



Signature Report

Ordinance 18894

Proposed No. 2019-0133.1

Sponsors McDermott

1 AN ORDINANCE establishing the alignment and station
2 locations of the RapidRide H Line (Burien-White Center-
3 Delridge-Seattle).

4 STATEMENT OF FACTS:

5 1. Via Ordinance 18449, enacted January 23, 2017, the King County
6 council adopted and executive signed King County Metro's long-range
7 transit service and capital plan, METRO CONNECTS, which identifies an
8 expanded network of future RapidRide lines for implementation, including
9 the H Line (Burien-White Center-Delridge-Seattle).

10 2. Via Ordinance 18301, enacted June 16, 2016, the council approved the
11 2015 update to Metro's Strategic Plan for Public Transportation 2011-2021
12 and associated Service Guidelines. The plan describes current and future
13 planning work required to implement additional RapidRide bus rapid
14 transit service in King County.

15 3. Via Ordinance 18409, enacted November 27, 2016, the council adopted
16 and executive signed the 2017-2018 Biennial Budget, included Section
17 132, Provisos P4 and P5 requiring Metro to submit reports describing the
18 process for implementing new RapidRide lines.

19 4. Via Motion 14956, enacted September 18, 2017, the council approved

20 Proviso P5, titled "Implementation of New RapidRide Lines/METRO
21 CONNECTS RapidRide Expansion," which identifies the H Line as one of
22 the first two next generation RapidRide lines to be implemented.

23 5. Via Ordinance 18835, enacted November 13, 2018, the council adopted
24 and executive signed the 2019-2020 Biennial Budget, including the capital
25 project 1132325 to implement the RapidRide H Line.

26 6. In 2017 and 2018, Metro and the Seattle Department of Transportation
27 (SDOT) conducted public outreach concerning proposed alignment and
28 station locations for the RapidRide H Line in the corridors in which it will
29 operate: Burien via Ambaum Boulevard Southwest; White Center via 15-
30 th Avenue Southwest; Westwood Village and West Seattle via Delridge
31 Way Southwest. As part of that public outreach, Metro consulted the
32 cities of Burien and Seattle to accommodate city priorities regarding
33 station locations and proposed right of way improvements, street and
34 facility design and proposed transit priority treatments, consistent with bus
35 rapid transit concepts.

36 7. The Proviso P5 report states that specific routing shall be determined
37 by the council and be consistent with the corridor descriptions in the
38 Proviso P5 report.

39 8. The proposed H Line alignment is consistent with the corridor
40 descriptions in the Proviso P5 report.

41 BE IT ORDAINED BY THE COUNCIL OF KING COUNTY:

42 SECTION 1. The RapidRide H Line (Burien-White Center-Delridge-Seattle)

43 alignment, general station locations, substantially as set forth in Attachment A to this
44 ordinance, is hereby approved to allow design and construction of RapidRide
45 infrastructure and facilities design and construction.

46 SECTION 2. Before the implementation of RapidRide service, the executive
47 shall notify the King County council and the affected cities of any substantial changes to
48 station locations. The notice to the King County council shall be filed in the form of a
49 paper original and an electronic copy to the clerk of the council, who shall retain the
50 original and provide an electronic copy to all councilmembers. Following
51 implementation, the transit department shall consult with the affected cities before
52 making any changes to the routing or station locations.

