



FREQUENT TRANSIT SERVICE STUDY

INITIAL REPORT

DECEMBER 2022

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EXECUTIVE SUMMARY

In its 2022 session, the Legislature directed WSDOT to conduct a study that proposes a definition of frequent fixed route transit and documents how many people in Washington live within a half-mile walk of frequent fixed route transit ([ESSB 5689 – 2022 Sect. 221 \(15\)](#)).

WSDOT engaged the Joint Transportation Committee, a variety of stakeholders, and rider advocates to guide the study design, findings, and recommendations. This initial report provides a detailed summary of results and methods of this work, recommendations, and next steps for the final report due to the Legislature June 30, 2023.

Levels of transit frequency

This study defines seven levels of transit frequency based on aspects such as [headway](#) (i.e., how often there is service), [span](#) (i.e., when does service take place), and days of service. These levels acknowledge that frequent transit differs in communities around the state, reflecting their unique characteristics. WSDOT established this study’s levels of transit frequency with service data from the state’s fixed route transit agencies only. For specific agencies included, see [General Transit Feed Specification feeds collected and included in analysis](#).

The study does not measure flexible service types such as [flag routes](#), [route deviated](#), and [demand response](#) service, as well as service provided by transportation providers other than transit agencies such as privately-operated intercity bus or non-profit providers. It also only includes currently operating fixed route service, not those in planning or construction phases. Some agencies are also operating reduced service due to cuts after the onset of the COVID-19 pandemic.

Levels of transit frequency defined in this study are in the table below.

Frequency level	Weekday daytime headway (9 a.m.-5 p.m.)	Extended hours headway (6-9 a.m. and 5 p.m.-10 p.m.)	Weekend headway (9 a.m.-5 p.m.)	Days of service (minimum)
Level 1	<=12 minutes	<=15 minutes	<=15 minutes	7 days
Level 2	<=15 minutes	<=30 minutes	<=30 minutes	7 days
Level 3	<= 30 minutes	<= 60 minutes	<= 60 minutes	7 days
Level 4	<= 60 minutes	-	-	5 days
Level 5	6 trips per day any time	-	-	5 days
Level 6	2 trips per day any time	-	-	5 days
24-hour	1 trip every 2 hours, overnight (10 p.m.-6 a.m.); 7 days			

People living within a half-mile of frequent fixed route transit

For each level of frequency, WSDOT conducted an analysis using U.S. Census data processed in [ArcGIS](#) to estimate how many people live within a half-mile of frequent fixed route transit. Due largely to a lack of available walkway data, this approach does not take into account how easily these people can access frequent fixed route transit by walking. While the proviso specifically identified a “half-mile walk,” WSDOT and stakeholders determined that this approach was the best option to follow based on the current lack of walkway data. The table below shows the estimated number of people living within a half-mile of each frequency level.

Additionally, the population estimates are cumulative counts (i.e., the estimated 4.72 million people who have access to frequency level 6 service includes the estimated 4.61 million people who have access to frequency level 5 service).

Frequency level	Population estimate living within one-half mile	Percent of Washington residents
Level 1	530,000	7%
Level 2	1,520,000	20%
Level 3	3,040,000	39%
Level 4	4,390,000	57%
Level 5	4,610,000	60%
Level 6	4,720,000	61%
24-hour	690,000	9%

Key findings

- About 61 percent of people in the state live within a half-mile of fixed route transit service. About 7 percent of residents live within a half-mile of the most frequent fixed route transit service levels. The numbers of people who live within a half-mile walk of each frequency level are smaller than these numbers.
- By necessity, this study does not measure other forms of public transportation (e.g., demand response, [micromobility](#), [ridesharing](#)). WSDOT recognizes that areas served by flag stops, paratransit, or route deviations, for example, provide critical access statewide to forms of mobility that are not included in the scope of this study.
- There are often barriers along a half mile walk to transit that prevent [access](#). Lack of available data on walkways, multimodal paths, and barriers across the state makes it difficult to answer questions about walking access to transit. Understanding whether getting to transit is [accessible](#) requires addressing this data gap.

Recommendations and next steps

The study recommends the state invest in collecting statewide walkway and accessibility data and developing systems to process and maintain the data. This would enable analysis that could provide a more accurate picture of mobility and access to transit, enhancing transportation and land use planning and investment at all levels of government.

For the final report, WSDOT will:

- Identify gaps in access to frequent fixed route transit.
- Analyze those gaps for disparities in race, age, and disability.
- Develop funding scenarios to address the identified gaps.

INTRODUCTION

In its 2022 session, the Legislature directed WSDOT to conduct a study that proposes a definition of frequent fixed route transit and documents how many people in Washington live within a half-mile walk of frequent fixed route transit ([ESSB 5689 – 2022 Sect. 221 \(15\)](#)).

This is an initial report of the study. The final report is due to the Legislature June 30, 2023.

WSDOT engaged the Joint Transportation Committee, a variety of stakeholders, and rider advocates to guide the study design, findings, and recommendations.

This initial report:

- Provides results of the study's key question (i.e., "How many people in Washington live within a half-mile walk of frequent fixed route transit") based on available data.
- Summarizes stakeholder engagement, methodology, and data sources.
- Outlines recommendations and next steps.

This initial report also details key findings, including that WSDOT produced an analysis about population living within a half-mile of frequent fixed route transit regardless of accessible walking paths. Walkable and accessible routes to transit were difficult to determine due to current data limitations. Stakeholders confirmed this finding during the engagement process. As such, this report includes a recommendation to address this data gap to more accurately understand how many people live within a half-mile walk of frequent fixed route transit stops.

STUDY RESULTS

Frequency

For the purposes of this study, frequent fixed route transit is a level of service that:

- Meets rider needs.
- Is measured at multiple frequency levels.
- Includes consideration of headway (i.e., how often there is service), span (i.e., when does service take place), and days of service.

Frequent transit differs in communities around the state, reflecting their unique characteristics. For example, differences in geography and demographics.

Readers should also note that WSDOT established this study’s levels of transit frequency based on the state’s fixed route transit agencies only. For specific agencies included, see [General Transit Feed Specification feeds collected and included in analysis](#). The study does not measure flexible services (e.g., flag stops, route deviated, demand response) that help meet the transportation needs of people across the state, but whose data are not captured using schedule-based standards.

The table below shows levels of transit frequency in this study. See [Frequent fixed route transit definition](#) for information WSDOT’s methodology to determine these levels.

Frequency level	Weekday daytime headway (9 a.m.-5 p.m.)	Extended hours headway (6-9 a.m. and 5 p.m.-10 p.m.)	Weekend headway (9 a.m.-5 p.m.)	Days of service (minimum)
Level 1	<=12 minutes	<=15 minutes	<=15 minutes	7 days
Level 2	<=15 minutes	<=30 minutes	<=30 minutes	7 days
Level 3	<= 30 minutes	<= 60 minutes	<= 60 minutes	7 days
Level 4	<= 60 minutes	-	-	5 days
Level 5	6 trips per day any time	-	-	5 days
Level 6	2 trips per day any time	-	-	5 days
24-hour	1 trip every 2 hours, overnight (10 p.m.-6 a.m.); 7 days			

Population in proximity to frequent fixed route transit

For this study, WSDOT used available data and methods to estimate the number of people who live within a half-mile of frequent fixed route transit.

WSDOT determined through research and stakeholder engagement that accurately and precisely calculating half-mile walking routes is not practical due to inadequate statewide data on the presence, functionality, and condition of walkways (i.e., sidewalks, trails, crosswalks, and other facilities primarily for people of all ages and abilities using active transportation). See [Data needs and limitations](#) for more information.

WSDOT estimated the number of people who live within a half-mile of transit meeting each frequency level. See [Study process](#) for more information. Estimates are rounded to the nearest 10,000.

The number of people living within a half-mile walk to transit is less than the number living within a half-mile radius. As such, readers should consider the population numbers as high-end estimates or overestimates of the number of residents with access to each level of frequent fixed route transit service.

Additionally, the population estimates are cumulative counts (i.e., the estimated 4.72 million people who have access to frequency level 6 service includes the estimated 4.61 million people who have access to frequency level 5 service).

The table below shows the estimated number of people who live within a half-mile of transit meeting each frequency level.

