

# RapidRide K Line Community Engagement Summary Report



**Planning Phase:** Summer 2024 (June 27–July 24)



**RAPIDRIDE**



Updated 11/04/24

## Contents

---

1. Introduction and project overview .....	3
Community engagement timeline and goals .....	3
2. Community engagement approach.....	4
Planning Phase engagement approach — Spring 2024 .....	4
Getting the word out – At a glance .....	7
3. Findings .....	8
Online survey .....	8
What we did.....	8
Who we heard from .....	9
What we heard – At a glance.....	12
What we heard – Detailed findings from online survey .....	13
In-person engagement.....	36
What we did.....	36
What we heard .....	41
Knowledge gained for future engagement events .....	42
Virtual meetings .....	43
What we did.....	43
Who we heard from .....	43
What we heard .....	43
Community Liaison Service .....	45
What we did.....	45
What we heard .....	45
Additional email and social media comments.....	46
4. Learning from community.....	47
5. Next steps: How community feedback shapes project development.....	47
6. Appendices .....	49
Appendix A: Notification Materials .....	49
Appendix B: Survey instrument .....	66
Appendix C: Survey data tables.....	89
Appendix D: Website Data .....	104

## 1. Introduction and project overview

King County Metro is working to bring new RapidRide service to East King County, to provide better, more reliable bus service to communities in Kirkland and Bellevue.

By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Kirkland and Bellevue, and Eastgate Park & Ride in Bellevue. This 16-mile route connects riders to routes 239, 250, and 271, RapidRide B Line, Sound Transit’s future I-405 Bus Rapid Transit and Link light rail.

This report summarizes Metro’s work to engage eastside communities in finalizing conceptual design plans for RapidRide K Line.

### COMMUNITY ENGAGEMENT TIMELINE AND GOALS

Metro is committed to conducting engagement throughout the project’s life cycle, with community input playing a crucial role in the needs assessment and planning phase. Metro has identified key community engagement goals for each phase, below are the overall goals that have set the tone for this work.

- Select route options that reflect the needs of the community.
- Conduct and document an intentional, inclusive, and equitable community engagement process.
- Ensure community partners are aware of RapidRide K Line and understand how RapidRide will impact and benefit their communities.
- Establish and grow positive relationships between Metro and community organizations, businesses, cities, and community members in Kirkland and Bellevue.

The graphic below shows the project timeline from early planning to the start of service.

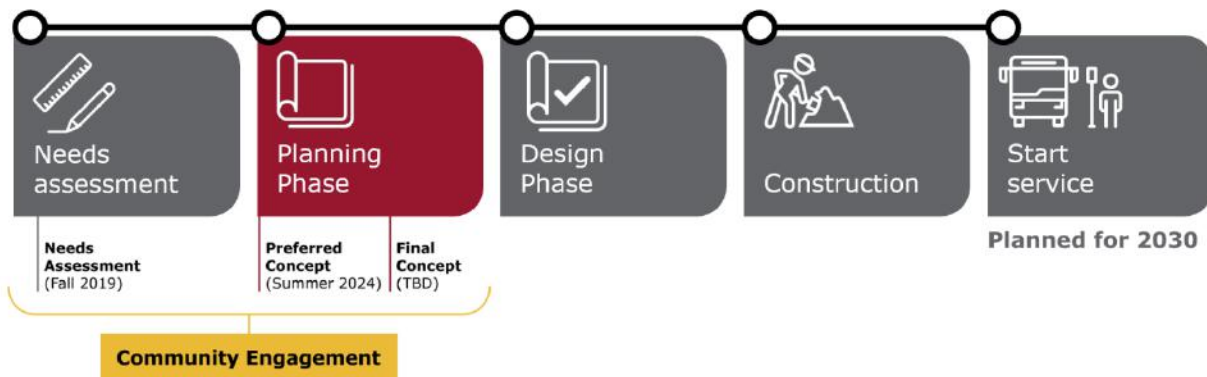


Figure 1. Project timeline

Metro’s engagement goals for the first phase of the planning in 2024 included:

- Re-engage key partners and community members on the RapidRide K Line project.
- Gather input on proposed RapidRide K Line plans, including station locations, and changes to make the bus faster and more reliable and easier to access to help shape the draft Locally Preferred Alternative.

Note: the 2019 engagement summary report, which provides the goals for the Needs and Assessment phase, can be found on the [RapidRide K Line website](#).

# RAPIDRIDE

## 2. Community engagement approach

### Planning Phase engagement approach – Spring 2024

During the summer, we reintroduced the project and gathered feedback on community priorities and plans for RapidRide K Line which Metro developed in partnership with local agencies to address project and agency goals.

Specific areas of conversation included:

- Proposed RapidRide K Line station locations
- Priorities and barriers to accessing transit, to inform projects to make it easier for people who walk, roll, and bike to get to the station
- Priorities for people who travel in the area, to inform roadway improvements to make the bus faster and more reliable
- Additional ways to share information and gather input from eastside communities.

Community engagement activities included in-person engagement, an online survey, virtual meetings, and briefings with community partners. For more information about our community engagement approach including a map of community engagement locations, please see Appendix D.

# RAPIDRIDE

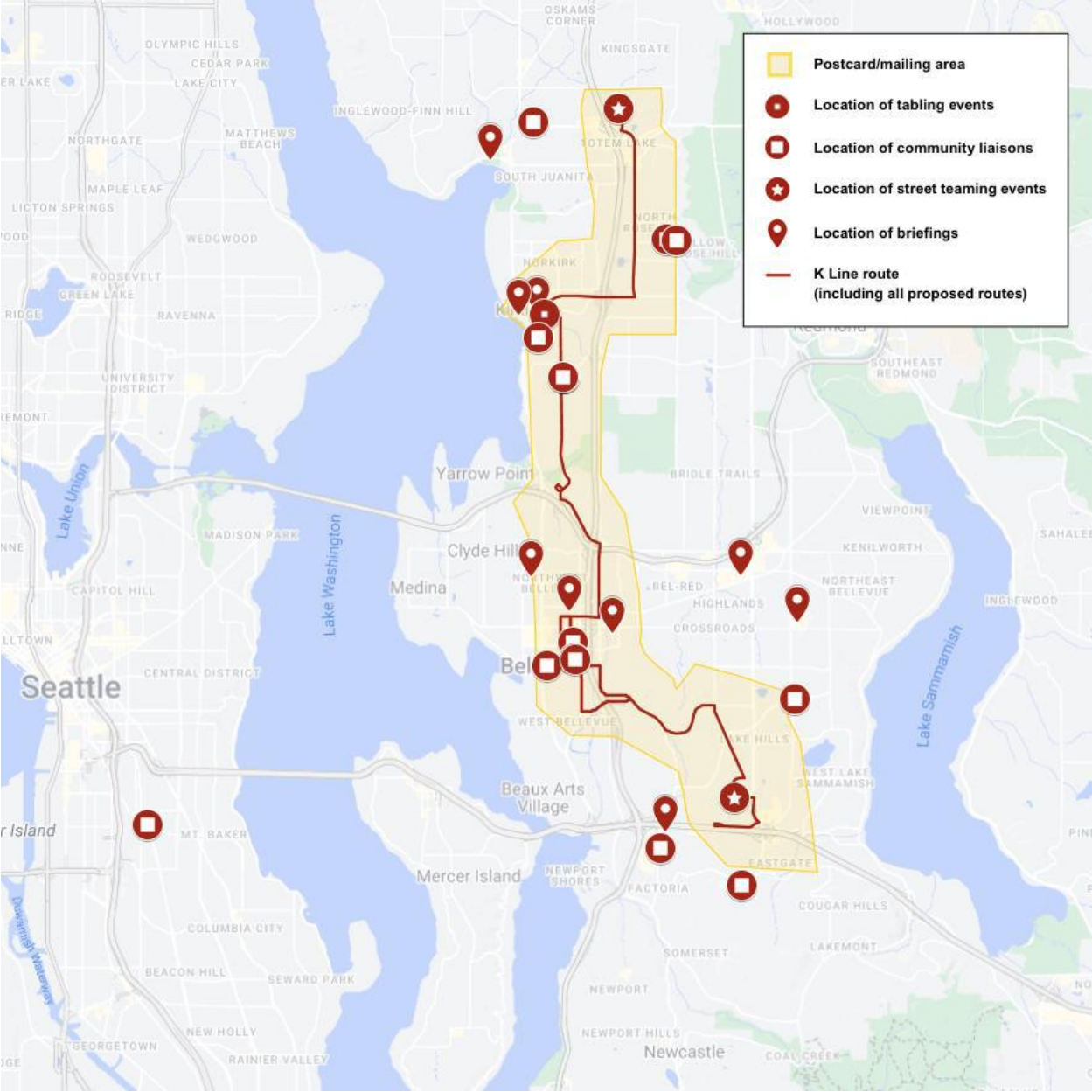


Figure 2. Map of outreach locations

# RAPIDRIDE

Location	Type of Engagement
 Bellevue Farmers Market	Tabling
 Kirkland Library	Tabling
 Juanita Farmers Market	Tabling
 Bellevue Mini City Hall	Tabling
 Uwajimaya	Tabling
 Kirkland Wednesday Market	Tabling
 Asian Family Market	Tabling
 Kelsey Creek Road & Tyee River Road	Street Teaming
 Bellevue Library	Tabling
 QFC	Tabling
 Totem Lake Transit Center	Street Teaming
 Kirkland Senior Center	Briefing
 Chinese Informational Services Center	Community Liaison
 Bellevue Diversity Advisory Network	Community Liaison
 NISO	Community Liaison
 Catholic Community Services	Community Liaison
 Greater Seattle Chinese SDA Church	Community Liaison
 Igreja Adventista Brasileira de Seattle	Community Liaison
 Kingdom Hall of Jehovah's Witnesses	Community Liaison
 Kirkland Seventh-Day Adventist Church	Community Liaison
 St. George Coptic Orthodox Church	Community Liaison
 IMAN Center of Kirkland	Community Liaison
 Indian American Community Services	Community Liaison
 El Centro de la Raza	Community Liaison
 First Congregational Church Bellevue	Community Liaison
 South Bellevue Community Center	Community Liaison
 North Kirkland Community Center	Community Liaison

# RAPIDRIDE

## Getting the word out – At a glance

The following summarizes how we got the word out about engagement activities. See Section 3. Findings for more information about these activities and what we heard.



**Multilingual communication** provided in 6 different languages for printed materials. (English, Spanish, Japanese, Korean, Russian, Traditional Chinese, Simplified Chinese)



**Information posted on the following King County Metro channels:** RapidRide K Line website, social media feeds, and Metro Matters Blog  
Digital **paid advertising** in local newspapers and ethnic media



**Rider Alerts** placed at high ridership bus stops  
**Street team outreach** at bus stops  
**Door-to-door flyering**



**Tabling** at community gathering places



**Mailers** and **letters to property** owners delivered to addresses 1/2 a mile from proposed RapidRide K line route.



Presenting to **community groups**



**Transit alerts** via email and text message



**Emails** and **e-newsletters** to community partners and transit riders



**Partnering** with Cities of Bellevue and Kirkland



**Survey** for community members to give feedback on RapidRide K Line

**ONLINE SURVEY**

**What we did**

Metro hosted an online survey focused on collecting data about experiences traveling and using transit in the area and gathering community feedback about proposed station locations, access improvements, and speed and reliability improvements. The online survey took about 10 minutes to complete and was available in Chinese (Simplified), Chinese (Traditional), English, Japanese, Korean, Russian, Spanish, and Vietnamese. The online survey was available between June 27 through July 24, 2024.

**How to read this report**

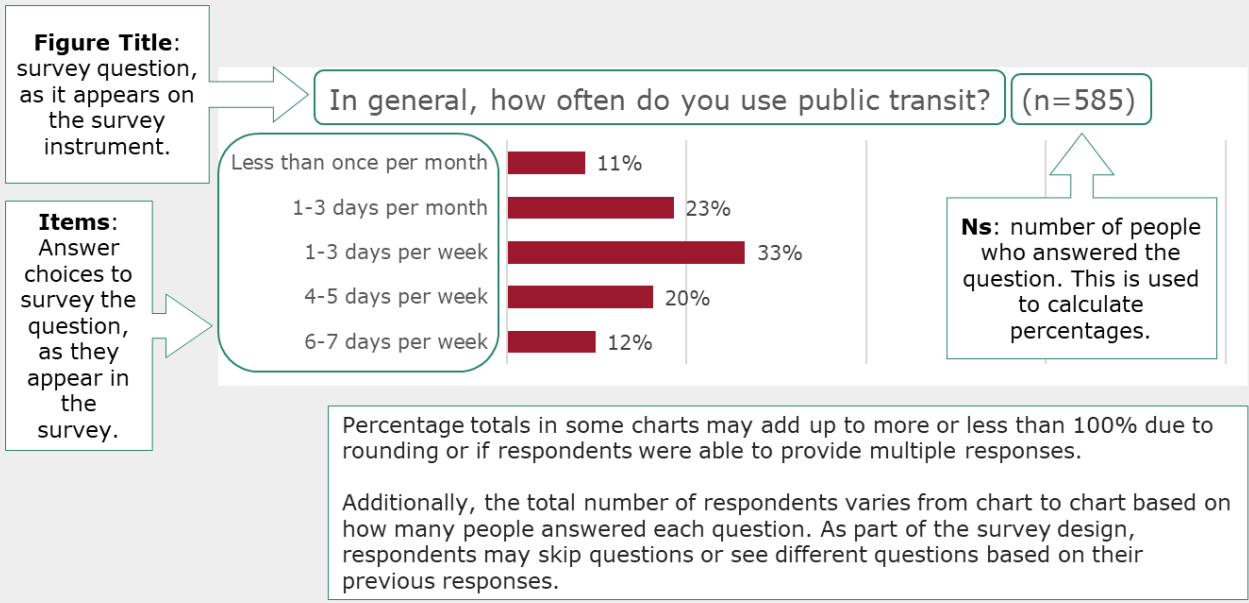


Figure 3. Graphic showing how to interpret charts used in this report



# RAPIDRIDE

## Who we heard from

Overall, we received 1,003 valid survey responses. Most respondents took the survey in English language (98%), with 19 responses received in other languages (including three responses in simplified Chinese, four in traditional Chinese, one in Korean, two in Russian, and nine in Spanish).

We heard from respondents throughout the region, as shown in the map below.

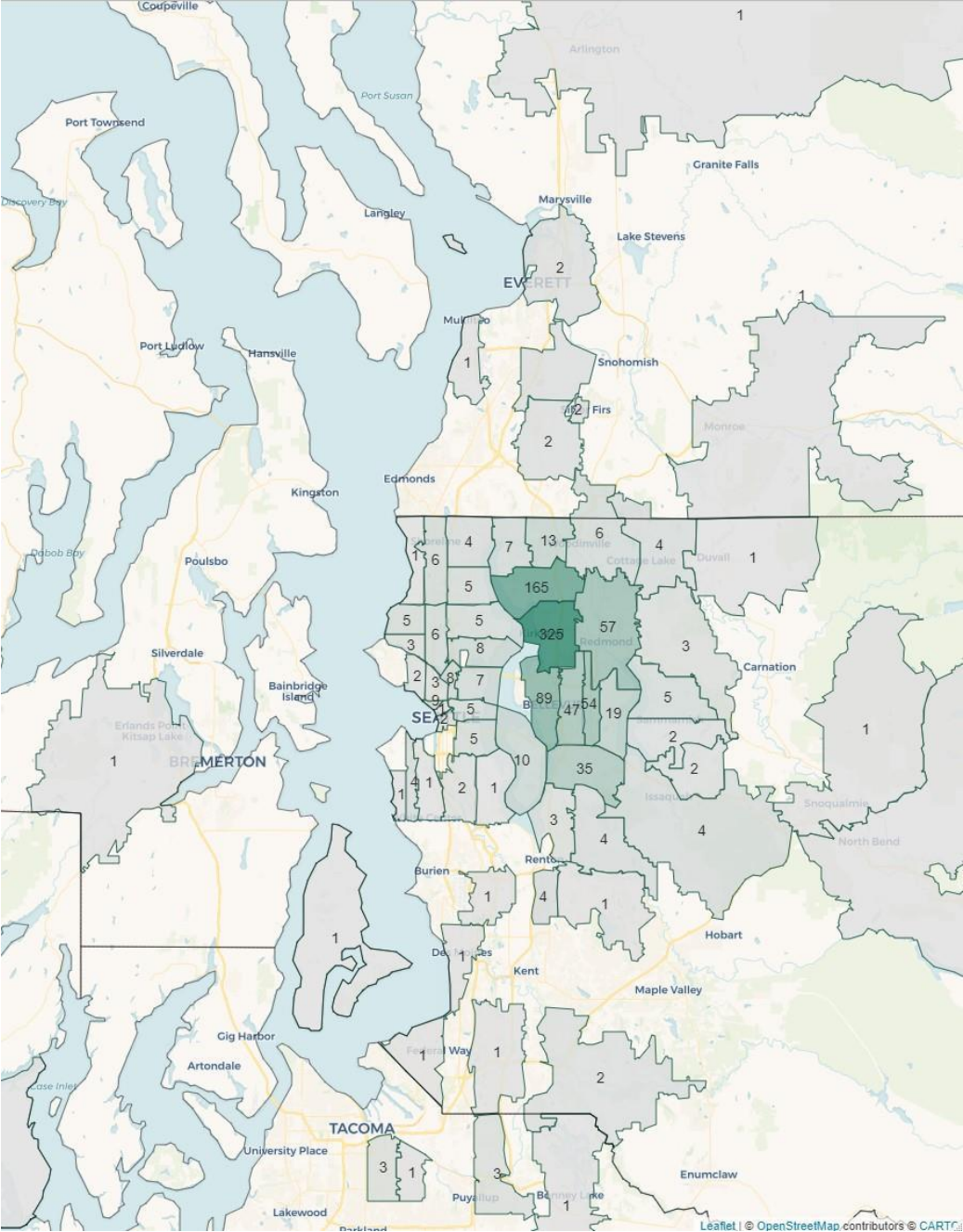


Figure 4. Map indicating number of survey responses in each zip code

To understand how the demographics of the survey respondents compared to the local population, we retrieved population data from the U.S. Census Bureau for the region roughly surrounding the outreach event locations, mailing area, and planned RapidRide K

# RAPIDRIDE

Line route. We defined this region using the following zip codes: 98004, 98005, 98006, 98007, 98008, 98033, 98034, 98052.

We found that respondents were broadly representative of the population. While most surveys tend to attract respondents who are disproportionately white, high-income, and older, we were able to mitigate (and in some cases, entirely counter) these patterns.

We successfully recruited participants from a wide range of ages, with results that closely match the age distribution of the population. While the survey respondents were disproportionately white, the difference was relatively small (12%) and most other racial groups were within 3% of their population estimates. The distribution of household incomes among survey respondents was close to the distribution among the population, though slightly wealthier, with 6% more respondents reporting household incomes of at least \$150,000.

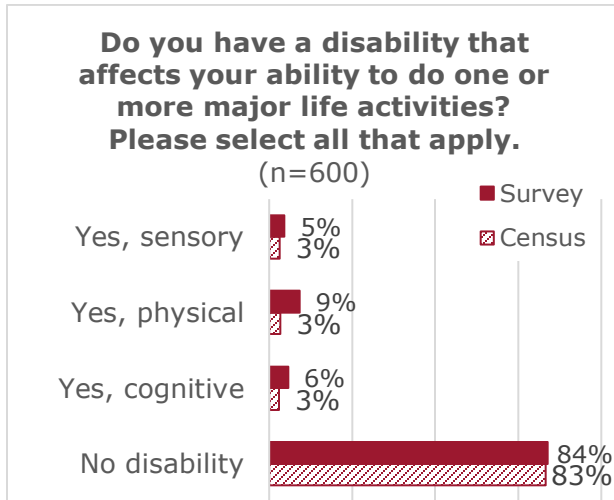


Figure 5. Graph of disability status

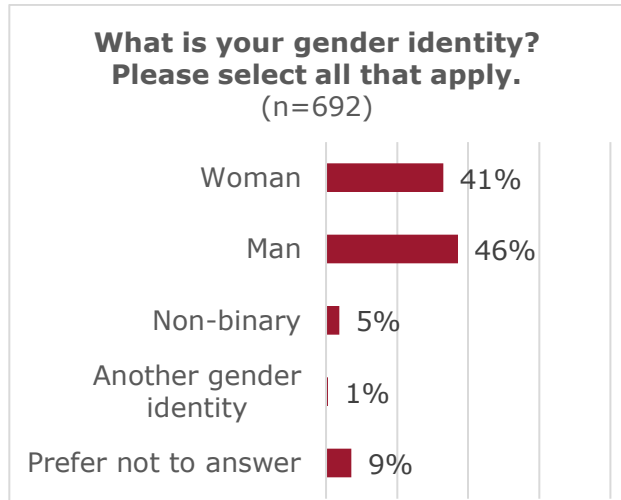


Figure 7. Graph of gender identity

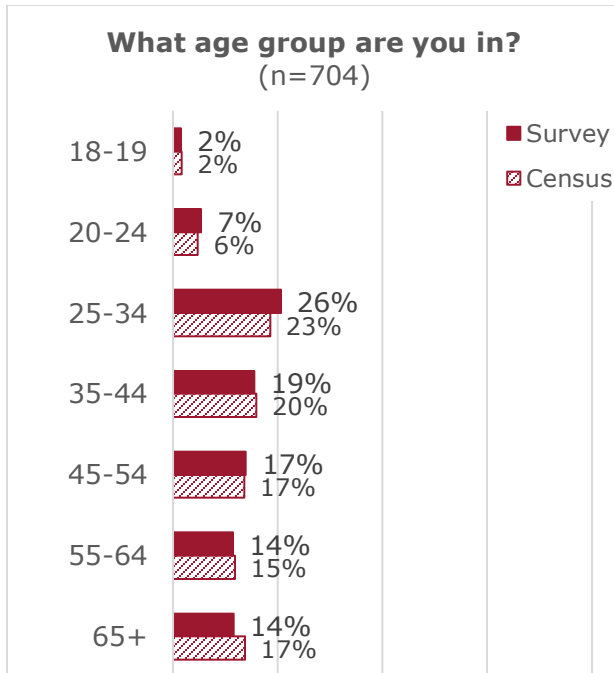


Figure 6. Graph of age group

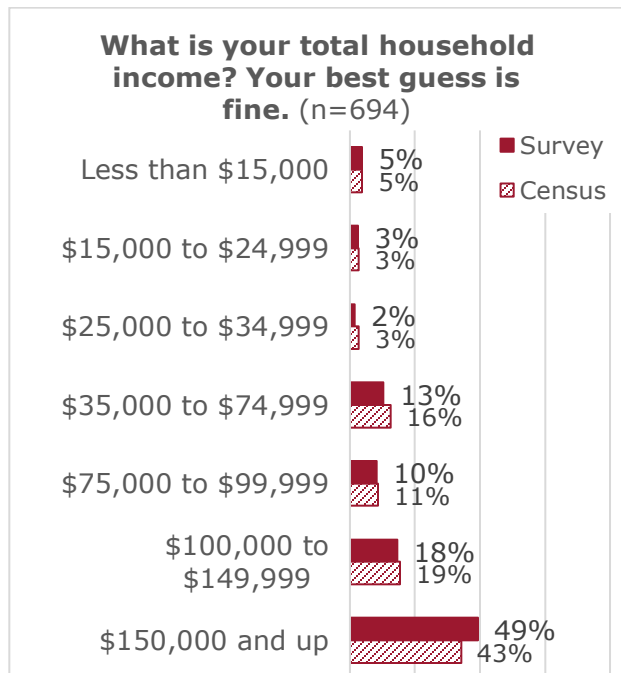


Figure 8. Graph of household income

# RAPIDRIDE

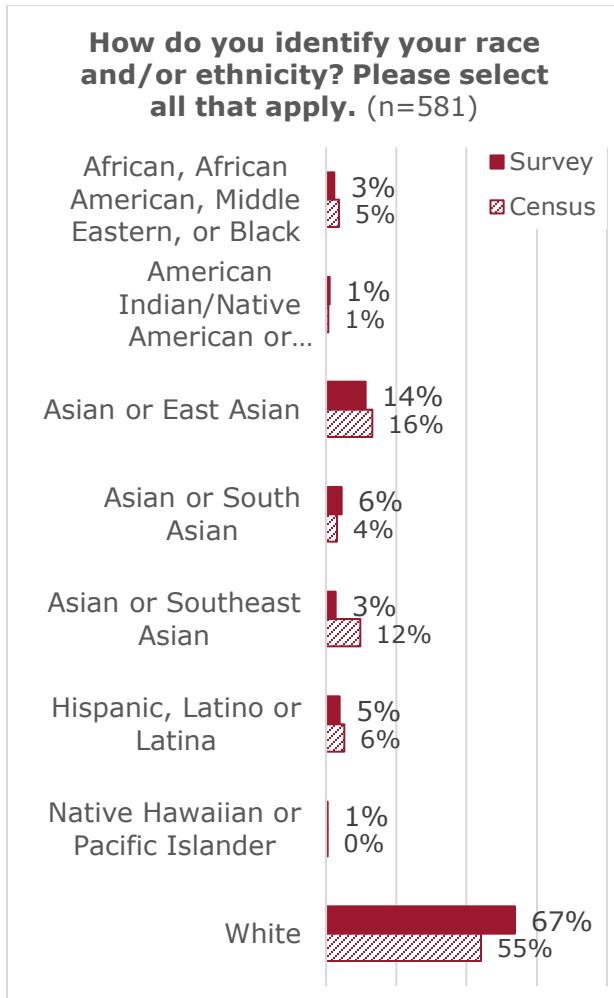


Figure 9. Graph of race and ethnicity

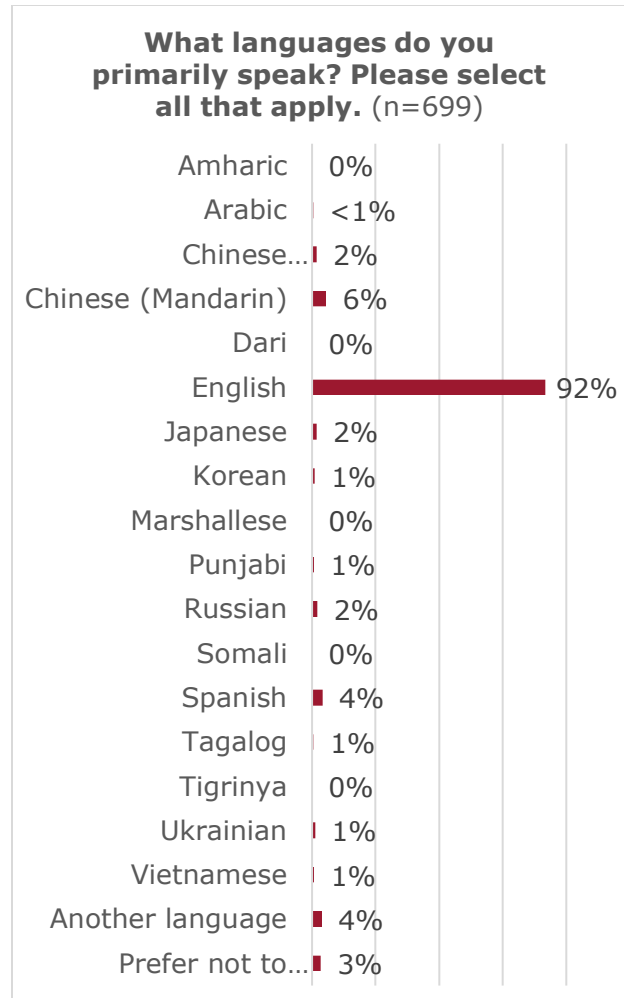








Figure 10. Graph of primary languages

# RAPIDRIDE

## What we heard – At a glance

<p><b>Project awareness</b></p> 	<p><b>Most respondents were not very familiar with the RapidRide K Line project</b>, with nearly half (47%) of respondents saying this was the first time they have heard of it. In contrast, 13% said they feel somewhat informed and only 7% said they feel well-informed.</p>
<p><b>Travel patterns</b></p> 	<p><b>Driving a personal vehicle or motorcycle is the most used transportation mode</b> among survey respondents (72%), followed closely by public transit (68%). Nearly half (47%) of respondents walk or roll.</p> <p><b>Among respondents who use transit, many do so frequently</b>, with 65% using transit at least once per week and 32% saying they use transit 4-5 days per week or more.</p>
<p><b>Community priorities</b></p> 	<p><b>Speed and reliability improvements</b> would encourage many respondents to ride <b>more frequently</b>, including:</p> <ul style="list-style-type: none"><li>▪ Improvements to speed (69%)</li><li>▪ More frequent service (68%)</li><li>▪ Routes with fewer transfers (61%)</li><li>▪ Improvements to reliability (57%)</li></ul> <p>In comparison, <b>improvements to amenities and access to transit</b> were <b>less likely</b> to motivate transit use.</p>
<p><b>Access to transit: walking or rolling</b></p> 	<p><b>The most common difficulties</b> when accessing public transit near the RapidRide K Line route when walking or rolling include:</p> <ul style="list-style-type: none"><li>▪ High level of traffic, noise, or pollution (34%)</li><li>▪ Lack of designated crossing points or crosswalks (30%)</li><li>▪ Narrow pathways and sidewalks (25%)</li></ul>
<p><b>Access to transit: biking or scootering</b></p> 	<p><b>The most common difficulties</b> when accessing public transit near the RapidRide K Line route when riding a bike, scooter, or other device include:</p> <ul style="list-style-type: none"><li>▪ Lack of bike paths, lanes, or other infrastructure to safely get to bus stops (33%)</li><li>▪ Limited or no bike or scooter parking at bus stops (25%)</li><li>▪ Difficulty in safely store or secure bikes or scooters while waiting for the bus (21%)</li></ul>
<p><b>Station locations</b></p> 	<p><b>Most are satisfied with the proposed station locations:</b></p> <ul style="list-style-type: none"><li>▪ 71% agree that the proposed station locations would help them get to and from the places they need to go</li><li>▪ 61% agree that they would help people get to and from their business or property</li></ul>

# RAPIDRIDE

## What we heard – Detailed findings from online survey

### Project awareness

Most respondents were not familiar with the RapidRide K Line project, with nearly half (47%) of respondents saying this was the first time they have heard of it, and 33% saying they have heard of it before but that they did not know much about it. Only about 20% felt informed about it, with 13% saying they feel somewhat informed and only 7% saying they feel well-informed.

