516 Third Avenue, Council Chambers, 10th Floor, Seattle, WA 98104

King County

Meeting Agenda

Transportation, Economy, and Environment Committee

Councilmembers:
Steffanie Fain, Chair;
Pete von Reichbauer, Vice Chair;
Claudia Balducci, Reagan Dunn

Lead Staff: Jake Tracy (206-263-0875)
Committee Clerk: Angelica Calderon (206 477-7470)

9:30 AM | **Tuesday, November 17, 2026** | **Hybrid Meeting**

Hybrid Meetings: Attend the King County Council committee meetings in person in Council Chambers (Room 1001), 516 3rd Avenue in Seattle, or through remote access. Details on how to attend and/or to provide comment remotely are listed below.

Pursuant to K.C.C. 1.24.035 A. and F., this meeting is also noticed as a meeting of the Metropolitan King County Council, whose agenda is limited to the committee business. In this meeting only the rules and procedures applicable to committees apply and not those applicable to full council meetings.

HOW TO PROVIDE PUBLIC COMMENT: The Transportation, Economy and Environment Committee values community input and looks forward to hearing from you on agenda items.

There are three ways to provide public comment:
1. In person: You may attend the meeting and provide comment in the Council Chambers.
2. By email: You may comment in writing on current agenda items by submitting your email comments to committees@kingcounty.gov. If your email is received by 8:00 a.m. on the day of the meeting, your email comments will be distributed to the committee members and appropriate staff prior to the meeting.
3. Remote attendance at the meeting by phone or computer (see "Connecting to the Webinar" below).

You may provide oral comment on current agenda items during the meeting's public comment period.

Sign language and interpreter services can be arranged given sufficient notice (206-848-0355).
TTY Number - TTY 711.
Council Chambers is equipped with a hearing loop, which provides a wireless signal that is picked up by a hearing aid when it is set to 'T' (Telecoil) setting.

You are not required to sign up in advance. Comments are limited to current agenda items.

Language access services: Sign language and interpreter services are available at no cost to you. To request these services, contact King County Council's Equity and Social Justice Office at 206-477-9259 (TTY Relay 7-1-1) or kccesj@kingcounty.gov at your earliest opportunity. Please provide notice by 9 AM at least three (3) business days prior to the meeting to better secure availability.

CONNECTING TO THE WEBINAR:
Webinar ID: 828 3304 6944

By computer using the Zoom application at https://zoom.us/join and the webinar ID above. Via phone by calling 1 253 215 8782 and using the webinar ID above.
HOW TO WATCH/LISTEN TO THE MEETING REMOTELY: There are several ways to watch or listen in to the meeting:
1) Stream online via this link: http://www.kingcounty.gov/kctv, or input the link web address into your web browser.
2) Watch King County TV on Comcast Channel 22 and 322(HD) and Astound Broadband Channels 22 and 711(HD)
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To show a PDF of the written materials for an agenda item, click on the agenda item below.

1. **Call to Order**

2. **Roll Call**

3. **Approval of Minutes** p. 5

   Minutes of October 20, 2026 meeting.

4. **Public Comment**



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Consent

5. Proposed Motion No. 2026-0326 **p. 9**

A MOTION confirming the executive's appointment of Jamie Stroble, who resides in council district one, to the King County conservation futures advisory committee, as the council at-large representative, for the remainder of a four-year term to expire on December 31, 2030.

Sponsors: Dembowski

Sherrie Hsu, Council staff

6. Proposed Motion No. 2026-0331 **p. 9**

A MOTION confirming the executive's appointment of Pierre Blosse, who resides in council district five, to the King County conservation futures advisory committee, as the district five representative.

Sponsors: Fain

Sherrie Hsu, Council staff

7. Proposed Motion No. 2026-0281 **p. 21**

A MOTION authorizing the chair of the King County council to sign a letter of concurrence to the Washington state Department of Natural Resources related to the transfer of Water Pollution Control Division Trust parcels at Middle Fork Snoqualmie.

Sponsors: Perry

Sherrie Hsu, Council staff

Discussion and Possible Action

8. Proposed Ordinance No. 2026-0321 **p. 30**

AN ORDINANCE establishing the alignment and station locations of RapidRide R Line.

Sponsors: Lewis

Mary Bourguignon, Council staff

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9. Proposed Motion No. 2026-0314 **p. 155**

A MOTION relating to transit security on board Metro transit department buses; acknowledging receipt of the Bus Route Security Report submitted in response to the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 116, Proviso P9, as amended by Ordinance 20086, Section 94.

Sponsors: Fain

Mary Bourguignon, Council staff

Other Business

Adjournment



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King County

516 Third Avenue, Council Chambers, 10th Floor, Seattle, WA 98104

Meeting Minutes

Transportation, Economy, and Environment Committee

Councilmembers:
Steffanie Fain, Chair;
Pete von Reichbauer, Vice Chair;
Claudia Balducci, Reagan Dunn

Lead Staff: Jake Tracy (206-263-0875)
Committee Clerk: Angelica Calderon (206 477-7470)

9:30 AM **Tuesday, October 20, 2026** **Hybrid Meeting**

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Webinar ID: 828 3304 6944

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1. Call to Order

Chair Fain called the meeting to order at 9:31 a.m.

2. Roll Call

Present: 4 - Balducci, Dunn, Fain and von Reichbauer

3. Approval of Minutes

Councilmember von Reichbauer moved approval of September 15, 2026, meeting minutes. There being no objections, the minutes were approved.

4. Public Comment

The following individuals were present to offer public comment:

1. Kirk Hovenkotter
2. Jonatan Gonzalez

Consent

5. Proposed Motion No. 2026-0179

A MOTION confirming the executive's appointment of Christina Patterson, who resides in council district seven, to the King County Access paratransit advisory committee.

Sponsors: von Reichbauer

A motion was made by Councilmember von Reichbauer that this Motion be Recommended Do Pass Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Discussion and Possible Action

6. Proposed Ordinance No. 2026-0152

AN ORDINANCE adopting a resolution of intention to re-create lake management district No. 2 in the Lake Geneva watershed and setting a public hearing on the re-creation of the proposed district.

Sponsors: von Reichbauer

A motion was made by Councilmember von Reichbauer that this Ordinance be Recommended Do Pass Substitute Consent. The motion carried by the following vote:

Yes: 4 - Balducci, Dunn, Fain and von Reichbauer

Sherrie Hsu, Council staff, briefed the Committee on the legislation and answered questions from the members. Councilmember von Reichbauer moved S1 and T1. The amendments were adopted.

Briefing

7. Briefing No. 2026-B0125

RapidRide R Line Alignment Ordinance

This matter was Presented

Michelle Allison, Director, Metro; Pierce Canser, Supervisor, System Expansion and Integration, Metro Transit Department and Lluvia Ellison-Morales, Senior Community Engagement Planner, Metro Transit Department, briefed the Committee via PowerPoint presentation and answered questions from the members.

Discussion and Possible Action

8. Proposed Motion No. 2026-0260

A MOTION acknowledging the receipt of the transit funding needs report in compliance with the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 116, Proviso P7, as amended by

Ordinance 20086, Section 94, Proviso P7.

Sponsors: Fain and Balducci

A motion was made by Councilmember Balducci that this Motion be Recommended Do Pass Substitute Consent. The motion carried by the following vote:

Yes: 3 - Balducci, Dunn and Fain

Excused: 1 - von Reichbauer

Mary Bourguignon, Council staff, briefed the Committee on the legislation and answered questions from the members. Councilmember Balducci moved amendments 1 and T1. The amendments were adopted.

Briefing

9. Briefing No. 2026-B0126

Proviso Briefing: Future of RapidRide Briefing as required by Ordinance 20023, Section 116, as amended, Transit, Proviso P3

This matter was Presented

Katie Chalmers, Interim Director, Mobility Division, Metro Transit Department, Corey Holder, RapidRide Existing Line and Policy Manager, System Expansion and Integration, Metro Transit Department, briefed the Committee via PowerPoint presentation and answered questions from the Committee.

Other Business

There was no other business to come before the Committee

Adjournment

The meeting was adjourned at 11:18 a.m.

Approved this _____ day of _____

Clerk's Signature

Metropolitan King County Council
Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	5-6	**Analyst(s):**	Sherrie Hsu
Proposed No.:	2026-0326 2026-0331	**Meeting Date:**	November 17, 2026

OVERVIEW

TOPIC: Proposed Motion 2026-0326 would confirm the Executive's appointment of Jamie Stroble, who resides in Council District 1, as the Council at-large representative, for the remainder of a four-year term to expire on December 31, 2030.

Proposed Motion 2026-0331 would confirm the Executive's appointment of Pierre Blosse, who resides in Council District 5, as the District 5 representative, for the remainder of a four-year term to expire on December 31, 2029.

BACKGROUND

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The Conservation Futures Tax (CFT) is collected as a dedicated portion of the property tax and is available only for the acquisition of open space and resource lands. King County Code 26.12.010 establishes a process for an annual allocation of CFT proceeds through a community-based process conducted by the Conservation Futures Advisory Committee (CFAC). The CFAC is an advisory body, established in K.C.C. 2.36.070, that recommends allocation of CFT proceeds based on a competitive application process.

The CFAC is comprised of 16 members, one from each council district, four council at-large members, and three executive at-large members.

APPOINTEE INFORMATION

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Proposed Motion 2026-0326 would confirm the Executive's appointment of Jamie Stroble, who resides in Council District 1, as the Council at-large representative, for the remainder of a four-year term to expire on December 31, 2030. According to application materials, Ms. Stroble is the Director of Climate Action and Resilience at The Nature Conservancy of Washington, has served on the City of Seattle Planning Commission, and currently serves on the City of Seattle Green New Deal Oversight Board.

Proposed Motion 2026-0331 would confirm the Executive's appointment of Pierre Blosse, who resides in Council District 5, as the District 5 representative, for the remainder of a four-year term to expire on December 31, 2029. According to application materials, Mr. Blosse is a Councilmember of the City of Des Moines City Council and serves as the City of Des Moines' representative to the WRIA 9 Watershed Ecosystem Forum.

ANALYSIS

↑ BACK TO TOP

Staff have not identified any issues with the proposed appointments. They appear to be consistent with the requirements of the K.C.C. 2.36.070.

For the Council at-large representative (Proposed Motion 2026-0326), the Council Chair notified the Executive of four nominations, and the Executive appointed one of those nominees, in accordance with the process described in K.C.C. 2.36.070 and K.C.C. 2.28.0015.

ATTACHMENTS

1. Proposed Motion 2026-0326
2. Transmittal Letter (2026-0326)
3. Proposed Motion 2026-0331
4. Transmittal Letter (2026-0331)
5. CFAC board profile_June 2026

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

Motion

Proposed No. 2026-0326.1 **Sponsors** Dembowski

A MOTION confirming the executive's appointment of Jamie Stroble, who resides in council district one, to the King County conservation futures advisory committee, as the council at-large representative, for the remainder of a four-year term to expire on December 31, 2030.

BE IT MOVED by the Council of King County:

The county executive's appointment of Jamie Stroble, who resides in council district one, to the King County conservation futures advisory committee, as the council

at-large representative, for the remainder of a four-year term to expire on December 31, 2030.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Sarah Perry, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Girmay Zahilay, County Executive

Attachments: None

King County | Office of the Executive

Executive Girmay Zahilay
Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

October 19, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Jamie Stroble, who resides in Council District one, to the Conservation Futures Advisory Committee, as the council at-large representative, for the remainder of a four-year term to expire on December 31, 2030.

Ms. Stroble's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206-369-9279.

Sincerely,

Girmay Zahilay
King County Executive

Enclosures:

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Office of the Executive
Jasmin Weaver, Chief of Staff, Office of the Executive
Hyeok Kim, Chief Operating Officer, Office of the Executive
Sierra Howlett Browne, Director of Government Relations, Office of the Executive
Garrett Holbrook, Council Relations Manager, Office of the Executive
Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive
Ingrid Lundin, Staff Liaison to the Conservation Futures Advisory Committee
Jamie Stroble

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

Motion

Proposed No. 2026-0331.1 **Sponsors** Fain

A MOTION confirming the executive's appointment of Pierre Blosse, who resides in council district five, to the King County conservation futures advisory committee, as the district five representative.

BE IT MOVED by the Council of King County:

The county executive's appointment of Pierre Blosse, who resides in council district five, to the King County conservation futures advisory committee, as the district

five representative, for the remainder of a four-year term to expire on December 31, 2029, is hereby confirmed.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Sarah Perry, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Girmay Zahilay, County Executive

Attachments: None

King County | Office of the Executive

Executive Girmay Zahilay
Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

October 19, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Motion that would, if approved, confirm the appointment of Pierre Blosse, who resides in Council District five, to the Conservation Futures Advisory Committee, as the district five representative, for the remainder of a four-year term to expire on December 31, 2029.

Mr. Blosse's application, financial disclosure, board profile, and appointment letter are enclosed to serve as supporting and background information to assist the Council in considering confirmation.

Thank you for your consideration of the proposed legislation. If your staff have any questions about this appointment, please contact Rosa Mai, Community Service, Boards & Commissions Specialist, at 206-369-9279.

Sincerely,

Girmay Zahilay
King County Executive

Enclosures:

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
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Sierra Howlett Browne, Director of Government Relations, Office of the Executive
Garrett Holbrook, Council Relations Manager, Office of the Executive
Rosa Mai, Community Service, Boards & Commissions Specialist, Office of the Executive
Ingrid Lundin, Staff Liaison to the Conservation Futures Advisory Committee
Pierre Blosse

CONSERVATION FUTURES ADVISORY COMMITTEE

DATE: June 2026
TOTAL NUMBER OF MEMBERS: 16
LENGTH OF TERM: 4 Years

* ***King County seeks to create an inclusive and accessible process for individuals who wish to serve on a King County board or commission. We strive to ensure that King County boards and commissions are representative of the communities we serve.***

BOARD MEMBERS APPOINTED

Pos. No.	Name	KCC District	Background	Date Appointed	Term Expires	Number of Appointed Terms
1	Eric Adman	1	Co-director, Adopt A Stream Foundation **District 1 representative**	3/10/26	12/31/29	1 Full
2	Ben Antonius	2	Restoration Program Manager, Delridge Neighborhoods Development Association **District 2 representative**	3/10/26	12/31/28	1 Full
3	Hannah Cavendish-Palmer	3	Nonprofit executive **District 3 representative**	8/23/23	12/31/28	1 Partial / 1 Full
4	Jean White	4	Retired from King County DNRP **District 4 representative**	12/5/22	12/31/26	1 Full
5	Vacant	5	Vacant **District 5 representative**	Vacant	12/31/29	Vacant
6	Molly Graham	6	Floral Designer, self-employed **District 6 representative**	3/17/17	12/31/26	1 Partial / 2 Full
7	Keith Livingston	7	Self-employed artist; retired from a career in Municipal Management **District 7 representative**	2/22/19	12/31/25	2 Full
8	Steve Abel	8	Retired, teacher, small business owner **District 8 representative**	8/21/20	12/31/23	1 Full
9	Tom Stafford	9	Branch Manager at Federal Aviation Administration **District 9 representative**	12/5/22	12/31/26	1 Full
10	Catherine Gockel	4	EPA, Puget Sound Program **Council at-large representative**	4/05/11	12/31/26	1 Partial / 3 Full
11	Eric Zimmerman	5	Director of partnerships, World Vision **Council at-large representative**	1/17/24	12/31/28	1 Partial / 1 Full
12	Sam Rapoport	2	Outdoors instructor, aerospace engineer, teacher **Council at-large representative**	2/1/22	12/31/28	2 Full

13	Daniel Kim	7	Commercial construction company manager **Council at-large representative**	10/22/24	12/31/29	1 Partial / 1 Full
14	Jacqueline Reyes	8	Conservation Manager, The Wilderness Society **Executive at-large representative**	3/10/26	12/31/27	1 Partial
15	Jen Syrowitz	9	Conservation Program Manager, Conservation Northwest **Executive at-large representative**	10/23/20	12/31/27	2 Full
16	Niesha Fort	4	Director of Community Engagement and Partnership, Family First Community Center **Executive at-large representative**	10/18/18	12/31/27	1 Partial / 2 Full

APPOINTED MEMBERS – SUBJECT TO COUNCIL CONFIRMATION

Pos. No.	Name	KCC District	Background	Date Appointed	Term Expires	Number of Appointed Terms
5	Pierre Blosse	5	Scientist, entrepreneur, project manager, city councilmember **District 5 representative**	Pending	12/31/29	1 Full

Metropolitan King County Council
Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	7	**Analyst(s):**	Sherrie Hsu
Proposed No.:	2026-0281	**Meeting Date:**	November 17, 2026

OVERVIEW

TOPIC: A motion authorizing the Chair of the King County Council to sign a letter of concurrence regarding a trust land transfer at Middle Fork Snoqualmie.

LEGISLATION SUMMARY

Proposed Motion 2026-0281 would authorize the Council Chair to sign a letter of concurrence in support of the State Department of Natural Resources' (DNR) plans to transfer 86.78 acres, of which 25.46 acres are State Forest trust lands and 61.32 acres are Water Pollution Control Division trust lands, to the DNR-managed Middle Fork Snoqualmie Natural Resources Conservation Area.

KEY ISSUES FROM THE ANALYSIS

No issues have been identified.

BACKGROUND & TIMING CONSIDERATIONS

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Trust land transfer program. Under RCW 79.17.300, the Washington State Department of Natural Resources (DNR) is authorized to create and manage a trust land transfer program. DNR may complete transfers for DNR-managed state trust lands that are economically underperforming and have ecological or public benefit and deemed appropriate for state parks, fish and wildlife habitats, natural area preserves, natural resources conservation areas, community forests, recreation, or other public purposes.

Underperforming state land refers to land that DNR determines has limited potential to generate income in the reasonably foreseeable future due to physical, legal, access, or other constraints.

DNR may use legislative appropriations for approved trust land transfers to acquire replacement real property that will provide long-term, sustainable revenue to the trust beneficiaries.

On June 4, 2026, DNR notified the Council that 86.78 acres were identified as candidates to be transferred out of trust status to the DNR-managed Middle Fork Snoqualmie Natural Resources Conservation Area (NRCA) after replacement land has been identified. Of these acres, 25.46 are State Forest Transfer Trust lands and 61.32 acres are Water Pollution Control Division Trust lands.

DNR needs written concurrence on the parcels from the legislative authority of the county before the State moves forward with the transfer of replacement parcels.

On July 31, 2026, DNR wrote to the Council and Executive requesting a letter of concurrence.

1995 Biosolids Agreement. The property was purchased by Metro, and in 1995, King County as successor to Metro entered into an agreement with DNR for Biosolids Application and in 1996 conveyed the property to DNR as required by the Biosolids Agreement.

Under the 1995 Biosolids Agreement between King County and DNR, in the event of a transfer of Water Pollution Control Trust lands, now owned or to be acquired in the future, for fair market value, the proceeds shall be reinvested in other forest, agricultural, or open space lands within the Greenway in King County to be designated as Water Pollution Control trust lands.

Appraisal. DNR provided an appraisal report prepared by Integra Realty Resources for the DNR that indicates the Water Pollution Control Division trust parcel was appraised for $250,000.

This amount would be placed in the state's Real Property Replacement Account, and the State will hold said funds, together with accrued interest, for the purpose of acquiring desirable replacement property for the Water Pollution Control Division Trust solely within King County and within the Greenway area.

ANALYSIS

↑ BACK TO TOP

Proposed Motion 2026-0281 would authorize the Council Chair to sign a letter of concurrence (Attachment A to the motion) in support of DNR's plans to transfer 86.78 acres, of which 25.46 acres are State Forest trust lands and 61.32 acres are Water Pollution Control Division trust lands, to the DNR-managed Middle Fork Snoqualmie Natural Resources Conservation Area.

While the letter DNR provided to the Council on July 31, 2026 did not specifically state that land transfer funds would be used solely for property replacement in King County, DNR staff clarified to Council staff that "It is DNR's intent to solely acquire replacement land within King County in accordance with the 1995 Biosolids agreement between the County

and DNR for this property." DNR staff also stated that in a concurrence letter by the County, the Council could state that the transfer approval is contingent on DNR using the land transfer funds for property replacement solely within the County and within the current boundary of the Mountain to Sound Greenway.

The letter of concurrence (Attachment A to the motion) states that approval of this transfer is contingent on DNR using the acquired lands transfer funds for property replacement solely within King County and within the current boundary of the Mountain to Sound Greenway Area.

Executive staff have reviewed the legislation and have no concerns. They look forward to identifying replacement parcels consistent with the 1995 Biosolids Agreement between King County and DNR.

ATTACHMENTS

1. Proposed Motion 2026-0281 (and its attachment)
2. DNR Letter to Council on July 31, 2026

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

Motion

Proposed No. 2026-0281.1 **Sponsors** Perry

A MOTION authorizing the chair of the King County council to sign a letter of concurrence to the Washington state Department of Natural Resources related to the transfer of Water Pollution Control Division Trust parcels at Middle Fork Snoqualmie.

WHEREAS, under the trust land transfer program as authorized by RCW 79.17.300 and RCW 79.17.310, the Washington state Department of Natural Resources may complete transfers for Department of Natural Resources-managed state trust lands that are economically underperforming and have ecological benefits, and use legislative appropriations for approved trust land transfers to acquire replacement real property that will provide long-term, sustainable revenue to the trust beneficiaries, and

WHEREAS, on June 4, 2026, the Washington state Department of Natural Resources notified the King County council that 86.78 acres were identified as candidates to be transferred out of trust status to the Department of Natural Resources-managed Middle Fork Snoqualmie Natural Resources Conservation Area after replacement land has been identified, and

WHEREAS, of the 86.78 acres, 25.46 acres are State Forest Transfer trust and 61.32 acres are Water Pollution Control Division trust, and

WHEREAS, the Washington state Department of Natural Resources needs written concurrence on the parcels from the legislative authority of the county before the state moves forward with transfer of replacement parcels, and

WHEREAS, under a 1995 biosolids agreement between the County and the Washington state Department of Natural Resources, in the event of a transfer of Water Pollution Control trust lands, now owned or to be acquired in the future, for fair market value, the proceeds shall be reinvested in other forest, agricultural, or open space lands within the Greenway in King County to be designated as Water Pollution Control trust lands, and

WHEREAS, according to an appraisal report prepared by Integra Realty Resources for the Washington state Department of Natural Resources, the Water Pollution Control Division trust parcel was appraised for two hundred fifty thousand dollars, and

WHEREAS, the amount will be placed in the state's Real Property Replacement Account, and the state will hold said funds, together with accrued interest, for the purpose of acquiring desirable replacement property for the Water Pollution Control Division Trust solely within King County and within the Greenway area, and

WHEREAS, on July 31, 2026, the Washington state Department of Natural Resources wrote to the King County council and King County executive requesting a letter of concurrence;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

The chair of the King County council is authorized to sign the letter of concurrence attached as Attachment A to this motion.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Sarah Perry, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Girmay Zahilay, County Executive

Attachments: A. Chair King County Concurrence Letter DNR Middle Fork Snoqualmie

King County

Sarah Perry
Councilmember, District 3
Metropolitan King County Council

November 12, 2026

Commissioner Dave Upthegrove
Office of the Commissioner of Public Lands
MS 47001 Olympia, WA 98504

Dear Commissioner Upthegrove:

I am writing in my capacity as the Chair of the King County Council and on behalf of King County in support and concurrence of the Department of Natural Resources' plans to transfer 86.78 acres, of which 25.46 acres are State Forest trust lands and 61.32 acres are Water Pollution Control Division trust lands, to the DNR-managed Middle Fork Snoqualmie Natural Resources Conservation Area.

We understand that the Trust Land Transfer program takes funding from the Legislature to buy out DNR-managed state trust lands that are economically underperforming and have ecological benefits, and allows DNR to acquire replacement lands better suited to generate revenue for their designated beneficiaries. We understand that these acres can only be transferred out of trust status once replacement land has been identified. Locating replacement sites for trust recipients and junior taxing district revenue generation will be a key next step, and one King County is eager to assist with.

We understand that the Water Pollution Control Trust parcel was appraised for $250,000, and that the amount will be placed in the State's Real Property Replacement Account, where the State will hold said funds, together with accrued interest, for the purpose of acquiring desirable replacement property. In accordance with the 1995 biosolids agreement between King County and the Department of Natural Resources, the Council's approval of this transfer is contingent on DNR using the acquired lands transfer funds for property replacement solely within King County and within the current boundary of the Mountain To Sound Greenway area.

Protecting river water quality and low-elevation fish and wildlife habitat is critical to reaching our natural resource protection goals as a county and as a state. Additionally, the opportunity to increase the size of the Middle Fork Snoqualmie National Resource Conservation Area will support the view shed of I-90 and provide a lasting benefit to King County residents by preserving the open spaces that make the region such a desirable place to live. We thank DNR for its prioritization of these acres within King County.

King County formally concurs with DNR's intent to transfer 61.32 acres of Water Pollution Control Division Trust Lands to the Middle Fork Snoqualmie National Resource Conservation Area Trust and welcomes the next step of siting of replacement parcels within King County.

Thank you,

Sarah Perry
King County Council - Chair

DAVE UPTHEGROVE
COMMISSIONER OF PUBLIC LANDS

July 31, 2026

Girmay Zahilay
401 Fifth Ave., Suite 800
Seattle, WA 98104

Rob Dembowski, District 1
516 Third Ave., Room 1200
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516 Third Ave., Room 1200
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Reagan Dunn, District 9
516 Third Ave., Room 1200
Seattle, WA 98104

Dear Executive Zahilay and King County Councilmembers,

I am writing to inform you that the Washington State Department of Natural Resources (DNR) is working to approve a Trust Land Transfer of tax parcels in King County. These parcels are part of the State Forest Transfer Trust (01) and Water Pollution Control Division Trust (77).

In King County, 86.78 acres have been identified as candidates for transfer to the DNR-managed Middle Fork Snoqualmie Natural Resources Conservation Area. Of that, 61.32 acres are Water Pollution Control Division Trust (77), which benefits King County. The full trust breakdown is:

Middle Fork Snoqualmie TLT

Trusts	**Acres**
State Forest Transfer	25.46
Water Pollution Control Division	61.32
Grand Total	86.78

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The Trust Land Transfer program, established in RCW 79.17.300 and 79.17.310, takes funding from the Legislature to buy out DNR-managed state trust lands that are economically underperforming and have ecological benefits, and then allows DNR to acquire replacement lands better suited to generate revenue for their designated beneficiaries.

The Middle Fork Snoqualmie Trust Land Transfer will be presented to the Board of Natural Resources for approval. If so approved, the transfer would take place within 45 days.

The Water Pollution Control Division Trust parcel was appraised for $250,000. The amount will be placed in the state's Real Property Replacement Account, and the state will hold said funds, together with accrued interest, for the purpose of acquiring desirable replacement property for the Water Pollution Control Division Trust in future purchases to be approved by the Board of Natural Resources.

Because of the specific requirements that come with the King County Water Pollution Control Division Trust lands, DNR will need written concurrence on the parcel from "*the legislative authority of the county"* before it can be transferred. Ideally, that concurrence would occur before August 30, 2026, so the department can submit the transfer to the Board of Natural Resources in September.

We would be happy to meet with the Council to present on the parcels listed above and to answer any questions you may have. Please contact Martin McElliott, Project Manager at martin.mcelliott@dnr.wa.gov, and he can coordinate a discussion.

Sincerely,

Dave Upthegrove
Commissioner of Public Lands

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King County

Metropolitan King County Council
Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	8	**Analyst(s):**	Mary Bourguignon
Proposed No.:	2026-0321	**Meeting Date:**	November 17, 2026

OVERVIEW

TOPIC: Proposed Ordinance 2026-0321 would establish the alignment and station locations for the proposed RapidRide R Line.

LEGISLATION SUMMARY

Metro currently operates eight RapidRide lines (A-H) and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2032. Prior to construction of each RapidRide line, the County establishes the alignment (pathway) and station (bus stop) locations. Establishing these locations is necessary to apply for funding and to work with local jurisdictions on capital investments for the new RapidRide line.

Proposed Ordinance 2026-0321 would establish the alignment and station locations for the **RapidRide R Line.** The R Line would follow an approximately nine-mile north to south pathway within Seattle, between Downtown and Rainier Beach, largely along Rainier Avenue S, replacing the existing Route 7. It would serve the International District/ Chinatown, Judkins Park, Mt Baker, and Rainier Beach Link light rail stations.

KEY ISSUES FROM THE ANALYSIS

Ongoing design and development work on the R Line will be affected by several issues.

A. Metro has recommended removing some bus stops formerly served by Route 7. The proposed station locations for the R Line would eliminate approximately 10 bus stop locations currently served by Route 7. Metro staff state that the combination of stop consolidation and roadway improvements will allow for travel time savings of approximately 9.4 minutes northbound during the morning peak and 8.5 minutes southbound during the afternoon peak.

B. Coordination with the City of Seattle must be finalized. The City of Seattle has implemented roadway improvements along the proposed R Line alignment and is planning additional improvements. To synchronize with the R Line, Metro is working to negotiate an interlocal agreement with Seattle that will require Council approval.

AMENDMENTS

- **Amendment 1** would make a technical correction to the Statement of Facts.

BACKGROUND & TIMING CONSIDERATIONS

↑ BACK TO TOP

RapidRide Implementation. RapidRide is the name of Metro's bus rapid transit service. RapidRide lines aim to offer high frequency service; faster, more reliable trip times using speed and reliability improvements, such as exclusive lanes and/or transit signal priority at intersections; improved bus stops (called stations), with shelters and real-time information signs; and red/gold branded buses and facilities.

Metro currently operates eight RapidRide lines (A-H) and is working to develop four more lines (I, J, K, R) for planned openings between 2027 and 2032. For each RapidRide line that is developed, in addition to appropriating funds for capital improvements, the Council:

- Identifies the alignment (pathway) and station (bus stop) locations for the new line, and
- Adopts a service change ordinance prior to the line's opening to approve the span and frequency of service, as well as the allocation of service hours to the route.[1]

Table 1 lists the existing RapidRide lines, as well as those currently under development, showing the alignment and service change ordinance numbers for each.

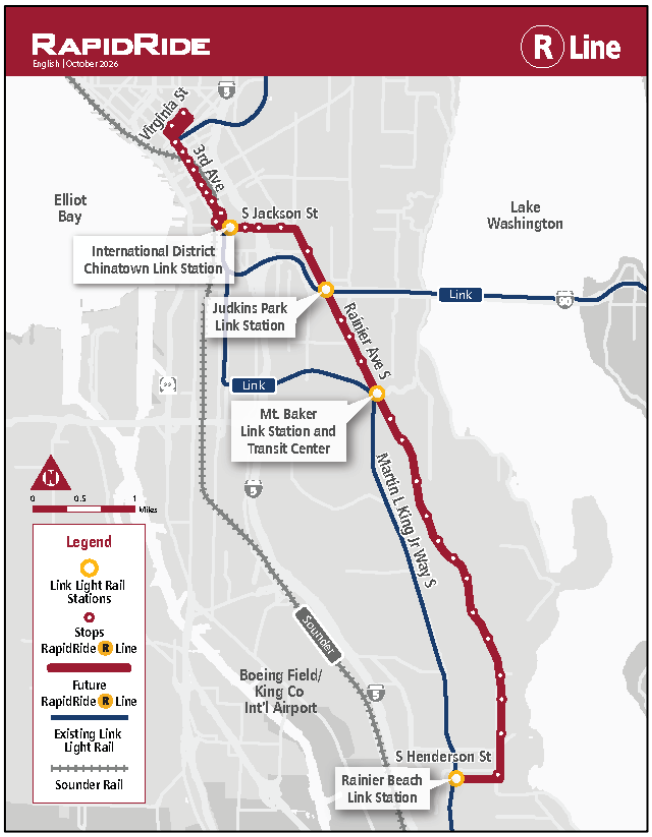
Table 1. Rapid Ride Lines (Operating and Planned)

Line	Pathway	Alignment Ordinance	Service Change Ordinance	Start Date
A	Federal Way to Tukwila	16725	16844	Oct 2010
B	Bellevue to Redmond	16725	17100	Oct 2011
C	Westwood Village to South Lake Union	16725	17320	Sept 2012
D	Crown Hill to Downtown Seattle	16725	17320	Sept 2012
E	Aurora Village to Downtown Seattle	17391	17584	Feb 2014
F	Burien to Renton	17391	17584	June 2014
G	Madison Valley to Downtown Seattle	19012	19750	Sept 2024
H	Burien to Downtown Seattle	18894	19422	Mar 2023
I	Renton to Auburn	19098	--	*2027*
J	Downtown Seattle to U District	19312	--	*2027*
K	Kirkland to Bellevue	19951	--	*2030*
R	**Downtown Seattle to Rainier Beach**	***PO 2026-0321***	**--**	***2032***

[1] KCC 28.94.020.B requires that any service change that changes 25% or more of a route's weekly service hours or moves a stop location by ½ mile or more must be approved by the Council.

R Line. The RapidRide R Line is proposed to be an approximately nine-mile north to south corridor between Downtown Seattle and Rainier Beach, largely along Rainier Avenue S, that would replace the existing Route 7 and connect to the International District/Chinatown, Judkins Park, Mt Baker, and Rainier Beach Link light rail stations (see Figure 1, as well as Attachment B to Proposed Ordinance 2026-0321). The R Line will operate entirely within the City of Seattle.

Figure 1. R Line Proposal



Metro was midway through the preliminary design phase for the R Line, at about 10% design, when work was paused during the pandemic.[2] Work was later restarted at the Council's request.[3] As of the 2026-2027 budget, the adopted Capital Improvement Plan estimates total R Line costs at $91.2 million, with planning and community engagement efforts being undertaken with $26.75 million in previously appropriated funding.[4] The 2026-2027 adopted CIP proposed that the R Line would seek $64.48 million in the 2030-2031 biennium. However, as part of the second omnibus budget ordinance,[5] the Executive has proposed moving the R Line's $64.48 million appropriation earlier, to the 2026-2027 biennium.

After pausing community engagement during the pandemic, Metro resumed community engagement during August 2026 to refine the project concept and reflect updated ridership trends.[6] Part of that effort has focused on the placement of stations (aka bus stops) for the R Line, as well as ways to provide transit service to and from areas south of S Henderson Street, as the proposed alignment for the R Line would terminate the line at Rainier Beach

[2] Ordinance 19210, Fund 3641, Project 1132326
[3] Ordinance 19364, Section 86, Expenditure Restriction ER1 and Ordinance 19210, Section 113, Proviso P1, as amended by Ordinance 19364, Section 86, Proviso P1
[4] Ordinance 20023, Fund 3641, Project 1132326
[5] Proposed Ordinance 2026-0282
[6] Route 7 currently has nearly 12,000 average weekday boardings (link)

Station, eliminating the Route 7's Prentice Loop south of Rainier Beach Station (see Attachment B to Proposed Ordinance 2026-0321 for maps).

Metro staff state that they have also coordinated with the City of Seattle to incorporate recently completed roadway projects into the R Line's design, including dedicated bus lanes that were installed along Rainier Avenue S by the Seattle Department of Transportation (SDOT) in 2025. SDOT projects on Rainier Ave S have included:

- New red-painted bus lane between S Walden Street and S Grand Street in the northbound direction.
- Sidewalk repair in high transit rider and pedestrian locations on Rainier Ave S.
- Improvements at S College St and S Grant St, including new signals, new marked crosswalks, ADA-compliant curb ramps, and new streetlights.[7]

SDOT is currently planning for additional roadway improvements on Rainier Ave S at S Henderson St, which are expected to be completed by 2032,[8] and which Metro staff state they aim to synchronize with the development of the R Line to minimize disruptions along the corridor.

ANALYSIS

↑ BACK TO TOP

Proposed Ordinance 2026-0321 would establish the alignment and station locations for the proposed RapidRide R Line. Setting these locations is necessary to apply for funding and to work with the City of Seattle on capital investments for the new RapidRide line.

As the Council deliberates on the proposed alignment and station locations, and as Metro moves forward with design and development work, there are several policy issues.

Key Issue A. Metro has recommended removing some bus stops formerly served by Route 7. The list of proposed station locations for the R Line, which would be adopted by Proposed Ordinance 2026-0321, would eliminate approximately 10 bus stop locations (a combination of individual bus stops and bus stop pairs) currently served by Route 7, and would add two bus stop locations not currently served by Route 7.

Metro staff note that some of the Route 7 bus stops that will not be used for the R Line will remain in place and will serve other bus routes. They also note that two Route 7 stop locations were added back to the R Line proposal following community engagement in August 2026: at (1) Rainier Ave S & S Grand Street and (2) Rainier Ave S & S Bayview Street.

[7] Seattle Department of Transportation, Rainier Ave S Bus Line (link)
[8] Seattle Department of Transportation, Rainier Ave S + S Henderson St Improvement Projects (link)

Metro staff state that the reason for this consolidation of bus stops is to increase the speed and reliability of the R Line by providing longer distances between stops.

Metro staff note that their modeling of R Line travel time savings, which was completed in 2020 using estimates for 2024 and 2040, included both the proposed bus stop consolidation, as well as the roadway improvements planned by SDOT.[9] Based on both stop consolidation and planned roadway improvements, Metro estimated travel time savings for the R Line of approximately 9.4 minutes northbound during the morning peak and 8.5 minutes southbound during the afternoon peak. Metro notes that the travel time savings are not differentiated by type of improvement, so it is not possible to estimate the travel time savings that would be achieved by bus stop consolidation alone.

Some community members have expressed concern that the loss of bus stops on a high-ridership north-south corridor would require passengers to walk longer distances to reach frequent transit service.

The station locations proposed for the R Line are listed in Attachment A to Proposed Ordinance 2026-0321. Maps showing proposed and deleted station locations can be found in Attachment B to Proposed Ordinance 2026-0321. Table 2, below, provides a comparison between Route 7 bus stops and the proposed R Line stations.

