

Planning and Engineering Services for Metro Route 106 Speed and Reliability Improvements

November 10, 2025

Outreach Summary and Survey Analysis Report



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Acronyms and Abbreviations

TBD: To Be Determined

BIPOC: Black, Indigenous, and People of Color

CBO: Community-Based Organization

LEP: Limited English Proficiency

Metro: King County Metro

SDOT: Seattle Department of Transportation

1. Executive Summary

King County Metro (Metro), in collaboration with the Seattle Department of Transportation (SDOT), King County Road Services, and the City of Renton, is studying transit improvements for Route 106 to reduce bus travel times, improve reliability, and increase overall customer experience.

For this study Metro used meaningful, inclusive, and community-driven approaches to develop, provide, and evaluate mobility choices and supporting infrastructure that serve low- and no income people, black, indigenous, and people of color, immigrants and refugees, people with disabilities, and limited-English speaking communities in a way that works for them.

To identify transit improvements that will provide faster, more reliable bus service, Metro informed the community and gathered feedback through a multilingual online survey, a Metro Matters multilingual blog post, business and rider outreach. Between September 9 through October 3, 2025, the team connected with more than 172 community members: 128 riders and residents, and 44 small businesses across Renton, Skyway, and Rainier Valley. The following report summarizes outreach methods, community feedback, and key findings that will inform Route 106 design decisions.

Key findings include:

- **Route 106 is Essential for Daily Life:** Route 106 connects residents, workers, students, and businesses to key destinations and light rail stations. Businesses echoed this importance, noting that many customers and employees rely on the route.
- **Reliability and Frequency are Top Concerns:** While riders value Route 106's service, inconsistencies in bus arrivals, delays, and bus bunching undermine reliability.
- **Strengthening Connections and Communication:** Participants emphasized the need for reliable connections between Renton, Skyway, Rainier Valley, and downtown Seattle, with some riders unaware of key transfer points.
- **Safety is a Major Concern On and Off the Bus:** Safety concerns focus on pedestrian crossings, lighting, signal timing, fare enforcement, and behavior at stops and onboard.
- **Buses and Stops Need Upgrades:** Participants highlighted the need for newer, larger buses to reduce crowding, and clean, well-maintained stops with shelters, seating, and real-time information. Businesses emphasized that safe, accessible stop areas are critical to supporting both customers and employees.
- **Equity, Inclusive Access, and Culturally Responsive Outreach:** The presence of bilingual staff and multilingual materials was critical for reaching and engaging participants from diverse backgrounds. These interactions helped build trust with Spanish-speaking riders and others who might not typically engage through digital channels. Participants appreciated having information and conversations accessible in their preferred language, reinforcing the value of culturally responsive outreach.

Overall, the community requests that reliability, frequency, travel time, safety, and stop conditions be improved. Riders and businesses overwhelmingly support changes that make the route faster, safer, and more reliable, while ensuring equitable access and comfortable, well-maintained stops.

The engagement activities and feedback outlined from this report will be used to inform the design decisions made by the study team to improve Route 106 reliability, safety, and equitable access for all corridor users. Findings will guide evaluation of options related to bus stop spacing, signal timing, pedestrian safety at priority intersections, and increasing quick, reliable service where feasible.

2. Project Overview

King County Metro (Metro) is planning speed and reliability improvements along Route 106 to enhance travel time, safety, and comfort for riders between the International District, Rainier Valley, Skyway, and downtown Renton. The route serves approximately 5,000 riders each weekday, many of whom depend on reliable transit for work, school, and essential services.

Many Route 106 riders live in communities that Metro's Mobility Framework identifies as priority populations, including people with lower incomes, people of color, and those without access to a personal vehicle. These groups depend on reliable, affordable, and frequent transit to reach jobs, schools, and essential services. Centering their experiences and travel needs in project decisions reflects Metro's equity-focused approach and commitment to building a more inclusive transportation system.

Figure 2-1: Overall Map Route 106 corridor



Figure 2-1. Route 106 corridor map (International District – Rainier Valley – Skyway – Downtown Renton). Source: Metro.

3. Purpose and Goals of Engagement

Community engagement ensures that riders, residents, and business owners help shape decisions about changes to Route 106 including adjacent roadways and infrastructure. It also creates

opportunities to hear from people who rely on this route every day and to understand how improvements or changes might affect their mobility, safety, and comfort.

3.1 Purpose of Engagement and Desired Outcomes

The purpose of this engagement effort was to gather diverse input meant to inform the design and implementation of Route 106 speed and reliability improvements. By connecting with riders, residents, and businesses along the project route, Metro sought to understand daily travel experiences and identify opportunities to make bus service faster, safer, and more dependable. Feedback collected through these activities helps Metro ensure that design decisions reflect real travel patterns and community priorities, particularly for those who depend on transit the most.

Outreach efforts were designed to:

- Build trust and relationships with riders, businesses, and residents along the corridor.
- Gather feedback from historically underserved and transit-dependent communities.
- Identify barriers and opportunities for safer, faster, and more reliable service.
- Learn how route operations affect local businesses, residents, and riders, including those with limited English proficiency and mobility challenges.
- Understand how Route 106 connects to broader community needs such as access to work, school, healthcare, and cultural spaces.
- Ensure feedback directly informs decisions and strengthens transparency between Metro and the community.
- Collect feedback through in-person conversations, rider and business outreach, and a multilingual online survey.

3.2 Engagement Goals

The engagement strategy aimed to:

- Reduce barriers to participation through in-person and online, multilingual outreach.
- Collect feedback on the route 106 and how it is or is not working for riders
- Meet people where they already gather - such as libraries and bus stops with high ridership.
- Start developing a stronger Metro presence along the project route to foster better relationship building with riders, businesses, and communities.

3.3 Outreach Timeline

Phase	Dates	Activities
Planning	July – August 2025	Finalized engagement plan, logistics, and engagement materials

Implementation	September 9 – October 3, 2025	In-person outreach (tabling, bus stop, and business outreach)
Analysis	October - November 2025	Data synthesis and report preparation

4. Engagement Approach and Strategies

Between September 9 and October 3, 2025, Metro conducted a series of in-person and online engagement activities to identify transit improvements that can provide faster, more reliable bus service on Route 106. Outreach efforts focused on connecting with people in familiar community spaces and key locations where they already interact with Route 106. Each activity aimed to gather feedback from diverse audiences who rely on the route for their daily travel.

During the engagement phase, Metro engaged with community members in the following ways:

Action	Quantity	Duration	Description
Multilingual online survey (Amharic, English, Simplified Chinese, Somali, Spanish, and Vietnamese)	1	4 weeks	Online survey developed to gather feedback on the types of speed and reliability improvements important to riders and businesses.
Multilingual blog (Amharic, English, Simplified Chinese, Somali, Spanish, and Vietnamese)	1	4 weeks	Information was posted on Metro Matters online platform at the start of engagement. This included information about the study, access to the online survey, and how the community can share feedback at in-person events. Metro studying transit improvements on Route 106 – Metro Matters
Social media	15	4 weeks	Information posted to King County Metro platforms: X, Facebook, and Instagram.
Transit Alerts	10	4 weeks	Transit Alerts were sent to riders of Route 106 via text messages and email.

Business outreach activities	2	2 hours each	Project team visited 44 businesses along the Route 106 corridor to receive feedback on study, answer questions, and/or guide community members through the online survey.
Bus stop outreach activities	2	2 hours each	Intercept-style outreach hosted by the project team at bus stops with high ridership. Staff spent time talking to riders and passersby during peak times of the day.
Tabling	2	2 hours each	Tabling events hosted by the project team at the Renton and Skyway libraries. Staff shared project information and encouraged community members to take the survey.
Email	1	4 weeks	The project team monitored and responded to questions about the project

During each tabling, business, and bus stop outreach activity Metro distributed a **project fact sheet** providing an overview of the project, link to the blog and QR code to the survey – available in English with digital access to Amharic, Chinese, Somali, Spanish, and Vietnamese versions. Contact information was provided in multiple languages to ensure accessibility.

At each location, staff held intercept conversations, an approach that helped Metro better understand rider and business concerns and receive verbal feedback from participants. Metro staff was also able to engage with Spanish speaking communities at all outreach activities. The team also assisted participants interested in completing the survey.

In addition to in-person engagement, Metro provided a multilingual blog post and online survey to reach multilingual communities. The Route 106 Study blog was published on the Metro Matters page providing an overview of the Route 106 study, including project goals, engagement opportunities to share feedback, and a link to the survey ([Metro studying transit improvements on Route 106](#)).

Metro also sent out multiple Transit Alerts via text messages and email to inform Route 106 riders about the study and link to the take the online survey. To broaden awareness and complement in-person engagement, Metro implemented a coordinated social-media campaign across X (formerly Twitter), Facebook, and Instagram between September 9 and October 3, 2025. Five rounds of posts - published on September 17, 19, 22, 24, and 29 - aligned with key community-outreach activities

such as library tabling, bus-stop outreach, and door-to-door business visits. Messages encouraged riders and businesses to complete the multilingual survey and learn more about the study.

Figures 4-1 through 4-3 show examples of these posts.

Figure 4-1. Example X post promoting the Route 106 survey (Sept 17, 2025).



Figure 4-2. Example Facebook post highlighting library tabling events (Sept 22, 2025).



Figure 4-3. Example Instagram story inviting residents to share feedback (Sept 29, 2025).



These social-media efforts were part of Metro’s broader engagement strategy to provide online communications to help reduce barriers to participation and reach diverse audiences across Renton, Skyway, and Rainier Valley. The campaign expanded project visibility, increased survey participation, and strengthened Metro’s digital presence throughout the corridor.

In late September 2025, the Route 106 Speed and Reliability Study was mentioned in the *South Seattle Emerald* in coverage highlighting local transit projects. This recognition helped extend community awareness of the survey and demonstrated interest from neighborhood media in Metro’s ongoing efforts to improve reliability and safety along the 106 corridor.

Together, digital and in-person efforts ensured feedback from a broad cross-section of riders and business owners, capturing both quantitative and qualitative insights. In September 2025, Metro implemented the following activities:

Method	Date(s)	Description
Door-to-Door Business Outreach	Sept 10 -11	Visits to small businesses along MLK, Skyway, and Renton corridors.
Tabling Outreach	Sept 18 and Sept 22	Renton and Skyway Libraries engaged families, and unhoused residents.
Bus Stop Outreach	Sept 25 and Sept 30	Intercept conversations with riders at MLK JR Way S and S Othello St and Rainier Ave S and S Fisher Pl. (Figure 4-1)

Figure 4-1: Door-to-Door Businesses Route 106 corridor

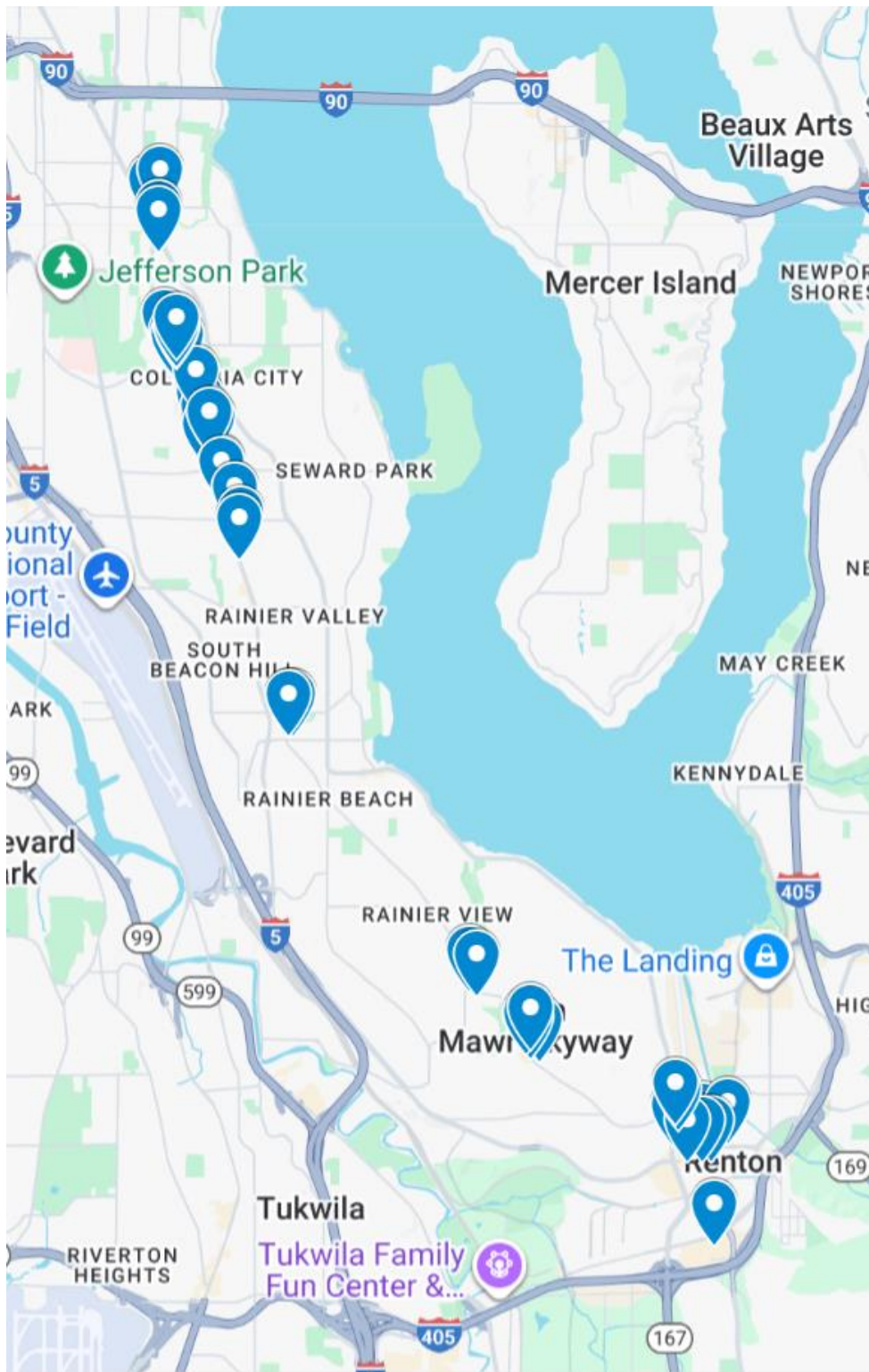


Figure 4-1. Door-to-door business outreach locations along MLK Jr Way S, Renton Ave S, and Skyway

