

Frequent transit service study policy advisory group

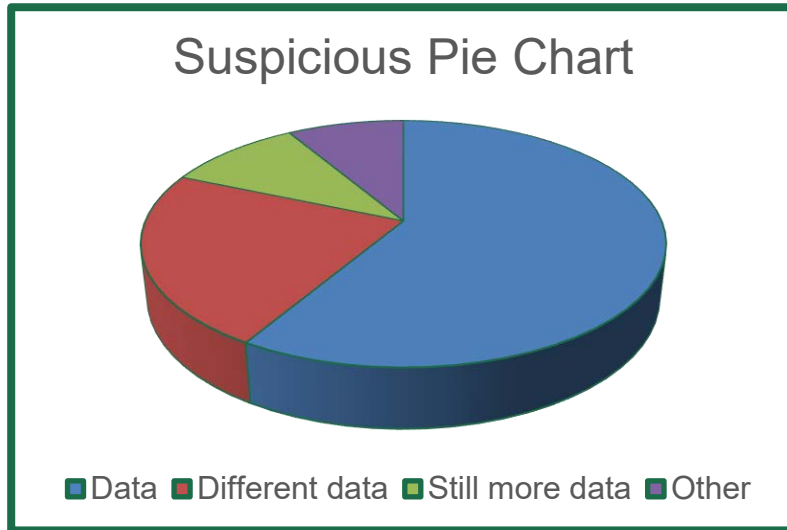
Meeting #2

WSDOT Public Transportation Division

August 2, 2022

Introductions

- Welcome!
- **What's your favorite summer pie?**



Why we're here today

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

1. Reviewed the activities of the Technical Advisory Group
2. Reviewed the project approach
3. Discussed the descriptions of “frequent transit” for the purposes of this study
4. Discussed next steps

Review of last PAG meeting

- Confirmed WSDOT's data finding, that we do not have specific enough sidewalk information to claim what is ½ mile walk to transit
- Advised WSDOT to continue the work using the data we have available
- Sustainable project design: where possible, base the project on data sources that can be continued and that will facilitate regular updates of the project measurements or document if this is not possible
- Involve jurisdictions in this process

TAG activities

- Confirmed WSDOT finding about sidewalk data limitations
- Confirmed the need to use proxy data to determine how many people in Washington live within one half mile walk of frequent transit
- Asked WSDOT to review data sources related to walkability and accessibility; WSDOT reported back
- Began discussion about the term frequency
- Supported WSDOT's project approach

Project description

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 [REDACTED]

(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

WSDOT project approach

- Develop definitions of frequent fixed route transit and accessible frequent fixed route transit
- Document the presence of underserved populations in census tracts containing or adjacent to frequent fixed route transit stops
- Develop a recommended approach, including schedule and budget, to obtaining data necessary to analyze accessible walking routes to frequent fixed route transit stops and populations within a ½ mile walk

Frequency definition approach

- Multiple “levels” of frequency
- Analyze all levels across the state
- Include factors beyond simple headway

