

**YAKIMA VALLEY REGIONAL**

# **TRANSIT FEASIBILITY STUDY**

**Executive Summary Report**

**Yakima Valley Council of Governments**

Prepared by Transpo Group

December 2022



Yakima Valley Regional  
Transit Feasibility Study

Yakima Valley Council of Governments  
[www.yvcog.org](http://www.yvcog.org)

Prepared by Transpo Group  
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# INTRODUCTION

The Yakima Valley Regional Transit Feasibility Study ("Yakima Valley Transit Study") is designed to evaluate and develop planning-level strategies for public transportation access within and connecting to the Yakima Valley. Yakima County is the second largest county (by area) in the State of Washington at over 4,300 square miles. Transit service in Yakima County is primarily provided in and around the county's urbanized areas, including Yakima, Selah, and Union Gap. In addition, limited but valuable service is provided outside those cities through fixed-route and demand-responsive services.

In coordination with the Yakima Valley Council of Governments (YVCOG), the following goals and objectives were developed for the Yakima Valley Transit Study:

- Inventory existing transit services and assets available throughout the region to enhance mobility
- Understand the challenges and priorities of transit riders and stakeholders for future transit service
- Assess potential transit service delivery models and strategies for more effective accessibility and delivery of transit services
- Develop an implementation framework or "road map" that identifies a timeline, key partners, and milestones for enhancing transit



## 1 PLANNING AND ASSET INVENTORY

This section summarizes the review of pertinent planning documents and the inventory of existing transit services and assets available throughout the region.



## Relevant Planning

A review of previous planning efforts relevant to the Yakima Valley Transit Study was conducted to:

- Provide context for the transit study
- Ensure the transit study builds on previous work rather than duplicating it
- Allow the transit study to consider recommendations and meet goals set forth by the previous planning efforts.

The following eight previous and ongoing planning projects undertaken by Yakima County, Washington State Department of Transportation (WSDOT), Confederate Tribes and Bands of the Yakima Nation, and other associated agencies were reviewed:

- Washington Transportation Plan 2035 (Public Review Draft), Washington State Commission (2014)
- Yakima Valley Metropolitan and Regional Transportation Plan (March 2016), YVCOG
- 2018 Human Services Transportation Plan – YVCOG (2018)
- Travel Washington Intercity Bus Program, WSDOT (2019) Plan Update
- Feasibility of an East-West Intercity Passenger Rail System for Washington State, Steer (July 2020)
- Yakima Valley Transportation Plan YVTP 2020-2045 Final, YVCOG (3/20/2020)
- Heritage Connectivity Trails Concept Plan, Confederate Tribes and Bands of the Yakima Nation (July 2021)
- Washington State Active Transportation Plan 2020 and Beyond (2021)

The detailed review of these eight planning studies is provided in Appendix A. Key findings of the review include:

- High-level transit and transportation demand management strategies have been identified for the region, including improved services for people with specific needs, expanding fixed-route service coverage in urbanized areas, extending service hours during weekday evenings and weekends, targeting employee-based transit opportunities and enhancing service to regional destinations.
- Existing gaps in coverage have been identified, particularly as it relates to areas of the County that still need to be served by transit, services for riders with special needs, and technology needs. To address these gaps, solutions could include additional fixed route service, non-conventional public transit options exploration, and opportunities to use transit assets more efficiently and cost-effectively.
- Many trips are currently made by single-occupant vehicles (SOV) with heavy travel patterns between Yakima and communities on the periphery of the Yakima Valley. Therefore, transit enhancements are a high priority for the Yakima Valley to decrease SOV trips and alleviate congestion along critical corridors.
- Connectivity to existing and future trails and non-motorized facilities, potential future intercity passenger rail service, and intercity bus service should be considered as part of the transit study.

# Transit Asset Inventory

The transit asset inventory aims to understand when, where, and how frequently transit service operates, what transit assets exist, what funding mechanisms exist, and what multimodal connections may be feasible. The following existing services span traditional fixed-route public transit service, demand-responsive transit service, medical/veteran services, educational services, Yakama Nation services, intercity services, and other services.

## Public Transit Services

- Yakima Transit
- Union Gap Transit
- Selah Transit
- Pahto Public Passage
- People For People

## Medical/Veteran Services

- Disabled American Veterans
- American Cancer Society
- Medstar
- Protran East

## Educational Services

- CDI Head Start
- Inspire Childhood Development
- Yakama Nation Tribal Head Start
- Public School Districts

## Yakama Nation Services

- Yakama Nation Area Agency on Aging
- Yakama Nation Tribal School

## Intercity Services

- Central Washington Airporter
- Grape Line
- Apple Line
- Greyhound
- Fronteras Del Norte

## Other Services

- Yakima County Volunteer Chore Services
- Fiesta Foods
- Yakama Nation Legends Casino
- WorkFirst
- TNCs (taxi, Uber/Lyft, etc.)

As available, the following information was compiled for each transit service and the region as a whole:

## Fleet Inventory

- Vehicle Type (Year/Make/Model or general vehicle type (bus, minibus, van, etc.))
- Passenger Load
- Wheelchair Accessibility
- Age

## Agency Information

- Types of services provided
- When services are provided
- Where services are provided
- Eligibility requirements
- Funding mechanisms

## Supportive Mobility Asset Inventory

- Bicycle facilities
- Multi-use trails
- Park-and-ride facilities
- Transit/mobility hubs



The detailed inventory is provided in Appendix A. Key findings of the transit asset inventory include:

- Providers in the Yakima urbanized area are well-coordinated (operations and informational distribution) but compartmentalized in a way that may impact the ease of use
- Understanding service areas and connections to other transit providers are not immediately apparent for most providers
- The number of individual services can lead to a higher learning curve for users and inconsistent distribution of information.
- The fleet composition matches well with the services provided (correct tool for the job), but many vehicles are old and need to be replaced.
- There need to be more zero-emission vehicles (ZEV) within the regional fleet, but the age of the current fleet may provide opportunities to invest in ZEVs.
- Many specialized services exist that serve specific geographies or populations and support regional mobility.
- Shorter trips have many transit options; limited options exist for longer transit trips within the County (People for People fills this gap to an extent along the I-82 corridor, but service is catered to commuting trips rather than general purpose trips).

## 2 UNDERSTANDING AND ASSESSMENT

The Yakima Valley Transit Study included significant efforts to understand the region, the services, the riders, and the current gaps to assess the goals and strategies for improving local and regional transit service in a forward-compatible way. The “understanding” process centered around four key tasks: 1) Data Gathering, 2) Stakeholder interviews, 3) Transit Survey, and 4) Public Outreach; as shown below.

The information gathered from this process allowed for the identification of transit gaps and needs through the a careful assessment of quantitative data and qualitative feedback.



### Data Gathering

Analyzed transportation, land use, and demographic data to understand existing transit travel trends and identify potential service gaps.



### Stakeholder Interviews

Interviewed key transit providers to understand existing operations' strengths and weaknesses and plans or goals for future service.



### Transit Survey

Administered a transit survey to understand how existing and prospective riders currently use (or don't use) transit, what issues exist, and how service can be improved.



### Public Outreach

Held two in-person events to gather feedback from riders and stakeholders, and during one of the events, administered the transit survey in person.

## Data Gathering

Transportation, land use patterns, and demographic data were gathered from a variety of sources to perform a quantitative transit demand analysis with the following goals:

- Develop an understanding of the local market in relation to transit demand
- Examine the underlying demographic and transportation conditions of the study area
- Identify the largest concentrations and densities of residences, transit-oriented populations, employment centers, etc.
- Assess trends related to current and ongoing demand for transit services and travel patterns

Key elements from the transit demand analysis are summarized in this chapter and provided in detail in Appendix C.

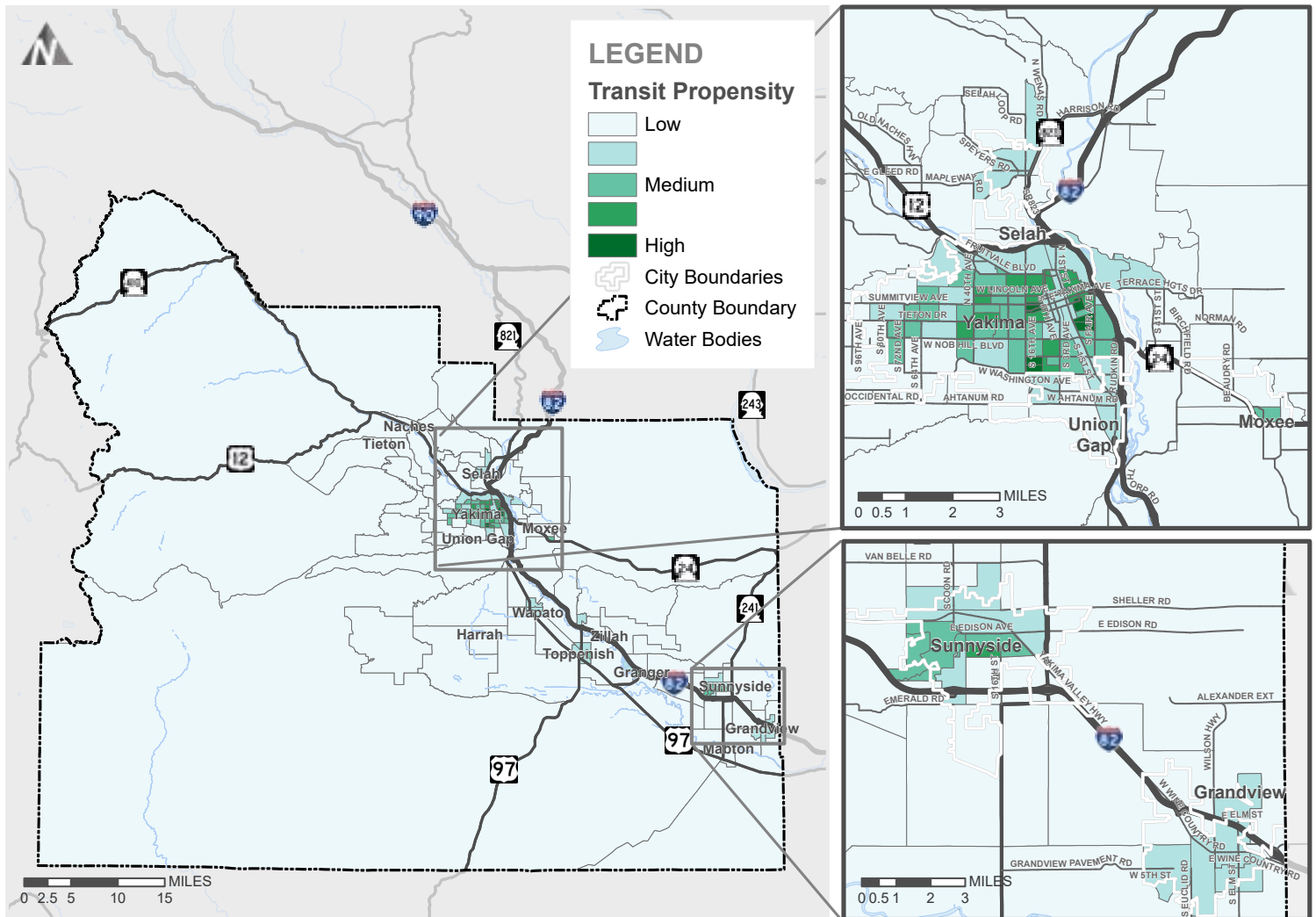


Figure 1: Transit Propensity

## Transit Propensity

Transit Propensity is an index used to understand how likely it is that the population in an area would use transit services. The transit propensity is calculated based on a set of demographic characteristics that influence ridership. Figure 1 displays the overall transit propensity for Yakima County by census block group. Transit propensity is calculated here as a function of population density, total employment, number of households without access to a car, and number of service sector jobs within the geographic area (i.e., census block groups).

