

RAPIDRIDE

RapidRide R Line Community Engagement Summary

Final preferred concept: March-December 2020

Last updated: January 13, 2021

Introduction

This report summarizes King County Metro’s community engagement approaches, activities, and feedback collected during the final preferred concept phase of RapidRide R Line.

Project background

King County Metro (Metro) plans to upgrade bus service in Seattle’s Rainier Valley with a new RapidRide line. RapidRide R Line will serve people who are currently using Route 7 with better, more reliable bus service. Route 7 is currently one of Seattle’s busiest routes, serving 11,200 riders per day before the COVID-19 pandemic, and continues to be a top ridership route during the pandemic, with 60 to 70 percent retained ridership. Route 7 has been the Rainier Valley communities’ stable form of transportation—a lifeline through South Seattle that has helped create a sense of place for many in marginalized, historically underserved communities. While Route 7 buses are scheduled to come every 10 minutes or sooner throughout most of the day, buses are often delayed.

The goals of RapidRide R Line are to:

- Increase access to reliable and frequent transit in the Rainier Valley.
- Improve the quality and ease of connecting to transit safely.



Metro’s RapidRide R Line project milestones

The graphic below shows Metro’s planned RapidRide R Line timeline from needs assessment to service launch (the gold outline indicates the project’s current stage).



Metro’s shift in RapidRide delivery

The COVID-19 pandemic significantly reduced Metro ridership and revenue. As a result, the agency is facing financial shortfalls in both the short and long-term. Thus, Metro can no longer launch all previously planned RapidRide lines by 2027. To determine a new timeline for RapidRide expansion lines, Metro considered how close the projects are to completion, equity impacts, funding sources, how projects aligned with Metro’s Mobility Framework and RapidRide policy goals (see sidebar), and previous community feedback.

Based on evaluation of the above factors, Metro is pausing RapidRide R Line until additional funding sources become available. Route 7 has substantially higher ridership from members of priority populations than other planned RapidRide lines and currently serves the area with RapidRide-like service frequencies. RapidRide R Line is not projected to see a significant increase in ridership. Metro has heard mixed feedback from the community around the RapidRide upgrade—while people look forward to safety improvements and more reliable service, they are concerned about loss of transit service to the Prentice Loop and the addition of fare enforcement.

Moving ahead to build RapidRide R Line with limited available funding risks leaving service conditions worse than their current state, not better. The benefits and community appetite for this project are considerably reduced if elements of the project were removed due to budget constraints. As a final wrap up before the indefinite pause, Metro decided to finalize the RapidRide R Line preferred concept in December 2020. The agency will prioritize funding this project as soon as possible.

Building on prior engagement

Metro began engaging community members and organizations in planning RapidRide R Line in June 2019 by conducting a needs assessment to learn about the community’s transportation

The **METRO CONNECTS** RapidRide network gives priority to corridors that meet these criteria:

- Have high ridership and unmet demand.
- Serve major regional destinations.
- Have transit pathways that can be improved to increase travel speeds.
- Partners are willing to help with roadway improvements, permitting, or regulatory changes.

needs and priorities. Given the extensive community input on this line through previous work led by the Seattle Department of Transportation (SDOT), the first steps were to report back on feedback already received, explain how issues and concerns would be reflected in design, and highlight future opportunities to influence decision-making. Metro had two main goals during the needs assessment phase:

1. Re-engage Rainier Valley residents and introduce RapidRide R Line.
2. Gather community input on transportation needs and priorities to inform design concepts.

Engagement activities during this phase included interviews with community-based organizations (CBOs), service providers, and other community groups; in-person outreach through tabling at community events and hosting community briefings in partnership with CBOs and other community partners; and an online survey available in English, Chinese (simplified), Somali, Spanish, and Vietnamese. Across these channels, Metro gathered input on the following areas:

- Elements of the existing Route 7 that people appreciate most as well as areas for improvement
- Priority places people want to travel to and from when using Route 7
- Barriers to accessing transit and improvements needed to encourage more transit use
- Ways to effectively share information with, and gather input from, historically underrepresented or underserved communities

More detail on the needs assessment key themes is available in [Appendix A](#), and the full engagement summary is available online [here](#).

In fall 2019, Metro launched the next phase of community engagement to share the initial preferred concept with two community engagement goals:

1. Share proposed RapidRide R Line station location options and gather feedback to inform the preferred concept.
2. Continue conducting intentional, inclusive, and equitable community engagement.