Standardized levels of service

Example: LEED rating system for building efficiency



Certified

40-49 points earned



Silver

50-59 points earned



Gold

60-79 points earned



Platinum

80+ points earned

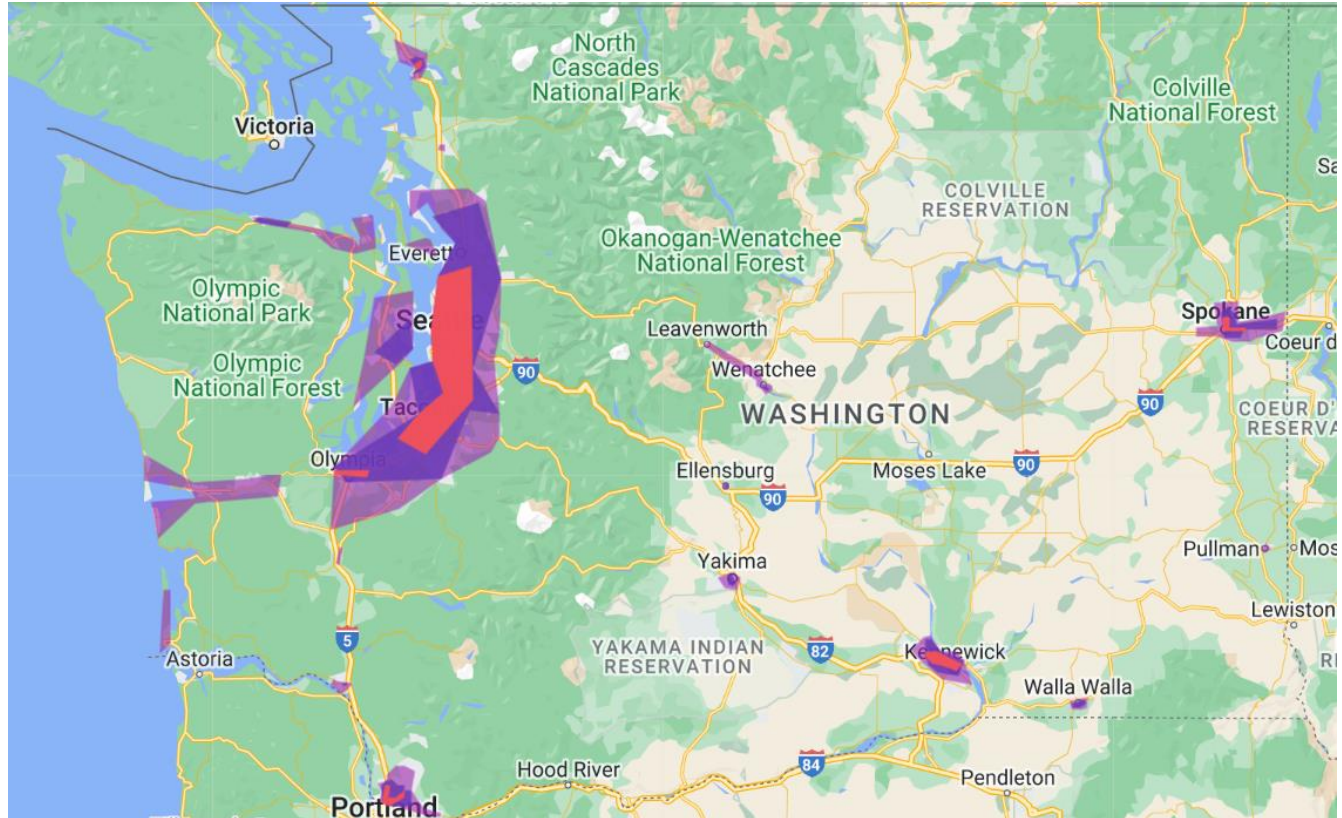
Other examples:



Visualizing benchmarks

Example:
layers of 15,
30, and 75
minute service.

*Not based on
real data.*



Response to feedback

Issue	Solution
No one-sized fits all	Provide multiple tier analysis
Geography and density	Gradation allows consideration of context
Need to set standards	Reasonable standards to discuss, build on
Resources and demand	Allow local needs and planning to set goals

Next: consider different possible components of “frequent transit”

Components of frequent transit

- **Headway** – every ___ minutes
- **Span** – from ___ AM to ___ PM
- **Days** – on which days?
- **Seasons** – year round only?
- **Routes** – what if there's multiple routes at the stop?

Headway

- “X times in Y minutes”
 - 4 times in 60 minutes
 - 15 minute service for an hour
 - 36 times in 240 minutes
 - 10 minute service for 4 hours
 - 96 times in 1,440 minutes
 - 15 minute service 24/7

Is frequency more than headway? (1)

SPAN

- What if (frequent) service disappears entirely at night?
- We might say that the stop also has to provide *some* service early and late.

DAYS

- What if (frequent) service isn't present on Sundays?
- We might say that there has to be *some* service on all days.

Is frequency more than headway? (2)

SEASONS

- What if (frequent) service is seasonal?
- We might say that the service must exist year round.

ROUTES

- What if (frequent) service is spread across routes?
- If there's two 30-minute routes that form 15-minute service along a corridor, does that count?
 - What if they come at 9:00, 9:05, 9:30, and 9:35?

Example configurations of levers

Some possible levels of frequent transit:

- Using only one component:
 - Service at a stop on any number of routes at least 12 times in 60 minutes beginning at 9am on Tuesdays.
- Using all the components:
 - Service at a stop on a single route at least 8 times in 120 minutes, beginning at 9am on Tuesdays, where service is also provided for the route beginning no later than 6am and ending no earlier than 11pm seven days a week throughout the year.

Components of frequent transit

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Recap—what we heard today

Next steps

1. Continue discussion on frequency
2. Begin background data work on definitions of frequency, identifying underserved populations
3. WSDOT staff will begin drafting Initial Report which is due to the Legislature on December 15

Technical (8/16)

- Definitions
- Data options



Policy (8/23)

- Definitions
- Data discussions
- Draft report status

Thank you!

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