The transit propensity index shows that Yakima County generally has a low level of expected transit ridership in its unincorporated areas, with pockets of high expected transit ridership in the higher population areas. These include many cities already served by transit, such as Yakima, Selah, and Union Gap. However, some smaller communities not currently served by transit or served by limited transit have a noticeably higher transit propensity. The transit propensity results suggest that there may be a demand for transit connections between these smaller communities and higher-population areas within Yakima County.



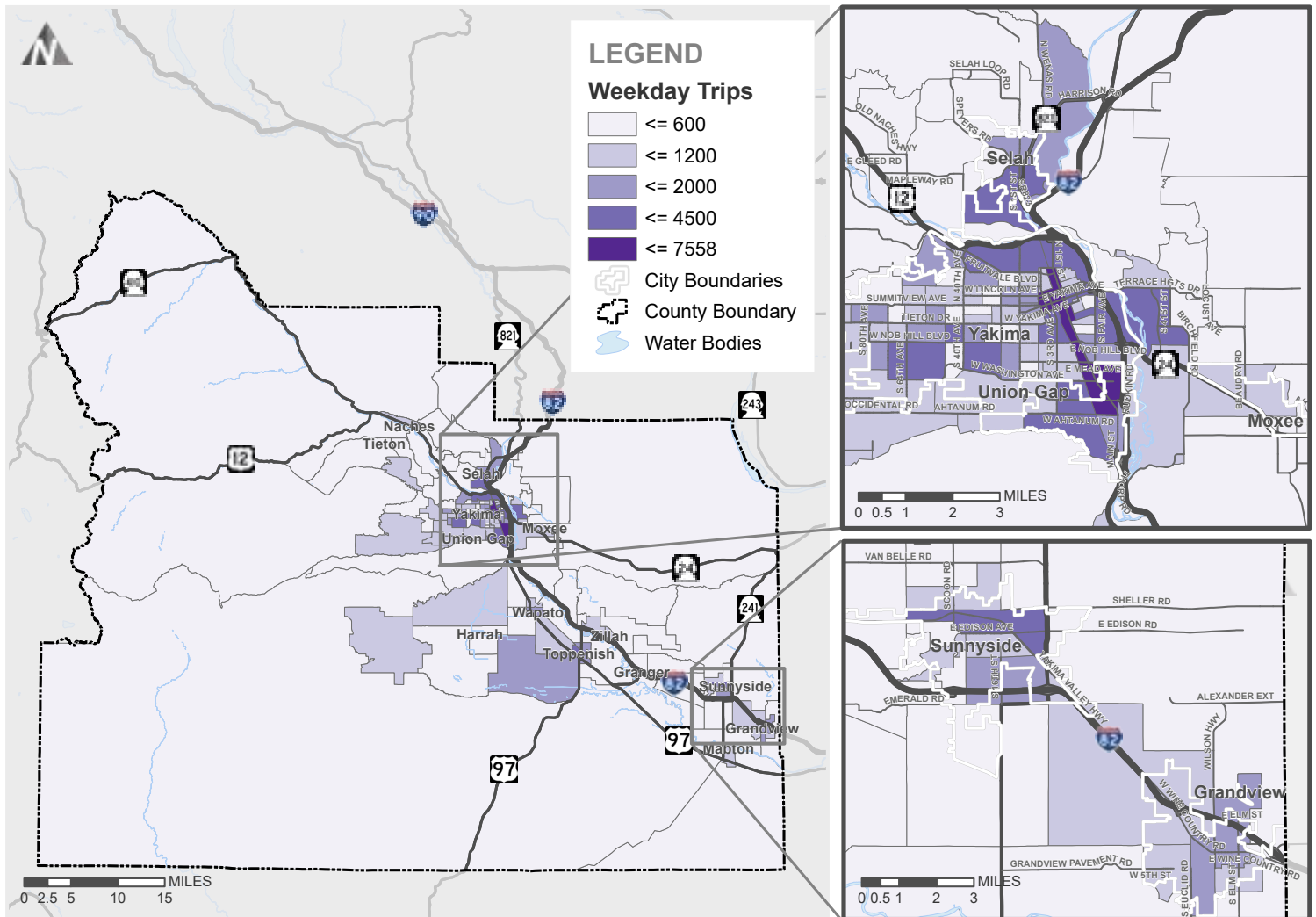


Figure 2: Existing Weekday Trips Map

## Travel Patterns

Daily travel patterns in the Yakima Valley were modeled using Replica<sup>1</sup>, a nationwide activity-based model developed from a range of data inputs, including mobile phone data across all modes of transportation, publicly available traffic counts, credit card transaction information, and other publicly available sources. Replica provides the number of trips beginning or ending in a block group for a given period based on existing conditions and can be filtered to represent trips taken by likely transit candidates. For this study, “likely transit

candidates” were determined by selecting trips taken by households with a yearly income under \$50,000 and having access to 1 or fewer cars. The trip data shows that much of the travel activity in the county is focused on the cities, with the city of Yakima showing the highest density of trips overall. The weekday daily trip data, shown in Figure 2, indicates that much of the travel activity in the county is focused on the urbanized areas, with the city of Yakima showing the highest density of trips overall.

<sup>1</sup> <https://replicahq.com/>

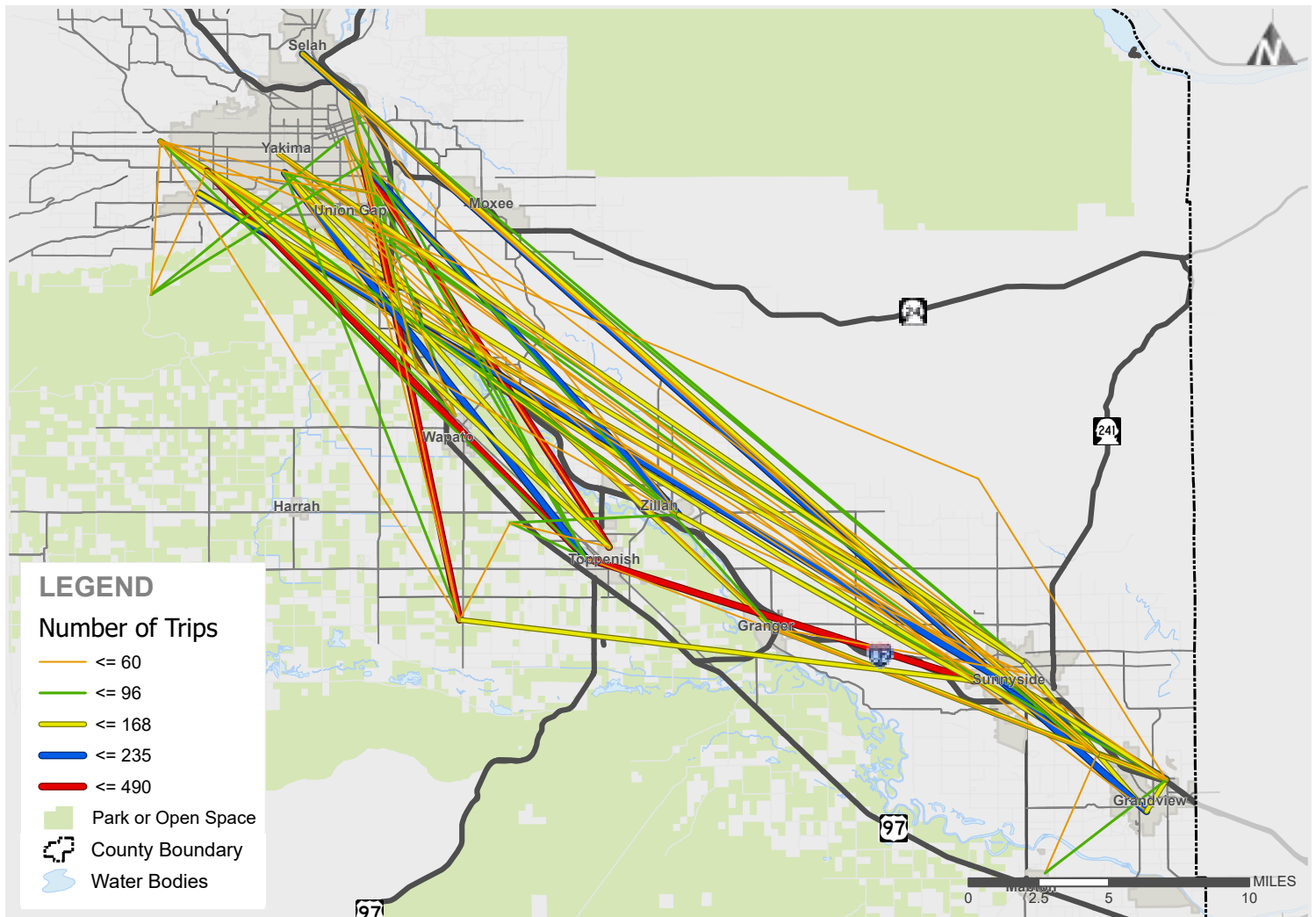


Figure 3: High-Frequency O-D Pairings by Populations with High Transit Potential

The data was also used to develop high-frequency origin-destination (O-D) pairings at the census tract level for the daily weekday trips by populations with high transit potential. Due to the significant amount of data available, the O-D data were aggregated to show trip pairings with at least 30 daily trips. As shown in Figure 3, there is considerable movement of likely transit users between the urbanized areas along the US-97 and I-82 corridors, with key O-D pairings between Yakima and Toppenish, Yakima and Harrah, West Valley and Wapato/Toppenish, and Toppenish and Sunnyside.

Additionally, existing and future land use data was provided by YVCOG and used to understand how travel trends are anticipated to change between 2020 and 2045. The forecast 2045 daily trip estimates show moderate trip increases within Yakima, Union Gap, Wapato, Toppenish, Sunnyside, and Grandview. Outside these urban areas, trip growth is projected to remain relatively static. The most prevalent origin-destination patterns shown in Figure 3 are between areas with anticipated growth. Therefore, these connections are key in both the short- and long-term.

## Stakeholder Interviews

Participation from stakeholders was key to understanding the local challenges and opportunities for public transit in the Yakima Valley region. A total of ten (10) stakeholders were contacted, with a total of seven (7) interviews ultimately performed with the following transit providers:

- Yakima Transit
- Selah Transit
- People For People
- Pahto Public Passage
- Medstar
- Protran East
- Entrust Community Services

Detailed information from the stakeholder interviews is included in Appendix B, with key takeaways summarized below:

- **Funding:** Concerns were noted regarding the reliance on grant funding and rising costs when dealing with fixed funding resources – particularly for specialized transit services.
- **Hiring/Retaining Drivers:** Many agencies/operators noted challenges with hiring drivers and retaining drivers. Poor retention of drivers can be particularly costly, given the initial investment into driver training. Some operators may have opportunities to rely more heavily on a vehicle fleet that does not require CDL drivers.

- **Agency/Operator Coordination:** Collaboration between services occurs both information and formally (through MPACT). Many agencies/operators noted direct coordination with at least one other agency/operator to align schedules, but more targeted coordination may be achievable.
- **Technology:** Recent pushes have been to incorporate technology improvements that aid in service efficiency. These technology improvements are beneficial in eliminating inefficiencies, and in many cases, consistent technology improvements across the region as a whole would be the most advantageous.
- **Geographic Coverage:** Most agencies/operators noted that they would like to extend their geographic coverage if the necessary funding was available. Still, expansion of fixed-route service can be exceptionally costly due to the reciprocating need to expand paratransit service.
- **Route Efficiency:** There may be additional regional opportunities to improve route efficiency and on-time performance by reevaluating existing bus routing and updating based on current and future needs.
- **Alternative Fuel Fleets:** Concerns were noted regarding the future need to accommodate alternative fuel fleets. The accommodation of such vehicles and the associated infrastructure should be considered as part of long-term recommendations.