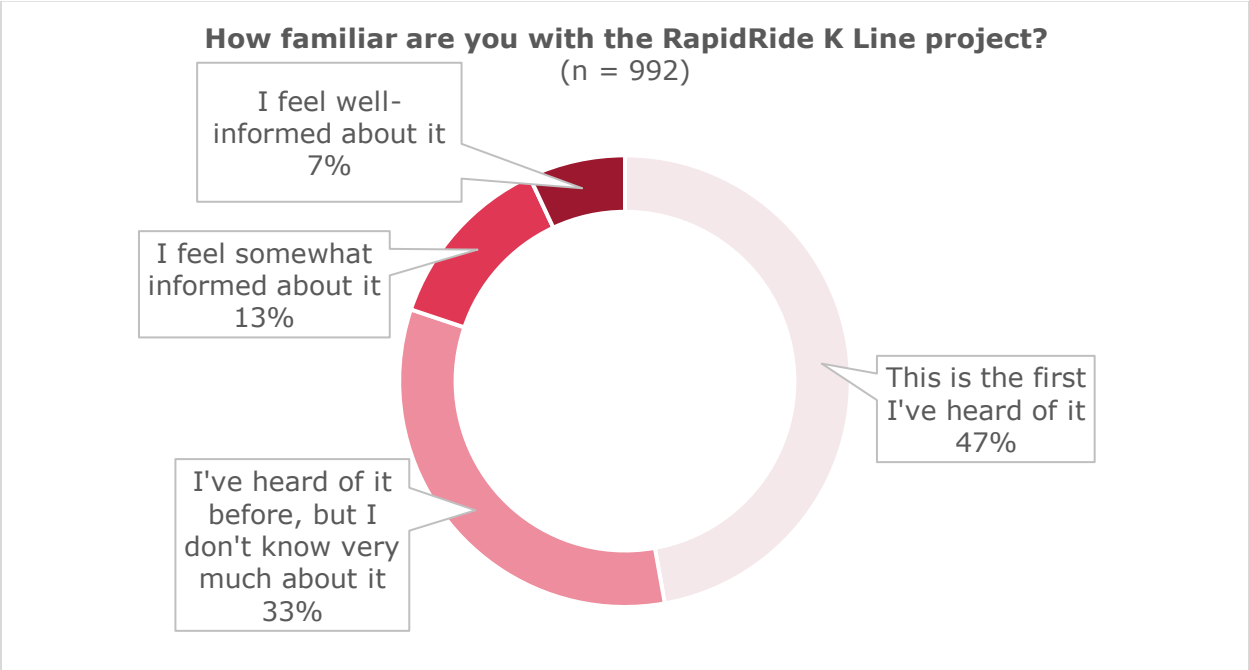


Figure 11. Project awareness graphic

### Where respondents live, work, and travel to or from:

The survey provided a map of the proposed RapidRide K Line route divided into eight key sections, and asked respondents to select where they live, work, go to school, own a business or property, or regularly travel to or from. Downtown Bellevue (58%) was the most frequently selected area, followed by Downtown Kirkland (53%) and Totem Lake (43%). Some respondents also selected 124<sup>th</sup> Ave NE / NE 85<sup>th</sup> St (27%), 108<sup>th</sup> Ave NE (23%), Bellevue, College/Eastgate (19%), Northup Way/116<sup>th</sup> Ave NE (18%), and Lake Hills Connector/145<sup>th</sup> Pl SE (12%). Only nine percent said they do not live, work, go to school, own a business or property, or regularly travel to or from the area around the proposed route.

# RAPIDRIDE

English

## RapidRide K Line

### RapidRide

- Planned RapidRide K Line route (opening 2030)
- Potential RapidRide K Line route options
- Existing RapidRide B Line

### Sound Transit

- Link light rail 2 Line (opening 2024-2025)
- Planned Stride BRT (opening 2027-2028)

### Other

- Eastrail / Cross Kirkland Corridor
- Transit Center
- Park & Ride

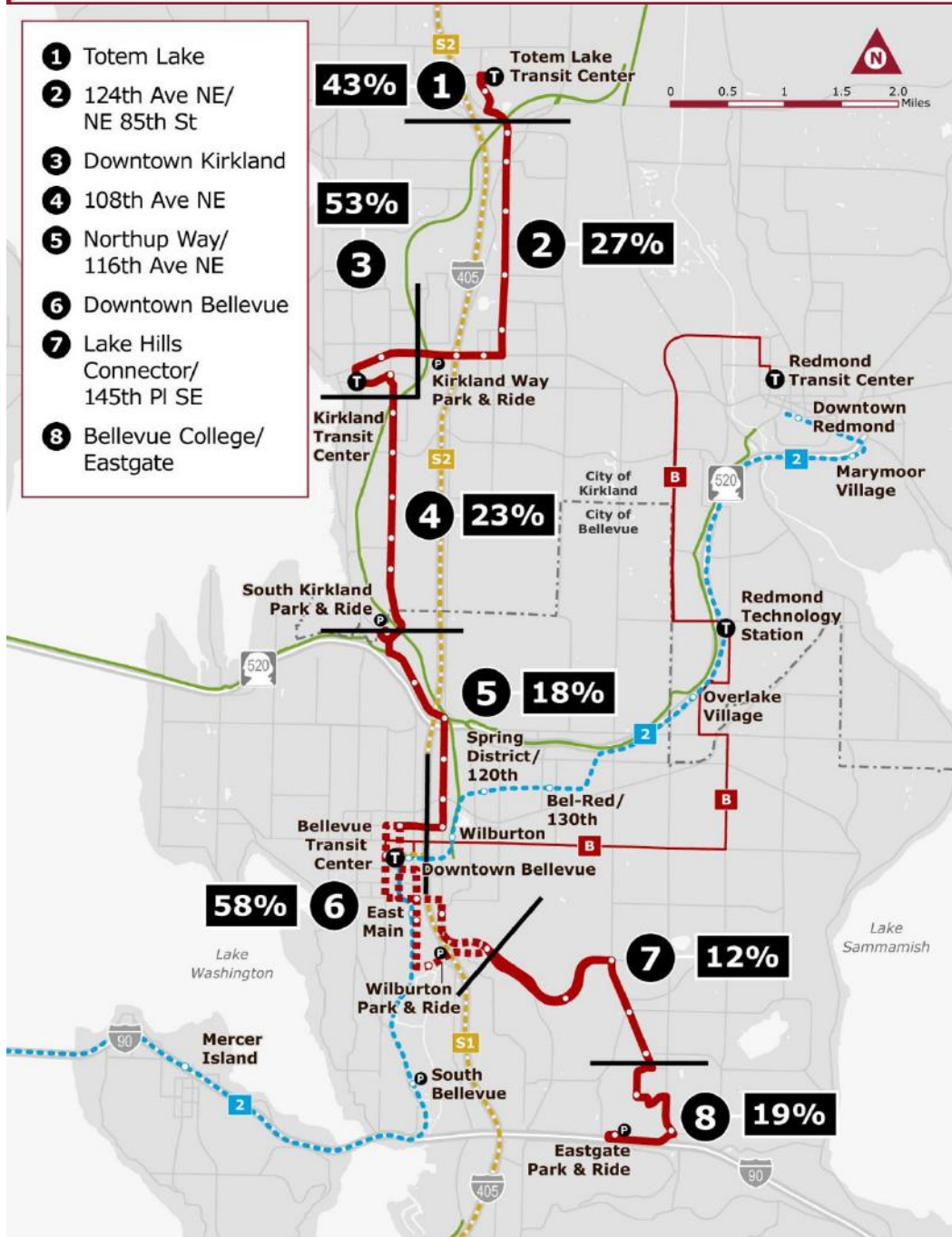


Figure 12. Map of planned RapidRide K Line route showing % of respondents from each section

# RAPIDRIDE

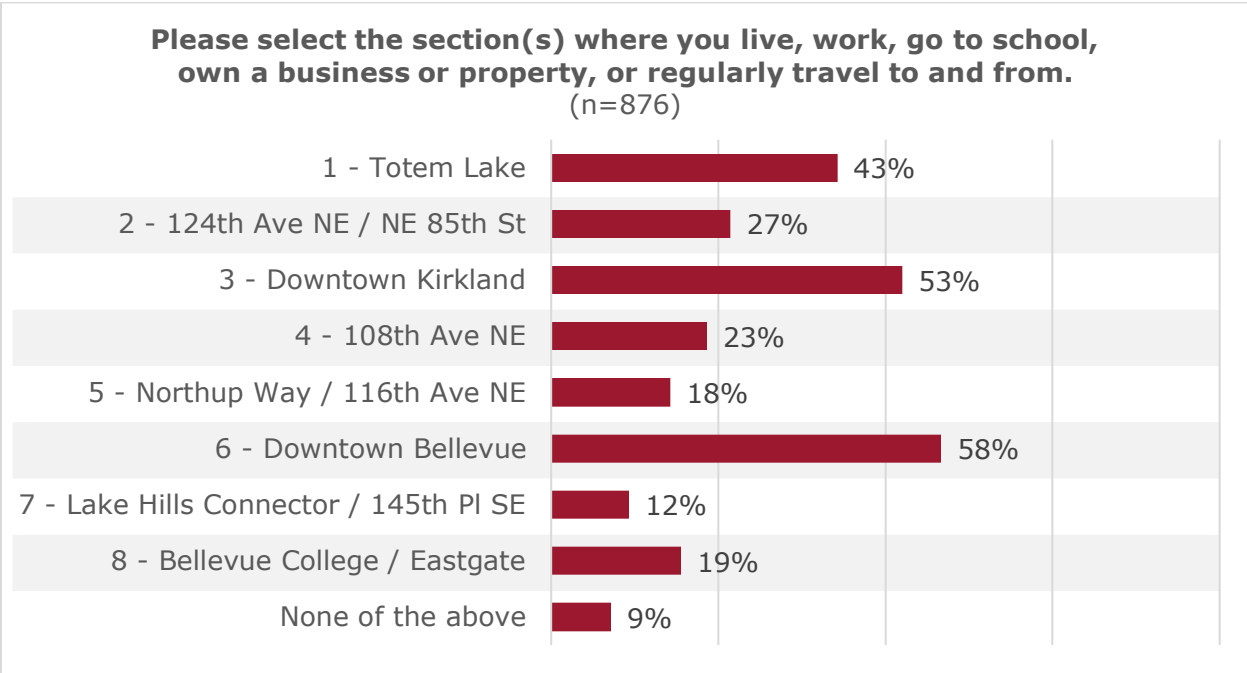


Figure 13. Graph showing % of respondents from each section of the planned route

The survey then asked respondents for more information about each section of the proposed RapidRide K Line route they selected.

In both Downtown Bellevue and Downtown Kirkland, which were the sections more than half of all respondents selected (n=489 and n=439, respectively), most said they visit these areas for running errands (shopping, appointments etc.) and for fun (parks, concerts etc.). Other sections of the proposed route had a higher proportion of respondents who live in the area, including 48% of respondents who selected the 108<sup>th</sup> Ave NE area and 41% of respondents who selected the 124<sup>th</sup> Ave NE/NE 85<sup>th</sup> St area.

In Downtown Bellevue, 70% said they run errands in the area and 60% said they visit for fun in the area. Respondents also said they visit friends and family in the area (29%), work or go to school in the area (27%) and live in the area (16%). Only two percent of respondents who selected the area own or manage a business in the area.

# RAPIDRIDE

For each of the sections you selected, which of the following best describes why you travel to and from that area? Please select all that apply.

- I live in this area
- I work or go to school in this area
- I own or manage a business or property in this area
- I run errands in this area (shopping, appointments, etc.)
- I visit friends and family in this area
- I visit places for fun in this area (parks, concerts, etc.)

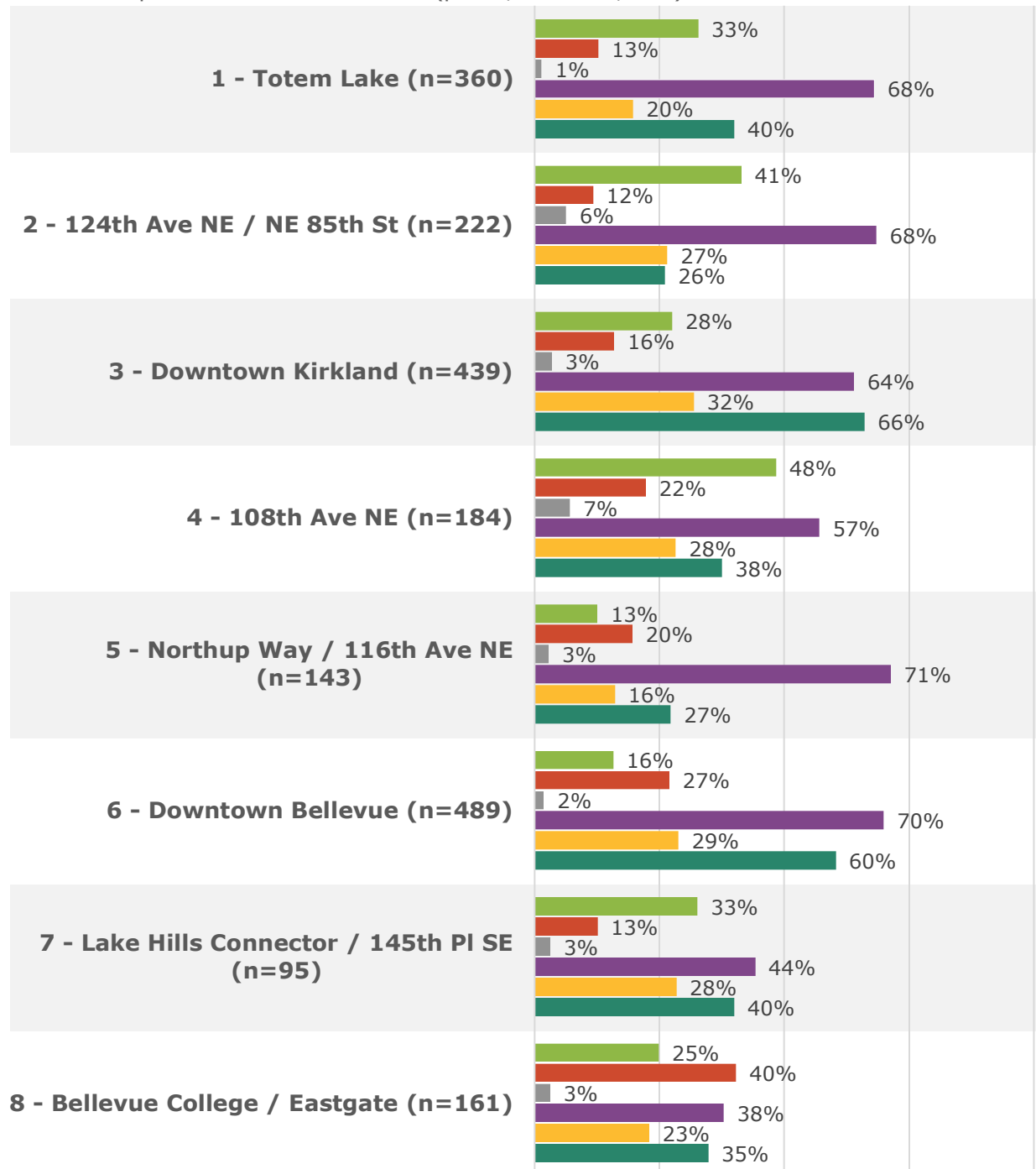


Figure 14. Graph of community connections to RapidRide K Line



# RAPIDRIDE

Similarly, in downtown Kirkland, more respondents said they visit fun places (66%) and run errands in the area (64%). Compared to Downtown Bellevue, a higher proportion of respondents who selected Downtown Kirkland live in the area (28%). Many also said they visit friends and family in the area (32%) and work or go to school in the area (16%). Only three percent of respondents who selected the Downtown Kirkland area own or manage a business in the area.

The Totem Lake area (n=360) was the next most selected section of the route. Many said they run errands in the area (68%), followed by visiting fun places (40%) and living in the area (33%).

As expected, many respondents who selected the Bellevue College/Eastgate area said they work or go to school in this area (40%).

## Travel patterns

### Transportation modes

Driving a personal vehicle or motorcycle is the most used transportation mode among survey respondents (72%), followed closely by public transit (68%). Nearly half (47%) of respondents walk or roll.

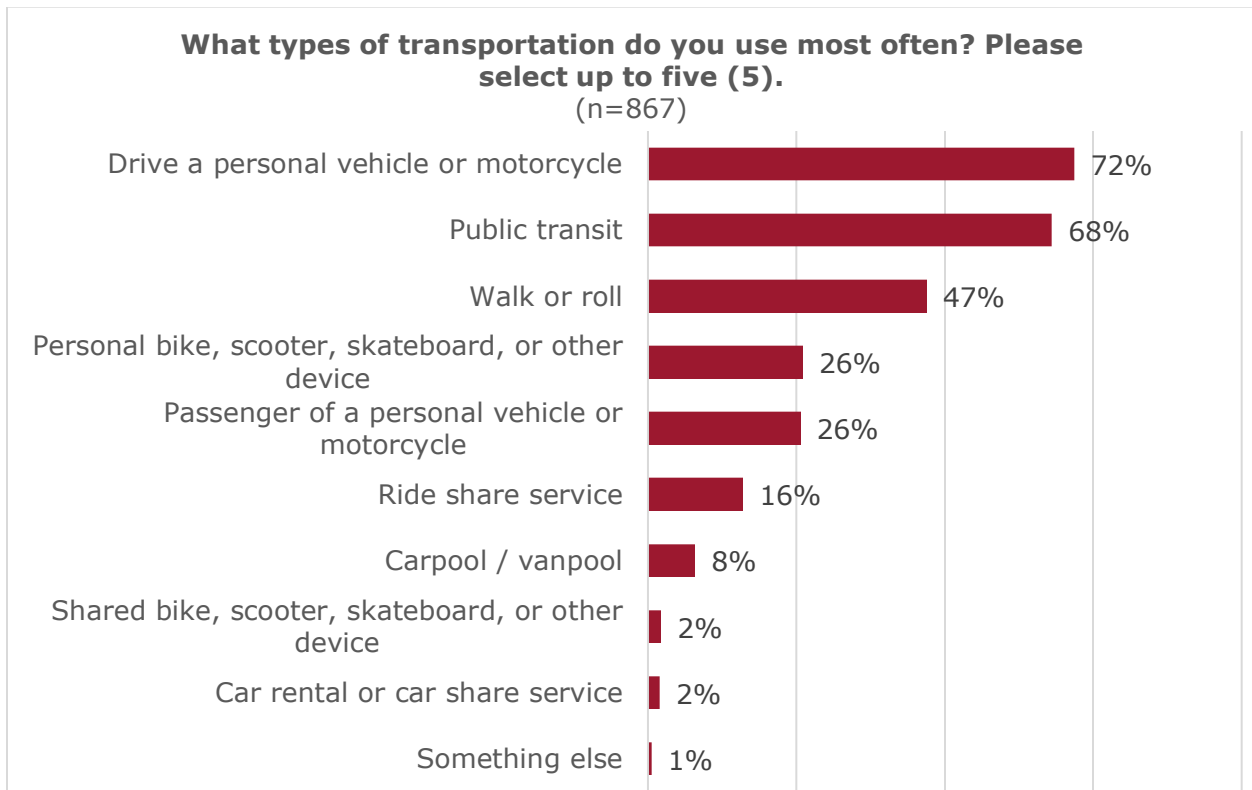


Figure 15. Graph of transportation modes demographic

### Current transit use

Among transit users, 65% say they use transit at least once per week. Many are frequent transit users with 20% saying they use transit 4-5 days per week and an additional 12% saying they use transit 6-7 days per week. Only 11% said they use transit less than once per month.

# RAPIDRIDE

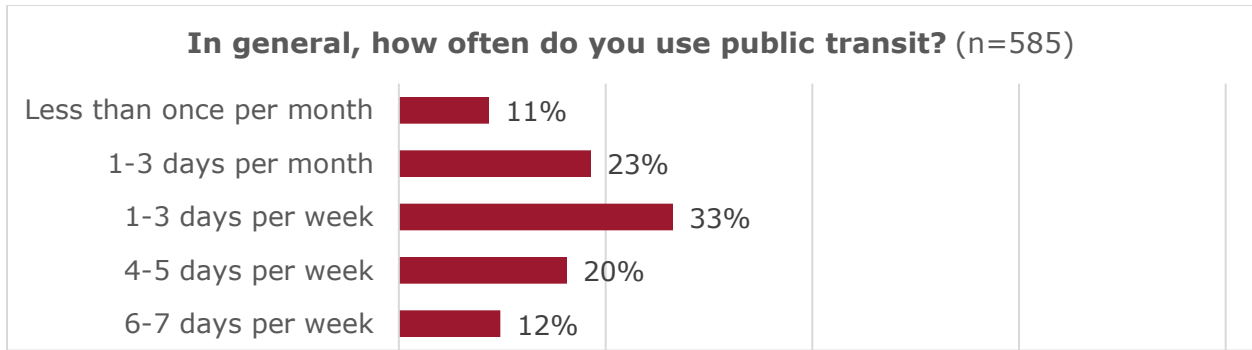


Figure 16. Graph of public transit user frequency

## Community priorities

### Improvements that would motivate transit use

When asked what improvements, if any, would motivate them to ride public transit more frequently, survey respondents shared improvements to speed (69%) and more frequent service (68%) were the most selected options. Many also said routes with fewer transfers (61%) and reliability improvements (57%) would encourage them to ride public transit more frequently. Among those who selected “something else”, the most common topics were safety and cleanliness (increased security presence, fare enforcement, etc.), service (off-peak hours, specific route requests, fewer cancellations), and amenities (shade and seating at bus stops, parking near transit centers, public restrooms).

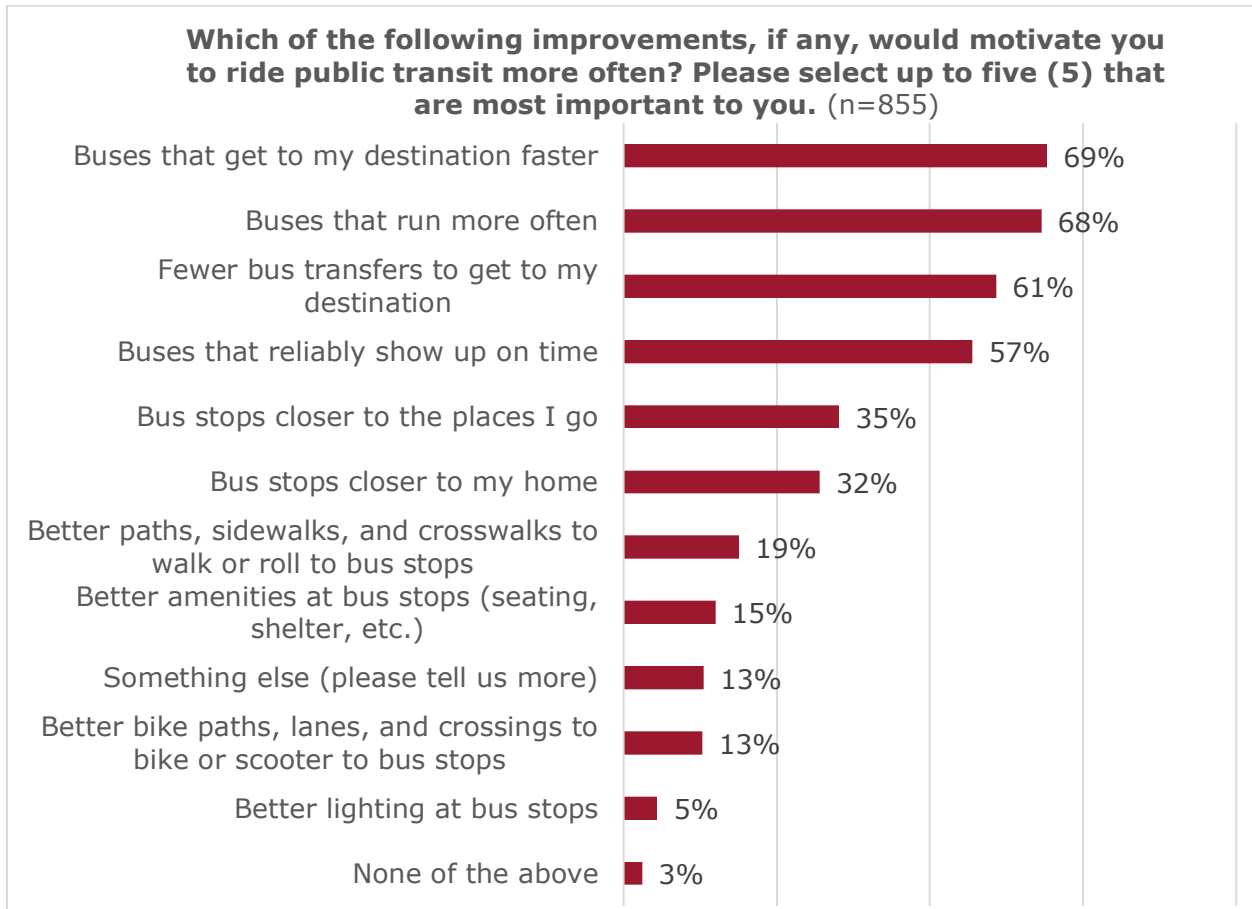


Figure 17. Graph of preferred improvements to public transit

# RAPIDRIDE

## Priorities

The survey asked respondents what Metro should prioritize when thinking about improvements near the RapidRide K Line route. Respondents ranked three goals – “fast and reliable public transit”, “easy and safe to walk, roll, or bike” and “avoiding long-term impacts to parking and traffic flow” from least important (1) to most important (3).

Feedback from respondents and closer examination of the data indicate that some survey respondents had difficulty with this question format. During the first day of fielding, we received an email from a respondent expressing confusion about this question, saying they had interpreted 1 to mean “most important” and 3 to mean “least important”. To address this issue, we bolded the text “least important (1)” and “most important (3)” in the survey instrument. After closing the survey, however, closer examination of the data indicated that some respondents continued to have difficulty with this question format. We received several write-in comments expressing confusion about the ranking question. Notably, respondents who ride transit ranked “fast and reliable public transit” *lower* on average than respondents who do not ride transit. This is the opposite of opinions shared in response to other questions in this survey, indicating that respondents likely misunderstood the ordering of answer options to this question. It is not possible to know for sure how many people made this mistake or to estimate a margin of error on these results. **Responses to this survey question should be interpreted cautiously with an understanding of possible limitations.** In future surveys, we will ensure that ranking questions are as clear and intuitive as possible, perhaps using emojis or other visual tools to communicate the intended order and making the question easier to understand and respond to.

When asked what goals Metro should prioritize when thinking about improvements near the RapidRide K Line, respondents varied in their priorities – 45% selected avoiding long term impacts to parking and traffic flow, while another 29% selected fast and reliable public transit, and 25% selected easy and safe to walk, roll, or bike as the most important goal.

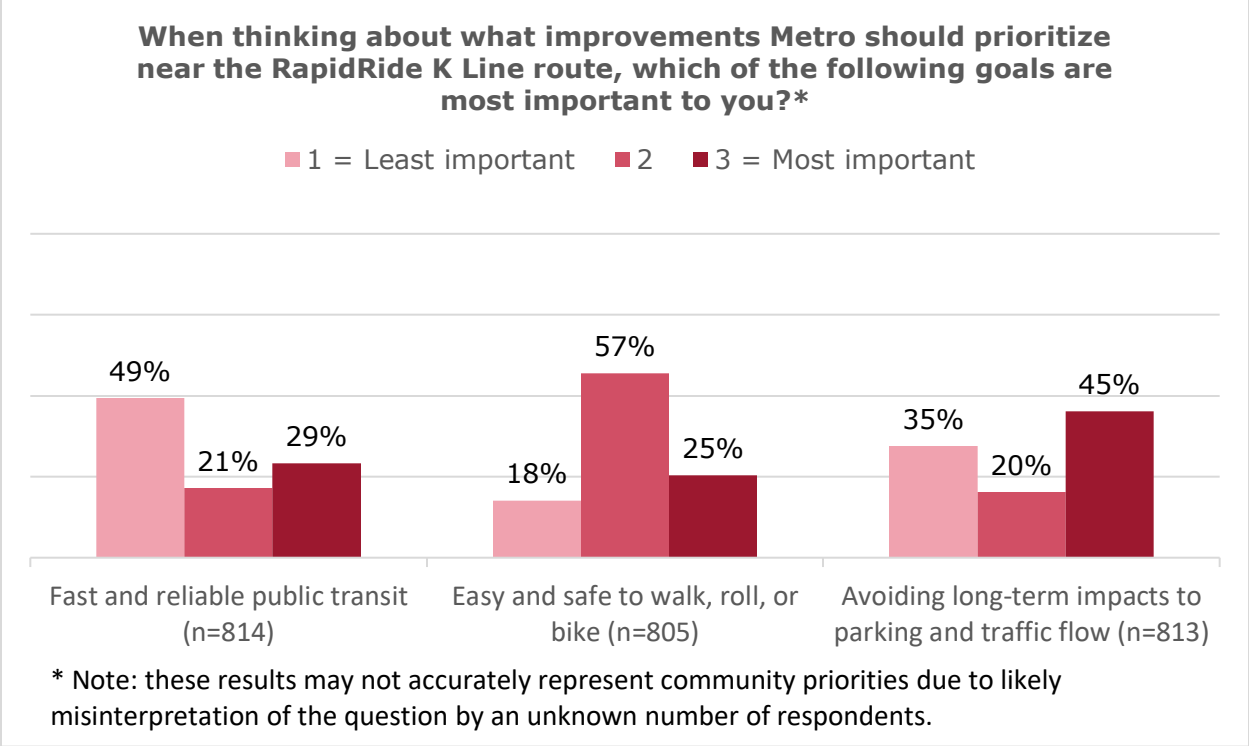


Figure 18. Graph of improvement prioritization

# RAPIDRIDE

## Access to transit

### Walking or rolling:

#### Difficulties accessing public transit by walking or rolling

When asked what challenges, if any, make it difficult to access public transit near the RapidRide K Line route when walking or rolling (for example, using a wheelchair or other wheeled mobility assistance device), the most common concerns were the high level of traffic, noise, or pollution (34%), the lack of designated crossing points or crosswalks (30%) and narrow pathways and sidewalks (25%). Many also selected safety concerns related to crime or personal security (20%) and poor lighting conditions, especially at night (19%). Notably, 30% of respondents said they do not experience any difficulties when walking or rolling to access public transit in the area, while another 5% said they would not walk or roll to access public transit in the area. Among those who selected "something else", the most common topics were distance and hills, lack of shelter or seating at bus stops, insufficient visibility and physical separation from cars, long wait times at crosswalks, and lack of sidewalks.

