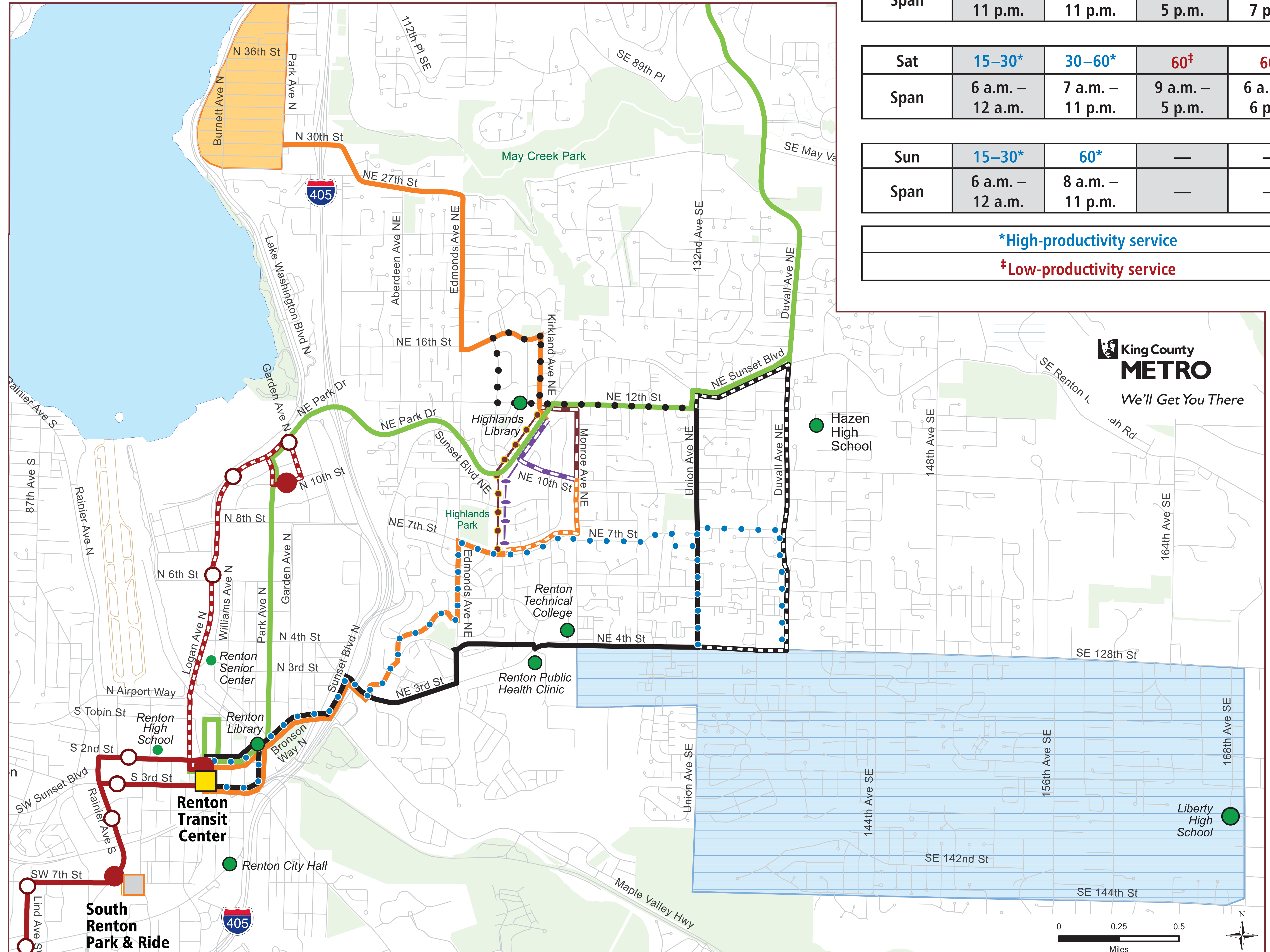
- Regular routing
Regular de enrutamiento

Route 908 (Ruta 908)

- Deleted routing
Eliminado el enrutamiento
- Deleted DART area
Eliminado área DART

Route 909 (Ruta 909)

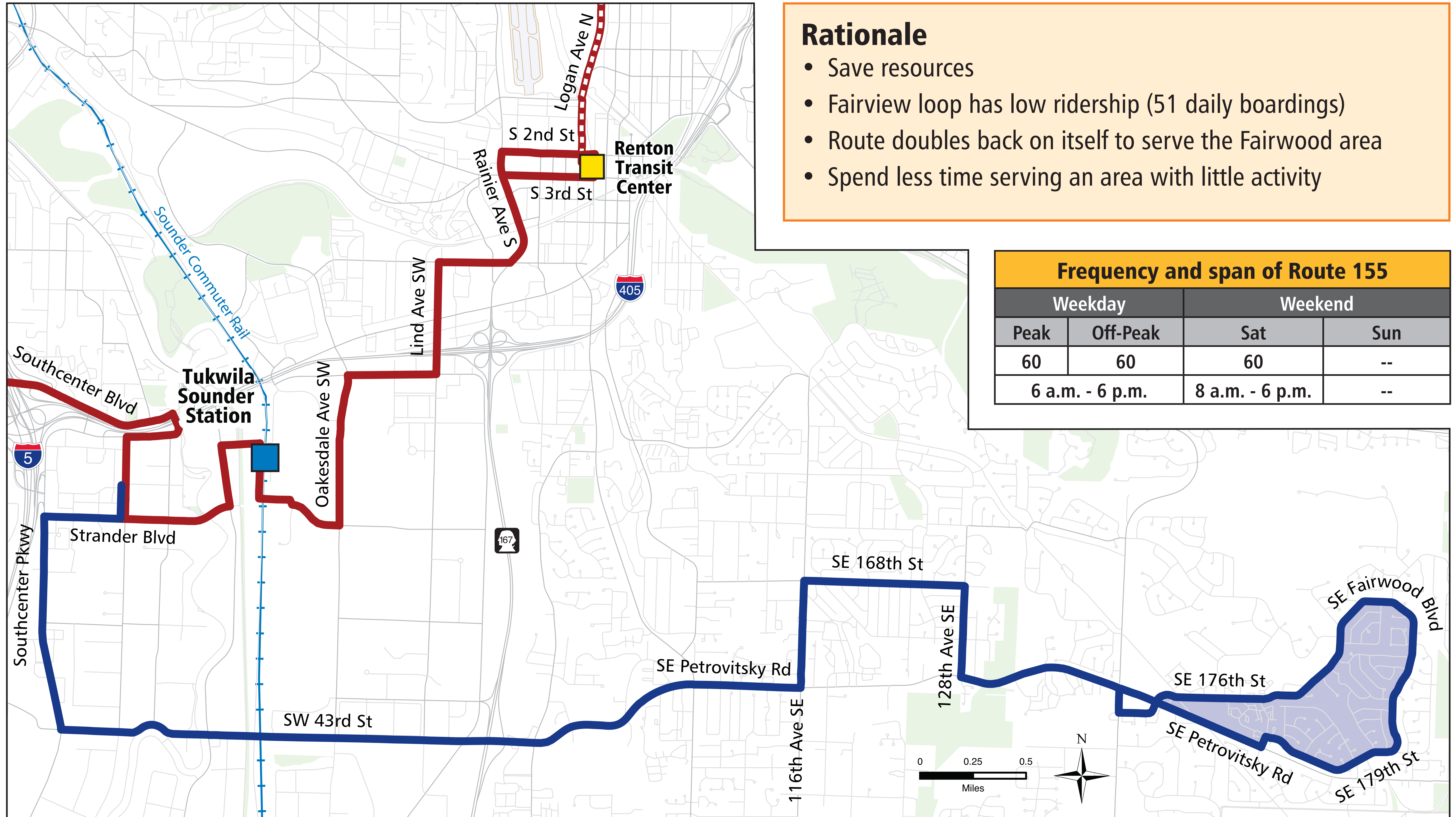
- Continued regular routing
Siguió la ruta regular
- - - New routing
Nueva ruta
- Deleted routing — Option A
Eliminado el enrutamiento — Opción A
- - - New routing — Option A
Nueva ruta — Opción A
- Deleted routing — Option B
Eliminado el enrutamiento — Opción B
- - - New routing — Option B
Nueva ruta — Opción B
- DART area
Área DART



King County
METRO
We'll Get You There



Concept to convert Route 155 to DART service



RapidRide F Line
Línea F de RapidRide

- Adopted routing
Ruta adoptada
- - - Potential extension
Posible ampliación

Route 155
Ruta 155

- Unchanged routing
Encaminamiento sin cambiar
- New DART area
Nueva área DART

RAPIDRIDE

E

RapidRide is coming beginning fall 2013

F

Everything about RapidRide—the buses, the stops, the way it operates—will keep people moving throughout the day in heavily used transit corridors.

How will RapidRide be different from regular bus service?

A new look

New shelters, signs and buses will look different from those on regular Metro service.



You won't need a timetable

Buses will operate almost 24/7, arriving every 10-15 minutes most of the day.

New buses

RapidRide buses will have three doors and low floors so people can get on and off quickly.

Pay before boarding

ORCA readers at RapidRide stations will allow riders to pre-pay, then board through rear doors during daytime hours.

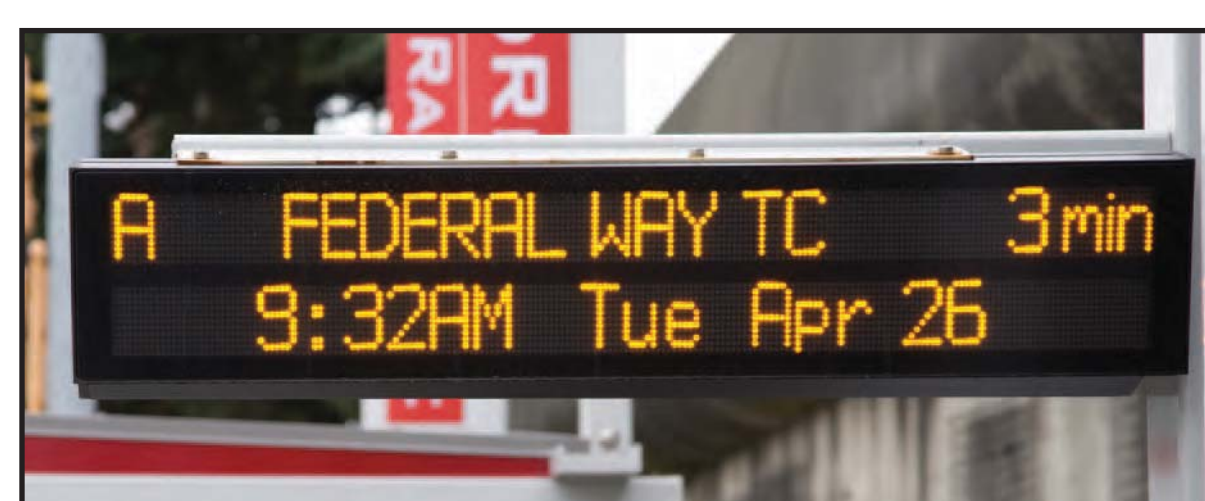
Buses will move more and stop less

RapidRide bus stops will be placed where most riders gather, spaced at easy walking distance along the corridor.

