

Frequent transit service study policy advisory group & technical advisory group

WSDOT Public Transportation Division

October 25 and 27, 2022

Introductions

- Welcome!
- **Intro question**

Why we're here today

By the end of this meeting...

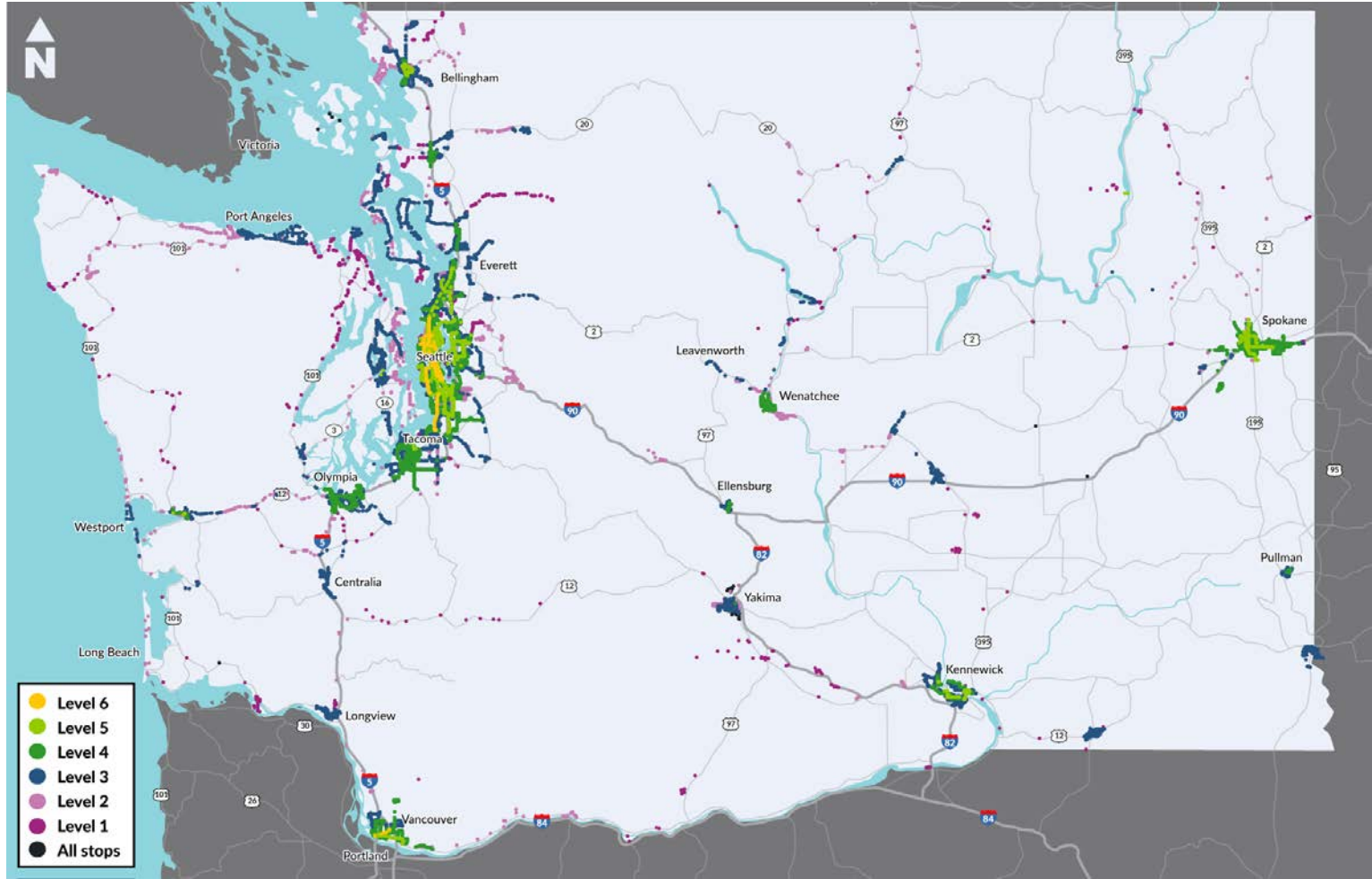
- WSDOT project staff will share how they addressed stakeholder feedback
- WSDOT project staff will share initial report outline and discuss key findings
- The group will determine whether to recommend that WSDOT management support project approach in the initial report
- Begin Phase II: discussion of work to identify gaps in frequent transit, analyzed for disparities in race, age, and disability