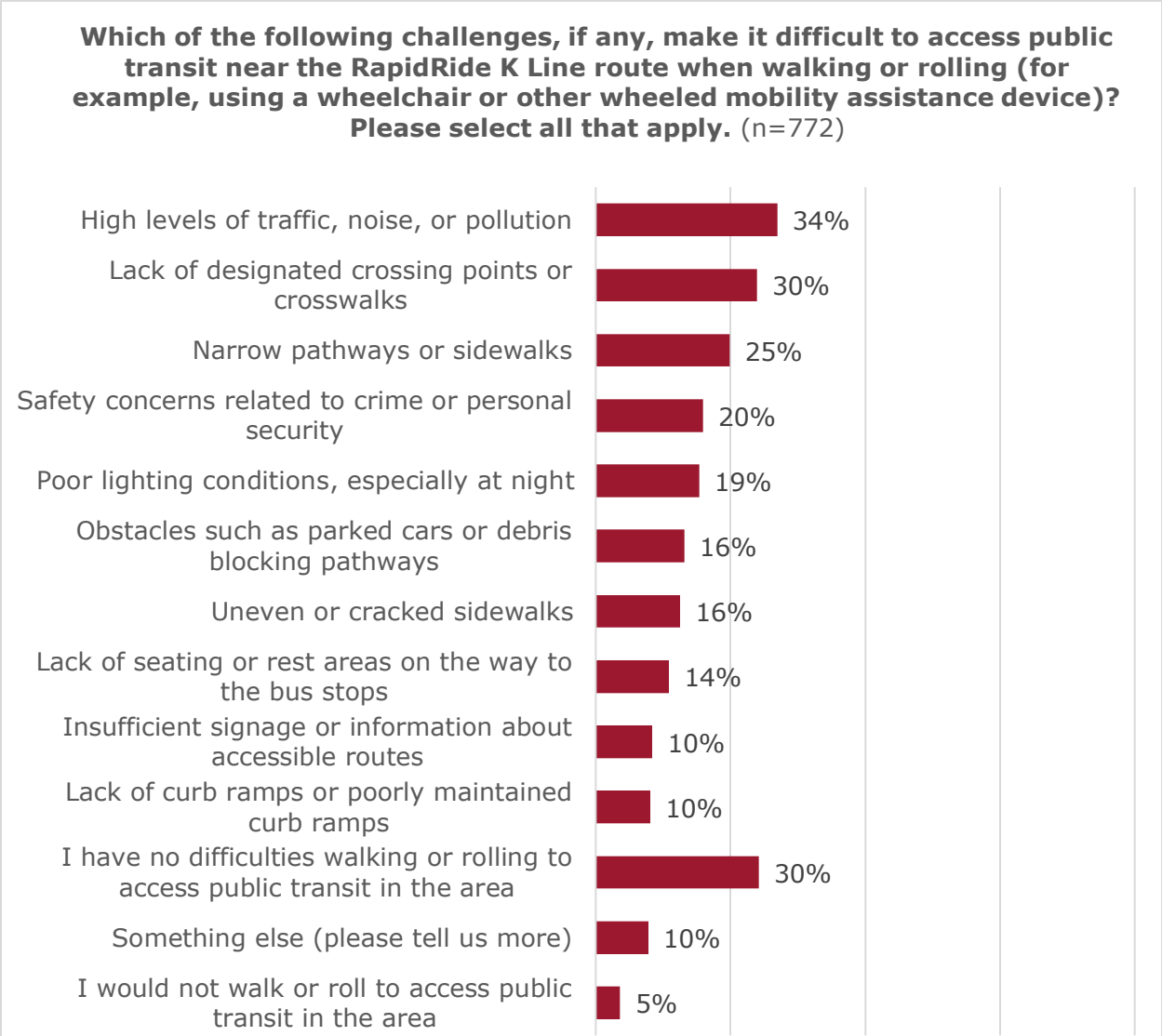


Figure 19. Graph of accessibility challenges while walking or rolling

# RAPIDRIDE

## Specific locations of access challenges while walking or rolling (open-ended)

Respondents who selected at least one of the challenges accessing transit listed above were asked to describe where they experience these problems. This open-ended question received 157 responses, which we summarized into the following themes:

- **Along roads, especially arterials**, respondents described missing sidewalks, insufficient visibility or physical separation from high-speed traffic, narrow or uneven sidewalks, obstructions, poor lighting, and lack of shade or seating along paths.

Notable pain points include:

- NE 85th St: major arterial with high-speed traffic and insufficient crossings.
- 124th Ave NE: major arterial with high-speed traffic, missing and uneven sidewalks, and insufficient crossings.

*"Along 124th Ave NE. It's just too dangerous. Lack of consistent sidewalks, lack of consistent bike lanes (and where there are bike lanes, they're too narrow), speeding cars..."*

- 108th Ave NE: high-speed traffic, uneven and cracked sidewalks, poor lighting, and lack of shade or seating along paths.
- Additionally, respondents described missing or poor sidewalks along NE 132nd St, steep hills and high-speed traffic along 116th Ave NE, disruptions to pedestrian infrastructure along Kirkland Way due to construction, and poor lighting and sidewalks along NE 68th St.

- **At intersections and crossings**, respondents noted long wait times, lack of visibility, and insufficient protection from vehicles.

- In general, many respondents expressed frustration with intersections in Downtown Bellevue, particularly with long wait times at crossings.

*"Downtown Bellevue especially comes to mind; crossing 4th, 8th, or Bellevue Way is difficult, time-consuming, and dangerous."*

- Outside of Downtown Bellevue, NE 85th St & 124th Ave NE, NE 85th St and the I-405 cloverleaf, and the I-405 crossing at 124th Ave NE stood out as particularly dangerous.

*"At the 85th St cloverleaf, I would like to see a coordinated design with STRIDE so people would not need to cross the disastrous cloverleaf. Also, for the love of god, please install protected sidewalks under the cloverleaf, I've almost been hit 3 times."*

- **Accessing transit hubs:**

- Totem Lake Transit Center: respondents described many difficulties in accessing the Totem Lake Transit Center, including high-speed roads and busy intersections, missing sidewalks, poor lighting, and steep hills.

*"More pedestrian-friendly infrastructure especially at the Totem Lake transit center is very important to me. That area has very heavy traffic, very long waits for using the crosswalks, and lack of crosswalks in certain directions at main intersections."*

- Eastgate Park & Ride: respondents noted high-speed traffic and poor pedestrian infrastructure in the areas around the Eastgate Park & Ride, particularly to the south.
- Kirkland Transit Center: respondents expressed frustration with long wait times to cross Central Way to reach the transit center.

# RAPIDRIDE

## Improvement to prioritize for accessing public transit near the RapidRide K Line route when walking or rolling

When asked to select the top three most important improvements Metro should prioritize for accessing public transit near the RapidRide K Line when walking or rolling, more than half of respondents selected building new sidewalks, paths, or greenways where there currently are none (58%), followed closely by improving safety and visibility at existing crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands). Some respondents also selected building new crosswalks where there currently are none (46%), improving accessibility of existing sidewalks (widening, leveling, adding curb ramps, general repair) (36%), and adding lighting for pedestrians on existing sidewalks (31%). Among respondents who selected “other pedestrian facilities”, common responses include shelter and seating at bus stops, increased separation between pedestrians and other traffic, traffic calming measures to reduce danger from vehicles, and prioritizing pedestrian crossings at essential intersections to facilitate transfers.

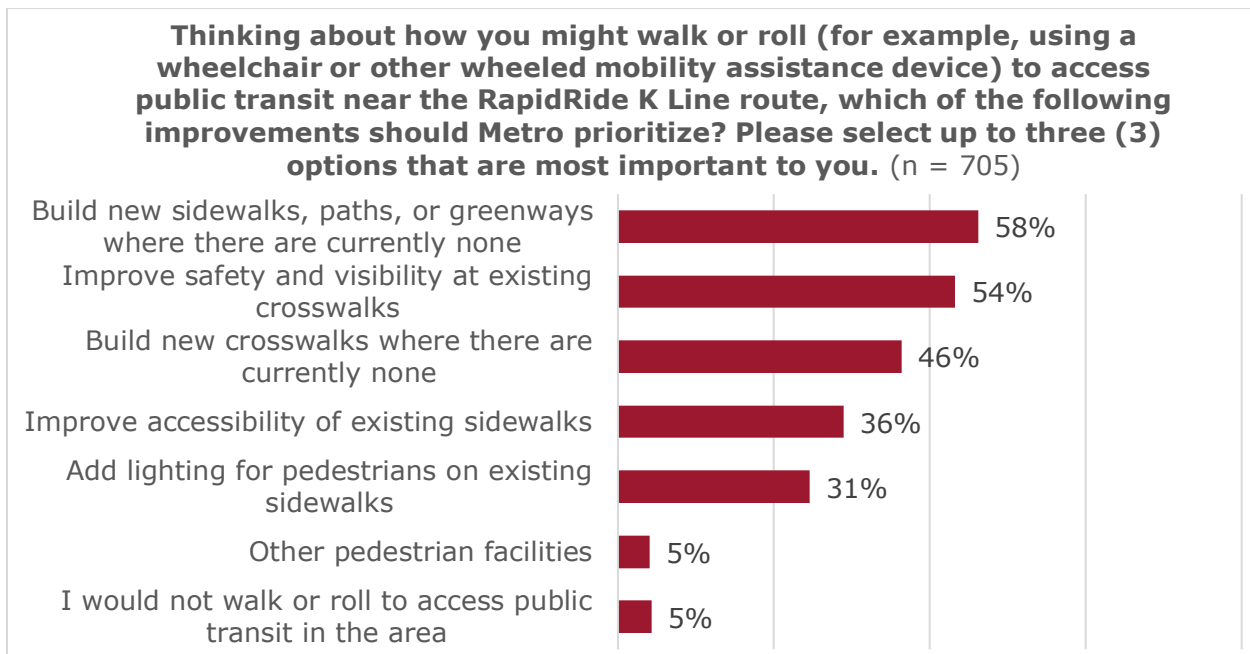


Figure 20. Graph of improvement prioritization for walking and rolling

### Additional comments about walking or rolling to access transit (open-ended)

The survey asked respondents if there is anything else they would like us to know about walking or rolling to access public transit near the RapidRide K Line route. This open-ended question received 97 responses, with the following major themes:

- Pedestrian priority at crossings (wait times, visibility, physical separation from cars and bicyclists), especially in Downtown Bellevue

*"In general Bellevue is much less pedestrian friendly than Kirkland. Long signal cycles, extremely wide boulevards, long spaces between crosswalks outside downtown, etc."*

- Gaps in the pedestrian network (missing sidewalks and crosswalks)
- Danger from cars and bicyclists: physical separation between pedestrians, bicyclists, and cars, traffic calming measures to reduce high-speed traffic
- Connections across neighborhoods: east-west connectors, access to arterials

*"Need east-west connectors since K Line only serves one side of 405 at any time..."*

# RAPIDRIDE

- Shade, shelter, and seating at bus stops and along paths

## Using a bike, scooter, skateboard, or other device:

### Difficulties accessing public transit near the RapidRide K Line route when using a bike, scooter, skateboard, or other device

When asked what challenges, if any, make it difficult to access public transit near the RapidRide K Line route when using a bike, scooter, skateboard, or other device, the most common concerns were the lack of bike paths, lanes, or other infrastructure to safely get to bus stops (33%), followed by limited or no bike or scooter parking at bus stops (25%) and difficulty in safely storing or securing your bike or scooter while waiting for the bus (21%). Some respondents also selected obstacles such as parked cars or debris blocking pathways (16%), potholes or cracks in bike paths or lanes (14%), difficulty in getting the bike on the bus or on bike racks (12%), and poor lighting conditions, especially at night (11%). Overall, 39% of respondents said they would not ride a bike, scooter, skateboard or other device to access public transit in the area, while another 9% said they have no difficulties riding a bike, scooter, skateboard or other device in the area. Among respondents who selected “something else”, common responses include lack of separation or physical protection from cars, paths that aren’t paved (several mentioned the Cross Kirkland Corridor), and distance or hills.

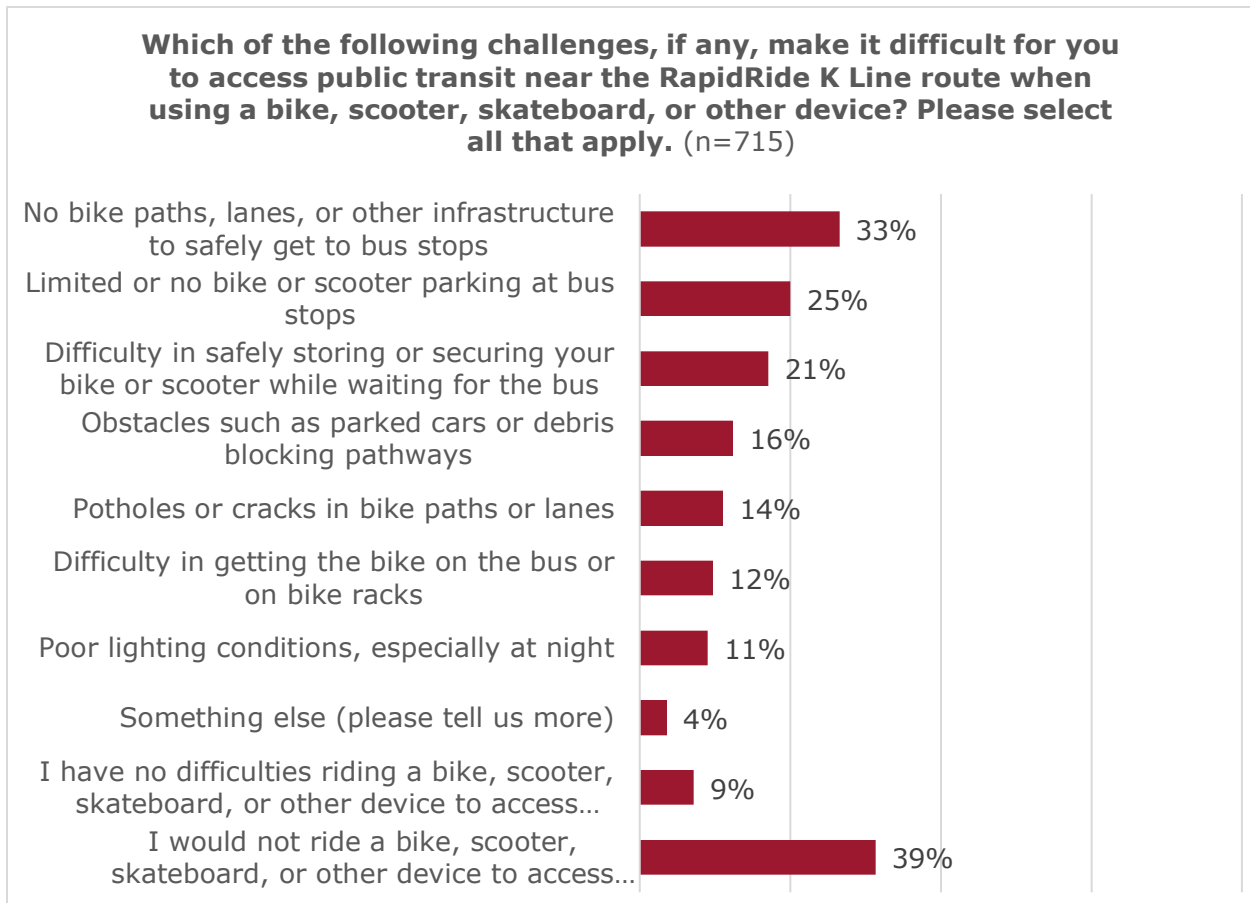


Figure 21. Graph of access challenges while using a bike, scooter, skateboard, etc.

### Specific locations of accessibility challenges while biking (open-ended)

Respondents who selected at least one of the accessibility challenges listed above were asked to describe where they experience these problems. This open-ended question

# RAPIDRIDE

received 93 responses, summarized by the following main topics:

- **Lack of physical separation from vehicles:** in addition to danger from high-speed traffic and lack of protected bike lanes, respondents also noted issues with cars parking in bike lanes and with some bus stops that are designed such that buses stop in the bike lane.

*"Complete networks of actually protected bike lanes (no paint or flex posts) would be the biggest game changer."*

- **Gaps in the bike network:** NE 85<sup>th</sup> St stood out as having no bike infrastructure at all. Additionally, respondents identified critical gaps in the connections between bike routes and other transit systems where bike infrastructure needs to be strengthened.

*"Some streets on the corridor lack any bike facilities, such as 85th St, which would be important for bike access to Sound Transit's S2 line. In many other places on the corridor, such as 124th Ave, 108th Ave, Northup Way, and 116th Ave, bike lanes are present but lack protection/separation from motor vehicles."*

- **Difficulty in safely storing bikes at stops or on buses:** respondents expressed a need for protected bike storage (BikeLink Lockers) at all major stations, especially Totem Lake Transit Center, Kirkland Transit Center, and the NE 85<sup>th</sup> St freeway STRIDE station. Some respondents also noted difficulty in storing non-standard cycles, including e-bikes and tricycles.

*"There are no lockers at Totem Lake or Kirkland Transit Centers. To my knowledge, there are no plans to include them at the 85th freeway stride station either. That station is also very difficult to access due to the hill and no good connection from the CKC."*

The following locations stood out:

- **108<sup>th</sup> Ave NE** is a critical connection between the 520 trail, South Kirkland Park & Ride, and Cross Kirkland Corridor. It has steep hills and no protected bike lanes.
- **124<sup>th</sup> Ave NE** is a major arterial with no protected bike lanes. Respondents also describe gaps in bike lanes at critical intersections (116<sup>th</sup>, 85<sup>th</sup>).
- **NE 132<sup>nd</sup> St** is a critical connection between Totem Lake, I-405, and the Cross Kirkland Corridor. It has no protected bike lanes, and the bike lanes are narrow and in poor condition.

*"There is no great way to bike from Finn Hill to Totem Lake. If 132nd had a protected bike lane it would be possible."*

- **NE 85<sup>th</sup> St** is a major arterial with no bike infrastructure at all.
- **Downtown Bellevue** in general was identified as lacking bike lanes in general, especially protected bike lanes. Respondents also expressed frustration with long wait times at intersections.
- **NE 85<sup>th</sup> St freeway STRIDE station** lacks protected bike storage. Additionally, respondents say it is difficult to access due to the hill and poor connection to the Cross Kirkland Corridor.
- **Totem Lake Transit Center** is difficult to access due to poor bicycle infrastructure in the general area and the lack of protected bike lanes. It also lacks protected bike



# RAPIDRIDE

storage.

- **Kirkland Transit Center** lacks protected bike storage. Accessing the transit center requires crossing Central Way, which is a high-traffic, unprotected intersection.
- Additionally, respondents called out the lack of protected bike lanes along 6<sup>th</sup> St, Northup Way, Main St, 116<sup>th</sup> Ave, and 112<sup>th</sup> Ave NE.

## Improvements to prioritize for accessing public transit near the RapidRide K Line route when using a bike, scooter, skateboard, or other device

When asked to select the top three most important improvements Metro should prioritize for accessing public transit near the RapidRide K Line using a bike, scooter, skateboard, or other device to access public transit near the RapidRide K Line route, many respondents selected building new bike lanes, paths, or greenways where there are currently none (39%), followed closely by increasing the separation between bicyclists and drivers (34%). Some respondents also selected adding bike parking (23%), improving accessibility of existing bike paths and sidewalks (widening, leveling, installing curb ramps, general repair) (19%), improving safety and visibility at crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands) (15%), build new crosswalks where there are currently none (13%), adding lighting for pedestrians and bicyclists (13%), and increasing separation between bicyclists and pedestrians (9%). Among those who selected “other bike facilities”, common responses included secure bike storage, facilitating the process of bringing bikes onto buses, and allowing Lime or other shared bike/scooter systems in Kirkland.

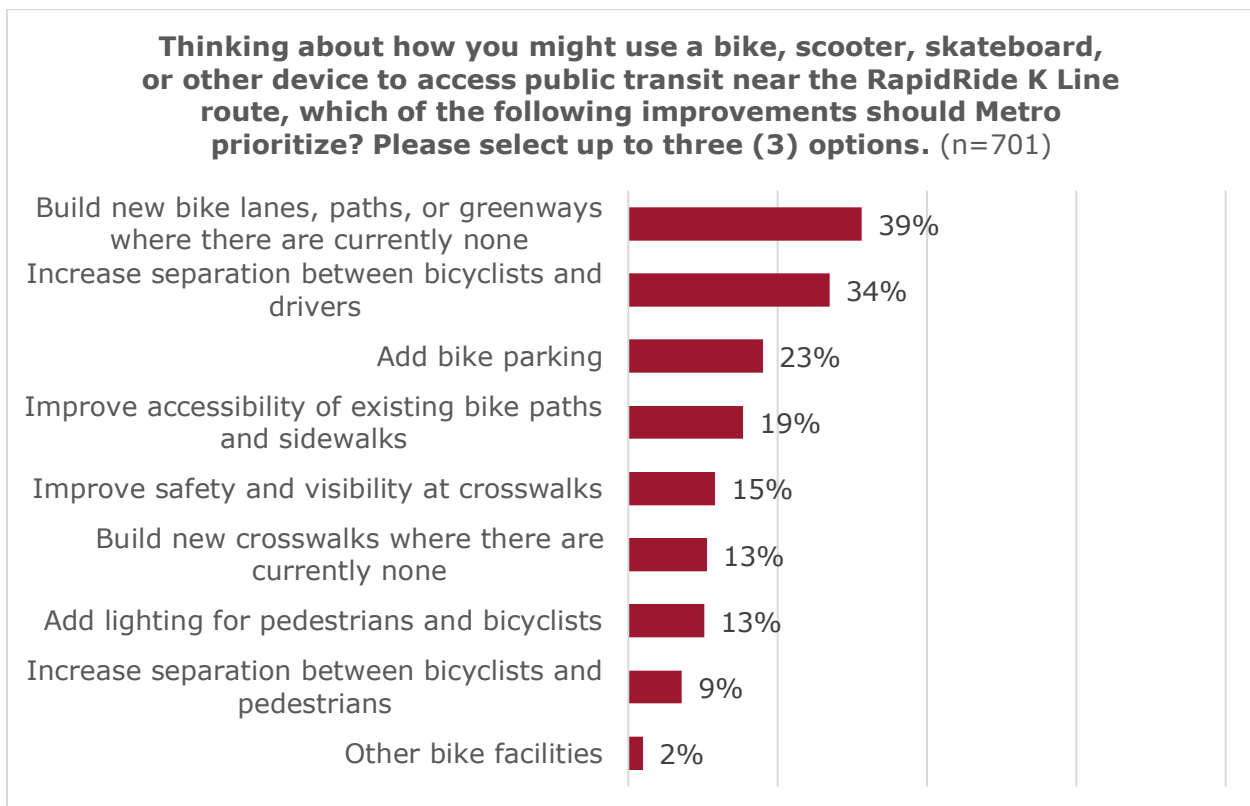


Figure 22. Graph of improvement prioritization for using a bike, scooter, skateboard, etc.

### Additional comments about biking to access public transit (open-ended)

The survey asked respondents if there is anything else they would like us to know about using a bike, scooter, skateboard, or other device to access public transit near the

# RAPIDRIDE

RapidRide K Line route. This open-ended question received 51 responses, with the following major themes:

- Physical separation between bicycles, pedestrians, and vehicles
- Bringing bikes onto buses: difficulty lifting heavy bikes onto racks, electric bicycles that don't fit on standard racks
- Secure bike parking: more bike lockers, BikeLink at all major transit centers, concerns about secure storage for electric bicycles especially
- Keeping bikes off the sidewalks: primarily pedestrians expressing concerns about fast-moving bicyclists on sidewalks

*"The more physical separation between cars and other modes of transportation, the better."*

# RAPIDRIDE

## Station locations

### Station location overview:

Most respondents (71%) agreed that the proposed station locations would help them get to and from the places they need to go, with only 8% disagreeing with the statement.

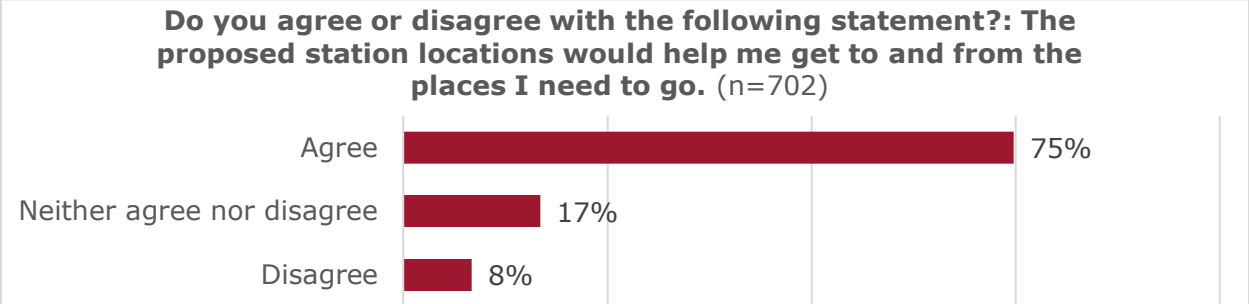


Figure 23. Graph of agreement to proposed station locations

Similarly, when asked if the proposed station locations would help people get to and from their business or property, the majority of respondents (61%) agreed.

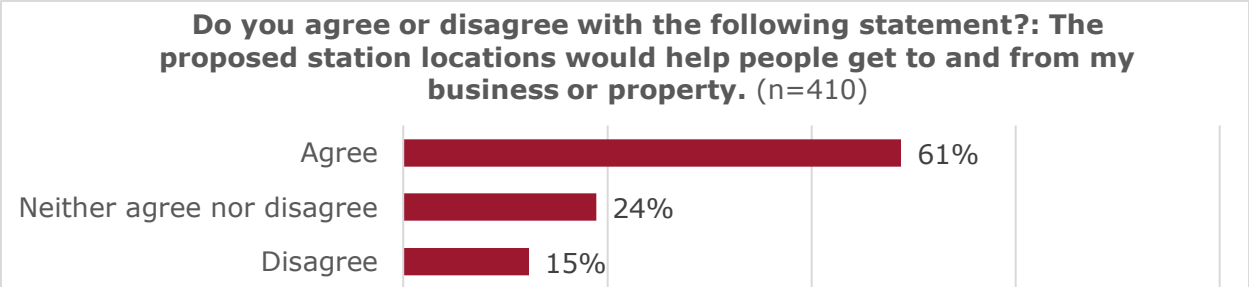


Figure 24. Graph of agreement to proposed stations

When asked if there is anything else they would like us to know about the proposed station locations, 171 respondents wrote open-ended comments. Most comments fall within the following themes:

- Underserved areas: areas that are not served by the proposed RapidRide K Line route, but that respondents feel are underserved by public transit and would benefit from access to RapidRide (whether that means direct RapidRide service or improved connections to RapidRide)
  - Totem Lake: requests to extend RapidRide K Line further into Totem Lake, especially to the north and west
  - Juanita: requests to route RapidRide K Line through Juanita, especially along Juanita Dr and through Juanita Village

*"Please consider routing the bus through Juanita village!! It is begging for faster, better-connected transit as a growing TOD hub."*

- Finn Hill: support the existing 225 bus route to strengthen connections between Finn Hill and Totem Lake and improve access to RapidRide K Line.
- Woodinville: strengthen connections to Totem Lake to improve public transit in this underserved area.
- Direct connection between Kirkland and Redmond that does not pass through downtown Bellevue

# RAPIDRIDE

- Specific station requests:
  - Totem Lake Freeway Station to support connections with STRIDE and other bus routes

*"End of the route needs to be at the Totem Lake Freeway Station, where visibility is high and a connection to STRIDE exists."*

  - 116th & 4th Ave and 116th & Main St due to hills
  - NE 85th St & 124th Ave NE
- Support for the current proposed station locations: many respondents used this open-ended question to express their support and appreciation for the current proposed station locations, especially the station at Totem Lake Village and the station at NE 85th St & I-405.
- Specific placement and access to proposed stations:
  - 120th Ave NE at Village at Totem Lake: respondents expressed concern about the bus being able to navigate through the Village without repurposing parking, requested that the stop be near the light at Totem Lake Way to facilitate pedestrian crossing, and suggested a second stop at Totem Lake Village.
  - S Kirkland P&R: respondents expressed concern that routing through the Park & Ride will cause delays, suggesting instead in-line stations at 108th or at Northup Way to connect more easily with the 520 trail.

*"Please do not turn into the South Kirkland P+R and make the stops inline instead. Turning into the P+R means every trip in or out of Kirkland takes an extra 1-2 minutes."*

  - Totem Lake TC: some respondents expressed difficulty and confusion in navigating and accessing the transit center.
- Connections to other services:
  - Link light rail: ensure RapidRide K Line has direct connections to the 2 Line
  - Cross Kirkland Trail: add a stop that provides closer connection to the Cross Kirkland Trail than the stop at 85th & I-405
  - 520 trail: add a stop that provides closer connection to the 520 trail than the South Kirkland Park & Ride.