Table 2. Route 7 Bus Stops compared with proposal for RapidRide R Line Stations
Stations pairs at each location (one northbound and one southbound), unless otherwise noted

Location	Route 7?	RapidRide R?
Virginia St & Sixth Ave (eastbound)	✓	✓
Virginia St & Fourth Ave (eastbound)	✓	✓
Third Ave & Pine St (southbound)	✓	✓
Third Ave & Pike St (northbound)	✓	✓
Third Ave & Union St (southbound)	✓	✓
Third Ave & Seneca St (northbound)	✓	✓
Third Ave & Marion St (southbound)	✓	✓
Third Ave & Columbia St (northbound)	✓	✓
Third Ave & James St (southbound)	✓	✓
Third Ave S & Prefontaine Pl S (northbound)	✓	✓
Third Ave S & S Main St (southbound)	✓	✓

[9] These roadway improvements include a combination of transit priority lanes, traffic signal improvements, and other measures, including SDOT projects on the corridor.

Location	Route 7?	RapidRide R?
S Jackson St & Fifth Ave S	✓	✓
S Jackson St & Maynard Ave S	✓	✓
S Jackson St & Eighth Ave S	✓	✓
S Jackson St & 12th Ave S	✓	✓
S Jackson St & Rainier Ave S (westbound)	✓	NO
Rainier Ave S & S King St (south/eastbound)	✓	NO
Rainier Ave S & S Dearborn St (northbound)	✓	✓
Rainier Ave S & S Dearborn St (southbound)	NO	✓
Rainier Ave S & S Charles St	✓	NO
Rainier Ave S & I-90/S Massachusetts St	✓	✓
Rainier Ave S & S Grand St *(added after 2026 analysis)*	✓	✓
Rainier Ave S & S Plum St (northbound)	✓	NO
Rainier Ave S & S Walker St	✓	✓
Rainier Ave S & S Bayview *(added after 2026 analysis)*	✓	✓
Rainier Ave S & S Forest St	✓	✓
Rainier Ave S & S Mount Baker Blvd (northbound)	✓	NO
Rainier Ave S & S Walden St	✓	✓
Rainier Ave S & S Charlestown St	✓	✓
Rainier Ave S & S Andover St	✓	NO
Rainier Ave S & S Genesee St	✓	✓
Rainier Ave S & S Alaska St	✓	NO
Rainier Ave S & S Edmunds St	✓	✓
Rainier Ave S & S Dawson St	✓	✓
Rainier Ave S & S Brandon St	✓	✓
Rainier Ave S & S Orcas St	✓	✓
Rainier Ave S & S Kenny St	✓	NO
Rainier Ave S & S Graham St	✓	✓
Rainier Ave S & S Holly St	✓	✓
Rainier Ave S & S Frontenac St	✓	NO
Rainier Ave S & S Othello St	✓	✓
Rainier Ave S & S Holden St	✓	✓
Rainier Ave S & S Rose St	✓	✓

Location	Route 7?	RapidRide R?
Rainier Ave S & S Cloverdale St	✓	NO
Rainier Ave S & S Henderson St	✓	✓
S Henderson St & MLK Jr Way S (northbound)	NO	✓

In addition to the proposed consolidation of bus stops, the proposed alignment for the R Line would end at Rainier Beach Station. Metro states that it is evaluating opportunities to provide transit service to and from areas south of S Henderson Street, as the proposed alignment for the R Line would eliminate the Route 7's Prentice Loop south of Rainier Beach Station (see Attachment B to Proposed Ordinance 2026-0321 for maps).

Key Issue B. Coordination with the City of Seattle must be finalized. As noted above, the City of Seattle has already implemented some roadway improvements along the proposed R Line alignment and is preparing to implement additional improvements. However, King County and the City of Seattle do not currently have an agreement in place about which entity will fund or manage which improvements for the R Line or how the implementation of capital improvements will be synchronized.

Metro has stated that it does not plan to seek federal funding for the R Line, at least partly to avoid the time-consuming federal grant application and review process, so that Metro can coordinate its work with Seattle's. Forgoing federal funding (as Metro also did with the RapidRide H Line, which was also developed in collaboration with the City of Seattle), will require that King County and Seattle cover all R Line costs, unless other funding sources, such as through the State of Washington, can be identified.

Metro staff state that SDOT improvements have been removed from the County's budgeted R Line scope, and that SDOT's costs are not included in Metro's cost estimates.

Metro staff state that King County and the City of Seattle will need to execute an interlocal agreement that will specify the commitments and responsibilities of each government. Metro staff indicate that a proposed interlocal agreement is expected to be transmitted for Council consideration early in 2027.

Next steps. The Executive has asked for Council action on Proposed Ordinance 2026-0321 during November so that Metro can move forward with planning and design.

If the committee votes on the legislation today, it has been requested to be expedited to the November 24 Council meeting.

AMENDMENTS

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The following amendments are publicly available as of November 12 and attached to this staff report. Additional amendments may be released prior to the committee meeting.

Amendment	Sponsor	Effect Statement
1 Technical	Lewis	This technical amendment would correct a budget reference in the Statement of Facts.

INVITED

- Pierce Canser, Supervisor, System Expansion and Integration, Metro Transit Department
- Lluvia Ellison-Morales, Senior Community Engagement Planner, Metro Transit Department

ATTACHMENTS

1. Proposed Ordinance 2026-0321 and its attachments
2. Amendment 1
3. Transmittal Letter
4. Community Engagement Report
5. Letters of Support
6. Fiscal Note

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

Ordinance

Proposed No. 2026-0321.1 **Sponsors** Lewis

AN ORDINANCE establishing the alignment and station locations of RapidRide R Line.

STATEMENT OF FACTS:

1. Via Ordinance 18449, enacted February 1, 2017, the King County council adopted the Metro Connects long-range transit service and capital plan, which identified an expanded network of bus rapid transit lines, also known as RapidRide lines, for future implementation, including the RapidRide R Line along the Rainier Avenue South corridor between Downtown Seattle and Rainier Beach.

2. Via Motion 14956, passed September 18, 2017, the council approved a report on the implementation of new RapidRide lines as required by Ordinance 18409, Section 132, Proviso P5, titled Implementation of New RapidRide Lines/Metro Connects RapidRide Expansion, which identified the RapidRide R Line as one of the next-generation RapidRide lines to be implemented.

3. Via Ordinance 18835, enacted November 14, 2018, the council adopted, and the executive signed the 2019-2020 Biennial Budget

Ordinance, which included capital project 1132326 to implement the RapidRide R Line.

4. Via Ordinance 19210, enacted November 30, 2020, the council adopted, and the executive signed the 2021-2022 Biennial Budget Ordinance, which recognized that the RapidRide R, J, and K Lines, for which community engagement and capital planning efforts had already been initiated, had been proposed to be deferred indefinitely due to the impacts of the pandemic on the Metro transit department and required a report addressing efforts to implement the deferred RapidRide lines as quickly as possible.

5. Via Ordinance 19364, enacted December 8, 2021, the council amended the 2021-2022 Biennial Budget Ordinance to provide funding to continue planning and project delivery work for the RapidRide K and R Lines and directed the Metro transit department to make progress on planning for the R Line to prepare to transition from the planning phase to the project delivery phase during the 2023-2024 biennium.

6. Via Ordinance 19367, enacted December 15, 2021, the council adopted an update to the Metro Connects long-range transit service and capital plan, which stated that the RapidRide K and R Lines had been prioritized for investment as the next RapidRide lines to be implemented and identified the lines in the Metro Connects interim network.

7. Via Motion 16153, passed July 5, 2022, the council approved the RapidRide Restart Report required by Ordinance 19210, Section 113, Proviso P1, as amended by Ordinance 19364, Section 86, Proviso P1, which addressed work necessary to restart planning and development of the RapidRide K and R Lines.

8. Via Ordinance 19546, enacted November 29, 2022, the council adopted, and the executive signed the 2023-2024 Biennial Budget Ordinance, which restored capital project 1132326 to the capital improvement program to implement RapidRide R Line and directed continued planning and design work for the RapidRide K and R Lines.

9. Via Motion 16659, passed September 3, 2024, the council approved the RapidRide Prioritization Plan, as required by Ordinance 19367, Section 6.B., which included an update on the status of planning and design of the RapidRide K and R Lines in response to Ordinance 19546, Section 114, Proviso P4.C.

10. Via Ordinance 19861, enacted December 2, 2024, the council adopted, and the executive signed the 2025 Annual Budget Ordinance, which included additional appropriation for capital project 1132326 to implement the RapidRide R Line.

11. Via Ordinance 20023, enacted November 25, 2025, the council adopted, and the executive signed the 2026-2027 Biennial Budget Ordinance, which continued capital funding for project

1132326 and required reporting on the planned opening date, capital cost estimate, planned capital investments, and proposed scope and budget changes for the RapidRide R Line.

12. As documented in the RapidRide R Line Community Engagement Summary Report, the Metro transit department conducted multiple phases of community engagement concerning the proposed alignment and station locations for the RapidRide R Line in the communities in which it will operate. Engagement conducted in 2019 and 2020 identified community mobility needs and priorities and helped shape the preferred RapidRide R Line concept and proposed station locations. Following the project pause and restart, the Metro transit department conducted an additional phase of engagement in August 2026 to reconnect with riders, residents, businesses, and community organizations, confirm the proposed alignment, and gather updated input on station locations, access to transit, pedestrian safety, and speed and reliability improvements.

13. Whereas the Metro transit department believes in the importance of ongoing community engagement to build trust, relationships, and to shape projects that deliver community priorities, the agency will continue conversations with the community about capital investments and service aspects along the corridor.

14. Since 2020, the city of Seattle has completed transportation improvements along portions of the planned RapidRide R Line corridor, and the Metro transit department has updated the project to account for changed conditions and work already completed.

BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

SECTION 1. The RapidRide R Line alignment, including general station locations, substantially as set forth in Attachment A and Attachment B to this ordinance, and including Downtown Seattle as the north terminus and Rainier Beach Link light rail station as the south terminus, is hereby approved in order to allow design and construction of RapidRide infrastructure and facilities design and construction to proceed.

SECTION 2. Before the implementation of RapidRide R Line service, the executive shall notify the King County council and the city of Seattle of any substantial changes to station locations. The notice to the council shall be filed electronically with the clerk of the council, who shall retain an electronic copy and provide an electronic copy to all councilmembers. Following the implementation of RapidRide R Line service, the Metro transit department shall consult with the city of Seattle before making any changes to the routing or station locations.

SECTION 3. Before the start of RapidRide R Line service, the executive shall

transmit to the council a service change ordinance in accordance with K.C.C. 28.94.020 that identifies hours of operation and service levels by period of the day.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Sarah Perry, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Girmay Zahilay, County Executive

Attachments: A. RapidRide R Line Station Locations, B. RapidRide R Line Maps

List of RapidRide R Line Station Locations

Station pairs at each location (one northbound and one southbound), unless otherwise noted

1. Virginia St & 6th Ave (eastbound)
2. Virginia St & 4th Ave (eastbound)
3. 3rd Ave & Pine St (southbound)
4. 3rd Ave & Pike St (northbound)
5. 3rd Ave & Union St (southbound)
6. 3rd Ave & Seneca St (northbound)
7. 3rd Ave & Marion St (southbound)
8. 3rd Ave & Columbia St (northbound)
9. 3rd Ave & James St (southbound)
10. 3rd Ave S & Prefontaine Pl S (northbound)
11. 3rd Ave S & S Main St (southbound)
11. S Jackson St & 5th Ave S
12. S Jackson St & Maynard Ave S
13. S Jackson St & 8th Ave S
14. S Jackson St & 12th Ave S
15. Rainier Ave S & S Dearborn St
16. Rainier Ave S & I-90/S Massachusetts St
17. Rainier Ave S & S Grand St (**added after 2026 analysis**)
18. Rainier Ave S & S Walker St
19. Rainier Ave S & S Bayview (**added after 2026 analysis**)
20. Rainier Ave S & S Forest St
21. Rainier Ave S & S Walden St
22. Rainier Ave S & S Charlestown St
23. Rainier Ave S & S Genesee St
24. Rainier Ave S & S Edmunds St
25. Rainier Ave S & S Dawson St
26. Rainier Ave S & S Brandon St
27. Rainier Ave S & S Orcas St
28. Rainier Ave S & S Graham St
29. Rainier Ave S & S Holly St
30. Rainier Ave S & S Othello St
31. Rainier Ave S & S Holden St
32. Rainier Ave S & S Rose St
33. Rainier Ave S & S Henderson St

34. S Henderson St & Martin Luther King Jr Way S (northbound)

RapidRide R Line

English | October 2026




Park
Marion St
Columbia St
Cherry St
James St
Jefferson St
Boren Ave
4th Ave
2nd Ave
3rd Ave
Pioneer Square Link Station
5th Ave S
6th Ave S
Yesler Way
12th Ave S
14th Ave S
16th Ave S
S Jackson St
S King St
S Weller St
8th Ave S
Maynard Ave S
International District Chinatown Link Station
20th Ave S
23rd Ave S
S Dearborn St
Judkins Park and Playfield
S Charles St
Dr. Rizal Park
Lewis Park
Link
Rainier Ave S
S Judkins St
Judkins Park Link Station
Jimi Hendrix Park
S Massachusetts St
S State St
Colman Playground
S Grand St
S Holgate St
Beacon Hill Playground
S Plum St
14th Ave S
17th Ave S
S Hill St
S Walker St
S College St
23rd Ave S
Rainier Ave S
S Bayview St
Puget Sound
Seattle
Lake Washington
Segment 1
Unincorporated King County
Tukwila
Legend
Future RapidRide R Line
Future RapidRide R Line station
Route 7 service to be removed
Link light rail station
Link light rail
Sounder rail
SDOT Future Project
Speed and Reliability Potential Improvement Area
Access to Transit Potential Improvement Area
Note:
All improvements are conceptual and subject to further review and change.
N
0
500
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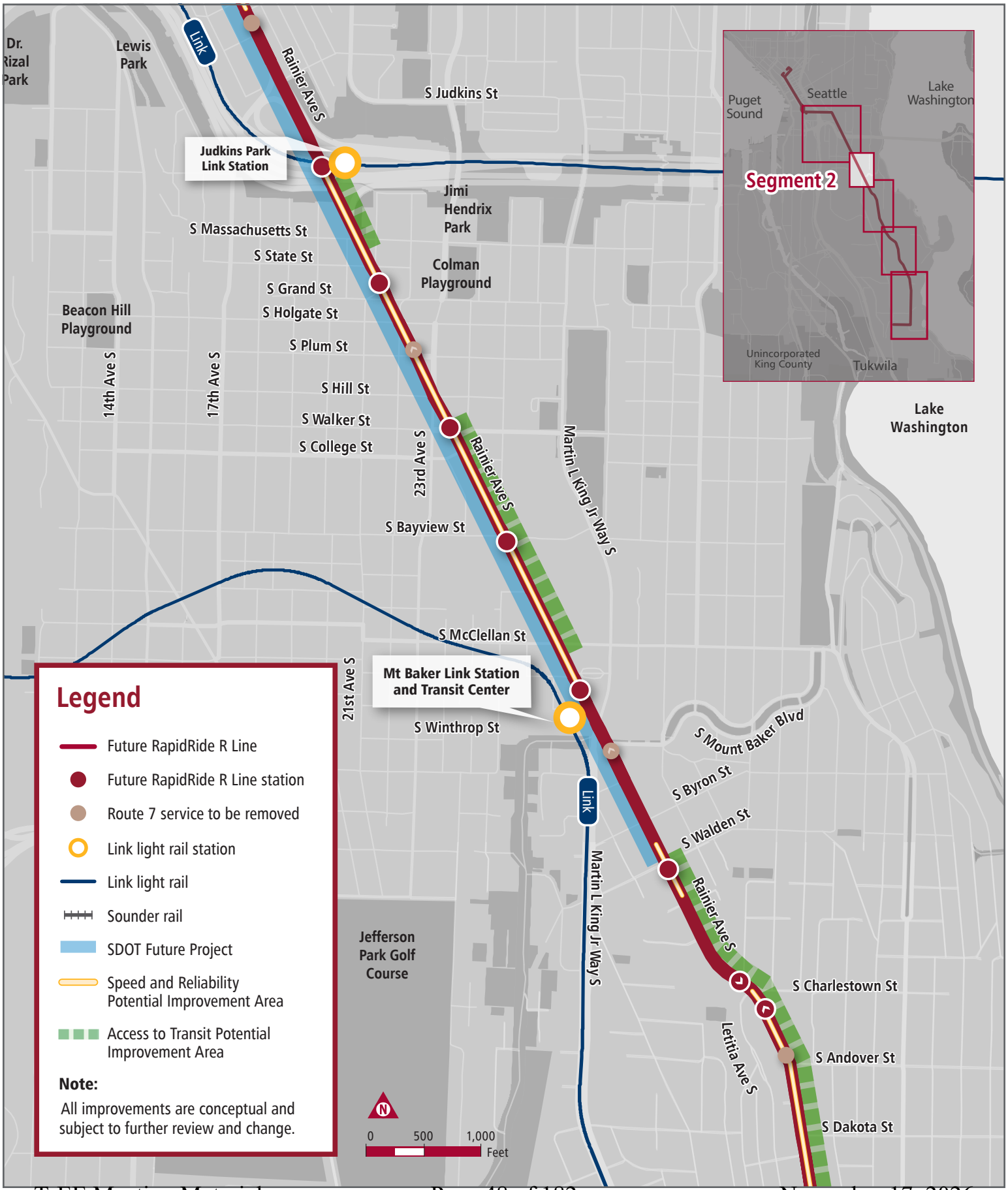
Feet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Jimi Hendrix Park
S Massachusetts St
S State St
S Grand St
S Holgate St
S Plum St
S Hill St
S Walker St
S College St
Colman Playground
Beacon Hill Playground
14th Ave S
17th Ave S
23rd Ave S
Martin L King Jr Way S
S Bayview St
Lake Washington
S McClellan St
Mt Baker Link Station and Transit Center
21st Ave S
S Winthrop St
S Mount Baker Blvd
S Byron St
S Walden St
Jefferson Park Golf Course
S Charlestown St
Letitia Ave S
S Andover St
S Dakota St
Puget Sound
Seattle
Lake Washington
Segment 2
Unincorporated King County
Tukwila
Legend
Future RapidRide R Line
Future RapidRide R Line station
Route 7 service to be removed
Link light rail station
Link light rail
Sounder rail
SDOT Future Project
Speed and Reliability Potential Improvement Area
Access to Transit Potential Improvement Area
Note:
All improvements are conceptual and subject to further review and change.
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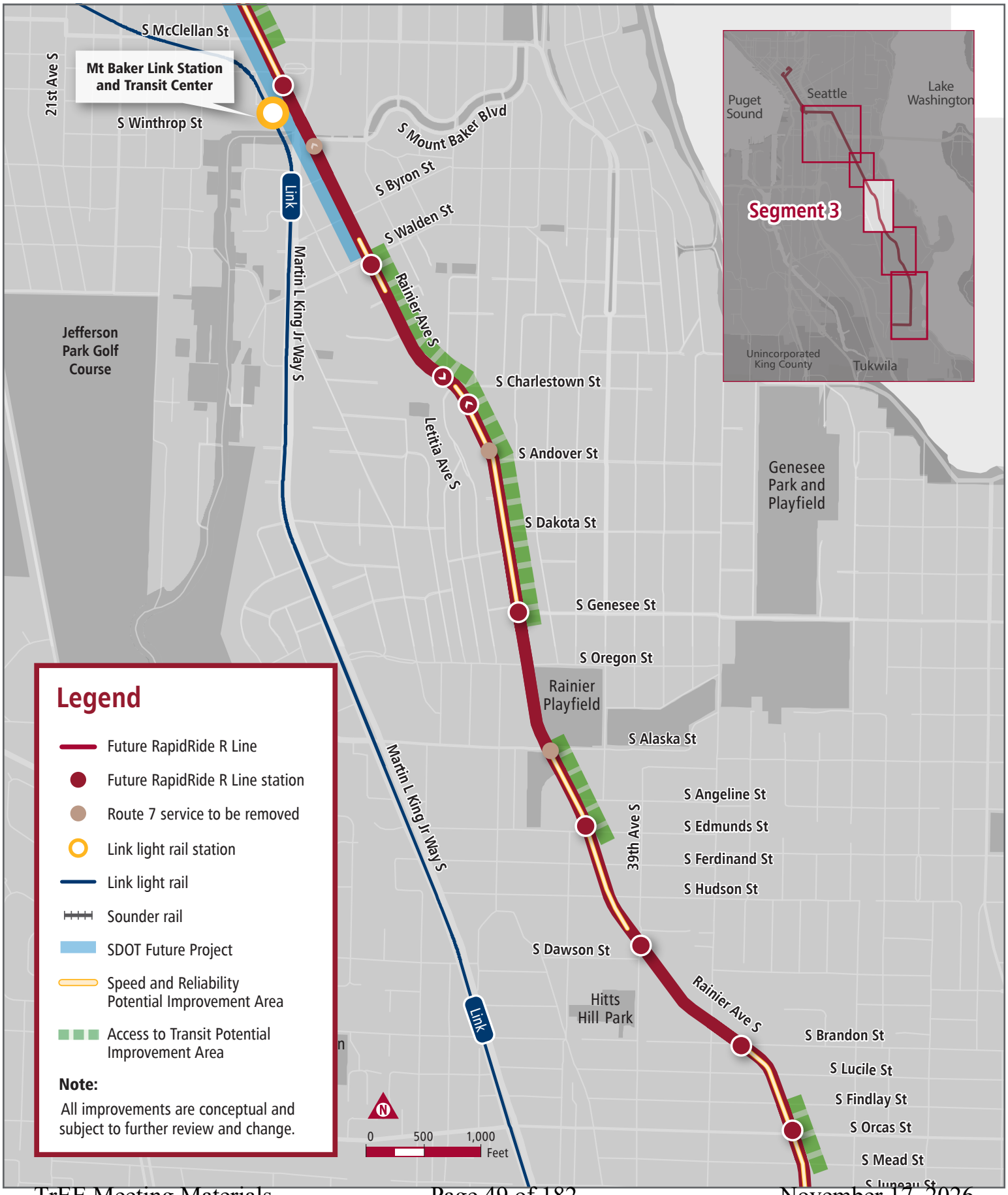
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Jefferson Park Golf Course
S Charlestown St
Letitia Ave S
S Andover St
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S Oregon St
Rainier Playfield
S Alaska St
S Angeline St
S Edmunds St
S Ferdinand St
S Hudson St
39th Ave S
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Hitts Hill Park
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S Orcas St
S Mead St
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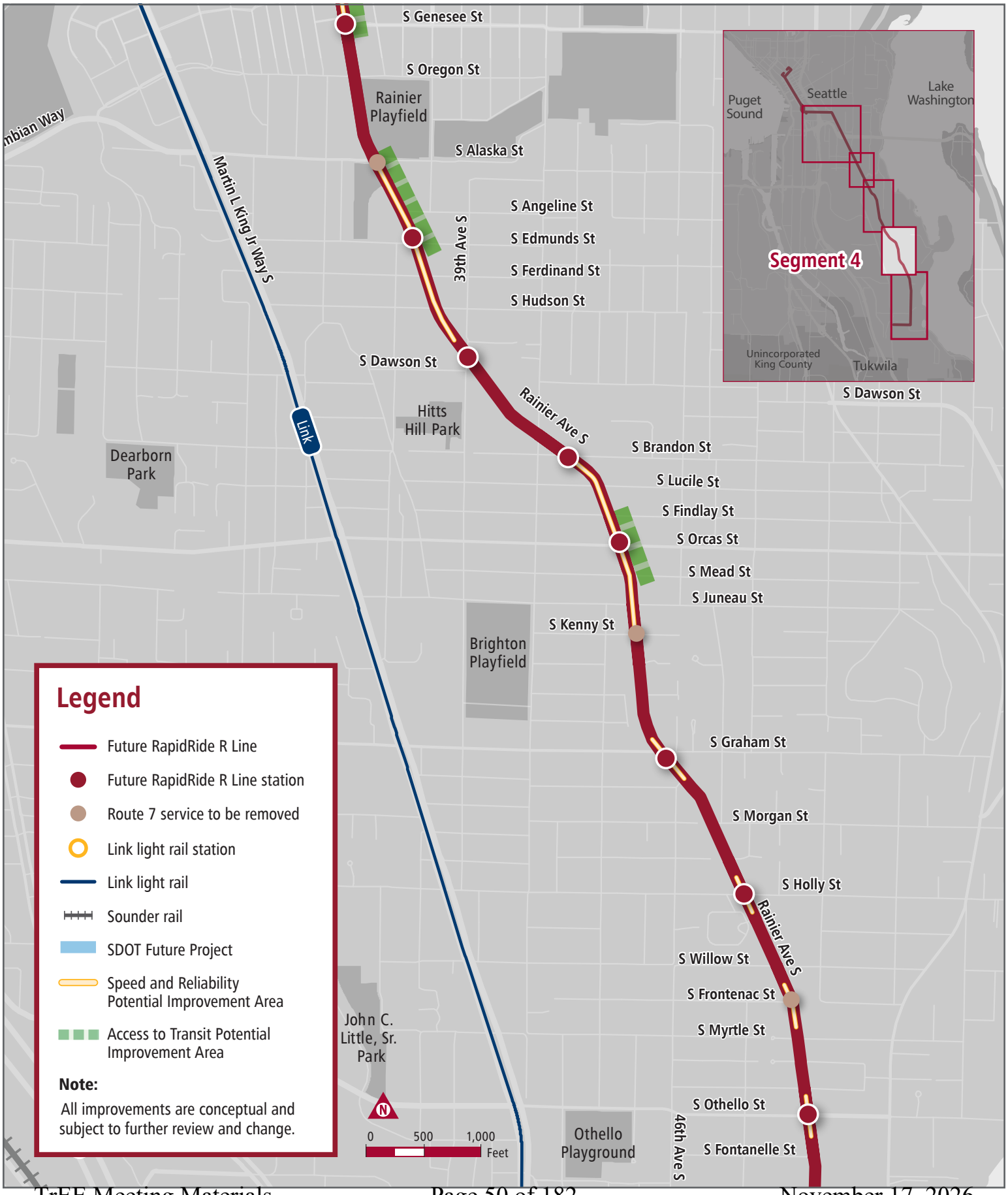
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S Lucile St
S Findlay St
S Orcas St
S Mead St
S Juneau St
S Kenny St
Brighton Playfield
S Graham St
S Morgan St
S Holly St
Rainier Ave S
S Willow St
S Frontenac St
S Myrtle St
S Othello St
S Fontanelle St
46th Ave S
Othello Playground
John C. Little, Sr. Park
Puget Sound
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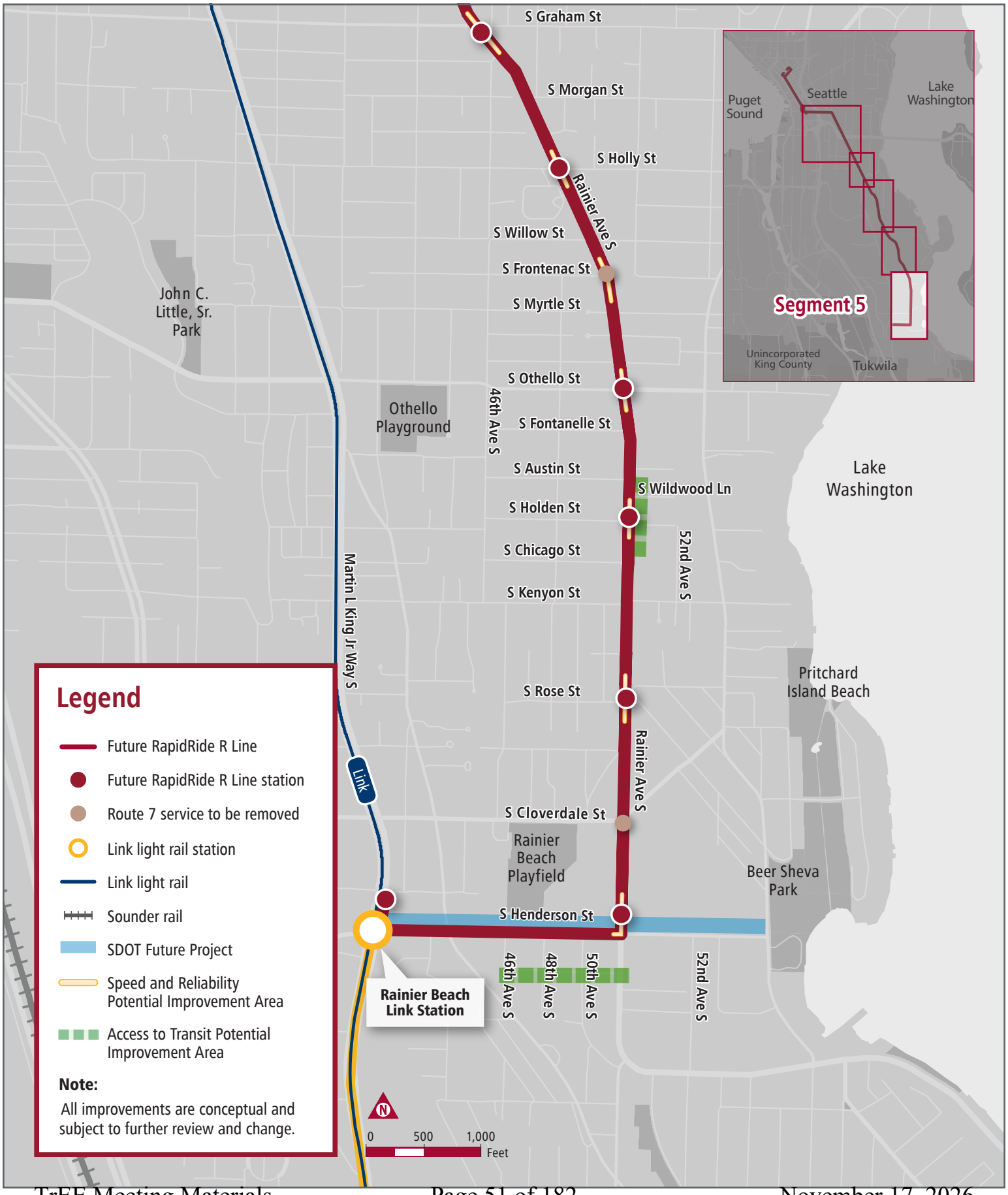
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Othello Playground
46th Ave S
S Fontanelle St
S Austin St
S Wildwood Ln
S Holden St
S Chicago St
S Kenyon St
52nd Ave S
Martin L King Jr Way S
Lake Washington
Pritchard Island Beach
S Rose St
Rainier Ave S
Link
S Cloverdale St
Rainier Beach Playfield
Beer Sheva Park
S Henderson St
46th Ave S
48th Ave S
50th Ave S
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October 16, 2026
Technical

[M. Bourguignon]

Sponsor: Lewis

Proposed No.: 2026-0321

AMENDMENT TO PROPOSED ORDINANCE 2026-0321, VERSION 1

On page 3, on line 60, after "which" strike "included additional appropriation" and insert "continued capital funding"

EFFECT prepared by *Mary Bourguignon*:

This amendment would make a technical correction to the Statement of Facts.

King County | Office of the Executive

Executive Girmay Zahilay
Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

October 14, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits a proposed Ordinance that, if enacted, would establish the alignment and general station locations for King County Metro Transit Department (Metro) RapidRide R Line. Approval of this proposed legislation will allow Metro to continue design and delivery of RapidRide infrastructure and facilities along the corridor in preparation for planned service by 2032.

RapidRide R Line will provide service between Downtown Seattle and Rainier Beach Link light rail station, upgrading Metro's current Route 7. The R line corridor serves the Chinatown International District, Judkins Park, Mount Baker, Columbia City, Hillman City, Brighton, Dunlap, Rainier Valley, and Rainier Beach neighborhoods. Route 7 is one of Metro's highest-ridership routes, carrying more than 11,500 riders every day. Community members have shared how essential this route is for accessing work, school, grocery stores, medical appointments, and other daily needs. RapidRide R Line will improve service quality, safety, reliability, and overall access while strengthening connections to regional light rail and other transit services. A key aspect of delivering RapidRide to the Rainier Valley is partnering with the Seattle Department of Transportation to deliver infrastructure improvements like sidewalk and lighting improvements.

Metro paused design work on RapidRide R Line in late 2020 because of funding constraints related to the COVID-19 pandemic. In November 2022, the King County Council approved new funding to restart the project. The project currently has a budget of $91.2 million, including $64.4 million included in the proposed 2nd omnibus. Metro plans to use county funding and may also pursue grant funding opportunities from the Washington State Department of Transportation to deliver the project.

Metro has engaged community members, riders, businesses, service providers, and organizations across south Seattle on the RapidRide R Line project since 2019. Early engagement identified community mobility needs and priorities and helped shape the preferred RapidRide R Line concept. In August 2026, Metro conducted a third engagement phase to reconnect with the community and gather updated input on bus stop locations, access to transit, safe walking and rolling connections, and speed and reliability improvements. Outreach included in-person and virtual open houses, community events, organizational briefings, business and community-based organization flyers, email and digital outreach, translated materials, multilingual staff, and interpreter support.

As a result of community feedback and updated information about ridership, new housing and access to key destinations, the proposal includes adding two additional stops to the RapidRide R plan. These stops are at Rainier Ave S at State St/S Grand St and Rainier Ave S at S Bayview Street.

The proposed legislation establishes the alignment and general station locations; it does not establish detailed station layouts, sidewalk changes, lighting, or crossing improvements, which will be developed further during design. Metro will provide updates and collect additional community feedback at key milestones in the design of RapidRide R – including feedback on mitigating construction impacts and more specific stop locations. Metro is also evaluating how to maintain strong and convenient transit connections for people traveling to and from areas south of South Henderson Street that will not be directly served by RapidRide R line. As part of a broader Seattle area service restructure to be implemented before the RapidRide R Line launches, Metro will engage communities south of South Henderson Street to better understand local travel needs, priorities, and important destinations and connections. Community input gathered through that process will help inform future service decisions.

Thank you for your consideration of this proposed Ordinance. Approval of the RapidRide R Line alignment and general station locations is an important step toward advancing this project. My goal is to work with you and our partners at the City of Seattle to deliver this project as soon as we can.

If your staff have questions, please contact Katie Chalmers, Acting Mobility Division Director, Metro Transit Department, at 206-477-5869.

Sincerely,



for

Girmay Zahilay
King County Executive

Enclosure

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Office of the Executive
Jasmin Weaver, Chief of Staff, Office of the Executive
Hyeok Kim, Chief Operating Officer, Office of the Executive
Sierra Howlett Browne, Director of Government Relations, Office of the Executive
Garrett Holbrook, Council Relations Manager, Office of the Executive
Misha Werschkul, Deputy Director, Policy and Innovation
Michelle Allison, General Manager, Metro

King County Metro

RapidRide R Line Community Engagement Summary Report

Planning Phase | Summer 2026 (Aug 1 – Aug 31)

September 2026

King County METRO RAPIDRIDE

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1 Introduction and background

1.1 Purpose of this report

This community engagement report summarizes Metro's outreach history for the RapidRide R Line. Metro first gathered input in 2019 to understand community mobility needs and priorities. A second phase of engagement took place in 2019 and 2020 to help shape the preferred concept. The most recent engagement occurred in August 2026 and focused on confirming the proposed alignment and hearing updated community priorities about bus stop locations, access to transit, safe walking and rolling connections, and speed and reliability improvements.

Feedback from this phase helps Metro confirm the proposed alignment (also known as the "route"), understand community priorities around access and stop locations, and identify elements to study further during early design (10 percent) validation and preliminary design (30 percent). This latest engagement phase completes the

project's planning stage and supports RapidRide R Line's move into preliminary design.

In this report, "alignment" refers to the path the RapidRide R Line will take and the general locations of its stations, commonly known as a bus "route." RapidRide "stations" are more commonly known as bus "stops." These stations are typically built in pairs, meaning one station serves buses traveling in one direction and the other serves buses traveling in the opposite direction. When we describe station locations, we mean where these two stations will be placed along the route.

Metro will submit an alignment ordinance to the King County Council in late 2026 asking for approval to this route and these station locations. The ordinance does not decide detailed design elements such as exact station layouts, sidewalk changes, lighting, or crossing improvements. Those details will be developed further in the next phase of design.

The feedback collected during the August 2026 engagement phase helps shape the alignment ordinance. Once the alignment is approved by the King County Council, Metro and project partners can begin refining project details in preliminary design (30 percent).