Frequency level	Population estimate living within one-half mile	Percent of Washington residents
Level 1	530,000	7%
Level 2	1,520,000	20%
Level 3	3,040,000	39%
Level 4	4,390,000	57%
Level 5	4,610,000	60%
Level 6	4,720,000	61%
24-hour	690,000	9%

The maps below show areas within a half-mile of transit stops corresponding to each frequency level, followed by a map of the six levels (1 through 6, not including 24-hour service) together. A map of 24-hour service is also included, followed by three maps showing more detail of the Puget Sound area, Vancouver area, and Central/Eastern Washington.

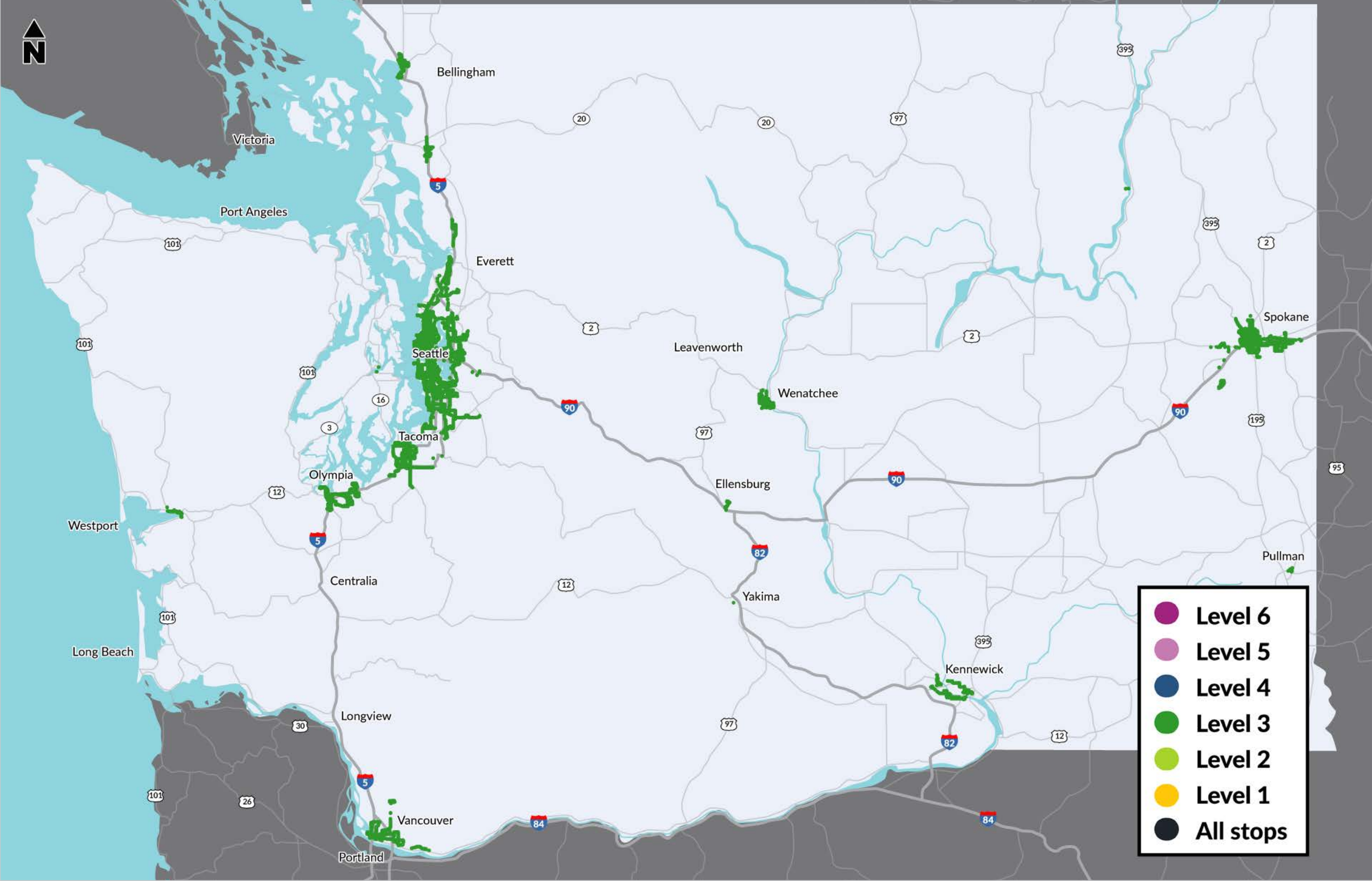
Frequency level 1



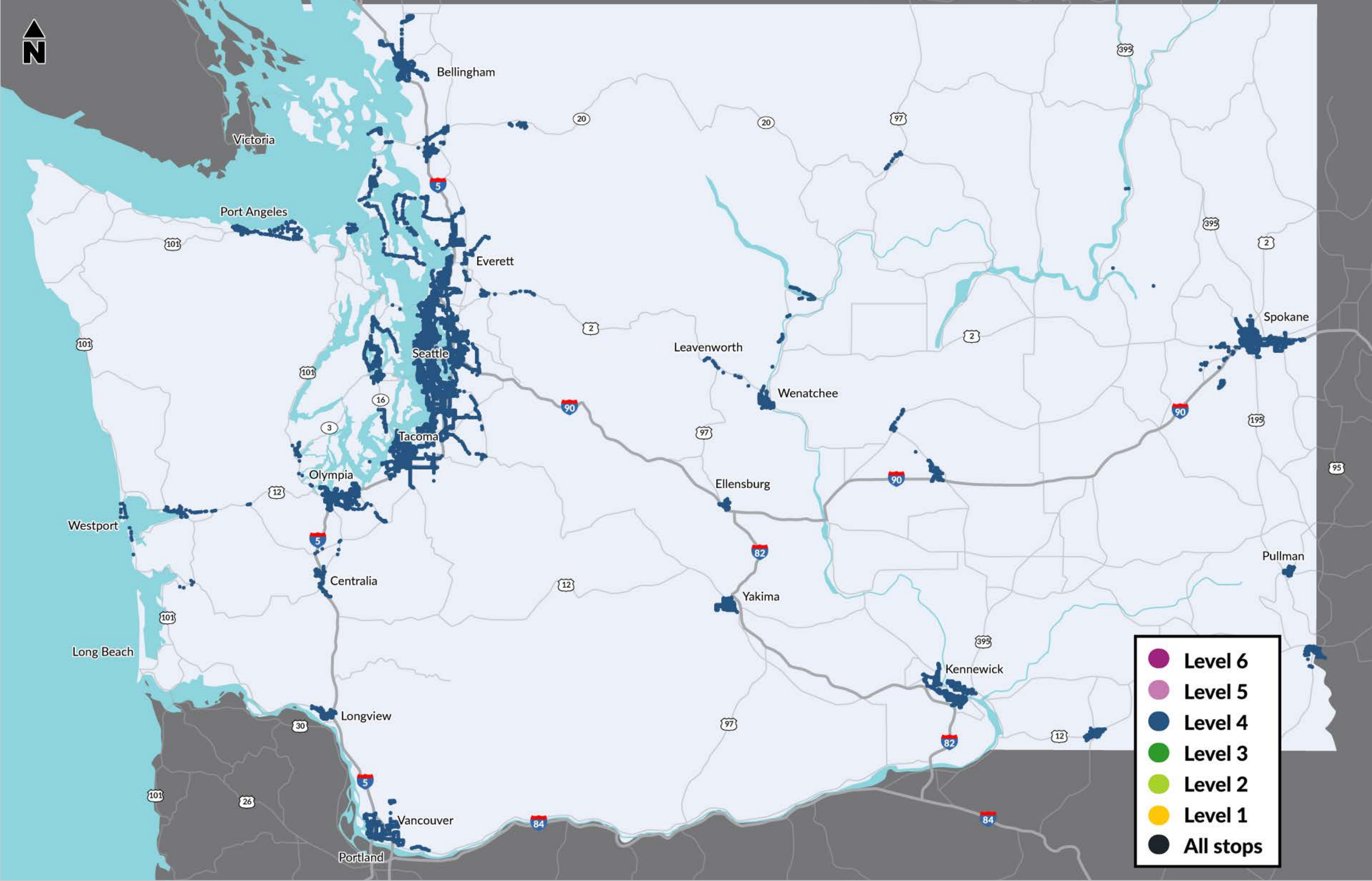
Frequency level 2



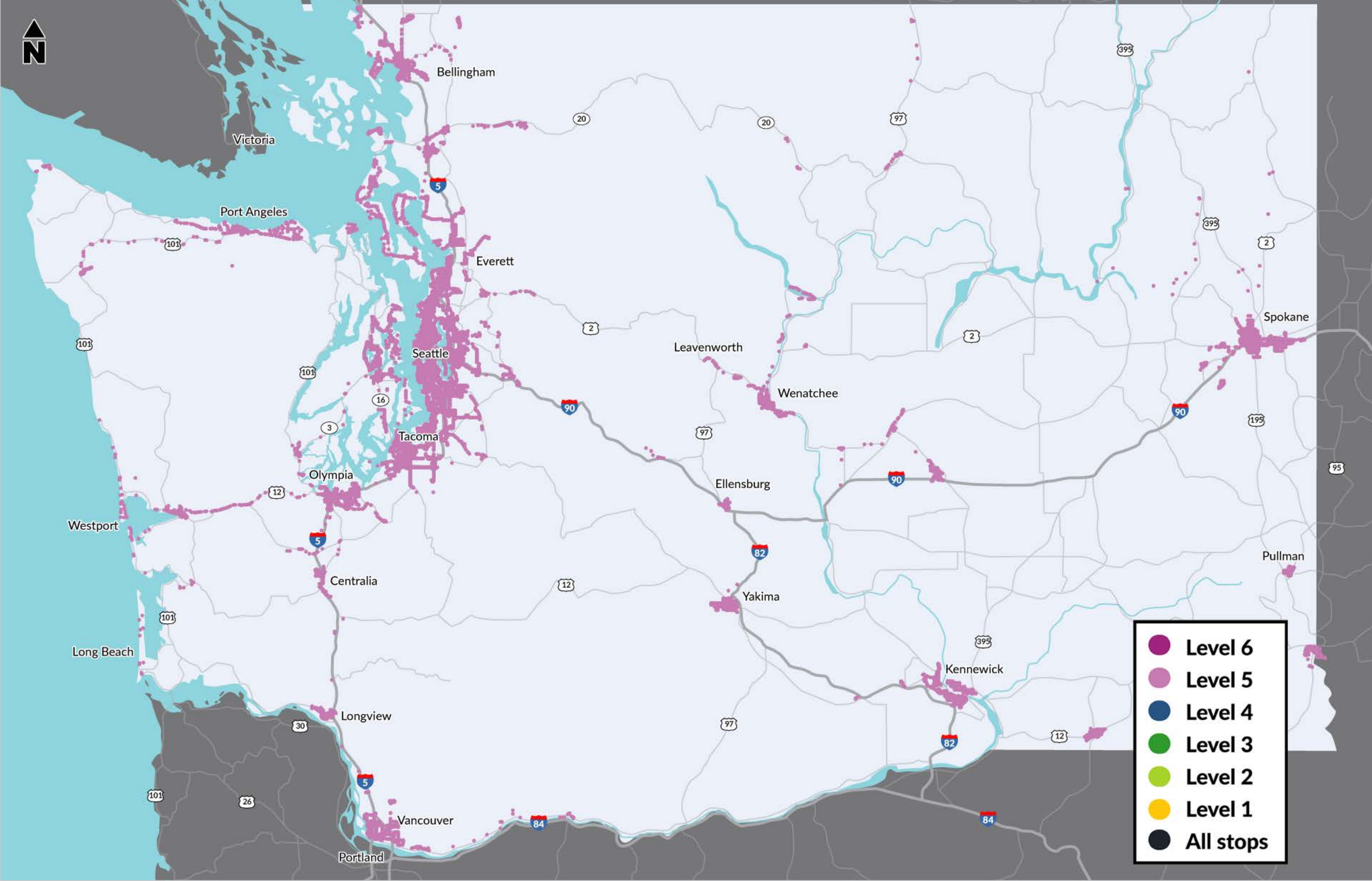
Frequency level 3



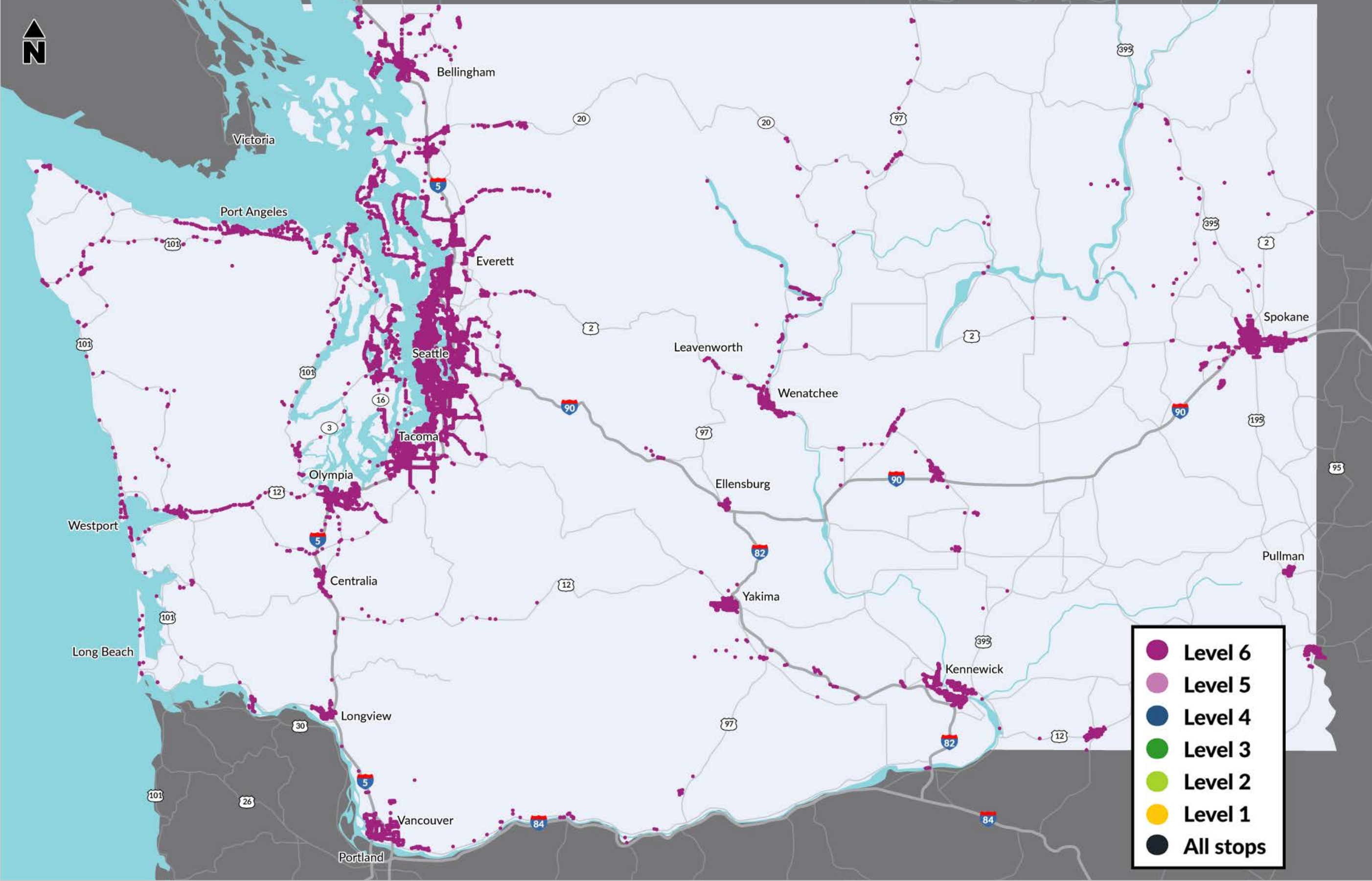
Frequency level 4



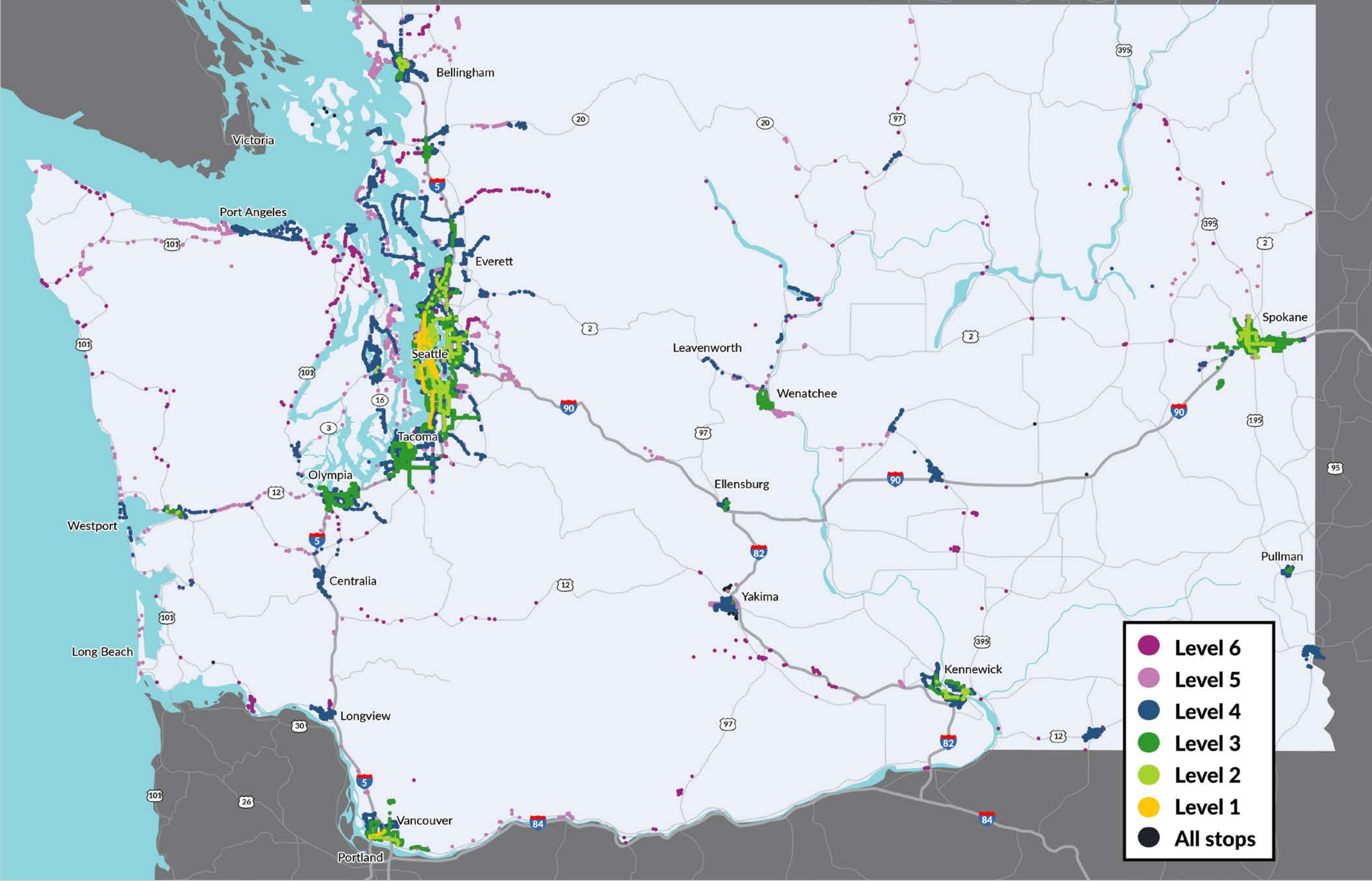