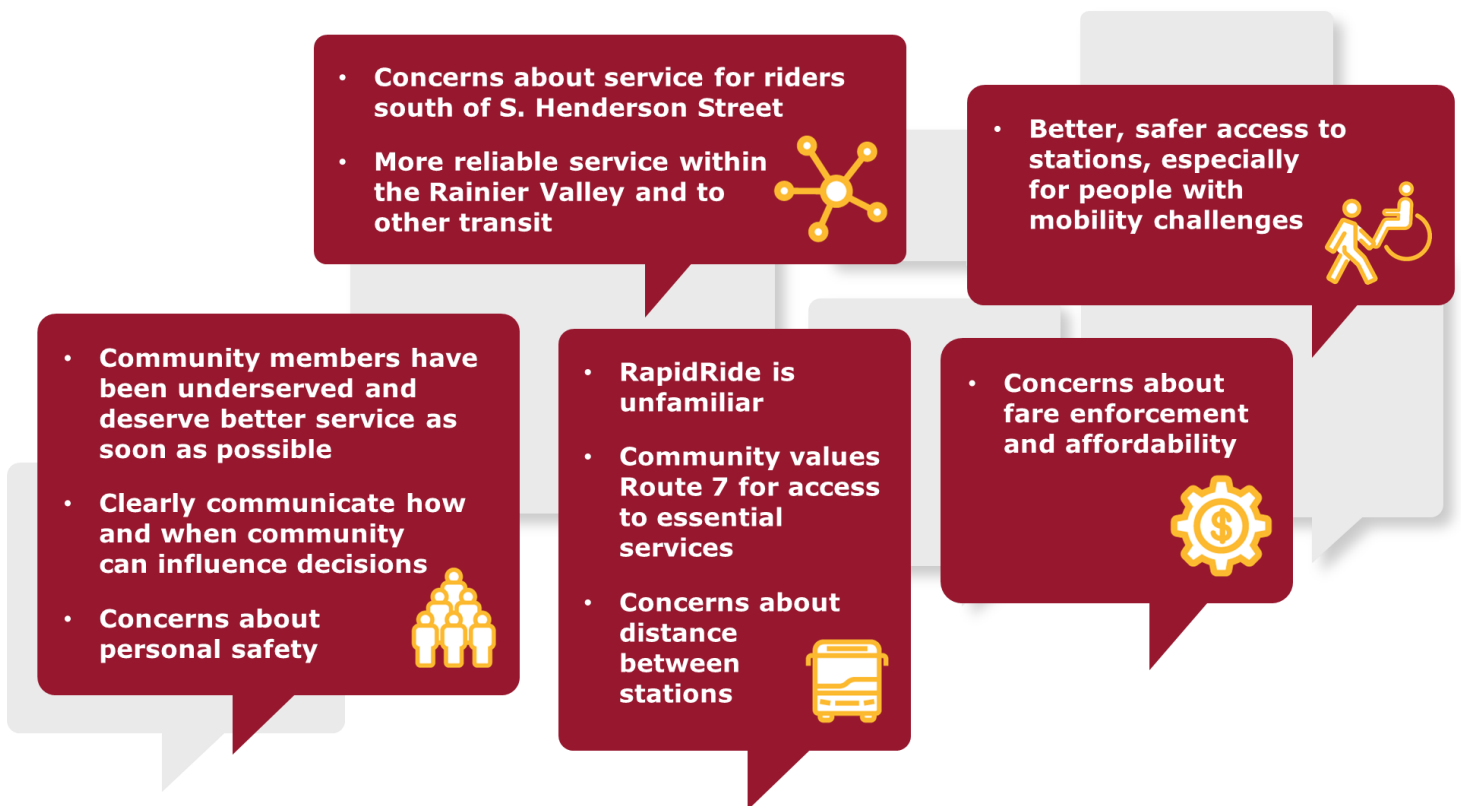
This phase of engagement consisted of briefings, conversations, and walking tours with CBOs and other community groups; in-person outreach through tabling at community events, gathering places, and housing communities; multilingual bus stop outreach; in-person open houses; an online open house available in English, Chinese (simplified and traditional), Somali, Spanish, and Vietnamese; engaging with Route 7 operators; and briefings with city and county councilmembers. Based on community feedback heard during previous engagement, Metro provided interpreters at in-person engagement events and translated materials into six additional languages: Amharic, Arabic, Chinese (traditional), Oromo, Tagalog, and Tigrinya.

Metro gathered feedback on the following elements of the RapidRide R Line preferred concept:

- Proposed station locations
- Projects to make it easier and safer to get to the bus
- Roadway and intersection upgrades to make the bus more frequent and reliable

More detail on the initial preferred concept key themes is also available in [Appendix A](#), and the full engagement summary is available online [here](#).

The graphic below summarizes the priorities emphasized by community members across both phases of engagement.



Final preferred concept engagement overview

From March 2020 through December 2020, Metro shared information about the final preferred concept and the decision to pause the project.

Community engagement goals

This phase included three community engagement goals:

1. Build and grow positive relationships between Metro and Rainier Valley community members.
2. Share information about RapidRide R Line project pause.
3. Build awareness and understanding of how community feedback influences Metro’s decision-making.

See [Appendix B](#) for the more detail on phase goals and indicators of success.

Community engagement approach

Community input shaped development of the RapidRide R Line preferred concept shared during this phase and Metro’s decision to put the project on pause.

Practicing inclusive engagement

The communities around Route 7 and Rainier Avenue S. are among the most diverse in Seattle, with higher rates of racial, cultural, and language diversity than the city-wide averages. Throughout this project, Metro prioritized feedback from people and groups who have been historically underrepresented or overlooked in transportation planning. Metro continued to focus engagement efforts on meeting people where they are at—through hosting accessible events, attending meetings hosted by community groups, translating and transcreating materials, and providing interpreters—all while following county guidance on social distancing during the COVID-19 pandemic.

In March 2020, Metro temporarily scaled back RapidRide R Line project communications to focus on sharing the latest information about safety guidelines and service changes. In October 2020, Metro began reporting back to the community on feedback received during initial preferred concept engagement and how it was incorporated into the final preferred concept.

Metro shared the final preferred concept including station locations and proposed features, projects that enhance bus speed and reliability, and projects to make it easier and safer to get to the bus. Metro also communicated why the project is paused and what is next. Throughout this phase, the agency continued working closely with SDOT to coordinate engagement efforts and provide accurate, consistent information about work happening in the area.