## Transit Survey

A transit survey was administered to understand residents' perception and usage of public transportation in the Yakima Valley region, determine what barriers currently exist that limit the usability of transit, and understand what types of mobility strategy would best benefit existing and prospective riders under existing conditions and into the future. The survey questions were hosted on the Yakima Valley Transit Study project website from early June to mid-September 2022 in English and Spanish. In addition to preparing the online survey, postcards advertising the transit survey were distributed to transit operators and other key stakeholders.

The survey questions, postcards, and comprehensive responses to each survey question are included in Appendix B, but the following outlines some of the key findings and trends.

### Trip Types

- Most common weekday trip types included errands, medical appointments, and work/job training.
- The most common weekend trip types included recreation, social events, and visiting family/friends.
- The most common trip type for weekdays and weekends collectively was errands.

### Transportation Challenges

The most common transportation challenges faced by transit riders were primarily related to trips for errands and work/job training and are as follows:

- The trip takes too long due to infrequent service
- The trip takes too long due to transfers
- The service does not operate when I need it
- Few challenges were noted for medical appointment trips despite being a common trip type
- Recreation trips were rare, but many respondents indicated that the service does not go where they need it for this trip type.



Community Outreach Materials

### Time of Day Travel Needs

- At least 50 percent of respondents noted needing weekday transportation between 5 a.m. and 10 p.m.
- At least 50 percent of respondents noted needing weekend transportation between 9 a.m. and 10 p.m.

### Transportation Strategies

When asked what type of transportation strategies would be most beneficial in improving the respondent's public transportation service, the three top responses included:

- Extended service/operating hours
- Increased frequency of service
- Improved transit connections between neighboring transit service areas

## Public Outreach

Two (2) in-person public engagement events were held during the project. The first public engagement event took place on September 1, 2022, and the second public engagement event took place on November 15, 2022.

The primary focus of the first public engagement event was to introduce the project to residents and gain insight from passengers on how transit is used today and how transit can be improved in the future. The project team set up informational booths at the Yakima Transit Center in the morning and the Valley Mall bus stop in the afternoon to speak with riders and administer the transit survey in person. Specific feedback and findings from the first in-person engagement event are included in Appendix B and are summarized below:

- **Service Hours:** Several riders expressed specific interest in extended service hours, including earlier service on the weekends, more frequent service on weekends, and later service during weekday evenings.
- **Bus Stop Amenities:** Many riders desire more benches and amenities at bus stops, mainly during long wait times.
- **Service Frequency and Transfers Lead to Long Travel Days:** Transfers and frequency of service result in passengers spending a significant portion of the day riding transit to complete a few errands.
- **Fare Structure:** There were few complaints about the service cost and most noted that fares are reasonable for convenience.

The purpose of the second public engagement event was to share the findings and recommendations of the Yakima Valley Transit Study, confirm that such findings and recommendations accurately reflect the input of stakeholders, and solicit any additional feedback. Those who attended the second public engagement event were generally in agreement with the findings and supportive of the study recommendations that are outlined within this report.

## Observed Gaps and Needs

The quantitative analysis and qualitative feedback were used in coordination to inform the observed transit gaps and needs. Gaps and needs are categorized and summarized below:

### Geographic

- Demand along US-97 and I-82:
  - Travel demand between the urbanized areas is projected to continue growing
  - Yakima to Toppenish is a significant demand lane that is not currently served by frequent transit
- Noticeable demand between the West Valley and other urbanized areas in the Yakima Valley
  - Currently, only two Yakima Transit routes serve this area, and there are no direct connections to anywhere outside of Yakima
  - This area could benefit from more direct connections to other urbanized areas in the Yakima Valley

### Temporal

- As part of the transit survey results and speaking directly with residents and transit riders, a desire for later weekday and additional weekend service was noted.
- The service hours for many operators are centered around a typical workday schedule. Still, many riders noted needing transit for other reasons, such as running errands that may need to be completed outside the current service hours.

### Operational

- Currently, many services and operators need to be more compartmentalized, which limits the ability to provide efficient, consistent, and well-connected service outside each operator's immediate service areas.
- Some operators take advantage of technology enhancements which can lead to more cost-effective service. Still, there needs to be more consistency between operators, leading to inefficiencies from a regional perspective and varying user interfaces.

### Informational

- Transit information is dispersed across several resources. Resources such as the Bus Book provide consolidated information for some operators but not all.
- A lack of easy-to-use information for some services can lead to a high learning curve for users.

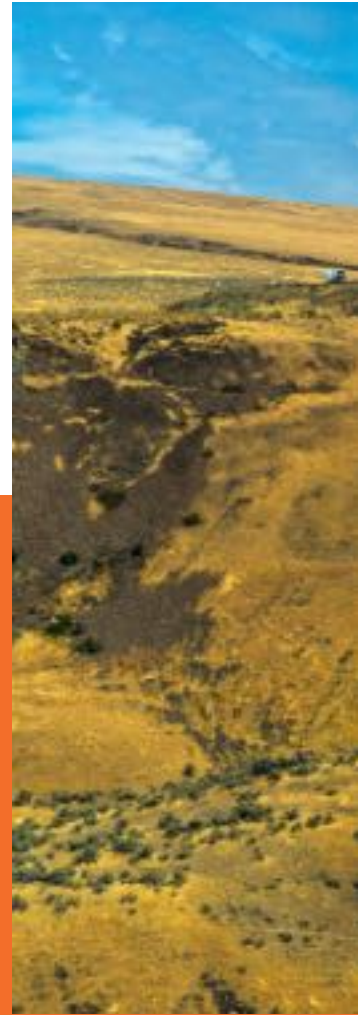
## 3 FINDINGS AND RECOMMENDATIONS

The following summarizes the essential findings and areas of focus from the Yakima Valley Transit Study that was imperative in defining transit values for the Yakima Valley region, developing tools to address the current gaps and needs, and creating the implementation framework for continued progress and improvement of transit access throughout the region.

### Key Findings

Based on a comprehensive understanding of the observed gaps and needs, as well as an understanding of future priorities for key stakeholders and transit users, the following four overarching findings and areas of focus were developed:

- **Transit Technology and Consistency** Services within the region are currently compartmentalized with few consistencies from an operations and user interface standpoint. As a result, there may be opportunities to explore technology enhancements that could aid in service efficiency, particularly if enhancements are uniformly implanted across the region's transit service offerings.
- **Fleet Composition** As vehicles are retired, opportunities to downsize vehicles for some operators/agencies may exist. This could aid in the hiring and retention of drivers and improving service efficiency (both in terms of run time and fuel efficiency). Consideration should also be given to alternative fuel sources, the popularity of which is growing in Washington State.
- **Operator Priorities (Geographic) vs. Rider Priorities (Temporal)** Several transit operators/agencies want to expand geographic coverage. However, the more significant issue noted by passengers was frequency of service, service hours, and transfer time from one route or service to another. Overall, temporal gaps were noted as more of a significant barrier to current riders than geographic gaps. Targeted geographic expansions should still be considered in the future, but many existing concerns may be better addressed through temporal expansions. While temporal expansions require additional resources from an operational perspective, they would not require the paratransit expansion required as part of geographic expansions.







- **Build on Existing Successes** While opportunities to provide more consistency between or even consolidate services exist, the current specialty services providing for riders with specific needs (such as medical transportation) operate well today, playing an important role in regional mobility. Any new regional transit enhancements should not come at their expense. The region should build on the existing fixed-route services, improving efficiency and effectiveness rather than add operators to the region. For example, the existing People For People routes serving the I-82/US-97 corridors operates well for 9-to-5 commuters. Regional connectivity could be improved for other trip types if service is provided more often or during extended operating hours.

# Transit Values and Implementation Tools

## Transit Values

To chart a course for the Yakima Valley region going forward, transit values were developed to steer future progress and priorities:

### Transit as a core function of regional mobility

- Transit can be for everyone, not just for transit-dependent populations
- De-silo transit trips to use resources more effectively and enhance overall connectivity

### Collaborative approach to transit service delivery

- Work towards efficiency for riders, not individuality of operators
- Streamline the process of finding the right provider for the right trip
- Gain operator/provider buy-in
- Define stakeholder champions

### Seamless transit system

- Multiple systems that are universally coordinated/  
branded OR
- Regional transit organization

## Implementation Tools

This study recommends the following tools to achieve the core transit values:

### Regionally consistent transit branding and marketing

### Regionally contracted transit software and vendors

- CAD/AVL, fare payment, etc.
- Help operators coordinate trips, reduce deadhead, and better utilize the fleet.
- Results in more efficient and less complicated travel for riders

### Transit Education

- Travel training
- Centralized repository for transit services (public-facing website)
- Searchable trip planner

### Explore new mobility solutions

- Geographic/temporal expansion through demand-responsive services (micro transit)
- First-mile/last-mile connectivity

### Invest in the right-sizing fleet for the types of services

### Evaluate zero-emissions future

- Future fleet procurements
- Shared charging facilities

## Implementation Framework

The following outlines critical short- and mid-/long-term action items needed to progress and enhance transit service within the Yakima Valley region.

### Short-Term

- Vet and research industry-standard transit software (for scheduling, fare payment, etc.) to be implemented region-wide or in an initial pilot format by a designated operator
- Formalize a centralized repository for transit services and develop a public-facing website
- Formalize a zero-emissions fleet plan for the region to ensure consistency and effective cost-sharing for regional infrastructure needs
- Formalize a plan for consistent transit marketing and branding
- Identify specific roles and responsibilities and establish a working group to ensure individual transit goals and projects are progressing in a regionally beneficial and consistent manner
- Prepare a second phase of the Yakima Valley Transit Study that develops a more detailed strategic plan for addressing the observed gaps and needs of the regional transit system and aligning the system with the key transit values

### Mid-/Long-Term

- Develop RFP to procure a CAD/AVL vendor
- Evaluate the feasibility of a centralized demand-responsive call center
- Develop a public-facing multi-operator searchable trip planner
- Invest in capital improvements such as new vehicles and bus stop improvements
- Conduct route-level system evaluation for fixed-route services
- Evaluate operational and market feasibility of microtransit solutions to supplement temporal and geographic service expansion and first/last mile connectivity
- Conduct regional transit service delivery redesign and implement selected transit service improvements

# APPENDIX A: TASK 2 TECHNICAL MEMORANDUM



## MEMORANDUM

<b>Date:</b>	August 29, 2022	<b>TG:</b>	1.21305.00
<b>To:</b>	Alan Adolf, Transportation Program Manager		
<b>From:</b>	Christopher Titze, Project Manager		
<b>Subject:</b>	YVCOG Transit Feasibility Study – Task 2 Technical Memorandum		

### Introduction

The Yakima Valley Regional Transit Feasibility Study (“Yakima Valley Transit Study”) is designed to evaluate and develop recommendations for public transportation access within and connecting to the Yakima Valley. Yakima County is the second largest county (by area) in the State of Washington, with over 4,300 mi<sup>2</sup>. Transit service in Yakima County is primarily provided in and around the county's urbanized areas, including Yakima, Selah, and Union Gap. In addition, limited but valuable service is provided outside of those cities.

The purpose of this memo is to document a scan of the local landscape, including the following elements:

- An inventory of local and regional transit service
- Targeted research and review of planning documents to establish a comprehensive understanding of the overarching study area

In coordination with YVCOG, the following goals and objectives have been developed for the Yakima Valley Transit Study.

- **Inventory** existing transit services and assets available throughout the region to enhance mobility.
- **Understand** the challenges and priorities of transit riders and stakeholders for future transit service.
- **Assess** potential transit service delivery models for more effective accessibility and delivery of transit services.
- Develop an implementation framework or “road map” that identifies a timeline, key partners, and milestones for enhancing transit.

This memorandum focuses on the “Inventory” component of the Yakima Valley Transit Study and establishes a basis to “Understand” challenges and “Asses” future transit service.