53 SECTION 3. Before the start of RapidRide H line service, the executive shall

54 submit a service change ordinance in accordance with K.C.C. 28.94.020 that identifies
55 hours of operation and service levels by period of the day.
56

Ordinance 18894 was introduced on 3/20/2019 and hearing held/closed and passed by the Metropolitan King County Council on 5/15/2019, by the following vote:

Yes: 8 - Mr. Gossett, Ms. Lambert, Mr. Dunn, Mr. McDermott, Mr. Dembowski, Mr. Upthegrove, Ms. Kohl-Welles and Ms. Balducci
Excused: 1 - Mr. von Reichbauer



KING COUNTY COUNCIL
KING COUNTY, WASHINGTON

Rod Dembowski, Chair

ATTEST:

Melani Pedroza, Clerk of the Council

RECEIVED
2019 MAY 28 PM 3:22
KING COUNTY COUNCIL
CLERK

APPROVED this 24 day of MAY, 2019

Dow Constantine, County Executive

Attachments: A. RapidRide H Line, B. RapidRide H Line Alignment Public Engagement Summary

Attachment A: RapidRide H Line

The H Line will travel thirteen-and-a-half miles between Burien Transit Center, White Center, Westwood Village, north Delridge, downtown Seattle, and South Lake Union. The H Line will connect medium and high density residential development with employment, commercial services, recreational destinations, and community assets. The H Line will connect three regional growth centers (Burien, Seattle Downtown, Seattle South Lake Union), two City of Seattle-designated residential urban villages (Westwood, Highland Park), and one King County-designated activity center (White Center). The H Line will also connect to many frequent transit routes that serve local and regional destinations.

The H Line will replace Metro's Route 120 between Burien Transit Center and the Seattle Central Business District. The H Line alignment substantially duplicates and replaces the current Route 120 path. The one major exception is extension of the northern terminus of the route to South Lake Union at Harrison Street, via Westlake Avenue North, Lenora Street, and Blanchard Street. Northeast of 3rd Avenue, this northern extension will serve the same alignment and stations as the existing RapidRide C Line. An additional exception is that the H Line will operate on Southwest 150th Street between Ambaum Boulevard Southwest and the Burien Transit Center, compared to the current Route 120 pathway on Southwest 148th Street. The H Line layover location and associated pathway beyond the terminal station at Westlake Avenue North and Harrison Street is yet to be determined.

Station Spacing

H Line stations have an average spacing of one-third of a mile apart. This station spacing reflects consideration of RapidRide design standards, and a number of factors that guide RapidRide stop/station optimization, including development density, development patterns, potential ridership, safety, traffic control, and customer accessibility.

Station Locations

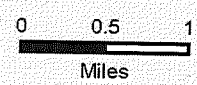
Stations serving both directions of travel will be located at or near the following thirty-one intersections along the H Line alignment. Station locations that are existing RapidRide stations are noted in the listing and map below. Station locations may be shifted due to design limitations.

- Westlake Avenue North and Harrison Street (existing)
- Westlake Avenue North and 9th Avenue (existing)
- Blanchard Street and 6th Avenue (existing, northbound only)
- 3rd Avenue and Virginia Street (existing)
- 3rd Avenue and Pike Street (existing)
- 3rd Avenue and Seneca Street (existing)
- 3rd Avenue and Columbia Street (existing)
- Delridge Way Southwest and Southwest Andover Street
- Delridge Way Southwest and Southwest Genesee Street
- Delridge Way Southwest and Southwest Hudson Street
- Delridge Way Southwest and Southwest Findlay Street

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- Delridge Way Southwest and Southwest Graham Street
- Delridge Way Southwest and Southwest Holly Street
- Delridge Way Southwest and Southwest Myrtle Street
- Delridge Way Southwest and Southwest Holden Street
- Delridge Way Southwest and Southwest Thistle Street
- Delridge Way Southwest and Southwest Henderson Street
- Southwest Barton Street and 26th Avenue Southwest
- Southwest Roxbury Street and 26th Avenue Southwest
- Southwest Roxbury Street and 20th Avenue Southwest
- 15th Avenue Southwest and Southwest Roxbury Street
- 15th Avenue Southwest and Southwest 102nd Street
- 15th Avenue Southwest and Southwest 107th Street
- 16th Avenue Southwest and Southwest 112th Street
- 16th Avenue Southwest and Southwest 116th Street
- Ambaum Boulevard Southwest and Southwest 122nd Street
- Ambaum Boulevard Southwest and Southwest 128th Street
- Ambaum Boulevard Southwest and Southwest 136th Street
- Ambaum Boulevard Southwest and Southwest 142nd Street
- Ambaum Boulevard Southwest and Southwest 148th Street
- Southwest 150th Street and 6th Avenue Southwest
- Burien Transit Center