The engagement approach for this phase included the following activities:

- **Community partner engagement:** the agency continued engaging with CBO partners and community groups to build and grow relationships. This phase of community engagement began with outreach to community partners in advance of broader communication with the public. Given their involvement on the project to date, Metro offered to host individual briefings to ensure our community partners had an opportunity to learn more and ask any questions concerning project status. Metro also offered to provide in-language briefings to our community partners whose members use languages other than English. A summary of community partner outreach is included in [Appendix C](#).

- **Narrated presentations:** Metro developed easy-to-understand narrated and captioned project update presentation videos. To provide opportunities for people who use languages other than English to participate, the agency created eight versions of the project update video using translated slides with in-language voiceover narration and translated captions. Metro translated the narration and captions into the languages with the highest volume of engagement during previous phases: Amharic, Chinese (simplified Chinese narrated in Mandarin; traditional Chinese narrated in Cantonese and Mandarin), Spanish, Somali, and Vietnamese. Community members can view the videos on the [project website](#) to learn about project updates at a time convenient to them. The English version of the slide deck is included in [Appendix D](#).
- **Virtual town halls:** in response to COVID-19-related physical distancing requirements, Metro hosted two virtual town halls in lieu of in-person open houses. During the virtual town halls, the agency shared project updates, communicated about how community feedback influenced project decisions, provided an overview of the final preferred concept, answered questions from attendees. These events included real-time closed captioning in English. Metro prepared to provide live interpretation in six non-English languages (Amharic, Cantonese, Mandarin, Somali, Spanish, and Vietnamese) and asked for attendees to indicate whether they would like to participate in a language other than English during event registration. The slide deck presented at the virtual town halls is included in [Appendix E](#).
- **Poster distribution and outreach:** despite being unable to host and attend in-person events, the agency needed to inform community members who may not have internet access of the RapidRide R Line project status. Metro created a multilingual poster with project information in Amharic, Chinese (simplified and traditional), English, Somali, Spanish, and Vietnamese. Before distributing posters, the agency reached out to CBOs, neighborhood groups, and chambers of commerce to help identify distribution points that remain open and well-used through the pandemic. With these partner insights, Metro created a list of locations where community members could view the poster safely and conveniently, including outdoor community boards, resource locations (e.g., ethnic grocery stores), and the lobbies of multi-family housing complexes. Metro then distributed the posters while following social distancing and safety guidelines. The poster and a list of distribution sites are included in [Appendix F](#).

Getting the word out

The following icons represent the channels used to promote the project and opportunities to engage.



RapidRide R Line website



Emails to CBO partners and community members



Interviews with local media



Rider alerts via email and text message



Social media posts



Distributing posters and event flyers

See [Appendix F](#) for examples of notification materials and a list of poster distribution locations. Our partner SDOT also helped notify community members about project updates and opportunities to engage by sending emails to their Route 7 – Transit-Plus Multimodal Corridor outreach list.

What was heard

A total of 34 people registered to attend a virtual town hall, with 28 total attendees. Virtual town hall participants shared 22 comments and questions, and Metro also received several direct emails from community members sharing feedback throughout this phase. Questions and comments fell into the following categories:

- Project funding
- RapidRide line prioritization (especially why RapidRide G Line is moving ahead while RapidRide R Line is paused)
- Multimodal improvements along the corridor
- How Metro will serve people living south of S. Henderson Street (Prentice and Seward loops)
- How community input will be incorporated into future planning

Presenters, who included Jerry Roberson (Metro), Michelle Huynh (Metro), Monisha Harrell (Rule Seven), and Cheryl Tam (PRR), answered most questions live during the events, and the team followed up with five participants to share more detailed responses to virtual town hall comments. Overall, what Metro heard during this phase of engagement reinforced the feedback received in previous phases.

Next steps

While RapidRide R Line is paused, Route 7 will continue with frequent bus service between downtown Seattle and the Rainier Valley. In the meantime, community input gathered will help guide Metro's service investments in the corridor, and SDOT will continue their work to make it easier and safer to travel by bus in and around Rainier Valley through the Route 7 – Transit-Plus Multimodal Corridor project. When funding is available to restart the project, Metro will continue to listen to and gather input from the community to finalize design and build RapidRide R Line. Before resuming the project, Metro will re-engage with the community to confirm if values and priorities influencing design decisions are still resonant. Until then, the agency plans to send updates to the community two times each year.

Appendix A

Key themes from prior engagement

Needs assessment key themes:

During the needs assessment phase, Metro interviewed community-based organizations, service providers, and other community groups; conducted in-person outreach through tabling at community events and partnering with CBOs to host community briefings; and hosted an online survey in simplified Chinese, English, Somali, Spanish, and Vietnamese.

The bullets below summarize the key themes that emerged:

- Community members rely on Route 7 to access essential services including food, work, school, medical appointments, and more. They highly value this local service.
- Many people are unfamiliar with RapidRide and fear changes to Route 7 service.
- Community members want more reliable service to travel to places within the Rainier Valley, South King County, downtown Seattle, and to other transit.
- Participants are concerned about bus stop consolidation.
- Many community members support RapidRide upgrades, especially increased lighting, station upgrades, safety improvements, and roadway and intersection improvements to help prevent bus delays.
- Some people are concerned about personal safety while waiting for and riding buses within the Rainier Valley.
- Fare enforcement and affordability remain significant concerns.
- Participants support better and safer access to bus stations, especially for people with mobility challenges.
- Metro should clearly communicate how and when community members can influence decision making. Many Rainier Valley residents are willing to engage but are fatigued from ongoing transportation and other work happening in their community.