Better safety, better security

All RapidRide stops will be lighted. People will be able to see others and be seen.

Note: Most RapidRide amenities will be up and running on the first day of service, but more work might still be needed at some locations. Our goal is to get everything finished as quickly as possible.



B. Phase two

From: [King County Metro Transit](#)
To: [Martin, DeAnna](#)
Subject: Metro considers changes to bus service in Renton-part 2
Date: Friday, February 01, 2013 4:20:43 PM

Last fall, Metro asked for your feedback on changes we were considering making to bus service in Renton when the new RapidRide F Line begins service. We were considering changes to routes 105, 110, 155, DART 908, and DART 909. Based on public feedback, we've refined these original concepts into proposals to change routes 110, 155, and DART 909. We're asking for a second round of feedback on these proposals by Feb. 15.

You can learn more about the proposals, and give us your comments, by visiting the [Renton Restructure](#) page on [Metro's Have a Say website](#).

We'll use this second round of feedback to prepare a recommendation to the King County Council. The Council will vote on this recommendation in April or May.



www.kingcounty.gov/metro

Manage your Subscriptions:

- Update your [preferences or unsubscribe](#).
- Questions about the service? support@govdelivery.com

This email was sent to deanna.martin@kingcounty.gov using GovDelivery, on behalf of: King County Department of Transportation • 201 S Jackson St. • Seattle, WA 98104 • 206-684-1955



From: [King County Metro Transit](#)
To: [Martin, DeAnna](#)
Subject: Metro proposing to replace Route 110
Date: Friday, February 01, 2013 4:20:29 PM

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and DART 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to make these changes.

Metro proposes to replace Route 110 with new RapidRide F Line

The F Line will provide all-day, two-way service between the Sounder Tukwila Station and the Renton Transit Center. The F Line will come every 10 minutes during peak hours, and F Line buses will hold more riders. Part of Route 110 along Park Avenue N will not be served by the F Line, but other options are available for riders in this area.

Learn more | Tell us what you think...

We're asking for feedback on these proposals by Feb. 15. Learn more and comment by visiting the [Renton Restructure](#) page on [Metro's Have a Say website](#). You can also call 206-263-9768 or email haveasay@kingcounty.gov.



www.kingcounty.gov/metro

Manage your Subscriptions:

- Update your [preferences or unsubscribe](#).
- Questions about the service? support@govdelivery.com

This email was sent to deanna.martin@kingcounty.gov using GovDelivery, on behalf of: King County Department of Transportation • 201 S Jackson St. • Seattle, WA 98104 • 206-684-1955



From: [King County Metro Transit](#)
To: [Martin, DeAnna](#)
Subject: Metro proposes change to Route 155
Date: Friday, February 01, 2013 4:21:35 PM

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and DART 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to make these changes.

Metro proposes DART service for Route 155

DART service offers variable routing in certain areas for customers who call in advance to reserve pick-up and drop-off locations and times. Route 155 would keep its current routing between Fairwood Center (140th Avenue SE/SE 177th Street) and Southcenter, and provide service on request only to the area east of Fairwood Center. Service would be provided with a Metro DART van rather than a standard bus.

Learn more | Tell us what you think...

We're asking for feedback on these proposals by Feb. 15. Learn more and comment by visiting the [Renton Restructure](#) page of [Metro's Have a Say website](#). You can also call 206-263-9768 or email haveasay@kingcounty.gov.



www.kingcounty.gov/metro

Manage your Subscriptions:

- Update your [preferences or unsubscribe](#).
- Questions about the service? support@govdelivery.com

This email was sent to deanna.martin@kingcounty.gov using GovDelivery, on behalf of: King County Department of Transportation • 201 S Jackson St. • Seattle, WA 98104 • 206-684-1955



From: [King County Metro Transit](#)
To: [Martin, DeAnna](#)
Subject: Metro proposes to change DART 909
Date: Friday, February 01, 2013 4:21:35 PM

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and DART 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to make these changes.

Metro proposes to modify DART 909

Metro is proposing to change Route 909 to operate further east on NE 7th Street to Monroe Avenue NE, NE 10th Street, and Sunset Boulevard NE, in order to provide better access to the Renton Housing Authority administrative office and Renton Technical College.

Learn more | Tell us what you think...

We're asking for feedback on these proposals by Feb. 15. Learn more and comment by visiting the [Renton Restructure](#) page of [Metro's Have a Say website](#). You can also call 206-263-9768 or email haveasay@kingcounty.gov.



www.kingcounty.gov/metro

Manage your Subscriptions:

- Update your [preferences or unsubscribe](#).
- Questions about the service? support@govdelivery.com



Metro proposes to replace Route 110 with new RapidRide F Line

The F Line will provide all-day, two-way service between the Sounder Tukwila Station and the Renton Transit Center. The F Line will come every 10 minutes during peak hours, and F Line buses will hold more riders.

Part of Route 110 along Park Avenue N will not be served by the F Line, but other options are available for riders in this area.

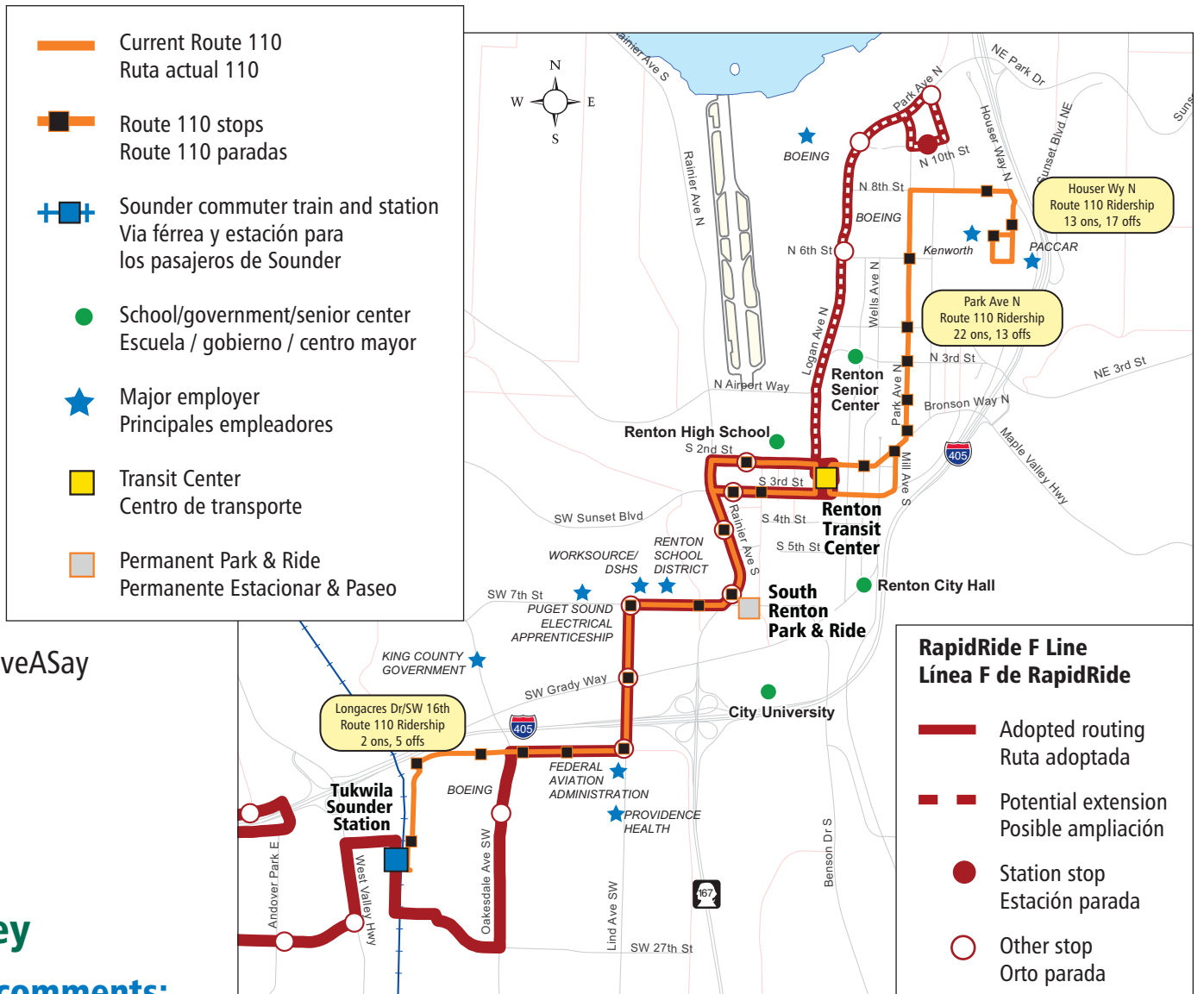
Learn more | Tell us what you think...

- www.kingcounty.gov/metro/HaveASay (info & online survey)
- 206-263-9768
- haveasay@kingcounty.gov



Take our online survey

Deadline for comments: Feb. 15



Cambios propuestos en el servicio de autobús en Renton

Metro propone hacer tres cambios al servicio de autobuses en Renton:

1. Cancelar la Ruta 110.
2. Modificar la Ruta 909 en Renton Highlands para servir el Renton Technical College y la Autoridad de Vivienda de Renton.
3. Convertir la Ruta 155 al servicio de tránsito *dial-a-ride* (DART) en el área de Fairwood.

Para más información, o para hacer comentarios en su idioma, llame al 206-263-9988 o escriba a haveasay@kingcounty.gov.

Isbedello loo jeediyay adeegyada basaska Renton

Metro wuxuu soo jeedinayaa inuu sedex isbedel ku sameeyo adeegyada basaska Renton:

1. In la joojiyo wadada 110.
2. In wax laga bedelo wadada 909 ee marta Renton Highlands si loogu adeego Renton Technical College iyo Renton Housing Authority.
3. In wadada 155 laga dhigo adeega "dial-a-ride transit (DART)" oo ka shaqeyaa aaga Fairwood.

Si aad wax dheeraada uga ogaatid ama faahfaahin afkaaga ah uga bixisid, fadlan wac 206-296-0850 ama imeelgaree haveasay@kingcounty.gov.