Frequency level 5



Frequency level 6



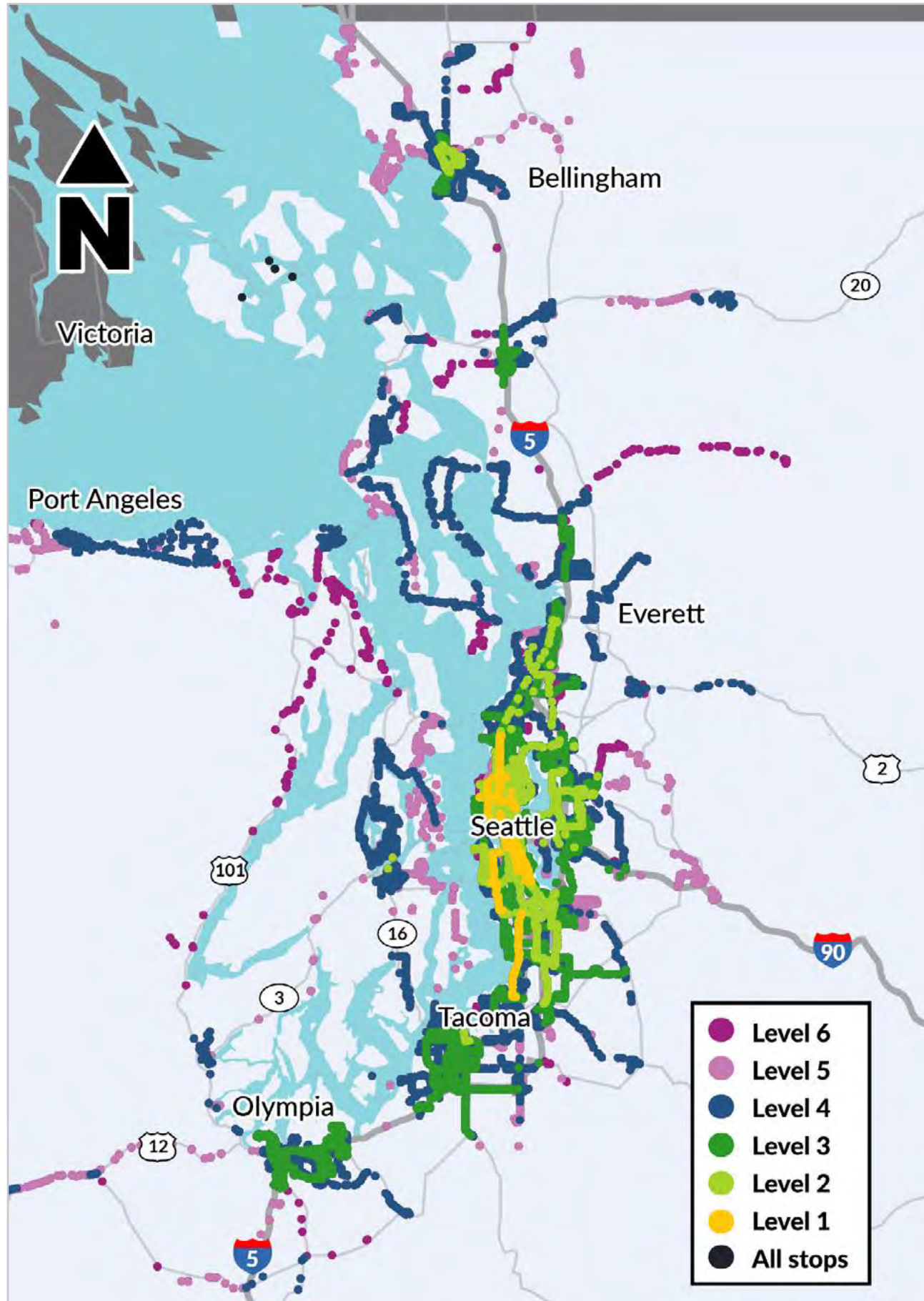
All frequency levels



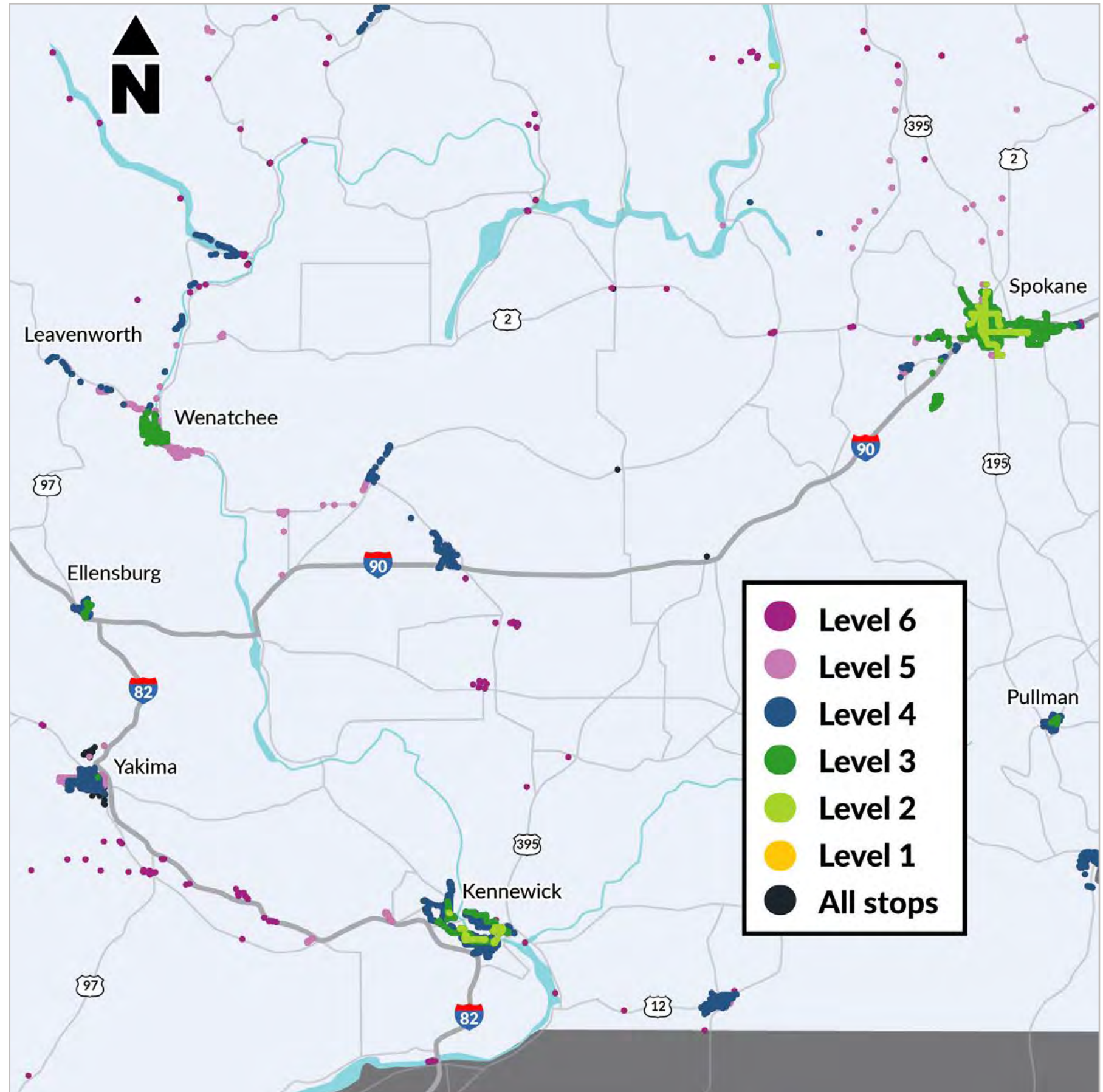
24 Hour frequency

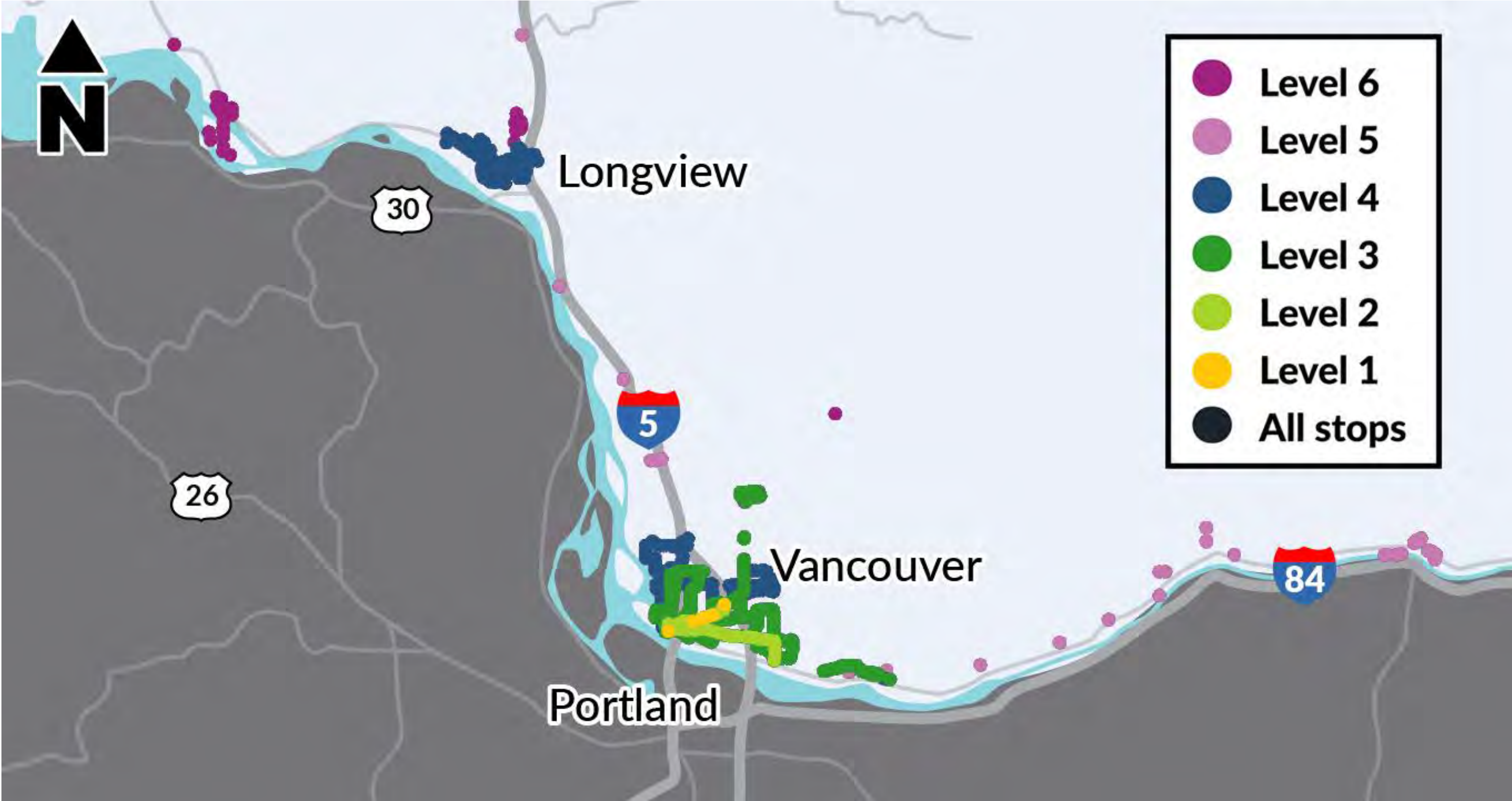


Puget Sound



Central/Eastern Washington





Accessibility

For the purpose of this study, accessibility refers to the ability of people to access fixed route transit stops by using walkway infrastructure (e.g., can a person walk or roll to a bus stop by using a sidewalk or trail?). WSDOT determined this usage by discussing the legislative language with project stakeholders and partners. While all fixed route service is required to have complementary ADA paratransit service, this study does not address the ADA accessibility of sidewalks or other walking routes.