Initial preferred concept key themes:

Community members offered valuable feedback about the proposed RapidRide R Line preferred concept during initial preferred concept engagement. Metro conducted in-person outreach by tabling at community events, conducting drop-in visits, and partnering to host community briefings, with interpretation available when suggested by community partners. The team also hosted an online open house with a survey in the six most common languages in the area: simplified Chinese, traditional Chinese, English, Somali, Spanish, and Vietnamese. Some key themes emerged across all engagement approaches:

- Station consolidation continues to be a key area of interest. Many people are concerned about access to transit especially for people who are older and those who have limited mobility. Stations placed further apart, even by a block, can have a significant effect on riders’ ability to access stations. Additionally, community members shared concerns about how station consolidation may affect people seeking essential services, transit-dependent riders, and riders who are limited English-speaking. People shared support for the team’s efforts to engage these groups to date and encouraged us to continue seeking ways to equitably engage with these communities.
- Community members are looking forward to more reliable bus service and most understand the trade-offs needed to increase reliability, such as station consolidation.
- Most people support the proposal to remove on-street parking in favor of adding business access and transit (BAT) lanes, but some expressed concerns that these changes may impact small businesses.
- People support and want Metro to prioritize sidewalk improvements and safer pedestrian crossings across the entire route.
- Lacking bike infrastructure on and connecting to Rainier Avenue S. remains a significant area of concern.
- Concerns remain around how Metro plans to serve riders who currently access the Route 7 south of S. Henderson Street.

Elevating feedback from priority populations

Metro aims to center and elevate the voices of community members who have been historically marginalized in public engagement. While Metro did not see significant differences in the feedback received from priority populations and what was heard from the general audiences, several points from groups that represent or serve priority populations are worth highlighting:

- Community members want minimal (if any) station consolidation in Chinatown-International District given that riders in the area are older, transit-dependent, and have mobility challenges. They cited that both station locations are important for access to transit and access to essential services.
- When asked about station location preference on S. Jackson Street, most elders engaged at Asian Counseling and Referral Service expressed support for Option A at S. Maynard Street because this is closer to town and the stores they frequent most.
- Residents of Center Park and in Rainier Beach noted Route 7 rides can be jarring because of potholes and poor road infrastructure. Specifically, riders noted that the intersection at Rainier Avenue S. and S. Jackson Street can feel unsafe or rough.
- Current Route 7 coaches do not have adequate space for the volume of riders with wheelchairs, walkers, and strollers.

- Consider accessible engagement opportunities for community members who rely on Route 7 and do not have regular access to the internet.
- Community members expressed concern about fare enforcement on this route, especially because it travels through many communities of color.

Appendix B

Final preferred concept goals and objectives

Goals and objectives for final preferred concept community engagement around RapidRide in the Rainier Valley:

Goal: Build and grow positive relationships between Metro and Rainier Valley community members.

Objectives:

- Circle back with community partners and community members to provide updates on the project process, outcomes, and next steps.
- Share information about Metro’s broader agency response to the COVID-19 pandemic.

Goal: Community understands RapidRide R Line project pause.

Objectives:

- Create equitable, accessible opportunities to inform community members about RapidRide R Line project status and timeline changes.

Goal: Build awareness and understanding of how community feedback influences Metro’s decision-making.

Objectives:

- Build awareness and understanding of how community feedback informed RapidRide R Line design concepts.
- Build awareness and understanding of how community feedback influenced the decision to pause the project.

Appendix C

Community partner engagement summary

Organization/Group	Community represented
2100 Building	Youth, local non-profit organizations that support youth
Asian Counseling and Referral Services (ACRS)	People who are limited English-speaking, immigrants and refugees, youth, people who are older, Asian and Pacific Islander populations
Columbia City Business Association	Local business owners
Disability Rights Washington and Rooted in Rights	People with disabilities
Ethiopian Community in Seattle	People who are limited English-speaking, low-income populations, immigrants and refugees, youth, people who are older, Ethiopian population
Friends of Little Saigon	People who are limited English-speaking, immigrants and refugees, youth, people who are older, Vietnamese population
Hillman City Neighborhood Association	Hillman City residents dedicated to strengthening and advocating for the community
HomeSight	Low-income populations
InterIm Community Development Association	People who are limited English-speaking, low-income populations, immigrants and refugees, people who are older, Asian and Pacific Islander populations
The Lighthouse for the Blind	People with visual impairments and/or other disabilities
Mount Baker Housing Association	Low-income populations, immigrants and refugees
Northwest Kidney Centers	People who are older, people with mobility challenges

Organization/Group	Community represented
Rainier Beach Action Coalition	Youth, African-American population
Rainier Chamber of Commerce	Local business owners
Rainier Valley Food Bank	People who are older, low-income populations, people with mobility challenges, people who are limited English-speaking, immigrants and refugees
Rainier Valley Greenways	Cyclists, active transportation advocates
Seattle Chinatown International District Preservation and Development Authority (SCIDpda)	People who are limited English-speaking, low-income populations, immigrants and refugees, people who are older, Asian and Pacific Islander populations
WA State Department of Services for the Blind	People with visual impairments and/or other disabilities
Wing Luke Museum	Asian and Pacific Islander populations

Appendix D

Narrated presentation English slide deck

RAPIDRIDE

RapidRide R Line Update - English

Robyn Austin - King County Metro
Fall 2020

R Line

Project background

- Metro planned to upgrade Route 7 to RapidRide R Line by 2024 to:
 - Increase access to reliable and frequent transit in the Rainier Valley.
 - Improve the quality and ease of connecting to transit safely.