倫敦公共汽車服務更改提議

Metro 提議在倫敦的公共汽車服務做以下三種更改:

1. 停止運行 110 路線。
2. 更改在倫敦 Highlands 區域的 909 路線，以服務倫敦技術學院和倫敦房屋署。
3. 將 155 路線改為在 Fairwood 區域的撥打電話預約運輸服務。

如需了解更多信息或用您的母語提出評論，請撥打 206-263-8874 或發電子郵件致 haveasay@kingcounty.gov。

Những thay đổi được đề xuất cho dịch vụ xe bus ở Renton

Metro đang đề nghị ba sự thay đổi cho dịch vụ xe bus tại Renton:

1. Ngưng Tuyến 110.
2. Điều Tuyến 909 ở khu Renton Highlands tới để phục vụ cho khu Renton Technical College (trường Cao Đẳng Kỹ Thuật Renton) và Renton Housing Authority (Nha Thẩm Quyền về Nhà Cửa cho dân cư ở Renton).
3. Đổi Tuyến 155 thành tuyến dial-a-ride transit - (DART) trong khu vực Fairwood (dịch vụ gọi xin xe chở đi nhà thương, cho cuộc hẹn với bác sĩ, v.v. để cùng đi chung với những người gặp khó khăn khác vì không đi được với các chuyến xe bus thông thường vì nhiều lý do sức khỏe hoặc giới hạn).

Để tìm hiểu thêm hoặc cho ý kiến đóng góp phê bình bằng ngôn ngữ riêng của quý vị, xin vui lòng gọi 206-263-9674 hay email haveasay@kingcounty.gov.

Предполагаемые изменения в работе автобусных маршрутов в Рентоне

Компания Metro предлагает сделать следующие три изменения в работе автобусных маршрутов в Рентоне:

1. Прекратить движение маршрута номер 110.
2. Изменить маршрут номер 909 проходящего в районе Renton Highlands так, чтобы он обслуживал районы Технического Колледжа Рентона (Renton Technical College) и Жилищное Управление Рентона (Renton Housing Authority).
3. Изменить маршрут номер 155 на маршрут *вызова-по-телефону* (DART) в районе Fairwood.

Для более подробной информации или для того чтобы оставить комментарии на вашем родном языке, пожалуйста, звоните по телефону 206-296-0851 или пишите на электронный адрес haveasay@kingcounty.gov.

Metro proposing to replace Route 110



February 2013

SURVEY

1. If Route 110 were replaced by service on the F Line...

- My travel needs would be met.
- My travel needs might be met, but I'd like additional help to understand how.
- My travel needs would not be met.
- I have no opinion.

Why? _____

2. How often do you ride Route 110?

- 3 or more days a week.
- 1-2 days a week.
- Less than one day a week.

If you would like us to contact you to talk about how this change might affect your travel needs, enter your contact information. If this proposal is adopted by the King County Council, a Metro staff member will get in touch with you to help you prepare for the change.

Name: _____

Phone: _____

Email address: _____

Please return your survey by Feb. 15, 2013 to:

King County Department of
Transportation Communications
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856

Metro proposing to replace Route 110



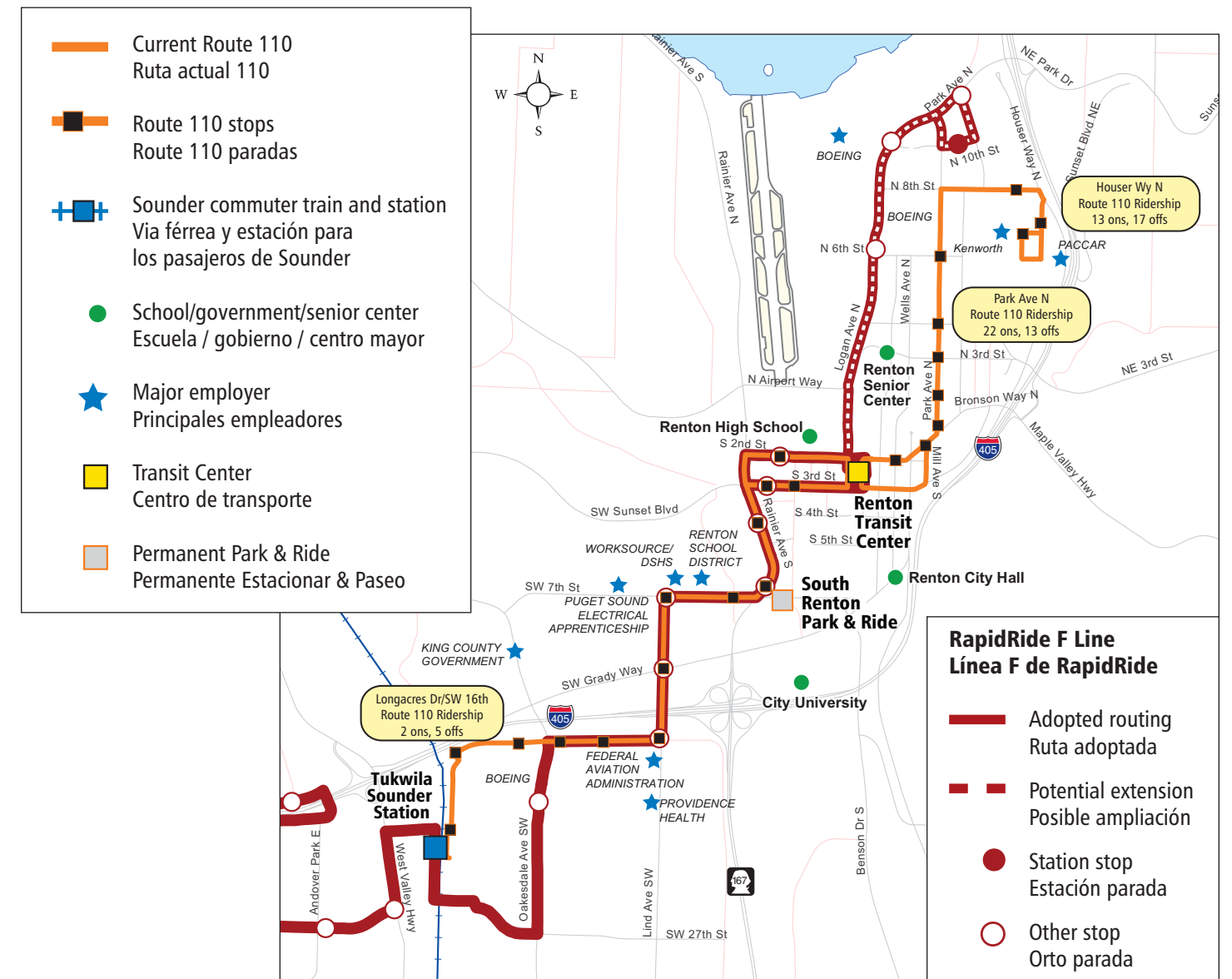
February 2013

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to recommend them for adoption by the King County Council.

Proposal to replace Route 110 with service on the new RapidRide F Line

Please return your comment form by Feb. 15, 2013 to:

King County Department of
Transportation Communications
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856



Survey on back page

In November and December of 2012, Metro asked riders how they would feel about the potential deletion of Route 110, which would be offset by extending the RapidRide F Line to The Landing. More than 75 percent said they liked or could accept this change, which would reduce duplication and allow Metro to provide service on the F Line that better meets the needs of more riders. So Metro is now proposing to make this change this fall, when we're scheduled to launch the RapidRide F Line.

The F Line will provide all-day, two-way service on a path similar to that of Route 110 between the Sounder Tukwila Station and the Renton Transit Center. The F Line will offer service every 10 minutes during peak hours, keeping wait times short at the Tukwila Sounder Station. The F Line's articulated 60-foot buses will hold more riders, and travel times for most riders should be similar to what they have now on Route 110.

The main part of current Route 110 that would not be served by the F Line is along Park Avenue N. Riders traveling to and from this area would be able to transfer to routes 240, 342, 560, and 566 at the Renton Transit Center, or they could walk from nearby F Line stops. The F Line stop on N 10th Street and Park Avenue N would be about half a mile from the Paccar and Kenworth Northwest employment sites. Vanpools are another option for connecting from the Sounder Tukwila Station and Renton Transit Center to businesses along Park Avenue N.

This change would allow us to distribute service more effectively by reinvesting resources from a low-performing, peak-hour-only route (current Route 110) into all-day service with higher ridership (the F Line).

■ Learn more | contact us

If you have any questions or would like to request this survey in an alternate format, please call 206-263-9768 or email haveasay@kingcounty.gov. For more information about the changes or to complete an online survey about all changes being proposed, visit www.kingcounty.gov/metro/HaveASay.



Take our
online survey

Deadline for
comments:
Feb. 15

Cambios propuestos en el servicio de autobús en Renton

Metro propone hacer tres cambios al servicio de autobuses en Renton:

1. Cancelar la Ruta 110.
2. Modificar la Ruta 909 en Renton Highlands para servir el Renton Technical College y la Autoridad de Vivienda de Renton.
3. Convertir la Ruta 155 al servicio de tránsito *dial-a-ride* (DART) en el área de Fairwood.

Para más información, o para hacer comentarios en su idioma, llame al 206-263-9988 o escriba a haveasay@kingcounty.gov.

Isbedello loo jeediyay adeegyada basaska Renton

Metro wuxuu soo jeedinayaa inuu sedex isbedel ku sameeyo adeegyada basaska Renton:

1. In la joojiyo wadada 110.
2. In wax laga bedelo wadada 909 ee marta Renton Highlands si loogu adeego Renton Technical College iyo Renton Housing Authority.
3. In wadada 155 laga dhigo adeega “dial-a-ride transit (DART)” oo ka shaqeeya aaga Fairwood.

Si aad wax dheeraada uga ogaatid ama faahfaahin afkaaga ah uga bixisid, fadlan wac 206-296-0850 ama iimeelgaree haveasay@kingcounty.gov.

Предполагаемые изменения в работе автобусных маршрутов в Рентоне

Компания Metro предлагает сделать следующие три изменения в работе автобусных маршрутов в Рентоне:

1. Прекратить движение маршрута номер 110.
2. Изменить маршрут номер 909 проходящего в районе Renton Highlands так, чтобы он обслуживал районы Технического Колледжа Рентона (Renton Technical College) и Жилищное Управление Рентона (Renton Housing Authority).
3. Изменить маршрут номер 155 на маршрут *вызова-по-телефону* (DART) в районе Fairwood.

Для более подробной информации или для того чтобы оставить комментарии на вашем родном языке, пожалуйста, звоните по телефону 206-296-0851 или пишите на электронный адрес haveasay@kingcounty.gov.