Businesses Visited	
Jewel Cafe	Eyman's Pizza
Biojunction Sports Therapy	Bananas Grill
Vina Dental & Dentures Clinic	El Kiosko
Marco Coin Laundry	365 Mart
Rainier Restaurant	Skyway Model Shop
Best of the Best	Affordable Tire and Brake MLK
Los Antojitos del Barber	A Greener Today Marijuana - South Seattle
Cugini Florists & Fine Gifts	Firestone Complete Auto Care
Royal Orchid Restaurant	Polish You Pretty Nail Salon
Seattle Hair Salon and Beauty Supply	Union N Eritrean and Ethiopian bar and Restaurant
Pure Barre	Rainier Vista Boys & Girls Club
Billiard Hoang	Pristine Barber Studio
Allstate	Fortune Casino Renton
TacOrtiz	Law Office Of Cleodis Floyd Attorney
Afrik coffee and grocery	Asmara Shikor Fashion
Taqueria La Herradura	The Station Columbia City
Perfect Fit Framing	Triple T Auto Repair
Tommy's Cafe	Banh Mi Deluxe
Baked from the Hart	Elizabeth Thomas Homes
Arvue Eye Care	Big Island Poke
Ammana Houseware & Grocery LLC	Salima Specialties
Nazareth Market	First Pass Driving School of Seattle

4.1 Audiences Reached

Across all in-person and online engagement activities, approximately 345 individuals participated. This included:

- 128 riders and residents reached through tabling (63) and bus stop outreach (65)
- 44 small business representatives engaged through door-to-door visits
- 173 online survey participants
- Additional community members who shared input through informal conversations

Outreach at the Renton and Skyway Libraries also created opportunities to hear from unhoused individuals who rely on Route 106 to reach shelters, libraries, and essential services. Their input provided valuable insight into how reliability, comfort, and safety affect those who depend on transit most for daily mobility and access to resources.

The diversity of participants aligned with King County Metro's [Mobility Framework](#), which identifies South King County as home to many priority populations, including people with lower incomes, communities of color, immigrants, and individuals without access to a personal vehicle. Through this engagement, the project team effectively reached and heard from many of these communities, confirming that Route 106 plays a vital role in connecting residents who rely most on accessible, affordable, and reliable transit.

These participants provided insight into how reliability, frequency, and safety directly affect access to essential services.

5. What We Heard from the Community

Feedback from riders, residents, and business representatives provides a clearer understanding of how Route 106 is used, the challenges people experience, and the improvements they would like to see. Together, these perspectives highlight what matters most to those who depend on the route for daily travel, work, and access to essential services. The following section summarizes what community members shared during engagement activities, organized by outreach activity.

5.1 Tabling Outreach

Library tabling events created welcoming and inclusive spaces where families, youth, seniors, and unhoused individuals could learn about the project and share feedback. Staff engaged with 63 community members across both tabling events.



A photo of a staff member talking with a community member at the Renton Library

Renton Library (Sept 18, 2025):

- Community members engaged: 40
- Respondents appreciated the service and asked for more direct connections to downtown Seattle.
- Several community members were unaware that Route 106 provides service from the Renton Transit Center to the International District.
- Most participants do not currently take Route 106 but use other local routes.
- Riders who do use Route 106 were interested in learning more about the study and appreciated the 15-minute frequency increase on the route from the [2025 Fall Service Change](#).
- A few riders asked for more information about ORCA Lift, Youth ORCA cards, bus fares, and Metro Flex.

Skyway Library (Sept 22, 2025):

- Community members engaged: 23
- Community members support maintaining 15-minute frequency and discussed challenges crossing busy intersections near bus stops.
- Residents and library staff highlighted the need for better lighting and additional crosswalks.
- The majority of participants that shared feedback were Route 106 riders and were interested in learning more about the study.

- Several community members were unaware that Route 106 provides service to the Renton Transit Center and the International District.
- Some riders said they would like to see Route 106 provide direct service to downtown Seattle.
- A library staff member asked whether pedestrian improvements could be made near the bus stop outside the library.
- A few riders asked for more information about ORCA Lift, Youth ORCA cards, bus fares, and Metro Flex.

5.2 Bus Stop Outreach - Martin Luther King Jr Way S and S Othello St (7:00 am - 9:00 am)

Bus stop outreach at Martin Luther King Jr Way S and S Othello St (Stop ID 556551) allowed Metro staff to engage directly with Route 106 riders during their morning commute. This session focused on gathering real-time feedback about service reliability, travel patterns, and safety concerns from riders who use this stop regularly to connect to the light rail and other key destinations in Rainier Valley.

- **Date:** September 25, 2025
- **Audience:** Route 106 riders, mostly adults, seniors, and youth
- **Languages used:** English
- **Community members engaged:** 25

During rider conversations and on-site observations, several recurring themes emerged related to service reliability, frequency, and operations along Route 106 and overlapping routes.

Rider Feedback and Engagement on-site:

Throughout the morning, staff spoke with several riders who shared their experiences:

- A woman and her middle-school-aged daughter said they often experience delays and occasionally use Uber or scooters to avoid being late for school.
- Another parent requested that more frequent bus service be provided during school hours.
- One rider suggested increasing fare enforcement, noting that “many people, especially unhoused individuals, don’t pay.”

Field Observations:

Metro staff observed several patterns and issues along the Route 106 corridor near Martin Luther King Jr Way S and S Othello St.

- **Pedestrian and Traffic Activity**
The intersection saw heavy pedestrian traffic, with many crossing outside crosswalks or before signals. School buses were frequent. One older pedestrian was caught mid-crossing when the pedestrian light signal changed, briefly blocking traffic. While not directly affecting Route 106, this highlights a safety concern that could be mitigated by extending the walk signal timing.
- **Transit Connections and Rider Behavior**

Many people in the area appeared to be connecting to or from Link Light Rail. The southbound stop (56161) had low ridership, and the shelter was being used as temporary housing by an unhoused community member, limiting space for other riders. At 8:19 a.m., a Route 106 bus was visible three blocks away but did not arrive until 8:23 a.m., indicating congestion or signal delay along the corridor.

Some people used the bus shelter while waiting for rideshares. Around 9 a.m., northbound traffic was backed up for several blocks. Buses appeared nearly full, indicating possible crowding or bunching. Sound Transit maintenance staff presence at the Othello Station helped maintain safety and order; similar staffing could benefit other Route 106 stops.

5.3 Bus Stop Outreach - Rainier Ave S and S Fisher Pl (2:00 pm - 4:00 pm)

Bus stop outreach at Rainier Ave S and S Fisher Pl (Stop ID 8080) allowed Metro staff to engage directly with Route 106 riders during their afternoon commute. This session focused on gathering on-the-spot feedback about travel reliability, frequency, and overall rider experience along the southern portion of the corridor in Rainier Beach.

- **Date:** September 30, 2025
- **Audience:** Riders of routes 106, 107, and 7, mostly adults and seniors
- **Languages used:** English and Spanish
- **Community members engaged:** 40

During rider conversations and on-site observations, several recurring themes emerged related to service reliability, frequency, and operations along Route 106 and overlapping routes.

Rider Feedback and Engagement on-site:

- **Service Reliability and Delays**
Many riders reported that Route 106 often experiences delays, with typical wait times between 15 and 20 minutes. Some said they have waited up to 30 minutes because of bus bunching, when multiple buses arrive close together after long gaps in service.
- **Frequency and Schedule Concerns**
Several participants wanted to see current service frequency maintained or improved, especially in the northern part of the route. A few also emphasized the need for more frequent nighttime service to support people who work late or overnight shifts who rely on Route 106.
- **Route Clarity and Stop Patterns**
Some riders expressed confusion about Route 7 service at this stop, noting that some Route 7 buses stop here while others pass by, creating uncertainty for passengers. A few participants also suggested reviewing the number of stops along the corridor to improve travel times and reduce crowding, particularly during peak hours.

Field Observations:

- While riding Route 107, which overlaps with Route 106, staff observed delays at the northbound Rainier Ave and Henderson St intersection. The bus missed the green turn arrow and waited through another cycle.

5.4 Door-to-Door Business Outreach

On September 10–11, 2025, Metro visited 44 small businesses along the Martin Luther King Jr Way S and Renton Ave S corridors, distributing flyers, sharing project information, and inviting on-the-spot survey participation. Flyers were successfully delivered to 93% (41 businesses) of 44 businesses and 20% (9 businesses) participated by taking the survey.

Most interactions were with employees (67%) and managers or owners (29%). These interactions highlight the importance of tailoring outreach messages to different audiences within small businesses and approaching visits with sensitivity to their time and peak business hours - allowing for quick but meaningful participation.

Businesses showed a moderate to strong interest in Metro and community programs overall:

- Somewhat interested: **60%**
- Very interested: **18%**
- Not interested: **18%**
- Not sure: **4%**

Businesses Feedback and Engagement on-site:

- **Transit to customer access:** Some businesses said customers regularly arrive by bus, showing Route 106's role in supporting local commerce.
- **Reliability and mode of choice:** Some reported that customers or employees use light rail or rideshare services when bus service feels slow or inconsistent.
- **Employee commutes:** Some staff mentioned using transit to get to work, emphasizing the importance of frequent and reliable service.
- **Parking and deliveries:** A handful of comments referenced driving and parking constraints, underscoring the need to consider short-term parking and loading zones during construction or nearby.
- **Skyway-specific safety concerns:** Participants reported frequent pedestrian accidents and urged for more crosswalks along high-traffic areas of Renton Ave S.

5.5 Additional Public Input Received

In addition to in-person and survey feedback, Metro also received one written comment by email from a community member. The message reiterated themes raised elsewhere in the outreach - such as improving service reliability, adjusting routing to better connect with light-rail stations, and ensuring safe, accessible stops. While the note extended beyond the current planning scope, Metro has shared the feedback with internal service-planning staff for awareness in future coordination efforts.

6. Survey Results

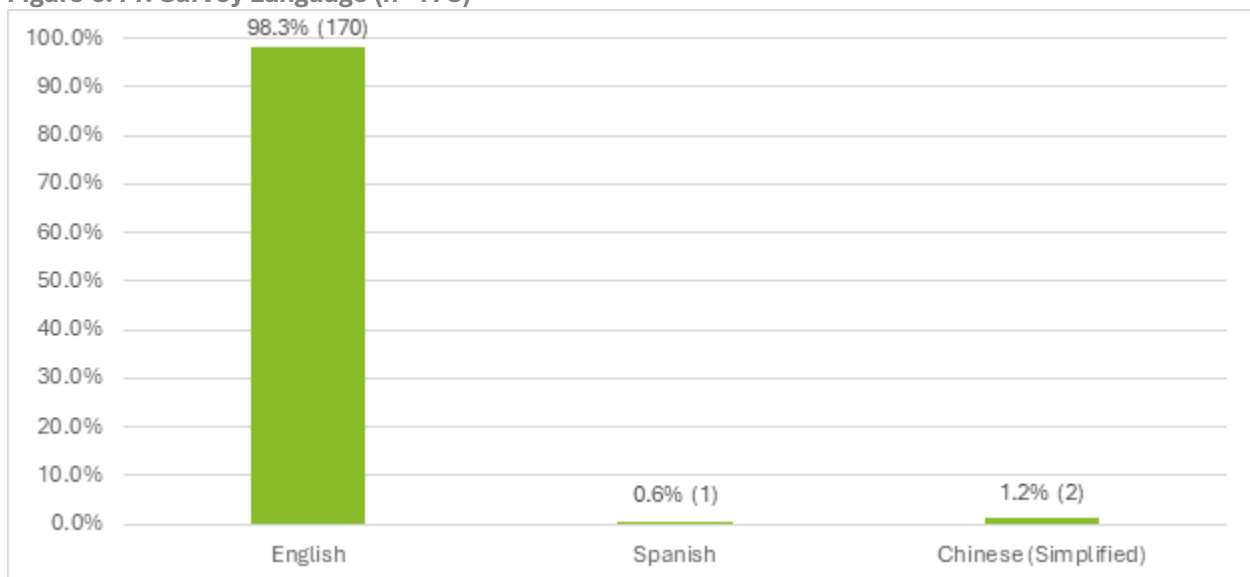
A total of 173 individuals started the survey, resulting in 142 completions and 31 partial responses. Of the 142, 8 were business owners along Route 106 and 22 were employed at a business along Route 106. Some questions were tailored to specific groups or applied only to certain sections of the survey. As a result, the number of responses (n) varies for each question and is noted throughout the results to provide accurate interpretation.

6.1 Respondent Demographics and Behavior Summary

Language

The vast majority (98.3%) filled out the survey in English; 2 respondents completed the survey in Chinese (1.2%) and 1 in Spanish (0.6%). Some were completed in English with the support of Bilingual staff.