R Line



R Line

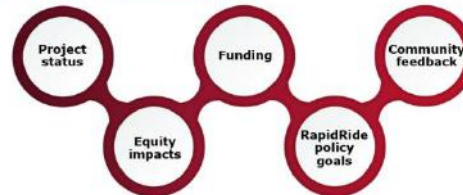
COVID-19's impacts to Metro

- The COVID-19 pandemic significantly reduced systemwide ridership and revenue.
- Metro can no longer fund seven new RapidRide lines by 2027 as previously planned.



R Line

RapidRide project decision criteria



R Line

RapidRide R Line project status

- Metro has completed RapidRide R Line preferred concept and is pausing the project until further funding is available.
- We are providing updates on how your feedback to date influenced project design decisions.



R Line

Community involvement

- Lead with listening.
- Learn about the community's history with the project and agency.
- Meet the community where they are.
- Build on prior engagement.



R Line

Community priorities



R Line

What we've heard



R Line

Segment 1

- **We asked:** Which station locations do you prefer – Maynard Avenue S. or 8th Avenue S.?
- **Outcome:** Keep stations at both locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

Segment 2

- No changes to station locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

Segment 3

- **Previous:** Both S. Charlestown Street stations south of at Rainier Avenue S. intersection.
- **Current:** Keep southbound S. Charlestown Street station in existing location.
- Remove on-street parking between S. Alaska and Genesee Streets to make room for a northbound business access and transit (BAT) lane.
- Map reflects updates to speed and reliability projects.



R Line

Segment 4

- **We asked:** Which station locations do you prefer – S. Alaska and Hudson Streets or S. Edmunds and Dawson Streets?
- **Outcome:** Keep R Line stations at S. Edmunds and Dawson Streets. Stops at S. Alaska Street will continue being served by other bus routes.
- Remove on-street parking between S. Mead Street and 39th Avenue S. to make room for a northbound BAT lane.
- Map reflects priorities we heard around access to transit projects.



R Line

Segment 5

- No changes to station locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

What's next

- Route 7 will continue with frequent bus service between downtown Seattle and the Rainier Valley.
- Metro completed the conceptual project design in 2020, which created the current preferred concept.
- Community input will continue to guide service investments in the corridor.
- SDOT is continuing their work to make it easier and safer to travel through Rainier Valley.
- Metro will re-engage with community members before restarting the project.

R Line

- Learn more by visiting kingcounty.gov/metro/rline.
- Learn more about SDOT's work in the area at seattle.gov/transportation/RainierTransitPlus.

Contacts

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Appendix E

Virtual town hall slide deck

RAPIDRIDE

RapidRide R Line Update

December 2020

Using Zoom



- Click to turn on captions.
- Use the Q&A chat box to ask questions
- Participants are automatically muted
- Please note:** this meeting is being recorded

RAPIDRIDE

RapidRide R Line Update

December 2020

R Line

Project background

- Metro planned to upgrade Route 7 to RapidRide R Line by 2024 to:
 - Increase access to reliable and frequent transit in the Rainier Valley.
 - Improve the quality and ease of connecting to transit safely.

R Line

COVID-19's impacts to Metro

- The COVID-19 pandemic significantly reduced systemwide ridership and revenue.
- Metro can no longer fund seven new RapidRide lines by 2027 as previously planned.

Year	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
March 2020 Forecast (Pre-COVID)	~270	~300	~320	~340	~360	~380	~400	~420	~440	~460
August 2020 Forecast (Proposed Budget)	~270	~300	~320	~250	~280	~300	~320	~340	~360	~380

R Line

RapidRide project decision criteria

R Line

RapidRide R Line project status

- Metro has completed RapidRide R Line preferred concept and is pausing the project until further funding is available.
- We are providing updates on how your feedback to date influenced project design decisions.

R Line

Community involvement

- Lead with listening.
- Learn about the community's history with the project and agency.
- Meet the community where they are.
- Build on prior engagement.

RAPIDRIDE King County METRO

RAPIDRIDE King County METRO

R Line

Community priorities

More reliable service within the Rainier Valley and to other transit

Community values Route 7 for access to essential services

Concerns about service for riders south of S. Henderson Street

Better, safer access to stations, especially for people with mobility challenges

Concern about fare enforcement and affordability

R Line

What we've heard

Connections to other transit



Station locations



Barriers to accessing transit



Improvements for people with mobility challenges



R Line

Segment 1

- We asked:** Which station locations do you prefer – Maynard Avenue S. or 8th Avenue S.?
- Outcome:** Keep stations at both locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

Segment 2

- No changes to station locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

Segment 3

- Previous:** Both S. Charlestown Street stations south of at Rainier Avenue S. intersection.
- Current:** Keep southbound S. Charlestown Street station in existing location.
- Remove on-street parking between S. Alaska and Genesee Streets to make room for a northbound business access and transit (BAT) lane.
- Map reflects updates to speed and reliability projects.



R Line

Segment 4

- We asked:** Which station locations do you prefer – S. Alaska and Hudson Streets or S. Edmunds and Dawson Streets?
- Outcome:** Keep R Line stations at S. Edmunds and Dawson Streets. Stops at S. Alaska Street will continue being served by other bus routes.
- Remove on-street parking between S. Mead Street and 39th Avenue S. to make room for a northbound BAT lane.
- Map reflects priorities we heard around access to transit projects.