倫敦公共汽車服務更改提議

Metro 提議在倫敦的公共汽車服務做以下三種更改:

1. 停止運行 110 路線。
2. 更改在倫敦 Highlands 區域的 909 路線，以服務倫敦技術學院和倫敦房屋署。
3. 將 155 路線改為在 Fairwood 區域的撥打電話預約運輸服務。

如需了解更多信息或用您的母語提出評論，請撥打 206-263-8874 或發電子郵件致 haveasay@kingcounty.gov。

Những thay đổi được đề xuất cho dịch vụ xe bus ở Renton

Metro đang đề nghị ba sự thay đổi cho dịch vụ xe bus tại Renton:

1. Ngưng Tuyến 110.
2. Điều Tuyến 909 ở khu Renton Highlands tới để phục vụ cho khu Renton Technical College (trường Cao Đẳng Kỹ Thuật Renton) và Renton Housing Authority (Nha Thẩm Quyền về Nhà Cửa cho dân cư ở Renton).
3. Đổi Tuyến 155 thành tuyến dial-a-ride transit - (DART) trong khu vực Fairwood (dịch vụ gọi xin xe chở đi nhà thương, cho cuộc hẹn với bác sĩ, v.v. để cùng đi chung với những người gặp khó khăn khác vì không đi được với các chuyến xe bus thông thường vì nhiều lý do sức khỏe hoặc giới hạn).

Để tìm hiểu thêm hoặc cho ý kiến đóng góp phê bình bằng ngôn ngữ riêng của quý vị, xin vui lòng gọi 206-263-9674 hay email haveasay@kingcounty.gov.

Alternative Formats Available

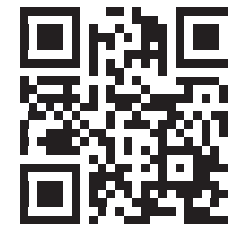
206-684-1142 TTY Relay: 711

Metro proposes DART service for Route 155

DART service offers variable routing in certain areas for customers who call in advance to reserve pick-up and drop-off locations and times. Route 155 would keep its current routing between Fairwood Center (140th Avenue SE/SE 177th Street) and Southcenter, and provide service on request only to the area east of Fairwood Center. Service would be provided with a Metro DART van rather than a standard bus.

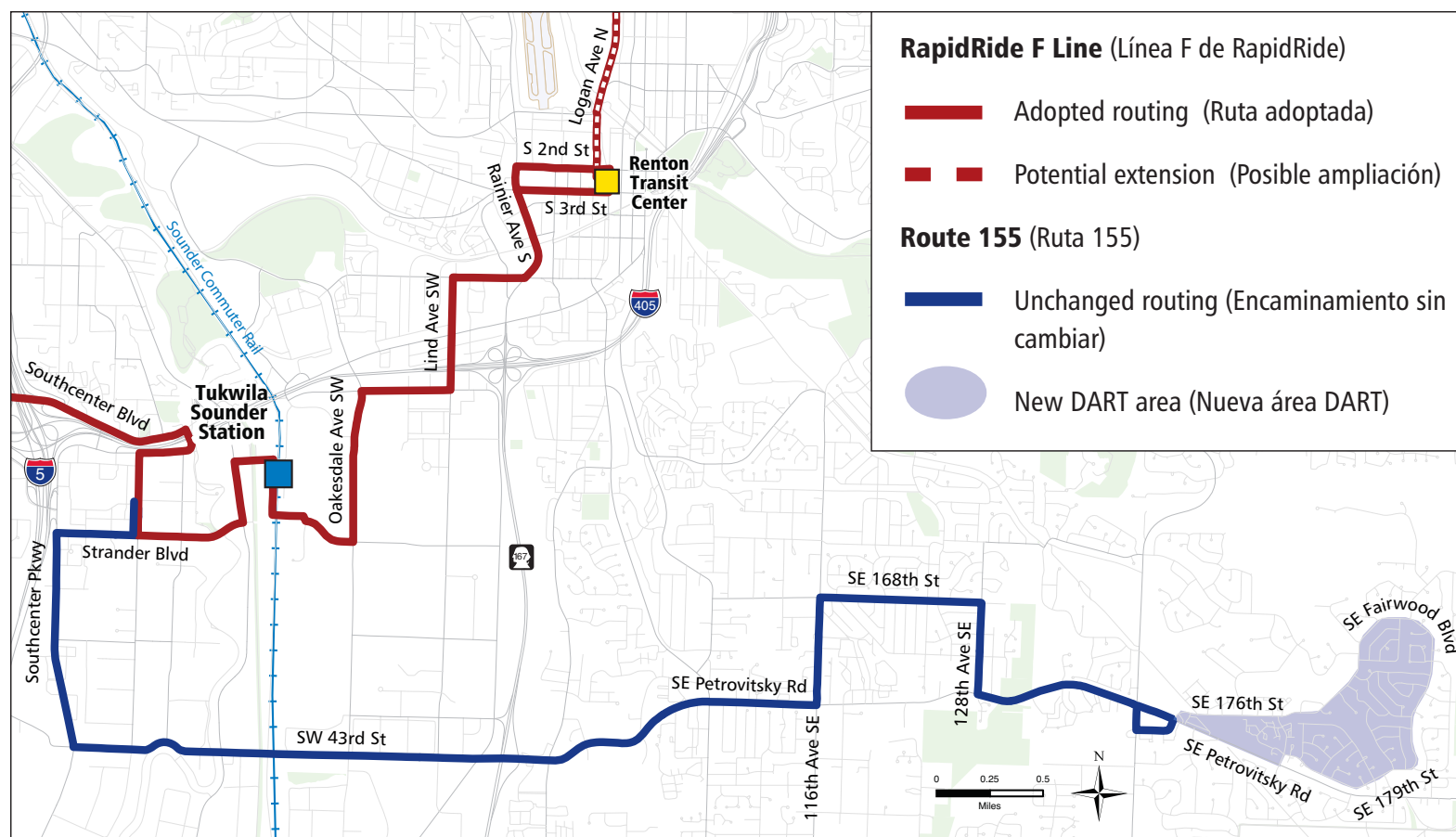
Learn more | Tell us what you think...

- www.kingcounty.gov/metro/HaveASay (info & online survey)
- 206-263-9768
- haveasay@kingcounty.gov



Take our online survey

Deadline for comments: Feb. 15



Cambios propuestos en el servicio de autobús en Renton

Metro propone hacer tres cambios al servicio de autobuses en Renton:

1. Cancelar la Ruta 110.
2. Modificar la Ruta 909 en Renton Highlands para servir el Renton Technical College y la Autoridad de Vivienda de Renton.
3. Convertir la Ruta 155 al servicio de tránsito *dial-a-ride* (DART) en el área de Fairwood.

Para más información, o para hacer comentarios en su idioma, llame al 206-263-9988 o escriba a haveasay@kingcounty.gov.

Isbedello loo jeediyay adeegyada basaska Renton

Metro wuxuu soo jeedinayaa inuu sedex isbedel ku sameeyo adeegyada basaska Renton:

1. In la joojiyo wadada 110.
2. In wax laga bedelo wadada 909 ee marta Renton Highlands si loogu adeego Renton Technical College iyo Renton Housing Authority.
3. In wadada 155 laga dhigo adeega "dial-a-ride transit (DART)" oo ka shaqeeya aaga Fairwood.

Si aad wax dheeraada uga ogaatid ama faahfaahin afkaaga ah uga bixisid, fadlan wac 206-296-0850 ama iimeelgaree haveasay@kingcounty.gov.

倫敦公共汽車服務更改提議

Metro 提議在倫敦的公共汽車服務做以下三種更改:

1. 停止運行 110 路線。
2. 更改在倫敦 Highlands 區域的 909 路線，以服務倫敦技術學院和倫敦房屋署。
3. 將 155 路線改為在 Fairwood 區域的撥打電話預約運輸服務。

如需了解更多信息或用您的母語提出評論，請撥打 206-263-8874 或發電子郵件致 haveasay@kingcounty.gov。

Những thay đổi được đề xuất cho dịch vụ xe bus ở Renton

Metro đang đề nghị ba sự thay đổi cho dịch vụ xe bus tại Renton:

1. Ngưng Tuyến 110.
2. Điều Tuyến 909 ở khu Renton Highlands tới để phục vụ cho khu Renton Technical College (trường Cao Đẳng Kỹ Thuật Renton) và Renton Housing Authority (Nhà Thẩm Quyền về Nhà Cửa cho dân cư ở Renton).
3. Đổi Tuyến 155 thành tuyến dial-a-ride transit - (DART) trong khu vực Fairwood (dịch vụ gọi xin xe chở đi nhà thương, cho cuộc hẹn với bác sĩ, v.v. để cùng đi chung với những người gặp khó khăn khác vì không đi được với các chuyến xe bus thông thường vì nhiều lý do sức khỏe hoặc giới hạn).

Để tìm hiểu thêm hoặc cho ý kiến đóng góp phê bình bằng ngôn ngữ riêng của quý vị, xin vui lòng gọi 206-263-9674 hay email haveasay@kingcounty.gov.

Предполагаемые изменения в работе автобусных маршрутов в Рентоне

Компания Metro предлагает сделать следующие три изменения в работе автобусных маршрутов в Рентоне:

1. Прекратить движение маршрута номер 110.
2. Изменить маршрут номер 909 проходящего в районе Renton Highlands так, чтобы он обслуживал районы Технического Колледжа Рентона (Renton Technical College) и Жилищное Управление Рентона (Renton Housing Authority).
3. Изменить маршрут номер 155 на маршрут *вызова-по-телефону* (DART) в районе Fairwood.

Для более подробной информации или для того чтобы оставить комментарии на вашем родном языке, пожалуйста, звоните по телефону 206-296-0851 или пишите на электронный адрес haveasay@kingcounty.gov.

Alternative Formats Available

206-684-1142 TTY Relay: 711

Metro proposing to change Route 155



February 2013

SURVEY

1. If Route 155 were converted to a DART (combination of fixed-route and dial-a-ride) service...

- My travel needs would be met.
- My travel needs might be met, but I'd like additional help to understand how.
- My travel needs would not be met.

Why? _____

2. How often do you ride Route 155?

- 3 or more days a week.
- 1-2 days a week.
- Less than one day a week.

If you would like us to contact you to talk about how this change might affect your travel needs, enter your contact information. If this proposal is adopted by the King County Council, a Metro staff member will get in touch with you to help you prepare for the change.