As stated above and detailed in [Data needs and limitations](#), complete data does not currently exist to systematically identify accessible walking routes. If that data did exist, different levels or categories of accessibility could be described and calculated based on different user needs. See [Recommendation: collect walkway data](#) for a description of the data required to fully analyze transit accessibility.

Recommendations and next steps

In addition to addressing key elements of the Legislature's request, WSDOT's analysis produced a broad picture of frequent fixed route transit access across the state. The maps in [Population in proximity to frequent fixed route transit](#) show where frequent fixed route transit and gaps exist.

After reviewing the findings, WSDOT and stakeholders confirmed three salient takeaways through collaborative discussions:

- About 61 percent of people in the state live within a half-mile of fixed route transit service. About 7 percent of residents live within a half-mile of the most frequent fixed route transit service levels. The numbers of people who live within a half-mile walk of each frequency level are smaller than these numbers.
- By necessity, this study does not measure forms of public transportation (e.g., demand-response, micromobility, ridesharing). WSDOT recognizes that areas served by flag stops, paratransit, or route deviations, for example, provide critical access statewide to forms of mobility that are not included in the scope of this study.
- There are often barriers along a half mile walk to transit that prevent access. Lack of available data on walkways and multimodal paths across the state makes it difficult to answer questions about access to transit. Understanding whether getting to transit is accessible requires addressing this data gap.