## Transit Service Inventory

This section includes an inventory of the existing transit services and assets available throughout the region to understand when, where, and how frequently transit service operations, what transit assets exist, what funding mechanisms exist, and what multimodal connections may be feasible. The following inventory is based on information provided by YVCOG and other jurisdictional partners. As available, the following information was compiled for the transit services that are available within the Yakima Valley region:

- Fleet Inventory<sup>1</sup>
  - Vehicle Type (Year/Make/Model or general vehicle type (bus, minibus, van, etc.))
  - Passenger Load
  - Wheelchair Accessibility
  - Age
- Agency Inventory
  - Types of services provided
  - When services are provided
  - Where services are provided
  - Eligibility requirements
  - Funding mechanisms
- Supportive Mobility Asset Inventory
  - Bicycle facilities
  - Multi-use trails
  - Park-and-ride facilities
  - Transit/mobility hubs

It should be noted that inventorying has identified limited zero-emission vehicle (ZEV) adoption among transit providers in the region. Therefore, YVCOG and its transit partners would benefit from a regional evaluation of electric and/or hydrogen vehicle adoption as federal and state funding values investment in next-generation zero-emission vehicles.

## Yakima Transit

### Services Offered

Yakima Transit provides three different types of transit services to residents of the city of Yakima: fixed-route, dial-a-ride, and an intra-county commuter bus. The fixed-route and commuter bus services are operated by Yakima Transit directly, while Medstar operates a dial-a-ride service. Outside of these 3 services, Yakima Transit also used to run a vanpool service, which was discontinued in December 2021.

### Fixed-Route

Fixed-route service is provided by 9 local routes that run on Mondays through Fridays, with schedules varying on weekends and holidays. The scheduled service is open to all fare-paying passengers. The following outlines the cost of service by age group/rider type:

- Adults (18 and over)
  - One-way fare costs \$1.00
  - Daily pass costs \$3.00 before 8:45 a.m. and \$2.00 after 8:45 a.m.
  - Monthly pass costs \$25

<sup>1</sup> Fleet information was requested from each transit agency and provided in this transit inventory, as available. Some agencies did not have all outlined information available, but this transit inventory tabulates all fleet information that was received.



- Youths (age 6 – 17)
  - One-way fare costs \$0.75
  - Daily pass costs \$2.25 before 8:45 a.m. and \$1.50 after 8:45 a.m.
  - Monthly pass costs \$18
- Reduced Fare ID Card Holders (persons 62 and older, people with disabilities, and Medicare Card Holders)
  - One-way fare costs \$0.50
  - Daily pass costs \$1.50 before 8:45 a.m. and \$1.00 after 8:45 a.m.
  - Monthly pass costs \$9.00

Passengers under six years of age, accompanied by an adult, ride free. Transfers to other fixed-routes within the Yakima Transit system are also free.

#### ***Dial-A-Ride***

Dial-a-ride services are provided to passengers that have submitted an application form that proves that they have a disability or condition that would prevent them from using lifts or ramps equipped on the buses that run fixed routes. People certified as eligible may use the dial-a-ride service to travel to any destination within the city limits of Yakima for a \$2.00 one-way fare.

#### ***Commuter Bus***

Yakima Transit provides an intra-county commuter bus service on route 11 from Yakima to Ellensburg in Kittitas County. The commuter bus costs \$5 one-way or \$150 for a monthly pass.

#### **Fleet Composition**

Yakima Transit currently has 50 vehicles in its transit fleet, with 24 vehicles used on fixed routes and 26 for dial-a-ride. Fixed-route vehicles can carry 32 to 40 passengers. The seating capacity for dial-a-ride vehicles varies depending on the mix of passengers with and without wheelchairs but typically ranges between 2 and 7 passengers. It is worth noting that Yakima Transit currently has six new vehicles on order for its fleet of fixed-route vehicles, which are expected to be obtained in November and will directly replace older vehicles in the Yakima Transit fleet. More details on Yakima Transit's fleet composition can be found in Table 1 below.



**Table 1. Yakima Transit Fleet Composition**

YMM <sup>1</sup>	Vehicle Age (Years)	Seat Capacity	ADA Access	Service Provided	# of vehicles matching YMM
2004 Gillig Low Floor Bus (35 ft w/c lift)	18	33	Yes	Fixed-Route	1
2006 Gillig Low Floor Bus (35 ft)	16	32	Yes	Fixed-Route	1
2006 Gillig Low Floor Bus (40 ft)	16	40	Yes	Fixed-Route	2
2007 Gillig Low Floor Bus (35 ft)	15	32	Yes	Fixed-Route	1
2008 Gillig Low Floor Bus (35 ft)	14	32	Yes	Fixed-Route	2
2009 Gillig Low Floor Bus (35 ft)	13	32	Yes	Fixed-Route	2
2010 Gillig Low Floor Bus (35 ft)	12	32	Yes	Fixed-Route	5
2014 Gillig Low Floor Bus (35 ft)	8	32	Yes	Fixed-Route	3
2016 Gillig Low Floor Bus (40 ft)	6	40	Yes	Fixed-Route	3
2017 Gillig Low Floor Bus (35 ft)	5	32	Yes	Fixed-Route	4
2022 Gillig Low Floor Bus (35 ft) <sup>2</sup>	0	32	Yes	Fixed-Route	6
2003 Ford Eldorado National Bus	19	-	Yes	Dial-a-Ride	1
2010 Ford Eldorado Aerotech Bus	12	-	Yes	Dial-a-Ride	3
2010 Ford Eldorado Aerotech Cutaway	12	-	Yes	Dial-a-Ride	2
2010 Dodge Grand Caravan	12	-	No	Dial-a-Ride	2
2014 Dodge Grand Caravan (BraunAbility)	8	-	Yes	Dial-a-Ride	5
2015 Chevrolet Arboc Spirit of Mobility	7	-	Yes	Dial-a-Ride	1
2016 Chevrolet Arboc Spirit of Mobility	6	-	Yes	Dial-a-Ride	3
2016 Dodge Caravan	6	-	No	Dial-a-Ride	1
2016 Dodge Grand Caravan	6	-	Yes	Dial-a-Ride	7
2017 Ford Escape 4WD	5	-	No	Dial-a-Ride	1

1. Year/Make/Model

2. Vehicles are currently on order, with plans to acquire them in November. Will either be added to the existing fleet or replace older vehicles currently in the fleet

## Service Area

Most of Yakima's services cover the areas in and around the city of Yakima, with coverage varying by route. All fixed route services do share one common stop at the Yakima Transit Center. Dial-a-ride provides door-to-door services within the City of Yakima. The Yakima-Ellensburg Commuter runs from the Yakima Airport to Central Washington University in Ellensburg. Maps of Yakima's 9 city routes and the Yakima-Ellensburg Commuter can be found in Appendix A.

## Service Times

Table 2 outlines the service times for Yakima Transit's service offerings.





**Table 2. Yakima Transit Service Information**

Route Number/Name	Mobility Connections	Hours of Service	Headways
Route 1 – Summitview/ Lincoln	<b>Non-Motorized Facilities:</b> Bike lanes along Tieton Dr, W Nob Hill Blvd, W Lincoln Ave, S 3rd St, S 6th St. Trail Access for Powerhouse Pathway	Mon. – Fri.: 6:15 AM - 6:36 PM Saturday: 9:15 AM - 6:25 PM Sunday: 8:45 AM - 3:55 PM	60 min.
Route 2 – Tieton/ Nob Hill	<b>Regional Transit:</b> Greyhound Bus Terminal <b>Non-motorized facilities:</b> Bike lanes along Tieton Dr, W Nob Hill Blvd, S 3rd St, S 6th St.	Mon. – Fri.: 6:15 AM - 6:39 PM Saturday: 8:45 AM - 6:30 PM Sunday: 8:45 AM - 3:58 PM	Mon. – Fri.: 30 min. Sat. & Sun.: 60 min.
Route 3 – Mead/ Fruitvale	<b>Local Transit:</b> Selah Transit, PFP <b>Non-Motorized Facilities:</b> Bike lanes along River Rd, Powerhouse Pathway, Yakima Loop, S Naches Rd, Naches Trail <b>Park &amp; Rides:</b> Chesterly Park, N 40th Ave and River Rd, Public Works	Mon. – Fri.: 6:15 AM - 6:45 PM Saturday: 8:52 AM - 6:00 PM	60 min.
Route 4 – Fruitvale/Mead	<b>Local Transit:</b> Selah Transit, PFP <b>Non-Motorized Facilities:</b> Bike lanes along River Rd, S 3rd St and S 6th St. Multi-use trail access for Powerhouse Pathway, Yakima Loop, S Naches Rd, Naches Trail <b>Park &amp; Rides:</b> Chesterly Park, N 40th Ave and River Rd, Public Works	Mon. – Fri.: 5:54 AM - 6:30 PM Saturday: 8:45 AM - 6:30 PM Sunday: 8:45 AM - 4:01 PM	60 min.
Route 5 – Nob Hill/Tieton	<b>Non-Motorized Facilities:</b> Bike lanes along Tieton Dr, W Nob Hill Blvd, S 3rd St, S 6th St	Mon. – Fri.: 6:15 AM - 6:36 PM Saturday: 8:48 AM - 6:36 PM	Mon. – Fri.: 30 min. Saturday: 60 min.
Route 6 – North 4th Street	<b>Non-Motorized Facilities:</b> Bike lanes along Lincoln Ave, MLK Blvd, S 3rd St, S 6th St. Multi-use trail access for Yakima Loop <b>Park &amp; Rides:</b> Gateway	Mon. – Fri.: 6:15 AM - 6:41 PM Saturday: 8:45 AM - 6:30 PM Sunday: 8:45 AM - 4:11 PM	Mon. – Fri.: 30 min. Sat. & Sun.: 60 min.
Route 7 – 40th Ave/ Washington	<b>Local Transit:</b> Union Gap Transit, Selah Transit, PFP, Pahto Public Passage <b>Non-Motorized Facilities:</b> Multi-use trail access for Powerhouse pathway, Yakima Loop, S Naches Rd, and Naches Trail <b>Park &amp; Rides:</b> Chesterly Park, N 40th Ave and River Rd, Public Works	Mon. – Fri.: 6:00 AM - 6:30 PM Saturday: 9:15 AM - 6:18 PM	Mon. – Fri.: 30 min. Saturday: 60 min.
Route 8 – Yakima Ave/N 16th Ave/N 1st St	<b>Local Transit:</b> Selah Transit <b>Non-Motorized Facilities:</b> Bike lanes along MLK Blvd, S 3rd St, S 6th St	Mon. – Fri.: 6:00 AM - 6:31 PM Saturday: 8:56 AM - 6:31 PM Sunday: 8:45 AM - 4:01 PM	30 min.
Route 9 – 1st St/Washington	<b>Local Transit:</b> Union Gap Transit, Selah Transit, PFP, Pahto Public Passage <b>Non-Motorized Facilities:</b> Multi-use trail access for Powerhouse pathway, Yakima Loop, S Naches Rd, and Naches Trail <b>Park &amp; Rides:</b> Chesterly Park, N 40th Ave & River Rd	Mon. – Fri.: 6:15 AM - 6:43 PM Saturday: 8:16 AM - 6:30 PM Sunday: 8:45 AM - 4:13 PM	Mon. – Fri.: 30 min. Sat. & Sun.: 60 min.
Route 11 - Yakima-Ellensburg Commuter	<b>Local Transit:</b> Selah Transit <b>Regional Transit:</b> Ellensburg Central Transit <b>Park &amp; Rides:</b> Firing Center Rd	Mon. – Fri.: 6:00 AM - 6:40 PM	85 - 315 min. w/o Seasonal run 85 - 210 min. w/ Seasonal run <sup>1</sup>
Dial-a-ride	N/A	Mon. – Sat.: 8:00 a.m. – 4:30 p.m. Sundays: 8:00 a.m. – 1:00 p.m.	N/A

1. For the seasonal runs, an additional trip is provided on the Yakima-Ellensburg Commuter while Central Washington University is providing in-person classes on their Ellensburg campus. This seasonal run usually occurs between late March and early June.