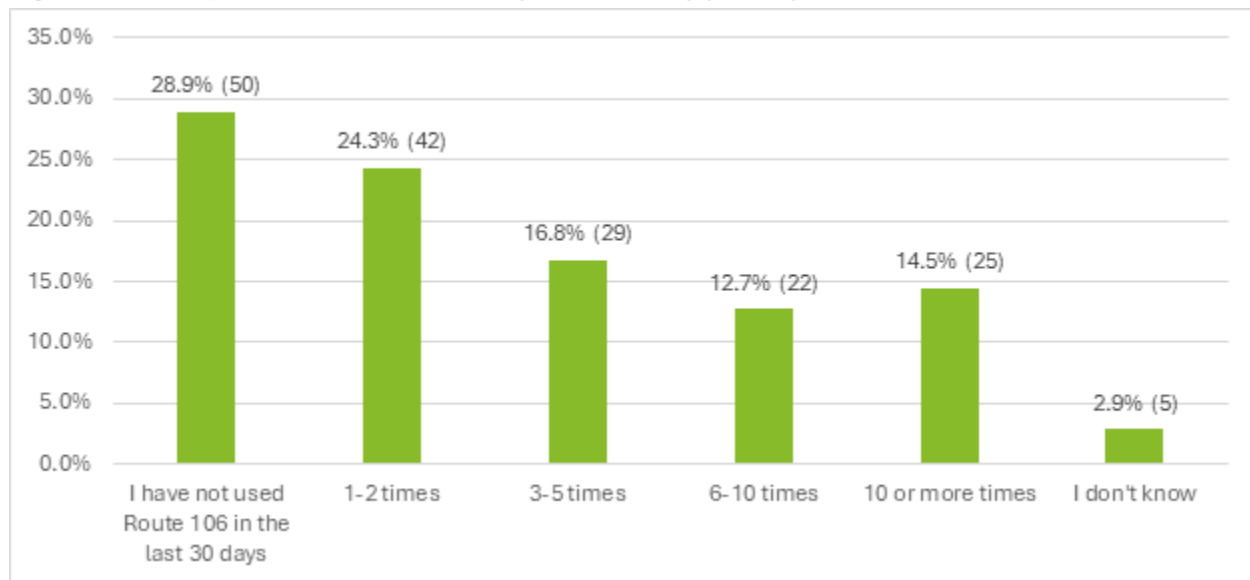
Figure 6.11: Survey Language (n=173)



Frequency of Route 106 Use (Past 30 Days)

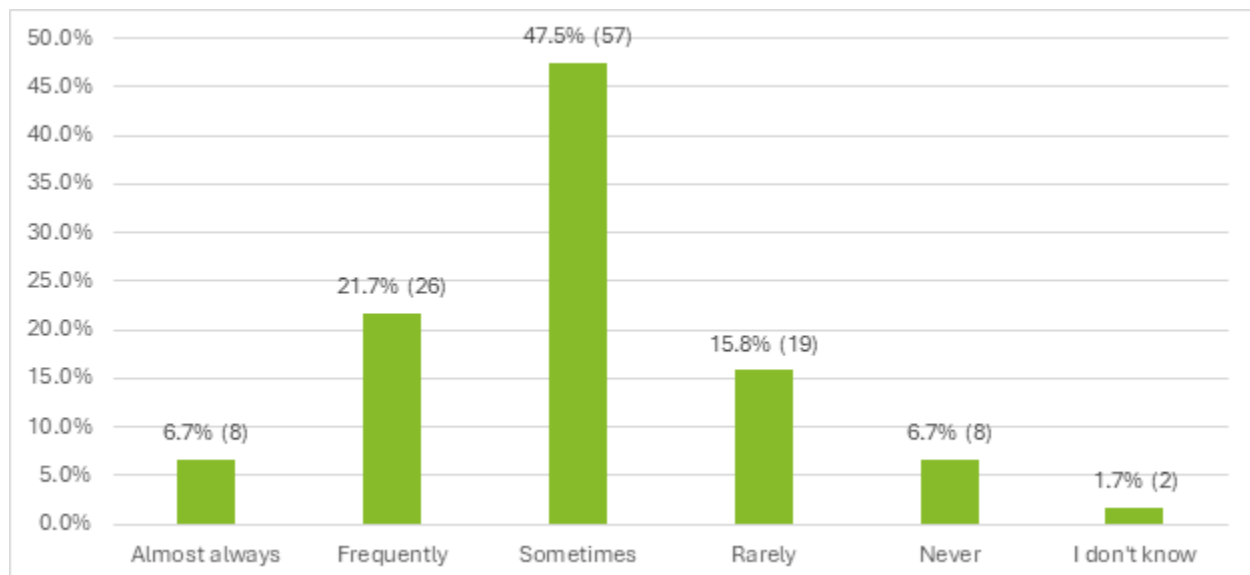
In terms of the frequency of usage over the past 30 days, responses reveal a broad range of rider behavior. Around 29% of respondents indicated that they had not used the route at all during this period, while roughly a quarter (24.3%) reported using it one or two times. Another 16.8% used the service three to five times, and 27.2% used it six times or more. This distribution shows that while a substantial portion of the sample consists of infrequent riders (53.2% used the route less than 2 times in the past 30 days), a significant minority are regular users who rely on the route multiple times per month.

Figure 6.12: Frequency of Route 106 Use (Past 30 Days) (n=173)



Experience of Delays (Waited 5–10 Minutes Longer Than Expected)

Among those who had used Route 106 in the past 30 days, nearly three-quarters (75.8%) of riders reported experiencing some longer-than-expected wait times of five to ten minutes, with 6.7% stating that this occurred almost always and around one in five (21.7%) experiencing it frequently. Only 22.5% experienced delays rarely or never. This suggests that reliability is a consistent concern for most riders and an area where improvements could meaningfully impact user experience.



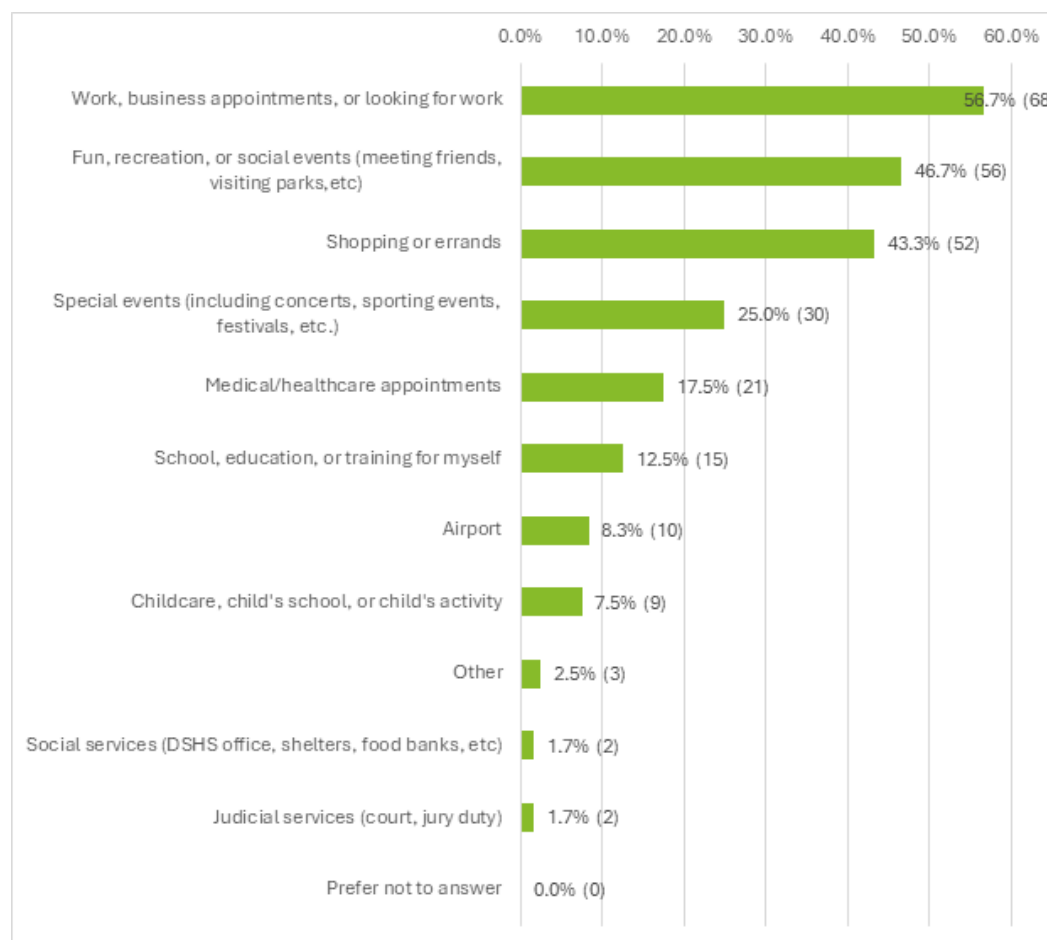
Typical Trip Purposes on Route 106

In terms of the types of trips for which respondents typically use Route 106, work-related travel was the most cited purpose, reported by over half (56.7%) of respondents. Recreational and social

trips, and trips for shopping or running errands were also top reasons for people to use the route, 46.7% and 43.3% respectively. In total, 79.2% of respondents use Route 106 for work-related travel and recreational and social trips.

Less frequently reported trip purposes included events, medical and health appointments, or school and education. This diversity in trip purposes illustrates that Route 106 serves both essential and discretionary travel needs, functioning as a critical connector for work, daily life, and events alike.

For “Other”, respondents highlighted transferring and connecting to Light Rail and other buses.



6.2 Improvements and Changes

The survey results show that both long wait times and unpredictable schedules are major sources of frustration. Many riders also expressed a desire for faster travel once on the bus, suggesting that overall trip duration, beyond just waiting time, is a pain point. Comments in the “Other” category reinforced these themes and highlighted additional concerns such as the need for newer and larger

buses, fare enforcement and rider conduct, extending service to downtown Seattle, and adding bus lanes to improve speed.

When asked to choose the single most important improvement, frequency and reliability again dominated, with other issues like travel time, safety, or crowding identified less often. “Other” responses frequently reinforced the same themes: newer buses, more service, and dedicated bus lanes.

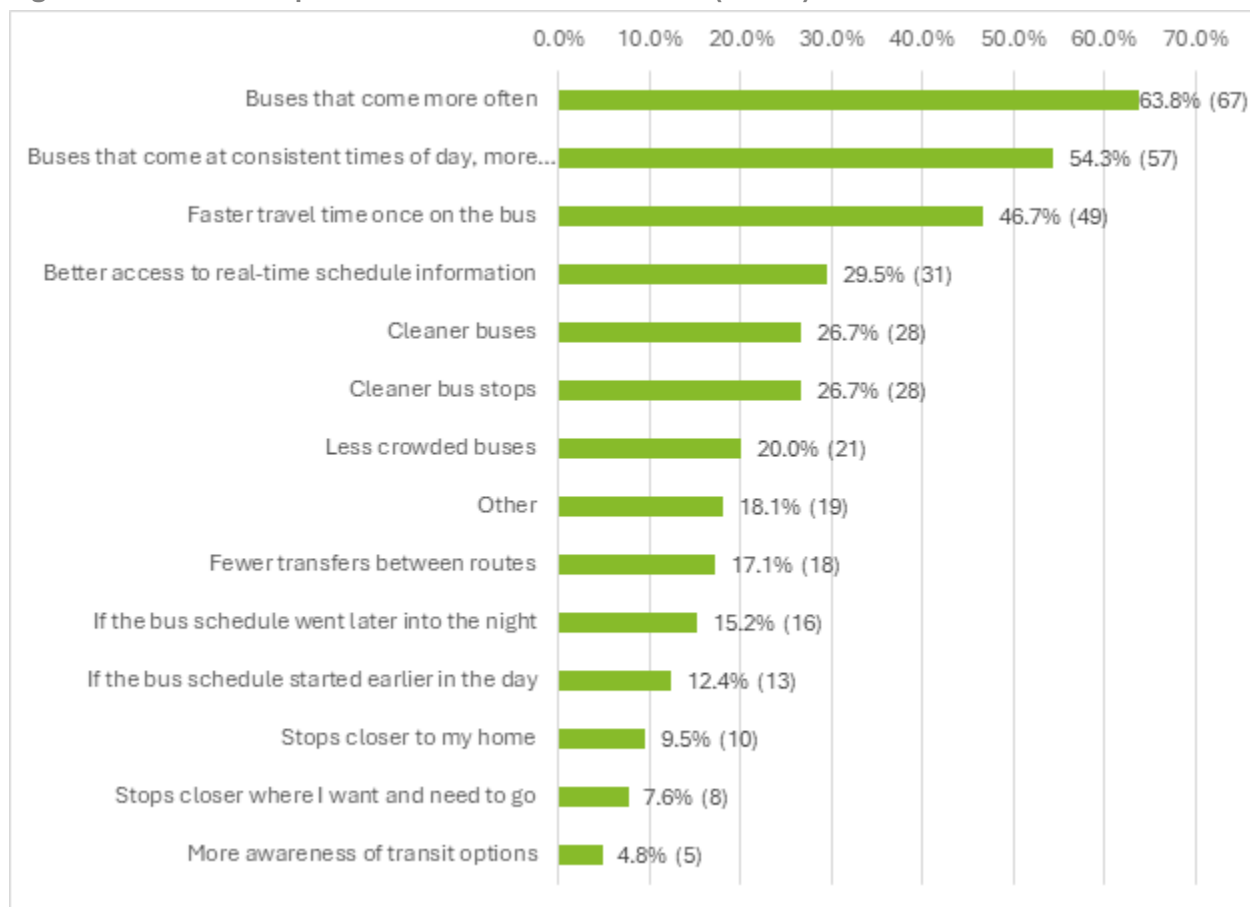
Desired Improvements to Route 106 Service

When asked what improvements they would most like to see on Route 106, the majority of riders surveyed prioritized service frequency and reliability. Nearly two-thirds (63.8%) said they want buses to come more often, and over half (54.3%) want buses to arrive at consistent times and be more reliable. Almost half of respondents (46.7%) also indicated a desire for faster travel once on the bus, indicating that both waiting time and travel time are pain points in the current service. Riders also expressed interest in better access to real-time schedule information (29.5%) and improvements to cleanliness, both on buses and at stops (26.7% each). Larger buses, fewer transfers, and later evening service were selected by smaller but still notable numbers of riders.

