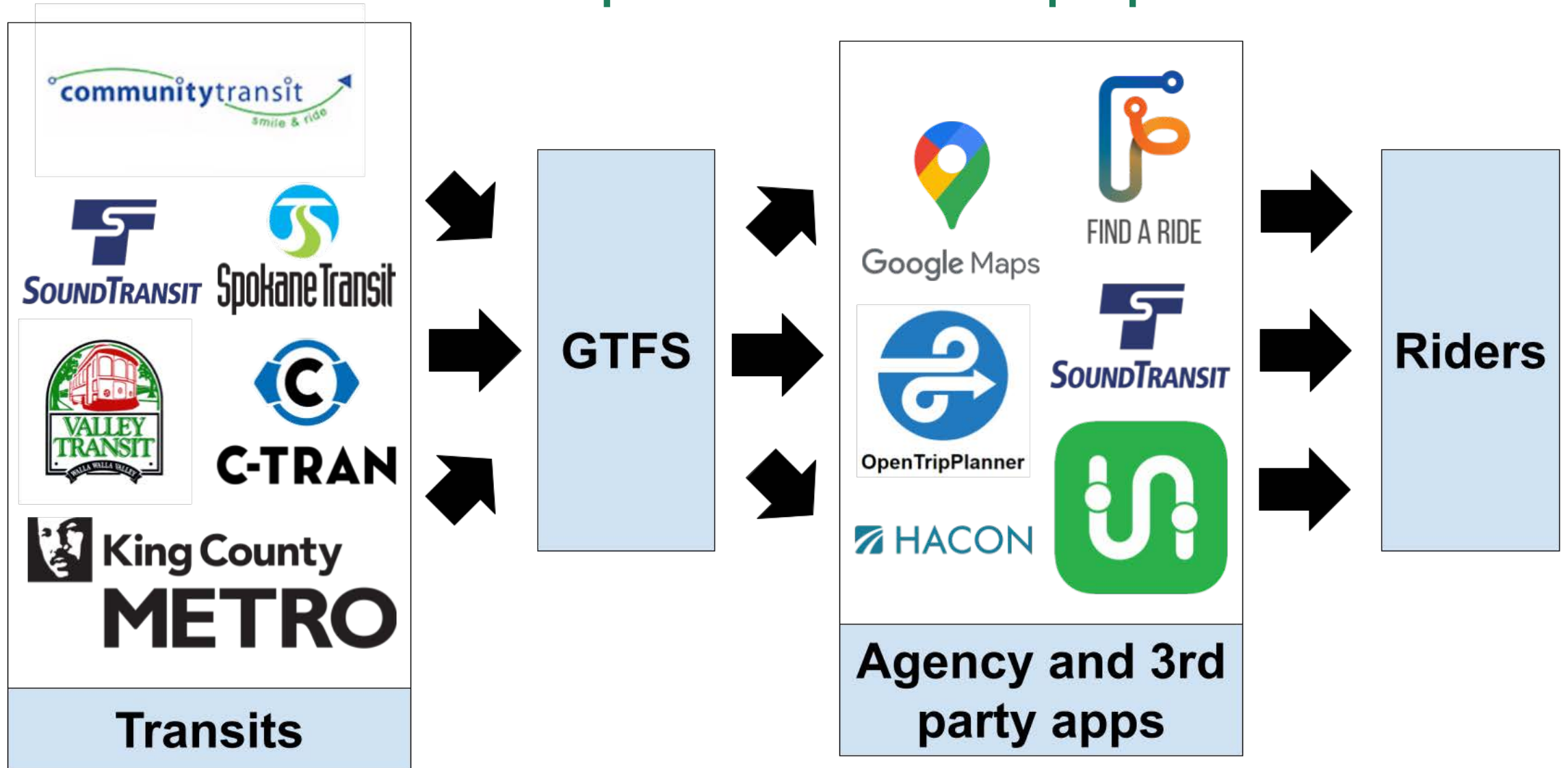


"GTFS" data powers trip planners

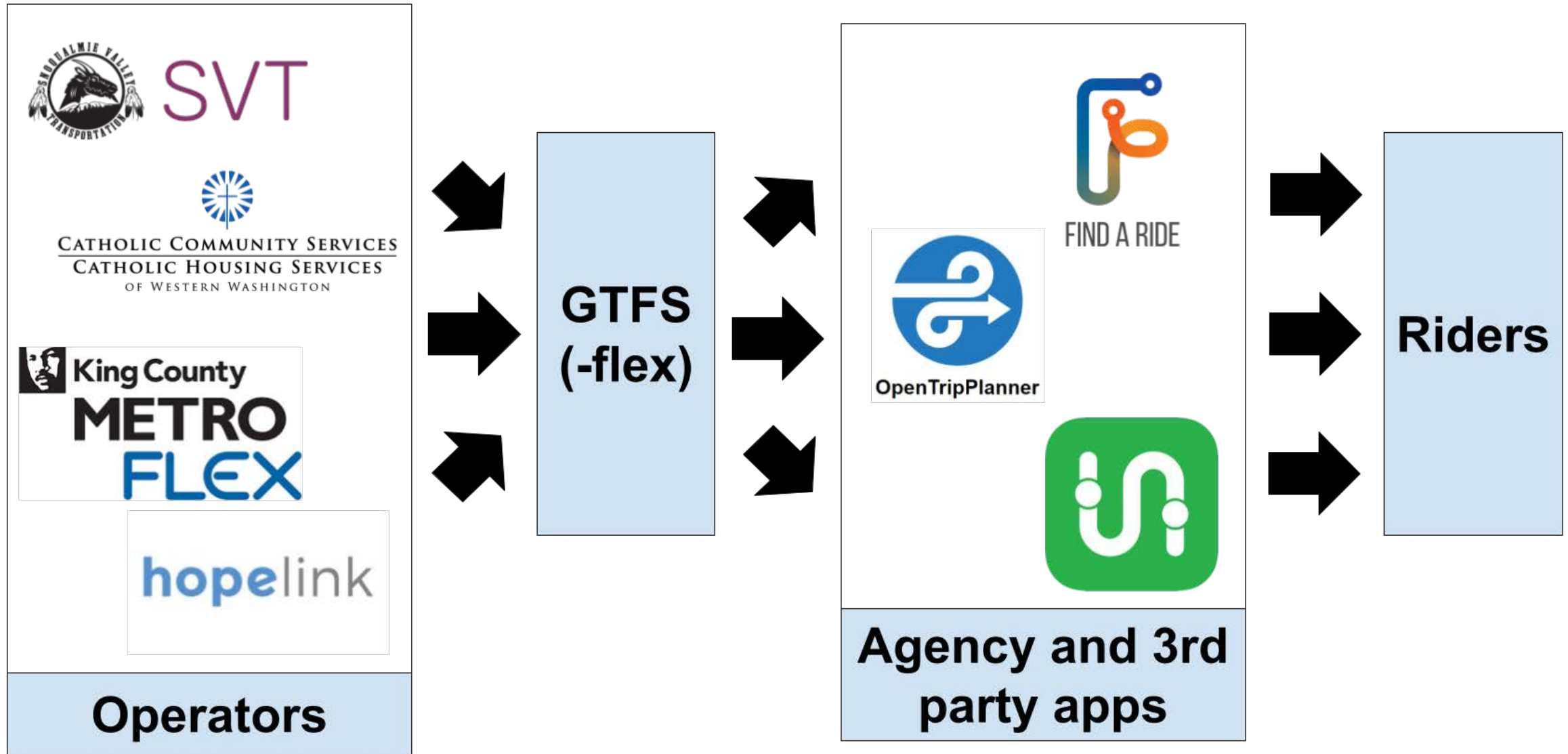


But trip planners don't work for all



Sources: NADTC, Andrew Faulkner, RideConnection

"GTFS-flex" can fix one problem



Other problems require more data

...and other systems.

- Walkway data for path accessibility
- Data systems to measure the outcomes of service

Measuring transportation equity

- Mobility provides access to opportunity
- “Real” trips can be calculated with data about
 - Transit
 - Pedestrian network
 - Where people live
 - Where people go
- How many opportunities can someone access?

Transit data: GTFS and GTFS-flex

- GTFS exists statewide
- GTFS-flex is being produced quickly
 - ~80% of agencies in Central Puget Sound (Hopelink/Find A Ride), ~30% statewide.
 - WSDOT goal: statewide flex end of year
- Will be some time before flex is commonly used like GTFS

Pedestrian data: OpenSideWalks

- WSDOT actively collaborating with UW team
 - Statewide proviso: draft statewide sidewalk layer this year
 - Internal research project: determine how to incorporate sidewalk data into workflows

Destination data: Overture?

- Measuring access requires origin and destination data
- Many types of destinations are relevant, e.g.
 - Social: hospitals, schools, government offices
 - Economic: jobs, markets, hardware stores
 - Cultural: parks, recreation, places of worship
- An “open data” solution would be preferable

Analyzing transit access

- Developing analysis processes (currently using ArcGIS Pro and Conveyal)
- Developing example metrics
 - e.g. how much access does a nondriver have compared to a driver?
- Will work with other divisions, agencies, communities to refine methodologies, incorporate walkways and flex