R Line

Segment 5

- No changes to station locations.
- Map reflects priorities we heard around access to transit projects and updates to speed and reliability projects.



R Line

What's next

- Route 7 will continue with frequent bus service between downtown Seattle and the Rainier Valley.
- Metro completed the conceptual project design in 2020, which created the current preferred concept.
- Community input will continue to guide service investments in the corridor.
- SDOT is continuing their work to make it easier and safer to travel through Rainier Valley.
- Metro will re-engage with community members before restarting the project.

R Line

- Learn more by visiting kingcounty.gov/metro/rline.
- Learn more about SDOT's work in the area at seattle.gov/transportation/RainierTransitPlus.

Contacts

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(206) 263-9768

R Line

Q&A

- Use the Q&A chat box to ask questions
- You can also use the **Raise Hand**  feature to share a question or comment verbally



The screenshot shows a presentation slide with a dark red background. At the top, there is a navigation bar with the text 'RAPIDRIDE' and the King County METRO logo. Below the navigation bar is a photograph of a yellow and red RapidRide bus. The main content area of the slide features the 'RAPIDRIDE' logo in white, followed by the title 'RapidRide R Line Update' and the date 'December 2020'. At the bottom of the slide, there are two logos: the 'R Line' logo on the left and the King County METRO logo on the right.

Appendix F

Phase 3 notifications

Project poster:

RAPIDRIDE

RapidRide R Line project update

Metro had planned to upgrade Route 7 to RapidRide R Line by 2024. Unfortunately, the impacts of the COVID-19 pandemic significantly reduced Metro revenue and now requires Metro to pause RapidRide R Line until more funding is available. We will be exploring ways to resume this project as soon as possible.

Visit our website at kingcounty.gov/metro/rline to:

- Learn more about the project update
- Connect with the project team at a virtual town hall meeting.

Actualización del proyecto RapidRide R Line (Línea R de RapidRide)

Metro había planeado actualizar Route 7 (Ruta 7) a RapidRide R Line para el 2024. Desafortunadamente, los impactos de la pandemia de COVID-19 redujeron significativamente los ingresos de Metro y ahora requiere que Metro ponga en pausa RapidRide R Line hasta que haya más fondos disponibles. Estaremos explorando formas de reanudar este proyecto lo más pronto posible.

Visite nuestro sitio web en kingcounty.gov/metro/rline para:

- Aprender más sobre las actualizaciones del proyecto
- Conectarse con el equipo del proyecto en un foro público virtual.

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La socodsiina akhbaarta mashruuca RapidRide R Line

Metro waxay qorsheysay in ay sare u qaado wax ka badelka Jidka 7 ilaa RapidRide R Line sanadka 2024. Nasiib darrose, saameynta cudurka faafa ee COVID-19 wuxuu si aad ah hoos ugu dhigay dakhliga Metro ee hadda wuxuu uga baahan yahay Metro in ay hakiso RapidRide R Line illaa iyo inta maalgelin badan laga helayo. Waxaan sahmín doonnaa qaababka aan dib ugu bilaabi doono mashruucan sida ugu dhakhsiyaha badan.

Booqo boggeena kingcounty.gov/metro/rline si aad:

- Wax badan ka ogoow akhbaarta mashruuca
- La xiriir kooxda mashruuca shir balaaran ee qaab muqaal ah ku dhaca ya.

RapidRide R Line 项目更新

Metro原计划于2024年之前将7号公交车升级为RapidRide R Line。不幸的是，由于新冠（COVID-19）疫情的影响大大减少了Metro的收入，导致现在Metro必须暂停RapidRide R Line项目，直到可以拥有更多的资金。我们将尽快找到恢复该项目的办法。

请访问我们的网站kingcounty.gov/metro/rline，以：

- 了解有关项目更新的更多信息
- 在网络市政厅会议上与项目团队联系。

RapidRide R Line 項目更新

Metro原先計劃於2024年之前將7號公交車升級為RapidRide R Line。不幸的是，由於新冠（COVID-19）疫情的影響大大減少了Metro的收入，導致現在Metro必須暫停RapidRide R Line項目，直到可以擁有更多的資金。我們將盡快找到恢復該項目的方法。

請登錄我們的網站kingcounty.gov/metro/rline以：

- 了解項目更新的更多信息
- 在網絡市政廳會議上與項目團隊聯繫。

Cập nhật dự án RapidRide R Line

Metro đã lên kế hoạch nâng cấp tuyến số 7 thành tuyến RapidRide R Line trước năm 2024. Thật không may, do ảnh hưởng bởi đại dịch COVID-19, doanh thu của Metro đã sụt giảm đáng kể, hiện giờ chúng tôi phải tạm dừng dự án RapidRide R Line cho đến khi có thêm nguồn quỹ. Chúng tôi cũng sẽ tìm thêm giải pháp để có thể tiếp tục dự án càng sớm càng tốt.