For “Other”, the common themes are:

- Newer and larger buses (4 comments)
- Enforce fares and conduct rules (3 comments)
- More frequent services (3 comments)
- Expand route to downtown Seattle (2 comments)
- Add bus lanes (2 comments)

Figure 6.21: Desired Improvements to Route 106 Service (n=105)



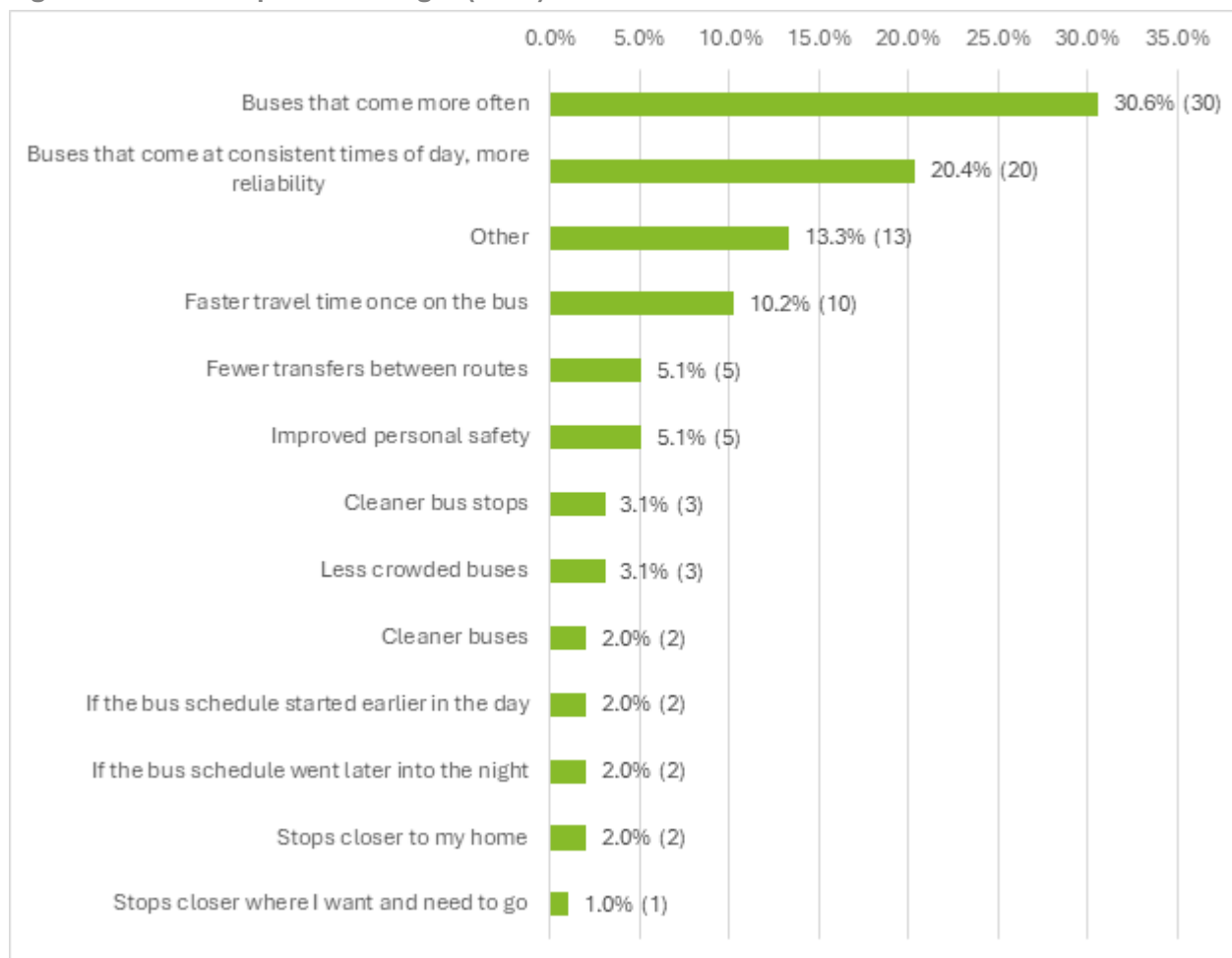
Most Important Changes to Route 106 Service

When respondents were asked to choose the single most important improvement, frequency and reliability remained top priorities. Over half (51%) identified more frequent buses and reliability as the most important change. A smaller share selected faster travel times (10.2%), fewer transfers, or safety (5.1%). Crowding, longer service times, and cleanliness were very rarely selected as the top issues, indicating that these concerns, while present, are secondary to core service performance.

For “Other”, the common themes are:

- More frequent buses (4 comments)
- Newer and Larger Buses (4 comments)
- Extend service times (2 comments)
- Add bus lanes (2 comments)

Figure 6.22: Most Important Changes (n=98)



Desired Transit Features from Other Routes

OPEN-ENDED QUESTION, N=62

Respondents were asked whether there are specific transit features from other King County Metro routes they would like to see implemented on Route 106. Their responses reveal strong alignment with the broader themes reported above, most notably the need for more frequent, reliable, and higher-capacity service.

Service frequency and reliability were the most cited needs at around 33.8% of comments. Many reported long waits, canceled trips, and poorly timed transfers, especially with the Light Rail, which significantly extends total travel time. Several emphasized that simply improving consistency would make the route far more usable, and real-time arrival information and accurate posted schedules were also frequently requested.

“Bus 36 comes a lot more [frequently].”

“The buses leaving the Light Rail Stations need to be much better timed. Often the wait for a 106 (south to Renton) at Rainer Beach LR station is [over] 40min.”

“Real time bus arrival info would be really nice, I've been asked multiple times by other riders when the bus was coming.”

“106 has too many canceled trips. Not reliable.”

Physical improvements such as larger, newer, and cleaner buses or improved bus shelters were another major request. Riders noted that other routes frequently use articulated or double buses, which reduce crowding and improve comfort.

“Literally just bigger buses.”

“Bus lanes and improved stops on Rainier make waiting for the bus more pleasant.”

“It's always a little filthier. It smelled like urine the last time I rode it.”

“Newer model buses would be a significant improvement in community pride and less feeling like we're getting hand me downs.”

Systemic improvements were also mentioned; bus-only lanes, transit signal priority, and queue jumps were identified as effective features on other routes that could improve speed and reliability on Route 106. Comments also pointed to corridors like Rainier Avenue that already have bus lanes or signal priority, but noted that enforcement is inconsistent, reducing their effectiveness.

“Bus Only lanes are monitored and enforced elsewhere in the city. I regularly count dozens of personal vehicles in this lane in rush hour when I'm waiting for the 7 or 106. Why build infrastructure if it isn't enforced? This makes it useless.”

“The signal changing faster from MLK to Henderson (across the light rail tracks-south bound) [or] some kind of jump light?”

“BAT Lanes, Transit signal priority, and queue jumps.”

Fare enforcement and conduct management were suggested by some comments as well, many tied directly to safety concerns.

“The bus goes through some dicey neighborhoods, so the clientele is made up of unsavory characters, which make for an uncomfortable experience. Since it is PUBLIC TRANSPORTATION, there is not much Metro can do about that, other than ENFORCING FARE PAYMENT!”

“More fare enforcement/security.”

Routing, transfers, and network integration were also areas for improvement. Suggestions included more direct service to downtown (rather than terminating in Chinatown), reducing the number of closely spaced stops, and improving bay assignments at key transit centers. Some riders noted gaps in the network, such as the lack of direct service between First Hill medical facilities and the Rainier Valley.

“Send the route downtown - not just Chinatown.”

“There is no direct bus between First Hill medical buildings (Harborview; Swedish; Virginia-Mason) and the Rainier Valley spine in SE Seattle. Instead the routes all turn at Jackson St.”

“Close bus stops close to each other. A stop every 4-6 blocks or every 425m/1400ft.”

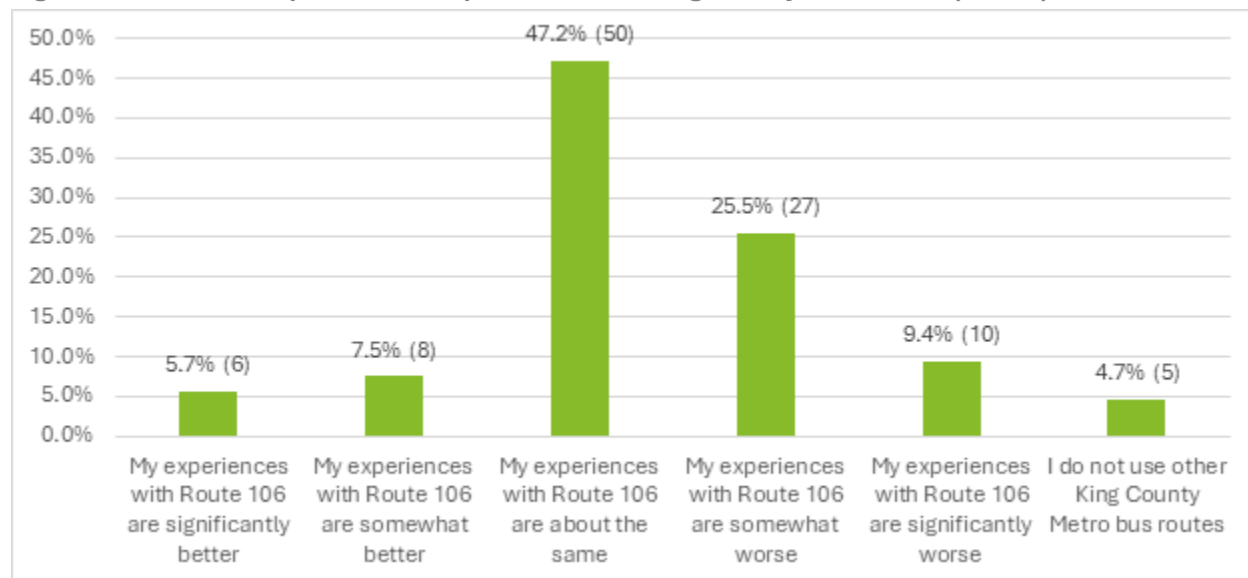
“Better bay assignment at Renton Transit; bus routes oriented to the same of similar markets should be assigned to the same or nearby bays.”

6.3 Rider Sentiment

Overall Experience Compared to Other King County Bus Routes

Riders were also asked how Route 106 compares to other King County Metro routes. In terms of their overall experience, around half (47.2%) said their overall experience is about the same, and a small percentage felt it was significantly (6%) or somewhat better (8%). However, over one-third (34.9%) reported that their experiences are somewhat or significantly worse than other routes, signaling meaningful dissatisfaction.

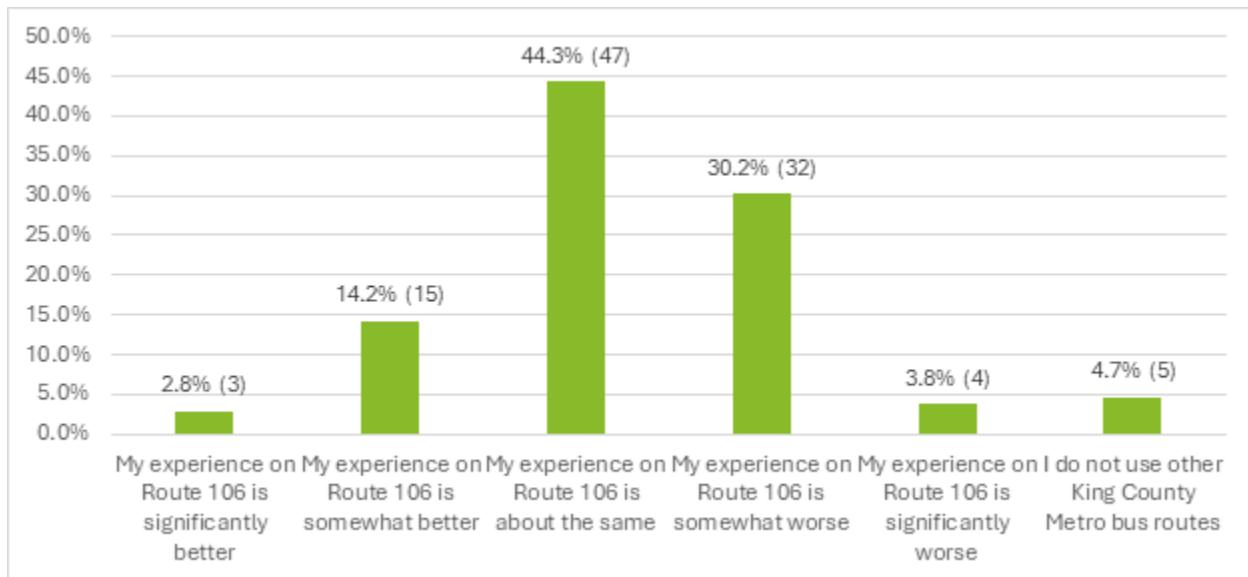
Figure 6.31: Overall Experience Compared to Other King County Bus Routes (n=106)



Speed of Service Compared to Other King County Bus Routes

This pattern persisted when evaluating the speed of service. Only 17% said Route 106 is faster than other routes, while 34% said it is worse, and 44.3% said it is about the same.