Name: _____

Phone: _____

Email address: _____

Please return your survey by Feb. 15, 2013 to:

King County Department of
Transportation Communications
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856

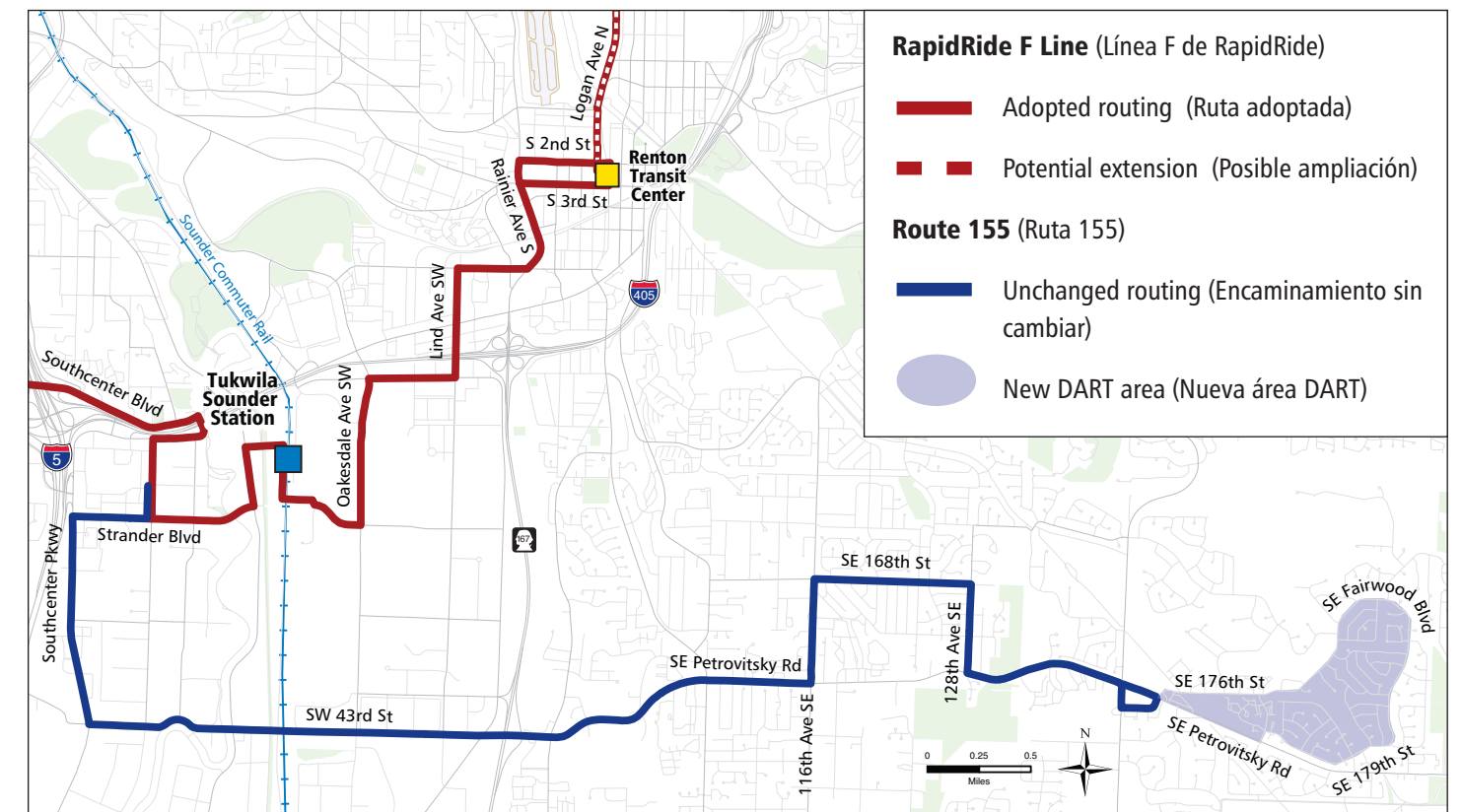


February 2013

Metro proposing to change Route 155

The new RapidRide F Line is scheduled to begin service between Burien and Renton in fall 2013. Metro is proposing changes to routes 110, 155, and 909 that would complement the F Line and make transit service in the area serve more people, more cost-effectively. Your feedback will help us evaluate these proposals and decide whether to make these changes.

Convert Route 155 to DART (a combination of fixed-route and dial-a-ride) service



Please return your survey by Feb. 15, 2013 to:

King County Department of
Transportation Communications
KSC-TR-0824
201 South Jackson Street
Seattle, WA 98104-3856

In November and December 2012, Metro asked riders how they would feel about the potential conversion of Route 155 to a combination of fixed-route and dial-a-ride transit service. Nearly 80 percent told us they liked or could accept this change, so Metro is now proposing to make the change.

DART service offers variable routing in certain areas for customers who call in advance to reserve pick-up and drop-off locations and times. Route 155 would keep its current routing between Fairwood Center (140th Avenue SE/SE 177th Street) and Southcenter, and provide service on request only to the area east of Fairwood Center. Service would be provided with a Metro DART van rather than a standard bus.

Survey on back page

Riders would be able to request pick-up within the variable-service area by calling the DART reservation office at least two hours before the requested pick-up time. Pick-up reservations can be made for 30 days at a time, up to 30 days in advance, and reservations are taken on a first-come, first-served basis. Eastbound passengers could also ask their drivers to continue beyond Fairwood Center to let them off if they are traveling to a destination in the variable-service area.

This change would allow us to use resources more effectively by matching service to demand.

■ Learn more | contact us

If you have any questions or would like to request this survey in an alternate format, please call **206-263-9768** or email haveasay@kingcounty.gov. For more information about the changes or to complete an online survey about all changes being proposed, visit www.kingcounty.gov/metro/HaveASay.



**Take our
online survey**

**Deadline for
comments:
Feb. 15**

Cambios propuestos en el servicio de autobús en Renton

Metro propone hacer tres cambios al servicio de autobuses en Renton:

1. Cancelar la Ruta 110.
2. Modificar la Ruta 909 en Renton Highlands para servir el Renton Technical College y la Autoridad de Vivienda de Renton.
3. Convertir la Ruta 155 al servicio de tránsito *dial-a-ride* (DART) en el área de Fairwood.

Para más información, o para hacer comentarios en su idioma, llame al 206-263-9988 o escriba a haveasay@kingcounty.gov.

Isbedello loo jeediyay adeegyada basaska Renton

Metro wuxuu soo jeedinayaa inuu sedex isbedel ku sameeyo adeegyada basaska Renton:

1. In la joojiyo wadada 110.
2. In wax laga bedelo wadada 909 ee marta Renton Highlands si loogu adeego Renton Technical College iyo Renton Housing Authority.
3. In wadada 155 laga dhigo adeega “dial-a-ride transit (DART)” oo ka shaqeeya aaga Fairwood.

Si aad wax dheeraada uga ogaatid ama faahfaahin afkaaga ah uga bixisid, fadlan wac 206-296-0850 ama iimeelgaree haveasay@kingcounty.gov.

Предполагаемые изменения в работе автобусных маршрутов в Рентоне

Компания Metro предлагает сделать следующие три изменения в работе автобусных маршрутов в Рентоне:

1. Прекратить движение маршрута номер 110.
2. Изменить маршрут номер 909 проходящего в районе Renton Highlands так, чтобы он обслуживал районы Технического Колледжа Рентона (Renton Technical College) и Жилищное Управление Рентона (Renton Housing Authority).
3. Изменить маршрут номер 155 на маршрут *вызова-по-телефону* (DART) в районе Fairwood.

Для более подробной информации или для того чтобы оставить комментарии на вашем родном языке, пожалуйста, звоните по телефону 206-296-0851 или пишите на электронный адрес haveasay@kingcounty.gov.

倫敦公共汽車服務更改提議

Metro 提議在倫敦的公共汽車服務做以下三種更改:

1. 停止運行 110 路線。
2. 更改在倫敦 Highlands 區域的 909 路線，以服務倫敦技術學院和倫敦房屋署。
3. 將 155 路線改為在 Fairwood 區域的撥打電話預約運輸服務。

如需了解更多信息或用您的母語提出評論，請撥打 206-263-8874 或發電子郵件致 haveasay@kingcounty.gov.

Những thay đổi được đề xuất cho dịch vụ xe bus ở Renton

Metro đang đề nghị ba sự thay đổi cho dịch vụ xe bus tại Renton:

1. Ngưng Tuyến 110.
2. Điều Tuyến 909 ở khu Renton Highlands tới để phục vụ cho khu Renton Technical College (trường Cao Đẳng Kỹ Thuật Renton) và Renton Housing Authority (Nha Thẩm Quyền về Nhà Cửa cho dân cư ở Renton).
3. Đổi Tuyến 155 thành tuyến dial-a-ride transit - (DART) trong khu vực Fairwood (dịch vụ gọi xin xe chở đi nhà thương, cho cuộc hẹn với bác sĩ, v.v. để cùng đi chung với những người gặp khó khăn khác vì không đi được với các chuyến xe bus thông thường vì nhiều lý do sức khỏe hoặc giới hạn).

Để tìm hiểu thêm hoặc cho ý kiến đóng góp phê bình bằng ngôn ngữ riêng của quý vị, xin vui lòng gọi 206-263-9674 hay email haveasay@kingcounty.gov.

Alternative Formats Available

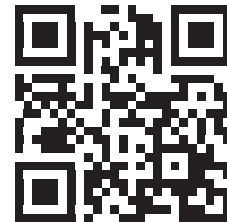
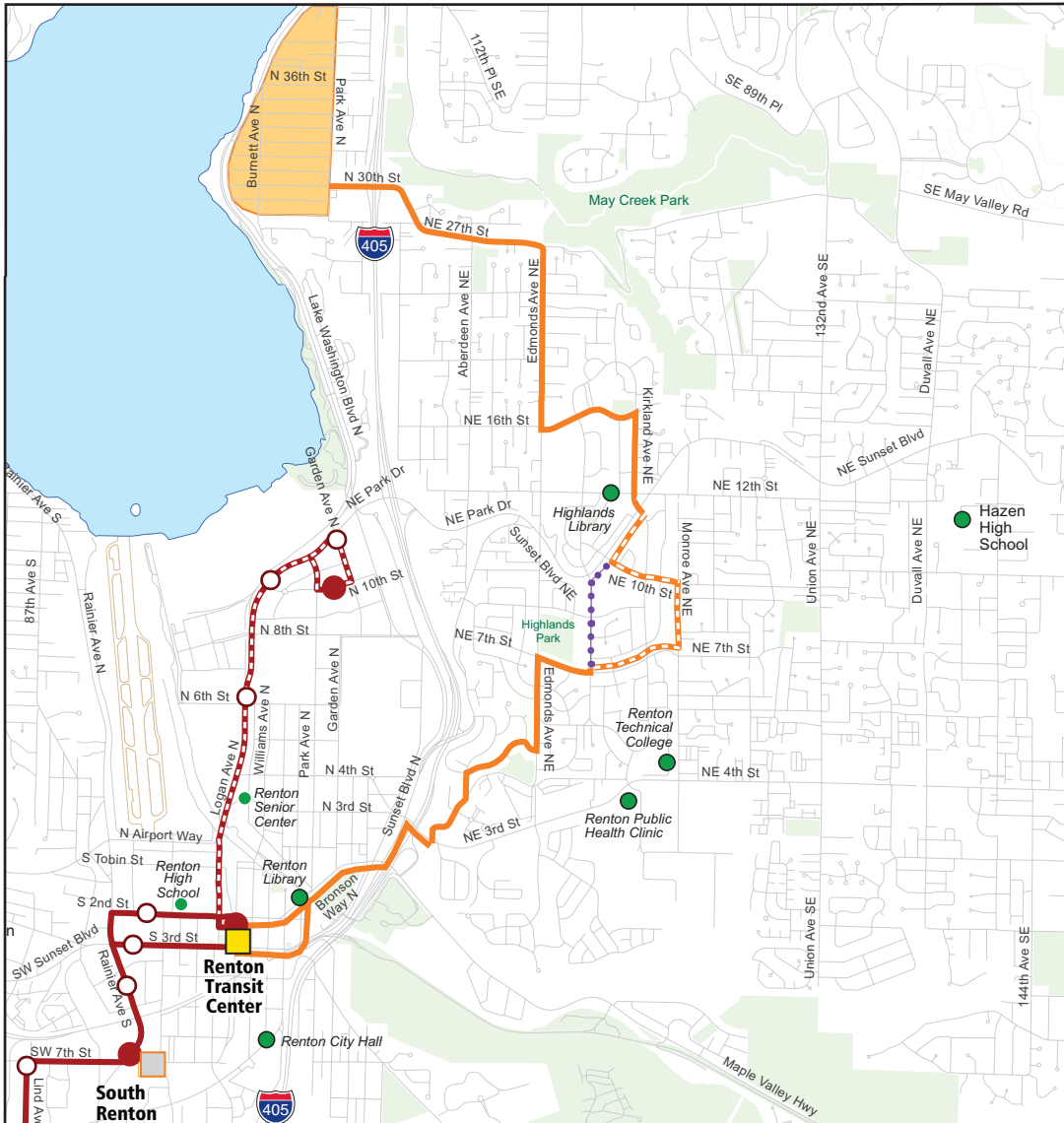
206-684-1142 TTY Relay: 711

