STBD Service Investments

Prioritization Criteria & Future Investments Ranking

City of Seattle

Agenda/Overview

- STBD Racial Equity Toolkit

- Draft Investment Prioritization Criteria

- Future Service Investments Ranking

- Next steps

- Questions

City of Seattle

STBD Racial Equity Toolkit

City of Seattle

Racial Equity Toolkit Overview

- Process to guide equitable development, implementation, and evaluation of policies, initiatives, programs, and budget issues
- Help frame equity benefits/burdens of an effort
- Identify what equitable outcomes look like
- A shift towards a more "transformative" process – developing staff to internalize these values

Step 1. Set Outcomes.
Leadership communicates key community outcomes for racial equity to guide analysis.

Step 2. Involve Stakeholders + Analyze Data.
Gather information from community and staff on how the issue benefits or burdens the community in terms of racial equity.

Step 3. Determine Benefit and/or Burden.
Analyze issue for impacts and alignment with racial equity outcomes.

Step 4. Advance Opportunity or Minimize Harm.
Develop strategies to create greater racial equity or minimize unintended consequences.

Step 5. Evaluate. Raise Racial Awareness. Be Accountable.
Track impacts on communities of color overtime. Continue to communicate with and involve stakeholders. Document unresolved issues.

Step 6. Report Back.
Share information learned from analysis and unresolved issue with Department Leadership and Change Team.

City of Seattle

STBD RET – Equitable Outcomes

- RET focused specifically on the delivery of STBD-funded transit service investments

- Service improvements are prioritized in historically and currently disinvested communities throughout Seattle
  - Also important to understand the potential benefit for areas outside of Seattle that are served by routes for which STBD can make direct improvements

- Service improvements are prioritized during times of day and days of week during which equity priority populations are more likely to be using transit

City of Seattle

STBD RET – Strategies to Achieve Outcomes

1. Define our priority equity populations (by characteristic and geography)
2. Determine service periods more likely to be used by our priority populations
3. **Develop criteria based on these elements to prioritize new service investments**

NOTE: This will be an iterative process, with routine re-evaluation and adjustment to make sure we're delivering investments in the most equitable way possible

City of Seattle

Draft Investment Prioritization Criteria

City of Seattle

Prioritization Process Overview

- Map Equity Priority Areas

- Score bus routes based on areas they serve

- Identify current gaps in bus service

- Rank gaps by equity scores

- Invest and improve bus service

City of Seattle

Map Equity Priority Areas

- Assign score to each Census Block Group based on 5 demographics factors:
  - % Black, Indigenous, and People of Color (40%)
  - % People w/ income <200% federal poverty level (30%)
  - % Foreign born people (10%)
  - % People with a disability (10%)
  - % Households with limited English proficiency (10%)
- Calculate quintiles for each factor
- Weight factors for composite block group score
- Same factors and weights as King County Metro

City of Seattle

Map Equity Priority Areas

- Assign score to each Census Block Group based on 5 demographics factors:
  - % Black, Indigenous, and Pe
  - % People w/ income <200%
  - % Foreign born people (10%
  - % People with a disability (1
  - % Households with limited

- Calculate quintiles for each

- Weight factors for composi

- Same factors and weights as King County Metro

Example:
Block Group 530330095002
- 45% BIPOC – Quintile 4
- 17% <200% poverty level – Quintile 3
- 11% foreign born – Quintile 2
- 12% people w/ disability – Quintile 5
- 6% limited English proficiency – Quintile 4

$4*0.4 + 3*0.3 + 2*0.1 + 5*0.1 + 4*0.1 = 3.6$
Round to Equity Priority Area score 4

