

# WSDOT Frequent transit service study

Technical advisory group meeting 1 summary  
10:30 a.m. - noon., July 14, 2022

## Attendees

### TAG members

- Lisa Ballard (WSDOT)
- Brian Lee (PSRC)
- Melissa Gaughan (King County Metro)
- Cliff Hall (WSDOT)
- Justin Leighton (Washington State Transit Association)
- Steffani Lillie (Kitsap Transit)
- Lindsey Sehmel (Pierce Transit)
- Tony Tompos (Pullman Transit)
- Mike Tresidder (Spokane Transit)
- Brad Windler (C-TRAN)

### Project staff

- Thomas Craig (WSDOT)
- Emma Dorazio (PRR)
- Kate Gunby (PRR)
- Matthew Kenna (WSDOT)
- Justin Nawrocki (WSDOT)
- Stan Suchan (WSDOT)
- Jenny Thacker (PRR)

## Discussion

Slide numbers included in this meeting summary refer to the [TAG meeting 1 presentation](#) saved on [engage.wsdot.wa.gov/frequent-transit-service-study](https://engage.wsdot.wa.gov/frequent-transit-service-study).

### Slides 1 and 2 – Justin Nawrocki

Welcome and introductions

### Slide 3 – Justin Nawrocki

Review of the meeting agenda:

- Discuss project roles
- Review shared goals
- Review barriers to the work
- Review the approach proposed by WSDOT staff

### Slide 4 – Justin Nawrocki

Review of the legislative language guiding the frequent transit service study.

### Slide 5 – Justin Nawrocki

Review of project roles and responsibilities

### Slide 6 – Jenny Thacker

Jenny went over proposed meeting agreements to guide the TAG's work and the TAG members agreed to follow them.

### Slide 7 – Matthew Kenna

Matthew Kenna shared what the project team learned in a series of discovery interviews with PAG and TAG members and other stakeholders. Several key informants stressed that local context needs to be considered when coming up with standards. Common goals for the project mentioned included:

- Improving the rider experience
- Increasing funding stability
- Understanding the needs of those who lack access to transit

### Slide 8 – Matthew Kenna

Matthew shared some of the concerns that the group heard in the discovery interviews. Several key informants were concerned about the timeline and how quickly the work needed to get underway. Other concerns were that the study would lead to unattainable standards, or that any resulting high dollar figure would make the transit community look like it was greedy or scare policy makers away.

One TAG member stressed that the project team needed to be thoughtful about managing expectations for the impact of the study. Things like improving rider experience are very nuanced, and timelines for legislative funding are all very far out.

### Slide 9 – Matthew Kenna

Many key informants stressed the importance of and relevance of the study and asked that the project team come up with an end result that is useful and usable and improves the lives of end users. Several key informants also stressed that frequency is context sensitive, that transparent coordination is important, and that the project team needed to work quickly.

### Slides 10-12 – Thomas Craig and Jenny Thacker

Based on the feedback the project team has heard so far and our internal analysis, WSDOT has developed a recommended approach which includes considering whether the data exists to complete the study exactly as directed by the legislative proviso language. The team's analysis to date indicates that there are specific and significant gaps in the existing data that will likely prevent the assessment of the walkability of routes to transit stops.

During discovery interviews, the project team asked key informants what features came to mind when they thought of "accessibility." Common features included:

- Within a reasonable distance
- Well-maintained sidewalks or shoulders
- A perception of safety
- A well-connected multi-modal network,
- Curb cuts, crosswalks, signals, and other features to help people navigate the network

Key informants stressed that because so many of these accessibility features related to sidewalks, curb cuts, cross walks and multi-modal networks take place in the right of way, and only a few are related to the actual transit stop, transit providers do not have much control over them.

### Slide 13 – Discussion

Thomas and Jenny asked the TAG to discuss what it might mean if the project team does not have the data to analyze a half mile walk to transit.

TAG members explored using OpenStreetMap as a way to get information about sidewalk networks. After much discussion, the TAG agreed that while OpenStreetMap had excellent data for a few communities in Washington State, it did not have sufficient information about multi-modal networks for much of the state to allow the project team to answer the proviso question about who lives within a one-half mile walk of accessible, frequent fixed-route transit.

TAG members talked about how to assess and describe accessibility if the project team could get the data, including whether ADA accessibility was the standard of reference, or if the project team could use a range or a grading system to think about accessibility.

Stan asked the group to indicate if they agreed that there is insufficient sidewalk data to meet the intent of the proviso and that the project team should notify the legislative group about that issue. Everyone present agreed.

One TAG member brought up a concern about the quality of General Transit Feed Specification (GTFS) data across the state. Thomas responded that while there are quality issues, but he believes it is of sufficiently good quality to conduct this analysis.

One TAG member reiterated that she would like to include the route directness index as part of this work. Justin Nawrocki responded that the project team would examine whether that fit within the scope of the project.

### Slides 14 -16 – Justin Nawrocki

Justin Nawrocki reviewed next steps, including individual outreach to stakeholders who could not attend the initial TAG meeting, setting up a project website, and upcoming meetings with the PAG and the TAG.

Justin Nawrocki asked the TAG members to think about what was covered in the meeting and if they know of any statewide data for walkability that WSDOT may not have considered.

Justin Nawrocki thanked the TAG members for their time and reminded them that they could reach out to Monica Ghost, project manager,( [monica.ghosh@wsdot.wa.gov](mailto:monica.ghosh@wsdot.wa.gov) ) and him ([justin.nawrocki@wsdot.wa.gov](mailto:justin.nawrocki@wsdot.wa.gov)) with questions, ideas, or concerns.