Layover and associated pathway to be determined



Elliott Bay

SEATTLE



RapidRide H Line

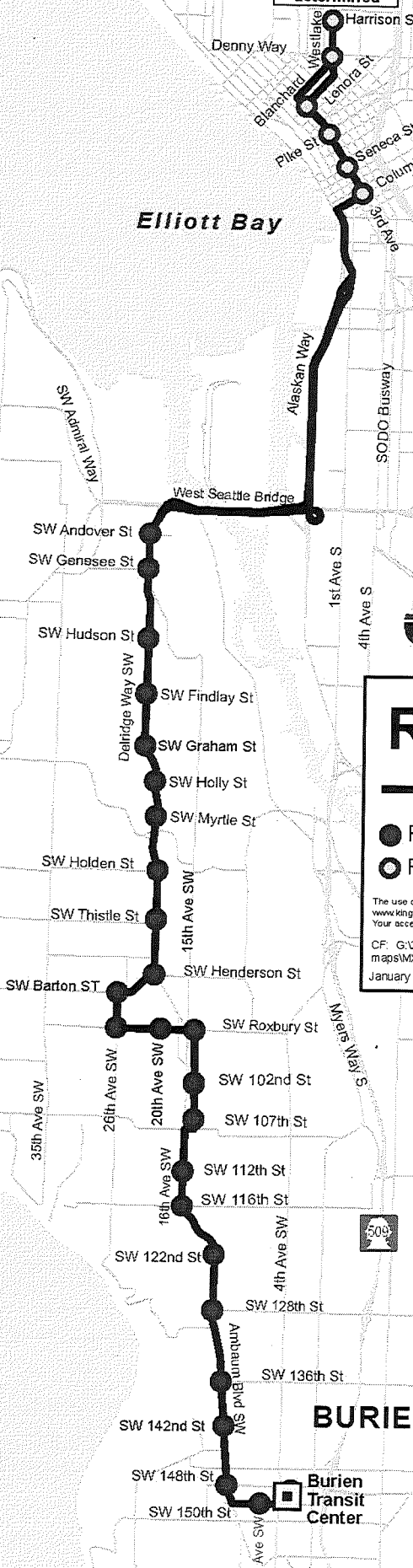
— New route

● RapidRide H Line station pair (new station)

○ RapidRide H Line station pair (existing station)

The use of the information in this map is subject to the terms and conditions found at www.kingcounty.gov/Services/sign/Maps/terms-of-use.aspx. Your access and use is conditioned on your acceptance of these terms and conditions.

CF: G:\2018-Service-Changes\September 2019\maps\WXD\OroHLine
January 29, 2019



BURIEN

Burien Transit Center



Attachment B: RapidRide H Line Alignment Public Engagement Summary

Executive Summary

METRO CONNECTS, Metro's long-range plan adopted by King County Council in 2017, was shaped by input received from passengers, King County cities, Sound Transit and other transportation agencies, businesses and other stakeholders all working together to achieve a shared vision of better mobility in our region. This plan identified METRO CONNECTS corridor 1041 as a future RapidRide line. This corridor, designated the RapidRide H Line, followed the path of the current Route 120 serving Seattle Central Business District, Delridge and Burien.

Starting from the METRO CONNECTS vision, Metro conducted an extensive community engagement process to identify the preferred alignment and stop locations for the RapidRide H Line. This memo provides a summary of engagement process Metro used in order to identify the alignment presented in this ordinance.