## Service Connections

As highlighted in Table 2 above, Yakima Transit's regular services provide connections to the following mobility services:

- Local Transit
  - Union Gap Transit routes 1 and 2 – at Union Gap Sears
  - Selah Transit's Selah/Yakima route – at Union Gap Sears, N 40th Ave and River Rd, N 16th Ave
  - Selah Transit's Selah route – at Firing Center Park and Ride
  - People for People routes 200, 202 – at Yakima Transit Center, N 40th Avenue and River Rd
  - People for People route 203 – at N 40th Avenue and River Rd
  - Pahto Public Passage – at Union Gap Sears
- Regional Transit
  - Ellensburg Central Transit
  - Greyhound Bus Terminal – located at W Walnut St and S 5th Ave
- Non-Motorized Facilities
  - Bike Lanes:
    - Along W Tieton Drive, between S 72nd Avenue and S 96th Avenue
    - Along W Nob Hill Blvd, between S 72nd Avenue and S 75th Avenue
    - Along River Road, between N 35th Avenue and N 40th Avenue
    - Along S 3rd St between E Walnut St and E Race St
    - Along S 6th St between E Chestnut Ave and Pacific Ave
    - Along W Martin Luther King Blvd between N 1st Ave and N 5th Ave
    - Along W Lincoln Ave, between N 1st Ave and N 5th Ave
  - Multi-Use Trails
    - Powerhouse Pathway – access from Chesterly Park, N 24th Ave and W Lincoln Ave, and various stops along Powerhouse Rd
    - Yakima Loop – access from Myron Lake (near N 40th Avenue and Fruitvale Blvd), N 16th Avenue, Sarg Hubbard Park
    - S Naches Rd – access near N 40th Avenue and River Road
    - Naches Trail – access near N 40th Avenue and River Rd
- Park-and-Ride Facilities
  - N 40th Avenue and River Rd Park and Rides (includes Chesterly Park, Fred Meyer Parking Lot, and Bi-Mart Parking Lot)
  - Public Works (N 21st Avenue and Fruitvale Blvd)
  - Gateway (N Fair Avenue, across from Target)
  - Firing Center Park and Ride

As noted previously, all fixed routes have a stop location at the Yakima Transit Center.

## Union Gap Transit

### Services Offered

Union Gap Transit offers public transit via fixed-route bus service and dial-a-ride service. Both services are operated by Medstar.

### Fixed-Route

Fixed-route service is provided via two routes within Union Gap. The fixed-route service is open to all passengers, and all buses are equipped with a lift or ramp. All fixed-routes provided by Union Gap Transit operate free of charge.



### Dial-a-Ride

In order to qualify for dial-a-ride service, a passenger must submit an application form to prove that they have a disability or condition that would prevent them from using the lifts or ramps on the regularly scheduled bus services. Once a passenger qualifies for dial-a-ride services, these dial-a-ride services are also free of charge.

### Fleet Composition

Union Gap Transit has a total of 8 vehicles in its transit fleet. Fixed-route vehicles can carry 10 to 14 passengers each, while dial-a-ride vehicles can carry 3 passengers each. Further details on the Union Gap Transit fleet composition can be found in Table 3.

<b>YMM<sup>1</sup></b>	<b>Vehicle Age (Years)</b>	<b>Seat Capacity</b>	<b>Ramp/Lift Access</b>	<b>Service Provided</b>
2006 Ford E-450	16	12	Yes	Fixed-Route
2003 Ford E-450	19	14	Yes	Fixed-Route
2006 Ford E-450	16	14	Yes	Fixed-Route
2009 Ford E-450	13	13	Yes	Fixed-Route
2010 Ford E-450	12	10	Yes	Fixed-Route
2001 Ford E-450	21	14	Yes	Fixed-Route
2016 Dodge Caravan	6	3	Yes	Dial-a-Ride
2012 Dodge Caravan	10	3	Yes	Dial-a-Ride
<small>Year/Make/Model</small>				

### Service Area

Union Gap Transit's fixed-route service consists of a circulating route that runs clockwise and counterclockwise around the city, servicing several key destinations such as Fulbright Park, La Salle High School, Ahtanum Youth Park, Valley Mall, Costco, and Winco. Maps of Union Gap Transit's fixed route can be found in Appendix A. Union Gap Transit's dial-a-ride services can transport passengers anywhere within the cities of Yakima, Union Gap, and Selah.

### Service Times

Table 4 outlines the service times for Union Gap Transit's service offerings.

<b>Route Number</b>	<b>Mobility Connections</b>	<b>Hours of Service</b>	<b>Headways</b>
Routes 1 and 2	<b>Local Transit:</b> Yakima Transit routes 7 and 9, Selah Transit's Selah/Yakima route, Pahto Public Passage	Normal Services Mon.-Fri.: 6:30 AM - 7:15 PM Sat. & Sun.: 8:40 AM - 6:45 PM	Normal Services ~30-35 minutes
	<b>Non-Motorized Facilities:</b> Yakima Loop, Inner City Loop	Federal Holiday Services Mon.-Fri.: 8:40 AM - 4:35 PM	Federal Holiday Services
	<b>Park &amp; Rides:</b> Union Gap City Hall <sup>1</sup>	Sat. & Sun.: 9:45 AM - 3:30 PM	~65 minutes
Reverse Routes 1 and 2	<b>Local Transit:</b> Yakima Transit routes 7 and 9, Selah Transit's Selah/Yakima route, Pahto Public Passage	Normal Services Mon. – Fri.: 6:45 AM to 7:30 PM	~62 minutes
	<b>Non-Motorized Facilities:</b> Inner City Loop	Federal Holiday Services Mon. -Fri.: 8:49 AM to 5:26 PM	
	<b>Park &amp; Rides:</b> Union Gap City Hall <sup>1</sup>		
Dial-a-Ride	N/A	Same hours as fixed-route services	N/A
<small>1. Union Gap City Hall is only available as a Park and Ride during the 4th of July and the Central Washington State Fair</small>			



### Service Connections

As shown in Table 4 above, Union Gap Transit's fixed routes connect riders to the following mobility services

- Local Transit
  - Yakima Transit – connections to routes 7 & 9 at S 3rd Ave/W Washington Ave, S 10th Ave/W Washington Ave, and Union Gap Sears
  - Selah Transit – connection to Selah/Yakima route at Union Gap Sears
  - Pahto Public Passage – connection at Union Gap Sears
- Non-Motorized Facilities
  - Yakima Loop – access at Fulbright Park, Ahtanum Youth Park
  - Inner City Loop
- Park and Rides
  - Union Gap City Hall

Union Gap Transit's fixed routes have no direct connections to any regional transit services.

### Selah Transit

#### Services Offered

Selah Transit offers public transit via fixed-route bus service and dial-a-ride service. Both services are operated by Medstar.

#### Fixed-Route

Fixed-route service is offered via two routes: one within Selah and one that travels between Selah and Yakima. The fixed-route service is open to all paying passengers, and all buses are equipped with a lift or ramp. For fixed routes, there are two options for how to pay fares. One option is to purchase an individual bus pass, which costs \$1.00 per day. The other option is to purchase a monthly bus pass, which cost \$15.00 for Selah residents and \$30.00 for non-Selah residents. Bus passes are available for purchase at Selah City Hall, Selah Civic Center, Medstar Transportation, and from Selah Transit drivers. Children under the age of 5 ride for free.

#### Dial-a-Ride

In order to qualify for dial-a-ride service, a passenger must submit an application form to prove that they have a disability or condition that would prevent them from using the lifts or ramps on the regularly scheduled bus services. Once a passenger qualifies for dial-a-ride services, tickets for these services cost \$2.00 per boarding. Dial-a-ride ticket books are available for \$20.00 and can be purchased at all the same locations where bus passes can be purchased.

#### Fleet Composition

Selah Transit has a total of 5 vehicles in their fleet. Fixed-route vehicles can carry 8 to 12 passengers and the dial-a-ride vehicle can carry 3 passengers. Further details on the Selah Transit fleet composition can be found in Table 5.



**Table 5. Selah Transit Fleet Composition**

YMM <sup>1</sup>	Vehicle Age (Years)	Seat Capacity	Ramp/Lift Access	Service Provided
2001 Ford E-350	21	8	Yes	Fixed-Route
2017 Ford E-350	5	12	Yes	Fixed-Route
1993 Ford E-350	29	12	Yes	Fixed-Route
2006 Ford E-350	16	11	Yes	Fixed-Route
2017 Dodge Grand Caravan	5	3	Yes	Dial-a-Ride

2. Year/Make/Model

### Service Area

Selah's transit fleet operates along two fixed routes. One route operates within Selah, while the other route operates between Yakima and Selah. Maps of Selah Transit's fixed routes can be found in Appendix A. Dial-a-ride services can transport qualifying passengers anywhere within the cities of Union Gap, Selah, and Yakima.

### Service Times

Table 6 outlines the service times for Selah Transit's service offerings.

**Table 6. Selah Transit Service Information**

Route Name	Mobility Connections	Hours of Service	Headways <sup>1</sup>
Selah Route	<b>Regional Transit:</b> Yakima-Ellensburg Commuter <b>Park &amp; Rides:</b> Selah Civic Center, Firing Center Rd	Mon.-Fri.: 6:45 AM - 5:50 PM Saturday: 10:30 AM - 5:07 PM	~32 min.
Selah/Yakima Route	<b>Local Transit:</b> Yakima Transit, Union Gap Transit, Pahto Public Passage, PFP <b>Non-Motorized Facilities:</b> Multi-use trail access for Powerhouse Pathway, Yakima Loop, Yakima Greenway S Naches Rd, and Naches Trail <b>Park &amp; Rides:</b> Selah Civic Center, N 40th Ave and River Rd	Mon.-Fri.: 6:30 AM - 6:33 PM Saturday: 10:30 AM - 4:31 PM	Mon.-Fri.: ~48 min. Saturday: ~63 min.
Dial-a-Ride	N/A	Same hours as fixed-route services	N/A

1. All fixed-route services have mid-day gaps in between trips, where the headways may be larger than what is shown in this table

### Service Connections

As shown in Table 6 above, Selah Transit has connections to the following services:

- Local Transit
  - Yakima Transit
    - connects to routes 3, 4, 7, 8, 9 at N 40th Avenue and River Rd
    - connects to routes 3, 4, and 8 at N 16th Avenue
    - connects to routes 7 and 9 at Union Gap Sears
  - Union Gap Transit – connects at Union Gap Sears
  - People for People – connects to route 203 at N 40th Avenue and River Rd
  - Pahto Public Passage – connects at Union Gap Sears
- Regional Transit
  - Yakima-Ellensburg Commuter – connects at Firing Center Park and Ride
- Non-Motorized Facilities
  - Powerhouse Pathway
  - Yakima Loop
  - S Naches Rd
  - Naches Trail



- Park and Rides
  - Selah Civic Center
  - Firing Center Park and Ride
  - N 40th Avenue and River Rd Park and Rides

## ***Pahto Public Passage***

### **Services Offered**

Pahto Public Passage operates two different services within the Yakama Nation: A fixed-route service and a dial-a-ride service.

#### ***Fixed-Route***

Fixed-route tribal transit service is free and open to all passengers. There are four (4) routes that run on weekends within the county and one seasonal route that operates on Tuesdays and Thursdays between the months of September and December. One additional route provides transit service to the cities of Goldendale and Georgeville in Klickitat County. The fixed-route service is free for all passengers, and most buses are equipped with a lift or ramp.

#### ***Dial-a-Ride***

A dial-a-ride service is also available for free to riders that qualify by filling out an application. In this application form, riders must prove that because of their health condition, they either:

- Cannot independently navigate without assistance, or
- Need an accessible vehicle to travel on routes not served by ADA vehicles, or
- Their bus stop is not accessible due to the physical characteristics of the stop

### **Fleet Composition**

Pahto Public Passage has a total of 10 vehicles in their transit fleet. Fixed-route vehicles can carry 10 to 33 passengers, while dial-a-ride vehicles can carry 5 to 7 passengers each. Table 7 gives more details on Pahto Public Passage's fleet composition. Of note, information related to the age and make/model of the fleet was not obtained.