Metro proposes change to Route 909

Metro is proposing to change Route 909 to operate further east on NE 7th Street to Monroe Avenue NE, NE 10th Street, and Sunset Boulevard NE, in order to provide better access to the Renton Housing Authority office and Renton Technical College.

Learn more | Tell us what you think...

- www.kingcounty.gov/metro/HaveASay (info & online survey)
- 206-263-9768
- haveasay@kingcounty.gov



Take our online survey

Deadline for comments: Feb. 15

**RapidRide F Line
Línea F de RapidRide**

- Adopted routing
Ruta adoptada
- - Potential extension
Posible ampliación
- Station stop
Estación parada
- Other stop
Orto parada

Route 909 (Ruta 909)

- Continued regular routing
Siguió la ruta regular
- - New routing
Nueva ruta
- Deleted routing
Eliminado el enrutamiento
- DART area
Área DART

Cambios propuestos en el servicio de autobús en Renton

Metro propone hacer tres cambios al servicio de autobuses en Renton:

1. Cancelar la Ruta 110.
2. Modificar la Ruta 909 en Renton Highlands para servir el Renton Technical College y la Autoridad de Vivienda de Renton.
3. Convertir la Ruta 155 al servicio de tránsito *dial-a-ride* (DART) en el área de Fairwood.

Para más información, o para hacer comentarios en su idioma, llame al 206-263-9988 o escriba a haveasay@kingcounty.gov.

倫敦公共汽車服務更改提議

Metro 提議在倫敦的公共汽車服務做以下三種更改:

1. 停止運行 110 路線。
2. 更改在倫敦 Highlands 區域的 909 路線，以服務倫敦技術學院和倫敦房屋署。
3. 將 155 路線改為在 Fairwood 區域的撥打電話預約運輸服務。

如需了解更多信息或用您的母語提出評論，請撥打 206-263-8874 或發電子郵件致 haveasay@kingcounty.gov.

Предполагаемые изменения в работе автобусных маршрутов в Рентоне

Компания Metro предлагает сделать следующие три изменения в работе автобусных маршрутов в Рентоне:

1. Прекратить движение маршрута номер 110.
2. Изменить маршрут номер 909 проходящего в районе Renton Highlands так, чтобы он обслуживал районы Технического Колледжа Рентона (Renton Technical College) и Жилищное Управление Рентона (Renton Housing Authority).
3. Изменить маршрут номер 155 на маршрут *вызова-по-телефону* (DART) в районе Fairwood.

Для более подробной информации или для того чтобы оставить комментарии на вашем родном языке, пожалуйста, звоните по телефону 206-296-0851 или пишите на электронный адрес haveasay@kingcounty.gov.

Isbedello loo jeediyay adeegyada basaska Renton

Metro wuxuu soo jeedinayaa inuu sedex isbedel ku sameeyo adeegyada basaska Renton:

1. In la joojiyo wadada 110.
2. In wax laga bedelo wadada 909 ee marta Renton Highlands si loogu adeego Renton Technical College iyo Renton Housing Authority.
3. In wadada 155 laga dhigo adeega "dial-a-ride transit (DART)" oo ka shaqeeya aaga Fairwood.

Si aad wax dheeraada uga ogaatid ama faahfaahin afkaaga ah uga bixisid, fadlan wac 206-296-0850 ama iimeelgaree haveasay@kingcounty.gov.

Những thay đổi được đề xuất cho dịch vụ xe bus ở Renton

Metro đang đề nghị ba sự thay đổi cho dịch vụ xe bus tại Renton:

1. Ngưng Tuyến 110.
2. Điều Tuyến 909 ở khu Renton Highlands tới để phục vụ cho khu Renton Technical College (trường Cao Đẳng Kỹ Thuật Renton) và Renton Housing Authority (Nha Thẩm Quyền về Nhà Cửa cho dân cư ở Renton).
3. Đổi Tuyến 155 thành tuyến dial-a-ride transit - (DART) trong khu vực Fairwood (dịch vụ gọi xin xe chở đi nhà thương, cho cuộc hẹn với bác sĩ, v.v. để cùng đi chung với những người gặp khó khăn khác vì không đi được với các chuyến xe bus thông thường vì nhiều lý do sức khỏe hoặc giới hạn).

Để tìm hiểu thêm hoặc cho ý kiến đóng góp phê bình bằng ngôn ngữ riêng của quý vị, xin vui lòng gọi 206-263-9674 hay email haveasay@kingcounty.gov.

Alternative Formats Available

206-684-1142 TTY Relay: 711

Appendix E

Blog posts and comments

Metro considers changes to bus service in Renton

Posted on **November 16, 2012** by **Metro Matters Team**

The new RapidRide F Line will begin service next September between Renton and Burien, replacing Route 140. To serve more riders and to make the transit system more efficient, Metro may change other bus routes in Renton at the same time.

Metro is considering possible changes to routes 105, 110, 155, 908, and 909 to improve efficiency of the transit system in Renton. Reorganizing some routes allows us to reduce duplication and invest resources in areas with higher ridership demand and high potential for growth – and make better use of taxpayer resources.



We want to hear from you as we work to turn these concepts into a proposal. Learn more and participate:

- **Visit the project page** ([Renton Transit Restructure](#)) on [Metro's Have a Say website](#) and complete an online survey

- **Come to an open house**
Tuesday, Nov. 27
Renton Technical College
Room C-111, 3000 NE Fourth Street
6 – 7:30 p.m.

- Thursday, Nov. 29**
Renton High School
400 S Second Street
6 – 7:30 p.m.

Interpreters and reasonable accommodations for people with disabilities available upon request. Call 206-684-1142 (TTY Relay: 711)

- **Call or email:** 206-684-9768 or HaveASay@kingcounty.gov

Information about this project and an online survey are available in Spanish on the project website. You can also find additional events we have scheduled for this project on the [Have a Say calendar](#).

We're accepting public input on this round of concepts through Friday, Dec. 7. Then we'll come back in late January or early February to get your opinion one more time before we make a recommendation to the King County Council. Adopted changes will be made in September 2013.

Share this:

Like this:

Be the first to like this.

This entry was posted in '[Have a say](#)', [F Line](#), [News](#), [Renton Restructure](#) by [Metro Matters Team](#). Bookmark the [permalink \[http://metrofutureblog.wordpress.com/2012/11/16/metro-considers-changes-to-bus-service-in-renton/\]](http://metrofutureblog.wordpress.com/2012/11/16/metro-considers-changes-to-bus-service-in-renton/) .

4 THOUGHTS ON "METRO CONSIDERS CHANGES TO BUS SERVICE IN RENTON"

Alina Jones

on [November 18, 2012 at 9:42 am](#) said:

Why route 140 needs to become a rapid ride?! There are chronic transit issues in Renton, but route 140 is not one of them. The resources for pretty 140 rapid ride are much more needed to fix overcrowded commuting corridors and elimination of transfers in Downtown Renton. Most residents on Benson and Talbot Hills commute for work to Seattle and Bellevue(not Kent or Burien!) but there is still no direct frequent service to anywhere north of Renton Transit Center. Enhancing route 161 would benefit residents and employees way more than increasing frequency on 140. Valley Medical also remains undeserved by transit. People living in this hospital district in Newcastle and Renton Highlands can't even get to it by transit. 240 and 105 still terminate in Downtown Renton. Getting to the airport is also a mess, even tough it's on the same street that 155 travels on. If 155 could only continue on S180th-S176th west of Southcenter for another 20 blocks, it will be worth ditching your car, because it will save so much money on Airport parking.

Unfortunately none of the proposals offered by metro offer any improvement to Renton's dysfunctional bus system that's currently only brings more traffic congestion than relief. Everyone ends up driving to Downtown Renton to avoid transfers... with all these issues, somehow 140 gets picked for a rapid ride?! You can't be serious. This is like

another SLU Street Car.

Carlos Brooms

on [February 1, 2013 at 4:31 pm](#) said:

Look why are y'all changing the 140 bus now i depend on that bus to get me to work by south center mall every day metro took away the early morning 155 route from us up here in fairwood and we ended up having to take two buses to work in the mornings now and now you want to change the 140 route change something else metro you have made our mornings harder to get to work as it is we don't need are want any more changes

Metro Matters Team

on [February 4, 2013 at 9:24 am](#) said:

Hi Carlos – Route 140 will become the RapidRide F Line. It will follow the same routing as it does now, be extended to north to serve The Landing, and operate more frequently if the changes being considered are enacted by King County Council. Route 102 will continue to serve Fairwood residents during peak commute times and Route 155 will also continue to provide service to Fairwood residents.

Vicki S

on [February 4, 2013 at 6:32 pm](#) said:

Pretty much what they say above only regarding the 110. Most people that ride the 110 bus with me 5 days a week, say that if the 110 is discontinued, they will drive. That means loss of ridership for BOTH King County Metro and Sound Transit. The 110 has worked well for years, why try to bury it in the mess you are trying to make? I already have a 3 hour and 45 minute commute. That's on the good days when everything works well. NOW, you would like me to either get off the train, board a bus, get off that bus and board yet another bus after waiting, (gee, how long?) in order to get to work; OR take the rapid

ride all the way and add another 15 minute walk twice a day in order to get to work and then home. I am already gone from home 12 hours a day and you want to make 12.5 to 13 hours? That's ridiculous. Has ANYONE that is involved making these decisions ever commuted by bus and train to get to work? I highly doubt it, because if they did, they would know that your proposed changes will add time to EVERYONE's commute. At least all the people I know. If you delete the 110 bus route, be prepared for less ridership. You can explain that to Sounder people as well.