*"Place a station closer to the 520 trail, which uses the Northup Way sidewalk. The P&R is inconvenient to access and the hill is steep."*

  - STRIDE BRT: ensure that RapidRide K Line has direct connections to STRIDE BRT.
- Routing/alignment in specific sections:
  - 108th Ave NE in Bellevue: some suggest routing along Lake Washington Blvd instead.
  - 108th Ave NE in Kirkland: concern about congestion, need for dedicated bus lanes

*"Along 108th Ave NE in Kirkland has extremely heavy traffic in the afternoons. Dedicated bus lanes would be the only way to mitigate that issue."*
- Number of stations: several respondents expressed that the proposed route has too many stops to be a RapidRide
  - Some thought there were too many stops along 6th St, 124th Ave, and 116th Ave in Bellevue.

# RAPIDRIDE

- A few respondents suggested using I-405 for some portions of the route to skip low-ridership areas.
- Impact to existing routes: some respondents expressed concerns about the impact of RapidRide K Line on existing routes, especially the 225 and 255. Respondents emphasized the importance of supporting these routes to facilitate access to RapidRide K Line.

*"We are in a downward spiral of service being reduced so fewer people taking the bus from here so service being further reduced. The 225 goes through Finn Hill to Totem Lake. If the service is more frequent and reliable, more people from here will take it to access the Rapid Ride K line."*

### Specific location proposals:

The survey also asked for feedback on proposed station locations in specific areas from respondents who indicated that they live, work or go to school, own or manage a business in the area or travel to the area for various reasons, including for errands, to visit friends and family, or visit places for fun in the area.

### Station location – 108<sup>th</sup> Avenue Northeast corridor in southern Kirkland

When asked about the two proposed station locations in the 108th Avenue Northeast corridor in southern Kirkland, most respondents (68%) said they did not have a preference between the two options. Others were evenly divided (16% each) between the two options.

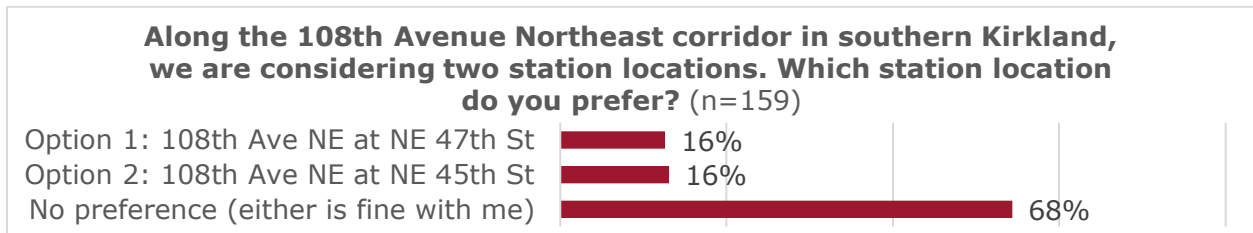


Figure 25. Graph of station preference along 108th Avenue Northeast

When asked how the station location would impact their ridership, just over half of those who selected Option 1: NE 47th Street (52%) said they would ride more if this option is selected, compared to 35% of those who selected Option 2: NE 45th Street. In contrast, about 8% of those who selected Option 2: NE 45th Street said they only ride if this option is selected, compared to only 4% among those who selected Option 1: NE 47th Street.

# RAPIDRIDE

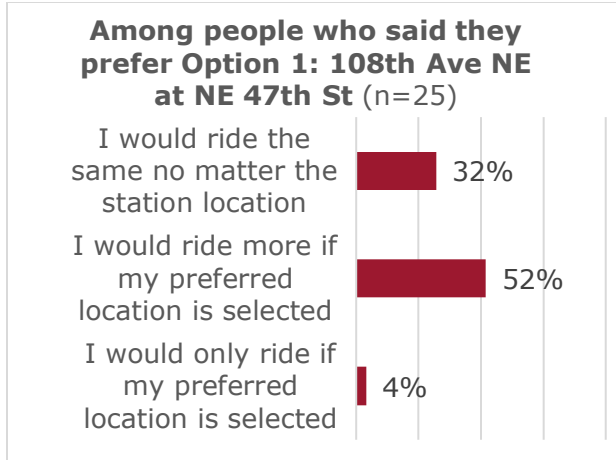


Figure 26. Graph of ridership change if 1

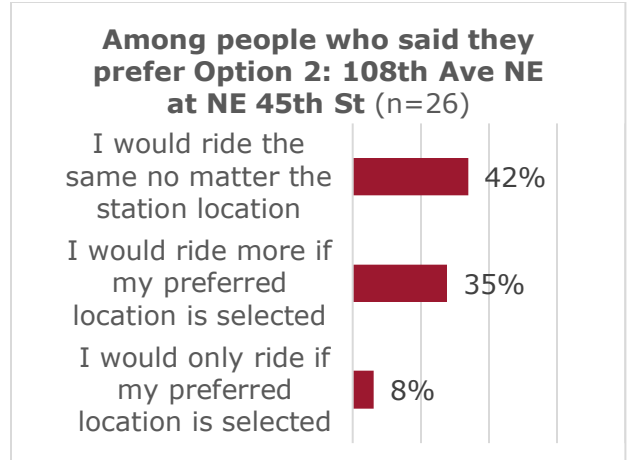


Figure 27. Graph of ridership change if 2

Overall, 91% of respondents would ride the same or more if Option 1 is selected, while 89% would ride the same or more if Option 2 is selected.

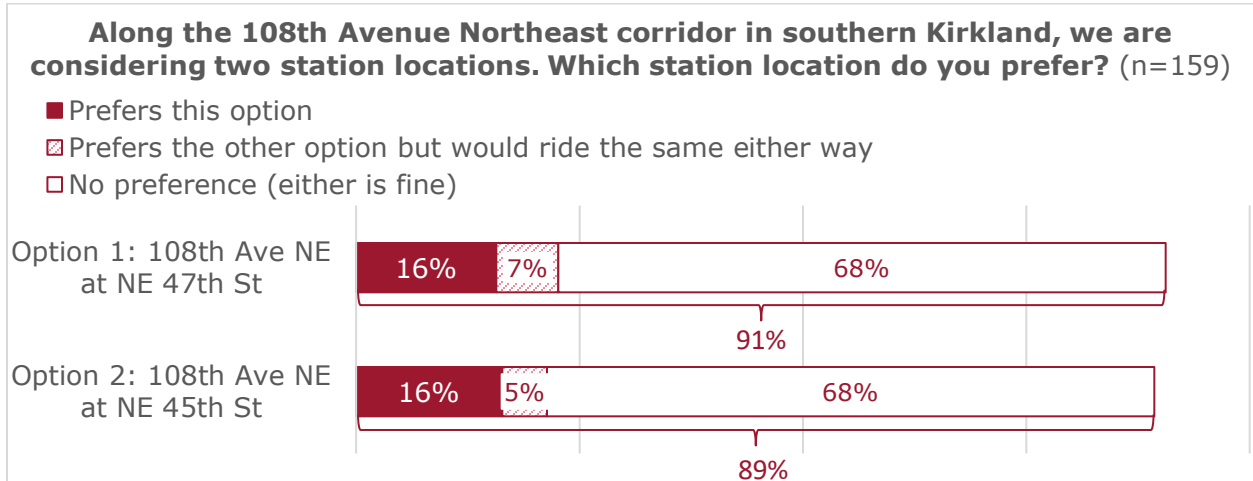


Figure 28. Graph of station preference and change of ridership for Option 1 and Option 2

# RAPIDRIDE

## Station location – Bellevue Transit Center

When asked about the two proposed station locations at the Bellevue Transit Center, nearly half (49%) said they preferred Option 2: 110<sup>th</sup> Avenue NE. Another 27% said they had no preference, followed by 23% who selected Option 1: 108<sup>th</sup> Avenue NE.

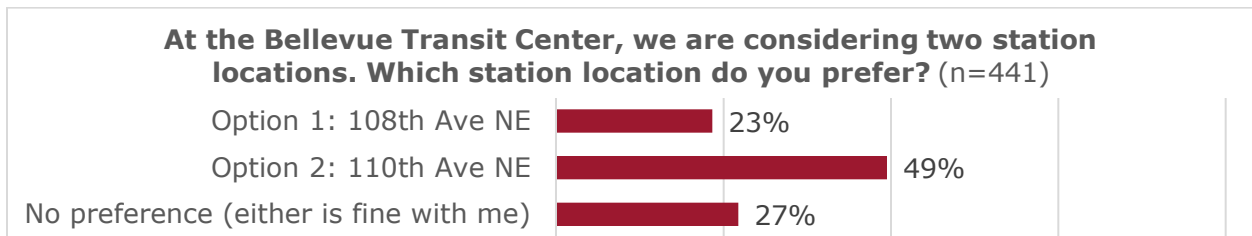


Figure 29. Graph of station preference at Bellevue Transit Center

When asked how the station location would impact their ridership, 43% among those who selected Option 2: 110<sup>th</sup> Avenue NE said they would ride more if that location was selected, compared to 36% of those who said Option 2: 108<sup>th</sup> Avenue NE. However, among those who selected Option 1: 108<sup>th</sup> Ave NE 8% said they would only ride if this option is selected, compared to only 4% among those who chose Option 2: 110<sup>th</sup> Ave NE

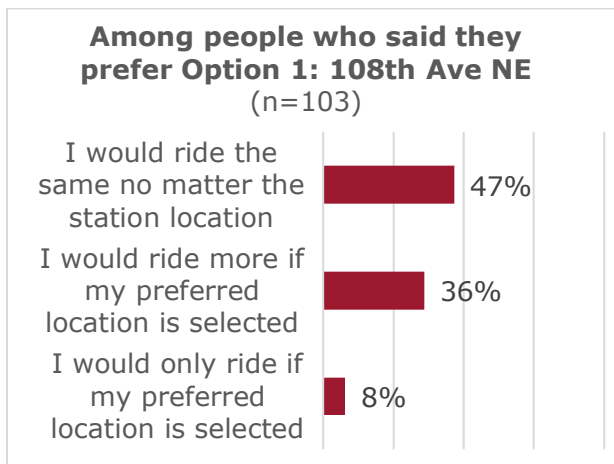


Figure 30. Graph of ridership change if 1

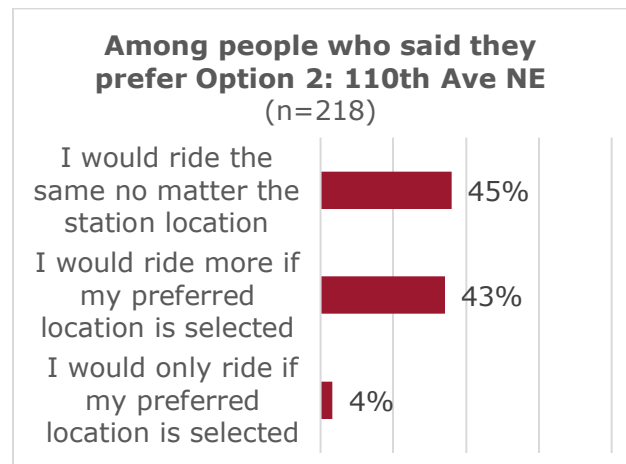


Figure 31. Graph of ridership change if 2

Overall, 87% of respondents would ride the same or more if Option 2 is selected, while 72% would ride the same or more if Option 1 is selected.

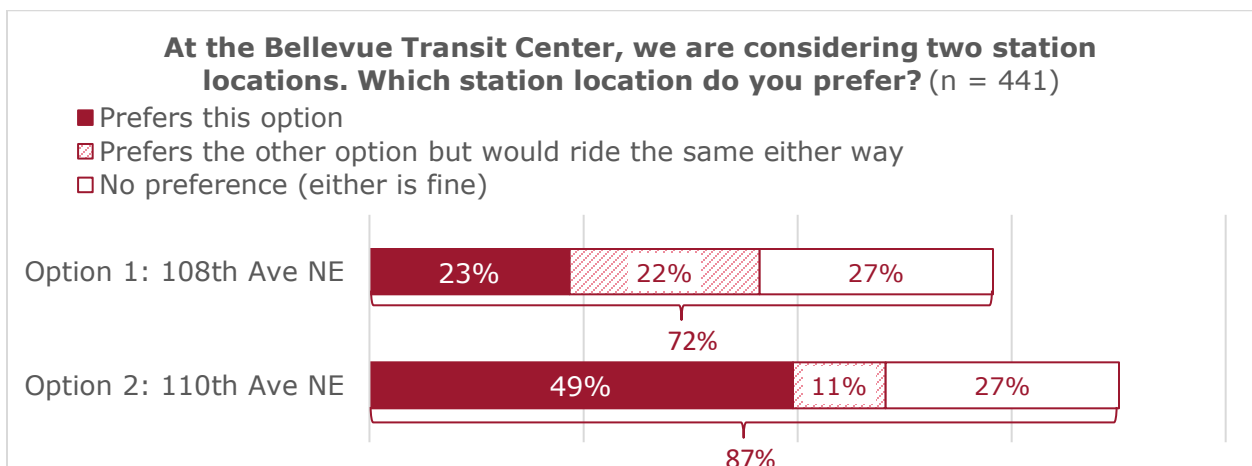


Figure 32. Graph of station preference and change of ridership for Option 1 and Option 2

# RAPIDRIDE

## Station location – Downtown Bellevue

Finally, when asked about proposed station locations in Downtown Bellevue, respondents were divided across options, with 36% saying they had no preference, 34% selecting Option 2: 112<sup>th</sup> Ave SE, and SE 8<sup>th</sup> St and 30% selecting Main St and 116<sup>th</sup> Ave SE.

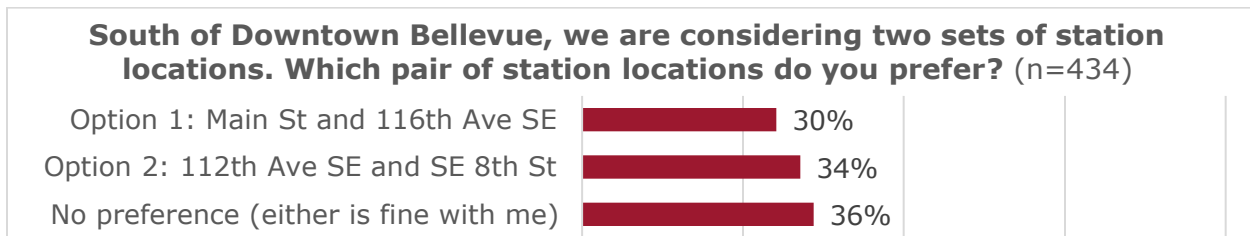


Figure 33. Graph of station preference South of Downtown Bellevue

Similarly, when asked how the station location would impact their ridership, preference between options was similar with 44% saying they would ride more if Option 1 is selected and 43% if Option 2 was selected. However, slightly more respondents said they would only ride if Option 1: Main St and 116<sup>th</sup> Ave SE is selected (11%), compared to 7% who said they would only ride if Option 2: 112<sup>th</sup> Ave SE and SE 8<sup>th</sup> St is selected.

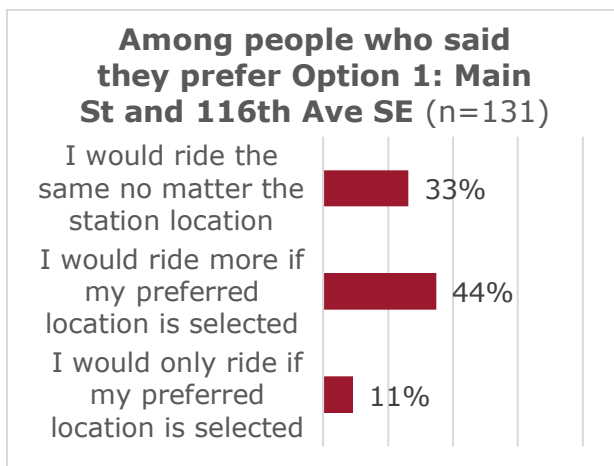


Figure 34. Graph of ridership change if 1

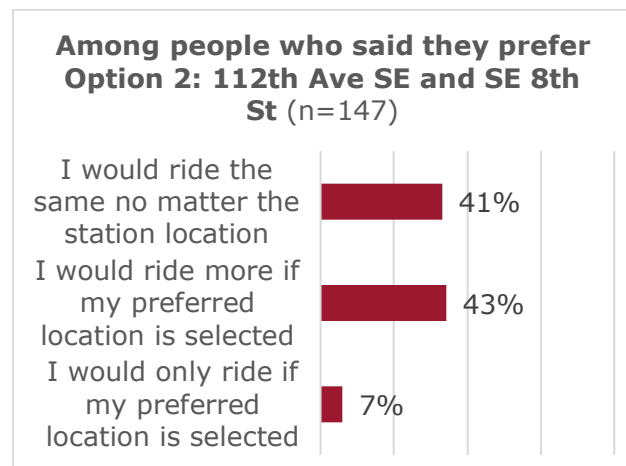


Figure 35. Graph of ridership change if 2

Overall, 80% of respondents would ride the same or more if either option is selected. 26% of respondents who stated a preference for either option say they would ride more or only ride if Option 1 is selected, while 27% would ride more or only ride if Option 2 is selected.

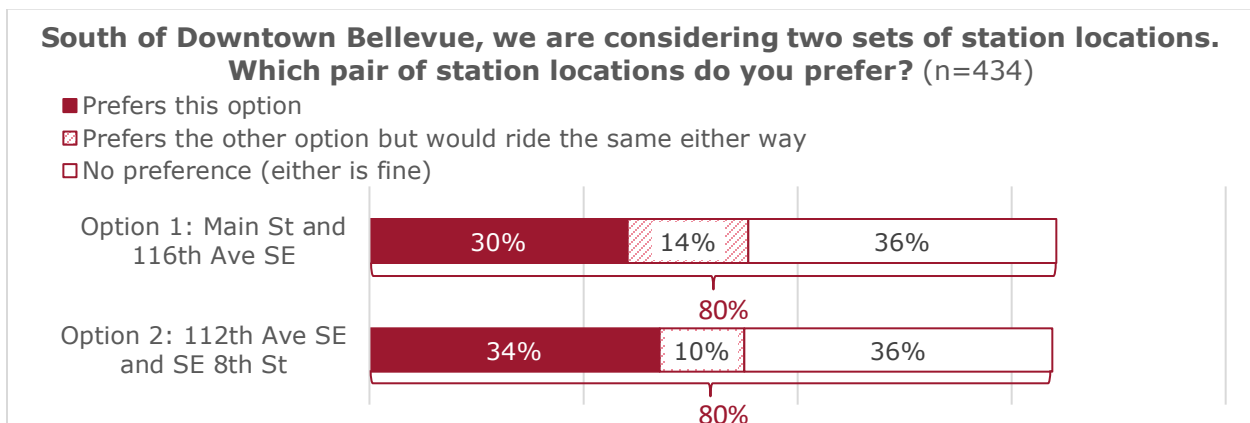


Figure 36. Graph of station preference and change of ridership for Option 1 and Option 2



# RAPIDRIDE

## Community engagement feedback

The survey also included a standard set of questions about experiences with the community engagement process. Overall, respondents were satisfied with their experience, with 69% agreeing that the notice, advertisement, or invitation to learn more and participate was clear and welcoming, 75% agreeing that they had enough time to provide meaningful feedback from the time they were notified, and 66% agreeing that, regardless of how they feel about the outcome, they can see how public feedback can shape the decision-making in this project.

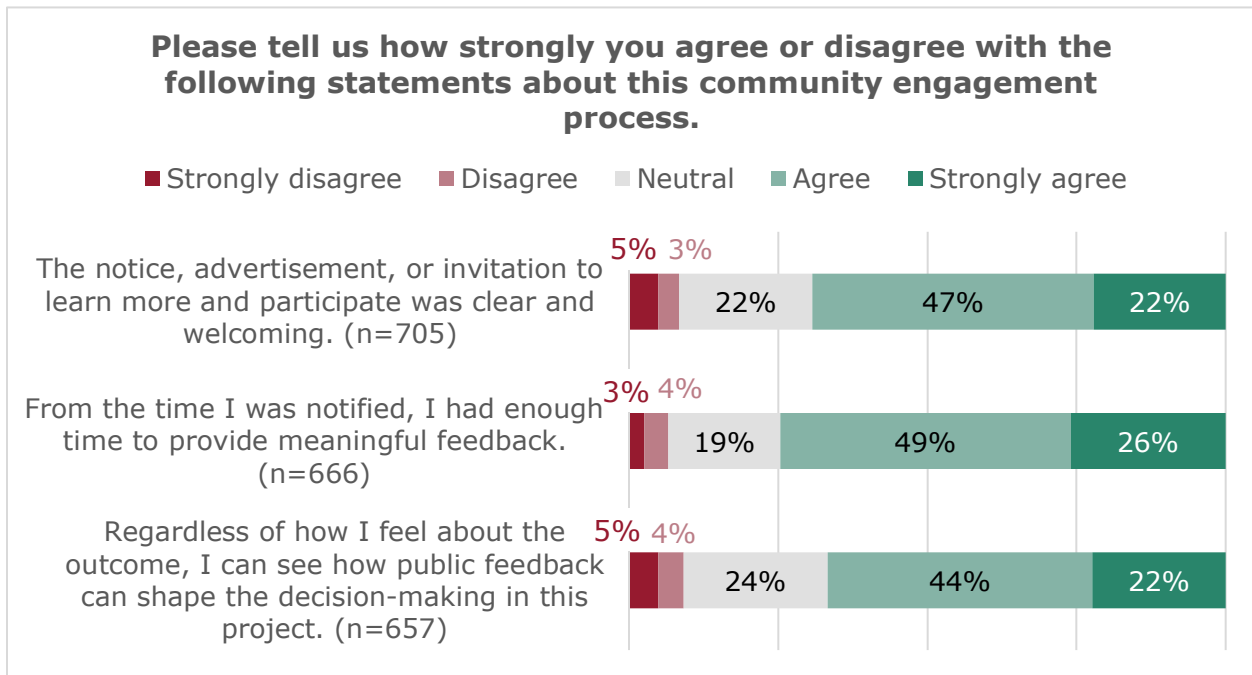


Figure 37. Graph of agreement towards community engagement process

When asked to share any additional comments, we received a total of 137 open-ended comments:

- **Outreach and communications (46 comments):**
  - Most comments related to outreach and communications were respondents describing how they learned about the survey or suggesting additional outreach methods, most of which were in fact already implemented for this project.
  - Many expressed positive views of the outreach and communication for this project and shared their appreciation.
  - A few mentioned difficulties finding the link to the survey, as most outreach materials linked to the website and not directly to the survey.
  - Some asked questions or expressed confusion about the content of the communication materials.
- **Impact and decision-making (36 comments):**
  - Several commenters described past bad experiences with public agencies and expressed the sentiment that this survey and other forms of outreach are merely lip service to the ideal of community-driven decision-making, with no real impact.

# RAPIDRIDE

*"Honestly, my perception is that plans are made first, then feedback is solicited as a means of allowing citizens to feel heard. That feedback is almost never incorporated into the plans."*

- Some noted that the survey presented limited options and inferred that many aspects of the project were already decided prior to seeking community input.

*"It's obvious this is a done deal and many of the questions direct the answers to limited choices that give us little meaningful input. You give us limited parameters and call it feedback or choice."*

- Others expressed concern about whose voices are elevated in the decision-making process, from businesses and wealthy lobbyists to non-transit user residents.

*"I worry that too often wealthy folks and their lobbyists have more weight in these conversations than the people who actually use and benefit from these services do."*

*"You give NIMBYs too much power with this feedback system. You know transit should be safe, efficient, fast, and connect to other lines, so just make it so."*

- Some noted that the decision-making process feels opaque, particularly with regards to how public feedback is incorporated.

*"It's not clear to me how much influence this survey has, what's the next step and who the decision-makers are."*

*"You've gotten to this stage without really showing how public comments were incorporated - City staff and Council/Manager, yes, the general public comments not so direct."*

- **Additional feedback about transit (36 comments):** some respondents shared additional questions or feedback related to the content of the survey, which span a wide variety of topics.
- **Project timeline (13 comments):**
  - Several respondents expressed frustration and confusion at the lengthy timeline for this project, wondering why it takes so long to implement.
  - A few said that they did not feel they had enough time to provide feedback.
- **Survey design (6 comments):**
  - We received three comments expressing confusion about the ranking question (see discussion on page 19), where respondents shared that the scale from least important (1) to most important (3) was unintuitive.

*"The 'least important (1) to most important (3)' ordering was very confusing! At first I thought 1 meant most important."*

- One respondent shared that this survey was difficult to use with a screen-reader.
- One respondent noted that the multiple language options were confusing, and they had difficulty finding the default English option.
- One expressed that the layout was somewhat confusing on the home page.

# RAPIDRIDE

When asked how they heard about the project, respondents described a variety of outreach methods. Many (24%) said they heard about it through a brochure or flyer, Facebook (19%), or news media or neighborhood blogs (17%). Some respondents also selected an organization they're involved with (10%), friends or family (10%), posters at bus stops (7%), the King County Metro website (7%), the Metro Matters blog (5%), Instagram (4%), Twitter (3), their employer or school (3%), and advertisements on or in buses (2%). Among the 19% of respondents who selected "other", over half (73 respondents) said they received a postcard or flyer in the mail. Another quarter (32 respondents) said they heard about it through email (City newsletters and emails from City or County Council members), with the remaining quarter describing various other methods.

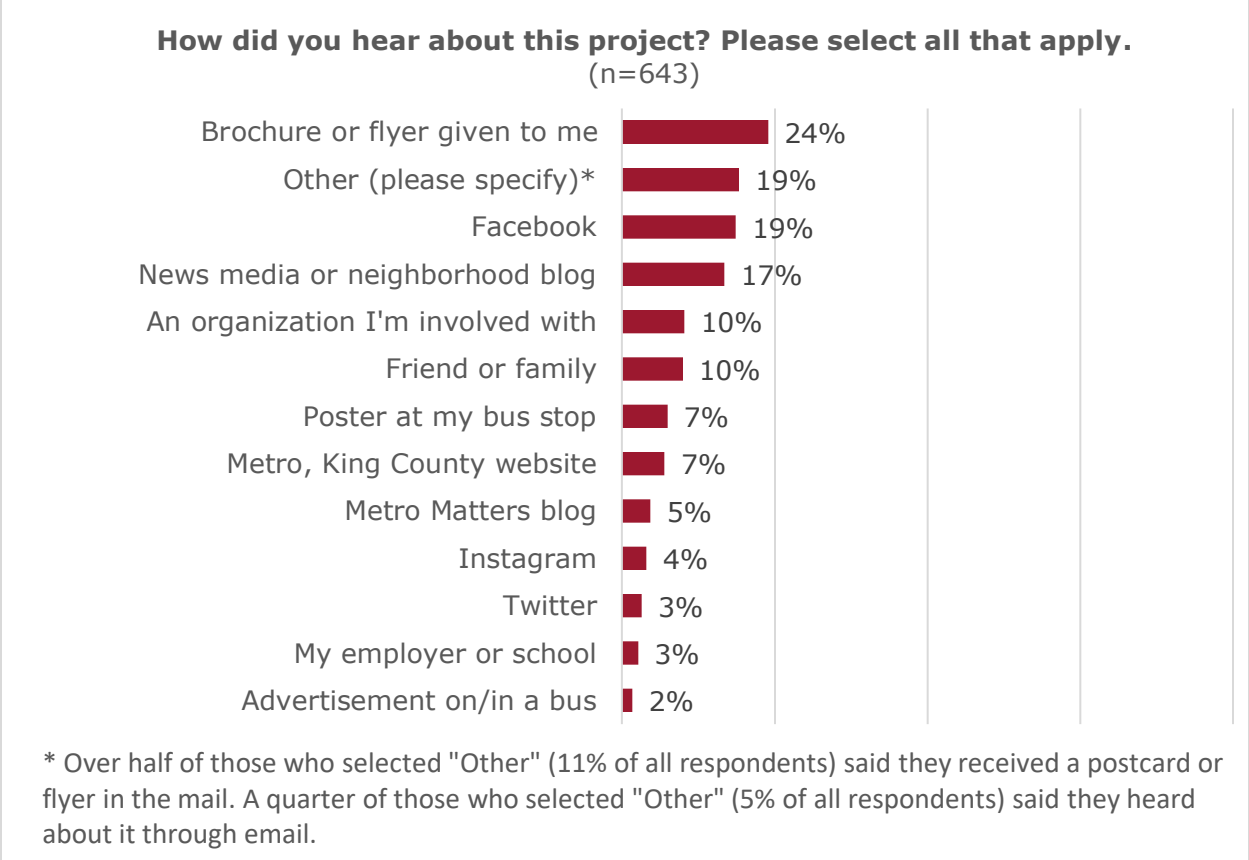


Figure 38. Graph of how respondents heard about the project.

# RAPIDRIDE

## IN-PERSON ENGAGEMENT

### What we did

King County Metro hosted informational tables at community locations in Bellevue and Kirkland in June and July 2024. Metro staff focused on engaging community members where they are—at grocery stores, libraries, community events, and bus stops and transit centers. Event attendees had the opportunity to connect with Metro, ask questions, engage in-language with a language specialist, and provide contact information to receive regular project updates. Project team members:

- Shared information about RapidRide K Line, KC Metro operations, and answered questions.
- Encouraged community members to take the survey to provide input on conceptual design plans.
- Provided ways to find more information and stay engaged on project updates.



Figure 39. KC Metro outreach at Kelsey Creek Rd. & Tye River Rd.

Project staff hosted tabling events and conducted street team outreach to engage transit riders. At tabling events, staff shared project materials including English and in-language fact sheets containing information on the new RapidRide



Figure 40. KC Metro outreach at Uwajimaya

K Line route, upcoming engagement events, a link to the survey, and project timeline. Metro provided flyers and informational brochures in the following languages: English, Japanese, Korean, Russian, Spanish, Simplified Chinese, Traditional Chinese, and Vietnamese.