**Table 7. Pahto Public Passage Fleet Composition**

Vehicle Type	Seat Capacity	Ramp/Lift Access	Service Provided
Minibus	10	Yes	Fixed-Route
Bus	14	No	Fixed-Route
Bus	14	No	Fixed-Route
Bus	24	Yes	Fixed-Route
Bus	24	Yes	Fixed-Route
Bus	24	Yes	Fixed-Route
Bus	30	Yes	Fixed-Route
Bus	33	Yes	Fixed-Route
Van	5	Yes	Dial-a-Ride
Van	7	No	Dial-a-Ride



## Service Area

The service areas of Pahto Public Passage will vary from route to route, but the entire Pahto Public Passage network serves the cities of White Swan, Brownstown, Harrah, Wapato, and Toppenish. The one Pahto Public Passage route that travels out of Yakima County runs between the Yakama Nation Area Agency and Goldendale in Klickitat County.

Dial-a-Ride services provided by Pahto Public Passage serve areas within a 1.5-mile radius of one of the established fixed routes. Dial-a-Ride services are not provided for stops outside of Yakama Nation boundaries.

## Service Times

Table 8 outlines the service times for Pahto Public Passage service offerings.

Table 8. Pahto Public Passage Service Information		
Route Name	Mobility Connections	Hours of Service
Route 1	<b>Local Transit:</b> Yakima Transit, Union Gap Transit, Selah Transit, PFP <b>Park &amp; Rides:</b> Harrah	Monday-Friday: 6:10 AM to 9:30 AM
Route 2	<b>Local Transit:</b> Yakima Transit, Union Gap Transit, Selah Transit, PFP	Monday-Friday: 10:20 AM to 1:10 PM
Route 3	<b>Local Transit:</b> PFP <b>Park &amp; Rides:</b> Harrah	Monday-Friday: 12:00 PM to 2:50 PM
Route 4	<b>Local Transit:</b> Yakima Transit, Union Gap Transit, Selah Transit, PFP <b>Park &amp; Rides:</b> Harrah	Monday-Friday: 3:30 PM to 7:20 PM
Route 5 <sup>1</sup>	<b>Local Transit:</b> PFP <b>Park &amp; Rides:</b> Harrah	Tuesdays and Thursdays (Seasonal route): 9:00 AM to 11:45 AM
Route 6 <sup>1</sup>	<b>Local Transit:</b> Yakima Transit, Union Gap Transit, Selah Transit, PFP <b>Park &amp; Rides:</b> Harrah	Tuesdays and Thursdays (Seasonal route): 12:30 PM to 4:05 PM
Georgeville-Goldendale Route	<b>Local Transit:</b> PFP <b>Regional Transit:</b> Klickitat County Transit	Mondays, Wednesdays, and Fridays: 8:00 AM to 11:00 AM and 11:40 AM to 3:25 PM
Dial-a-Ride	N/A	Monday-Saturday

1. Part of Seasonal route, usually only offered between September and December

## Service Connections

As shown in Table 8 above, Pahto Public Passage has connections to the following services:

- Local Transit
  - Yakima Transit
  - Union Gap Transit
  - Selah Transit
  - PFP route 200
- Regional Transit
  - Klickitat County Transit
- Park and Ride
  - Harrah Park and Ride

It is worth noting for the local transit connections that Pahto Public Passage and People for People do coordinate their connections to one another. For riders of Pahto Public Passage, connections to PFP route 200, which runs between Yakima and Prosser, can be easily accessed within one





hour at the International Market in Wapato and the NCAC in Toppenish. More details on the locations and times of these connections can be found in the schedule provided by Pahto Public Passage in Appendix A. Pahto Public Passage has no direct connections to existing non-motorized facilities. All other connections between Pahto Public Passage and local transit providers occur at the Union Gap Sears.

## ***People for People***

### **Services Offered**

People for People (PFP) offers fixed-route and multiple door-to-door services within Yakima County.

#### ***Fixed-Route***

PFP provides 4 fixed route services within Yakima County. All fixed-route services are fare-free and open to the general public. Two of these fixed routes (routes 200 and 202) have connections to Prosser outside of Yakima County, although a majority of stop locations stay within Yakima County.

#### ***Door-to-Door Services***

A paratransit/door-to-door service is available to qualifying passengers over 60, low-income, youth, disabled, and/or veterans. Riders in these groups must complete an application form and a brief telephone interview to qualify for the use of the paratransit services.

A non-emergency medical transportation (NEMT) service is another door-to-door option available to all Medicaid/Apple Health qualified riders with a ProviderOne services card. Door-to-door services also come in the form of senior transportation (provided for riders above the age of 60) and Eclipse services (provided for riders who qualify for the ECLIPSE program).

### **Fleet Composition**

PFP's transit fleet has a total of 20 vehicles. Further details on People for People's fleet composition can be found in Table 9.



**Table 9. People for People Fleet Composition**

YMM <sup>1</sup>	Vehicle Age (Years)	Seat Capacity	Ramp/Lift Access
2010 Ford Cutaway	12	16	Yes
2010 Ford Cutaway	12	16	Yes
2014 MV1 Mini van	8	5	Yes
2014 MV1 Mini van	8	5	Yes
2012 Honda Van	10	5	Yes
2017 Ford Cutaway	5	30	Yes
2017 Chevrolet 4500 Cutaway	5	16	Yes
2017 Chevrolet 4500 Cutaway	5	16	Yes
2017 Chevrolet 4500 Cutaway	5	16	Yes
2018 Ford Glaval Concorde II Cutaway	4	30	Yes
2018 Chevrolet Glaval Titan II Cutaway	4	16	Yes
2018 Chevrolet Glaval Titan II Cutaway	4	16	Yes
2018 Chevrolet Startrans Cutaway	4	16	Yes
2019 Ford Startrans Cutaway	3	12	Yes
2020 Ford Transit Cutaway	2	12	Yes
2020 Ford E-450 Cutaway	2	16	Yes
2021 Ford E-450 Cutaway	1	16	Yes
2021 Ford E-450 Cutaway	1	16	Yes
2020 Ford Transit Cutaway	2	12	Yes

1. Year/Make/Model

### Service Area

With their several door-to-door services, PFP can provide services to any origin and destination within Yakima County. For fixed route services, the service areas of each of the 4 routes are listed below:

- Route 200 has stops in Yakima, Wapato, Toppenish, Zillah, Granger, Sunnyside, Grandview and Prosser
- Route 201 has stops in Mabton, Grandview, and Sunnyside
- Route 202 express commuter serves Yakima, Zillah, Granger, Sunnyside, Grandview, and Prosser
- Route 203 serves Yakima and Naches

### Service Times

Table 10 outlines the service times for PFP's service offerings.



**Table 10. People For People Service Information**

Route Name	Mobility Connections	Hours of Service	
Route 200	<b>Local Transit:</b> Yakima Transit, Pahto Public Passage <b>Regional Transit:</b> Ben Franklin Transit <b>Park &amp; Rides:</b> Teapot Dome	<u>Yakima to Prosser (M-F)</u> Morning: 8:06 AM to 10:00 AM Afternoon: 12:42 PM to 2:02 PM Evening: 4:07 PM to 6:11 PM	
		<u>Prosser to Yakima (M-F)</u> Morning: 10:15 AM to 12:27 PM Afternoon: 2:17 PM to 3:37 PM Evening: 6:15 PM to 7:14 PM	
		<u>Monday-Friday</u> Run 1: 8:31 AM to 10:02 AM Run 2: 10:03 AM to 11:43 AM Run 3: 2:25 PM to 3:55 PM	
		Route 201	<b>Regional Transit:</b> Ben Franklin Transit <sup>1</sup> , Greyhound Terminal <b>Park &amp; Rides:</b> Sunnyside AM-PM/Kidney Center
Route 202 (Work Express)	<b>Local Transit:</b> Yakima Transit <b>Regional Transit:</b> Ben Franklin Transit, Greyhound Terminal <b>Park &amp; Rides:</b> Exit 82 (Wine Country Rd & Mercer), Exit 69 Shell Station	<u>Monday-Friday</u> Morning Run: 6:15 AM to 9:22 AM Afternoon Run: 4:15 PM to 7:06 PM	
		Route 203	<b>Local Transit:</b> Yakima Transit, Selah Transit <b>Non-Motorized Facilities:</b> Powerhouse Pathway, Yakima Loop, S Naches Rd, Naches Trail <b>Park &amp; Rides:</b> 40th Ave and River Rd
			<u>Monday-Friday</u> Morning Run: 9:00 AM to 9:30 PM Mid-day Run: 12:00 PM to 12:54 PM Late Run: 4:00 PM to 4:54 PM
Door-to-door services	N/A	By reservation	
1. Via coordinated connection with PFP route 200. See Appendix A for more information.			

1. Via coordinated connection with PFP route 200. See Appendix A for more information.

### Service Connections

As shown in Table 10 above, PFP has connections to the following services:

- Local Transit
  - Yakima Transit
  - Selah Transit
  - Pahto Public Passage
- Regional Transit
  - Ben Franklin Transit
  - Greyhound Terminal – located at I-82 Exit 69
- Non-Motorized Facilities
  - Powerhouse Pathway
  - Yakima Loop
  - S Naches Rd
  - Naches Trail
- Park and Rides
  - Teapot Dome Park and Ride – located at Zillah City Hall
  - 40th Ave and River Rd Park and Rides
  - I-82 Exit 69 (includes both Sunnyside AP-PM/Kidney Center and Exit 69 Shell Station)
  - Exit 82 Park and Ride (Wine Country Rd and Mercer)

Both route 200 and route 202 have service connections to Ben Franklin Transit and Yakima Transit. Connections to Yakima Transit occur at Yakima Transit Center, while connections to Ben Franklin Transit occur at either Stacy Street Transit Center (route 200) or the Exit 82 Park and Ride (route 202) in Prosser. Along route 200, connections to Pahto Public Passage occur at the



International Market in Wapato and the NCAC in Toppenish. Route 203 provides residents of Naches with connections to Yakima Transit and Selah Transit at the area surrounding N 40th Avenue and River Road. It is worth noting that route 201 does not directly connect with Ben Franklin Transit. Route 201 is coordinated with route 200 to allow for easy transfer points between the two routes. More details on the locations and times of People for People routes are provided in Appendix A.

## **Education Services**

### **CDI Head Start**

CDI Head Start is a federally funded education transportation service that has operations within Yakima County. CDI Head Start has 26 vehicles that provide door-to-door transport to 18 ECEAP/preschool sites within Yakima County. Eligible riders for this service include:

- Children who are 3 to 5 years old
- Pregnant women and children ages 0-3
- Children and families who are homeless
- Children in foster care
- Children and families who receive Temporary Assistance for Needy Families (TANF) or Supplemental Security Income (SSI)
- Families at or below the federal poverty line (eligibility determined by Head Start program staff)

### **Inspire Childhood Development**

Inspire Childhood Development is an education transportation service that supports families facing multiple stressors raising children between the ages of 0 and 5. Their fleet of two vehicles provides door-to-door services to 7 education sites within Yakima County.

### **Yakama Nation Tribal Head Start**

Yakama Nation Tribal Head Start provides inter-county education services to Toppenish, Wapato, and White Swan students.

### **School Districts**

Transportation services from bus stops to schools are provided to all students living further than 1 mile from their assigned school by the 16 school districts within Yakima County. These school districts have an extensive fleet dedicated to transporting students to public schools within the county.

## **Yakama Nation**

### **Yakama Nation Area Agency on Aging**

The Yakama Nation Area Agency on Aging provides door-to-door services for older adults residing within the Yakama Reservation. This service is meant to provide riders access to medical appointments, essential shopping, and nutrition locations in Wapato and Toppenish. The agency's fleet consists of one 12-passenger bus and one 9-passenger van.

