

FREQUENT TRANSIT SERVICE STUDY

JOINT TRANSPORTATION COMMITTEE

MONICA GHOSH, TRANSPORTATION PLANNER
November 15, 2022

Roger Millar, Secretary of Transportation

Amy Scarton, Deputy Secretary of Transportation

WHY WE'RE HERE TODAY

- To share the **draft** results and our approach to Phase 1 of the Frequent Transit Service Study.
- To hear your feedback on our work so far and your thoughts on our approach to Phase 2.

LEGISLATIVE PROVISIO 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, Section 221

WHO IS INVOLVED?

- **Stakeholders** – provide perspective, subject matter expertise, and input.
- **Policy advisory group** – provide subject matter expertise and guidance; support stakeholder engagement; develop and vet recommendations (especially for mobility policy).
- **Technical advisory group** – provide subject matter expertise and guidance; support stakeholder engagement; develop and vet recommendations (especially for mobility and walkable/accessible data and analysis).
- **Joint Transportation Committee** (includes staff) – provide subject matter expertise and guidance; vet recommendations.
- **WSDOT executives** – provide guidance; review and approve recommendations.
- **WSDOT project team** (includes consultants) – project management; research and analysis; facilitation; stakeholder and public engagement; documentation.

WHO IS INVOLVED?

POLICY ADVISORY GROUP MEMBERS

- Amy Asher, Mason Transit
- Don Chartock, WSDOT Public Transportation Division
- Celeste Gilman, WSDOT Active Transportation Division
- Tom Hingson, Everett Transit
- Justin Leighton, Washington State Transit Association
- E Susan Meyer, Spokane Transit
- Paulo Nunes-Ueno, Front and Centered
- Angie Peters, Valley Transit
- Anna Zivarts, Disability Rights Washington

TECHNICAL ADVISORY GROUP MEMBERS

- Lisa Ballard, WSDOT Management of Mobility
- Melissa Gaughan, King County Metro
- Cliff Hall, WSDOT Multimodal Planning and Data Division
- Brian Lee, Puget Sound Regional Council
- Justin Leighton, Washington State Transit Association
- Steffani Lillie, Kitsap Transit
- Karl Otterstrom, Spokane Transit
- Lindsey Sehmel, Pierce Transit
- Tony Tompos, Pullman Transit
- Brad Windler, Skagit Transit

FREQUENCY LEVELS

Frequency level	Daytime (9 a.m.-5 p.m.)	Extended hours (6-9 a.m.; 5-10 p.m.)	Weekend (9 a.m.-5 p.m.)	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%)
24-hour	1 trip every 2 hours overnight all days			7 days	660	600,000 (8%)

FREQUENCY LEVELS



PEOPLE WITHIN A HALF-MILE OF FREQUENT FIXED-ROUTE TRANSIT

Frequency level	Population overestimate	Percent of population (approximate)
Level 6	500,000	7%
Level 5	1,500,000	20%
Level 4	3,000,000	40%
Level 3	4,300,000	57%
Level 2	4,600,000	61%
Level 1	4,700,000	63%
24-hour	600,000	8%