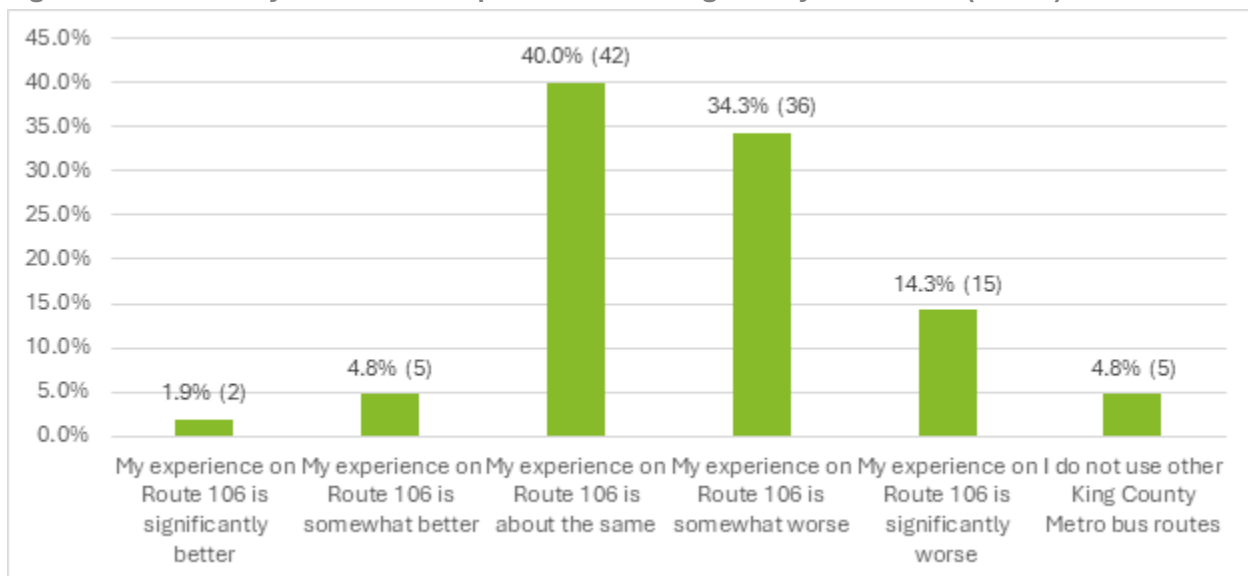
Figure 6.32: Speed of Service Compared to Other King County Bus Routes (n=106)



Reliability of Service Compared to Other King County Bus Routes

Perceptions of reliability were more concerning. Just 6.7% of riders felt Route 106 is more reliable than other routes, while nearly half (48.6%) said it is somewhat or significantly less reliable compared to other routes.

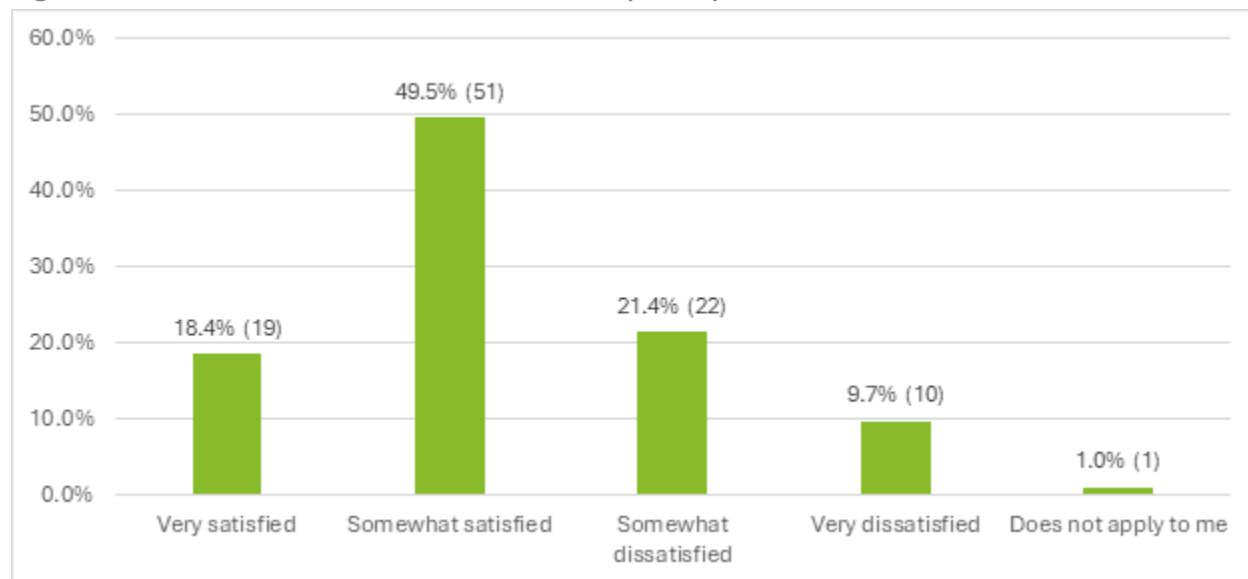
Figure 6.33: Reliability of Service Compared to Other King County Bus Routes (n=105)



Satisfaction with Overall Travel Time

Despite these concerns, overall satisfaction with travel time was mixed rather than overwhelmingly negative. About two-thirds (67.9%) of riders were at least somewhat satisfied with how long their trip takes from start to finish, including access, waiting, riding, and transferring. Around one-third (31.1%) experience their trips as too slow or inefficient. This suggests that while travel time is tolerable for many riders, reliability and frequency issues may be undermining trust in the route and contributing to dissatisfaction relative to other routes.

Figure 6.34: Satisfaction with Overall Travel Time (n=103)



What Riders Like Most About Route 106

OPEN-ENDED QUESTION, N=98

When asked what they like most about Route 106, half of the comments (50%) consistently emphasized convenience, proximity, and access to key destinations. The most common theme was that the route runs very close to their homes or workplaces, making it easy to walk to stops and use the service regularly without needing a car. Many described it as the only viable transit option available to them, reinforcing the route's importance as an essential lifeline rather than just a preference.

“It's a close connection to my house and travels to and through important destinations and services.”

“The stop isn't too far from my house.”

“It's convenient and along my commute corridor.”

The next common theme (17.3%) reflects that Route 106 provides direct rides to important destinations such as the Renton Transit Center, Light Rail stations, and major corridors like Rainier

Ave and MLK Jr. Way. They noted that the route connects multiple neighborhoods and community businesses, including grocery stores, restaurants, schools, and healthcare facilities.

“It allows me to go to places on MLK way that aren't served by the Light Rail, like Aki Kurose middle school.”

“[It] connects to the light rail.”

Other less frequent comments talk about the frequency of service, comfort and safety aspects, and how it’s a great backup option when they miss other buses.

“The frequency increase just last month is great!”

“Buses are always clean, and I have no problem getting seat on all trips.”

“I use it as a backup to get to Renton when the timing of other buses won't do.”

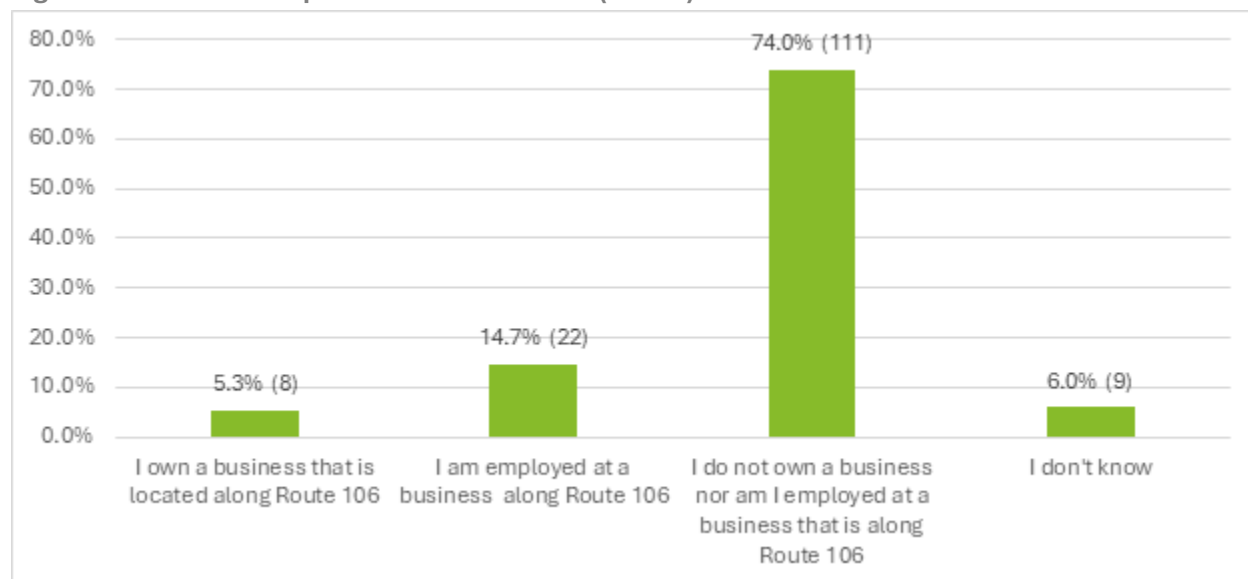
6.4 Community and Business Perspective

Relationship to Route 106 Corridor

Survey respondents were asked about their relationship with businesses along Route 106. Most respondents are not directly tied to businesses along Route 106. Nearly three-quarters (74%) reported that they neither own nor work at a business located along the route. Around 20% said they own a business or work along the route.

Survey respondents were asked about their relationship with businesses along Route 106. Around 20% said they own a business or work along the route, while nearly three-quarters (74%) reported that they neither own nor work at a business located along the route.

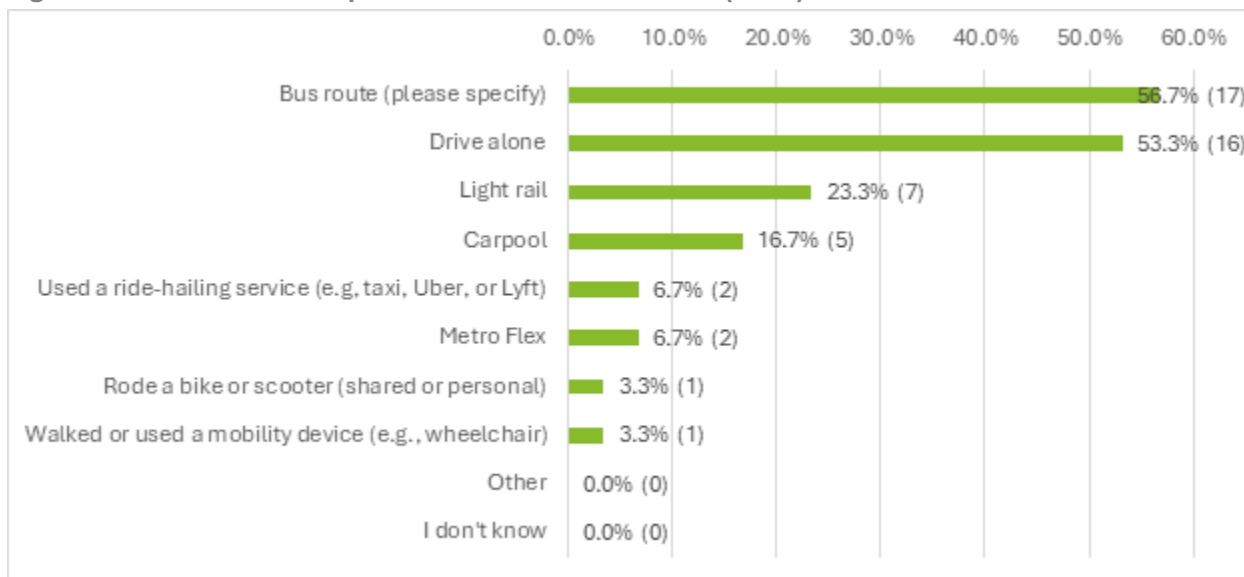
Figure 6.41: Relationship to Route 106 Corridor (n=150)



Modes of Transportation Used to Get to Work

Among respondents who reported they own a business or work along Route 106, taking the bus was the most used mode of transportation in the past 30 days, with over half (56.7%) indicating they relied on a bus to get to work. Among which Routes 106 and 7 were the most common. Driving alone was nearly just as common, used by 53.3% of respondents, highlighting a dependence on personal vehicles even among transit riders. Other modes played a smaller but still meaningful role; about 23% used light rail, and 17% carpooled with others. These patterns suggest bus service is a core part of many business owner and employee respondent's travels, but multimodal travel is common, and driving remains a significant alternative for many.

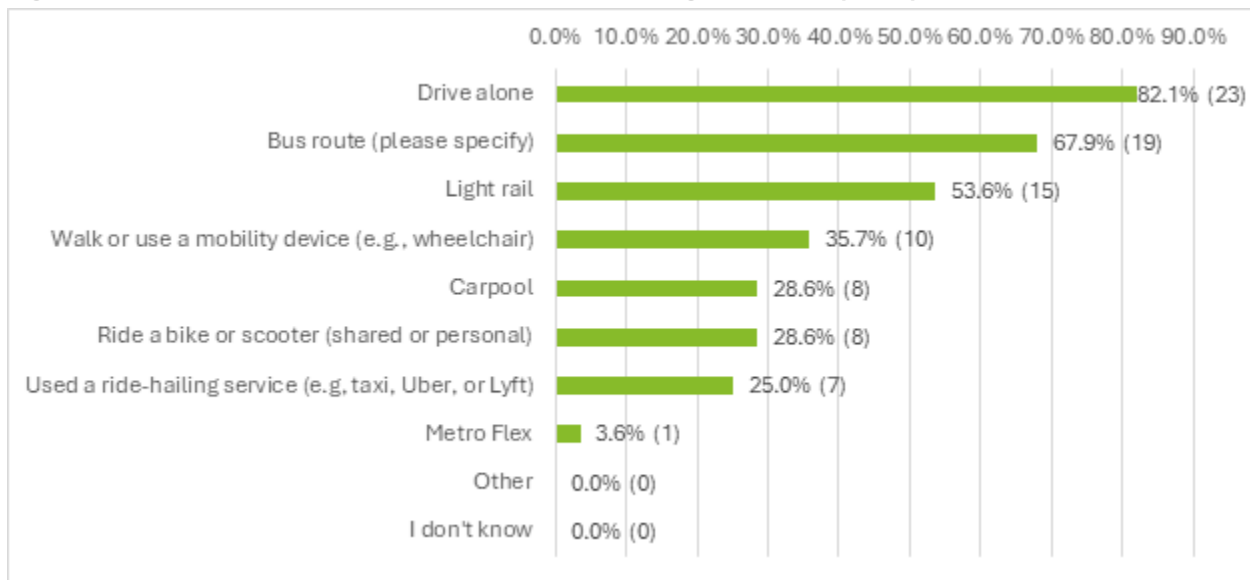
Figure 6.42: Modes of Transportation Used to Get to Work (n=30)



How Customers Travel to Businesses Along Route 106

Businesses and workers along Route 106 report that their customers use a wide mix of transportation options, with driving remaining the most common. More than eight in ten (82.1%) respondents said customers typically drive alone to reach their location. However, transit also plays a major role: two-thirds (67.9%) indicated that customers use bus service, and more than half (53.6%) said customers arrive by light rail. Overall, while driving is the most dominant mode, the high reported bus and light rail usage indicates that many customers rely on transit to access businesses along the corridor.