Timeline

Engagement for RapidRide H Line began in September 2017 and continued into March 2018, however, most of the public facing community engagement occurred in January 2018. A breakdown of tasks undertaken are as follows:

- Rider alerts and email invitations sent throughout the duration of engagement
- The Needs and Priority Survey ran from November 15, 2017 to January 16, 2018. Surveys were conducted at in-person open houses, at intercept surveying, by mail. Surveys were available in both online and paper formats.
- Postcard invitation for our in-person open houses was mailed in late December 2017
- Our online open house was live from January 5 to January 17, 2018
- Intercept surveys were conducted from January 5 and January 9, 2018
- The White Center and Burien open houses and Delridge community drop-in took place January 2018
- Community briefings, tabling, and presentations ensued throughout the first quarter of 2018
- Digital and print advertisements ran throughout January 2018

The overall project schedule is as follows:

H Line timeline

- 2016-2017
 - Identify corridors for upgrade to RapidRide service (in METRO CONNECTS, Metro's long range plan)

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- 2017
 - Partner with local jurisdictions to create the H Line
- 2017-2018
 - Evaluate existing conditions
 - Analyze environmental
 - Research H Line options and their potential impacts
 - Gather public input on community needs and priorities
 - Gather public input on routing and stops
 - Identify opportunities to improve transit speed, reliability, and service
 - Choose routing and stops
- 2018-2019
 - Advance design work
 - Gather public input on preferred concepts and final design
 - Plan construction
- 2020-2021
 - Finalize project partner agreements
 - Build infrastructure for H Line
- 2021
 - H Line begins service

Engagement Methods

Metro undertook an extensive engagement effort to gather input from communities that will be affected by Metro Route 120's upgrade to RapidRide H Line. Following King County's Equity and Social Justice (ESJ) principles, Metro used methods that equitably engaged historically marginalized communities and included current bus riders, potential H Line riders, and other interested community members.

Tools used to reach current riders, potential H Line riders, and other interested community members included an online survey, on-the-ground conversations with Route 120 riders, in-person open houses, promotional flyers, mailers, ethnic media outreach, tabling, briefings and presentations, rider text and email alerts, partnerships with community-based organizations, and a robust array of informational print materials.

The strategies for each tool are described below:

Online Open House

The online open house provided detailed information about RapidRide, images of the project display boards, examples of the route options, survey questions, an interactive map, and prompts to write open-ended comments. It was accompanied by a needs and priorities survey which solicited detailed information about rider behaviors, preferences, desired improvements to service and access-to-transit.

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These online engagement tools were offered as a digital way for members of the public to get involved on their own time and at their own pace, increasing the opportunity for engagement if someone was not able to make an in-person event or was not met by a street team member at a bus stop.

On-The-Ground Conversations

Metro conducted intercept surveys – on the ground conversations where a Metro team member intercepts a rider at their bus stop to discuss H Line – at seven key locations along Route 120. Teams engaged riders at:

- Burien Transit Center
- Ambaum Blvd SW and SW 132nd St
- 15th Ave SW and SW 107th St
- 15th Ave SW and SW Roxbury St (stop nearest SeaMar Health Clinic and Department of Health and Human Services)
- 25th Ave SW and SW Barton St (stop nearest Westwood Village)
- Delridge Way SW and SW Holden St
- Delridge Way SW and SW Andover St

Each stop was visited at least three times and surveying occurred January 4-6 (Thursday – Saturday) and January 8 and 9 (Monday and Tuesday) between 7-10 a.m., 3-6 p.m., and 11 a.m.-2 p.m. (weekday) or 10 a.m.-2 p.m. (weekend). This effort allowed us to engage directly Route 120 riders – the audience most likely to ride RapidRide H Line.

In-Person Open House

The Metro engagement team planned two open house events—one in Burien and one in White Center. In partnership with Seattle Department of Transportation (SDOT), Metro also organized a drop-in session for the Delridge community.

