



# WSDOT Frequent transit service study

Policy advisory group meeting 3 summary  
2:30-4:00 p.m., August 23, 2022

## Attendees

### PAG members

- Amy Asher (Mason Transit)
- Celeste Gilman (WSDOT)
- Justin Leighton (Washington State Transit Association)
- Paulo Nunes-Ueno (Front and Centered)
- Angie Peters (Valley transit – Walla Walla)
- Anna Zivarts (Disability Rights Washington)

### Project staff

- Don Chartock (WSDOT)
- Thomas Craig (WSDOT)
- Emma Dorazio (PRR)
- Monica Ghosh (WSDOT)
- Kate Gunby (PRR)
- Jade Henderson (PRR)
- Justin Nawrocki (WSDOT)
- Stan Suchan (WSDOT)
- Emily Watts (WSDOT)

## Discussion

Slide numbers included in this meeting summary refer to the [PAG meeting 3 presentation](https://engage.wsdot.wa.gov/frequent-transit-service-study) saved on [engage.wsdot.wa.gov/frequent-transit-service-study](https://engage.wsdot.wa.gov/frequent-transit-service-study).

### Slides 1-3

Jenny welcomed the PAG members, led a round of introductions, and went through the meeting agenda

### Slide 4 – Jenny

Jenny highlighted that the initial report is due on December 15. A final report due to the legislature on June 30, 2023 will build on this initial report.

### Slide 5 – Jenny

Jenny reviewed the August meeting outcomes which were that the PAG confirmed WSDOT's project approach; both the PAG and the TAG approved the approach of analyzing multiple levels of frequency; and the TAG shared feedback on levels of frequency proposed and discussed the analysis plan.

### Slides 6 and 7 – Kate

Kate shared that the project team is proposing to analyze five levels of frequency across the state. The levels include factors other than headway, including peak service, off-peak service, night service, weekend service, and days of service. The five levels are labeled “convenient,” “visible,” “dependable,” “basic,” and “lifeline.”

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

Kate opened the floor for discussion.

- PAG members expressed appreciation for the nuance that including the different levels of frequency brought to the analysis
- The group discussed how to represent routes that have 10- or 15- minute headways but do not offer service during nights or weekends, or whose peaks fall outside the of the time periods described in the table above
  - The project team will consider being more flexible about the days of service
  - The project team will also consider being less definitive about the times of day that constitute “peak” and “off-peak.”
- The group discussed adding levels below “lifeline” to represent routes that only offer one bi-directional trip per day
  - The project team clarified that those routes would be covered in the analysis of all the routes in the state
- The group agreed that 60-minute headways was appropriate for “basic”
- The PAG agreed that the report needed to point to where improvements in service could be made

#### Slide 8 – Kate

Kate reviewed feedback from the TAG and how the project team is responding. The PAG members did not have any questions.

#### Slide 9 – Thomas

Thomas walked the team through WSDOT’s planned technical process to calculate for each of the levels analyzed, how many people have access to that type of transit.

- Step 1- Collect transit stop locations
- Step 2 - Sort those stops into the frequency categories. For each level of frequency, the team will identify every route and stop in the state that meets that criterion
- Step 3 - Gather U.S. Census population data
- Step 4 - WSDOT will draw half-mile circles around the stops in each frequency level
- Step 5 - Calculate what percent of each census tract is inside each frequency layer. So for example, if 40% of the census area is covered by the half mile circles around stops, then the team will assume that 40% of the people inside that area have access to a stop



- Step 6 - Calculate statewide totals by frequency category. To do this the team will add up the percent of the population in each census block group found in the last step to have access to frequent transit

Thomas offered to answer any questions.

- The PAG agreed that the approach Thomas described seemed reasonable given the data limitations and asked Thomas to consider how to include routes with flag stops in the analysis
- Thomas said he would start with desk research and will follow up as needed

#### Slide 10 – Jenny

Jenny offered a summary of the discussion.

- Concerning the five levels of service there was a lot of feedback about considering services between basic and lifeline or changing how the team thinks about basic levels of service
- Anna mentioned interest in capturing routes that provide service once a day.
- The group confirmed that it is important to both see where and what kind of service is currently being provided, as well as set aspirational goals for improving service across the state
- The PAG asked the project team to consider ways to think about how to include flag stops in the analysis. Thomas will start with desk research and follow up as needed

#### Slide 11 – Monica

Monica Gosh explained the next steps. The project team will:

- Present work and feedback at the Washington State Transit Association conference on 8/29
- Begin frequency stop layer analysis using definition of frequency with multiple layers
- Hold one-on-one conversations about preliminary findings with TAG and PAG and follow up with interested stakeholders in late September
- Host combined TAG and PAG meetings in October to discuss updated results
- Begin drafting Initial Report – TAG and PAG members to review and comment in November
- Submit report to the legislature by December 15