Equity Priority Area
1
2
3
4
5

City of Seattle
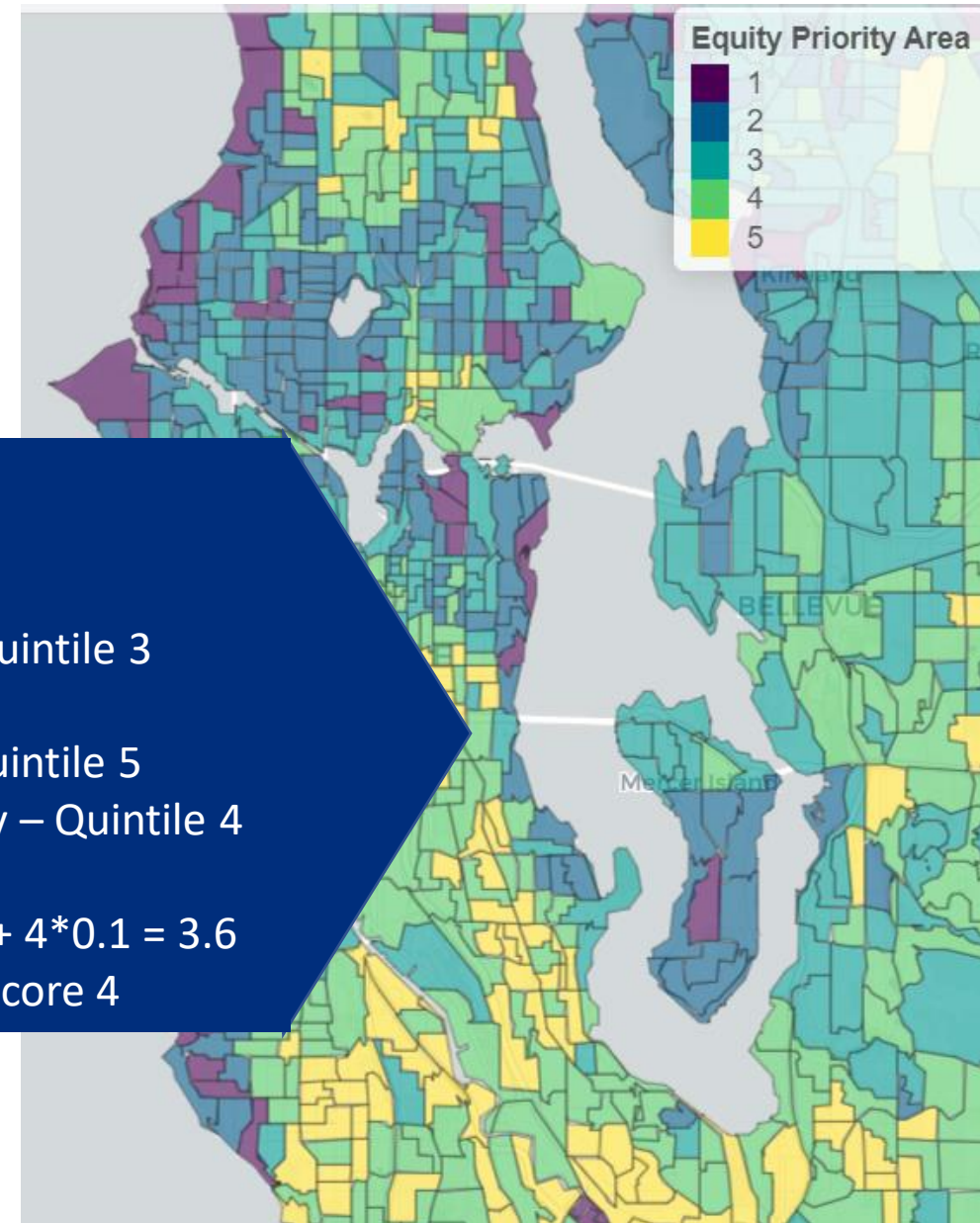
Score Bus Routes

- Score each bus stop based on its Block Group

- Average the scores of all the bus stops on a route

- Top 10 Routes (in yellow):
  - 106, 36, 107, 7, 120, 9, 60, 14, 124, 125

City of Seattle
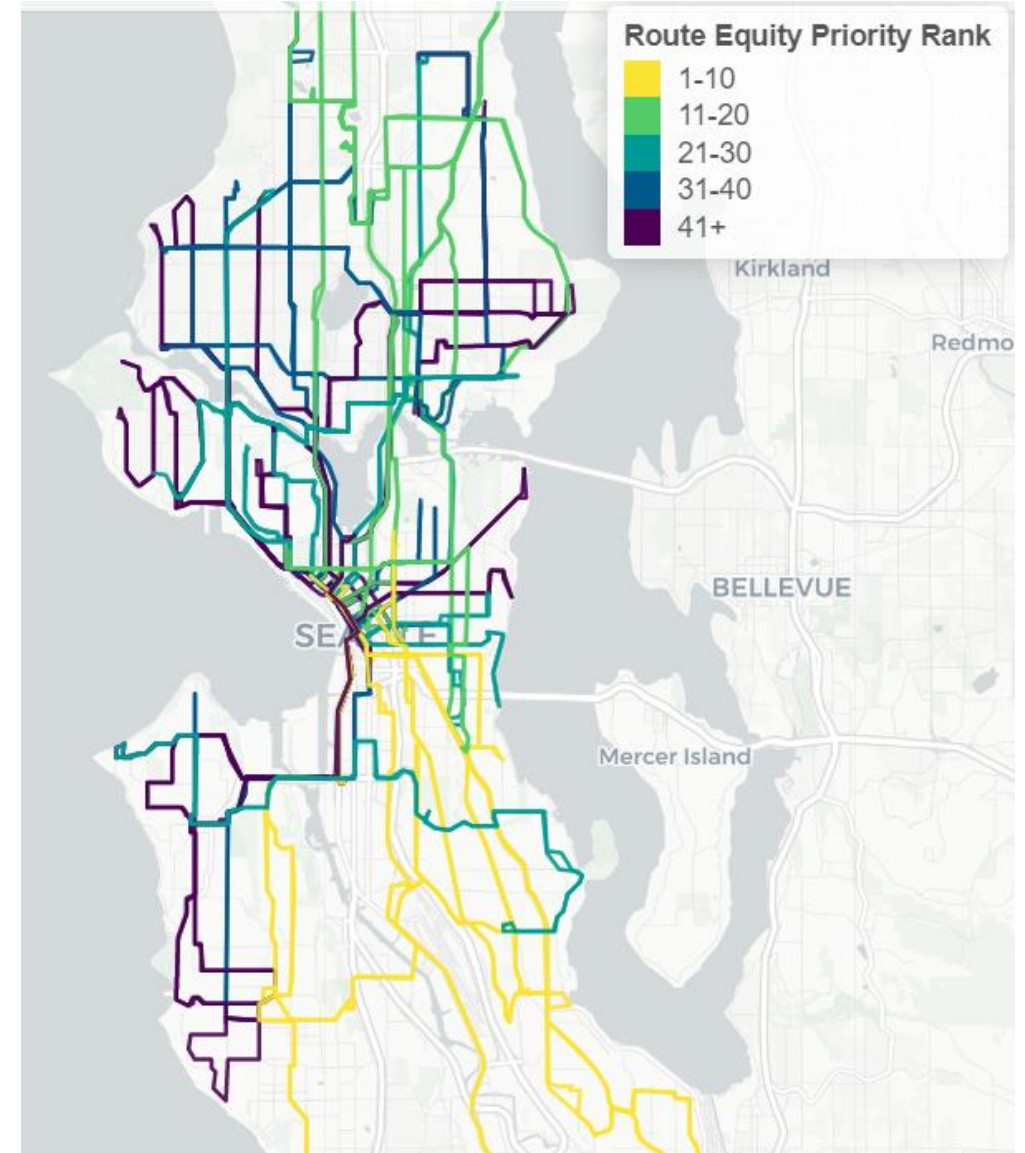
Identify and Rank Gaps

- Goal: Deliver the target Frequent Transit Network
- Compare existing frequencies to target frequencies to identify service gaps
- Rank gaps by route equity scores

FTN Frequency Targets

|	WEEKDAY All-day (6A - 7P)	WEEKDAY Evening (7P - 12A)	WEEKDAY Night (12A - 6A)	SATURDAY All-day (6A - 7P)	SATURDAY Evening (7P - 12A)	SATURDAY Night (12A - 6A)	SUNDAY All-day (6A - 7P)	SUNDAY Evening (7P - 12A)	SUNDAY Night (12A - 6A)
Very Frequent Routes 10-Minute Service	6 trips/hr 10-min Headways	4 trips/hr 15-min Headways	1 trips/hr 1-hr Headways	4 trips/hr 15-min Headways	3 trips/hr 20-min Headways	1 trips/hr 1-hr Headways	4 trips/hr 15-min Headways	3 trips/hr 20-min Headways	1 trips/hr 1-hr Headways
Frequent Routes 15-Minute Service	4 trips/hr 15-min Headways	2 trips/hr 30-min Headways	If need is identified	2 trips/hr 30-min Headways	2 trips/hr 30-min Headways	If need is identified	2 trips/hr 30-min Headways	2 trips/hr 30-min Headways	If need is identified
Local Routes 30-Minute Service	2 trips/hr 30-min Headways	2 trips/hr 30-min Headways	If need is identified	2 trips/hr 30-min Headways	2 trips/hr 30-min Headways	If need is identified	2 trips/hr 30-min Headways	2 trips/hr 30-min Headways	If need is identified