1.2 Overview of the RapidRide R Line

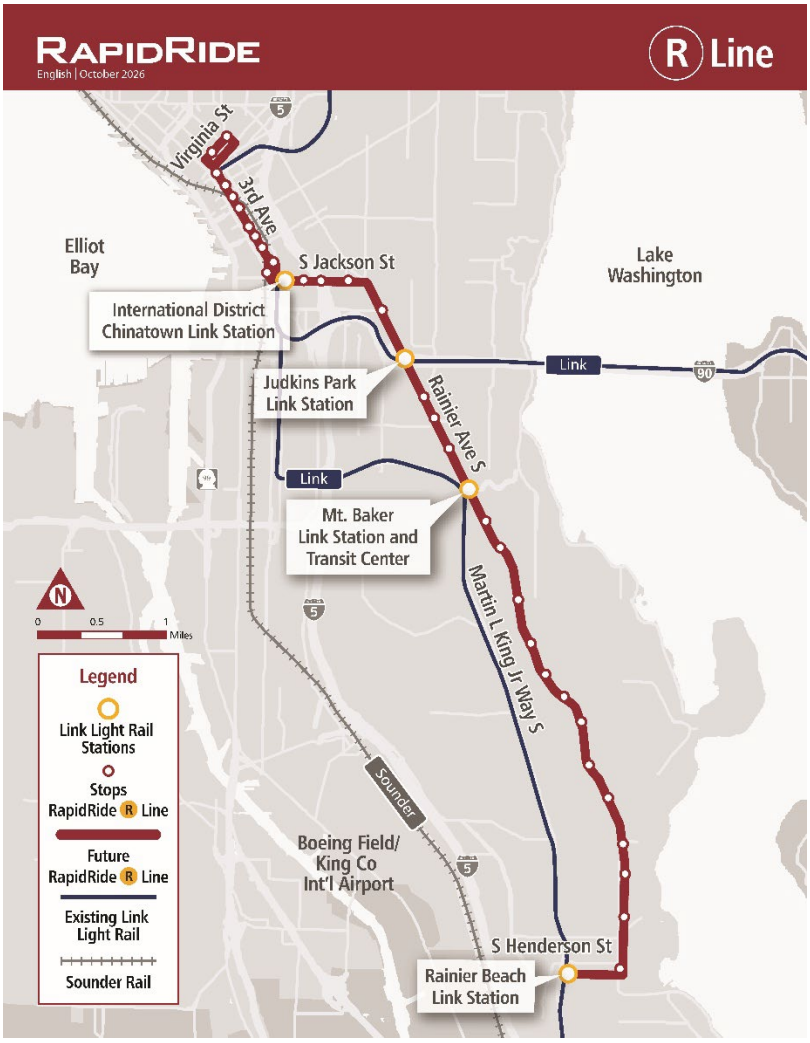
The RapidRide R Line will operate entirely within the City of Seattle, offering fast and reliable service between downtown Seattle and the Rainier Beach Link light rail station. By strengthening connections to regional light rail, the route will improve access to transit options throughout the Puget Sound region. Traveling along South Jackson Street and Rainier Avenue S, the RapidRide R Line will serve a number of diverse and vibrant communities, including downtown Seattle, the Chinatown International District, Mount Baker, Columbia City, Hillman City, Brighton, Dunlap, Rainier Valley, and Rainier Beach.

Metro is bringing RapidRide to south Seattle because Rainier Avenue has been one of the area's most important transit corridors for generations. Transit service along the corridor dates back more than 130 years, beginning with the Rainier Avenue Electric Railway in the early 1890s. The route connected downtown Seattle with Columbia City and Rainier Beach, and helped shape the growth of the Rainier Valley. After streetcar service ended in 1937, buses took over the corridor, continuing its longstanding role as a critical connection between south Seattle and downtown. Route 7 has been a historically significant route driven by iconic and well-known Metro operators who have connected communities of color to opportunities for decades – including serving one of the most diverse zip codes in the nation. Generations have grown up on this route to get to school, jobs, and community-

based organizations and cultural centers as communities of color have changed, adapted, and moved throughout the county.

Today, Route 7 carries on that legacy as one of Metro's highest-ridership routes, serving more than 11,500 riders every day. The corridor continues to serve diverse travel needs, from neighborhood trips to regional commutes and connections to other modes of transit. The community has consistently emphasized how essential Route 7 is for accessing work, school, grocery stores, medical appointments, and other daily needs. At the same time, riders experience challenges such as buses bunching together and unreliable travel times, which make it difficult to depend solely on the route. RapidRide R Line will build on this long history of transit service by delivering improvements to service quality, safety, and overall access.

The RapidRide R Line is planned to end at the Rainier Beach Link Station, and Metro is evaluating how to maintain strong and convenient transit connections for people traveling to and from areas south of S Henderson Street.



As part of this effort, Metro will collaborate closely with surrounding communities to understand local mobility needs and inform future service decisions. This work aims to ensure transit remains accessible, reliable, and easy to navigate—supporting Route 7 riders today while preparing for the needs of a south Seattle community that continues to grow.

1.3 Recent neighborhood improvements

Since 2020, the City of Seattle has made several improvements along the planned RapidRide R Line route. These include new bus lanes on Rainier Avenue S in both directions at key points, new traffic signals at South Rose Street, South College Street, and South Grand Street, and new crossings that make it safer and easier for people walking and rolling. These updates help create a safer and more reliable travel experience for everyone who uses the route.

As the area has continued to grow and change, these improvements set the foundation for how Metro is planning the RapidRide R Line today. In addition to the RapidRide R Line project, the area will see improvements from the Seattle Department of Transportation's (SDOT) Rainier Ave S + S Henderson Street Improvement Projects, which will benefit people using streets, sidewalks, transit, and public spaces. The Metro and SDOT projects are being closely coordinated to provide maximum benefit to the community.

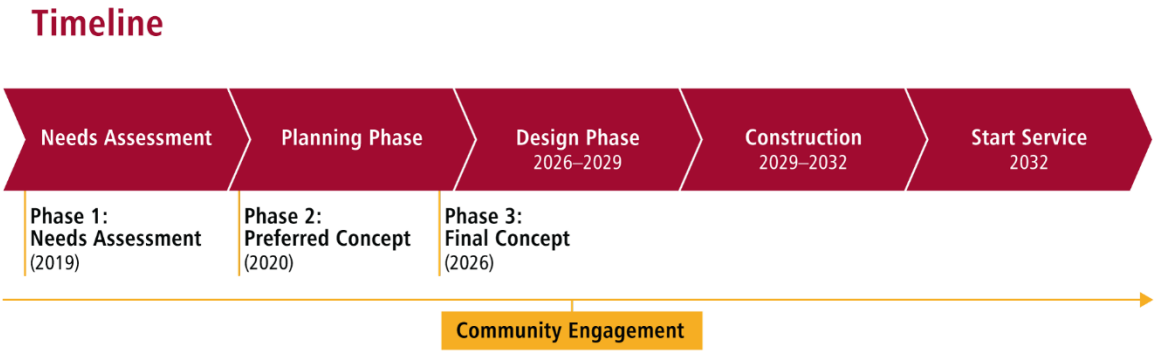
1.4 Project funding

Metro paused design work on the RapidRide R Line in late 2020 because of funding constraints related to the COVID-19 pandemic. In November 2022, the King County Council approved new funding to restart the project. During the pause, the route saw continued growth, with new housing, new businesses, updated intersections, sidewalk improvements, and other transportation investments led by the City of Seattle, Sound Transit, and the Washington State Department of Transportation. Metro has since updated the RapidRide R Line design to reflect these changes and to build on work already completed.

The RapidRide R Line currently has a budget of $91.2 million. To deliver the project as efficiently as possible, Metro will use county funding and may also use state funding. This approach is intended to help bring improvements to the community sooner and create a more predictable path toward completing the project.

1.5 Community engagement to date

Metro has been working with community members, riders, businesses, and organizations across south Seattle since 2019, when the RapidRide R Line planning process first began. Earlier engagement phases helped Metro understand community priorities for improving transit service and informed the initial direction for the RapidRide R Line.



Phase 1: Needs Assessment (June–October 2019)

From June through October 2019, Metro gathered input from riders, community-based organizations, service providers, and neighborhood partners. People shared what they value about existing Route 7 service, what makes it difficult to use, and which destinations are most important for their daily travel. Metro also heard about safety challenges at key locations, the need for better walking and rolling connections, and ideas to make transit easier to use.

Feedback from this first phase of outreach helped Metro develop the initial R Line concepts that were shared with the community during the next phase of engagement. Community priorities such as maintaining access to important destinations, improving reliability and safety, providing more comfortable walking and rolling connections, and considering the effects of wider stop spacing, helped inform proposed station locations and other project improvements. More information is available in the RapidRide R Line Community Engagement Summary: Phase 1.

Phase 2: Planning (November 2019–March 2020)

Metro continued engagement through the winter of 2019–2020 to share early RapidRide R Line concepts and gather feedback on proposed station locations and planned improvements. Outreach included community briefings, walking tours with local organizations, in-person events, open houses, and an online open house available in multiple languages.

Feedback from this phase underscored the importance of more reliable service, safer walking and rolling connections, and improved station amenities, and convenient access to everyday destinations. The feedback also reinforced concerns about the effects of wider stop spacing, particularly for older adults, people with disabilities or

limited mobility, transit-dependent riders, and people traveling to essential services. Metro also asked the community to weigh in on specific station location options in parts of the corridor.

These early engagement phases created a foundation for the work Metro carried into the 2026 engagement and shaped key project priorities including reliability, safety, access, and maintaining strong connections for current Route 7 riders.

At the end of Phase 2, Metro completed a Community Engagement Summary documenting what Metro heard and how community input was considered during this stage of planning. Feedback on the proposed route and station locations informed the project concept, while input on other project elements was documented for consideration for when the project advanced into the next phase of design.

2 Reaching the community



2.1 Overview of third engagement phase

Phase 3: Planning (August 2026)

Metro carried out its third engagement phase for the RapidRide R Line in August 2026. The goals of this phase of engagement were to reconnect with riders, residents, businesses, and community organizations to share project updates and gather input to help inform preliminary design (30 percent). During this period, Metro invited feedback on the proposed alignment, bus stop locations, and community priorities related to access, safety, and reliability.

2.2 Getting the word out

Our approach

Metro's outreach approach during the August 2026 engagement phase focused on being available, accessible, and easy for people to engage with. Staff were present in many different community spaces and provided a variety of ways to participate. This included holding engagement opportunities on both weekdays and weekends, meeting people at community events and neighborhood locations, sharing

information online, and providing briefings whenever community groups asked for a dedicated session. Instead of using a survey, Metro gathered feedback directly through conversations, comments, and questions shared at in-person and virtual opportunities. The goal was to make it simple for people to learn about the RapidRide R Line, ask questions, and share feedback in settings that felt comfortable and familiar.

Language support was an essential part of Metro's outreach. Metro provided translated materials, staffed events with multilingual team members, and offered interpretation at both the in-person and virtual open houses. This support helped ensure that people who speak languages other than English could comfortably engage with the project and receive clear information.

The following table summarizes the languages supported through translated materials, multilingual staff, and interpreter services during the August 2026 engagement phase.

Language Access Summary				
	Website	Fact sheet	Interpreter support (V=virtual, I=in-person, B = Both)	Staff Spoken
Amharic	✓	✓	I	
Arabic				✓
Chinese (traditional)	✓	✓		
Chinese (simplified)	✓	✓		
Cantonese			I	
English	✓	✓		✓
French		✓		✓
Hindi		✓	I	
Korean		✓	I	
Mandarin			I	
Oromo		✓	I	
Portuguese		✓		✓
Somali	✓	✓	I	
Spanish	✓	✓	B	✓
Tagalog	✓	✓	I	
Tigrinya		✓	I	
Vietnamese	✓	✓	B	✓

The next set of tables summarizes the outreach tools Metro used to share project information and connect with community members during the August 2026 engagement phase.

TOOLS	DESCRIPTION	AUDIENCE	LANGUAGE ACCESS
Digital Outreach			
Website	Central hub for project updates, background information, and event details.	General public; people who sign up for email updates.	English, Spanish, Vietnamese, Chinese (simplified and traditional), Somali, Tagalog, and Amharic *Note: with additional multilingual factsheets available on the web.*
Blog	Project updates and engagement opportunities shared on Metro's official blog.	Local media, policy stakeholders, Metro Matters subscribers.	English, Spanish, Vietnamese, Chinese (simplified and traditional), Somali, Tagalog, and Amharic
Social Media (organic and paid)	Promoting of open houses and project website were posted on various social media channels.	Geotargeted audiences along the Route 7.	• (Paid) Reddit and Next-door: Spanish and English • (Paid) Facebook and Instagram: RapidRide R Line languages • (Organic) Facebook and Instagram
Transit Alerts	Notices sent to subscribed riders with RapidRide R Line updates and engagement opportunities.	Route 7 riders (10,735)	• Email: English, Spanish, Vietnamese, Chinese (simplified and traditional), Somali, Tagalog, and Amharic • Text: English
Email	Updates and follow-ups sent to community groups, CBOs, and individuals subscribed to receive project information.	CBOs and individuals who signed up in the past wishing to stay connected (380)	English (plus links to the website's multilingual factsheets)

TOOLS	DESCRIPTION	AUDIENCE	LANGUAGE ACCESS
In-Person/Virtual Events & Outreach			
Business Flyering	Staff visited businesses along the Route 7 area to share project information, answer questions, and offer printed materials.	Business owners, employees, and customers along the Route 7 area.	Staff speaking Arabic, French, Spanish, Portuguese, and Vietnamese; translated fact sheets available upon request.
Community Events	Project information shared at farmers markets, community gatherings, and partner events with opportunities for conversations and questions.	Community members attending local events and gatherings.	Spanish and French speaking staff available; translated fact sheets provided as needed
Open House (In-Person)	Public meeting with stations covering key project topics, staffed by Metro team members available for questions.	Residents, riders, businesses, community organizations, and stakeholders	Eleven in-person interpreters available; translated materials provided.
Open House (Virtual)	Online informational session with project updates and live Q&A.	People who live or work in South Seattle or prefer digital engagement.	Spanish and Vietnamese interpreters available; translated materials linked through the chat.

TOOLS	DESCRIPTION	AUDIENCE	LANGUAGE ACCESS
Printed Outreach			
Fact sheets	Printed project overviews shared during flyering, events, and through community partners	Community members, businesses, residents, and event attendees.	Available in English plus French, Hindi, Korean, Oromo, Portuguese, Somali, and Tigrinya. Additional languages provided based on requests.
Posters	Short, easy-to-share materials posted at businesses, community centers, and residential buildings.	Businesses, customers, and nearby residents along route.	English and translated versions available upon request.

Mailing/ Formal Letters	Formal informational letters sent to property owners within 500 feet of the Route 7 area with a request to share project information with tenants. Each letter included an English factsheet.	Property owners (3,234)	English letter with links to translated materials; translated fact sheets provided upon request.

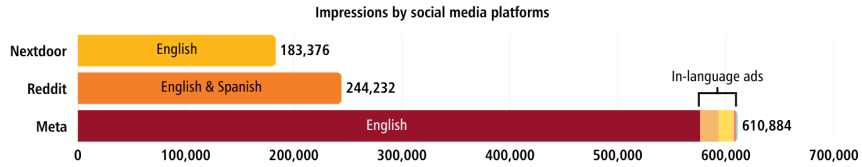
Social media reach



The RapidRide R Line campaign reached audiences within a 1-mile geofence along the R Line corridor from August 1–31, 2026, with ads served in English, Spanish, Simplified Chinese, Traditional Chinese, Vietnamese, Tagalog, Hindi, and Korean. The campaign generated strong interest, delivering a 4 percent blended click-through rate (CTR), above industry benchmarks, with particularly strong engagement on Reddit (0.40 percent CTR) and Meta's in-language ads, where Simplified Chinese, Traditional Chinese, and Tagalog each exceeded 7 percent CTR. These results are encouraging given that the proposed service changes will not occur until 2032 or sooner, indicating meaningful early interest among people living and traveling along the corridor.

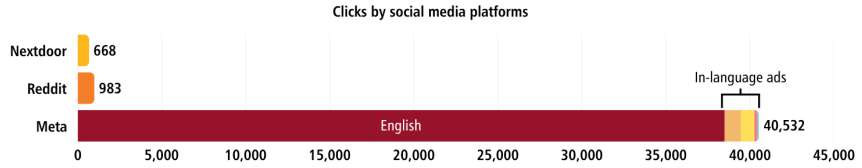
1M+

Impressions



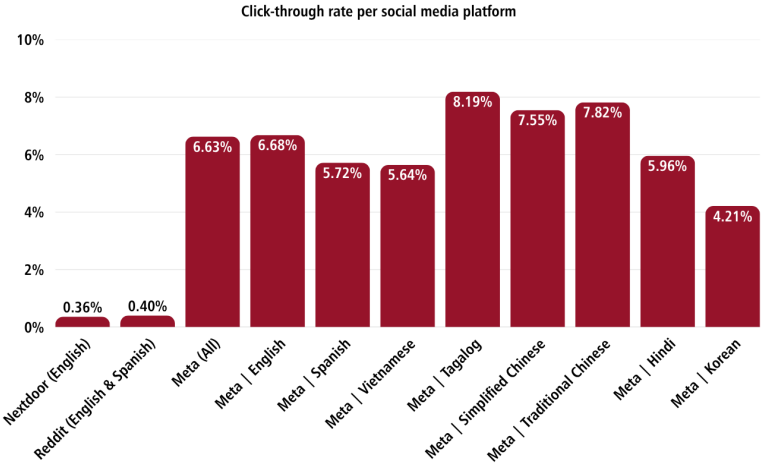
42K+

Clicks



2.5%

Average CTR



3 Listening to the community



3.1 Where we listened

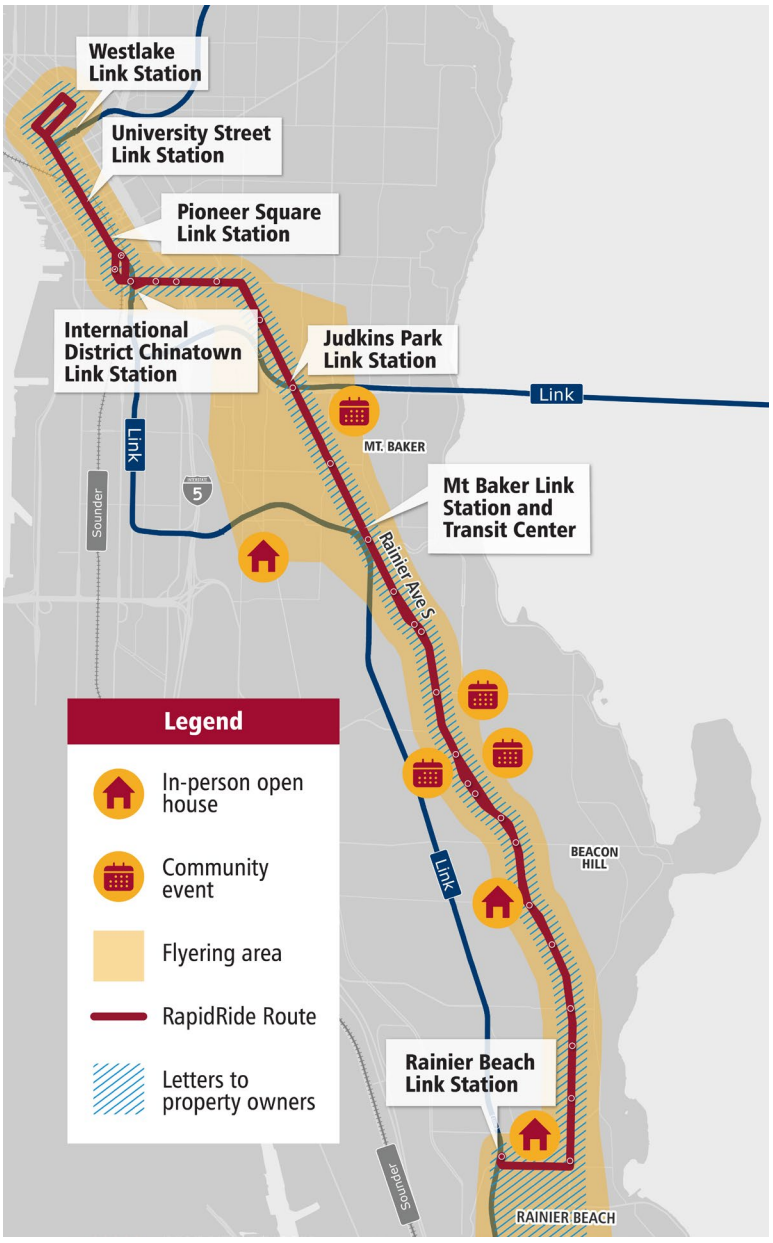


Metro met people in many different community spaces throughout South Seattle during the August 2026 engagement phase. Engagement took place in locations where riders, families, businesses, youth, seniors, and community partners naturally gather. This included in-person open houses at libraries, briefings with organizations, flyering at businesses and community locations, and tabling at major cultural and neighborhood events. Staff also spoke with people at parks, farmers markets, community centers, and transit stops throughout the Route 7/RapidRide R Line area.

Metro also partnered with King County Metro's Youth ORCA Team and Marketing Team during several large community events. These activities brought in hundreds of

families who were signing up for Youth ORCA cards or participating in SLINKO games and prize giveaways. By standing alongside these efforts, the RapidRide R Line project team was able to connect with a much larger and more diverse group of riders, increasing the amount of feedback received and strengthening overall community reach.

This engagement took place across a wide range of locations, shown in the map below, followed by a detailed table of activities and the number of people Metro reached.



Activity Type	Date	Description and location	Approx. Reach
Open Houses	Aug 12	In-Person at Rainier Beach Library	46
	Aug 13	In-Person at Beacon Hill Library	65
	Aug 19	Virtual on Zoom	30
	Aug 22	Virtual on Zoom	3
Community Events	Aug 15	Big Day of Play at Rainier Beach Playfield	250
	Aug 19	Columbia City Farmers Market	60
	Aug 22	Rainier Beach Action Coalition Back2School at Rainier Beach Community Center	350
	Aug 29	Ethiopian New Year & Family Day Celebration at Jimi Hendrix Park	55
Briefings	Aug 24	Ethiopian Community in Seattle (in-person)	87
	Aug 28	Lighthouse for the Blind (virtual)	3
	Aug 28	Route 7 bus operator (in-person)	1
	Sept. 1	Transit Riders Union (virtual)	24
Flyering	Aug 3-5 and 10	Conversations with businesses, nonprofits, and residents along the Route 7 pathway	200
Social Media comments	Aug 1-31	Comments gathered from organic and paid social media posts, blog posts, and posts shared by others.	286
Emails	Aug 1- 31	Feedback submitted by email	18

Across all these locations and activities, Metro spoke with hundreds of people and gathered a wide range of comments, questions, and ideas. After reviewing all of the input collected during the August 2026 engagement phase, Metro grouped similar comments together to identify shared priorities and recurring topics. These patterns reflect what community members raised most often and most strongly. The next section summarizes these key themes and organizes them into high, medium, and low priority based on how frequently they appeared across the feedback.

3.2 What we heard: key themes

Community members shared many perspectives during the August 2026 engagement phase. People raised questions and concerns about access to transit, stop locations, pedestrian safety, local transit service needs, and how the RapidRide R Line will affect their daily travel. Across conversations, people made clear that their questions were not about wanting less transit, but about wanting better access, better connections, and more reliable service.

Many riders, families, seniors, youth, and community organizations emphasized that transit is essential in South Seattle and that they rely on it every day. Alongside concerns, people also shared encouraging feedback, including appreciation for existing Route 7 service, support for RapidRide improvements, and interest in seeing transit become even easier and more reliable for their daily needs. Many people also spoke about their neighbors—especially seniors, riders with disabilities, and families with children—and shared concerns about how changes could affect those who rely on transit the most. This reflects a community that looks out for one another and wants to make sure everyone can continue to travel safely and easily.

How themes were identified, categorized, and prioritized



Metro reviewed all feedback collected during the August 2026 engagement phase and organized it in a spreadsheet to ensure every comment was captured accurately. Comments from open houses, briefings, tabling events, flyering outreach, emails, and public social media posts were entered into the spreadsheet and tagged with a theme category. Similar comments were grouped together to identify repeated ideas and shared priorities across different outreach activities. These grouped comments formed the basis of the 12 key themes used in this report. To prioritize the themes, Metro looked at how often each topic appeared, how strongly community members expressed it, and whether it was raised by multiple audiences or in multiple engagement settings. The result is a set of high, medium, and low-priority themes that reflect patterns heard most frequently across feedback.



The following sections provide more detail about each theme that community members raised during the August 2026 engagement phase.

Highest priority themes

1. Bus stop distance and location

What we heard:
Community members consistently expressed concern about losing bus stops or having them moved farther apart. Many said they already walk long distances, navigate steep hills, or cross unsafe intersections to reach the bus, and further distance would make transit harder or impossible to use. People shared that stop removal would especially affect those with limited mobility, seniors, parents with young children, and riders carrying groceries or other items. Comments referenced several specific stops that people rely on daily, including Walker Street, Bayview Street, Edmonds Street, Ferdinand Street, Kaiser/Brandon Street, Lowe's, the Ethiopian Community Center area, Safeway/Andover, and Grand Street. Riders also emphasized improved access around new housing on or near Rainier Avenue S and said stops should reflect where people currently live, shop, and receive community services.

Community suggestions :

- ☐ Retain stops serving essential destinations, including grocery stores (Safeway/Andover), pharmacies, schools near Walker/23rd, medical clinics, cultural and community centers (Ethiopian Community Center), and key community gathering places.
- ☐ Keep or relocate stops at Walker Street, Bayview Street, Edmonds Street, Ferdinand Street, Kaiser/Brandon Street, and Lowe's, where riders rely on direct access for daily needs.
- ☐ Add a new stop near Grand Street to serve recent housing development and increased residential activity north of Mount Baker.

- ☐ Preserve or repurpose Route 7 stops for local service, allowing connecting routes (such as 106 or 50) to stop between RapidRide stations.
- ☐ Improve Accessible Pedestrian Signals (APS) and crossing safety at key intersections connected to important stops, including Edmonds, Hudson, Ferdinand, and College.
- ☐ Ensure stop locations minimize steep hills, long detours, and unsafe crossings for seniors, riders with disablities, blind and low-vision riders, and families with children or strollers.
- ☐ Consider community-identified access patterns when selecting final station and stop locations, particularly near housing that has been built since the earlier planning phase.
- ☐ Improve lighting and visibility at stops where riders currently feel unsafe approaching or waiting at night.

Metro is considering this feedback alongside ridership data, access to key destinations, transit connections, pedestrian conditions, surrounding development, and other technical factors as it evaluates the proposed R Line route and station locations. Feedback about how people reach and use stations will also be carried forward as station locations and designs are refined in future phases of design.

The alignment proposal adds station pairs at Rainier Ave S & S Grand St and at Rainier Ave S & S Bayview St in response to updated ridership, new housing, community destinations, and public feedback, and retains the station pair at Rainier Ave S & S Walker St to serve nearby schools, the Lighthouse for the Blind, and riders affected by steep grades and difficult crossings. Addionally, as design progresses, exact station locations will be determined by multiple conditions, including ongoing analysis and engagement.

2. Impacts on riders who rely on transit

Basis for this theme:
Many riders shared that changes to stop locations, stop removals, or route adjustments would have significant impacts on people who rely on transit for daily needs. Seniors, riders with disabilities, people with limited mobility, blind and low-vision riders, and riders with service animals explained that walking farther or navigating complex intersections would be difficult or unsafe. Parents and caregivers described challenges traveling with children, strollers, or groceries, especially where sidewalks are narrow or crossings are long. Riders also shared concerns about Metro Flex, including reliability, long wait times, limited nighttime safety, and daytime availability constraints. Community organizations serving seniors, immigrants, refugees, and people with disabilities reiterated that dependable access to stops is essential for maintaining independence, reaching medical appointments, attending

school, and staying connected to community services. People emphasized that transit changes must prioritize those who depend on it most.

Community suggestions :

- ☐ Keep stops near senior housing, medical clinics, disability-serving organizations (including Lighthouse for the Blind and Washington Department of Services for the Blind), and schools such as those near Walker Street and 23rd Avenue.
- ☐ Ensure APS installation and safe crossings near places used by blind and low-vision riders, especially intersections flagged by community partners.
- ☐ Improve Metro Flex by reducing wait times, ensuring nighttime availability, and providing vehicles that can accommodate car seats, mobility devices, and multiple passengers.
- ☐ Provide clearer communication about alternative options (such as Metro Flex or future neighborhood connectors) for riders unable to walk farther to RapidRide stations.
- ☐ Enhance operator training to support riders with mobility aids, service animals, and sensory needs.

Metro will continue to consider the needs of people who rely most on transit, including older adults, people with disabilities or limited mobility, families with children, and people traveling to essential services. This feedback will help the project team better understand potential access impacts as station designs, walking and rolling connections, and other project details are evaluated in future design phases.

Metro will continue engaging with community members we've heard from to better understand how to address the impacts of lost service. As future service changes are considered, ongoing conversations with the community will help shape and inform the services provided in this corridor.

3. Access to places along the route

What we heard:
People shared that the RapidRide R Line must maintain access to essential destinations along Rainier Avenue S and S Jackson Street. Riders depend on Route 7 to reach grocery stores, pharmacies, clinics, schools, parks, community centers, restaurants, cultural organizations, and religious institutions. Many emphasized that access is not only about stop spacing but also about which *specific* destinations each stop serves. Concerns were raised about maintaining access to Safeway/Andover, Kaiser/Brandon, Orcas Street services, Walker/23rd schools, and community-based

organizations such as the Ethiopian Community Center. Riders also pointed out that new housing developments near Grand Street and north of Mount Baker require updated access planning. People shared that losing stops serving high-use destinations would increase walking distance, reduce convenience, and limit access for both residents and workers.

Community suggestions :

- ☐ Keep stops serving Safeway/Andover, Kaiser/Brandon, educational institutions near Walker/23rd, the Ethiopian Community Center, and major pharmacies, clinics, and grocery stores.
- ☐ Add a stop or improve station access near new housing north of Mount Baker, including the Grand Street area.
- ☐ Improve walking and rolling access to libraries, parks, and community centers, especially in Rainier Beach and Columbia City.
- ☐ Coordinate with cultural organizations to maintain transit access to religious institutions, community-based organizations, and multilingual centers.
- ☐ Ensure pedestrian and mobility access to youth programs and schools, especially those clustered around Walker Street, 23rd Avenue, and South Henderson Street.

Community input about important destinations helps Metro understand how people use Route 7 for everyday trips and where maintaining convenient transit access is especially important.

Metro is proposing retaining stops at key destinations, including proposing adding station pairs at Rainier Ave S & S Grand St and at Rainier Ave S & S Bayview St and retaining the station pair at Rainier Ave S & S Walker St.

Metro will continue considering connections to housing, businesses, healthcare, schools, community and cultural organizations, and other key destinations as the RapidRide R Line advances through design, future service conversations, and as we determine specific station locations.

4. Prentice loop and local connections

Basis for this theme:
Community members emphasized that the Prentice Loop and related neighborhood connections in the Rainier View and lower Rainier neighborhoods are essential for reaching schools, grocery stores, clinics, youth programs, religious centers, parks, and everyday destinations not located directly on Rainier Avenue S. Riders shared that existing local service helps seniors, riders with disabilities, youth, caregivers, and families access places that would otherwise require long and steep walks. Many stated that Metro Flex does not currently meet their needs because of longer wait times, inconsistent availability, limitations for riders with children requiring car seats,

or sensitivity to safety concerns at night. Businesses and community organizations explained that riders rely on local service to reach employment sites, community programs, and food access locations. People expressed worry that if Prentice Loop service is removed without a reliable replacement, many residents would lose practical access to transit. They asked Metro to ensure any alternative would be predictable, comfortable, and able to carry multiple passengers, strollers, mobility devices, and shopping bags.

Community suggestions :

- ☐ Maintain or replace Prentice Loop service with a reliable neighborhood connector that arrives frequently and on a predictable schedule.
- ☐ Consider a fixed-route shuttle serving key Prentice Loop destinations (such as grocery stores, parks, schools, and community centers).
- ☐ Improve Metro Flex reliability, wait times, nighttime availability, and accommodations for riders with children or mobility needs.
- ☐ Add east-west connections linking S Henderson St, MLK Jr Way S, Seward Park Ave S, and Rainier Beach Link Station to improve access beyond the main route.
- ☐ Explore extending Route 50 or a similar route farther south so riders can reach Seward Park, the Rainier Beach commercial area, and the Rainier Beach Link Station more easily.
- ☐ Ensure any replacement service supports riders carrying groceries, using mobility aids, or traveling with strollers or carts.
- ☐ Continue coordinating with neighborhood and cultural organizations to understand local travel patterns and connection points, especially for seniors, families, and riders with limited mobility.

Metro Flex and Route 106 currently provide connections between areas south of S Henderson St, Rainier Beach High School, and Rainier Beach Station. Metro is also planning a broader Seattle area service restructure before the R Line launches, which will include opportunities for community input on important transit connections and destinations. In the meantime, Metro will continue engaging with communities south of S Henderson Street to better understand their mobility needs and help inform future transit service decisions.

5. Safety and security

What we heard:
Many riders shared concerns about personal security at bus stops, stations, and on buses, particularly during late evening or early morning hours. People described feeling unsafe at stops where lighting is limited, where visibility is obstructed, or where they have witnessed concerning behavior. Riders also shared experiences with bus stops located near areas where loitering, unpredictable behavior, or drug use

occur. Several riders said they avoid certain stops after dark or choose to walk farther to wait at stops that feel safer or more visible. Others expressed concerns about buses passing them without stopping when stops feel unsafe or crowded, creating additional vulnerability. During briefings and community conversations, people asked Metro what safety features would be included in RapidRide shelters and how they could contact Metro's safety staff when assistance is needed. They stressed that improvements to lighting, visibility, emergency communication, and staff presence would increase confidence in using the R Line.

Community suggestions :

- ☐ Increase lighting and clear sightlines at stops, especially in areas where riders may feel unsafe at night.
- ☐ Add emergency communication features at stations, such as help buttons or direct contact options.
- ☐ Expand SaFE Ambassadors or similar staff presence at busy RapidRide stops to increase visibility and support riders.
- ☐ Improve operator awareness and training to ensure buses stop for riders waiting at night or at locations where riders may feel vulnerable.
- ☐ Choose station locations that avoid hidden or poorly visible areas and ensure shelters do not obstruct surrounding visibility.
- ☐ Coordinate with community partners to identify stops that require additional safety considerations or monitoring.

Feedback about personal safety, lighting, visibility, and the experience of waiting for and riding transit will be shared with the teams responsible for station designs, operations, and transit safety. These concerns will be considered as more detailed station and operational plans are developed.

Medium priority themes

6. Street and pedestrian safety

What we heard:

Community members shared concerns about street conditions, crossing design, and pedestrian safety along the planned RapidRide R Line. People described long or diagonal crossings, narrow or obstructed sidewalks, limited lighting, and uneven pavement that make walking and rolling challenging. Multiple riders said intersections around Walker St, 23rd Ave, Hudson St, Ferdinand St, and College St feel confusing, rushed, or unsafe, especially for seniors, riders with disablities, and blind or low-vision travelers. People also noted areas where tree placement or curb designs complicate bus movement and rider visibility. At several locations, riders said cars speed through intersections or block crosswalks, making crossing risky. Community members expressed that stop relocation could require them to cross Rainier Avenue S more often, sometimes at intersections with long wait times or

exposure to heavy traffic. Riders emphasized that RapidRide improvements must account for safe pedestrian movement and accessible walking routes to stations.

Community suggestions:

- ☐ Redesign crossings at Walker Street and 23rd Avenue to shorten crossing distance and better align crosswalks with vehicle stop lines.
- ☐ Install APS at intersections where it is missing, including Edmonds, Hudson, Ferdinand, College Street, and the Columbia City approaches.
- ☐ Improve tree placement and lane widths at Mount Baker Link Station so buses do not need to split lanes and riders have clearer sightlines when approaching stops.
- ☐ Adjust shelter placement and bike parking layout at Mount Baker Link Station to prevent blocking sidewalks and walkways.
- ☐ Evaluate Charles Street as a potential stop location to replace or complement Dearborn, due to concerns about congestion, turning movements, and pedestrian safety.
- ☐ Enhance lighting, signage, and crosswalk visibility in locations where riders must cross Rainier Avenue S to reach relocated stops.
- ☐ Coordinate with SDOT to review high-risk intersections and street geometry near proposed station areas.

Metro will carry community-identified walking, rolling, crossing, and accessibility concerns into future design work. As station locations and access improvements are refined, Metro will evaluate conditions around proposed stations and coordinate with the Seattle Department of Transportation on improvements involving City streets, sidewalks, signals, and crossings.

7. Route performance



What we heard:

Riders shared ongoing concerns about speed, reliability, and consistency on Route 7 and connecting routes. People reported late buses, bunching, long dwell times, early departures, and unpredictable trip lengths, especially during peak periods or heavy traffic. Some riders described buses sitting at stops for extended periods or getting delayed by cars blocking lanes. Others raised questions about the travel-time improvements expected from RapidRide and asked for clear comparisons

between Route 7 and the future R Line. Riders also asked about the percentage of time Route 7 spends stopped versus moving, and whether additional reliability improvements are planned along S Jackson Street or near Mount Baker. Many people expressed interest in signal priority, protected lanes, and operational upgrades that could help maintain consistent headways. Some riders noted that Route 106 and Route 107 experience delays that affect transfers to and from Route 7, further contributing to inconsistent travel patterns.

Community suggestions :

- ☐ Provide clear comparisons between current Route 7 travel times and future R Line service, including peak-hour differences.
- ☐ Work with SDOT on route area improvements along S Jackson Street, where riders shared concerns about reliability and slow movement.
- ☐ Evaluate intersection operations near Mount Baker Link Station, including signal timing, turning movements, and lane configurations that affect bus flow.
- ☐ Improve consistency on Route 106 and Route 107 to support smoother transfers to and from RapidRide.
- ☐ Prioritize transit signal priority (TSP) along high-delay segments of Rainier Avenue S and near station approaches.

The RapidRide R line project will lead to more reliable trips, more frequent service and many station updates. Community experiences with delays, bus bunching, traffic, and unreliable travel times will help inform Metro's continued evaluation of R Line speed and reliability needs.