Each event was organized by stations so attendees could pick and choose what information they wanted to learn more about. Each station either provided information about Metro's expanding RapidRide program or about Route 120's upgrade to RapidRide H Line. Once attendees had a basic understanding of what an upgrade to RapidRide entailed they were asked to provide input on stop consolidation, alignment variations, and possible access-to-transit improvements via survey, comment-cards, and by pinning locations on a map. SDOT staff were present to discuss RapidRide and additional improvements happening in the Delridge corridor. The events' informal format allowed the public to personal conversations with project task leads and engagement staff.

Burien

The Burien open house took place on Wednesday, January 10, from 5 to 8 p.m. at

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the Burien Community Center's Shorewood Room. Forty-eight community members attended the event.

White Center

The White Center open house was conducted on Thursday, January 11, from 5 to 8 p.m. in the Mount View Elementary School cafeteria. In total, 40 members of the public were present at the event.

Delridge

Metro partnered with SDOT to host a drop-in style event at the Youngstown Cultural Center that included the Delridge Neighborhoods District Council and members of local service and community agencies. A total of 47 individuals participated in the event.

Promotional Materials

The team began engagement by raising awareness of the project through website updates, rider alerts, on-bus notices such as rack cards and coach posters, and a postcard mailed to homes and businesses within a third-mile radius of the project corridor. The team also placed English and foreign-language ads in local blogs, radio stations, and publications.

Ethnic Media

Metro prioritized engagement through non-English traditional and social media. Working with KW Media, Metro focused its media campaign on communities that speak Spanish, Khmer, Vietnamese, and Somali. Facebook ads and ethnic media outlets were used to translate materials to audiences. In all, the paid campaign strategy generated 308,000 impressions.

Facebook Ads

- Primary: Spanish, Vietnamese
- Secondary: Khmer
- Note: Somali language not available on Facebook

Other Multicultural Media Outreach

- KNTS-FM (RADIO LUTZ)
 - 30-second ad in Spanish
- Nguoi Viet Tay Bac (NW Vietnamese News)
 - print ad in Vietnamese
- Runta (a Somali/African news site)
 - digital ad in English

Community-Based Organization Engagement

More than 40 community organizations and facilities serving and/or representing traditionally underrepresented populations (e.g., senior centers, youth organizations, service organizations and sociocultural groups) were engaged to help inform and involve those populations.

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Engagement methods included:

Email

Emails were sent to 21 community-based organizations informing them of the upcoming route change and inviting them to engage with the project by scheduling a briefing, attending an open house, participating in the survey, and sharing project information. The emails contained translated surveys, H Line fact sheet, and RapidRide program folio.

Organizations emailed:

- Alliance of People with disAbilities
- Cambodian Cultural Alliance of Washington
- Disability Rights Washington
- Discover Burien
- Filipino Community Center of Seattle
- Northwest Center
- Para Los Niños
- Pigeon Point Community Council
- Puget Sound Sage (SouthCORE)
- Refugee Federation Service Center
- Salvation Army of White Center
- Seattle Southside Chamber of Commerce
- Somali Community Service Coalition
- Somali Youth and Family Services
- Sound Generations
- South King County Cultural Coalition
- Southwest Youth and Family Services
- The Lighthouse for the Blind, Inc.
- Vietnamese Friendship Association
- Village of Hope Community Center
- El Centro de la Raza

In-Person Materials Delivery

Materials were dropped off at 11 community-based organizations as well as several White Center and Burien businesses located along the current Route 120. Emphasis was placed on businesses whose customer base included a high number of Spanish and Vietnamese speakers. These businesses received translated materials in addition to English language materials.

Other community gathering locations that received materials were Dubsea Coffee, Greenbridge Southwest Boys and Girls Club Community Center, White Center Library, Greenbridge Library, Burien Library, and Burien Community Center.