City of Seattle

Identify and Rank Gaps

- Prioritize delivering baseline of Local and Frequent service over improving to Very Frequent service

- Prioritize times of day with higher-than-average portion of ORCA Lift riders (weekends, off-peak, night)

ORCA type by Time of Day

City of Seattle

Future Investments Ranking

City of Seattle
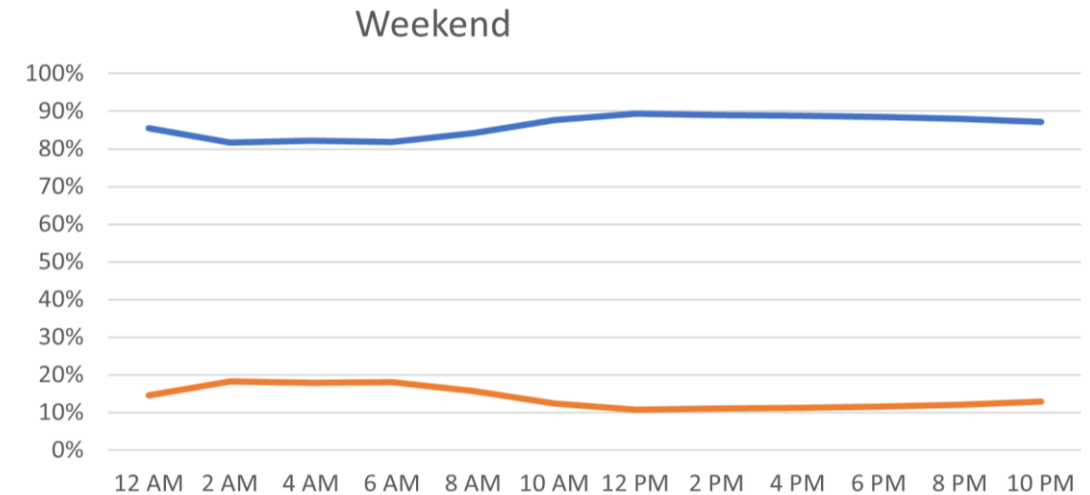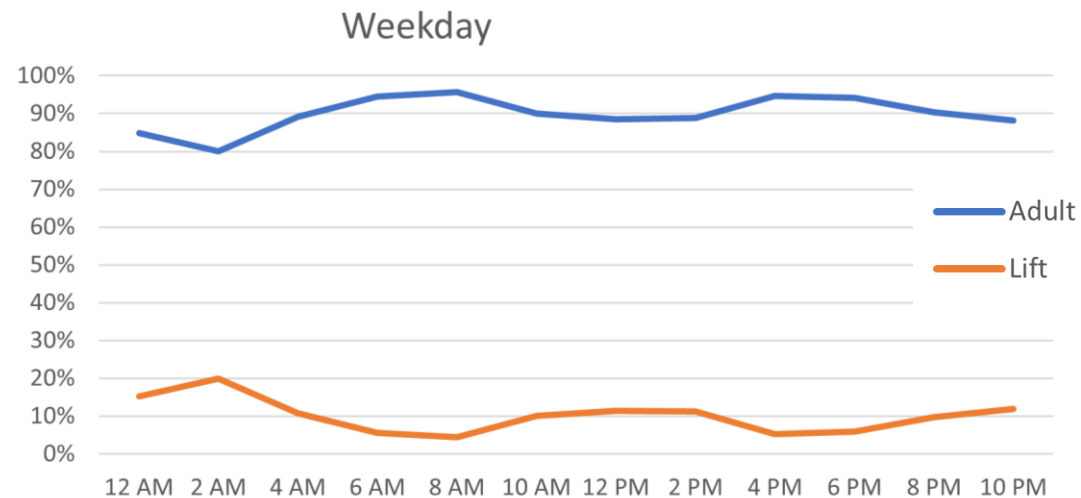
Summary

- Highest ranking investments focus on boosting routes to Local frequencies and extending 30-minute evening service on other routes

- Service on Local routes
  - Rt 125 currently has no Sunday service, limited Saturday service
  - Rt 27 stops running by 9pm every day, has hourly service on Sunday
  - Rt 73 runs from approximately 7am-7pm on weekends, and until 10pm on weekdays

- Evening service
  - Service on many routes ramps down before midnight, leaving hourly service or no service in the late evening