The first two findings reflect that most frequent fixed route transit serves limited geographies in urban areas, while roughly half the people in the state have access to at least the least frequent type of service. The last finding informs this report's recommendation, which is to collect necessary data to understand walking access.

Recommendation: collect walkway data

WSDOT found strong consensus among internal and external stakeholders, experts in the transit data field, transit operators, and transit riders that, to understand where accessible and walkable transit exists, it is necessary to first collect statewide walkway data.

To collect this data, WSDOT and its partners would first need to complete the following initiatives:

- Define a standard of walkway data quality for all relevant facilities in the state.
- Identify appropriate data collection and maintenance systems.
- Develop those data collection and maintenance systems.
- Institute a governance system to adapt data collection and maintenance processes over time.

Walkway data is recommended to include various subsets of data to fulfill the needs of a walkability analysis, including:

- Width
- Curb cuts
- Grades, slopes, clearances
- Material and physical condition
- Connections (i.e., with other pedestrian facilities), obstructions, and gaps
- Crossings of roadways, intersections, railways

These data needs significantly exceed current data collection processes for walkway attributes. Local and state transportation agencies often track walkways without these specifications merely as a general attribute of a roadway or not at all. Many transportation agencies, including WSDOT, collect some amount of more detailed walkway data. However, practices vary across the state and country such that many current collection methods would not support the quality of data required.

WSDOT is actively investigating options available for data collection to develop a business plan to fulfill the initiatives and needs described above.

Next steps

As WSDOT completes this initial report, the agency will begin addressing requirements of the final report due to the Legislature June 30, 2023. These requirements include:

- Identifying gaps in accessible frequent fixed route transit.
- Analyzing those gaps for disparities in race, age, and disability.
- Developing funding scenarios to address the identified gaps.

WSDOT has begun engaging stakeholders to discuss methods for collecting and analyzing data about disparities and to estimate costs associated with filling frequent transit gaps.

STUDY PROCESS

The following sections describe the major steps of this study, including formative decision-making and engagement structure, data assessment, frequent fixed route transit definition, and analysis.

Legislative direction and decision making

In its 2022 session the Legislature directed WSDOT to conduct this study ([ESSB 5689 – 2022 Sect. 221 \(15\)](#)).

WSDOT began work on the study by interviewing a cross-section of stakeholders. These stakeholders included:

- Urban, small urban, and rural transit staff.
- Nonprofit employees who represent transit riders and prospective transit riders.
- People knowledgeable about transit data science.

The project team used information from these interviews to develop a high-level approach for the study and create a structure for engagement throughout the project.

WSDOT also engaged the Joint Transportation Committee, stakeholders, and rider advocates to ensure this study is accurate, useful, and broadly supported. Additionally, WSDOT established advisory groups to provide recommendations to project staff and WSDOT executives. Input from these groups influenced the study.

Stakeholder engagement framework

In keeping with the agency's [Community Engagement Plan](#), WSDOT worked with individuals and groups to gain diverse perspectives on the study:

- **Ad hoc engagement** – WSDOT project team members, advisory group members, and individual stakeholders were encouraged to provide input when and however they wanted, one time or frequently.
- Examples of engagement included individual and small group discussions with project team members and advisory groups; presentations by project team members; emails; document review and comment, and an open house web site.
- **Advisory groups** – Project team members recruited and convened both technical and policy advisory groups to inform and guide the study and make recommendations to WSDOT executives. These groups provided continuity of engagement and group interaction, which supported learning and insights that emerged from iteration.
- **Joint Transportation Committee** – Project team members consulted with Joint Transportation Committee staff to develop an engagement approach, give periodic briefings at key project milestones, and perform draft document review.
- **WSDOT executives** – Project team members worked with WSDOT executives to develop an engagement approach, give periodic briefings at key project milestones, and perform draft document review.

Data needs and limitations

WSDOT assessed what data would be necessary to define and locate frequent fixed route transit around the state and determine the number of residents living within a half-mile walk of frequent fixed route transit. The WSDOT team considered available data related to the Legislature's direction for the study, documented gaps, and reviewed findings with stakeholders for confirmation.

WSDOT found that limited availability of high-quality walkway data constrains the ability to robustly address the question of who lives within a half-mile walk of frequent fixed route transit. Much of the data is missing, outdated, or insufficiently detailed in many locations statewide. The lack of walkway data means that it is not possible for WSDOT to determine whether a person can successfully navigate a street or pathway, especially if that person has a disability that affects their mobility. For example, some cities and regions have collected robust sidewalk data, while other areas have no data. Additionally standardized data sets are lacking, which makes it difficult to compare walkability and accessibility across the state or within a region.

Given this data limitation, WSDOT recommended to the study's advisory groups that the best course of action was to estimate the number of residents living near transit stops rather than calculate a precise number based on available walking routes. WSDOT also recommended including additional information in this report about what it would take to get better data for future use. See [Recommendation: collect walkway data](#).

Frequent fixed route transit definition

With support from advisory groups and other stakeholders, WSDOT chose to create levels of frequency to address differing needs and contexts for transit across the state. Levels range from Level 6 service (necessary for people to meet their most basic travel needs) to Level 1 service (the most aspirational of levels currently only in dense urban corridors). Based on stakeholder feedback, WSDOT added a separate 24-hour service level because the six core frequency levels do not identify where service operates overnight.

The most important aspects of the levels are headway and span. Headway is how many times there is service during a specific period of the day. Span is what time the service starts and ends.

Through conversation with stakeholders, WSDOT defined spans for the three most frequent levels that include service until 10 p.m., given the importance of being able to travel in the evenings.

Additionally, the days-of-service minimum for the three most frequent levels is seven days a week, while the minimum for the three least frequent levels is five days a week, 9 a.m.-5 p.m.

Based on stakeholder input, WSDOT did not include seasonal (i.e., season-specific headway and hours), holiday (altered service on specific calendar days), or [high-capacity](#) transit considerations. This study is focused on frequency and not other factors, which distinguish high-capacity transit from other forms of fixed route transit service.

Additionally, through collaboration with the advisory groups, WSDOT decided to analyze service in terms of the frequency of each route at a stop, not based on the combined frequency of all routes at a stop. This means that the combined frequency of different routes at a transit stop might be more frequent than the analysis shows.

Analysis

WSDOT used the following steps to approximate how many people in Washington live within a half-mile of frequent fixed route transit:

1. Collect transit stop locations in the form of [General Transit Feed Specification](#) (GTFS) data from every transit agency in the state. Most data came from official agency sources. WSDOT staff developed some data for this project based on publicly available schedule information.
2. Sort all transit stops in the state into the six frequency levels developed with stakeholders using open-source software ([transit_service_analyst](#) and [combine_gtfs_feeds](#) from Puget Sound Regional Council).
3. Compile U.S. Census (2016-2020 American Community Survey) population data at block group level for the state.
4. Draw half-mile radius circles around each transit stop using [ArcGIS](#) software. Group all the circles (accounting for overlaps) around stops meeting each frequency level. Results are in the maps in [Population in proximity to frequent fixed route transit](#).
5. For every census block group in the state, multiply the percent of that block group that is covered by each frequency level by the total number of people living in that block group. Assume that population is uniformly distributed throughout the block group and round to the nearest 10,000.