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Several senior organizations received hand-delivered printed materials to mitigate any access-to-technology barriers. Those organization include:

- Arrowhead Gardens, Seattle
- Daystar Retirement Village, Seattle
- El Dorado West Retirement, Burien
- Merrill Gardens at Burien, Burien
- Senior Center of West Seattle, Seattle
- Conbela Apartments, Seattle

Tabling

Every month, “ORCA To Go” conducts in-person ORCA card sign-ups at the Burien Community Center. The H Line engagement team brought information about the new RapidRide line to a January sign-up session. The team spoke with diverse stakeholders, including a high number of seniors.

Briefings and Presentations

Metro offered to meet with key community organizations and provide a briefing on changes RapidRide would bring to affected communities. The following organizations accepted the request:

- North Highline Unincorporated Community Council
- South King County Mobility Coalition
- Metro Transit Advisory Board
- City of Seattle Transit Advisory Board
- Delridge Community Council
- Delridge Community Development Coalition

This opportunity allowed Metro to provide more in-depth information on H Line and keep key influencers aware of current plans.

Community Partner Involvement

Community partnerships are integral to successful project implementation. To maximize engagement in White Center, Metro forged an early partnership with the White Center Community Development Association (WCCDA), which works to build a vibrant, connected, economically diverse community.

WCCDA’s staff offered deep knowledge about the concerns and priorities of White Center residents. They provided bilingual staff who provided interpretation services on-the-ground during intercept surveys, at in-person open houses, and offered consultation on optimal locations for targeted neighborhood engagement.

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Metro also activated public transit educators to provide bilingual/bicultural support during intercept surveys and open houses and to ensure project materials were culturally-appropriate. Public transit educators are professionals located throughout King County who serve as resources to Metro and as liaisons between Metro and community members.

Metro offered specific engagement to the senior community. Senior living facilities are located throughout Seattle, White Center, and Burien. The team collaborated with SDOT to provide engagement to key senior organizations throughout the corridor.

Print Materials

Every engagement opportunity featured a collection of materials to help inform the public. Materials were created with the intention that they could stand alone in giving a member of the public a basic understanding of the overall project and where they could get more information if they so choose in addition to what the focus of the piece was (e.g., H Line overview information with the survey on route alignment options). The following is a list of materials created to help inform and request community input:

- Postcard invitation
- Rack card
- Project folio
- Project factsheet
- Open house display boards
- Maps
- Promotional flyer
- Comment cards
- Email invitations
- Rider alerts
- Digital ads
- Print ads
- Online survey
- Online needs and priorities survey

The printed project fact sheet, folio, and survey were translated into Spanish, Vietnamese, Khmer, and Somali. The online forums for feedback (the Needs and Priorities Survey and online open house) allowed for real-time translation into over 30 languages using Google Translate. The online forums were also accessible to visually- and hearing-impaired individuals.

Additional Engagement Opportunity

Art Walk

The City of Seattle's 1% for Art program requires that one percent of eligible City of Seattle capital improvement project funds be set aside for the commission, purchase, and installation of artworks in a variety of settings. By providing opportunities for individuals to encounter art in parks, libraries, community centers, on roadways, bridges and other public venues, the City can simultaneously enrich citizens' daily lives and give voice to artists.

Metro and SDOT partnered to attend an art walk along the Seattle portion of the proposed H Line corridor. There, Metro provided adults and children with round trip transit tickets and

listened to their suggestions for public art. The occasion allowed Metro to continue to build awareness of the project in an affected area.

How Feedback Informed Alignment Decision

Based on the wealth of feedback, the RapidRide H Line design team reconsidered its routing proposal. After examining individual feedback about the routing alternatives in White Center, the decision was made to keep the existing routing (White Center Option 1). An overwhelming number of online open house respondents chose Option 1. Concerns about Option 2 connectivity to other routes weighed heavily on the decision. For the Burien alternatives, easier access to the downtown Burien business district, as well as relatively positive sentiments about a new future stop at 6th Ave SW and SW 150th St, made Option 2 the favored alternative.