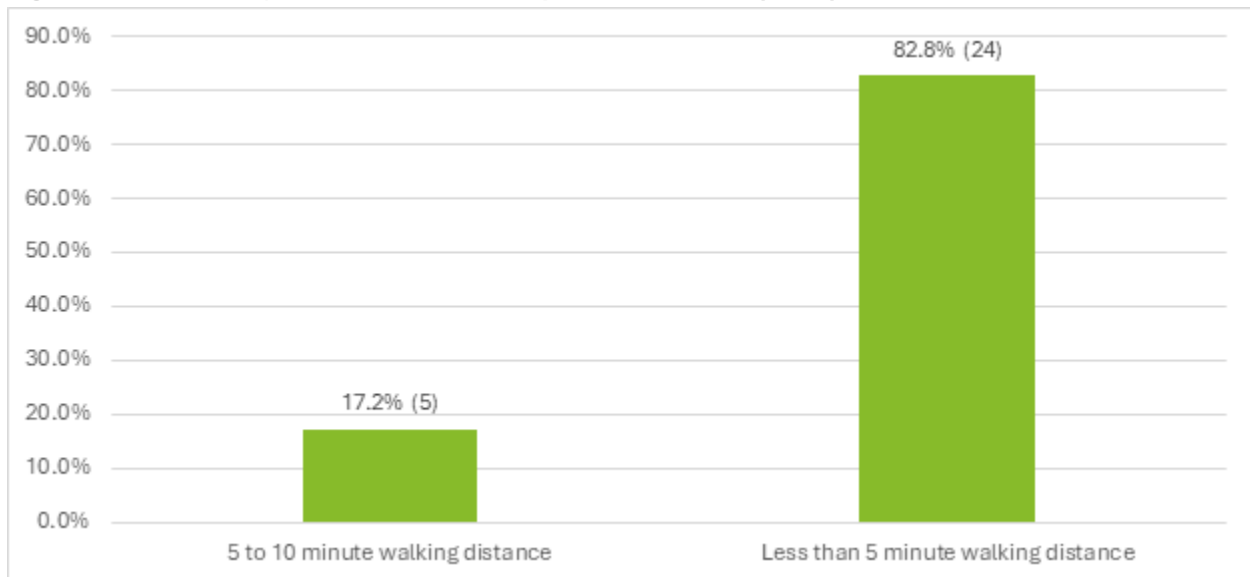
Figure 6.43: How Customers Travel to Businesses Along Route 106 (n=28)



Proximity of Route 106 Bus Stops to Businesses

All reporting businesses are within a short walking distance of the bus line. More than four in five (82.8%) reported that the nearest Route 106 bus stop is within a less than a five-minute walk from their location. The remaining said the nearest stop is five to ten minutes away on foot.

Figure 6.44: Proximity of Route 106 Bus Stops to Businesses (n=29)



Sentiment Regarding Having a Bus Stop Near Their Business

OPEN-ENDED QUESTION, N=27

Around 8 out of 10 respondents (81.4%) viewed it as critical for transit access and local businesses, but safety, pedestrian access, and cleanliness are areas of concern that may require targeted improvements.

“I rely on it.”

“Having a bus stop near our business is good.”

“The stop is very important and high use, but the intersection it is near is very scary and inconvenient for pedestrians.”

“Convenient, especially for our older clients.”

“It's good but can make me feel unsafe at night with so many people hanging around there.”

“A lot of homeless people hang out and do drugs at the Bayview stops.”

Uses of Front Business Areas

OPEN-ENDED QUESTION, N=19

Generally, the front areas of businesses are split. Around a third (36.8%) use them primarily for parking and loading.

“Parking, loading and unloading.”

“Parking.”

“Huge parking lot.”

Another third (31.5%) use them for customer seating or public engagement, such as displaying products or art.

“Seating, deliveries (infrequent), public computer, library catalog, book self-checkout stations, community/library flyers and posters.”

“Product display (dresses).”

“Displaying art.”

The rest had not specified or had location specific uses.

“Hospital.”

“It is a playground.”

Suggested Improvements Along or Near Route 106

OPEN-ENDED QUESTION, N=23

Riders and businesses want improvements that enhance safety, reliability, and comfort, particularly focused on safer access to bus stops and better conditions at the stops themselves. Key priorities include safer intersections...

“Again, the intersection at Rainier and 23rd needs dramatic safety improvements and has needed it for quite some time.”

“Safety for customers crossing the street.”

More reliable and frequent service...

“Reliability of service. Sometimes a coach gets so far behind on the route that the next scheduled bus catches up to it.”

And upgraded stops with seating and shelter, and better amenities such as lighting, trash management, and accessible pathways.

“Maybe over all more bus shelters.”

“Keeping the plaza at the last stop at the CID Link Light Rail station cleaned (trash picked up daily, power wash frequently, missing bricks replaces & other tripping hazards on the station street-level fixed).”

“A few seats at the stops could be nice cause I often see elders standing while waiting.”

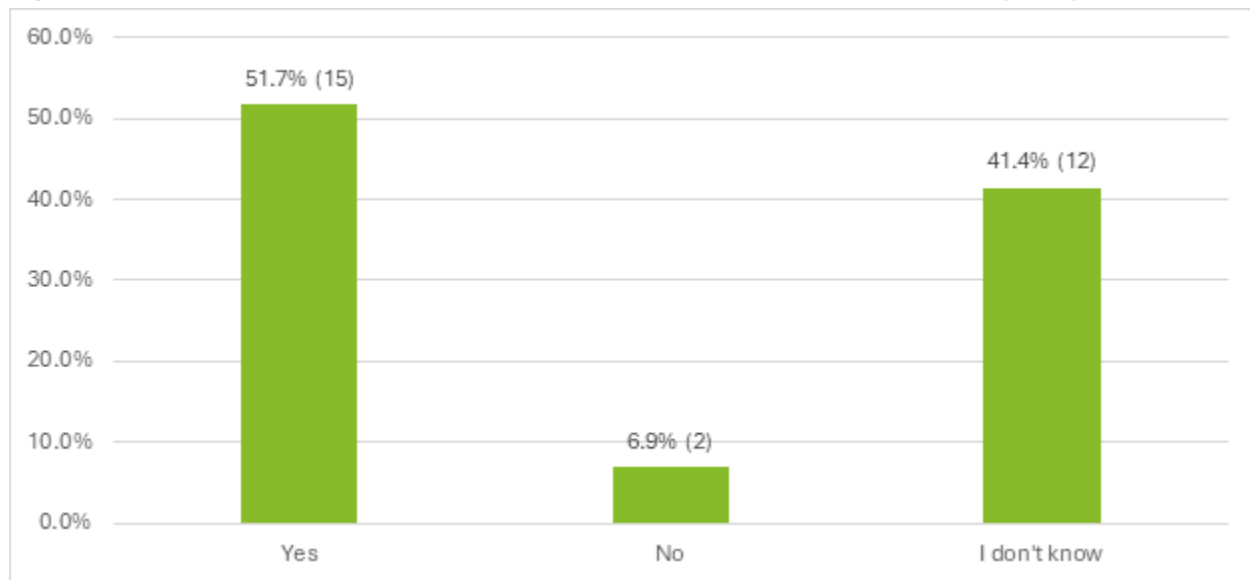
“Better trash management. Would prefer no trash, but would prefer large bins. Shelter request.”

Perceived Impact of Route 106 Improvements on Customer Access

When asked whether improvements to Route 106 could help bring more customers to their business or work, just over half of respondents (51.7%) said yes, indicating a belief that better transit service could translate into higher customer traffic. Only a small share (6.9%) felt that improvements would not make a difference.

However, a significant portion of respondents (41.4%) selected “I don’t know,” suggesting uncertainty about how transit changes might influence customer behavior, what types of improvements are possible, or general neutrality. The type of business would also have an impact on this answer.

Figure 6.45: Perceived Impact of Route 106 Improvements on Customer Access (n=29)



6.5 Improvement Planning Concerns and Questions

Key Concerns and Questions

OPEN-ENDED QUESTION, N=90

In terms of concerns or questions respondents think are important to consider as we plan, a majority (61.1%) want more frequent, more reliable, and faster service. Many commented that cancellations and delays have led them to stop using the route, particularly during afternoons, evenings, and weekends.

“More buses. I get a bit worried when I get off the Light Rail when it's dark and have to wait 20+ minutes for the next 106 bus.”

“Additional frequency will help tremendously, which I know is part of the recent service update. The Light Rail is almost always the better choice from Columbia City, given how much longer the 106 takes.”

“Assure reliability, I'm visiting and would hate to miss a connection due to the bus running 5-15 minutes late.”

“More trips, even on short buses, for weekend workers. I have nearly a 3-hour round trip commute to and from work, and I'm only going from Rainier Beach to Madison Valley.”

Aligning bus schedules with Light Rail connections and maintaining consistent headways are critical, as is reducing travel times along the route. Respondents suggested measures such as bus-only lanes.

“The buses need to be on time... especially those leaving the Light Rail stops. I drive in and out because the transition from [Light Rail to 106] in the afternoons is so bad. Please fix that and I will ride the bus again.”

“Consider on-time performance of operators leaving the terminal. It seems like many depart late and rely on catching up to schedule later on the route. This, however, means missing connections earlier on the route.”

“More metro-only lanes would be beneficial for speeding up routes.”

“Would like to see the timing of this route align with the light rail. I'll hop off the light rail and see the 106 drive by and don't even have a chance to get on.”

Several people suggested consolidating or removing closely spaced stops, arguing that stopping so frequently slows the route and makes 106 less useful. They believe that fewer stops would improve travel time and reliability. However, other riders strongly opposed removing stops, noting that on other routes this has forced longer walks without improving travel time. These riders stressed that stop removal can disproportionately impact seniors, people with disabilities, and those who rely on transit for essential trips. Balancing speed improvements with accessibility and equity will be a key consideration.

“Delete stops that are pretty nearby (next to each other) as in Columbia City Station or Othello Station.”

“Route 106 has a lot of stops, especially on Renton Ave. This significantly slows down the bus when it has to stop at each stop to pick up one person. Can some stops be consolidated? As Route 106 is the direct route between Rainier Beach and Renton, it should have a faster trip time.”

“I am concerned about removing bus stops. This was a major problem when I lived in West Seattle and you got rid of the 54. The RapidRide takes the same amount of time now you just have to walk more which defeats the purpose of the bus stops.”

“Please don't remove the stop in central downtown Renton (the new transit center is too far away for the vast majority of downtown Renton to get to easily. I'd have to walk 2 miles each way or rely on the 240 (which only comes every 30 and is unreliable) to connect. Many rely on there being a downtown stop.”

Safety and comfort is another major concern, both on the bus and at stops. Overcrowding, speeding, and unsafe pedestrian crossings near bus stops are real pain-points. Comments request considerations for bigger buses to reduce overcrowding, better lighting, more shelters and seating.

“Run more of the double buses the single buses that are pretty much only used for that route are always full.”

“I have observed people crossing the street without a signal so that they can catch the bus, knowing that they'll have to wait a long time for the next one. This creates a safety concern on a major street where cars are traveling very fast. The actual stop also lacks a lot of infrastructure to make it a pleasant place to wait, like shade/rain cover and seating.”

“Add crosswalks where pedestrians actually cross instead of where you wish they would cross. They're going to cross anyway, and they need the protection. More shelters with at least a roof to get out of the rain or hot sunshine, even if you can't put a bench at each shelter.”

Equity and accessibility are also mentioned. Many riders rely on Route 106 as their primary means of transportation, including elderly, disabled, low-income, and immigrant communities. Concerns include potential stop removals, or other changes that could make travel less accessible. A few commentors called for more direct outreach and engagement within specific communities to ensure improvements reflect the needs of all users.

“I think more conversations need to be happen with the community members that will be impacted with the possible improvements and not just hear from bus riders but also those that live in the area.”

“[I am] worried about the elderly community that use this route, specifically the section on Renton Ave (by Kubota garden)... [it's] a very steep hill and I see a lot of elderly people use those stops, as well as people with young children, so I would be worried if we were to take out stops in that area since it could create mobility challenges.”

“[Make] an extra effort to contact and discuss these plans with the elderly Asian members of South Seattle - they are the most consistent users of this route, and many of them rely on the 106 to get to and from food banks, community centers and Asian grocery stores. But many of them might not speak English as a first language, or be reluctant to ask for what they need! Or, even aware that they can ask for things like better seating or new buses on the route. Good outreach will have the best results for everyone.”

Traffic and congestion are also raised as concerns for a few respondents. The impacts of construction, lane reductions, and other city projects that may slow service or push traffic into side streets.