APPENDIX A: STAKEHOLDER ADVISORY GROUPS

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
- Thomas Craig, WSDOT Public Transportation Division
- 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

APPENDIX B: DATA SETS AND TECHNICAL SPECIFICATIONS

Tools used

- [Python](#)
- transit_service_analyst by Puget Sound Regional Council
- combine_gtfs_feeds by Puget Sound Regional Council
- ArcGIS Pro by ESRI

Population data

- American Community Survey 2016-2020 5-year

Transit service reference dates

- Weekday Service: Monday, Aug. 15, 2022
- Weekend Service: Sunday, Aug. 21, 2022

General Transit Feed Specification feeds collected and included in analysis

Apple Line	Grant Transit Authority
Asotin County Public Transportation Benefit Area	Grape Line, WSDOT Travel Washington
Ben Franklin Transit	Grays Harbor Transit
Black Ball Ferry	HopeSource
C-TRAN	Intercity Transit
Central Transit	Island Transit
Clallam Transit	Jefferson Transit
Colville Confederated Tribes Department of Transportation	Kalispel Tribe of Indians, Kaltran
Community Transit	King County Metro
Confederated Tribes of the Umatilla, Kayak Transit	Kitsap Transit
Dungeness Line, WSDOT Travel Washington	L.E.W.I.S. Mountain Highway Transit
Everett Transit	Lady of the Lake Stehekin Shuttle
Garfield County Transportation Authority	Lewiston Transit System
Gold Line, WSDOT Travel Washington	Link Transit
	Lower Columbia Community Action Program

FREQUENT TRANSIT SERVICE STUDY

Lower Elwah Klallam
Lummi Nation Transit
Makah Public Transit
Mason Transit Authority
Mount Adams Transportation Service
Muckleshoot Indian Tribe
Okanogan County Transit Authority, TranGO
Pacific Transit
People For People
Pierce County Ferries
Pierce County Human Services
Pierce Transit
Pullman Transit
RiverCities Transit
Rural Resources Community Action
Seattle Children's Hospital
Seattle Monorail
Selah Transit
Skagit Transit
Skamania County Transit
Snoqualmie Valley Transportation
Snow Goose Transit
Solid Ground
Sound Transit
Special Mobility Services
Spokane Transit Authority
Spokane Tribe of Indians, Moccasin Express
Squaxin Tribal Transit, Squaxin Island Transit
Thurston Regional Planning Council, ruralTRANSIT
Tulalip Transit
Twin Transit
Union Gap Transit
Valley Transit
Wahkiakum on the Move
Washington State Ferries
Whatcom Transportation Authority
Yakama Nation, Pahto Passage
Yakima Transit

APPENDIX C: ACRONYMS, GLOSSARY, WEBSITES FEATURED

Acronyms

ADA	Americans with Disabilities Act
ESSB	Engrossed Substitute Senate Bill
GIS	Geographic Information System
GTFS	General Transit Feed Specification
WSDOT	Washington State Department of Transportation

Glossary

Access and accessibility	In this report, unless otherwise specified, accessibility refers to the ability of people to access fixed route transit stops by using the walkway infrastructure. This framing of accessibility includes considerations of American with Disability Act requirements for transit facilities, such as transit stops but does not include access to ADA required complementary paratransit service or ADA requirements for transit operations.
Demand response	A demand-response service is any service that responds to rider requests for service, by either stopping at an unplanned location along a fixed-route, deviating from a fixed-route, or by initiating a trip to serve the rider (and possibly other riders) that would not otherwise have been performed.
Fixed route	A fixed-route service is any shared-ride service that picks up or drops off passengers at designated locations according to a schedule.
Flag stop	A flag stop (also known as “hail and ride” or “request stops”) is a location near or anywhere along the route of a fixed-route service where a passenger can request a pick up or drop off by coordinating with the driver or the agency, depending on agency policies.
Headway	Headway is the time between consecutive buses running on a fixed-route schedule.
Micromobility	Micromobility is the use of relatively small and lightweight vehicles to move usually a single person, such as bikes, scooters, and other mobility devices.
Ridesharing	Ridesharing is the casual or formal carpooling of multiple trips into a single trip by the addition of riders to a planned trip. Can also be used to describe commercial mobility on demand services such as Lyft or Uber.
Route deviated	A route-deviated fixed-route service will depart from the fixed route to pick up or drop off passengers according to agency policies.
Span	Span is the time range during which a fixed-route service accepts passengers for pickup and drop off.

Websites featured

ESSB 5689 – 2022 Sect. 221 (15)	https://lawfilesexternal.wa.gov/biennium/2021-22/Pdf/Bills/Session Laws/Senate/5689-S.SL.pdf#page=74
ArcGIS	https://www.esri.com/en-us/arcgis/products/arcgis-online/overview
High-capacity transit	RCW 81.104.015
WSDOT Community Engagement Plan	https://wsdot.wa.gov/construction-planning/statewide-plans/community-engagement-plan
transit_service_analyst	https://github.com/psrc/transit_service_analyst
combine_gtfs_feeds	https://github.com/psrc/combine_gtfs_feeds
General Transit Feed Specification	https://gtfs.org/
Python	https://www.python.org

ENGLISH

Title VI Notice to Public

It is the Washington State Department of Transportation's (WSDOT) policy to assure that no person shall, on the grounds of race, color, national origin, as provided by Title VI of the Civil Rights Act of 1964, be excluded from participation in, be denied the benefits of, or be otherwise discriminated against under any of its programs and activities. Any person who believes his/her Title VI protection has been violated, may file a complaint with WSDOT's Office of Equity and Civil Rights (OECR). For additional information regarding Title VI complaint procedures and/or information regarding our non-discrimination obligations, please contact OECR's Title VI Coordinator at (360) 705-7090.

Americans with Disabilities Act (ADA) Information

This material can be made available in an alternate format by emailing the Office of Equity and Civil Rights at wsdotada@wsdot.wa.gov or by calling toll free, 855-362-4ADA(4232). Persons who are deaf or hard of hearing may make a request by calling the Washington State Relay at 711.

ESPAÑOL

Notificación de Título VI al Público

La política del Departamento de Transporte del Estado de Washington (Washington State Department of Transportation, WSDOT) es garantizar que ninguna persona, por motivos de raza, color u origen nacional, según lo dispuesto en el Título VI de la Ley de Derechos Civiles de 1964, sea excluida de la participación, se le nieguen los beneficios o se le discrimine de otro modo en cualquiera de sus programas y actividades. Cualquier persona que considere que se ha violado su protección del Título VI puede presentar una queja ante la Oficina de Equidad y Derechos Civiles (Office of Equity and Civil Rights, OECR) del WSDOT. Para obtener más información sobre los procedimientos de queja del Título VI o información sobre nuestras obligaciones contra la discriminación, comuníquese con el coordinador del Título VI de la OECR al (360) 705-7090.

Información de la Ley sobre Estadounidenses con Discapacidades (ADA, por sus siglas en inglés)

Este material puede estar disponible en un formato alternativo al enviar un correo electrónico a la Oficina de Equidad y Derechos Civiles a wsdotada@wsdot.wa.gov o llamando a la línea sin cargo 855-362-4ADA(4232). Personas sordas o con discapacidad auditiva pueden solicitar la misma información llamando al Washington State Relay al 711.

한국어 – KOREAN

제6조 관련 공지사항

워싱턴 주 교통부(WSDOT)는 1964년 민권법 타이틀 VI 규정에 따라, 누구도 인종, 피부색 또는 출신 국가를 근거로 본 부서의 모든 프로그램 및 활동에 대한 참여가 배제되거나 혜택이 거부되거나, 또는 달리 차별받지 않도록 하는 것을 정책으로 하고 있습니다. 타이틀 VI에 따른 그/그녀에 대한 보호 조항이 위반되었다고 생각된다면 누구든지 WSDOT의 평등 및 민권 사무국(OECR)에 민원을 제기할 수 있습니다. 타이틀 VI에 따른 민원 처리 절차에 관한 보다 자세한 정보 및/또는 본 부서의 차별금지 의무에 관한 정보를 원하신다면, (360) 705-7090으로 OECR의 타이틀 VI 담당자에게 연락해주시십시오.

미국 장애인법(ADA) 정보

본 자료는 또한 평등 및 민권 사무국에 이메일 wsdotada@wsdot.wa.gov 을 보내시거나 무료 전화 855-362-4ADA(4232)로 연락하셔서 대체 형식으로 받아보실 수 있습니다. 청각 장애인은 워싱턴주 중계 711로 전화하여 요청하실 수 있습니다.

русский – RUSSIAN

Раздел VI Общественное заявление

Политика Департамента транспорта штата Вашингтон (WSDOT) заключается в том, чтобы исключить любые случаи дискриминации по признаку расы, цвета кожи или национального происхождения, как это предусмотрено Разделом VI Закона о гражданских правах 1964 года, а также случаи недопущения участия, лишения льгот или другие формы дискриминации в рамках любой из своих программ и мероприятий. Любое лицо, которое считает, что его средства защиты в рамках раздела VI были нарушены, может подать жалобу в Ведомство по вопросам равенства и гражданских прав WSDOT (OECR). Для дополнительной информации о процедуре подачи жалобы на несоблюдение требований раздела VI, а также получения информации о наших обязательствах по борьбе с дискриминацией, пожалуйста, свяжитесь с координатором OECR по разделу VI по телефону (360) 705-7090.