6

12 min. day

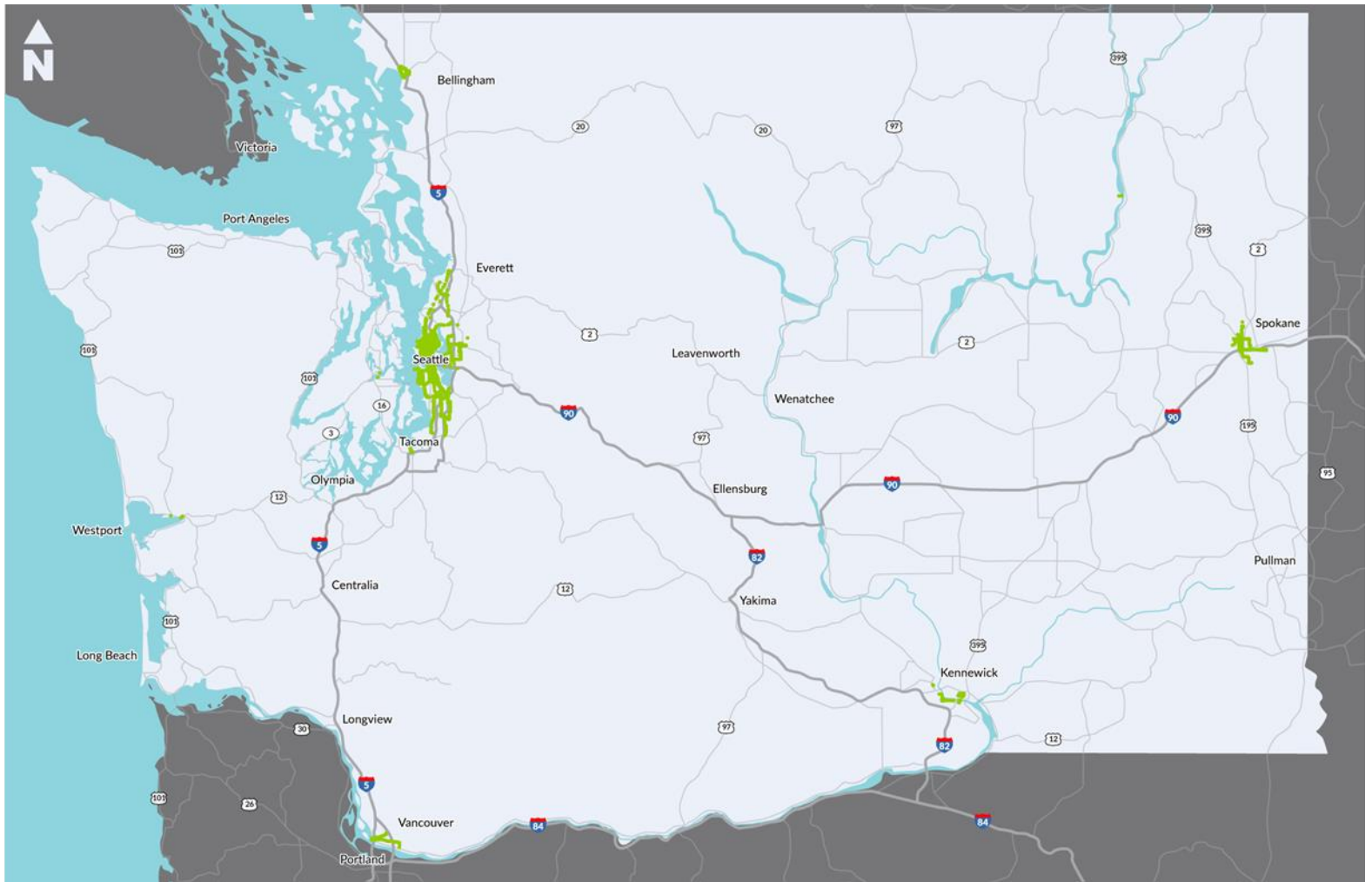
15 min.
extended
hours and
weekends



5

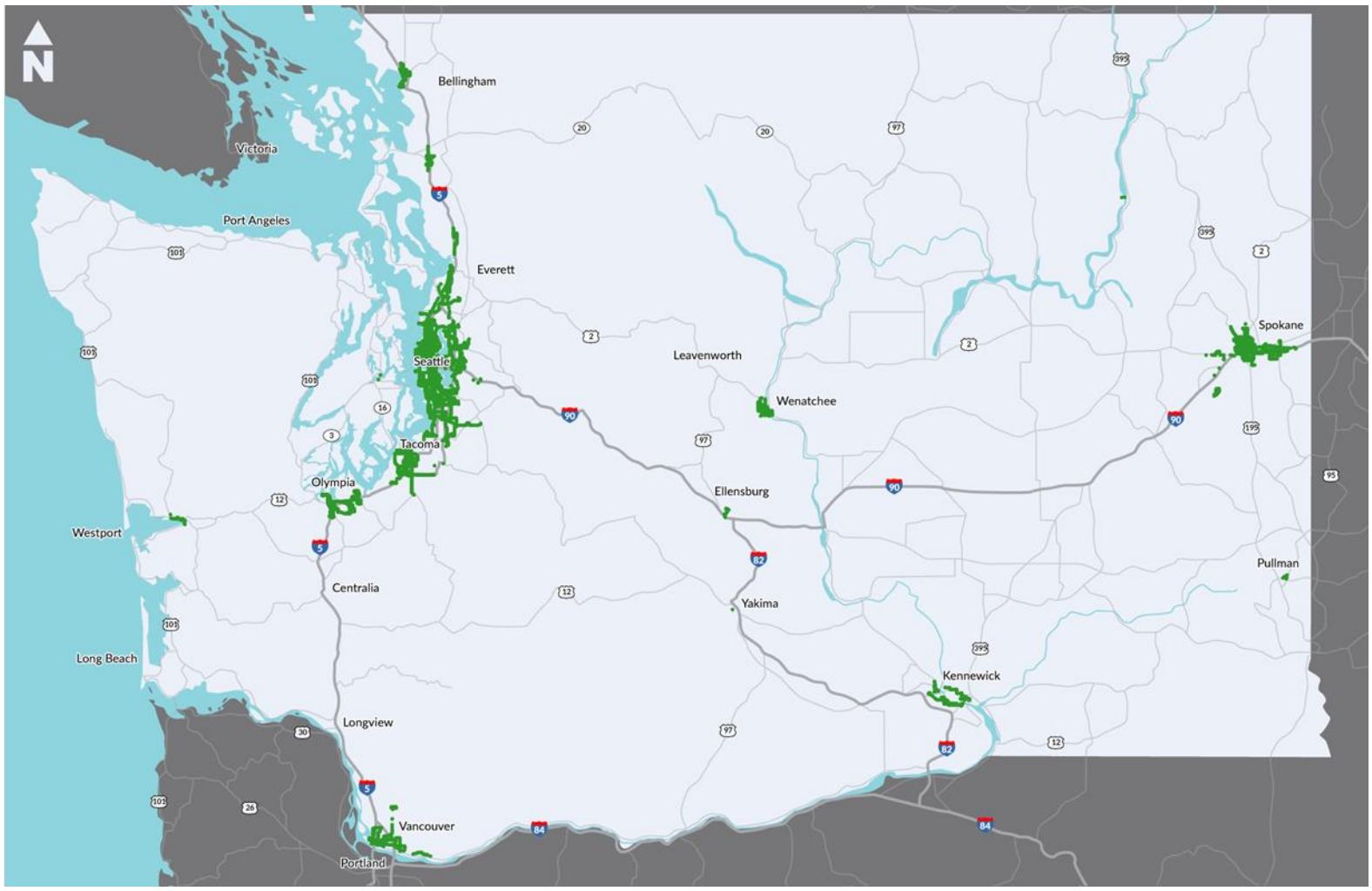
15 min. day

30 min.
extended
hours and
weekends



4

30 min. day
60 min.
extended
hours and
weekends

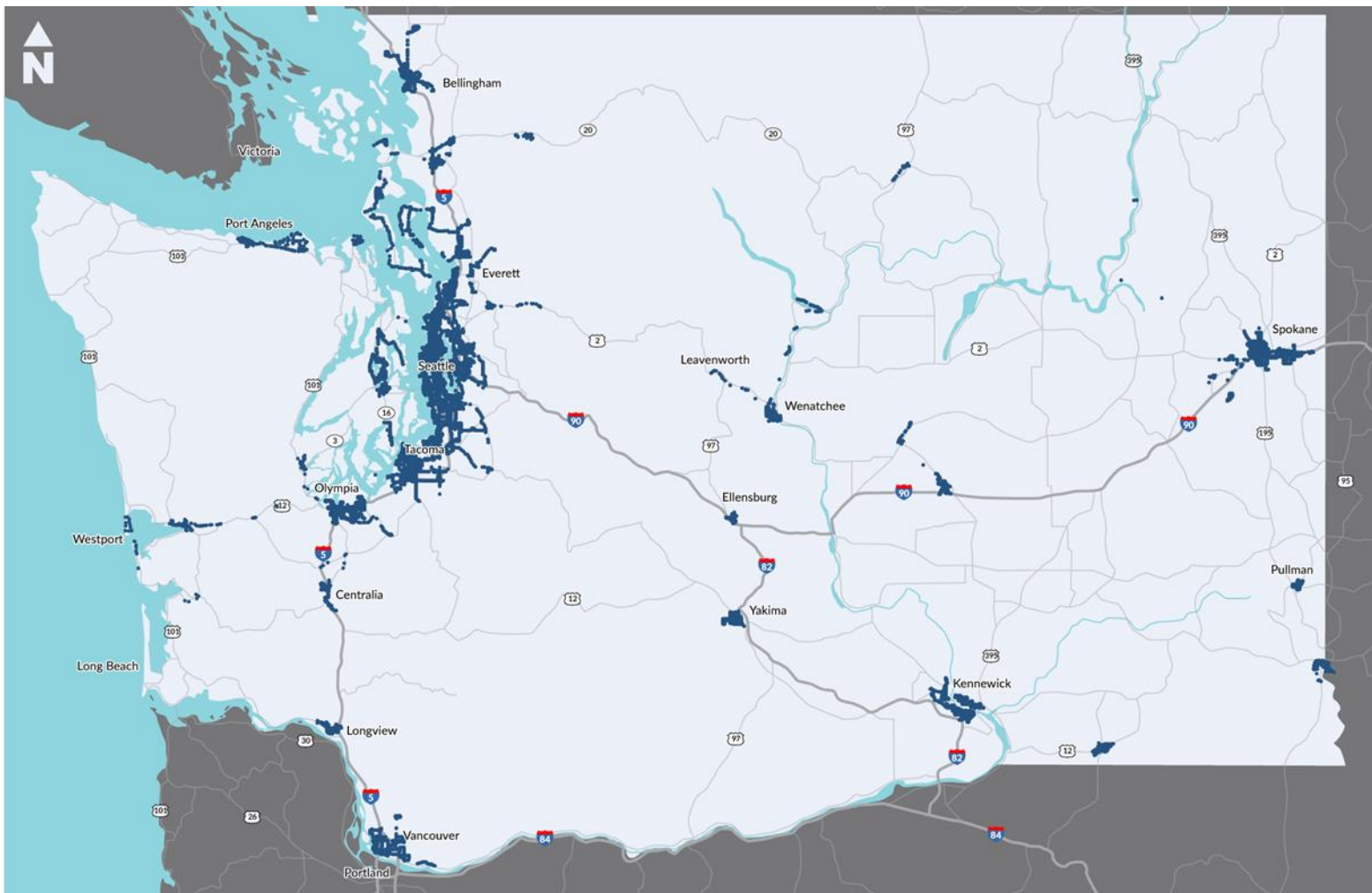


3

60 min. day

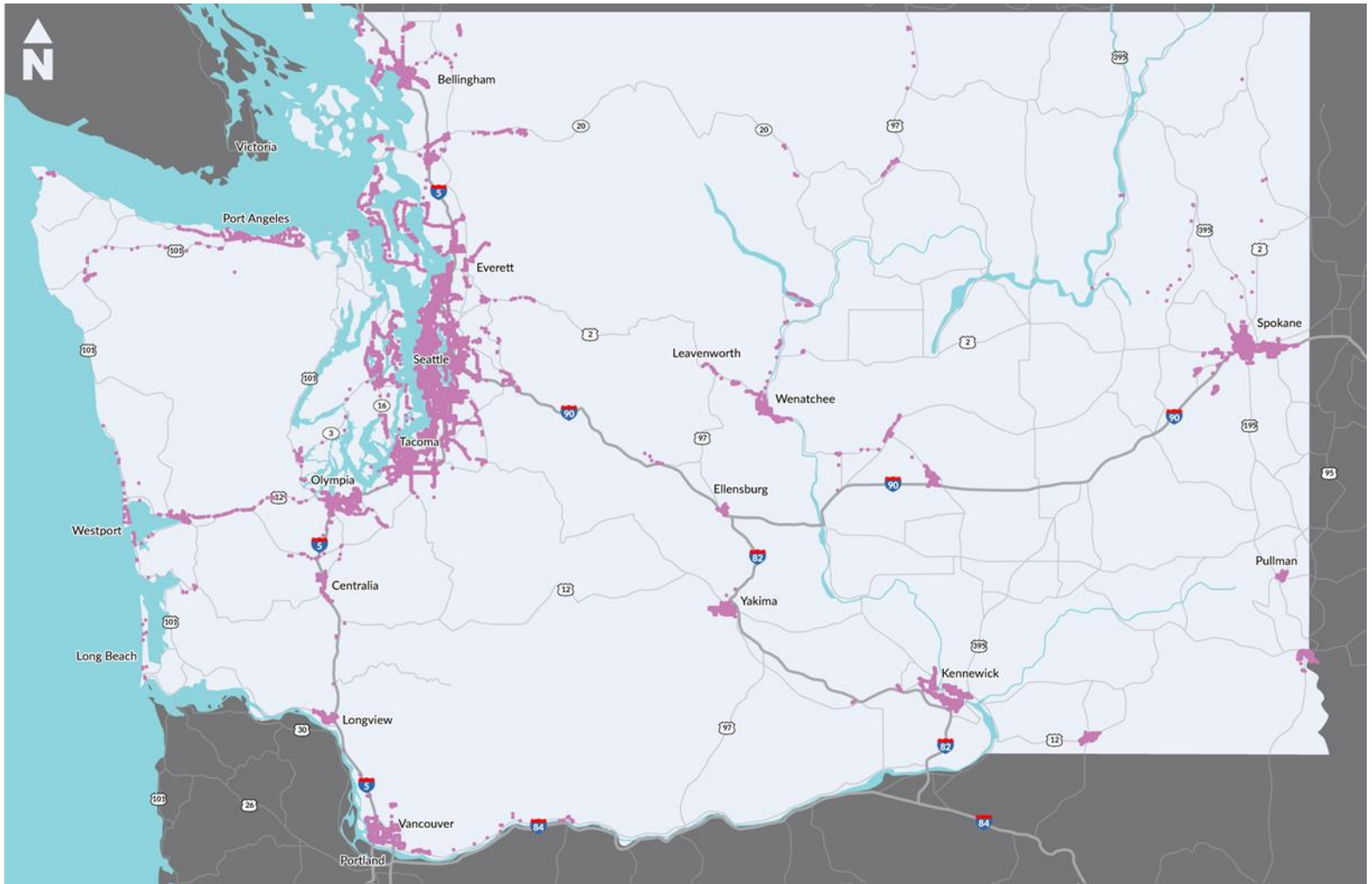
No
extended
hours

No
weekends



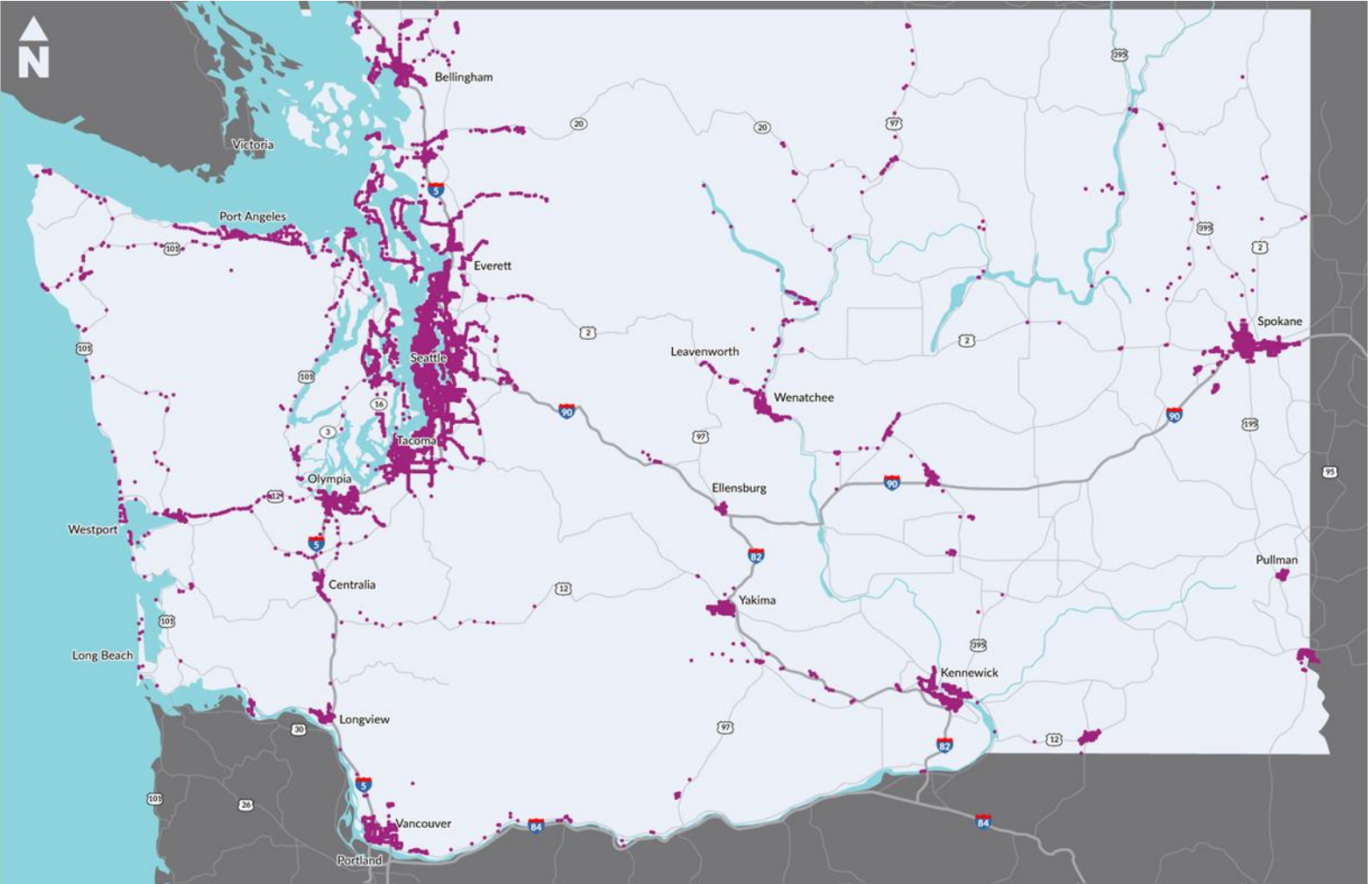
2

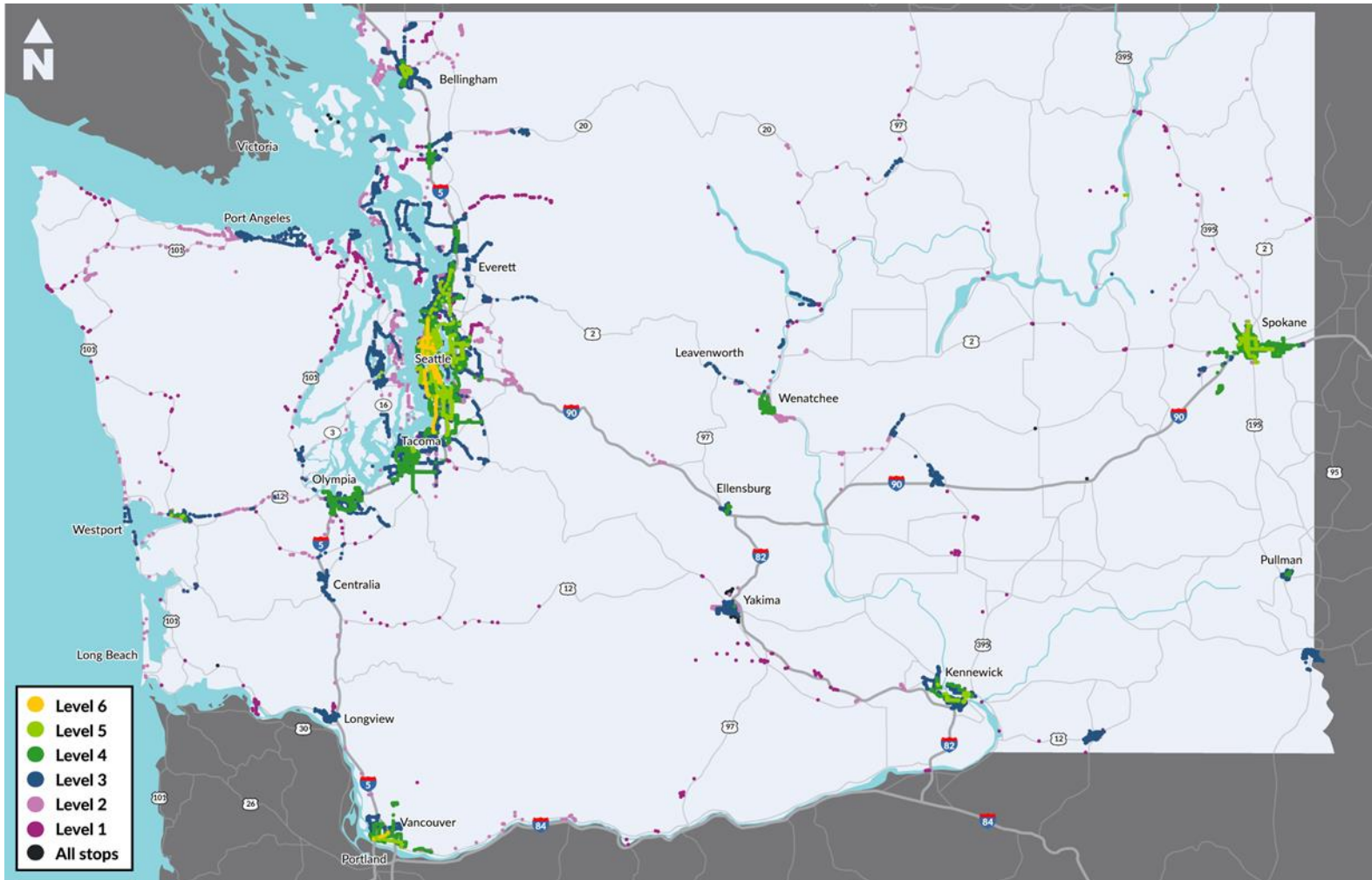