### **Yakama Nation Tribal School**

The Yakama Nation Tribal School in Toppenish provides "limited transportation" to and from the school for students.



### **Yakama Nation Veteran's Services**

Yakama Nation Veteran's Services provides transportation for veterans in Yakama Nation to help access VA offices in Seattle, Walla Walla, and Boise. Yakama Nation Veteran's Services also provides transportation for homeless veterans to help them access social service offices in Yakima, Wapato, and Toppenish.

### ***Medical/Veteran's Services***

#### **Disabled American Veterans**

Disabled American Veterans (DAV) provides a shuttle with a carrying capacity of 10 riders to veterans within Yakima County. This shuttle provides transportation to the Walla Walla VA Medical Center on Wednesdays and to the Seattle VA Medical Center on Tuesdays and Thursdays.

#### **American Cancer Society**

The American Cancer Society offers scheduled door-to-door rides provided by volunteer drivers to patients for trips related to cancer treatment, regardless of where the cancer treatment takes place.

#### **Medstar**

In addition to operating fixed-route and dial-a-ride services in Union Gap, Selah and Yakima, Medstar offers Non-Emergency Medical Transportation (NEMT). This service is a door-to-door medical service that transports qualifying patients throughout the state, regardless of origin and destination. For these services, Medstar operates 25 caravans, all of which are wheelchair accessible. Three sedans are also part of Medstar's own fleet, although these vehicles are only used for ambulatory services.

#### **Protran East**

Protran East provides long-distance ambulatory non-emergency medical transportation services to Medicaid-eligible clients in Yakima County. Protran East maintains a group of volunteer drivers who typically utilize their own vehicles to provide services. These vehicles do not have wheelchair capacity. Protran East typically serves one family group at a time in their vehicles.

### ***Miscellaneous Services***

#### **Fiesta Foods**

Fiesta Foods is a local Hispanic grocery store chain in Pasco, Sunnyside, and Yakima. Fiesta Foods operates a free shuttle van service within these cities from a customer's home to their local Fiesta Foods store. Each Fiesta Foods location offers one of these shuttle vans.

#### **Yakama Nation Legends Casino**

The Yakama Nation Legends Casino operates a free shuttle from Yakima to the casino for hotel and casino guests on Tuesdays and Saturdays. This shuttle connects to Pahto Public Passage at the casino.

#### **WorkFirst**

WorkFirst is an organization that provides temporary assistance for families in need through transportation vouchers. These vouchers can be spent on vehicle repairs, driver's licenses, fuel, or bus passes.



### **Entrust Community Services**

Entrust Community Services provides transportation for residents of Yakima County who are outside of the existing transit service area or unable to utilize existing paratransit, dial-a-ride, or fixed-route transit services in the region for varying reasons. Entrust typically provides transportation to and from jobs, interviews, medical appointments, apartment viewings, community events, etc. Approximately 90 percent of riders have diagnosed disabilities, many are very low income, and most are of working age. Each rider is assigned an individual case manager to help coordinate transportation schedules. Rides are provided by staff who utilize 23 vehicles, of which 3 are wheelchair-equipped.

### **TNCs**

Five taxi companies operate within Yakima County and are available 24 hours daily. Additionally, Uber and Lyft operate in the Yakima Valley region.

### ***Intercity Routes***

#### **Central Washington Airporter**

The Central Washington Airporter is a shuttle service that serves many destinations, including Yakima, SeaTac Airport, Ellensburg, Cle Elum, and North Bend. These shuttle services mainly transport passengers to airports.

#### **Grape Line**

The Grape Line is a scheduled state-funded bus service that travels between Pasco and Walla Walla. The line connects to Ben Franklin Transit.

#### **Apple Line**

The Apple Line is a scheduled state-funded bus service that travels from Omak to Ellensburg. The Apple Line has connections to the Yakima-Ellensburg commuter bus.

#### **Greyhound**

Greyhound is a company operated intercity bus service that operates throughout the United States. Two Greyhound bus stops exist within Yakima County that connect to other services. These stops are located at:

- 202 S 5th Avenue, Yakima, WA – connects to Yakima Transit route 2
- 1825 Waneta Road, Sunnyside, WA – connects to PFP route 202 at Exit 69 Shell stop.

#### **Fronteras Del Norte**

Fronteras Del Norte is an intercity bus service that has a target demographic of migrant workers. Fronteras Del Norte operates stops in Yakima and Sunnyside, with destinations mostly in Huntington Park, CA, or Tijuana, Mexico.

### ***Transit Inventory Observations***

Based on the transit inventory, the following observations were made as it relates to the transit services offered in the Yakima Valley region:

- There is a wide variety of transit services operating in Yakima County, but they are generally compartmentalized



- The fleet composition is generally well-suited to the services being provided, but for some services there may be opportunities to invest in smaller vehicles
- Transit services are comprehensive and serve many diverging mobility needs and specific geographies and/or niche populations
- Many non-public transportation services are planning an important role in supporting regional mobility
- Provides in the Yakima urbanized area are well-coordinated both from an operational and information distribution standpoint
- Understanding geographic service areas and connections to other providers are not always immediate apparent for most providers and such that there may be a high learning curve for riders
- Shorter transit trips have many options, but there are limited options for longer within the County

## Regional Studies Crosswalk Review

When evaluating transit services, it is critical to understand the location and nature of planning initiatives to ensure the service meets community mobility needs both now and in the future. This section includes a crosswalk review of regional planning studies to ensure recommendations of the Yakima Valley Transit Study align with regional plans and efforts. This review focuses on key planning studies' primary goals, strategies, and recommendations to understand where the plans overlap and where they conflict. This review helps establish the overarching regional planning context such that the goals and objectives of the Yakima Valley Transit Study support the collective goals of the region.

This crosswalk review focuses on the following eight previous and ongoing planning projects undertaken by Yakima County, Washington State Department of Transportation (WSDOT), Confederate Tribes and Bands of the Yakima Nation, and other associated agencies:

1. Washington Transportation Plan 2035 (Public Review Draft) – Washington State Transportation Commission (2014)
2. Yakima Valley Metropolitan and Regional Transportation Plan (March 2016) - YVCOG
3. 2018 Human Services Transportation Plan – YVCOG (2018)
4. Travel Washington Intercity Bus Program – WSDOT (2019) Plan Update
5. Feasibility of an East-West Intercity Passenger Rail System for Washington State – Steer (July 2020)
6. Yakima Valley Transportation Plan YVTP 2020-2045 Final – YVCOG (3/20/2020)
7. Heritage Connectivity Trails Concept Plan - Confederate Tribes and Bands of the Yakima Nation (July 2021)
8. Washington State Active Transportation Plan 2020 and Beyond (2021)

### **Washington Transportation Plan 2035 (Public Review Draft) – Washington State Transportation Commission (2014)**

The Washington Transportation Plan (WTP 2035) is an update to the 2010 plan (WTP 2030) and was led by the Washington State Transportation Commission (WSTC) in collaboration with the WSDOT and the State's Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTOs). The WTP provides a state policy framework intended to provide policy guidance and recommendations across all transportation modes and regions in the State. The draft vision statement is:

*By 2035, Washington's transportation system safely connects people and communities, fostering commerce, operating seamlessly across boundaries, and providing travel options to achieve an environmentally and financially sustainable system.*

Policy goals relevant to transit as a result of planning and stakeholder outreach, which should guide policymakers in the implementation of the WTP 2035 include:

- Economic Vitality
  - Promote and develop transportation systems that stimulate, support, and enhance the movement of people and goods to ensure a prosperous economy.
- Mobility
  - Anticipate and work to address changing travel patterns and preferences to accommodate Washington's changing demographic picture.
  - Prepare for the impacts and benefits of evolving technology through more adoption of innovative technologies, review, and revision of system plans every few years,





direct support for applied research, and development of cost-effective proposals to address future transportation needs.

- Reduce obstacles to multimodal travel and increase the number of realistic travel choices for any given trip.
- Support alternatives to driving or driving alone through the promotion of sponsorship of efficient commuter travel options, including convenient bus service and incentives to carpool, vanpool, work from home, or telecommute.
- Help local governments solve congestion by focusing on the ease of multimodal connections, such as connecting service areas and synchronizing schedules among providers.
- Increase the use of small, on-demand transit vehicles, which may be more cost-efficient than larger buses (support transportation for special needs populations).
- Environment
  - Reduce the transportation system's impact on Washington's natural environment and decrease associated carbon-based greenhouse gas (GHG) emissions.
  - Improve the energy efficiency of the entire transportation sector.
- Stewardship
  - Integrate land use policy and transportation planning, including linkages between WTP 2035 and Washington's Growth Management Act (GMA) goals.
  - Extend mobility and accessibility to all user groups and distribute funding costs more equitably.

**Priorities for Transportation Policy and Investment (Public Transportation).** Improving public transportation connections between regions of Washington and providing better mobility to special-needs populations are challenges of statewide significance and must be addressed at the state level. Additionally, rural areas cite the critical importance of programs that provide connectivity to the rest of the State, such as all-weather roads, rural transit, and commercial passenger air service.

**Tribal priorities.** The 2012 Washington Tribal-State Transportation Conference identified a number of priorities for tribal-state cooperation to achieve better outcomes. Several of the priorities involve improved coordination of funding and grant programs. Transportation safety and public transportation are two specific areas where additional funding would help address needs and improve economic development opportunities. Improved access to employment, health care, and other social services are top tribal priorities for transportation.

### Impacts on the YVCOG Regional Transit Study

This study would indicate support for expanding transit services to underserved communities in the Yakima Valley region, including exploring non-conventional public transit options that may result in more cost-effective strategies for serving existing and currently underserved or unserved residents. Such services would touch on many of the policy goals outlined in the document, specifically those described above.

### ***Yakima Valley Metropolitan and Regional Transportation Plan (March 2016)*** **– YVCOG**

This document establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs. It serves as the link between local agency transportation plans and the WTP. The Yakima Valley Conference of Governments (YVCOG) combines the



Metropolitan Transportation Plan (MTP) or the greater Yakima-Selah-Union Gap-Moxee urbanized area and the Regional Transportation Plan (RTP) for all of Yakima County to examine the region's transportation needs over the next 25 years.

The mission of the M/RTP is:

*"To develop and preserve a regional multimodal transportation system that provides for the safe and efficient movement of people and goods; supports the region's economic growth; and is compatible with land use plans and the environment."*

Strategies to enhance transit and transportation demand management (TDM) programs are important elements of the M/RTP. These strategies include expanding fixed-route transit, paratransit, and Commute Trip Reduction (CTR) programs in the greater Yakima metropolitan area. Expanding the availability and types of transportation choices in and between communities throughout the Yakima Valley is a priority for the region.

The focus of the M/RTP is to provide a basis for jointly selecting the highest-priority transportation projects and programs for regional funding and implementation. Transportation facilities and services cross jurisdictional boundaries, and the traveling public sees the system as one set of continuous facilities that connect from point A to point B. They do not typically see or care that the state controls one section, Yakima County another, and a local city yet another segment of their trip.

The M/RTP framework includes strategies for expanding transit to meet future travel demands throughout the Yakima Valley region. Strategies to reduce peak period travel demands also are included. The transit and transportation demand management (TDM) strategies include:

- Improving transportation services for people with special needs.
- Expanding fixed-route service coverage in the metropolitan area.
- Extending service hours to address nighttime and weekend needs.
- Targeting service to larger employers or groups of employers.
- Enhancing service to regional destinations such as colleges, medical facilities, and regional commercial areas.

#### **Impacts on the YVCOG Regional Transit Study**

This plan establishes a framework of high-level strategies for improving public transportation and mobility in the Yakima Valley region. As part of the regions, RTP recommendations from this plan are consistent with regional goals and priorities and support the established larger blueprint for the region's transportation system.