“Do not allow SDOT to take lanes along MLK Way South; they have taken lanes on several routes to add PBL and left transit behind in congestion; see Roosevelt Way NE, Broadway, Pine-Pike, NE 65th Street. Renton Avenue South could use in-lane stops.”

“Will this impact other projects for reliability on other routes?”

Finally, many riders express interest in broader improvements to the route and new services, such as RapidRide-style service, or alternative route options.

“A RapidRide route that stops at Renton transit, then the top of Skyway hill and at Light Rail and maybe 2 more stops in between.”

“Route 106 ending at the International District makes it less useful than it could be. Anyone going downtown will use Link or route 7. Make the 106 more unique and send it to First Hill, providing a new connection that doesn't currently exist (off-peak) for riders from the Rainier Valley and connecting from the eastside at Judkins Park.”

“Could Colman Ferry Dock and the waterfront be a more useful terminus for route 106? Are there any other realistic plans for connecting the ferry dock to King Street Station and ID/C Station?”

“Traffic north of I-90 causes a lot of delays, particularly Dearborn to Massachusetts St. I would be OK with the 106 switching to 23rd Avenue from Rainier at Mt. Baker Station. Switching to 23rd Avenue would allow riders who board along MLK and want to transfer to the 2 Line to make their transfers on 23rd Avenue instead of under I-90 on Rainier.”

“Move the southbound bus stop near the Grocery Outlet in Skyway to the block the store is on rather than the block before the store, which is just trees. Riders are forced to cross a difficult intersection on foot instead of being dropped off in front of the store.”

7. Key Themes

Feedback gathered throughout tabling, bus stop outreach, business visits, and the online survey revealed several consistent themes across audiences.

Route 106 is Essential for Daily Life

Route 106 is a vital transit lifeline for the communities it serves, connecting residents, workers, students, and businesses to key destinations and light rail stations. For unhoused residents and others with limited mobility options, Route 106 functions as more than just transportation—it is a critical connection to shelters, libraries, and community resources. Engagement at the Renton and Skyway Libraries demonstrated how transit reliability directly impacts access to essential services and daily stability for these individuals.

Survey respondents' perspectives strongly align with the importance of Route 106. Businesses reported that many customers and employees rely on Route 106 or light rail to reach them, demonstrating the route's economic importance. Over half of businesses believe improvements to Route 106 could increase customer traffic.

Reliability and Frequency are Top Concerns

Participants generally value Route 106's frequent service but noted inconsistencies in bus arrivals, especially compared to other routes. Riders shared that delays and back-to-back arrivals make trip planning difficult, particularly during peak hours or evenings. Improving schedule reliability and maintaining even spacing between buses would enhance rider confidence and comfort.

Strengthening Connections and Communication

Across engagement events, participants emphasized the importance of reliable connections between Renton, Skyway, Rainier Valley, and downtown Seattle. Some riders were not fully aware of how Route 106 links to major destinations. Others expressed a desire for direct service to downtown Seattle or other essential destinations. This shows a need for clearer communication about the route's path and transfer options. Increasing public awareness and reinforcing these connections could help riders better understand how Route 106 supports daily mobility across communities.

Safety is a Major Concern On and Off the Bus

Safety emerged as one of the most consistent concerns, particularly near libraries and high-traffic intersections. Riders and businesses highlighted dangerous crossings, inadequate lighting, and long signal waits. They also expressed concerns about behavior at stops and on buses, with many asking for security presence and fare enforcement. Improving these conditions would not only enhance pedestrian safety but also encourage more people to use transit confidently, especially during early morning and evening hours.

Buses and Stops Need Upgrades

Maintaining clean and welcoming stops and buses also emerged as an important factor in rider experience. People also want newer, larger (articulated or double) buses to reduce crowding. Participants linked cleanliness and comfort to perceptions of safety, highlighting that well-maintained stops and clean buses encourage regular transit use.

Bus stop functionality also needs significant upgrades. The community wants more shelters, seating, and real-time information. Businesses also recognize the value of nearby bus service but stress the importance of safe, clean, and accessible stop areas.

Equity, Inclusive Access, and Culturally Responsive Outreach

The presence of bilingual staff and multilingual materials was critical for reaching and engaging participants from diverse backgrounds. These interactions helped build trust with Spanish-speaking riders and others who might not typically engage through digital channels. Participants appreciated having information and conversations accessible in their preferred language, reinforcing the value of culturally responsive outreach.

Many Route 106 riders are low-income, elderly, disabled, immigrant, or unhoused, and the route serves as a lifeline for essential travel. Participants stressed that changes must not reduce access or disproportionately impact vulnerable users. Comments also emphasized the importance of meaningful outreach and engagement, especially within cultural and Asian-language communities.

8. Lessons Learned and Next Steps

The 2025 outreach phase demonstrated the importance of consistent presence, multilingual communication, and strong partnership at community spaces along the Route 106 corridor.

8.1 What Worked Well

In-person outreach helped Metro build relationships and capture meaningful feedback. Multilingual materials improved accessibility, and clear logistics ensured that teams were able to reach 44 businesses within two days. Partnerships with trusted community hubs, such as the Renton and Skyway Libraries, were key to reaching both families and unhoused individuals who depend on transit.

Multiple feedback options were offered to ensure accessibility and inclusion. Participants could share input conversationally with staff or through a digital survey, which included a tailored version for businesses as well as for riders and community members. The survey's design intentionally reflected the different needs of each audience. Conducting surveys in person helped reduce digital access barriers, ensuring that those willing and able to participate, whether online or through conversation, had an equitable opportunity to share their experiences.

8.2 Challenges and Improvements

Future engagement efforts could be strengthened by:

- Conducting outreach with home-based small businesses, including family childcare centers and other residential enterprises that can be easily missed. While this project did not include that component during this outreach phase, future engagement will explore ways to connect with these businesses through approaches that are considerate of participants' comfort and context, ensuring outreach is both effective and respectful.
- Scheduling evening or weekend outreach activities to better reach shift workers and others who may not be available during standard business hours.
- Continuing to establish stronger connections with community-based organizations remains a key priority. While initial outreach helped Metro interact with riders, businesses, and community members, this is a good starting point to strengthen relationships with community throughout the cycle of this project.
- Building on the visibility achieved through local outlets like the *South Seattle Emerald*, future phases could include proactive partnerships with neighborhood media to expand participation and awareness.
- Reviewing feedback received from this outreach phase to better engage with community centers and based organizations that work with BIPOC elders for the next round of outreach.

8.3 Next Steps

Over the coming months, Metro will review feedback received during this engagement period to help guide the project improvement list, prepare concepts for 10% design, develop preliminary cost estimates, and publish a final report with recommendations for full 106 corridor improvements. Metro will plan to share planning level designs and concepts with the community at the end of this Planning Project. Metro will share concepts for 10% design, share how feedback guided development for the suggested improvements, and receive feedback from the community.

This project is currently only funded through the planning phase. Once the project has dedicated funding to move into the design and delivery phase (Phase 2), Metro will kick off phase 2 of engagement. In Phase 2 of outreach and engagement, Metro will continue to capture feedback from community to inform future phases of the planning process, design decisions, and construction implementation

Appendix A: Business Outreach List

Day 1: Martin Luther King Neighborhoods

- Jewel Cafe
- Seattle hair salon and Beauty supplies
- Baked From The Hart
- Affordable Tire and Brake MLK
- Asmara Shikor Fashion
- Biojunction Sports Therapy
- Pure Barre
- Arvue Eye Care
- A Greener Today Marijuana - South Seattle
- The Station Columbia City
- Vina Dental & Dentures Clinic
- Billiard Hoang
- Ammana Houseware & Grocery LLC
- Firestone Complete Auto Care
- Triple T Auto Repair
- Marco Coin Laundry
- Allstate
- Nazareth Market
- POLISH YOU PRETTY NAIL SALON
- Banh Mi Deluxe
- Rainier Restaurant
- TacOrtiz

- Eyman's Pizza
- Union N Eritrean and Ethiopian bar and Restaurant
- Elizabeth Thomas Homes
- Best of the Best
- Afrik coffee and grocery
- Bananas Grill
- Rainier Vista Boys & Girls Club

Day 2: Renton and Skyway Neighborhoods

- Big Island Poke
- Los Antojitos del Barber
- Taqueria La Herradura
- El Kiosko
- Pristine Barber Studio
- Salima Specialties
- Cugini Florists & Fine Gifts
- Perfect Fit Framing
- 365 Mart
- Fortune Casino Renton
- First Pass Driving School of Seattle
- Royal Orchid Restaurant
- Tommy's Cafe
- Skyway Model Shop
- Law Office Of Cleodis Floyd Attorney

Appendix B: Route 106 Fact Sheet

Route 106 Speed and Reliability Improvements Study

FALL 2025



Map showing the study area for Route 106 along
MLK Jr. Way South and Renton Avenue South

King County Metro (Metro), in collaboration with the Seattle Department of Transportation (SDOT), King County Road Services, and the City of Renton, is studying transit improvements for Route 106 to reduce bus travel times, improve reliability and overall customer experience.

Route 106 serves over 5,000 riders each weekday and operates every 10-15 minutes most of the day. This route connects the International District, Mt. Baker, Rainier Valley, Skyway, and downtown Renton – neighborhoods where many residents rely on transit for work, school, and essential services.

Addressing Transit Challenges for Route 106

Currently Route 106 buses are delayed 32% of the time. Metro will evaluate existing and anticipated roadway challenges in this study to identify investments that will:

- Reduce bus travel times by 10–15% during busy commute times.
- Improve service to allow buses to have more reliable trips through the corridor.
- Improve connections to other travel modes in the area.
- Benefit existing transit riders and encourage additional ridership.

We want to hear from you!

Here are a few ways you can share your feedback with us:

Visit, kingcountymetro.blog/route106, to learn more about our study and where you can join us at a tabling session.

Scan the QR code to take our questionnaire by October 3, 2025.



Getting to 10% design

The project is currently in the planning phase. During this phase, the study team will engage with local organizations, community members and other key groups to identify and refine transit improvement priorities. We will continue to engage with the community as we move towards final design and construction.



Potential bus improvements: what they are and why they matter

The Route 106 study will work to identify improvements that will provide faster, more reliable bus service for thousands of riders daily. Below are some examples of the types of improvements under consideration to enhance transit service and meet the demand of a rapidly growing community.

Type of improvement	What it is	Why it matters
Transit signal priority 	Allows wireless signals from a bus to change traffic signal to green as it approaches an intersection	Reduces the amount of time buses spend at traffic lights and can improve travel times
Bus stop relocation/removal 	Moves the location of a stop and/or removes bus stops that are too close together.	Helps buses travel faster and more reliably by spacing out stops along the route, reducing travel times.
In-lane bus stops/boarding island 	Allows buses to stop in the travel lane instead of pulling over to pick up/drop off passengers.	Reduces the amount of time lost to merging in and out of traffic and improves accessibility for riders and cyclists/pedestrians.
Queue jumps 	Allow buses to merge into traffic from a dedicated bus lane or right-turn only lane, usually with a special traffic signal.	Decreases travel delays by allowing buses to move ahead of surrounding traffic.
Business Access and Transit (BAT) lanes/Bus lanes 	Roadway lanes dedicated exclusively (or primarily) for the use of buses.	Improves travel times as buses avoid general traffic delays in surrounding lanes.

Contact information

Metro Community Engagement

 (206) 263-9768
  community.relations@kingcounty.gov

For questions about the project, please contact us:

Amharic: ስለ ፕሮጀክቱ ላለዎት ጥያቄዎች አባክዎ እኛን ያነጋግሩ:-

Simplified Chinese: 如对项目有任何疑问, 请联系我们:

Somali: Haddii aad qabto su'aalo mashruuca ku saabsan fadlan nala soo xiriir:

Spanish: Si tiene preguntas sobre el proyecto, contáctenos:

Vietnamese: Nếu có thắc mắc về dự án, vui lòng liên lạc với chúng tôi:

Appendix C: Social Media

Timeline and Platforms: A total of five distinct posts, distributed across these three platforms, were made between September 17 and September 29, 2025.

Date of Post

Sept 29

Platform: X

Post

King County Metro

@KingCountyMetro

We are in the final week to find out how you would like to improve reliability and reduce travel times on Route 106. Take our survey by Oct. 3 to share your feedback with us. Visit wp.me/p1GXf3-gry, to learn more.