A large display board featured the RapidRide K Line route map and proposed station locations. Staff highlighted benefits of RapidRide K Line, proposed route and stations, and the project timeline. Attendees were encouraged to sign up for the project listserv to receive updates on RapidRide K Line. Staff shared giveaways as incentives for engagement, ranging from foam Metro buses to reflective safety protection, keychains and notepads.

# RAPIDRIDE

## Tabling Events

RapidRide K Line project team members engaged nearly 615 people at nine tabling events between June 27 and July 23, 2024. The following table lists all outreach events and in-language materials distributed.

<b>Event</b>	<b>Date</b>	<b>City</b>	<b>Booth visitors</b>	<b>In-language materials distributed</b>
Bellevue Farmer's Market	06.27.24	Bellevue	~62	English, Simplified Chinese, Korean, Spanish
Kirkland Library	07.06.24	Kirkland	~72	English
Bellevue Mini City Hall	07.09.24	Bellevue	~48	English, Simplified Chinese, Traditional Chinese, Russian
Uwajimaya	07.09.24	Bellevue	~53	English, Simplified Chinese, Traditional Chinese, Japanese
Kirkland Wednesday Market	07.10.24	Kirkland	~52	English
Juanita Farmer's Market	07.12.24	Kirkland	~ 20	English
Asian Family Market	07.13.24	Bellevue	~ 103	English, Simplified Chinese, Traditional Chinese, Korean
Bellevue Library	07.20.24	Bellevue	~125	English, Simplified Chinese, Traditional Chinese
QFC (Factoria)	07.22.24	Bellevue	~21	English

# RAPIDRIDE

## ***Bellevue Farmer's Market***

Metro staff attended the Bellevue Farmer's Market on June 27, from 3 p.m. – 7 p.m. Staff shared a table with Metro's Just One Trip team and provided project fact sheets and a few branded giveaway items to hand out.

## ***Kirkland Library***

Project staff tabled at the Kirkland Library on July 6, from 12 p.m. – 4 p.m. Staff set up the table near the outside entrance of the library, catching people going in and out of the building. Community members were drawn to the poster board to identify landmarks around Kirkland, and all community members requested project information sheets in English. Community members asked about the project timeline and Orca card options.



*Figure 41. KC Metro outreach at Kirkland Library*

## ***Bellevue Mini City Hall***

Project staff tabled at Bellevue Mini City Hall on July 9, from 11:30 a.m. – 3 p.m. Staff set up the table across from the entrance of the Mini City Hall, located at the Crossroads Shopping Mall. Community members requested fact sheets in English, Simplified Chinese, Traditional Chinese, and Russian. Community members were particularly interested in identifying Bellevue locations on the display board map. Many community members requested more detail about the frequency of buses and travel time along the RapidRide K Line route. Community members also asked how RapidRide could help them connect them to SeaTac airport.

## ***Uwajimaya***

Project staff tabled at Uwajimaya on July 9, from 4 p.m. – 7:30 p.m. Staff set up the table at the entrance of Uwajimaya, directly after tabling at Bellevue Mini City Hall. Community members requested Simplified Chinese, Traditional Chinese, Spanish, and Japanese fact sheets. One community member spoke Tagalog but requested an English fact sheet. Community members were very interested in the display board map, while some community members shared they heard of RapidRide K Line through postcard mailers.

## ***Kirkland Wednesday Market***

Project staff tabled at the Kirkland Wednesday Market on July 10, from 3:30 p.m. – 7 p.m. Many community members came from out of town and abroad and used the display board to orient themselves. Community members shared enthusiasm about the project, but many shared that they did not have time to take the survey. Community members expressed confusion about Route 255 and how the K Line will connect to the Light Rail, Line 2 I-90 Bridge opening, and the proposed South Kirkland-Issaquah Light Rail line. Some folks also had concerns about the lack of transit options across SR-520 and access to Seattle and other nearby cities.

## ***Juanita Farmer's Market***

Metro staff tabled at the Juanita Farmer's Market on July 12, from 3 p.m. – 7 p.m. Metro shared a table with Free Youth Transit and Metro Flex and provided project fact sheets and a few branded giveaway items to hand out. Community members shared that RapidRide

# RAPIDRIDE

service is very limited in the Juanita area, and they hope to have more connection between service areas.

## ***Asian Family Market***

Project staff tabled at the Asian Family Market on July 13, from 11 a.m. - 3p.m. Staff set up the table at the entrance of the store. Many community members requested project fact sheets in Simplified Chinese and tried to communicate with the staff in Cantonese. We recommend including a Cantonese interpreter at all future outreach events in this area. Many community members were curious about RapidRide K Line design and timeline and excited to hear about how it would connect to RapidRide B Line. Many families engaged with staff and expressed interest in transit in the Crossroads neighborhood. Staff received questions about how the K Line would connect to Seattle and light rail, frequency of RapidRide busses, and the Orca pass.

## ***Bellevue Library***

Project staff tabled at the Bellevue Library on July 20, from 11 a.m. - 3 p.m. Staff set up the table inside the main entrance to the Bellevue Library, catching people going in and out of the building as well as people walking around inside. Community members were particularly attracted to the giveaways and display board. They expressed interest in seeing how RapidRide K Line connects to the 2 Line and other buses. Many community members asked about senior-discounted ORCA cards and printed bus maps. Others asked about how to pay for buses and other transit.



*Figure 42. KC Metro outreach at Bellevue Library*

## ***QFC Factoria***

Project staff tabled at the QFC in Factoria on July 22, from 12 p.m. - 3:30 p.m. Staff set up the table outside the entrance of the grocery store, catching people going in and out. Most community members did not ride the bus but showed interest in the new route. Many people looked at the map to see where RapidRide K Line reaches Factoria Boulevard and the Eastgate Park and Ride. Staff answered questions about the project timeline, the Stride bus on I-405, and connections to light rail. As this tabling event was during a typical 9-5 workday, staff noticed lower engagement numbers and would recommend evening hours for future grocery store events.

# RAPIDRIDE

## Street Team Events

RapidRide K Line project team members engaged nearly 60 people at two street team events between June 27 and July 23, 2024. The following table lists all outreach events and in-language materials distributed.

Event	Date	City	Booth visitors	In-language materials distributed
Kelsey Creek Road & Tyee River Road	07.16.24	Bellevue	~20	English
Totem Lake Transit Center	07.23.24	Kirkland	~39	English, Traditional Chinese

### ***Kelsey Creek Road & Tyee River Road***

Project staff conducted street team outreach at the Kelsey Creek Rd. & Tyee River Rd. Bus stop located at the Bellevue College campus on July 16, from 11:00 a.m. – 2:00pm and 2:30 p.m. – 3:30 p.m. Staff engaged with bus riders as they waited for the bus. Most people preferred to scan the QR code instead of taking a project information sheet. Community members were particularly interested in a rendering of the route map displayed on laminated paper and used it to reference their current location. Staff found it difficult to street team at the bus stops, as community members did not seem interested in being approached. Outreach staff recommend making giveaway items visible and using a larger display board for future street teaming events.

### ***Totem Lake Transit Center***

Project staff conducted street team outreach at the Totem Lake Transit Center on July 16, from 11 a.m. – 1 p.m. and 1:30 p.m. – 3:30 p.m. Staff set up a small table with Metro-branded giveaways and display board with the route map. Community members preferred to take a project fact sheet (compared to scanning the QR code) and expressed enthusiasm about sharing input on RapidRide. Staff heard more transit-specific comments and questions, including:

- Feedback about RapidRide needing right-of-way at stoplights
- Interest in faster service to key destinations (such as Kirkland along 108th) instead of more frequent stops
- Adding dedicated bus lanes
- Improving connections to schools like Lake Washington Institute of Technology
- Longer route
- Interest in RapidRide routes to reach less populated areas in Kirkland



*Figure 43. KC Metro outreach at Totem Lake Transit Center*

Staff found that visual giveaways and the display board encouraged community members who were initially hesitant to engage to approach the table. Additionally, Metro bus drivers also visited the table and shared feedback.



# RAPIDRIDE

## What we heard

Below is a summary of commonly asked questions and comments we heard at in-person outreach events, arranged by topic.

### About the project

- What is the project timeline?
- How will RapidRide connect to light rail (both 1 and 2 line) and other routes on the map?
- How does Rapid Ride connect to Seattle, specifically Downtown Seattle and SeaTac airport?
- How will RapidRide K Line affect the number of transfers I have to make on my route?
- Will the Rapid Ride change any of the bus routes coming to this stop?
- How long will it take for the buses to travel the full RapidRide K Line route?
- How did Metro identify the route and bus station locations?

### Speed and reliability

- How often will RapidRide K Line buses arrive?
- Interest in faster service to key destinations and dedicated bus lanes.

### System expansion

- What is the difference between RapidRide, Metro buses, and light rail?
- What is the Stride BRT on I-405, and how is that different than RapidRide?
- When will the Light Rail 2 Line reach Seattle?
- How does RapidRide K Line impact route 255?
- How does RapidRide K Line connect to other buses, such as RapidRide B Line?

### Payment options

- Can the ORCA card be used across all transit options (Metro bus, RapidRide, Light Rail)?
- How does the new mobile ORCA pass work?
- Where can I purchase a senior-discounted ORCA card?
- Can I use my credit cards to pay for my fare?
- Is the RapidRide fare different than other Metro buses?
- Can kids ride free?

### General comments

Outreach staff noticed common patterns across all events. Here are the most frequent observations:

- For most of the events, a moveable "WE ARE HERE" sticky note was put on the board to indicate the current location of the tabling event and helped people orient themselves. People were drawn to the poster board to identify where they live and the location of the event, and where they would prefer to commute to using the K Line.
- Most folks were drawn to the giveaways, especially families with children, for whom the foam buses and orcas were very popular. Other popular giveaway items included pens, notebooks, and lanyards. Putting these items on display encourages people to visit the table and be open to hearing about the project.
- Most common frustration revolved around the length of the project timeline, with community members stating they might not live in the affected area by the time the project is complete.

# RAPIDRIDE

## Knowledge gained for future engagement events

When planning for community outreach at future events, King County Metro should consider street teaming at highly frequented transit centers. Given the success of street teaming at Totem Lake Transit Center compared to Kelsey Creek Road & Tyee River Road, Metro should street team at locations where community members and bus drivers often wait for longer periods of time due to breaks or waiting for their bus to arrive. When street teaming, community members were best engaged while waiting for the bus to arrive. At the first street teaming event, community members did not seem comfortable being approached to discuss the project. During the second street teaming event, staff encouraged community members to engage by displaying the Metro-branded giveaways and poster board and found it more successful. Metro will consider visual displays and giveaways at future outreach to invite more engagement.

In general, community members enjoyed Metro-branded giveaways and approached the table with input and questions. At future tabling events, Metro should continue to offer



Figure 44. KC Metro outreach at Kirkland Library

these giveaway items at both tabling and street teaming events. The most frequently requested giveaway items included the plush RapidRide busses, plush ORCA whales, ORCA card holders/lanyards, and flashlight pens. We also recommend providing free ride passes at future events.

The large display board featuring the route map was helpful to share information and communicate elements of the project visually.

Community members who were eager to take the survey often scanned the QR code on

the back of the project information sheet. Since the QR code leads to the project website instead of the survey directly, some community members found it difficult to locate the survey link on the website. We recommend linking directly to the survey, or making the survey more prominent, and easier to access at future events.

Certain tabling locations in Bellevue and the Crossroads neighborhood such as Uwajimaya and Asian Family Market had a high number of community members requesting verbal engagement in Cantonese. We recommend offering a Cantonese interpreter at these locations.

# RAPIDRIDE

## VIRTUAL MEETINGS

---

### What we did

King County Metro hosted two virtual community meetings to share information about RapidRide K Line conceptual design plans. The project team's goals included the following:

- Educate community members on RapidRide K Line
- Continue to build trust in King County Metro by transparently sharing where K Line is in the current process
- Answer questions the community may have
- Encourage participants to take the online survey to share input on conceptual design plans.

Both events were virtual public meetings that lasted roughly one hour. They each contained a brief slide deck and a Q&A session led by Metro staff. Both Zoom meetings provided a Spanish interpreter and Portuguese interpreter with outlined instructions on how to engage with them.

### Who we heard from

Twelve community members attended the first virtual public meeting, and five community members attended the second meeting. For both meetings, Metro's engagement lead and project lead gave a RapidRide K Line presentation that explained the project history, provided an overview of RapidRide K Line, past engagement, and how Metro will continue to engage the community. Metro also gave an overview of next steps, explaining how feedback will be used in the Locally Preferred Alternative (LPA) design. Following the presentation, Metro facilitated a Q&A session. Below is a summary of the questions and comments we received.

### What we heard

Below is a summary of commonly asked questions and comments we heard at in-person outreach events, arranged by topic.

#### About the project

- Where are the bus station locations, especially in Kirkland?
- Are K Line and Metro buses managed by the same department in King County?
- How does the K Line fit into the North Eastside Mobility Project vision?
- How will K Line impact route 255 in Kirkland?
- Will the new buses be able to go through new traffic roundabouts near 85th?
- How did Metro decide the RapidRide K Line route? Will RapidRide serve the busiest segments of the 249, 255, and 271?
- Does RapidRide K line end at Eastgate due to lower ridership further east?
- Will RapidRide K Line have a better transfer to Wilburton area than RapidRide B Line?
- Could RapidRide K line remain on 166th Avenue NE south of NE 8th Street?
- Please consider shifting RapidRide K Line (and Route 250) to 120th Avenue NE north of NE 112th Street to connect with Link at the Spring District station.
- Ending the RapidRide K Line route at Totem Lake Transit Center displaces Route 255. Suggest Metro ends RapidRide route at X and 255 route at Totem Lake Transit Center to better connect riders with nearby transit.
- Is the ridership data gathered in 2019 impacted by the pandemic in 2020? Especially considering an increased number of people working from home.

# RAPIDRIDE

- How long does it take to build RapidRide?
- Will Metro first identify the route before confirming other capital improvements?
- Is there a map showing how RapidRide impacts properties on 108th Ave NE in Kirkland?
- Are these double articulated buses or regular coaches?
- Are these electric buses?
- Will RapidRide K Line include custom buses?
- What are the expected travel times for the full route and between key destinations?

## Funding and project cost

- What is the total cost of RapidRide K Line?
- Is there a project operating budget?
- This project has been significantly delayed. If there are further budget shortfalls, how will Metro prioritize which projects to delay?

## Speed and reliability

- Will Metro build dedicated bus lanes along the entire route?
- Will buses run every ten minutes, seven days a week?
- Does speed & reliability improvements include off-board payment, back door ORCA readers on buses, stop consolidation, queue jumps, and traffic signal priority. Are there others too?
- How can Metro guarantee reliability for any RapidRide route without the majority of it operating in dedicated lanes?
- Is there a process for similar speed/reliability improvements for existing Metro bus routes?
- Do local cities approve final design of road improvements for speed and reliability?
- Will the new road to the west of Bellevue College have bus lanes?
- Will parking be removed along the Totem Village on 120th to allow for buses?

## Community engagement

- How can we find a calendar of tabling events?
- Will the slides be posted for future public viewing?
- What are the best ways to give additional feedback?
- Can we give feedback after the survey closing date of July 24?

## System expansion

- Does Metro have plans to return 255 bus service to downtown Seattle from Downtown Kirkland, as it did in the past?
- The right turns onto 120th from Totem Lake Blvd and from 120th onto 128th will be very hard for articulated buses.
- If the Route 255 terminal remained at Totem Lake Transit Center and RapidRide K line ended at Kingsgate both routes could serve the NE 128th Street transfer point.
- Metro should consider changes to make routes 230, 231, and 239 more direct.
- Where can we find more information on the new road west of Bellevue College?
- Will Kirkland change parking on 120th Avenue NE to allow routes 225 and 239 to use their regular pathway?

# **RAPIDRIDE**

## **COMMUNITY LIAISON SERVICE**

---

### **What we did**

Metro reintroduced RapidRide K Line to community partners within the project area. We conducted four rounds of phone and email outreach to community-based organizations, businesses, and neighborhood organizations to share information about the survey, virtual meetings, provide multilingual fact sheets, and offer briefings.

Metro's Community Liaison Program is a team of staff with lived experience and expertise in navigating and communicating with historically underrepresented communities including low-income, linguistically diverse, communities of color, people with disabilities and immigrants and refugees. The program, which aligns with Metro's Strategic Plan Engagement goals, aims to build trust and familiarity through culturally specific and equitable interactions. Launched in fall 2023, the program works to build community relationships and conduct outreach both in-person and online.

Metro's community liaisons shared RapidRide K Line project updates with multicultural and small businesses, community gathering spaces, and places of worship. They focused on gathering feedback and encouraging organizations to share information with customers and or other community members. Community liaisons also shared project fact sheets and encouraged folks to take the online survey.

### **What we heard**

During this round of engagement Metro held one briefing with Kirkland Senior Council. About 15 senior council members attended and shared the following comments with Metro staff.

#### **Speed and reliability**

- Participants shared the following areas in Kirkland are often congested. They asked Metro about plans to improve transit speed and reliability in these locations.
- 108<sup>th</sup> Av NE and NE 68<sup>th</sup> St, Metro should consider a queue jump or other speed-and-reliability tool to get buses through the area with less delay.
- Will Metro consider widening the road or other changes at Central Way up to 116th to improve bus speed and reliability?
- 108<sup>th</sup> Street near the Kirkland Transit Center experiences high congestion and there are plans to build multifamily housing in this area.
- How is Metro analyzing traffic flow and considering impacts to parking?

#### **System expansion**

- Interest in direct services to Seattle.
- How will Metro restructure route 255?
- What are the overall expansion plans for the eastside?

#### **Community engagement**

- Senior council members shared about some difficulty answering survey questions.

# RAPIDRIDE

## ADDITIONAL EMAIL AND SOCIAL MEDIA COMMENTS

---

Metro received 58 comments through the RapidRide project email inbox and via social media. Below is a summary of what we heard.

### About the project

- Some transit advocacy organizations asked about the RapidRide K Line route in Downtown Bellevue. They were interested in further studies and data that would make sure K Line is efficient as possible.
- Community members also asked for ridership data, compared to other bus routes.
- Several community members asked about future engagement opportunities.
- A community member asked when Metro will build RapidRide K Line.
- Many community members shared support for the project and frustration about the time it takes to plan and build RapidRide.

### Speed and reliability

- Some community members were frustrated with the frequency of current bus routes and noted time spent waiting or transferring to another route could make them late for work.

### System expansion

- Some commenters expressed concern about current bus service, noting more transfers are required to get to the same location.
- Others were worried about changes to current routes, such as the 255, and future transit connections to Seattle.

### Funding and project costs

- Some commenters on Facebook expressed their anger about the project cost.

### General comments

- Many commenters were very happy Metro is making positive changes in their community and providing more options for people to travel without a car.
- A commenter shared feedback on the survey and asked Metro to make surveys more accessible.

# RAPIDRIDE

## 4. Learning from community

We will use the input we heard to refine our engagement approach, including engaging community members in more languages they use, including Portuguese and Tagalog. We will consider conducting in-person outreach in languages other than English, especially Cantonese. We will continue to engage with CBOs contacted during Phase 2 of engagement, taking note of which outreach locations engaged a high number of people. When conducting in-person outreach, we will continue utilizing large visuals like the large display board and offer giveaway items to encourage community members to engage.

Some community members expressed confusion with the order of priorities in the online survey's ranking question. Closer examination of the survey data indicates that this may have been a widespread issue, which limits the conclusions we are able to draw from this survey question. For future surveys, we will explore using emojis or other visual aids for ranking questions to clearly convey the intended order of priorities and minimize confusion.

During Phase 3, we will focus on deepening relationships with community-based organizations, service providers, and partners serving our priority audiences. We will engage with Metro's community liaisons to further invest in relationship building with community partners. For future engagement efforts, we will focus on contacting CBOs earlier in the engagement period to provide information and scheduling logistics more in advance. We will also consider ways to invest in these relationships to encourage more participation, including potentially providing monetary support in sharing the word.

## 5. Next steps: How community feedback shapes project development

Metro will use community input gathered to help develop the Locally Preferred Alternative (LPA), which will be presented in the Phase 3 community engagement set to take place in early 2025.

During Phase 3, Metro will present elements of the LPA to the public and other stakeholder groups, such as information about RapidRide K Line route and station locations. Additional information will also be shared about recommended access to transit projects (sidewalks, bike lanes, etc.) and speed and reliability projects.

Community feedback provided in the last two phases will help plan engagement activities and advance design of RapidRide K Line. For example, survey respondents in Phase 2 identified buses that run faster, more frequently, and more reliably to be motivators for using transit. Metro will prepare additional information in Phase 3 to provide further education of the different types of speed and reliability treatments with an emphasis on project benefits, cost, and implementation impacts. Community feedback will also shape project decisions. For example, 49% of survey respondents prefer Downtown Bellevue routing on 110th Avenue, over 108th Avenue (23% prefer). Metro will study the feasibility, cost, and potential impacts of placing stations along 110th Avenue.

The LPA is the final step in the planning phase which summarizes the research and work completed in this stage. Key elements and projects are identified for further development in the following phase, otherwise known as the "design phase". After community input is collected, the LPA will inform the Executive's recommendation of a Locally Preferred Alternative for the King County Council to discuss and act upon in mid-2025. This milestone

## **RAPIDRIDE**

confirms the RapidRide K Line route and station locations. During the design phase Metro will continue evaluating projects to make the bus easier to access, faster and more reliable.

The adoption of the LPA also allows Metro to begin seeking federal funding for construction.



### APPENDIX A: NOTIFICATION MATERIALS

#### Postcard Mailer

This postcard was sent out to community members to inform them of the RapidRide K Line survey.



# RAPIDRIDE

<b>Español</b> Spanish	¿Tiene preguntas? Envíe un correo electrónico a RapidRide Community Engagement: <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> o llame al: 206-263-9768.
<b>简体中文</b> Simplified Chinese	有疑问? 请联系RapidRide社区参与团队 <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> 或致电206-263-9768.
<b>繁體中文</b> Traditional Chinese	有疑問? 請聯繫RapidRide社區參與團隊 <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> 或致電 206-263-9768.
<b>日本語</b> Japanese	ご質問がある場合は RapidRideコミュニティ・エンゲージメントまでご連絡ください。メールアドレス: <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> または電話番号: 206-263-9768。
<b>한국어</b> Korean	질문이 있습니까? RapidRide 커뮤니티 인게이지먼트 팀( <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> 또는 206-263-9768)에 문의하세요.
<b>Русский</b> Russian	<b>Возникли вопросы?</b> Свяжитесь с отделом по работе с населением РэпидРайд (RapidRide) по электронной почте: <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> или по номеру: 206-263-9768.
<b>Tiếng Việt</b> Vietnamese	<b>Quý vị có thắc mắc?</b> Vui lòng liên lạc Bộ phận kết nối cộng đồng của RapidRide: <a href="mailto:rapidride@kingcounty.gov">rapidride@kingcounty.gov</a> hoặc 206-263-9768.



KSC-TR-0415  
201 S Jackson St  
Seattle, WA 98104-3856

PRSR7 STD  
U.S. POSTAGE  
PAID  
SEATTLE, WA  
PERMIT NO 1048

# RAPIDRIDE

## ROW Letter

This letter was sent to community members and local businesses that were in the direct path of RapidRide Line K's planned route, informing them of the project and asking them to take the survey to provide their input.



### Capital Division

Transit Real Estate & Environmental

June 12, 2024

Dear Neighbor:

King County Metro is working to bring new RapidRide service to East King County, to provide better, more reliable bus service to communities in Kirkland and Bellevue. By 2030, Metro plans to bring RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Kirkland and Bellevue, and Eastgate Park & Ride in Bellevue.

We are writing to inform you that Metro's early design plans for RapidRide K Line show this new bus service may have some impacts to nearby properties or businesses. We invite you to learn more about this project and share your thoughts via the online survey. If you have any questions and wish to connect, please find our contact information below. We are committed to engaging our neighbors at every stage of planning RapidRide.

Sincerely,

King County Metro  
RapidRide Community Engagement

- **For project related questions**, please reach out to King County Metro at [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) or 206-263-9768
- **For property related questions**, please reach out to LaBonde Land, Inc. at [scott@labondeland.com](mailto:scott@labondeland.com) or 206-623-1633

**Español | Spanish** ¿Tiene preguntas? Envíe un correo electrónico a RapidRide Community Engagement: [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov), o llame al: 206-263-9768.

**简体中文 | Simplified Chinese** 有疑问? 请联系 RapidRide 社区参与团队 [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) 或致电 206-263-9768.

**繁體中文 | Traditional Chinese** 有疑問? 請聯繫 RapidRide 社區參與團隊 [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) 或致電 206-263-9768.

**日本語 | Japanese** ご質問がある場合は、RapidRide コミュニティ・エンゲージメントまでご連絡ください。メールアドレス: [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)、または電話番号: 206-263-9768。

**한국어 | Korean** 질문이 있습니까? RapidRide 커뮤니티 인게이지먼트 팀([rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) 또는 206-263-9768)에 문의하세요.

**Tiếng Việt | Vietnamese** Quý vị có thắc mắc? Vui lòng liên lạc Bộ phận kết nối cộng đồng của RapidRide: [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) hoặc 206-263-9768.

**Русский | Russian** Возникли вопросы? Свяжитесь с отделом по работе с населением РапидРайд (RapidRide) по электронной почте: [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov) или по номеру: 206-263-9768.

# RAPIDRIDE

## Paid media

Digital advertisements were published in the Kirkland Reporter and the Bellevue Reporter.



King County METRO

### RAPIDRIDE

請幫助我們規劃 RapidRide 未來在柯克蘭和貝爾維尤的服務。

參與我們的問卷調查



King County METRO

### RAPIDRIDE

Help us plan RapidRide service in Kirkland and Bellevue.

Take our survey



RAPIDRIDE

Help us plan RapidRide service in Kirkland and Bellevue.

Take our survey

King County METRO



King County METRO

### RAPIDRIDE

Ayúdenos a planificar el futuro del servicio de transporte de RapidRide en Kirkland y Bellevue.

Realice la encuesta

# RAPIDRIDE

## Print Ad

This ad was printed in local newspapers to inform community members about the RapidRide K Line survey.



The image shows a black and white photograph of a RapidRide bus. The bus has "RAPIDRIDE" written on its side and "RAPIDRIDE K LINE" on its destination sign. A bicycle is mounted on the front rack. In the top right corner of the image, there is a circular logo with a large "K" and the text "PLANNED FOR 2030".

**Help us plan the future of the RapidRide service in Kirkland and Bellevue.**

Learn more and take our online survey by July 24:  
[kingcounty.gov/metro](http://kingcounty.gov/metro)



King County METRO

## Rider Alert

This Rider Alert flyer was placed on Bus Stops in the project area to inform community members about the RapidRide K Line Survey.

# RAPIDRIDE

## RIDER ALERT

Help us plan the future of RapidRide K Line in Kirkland and Bellevue.

Ayúdenos a planificar el futuro del servicio de transporte de RapidRide en Kirkland y Bellevue.

請幫助我們規劃RapidRide未來在柯克蘭和貝爾維尤的服務。

請幫助我們規劃RapidRide未來在柯克蘭和貝爾維尤的服務。

カークランドとベルビューのRapidRideサービスの未来を共に計画しましょう。

커글랜드와 벨뷰에서 향후 운영되는 RapidRide 서비스를 계획할 수 있도록 도와주세요.

Помогите нам разработать план будущего транспортного обслуживания скоростного автобусного сообщения RapidРайд (RapidRide) в городах Кирклэнд (Kirkland) и Белвью (Bellevue).

Giúp chúng tôi lên kế hoạch cho dịch vụ xe buýt RapidRide tại Kirkland và Bellevue.

Take our survey:  
06/27-07/24/2024

 [kingcounty.gov/rapidride/k](https://kingcounty.gov/rapidride/k)

 [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)  
206-263-9768





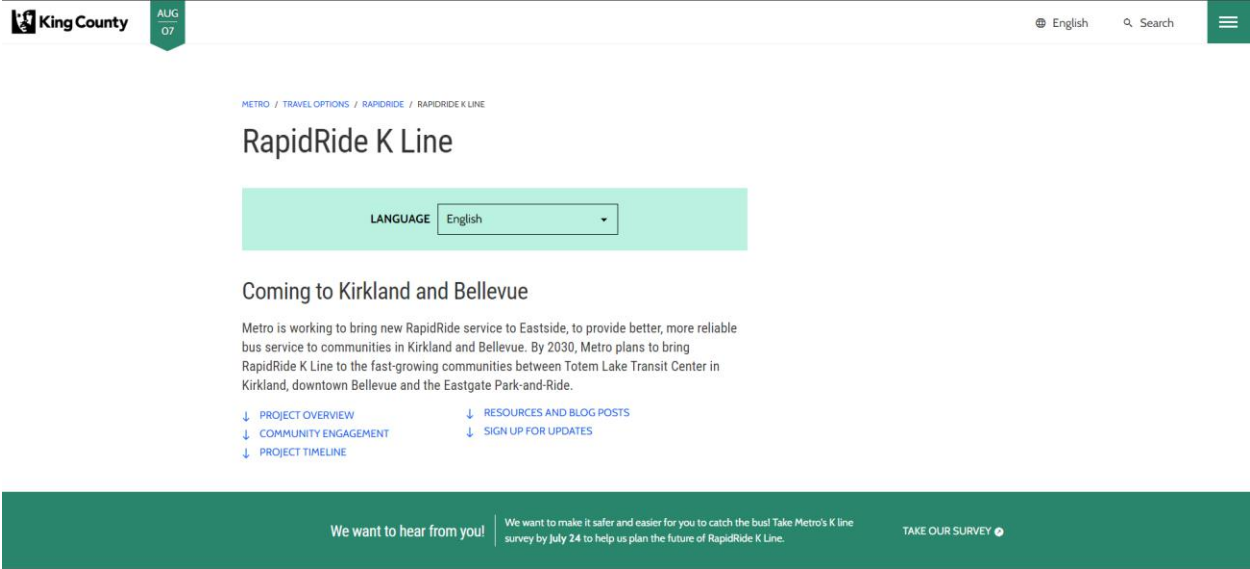
206-263-9768 (TTY Relay 711)  
[HaveASay@kingcounty.gov](mailto:HaveASay@kingcounty.gov)

 Interpreters - 206-533-3880  
Interpreters - 206-533-3880  
Interpreters - 206-533-3880  
Interpreters - 206-533-3880

# RAPIDRIDE

## RapidRide K Line Website

This is a screenshot for the landing page of the RapidRide Line K website that was shared with the community via the QR codes.