Metro considers changes to bus service in Renton – part 2

Posted on [February 1, 2013](#) by [Metro Matters Team](#)

In order to make more efficient use of resources and serve more riders, Metro is considering some changes to bus service in Renton.

Thanks to all who took part in our first round of outreach last fall—you gave us good feedback and we used it to revise our initial concepts into a set of proposals.

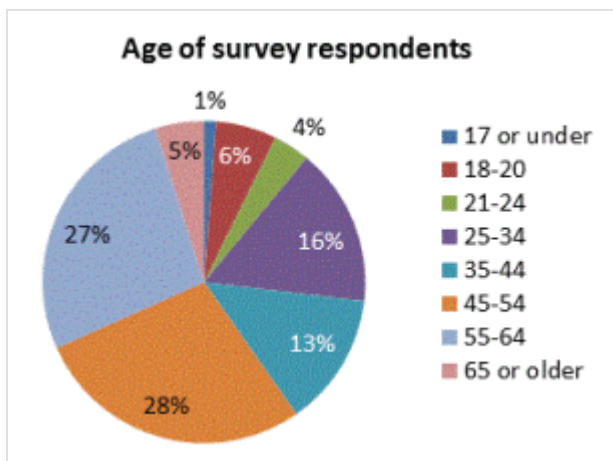
Now we'd like your feedback on these proposals before we make a recommendation to the King County Council for adoption.



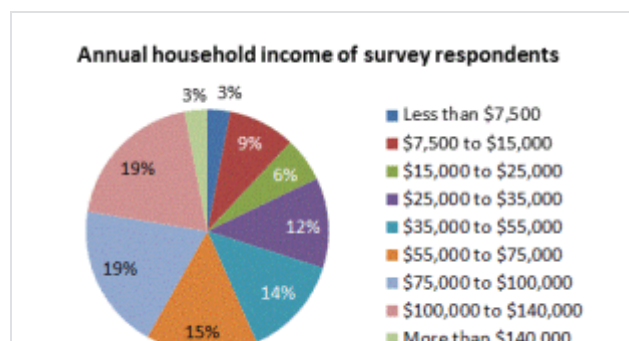
What we heard... What we're proposing...

More than 100 of you weighed in via our survey, public meetings, phone calls, or emails. Here are some of the results:

- 5 out of 10 respondents said they ride Route 105
- 6 out of 10 ride Route 110
- 4 out of 10 ride Route 155
- 3 out of 10 ride routes 908 and 909
- 3 out of 10 said they have a disability
- 1 out of 10 said they speak a language other than English at home



...About discontinuing Route 110



What we heard: Almost 80 percent said they like or could accept replacing Route 110 with service on the F Line because it would be a more efficient use of resources (reducing duplication and meeting more riders' needs by having the F Line go to The Landing).

Some expressed concern about how much longer it



might take to travel between the Sounder station and places of employment, such as the FAA and Paccar/Kenworth. We heard from several people who

work at Paccar/Kenworth that they aren't thrilled about having to walk from the F Line to their worksites. And some respondents said they were worried that the F Line might be overcrowded with Route 110 riders using it during peak commute times.

We're still proposing to discontinue Route 110: The F Line will provide all-day, two-way service on a path similar to that of Route 110 between the Sounder Tukwila Station and the Renton Transit Center. The F Line will offer service every 10 minutes during peak hours, keeping wait times short at the Tukwila Sounder Station. The F Line's articulated 60-foot buses will hold more riders, and travel times for most riders should be similar to what they have now on Route 110.

The main part of current Route 110 that would not be served by the F Line is along Park Avenue N. Riders traveling to and from this area would be able to transfer to routes 240, 342, 560, and 566 at the Renton Transit Center, or they could walk from nearby F Line stops. The F Line stops at N 6th Street and Logan or N 10th Street and Park Avenue N would be the closest stops to the Paccar and Kenworth Northwest employment sites.

[Vanpools](#) are another option for connecting from the Sounder Tukwila Station and Renton Transit Center to businesses along Park Avenue N.

This change would allow us to distribute service more effectively by reducing duplication and reinvesting resources from a peak-hour-only route (current Route 110) into all-day service with higher ridership (the F Line).

...About converting Route 155 to DART service

What we heard: Almost 80 percent said they like or could accept converting Route 155 to DART service, with fixed-route service between Southcenter and Fairwood Center and service on request in Fairwood.

Some expressed concerns that it will be more complicated for Fairwood residents to access DART service; others expressed concerns about losing the "one-seat ride" to SeaTac airport that is currently provided by the interline of routes 155 and 156. Currently, every Route 155 bus trip continues past Southcenter as Route 156.

We're still proposing to convert Route 155 to DART service: DART service offers variable routing in certain areas for customers who call in advance to reserve pick-up and drop-off locations and times. Route 155 would keep its current routing between Fairwood Center (140th Avenue SE/SE 177th Street) and Southcenter, and provide service upon request only to the area east of Fairwood Center. Service would be provided with a Metro DART van rather than a standard bus.

Riders would be able to request pick-up within the variable-service area by calling the DART reservation office at least two hours before the requested pick-up time. Pick-up reservations can be made for 30 days at a time, up to 30 days in advance, and reservations are taken on a first-come, first-served basis. Eastbound passengers could also ask their drivers to continue beyond Fairwood Center to let them off if they are traveling to a destination in the variable-service area.

This change would allow us to use resources more effectively by matching service to demand.

...About changes to routes 908, 909, and 105

What we heard: We heard support for rerouting Routes 105 and 909 (80 percent said they like or could accept these changes), but an equal number said they dislike or have concerns about discontinuing Route 908 because it serves transit dependent populations. We also heard concerns about changing the routing of Route 105. Currently, the route serves the Renton Housing Authority's large complex at NE 16th Street and Kirkland Avenue NE, future development planned in the area, and the new Highlands Library being developed at NE 10th Street and Sunset Blvd SE. All of these point to a need for us to maintain bus service in a community with a higher level of transit dependency.

We're not proposing any changes to routes 908 and 105, we are proposing to modify Route 909: We're proposing to change Route 909 to operate further east on NE 7th Street to Monroe Avenue NE, NE 10th Street, and Sunset Boulevard NE, in order to provide better access to the Renton Housing Authority administrative office and Renton Technical College.

What do you think?

We're asking for feedback on these proposals by Feb. 15. [Take our online survey](#) (available in alternate formats on request), call us at 206-263-9768, or email HaveASay@kingcounty.gov to comment.

Metro will use this second round of feedback to prepare a recommendation to King County Council. The King County Council will vote on these recommendations in April or May.

We'll use this blog to keep you informed about the decision-making process. If you provide us with your name and email address when you take the survey, we'll send you updates as new information becomes available.

Share this:

Like this:

Be the first to like this.

This entry was posted in '[Have a say](#)', [F Line](#), [RapidRide](#), [Renton Restructure](#), [Uncategorized](#) by [Metro Matters Team](#). Bookmark the [permalink \[http://metrofutureblog.wordpress.com/2013/02/01/metro-considers-changes-to-bus-service-in-renton-part-2/\]](http://metrofutureblog.wordpress.com/2013/02/01/metro-considers-changes-to-bus-service-in-renton-part-2/) .

6 THOUGHTS ON "METRO CONSIDERS CHANGES TO BUS SERVICE IN RENTON – PART 2"

metrorider

on [February 1, 2013 at 4:24 pm](#) said:

What you guys need to consider is extending service time for the 101. People who live in the areas that these decisions will affect aren't the

only ones deserving of adequate transportation.

Michael

on **February 1, 2013 at 6:39 pm** said:

I feel that Metro rapid line C is very bad and doesn't meet the rules for riders with different and disabled as well as our older people in West Seattle. As anyone living south of the Alaska jct, are being told walk the 1 .5 to 2 blocks with all of your shopping bags as there are no buses that stop there anymore going south on California Ave SW. Yet there are 2 and maybe 3 going north on California Ave SW. I can see metro being looked at by a much bigger group of people soon if metro doesn't look at this if anyone that is disabled or is older and falls because they now have to walk to the store or back it is on metro I feel as there is no service to the store for these people.

Reyes

on **February 5, 2013 at 9:19 pm** said:

"Metrorider" is correct in his post on 1 Feb. Metro does need to reconsider expanding hours of service for the 101. Also, Metro ought to proceed with the deletion of route 908. It has low ridership and the resources can be better utilized elsewhere within Renton.

Mike Kingsby

on **February 15, 2013 at 3:05 am** said:

I can't believe they are even thinking of splitting 155/156 line into 2 routes. Instead of completing the corridor, they will be ruining it. As if anyone who works in Seatac Airport or Valley Medical Center, places that provide free passes, really will consider transferring in Southcenter?! They must be insane in that planning department. Renton is an absolute mess for a transit rider, all to be sacrificial for the dysfunctional Renton Transit Center, and now for this F Line(the name says it all). Both dysfunctional beauty projects. Imagine 140

running every 15 minutes between big box stores of Downtown Renton and another big box mecca Southcenter. Both destinations cater exclusively for car commuters. Now imagine 140 being an articulated bus? Yes F Line will be a huge long bus. These large empty buses will just congest already congested streets of Renton. While miserable riders from Valley Medical still can not get anywhere north past dead Downtown Renton, Renton city hall still has no reliable service, and the Seatac Airport-Fairwood corridor that is currently served by 156/155 line will be cut into different routes in parking lots of Southcenter. At least cut 156/155 at the airport so it's more directional for both routes, not to mention a much more civilized and meaningful transfer point where besides the airport riders can transfer to the light rail.

Delete F line between Tukwila and Downtown Renton... Don't waste out tax dollars for pretty dysfunctional things. Get rid of Renton Transit Center terminus too, and extend all the buses that terminate there to a nearest meaningful destination or connect with another bus that terminates there and follows the same direction... Get a clue already! Nobody wants to circle around congested Downtown Renton on a bus just to transfer there to another bus. Shift routes to serve Renton City Hall, library and Renton Community Center via Grady-Main corridor instead of Rainier Ave big box stores with endless parking lots... Just stop pushing this 140 madness and think for a moment. Looking at the map would help too... You will see that no one will travel southwest to the light rail or sounder for a Seattle or airport commute when there are 101, 102, 143, 167, and 106, and 560 with direct service to those destinations...