8. Connections to other routes

What we heard:
Community members shared that effective connections between Route 7/RapidRide R Line, and other bus and rail services are essential. Riders emphasized that transfers should remain convenient, predictable, and safe, especially at Alaska Street, S Jackson Street, the CID, Rainier Beach Link Station, and stops near the Link light rail line. Some people expressed concern that moving stops farther apart could weaken transfers to Route 50, Route 106, Route 9, or other east-west routes. Others noted that consolidated stops could reduce flexibility for riders needing both local and rapid service. Many asked whether Route 7 would remain as a local route or be fully replaced once the R Line begins, and how stop coverage would be handled during interim phases. Riders also mentioned opportunities to strengthen links to Rainier Beach, Seward Park, Columbia City, and Renton by adjusting existing routes or future service planning. Transfer reliability and intuitive wayfinding came up repeatedly across conversations, particularly for riders making multiple daily trips.

Community suggestions:

- ☐ Extend Route 50 farther south to strengthen local access and east–west travel (Seward Park → S Henderson Street → Rainier Beach Link Station).

- ☐ Evaluate a future RapidRide line between Rainier Beach and Renton to improve regional connections and support riders traveling south of Henderson.
- ☐ Create new east–west service linking S Henderson Street → MLK Jr Way S → Tukwila to reduce travel time to Link stations, schools, and key destinations.
- ☐ Consider shifting a planned stop from S Dearborn Street to Charles Street to improve safety, reduce congestion, and support more intuitive transfers.
- ☐ Preserve existing Route 7 stops for connecting routes where feasible, allowing Routes like 106 or future local services to maintain stop coverage between RapidRide stations.
- ☐ Improve reliability on connecting routes (106, 50, 9, and others) to support predictable transfers to and from RapidRide.
- ☐ Coordinate with SDOT, Sound Transit, and nearby community organizations to ensure walking routes, signage, and wayfinding at transfer points remain safe and accessible.

Feedback about transfers and connections helps Metro understand how riders use Route 7 as part of a larger transit network. Metro will consider these travel patterns when refining RapidRide R Line station locations and access improvements. The project will consider how riders move between the RapidRide R Line and nearby transit services, with a focus on making those connections safe, accessible, and easy to navigate. As future service changes are considered, ongoing conversations with the community will help shape and inform the services provided in this corridor.

9. Project information and communication

What we heard:
Community members shared that they need clear, accessible information about the RapidRide R Line project, including what is changing, what is staying the same, and how the new line will affect their trips. Some people said they were confused about whether Route 7 will go away, how stop spacing was determined, what the proposed alignment entails, and how specific locations were selected for stations. Others asked whether trolleybus wires will remain, whether new wires will be added, and what station designs will look like. Several participants asked about the timeline, why the project was paused in 2020, and whether the 2019 early planning information remains accurate given growth along Rainier Avenue S. Riders stressed that communication should be available in multiple languages and that updates should be shared in simple, easy-to-understand terms. People appreciated opportunities to ask questions directly at events and briefings, and many asked Metro to continue providing clear updates throughout early design.

Community suggestions:

- ☐ Provide clear explanations about which Route 7 stops will remain, which will relocate, and how connecting routes will use remaining stops.
- ☐ Share updates about the future of trolleybus wires and whether additional wiring will be added, particularly near South Henderson Street.
- ☐ Update maps to reflect major development near Grand Street, new multifamily buildings along Rainier Avenue S, and shifting access needs.
- ☐ Provide consistent updates at project milestones, including alignment ordinance submission, early design progress, and station location refinements.

Metro will use this feedback to make future project information clearer about what decisions have been made, what is still being studied, and when the public will have additional opportunities to provide input. Metro will continue sharing information through multiple formats and languages as the project progresses.

Lower priority themes

10. Rider experience

What we heard:

Community members shared comments about the overall experience of riding the bus, including comfort, shelter usability, station amenities, and the quality of the surrounding environment. People said that shelters should offer enough coverage from rain, wind, and sun, and that seating should be comfortable and accessible for seniors, riders with disabilities, and others who need to sit while waiting. Some mentioned that narrow sidewalks, crowded areas, or obstructed pathways make approaching stops stressful or confusing. Riders also expressed interest in more intuitive station layouts that reduce clutter and make boarding easier, especially for those using mobility aids, strollers, carts, or carrying groceries. Others asked for improvements to real-time signs, lighting, and general station comfort. Several riders noted positive experiences on other RapidRide lines (such as the G Line) and hoped for similar design quality, including level boarding, clearer signage, and more reliable amenities. Some people also asked how visual information would be displayed at stations and whether there would be enough space for waiting passengers.

Community suggestions:

- ☐ Provide shelter designs with full rain coverage, wind protection, and accessible seating, including benches with backs, leaning rails, and space for mobility aids.
- ☐ Improve station layout at Mount Baker, adjusting shelter placement and bike parking so sidewalks and walkways remain clear and unobstructed.

- ☐ Add real-time signs at all stations, ensuring displays are easy to read, consistently visible, and available in multiple languages where feasible.
- ☐ Ensure waiting areas have enough space so riders using mobility aids, strollers, carts, or carrying groceries can maneuver comfortably without blocking pedestrian travel paths.
- ☐ Improve lighting around stops and stations, especially at locations where riders expressed discomfort waiting at night.
- ☐ Use clear, intuitive wayfinding, including signage pointing to nearby destinations, station entrances, and connecting routes.
- ☐ Incorporate level boarding and platform amenities similar to the RapidRide G Line to support faster, smoother boarding for all riders.
- ☐ Address sidewalk constraints where narrow or uneven walking conditions affect the experience of reaching stops, including locations near Mount Baker and Columbia City.

Feedback about shelters, seating, lighting, accessibility, real-time information, and the experience of moving through stations will be carried into future station design. These details will be evaluated as station concepts become more developed and site-specific conditions are better understood.

11. Project timeline and delivery speed

What we heard:
Community members had questions about the project timeline, including how long early design will take, when construction may begin, and when improvements will be visible along the route. Some people expressed concern about delays in the RapidRide R Line project, referencing the pause that occurred during the pandemic and sharing frustration that service improvements have not yet arrived. Social media posts and public comments included sarcastic remarks about long project timelines but, beneath that tone, reflected genuine desire for Metro to accelerate improvements related to safety, access, reliability, and stop amenities. Several riders asked whether earlier planning work from 2019 is still valid, particularly given significant housing growth along Rainier Avenue S. People also asked Metro to keep information current and provide understandable updates at major milestones, including alignment confirmation, early design progress, and County Council actions.

Community suggestions:

- ☐ Clarify how circumstances since 2019 (new housing, changes to the area) influence the current timeline.
- ☐ Provide progress updates tied to King County Council's alignment ordinance and early design milestones.

- ☐ Continue offering straightforward public updates about expected timing for station design, stop placement confirmation, and pedestrian improvements.
- ☐ Ensure timeline information remains accessible in multiple languages and formats.
- ☐ Continue offering opportunities for riders to ask questions directly during briefings or open houses.
- ☐ Regularly update project materials so riders understand what is changing and when improvements will occur.

Metro recognizes the community's interest in seeing the RapidRide R Line delivered as soon as possible and in understanding what happens at each stage of the project. Metro will continue providing updates at major project milestones and explaining how the project is progressing from planning through design and construction.

12. Transit maps and signs

What we heard:

Community members shared that current transit maps, diagrams, and wayfinding materials can be confusing or hard to read. Riders said some maps do not clearly distinguish between RapidRide station pairs, nearby local stops, or transfer points with other routes, such as Route 50, Route 106, or Link light rail. People asked whether updated maps would show new stop locations, clarify which stops are being removed or relocated, and highlight walking paths to major destinations. Some riders noted that signs at stops could be larger, easier to understand, or placed where they are visible to people approaching from multiple directions. Others requested that printed and online maps be updated to reflect new development along Rainier Avenue S, such as housing near Grand Street. Community organizations also asked Metro to ensure maps remain readable in multiple languages and that new signs and real-time information displays are intuitive for riders with different levels of transit familiarity.

Community suggestions:

- ☐ Improve maps to show Mount Baker Link Station paths, Rainier Beach Link Station access points, transfer options to Route 50, and walking distances between stop pairs.
- ☐ Include clearer symbols distinguishing RapidRide stations, local stops, and transfer-only stops, particularly in dense areas like Columbia City and the CID.

Feedback about maps, signs, transfer information, and wayfinding will be considered as Metro develops more detailed customer information for the R Line. As station locations and connections become more defined, Metro will have additional opportunities to refine how information is presented so riders can more easily understand transfers and nearby destinations.

4 How Metro is using this feedback

4.1 How feedback informs design

Feedback from the August 2026 engagement phase helps Metro understand what matters most to people who use or rely on Route 7 today. Community input highlights where bus stops are most needed, how people access everyday destinations and connect to other transit, and what safety or reliability concerns affect their travel. These insights help Metro identify where additional analysis may be needed and what issues should continue to be considered as the project advances.

Metro will use this feedback, along with technical evaluation and coordination with the Seattle Department of Transportation, as the RapidRide R Line project moves from planning into preliminary design. Because the project is still at an early stage of design, different types of feedback will be considered at different stages. Feedback related to detailed project elements, such as station design and amenities, walking and rolling access, pedestrian safety, and speed and reliability improvements, will be carried forward for consideration as those elements are further developed and evaluated during future phases of design.

Community feedback is one of several factors Metro considers as the project advances. It is considered along with technical analysis, accessibility requirements, operational needs, site conditions, available funding, coordination with project partners, and other project requirements and constraints. Not every suggestion received through engagement will necessarily result in a project change, but documenting this feedback allows community priorities and concerns to remain part of the project record and available for consideration as decisions are made at the appropriate stage.

The August 2026 engagement also supported Metro's development of the proposed R Line alignment and general station locations submitted to the King County Council for consideration through an Alignment Ordinance. The ordinance establishes the RapidRide R Line route and general station locations. It does not determine the more detailed design elements that will be developed as the project moves into future phases of design. As the project advances, Metro will continue to share updates with the community.

4.2 Continuing to engage

Metro will continue engaging riders, residents, businesses, and community organizations to be informed about key project milestones and opportunities to weigh in on decisions as the RapidRide R Line advances through design.

As the project progresses through design milestones, Metro will seek community input to further refine the project from concept to final proposal. This will include finalizing decisions about station placement at the identified intersection locations, speed and reliability treatments, and access to transit for cyclists and pedestrians.

Metro decisions will be informed by community feedback, along with technical analysis and other project requirements and constraints.

Project updates and notifications about opportunities to provide input will be provided through the RapidRide R Line project website, notifications for RapidRide R Line project update subscribers, and through other outreach and communication channels.

Community feedback is welcome throughout the design process and is not limited to specific project milestones or formal engagement periods. Community members can share feedback, concerns, and ask questions about the project at any time. The RapidRide community engagement team can be reached at rapidride@kingcounty.gov or by phone at 206-263-9768. Note this is a voice message line that is monitored daily.

4.3 Thank you

Metro appreciates everyone who took time to participate in the August 2026 engagement phase and prior engagement phases. The input shared by riders, residents, businesses, community organizations, and partner groups helped Metro better understand community priorities and will continue to support conversations as the RapidRide R Line advances. Thank you to all who engaged with Metro, asked questions, and shared their perspectives.

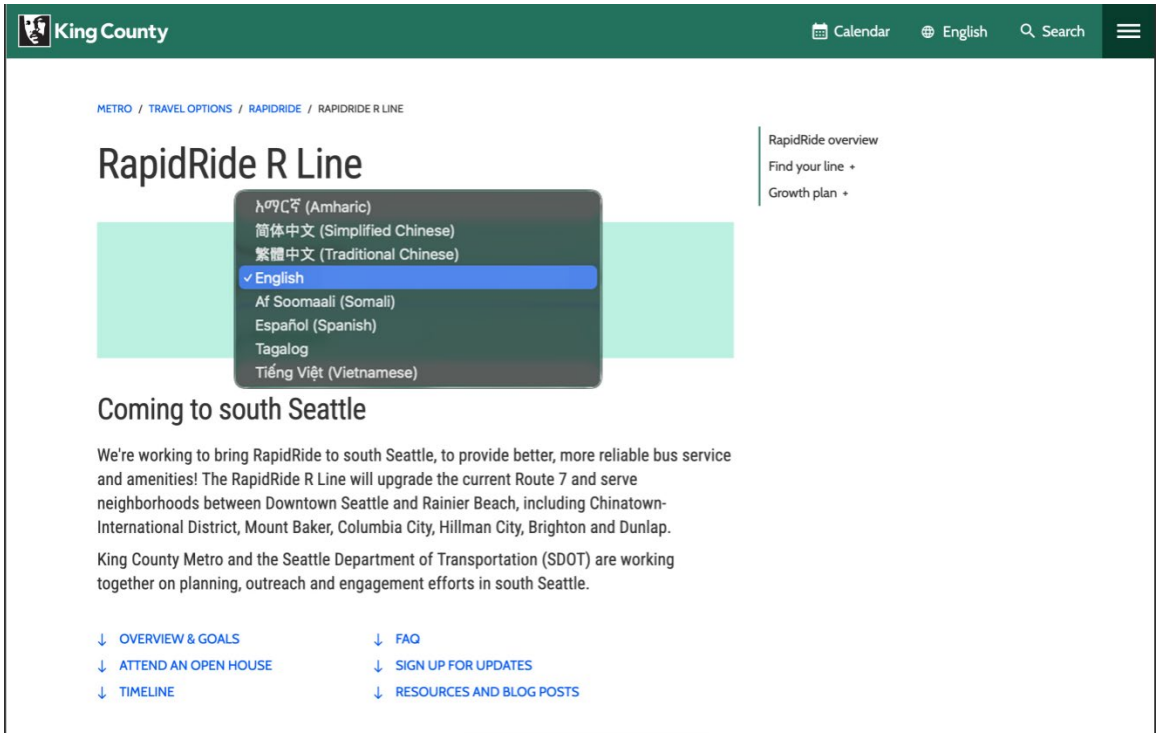
Metro looks forward to continuing this work with the community as the RapidRide R Line advances.



5 Appendices

Appendix A: Notification Materials

Webpage



Project overview

Metro is advancing the RapidRide R Line, building on Route 7's long-standing role as a vital service for south Seattle communities.

Where will the RapidRide R Line run?

- The R Line will operate entirely within the City of Seattle.
- It will provide service between downtown Seattle and the Rainier Beach Link light rail station, improving access to regional light rail service throughout the Puget Sound region.
- The line will run along S Jackson Street and Rainier Avenue S.
- It will connect communities from Downtown Seattle, Chinatown-International District (including Little Saigon), Mount Baker, Columbia City, Hillman City, Brighton, Dunlap, Rainier Valley and Rainier Beach.

Note about the Prentice Loop

RapidRide R Line is planned to end at the Rainier Beach Link station, and Metro is evaluating how transit service will continue to connect people traveling to and from areas south of S Henderson Street when the R Line begins service. As part of this work, Metro will engage the communities south of S Henderson Street to better understand their mobility needs and help inform future transit service decisions. The goal is to ensure transit service remains accessible, reliable, and easy to understand.

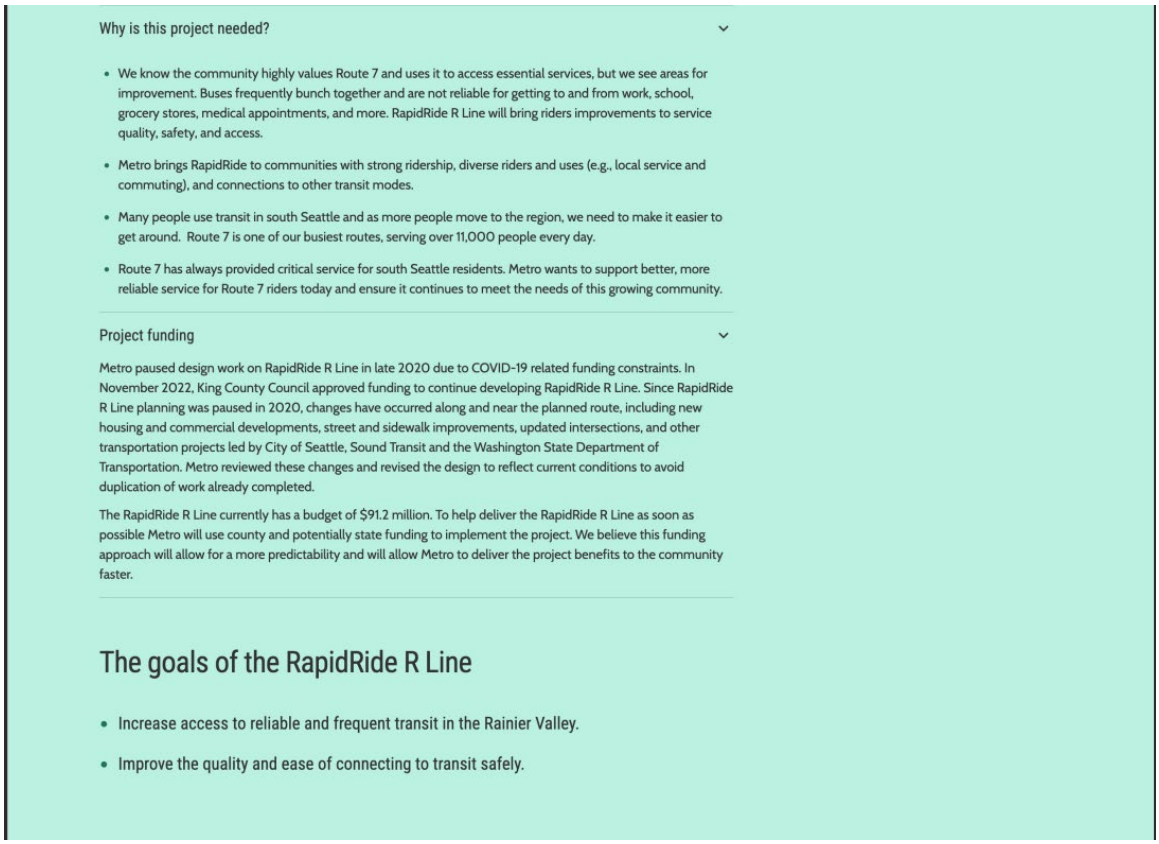
What improvements will the RapidRide R Line bring?

The RapidRide R Line project will improve transit travel time, reliability, and rider experience.

Recommended improvements include:

- Upgraded transit stations and shelters
- Enhanced lighting and passenger amenities
- Bus-only lanes
- Transit priority treatments
- Signal upgrades to reduce delays
- Safer pedestrian access to transit





Attend an open house

Learn about the RapidRide R Line project, ask questions and share your feedback at an upcoming open house.

IN-PERSON	IN-PERSON	VIRTUAL	VIRTUAL
Wednesday August 12	Thursday August 13	Wednesday August 19	Saturday August 22
Rainier Beach Library	Beacon Hill Library	Noon to 1 pm	11 am to noon
5 pm to 7 pm	5:30 pm to 7:30 pm	**Meeting ID:** 851 2156 4685	**Meeting ID:** 823 7413 2513
		JOIN ON ZOOM	JOIN ON ZOOM

Project timeline

Needs assessment — Completed (2019)

Project vision and early planning

RapidRide R Line was identified through Metro Connects, King County's long-range plan for expanding frequent transit service, as a priority investment to improve transit along the Route 7 corridor. Serving one of Metro's busiest and highest-ridership bus routes, the project is intended to improve speed, reliability, capacity, and the overall rider experience while providing better connections to jobs, schools, housing, and other destinations. This phase established the project vision and laid the groundwork for future corridor planning, funding and community engagement.

Summary report

- Needs Assessment Engagement Summary (June to October 2019)

What happened in this phase

- Metro Connects identified RapidRide expansion as a long-term priority, and Route 7 as a priority for future RapidRide service.
- King County Council approved funding to begin planning and design for RapidRide R Line project.
- Metro developed an initial project concept in coordination with SDOT and other agency partners.
- The project was paused in 2020 due to COVID-19-related funding constraints and resumed in 2023 with updated planning work to reflect changes along the corridor.
- Metro advanced the project toward route adoption and the next phase of design.

Community engagement

What we did

From June to October 2019, Metro conducted community engagement during the RapidRide R Line needs assessment phase. Given the extensive community input on this line through previous work led by SDOT, we first needed to report back on what we had heard, explain how these issues and concerns will 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, and 2) gather community input on transportation needs and priorities to inform design concepts.

Engagement activities during phase 1 included interviews with community-based organizations (CBOs), service providers, and other community groups; in-person outreach consisted of tabling at community events and hosting community briefings in partnership with CBOs and other community partners; and an online survey was available in English, Simplified Chinese, Somali, Spanish, and Vietnamese. Across these channels, we 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 to encourage more transit use
- Ways to effectively share information with, and gather input from, historically underrepresented or underserved communities

We also asked people to identify specific destinations along the Route 7 corridor that are important to serve and locations where they would like better access to transit or have safety concerns.

What we heard

Community input informed Metro's design concepts and the communications and engagement activities planned for phase 2.

Planning phase — Current (2019 to 2020, resumed 2026)

Early design

During the Planning Phase, Metro is refining the RapidRide R Line project concept to reflect current conditions along the corridor and the community's evolving transportation needs. This work includes evaluating changes that have occurred since planning was paused, coordinating closely with partner agencies, and refining the proposed improvements to support faster, safer, and more reliable transit while aligning with other planned investments along the corridor.

What happened in this phase

- Metro evaluated corridor conditions and identified improvements to make transit faster, more reliable, and easier to use.
- The project concept is being refined through technical analysis and feedback from community members, riders, businesses, and partner agencies.
- Metro coordinated closely with SDOT to align the project with planned transportation improvements along the corridor.
- Metro is developing a preferred project concept that reflects current and future conditions along the corridor.
- Metro will seek King County Council approval of an Alignment Ordinance in early 2027 to confirm the route and station locations as the project advances into the next phase of design.

Summary reports

- Preferred Concept Engagement Summary (November 2019 to March 2020)
- Final Preferred Concept Engagement Summary (March to December 2020)
- Corridor Planning and Upgrade Report Executive Summary (October 2020)
- Corridor Planning and Upgrade Report (October 2020)

Community engagement

What we did

Phase 2: Metro gathered input on the preferred concept from November 2019 through March 2020. We had two community engagement goals:

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

Metro's engagement during phase 2 consisted of briefings, conversations, and walking tours with CBOs and other community groups; in-person outreach was performed through tabling at community events, gathering places, and housing communities; bus stop outreach; in-person open houses; an online open house available in English, simplified Chinese, Somali, Spanish, traditional Chinese, and Vietnamese; engaging with Route 7 operators; and briefings with city and county councilmembers.

We 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 faster and more reliable.

The feedback we received helped refine Metro's design for the preferred concept. Summary of this report is available in the Resources section below.

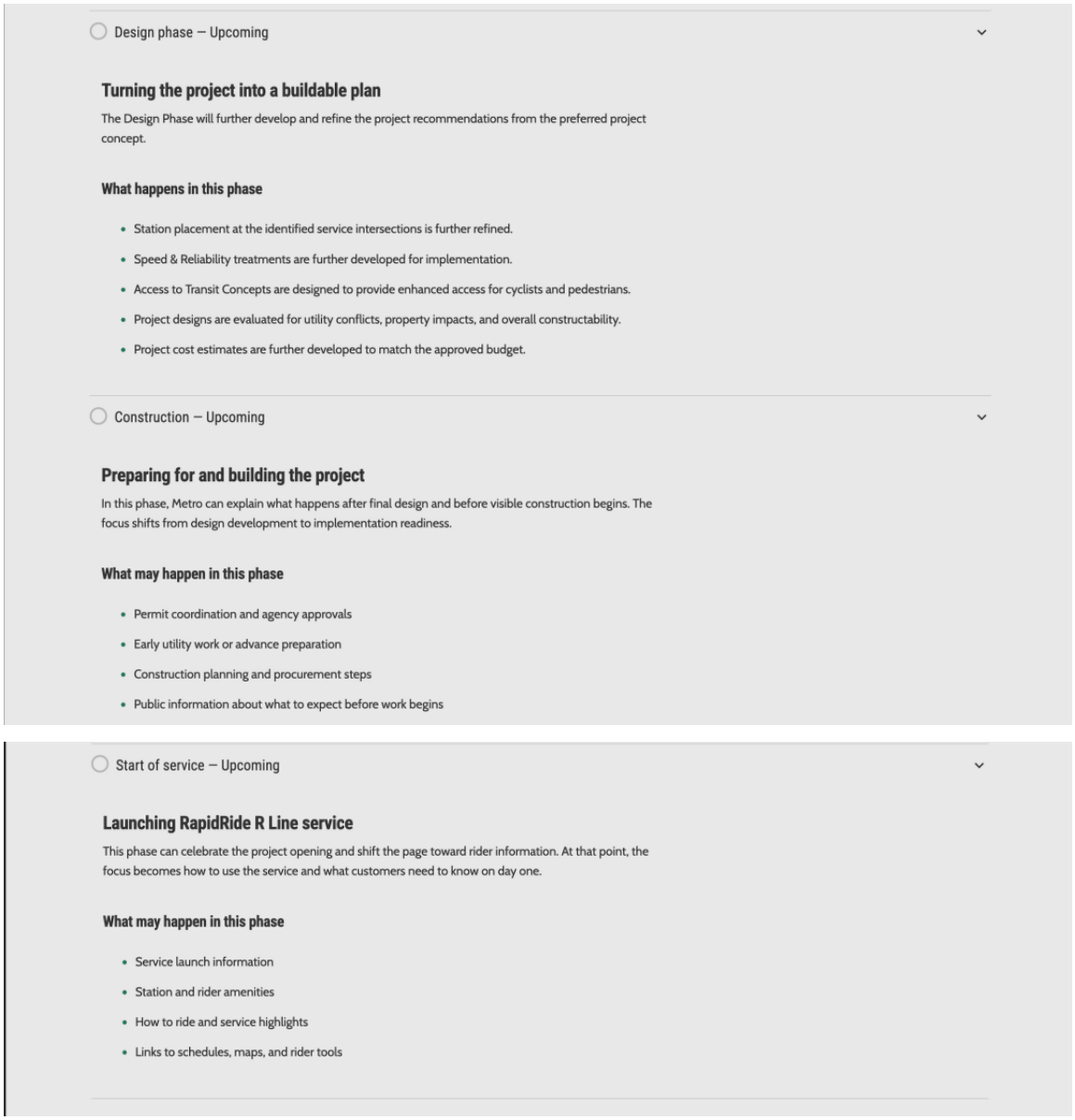
What we heard

Community input directly informed the current preferred concept through the following ways:

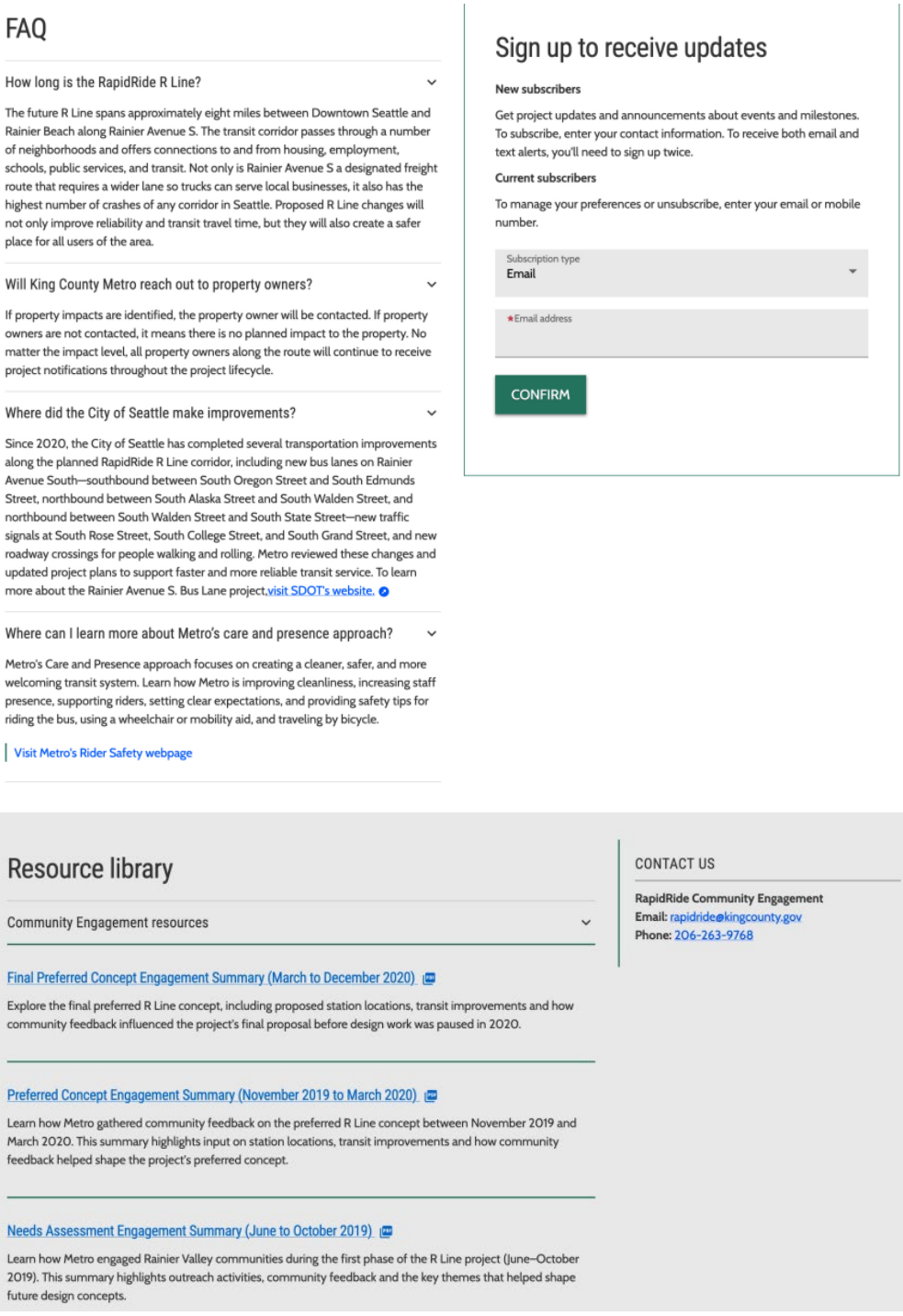
- Community feedback about service needs in Chinatown–International District influenced the decision to have RapidRide R Line serve both Maynard Avenue S and 8th Avenue S.
- Community feedback on station location options in Columbia City informed the decision to include RapidRide R Line station pairs at S Edmunds and S Dawson streets.
- We heard overwhelming community input and support about maintaining the existing S Walker Street station pair location and needed improvements to make it easier to safely access these stations.
- The connection to Link light rail at Rainier Beach Station brought through the S Henderson Street extension emerged as an important community priority.

Phase 3: In the third phase of engagement, Metro shared information about the final preferred concept which included station locations, proposed features, projects that enhance bus speed and reliability, and projects to make it easier and safer to get to the bus.

Now that Metro has restarted this work, the project will continue with its final phase of engagement by re-introducing and re-engaging community members. Outreach activities will consist of flyering across neighborhoods, engaging property owners, hosting virtual and in-person Open House, updating the website, and providing briefings upon request. The engagement phase will run from August 1 to 31, 2026.


Design phase — Upcoming
Turning the project into a buildable plan
The Design Phase will further develop and refine the project recommendations from the preferred project concept.
What happens in this phase
Station placement at the identified service intersections is further refined.
Speed & Reliability treatments are further developed for implementation.
Access to Transit Concepts are designed to provide enhanced access for cyclists and pedestrians.
Project designs are evaluated for utility conflicts, property impacts, and overall constructability.
Project cost estimates are further developed to match the approved budget.
Construction — Upcoming
Preparing for and building the project
In this phase, Metro can explain what happens after final design and before visible construction begins. The focus shifts from design development to implementation readiness.
What may happen in this phase
Permit coordination and agency approvals
Early utility work or advance preparation
Construction planning and procurement steps
Public information about what to expect before work begins

Start of service — Upcoming
Launching RapidRide R Line service
This phase can celebrate the project opening and shift the page toward rider information. At that point, the focus becomes how to use the service and what customers need to know on day one.
What may happen in this phase
Service launch information
Station and rider amenities
How to ride and service highlights
Links to schedules, maps, and rider tools



FAQ

How long is the RapidRide R Line?

The future R Line spans approximately eight miles between Downtown Seattle and Rainier Beach along Rainier Avenue S. The transit corridor passes through a number of neighborhoods and offers connections to and from housing, employment, schools, public services, and transit. Not only is Rainier Avenue S a designated freight route that requires a wider lane so trucks can serve local businesses, it also has the highest number of crashes of any corridor in Seattle. Proposed R Line changes will not only improve reliability and transit travel time, but they will also create a safer place for all users of the area.

Will King County Metro reach out to property owners?

If property impacts are identified, the property owner will be contacted. If property owners are not contacted, it means there is no planned impact to the property. No matter the impact level, all property owners along the route will continue to receive project notifications throughout the project lifecycle.

Where did the City of Seattle make improvements?

Since 2020, the City of Seattle has completed several transportation improvements along the planned RapidRide R Line corridor, including new bus lanes on Rainier Avenue South—southbound between South Oregon Street and South Edmunds Street, northbound between South Alaska Street and South Walden Street, and northbound between South Walden Street and South State Street—new traffic signals at South Rose Street, South College Street, and South Grand Street, and new roadway crossings for people walking and rolling. Metro reviewed these changes and updated project plans to support faster and more reliable transit service. To learn more about the Rainier Avenue S. Bus Lane project,visit SDOT's website.

Where can I learn more about Metro's care and presence approach?

Metro's Care and Presence approach focuses on creating a cleaner, safer, and more welcoming transit system. Learn how Metro is improving cleanliness, increasing staff presence, supporting riders, setting clear expectations, and providing safety tips for riding the bus, using a wheelchair or mobility aid, and traveling by bicycle.

Visit Metro's Rider Safety webpage

Sign up to receive updates

New subscribers

Get project updates and announcements about events and milestones. To subscribe, enter your contact information. To receive both email and text alerts, you'll need to sign up twice.

Current subscribers

To manage your preferences or unsubscribe, enter your email or mobile number.

Subscription type
Email

*Email address

CONFIRM

Resource library

Community Engagement resources

Final Preferred Concept Engagement Summary (March to December 2020)

Explore the final preferred R Line concept, including proposed station locations, transit improvements and how community feedback influenced the project's final proposal before design work was paused in 2020.

Preferred Concept Engagement Summary (November 2019 to March 2020)

Learn how Metro gathered community feedback on the preferred R Line concept between November 2019 and March 2020. This summary highlights input on station locations, transit improvements and how community feedback helped shape the project's preferred concept.

Needs Assessment Engagement Summary (June to October 2019)

Learn how Metro engaged Rainier Valley communities during the first phase of the R Line project (June–October 2019). This summary highlights outreach activities, community feedback and the key themes that helped shape future design concepts.

CONTACT US

RapidRide Community Engagement
Email: rapidride@kingcounty.gov
Phone: 206-263-9768

Fact sheets

Fact sheet (Summer 2026)

One-page document that summarizes the progress of the RapidRide R Line through Summer 2026, highlighting the benefits and what to expect next.

Also available in the following languages:

- አማርኛ (Amharic)
- 简体中文 (Simplified Chinese)
- 繁體中文 (Traditional Chinese)
- Français (French)
- हिन्दी (Hindi)
- 한국어 (Korean)
- Afaan Oromoo (Oromo)
- Português (Portuguese)
- Soomaali (Somali)
- Español (Spanish)
- Tagalog (Tagalog)
- ትግርኛ (Tigrinya)
- Tiếng Việt (Vietnamese)

Design resources

Corridor Planning and Upgrade Report Executive Summary (October 2020)

Get a high-level overview of the proposed RapidRide R Line, including planned corridor improvements, station locations, transit priority features, accessibility enhancements and estimated project costs.

Corridor Planning and Upgrade Report (October 2020)

Explore the complete technical report documenting the proposed RapidRide R Line, including corridor analysis, design recommendations, traffic modeling, station planning, accessibility improvements, cost estimates and supporting technical data.

Property owner information

Right-of-Way property informational letter (Summer 2026)

These letters were shared with property owners identified to have property potentially impacted by the RapidRide R Line along a half mile of the to-be RapidRide R Line.

RapidRide property owner brochure (December 2024)

Find out what property owners can expect during RapidRide planning, design and construction, including project access, property acquisition, compensation and construction impacts.

Blog posts



August 3, 2026

RAPIDRIDE IS COMING TO SOUTH SEATTLE IN 2032!

NEWS



February 3, 2021

TRANSIT INVESTMENTS ALONG RAINIER AVE S. WILL CONTINUE DURING PAUSE OF RAPIDRIDE R...

NEWS



December 21, 2020

METRO REVISES RAPIDRIDE PROGRAM SCHEDULE



September 23, 2020

KING COUNTY METRO PROPOSED BUDGET MAINTAINS REGION'S NETWORK, LOOKS AHEAD...