10:53 AM · Sep 29, 2025 · 507 Views

Comment

Retweet

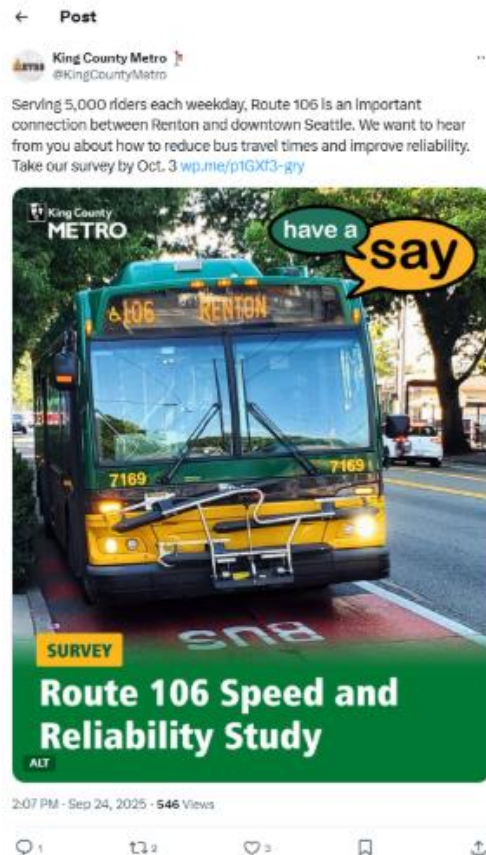
Like

Bookmark

Share

Final call for Route 106 survey responses

Sept 24



Survey reminder post

Sept 22



Post highlighting Skyway Library outreach event

Sept 19



Reminder: Skyway Library on Monday + survey link

Sept 17



Kickoff announcement of the Route 106 Speed & Reliability Study

Date of Post

Platform: Facebook

Sept 29

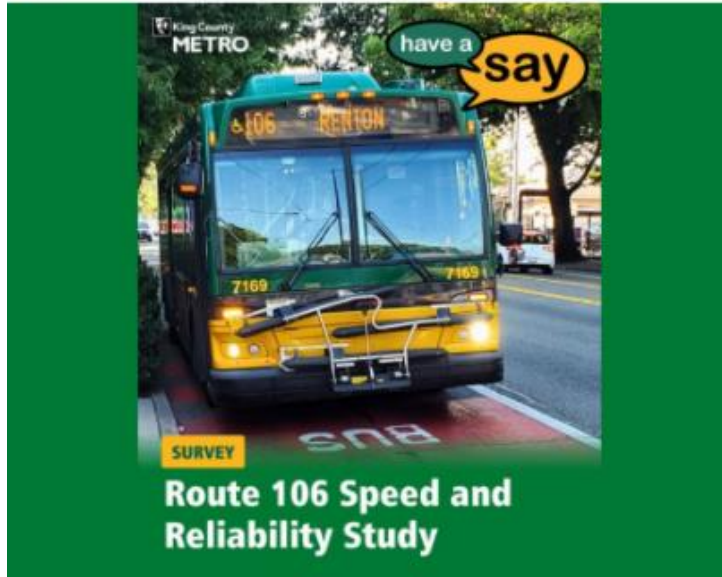
King County Metro Transit's Post



King County Metro Transit

September 29 at 10:53 AM · 🌐

We are in the final week to find out how you would like to improve reliability and reduce travel times on Route 106. Take our survey by Oct. 3 to share your feedback with us. Visit <https://wp.mc/p1GXf3-gry>, to learn more.



11

9 comments · 1 share

Final call for Route 106 survey responses

Sept 24



Survey reminder post

Sept 22



Post highlighting Skyway Library outreach event

Sept 19



Reminder: Skyway Library on Monday + survey link

Sept 17



Kickoff announcement of the Route 106 Speed & Reliability Study

Date of Post	Platform: Instagram
Sept 29	Final call for Route 106 survey responses
Sept 24	Survey reminder post - Carousel Post

Sept 22



Post highlighting Skyway Library outreach event

Sept 19



Reminder: Skyway Library on Monday + survey link

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Sept 17



Kickoff announcement of the Route 106 Speed & Reliability Study

Appendix D: Metro Matters Blog Post

NEWS

Metro studying transit improvements on Route 106

By Al Sanders • September 9, 2025



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

King County Metro, in collaboration with the Seattle Department of Transportation (SDOT), King County Road Services, and the City of Renton, is studying transit improvements for Route 106 to reduce bus travel times, improve reliability, and increase overall customer experience. Route 106 serves 5,000 riders each weekday and operates every 10-15 minutes most of the day. This route connects the International District, Mt. Baker, Rainier Valley, Skyway, and downtown Renton – neighborhoods where many residents rely on transit for work, school, and essential services.

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Metro Matters posted a blog about the study with a link to take the survey on September 9, 2025:

[Link to article here.](#)

Appendix E. Transit Rider Alerts

Timeline and Platforms: A total of 5 distinct messages, distributed through text message and email, were sent on September 9, 15, 24, 30 and October 3, 2025.

We want to hear from you! Route 106 Speed and Reliability Study



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

Metro is studying transit improvements for Route 106. Visit kingcountymetro.blog/route106 to learn more and take our survey by October 3, 2025.

We want to hear from you! Route 106 Speed and Reliability Study



Email (HTML) Email (Plain Text) Text Message

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

Subject: We want to hear from you! Route 106 Speed and Reliability Study

Metro is studying transit improvements for Route 106 which runs from Renton to downtown Seattle through the Rainier Valley. To learn more about our study and how you can share your feedback visit kingcountymetro.blog/route106. Share your feedback with our team by October 3, 2025!



Moving forward together

www.kingcounty.gov/metro

Manage your subscriptions:

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- Questions about this service? Visit [Help](#)

Share your feedback on the Route 106 Speed and Reliability Study!



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

There is still time to take our Route 106 survey! Visit, kingcountymetro.blog/route106, to learn more and take our survey by October 3, 2025.

Share your feedback on the Route 106 Speed and Reliability Study!



Email (HTML) Email (Plain Text) Text Message

From: "King County, WA" <KingCounty@subscriptions.kingcounty.gov>
Subject: Share your feedback on the Route 106 Speed and Reliability Study!

There is still time to take our Route 106 survey! Your feedback will help Metro look at ways to improve reliability and reduce travel times on Route 106. Visit, kingcountymetro.blog/route106, to learn more and take our survey by October 3, 2025!



Manage your subscriptions:

- Update your [preferences or unsubscribe](#)
- Questions about this service? Visit [Help](#)

Take our Route 106 survey by October 3rd!



Email (HTML) Email (Plain Text) Text Message

We want to hear from you about how to improve service and reliability on Route 106. Visit, kingcountymetro.blog/route106, to take our survey by October 3, 2025!

Take our Route 106 survey by October 3rd!



Email (HTML) Email (Plain Text) Text Message

From: "King County, WA" <KingCounty@subscriptions.kingcounty.gov>
Subject: Take our Route 106 survey by October 3rd!

Serving 5,000 riders each weekday, Route 106 is an important connection between Renton and downtown Seattle through the Rainier Valley. We want to hear from you about how to reduce bus travel times and improve reliability. Visit, kingcountymetro.blog/route106, to learn more and take our survey by October 3!



Manage your subscriptions:

- Update your [preferences or unsubscribe](#)
- Questions about this service? Visit [Help](#)

Final week to take the Route 106 Survey!



Email (HTML)

Email (Plain Text)

Text Message

We are in the final week of the Route 106 Speed and Reliability Study! Visit, kingcountymetro.blog/route106, take our survey by October 3, 2025.

Final week to take the Route 106 Survey!



Email (HTML)

Email (Plain Text)

Text Message

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

Subject: Final week to take the Route 106 Survey!

We are in the final week of the Route 106 Speed and Reliability Study! Don't miss the opportunity to share how you would like to improve reliability and reduce travel times on Route 106. Visit, kingcountymetro.blog/route106, to learn more and take our survey by October 3, 2025!



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Manage your subscriptions:

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- Questions about this service? Visit [Help](#)

Final week to take the Route 106 Survey!



Email (HTML)

Email (Plain Text)

Text Message

We are in the final week of the Route 106 Speed and Reliability Study! Visit, kingcountymetro.blog/route106, take our survey by October 3, 2025.

Final chance to take our Route 106 Survey!



Email (HTML)

Email (Plain Text)

Text Message

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

Subject: Final chance to take our Route 106 Survey!

Today is the last day to take our Route 106 Speed and Reliability survey! Don't miss the opportunity to share how you would like to improve reliability and reduce bus travel times on Route 106. Visit, kingcountymetro.blog/route106, to learn more and take our survey by 11:59pm!



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Manage your subscriptions:

- Update your [preferences or unsubscribe](#)
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South Seattle Emerald, September 25, 2025 — Article referencing Metro’s Route 106 Speed and Reliability Study as part of broader South Seattle transit coverage: [South End Life: Graham Block Party Connects Community to Future Light Rail Station Plans](#)

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Appendix G. Online Survey Questions

This survey will take approximately 5-7 minutes. Your feedback will help our team understand what transit improvements for Route 106 are important to you and help inform future Speed and Reliability improvements on this route.

To learn more about Route 106 Speed and Reliability Improvements Study visit Metro Matters.

How often have you used Route 106 in the last 30 days?

- ☐ I have not used Route 106 in the last 30 days
- ☐ 1-2 times
- ☐ 3-5 times
- ☐ 6-10 times
- ☐ 10 or more times
- ☐ I don't know

In the past 30 days, how often have you waited 5-10 minutes longer than you expected for a Route 106 bus to arrive?

- ☐ Never
- ☐ Rarely
- ☐ Sometimes
- ☐ Frequently
- ☐ Almost always
- ☐ I don't know

When you ride Route 106, what kind of trip(s) are you typically making? Please select all the trip types that apply

- ☐ Work, business appointments, or looking for work
- ☐ School, education, or training for myself
- ☐ Childcare, child's school, or child's activity
- ☐ Shopping or errands
- ☐ Fun, recreation, or social events (meeting friends, visiting parks, etc)
- ☐ Medical/healthcare appointments
- ☐ Social services (DSHS office, shelters, food banks, etc)
- ☐ Special events (including concerts, sporting events, festivals, etc.)
- ☐ Judicial services (court, jury duty)
- ☐ Airport
- ☐ Other (Please specify):
- ☐ Prefer not to answer

What do you like most about riding Route 106?

(Open-ended: _____)

What changes, if any, could improve your experience using Route 106? Please select all that apply.

- ☐ Buses that come more often
- ☐ Buses that come at consistent times of day, more reliability
- ☐ Fewer transfers between routes
- ☐ Faster travel time once on the bus
- ☐ Stops closer to my home
- ☐ Stops closer to where I want and need to go
- ☐ If the bus schedule started earlier in the day
- ☐ If the bus schedule went later into the night
- ☐ Better access to real-time schedule information
- ☐ Cleaner buses
- ☐ Cleaner bus stops
- ☐ Less crowded buses
- ☐ More awareness of transit options
- ☐ Improved personal safety
- ☐ Other (please specify):
- ☐ I don't know
- ☐ None of the above

Of the improvements you selected, which is the **most** important to your experience using Route 106?

We want to learn more about how your experiences on Route 106 compare to other experiences you may have had on other King County Metro Transit routes.

For the following questions, please consider **how your trips on Route 106 compare to your trips on other King County Metro bus routes.**

Thinking about your **overall experience**, that includes getting to a stop, waiting at the stop, riding the bus, and getting to your final destination or transfer point. How does your overall experience on Route 106 compare to your experience on other King County bus routes?

- ☐ My experiences with Route 106 are significantly worse
- ☐ My experiences with Route 106 are somewhat worse
- ☐ My experiences with Route 106 are about the same
- ☐ My experiences with Route 106 are somewhat better
- ☐ My experiences with Route 106 are significantly better
- ☐ I do not use other King County Metro bus routes

Thinking about the speed of service, that is how quickly the bus travels from the time you board until the time you exit. How does your experience with speed of service on Route 106 compare to your experience on other King County bus routes?

- ☐ My experience on Route 106 is significantly worse
- ☐ My experience on Route 106 is somewhat worse
- ☐ My experience on Route 106 is about the same
- ☐ My experience on Route 106 is somewhat better
- ☐ My experience on Route 106 is significantly better
- ☐ I do not use other King County Metro bus routes

Thinking about **reliability of service**, that refers to the consistency of a bus showing up when it is scheduled to arrive. How does your experience with reliability of service on Route 106 compare to other King County bus routes?

- ☐ My experience on Route 106 is significantly worse
- ☐ My experience on Route 106 is somewhat worse
- ☐ My experience on Route 106 is about the same
- ☐ My experience on Route 106 is somewhat better
- ☐ My experience on Route 106 is significantly better
- ☐ I do not use other King County Metro bus routes

Are there specific transit service or features you have experienced on other King County Metro bus routes that you would like to see on Route 106? _____

On your most recent Route 106 trip, how satisfied were you with the **overall time** it took to complete your trip? This includes the time you spend getting to a stop, waiting at the stop, riding the bus, and getting to your final destination or transfer point.

- ☐ Very satisfied
- ☐ Somewhat satisfied
- ☐ Somewhat dissatisfied
- ☐ Very dissatisfied
- ☐ Does not apply to me

In addition to Route 106 riders, we are also interested in hearing from business owners and employees who work along the route.

Which best describes you?

- ☐ I own a business that is located along Route 106

- ☐ I am employed at a business along Route 106
- ☐ I do not own a business nor am I employed at a business that is along Route 106
- ☐ I don't know

What is the name of the business? _____

You indicated you work at _____. In the past 30 days, what types of transportation did you use to get to work?

- ☐ Drive alone
- ☐ Carpool
- ☐ Rode a bike or scooter (shared or personal)
- ☐ Walked or used a mobility device (e.g., wheelchair)
- ☐ Used a ride-hailing service (e.g, taxi, Uber, or Lyft)
- ☐ Bus Route (Please specify: _____)
- ☐ Light rail
- ☐ Metro Flex
- ☐ Other: _____
- ☐ None of the above
- ☐ I don't know

Please select all the transportation options that you know **customers use to get to your business.**

- ☐ Drive alone
- ☐ Carpool
- ☐ Ride a bike or scooter (shared or personal)
- ☐ Walk or use a mobility device (e.g., wheelchair)
- ☐ Use a ride-hailing service (e.g, taxi, Uber, or Lyft)
- ☐ Bus Route (please specify: _____)
- ☐ Light rail
- ☐ Metro Flex
- ☐ Other (please specify): _____
- ☐ None of the above
- ☐ I don't know

How far is the closest Route 106 bus stop to [pipe to text]?

- ☐ Less than 5 minute walking distance
- ☐ 5 to 10 minute walking distance
- ☐ 10 to 20 minute walking distance
- ☐ I don't know

How do you feel about having a bus stop near [pipe to text]? _____

In what ways do you use the front area of your business? This can include customer seating, product sales, displaying art, deliveries, loading, etc.

What, if any improvements, would you like to see along or near where Route 106 operates? [Open ended]

Do you think improvements to Route 106 could help bring more customers to your business?

☐ Yes

☐ No

☐ I don't know

If you are interested to stay informed about Route 106 improvements, please fill out the contact information.

First name:

Last name:

Email: _____

Phone : _____

Metro is in the early stages of planning speed and reliability improvements to Route 106. What concerns or questions do you think are important for us to consider as we plan? (Open-ended: _____)