# RAPIDRIDE

## City of Bellevue Website Page

This is the first section of a page on the City of Bellevue’s website on RapidRide Line K. It can be found in the transportation projects section.

City of Bellevue, WA | Transportation Search  Go! Language  Menu

[Home](#) » [City Government](#) » [Departments](#) » [Transportation](#) » [Projects](#) » [RapidRide K Line](#)

# RapidRide K Line



[A](#) [A](#) [f](#) [X](#) [in](#) [e](#) [o](#)

### Projects

- [BelRed Improvements](#)
- [Capital Projects](#)
- [Crossroads Connect](#)
- [East Link Light Rail](#)
- [Neighborhood Projects](#)
- [State Highway Projects in Bellevue](#)
- [Transportation Levy Projects](#)
- [RapidRide K Line](#)**

### Help shape transit in Bellevue

King County Metro is developing preliminary designs for the RapidRide K Line that will serve Bellevue and Kirkland. Help shape the project by providing input on station locations and access improvements to help make the bus rapid transit service fast and reliable.

**Take the [survey](#) between June 27 - July 24.**

### Project Background

Planned for service in 2030, the [RapidRide K Line](#) will provide fast, reliable and consistent transit service between Totem Lake in Kirkland and the Castgate Park-and-Ride with stops at key hubs such as Bellevue College and downtown Bellevue.

The K Line will connect riders to other major transit routes in the area, including Sound Transit’s Link light rail 2 Line, I-405 Stride bus rapid transit, and the existing RapidRide B Line in Bellevue. By providing a network of frequent transit connections, Eastside passengers will be able to reach more locations in less time.

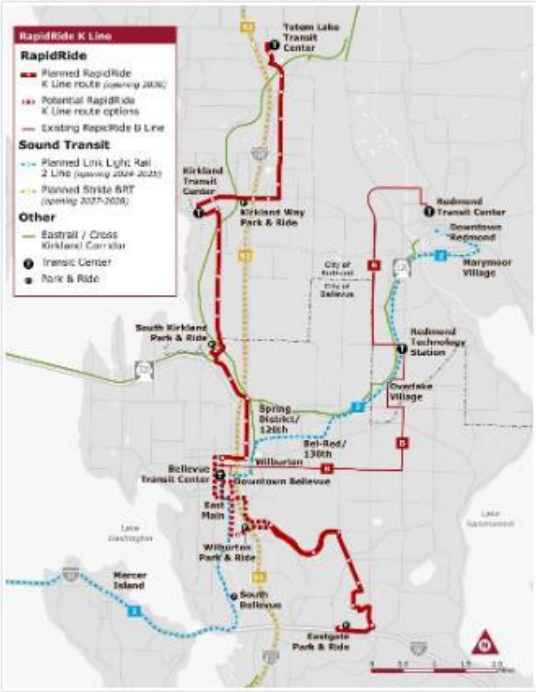
RapidRide K Line planning began several years ago, and design and outreach were temporarily paused in 2020. This summer, a new round of outreach restarts the process of encouraging community input on the proposed route along an 18-mile north-south corridor between Kirkland and Bellevue. King County Metro seeks to gather input on the project vision for the route alignment and station locations by Fall 2024 to begin applying for federal funding to complete the design and construction for the K Line.

### Contact

RapidRide Community Engagement Staff

**Telephone**  
[206-263-9768](tel:206-263-9768)

**Email**  
[rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)





# RAPIDRIDE

## Survey Launch Blog

This screenshot is taken from the King County Metro Blog, on the webpage posted on June 27<sup>th</sup> announcing the start of the survey period for RapidRide Linke K. It was written in the same eight languages used for outreach materials.

The screenshot shows a webpage for King County Metro. At the top, there is a navigation bar with 'King County Metro' and 'Comment Policy' on the left, and a search icon on the right. Below this is a header section with 'METRO MATTERS' and the tagline 'News that connects you'. A green navigation bar contains links for 'NEWS', 'PEOPLE', 'COMMUNITY', 'PROJECTS', and 'HAVE A SAY'. The main content area features the article title 'Survey: Shape the future RapidRide K Line in Kirkland and Bellevue' under the sub-header 'HAVE A SAY, NEWS, PROJECTS'. Below the title is a large image of a red and yellow RapidRide K Line bus with the text 'arriving soon in Bellevue & Kirkland' and 'Survey'. To the right of the main content is a sidebar with sections: 'TRANSLATE OUR BLOG' (with a language selection dropdown), 'ARCHIVES' (with a month selection dropdown), 'SEARCH OUR BLOG' (with a search input field), 'SUBSCRIBE TO OUR BLOG' (with an email address input field and a 'Subscribe' button), and 'RSS FEED' (with an RSS icon). Social media icons for Facebook, Twitter, Instagram, and YouTube are also present in the sidebar.

King County Metro Comment Policy

METRO MATTERS  
News that connects you

NEWS PEOPLE COMMUNITY PROJECTS HAVE A SAY

HAVE A SAY, NEWS, PROJECTS

## Survey: Shape the future RapidRide K Line in Kirkland and Bellevue

Date: June 27, 2024  
Author: Jeff Switzer, King County Metro

简体中文 (Simplified Chinese) | 繁體中文 (Traditional Chinese) | 日本語 (Japanese) | 한국어 (Korean) | Русский (Russian) | Español (Spanish) | Tiếng Việt (Vietnamese)

King County Metro is working to bring new RapidRide service to the Eastside and provide better, more reliable bus service to communities in Kirkland and Bellevue. RapidRide K Line will serve the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Bellevue and the Eastgate Park-and-Ride as soon as 2030.

Community members and riders are encouraged to take our survey, attend upcoming meetings and review our updated web page.

RapidRide K Line planning began several years ago, and design and outreach were temporarily paused in 2020. This new round of outreach restarts the process of encouraging community input on the proposed route along an 18-mile north-south corridor between Kirkland and Bellevue. This conceptual path was included in Metro Connects, Metro's long-range vision approved by the King County Council in 2017, and initially shared for public feedback in 2019.

Service on the RapidRide K Line will run on higher ridership segments of the popular routes 239, 250 and 271. RapidRide will bring riders high-quality, more frequent and reliable service with better connections to other buses and modes of

TRANSLATE OUR BLOG  
Select Language  
Powered by Google Translate

ARCHIVES  
Select Month

SEARCH OUR BLOG  
Search

SUBSCRIBE TO OUR BLOG  
Enter your email address to subscribe to this blog and receive notifications of new posts by email.  
Email Address  
Subscribe

RSS FEED

# RAPIDRIDE

# RAPIDRIDE

## Metro Weekend Update

This is a section of Metro’s weekly update bulletin that provides readers notice of the survey and a link to take it.

### Survey: Shape the future RapidRide K Line in Kirkland and Bellevue



简体中文 (Simplified Chinese) | 官話 (Traditional Chinese) | 日本語 (Japanese) | 한국어 (Korean) | Русский (Russian) | Español (Spanish) | Tiếng Việt (Vietnamese)

King County Metro is working to bring new RapidRide service to the Eastside and provide better, more reliable bus service to communities in Kirkland and Bellevue. RapidRide K Line will serve the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Bellevue and the Eastgate Park-and-Ride as soon as 2030.

Community members and riders are encouraged to take our survey, attend upcoming meetings and review our updated web page.

[Take our survey](#)

More details are available on the RapidRide K Line project web page.

#### Get involved: Survey, upcoming meetings

- **Take the survey through July 24.** Weigh in on early plans for RapidRide K Line.
- **Join a virtual meeting (via Zoom).** Call, listen, and ask questions in a virtual space alongside other community members.
  - Thursday, July 17: 6:30-7:30 p.m.
  - Saturday, July 20: 11 a.m.-noon
- **Connect with Metro in your community.** We’re hosting informational sessions in your area. Stop by to ask questions and share your feedback.
- **Sign up for updates.** Via email or text, stay tuned as the project progresses.
- **Contact Metro.** Call (206-263-9768) or email ([rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)) our team with questions or comments.

# RAPIDRIDE

## Council Member Balducci Bulletin

District 4 King County Council Member Claudia Balducci included information on RapidRide Line K in her bulletin, along with a link to the survey.

**Help shape the future RapidRide K Line**

The map displays the proposed RapidRide K Line routes in King County, Washington. A legend in the top-left corner identifies the following elements:

- RapidRide K Line:**
  - Planned RapidRide K Line route (opening 2026): shown as a solid red line.
  - Potential RapidRide K Line route options: shown as dashed red lines.
  - Existing RapidRide B Line: shown as a solid blue line.
- Sound Transit:**
  - Planned Link Light Rail 2 Line (opening 2024-2025): shown as a dashed blue line.
  - Planned Stride BRT (opening 2027-2028): shown as a dashed yellow line.
- Other:**
  - Central / Cross Kirkland Corridor: shown as a solid green line.
  - Transit Center: marked with a red circle containing a white 'T'.
  - Park & Ride: marked with a red circle containing a white 'P'.

Key locations and transit hubs shown on the map include Totem Lake Transit Center, Kirkland Transit Center, Kirkland Way Park & Ride, Redmond Transit Center, Downtown Redmond, Overlake Village, Downtown Bellevue, Downtown Bellevue Transit Center, East Main, Wilburton Park & Ride, South Bellevue, Eastgate Park & Ride, and Mercer Island. The map also shows major roads like SR 520 and SR 520, and various transit corridors.

Following my work to restore necessary funding to restart the K Line in the 2022-24 county budget, King County Metro is now seeking public feedback. Your input will help shape the look and feel of the RapidRide K Line, which will give people a quick and easy transit option from Totem Lake Transit Center in Kirkland to downtown Bellevue and the Eastgate Park and Ride. RapidRide K Line will connect to other fast, frequent, reliable transit service like the 2 Line, I-405 Stride Bus Rapid Transit, and the RapidRide B Line, expanding and strengthening our regional transit network.

There are many ways to help shape the future RapidRide K Line. You can sign up for a virtual open house on Saturday, July 20 at 11:00 AM, complete an online survey by July 24, or catch Metro providing information on Saturday, July 20 at the Kirkland Library and on Tuesday, July 23 at the Crossroads Farmers Market.

[Learn more about the RapidRide K project](#)

[Sign up for the virtual open house](#)

[Take the survey](#)

# RAPIDRIDE

## Text/Email Notification 7/17

This notification was sent out to community members to inform them of the opportunity to participate in the survey for RapidRide Line K.

### Metro Transit Survey: Shape the future RapidRide K Line in Kirkland and Bellevue

*King County, Washington sent this bulletin at 07/17/2024 05:07 PM PDT*



Metro plans to bring RapidRide to more Eastside communities by 2030. The RapidRide K Line will serve an 18-mile north-south corridor between Kirkland and Bellevue.

We want to make it safer and easier for you to catch the bus! Take Metro's K line survey by **Wednesday, July 24** to help us plan the future of RapidRide K Line.

[Take Our Survey!](#)

Community members and riders are encouraged to take our survey, attend upcoming meetings and review our updated web page.

**Join a virtual meeting (via Zoom).** You can engage with Metro staff at an upcoming virtual community connection event.

Register here:

- **Tonight!** Wednesday, July 17 from 6:30 p.m. - 7:30 p.m.
- Saturday, July 20 from 11 a.m. - 12 p.m.

More details are available on the RapidRide K Line project web page.

# RAPIDRIDE

## Text/Email Notification 7/24

This notification was sent out to community members to remind them that 7/24 was the last day to complete a survey for RapidRide Line K.

### Metro Transit Survey: Final day! Shape the future RapidRide K Line in Kirkland and Bellevue

*King County, Washington sent this bulletin at 07/24/2024 08:42 AM PDT*



Metro plans to bring RapidRide to more Eastside communities by 2030. The RapidRide K Line will serve an 18-mile north-south corridor between Kirkland and Bellevue. We want to make it safer and easier for you to catch the bus!

More details are available on the RapidRide K Line project web page.

Help shape your transit future by taking the Metro's K line survey through the end of, **Today, Wednesday, July 24!**

[Take Our Survey!](#)

To sign up to receive more updates on this project, please visit our website.

# RAPIDRIDE

## City of Kirkland Podcast

The City of Kirkland Podcast discussed the RapidRide Line K and directed listeners to take the survey.

July 18, 2024

This week Jim, Kate, and David share upcoming community input opportunities for the RapidRide K Line route. Plus, beach closures update. KPD Kirkland Cadets open recruitment. A recap on our latest City Council Meeting. Last call for National Night Out requests. An upcoming Paddle Battle Pickleball Tournament. Tips on playground safety, traveling safety, and vehicle theft prevention. A childcare program for local residents. Special guest: **Jay Arnold**, Deputy Mayor talks about his passions and performs a short paradiddle!

- [RapidRide K Line Survey](#)
- [RapidRide K Line Meeting](#)
- [Houghton Beach Closure](#)
- [Kirkland Cadets](#)
- [City Council Recap](#)
- [National Night Out](#)
- [Paddle Battle Pickleball Signup](#)
- [Local Childcare at LWTECH](#)
- [Meet Your Council: Deputy Mayor Arnold](#)
- [Kirkland Initiative](#)

## The Urbanist Article

An article about the future of K Line’s development was published on a local urbanism and transportation website, The Urbanist. It included timeline information, maps, and directed readers to take the survey.

The screenshot shows a webpage layout. At the top is a navigation bar for 'The Urbanist' with links for Transportation, Housing, Politics, Events, and Donate. Below the navigation is a large advertisement for Lime, featuring the text 'TIRED OF WAITING IN TRAFFIC? LIME WILL GET YOU THERE.' and an image of a person riding a Lime bike. Below the advertisement is an article titled 'Planning for Kirkland and Bellevue’s RapidRide K Kicks Into Higher Gear' by Ryan Dackler, dated June 24, 2024. The article includes social media sharing icons and a photograph of a red RapidRide bus with a person loading a bicycle. To the right of the article is an advertisement for the 'BIKE, WALK, ROLL SUMMIT 2024' held on Sept 12 & 13 in Tacoma, listing keynote speakers Jessie Singer and Barkha R Patel.

# RAPIDRIDE

## Seattle Transit Blog

An article was written in local public transit blog *Seattle Transit Blog* informing readers that Metro was seeking public input on Line K through the survey. It also included project updates, maps, and timeline information.

Seattle Transit Blog

Page Two   Podcast   Archives

Search ...

## Metro Seeking Input on RapidRide K

July 13, 2024 by Nathan Dickey



After pausing work on RapidRide K (Totem Lake to Eastgate via Kirkland and Bellevue) in 2020, King County Metro has restarted planning and design of the project. [Building on the planning effort started in 2019](#), Metro is [seeking community input](#) on various aspects of project design, including walking/rolling access and the siting of a few specific stations. The route is currently expected to start service in 2030.

RapidRide K will replace portions of current routes 239, 250, 255, and 271, and include new features familiar to other recently-opened and upcoming RapidRide lines such as upgrades for reliability, improved bus stations, and increased frequencies.

### ABOUT

Seattle Transit Blog is an independent, award-winning publication covering transit and land use issues in Seattle and the Puget Sound area since 2007. [About Us](#)

### LEARN MORE

[Definitions](#)

[Useful links](#)

[Seattle for visitors](#)

[Latest comments](#)

[Frequent transit map](#)

### EMAIL DIGEST

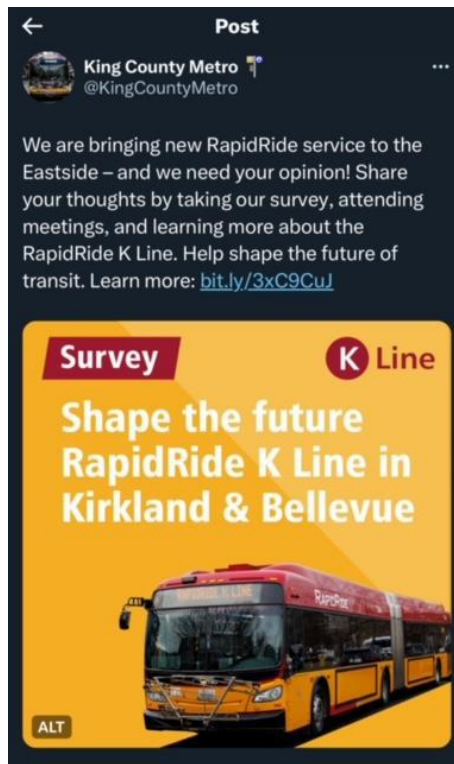
[Sign up](#) for a weekly summary of our articles delivered via email.



# RAPIDRIDE

## Other Social Media Posts

This is a collection of posts from Instagram, Facebook, and X informing users about the survey for RapidRide Line K.



# RAPIDRIDE



## APPENDIX B: SURVEY INSTRUMENT

### RapidRide K Line Early Design Survey

To take the survey in your language, click on the globe button at the top right of the page.

- 如您需使用您的常用語言來完成這份問卷，請點擊頁面右上角的地球按鈕。
- 要使用您常用的語言參與問卷，請點擊頁面右上角的地球按鈕。
- ご希望の言語でアンケートに参加するには、ページの右上の地球儀アイコンをクリックしてください。
- 귀하의 언어로 설문조사에 참여하려면 페이지 오른쪽 상단의 지구본 버튼을 클릭하세요.
- Чтобы пройти опрос на другом языке, нажмите на кнопку с изображением глобуса в правом верхнем углу страницы.
- Para realizar la encuesta en español, haga clic en el botón con el símbolo del mundo en la parte superior de la pantalla a la derecha.
- Để thực hiện khảo sát bằng ngôn ngữ của Quý vị, vui lòng nhấp vào nút quả địa cầu ở phía trên bên phải trang.

We're working to bring new RapidRide service to East King County to provide better, more reliable bus service to Kirkland and Bellevue and to improve connections with other transportation services. Metro plans to begin service by 2030—bringing RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown

# RAPIDRIDE

Bellevue, and Eastgate Park & Ride in Bellevue.

In this 10-minute survey, we want to hear about your experiences traveling and using transit in your community. Your feedback will shape early plans for RapidRide K Line, including informing station locations, projects that make it easier to get to the bus, and roadway changes that make the bus faster and more reliable.

Participation is voluntary, your answers are confidential, and you can skip questions or quit at any time.

If you have questions or comments, or if this survey is inaccessible to you for any reason, please contact [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)

---

How familiar are you with the RapidRide K Line project?

- This is the first I've heard of it
- I've heard of it before, but I don't know very much about it
- I feel somewhat informed about it
- I feel well-informed about it

What is your zip code?\* \_\_\_\_\_

---

We're working to bring new RapidRide service to East King County. Metro plans to begin service by 2030 - bringing RapidRide K Line to the fast-growing communities between Totem Lake Transit Center in Kirkland, downtown Bellevue, and Eastgate Park & Ride in Bellevue.

The map below shows the proposed RapidRide K Line route in red. The route runs north to south, from the Totem Lake Transit Center to the Eastgate Park & Ride, passing through the Kirkland Transit Center, Bellevue Transit Center, and various Park & Rides along the way.

In downtown Bellevue, RapidRide K Line connects with the existing RapidRide B Line and the Link Light Rail 2 Line (opening in 2024-2025).

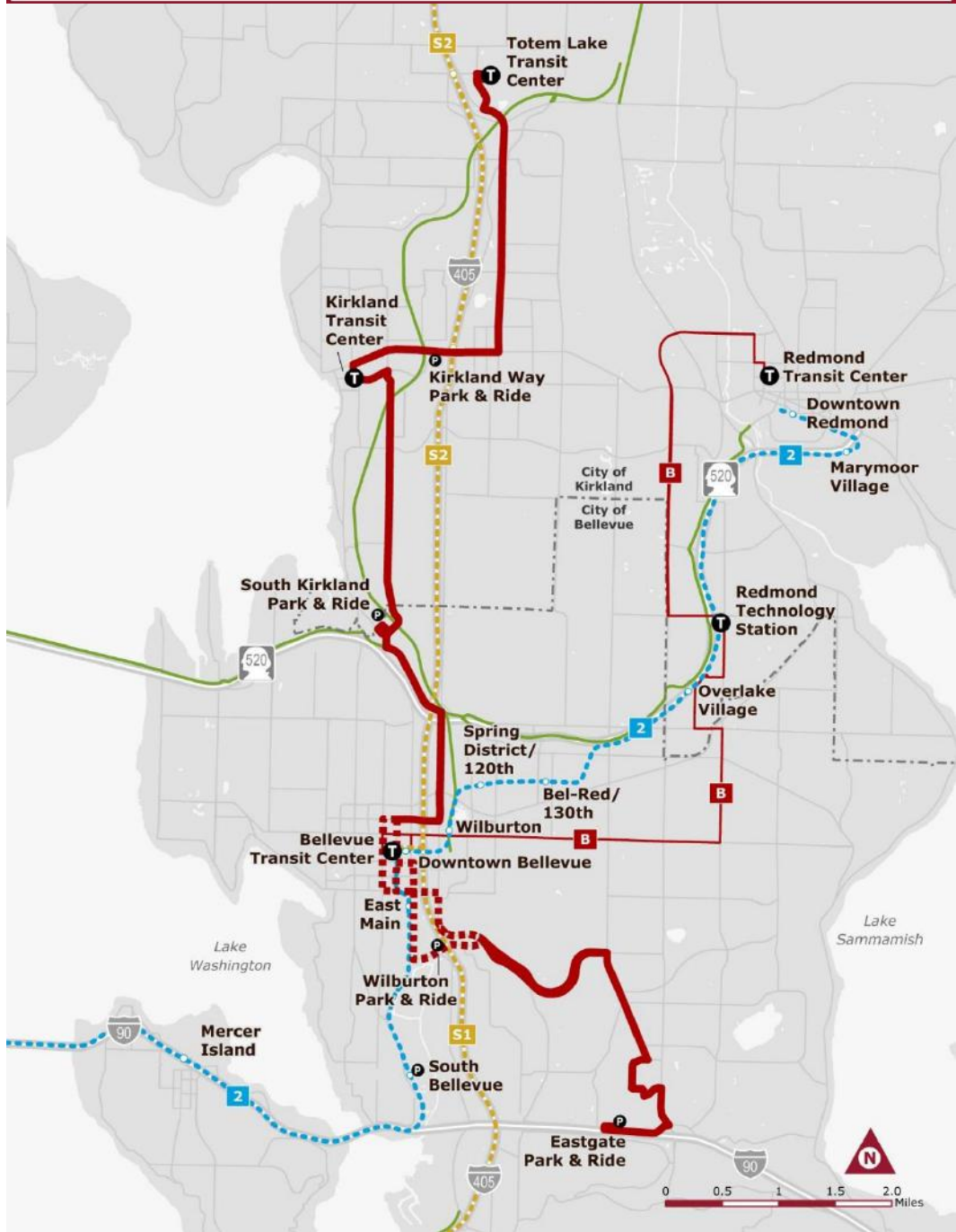
As it travels to and from downtown Bellevue, RapidRide K Line connects repeatedly with the Eastrail / Cross Kirkland Corridor trail and the planned Stride BRT (Sound Transit's Bus Rapid Transit, opening in 2027-2028).

# RAPIDRIDE

English

## RapidRide K Line

RapidRide	Sound Transit	Other
Planned RapidRide K Line route (opening 2030)	Link light rail 2 Line (opening 2024-2025)	Eastrail / Cross Kirkland Corridor
Potential RapidRide K Line route options	Planned Stride BRT (opening 2027-2028)	Transit Center
Existing RapidRide B Line		Park & Ride



# RAPIDRIDE

---

The map below shows eight sections of the RapidRide K Line route:

- **Totem Lake**: from Totem Lake Transit Center to the intersection of Northeast 124th Street and 124th Avenue Northeast.
- **124th Ave NE / NE 85th St**: from Northeast 124th Street & 124th Avenue Northeast down to Northeast 85th Street, continuing west on Northeast 85th Street until just past Kirkland Way.
- **Downtown Kirkland**: west on Northeast 85th Street past Kirkland Way, around to Kirkland Transit Center, then south on 6th Street South until 5th Place South.
- **108th Ave NE**: from 6th Street South & 5th Place South down to South Kirkland Park & Ride.
- **Northup Way / 116th Ave NE**: from South Kirkland Park & Ride down to Northeast 10th Street & 116th Avenue Northeast.
- **Downtown Bellevue**: from where I-405 crosses Northeast 10th Street down to Lake Hills Connector Road & Southeast 8th Street.
- **Lake Hills Connector / 145th Pl SE**: from Lake Hills Connector Road & Southeast 8th Street down 145th Place Southeast until Kelsey Creek Road.
- **Bellevue College / Eastgate**: from Bellevue College to Eastgate Park & Ride.

# RAPIDRIDE



English

## RapidRide K Line

### RapidRide

-  Planned RapidRide K Line route (opening 2030)
-  Potential RapidRide K Line route options
-  Existing RapidRide B Line

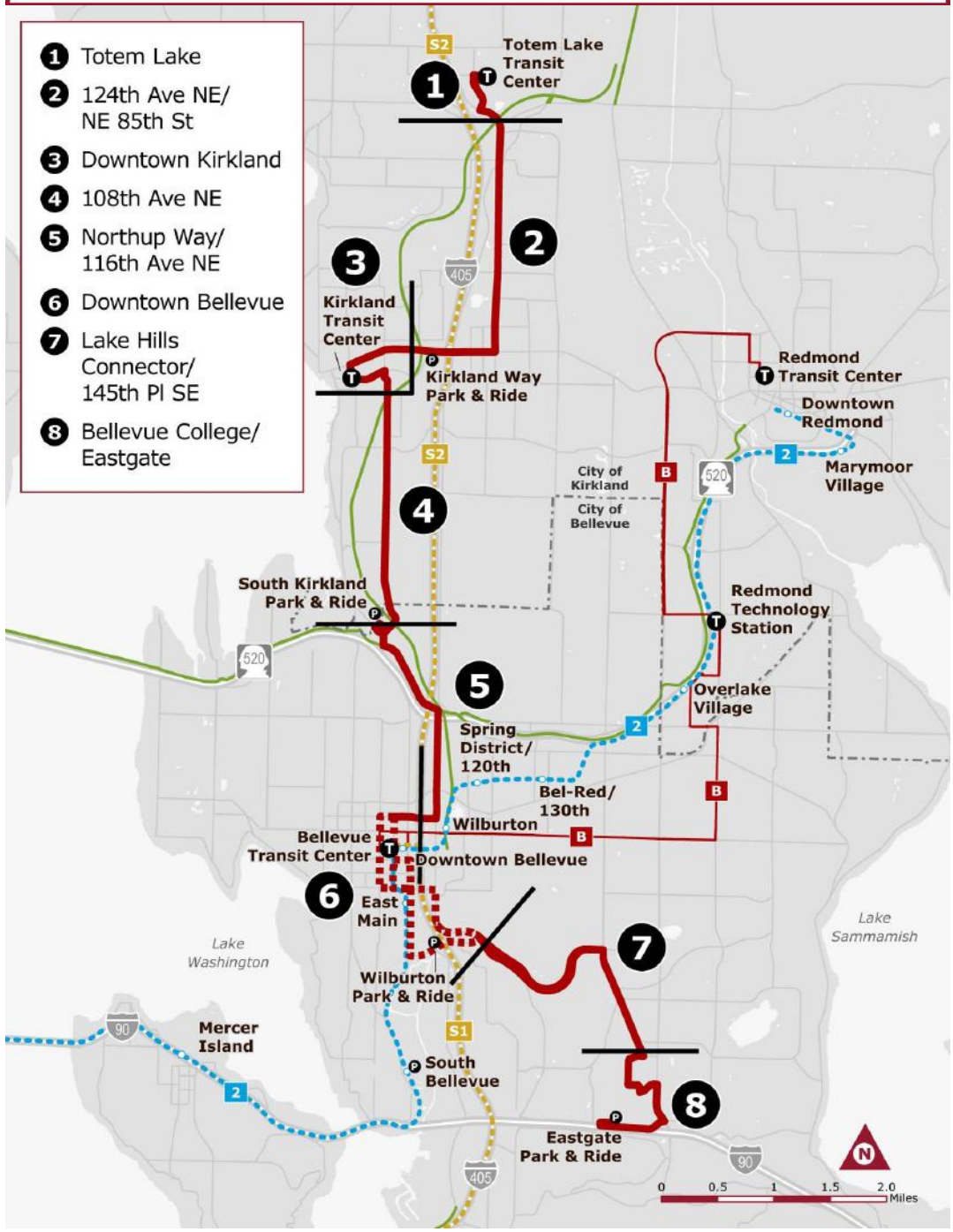
### Sound Transit

-  Link light rail 2 Line (opening 2024-2025)
-  Planned Stride BRT (opening 2027-2028)

### Other

-  Eastrail / Cross Kirkland Corridor
-  Transit Center
-  Park & Ride

- 1 Totem Lake
- 2 124th Ave NE/ NE 85th St
- 3 Downtown Kirkland
- 4 108th Ave NE
- 5 Northup Way/ 116th Ave NE
- 6 Downtown Bellevue
- 7 Lake Hills Connector/ 145th Pl SE
- 8 Bellevue College/ Eastgate



# RAPIDRIDE

Please select the section(s) where you live, work, go to school, own a business or property, or regularly travel to and from.

- 1 - Totem Lake
- 2 - 124th Ave NE / NE 85th St
- 3 - Downtown Kirkland
- 4 - 108th Ave NE
- 5 - Northup Way / 116th Ave NE
- 6 - Downtown Bellevue
- 7 - Lake Hills Connector / 145th Pl SE
- 8 - Bellevue College / Eastgate
- None of the above

For each of the sections you selected, which of the following best describes why you travel to and from that area? Please select all that apply.