Vui lòng ghé vào trang web của chúng tôi tại kingcounty.gov/metro/rline để:

- Tìm hiểu thêm về cập nhật dự án
- Kết nối cùng đội dự án thông qua buổi họp mặt trực tuyến trao đổi với người dẫn.

kingcounty.gov/metro/rline

rapidride@kingcounty.gov

206-553-3000

Poster distribution chart:

Organization / Business	Address	# of Flyers
Thái Binh Apartments	913 S. Jackson Street Seattle, WA 98104	5
Anh Shenh Market	1041 S. King Street Seattle, WA 98104	1
Lam's Seafood	1221 S. King Street Seattle, WA 98104	1
Hau Hau Market	412 12th Avenue S. Seattle, WA 98104	1
Dong Hing Market	1001 S. Jackson Street Seattle, WA 98104	1
Uwajimaya	600 5th Avenue S. Seattle, WA 98104	4
2100 Building	2100 24th Avenue S. Seattle, WA 98144	10
Center Park	2121 26th Avenue S. Seattle, WA 98144	10
The Station Coffee Shop	1600 S. Roberto Maestas Festival Street Seattle, WA 98144	1
Red Apple Beacon Hill	2701 Beacon Avenue S. Seattle, WA 98144	1
Rainier Valley Food Bank	4205 Rainier Avenue S. Seattle, WA 98118	2
Columbia City community board	Southwest corner of Rainier Avenue S. and S. Edmunds Street	1
Columbia City community board	Southeast corner of Rainier Avenue S. and S. Ferdinand Street	1
P-Patch	4613 S. Lucile Street Seattle, WA 98118	1
PCC	3610 S. Edmunds Street Seattle, WA 98118	1
Rainier Community Center	4600 38th Avenue S. Seattle, WA 98118	1
Rainier Beach Community Center	8825 Rainier Avenue S. Seattle WA 98118	1
The Brighton Apartments, LLC	6727 Rainier Avenue S. Seattle, WA, 98118	11
TOTAL		54

Social media:

- Facebook:

 **King County Metro Transit** ✓
November 25 at 1:04 PM · 🌐

Rainier Valley residents: Metro is pausing the RapidRide R Line project. Tune into our virtual town halls next week to learn more: kingcounty.gov/metro/rline



👍🥰❤️ 21 7 Shares

 **King County Metro Transit** ✓
November 30 at 1:11 PM · 🌐

Rainier Valley, we want to hear from you: Join us for a virtual town hall about RapidRide R Line Wednesday 12/2 at 6:00 p.m. or Friday 12/4 at 11:00 a.m. Can't make it? Visit our project website to learn about project updates: kingcounty.gov/metro/rline



👍❤️ 18 4 Shares



▪ **Twitter:**



 **King County Metro** 📍 🚌 🚗 🚲 🚏 @kcmetrobus · Dec 2

Reminder for the Rainier Valley, we want to hear from you tonight starting at 6 p.m. Join us for the first of two virtual town hall meetings on the planning and pause of the RapidRide R Line project. Visit our project website to learn about the meeting: kingcounty.gov/metro/rline



🗨️ 3 ❤️ 1 📤

 **King County Metro** 📍 🚌 🚗 🚲 🚏 @kcmetrobus · Dec 3

Reminder for Rainier Valley residents who ride @kcmetrobus Rt7, we want to hear from you tomorrow at 11 a.m. Join our virtual town hall on the planning and pause of RapidRide R Line project. Can't make it? Visit our project website to learn more: kingcounty.gov/metro/rline



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Outreach emails:

RAPIDRIDE



Greetings!

Thank you for your feedback to date on King County Metro's RapidRide R Line project. At Metro, we are dedicated to providing safe, equitable, and sustainable transit to our region.

RapidRide R Line project update

Metro ridership and revenue have been impacted by the COVID-19 pandemic and, as a result, Metro is no longer able to launch all previously planned new RapidRide lines by 2027. We had to make difficult decisions to cut and pause projects across the county including pausing RapidRide R Line. Robust community feedback has already informed important project design decisions and helped to guide our decision to pause the project. If we move ahead to build RapidRide R Line with limited available funding, we risk leaving service conditions worse than their current state, not better.

What's next?

Metro has completed RapidRide R Line conceptual project design, which provides a foundation for future work. Metro will continue frequent Route 7 bus service along its existing route. Metro has no plans to stop or suspend Route 7 service, as ridership remains high, and we recognize the importance of this service in the community.

We deeply value your engagement and will continue to use the feedback we've heard to inform how we prioritize service investments in Rainier Valley.

To learn more:

- Visit the project website at kingcounty.gov/metro/rline.
- Review our narrated presentation, available in [Amharic](#), [Simplified Chinese with Mandarin](#), [Traditional Chinese with Cantonese](#), [Traditional Chinese with Mandarin](#), [English](#), [Somali](#), [Spanish](#), and [Vietnamese](#).
- Attend virtual town halls on [December 2 at 6 p.m.](#) and [December 4 at 11 a.m.](#) Click on the links to register. Live interpretation is available in Amharic, Cantonese, Mandarin, Somali, Spanish, and Vietnamese. Please contact us if you or someone you know would like to participate in a language other than those listed.
- Read more about how Metro is moving forward and protecting riders and operators during the COVID-19 pandemic on the [Metro Matters blog](#).

Michelle Huynh

RapidRide Communications and Engagement Manager



RAPIDRIDE

R Line

Greetings!

This is a friendly reminder that we are hosting two virtual town halls this week to provide updates about [RapidRide R Line](#). If you are interested in attending, please register using the links below.

- [December 2 at 6 p.m.](#)
- [December 4 at 11 a.m.](#)

We hope you can join us!

Michelle Huynh
RapidRide Communications and Engagement Manager



Route 7



Hello! We are reaching out to share the latest improvements that are almost at the final design stage for the [Route 7 Transit-Plus Multimodal Corridor](#) project. We also have an update from King County Metro about revenue shortages and what that means for the [RapidRide R Line](#). See below for more details.