Закон США о защите прав граждан с ограниченными возможностями (ADA)

Эту информацию можно получить в альтернативном формате, отправив электронное письмо в Ведомство по вопросам равенства и гражданских прав по адресу wsdotada@wsdot.wa.gov или позвонив по бесплатному телефону 855-362-4ADA(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.(4232). Глухие и слабослышащие лица могут сделать запрос, позвонив в специальную диспетчерскую службу штата Вашингтон по номеру 711.

tiếng Việt – VIETNAMESE

Thông báo Khoản VI dành cho công chúng

Chính sách của Sở Giao Thông Vận Tải Tiểu Bang Washington (WSDOT) là bảo đảm không để cho ai bị loại khỏi sự tham gia, bị từ khước quyền lợi, hoặc bị kỳ thị trong bất cứ chương trình hay hoạt động nào vì lý do chủng tộc, màu da, hoặc nguồn gốc quốc gia, theo như quy định trong Mục VI của Đạo Luật Dân Quyền năm 1964. Bất cứ ai tin rằng quyền bảo vệ trong Mục VI của họ bị vi phạm, đều có thể nộp đơn khiếu nại cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng (OEER) của WSDOT. Muốn biết thêm chi tiết liên quan đến thủ tục khiếu nại Mục VI và/hoặc chi tiết liên quan đến trách nhiệm không kỳ thị của chúng tôi, xin liên lạc với Phó Trí Viên Mục VI của OEER số (360) 705-7090.

Thông tin về Đạo luật Người Mỹ tàn tật (Americans with Disabilities Act, ADA)

Tài liệu này có thể thực hiện bằng một hình thức khác bằng cách email cho Văn Phòng Bảo Vệ Dân Quyền và Bình Đẳng wsdotada@wsdot.wa.gov hoặc gọi điện thoại miễn phí số, 855-362-4ADA(4232). Người điếc hoặc khiếm thính có thể yêu cầu bằng cách gọi cho Dịch vụ Tiếp âm Tiểu bang Washington theo số 711.

العربية – ARABIC

العنوان 6 إشعار للجمهور

تتمثل سياسة وزارة النقل في ولاية واشنطن (WSDOT) في ضمان عدم استبعاد أي شخص، على أساس العرق أو اللون أو الأصل القومي من المشاركة في أي من برامجها وأنشطتها أو الحرمان من الفوائد المتاحة بموجبها أو التعرض للتمييز فيها بخلاف ذلك، كما هو منصوص عليه في الباب السادس من قانون الحقوق المدنية لعام 1964. ويمكن لأي شخص يعتقد أنه تم انتهاك حقوقه التي يكفلها الباب السادس تقديم شكوى إلى مكتب المساواة والحقوق المدنية (OEER) التابع لوزارة النقل في ولاية واشنطن. للحصول على معلومات إضافية بشأن إجراءات الشكاوى وأو بشأن التزاماتنا بعدم التمييز بموجب الباب السادس، يرجى الاتصال بمنسق الباب السادس في مكتب المساواة والحقوق المدنية على الرقم 705-7090 (360).

معلومات قانون الأمريكيين ذوي الإعاقة (ADA)

يمكن توفير هذه المواد في تنسيق بديل عن طريق إرسال رسالة بريد إلكتروني إلى مكتب المساواة والحقوق المدنية على wsdotada@wsdot.wa.gov أو عن طريق الاتصال بالرقم المجاني: 855-362-4ADA (4232). يمكن للأشخاص الصم أو ضعاف السمع تقديم طلب عن طريق الاتصال بخدمة Washington State Relay على الرقم 711.

中文 – CHINESE

《权利法案》Title VI公告

<華盛頓州交通部(WSDOT)政策規定，按照《1964年民權法案》第六篇規定，確保無人因種族、膚色或國籍而被排除在WSDOT任何計畫和活動之外，被剝奪相關權益或以其他方式遭到歧視。如任何人認為其第六篇保護權益遭到侵犯，則可向WSDOT的公平和民權辦公室(OEER)提交投訴。如需關於第六篇投訴程式的更多資訊和/或關於我們非歧視義務的資訊，請聯絡OEER的第六篇協調員，電話(360) 705-7090。

《美国残疾人法案》(ADA)信息

可向公平和民權辦公室發送電子郵件wsdotada@wsdot.wa.gov或撥打免費電話 855-362-4ADA(4232)，以其他格式獲取此資料。听力丧失或听觉障碍人士可拨打711联系Washington州转接站。

Af-soomaaliga – SOMALI

Ciwaanka VI Ogeysiiska Dadweynaha

Waa siyaasada Waaxda Gaadiidka Gobolka Washington (WSDOT) in la xaqiijiyo in aan qofna, ayadoo la cuskanaayo sababo la xariira isir, midab, ama wadanku kasoo jeedo, sida ku qoran Title VI (Qodobka VI) ee Sharciga Xaquuqda Madaniga ah ah oo soo baxay 1964, laga saarin ka qaybgalka, loo diidin faa'iidooyinka, ama si kale loogu takoorin barnaamijyadeeda iyo shaqooyinkeeda. Qof kasta oo aaminsan in difaaciisa Title VI la jebiyay, ayaa cabasho u gudbin kara Xafiiska Sinaanta iyo Xaquuqda Madaniga ah (OEER) ee WSDOT. Si aad u hesho xog dheeraad ah oo ku saabsan hanaannada cabashada Title VI iyo/ama xogta la xariirta waajibbaadkeena ka caagan takoorka, fadlan la xariir Iskuduwaha Title VI ee OEER oo aad ka wacayso (360) 705-7090.

Macluumaadka Xeerka Naafada Marykanka (ADA)

Agabkaan ayaad ku heli kartaa qaab kale adoo iimeel u diraa Xafiiska Sinaanta iyo Xaquuqda Madaniga ah oo aad ka helayso wsdotada@wsdot.wa.gov ama adoo wacaaya laynka bilaashka ah, 855-362-4ADA(4232). Dadka naafada maqalka ama maqalku ku adag yahay waxay ku codsan karaan wicitaanka Adeega Gudbinta Gobolka Washington 711.

If you have difficulty understanding English, you may, free of charge, request language assistance services by calling 360-705-7921 or email us at: PubTrans@wsdot.wa.gov

ESPAÑOL – SPANISH

Servicios de traducción

Aviso a personas con dominio limitado del idioma inglés: Si usted tiene alguna dificultad en entender el idioma inglés, puede, sin costo alguno, solicitar asistencia lingüística con respecto a esta información llamando al 360-705-7921 , o envíe un mensaje de correo electrónico a: PubTrans@wsdot.wa.gov

한국어 – KOREAN

번역 서비스

영어로 소통하는 것이 불편하시다면 360-705-7921 , 으로 전화하시거나 다음 이메일로 연락하셔서 무료 언어 지원 서비스를 요청하실 수 있습니다: PubTrans@wsdot.wa.gov

русский – RUSSIAN

Услуги перевода

Если вам трудно понимать английский язык, вы можете запросить бесплатные языковые услуги, позвонив по телефону 360-705-7921 , или написав нам на электронную почту: PubTrans@wsdot.wa.gov

tiếng Việt – VIETNAMESE

các dịch vụ dịch thuật

Nếu quý vị không hiểu tiếng Anh, quý vị có thể yêu cầu dịch vụ trợ giúp ngôn ngữ, miễn phí, bằng cách gọi số 360-705-7921 , hoặc email cho chúng tôi tại: PubTrans@wsdot.wa.gov

العَرَبِيَّةُ – ARABIC

خدمات الترجمة

إذا كنت تجد صعوبة في فهم اللغة الإنجليزية، فيمكنك مجاناً طلب خدمات المساعدة اللغوية عن طريق الاتصال بالرقم 360-705-7921 أو مراسلتنا عبر البريد الإلكتروني : PubTrans@wsdot.wa.gov

中文 – CHINESE

翻译服务

如果您难以理解英文，则请致电：360-705-7921 ，或给我们发送电子邮件：PubTrans@wsdot.wa.gov，请求获取免费语言援助服务。

Af-soomaaliga – SOMALI

Adeegyada Turjumaada

Haddii ay kugu adag tahay inaad fahamtid Ingiriisida, waxaad, bilaash, ku codsan kartaa adeegyada caawimada luuqada adoo wacaaya 360-705-7921 ama iimayl noogu soo dir: PubTrans@wsdot.wa.gov

MORE INFORMATION

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