	I live in this area	I work or go to school in this area	I own or manage a business or property in this area	I run errands in this area (shopping, appointments, etc.)	I visit friends and family in this area	I visit places for fun in this area (parks, concerts, etc.)
1 - Totem Lake	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2 - 124th Ave NE / NE 85th St	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3 - Downtown Kirkland	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4 - 108th Ave NE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5 - Northup Way / 116th Ave NE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6 - Downtown Bellevue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7 - Lake Hills Connector / 145th Pl SE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

---

What types of transportation do you use most often? Please select **up to five (5)**.

- Drive a personal vehicle or motorcycle
- Passenger of a personal vehicle or motorcycle
- Carpool / vanpool
- Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)
- Public transit (Metro, Sound Transit, etc.)
- Personal bike, scooter, skateboard, or other device (including electric)
- Shared bike, scooter, skateboard, or other device (Lime, Veo, etc.)
- Ride share service (Uber, Lyft, taxi, etc.)
- Car rental or car share service (Zipcar, car2go, etc.)
- Something else (please tell us more): \_\_\_\_\_

---

In general, how often do you use public transit?

- Less than once per month
- 1-3 days per month
- 1-3 days per week
- 4-5 days per week
- 6-7 days per week

---

Which of the following improvements, if any, would motivate you to ride public transit more often? Please select **up to five (5)** that are most important to you.

- Buses that get to my destination faster
- Buses that reliably show up on time
- Buses that run more often
- Fewer bus transfers to get to my destination
- Better paths, sidewalks, and crosswalks to walk or roll to bus stops
- Better bike paths, lanes, and crossings to bike or scooter to bus stops
- Bus stops closer to my home
- Bus stops closer to the places I go
- Better lighting at bus stops
- Better amenities at bus stops (seating, shelter, etc.)



# RAPIDRIDE

Something else (please tell us more): \_\_\_\_\_

None of the above

Making public transit faster and more reliable sometimes requires changes that impact others on the road. When thinking about what improvements Metro should prioritize near the RapidRide K Line route, which of the following goals are most important to you?

- Fast and reliable public transit
- Easy and safe access to get around by walking, rolling, or biking (via sidewalks, bike lanes, crosswalks, etc.)
- Avoiding long-term impacts to parking and traffic flow (such as repurposing some general traffic lanes or adjusting traffic light timing to prioritize buses)

Please rank these goals from **least important (1)** to **most important (3)**.

	1	2	3
Fast and reliable public transit	( )	( )	( )
Easy and safe to walk, roll, or bike	( )	( )	( )
Avoiding long-term impacts to parking and traffic flow	( )	( )	( )

If you would consider using public transit near the RapidRide K Line route, how would you get to and from bus stops? Please select all that apply.

- Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)
- Public transit (for example, another bus or light rail)
- Drive a personal vehicle or motorcycle
- Passenger of a personal vehicle or motorcycle
- Personal bike, scooter, skateboard, or other device (including electric)
- Shared bike, scooter, skateboard, or other device (Lime, Veo, etc.)
- Ride share service (Taxi, Uber, Lyft, etc.)
- Carpool / vanpool
- Car rental or car share service (Zipcar, car2go, etc.)
- Something else (please tell us more): \_\_\_\_\_
- I would not ride public transit near the RapidRide K Line route

Which of the following challenges, if any, make it difficult to access public transit near the RapidRide K Line route when walking or rolling (for example, using a wheelchair or other wheeled mobility assistance device)?

Please select all that apply.

# RAPIDRIDE

- High levels of traffic, noise, or pollution
- Insufficient signage or information about accessible routes
- Lack of curb ramps or poorly maintained curb ramps
- Lack of designated crossing points or crosswalks
- Lack of seating or rest areas on the way to the bus stops
- Narrow pathways or sidewalks
- Obstacles such as parked cars or debris blocking pathways
- Poor lighting conditions, especially at night
- Safety concerns related to crime or personal security
- Uneven or cracked sidewalks
- Something else (please tell us more): \_\_\_\_\_
- I have no difficulties walking or rolling to access public transit in the area
- I would not walk or roll to access public transit in the area

Where do you experience these problems **walking or rolling** to access public transit near the RapidRide K Line route? Please share any relevant information we can use to identify these areas, including cross streets, address, or name of a location, if possible.

---

---

---

---

---

Thinking about how you might walk or roll (for example, using a wheelchair or other wheeled mobility assistance device) to access public transit near the RapidRide K Line route, which of the following improvements should Metro prioritize?

Please select **up to three (3)** options that are most important to you.

- Build new sidewalks, paths, or greenways where there are currently none
- Build new crosswalks where there are currently none
- Improve accessibility of existing sidewalks (widening, leveling, adding curb ramps, general repair)
- Add lighting for pedestrians on existing sidewalks
- Improve safety and visibility at existing crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands)
- Other pedestrian facilities (please tell us more): \_\_\_\_\_
- I would not walk or roll to access public transit in the area

Is there anything else you would like to us to know about **walking or rolling** to access

# RAPIDRIDE

public transit near the RapidRide K Line route? Please share any relevant information, including cross streets, address, or name of a location, if possible.

---

---

---

---

---

Which of the following challenges, if any, make it difficult for you to access public transit near the RapidRide K Line route when using a bike, scooter, skateboard, or other device?

Please select all that apply.

- Limited or no bike or scooter parking at bus stops
- Difficulty in safely storing or securing your bike or scooter while waiting for the bus
- No bike paths, lanes, or other infrastructure to safely get to bus stops
- Obstacles such as parked cars or debris blocking pathways
- Poor lighting conditions, especially at night
- Potholes or cracks in bike paths or lanes
- Difficulty in getting the bike on the bus or on bike racks
- Something else (please tell us more): \_\_\_\_\_
- I have no difficulties riding a bike, scooter, skateboard, or other device to access public transit in the area
- I would not ride a bike, scooter, skateboard, or other device to access public transit in the area

Where do you experience these problems using a **bike, scooter, skateboard, or other device** to access public transit near the RapidRide K Line route? Please share any relevant information we can use to identify these areas, including cross streets, address, or name of a location, if possible.

---

---

---

---

---

Thinking about how you might use a bike, scooter, skateboard, or other device to access public transit near the RapidRide K Line route, which of the following improvements should Metro prioritize?

Please select **up to three (3)** options that are most important to you.

- Build new bike lanes, paths, or greenways where there are currently none

# RAPIDRIDE

- Build new crosswalks where there are currently none
- Improve accessibility of existing bike paths and sidewalks (widening, leveling, installing curb ramps, general repair)
- Add lighting for pedestrians and bicyclists
- Add bike parking
- Improve safety and visibility at crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands)
- Increase separation between bicyclists and drivers
- Increase separation between bicyclists and pedestrians
- Other bike facilities (please tell us more): \_\_\_\_\_
- I would not use a bike, scooter, skateboard, or other device to access public transit in this area

Is there anything else you would like to us to know about **using a bike, scooter, skateboard, or other device** to access public transit near the RapidRide K Line route? Please share any relevant information, including cross streets, address, or name of a location, if possible.

---



---



---



---

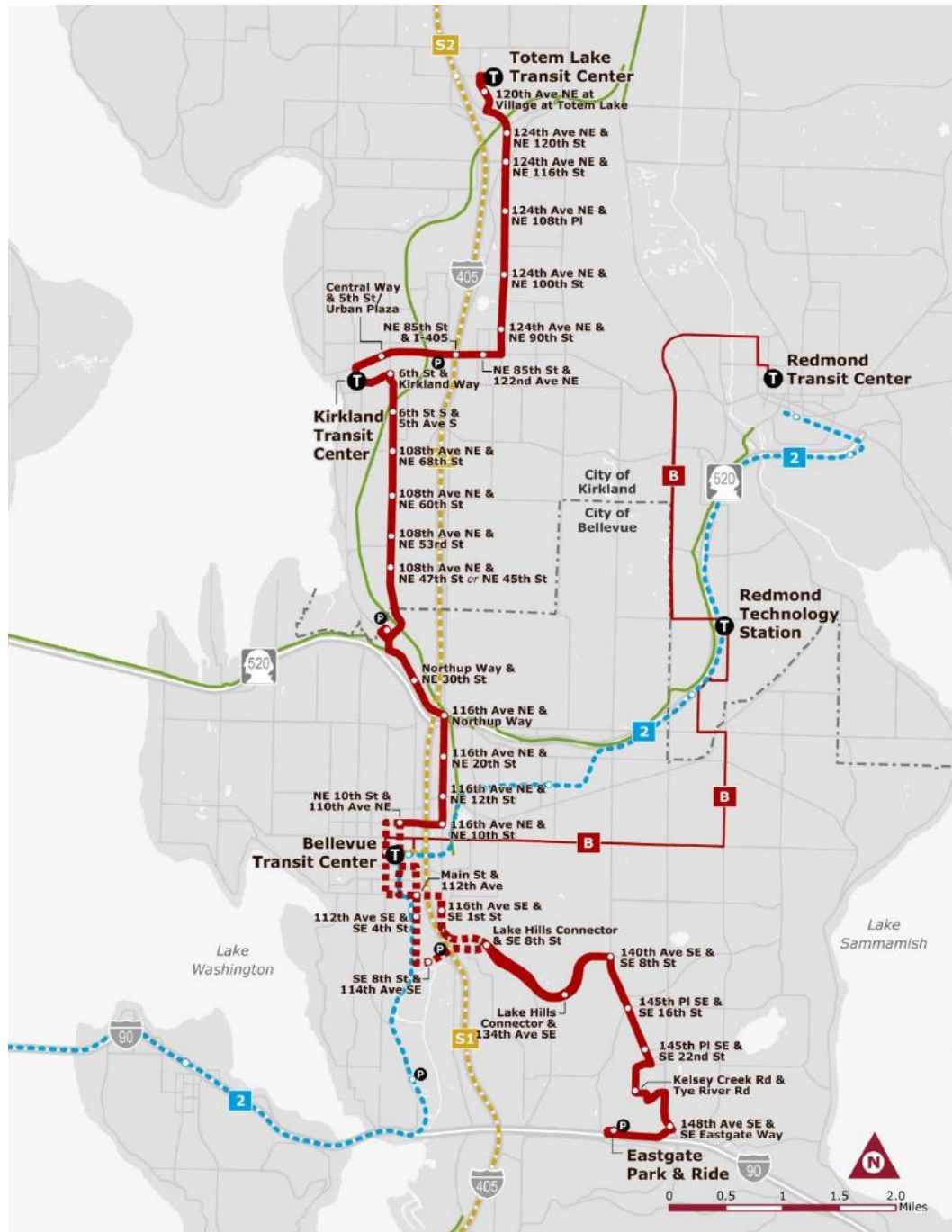
Metro considers several factors in placing RapidRide stations, including community needs, ridership demand, surrounding land use, and nearby destinations. Metro's early design plans include RapidRide K Line stations about every half mile. The map below shows proposed station locations for RapidRide K Line.

English

## RapidRide K Line

<b>RapidRide</b>	<b>Sound Transit</b>	<b>Other</b>
Planned RapidRide K Line route (opening 2030)	Link light rail 2 Line (opening 2024-2025)	Eastrail / Cross Kirkland Corridor
Potential RapidRide K Line route options	Planned Stride BRT (opening 2027-2028)	Transit Center
Existing RapidRide B Line		Park & Ride

# RAPIDRIDE



Do you agree or disagree with the following statements?

The proposed station locations would help me get to and from the places I need to go.

- Agree
- Neither agree nor disagree
- Disagree

# RAPIDRIDE

I would not use public transit in this area

The proposed station locations would help people get to and from my business or property.

Agree

Neither agree nor disagree

Disagree

I do not own or manage a business or property in this area

Is there anything else you would like us to know about the proposed station locations? Please share any relevant information, including cross streets, address, or name of a location, if possible.

---

---

---












---

Along the 108th Avenue Northeast corridor in southern Kirkland, we are considering two station locations between the proposed Northeast 53rd Street station and the South Kirkland Park & Ride:

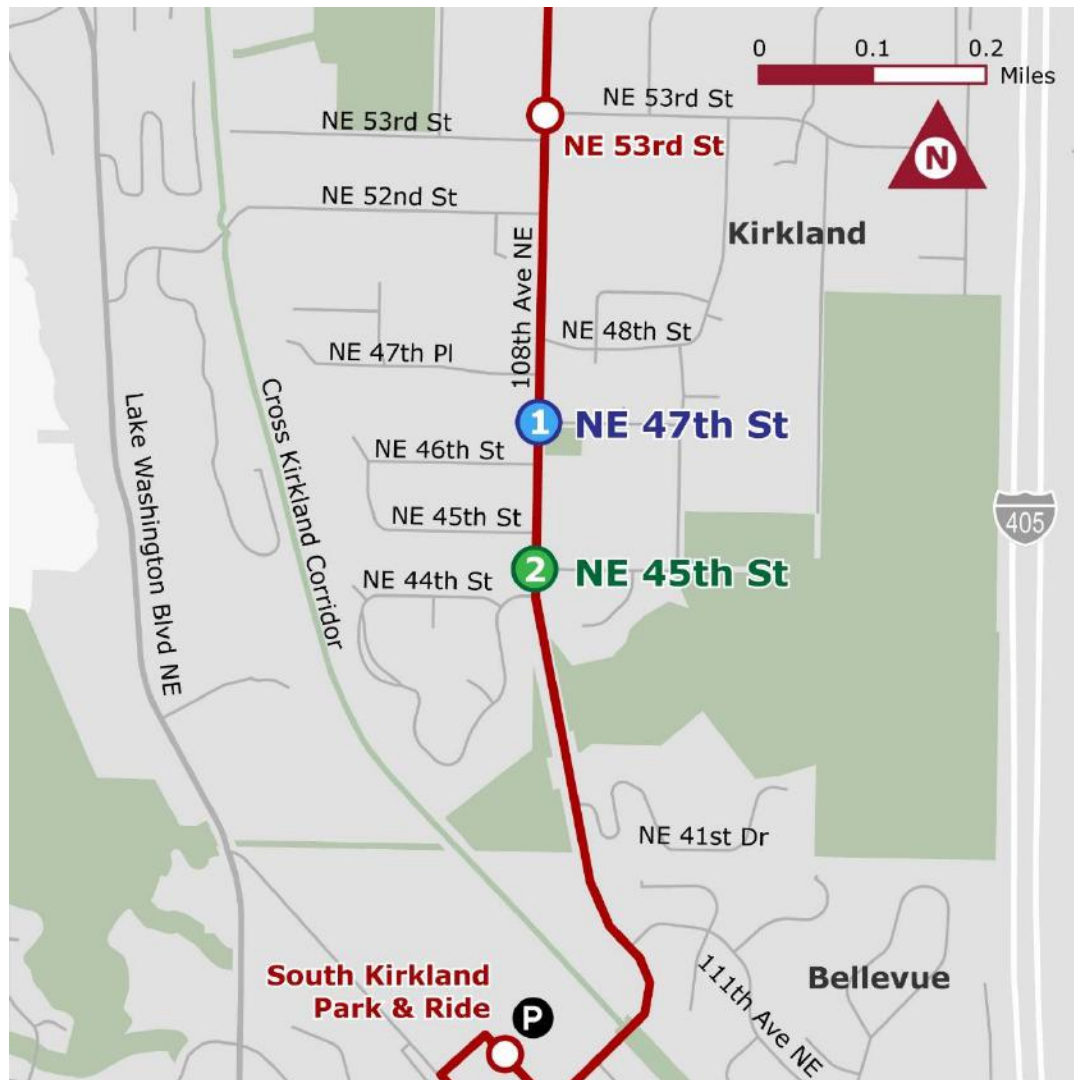
- Option 1 would be located on 108th Avenue Northeast at Northeast 47th Street.
- Option 2 would be located on 108th Avenue Northeast at Northeast 45th Street.

English

## RapidRide K Line

<b>RapidRide</b>	<b>Sound Transit</b>
 Planned RapidRide K Line route (opening 2030)	 Link light rail 2 Line (opening 2024-2025)
 Potential RapidRide K Line route options	 Planned Stride BRT (opening 2027-2028)
 Potential RapidRide K Line station options	<b>Other</b>
 Option 1	 Eastrail / Cross Kirkland Corridor
 Option 2	 Transit Center
 Existing RapidRide B Line	 Park & Ride

# RAPIDRIDE



Which station location do you prefer?

- Option 1: 108th Ave NE at NE 47th St
- Option 2: 108th Ave NE at NE 45th St
- No preference (either is fine with me)

How would the location of this station impact your use of RapidRide K Line?

- I would **only** ride if my preferred location is selected
- I would ride **more** if my preferred location is selected
- I would ride the **same** amount no matter the station location
- I would **not** ride regardless of which location is selected
- I'm not sure












# RAPIDRIDE

At the Bellevue Transit Center, we are considering two station locations:

- Option 1 would be located along 108th Avenue Northeast on the west side of the Bellevue Transit Center.
- Option 2 would be located along 110th Avenue Northeast on the east side of the Bellevue Transit Center, adjacent to the Downtown Bellevue Link Station.

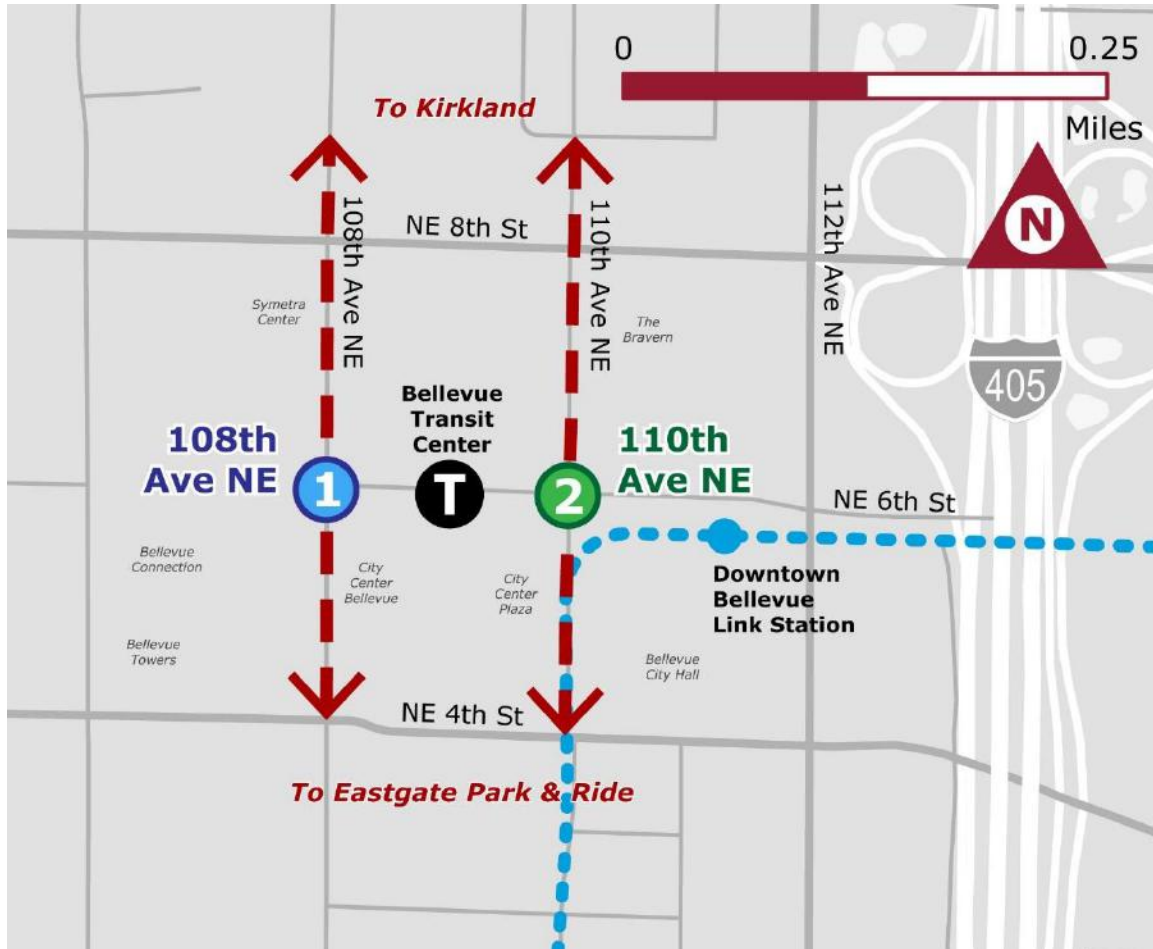
English

## RapidRide K Line

<b>RapidRide</b>	<b>Sound Transit</b>
 Planned RapidRide K Line route <i>(opening 2030)</i>	 Link light rail 2 Line <i>(opening 2024-2025)</i>
 Potential RapidRide K Line route options	 Planned Stride BRT <i>(opening 2027-2028)</i>
 Potential RapidRide K Line station options	<b>Other</b>
 Option 1	 Eastrail / Cross Kirkland Corridor
 Option 2	 Transit Center
 Existing RapidRide B Line	 Park & Ride



# RAPIDRIDE



Which station location do you prefer?

- Option 1: 108th Ave NE
- Option 2: 110th Ave NE
- No preference (either is fine with me)

How would the location of this station impact your use of RapidRide K Line?

- I would **only** ride if my preferred location is selected
- I would ride **more** if my preferred location is selected
- I would ride the **same** amount no matter the station location
- I would **not** ride regardless of which location is selected
- I'm not sure

---

South of Downtown Bellevue, we are considering two sets of station locations:

- Option 1 would have a station on Main Street at 112th Avenue Southeast (on the

# RAPIDRIDE












west side of I-405) and a station on 116th Avenue Southeast at Southeast 1st Street (on the east side of I-405).

- Option 2 would have a station on 112th Avenue Southeast near the East Main Link Lightrail Station and a station on Southeast 8th Street at 114th Avenue Southeast (both stations on the west side of I-405).

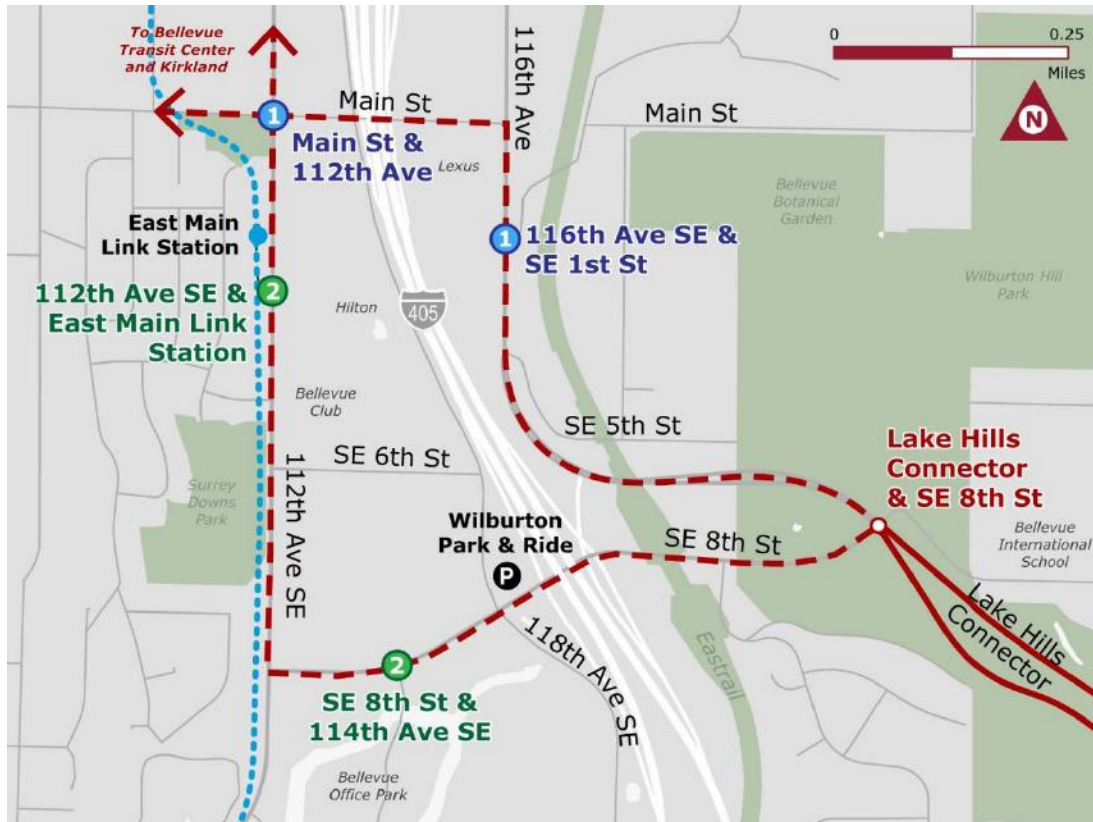
With either option, there would be a station on Lake Hills Connector at SE 8th Street.

English

## RapidRide K Line

<p><b>RapidRide</b></p> <ul style="list-style-type: none"> <li> Planned RapidRide K Line route <i>(opening 2030)</i></li> <li> Potential RapidRide K Line route options</li> <li> Potential RapidRide K Line station options             <ul style="list-style-type: none"> <li> Option 1</li> <li> Option 2</li> </ul> </li> <li> Existing RapidRide B Line</li> </ul>	<p><b>Sound Transit</b></p> <ul style="list-style-type: none"> <li> Link light rail 2 Line <i>(opening 2024-2025)</i></li> <li> Planned Stride BRT <i>(opening 2027-2028)</i></li> </ul> <p><b>Other</b></p> <ul style="list-style-type: none"> <li> Eastrail / Cross Kirkland Corridor</li> <li> Transit Center</li> <li> Park &amp; Ride</li> </ul>
--	---

# RAPIDRIDE



Which pair of station locations do you prefer?

- Option 1: Main St and 116th Ave SE
- Option 2: 112th Ave SE and SE 8th St
- No preference (either is fine with me)

How would the location of this station impact your use of RapidRide K Line?

- I would **only** ride if my preferred location is selected
- I would ride **more** if my preferred location is selected
- I would ride the **same** amount no matter the station location
- I would **not** ride regardless of which location is selected
- I'm not sure

We are committed to engaging communities with opportunities to shape decisions in ways that are equitable, accessible, meaningful and transparent.

Please tell us how strongly you agree or disagree with the following statements about this community engagement process and provide any additional feedback you have for Metro's engagement team.

# RAPIDRIDE

The notice, advertisement, or invitation to learn more and participate was clear and welcoming.

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Please share any additional comments:

---

---

---

---

From the time I was notified, I had enough time to provide meaningful feedback.

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

Please share any additional comments:

---

---

---

---

Regardless of how I feel about the outcome, I can see how public feedback can shape the decision-making in this project.

- Strongly disagree
- Disagree
- Neutral
- Agree
- Strongly agree

# RAPIDRIDE

Please share any additional comments:

---

---

---

---

---

How did you hear about this project? Please select all that apply.

- News media or neighborhood blog
- Poster at my bus stop
- Friend or family
- My employer or school
- Metro Matters blog
- Metro email or text alert
- Facebook
- Instagram
- Twitter
- An organization I'm involved with
- Metro, King County website
- Advertisement on/in a bus
- Brochure or flyer given to me
- Other (please specify): \_\_\_\_\_

---

We want to ensure everyone is heard and served, which is why we kindly ask you to answer these questions. Your responses are appreciated, but are entirely optional.

What age group are you in?

- Under 16
- 16-17
- 18-19
- 20-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

# RAPIDRIDE

How do you identify your race and/or ethnicity? Please select all that apply.

- African
  - African American or Black
  - American Indian/Native American or Alaskan Native
  - Asian or East Asian (including Chinese, Japanese, Korean, Mongolian, Tibetan, and Taiwanese)
  - Asian or Southeast Asian (including Burmese, Cambodian, Filipino, Hmong, Indonesian, Laotian, Malaysian, Mien, Singaporean, Thai, and Vietnamese)
  - Asian or South Asian (including Bangladeshi, Bhutanese, Indian, Nepali, Pakistani, and Sri Lankan)
  - Hispanic, Latino or Latina
  - Middle Eastern
  - Native Hawaiian or Pacific Islander
  - White
  - Not listed (please specify): \_\_\_\_\_
  - Prefer not to answer
- 

What languages do you primarily speak? ("Primarily" means the languages you rely on for communication in your daily life.) Please select all that apply.

- Amharic
- Arabic
- Chinese (Cantonese)
- Chinese (Mandarin)
- Dari
- English
- Japanese
- Korean
- Marshallese
- Punjabi
- Russian
- Somali
- Spanish
- Tagalog
- Tigrinya
- Ukrainian

# RAPIDRIDE

- Vietnamese
  - Another language (please specify): \_\_\_\_\_
  - Prefer not to answer
- 

What is your gender identity? Please select all that apply.

- Woman
- Man
- Non-binary
- Another gender identity (please specify): \_\_\_\_\_
- Prefer not to answer

Do you have a disability that affects your ability to do one or more major life activities (such as walking or climbing stairs, running errands, hearing announcements, using a computer, reading, or understanding signs)? Please select all that apply.

- Yes, physical
  - Yes, cognitive
  - Yes, sensory
  - Yes, other type of disability (please specify): \_\_\_\_\_
  - No
  - Prefer not to answer
- 

What is your total household income? Your best guess is fine.

- Less than \$7,500
  - \$7,500 to less than \$15,000
  - \$15,000 to less than \$25,000
  - \$25,000 to less than \$35,000
  - \$35,000 to less than \$55,000
  - \$55,000 to less than \$75,000
  - \$75,000 to less than \$100,000
  - \$100,000 to less than \$150,000
  - \$150,000 and up
  - Don't know
  - Prefer not to answer
- 

Would you like to stay updated about this project and/or participate in future research for

# RAPIDRIDE

RapidRide K Line?

Yes

No

Please provide your contact information below. Information you share here will only be used to contact you for future research for RapidRide K Line and will not be shared with your survey responses.

First Name: \_\_\_\_\_

Last Name: \_\_\_\_\_

Email Address: \_\_\_\_\_

Phone Number (optional): \_\_\_\_\_

---

Thank you for taking our survey. Your feedback will help improve experiences with public transit in your community.