Callout in SDOT's Route 7 TPMC email update

RapidRide R Line project update

Metro had planned to upgrade Route 7 to [RapidRide R Line](#) by 2024. Unfortunately, the impacts of the COVID-19 pandemic reduced revenue and now requires Metro to pause RapidRide R Line until more funding is available. They will be exploring ways to resume this project as soon as possible. Visit the [RapidRide R Line](#) webpage for more information.

RAPIDRIDE



Greetings!

Thank you to those who joined us for our virtual town halls earlier this month. During the town halls, we shared how community feedback has informed our project design decisions to date and helped to guide our decision to pause the RapidRide R Line project until funding becomes available. Narrated versions of the presentations shared during the events are available on our [project website](#). We are writing to follow up with a few frequently asked questions and answers.

Why is Metro pausing the RapidRide R Line project while other RapidRide lines are moving ahead?

- When making these difficult decisions, Metro considered how close the projects are to completion, equity impacts, funding, how projects aligned with Metro’s Mobility Framework and RapidRide policy goals, and previous community feedback received on the projects. The RapidRide lines that are continuing to move ahead are either closer to completion, have secured funding, or a combination of these factors.
- The decision to resume the RapidRide R Line project depends on funding availability. If we move ahead to build RapidRide R Line with limited available funding, we risk leaving service conditions worse than their current state, not better.
- For more information about COVID-19’s impacts to the RapidRide program, read this [new post](#) on our Metro Matters blog.

Where can I learn more about the proposed speed and reliability or pedestrian and bicycle improvements along the RapidRide R Line route?

- These improvements are a joint effort between King County Metro and the Seattle Department of Transportation (SDOT). You can review the maps in Metro’s [R Line Corridor Planning and Upgrade \(CPAU\) Report summary](#) to see the proposed improvements that are part of the RapidRide R Line project. Check out the [Route 7-TPMC website](#) for the most up-to-date information on SDOT’s proposed projects.

What’s going to happen to the Prentice Loop?

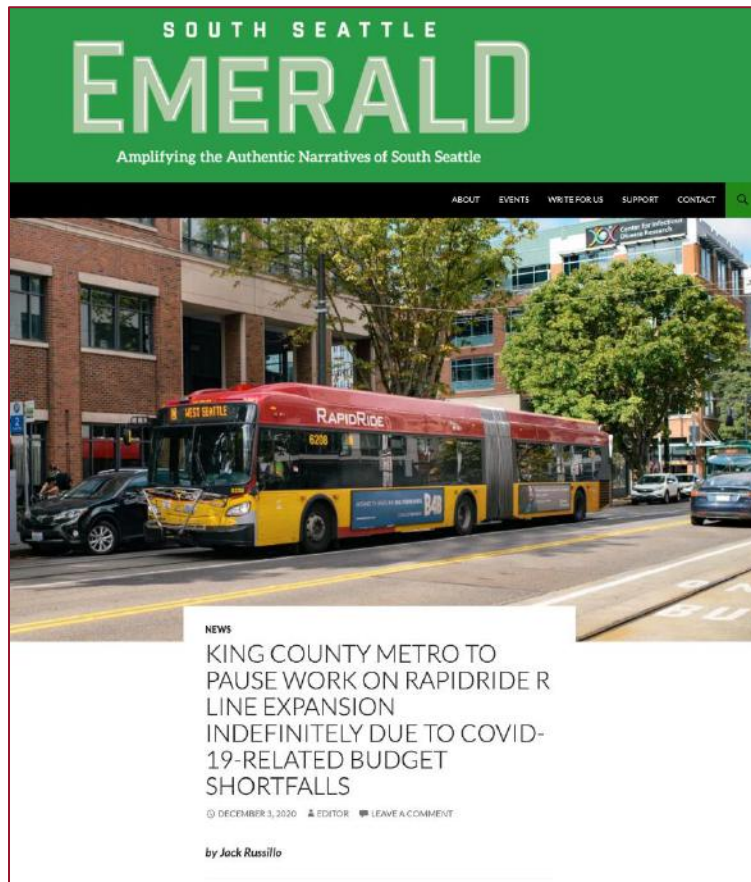
- We understand service south of S. Henderson Street and in the Prentice Loop is an important connection for community members. Current Route 7 service to this area is infrequent, and we have heard it is also confusing. While RapidRide R Line will terminate at the Rainier Beach Link station, Metro is planning to continue providing transit access to the area south of S. Henderson Street.
- Per Metro’s standard practice of implementing service changes, we will engage people south of S. Henderson Street 18-24 months prior to the launch of the RapidRide R Line to identify their mobility needs and develop the right service solutions to begin alongside the conversion to RapidRide R Line.

We’ll be in touch with more ways to get involved as the project develops. Until then, we encourage you to visit our [project website](#) for additional information and reach out with any additional questions.

Michelle Huynh
RapidRide Communications and Engagement Manager



Media coverage:



Rider alerts:

King County Metro has completed conceptual design for RapidRide R Line.

Attend our virtual town hall **December 4, 2020 at 11 a.m.**

We'll discuss how community input influenced the design and Metro's difficult decision to pause the project.

Register for the event on the project website: www.kingcounty.gov/metro/rline.



Report Generated: 12/03/2020 12:05 PM PST

This report automatically generates after a bulletin is sent. [View the Bulletin Detail Report online](#) to see the most recent performance metrics for this bulletin.

Subject: Register for Friday's RapidRide R Line virtual town hall!

Sent: 12/03/2020 10:05 AM CST

Sent By: michuynh@kingcounty.gov

Sent To: Subscribers of Route 7