Social Media (paid)

English





Korean





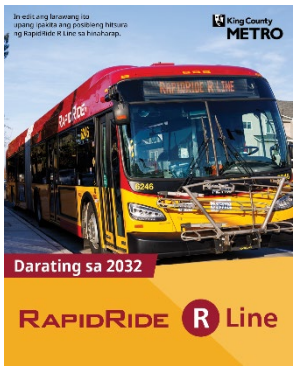
Hindi





Tagalog





Vietnamese



Chinese (Traditional)



Chinese (Simplified)



Spanish

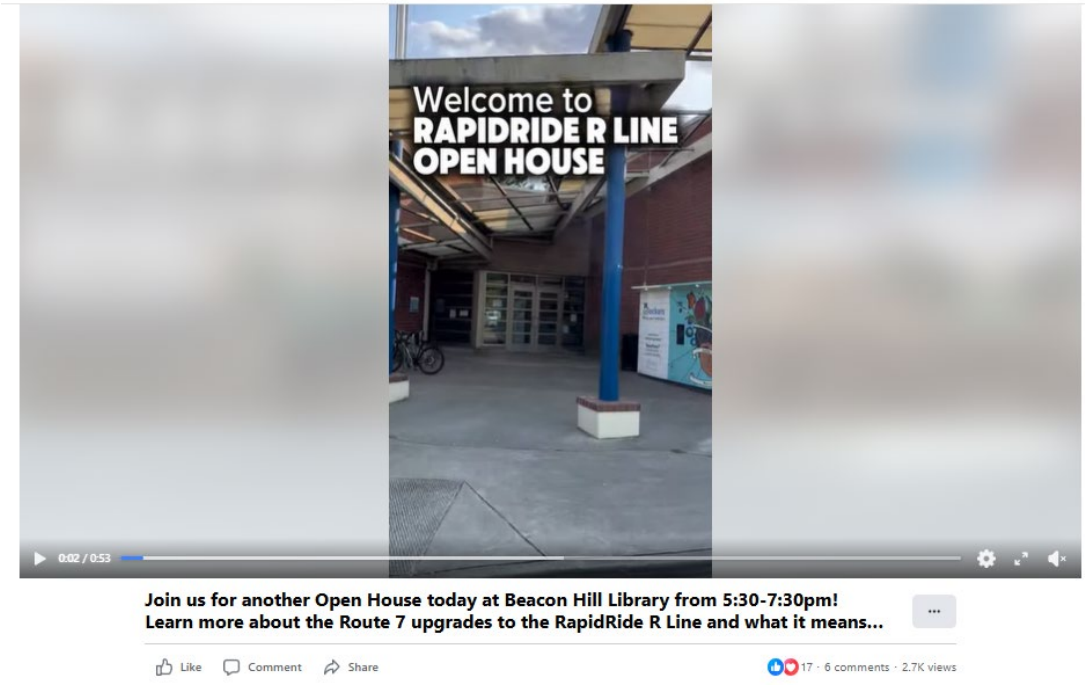




Social Media (organic)




Concept image for RapidRide R Line
COMING 2032
R
RAPIDRIDE R LINE
kcmetrobus • Follow
kcmetrobus 4w
RapidRide is coming to south Seattle in 2032!
The RapidRide R Line will upgrade the current Route 7 serving neighborhoods from Downtown Seattle, Chinatown-International District (including Little Saigon), Mount Baker, Columbia City, Hillman City, Brighton, Dunlap, Rainier Valley and Rainier Beach.
Learn about the RapidRide R Line project, ask questions and share your feedback at an upcoming open house:
In-person
- Wednesday, August 12 at Rainier Beach Library
5:00 p.m. to 7:00 p.m.
- Thursday, August 13 at Beacon Hill Library
5:30 p.m. to 7:30 p.m.
Virtual
- Wednesday, August 19 from noon to 1:00 pm
- Saturday, August 22 from 11:00 a.m. to noon
For more info, visit the link in bio.
#PublicTransit #RapidRide #KingCountyWA #KingCountyMetro #Seattle


Welcome to
RAPIDRIDE R LINE
OPEN HOUSE
0:02 / 0:53
Join us for another Open House today at Beacon Hill Library from 5:30-7:30pm!
Learn more about the Route 7 upgrades to the RapidRide R Line and what it means...
Like
Comment
Share
17 · 6 comments · 2.7K views

Posts shared by others

Facebook - King County Executive Girmay Zahilay's Post



Instagram- King County Executive Girmay Zahilay's Post





King County Councilmember Lewis, District 2 eNewsletter



King County District 2: History is Made Here

King County Council Appoints Rhonda Lewis, Making History with First Black Woman and First Majority-Woman Council

August 21, 2026



Good Evening Neighbors,

King County Metro is moving forward with the RapidRide R Line which will upgrade Route 7 with more reliable bus service in south Seattle.



Article in Seattle Transit Blog



Seattle Transit Blog

Page Two Archives Who We Are Latest Comments Search ...

RapidRide R Line Project Update

August 10, 2026 by Michael Smith

Route 7 disguised as a RapidRide on Rainier Ave. (Michael Smith)

King County Metro has shared an updated high-level design of the RapidRide R Line and is asking the community for feedback. The R Line will travel between Rainier Beach station and downtown Seattle on Rainier Ave when it opens in 2032. First envisioned in the 2015 Levy to Move Seattle, work on this route was paused for a few years due to budget constraints. RapidRide R will replace Route 7, the second busiest bus route in Washington (behind the E Line).

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. See Who We Are.

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Ridership patterns by route
Latest comments
Podcast

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Reddit post



r/SeattleWA • 1mo ago
LOOKITSADAM

Metro Set to Go It Alone on RapidRide R Line, Won't Seek Federal Funding - Seattle voters funded the Rainier Avenue line in 2015 for a 2021 opening, and it's now slated for 2032

theurbanist.org

The R Line is set to replace the Route 7 by 2032, with County Executive Girmay Zahilay promising to "fast track" the RapidRide project last year. But amid the bleak federal transit funding landscape, Metro won't count on those dollars any longer.

Open

Previously, the project had been expected to qualify for at least $49 million in federal funding, but that was before King County reduced the R Line's budget by around 25% to $91.2 million last year, a move made in response to "budget realities."

The R Line will upgrade Route 7, the second-most ridden bus route in Metro's network, averaging more than 11,000 daily boardings in 2026.

Article on PubliCola

PUBLICOLA
News. Politics. Urbanism.

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GUEST CONTRIBUTOR, TRANSIT

August 27, 2026

Will Rainier Valley Transit Riders Actually Benefit from the Proposed Rapid Ride R?



Riders on the 7

By Anna Zivarts

Back in 2021, I went to visit one of the young people I was organizing alongside. Abby Griffith lived in an affordable housing complex in Vancouver, Washington, and she kept on telling me how difficult it was for her to access transit because of how far the bus stop was from the complex.

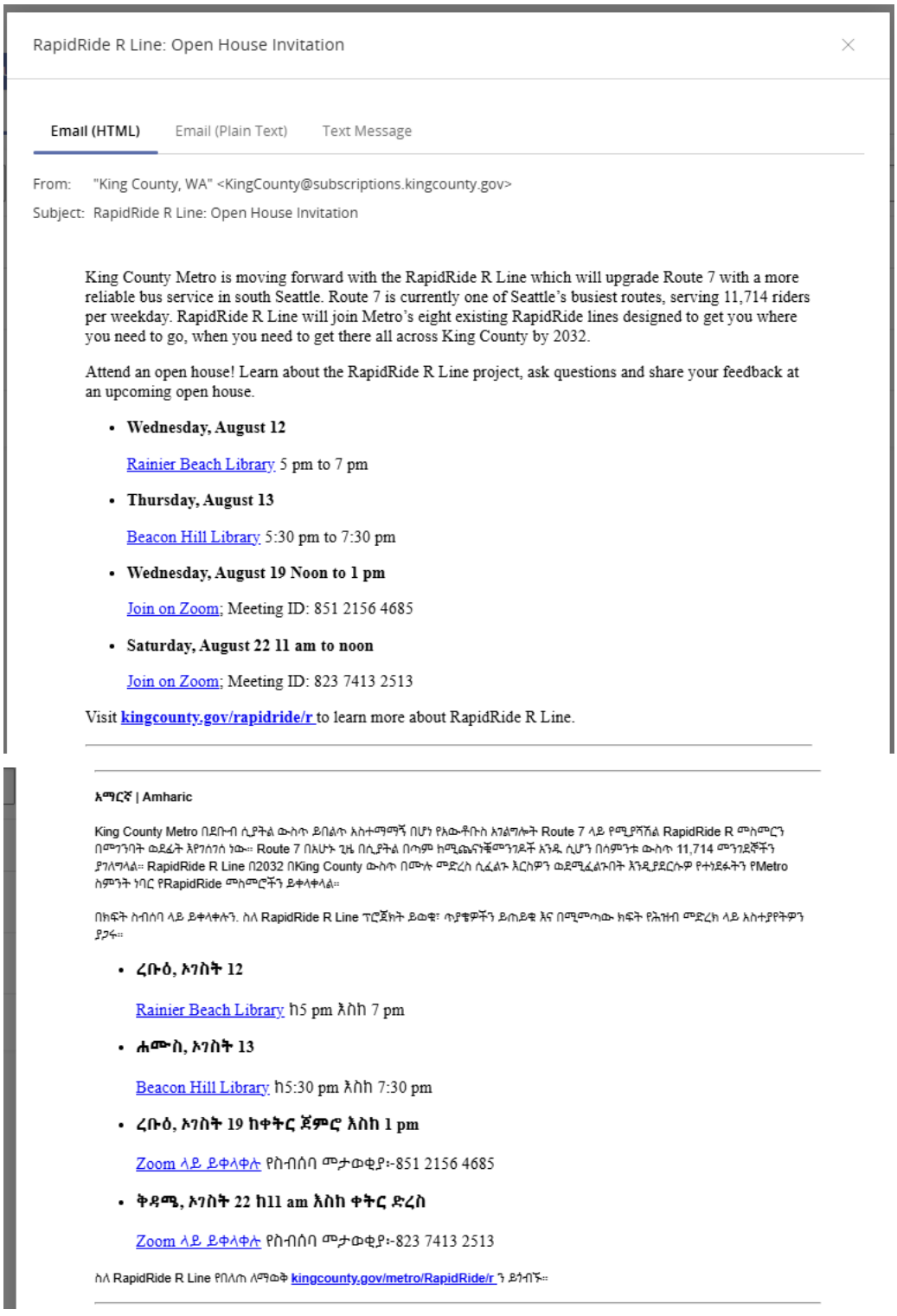
I remember looking it up on a map, and thinking, *pfft*, that's not really that bad—what is she complaining about? But then when I met Abby at her apartment and we walked the distance together, I realized how long it took her, as a blind person who uses a white cane to navigate, to cover the distance to the stop. What had seemed like no big deal to me added enough extra time to every trip that it created a significant travel barrier for her every time she wanted to leave her apartment.

Search ...

Sort by
Relevance

SOCIAL

Transit Alerts (Aug 6 - email and text)



RapidRide R Line: Open House Invitation

Email (HTML) | Email (Plain Text) | Text Message

From: "King County, WA" <KingCounty@subscriptions.kingcounty.gov>

Subject: RapidRide R Line: Open House Invitation

King County Metro is moving forward with the RapidRide R Line which will upgrade Route 7 with a more reliable bus service in south Seattle. Route 7 is currently one of Seattle's busiest routes, serving 11,714 riders per weekday. RapidRide R Line will join Metro's eight existing RapidRide lines designed to get you where you need to go, when you need to get there all across King County by 2032.

Attend an open house! Learn about the RapidRide R Line project, ask questions and share your feedback at an upcoming open house.

- **Wednesday, August 12**

  Rainier Beach Library 5 pm to 7 pm

- **Thursday, August 13**

  Beacon Hill Library 5:30 pm to 7:30 pm

- **Wednesday, August 19 Noon to 1 pm**

  Join on Zoom; Meeting ID: 851 2156 4685

- **Saturday, August 22 11 am to noon**

  Join on Zoom; Meeting ID: 823 7413 2513

Visit **kingcounty.gov/rapidride/r** to learn more about RapidRide R Line.

አማርኛ | Amharic

King County Metro በደቡብ ሲያትል ውስጥ ይበልጥ አስተማማኝ በሆነ የአውቶቡስ አገልግሎት Route 7 ላይ የሚያሻሽል RapidRide R መስመርን በመገንባት ወደፊት እየገሰገሰ ነው። Route 7 በአሁኑ ጊዜ በሲያትል በጣም ከሚጨናነቁመንገዶች አንዱ ሲሆን በሳምንቱ ውስጥ 11,714 መንገደኞችን ያገለግላል። RapidRide R Line በ2032 በKing County ውስጥ በሙሉ መድረስ ሲፈልጉ እርስዎን ወደሚፈልጉበት እንዲያደርሱዎ የተነደፉትን የMetro ስምንት ነባር የRapidRide መስመሮችን ይቀላቀላል።

በክፍት ስብሰባ ላይ ይቀላቀሉን. ስለ RapidRide R Line ፕሮጀክት ይወቁ፣ ጥያቄዎችን ይጠይቁ እና በሚመጣው ክፍት የሕዝብ መድረክ ላይ አስተያየትዎን ያጋሩ።

- **ረቡዕ, ኦገስት 12**

  Rainier Beach Library ከ5 pm እስከ 7 pm

- **ሐሙስ, ኦገስት 13**

  Beacon Hill Library ከ5:30 pm እስከ 7:30 pm

- **ረቡዕ, ኦገስት 19 ከቀትር ጀምሮ እስከ 1 pm**

  Zoom ላይ ይቀላቀሉ የስብሰባ መታወቂያ፡-851 2156 4685

- **ቅዳሜ, ኦገስት 22 ከ11 am እስከ ቀትር ድረስ**

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ስለ RapidRide R Line የበለጠ ለማወቅ kingcounty.gov/metro/RapidRide/r ን ይጎብኙ።

简体中文 | Simplified Chinese

King County Metro 正在推进 RapidRide R Line 项目，该项目将升级 Route 7，为 Seattle 南部 提供更可靠的公交服务。目前，Route 7 是 Seattle 最繁忙的 公交线路之一，工作日每天服务 11,714 名乘 客。到 2032 年，RapidRide R Line 将加入 Metro 现有的八条 RapidRide 线路，为整个 King County 提供便捷的公共交通服务，让您在 需要的时间前往需要到达的地方。

参加开放日活动. 了解 RapidRide R Line 项目，在即将举行的开放日活动中提出问题并分享您的宝贵意见。

- **8 月 12 日（星期三）**
  Rainier Beach Library 下午 5:00 至下午 7:00
- **8 月 13 日（星期四）**
  Beacon Hill Library下午 5:30 至 下午 7:30
- **8 月 19 日（星期三）中午 12:00 至 下午 1:00**

  通过 Zoom 参加线上会议 会议 ID：851 2156 4685
- **8 月 22 日（星期六）上午 11:00 至 中午 12:00**

  通过 Zoom 参加线上会议 会议 ID：823 7413 2513

访问 kingcounty.gov/metro/RapidRide/r, 了解更多关于 RapidRide R Line 的相关信息。

繁體中文 | Traditional Chinese

King County Metro 正在推進 RapidRide R Line 專案，該專案將升級 Route 7，為 Seattle 南部 提供更可靠的公交服務。目前，Route 7 是 Seattle 最繁忙 公交線路之一，工作 日每天服務 11,714 名乘客。到 2032 年，RapidRide R Line 將加入 Metro 現有的八條 RapidRide 線路，為整個 King County 提供便捷 的公共交通服務，讓您在需要的時間前往需 要到達的地方。

參加開放日活動 瞭解 RapidRide R Line 專案，在即將舉行的開放日活動中提出問題並分享您的寶貴意見。

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  透過 Zoom 參加線上會議 會議 ID：851 2156 4685
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  透過 Zoom 參加線上會議 會議 ID: 823 7413 2513

造訪 kingcounty.gov/metro/RapidRide/r，瞭解更多關於 RapidRide R Line 的相關資訊。

繁體中文 | Traditional Chinese

King County Metro 正在推進 RapidRide R Line 專案，該專案將升級 Route 7，為 Seattle 南部 提供更可靠的公交服務。目前，Route 7 是 Seattle 最繁忙 公交線路之一，工作 日每天服務 11,714 名乘客。到 2032 年，RapidRide R Line 將加入 Metro 現有的八條 RapidRide 線路，為整個 King County 提供便捷 的公共交通服務，讓您在需要的時間前往需 要到達的地方。

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造訪 kingcounty.gov/metro/RapidRide/r，瞭解更多關於 RapidRide R Line 的相關資訊。

SOOMAALI | Somali

King County Metro waxay sii wadaa mashruuca RapidRide R Line kaas oo casriyayn doona Route 7 isaga oo bixinaya adeeg bas oo la isku hallayn karo oo ka shaqaynaya koonfurta Seattle. Route 7 hadda waa mid ka mid ah waddooyinka basaska ee hadda ugu mashquulka badan Seattle, waxaana isticmaala 11,714 rakaab ah maalin kasta oo shaqo. RapidRide R Line wuxuu ku biiri doonaa siddeedda wado ee RapidRide ee hadda jira ee Metro, kuwaas oo loogu talagalay inay ku geeyaan meesha aad u baahan tahay inaad tagto wakhtiga aad u baahan tahay inaad gaarto halkaas guud ahaan King County marka la gaaro 2032.

Nagula soo biir kulanka furan. Baro mashruuca RapidRide R Line, weydii su'aalo, oo la wadaag aragtidaada kulan dadweyne oo soo socda.

- **Arbacada, Agoosto 12**

  Rainier Beach Library 5 pm ilaa 7 pm

- **Khamiista, Agoosto 13**

  Beacon Hill Library 5:30 pm ilaa 7:30 pm

- **Arbacada, Agoosto 19 Duhurkii ilaa 1 pm**

  Ku soo biir Zoom; Aqoonsiga Kulanka: 851 2156 4685

- **Sabtida, Agoosto 22 11 am ilaa duhurkii**

  Ku soo biir Zoom; Ku soo biir Zoom; Aqoonsiga Kulanka: 823 7413 2513

Booqo kingcounty.gov/metro/RapidRide/r si aad u oggaato xog dheeraad ah oo ku saabsan RapidRide R Line.

ESPAÑOL | Spanish

King County Metro está avanzando con la RapidRide R Line, que mejorará la Route 7 con un servicio de autobús más fiable en el sur de Seattle. La Route 7 es una de las rutas del autobús más transitadas de Seattle, que transporta a 11.714 pasajeros cada día de semana. Para 2032, la RapidRide R Line se incorporará a la red de las ocho líneas RapidRide R Line actuales de Metro, diseñadas para ayudarlo a desplazarse a donde necesite, justo cuando lo necesite, por todo King County.

Asista a una jornada de puertas abiertas. Conozca el proyecto de la RapidRide R Line, haga preguntas y comparta sus comentarios en una de las próximas jornadas de puertas abiertas.

- **Miércoles, 12 de agosto**

  Rainier Beach Library De 5 pm a 7 pm

- **Jueves, 13 de agosto**

  Beacon Hill Library De 5:30 pm a 7:30 pm

- **Miércoles, 19 de agosto Del mediodía a la 1 pm**

  Únase por Zoom; ID de la reunión: 851 2156 4685

- **Sábado, 22 de agosto De 11 am al mediodía**

  Únase por Zoom; ID de la reunión: 823 7413 2513

Visite kingcounty.gov/metro/RapidRide/r para obtener más información sobre RapidRide R Line.

TAGALOG | Tagalog

Isinusulong ng King County Metro ang RapidRide R Line kung saan ia-upgrade ang Route 7 upang gawing mas maaasahan ang serbisyo ng bus sa timog Seattle. Sa kasalukuyan, ang Route 7 ay isa sa mga pinakaabalang ruta ng Seattle, na nagseserbisyo sa 11,714 na sumasakay kada weekday. Isasama ang RapidRide R Line sa walong umiiral nang RapidRide line ng Metro na nakadisenyo upang maihatid kayo sa kailangan ninyong puntahan, kung kailan ninyo kailangang makapunta roon sa iba't ibang panig ng King County mula noong 2032.

Dumalo sa open house. Alamin ang tungkol sa proyekto ng RapidRide R Line, magtanong at ibahagi ang inyong feedback sa paparating na open house.

- **Miyerkoles, Agosto 12**

  Rainier Beach Library 5 pm hanggang 7 pm

- **Huwebes, Agosto 13**

  Beacon Hill Library 5:30 pm hanggang 7:30 pm

- **Miyerkoles, Agosto 19 Tanghali hanggang 1 pm**

  Sumali sa Zoom; ID ng Meeting: 851 2156 4685

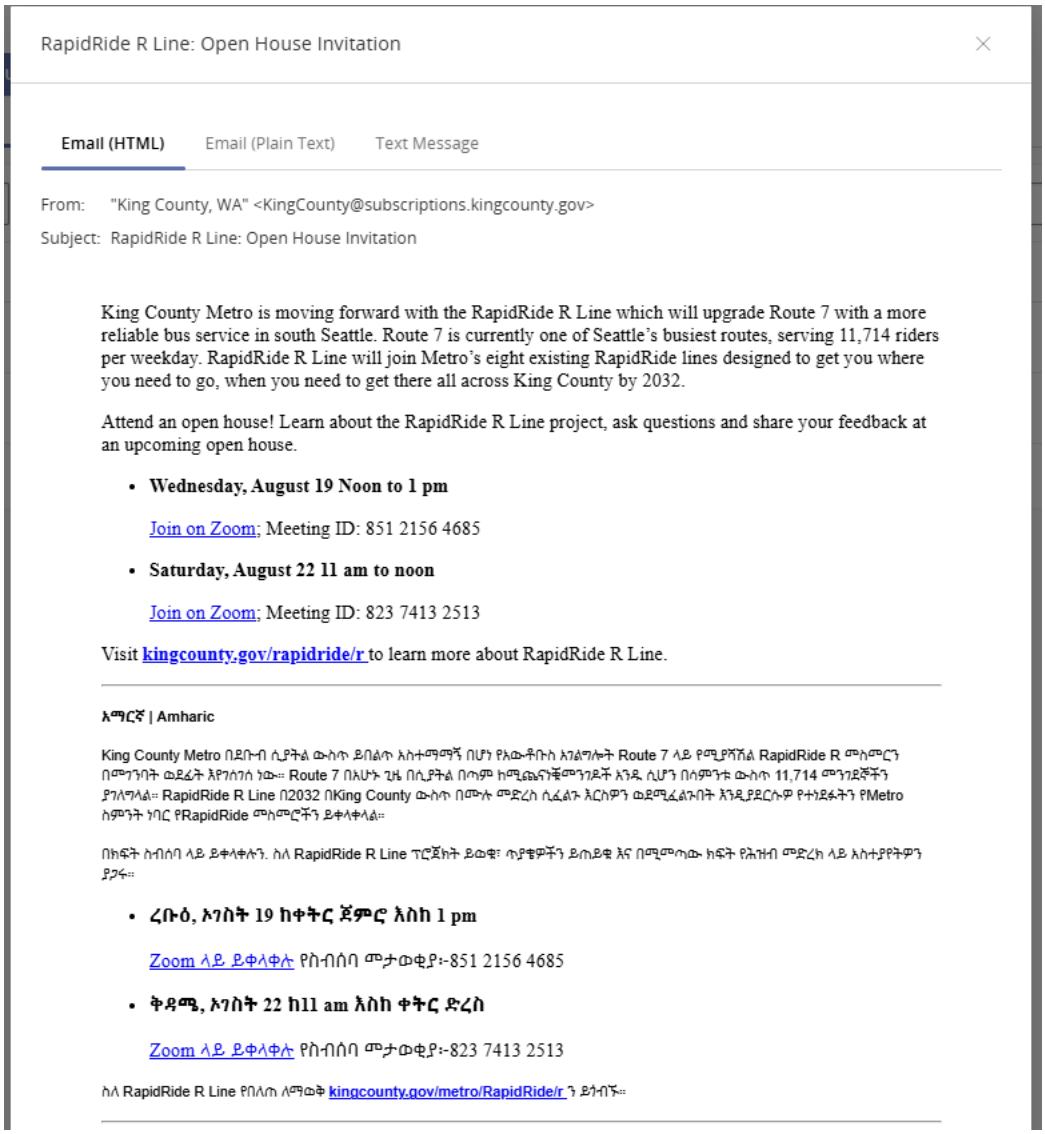
- **Sabado, Agosto 22 11 am hanggang tanghali**

  Sumali sa Zoom; ID ng Meeting: 823 7413 2513

Email (HTML) Email (Plain Text) **Text Message**

RapidRide R Line is coming in 2032. Learn more from our team by attending an Open House! Visit kingcounty.gov/metro/RapidRide/r to learn more.

Transit Alerts (Aug 18 - email and text)



RapidRide R Line: Open House Invitation

Email (HTML) | Email (Plain Text) | Text Message

From: "King County, WA" <KingCounty@subscriptions.kingcounty.gov>

Subject: RapidRide R Line: Open House Invitation

King County Metro is moving forward with the RapidRide R Line which will upgrade Route 7 with a more reliable bus service in south Seattle. Route 7 is currently one of Seattle's busiest routes, serving 11,714 riders per weekday. RapidRide R Line will join Metro's eight existing RapidRide lines designed to get you where you need to go, when you need to get there all across King County by 2032.

Attend an open house! Learn about the RapidRide R Line project, ask questions and share your feedback at an upcoming open house.

- **Wednesday, August 19 Noon to 1 pm**

  Join on Zoom; Meeting ID: 851 2156 4685

- **Saturday, August 22 11 am to noon**

  Join on Zoom; Meeting ID: 823 7413 2513

Visit **kingcounty.gov/rapidride/r** to learn more about RapidRide R Line.

አማርኛ | Amharic

King County Metro በደቡብ ሲያትል ውስጥ ይበልጥ አስተማማኝ በሆነ የአውቶቡስ አገልግሎት Route 7 ላይ የሚያሻሽል RapidRide R መስመርን በመገንባት ወደፊት እየገሰገሰ ነው። Route 7 በአሁኑ ጊዜ በሲያትል በጣም ከሚጨናነቁመንገዶች አንዱ ሲሆን በሰምንቱ ውስጥ 11,714 መንገደኞችን ያገለግላል። RapidRide R Line በ2032 በKing County ውስጥ በሙሉ መድረስ ሲፈልጉ እርስዎን ወደሚፈልጉበት እንዲያደርሱዎ የተነደፉትን የMetro ስምንት ነባር የRapidRide መስመሮችን ይቀላቀላል።

በክፍት ስብሰባ ላይ ይቀላቀሉን. ስለ RapidRide R Line ፕሮጀክት ይወቁ፣ ጥያቄዎችን ይጠይቁ እና በሚመጣው ክፍት የሕዝብ መድረክ ላይ አስተያየትዎን ያጋሩ።

- **ረቡዕ, ኦገስት 19 ከቀትር ጀምሮ እስከ 1 pm**

  Zoom ላይ ይቀላቀሉ የስብሰባ መታወቂያ፡-851 2156 4685

- **ቅዳሜ, ኦገስት 22 ከ11 am እስከ ቀትር ድረስ**

  Zoom ላይ ይቀላቀሉ የስብሰባ መታወቂያ፡-823 7413 2513

ስለ RapidRide R Line የበለጠ ለማወቅ kingcounty.gov/metro/RapidRide/r ን ይጎብኙ።

简体中文 | Simplified Chinese

King County Metro 正在推进 RapidRide R Line 项目，该项目将升级 Route 7，为 Seattle 南部 提供更可靠的公交服务。目前，Route 7 是 Seattle 最繁忙的 公交线路之一，工作日每天服务 11,714 名乘 客。到 2032 年，RapidRide R Line 将加入 Metro 现有的八条 RapidRide 线路，为整个 King County 提供便捷的公共交通服务，让您在 需要的时间前往需要到达的地方。

参加开放日活动. 了解 RapidRide R Line 项目，在即将举行的开放日活动中提出问题并分享您的宝贵意见。

- **8 月 19 日（星期三）中午 12:00 至 下午 1:00**

  通过 Zoom 参加线上会议 会议 ID：851 2156 4685

- **8 月 22 日（星期六）上午 11:00 至 中午 12:00**

  通过 Zoom 参加线上会议 会议 ID：823 7413 2513

访问 kingcounty.gov/metro/RapidRide/r, 了解更多关于 RapidRide R Line 的相关信息。

繁體中文 | Traditional Chinese

King County Metro 正在推進 RapidRide R Line 專案，該專案將升級 Route 7，為 Seattle 南部 提供更可靠的公交服務。目前，Route 7 是 Seattle 最繁忙 公交線路之一，工作 日每天服務 11,714 名乘客。到 2032 年，RapidRide R Line 將加入 Metro 現有的八條 RapidRide 線路，為整個 King County 提供便捷 的公共交通服務，讓您在需要的時間前往需 要到達的地方。

參加開放日活動 瞭解 RapidRide R Line 專案，在即將舉行的開放日活動中提出問題並分享您的寶貴意見。

- **8 月 19 日（星期三）中午 12:00 至 下午 1:00**

  透過 Zoom 參加線上會議 會議 ID：851 2156 4685

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造訪 kingcounty.gov/metro/RapidRide/r，瞭解更多關於 RapidRide R Line 的相關資訊。

SOOMAALI | Somali

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Nagula soo biir kulanka furan. Baro mashruuca RapidRide R Line, weydii su'aalo, oo la wadaag aragtidaada kulan dadweyne oo soo socda.

- **Arbacada, Agoosto 19 Duhurkii ilaa 1 pm**

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- **Sabtida, Agoosto 22 11 am ilaa duhurkii**

  Ku soo biir Zoom; Ku soo biir Zoom; Aqoonsiga Kulanka: 823 7413 2513

Booqo kingcounty.gov/metro/RapidRide/r si aad u oggaato xog dheeraad ah oo ku saabsan RapidRide R Line.

ESPAÑOL | Spanish

King County Metro está avanzando con la RapidRide R Line, que mejorará la Route 7 con un servicio de autobús más fiable en el sur de Seattle. La Route 7 es una de las rutas del autobús más transitadas de Seattle, que transporta a 11.714 pasajeros cada día de semana. Para 2032, la RapidRide R Line se incorporará a la red de las ocho líneas RapidRide R Line actuales de Metro, diseñadas para ayudarlo a desplazarse a donde necesite, justo cuando lo necesite, por todo King County.

Asista a una jornada de puertas abiertas. Conozca el proyecto de la RapidRide R Line, haga preguntas y comparta sus comentarios en una de las próximas jornadas de puertas abiertas.

- **Miércoles, 19 de agosto Del mediodía a la 1 pm**

  Únase por Zoom; ID de la reunión: 851 2156 4685

- **Sábado, 22 de agosto De 11 am al mediodía**

  Únase por Zoom; ID de la reunión: 823 7413 2513

Visite kingcounty.gov/metro/RapidRide/r para obtener más información sobre RapidRide R Line.

TAGALOG | Tagalog

Isinusulong ng King County Metro ang RapidRide R Line kung saan ia-upgrade ang Route 7 upang gawing mas maaasahan ang serbisyo ng bus sa timog Seattle. Sa kasalukuyan, ang Route 7 ay isa sa mga pinakaabalang ruta ng Seattle, na nagseserbisyo sa 11,714 na sumasakay kada weekday. Isasama ang RapidRide R Line sa walong umiiral nang RapidRide line ng Metro na nakadisenyo upang maihatid kayo sa kailangan ninyong puntahan, kung kailan ninyo kailangang makapunta roon sa iba't ibang panig ng King County mula noong 2032.

Dumalo sa open house. Alamin ang tungkol sa proyekto ng RapidRide R Line, magtanong at ibahagi ang inyong feedback sa paparating na open house.

- **Miyerkoles, Agosto 19 Tanghali hanggang 1 pm**

  Sumali sa Zoom; ID ng Meeting: 851 2156 4685

- **Sabado, Agosto 22 11 am hanggang tanghali**

  Sumali sa Zoom; ID ng Meeting: 823 7413 2513

Bisitahin ang kingcounty.gov/metro/RapidRide/r para matuto pa tungkol sa RapidRide R Line.

TIẾNG VIỆT | Vietnamese

King County Metro đang triển khai RapidRide R Line, tuyến sẽ nâng cấp Route 7 nhằm cung cấp dịch vụ xe buýt đáng tin cậy hơn tại phía nam Seattle. Hiện nay, Route 7 là một trong những tuyến có lượng hành khách đông nhất ở Seattle, phục vụ 11.714 lượt hành khách vào mỗi ngày trong tuần. Đến năm 2032, RapidRide R Line sẽ gia nhập mạng lưới gồm 8 tuyến RapidRide hiện có của Metro, được thiết kế để giúp quý vị di chuyển đến nơi mình cần, đúng vào thời điểm cần, trên khắp King County.

Tham dự buổi gặp gỡ cộng đồng. Tìm hiểu về dự án RapidRide R Line, đặt câu hỏi và chia sẻ ý kiến của quý vị tại một trong các buổi gặp gỡ cộng đồng sắp tới.

- **Thứ Tư, ngày 19 tháng 8 12:00 trưa đến 1:00 chiều**

  Tham gia trên Zoom; ID cuộc họp: 851 2156 4685

- **Thứ Bảy, ngày 22 tháng 8 11 sáng đến 12:00 trưa**

  Tham gia trên Zoom; ID cuộc họp: 823 7413 251

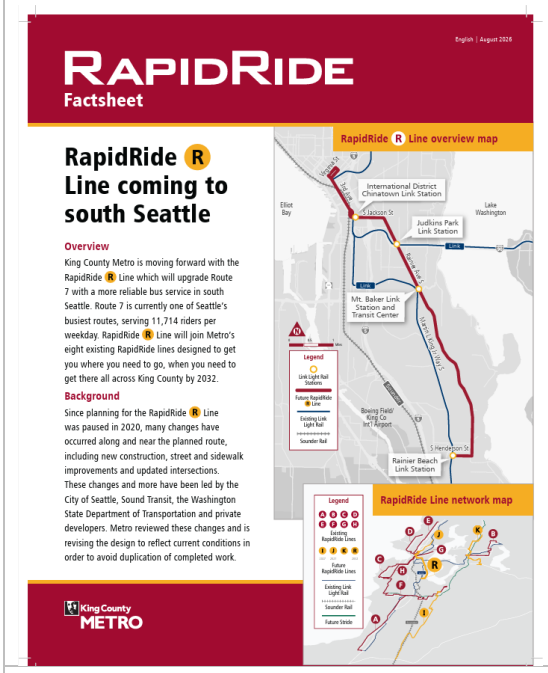
Truy cập kingcounty.gov/metro/RapidRide/r để tìm hiểu thêm về RapidRide R Line.

King County

Email (HTML) | Email (Plain Text) | **Text Message**

RapidRide R Line is coming in 2032. Learn more from our team by attending a virtual open house this week! Visit kingcounty.gov/metro/RapidRide/r to learn more.

Printed materials (fact sheet, posters)

Front	Back
	

Fact sheets are available for digital download and in multiple languages:

Fact sheets

[Fact sheet (Summer 2026)]

One-page document that summarizes the progress of the RapidRide R Line through Summer 2026, highlighting the benefits and what to expect next.

Also available in the following languages:

- አማርኛ (Amharic)
- 简体中文 (Simplified Chinese)
- 繁體中文 (Traditional Chinese)
- Français (French)
- हिन्दी (Hindi)
- 한국어 (Korean)
- Afaan Oromoo (Oromo)
- Português (Portuguese)
- Soomaali (Somali)
- Español (Spanish)
- Tagalog (Tagalog)
- ትግርኛ (Tigrinya)
- Tiếng Việt (Vietnamese)

Property owners (letter)



King County
METRO
Moving forward together

Capital Division

Transit Real Estate & Environmental

August 1, 2026

Dear Neighbor:

King County Metro is working to bring new RapidRide service to south Seattle, to provide better, more reliable bus service and amenities. By 2032, Metro will upgrade the current Route 7 and serve neighborhoods between Downtown Seattle and Rainier Beach, including Chinatown-International District, Mount Baker, Columbia City, Hillman City, Brighton and Dunlap.

We are writing to inform you that Metro's early design plans for RapidRide R Line show this new bus service may affect nearby properties or businesses. If your property is identified as impacted by the project, either for construction purposes or long-term, you will receive a letter from King County or its right-of-way consultant notifying you and asking you to meet with our team to discuss. We also kindly ask that you share this information with your tenants to ensure everyone is well-informed and prepared.

This project is in an early design phase; however, we are committed to open communication and will continue to share updates as the project progresses. In the meantime, we invite you to visit our project website to learn more.

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.

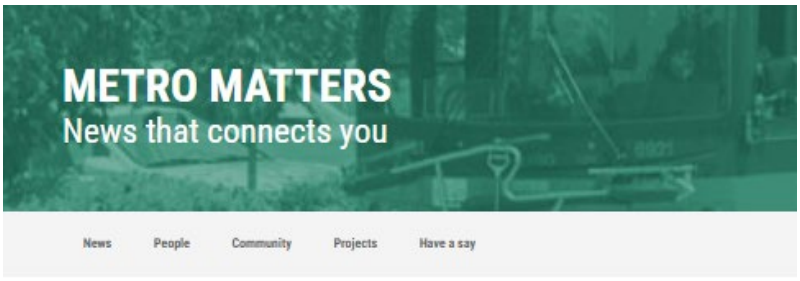
Sincerely,

RapidRide R Line Project Team

Web: kingcounty.gov/rapidride/r | **Email**: rapidride@kingcounty.gov
Phone: 206-263-9768 | **Translations and Interpretation available**

Enclosed: RapidRide R Line Factsheet

Blog post



NEWS

RapidRide is coming to south Seattle in 2032!

By Al Sanders • August 3, 2026



This blog post is also available in: አማርኛ (Amharic), 简体中文 (Simplified Chinese), 繁體中文 (Traditional Chinese), Af Soomaali (Somali), Español (Spanish), Tagalog, Tiếng Việt (Vietnamese)

It will be the first RapidRide line to operate in south Seattle, bringing frequent service to one of the busiest bus corridors in King County while connecting transit to the Link light rail 1 line in the Rainier Valley. The RapidRide R Line will upgrade the current Route 7 serving neighborhoods from Downtown Seattle, Chinatown-International District (including Little Saigon), Mount Baker, Columbia City, Hillman City, Brighton, Dunlap, Rainier Valley and Rainier Beach.