If you have questions or comments, or if this survey is inaccessible to you for any reason, please contact [rapidride@kingcounty.gov](mailto:rapidride@kingcounty.gov)



# RAPIDRIDE

## APPENDIX C: SURVEY DATA TABLES

### Link Name

	Total	
	Count	Percent
Ads	2	0.20%
Website	1,001	99.80%
<b>Total</b>	<b>1,003</b>	

### Language

	Total	
	Count	Percent
Chinese (simplified)	3	0.30%
Chinese (traditional)	4	0.40%
English	984	98.11%
Korean	1	0.10%
Russian	2	0.20%
Spanish	9	0.90%
<b>Total</b>	<b>1,003</b>	

### How familiar are you with the RapidRide K Line project?

	Total	
	Count	Percent
This is the first I've heard of it	468	47.18%
I've heard of it before, but I don't know very much about it	327	32.96%
I feel somewhat informed about it	128	12.90%
I feel well-informed about it	69	6.96%
<b>Total</b>	<b>992</b>	

### Please select the section(s) where you live, work, go to school, own a business or property, or regularly travel to and from.

	Total	
	Count	Percent
1 - Totem Lake	375	42.81%

# RAPIDRIDE

2 - 124th Ave NE / NE 85th St	<b>235</b>	<b>26.83%</b>
3 - Downtown Kirkland	<b>460</b>	<b>52.51%</b>
4 - 108th Ave NE	<b>204</b>	<b>23.29%</b>
5 - Northup Way / 116th Ave NE	<b>156</b>	<b>17.81%</b>
6 - Downtown Bellevue	<b>511</b>	<b>58.33%</b>
7 - Lake Hills Connector / 145th Pl SE	<b>102</b>	<b>11.64%</b>
8 - Bellevue College / Eastgate	<b>170</b>	<b>19.41%</b>
None of the above	<b>78</b>	<b>8.90%</b>
<b>Total</b>	<b>876</b>	

**For each of the sections you selected, which of the following best describes why you travel to and from that area? Please select all that apply.**

	Total	
	Count	Percent
<b>1 - Totem Lake</b>		
I live in this area	<b>118</b>	<b>32.78%</b>
I work or go to school in this area	<b>46</b>	<b>12.78%</b>
I own or manage a business or property in this area	<b>5</b>	<b>1.39%</b>
I run errands in this area (shopping, appointments, etc.)	<b>245</b>	<b>68.06%</b>
I visit friends and family in this area	<b>71</b>	<b>19.72%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>144</b>	<b>40.00%</b>
<b>Total</b>	<b>360</b>	
<b>2 - 124th Ave NE / NE 85th St</b>		
I live in this area	<b>92</b>	<b>41.44%</b>
I work or go to school in this area	<b>26</b>	<b>11.71%</b>
I own or manage a business or property in this area	<b>14</b>	<b>6.31%</b>
I run errands in this area (shopping, appointments, etc.)	<b>152</b>	<b>68.47%</b>
I visit friends and family in this area	<b>59</b>	<b>26.58%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>58</b>	<b>26.13%</b>
<b>Total</b>	<b>222</b>	
<b>3 - Downtown Kirkland</b>		
I live in this area	<b>121</b>	<b>27.56%</b>
I work or go to school in this area	<b>70</b>	<b>15.95%</b>
I own or manage a business or property in this area	<b>15</b>	<b>3.42%</b>
I run errands in this area (shopping, appointments, etc.)	<b>281</b>	<b>64.01%</b>

# RAPIDRIDE

I visit friends and family in this area	<b>140</b>	<b>31.89%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>290</b>	<b>66.06%</b>
<b>Total</b>	<b>439</b>	
<b>4 - 108th Ave NE</b>		
I live in this area	<b>89</b>	<b>48.37%</b>
I work or go to school in this area	<b>41</b>	<b>22.28%</b>
I own or manage a business or property in this area	<b>13</b>	<b>7.07%</b>
I run errands in this area (shopping, appointments, etc.)	<b>105</b>	<b>57.07%</b>
I visit friends and family in this area	<b>52</b>	<b>28.26%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>69</b>	<b>37.50%</b>
<b>Total</b>	<b>184</b>	
<b>5 - Northup Way / 116th Ave NE</b>		
I live in this area	<b>18</b>	<b>12.59%</b>
I work or go to school in this area	<b>28</b>	<b>19.58%</b>
I own or manage a business or property in this area	<b>4</b>	<b>2.80%</b>
I run errands in this area (shopping, appointments, etc.)	<b>102</b>	<b>71.33%</b>
I visit friends and family in this area	<b>23</b>	<b>16.08%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>39</b>	<b>27.27%</b>
<b>Total</b>	<b>143</b>	
<b>6 - Downtown Bellevue</b>		
I live in this area	<b>77</b>	<b>15.75%</b>
I work or go to school in this area	<b>132</b>	<b>26.99%</b>
I own or manage a business or property in this area	<b>9</b>	<b>1.84%</b>
I run errands in this area (shopping, appointments, etc.)	<b>342</b>	<b>69.94%</b>
I visit friends and family in this area	<b>141</b>	<b>28.83%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>295</b>	<b>60.33%</b>
<b>Total</b>	<b>489</b>	
<b>7 - Lake Hills Connector / 145th PI SE</b>		
I live in this area	<b>31</b>	<b>32.63%</b>
I work or go to school in this area	<b>12</b>	<b>12.63%</b>
I own or manage a business or property in this area	<b>3</b>	<b>3.16%</b>
I run errands in this area (shopping, appointments, etc.)	<b>42</b>	<b>44.21%</b>
I visit friends and family in this area	<b>27</b>	<b>28.42%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>38</b>	<b>40.00%</b>
<b>Total</b>	<b>95</b>	

# RAPIDRIDE

<b>8 - Bellevue College / Eastgate</b>	
I live in this area	<b>40 24.84%</b>
I work or go to school in this area	<b>65 40.37%</b>
I own or manage a business or property in this area	<b>5 3.11%</b>
I run errands in this area (shopping, appointments, etc.)	<b>61 37.89%</b>
I visit friends and family in this area	<b>37 22.98%</b>
I visit places for fun in this area (parks, concerts, etc.)	<b>56 34.78%</b>
<b>Total</b>	<b>161</b>

## What types of transportation do you use most often? Please select up to five (5).

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
Drive a personal vehicle or motorcycle	<b>623</b>	<b>71.86%</b>
Passenger of a personal vehicle or motorcycle	<b>223</b>	<b>25.72%</b>
Carpool / vanpool	<b>69</b>	<b>7.96%</b>
Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)	<b>407</b>	<b>46.94%</b>
Public transit (Metro, Sound Transit, etc.)	<b>590</b>	<b>68.05%</b>
Personal bike, scooter, skateboard, or other device (including electric)	<b>226</b>	<b>26.07%</b>
Shared bike, scooter, skateboard, or other device (Lime, Veo, etc.)	<b>19</b>	<b>2.19%</b>
Ride share service (Uber, Lyft, taxi, etc.)	<b>139</b>	<b>16.03%</b>
Car rental or car share service (Zipcar, car2go, etc.)	<b>17</b>	<b>1.96%</b>
Something else (please tell us more)	<b>5</b>	<b>0.58%</b>
<b>Total</b>	<b>867</b>	

## In general, how often do you use public transit?

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
Less than once per month	<b>64</b>	<b>10.94%</b>
1-3 days per month	<b>136</b>	<b>23.25%</b>
1-3 days per week	<b>194</b>	<b>33.16%</b>
4-5 days per week	<b>119</b>	<b>20.34%</b>
6-7 days per week	<b>72</b>	<b>12.31%</b>
<b>Total</b>	<b>585</b>	

# RAPIDRIDE

Which of the following improvements, if any, would motivate you to ride public transit more often? Please select up to five (5) that are most important to you.

	Total	
	Count	Percent
Buses that get to my destination faster	591	69.12%
Buses that reliably show up on time	487	56.96%
Buses that run more often	583	68.19%
Fewer bus transfers to get to my destination	520	60.82%
Better paths, sidewalks, and crosswalks to walk or roll to bus stops	161	18.83%
Better bike paths, lanes, and crossings to bike or scooter to bus stops	110	12.87%
Bus stops closer to my home	274	32.05%
Bus stops closer to the places I go	301	35.20%
Better lighting at bus stops	47	5.50%
Better amenities at bus stops (seating, shelter, etc.)	128	14.97%
Something else (please tell us more)	112	13.10%
None of the above	26	3.04%
<b>Total</b>	<b>855</b>	

Making public transit faster and more reliable sometimes requires changes that impact others on the road. When thinking about what improvements Metro should prioritize near the RapidRide K Line route, which of the following goals are most important to you? Please rank these goals from least important (1) to most important (3).

	Total	
	Count	Percent
<b>Fast and reliable public transit</b>		
1	401	49.26%
2	175	21.50%
3	238	29.24%
<b>Total</b>	<b>814</b>	
<b>Easy and safe to walk, roll, or bike</b>		
1	142	17.64%
2	459	57.02%
3	204	25.34%
<b>Total</b>	<b>805</b>	
<b>Avoiding long-term impacts to parking and traffic flow</b>		

# RAPIDRIDE

1	<b>281</b>	<b>34.56%</b>
2	<b>165</b>	<b>20.30%</b>
3	<b>367</b>	<b>45.14%</b>
<b>Total</b>	<b>813</b>	

**If you would consider using public transit near the RapidRide K Line route, how would you get to and from bus stops? Please select all that apply.**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
Walk or roll (for example, using a wheelchair or other wheeled mobility assistance device)	<b>602</b>	<b>72.79%</b>
Public transit (for example, another bus or light rail)	<b>454</b>	<b>54.90%</b>
Drive a personal vehicle or motorcycle	<b>244</b>	<b>29.50%</b>
Passenger of a personal vehicle or motorcycle	<b>88</b>	<b>10.64%</b>
Personal bike, scooter, skateboard, or other device (including electric)	<b>186</b>	<b>22.49%</b>
Shared bike, scooter, skateboard, or other device (Lime, Veo, etc.)	<b>21</b>	<b>2.54%</b>
Ride share service (Taxi, Uber, Lyft, etc.)	<b>41</b>	<b>4.96%</b>
Carpool / vanpool	<b>17</b>	<b>2.06%</b>
Car rental or car share service (Zipcar, car2go, etc.)	<b>2</b>	<b>0.24%</b>
Something else (please tell us more)	<b>9</b>	<b>1.09%</b>
I would not ride public transit near the RapidRide K Line route	<b>43</b>	<b>5.20%</b>
<b>Total</b>	<b>827</b>	

**Which of the following challenges, if any, make it difficult to access public transit near the RapidRide K Line route when walking or rolling (for example, using a wheelchair or other wheeled mobility assistance device)? Please select all that apply.**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
High levels of traffic, noise, or pollution	<b>260</b>	<b>33.68%</b>
Insufficient signage or information about accessible routes	<b>81</b>	<b>10.49%</b>
Lack of curb ramps or poorly maintained curb ramps	<b>78</b>	<b>10.10%</b>
Lack of designated crossing points or crosswalks	<b>231</b>	<b>29.92%</b>
Lack of seating or rest areas on the way to the bus stops	<b>105</b>	<b>13.60%</b>
Narrow pathways or sidewalks	<b>192</b>	<b>24.87%</b>
Obstacles such as parked cars or debris blocking pathways	<b>127</b>	<b>16.45%</b>
Poor lighting conditions, especially at night	<b>148</b>	<b>19.17%</b>

# RAPIDRIDE

Safety concerns related to crime or personal security	<b>154</b>	<b>19.95%</b>
Uneven or cracked sidewalks	<b>121</b>	<b>15.67%</b>
Something else (please tell us more)	<b>75</b>	<b>9.72%</b>
I have no difficulties walking or rolling to access public transit in the area	<b>234</b>	<b>30.31%</b>
I would not walk or roll to access public transit in the area	<b>35</b>	<b>4.53%</b>
<b>Total</b>	<b>772</b>	

**Thinking about how you might walk or roll (for example, using a wheelchair or other wheeled mobility assistance device) to access public transit near the RapidRide K Line route, which of the following improvements should Metro prioritize? Please select up to three (3) options that are most important to you.**

	Total	
	Count	Percent
Build new sidewalks, paths, or greenways where there are currently none	<b>407</b>	<b>57.73%</b>
Build new crosswalks where there are currently none	<b>321</b>	<b>45.53%</b>
Improve accessibility of existing sidewalks (widening, leveling, adding curb ramps, general repair)	<b>255</b>	<b>36.17%</b>
Add lighting for pedestrians on existing sidewalks	<b>217</b>	<b>30.78%</b>
Improve safety and visibility at existing crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands)	<b>381</b>	<b>54.04%</b>
Other pedestrian facilities (please tell us more)	<b>36</b>	<b>5.11%</b>
I would not walk or roll to access public transit in the area	<b>38</b>	<b>5.39%</b>
<b>Total</b>	<b>705</b>	

**Which of the following challenges, if any, make it difficult for you to access public transit near the RapidRide K Line route when using a bike, scooter, skateboard, or other device? Please select all that apply.**

	Total	
	Count	Percent
Limited or no bike or scooter parking at bus stops	<b>179</b>	<b>25.03%</b>
Difficulty in safely storing or securing your bike or scooter while waiting for the bus	<b>153</b>	<b>21.40%</b>
No bike paths, lanes, or other infrastructure to safely get to bus stops	<b>237</b>	<b>33.15%</b>
Obstacles such as parked cars or debris blocking pathways	<b>111</b>	<b>15.52%</b>
Poor lighting conditions, especially at night	<b>81</b>	<b>11.33%</b>
Potholes or cracks in bike paths or lanes	<b>99</b>	<b>13.85%</b>
Difficulty in getting the bike on the bus or on bike racks	<b>87</b>	<b>12.17%</b>
Something else (please tell us more)	<b>32</b>	<b>4.48%</b>

# RAPIDRIDE

I have no difficulties riding a bike, scooter, skateboard, or other device to access public transit in the area	<b>64</b>	<b>8.95%</b>
I would not ride a bike, scooter, skateboard, or other device to access public transit in the area	<b>280</b>	<b>39.16%</b>
<b>Total</b>	<b>715</b>	

**Thinking about how you might use a bike, scooter, skateboard, or other device to access public transit near the RapidRide K Line route, which of the following improvements should Metro prioritize? Please select up to three (3) options that are most important to you.**

	Total	
	Count	Percent
Build new bike lanes, paths, or greenways where there are currently none	<b>274</b>	<b>39.09%</b>
Build new crosswalks where there are currently none	<b>92</b>	<b>13.12%</b>
Improve accessibility of existing bike paths and sidewalks (widening, leveling, installing curb ramps, general repair)	<b>135</b>	<b>19.26%</b>
Add lighting for pedestrians and bicyclists	<b>89</b>	<b>12.70%</b>
Add bike parking	<b>158</b>	<b>22.54%</b>
Improve safety and visibility at crosswalks (adding pavement markings, flashing beacons, traffic signals, median refuge islands)	<b>102</b>	<b>14.55%</b>
Increase separation between bicyclists and drivers	<b>236</b>	<b>33.67%</b>
Increase separation between bicyclists and pedestrians	<b>63</b>	<b>8.99%</b>
Other bike facilities (please tell us more)	<b>17</b>	<b>2.43%</b>
I would not use a bike, scooter, skateboard, or other device to access public transit in this area	<b>253</b>	<b>36.09%</b>
<b>Total</b>	<b>701</b>	

**Do you agree or disagree with the following statements?**

	Total	
	Count	Percent
<b>The proposed station locations would help me get to and from the places I need to go.</b>		
I would not use public transit in this area	<b>34</b>	<b>4.62%</b>
Disagree	<b>59</b>	<b>8.02%</b>
Neither agree nor disagree	<b>118</b>	<b>16.03%</b>
Agree	<b>525</b>	<b>71.33%</b>
<b>Total</b>	<b>736</b>	



# RAPIDRIDE

<b>The proposed station locations would help people get to and from my business or property.</b>	
I do not own or manage a business or property in this area	<b>311 43.13%</b>
Disagree	<b>63 8.74%</b>
Neither agree nor disagree	<b>97 13.45%</b>
Agree	<b>250 34.67%</b>
<b>Total</b>	<b>721</b>

**Along the 108th Avenue Northeast corridor in southern Kirkland, we are considering two station locations between the proposed Northeast 53rd Street station and the South Kirkland Park & Ride:**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
<b>Which station location do you prefer?</b>		
Option 1: 108th Ave NE at NE 47th St	<b>25</b>	<b>15.72%</b>
Option 2: 108th Ave NE at NE 45th St	<b>26</b>	<b>16.35%</b>
No preference (either is fine with me)	<b>108</b>	<b>67.92%</b>
<b>Total</b>	<b>159</b>	

**Along the 108th Avenue Northeast corridor in southern Kirkland, we are considering two station locations between the proposed Northeast 53rd Street station and the South Kirkland Park & Ride:**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
<b>Option 1: 108th Ave NE at NE 47th St</b>	<b>25</b>	<b>15.72%</b>
I would only ride if my preferred location is selected	<b>1</b>	<b>4.00%</b>
I would ride more if my preferred location is selected	<b>13</b>	<b>52.00%</b>
I would ride the same amount no matter the station location	<b>8</b>	<b>32.00%</b>
<b>Option 2: 108th Ave NE at NE 45th St</b>	<b>26</b>	<b>16.35%</b>
I would only ride if my preferred location is selected	<b>2</b>	<b>7.69%</b>
I would ride more if my preferred location is selected	<b>9</b>	<b>34.62%</b>
I would ride the same amount no matter the station location	<b>11</b>	<b>42.31%</b>
<b>No preference (either is fine with me)</b>	<b>108</b>	<b>67.92%</b>
I would only ride if my preferred location is selected	<b>2</b>	<b>1.85%</b>
I would ride more if my preferred location is selected	<b>1</b>	<b>0.93%</b>
I would ride the same amount no matter the station location	<b>77</b>	<b>71.30%</b>

# RAPIDRIDE

<b>Total</b>	<b>159</b>
--------------	------------

**At the Bellevue Transit Center, we are considering two station locations: Option 1 would be located along 108th Avenue Northeast on the west side of the Bellevue Transit Center:**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
<b>Which station location do you prefer?</b>		
Option 1: 108th Ave NE	<b>103</b>	<b>23.36%</b>
Option 2: 110th Ave NE	<b>218</b>	<b>49.43%</b>
No preference (either is fine with me)	<b>120</b>	<b>27.21%</b>
<b>Total</b>	<b>441</b>	

**At the Bellevue Transit Center, we are considering two station locations: Option 1 would be located along 108th Avenue Northeast on the west side of the Bellevue Transit Center:**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
<b>Option 1: 108th Ave NE</b>	<b>103</b>	<b>23.36%</b>
I would only ride if my preferred location is selected	<b>8</b>	<b>7.77%</b>
I would ride more if my preferred location is selected	<b>37</b>	<b>35.92%</b>
I would ride the same amount no matter the station location	<b>48</b>	<b>46.60%</b>
<b>Option 2: 110th Ave NE</b>	<b>218</b>	<b>49.43%</b>
I would only ride if my preferred location is selected	<b>9</b>	<b>4.13%</b>
I would ride more if my preferred location is selected	<b>93</b>	<b>42.66%</b>
I would ride the same amount no matter the station location	<b>98</b>	<b>44.95%</b>
<b>No preference (either is fine with me)</b>	<b>120</b>	<b>27.21%</b>
I would only ride if my preferred location is selected	<b>1</b>	<b>0.83%</b>
I would ride more if my preferred location is selected	<b>4</b>	<b>3.33%</b>
I would ride the same amount no matter the station location	<b>87</b>	<b>72.50%</b>
<b>Total</b>	<b>441</b>	

**South of Downtown Bellevue, we are considering two sets of station locations:**

	<b>Total</b>	
	<b>Count</b>	<b>Percent</b>
<b>Which pair of station locations do you prefer?</b>		

# RAPIDRIDE

Option 1: Main St and 116th Ave SE	<b>131</b>	<b>30.18%</b>
Option 2: 112th Ave SE and SE 8th St	<b>147</b>	<b>33.87%</b>
No preference (either is fine with me)	<b>156</b>	<b>35.94%</b>
<b>Total</b>	<b>434</b>	

**South of Downtown Bellevue, we are considering two sets of station locations:**

	Total	
	Count	Percent
<b>Option 1: Main St and 116th Ave SE</b>	<b>131</b>	<b>30.18%</b>
I would only ride if my preferred location is selected	<b>15</b>	<b>11.45%</b>
I would ride more if my preferred location is selected	<b>57</b>	<b>43.51%</b>
I would ride the same amount no matter the station location	<b>43</b>	<b>32.82%</b>
<b>Option 2: 112th Ave SE and SE 8th St</b>	<b>147</b>	<b>33.87%</b>
I would only ride if my preferred location is selected	<b>11</b>	<b>7.48%</b>
I would ride more if my preferred location is selected	<b>63</b>	<b>42.86%</b>
I would ride the same amount no matter the station location	<b>61</b>	<b>41.50%</b>
<b>No preference (either is fine with me)</b>	<b>156</b>	<b>35.94%</b>
I would only ride if my preferred location is selected	<b>0</b>	<b>0.00%</b>
I would ride more if my preferred location is selected	<b>2</b>	<b>1.28%</b>
I would ride the same amount no matter the station location	<b>89</b>	<b>57.05%</b>
<b>Total</b>	<b>434</b>	

**Please tell us how strongly you agree or disagree with the following statements about this community engagement process and provide any additional feedback you have for Metro’s engagement team.**

	Total	
	Count	Percent
<b>The notice, advertisement, or invitation to learn more and participate was clear and welcoming.</b>		
Strongly disagree	<b>35</b>	<b>4.96%</b>
Disagree	<b>24</b>	<b>3.40%</b>
Neutral	<b>158</b>	<b>22.41%</b>
Agree	<b>332</b>	<b>47.09%</b>
Strongly agree	<b>156</b>	<b>22.13%</b>
<b>Total</b>	<b>705</b>	

# RAPIDRIDE

<b>From the time I was notified, I had enough time to provide meaningful feedback.</b>		
Strongly disagree	17	2.55%
Disagree	27	4.05%
Neutral	125	18.77%
Agree	324	48.65%
Strongly agree	173	25.98%
<b>Total</b>	<b>666</b>	
<b>Regardless of how I feel about the outcome, I can see how public feedback can shape the decision-making in this project.</b>		
Strongly disagree	32	4.87%
Disagree	28	4.26%
Neutral	159	24.20%
Agree	291	44.29%
Strongly agree	147	22.37%
<b>Total</b>	<b>657</b>	

**How did you hear about this project? Please select all that apply.**

	Total	
	Count	Percent
News media or neighborhood blog	108	16.80%
Poster at my bus stop	48	7.47%
Friend or family	64	9.95%
My employer or school	17	2.64%
Metro Matters blog	30	4.67%
Facebook	120	18.66%
Instagram	26	4.04%
Twitter	21	3.27%
An organization I'm involved with	66	10.26%
Metro, King County website	45	7.00%
Advertisement on/in a bus	11	1.71%
Brochure or flyer given to me	154	23.95%
Other (please specify)	123	19.13%
<b>Total</b>	<b>643</b>	

**What age group are you in?**

# RAPIDRIDE

	Total	
	Count	Percent
Under 16	4	0.57%
16-17	16	2.27%
18-19	13	1.85%
20-24	46	6.53%
25-34	176	25.00%
35-44	133	18.89%
45-54	119	16.90%
55-64	98	13.92%
65+	99	14.06%
<b>Total</b>	<b>704</b>	

**How do you identify your race and/or ethnicity? Please select all that apply.**

	Total	
	Count	Percent
African	3	0.52%
African American or Black	11	1.89%
American Indian/Native American or Alaskan Native	7	1.20%
Asian or East Asian (including Chinese, Japanese, Korean, Mongolian, Tibetan, and Taiwanese)	80	13.77%
Asian or Southeast Asian (including Burmese, Cambodian, Filipino, Hmong, Indonesian, Laotian, Malaysian, Mien, Singaporean, Thai, and Vietnamese)	19	3.27%
Asian or South Asian (including Bangladeshi, Bhutanese, Indian, Nepali, Pakistani, and Sri Lankan)	32	5.51%
Hispanic, Latino or Latina	28	4.82%
Middle Eastern	6	1.03%
Native Hawaiian or Pacific Islander	3	0.52%
White	383	65.92%
Not listed (please specify)	3	0.52%
Prefer not to answer	68	11.70%
<b>Total</b>	<b>581</b>	

**What languages do you primarily speak? ('Primarily' means the languages you rely on for communication in your daily life.) Please select all that apply.**

	Total

# RAPIDRIDE

	Count	Percent
Amharic	0	0.00%
Arabic	3	0.43%
Chinese (Cantonese)	12	1.72%
Chinese (Mandarin)	39	5.58%
Dari	0	0.00%
English	641	91.70%
Japanese	12	1.72%
Korean	7	1.00%
Marshallese	0	0.00%
Punjabi	5	0.72%
Russian	14	2.00%
Somali	0	0.00%
Spanish	29	4.15%
Tagalog	4	0.57%
Tigrinya	0	0.00%
Ukrainian	8	1.14%
Vietnamese	6	0.86%
Another language (please specify)	27	3.86%
Prefer not to answer	24	3.43%
<b>Total</b>	<b>699</b>	

**What is your gender identity? Please select all that apply.**

	Total	
	Count	Percent
Woman	286	41.33%
Man	321	46.39%
Non-binary	32	4.62%
Another gender identity (please specify)	5	0.72%
Prefer not to answer	62	8.96%
<b>Total</b>	<b>692</b>	

**Do you have a disability that affects your ability to do one or more major life activities (such as walking or climbing stairs, running errands, hearing announcements, using a computer, reading, or understanding signs)? Please select all that apply.**

# RAPIDRIDE

	Total	
	Count	Percent
Yes, physical	50	8.33%
Yes, cognitive	31	5.17%
Yes, sensory	25	4.17%
Yes, other type of disability (please specify)	12	2.00%
No	455	75.83%
Prefer not to answer	51	8.50%
<b>Total</b>	<b>600</b>	

## What is your total household income? Your best guess is fine.

	Total	
	Count	Percent
Less than \$7,500	16	2.31%
\$7,500 to less than \$15,000	8	1.15%
\$15,000 to less than \$25,000	16	2.31%
\$25,000 to less than \$35,000	9	1.30%
\$35,000 to less than \$55,000	26	3.75%
\$55,000 to less than \$75,000	41	5.91%
\$75,000 to less than \$100,000	53	7.64%
\$100,000 to less than \$150,000	94	13.54%
\$150,000 and up	254	36.60%
Don't know	25	3.60%
Prefer not to answer	152	21.90%
<b>Total</b>	<b>694</b>	

# RAPIDRIDE

## APPENDIX D: WEBSITE DATA

City	Seattle				Kirkland			
Event name	Event count	Total users	Event count per user	Total revenue	Event count	Total users	Event count per user	Total revenue
Totals	<b>3,748</b> 42.04% of total	<b>865</b> 42.95% of total	<b>4.52</b> Avg -1.13%	<b>\$0.00</b>	<b>1,218</b> 13.66% of total	<b>260</b> 12.91% of total	<b>4.83</b> Avg +5.83%	<b>\$0.00</b>
1 page_view	1,179	856	1.44	\$0.00	323	259	1.29	\$0.00
2 session_start	959	799	1.26	\$0.00	291	247	1.22	\$0.00
3 first_visit	615	615	1	\$0.00	172	172	1	\$0.00
4 user_engagement	340	248	1.39	\$0.00	113	94	1.24	\$0.00
5 scroll	268	222	1.23	\$0.00	157	146	1.09	\$0.00
6 click	233	182	1.28	\$0.00	118	99	1.19	\$0.00
7 file_download	68	32	2.13	\$0.00	34	16	2.13	\$0.00
8 form_start	82	31	2.65	\$0.00	5	5	1	\$0.00
9 form_submit	4	4	1	\$0.00	5	5	1	\$0.00

Bellevue				Ashburn				Redmond				Totals			
Event count	Total users	Event count per user	Total revenue	Event count	Total users	Event count per user	Total revenue	Event count	Total users	Event count per user	Total revenue	+ Event count	Total users	Event count per user	Total revenue
<b>703</b> 7.89% of total	<b>160</b> 7.94% of total	<b>4.54</b> Avg -0.69%	<b>\$0.00</b>	<b>238</b> 2.67% of total	<b>69</b> 3.43% of total	<b>3.45</b> Avg -24.48%	<b>\$0.00</b>	<b>190</b> 2.13% of total	<b>49</b> 2.43% of total	<b>4.04</b> Avg -11.49%	<b>\$0.00</b>	<b>8,915</b> 100% of total	<b>2,014</b> 100% of total	<b>4.57</b> Avg 0%	<b>\$0.00</b>
192	159	1.25	\$0.00	70	69	1.01	\$0.00	56	49	1.19	\$0.00	2,637	2,014	1.35	\$0.00
176	156	1.17	\$0.00	69	69	1	\$0.00	51	48	1.11	\$0.00	2,266	1,894	1.24	\$0.00
115	115	1	\$0.00	69	69	1	\$0.00	39	39	1	\$0.00	1,510	1,510	1	\$0.00
60	51	1.2	\$0.00	14	13	1.08	\$0.00	16	15	1.07	\$0.00	844	672	1.28	\$0.00
85	79	1.08	\$0.00	15	14	1.07	\$0.00	18	18	1.06	\$0.00	830	745	1.13	\$0.00
53	51	1.04	\$0.00	1	1	1	\$0.00	9	9	1	\$0.00	549	453	1.21	\$0.00
6	4	1.5	\$0.00	0	0	0	\$0.00	0	0	0	\$0.00	146	74	1.97	\$0.00
12	9	1.33	\$0.00	0	0	0	\$0.00	1	1	1	\$0.00	117	59	1.98	\$0.00
4	2	2	\$0.00	0	0	0	\$0.00	0	0	0	\$0.00	16	14	1.14	\$0.00