- Night service
  - Some routes identified for Very Frequent service lack hourly night service

City of Seattle

Route	Target	Added trips	Hours
106	Frequent	1 evening trip; all days	~450
107	Local	4 Sunday evening; 2 Weekday evening	~1,000
60	Frequent	3 Weekend evening	~450
124	Frequent	1 Saturday AM	~40
125	**Local**	**72 Sunday trips; 38 Saturday trips; 9 Weekday trips**	**~6,700**
345	Frequent (w/ 346)	2 Weekend evening	~350
27	**Local**	**42 Sunday trips; 22 Saturday trips; 11 Weekday trips**	**~3,900**
73	**Local**	**23 Weekend; 8 Weekday**	**~3,500**
50	Frequent	4 Weekday evening; 3 Weekend morning	~2,200
5	Frequent	4 Sunday (AM and evening)	~250
12	Frequent	4 Saturday evening	~100
21	Frequent	4 Sunday (AM and evening); 1 Saturday evening	~200
28	Local	3 evening all days	~1,000
33	Local (w/ 24)	6 Weekend evening; 3 Weekday evening	~1,100
120	**Very Frequent**	**8 Weekday night/evening; 10 Weekend night/morning**	**~4,000**
36	Very Frequent	2 Weekday night; 4 Weekend night; 2 Weekday evening	~1,200
11	Frequent	14 Weekday mid-day	~2,400

City of Seattle
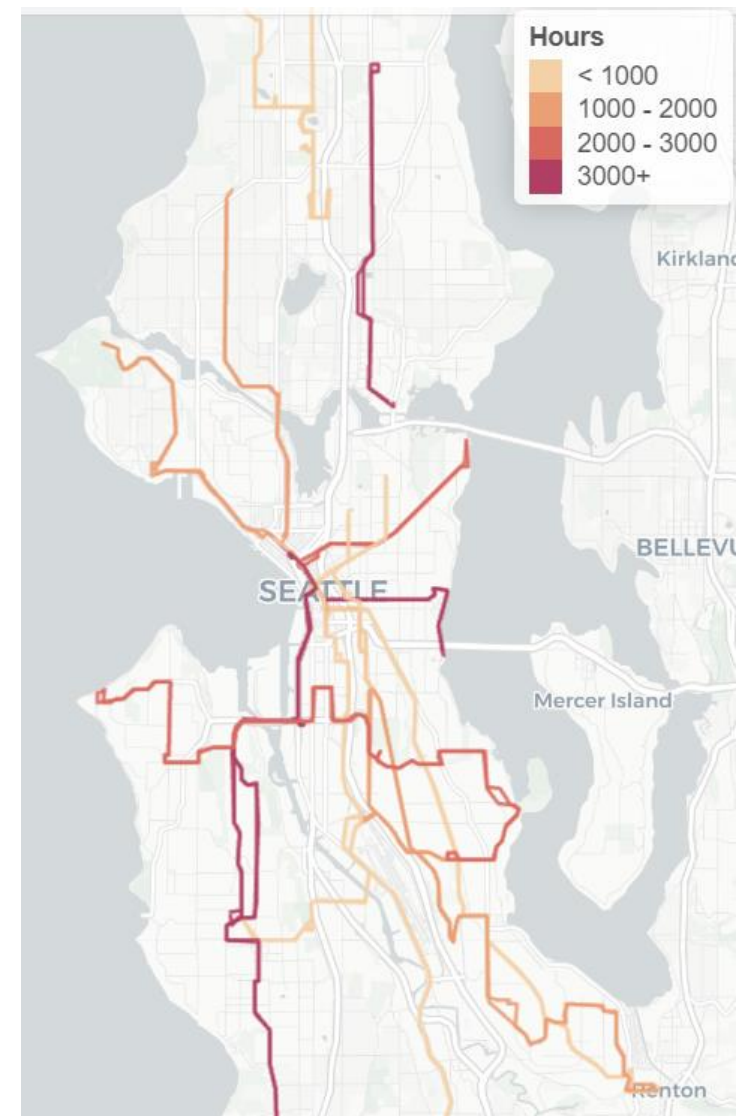
Future Work

- Continue to change and improve the prioritization methodology

- Consider overall access provided by transit, rather than scoring each route individually

- Update the target Frequent Transit Network, accounting for access and equity metrics

City of Seattle

Questions?

Cliff.Mountjoy-Venning@seattle.gov

www.seattle.gov/transportation

City of Seattle