6 trips per day,
any time



1

2 trips per day, any time





KEY THEMES

- About 50% of people in Washington live within a half-mile of fixed-route transit service and 7% live within a half-mile of the most frequent fixed-route transit service levels.
- This study is only about fixed-route transit and doesn't include other forms of public transportation (e.g., demand-response, micro-mobility, ridesharing, mobility management). WSDOT recognizes that areas served by flag stops, paratransit, or route deviations provide critical access statewide to forms of mobility that are not included in the scope of this study.
- Lack of walkway and multimodal path data across the state make it difficult to answer questions about access to transit. Understanding whether getting to transit is accessible requires addressing this data gap.

START WITH DATA

“live within one half mile walk of frequent transit”*

Census data ✓

GTFS data ✓

Roadway data ✓

Sidewalk/walkability data 😞

Major gaps in sidewalk data prevent answering this question directly in almost all the state.

*Source: ESSB 5689

PROPOSED REPORT COMPONENT

- The stakeholder advisory groups agree that the state should invest in the collection of statewide walkway data and systems to process it.
- This would enable more accurate analysis of mobility and access to transit, enhancing transportation and land use planning and investment at all levels of government.
- The initial report will document the need and process for collecting statewide walkway data.

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, Section 221

NEXT STEPS

1. Submit initial report to the Legislature by Dec. 15, 2022 deadline, including the following components:
 - a. A definition of frequency, which includes multiple levels.
 - b. Analysis using census and stop data for each level of frequency.
 - c. Recommend an approach to obtain more precise, granular data for improved analysis of accessible walking routes to frequent fixed-route transit stops and populations within a half-mile walk.
2. Continue work on final report due to the Legislature by June 30, 2023.

THANK YOU!

CONTACT

Monica Ghosh

Project manager

Monica.Ghosh@wsdot.wa.gov

360-810-0131

engage.wsdot.wa.gov/frequent-transit-service-study/