Changes incorporated

Change	Reason	Affect on results
New names for each level	Clearer, simpler language	None
Allow small variations in frequency	Former method of calculation was overly strict.	Increase in number of stops in top 4 levels, with larger % increases for higher levels
Shift peak hours one hour earlier	Services that qualitatively looked like “basic” level frequency were labeled “occasional”.	Slightly more stops now meet the “basic” level (12 agencies had new stops included, 5 had stops no longer included). Slightly fewer stops meet the higher frequency levels, especially “convenient” (10%) and “visible” (5%).
Reduce “Visible” extended/weekend requirement to 30 minutes instead of 20 minutes	<ol style="list-style-type: none"> 1) 20 minutes was not a useful operational target for some agencies 2) A large number of stops with mid-day 15-minute service did not meet the “visible” requirements. 3) There was a very large gap between the “visible” and “dependable” layers. 	<p>Initially, we considered adding a 7th layer between “visible” and “dependable” with 20-minute and 30-minute requirements.</p> <p>After considering results and reasons for change, we determined a change to the “visible” layer was the best approach.</p>
Added separate 24-hour service level	The six core frequency levels don’t identify where service does or doesn’t operate over night.	No effect on other frequency levels. Adds another level to be analyzed separately.

Levels analyzed and results

Frequency level	Day Time (9am-5pm)	Extended hours (6am-9am; 5pm-10pm)	Weekend (9am-5pm)	Days of Service (minimum)	Number of stops	Population overestimate
Level 6	<=12 minutes	<=15 minutes	<=15 minutes	7 days	455	500,000 (7%)
Level 5	<=15 minutes	<=30 minutes	<=30 minutes	7 days	2,917	1,500,000 (20%)
Level 4	<= 30 minutes	<= 60 minutes	<= 60 minutes	7 days	9,477	3,000,000 (40%)
Level 3	<= 60 minutes			5 days	18,243	4,300,000 (57%)
Level 2	6 trips per day any time			5 days	20,856	4,600,000 (61%)
Level 1	2 trips per day any time			5 days	22,295	4,700,000 (63%)
<i>24-hour</i>	1 trip every 2 hours overnight all days			7 days	660	



December 15 report - key findings (draft)

- The lack of accessibility data makes it hard to answer key questions. If we want to know about access to transit, we need to fill a data vacuum.
- Transit frequency mirrors density, with the most frequent transit existing in certain, most population dense parts of the state.
- Roughly half of people in the state live within a half mile to at least lifeline transit.

December 15 report outline (draft)

- Executive Summary
- Introduction
- Study results
- Recommendations and next steps
- Study process
- Appendices

Taking the temperature of the room

1	2	3	4	5
"Not at all comfortable"				"Very comfortable"

Phase 2: Gaps, disparities, and funding

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

Identified possible sources

- Joint Transportation Commission Non-Driver Study
- WSDOT Unmet Public Transportation Needs Study

Non-driver study

- The Washington State Legislature directed the Joint Transportation Committee to identify and analyze the demographics of WA nondrivers
- Identification requires creation of a dataset detailing WA nondriver demographics
- Analysis will include identifying how current transportation infrastructure and services serve nondrivers, and how that service meets people's needs for access to economic opportunity, recreation, education, and other aspects of community life.
- The final report is due to the transportation committees of the legislature by February 1, 2023.

Unmet Needs study

- Defines transportation “needs” and assesses “unmet needs”
 - Uses an economic model, incorporating household attributes
 - Projects “desired” transportation based on Puget Sound region survey
 - Analyzes where households use less transportation than desired statewide
- Product of analysis is an estimate of the number of trips not taken
 - Focus on identifying missing trips in households with low income or from other underserved populations
 - Dollar value assigned to trips yields the cost of providing all trips
 - Bases dollar value on Medicaid reimbursement costs

How should we proceed?

- What other sources should we draw inspiration from?
- What is a gap?
- What are the demographic questions we should investigate?
- What are your hopes and fears for this phase of the study?

Recap - what we heard today

Next steps

- **Nov. 1-3 (tentative): PAG and TAG members will have an opportunity to review and provide comment on the draft report**
- Nov. 7: Project staff will share draft report WSDOT decision makers for review and approval
- Nov. 15: WSDOT staff will update the Joint Transportation Commission about progress on the Study
- Dec. 1: The report draft will be finalized and submitted to WSDOT legislative relations for review and to transmit to the legislature
- Dec. 15: Transmit initial report to the legislature
- Ongoing: Continue work on the final report which is due to the legislature by June 30, 2023. Continued engagement with the PAG and TAG and other stakeholders

Thank you!

Monica Ghosh, project manager, monica.ghosh@wsdot.wa.gov

Justin Nawrocki, planning lead, justin.nawrocki@wsdot.wa.gov

Thomas Craig, technical lead, thomas.craig@wsdot.wa.gov