

# Frequent transit service study policy advisory group (PAG)

## Meeting #3

WSDOT Public Transportation Division

August 23, 2022

# Introductions

- Welcome!
- **Favorite travel location in WA accessible by transit?**
- Check out the Week Without Driving: <https://www.disabilityrightswa.org/nodriving/>
  - September 19 - 25

# Why we're here today

By the end of this meeting, we will have...

1. Reviewed the activities of the Technical Advisory Group (TAG)
2. Discussed the definition of “frequent transit”
3. Discussed analysis process and next steps

# Proviso details

15(a) \$250,000 of the multimodal transportation account-state appropriation is provided solely for the department, in consultation with the joint transportation committee, **to conduct a study of statewide transit service benchmarks**. Elements of the study include:

- (i) **Development of definitions** of frequent fixed route transit and accessible frequent fixed route transit; and
- (ii) **Identification of, to the extent possible using existing data, current gaps** in frequent fixed route transit and accessible walking routes to frequent fixed route transit stops.

(b) An initial report is due by December 15, 2022, that **proposes a definition of frequent transit and documents how many people in Washington live within one half mile walk of frequent transit**. A final report is due by June 30, 2023, that identifies gaps in accessible frequent transit, analyzed for disparities in race, age, and disability, and develops funding scenarios to address the identified gaps.

*Source: ESSB 5689*

# Review of August meetings

- Confirmed WSDOT's project approach
- Approved move forward with frequency definition approach, consent around frequency
- Feedback on levels of frequency
- Discussion of analysis plan

# Frequency definition approach

- Multiple “levels” of frequency
  - We propose 5
- Analyze all these same levels across the state
- Include factors beyond simple headway

# Proposed levels to analyze

Frequency level	Peak (6am-9am) (3pm-7pm)	Off-Peak (9am-3pm)	Night (7pm-10pm)	Weekend (6am-10pm)	Days of Service (minimum)
Convenient	<=10 minutes	<=12 minutes	<=12 minutes	<=12 minutes	7 days
Visible	<=15 minutes	<=15 minutes	<=20 minutes	<=20 minutes	7 days
Dependable	<= 30 minutes	<= 30 minutes	<= 60 minutes	<= 60 minutes	7 days
Basic	<= 60 minutes	<= 60 minutes	<= 90 minutes	<= 90 minutes	7 days
Lifeline	2+ bidirectional trips/day minimum				5 days

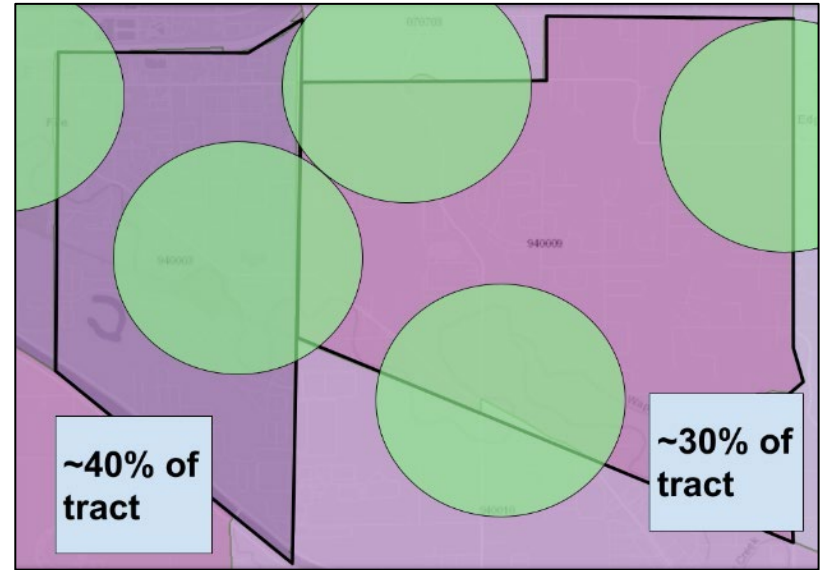
# Response to TAG feedback

Feedback	Recommendation
Include less frequent options to account for less dense areas	Analyze five levels of frequency, including Dependable and Lifeline
Align with TRB levels of frequency (15 minutes max, any longer wait is not “frequent”)	TRB guidance is helpful, does not consider as many aspects of frequency as our levels do
Consider night and/or weekend service at different levels	Added 90 minute minimums to Basic level for nights and weekends
Does not include recreation-focused transit (night only, weekend only), we are OK with that	Do not add recreation-focused level(s)



# Planned analysis process

1. Collect transit stop locations.
2. Sort stops into frequency categories.
3. Gather U.S. Census population data.
4. Draw half-mile circles around stops.
5. Calculate what percent of each census tract is inside each frequency layer.
6. Calculate statewide totals by frequency category.



Recap - what we heard today

# Next steps

1. Present and feedback from WSTA attendees on 8/29
2. Begin frequency stop layer analysis using definition of frequency with multiple layers
3. Hold 1-on-1 conversations about preliminary findings with TAG and PAG in late September
4. Host combined TAG and PAG meeting in October to discuss updated results
5. Begin drafting Initial Report – TAG and PAG members review and comment in November
6. Submit report to the Legislature by 12/15 deadline

# Thank you!

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