Project overview

Route 7 is one of the Metro's busiest routes, serving over 11,000 people every day. Scheduled to begin service in 2032, the RapidRide R Line aims to improve transit travel time, reliability and rider experience through the following upgrades to the route:

- Upgraded transit stations and shelters
- Enhanced lighting and passenger amenities
- Bus-only lanes
- Signal upgrades to reduce delays
- Safer pedestrian access to transit

Planning resumes for RapidRide R Line

Metro is moving forward with the RapidRide R Line after design work was paused due to funding challenges caused by the COVID-19 pandemic. While the project was on hold, the corridor continued to grow and change. The Seattle Department of Transportation (SDOT) and the Washington State Department of Transportation (WSDOT) completed street, sidewalk, and intersection improvements, and new housing and businesses were built along the route.

To prepare the project to move forward, Metro reviewed these changes and is updating the RapidRide R Line design to reflect current conditions. This work helps build on recent investments, prevents duplication of completed improvements, and ensures the project is prepared for the next phase of design.

Attend an open house

Learn about the RapidRide R Line project, ask questions and share your feedback at an upcoming open house.

In-person

- **Wednesday, August 12** at Rainier Beach Library (9125 Rainier Ave S.) 5:00 p.m. to 7:00 p.m.
- **Thursday, August 13** at Beacon Hill Library (2821 Beacon Ave S.) from 5:30 p.m. to 7:30 p.m.

Virtual

- **Wednesday, August 19**from noon to 1:00 pm (Zoom meeting ID: 851 2156 4685)
- **Saturday, August 22** from 11:00 a.m. to noon (Zoom meeting ID: 823 7413 2513)

Community Engagement



Prior to the project's pause, between June 2019 and March 2020, Metro reached out to the communities along the proposed RapidRide R Line.

Phase One focused on engaging Rainier Valley residents, introducing the project, and gathering input on transportation needs.

Phase Two involved sharing proposed station locations, gathering feedback, and intentional, inclusive outreach that included briefings, walking tours, in person and online open houses in multiple languages, outreach at community events and bus stops, and conversations with community groups, Route 7 operators, and elected officials. Community feedback on station locations, access improvements, and roadway upgrades directly helped shape and refine the preferred concept.

In the third phase of engagement, Metro shared information about the final preferred concept. That included station locations, proposed features, projects that enhance bus speed and reliability, and projects to make it easier and safer to get to the bus.

Now that Metro has restarted this work, the project will continue with its final phase of engagement by re-introducing the proposed work and re-engaging community members. Outreach activities will consist of outreach across neighborhoods, engaging property owners, hosting virtual and in-person Open House, updating the website, and providing briefings upon request. This engagement phase will run from August 1st to the 31st.

Frequently Asked Questions

- **How long is the RapidRide R Line?**
  The future R Line spans approximately eight miles between Downtown Seattle and Rainier Beach along Rainier Avenue S. The transit corridor passes through a number of neighborhoods and offers connections to and from housing, employment, schools, public services, and transit. Not only is Rainier Avenue S a designated freight route that requires a wider lane for trucks to serve local businesses, it also has the highest number of crashes of any corridor in Seattle. Proposed R Line changes will not only improve reliability and transit travel time, but they will also create a safer place for all users of the area.
- **Will King County Metro reach out to property owners?**
  If property impacts are identified, the property owner will be contacted by the project team. If property owners are not contacted, it means there is no planned impact to the property. No matter the impact level, all property owners along the route will continue to receive project notifications throughout the project lifecycle.
- **What will happen to the Prentice Loop?**
  RapidRide R Line is planned to end at the Rainier Beach Link station, and Metro is evaluating how transit service will continue to connect people traveling to and from areas south of S Henderson Street when the R Line begins service. As part of this work, Metro will engage the communities south of S Henderson Street to better understand their mobility needs and help inform future transit service decisions. The goal is to ensure transit service remains accessible, reliable, and easy to understand.
- **Where can I learn more about Metro's care and presence approach?**
  Metro's Care and Presence approach focuses on creating a cleaner, safer, and more welcoming transit system. Learn how Metro is improving cleanliness, increasing staff presence, supporting riders, setting clear expectations, and providing safety tips for riding the bus, using a wheelchair or mobility aid, and traveling by bicycle. Visit Metro's Rider Safety webpage to learn more.

Email Print Facebook X LinkedIn More

Like this:

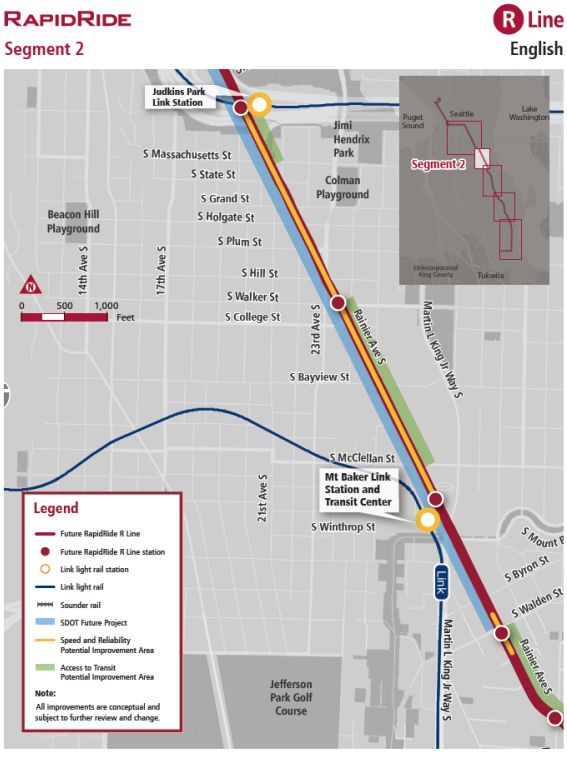
Like 21 likes

#RapidRide R Line #SDOT

Posters/Maps

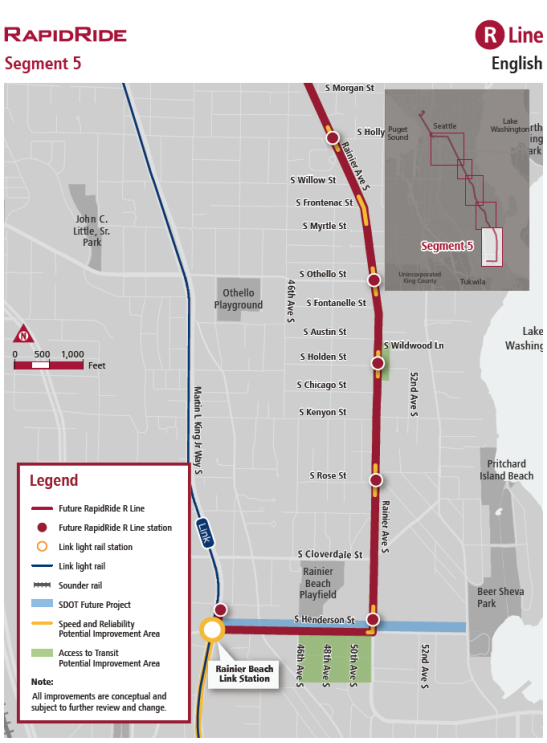









RapidRide
Segment 4
R Line
English
S Alaska St
S Angeline St
S Edmunds St
S Ferdinand St
S Hudson St
S Dawson St
S Brandon St
S Lucile St
S Findlay St
S Orcas St
S Mead St
S Juneau St
S Kenny St
S Graham St
S Morgan St
S Holly St
S Willow St
S Frontenac St
S Myrtle St
39th Ave S
Rainier Ave S
Martin L King Jr Way S
Link
Hitts Hill Park
Brighton Playfield
Little, Sr. Park
Segment 4
Legend
Future RapidRide R Line
Future RapidRide R Line station
Link light rail station
Link light rail
Sounder rail
SDOT Future Project
Speed and Reliability Potential Improvement Area
Access to Transit Potential Improvement Area
Note:
All improvements are conceptual and subject to further review and change.


RapidRide
Segment 5
R Line
English
S Morgan St
S Holly St
S Willow St
S Frontenac St
S Myrtle St
S Othello St
S Fontanelle St
S Austin St
S Holden St
S Chicago St
S Kenyon St
S Rose St
S Cloverdale St
S Henderson St
Rainier Ave S
46th Ave S
52nd Ave S
Martin L King Jr Way S
Link
John C. Little, Sr. Park
Othello Playground
Rainier Beach Playfield
Rainier Beach Link Station
Pritchard Island Beach
Beer Sheva Park
Segment 5
Legend
Future RapidRide R Line
Future RapidRide R Line station
Link light rail station
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Speed and Reliability Potential Improvement Area
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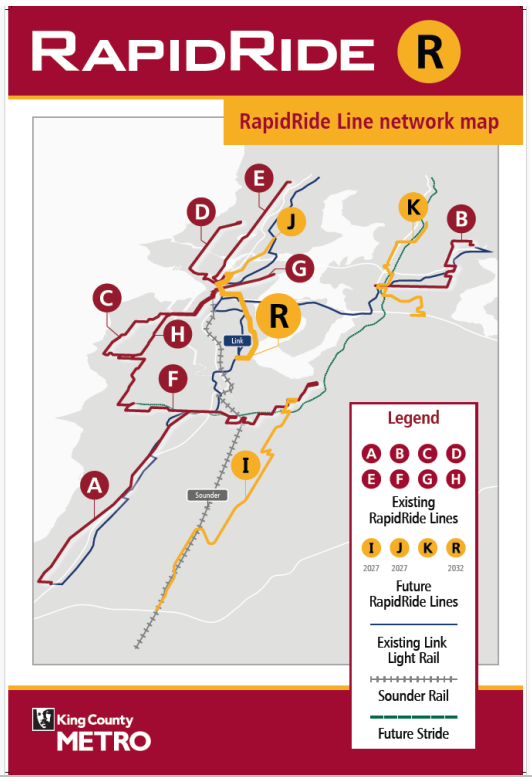
RapidRide R
RapidRide Line network map
A
B
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J
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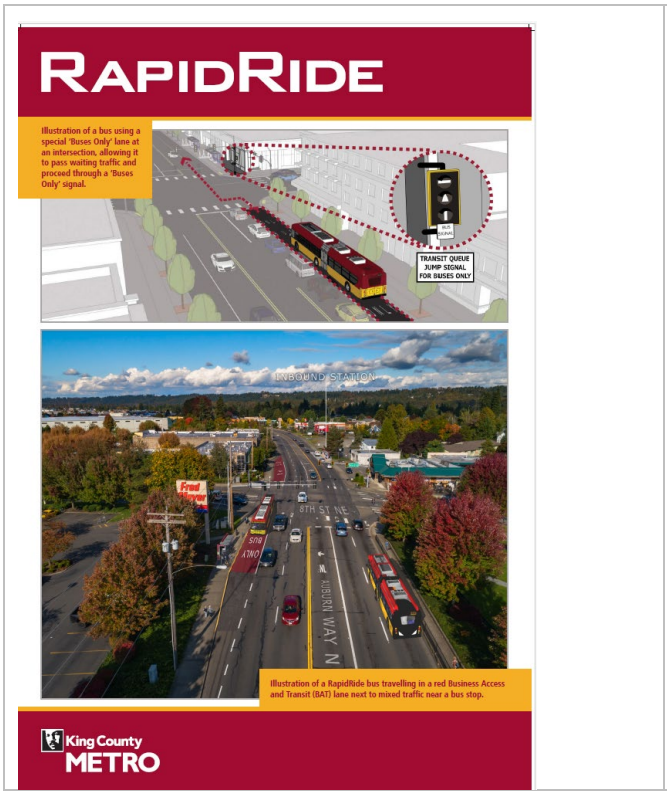
Link
Sounder
Legend
Existing RapidRide Lines
Future RapidRide Lines
2027
2027
2032
Existing Link Light Rail
Sounder Rail
Future Stride
King County METRO


RapidRide
Illustration of a RapidRide I Line bus station and access to transit upgrades shown in the day.
Illustration of a RapidRide I Line bus station and access to transit upgrades shown at night.
King County METRO





Appendix B: Outreach partners

Comprehensive list of outreach CBOs and businesses

- Flyering = successfully made contact, dropped off flyers (English and/or in language) and received comments/feedback
- Email = sent email to partner organizations project had connected with in 2019 and 2020
- Briefing = provided briefing to organizations as requested during the Aug 2026 engagement period

	Name of Organization/Business	Flyering	Email	Briefing
1	2100 Building Tenants		X	
2	Aamco Total Car Care	X		
3	Ace Hardware	X		
4	Adam Tailoring	X		
5	Adarosh Market	X		
6	Africanita	X		
7	Anhoi bake shop	X		
8	Arco	X		

9	Asian Counseling and Referral Services (ACRS)		X	
10	Bank of America	X		
11	Barton place	X		
12	Beacon Business Alliance		X	
13	Beacon Hill public library	X		
14	Bò Né House & More	X		
15	Brighton Communities	X		
16	Bro 502	X		
17	Bruno's Tires	X		
18	Casa Latina		X	
19	Cash America	X		
20	Cederstrand Apartments	X		
21	Center Park		X	
22	Chief Seattle Club		X	
23	Co Lam Pagoda	X	X	
24	Columbia City Business Association		X	
25	Columbia Physical therapy	X		
26	Crash Champions	X		
27	CVS	X		
28	Deeny Construction	X		
29	Dere Automotive	X		
30	DESC Rainier House	X		
31	Diamond Bay	X		
32	Dim Sum King	X		
33	Disability Rights Washington		X	
34	Dixons furniture	X		
35	Dm wireless	X		
36	El Centro De La Raza	X	X	
37	Empowering youth and facilities outreach	X		
38	Enterprise rental cars	X		
39	Eritrean Community Center		X	
40	Ethiopia market	X		
41	Ethiopian Community in Seattle	X	X	X
42	Filipino Community Center	X	X	
43	Franklin High School		X	
44	Friends of Little Saigon		X	
45	G & M Auto Repair	X		

46	Gallery Frames	X		
47	Gardner House	X		
48	Golden Auto Glass	X		
49	Golden Smoke House	X		
50	Goodwill Job Training & Education Center	X		
51	Grant Wong DDS	X		
52	Hatch	X		
53	Henry's Taiwan Kitchen	X		
54	Hillman City Business Association		X	
55	Hillman City Collaboratory		X	
56	Hillman City Neighborhood Association		X	
57	Hobson Place Apartments	X		
58	HomeSight		X	
59	Hu'o'ng Binh	X		
60	Icon Apts	X		
61	Idil international market	X		
62	Ilyas African Market	X		
63	Indigo	X		
64	Innovation Health Gym and Wellness	X		
65	InterIm CDA		X	
66	International Beauty Academy of WA	X		
67	International Community Health Services		X	
68	Jazz Night School	X		
69	Johnny's Nails	X		
70	Kaiser Permanente Rainier Medical Center	X		
71	Khang Hoa Dong	X		
72	King Donuts	X		
73	Kobo	X		
74	La Herradura	X		
75	Lake Washington Apartments	X		
76	Laundry Day	X		
77	Lighthouse for the Blind		X	X
78	Lil Red's Takeout	X		
79	Link2Lake		X	
80	Lucky One Food Store	X		
81	Mc Donald's (Rainier Ave/S Bayview)	X		
82	Mekong Grocery	X		

83	Melody Jabooda Apartments	X		
84	Meter Music School	X		
85	Mili Spa	X		
86	Mt. Baker Dry Cleaner	X		
87	Mt. Baker Housing		X	
88	Muslim Housing Services	X	X	
89	Nguyen Pharmacy	X		
90	NW Kidney Center - Rainier Beach		X	
91	O'Reilly Auto Parts	X		
92	Ocean Pacific Travel	X		
93	Oh Yeah Banh Mi	X		
94	Pacific Vision Care Center	X		
95	Paranormal Pizza Pie	X		
96	Pho Bac	X		
97	Plymouth Housing Bob and Marcia Almquist Place	X		
98	POCAAN		X	
99	Polaris	X		
100	Pure Halal Store	X		
101	Qeerroo Restaurant	X		
102	QFC	X		
103	QT Market	X		
104	Rainier Avenue Church	X	X	
105	Rainier Beach Action Coalition	X	X	
106	Rainier Beach Coin Laundry	X		
107	Rainier Beach Community Center	X	X	
108	Rainier Beach High School		X	
109	Rainier Chamber of Commerce		X	
110	Rainier Medical Services	X		
111	Rainier Valley Food Bank	X	X	
112	Rainier Valley Greenways		X	
113	Rainier Valley Leadership Academy	X	X	
114	Rainier Veterinary Hospital	X		
115	REACH / Evergreen Treatments Services	X		
116	Recreating Henderson Street		X	
117	Redwing Cafe	X		
118	RHF wellness	X		
119	Rinconsito	X		
120	Rizn Smoke and Vape	X		

121	Rock Chip Repair	X		
122	Ross	X		
123	Safeway	X		
124	Saffron Spice	X		
125	Saigon Deli	X		
126	Saigon Printing	X		
127	Salon 206	X		
128	Seattle Chinatown International District Preservation and Development Authority (SCIDpda)		X	
129	Seattle Chiropractic Center	X		
130	Seattle Vision Clinic	X		
131	Sebhat Grocery	X		
132	Sharif Grocery Halal	X		
133	Sherwin Williams in Rainier Beach	X		
134	Somali Community Services		X	
135	Sonora Carne Asada House	X		
136	South Lake High School		X	
137	Southend Connect		X	
138	Subway	X		
139	Sweet Bakery	X		
140	Taco Time	X		
141	Taha Mini Mart	X		
142	TBS Accounting	X		
143	Teddy’s Smoke Shop	X		
144	Thái Binh Apartments		X	
145	Thanh vi	X		
146	The Claremont	X		
147	The Dakota at Rainier Court		X	
148	The Estelle	X		
149	Thiatte Braiding Hair	X		
150	Time 4 Nails	X		
151	T-Mobile	X		
152	Toure Apparel	X		
153	Transit Riders Union		X	X
154	U-Haul	X		
155	Union Gospel Mission		X	
156	Universal Tours Inc	X		
157	Urban League of Metropolitan Seattle	X		

158	US Bank	X		
159	US Market	X		
160	WaFdBank	X		
161	Washington Dental Clinic	X		
162	Washington State Department of Services for the Blind (Seattle Office)		X	
163	Wells Fargo	X		
164	Wellspring	X		
165	Wendy's	X		
166	West Coast Auto Body	X		
167	Western Hair and Wigs	X		
168	Whale Express	X		
169	Wing Stop	X		
170	Walgreens	X		
171	Work Source	X		
172	Yuu Tea Cafe	X		

Email to partners from 2019-2020 outreach list

To: Rapid Ride
Subject: RapidRide R Line: Updates + Open House Invitation
Date: Friday, August 7, 2026 10:03:53 AM
Attachments: Outlook-2rcsquq5.png

Dear Community Partner,

My name is Lluvia Ellison-Morales, I am the Senior Community Engagement Planner working on King County Metro's RapidRide R Line team. In 2019, we had the opportunity to partner with you in engaging the community. After a long pause, I am happy to share that King County Metro is resuming its work to upgrade Route 7, with a confirmed service launch date of 2032.

This month, our team is actively engaging with the community to gather feedback on the project vision. Through mailers, social media outreach, email, community meetings and in-person flyering across neighborhoods, we are collecting comments through the end of this month.

I would also like to invite you to join us in one of our Open Houses to connect with the project team and learn where we are and next steps. Should the scheduled dates be inconvenient for you or your group, I would be pleased to arrange a briefing at your location or virtually at a time that works for you this month.

OPEN HOUSE DATES:

In-Person

- August 12 at Rainier Beach Library from 5:00pm to 7:00pm
- August 13 at Beacon Hill Library from 5:30pm to 7:30pm
- Language interpreters will be available for the following languages: Amharic, Cantonese, Hindi, Korean, Mandarin, Somali, Spanish, Tagalog, Tigrinya, and Vietnamese

Virtual (Zoom)

- August 19 from 12:00pm to 1:00pm (Meeting ID: 851 2156 4685 or Join Here)
- August 22 from 11:00am to 12:00pm (Meeting ID: 823 7413 2513 or Join Here)
- Language interpreters will be available for the following languages: Spanish and Vietnamese

FOR MORE INFORMATION:

- **Website**: kingcounty.gov/metro/rapidride/r
- **Electronic Fact sheets:** English - ——— (Amharic) - 简体中文 (Simplified Chinese) - 繁體中文 (Traditional Chinese) - हिन्दी (Hindi) - 한국어 (Korean) - Soomaali (Somali) - Español (Spanish) - Tagalog (Tagalog) - Tiếng Việt (Vietnamese) (In progress: Oromo, Tigrinya, French and Portuguese. Please check the Resource Library on the RapidRide R Line page as these fact sheets will be published in the next week.)

Email to individuals from 2019-2020 outreach list

To: Rapid Ride
Subject: RapidRide R Line: Updates + Open House Invitation
Date: Friday, August 7, 2026 10:16:48 AM
Attachments: Outlook-1kfozrel.png

Dear Community Member,

In 2019, our team engaged with you and your neighbors to understand the needs for an improved transit route. After a long pause, we are happy to share that King County Metro is resuming its work to upgrade Route 7, with a confirmed service launch date of 2032.

This month, our team is actively re-engaging with the community to gather feedback on the project vision. Through mailers, social media outreach, email, community meetings and in-person flyering across neighborhoods, we are collecting comments through the end of this month.

We would also like to invite you to join us in one of our Open Houses to connect with the project team and learn where we are and next steps. We are also giving briefings. If you feel your community group would benefit from an in-person or virtual meeting with our team, we can arrange a briefing at your location or virtually at a time that works for you this month.

OPEN HOUSE DATES:

In-Person

- August 12 at Rainier Beach Library from 5:00pm to 7:00pm
- August 13 at Beacon Hill Library from 5:30pm to 7:30pm
- Language interpreters will be available for the following languages: Amharic, Cantonese, Hindi, Korean, Mandarin, Somali, Spanish, Tagalog, Tigrinya, and Vietnamese

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- **Website**: kingcounty.gov/metro/rapidride/r
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We look forward to hearing from you. Please do not hesitate to reach out with any questions.

Appendix C: Emails

These emails were sent from community members to the RapidRide email (RapidRide@kingcounty.gov), sharing their questions and comments.

From: Fei Qin
Sent: Friday, August 7, 2026
To: Rapid Ride
Subject: Prentice Loop

Hello,

We received communication about RapidRide R Line. Since we regularly use the stops along Prentice Loop, we'd like to know how we can access the new RapidRide if the last stop is at Rainier Beach Light Rail.

Thank you,

Fei Qin (resident along the prentice loop)

From: Abdirahman Y
Sent: Monday, August 10, 2026
To: Rapid Ride
Subject: Suggestion for Improvement on Information Panels

Dear King County Metro:

Firstly, I must recognize how much of a privilege it is to be able to take public transport to my job, as one of the few reliable metros in the country. I would like to provide some feedback on things that can be improved broadly regarding bus services. I recognize that bus fares are dwindling and ridership is increasing. Budgets are also a concern I've heard. Despite all this, I have noticed leaps and bounds of improvements in the several years I have been a rider on the buses. I commend it greatly. I remember when there was a shortage of drivers and buses would no show. This was fixed when staffing shortages were addressed with new hires. This current challenge that we have should be no different.

Currently, the information panels for bus stations show that a bus is arriving in a certain number of minutes. This sounds good in theory; however, it is not accurate at times. I've personally experienced the bus not arriving within a couple minutes of the panel timing or just not showing at all. There are also times when the panel updates itself and turns the clock back on the expected time of

arrival for the bus. I find it incredibly frustrating at times because the disappointment could be avoided altogether if there was simply a more honest communication level. In essence, the panel only shows the best case scenario, when in reality the bus is usually somewhat behind.

One solution I'd like to see implemented is having a time range of arrival times instead of a target interval. I feel like this is a very straightforward and realistic solution that requires the least amount of effort and time put in. While there have been improvements with regards to the tardiness of buses, I would still find it much more convenient to have a live feed of information to base my decisions on. There will always be times when someone is running late and I feel like that would be reduced by a significant amount if they had all the information necessary to make a quick decision on whether to find other modes of transportation.

In conclusion, I think most folks are understanding of the fact that public transit is not perfect. And we aren't asking for perfection either. I believe that a simple quality of life fix like this would raise the standard for King County Metro. It would also be a welcome change for riders who have less generous schedules.

Sincerely,

Abdirahman Yusuf

From: Jack Whisner
Sent: Tuesday, August 11, 2026
To: Crone, Tyler
Cc: KC Executive, Werschkul, Misha; Suzi LeVine
Subject: Re: RapidRide R Line and other Metro Transit related issues

addendum

Transit is now conducting outreach. They assume the network is fixed and the R Line is Route 7 redux. Transit is not going to be constrained by an FTA agreement.

See:

https://kingcounty.gov/en/dept/metro/travel-options/bus/rapidride/r-line

It attracted a thread on the Seattle Transit Blog. The Urbanist will probably follow soon.

The R Line project could focus on transit capital: how to move the buses through traffic. The network questions include integration with Link and efficiency; efficiency is helped by following the service guidelines. Branding is relatively unimportant in ridership maximization; the riders care little about the color of the bus. The best speed advantage of RR is achieved through all-door boarding and alighting with proof-of-payment fare collection. That is supposed to be happening network wide.

The RR phasing chosen in 2016 probably assumed they were meeting ST2 Link and what is known as the 1 Line. The 2 Line was delayed. But the RR lines have been even further delayed. The potential R Line is coming after the Judkins Link station. Should the presence of another Link station lead to a reconsideration of the network? Yes, of course. Access to the Judkins Link station is much easier from 23rd Avenue South than from Rainier Avenue South. We have stagnant thinking by the management of both Transit and SDOT.

There are questions about the alignment shown in the R Line maps.

One. In the south, what is the layover and turnaround loop? What curb space will SDOT allow? There was disagreement about that in the aughts; that is why Route 7 did not meet the Rainier Beach Link Station in 2009; routes 14 and 36 were extended to Link. In the aughts, the SDOT bike path dreams got in the way of the curb space Transit wanted. In the teens, there was another attempt to extend Route 7 to the station. SDOT had the notion of using the Seattle City Light ROW. The conflict became the ETB overhead too close to the SCL towers and their mutual clearance. So, today, Transit has more powerful batteries; could Transit get by without overhead on the SCL parcel and turn the buses there?

Two. Since the R Line is funded, why has Transit not extended Route 7 to the Link station? The community wants it. I asked about this when you represented District Two.

The current Route 7 is the alignment shown in the outreach maps. It may be the least efficient option. Consider the significant number of minutes (and hours and operators) used by routes 7 and 36 to turn around and lay two 10-minute headway routes on Virginia Street. Route 7 was split in 2005 and Route 49 formed. The network is worse today. SDOT added PBL on the right side of 7th Avenue; so there is a pocket hazard as routes 7 and 36 turn right with cyclists to their right; both share the same green time. The SDOT ROW manual says that bike lanes should be placed on the left side of one-way transit arterials. With the growth of Amazonia, there is more congestion on both Virginia Street and 7th Avenue.

Could Transit find a better method of operator recovery? Yes. But not if the RR branding and an alignment selected in 2015-2016 by the two managements gets in the way.

Suppose the First Avenue Transit Alliance (FATA) Route 7 was implemented. That would have several options.

One. Routes 7 and 49 could be paired. Operators could fall back on Broadway at Denny; the Capitol Hill Link station is next door and a place where a significant part of the passenger load would turn over.

Two. Route 7 could remain independent. The buses could turn on 8th Avenue; it has northbound overhead and switches to go east or west. If SDOT took parking, the buses could lay. If SDOT wanted to take less parking, the operators could fall back.

Three. Route 7 could turn around via East Aloha Street. Route 49 could be combined with an ETB Route 9 truncated at Mt. Baker. (The Mt. Baker turnaround loop was provided in 2009; it was not available when Route 7 was split in 2005).

Independent of the FATA network, suppose the R Line stopped short of the CBD or was oriented to First and Capitol hills?

One. Route 9 between U District and Rainier Beach via Capitol Hill and First Hill.

Two. Route 9 between East Aloha Street and Rainier Beach; Route 49 as current.

Three. Route 7 TB to Pioneer Square only. The R and J lines would just kiss. Their operators could drop back and be managed together. Today, Route 70 coaches turn around using South Jackson Street, 2nd Avenue South, and South Main Street. This is similar to what Metro planners had in their Metro Connects network; Route 70-7TB to/from Mt. Baker only with ETB Route 48 extended to Rainier Beach. The through route of routes 7 and 70 would have been efficient. But it was not in the Kubly SDOT plan chosen by the two managements.

(Transit operations on South Jackson Street would improve if SDOT truncated its FHSC at 5th Avenue South. The FHSC could be more frequent and reliable and better meet its ST2 objectives. Its operation west to Occidental Avenue South and just the vestige of Nickels-McGinn streetcar dreams. In 2024, the CC Streetcar was stricken from the Seattle CIP).

Careful through routes make the network more efficient. They use scarce trips, coaches, and operators going through the congested urban centers more efficiently. Inbound trips become outbound trips. Riders gain additional direct connections.

There were service restructures in SE Seattle in 2005, 2009, 2016 (two), and 2025. Each had good aspects and flaws.

The fall 2016 SE Seattle project was overtly political. The Executive and Transit management directed that Route 106 be revised to favor the ACRS. The new network had too much duplication; efficiency and ridership fell; productivity fell further. The Route 107 deviation to Georgetown violates that guideline. The Judkins station part of the East Link Connections project was and is awkward. Route 4 was not changed; it ignores the station. Route 8 does not provide proximate service to the Lighthouse for the Blind; the Transit P2 network actually made their commutes worse; the P3 network just went back to their status quo walk. Transit did not offer an option that shifted Route 8 to the Lighthouse. Transit did not include Route 106 in the project.

A SE Seattle network restructure could address several issues. Concepts to consider include the following.Transit is letting issues lie uncorrected.

Route 106 could shift to 23rd Avenue South and Yesler Way from Rainier Avenue South and South Jackson Street; this would improve access at Judkins and reduce duplication; this would improve service to the Yesler Way corridor and Yesler Terrace. Further, Route 106 could be split at Mt. Baker

Route 107 could be streamlined; its Georgetown deviation deleted; the Route 60 improvements mitigate the deletion. With hours, Route 107 could get a 15-minute midday headway; Route 107 should be split from Route 148 as the headways do not match.

Route 50 could be truncated at the VAMC and improve service there. West Seattle could get a two-way all-day Route 56 oriented to SODO Link.

Route 4 could serve the Judkins Link station via 23rd Avenue South.

Route 8 could better serve the Lighthouse on South Plum Street; it could lay on the west side of Rainier Avenue South to reduce the transfer walk to/from Link at Mt. Baker. Routes 8 and 48 could be consolidated. The two are too close together and counter to the route spacing guideline. It may be best to delete Route 48, reinstate Route 43, and improve Route 8 further.

Route 11 could shift to the Route 8 Denny Way pathway.

The R Line would be better with a different alignment; see above (e.g., Route 7TB, routes 7.49, Route 9, Route 9.49).

Transit may be considering extending the Rainier Avenue South service to the Rainier Beach Link station using battery power and not new overhead. Why should Route 4 not be treated the same? Several years ago, Transit developed the motto, of where needs are greatest. That should apply to battery life as well as hours.

Thank you for considering this note.

Jack Whisner

PCO 36-2168

From: Jack Whisner
Sent: Saturday, August 15, 2026
To: Crone, Tyler
Cc: KC Executive, Werschkul, Misha; Suzi LeVine
Subject: Re: RapidRide R Line and other Metro Transit related issues

addendum

See Route 106 in the last list.

I recommend Route 106.Yesler without splitting at Mt. Baker. I have written about this concept before.

Executive Constantine and Transit management led the fall 2016 SE Seattle service change. The leader of ACRS borrowed a Route 106 concept from the reductions network of 2013; it had deep cuts; routes 14 and 27 would have been deleted. That version of Route 106 served Yesler Way. In the fall 2016 project, it was shifted to South Jackson Street atop routes 7, 14, 36, and the streetcar for too much duplication.

Route 106Y could use Yesler Way to 2nd Avenue Extension South inbound. Outbound, it could use Prefontaine, 3rd Avenue, James Street, and 6th Avenue. Route 27 used this pathway when the bridge was out.

Route 106Y would serve the better side of the Judkins Link station.

Splitting Route 106 at Mt. Baker would allow it to use Yesler Way and turn to and from the north at 3rd Avenue; it could even have a through route partner. Route 106 between Mt. Baker and Renton is a reasonable length. But it would have those south of Mt. Baker transfer to reach Judkins.

Having SDOT and Metro improve James Street transit flow is a latent project that seems stillborn.

thanks

Jack

From: Ellen Whitely
Sent: Wednesday, August 12, 2026
To: Rapid Ride
Subject: Feedback: Elimination of #7 Prentice Loop/Rapid Ride R Project

To Whom it May Concern:

This evening I attended the RapidRide R Line Open House at Rainier Beach Library to verbally discuss and provide feedback regarding the elimination of the #7 Prentice Loop as part of the implementation of the Rapid Ride R Line. Unfortunately, I was informed that since the #7 Prentice Loop is being eliminated, it would be better for me to email my feedback. Please forward this message to the team working on alternatives to the elimination of the #7 Prentice Loop route.

Background

I have been a mass transit rider in King County for almost 25 years, 16 based in Capitol Hill and 8 in Rainier Beach. It took years to be able to afford and find a house walkable to transit within Seattle and I currently can walk to the #7 Prentice Loop, #7 Downtown, and the Rainier Beach Link Light Rail. I use the southbound #7 Prentice to return from downtown since it is safer than walking 30 minutes from the light rail and more comfortable/reliable than the Metro Flex. I use the #7 Downtown to travel downtown because it is a five minute walk (rather than a 30 minute walk to the light rail) and it gets me downtown in the same amount of time as if I walked 30 minutes to the train plus traveled by train 30 minutes. Additionally the train is usually overwhelmed by tourists coming/going to the airport or suburban sports fans coming/going to the stadiums. I know that there is limited transportation funding and many political compromises at play in decisions to bus routes, especially with funding diverted to light rail, but I hope that the following will help to inform local transportation planning that could serve current King County residents when the results of most planning seems to be accommodating suburbanites or potential future residents.

Proposal

In reviewing the current state of the #7 Prentice Loop, #7 Downtown, Metro Flex, and Rainier Beach Link Light Rail, I propose that King County Metro/Sound Transit create a pilot project to utilize shuttles instead of the minivans used for Metro Flex. Potentially use the same private/public partnership approach used to create the Trailhead Direct or Waterfront Shuttle. To be useful, this pilot would need to:

- Be available to connect riders to the first in the morning and last at night Rainier Beach Link Light Rail (or other buses now/future Rapid Ride R) so that riders could potentially make it to work/college on time and have a better chance to be able to engage in later night activities such as working at restaurants or attending a show. Currently, I have to leave downtown 3 hours earlier on the #7 Prentice than on the train if I don't want to walk in the dark 30 minutes through a corridor with weekly shootings.

- Have a clear, accessible, safe stop at the light rail station. Currently Via/Metro Flex van park out of sight and drivers become belligerent when you call to ask where they are located.
- Allow space for luggage so residents of Rainier Beach can actually use the light rail to get to/from the airport.
- Be comfortable for adults to easily enter/exit with backpacks, groceries, or luggage. The Via/Metro Flex vans require climbing over multiple adults to get to the back row and do not accommodate any luggage.
- It could potentially use the same #7 Prentice Loop stops in the pilot, reducing other full bus stops to accommodate that - if the first pilot hours could accommodate daily activities (first thing in the morning/later at night, I think that would help most.
- Since in my experience, the majority of riders in my neighborhood do not pay or tap ORCA, it would be useful to have the drivers capture the number of riders and potentially if they are considered children (who I understand ride for free, but for some reason do not seem to use ORCA cards/unclear how or if they are tracked)

Thank you for taking this into consideration.

Regards,

Ellen Whitely

From: Rebecca Allen
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Concern about local access for current 7 riders as we transition to Rapid Ride R

Hello, reaching you to make sure you have my email address - I asked the question on today's open house about how Metro can provide service to fill in between stops for people who currently use the 7 for local trips. (For example, I get on at the S Kenny St to travel to Columbia City, Lowe's, Rainier Beach Library and Pool.) While that may feel easier and more accessible for able-bodied adults, it will be a challenge to get between the widely-spaced stops for people who are carrying groceries, moving about with young children, or who have mobility issues.

I also want to add that I'm SO glad bikes (and presumably scooters) will be able to use the designated rapid ride lane. I see a lot of young people, people experiencing homelessness, and others riding Lime bikes, scooters, etc. using the bus lanes on Rainier Ave S - not usually the cyclists we usually hear from (loudly) in advocacy!

Many of them don't have all the protective and safety gear they may want, so I'm glad that a somewhat separate lane will still be available.

Thank you all for all that you do to make it easy and safe to ride the bus!

With appreciation,

Rebecca Allen

Rainier Ave S and S Kenny St

From: Rebecca Allen
Sent: Thursday, August 20, 2026
To: Rapid Ride
Subject: Re: Concern about local access for current 7 riders as we transition to Rapid Ride R

Thank you!

Several neighbors have indicated that they didn't know or weren't sure if the Rapid Ride R will replace the 7 (they think it will be in addition to the 7). I wonder if there is a way to make that information more explicit on the website and any future materials, especially since the previous engagement was now over 6 years ago. Many are newer to the neighborhood, esp renters who are more likely to be transit dependent.

Thank you for offering the open houses and being so responsive! Much appreciated.

Take care,

Rebecca

From: Inshiya Clarke
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Rapid line to replace the 7 line

Hello folks,
My name is Inshiya and I live in Hillman City, Seattle. I'm writing regarding the current plans for a rapid line on rainier. While I love the idea of gain efficiency, I believe this change will have huge negative impact on transit dependent neighbors in

this area. The Kenny St and other rainier stops are used frequently on the 7 line at the moment.

Are we able to continue to review this proposal and make adjustments?

Many thanks,

Inshiya
Sent from my iPhone: Please excuse any typos or errors.