Community feedback also helped to decide that H Line's proposed stops will be spaced one-third of a mile apart. This decision will help to meet community expressed needs and priorities and preserve ease of access while providing better bus speed and reliability. This equates to a typical two to three-minute increased walk time for future H Line riders compared to current walk times.

Other design features that were influenced by community feedback are the addition of pedestrian beacons, crosswalks, curb ramps, and sidewalks. These features have been added throughout the length of the alignment to address community concerns about safety in accessing transit stops.

The need for lighting will also be addressed in final design to address safety at bus shelters. Questions about specific locations where lighting is needed will be asked during the next phase of community engagement.

Equity and Social Justice

Metro is committed to robust public engagement that informs, involves, and empowers people and communities. Outreach for the RapidRide H Line project reflected an Equity and Social Justice (ESJ) approach. A demographic analysis of the Burien and White Center neighborhoods confirmed that languages spoken throughout the corridor are Spanish, Vietnamese Khmer/Cambodian, Tagalog, Somali, Oromo, Laotian, Arabic, and Tigrinya. Of these languages, Spanish, Vietnamese, Khmer, and Somali fall into King County translation threshold of greater than 5 percent of the population. All key project materials were translated into these four languages; interpreters for these languages were present at all in-person events.

ESJ engagement focused on:

- Using a variety of methods to engage the community, with a focus on inclusivity, equity, and social justice

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- Building broad project awareness and understanding, and ensuring information is available to populations with limited English proficiency
- Consulting with the community to learn about their needs and priorities, identify project opportunities, and find ways to balance tradeoffs
- Collaborating with the community to explore concepts for change and influence project outcomes and decisions so they meet community interests
- Working with the community in a manner that builds trust, capacity, and fair opportunity to participate in County government practices

Project-Area Demographics and Translations/Interpretations

A demographic analysis of the White Center and Burien neighborhoods was conducted using data from the U.S. Census Bureau, 2011-2015 American Community Survey 5-year estimates, the White Center Community Development Association’s 2017 White Center Community Survey, and the City of Burien Strategic Plan 2017-2020.

Census tracts analyzed were: 107, 114.01, 114.02, 265, 266, 267, 268.01, 275, 276, and 279. Findings informed our recommendations for effective inclusive engagement. Key demographic characteristics were: language spoken, age (youth, seniors), income level, and educational attainment.

Demographics

Site	Census Tract(s)	Common Languages Spoken (%)	Other Characteristics Showing Significant Representation
Seattle Segment (engagement led by SDOT and supported by Metro)			
High Point	107.01	African Languages (30%) -Primary over 5% identified as Somali	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Delridge Way SW & SW Thistle St	114.01	-Spanish (16%) -Vietnamese (4%) -African Languages (4%)	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Delridge Way SW & SW Barton St	114.02	-Spanish (13%) -African Languages (7%) -Primary over 5% identified as Somali	<input checked="" type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income

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		- Pacific Island Languages (5%) -No individual language over 5% -Chinese (4%)	<input checked="" type="checkbox"/> Educational Attainment
Unincorporated King County – White Center/North Highline (engagement led by Metro and supported by SDOT)			
NE White Center Greenbridge	265	-Spanish (15.5) -Vietnamese (10.2) -African Languages (6.7) -Pacific Languages (7) -No individual language over 5%	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
NW White Center N. Shorewood	266	-Spanish (16.2) -Vietnamese (7.5) -African languages (8.2) -Primary over 5% identified as Somali	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
SW White Center Shorewood	267	-Spanish (10.2) -Vietnamese (3.9) -Tagalog (1.8) -Pacific languages (2.7)	<input type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
SE White Center White Center Heights	268.01	-Spanish (27.2) -Vietnamese (5.3) -Pacific languages (3.8) -Chinese (2.7) -Mon-Khmer, Cambodian (2.5)	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Burien (engagement led by Metro and supported by SDOT)			
Evansville Ambaum Corridor East Burien SW 128th St to SW 146th St	275	-Spanish (17.6) -Vietnamese (9.2) -Mon-Khmer, Cambodian (2.3)	<input checked="" type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment

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Seahurst Park Ambaum Corridor East	276	-Spanish (37.2)	<input type="checkbox"/> Senior <input checked="" type="checkbox"/> Youth <input type="checkbox"/> Disabled <input checked="" type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment
Downtown and Lake Burien	279	-Spanish (9.8) -Tagalog (2.3) -African languages (1.7)	<input checked="" type="checkbox"/> Senior <input type="checkbox"/> Youth <input checked="" type="checkbox"/> Disabled <input type="checkbox"/> Low Income <input checked="" type="checkbox"/> Educational Attainment

Breakdown of In-Language Strategy for H Line

Tier	Language	Translation		Interpreters			Ethnic Media		Social Media	Briefings		Stakeholder Outreach		
		Key materials (foto and survey)	Language line "if you need this information translated" (mailer)	Hired at events (no request)	Translated line highlighting interpreters are available upon request (mailer)	An English line highlighting interpreters in other languages available upon request	Paid ads	Earned (press release)	Paid ads	Targeted	Offered	Outreach to advocacy organizations to help spread the word	Community liaison support	Email and phone calls to advocacy organizations
1	Spanish	X	X	X	X ¹		X	X	X	X		X	X	X
1	Vietnamese	X	X	X	X ¹		X	X	X	X		X	X	X
2	Somali	X	X		X		X	X	X	X		X	X	X
2	Chinese	X	X		X		X	X		X		X		X
2	Cambodian	X	X		X		X	X		X		X		X
2	Tagalog	X	X		X		X	X		X		X		X
3	Oromo					X		X		X		X		X
3	Laotian					X		X		X		X		X
3	Tigrinya					X		X		X		X		X
3	Arabic					X		X		X		X		X

¹Translated line stating that Spanish and Vietnamese interpreters will be present at the event.

Accessibility

The project fact sheet, folio, and survey were translated into Spanish, Vietnamese, Khmer, and Somali. King County determines language translation by whether five percent of more of residents, in a given project area, speak a language other than English and speak English "less than very well."

At events, interpreters and in-language public transit educators were available to assist attendees who need interpretation in any of these four languages. Translation and interpretive services were offered upon request for other languages. In addition to translating all printed materials into key languages by demography, the online forums for feedback (the Needs and Priorities Survey and Online Open House) allowed for real-time translation into over 30 languages. The online forums were also accessible to visually- and hearing-impaired individuals.

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Community Partner Involvement

Metro developed partnerships with key community groups throughout Burien and White Center at the outset of engagement planning efforts. Community partnerships are integral to successful project implementation and Metro wants to maximize engagement to these affected communities with the most culturally-competent efforts as possible.

Organizations Metro partnered with during this initial phase of engagement were:

- White Center Community Development Association
- Metro Public Transit Educators
- South Seattle College Senior Adult Education
- Daystar Retirement Village
- Conbela Apartments
- Navos
- Merrill Gardens
- El Dorado West Retirement Home
- Arrowhead Gardens, Seattle
- Senior Center of West Seattle

Ethnic Media

Ethnic media was a critical tool in this phase of engagement. Metro prioritized engagement to communities that whose preferred languages were Spanish, Khmer/Cambodian, Vietnamese, or Somali. Working with consultant KW Media, the team developed a paid advertising campaign using Facebook Insights. The campaign targeted Facebook users who indicated they spoke on the preferred and lived with within 25 miles of the communities affected by the H Line alignment. Local in-language and community-based media was also leveraged to reach community who Metro has not historically engaged. Altogether, the paid ad campaigns generated 308,000 impressions.