Michael Ford

on **February 16, 2013 at 1:37 pm** said:

Will you are now getting to see what the rest of us that have been forced into riding these garbage rapid ride buses have been dealing with. I'm sure you don't know half of what is coming your way yet. As for us on the C line better known in West Seattle as the crap line has forced tons of people back into the cars. I see that metro claims ridership in West Seattle is up because of the c line yet the West Seattle bridge has become fuller as well. Sorry to tell you this yet metro is still got problems and upset riders from what drivers have told me on the A & B lines and now that we are forced onto the C & D lines there are a lot of us that are not happy with these routes also and it is like whom ever is setting the stops has no clue as to where people

truly need the stops to be at. Metro cut out the stops at the Rite Aid on California Ave SW where alot of people go to pick up their meds. Metro cut out the stops at Jefferson Sq, & and the QFC stores so the older riders and disabled riders living south of the Alaska Jct now have to walk 2 blocks to the store or more and then that same amount back carrying all of the bags of stuff from the store. If they have one of the buggies to pack it all in then they now take up 3 or 4 seats because there is no room to put the cart they now have to use to go shopping. Just wanted you to know how we on the c line have to deal with the rapid line. Also there are less seats on the rapid ride as metro feels it is better that more people are standing on the bus from point a to point b.

Marina Franin

on [February 22, 2013 at 10:49 pm](#) said:

155/156 line stops operating at 6pm, 101 has no late night trips, Valley Medical has no transit to anywhere useful to the north, all trips between useful pedestrian destinations are broken at Downtown Renton, buses make unnecessary detours and circling around congested streets of Downtown Renton... And all that Metro wants to do in Renton is to make 140 run every 10 minutes and be a bigger prettier bus? Downtown Renton is not a place to be without a car, and there is very little residential density, compared to the hills surrounding it. Now Metro is telling us that there are tons of people wanting to travel every 10 minutes between parking lots of Downtown Renton and parking lots of Southcenter? I have a hard time believing this. Most important destinations are missed by this line. Valley Medical, Renton City Hall, Renton Library, Renton Community Center, Aqua center, etc. all missed. This F line is only serving parking lots of Walmarts and alike. and who goes to walmart on a bus? Every 10 minutes? Long articulated bus? wow. There are more pedestrian friendly destinations along Main Ave, instead of Rainier Ave where most businesses are separated by mile long parking lots, except gas stations and fast foods... Who needs so much frequency to go to gas stations or taco bells? and from where?! Southcenter? Burien?! Don't tell me Tukwila Sounder. That will be an insult lol. Metro planners somehow think that we all love transferring and detouring in DT Renton. ASK ANYONE, THEY HATE IT! Nobody wakes up on Benson Hill, or walk out of Valley Medical or Southcenter mall and wants to go to Downtown Renton. Landing is the same thing... how many people need to travel every 10

minutes between Southcenter and Landing? What Landing doesn't have that Southcenter already has? Please Metro get a clue. Use money from this F(140) line between Southcenter and Renton to improve north-south corridors. Connect 140 and 105 as one route. much more productive and direct than transferring to an F line in miserable Downtown Renton. Improve 155/156 line up to the airport, NOT Southcenter. There are more people without cars needing to go to the airport area than to Southcenter. It's just common sense. Consolidate routes into one route number so corridors are complete and not broken, you might even save money this way...

Talking to Renton and Fairwood riders on Route 155^{GALLERY}

Posted on **February 6, 2013** by **Metro Matters Team**



We took Route 150 from downtown Seattle to Southcenter and transferred to Route 155 to talk to riders and distribute a survey about Metro's proposal to change Route 155 to DART service in September. [Learn more about the proposal and comment by Feb. 15>>](#)

We spent the day riding Route 155 talking to nearly 50 people who may be affected by this change.

What would this change mean for riders?

For riders getting on in the "Fairwood loop," we helped them understand that if this change happens they would need to call the [DART reservation line](#) to request a trip at least two hours in advance. If they take the same trip on a regular basis, they can make a standing reservation for pick up and do not need to call for every trip. Reservations can be made for 30 days at a time and up to 30 days in advance. Reservations will be taken on a first-come, first-served basis.

For those traveling between Fairwood Center and Southcenter, we clarified that the route would continue to operate on the same routing at the same frequency and they would not need to call the DART reservation line to



request a pick up.

One rider who lives south of SE Petrovitsky Road and “outside” of the proposed DART service area wondered if he could still access service on the route. The answer is, yes. As long as this rider can get to an existing bus zone in the DART service area, he can make a reservation for the service.

There was concern expressed by several people who live west of Southcenter and start or end their journey on Route 156 which turns into Route 155 past Southcenter.

One woman we talked to lives in Burien and works at IKEA. If this change happens, she would take Route 156 to Southcenter and transfer to Route 155 to commute to work and do the reverse on the way home.

Another woman we spoke with also relies on Route 153 and the interline of Route 155 and 156 to get to and from work at Providence. For her, the new RapidRide F Line will be closer to her place of work and come more frequently. She still make one transfer, but is looking forward to a more reliable and frequent choice of service.

Tell us what you think...

- Visit the [Renton Restructure](#) page of [Metro's Have a Say website](#) and complete an online survey
- Call 206-263-9768
- Email haveasay@kingcounty.gov
- [Read about what we heard during the first phase of outreach and more about the proposals](#)

Share this:

Like this:

Be the first to like this.

This entry was posted in '[Have a say](#)', [F Line](#), [RapidRide](#), [Renton Restructure](#) by [Metro Matters Team](#).

Bookmark the [permalink \[http://metrofutureblog.wordpress.com/2013/02/06/talking-to-riders-on-route-155/\]](http://metrofutureblog.wordpress.com/2013/02/06/talking-to-riders-on-route-155/)

3 THOUGHTS ON “TALKING TO RENTON AND FAIRWOOD RIDERS ON ROUTE 155”

Mike Kingsby

on [February 8, 2013 at 10:11 pm](#) said:

Please keep 155/156 as one route!!! No splitting in Southcenter!!!! In fact give it a one route number to make it simple! or just extend 155 west on 176th Ave S to at least the airport. Other routes that terminate at the mall can do a better job circulating the Southcenter area. The corridor between Fairwood and the Airport is terribly undeserved. There is just no direct way to travel between high density of Fairwood

and Benson Hill to and from the airport. You'll have to go way up north into Downtown Renton and waste a lot of time... not to mention a risk of getting mugged when transferring there...

Line F is really pointless... who in their right mind needs to travel between Downtown Renton and Tukwila Sounder... every 15 min??? in an articulated bus?!!! and then to go where?!!!! Proposed F misses so many important locations like Valley Medical and Renton City Hall. I would rather see these money spent on extending current routes to a nearest meaningful destination away from Renton TC and crime ridden counterpart Renton p&r. Valley Medical gives passes to its employees, but the bus service doesn't go anywhere useful to the north or to the west. 169 terminates in DT Renton and now 155 will terminate in Southcenter and not continue as 156?! That's a shame...

Micky Kasian

on **February 10, 2013 at 9:55 am** said:

Keep 156/155 as one route via S 176th st between Fairwood and the airport at least. Switch funding from this pointless RR F to 169/240 line as one route that skips the very inconvenient Renton TC. Get rid of Renton TC terminus. It is very inconvenient. A lot of time wasted when traveling through Renton.

I repeat do not ruin the only productive route in Renton! Do not split 156/155 line between Airport and Fairwood!

Also more service is needed to get to Renton City Hall, there are a lot of regional services in that building. Looks Like you Rapid Ride F will only serve big parking lots of mega big box stores. Most things you buy in those stores you can't even take on the bus... so what's the point of such service?????!

And no, no one will travel from no density of Downtown Renton to Tukwila Sounder and Light Rail. Maybe so lunatic will, but everyone who values time will use 101, 102,143,167, and even 106 to get to Seattle and 560 to get to the airport.

Nancy Malani

on **February 18, 2013 at 8:54 pm** said:

I don't know why it's even a question. It's nothing but single family houses with 2 car garages... If I choose to live in a neighborhood like this, i will not be relying on a bus that stops running after 6p! The real elephant in the room is why there are no later trips connecting with 156 as one route. And why the bus circles around the mall, when it can just stop on the Sears side, do it is more direct. There is a small comment by metro in this post, where it tries to normalize a pathetic transfer in Southcenter between 155 and 156, and hinting that this line will be split! What are you thinking Metro?! And F line(140) is more important than 155/156 line?! I am puzzled.... where is the demand between Tukwila light rail and Downtown Renton? You are going to put an articulated bus every 10 minutes on a route that no one rides except kids? These are rethorical questions, because what you are planning for Renton is insane. All I know is, there is no way to get anywhere north past downtown Renton from Valley Medical. but you will put 10 minutes large bus between no man's land Downtown Renton and no man's land Tukwila light rail. As if anyone will want to transfer to from light rail like that. I agree with above comment, we need to connect buses that terminate in Renton TC and have routes follow Grady Way/Main Ave corridor so they can serve more pedestrian oriented services and more social services, instead of big box stores on Rainier Avenue.

Metro revises schedule for RapidRide E and F lines

Posted on **March 18, 2013** by **Metro Matters Team**

Metro has revised the scheduled launch dates for the RapidRide E and F lines, allowing time to complete needed construction on facility upgrades and features that will make future service more reliable.

Both [RapidRide E and F lines](#) previously were scheduled to launch September 2013. Under the new schedule, [RapidRide E](#) will begin service in February 2014. [RapidRide F](#) now is slated to launch in June 2014.



Before launching service, construction is needed on over 100 bus stops and stations and upgraded transit signals at more than 60 intersections – which stretch across two corridors, 21 miles and six cities.

Metro reviewed and revised the construction timelines with cities to reflect the complexity of the work needed to launch service on these two lines.

Rider amenities needed before launching the service include next bus arrival signs and ORCA card readers at stations, as well as coordinated traffic signals for buses. [Read the full news release.](#)

Share this:

Like this:

Be the first to like this.

This entry was posted in [E Line](#), [F Line](#), [News](#), [RapidRide](#), [RapidRide construction](#), [Renton Restructure](#) by [Metro Matters Team](#). Bookmark the [permalink \[http://metrofutureblog.wordpress.com/2013/03/18/metro-revises-schedule-for-rapidride-e-and-f-lines/\]](http://metrofutureblog.wordpress.com/2013/03/18/metro-revises-schedule-for-rapidride-e-and-f-lines/) .

ONE THOUGHT ON "METRO REVISES SCHEDULE FOR RAPIDRIDE E AND F LINES"

Maria Parado
on **March 18, 2013 at 9:28 pm** said:



Can we get more faster service on 101 at night instead of F line? I would rather see more late runs on 155-156 line between airport and Valley Medical, and more late night runs on 101-169 line(as one route)... or 240-169 line as one bus route between Bellevue and Valley Medical. I mean... line F?! Really? How many people need to travel between parking lots of southcenter and dead Downtown Renton. Every 10 minutes between fred myers of downtown renton and fred meyers of burien?! Who travels by bus to those stores every 10 minutes?! I think we need more service north-south in Renton. most bus lines are split in downtown renton, making traveling through downtown renton a major waste of time. and this line F(the name says it all) is not really gonna help. Just adds more dysfunction to an already dysfunctional route system.