From: Inshiya Clarke
Sent: Thursday, August 20, 2026
To: Rapid Ride
Subject: Re: Rapid line to replace the 7 line

Hello!

I will do my best to join the the open house. In the meantime, here are my concerns:

- Well, I appreciate the intention of the rapid line and think it would be valuable. I do wish we could keep the 7 line at the same time.
- Several of my neighbors and I use the 7 line as our main mode of transportation, leaving from Kenny Street. We use it for restaurants, the supermarket, and all other daily needs.
- The 7 is also used to help connect Rainier Valley and the rest of Hillman and Columbia city. I see children and others getting off on Kenny Street very frequently.

I hope this helps,

Inshiya Clarke

From: Doug Schasteen
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Comment on Rapid Ride 7 proposed changes - Missing Charles St Stop?

I just saw the proposed changes for the 7 bus and I was surprised that it doesn't include a stop at Rainier and Charles street. I live in Columbia City and work in Factoria. So I take the 7 to Charles street and switch to the 212 there. The 212 then takes me to Factoria.

A stop at I90 used to be good enough but since I90 got changed to train station, it no longer services buses on I90 routes, so the 554 and 212 had to switch to using Rainier/Charles bus stop to transfer.

Without that stop, I don't see an option to get anywhere along I-90 anymore from Seattle. The Light Rail does not meet the needs of people traveling to Factoria or Eastlink.

Will the 9 Express stay the same as it is today? It stops at both Columbia City and Charles street (specifically for this transfer), so I suppose that is an option, but I don't know how these plans for the 7 affect the 9.

Doug Schasteen

From: Marie Quasius
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Rapid Ride R Question

I understand you're setting up a new rapid line. Thank you.

But I did have one question - Will the 7 line continue to exist or will the Rapid Ride R line completely replace it? With the current bus locations, the Rapid R will not serve any of my needs within the neighborhood.

Thanks for the outreach efforts!

Marie Quasius

From: Marie Quasius
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Re: Rapid Ride R Question

This project will entirely eliminate my use of the Rapid R. I live in Hillman City. When I commute downtown, I take light rail, which is basically parallel to the 7 route but faster. It seems like the point of the new Rapid Line R is to bring people to light rail but also it’s basically parallel to light rail (only a short distance away) with fewer stops and stops only at light rail stations. So for people who are well-served by light

rail, they'll be better served and everyone else will be worse off. This is a neighborhood where lots of people ride locally so I would advocate for supplementing the 7 with the R if you must do something, or just giving the 7 a dedicated bus lane. Or having more frequent police/fare enforcement presence could help with the delays (Light rail is quieter and there is more frequent fare enforcement and way less excitement than the 7).

I mostly take the 7 for short local trips - between my church (14th & Main) and home (Rainier/Orcas) and between preschool (Rainier/Edmunds) and home (Rainier/Orcas). I like to take my kids too. But I see a lot of people get on by Safeway at Rainier/Genesee (where there is a major shopping center) and near the Columbia City shopping district. None of these areas would be served by the Rapid Ride R route.

Thanks for considering my comments.

Marie Quasius

Sent from my iPhone

From: Williams, Tara
Sent: Wednesday, August 19, 2026
To: Rapid Ride
Subject: Replacing 7 bus?

Hello,

Rapid Ride is great for going downtown. Many of us use the 7 Route in our neighborhood. Please do not take stops off the route. We live at S Kenny St and use that stop daily.

Thank you,

Tara Williams

From: Luis Masieri
Sent: Thursday, August 20, 2026
To: Rapid Ride
Subject: Re: RapidRide R Line: Updates + Open House Invitation

Hi -

Can I get an update on what has changed in this new phase? What does expansion look like? None of the maps I saw made it clear what already exists versus what's being added.

I also want to register feedback on the existing Rainier Ave S bus lanes ahead of this next phase.

The bus lanes are unoccupied most of the time. I understand the ridership argument for Route 7, but a lane that sits empty the large majority of the day while general traffic backs up isn't a good tradeoff. At minimum, restrict the bus lane hours to peak periods (morning and evening commute) and open the lane to general traffic the rest of the day. That's a middle ground that still protects transit reliability when it matters most, without permanently taking a lane away 24/7.

Traffic on Rainier has gotten materially worse since these lanes went in, and it's not just rush hour. Northbound traffic in particular is bad at all times of day now. Whatever capacity modeling justified the current lane configuration doesn't match what's actually happening on the road. I'd like to know what data you're using to evaluate this and whether current-state traffic volumes are part of that evaluation, since the corridor has changed since the original design.

One thing that has improved: the traffic light at Rainier and Charlestown is better than it was. It could still run longer for northbound traffic, but it's a real improvement.

As you move into this next phase, please fix the bus lane hours issue before adding more scope. I'd like this addressed directly, not folded into a general survey response.

Luis Masieri

From: Giulia Pasciuto
Sent: Friday, August 21, 2026
To: Rapid Ride
Subject: Rapid line r comments

Hello,

We live in s rainier beach, near Emerson elementary. We frequently use the 7 prentice extension to get up the hill from the library with our child, get home from work, and connect with community.

While the rapid line r will significantly increase transit reliability for some, it will also reduce transit access for many including our family.

A potential solution we see is a fixed route loop from the light rail station, Henderson, rainier, 57th, waters, roxbury or 62nd, to Renton Ave to light rail. This loop will cover a lot of the different access needs and enhance first/ last mile connection to transit. While metro flex is great, we find that it is quite unreliable or requires very long waits in places with poor lighting and/ or protection from inclement weather. A fixed route would serve high school students well, create neighborhood access to the grocery store and small businesses, the food bank, and other critical services.

Please don't leave our neighbors without transit!

Giulia Pasciuto

From: Ruth Kohorn Rosenberg
Sent: Thursday, August 27, 2026
To: Rapid Ride
Subject: Feedback on the proposed changes to the number 7 to rapid ride

Hello

I don't know if this a place to give feedback, but I didn't see the town hall opportunities until too late.

I'm very concerned about the changes to the number 7 bus. Mostly because of losing bus stops!

I'm in my early 70s and don't want to walk a really long way to get the bus. I'd exchange a slightly slower bus for more access.

Please make sure to think very carefully about accessibility issues for those of us who are aging, people with disabilities and people with young children.

Thank you

Ruthy Kohorn Rosenberg

From: Paul Nelson
Sent: Saturday, August 29, 2026
To: Rapid Ride
Subject: Re: Welcome New User (Subscription Confirmation Required)

Dear Metro,

The Prentice 7 comes in handy for us, as we sit Zazen on 61st south of Norfolk.

Could you route a bus along the same area the Prentice 7 now goes, Rainier to 57th, to Waters, to 62nd to Prentice to 64th to Waters, to 57th to Rainier and then URN RIGHT ON Seward Park Av South an d go to Othello? Then it would connect with the 50. It could turn left on Othello and left on Rainer and continue to 57th.

Consider.

Also, a very loud and rude man was on the 7 today and the passengers had to suffer. What is a number I can text security in such instances?

Thanks!

Paul Nelson

From: Betty Lau
Sent: Sunday, August 30, 2026
To: Rapid Ride
Subject: Feedback on RapidRide R

Dear Rapid Ride,

Here's our feedback on the RapidRide R plan:

1. Racial Equity Toolkit analyses on the determination of the eliminated bus stops and what stops the RR R will make need to be made public for the sake of transparency.

2. Bus stop elimination must not be at places critical to community health, for example, Bayview, which is the location of CVS pharmacy. Its multilingual staff serve the various language communities in the Rainier Valley and CID. It is particularly important since Luke's Pharmacy and Bartells in CID have closed.

3. Please consider the linguistic and cultural needs of Rainier Valley and CID residents in RR R planning. Bus stop consolidations should not occur near health care sites, schools, groceries, banks, and social services that people depend on. Those stops must be restored, especially since multi-lingual staff serving the public are located in many of those establishments.

3. Data was last collected in 2020. It needs to be updated, given the many new housing apartments, condos and townhouses that have been added to Rainier Valley and the new housing in the CID since that time.

4. The Chinatown International District is the cultural heart of the region's Asian American and Asian immigrant communities. 1500 seniors live there. Therefore bus routes to and from the CID must not be eliminated in order for seniors and other residents to access what they need on Rainier Avenue. Think about seniors and/or those with disabilities who must walk/wheelchair from a farther away bus stop on broken sidewalks.

5. And finally, remember to have translated materials available for CID, Rainier Valley and South Seattle's many multi-lingual communities.

Regards,

Betty Lau, co-founder Transit Equity for All
Brien Chow, co-founder Transit Equity for All

From: Betty Lau
Sent: Monday, August 31, 2026
To: Rapid Ride
Cc: Brien Chow
Subject: Feedback on Signage & Wayfinding for RapidRide R

Dear RapidRide,

Brien Chow and I have seen small improvements in how Metro is complying with Seattle City Ordinance 119297 which gives the official name of our district as Chinatown International District, itself a compromise dating back to the early 1970s. For example, the printed bus schedules are now using the correct district name.

We want to remind you that Chinatown International District is the collective name for the three neighborhoods of Chinatown, Japantown, and Little Saigon—not international district and certainly not Chinatown International District and Little Saigon, as we have seen in the station maps for the light rail stations at Westlake and IDC stations. It needs to be corrected.

The new RapidRide R schedule and maps should also use the CID name on each bus that has CID as a destination. The maps in the transit plaza at 5th and Jackson, unfortunately, have the CID name confused, which is hard for visitors, especially for those tourists who do not have English as a first language and people with disabilities as they try to match apps to maps and station signage. Those with cognitive challenges are especially impacted: those with dyslexia and other neurodivergent conditions as well as those who have low or no vision. The issue has been raised in the Sound Transit Accessibility Committee.

Should you need documentation or have questions, please fee free to contact me and Brien Chow. We are co-founders of Transit Equity for All and board members of the Chong Wa Benevolent Association, of which Brien is the Outreach Committee Chairperson.

Thank you.

Sincerely,

Betty Lau
Brien Chow

From: David Gill
Sent: Monday, August 31, 2026
To: Rapid Ride
Subject: Please put the brakes on RapidRide R

As a senior and a home owner in District 2 I am very concerned about the loss of bus stops along Rainier as proposed for the Rapid Ride R. With mobility challenges walking further to a bus stop will be l difficult and a diminishment of service for me.

Please see this article: https://ericacbarnett.substack.com/p/will-rainier-valley-transit-riders?utm_source=share&utm_medium=android&r=f8om

Dave Gill

From: Chris Tuttle
Sent: Monday, August 31, 2026
To: Rapid Ride
Subject: Rapid Ride R

To Whom It May Concern:

I am deeply appreciative of the desire to support the Rainier Valley community with the conversion of the Metro 7 line into Rapid Ride R. However, as a resident of Rainier Valley, I am concerned about the impacts of this conversion on our community. While improved service times along the route are appreciated, the fact that they must come at the expense of stop density is a trade that I would not support.

The fact of the matter is, the region made a mistake by not running the Sound Transit light rail along the Rainier corridor (and by not making it grade-separated, but that's a different complaint.). Decades and billions of dollars later, that ship has sailed, and we are forced to live with the results. In the wake of that, though, from Rainier Beach to Mount Baker the valley has a high-speed option for getting downtown just blocks from Rainier. It needs better east-west connections between the Rainier business and residential districts and the light rail stops, but it doesn't need duplication of the light rail.

What the community needs from transit on Rainier is reliable, timely connectivity between those Rainier business districts and residential areas, which is what the 7 provides. Constraining it by reducing stop density is not going to make anything better. We have benefited from the dedicated bus lanes, and could probably take advantage of priority signaling in some places. We could also use some bus lane enforcement support from the Seattle Police Department.

There are two new significant residential complexes built or under construction on Rainier Ave S. south of South Henderson Street. Happily, these were built with reduced parking minimums! Rerouting the 7 (or R) to avoid that end of Rainier puts a burden on the folks who moved there counting on having a bus stop nearby. Removing the Prentice Street option is heading in the wrong direction as well—the valley needs more loops connecting our residential areas with our transit backbone, not fewer! If nothing else, the Prentice Street service should be replaced bay a circulator that connects that area, Be'er Sheva Park, and Rainier Beach High School to the light rail.

I urge Metro to seriously review its plans for Rapid Ride R with a perspective more oriented toward what the community needs.

Best regards,
Chris Tuttle

The Lighthouse for the Blind, Inc.

October 6, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
COURTHOUSE

Subject: Support for King County Metro's RapidRide R Line

Honorable Sarah Perry,

On behalf of the Lighthouse for the Blind, Inc., I am writing in support for the RapidRide R Line. This line will deliver more reliable and frequent service, improve pedestrian access to transit stops, and enhance safety for all riders, particularly individuals with mobility challenges.

This proposal is grounded in thoughtful consideration of accessibility, population, ridership, and affordability. The Lighthouse for the Blind, Inc. appreciates King County Metro's efforts to include us and the community in the planning and development of this project. We employ many people in our community who are blind, DeafBlind, and blind with other disabilities, and safe, reliable, and affordable transportation is essential to enabling our employees to commute to and from work independently.

We strongly support this project because it will improve frequency, access to bus stops, potentially increase the availability of Accessible Pedestrian Signals (APS), and help ensure that the route is safe and accessible. The proposed route is particularly important to our organization, as many of our employees rely on it for their daily transportation.

We are grateful for the opportunity to provide input. We appreciate Metro's willingness to amend the proposal to include the bus stop at Rainier Avenue South and South Bayview Street, a critical stop used by many of our employees.

We also encourage the City of Seattle and King County Metro to continue working together to further improve accessibility along the route. Priorities should include adding additional Accessible Pedestrian Signals where appropriate, addressing intersections where pedestrian signals are not currently aligned with the crosswalk, and ensuring that micromobility devices have designated and appropriate parking throughout the corridor.

The Lighthouse for the Blind, Inc. looks forward to continuing our partnership with King County Metro and the RapidRide team throughout implementation of the RapidRide R Line. We appreciate the opportunity to contribute to this important project and are committed to supporting efforts that improve safe, accessible, reliable, and equitable transportation for our community.

Sincerely,

Jennifer Geffre
Certified Orientation and Mobility Specialist

2501 South Plum Street • Seattle, WA 98144-4711 • Voice: (206) 322-4200
Toll Free: (800) 914-7307 • TTY: (206) 324-1388 • LHBlind.org

Seattle Department of Transportation

October 7, 2026

Michelle Allison
General Manager
King County Metro Transit
201 S. Jackson ST
Seattle, WA 98104

Subject- Support for Metro's Rapid Ride R Line Project

Dear General Manager Allison:

The Seattle Department of Transportation (SDOT) is pleased to express the City of Seattle's support for King County Metro's RapidRide R Line project.

Metro's RapidRide R Line will upgrade the Route 7, providing enhanced transit service along an eight-mile route through Seattle. This investment includes improvements to roadways, sidewalks, traffic signals, trolley infrastructure, and transit stations. The RapidRide R Line will strengthen mobility for neighborhoods between Downtown Seattle and Rainier Beach, including the Chinatown-International District, Mount Baker, Columbia City, Hillman City, Brighton, and Dunlap neighborhoods.

Through the 2024 Transportation Levy, SDOT will make significant complementary investments through the Rainier Ave S + S Henderson St Improvement Projects. These investments support the Rainier Valley by making it safer and more comfortable for people using the streets, sidewalks, transit, and public spaces.

SDOT is committed to continued coordination and supports Metro's planned RapidRide R Line alignment. This routing will allow the R Line to serve community destinations and create a new connection to the regional light rail system. It builds on recent SDOT investments in bus-only lanes and access improvements. We look forward to working with Metro to ensure this major transit investment reflects local community access needs and delivers long-term mobility benefits in the Rainier Valley.

Thank you for your commitment to improving transportation options for the Rainier Valley community.

Sincerely,

Angela Brady, PE
Acting Director, Seattle Department of Transportation

SOUNDTRANSIT

Sound Transit
401 S. Jackson Street
Seattle, WA 98104

October 13, 2026

RE: Support for King County Metro's Rapid Ride R

Dear Chair Perry:

Sound Transit is pleased to provide this letter of support for King County Metro's proposed RapidRide R Line, which would substantially improve local and regional mobility for residents of south Seattle and the greater Puget Sound region.

The RapidRide R Line would connect with Link light rail at several key locations, including International District/Chinatown Station (1 Line and 2 Line), Judkins Park Station (2 Line), and Mount Baker and Rainier Beach stations (1 Line). Connections between frequent transit services enhance the value of both routes by reducing wait times and improving access to destinations throughout the region.

Each time Sound Transit has expanded the regional high-capacity transit network, we have partnered with local transit agencies to reimagine and strengthen the broader transit system. Through these collaborative efforts, Sound Transit and its partners have created frequent, all-day transit connections that link communities throughout the region to the high-capacity network. In many cases, these improvements have replaced infrequent, peak-only service with more reliable service operating throughout the day, seven days a week. As a result, riders have greater flexibility, improved access to jobs, services, and other destinations, and more opportunities to use transit for a wider range of trips.

We look forward to continuing this tradition of collaboration with King County Metro as planning for the RapidRide R Line advances. Together, we can help ensure seamless, intuitive connections and expand access to the opportunities and destinations the greater Puget Sound region has to offer.

Sincerely,

Dow Constantine

Dow Constantine
Chief Executive Officer
Sound Transit

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104 • Phone: 206-398-5000 • Fax: 206-398-5215
www.soundtransit.org

Transit Riders Union

Dear Executive Zahilay, Rapid Ride R team, and County Councilmembers,

The Rainier Valley has been historically neglected by both the City of Seattle and King County, so we're excited to see, and support, $91m being invested to improve transit for the community. We all agree with the general routing of the Rapid Ride R project, though there are many concerns about the stop consolidation. We support the connection to Rainier Beach, improved sidewalks, safer crossings, safer stops, access improvements to bus stops on Rainier Ave, and all the yet to be defined speed and reliability improvements. That said we want to highlight concerns we have with the legislation that the council will be voting on.

Lack of goals

A Rapid Ride project is at its core a speed and reliability project. At the moment we haven't seen any targets for speed or reliability of this route beyond the improvements already made. Stop consolidation is one small part of improving this route but we hope to see further speed and reliability improvements from signals, from new bus lanes, from queue jumps, and from level boarding. We would like to know how much Rapid Ride R will be faster or more reliable than Route 7 is today and have Metro commit to this goal. We want that information to be based on the current Route 7, since bus lanes were added to the corridor.

Stop consolidation creates gaps

We appreciate that Metro took community feedback into account and added back additional stops between Judkins Station and Mt Baker. We are still concerned by the large gaps created by consolidation which effectively choose to convert this route from its current attempt to be both a local and long distance service into an express bus skipping past parts of the south end. We would like to see this project go to further planning with wiggle room on which stops to move and remove.

Loss of service in Rainier Beach

With Route 7 being the only all-day local bus along this part of Rainier, we'd like to see alternative local service created before Route 7 becomes a Rapid Ride. The entirety of the Rainier Valley needs local buses covering the area and serving local trips. Please plan to create alternative routes which can take up the slack where the Rapid Ride R is leaving riders behind. We understand that this might be something that has to wait until a future service restructure but we hope to see it rolled out before this Rapid Ride..

Funding should prioritize improving rider experience

We would like to see more creative ways to reduce dwell times and increase travel time throughout this line. This route serves a disproportionate amount of users with strollers,

wheelchairs, and other reasons to deploy a ramp. Level boarding stations would allow these users to board without the need for ramp deployments, which would be a huge win for everyone. The information we have now shows only 6 stops (3 per direction) being raised stations. We'd like to see more level boarding where possible.

Without federal funding, we hope you'll be able to start design work now and commit to making improvements before you commit to taking stops away from the Rainier Valley. We hope planning will continue on how to maximize time savings for the bus and maximize safe access to transit in the Rainier Valley. We want the council to have all the data they need to fully understand the tradeoff between stop consolidation and speed/reliability laid out as a decision with a commitment of how much time will be saved, and who will be left without transit before a vote is taken on stop locations.

Transit Riders Union (Bus and Transit Service committee)

From: Rainier Valley Safe Streets
Sent: Tuesday, September 15, 2026 8:08 PM
To: rapidride@kingcounty.gov; rhonda.lewis@kingcounty.gov
Subject: Re: RapidRide R - Rainier Valley Safe Streets Comments

CM Lewis and RapidRide R Team,

Rainier Valley Safe Streets would like to write to support the RapidRide R project. We strongly believe that investment in public transit in the Rainier Valley is both long overdue and incredibly important. We would ask that the following considerations be taken into account as the project moves forward.

1. Bus lanes should be implemented everywhere except where physically impossible as part of the RapidRide R project. When buses run in bus lanes they run on time, when buses are stuck in traffic they do not. The current project plan has a few gaps where bus lanes are physically possible but not planned, such as on Jackson and on Rainier near I90. Bus lanes for these sections should not simply be left for theoretical future projects (Jackson rebuild and I90 Interchange redesign) while bus riders pay the cost.

2. The Rainier Valley stop consolidation decision making was done with data that is now fairly out of date. New studies that take into account current and future ridership enabled by the large apartment complexes that have been completed since the previous studies should be done. We recognize that stop consolidation is a difficult thing to get right, but densification of the Rainier Valley, especially near Judkins park might justify decreased stop spacing.

3. We would appreciate commitments on the future mitigation that will be done after the RapidRide R is implemented. While we understand that committing to specific local bus service for the Rainier Beach neighborhood is outside the scope of the RapidRide R, a commitment to the community that complementary local bus fixed route services will be explored after the RapidRide R is implemented would be

4. Some of the RapidRide R benefits, such as bus lanes on Rainier northbound have already been delivered as part of other Rainier Ave paving projects. We would appreciate updated metrics in future outreach phases that take into account what has already been delivered.

Best,
Jason Rock
Rainier Valley Safe Streets Chair

2026-2027 FISCAL NOTE

Ordinance/Motion:
Title: AN ORDINANCE establishing the Locally Preferred Alternative including the alignment and station locations of the RapidRide R Line.
Affected Agency and/or Agencies: Metro Transit Department
Note Prepared By: Geoff Kaiser, Metro Transit Department
Date Prepared: 9/14/2026
Note Reviewed By: T.J. Stutman, King County Executive Office
Date Reviewed: 9/28/2026

Description of request:

The total cost for project "1132326 Rainier Avenue Mount Baker RapidRide Line (R)" is currently estimated at $91.2M, as reflected in the 2026-2027 budget plan and is not subject to change as a result of this alignment.

The Expenditures sections below represent the current plan as reflected in the 2026-2027 Capital Appropriation Proposal.

There is no new fiscal impact to the proposed alignment.

Revenue to:

Agency	Fund Code	Revenue Source	2026-2027	2028-2029	2030-2031
TOTAL			**0**	**0**	**0**

Expenditures from:

Agency	Fund Code	Department	2026-2027	2028-2029	2030-2031
Metro Transit	3641	Metro Transit	-3,636,182	-13,247,969	-47,619,877
TOTAL			**-3,636,182**	**-13,247,969**	**-47,619,877**

Expenditures by Categories

	2026-2027	2028-2029	2030-2031
Phase 1 - Planning	-1,030,271	0	0
Phase 2 - Preliminary Design	-20,674	0	0
Phase 3 - Final Design	-2,180,767	-6,610,333	0
Phase 4 - Implementation	-404,470	-6,637,636	-47,619,877
Phase 5 - Closeout	0	0	0
Phase 6 - Acquisition	0	0	0
TOTAL	**-3,636,182**	**-13,247,969**	**-47,619,877**

Does this legislation require a budget supplemental? No

Notes and Assumptions:

Through 12/31/24 project 1132326 recorded $5.2M of actual expenditures.

The 2026-2027 budget ordinance assumes $1.0M of spending in 2025 and $20.5M in 2032, which are not shown in the columns above.

King County

Metropolitan King County Council
Staff Report

Committee:	Transportation, Economy, and Environment Committee		
Agenda Item:	9	**Analyst(s):**	Mary Bourguignon
Proposed No.:	2026-0314	**Meeting Date:**	November 17, 2026

OVERVIEW

TOPIC: Proposed Motion 2026-0314 would acknowledge receipt of the Bus Route Security Report, which was required by a budget proviso.

LEGISLATION SUMMARY

In response to concerns about safety and security on board buses and at bus stops and transit centers, the Council approved funding in the last several budgets to support safety enhancements, including increases in the number of Metro Transit Police deputies and contracted transit security officers (TSOs). In addition, as part of the 2026-2027 budget, the Council approved funding to begin implementing recommendations from the Transit Safety Task Force, which was convened in 2025 to make the transit system safer.

As part of these efforts, the Council added a proviso to the 2026-2027 budget ordinance requesting a report on bus route security, focusing on routes with higher levels of security incidents, including the RapidRide A and E lines.

KEY ISSUES FROM THE ANALYSIS

No issues have been identified. The Bus Route Security Report as transmitted appears to respond to the proviso requirements.

As requested, the report describes how TSOs are assigned to bus routes, what strategies Metro uses on board buses to increase security, how incident trends are monitored, and how Metro uses data to adjust safety and security measures.

The report states that security incidents have stabilized since the pandemic and that, on routes with TSOs deployed, incidents have decreased by approximately 50%. As of June 2026, TSOs are deployed on Routes 7, 36, 40, 106, A, C, D, E, F, and H, as well as the Seattle Streetcar. The report states that Metro adjusts these deployments based on incident data. The report also describes Metro's care and presence model, which Metro developed to address riders' diverse safety needs.

BACKGROUND & TIMING CONSIDERATIONS

↑ BACK TO TOP

Transit safety and security. In response to increasing concerns about safety and security incidents on board Metro buses and at bus stops and transit centers, the Council has requested and Metro has implemented a number of transit security initiatives over the last several years, including adding $89 million to the 2026-2027 budget for additional safety and security measures, including:

- **Metro Transit Police (MTP) increase.** The Council approved funding to add 10 MTP deputies, for a total of 89.[1] MTP deputies patrol in areas with higher incident levels and respond to employee assaults and sexual misconduct violations.

- **Transit security officer (TSO) increase and resumption of fare enforcement.** Between 2023 and 2026, the Council approved funding to increase the number of contracted TSOs from 70 to 275. TSOs ride high-incident bus routes; monitor transit centers, as well as bus stops on Third Avenue and Jackson Street in Seattle; and provide late-night support at bus terminals.[2] A subset of TSOs (called fare enforcement officers or FEOs) conduct fare enforcement on buses, which Metro resumed in mid-2025.

- **Bus and customer facility cleaning.** Starting in 2025, the Council approved additional funding to increase the number of transit facility cleaning teams so that bus and bus stop cleaning could occur 24/7,[3] with the goal of responding to incident reports within 24 hours.

- **SaFE Reform Initiative.** Metro launched the Safety, Security, and Fare Enforcement (SaFE) Reform Initiative to increase safety through a "care and presence" model that provides additional support to people in need. The 2026-2027 budget appropriated funding for several SaFE Reform programs, including locating behavioral health specialists at the Burien and Aurora Village transit centers to help people in crisis and deploying Metro Ambassadors to assist passengers in busy areas.

- **Transit Safety Task Force.** During 2025, Metro participated in the King County Regional Transit Safety Task Force[4] to recommend actions local transit agencies and jurisdictions could take to enhance passenger and employee safety. In October 2025, the Task Force published a report with more than 150 recommendations[5] to

[1] As of July 2026, the King County Sheriff's Office stated that there were 23 MTP deputy vacancies, with vacancies covered by voluntary overtime (a total of 21,000 hours during the first six months of 2026).
[2] A bus terminal is the final stop on a bus route, where all passengers must leave the bus.
[3] Metro maintains 1,800 bus shelters, 45 park-and-ride facilities, and 20 transit centers.
[4] Motion 16783. Transit Safety Task Force web site (link)
[5] King County Regional Transit Safety Task Force, Recommended Solutions (link)

address identified transit safety gaps. The Executive has convened a regional working group to implement these recommendations.

As part of its effort to monitor ongoing safety and security issues and Metro's response to these issues, the Council added a proviso requirement to the 2026-2027 budget ordinance, asking Metro to prepare a Bus Route Security Report.[6]

P9 PROVIDED FURTHER THAT:

Of this appropriation, $100,000 shall not be expended or encumbered until the executive transmits a bus route security report and a motion that should acknowledge receipt of the report, and a motion acknowledging receipt of the report is passed by the council. The motion should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion.

The bus route security report shall include, but not be limited to:

A. A description of how the Metro transit department is deploying contracted transit security officers, including fare enforcement officers, on-board bus coaches on routes experiencing higher levels of security incidents, including, but not limited to, the RapidRide A and E lines, with information including, but not limited, to the following:

1. How routes are selected for onboard deployment of transit security officers, including fare enforcement officers;

2. Sample schedules for transit security officer deployment on board bus coaches, including the average percentage of daily runs in a route for which transit security officers, including fare enforcement officers; and

3. What standards or best practices the Metro transit department uses to deploy transit security officers, including fare enforcement officers, on board bus coaches to improve employee and passenger safety, deter crime, and promote a sense of security, as opposed to a sense of excessive security presence that could make passengers feel profiled or insecure;

B. A description of other strategies the Metro transit department is employing on board bus coaches to increase the safety and security of passengers and operators; and

C. How incident trends on individual routes are monitored over time, and how the Metro transit department is using data about security incidents, best practices from other transit agencies, and innovative approaches to adjust safety and security measures in response to incident trends.

The executive should electronically file the report and a motion required by this proviso by ((~~March 26~~)) <u>September 30</u>, 2026, with the clerk of the council, who shall retain an electronic copy

[6] Ordinance 20023, Section 116, Proviso P9, as amended by Ordinance 20086, Section 96, Proviso P9

and provide an electronic copy to all councilmembers, the council chief of staff, and the lead staff for the transit, economy, and environment committee or its successor.

ANALYSIS

↑ BACK TO TOP

The Bus Route Security Report as transmitted appears to respond to the proviso requirements.

As requested, the report describes how TSOs are assigned to bus routes, what strategies Metro uses on board buses to increase security, how incident trends are monitored, and how Metro uses data to adjust safety and security measures.

Specifically, the Bus Route Security Report includes information, as requested, on the following topics:

- **TSOs and FEOs are deployed on routes with higher levels of incidents, including RapidRide A and E.** The report states that:
    - Metro collects and monitors incident data as the primary way it determines which routes are selected for additional support. TSOs and FEOs are typically assigned to 10 routes at a given time. As of June 2026, officers are deployed on Routes 7, 36, 40, 106, A, C, D, E, F, and H, and Seattle Streetcar. As of June 2026, a total of 45 officers at a time are deployed 17 hours a day, 7 days a week.
    - Approximately 70% of all security incidents occur between the hours of 3 PM and midnight. As a result, Metro dedicates approximately 70% of TSO and FEO assignments to that timeframe, with deployment hours equally distributed among the routes with the highest security incidents.
    - Deployments are designed to balance employee and passenger safety with customer comfort, avoiding unnecessary concentrations of security personnel that could create perceptions of profiling or over-policing.
- **Metro uses other strategies to increase the safety and security of passengers and operators.** The report states that Metro uses a care and presence model, which includes behavioral health support workers to help people in crisis, frontline supervisors to support bus operators, and transit ambassadors to assist customers.

  The report also references the Transit Safety Task Force, noting that Metro is working with the Amalgamated Transit Union (ATU) and local jurisdictions to implement the Task Force recommendations. The report refers to Metro's Code of Conduct

Awareness Campaign, which was launched in 2024; the resumption of fare enforcement in 2025; and Metro's ongoing behavioral health support program.

In addition to deploying TSOs and other staff resources, the report notes that Metro has increased bus stop cleaning, stating that customer satisfaction both with bus cleanliness on-board and with bus stop cleanliness increased during 2025.

- **Metro monitors incident trends and uses data to adjust safety and security measures.** The report states that Metro uses security incident data to identify specific routes of concern and to develop deployment strategies that reduce risk to employees and riders. Specifically, the report states that:
    - Security incidents have stabilized since the pandemic.[7] On routes with a TSO deployment, incidents have been reduced by approximately 50% since 2019.
    - Overnight TSO deployment at the terminal stop with the highest late-night incident rates from non-destinational riders resulted in a 35% reduction in incidents. Metro has since added three more TSO teams to provide support on all overnight bus routes, which led to a 62% reduction in incidents compared with 2021 prior to the overnight TSO deployment.
    - In response to concerns about security issues at the Burien and Aurora Village transit centers, Metro deployed TSOs to both locations (as of July 2026, two TSOs are stationed at each transit center 24/7). The deployment resulted in a 75% reduction in security reports compared with 2022 prior to the deployment.
    - In response to concerns about fentanyl use on buses, Metro increased security deployment on routes with reports of drug use, including deploying TSOs along the A Line and E Line transit zones[8] during their entire 10-hour shift, allowing each transit zone to be visited seven to 10 times a day. A TSO team was also added to support transit zones along Third Avenue and S Jackson Street in Seattle. Both of these deployments have helped reduce incidents.

INVITED

- Rebecca Frankhouser, Chief Security Officer, Metro Transit Department

[7] Metro tracks assaults and disturbances on its Performance Measures Dashboard (link).
[8] A transit zone refers to a bus stop or transit center. At bus stops, the zone includes the area around the bus used to board and deboard the bus.

ATTACHMENTS

1. Proposed Motion 2026-0314 and its attachment
2. Transmittal Letter

1200 King County Courthouse
516 Third Avenue
Seattle, WA 98104

KING COUNTY

Signature Report

Motion

Proposed No. 2026-0314.1 **Sponsors** Fain

A MOTION relating to transit security on board Metro transit department buses; acknowledging receipt of the Bus Route Security Report submitted in response to the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, Section 116, Proviso P9, as amended by Ordinance 20086, Section 94.

WHEREAS, the 2026-2027 Biennial Budget Ordinance, Ordinance 20023, unanimously adopted by the King County council and signed by the executive, appropriated $3 billion for the public transportation operating fund in the 2026-27 biennium, and

WHEREAS, Ordinance 20023, Section 116, Proviso P9, states that $100,000 shall not be expended or encumbered until the executive transmits a bus route security report and a motion that should acknowledge receipt of the report, and a motion acknowledging receipt of the report is passed by the council, and

WHEREAS Ordinance 20023, Section 116, Proviso P9, directs that the motion should reference the subject matter, the proviso's ordinance, ordinance section, and proviso number in both the title and body of the motion, and

WHEREAS Ordinance 20023, Section 116, Proviso 9, as amended by Ordinance 20086, Section 94, directs that the report shall include, but not be limited to:

A. A description of how the Metro transit department is deploying contracted transit security officers, including fare enforcement officers, on-board bus coaches on routes experiencing higher levels of security incidents, including, but not limited to, the RapidRide A and E lines, with information including, but not limited, to the following:

1. How routes are selected for onboard deployment of transit security officers, including fare enforcement officers;

2. Sample schedules for transit security officer deployment on board bus coaches, including the average percentage of daily runs in a route for which transit security officers, including fare enforcement officers; and

3. What standards or best practices the Metro transit department uses to deploy transit security officers, including fare enforcement officers, on board bus coaches to improve employee and passenger safety, deter crime, and promote a sense of security, as opposed to a sense of excessive security presence that could make passengers feel profiled or insecure;

B. A description of other strategies the Metro transit department is employing on board bus coaches to increase the safety and security of passengers and operators; and

C. How incident trends on individual routes are monitored over time, and how the Metro transit department is using data about security incidents, best practices from other transit agencies, and innovative approaches to adjust safety and security measures in response to incident trends, and

WHEREAS, the Metro transit department has compiled the required information and the executive has transmitted the Bus Route Security Report by September 30, 2026, which is included as Attachment A to this motion;

NOW, THEREFORE, BE IT MOVED by the Council of King County:

The council hereby acknowledges receipt of the Bus Route Security Report, Attachment A to this motion, as required by Ordinance 20023, Section 116, Proviso P9, as amended by Ordinance 20086, Section 94.

KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

_____

Sarah Perry, Chair

ATTEST:

_____

Melani Pedroza, Clerk of the Council

APPROVED this _____ day of _____, _____.

_____

Girmay Zahilay, County Executive

Attachments: A. Bus Route Security Report

Bus Route Security Report

September 2026

King County

I. Summary

King County Metro Transit (Metro) is committed to the safety and security of employees and riders. Metro deploys Transit Security Officers (TSOs) and Fare Enforcement Officers (FEOs) to promote a safe, secure, and welcoming transit system. This report details bus deployment strategies to help promote a secure environment on and around transit based on data-informed decision making, on-going monitoring, and adjustments to improve the safety of employees and passengers. This report focuses on bus security, per Ordinance 20086. Seattle Streetcar security deployment is funded by the City of Seattle with deployment not guided by incident data.

- Metro collects and closely monitors safety and security incident data to guide onboard deployment for optimal impact.
- Metro continuously evaluates and refines deployment strategies based on performance data, emerging trends, employee feedback, community input, and operating conditions.
- Deployment strategy emphasizes visibility, engagement, de-escalation, and customer service rather than enforcement alone.
- TSOs and FEOs are trained to provide customer assistance, support employees, de-escalate conflicts, and address quality-of-life concerns while maintaining a welcoming transit environment.
- Metro coordinates closely with employees, community partners, labor unions, Metro Transit Police, Metro Transit Ambassadors, and King County Behavioral Health Support teams to align resource management to community needs.
- Metro resumed fare enforcement in May of 2025 deploying FEOs on ten routes and is exploring opportunities to expand to additional routes for broader reach
- Focused pilots and expanded security services have produced measurable reductions in incidents. For example, the Transit Center deployment strategy resulted in a 75% reduction in security incidents at Burien and Aurora Village Transit Centers when comparing pre-deployment rates in April 2022 to post deployment in June 2026.

II. Background

Transit security officers (TSOs) include Fare Enforcement Officers (FEOs) who typically work in teams of two or three to enhance safety and security throughout the transit system through their presence and active engagement with riders and employees on coaches and at transit properties. TSOs and FEOs are unarmed but do carry capsaicin spray (commonly known as OC or pepper spray) as a defensive tool.

Metro currently contracts with PalAmerica to deploy TSOs and FEOs. Metro's Safety, Security, and Quality Assurance (SSQA) division manages contract security operations and ensures contract terms are maintained. Metro requires an extensive list of training courses in the onboarding process for all contracted officers outlined in Appendix A. Both types of officers have the following three priorities as they provide services on Metro Transit.

- **Life Safety Concerns:** If there is a situation where someone's personal safety is at risk, officers will intervene as this takes precedence over all duties.
- **Customer Service:** Serving the community is the foundation for their work. Assisting customers with where they need to go, providing information, and connecting people to appropriate resources are common interactions officers have in the field.
- **Code of Conduct:** Officers are responsible for addressing passenger conduct that does not adhere to Metro's Code of Conduct[1]. They are trained to apply a standard conflict management protocol designed to de-escalate and minimize bias through cultural awareness and customer service.

Additionally, FEOs inspect for Proof of Payment from riders on buses.

- **Fare Inspections:** FEOs prioritize customer service by first seeking to understand why a rider does not have Proof of Payment, which is part of the Code of Conduct and then providing the information on appropriate fare type.

III. Report Requirements

A. Description of how Metro deploys contracted TSOs & FEOs on board buses

Metro utilizes a data-informed, risk-based approach to deploying TSOs and FEOs throughout the transit system. Deployment decisions are informed by a combination of safety & security incident data, employee and customer reporting, service and ridership patterns, operator assault trends, customer contacts, and emerging issues identified through ongoing engagement with frontline employees, labor partners, and public safety stakeholders.

How routes are selected for onboard deployment

Metro collects and closely monitors incident data as the primary source to determine which routes are selected for onboard deployment of TSOs. The data comes from Coordinator Service Records (CSRs) generated by the Transit Control Center (TCC). These records are created when a bus operator calls into the TCC to request resources for an issue on their bus. An incident is defined as any safety or security concern that a bus operator needs assistance with, ranging from various unlawful transit conduct such as using the bus for the purpose of sleeping up to criminal activity, such as assault or unreasonable disturbances.

TSOs and FEOs are typically assigned to 10 routes at a given time. As of June 2026, officers are deployed on the 7, 36, 40, 106, A, C, D, E, F, H Lines, and Seattle Streetcar. As of June 2026, a total of 45 officers are deployed 17 hours a day, 7 days a week. Teams are not on all lines at the same time but rotate through the listed routes throughout the week. The routes covered by deployment can change based on emergent security trends.

Metro's SSQA division analyzes monthly data trends and identifies routes with the highest rates and types of security incidents to adjust TSO and FEO deployments. The Transit Security team within SSQA monitors incident data daily and provides trend analysis during division and department monthly business reviews. If trends indicate the possible need to adjust security deployment, the Transit Security workgroup develops a recommendation for SSQA leadership's review. Adjustments include number and type of officers, time frame, and days of the week.

In addition to incident data, Metro gathers input through routine forums. This includes monthly safety and security committee meetings, on-going collaboration with Amalgamated Transit Union (ATU) Local 587, monthly analysis of customer comments regarding safety, after-action reviews, twice yearly Rider/Non-Rider Survey evaluating customer satisfaction with safety at night and during the day, and the Regional Transit Safety Task Force. Information is also shared and coordinated with public safety partners, including the Metro Transit Police (MTP), local law enforcement agencies, social service providers, and regional transit agencies to identify trends and proactively address emerging concerns. Metro maintains ongoing contact with MTP and Sound Transit to be responsive to emergent issues.

As a best practice, Metro continuously evaluates and refines its deployment strategies based on incident data, emerging trends, employee and customer feedback, stakeholder input, and changing operating conditions. For example, Transit Center deployments, and Transit Zone deployments were new strategies based on data collected, as detailed in section C. This continuous improvement approach supports more effective resource management and evolving tactics to address safety needs, operational challenges, and customer expectations across the transit system.

Sample schedules for transit security officer deployment

Information on deployment schedules and staffing levels, including sample schedules, are considered Sensitive Security Information (SSI) by the Federal Transportation Administration. With that in mind, the following information can be provided on how security officers are deployed in the field.

From the data, Metro has determined that approximately 70 percent of all security incidents occur between the hours of 3 p.m. and midnight throughout the system. To address this trend, Metro dedicates approximately 70 percent of TSO and FEO time to bus deployments in that timeframe. To ensure routes are not overly enforced, deployment hours are equally distributed among the routes identified with the highest security incidents. TSO and FEO teams are assigned to each of the routes with the highest security incidents for their entire 10-hour shift. Once on route, the officers will get on and off the buses traveling that route, providing service on the buses and at the stops along the way.

Metro strategizes security team boardings to maximize visibility to both operators and riders. For example, teams transfer to different buses throughout their shift. As a Key Performance Indicator

(KPI), Metro tracks how many buses a team boards per day, with the goal of 25 buses per shift. In contrast, if teams were to ride buses continuously, from the beginning of a route to the end, that would limit visibility to approximately only 6-8 buses per shift. Metro instructs TSOs and FEOs to switch buses at locations that have higher incident reports and/or have higher ridership numbers. This allows them to use those transition points to increase their presence even more on Metro's system.

Deployment standards and best practices to promote safety and security

Metro follows the Federal Transit Administration's Public Transportation Agency Safety Plan regulations for transit safety and security. Metro's security deployment philosophy is based on security best practices, emphasizing visibility, engagement, and prevention rather than enforcement alone. TSOs and FEOs are trained to provide customer assistance, support employees, de-escalate conflicts, and address quality-of-life concerns while maintaining a welcoming transit environment.

Deployments are designed to balance employee and passenger safety with customer comfort, avoiding unnecessary concentrations of security personnel that could create perceptions of profiling or over-policing. Officers provide customer service and actively engage with Metro's diverse community, playing a vital role in promoting safety and fostering positive interactions on buses, at terminals, and at bus stops. TSOs and FEOs routinely communicate with Metro Transit Ambassadors, King County Behavioral Health Support teams, Metro Transit Police, and community-based partners as they are out in the field to ensure the most appropriate response is provided based on the circumstances.

Safety Ride

TSO and FEO deployment on bus routes is referred to as a Safety Ride. The Safety Ride approach increases visibility and support to riders and employees throughout the route. While on shift, TSO and FEO teams will board a bus and do a quick scan for any obvious security-related issues. The officer that boards at the front door checks in with the bus operator to identify if there have been any security concerns, including any current riders that may be of concern.

The officer discusses the observed behaviors with operator to evaluate if a person needs to be removed from the bus. The goal is that the security officers' presence and assistance will help prevent illicit conduct. If the person voluntarily complies with the rider Code of Conduct, they continue to ride with the TSO remaining onboard until a few stops after the passenger debarks. Depending on the situation, officers may remove the rider. They will try to get voluntary compliance, but if all other efforts fail, they are permitted to perform physical removals.

Training

As part of the onboarding process, Metro requires contracted security officers to be trained in equity and social justice principles when joining Metro's contract. In alignment with the American Public Transportation Association (APTA) standards for security, Metro requires de-escalation training to manage conflict.[2] Officers must be recertified in de-escalation on an annual basis.

Required trainings include mental health crisis intervention, equity/anti-bias proficiency, cultural awareness, and Americans with Disabilities Act (ADA). Officers are also certified in cardiopulmonary resuscitation (CPR), the use of automated external defibrillators (AEDs), and First Aid, which includes identifying opioid overdoses and administering Naloxone, commonly known as

Narcan. These comprehensive training courses underscore their role as safety personnel for both riders and Metro employees, enhancing accountability and support for the transit system.

B. Other strategies Metro employs to increase safety and security

Metro's safety and security strategy includes the visible presence of TSOs and FEOs, as well as community connections, partnerships, and behavioral health support. Overall safety resources and tools that Metro utilizes include safety policies for Metro employees, operator safety partitions, de-escalation training for all Metro employees, camera systems with enhanced capabilities, campus patrol at Metro facilities, security monitoring center, suspension panel, and Metro Transit Police. The following is further description of additional strategies Metro utilizes that increase the safety and security of passengers and operators on board buses.

Care and Presence Model

Metro developed the Care and Presence model to consider the diverse and intersecting safety needs of Metro's riders. Recognizing that not every situation needs a law enforcement response, Care and Prescence focuses on visibility, customer engagement, and support for transit workers. This includes behavioral health support, service quality frontline supervisors who can support bus operators in the field, transit ambassadors to provide customer service to riders, and strong facilities response in the field. Metro's Care and Prescence model pairs the right resources with the right need.

Regional Transit Safety Task Force

In March 2025, Metro partnered with King County Council and ATU Local 587 to launch the Regional Transit Safety Task Force, a coordinated, regional approach to addressing broader challenges that affect transit safety. The task force brings together partners from across the region, including labor, advocacy and community groups, behavioral health teams, city and county officials, law enforcement, the court system, public health representatives, and other transit agencies. In 2025, more than 110 organizations and agencies participated, and 25 cities provided input.

The King County Regional Transit Safety Task Force identified nearly 160 proposed actions aimed at addressing safety gaps across our communities and transit system. Most notably, these prioritized solutions include establishing clear and consistent response protocols across agencies, expanding specific place-based coordination efforts, and expanding behavioral health supports. Working groups made up of representatives from multiple disciplines and agencies will create action plans to move those solutions forward. (See Appendix B for regional solutions and solutions that fall under Metro's authority.)

SaFE Reform Initiative

In January 2021, Metro began the agency-wide Safety, Security, and Fare Enforcement (SaFE) Reform initiative in response to and in support of the King County Executive's declaration of racism as a public health crisis. Metro worked with diverse community-based organizations and engaged with roughly 8,000 individuals to learn what safety means to riders and employees. Community feedback resulted in three action items to reform Metro's policies and practices around safety:

1. Increase presence, coupled with a timely and appropriate response if danger arises, and provide support in an equitable way.
2. Make the Code of Conduct expectations clear and ensure that minor transgressions are not a pathway into the criminal legal system.

3. Partner with community-based organizations to improve non-transit resources available to customers, and assist customers in crises related to fares, homelessness, mental health, etc., at various locations throughout the system.

The SaFE Implementation Report of 2022[3] describes recommendations to achieve the SaFE vision. In late 2022, the SaFE Equity Workgroup composed of community members launched to co-plan implementation of four priorities: creating an updated Code of Conduct and piloting three programs: Fare Enforcement, Behavioral Health Support Program, and Transit Ambassador Program. Based on the biannual Rider/Non-Rider survey, customer satisfaction with safety increased 5% between 2022 and 2025. From January to June of 2026, the Behavioral Health Support team de-escalated 94 crises. Metro will review final recommendations on converting these pilots into programs, including budget for staffing, integrating them into existing organizational structures, and how to sustain community engagement in safety and security for 2028-2029 and beyond.

Updated Code of Conduct and Awareness Campaign
In the fall of 2024, Metro updated the "Code of Conduct" signs aboard buses. The new signs set clear expectations that are most important to Metro's employees and riders: respect, safety, and paying the fare. These new signs are easier to understand, multilingual, and include visual icons, as well as phone numbers and websites for riders to provide urgent and non-urgent feedback.

Fare Enforcement Resumption
To reinforce the updated Code of Conduct which includes the expectation that riders pay fares, Metro resumed fare enforcement in May of 2025 following a five-year pause amid the pandemic. The relaunch centered recommendations of historically marginalized people through partnerships with the Safety, Security, and Fare Enforcement Equity Workgroup, comprised of community members, operators, and a former FEO supervisor, a Partner Review Board comprised of community-based organizations, a Fares Cabinet comprised of community members. Metro is also partnering with regional transit agencies to increase fare education and awareness of enforcement. Metro is exploring ways to expand fare enforcement to additional routes.

Behavioral Health Support Program
The Behavioral Health Support (BHS) Program, launched in 2023, is a partnership between Metro and King County Department of Community and Human Services (DCHS) to provide behavioral health specialist outreach services at transit centers and onboard buses. The program recognizes the need for non-uniformed personnel who can connect with community members in a supportive and approachable way and help link people to resources without enforcement or judgment. In 2025, the BHS teams made nearly 10,000 customer contacts. From January to June 2026, the teams made 2,903 customer contacts and de-escalated 94 crises. BHS teams work closely with TSOs to determine the most appropriate response to individual situations.

Transit Ambassador Program
The Transit Ambassador Program, launched in 2023, provides customer support, language access, and wayfinding information. Transit Ambassadors create a welcoming environment for community members, are trained in de-escalation to assist operators, and help Metro riders feel safe and secure on transit. They provide non-security presence for riders who may not always feel comfortable or safe approaching traditional security or law enforcement personnel. On average, there are 20 Transit Ambassadors who are trained to help riders with wayfinding, fares, and

facilities requests. Transit Ambassadors also have in-language skills, and access to an interpretation service to use in the field to support customers. Transit Ambassadors' presence, customer service, and navigation assistance helps riders build their confidence which in turn, can help them feel safer.

Cleanliness

Maintaining clean physical environments on board buses, at bus stops, and at transit centers sets the tone for behavior and expectations for passengers to support. Feedback from Metro's annual Rider/Non-Rider survey indicated cleanliness affects customer perceptions of safety.4 Metro's Facilities and Vehicle Maintenance Teams clean every bus, shelter, and terminal. Buses are cleaned daily and receive a deep cleaning every 14 days. Based on Rider/Non-Rider Survey results, between 2024 and 2025, customer satisfaction with cleanliness inside buses increased 6 points to 77 percent satisfied. In 2024 Metro began cleaning stops and shelters 24 hours daily. Customer satisfaction with bus stop cleanliness increased 9 points in 2025.

Crime Prevention Through Environmental Design

In alignment with APTA's Bus Stop Design and Placement Security Considerations standard, Metro applies principles of Crime Prevention Through Environmental Design (CPTED).[5] CPTED includes clear lines of sight to provide 360-degree visibility around bus stops, sufficient lighting to deter illicit activities, and durable bus shelter materials to mitigate impacts of vandalism. In 2024, Metro replaced the glass in 60 percent of bus shelters with polycarbonate, which is more durable and doesn't shatter like glass, providing enhanced safety and reduced maintenance cost over time.

Safety and Security Committees

Metro has established both Safety Committees and Security Committees beyond those required by federal and state regulations6 and labor contracts7. There are Safety Committees and Security Committees at each of Metro's bus bases, and they convene monthly. Each committee includes elected bus operators and supervisors and provides a forum to elevate emerging safety and security concerns and proposed solutions. See Appendix C for a chart of all safety and security committees. Information from the Security Committee at North Base resulted in a focused Transit Zone Team deployed on the E-Line between 80th and 145th along Aurora Ave in Seattle. Metro also added a limited Transit Zone deployment during afternoon/evening hours at 85th southbound to assist operators, in response to reports from the North Base Security Committee. These adjustments are currently in a pilot phase but show a 32 percent reduction of incidents on the E-Line since Dec 2025, when compared to the same period the previous year.

C. How incident trends are monitored and used

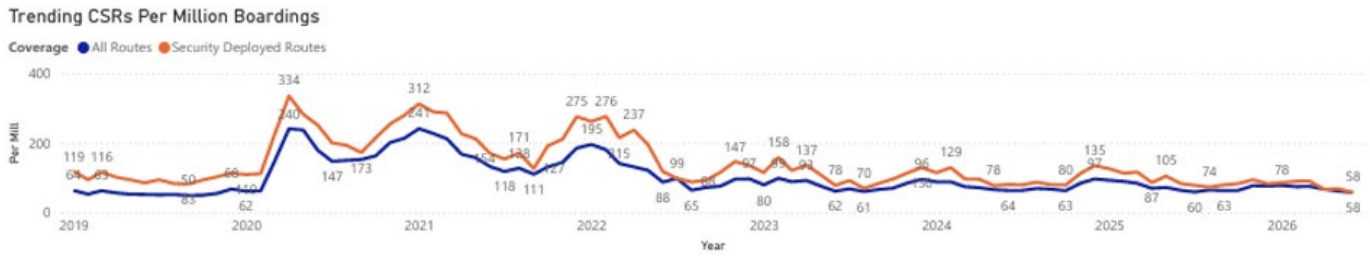
Metro uses security incident data to pinpoint specific routes of concern and develop unique deployment strategies that reduce risk to our employees and riders. The following examples illustrate how Metro monitors incident trends over time and uses security incident data to adjust and innovate new safety and security measures. All graphs show security incident trends since 2019, with data collected through June 2026. Coordinator Service Records (CSRs) refers to bus operator reporting, generated by Metro's Transit Control Center (TCC).

Total incidents

Figure one shows the sharp increase in incidents during the COVID-19 pandemic, both system-wide and on routes with security deployment. Metro introduced several new deployment strategies

in response to evolving incident trends. Overall, security incidents have stabilized since the pandemic, and on security deployed routes, incidents have reduced by approximately 50 percent since 2019.

Figure 1: Coordinator Service Records per Million Boardings 2019-2026



Sample Deployment Adjustment Based on Data

An incident type with a high rate of occurrence on Metro's system is Non-Destinational Riders (NDR)[8], referring to individuals seeking shelter on transit without an intended destination who will not deboard at a terminal. During the COVID-19 pandemic, NDR activity increased substantially as the closure of businesses and public spaces reduced available indoor options. This incident rate increase created heightened health risks related to potential virus transmission, and safety risks associated with increased the likelihood of escalated interaction when operators asked non-destinational riders to disembark the bus at the terminal. Analysis of incident data showed that most NDR incidents occurred during overnight service hours when limited resources and less Metro Transit Police (MTP) and Service Quality Supervisors were available to respond to safety challenges.

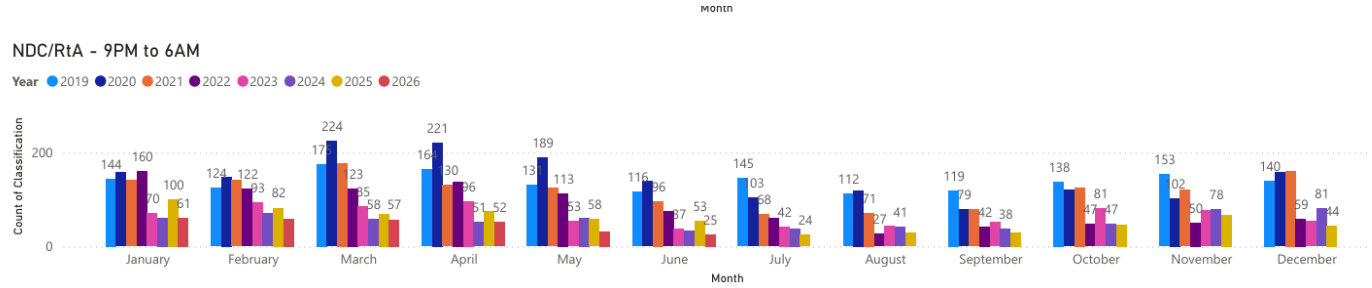
In April 2022, Metro piloted deployment to support overnight service based on these findings. Three TSO teams were assigned to the terminal stop with the highest rate of incident routes from 9:30 p.m. to 5:30 a.m. TSO teams were responsible for requesting that riders disembark, which removed operators from a potentially dangerous situation. The officers were also equipped with outreach supplies and shelter resource information to provide for those in need. In the initial pilot, the three deployments covered 60 percent of the overnight routes at the terminal. An additional 30 percent of overnight routes drove by the terminal and could request TSO assistance if needed. After the initial two months, Metro saw approximately a 35 percent reduction in rate of incidents. This reduction of incidents lasted for a couple of years. In late 2024 and early 2025, the data showed that NDR incidents were trending up from previous years. Operators were requesting additional overnight support, especially at terminals for routes the TSO teams did not support.

In response, Metro added three more TSO teams, deployed in March 2025, to provide TSO support on all overnight service routes. In addition to terminal support, the teams serve as an additional resource for the TCC to utilize in the case of emergent events. If an operator calls in an issue mid-route, the TCC can send the bus to a terminal and then assist the operator.

Figure 2 illustrates a 46 percent decline in rate of NDR incidents on overnight service between 2022 and 2023 when TSOs were initially deployed on high incident rate routes. Figure 3 also illustrates a 22 percent decline in rate of NDR incidents comparing May 2024 through April 2025 to the same time frame from 2025-2026 after TSOs were deployed across all overnight routes. In total, adding

TSOs to overnight service resulted in a 62 percent reduction of incidents comparing 2021 where there was no overnight deployment to 2026 when all posts were deployed.

Figure 2: Non-Destinational Rider incident rate on overnight service 2019-2026

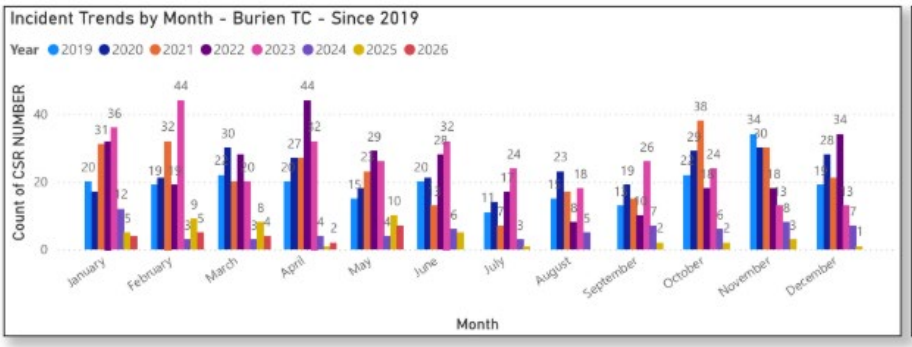


Transit Center Teams

During the winter of 2021 and 2022, incident reports and customer comments about security issues at Burien and Aurora Village Transit Centers increased with themes ranging from people using the transit centers for shelter to assaults and life safety issues. In response, Metro dedicated TSO resources to both transit center locations which as of July 2026 involves two TSOs stationed at each transit center 24 hours daily. This deployment provides security coverage for eight Metro routes at Burien Transit Center and four Metro routes at Aurora Village Transit Center, including the E-Line which has the largest ridership in Washington State. Within the first few months, Metro observed a decrease in incidents at both transit centers and eventually stabilized at approximately a 75 percent reduction in security reports from before the deployment was placed in April 2022.

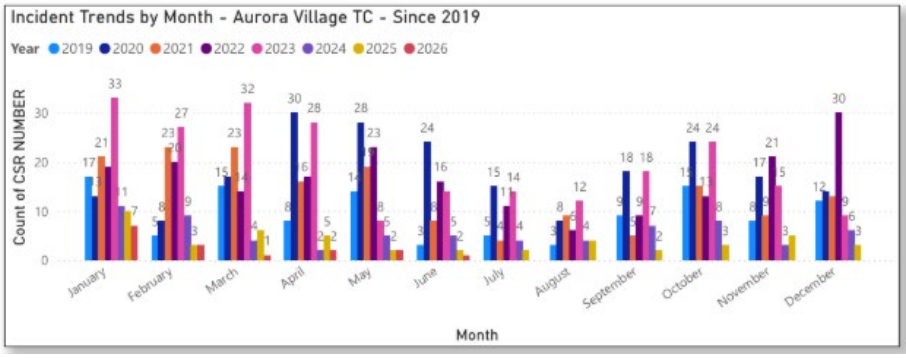
Deployment at these transit centers also resulted in increased TSO support for routes that service the location. Bus operators can ask for TSO assistance with security-related issues, which eliminates wait time for Service Quality Supervisors or Metro Transit Police to respond. On-site TSO support also enables other resources to be more responsive to en-route issues.

Figure 3: Monthly incident trends at Burien Transit Center 2019-2026



Month	2019	2020	2021	2022	2023	2024	2025	2026
January	20	17	31	32	36	12	5	4
February	19	21	32	19	44	3	9	5
March	22	30	20	28	20	3	8	4
April	20	27	27	44	32	4	1	2
May	15	18	23	29	26	4	10	7
June	20	21	13	28	32	6	5	
July	11	14	7	17	24	3	1	
August	15	23	17	8	18	5		
September	13	19	15	10	26	7	2	
October	22	29	38	18	24	6	2	
November	34	30	30	18	13	8	3	
December	19	28	21	34	13	7	1	
Total	**230**	**277**	**274**	**285**	**308**	**68**	**47**	**22**

Figure 4: Monthly incident trends at Aurora Village Transit Center 2019-2026



Month	2019	2020	2021	2022	2023	2024	2025	2026
January	17	13	21	19	33	11	10	7
February	5	8	23	20	27	9	3	3
March	15	17	23	14	32	4	6	1
April	8	30	16	17	28	2	5	2
May	14	28	19	23	8	5	2	2
June	3	24	8	16	14	5	2	1
July	5	15	4	11	14	4	2	
August	3	8	9	6	12	4	4	
September	9	18	5	9	18	7	2	
October	15	24	15	13	24	8	3	
November	8	17	9	21	15	3	5	
December	12	14	13	30	9	6	3	
Total	**114**	**216**	**165**	**199**	**234**	**68**	**47**	**16**

Transit Zone Teams

Transit zones refer to a bus stop or transit center. At bus stops, the zone includes the area around the bus used to board and deboard a bus. In 2021, concerns of fentanyl use on transit increased. Metro responded by increasing security deployment on routes with reports of drug use. By 2023, reports of drug use declined onboard and increased in certain transit zones.

To address drug use across transit zones, in the summer of 2023, Metro piloted deployment of TSOs along the A Line and E Line transit zones during their entire 10-hour shift. With the dedicated resources of TSO teams, every transit zone was visited seven to ten times a day to change behaviors and move non-transit activities away from transit. In 2025, Metro dedicated additional resources to expand transit zone security. In addition to the TSO teams that service the A and E Lines, a TSO team was added to support transit zones along 3rd Ave and S Jackson Street in Seattle. The deployments have been effective in deterring non-transit activities within transit zones to promote safety for passengers and operators. These data-informed adjustments reflect Metro's agile approach to Transit Security Officer deployment and demonstrate the effectiveness of increased security personnel to maintain a safe transit system for employees and riders.

IV. Conclusion

Metro's safety and security strategy reflects a comprehensive, data-driven, and community-centered approach that continues to produce measurable improvements across the system. Metro's resumption of fare enforcement in 2025, on-going adjustments to TSO and FEO deployments based on safety and security incidents with other strategies such as behavioral health support teams and transit ambassadors are producing measurable results. Metro continues to explore opportunities to expand reach of FEOs to additional routes. The Care and Presence model, focused on visibility, customer engagement, and support for transit workers, has strengthened incident prevention and improved customer satisfaction with safety based on Rider/Non-Rider survey data. Metro's investments in de-escalation training, equity-based practices, behavioral health partnerships, and the Transit Ambassador program exemplify Metro's values of safety and equity to address the full spectrum of rider and community needs.

Rates of transit worker assaults, customer incidents, injuries, and bus safety risks have all declined or stabilized, even as ridership has recovered post pandemic, targeted deployments such as overnight terminal teams, transit center assignments, and transit zone coverage have reduced

incidents involving non-destinational riders, supported transit worker safety, and improved customer satisfaction with safety. Integrated support from King County, community organizations, and regional partners further enhances Metro's ability to match appropriate resources to needs, reducing reliance on enforcement and strengthening long-term stability.

Together, these efforts demonstrate that Metro's balanced approach of combining security presence, customer service, community partnerships, and continuous improvement to effectively enhance safety while upholding Metro's values of equity and safety. As Metro continues refining deployment strategies and supportive services, the agency remains committed to creating a safer, more reliable, and more welcoming transit experience for all riders and employees.

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[1] Code of conduct - King County, Washington

[2] American Public Transportation Association Standards Program Transit De-Escalation Policy & Training Standard APTA-SS-SEM-RP-020-25. [LINK]

[3] The SaFE Implementation Report of 2022

[4] King County Metro 2025 Annual Report on Rider / Non-Rider Survey.

[5] APTA Bus Stop Design & Placement Security Considerations Standard. APTA-SS-SIS-RP-008-10

[6] WAC 296-800-13020:; eCFR :: 49 CFR 673.19 -- Safety Committees.

[7] Section 1.10 in ATU 527 Labor Contract

Appendix A

Full list of Metro's training requirements for onboarding contracted security personnel

1. General Security Officer Knowledge
    a. Security Awareness
    b. Legal Aspects of Security
    c. Observation Skills
    d. Note Taking
    e. Incident Reporting
    f. Report Writing
    g. Communication Principles
    h. Safeguarding Information
    i. Access Control
    j. Professional Ethics
    k. Professional Conduct
    l. Professional Appearance
    m. Care and Maintenance of Uniforms and Equipment

2. Public Transportation Expectations
    n. Customer Service
    o. Mental Health Crisis Intervention
    p. Bias Awareness
    q. Cultural Awareness
    r. Americans with Disabilities Act (ADA)
    s. Fire Extinguisher
    t. Traffic Control/Parking Lot Safety
    u. Transportation Worker Identification Credential – TWIC (Only for personnel assigned to cover the KC Passenger Ferry Terminal)

3. Critical Infrastructure and Critical Infrastructure Protection
    v. Department of Homeland Security (DHS) course(s)
    w. Federal Emergency Management Agency (FEMA)/National Incident Management System (NIMS) course(s) c. National Transit Institute course(s)
    x. Certification Courses
    y. First Aid, CPR, and AED certifications (to include opioid overdose identification and application of Naloxone)
    z. Verbal Judo (De-Escalation) or approved equivalent
    aa. Managing of Aggressive Behavior (MOAB) or approved equivalent
    bb. Practical and Tactical Handcuffing (PATH) or approved equivalent

5. Orientation to KC Metro Transit
    cc. Introduction to, relationships, and interactions of KC Metro Security Units (Downtown Seattle Transit Tunnel, Security Monitor Center, Park & Ride Patrol, and Fare Enforcement) and KC Metro Police Department
    dd. King County's Unlawful Transit Conduct code
    ee. Media Relations

ff. Photography Policy
gg. Contractor's and KC Metro Transit's Use of Force Policy and Review board procedures
hh. Other applicable training including On the Job Training specific for the deployment they will be assigned to i.e. Campus Patrol, Fare Enforcement, Marine, etc.)

Appendix B

As of June 2026, the main themes that come out of the Regional Transit Safety Task Force's recommended solutions are as follows:

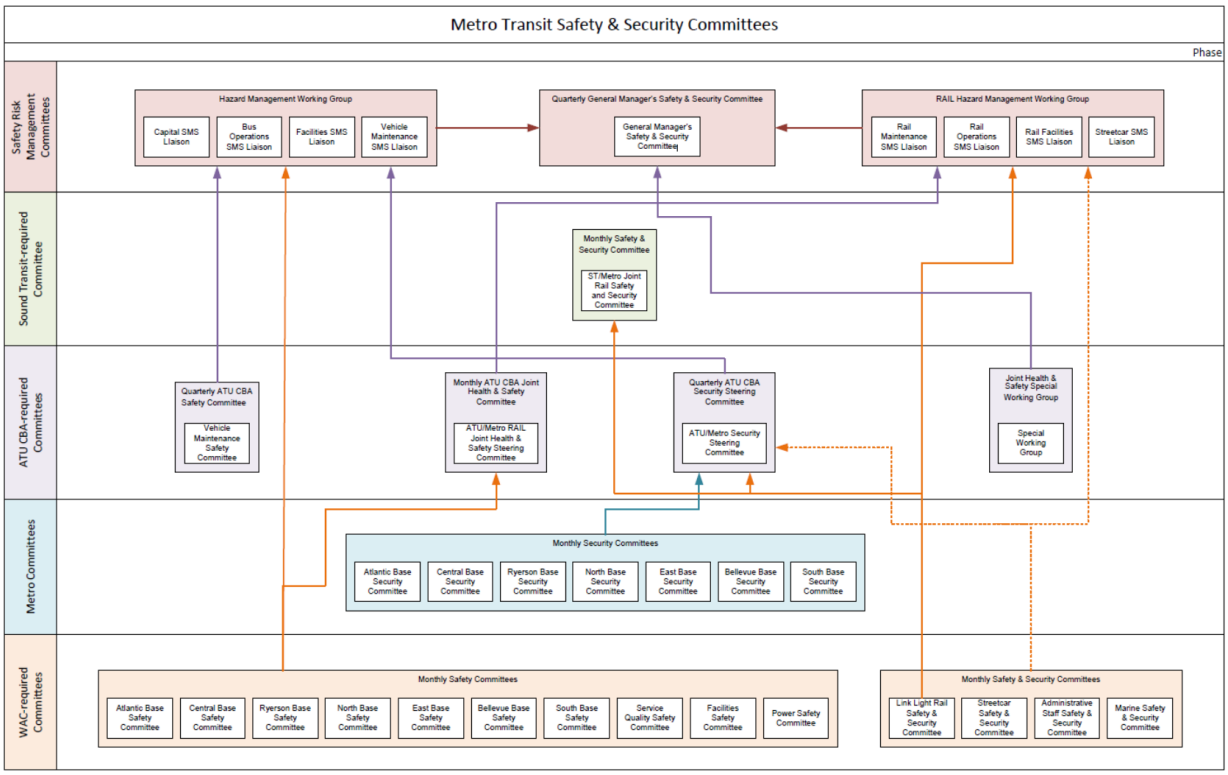
Regional solutions:

- Improved Response Times for Priority Incidents
- Clear Ridership Expectations and Consequences for Code of Conduct Violations
- Breaking Cycle of Violence

Solutions that fall under Metro's authority:

- Supporting employees before, during, and after incidents
    - Operator and frontline-worker protections
    - Reducing likelihood and intensity of incidents occurring
    - Timely and best fit response
    - Expanded wellness resources and trauma recovery support
    - Accessible reporting systems
- Improving reporting lifecycle for employees and the public

Appendix C



[8] Tracking Non-Destinational Rider (NDR) incidents is a requirement of [The National Transit Database (NTD) | FTA]

King County | **Office of the Executive**

Executive Girmay Zahilay
Chinook Building, CNK-EX-0800
401 Fifth Avenue, Suite 800
Seattle, WA 98104-2391

September 30, 2026

The Honorable Sarah Perry
Chair, King County Council
Room 1200
C O U R T H O U S E

Dear Councilmember Perry:

This letter transmits Metro's Bus Route Security Report, in compliance with Ordinance 20023, Section 116, Proviso P9, as amended by Ordinance 20086, Section 94.

As required, the enclosed report describes how Metro deploys contracted transit security officers (TSOs) and fare enforcement officers (FEOs) on-board bus coaches and the safety and security strategies Metro uses to improve employee and passenger safety. This report details bus deployment strategies based on data-informed decision making, on-going monitoring, and adjustments to improve the safety of employees and passengers, and to help promote a secure environment on and around transit.

As the report describes, Metro collects and closely monitors safety and security incident data to guide onboard deployment for optimal impact. Deployment strategy emphasizes visibility, engagement, de-escalation, and customer service rather than enforcement alone. Metro continuously evaluates and refines its deployment strategies based on performance data, emerging trends, employee feedback, community input, and changing operating conditions. Metro coordinates closely with employees, community partners, labor unions, Metro Transit Police, Metro Transit Ambassadors, and King County Behavioral Health Support teams to align resource management to community needs.

Metro currently contracts with PalAmerica to deploy TSOs and FEOs. Metro's Safety, Security, and Quality Assurance (SSQA) division manages contract security operations and ensures contract terms are maintained. Metro requires an extensive list of training courses in the onboarding process for all contracted officers. Metro resumed fare enforcement in

May of 2025 deploying FEOs on ten routes and is exploring opportunities to expand to additional routes for broader reach.

Focused pilots and expanded security services have produced measurable reductions in incidents. For example, the Transit Center deployment strategy resulted in a 75% reduction in security incidents reports at Burien and Aurora Village Transit Centers when comparing pre-deployment rates in April 2022 to post deployment in June 2026.

In 2025, Metro dedicated additional resources to expand transit zone security. In addition to the TSO teams that service the A and E Lines, a TSO team was added to support transit zones along 3rd Ave and S Jackson Street in Seattle. The deployments have been effective in deterring non-transit activities within transit zones to promote safety for passengers and operators.

Metro has established both Safety and Security Committees at each of Metro's bus bases. Each committee includes elected bus operators and supervisors and provides a forum to elevate emerging safety and security concerns and proposed solutions. Information from the Security Committee at North Base resulted in adjusted transit security deployments on the E-Line. These adjustments are currently in a pilot phase but show a 32 percent reduction of incidents on the E-Line since Dec 2025, when compared to the same period the previous year.

Integrated support from King County, community organizations, and regional partners enhances Metro's ability to match appropriate resources to needs, strengthening long-term stability. Rates of transit worker assaults, customer incidents, injuries, and bus safety risks have all declined or stabilized post-pandemic.

Metro's safety and security strategy reflects a comprehensive, data-driven, and community-centered approach that continues to produce measurable improvements across the system, while upholding Metro's values of equity.

Thank you for your consideration of this report. If your staff have questions, please contact Rebecca Frankhouser, Director of Safety, Security, and Quality Assurance, Metro Transit Department, at 206-477-3976.

Sincerely,



for

Girmay Zahilay
King County Executive

Enclosure

cc: King County Councilmembers
ATTN: Stephanie Cirkovich, Chief of Staff, King County Council
Melani Hay, Clerk of the Council
Karan Gill, Deputy Executive, Office of the Executive
Jasmin Weaver, Chief of Staff, Office of the Executive
Hyeok Kim, Chief Operating Officer, Office of the Executive
Sierra Howlett Browne, Director of Government Relations, Office of the Executive
Garrett Holbrook, Council Relations Manager, Office of the Executive
Michelle Allison, General Manager, Metro