#### **2018 Human Services Transportation Plan – YVCOG (2018)**

This transportation plan is a locally developed, coordinated public transit-human transportation plan. The efforts of the plan are to:

1. Obtain input representing public, private, and non-profit transportation and human services providers and participation by members of the public
2. Identify the transportation needs of individuals with disabilities, older adults, veterans, youth, people with low incomes, and others.



3. Assess the existing transportation resources, needs, and service gaps of Yakima County, Washington
4. Provide strategies for meeting identified local needs
5. Prioritize transportation services for funding and implementation
6. Maximize the utilization of resources while minimizing duplication of services
7. Ensure compliance with Federal transportation laws

This update of the Human Services Transportation Plan provides the most current information available about Yakima County, with the goal of identifying new transportation services implemented since the last update of the Plan, as well as any changes in demographics, needs, gaps, barriers, or resources.

Yakima Transit is the largest transportation provider within Yakima County. Yakima Transit is one of five city-owned transit agencies in Washington State. Yakima Transit provides multiple transportation services within the City of Yakima, including Fixed-Route and Paratransit services. Yakima Transit also provides Vanpool for groups going out of town, and Commuter bus services between the cities of Yakima, Selah, and Ellensburg.

Selah Transit provides Fixed-Route as well as Dial-A-Ride Paratransit services. Selah Transit operates 2 fixed routes. The Selah Route operates within the City of Selah, and the Selah/Yakima Route connects Selah with Yakima. Both routes operate Monday through Saturday, with more limited service on Saturday.

Union Gap Transit provides Fixed-Route service and Dial-A-Ride Paratransit service. Union Gap Transit operates three buses Monday through Friday and 2 buses on the weekend, with the frequency of service reduced on the weekends.

The report identified the need for transit service throughout Yakima County, noting significant gaps in coverage, leaving areas that need more service. Several more opportunities become apparent when learning the transportation needs of the special needs population and the community, including expanding intra and inter-city fixed route and demand response transportation to all areas of Yakima County and beyond.

### Impacts on the YVCOG Regional Transit Study

This study supports expanding transit services to currently underserved or unserved communities. The YVCOG Regional Transit Study would help address gaps in coverage identified in the 2018 Human Services Transportation Plan by evaluating where system inefficiencies are currently occurring and how the region's transit resources can be reallocated or reprogrammed to provide better coverage to areas of the County currently without service. This Transit Study could also help address expressed interest in expanding service to riders with special needs by better understanding the vehicle, personnel, and/or technology needs associated with providing such service. It should be noted that at the time of writing this memorandum, YVCOG is in the process of updating the Human Services Transportation Plan for 2022. Once finalized and adopted by YVCOG's Policy Board, the recommendations from the updated 2022 Human Services Transportation Plan will be acknowledged and incorporated into this study's analyses.

### ***Travel Washington Intercity Bus Program – WSDOT (2019) Plan Update***

Called Travel Washington, this innovative program partners with transportation companies to provide in-kind (non-monetary) contributions, such as aligning schedules so that passengers from rural areas can seamlessly connect to the nationwide bus and train network, airports, and state ferries system.



The current study evaluates Travel Washington since its inception and looks for areas for improvement and potential system expansion. The study:

- Examined routes operated by the existing program,
- Included extensive public and stakeholder engagement,
- Evaluated the need for potential new routes, and
- Recommended changes in the program and services.

The Public Transportation Plan includes goals, strategies and near-term actions to advance a complete and integrated multimodal transit system. The plan's five goals, which support the vision and direction of Travel Washington, are:

Goal 1: Thriving Communities

Goal 2: Access

Goal 3: Adaptive Transportation Capacity

Goal 4: Customer Experience

Goal 5: Transportation System Guardianship



The current intercity network (broadly defined to include some regional transit routes) provides a high degree of coverage to Washington's population. Approximately 76 percent of Washington residents live within 10 miles of an intercity bus stop or station, and 95 percent live within 25 miles. This suggests that no large areas completely lack access to intercity service and that expansion routes in rural areas may add relatively few people to the population covered by the network.

Other expansion considerations or changes may need to focus on the 20 percent of the population living in the band between 10 and 25 miles. In many cases, these areas are served by existing public transit services. Suppose connections to the intercity stops are made by local transit providers. In that case, this population could be considered as having access to the intercity network without necessarily having to develop new intercity services.

Another consideration is that the coverage analysis needs to address the need for new linkages that could cut travel times between places already served. Ideally, any proposals for new services would accomplish improved connectivity and address gaps in coverage.

WSDOT identified 22 Travel Washington route expansion alternatives based on the needs assessment, public and stakeholder input, and service provided by the current Travel Washington routes. See figure on the following page.

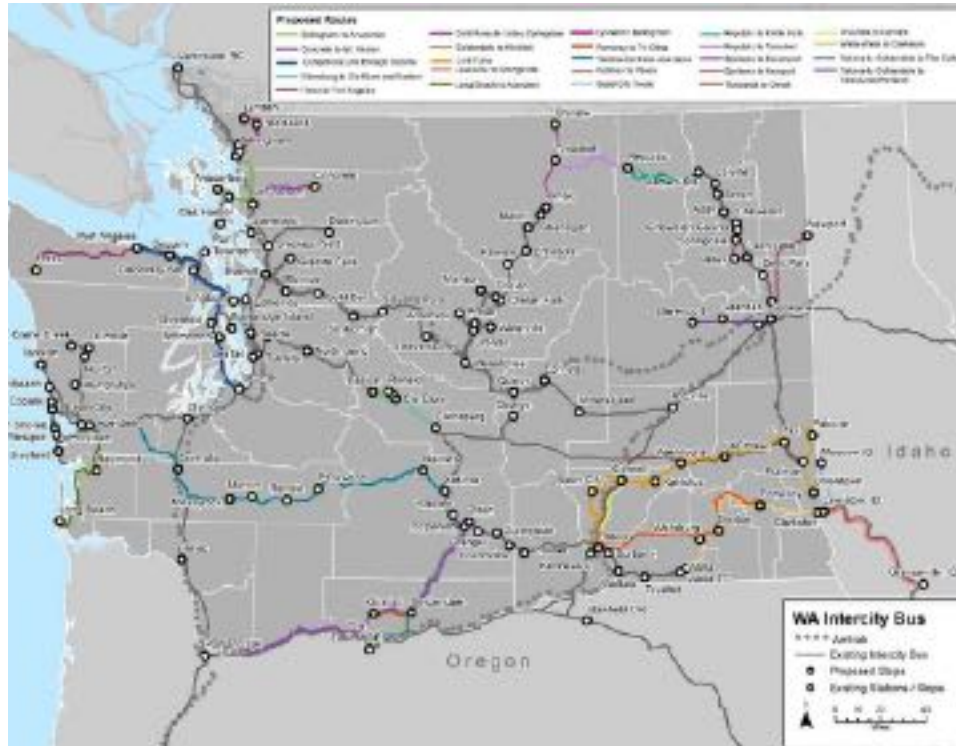
Table 6 shows a summary of the results when the scoring of each criterion is multiplied by its weight and summed.

One of the highest-scoring alternatives was:

**Yakima to Goldendale to Vancouver to Portland:** This proposal scored well because it would provide new service to a rural area (i.e., Goldendale) and the population on the Washington side of the Columbia River

Table 6: Summary of weighted scoring of route expansion alternatives

Proposed Route	Sum of Weighted Scores
Tri-Cities to Connell	33
Walla-Walla to Clarkston	32
Yakima to Goldendale to Vancouver/Portland	32
Pasco-Pullman via Connell-Washtucna-Collfax	30
Bellingham to Anacortes Ferry Station	28
Lentil Line (Pasco to Pullman/Uniontown)	26
Ellensburg to Cle Elum and Easton	23
Quad-City Route*	21
Gold Reroute Valley-Springdale	20
Lynden to Bellingham	19
Yakima-Centralia-Aberdeen	19
Yakima to Goldendale to The Dalles	17
Long Beach to Aberdeen	15
Dungeness Line through Tacoma	14
Clarkston-Lewiston-Moscow-Pullman-Spokane	14
Republic to Tonasket (extension of Gold Line)	13
Spokane to Davenport	13
Spokane to Newport	13
Oroville-Omak-Wenatchee-Ellensburg	10
Republic to Kettle Falls (extension of Gold Line)	10
Forks-Port Angeles-Port Townsend-Seattle-SeaTac	8
Concrete to Mt. Vernon	7



## Impacts on the YVCOG Regional Transit Study

The Travel Washington Intercity Bus Program Study would indicate strong support for targeted transit service expansion. Specific expansions should consider Yakima to Golden Dale to Vancouver/Portland, Yakima-Centralia-Aberdeen, and Yakima to Golden Dale to The Dalles.

Consistent with the Travel Washington study's goals, if a new intercity bus service is implemented, transit agencies and operators within the Yakima Valley should ensure that the regional bus service provides efficient connections to intercity bus service.

## ***Feasibility of an East-West Intercity Passenger Rail System for Washington State – Steer (July 2020)***

This study conducted a high-level feasibility analysis of an East-West intercity passenger rail system connecting Seattle with Spokane via the Stampede Pass corridor through Yakima and the Tri-Cities. This report identifies the assessment results, including what would be required to support a service, station locations, and infrastructure improvements. As this was a preliminary high-level study, further work will be required to confirm or refine its findings, including service definition, track and station design, and possible ridership and financial outcomes.

The study considers East-West passenger rail services between Seattle and Spokane with proposed station stops at Tukwila (for south Seattle and SeaTac airport), Auburn, Cle-Elum, Yakima, Ellensburg, Tri-Cities, Toppenish, and Spokane.

Figure 0.1: Route of Potential East-West Intercity Passenger Rail Service



Source: Steer (2020) analysis. Service Layer Credits: Esri, Garmin, GEBCO, NOAA NGDC and other contributors.

The conclusion is that introducing a Seattle to Spokane service via the Stampede Pass was technically feasible. Despite long journey times, it could generate ridership above or comparable to some other Amtrak State Supported services. Report summaries include:

- Up to two daily services between Seattle and Spokane via the Stampede Pass corridor could be introduced, but it requires additional infrastructure.
- Journey times will be long due to slow speeds and the high number of freight services.
- While comparable to some Amtrak State Supported Services, ridership is expected to be low due to long journey times and a relatively low number of long-distance car trips today compared to many other markets where state-supported intercity rail services operate.
- There is demand for journeys within Kittitas and Yakima Valleys.

#### Impacts on the YVCOG Regional Transit Study

The study does note that there is demand for journeys within Kittitas and Yakima Valleys. While rail service may be limited in the number of daily trips with long travel times, the introduction of rail could increase regional draw if there were a Yakima Valley stop. Expanded transit service areas in the Yakima Valley should consider rail service, but the potential rail service will likely have little impact on the expanded service. However, in the event that intercity rail service is introduced, transit agencies and operators should coordinate to provide efficient but not duplicative bus service to the Train Station.

#### ***Yakima Valley Transportation Plan YVTP 2020-2045 Final– YVCOG (3/20/2020)***

This is the Metropolitan and Regional Transportation Plan (M/RTP) for Yakima Valley and establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs. The M/RTP links local agency transportation plans and the Washington State Transportation Plan (WTP).





The mission of the M/RTP is:

*“To develop and preserve a regional multimodal transportation system that provides for the safe and efficient movement of people and goods; supports the region’s economic growth; and is compatible with land use plans and the environment.”*

The highest priorities for the regional transportation system include:

- Preservation / State of Good Repair
- Safety
- Economic Vitality
- Freight Mobility
- Transit Enhancement and Transportation Demand Management

While these are the top five goals, the M/RTP also considers various other factors in selecting transportation improvement projects and programs. These factors, some closely aligned with FHWA’s livability and sustainability principles, include:

- Regional connectivity
- Costs
- Funding availability
- Non-motorized transportation
- Environmental impacts and mitigation
- Land use plans
- Security and emergency response needs

The focus of the M/RTP is to provide a basis for jointly selecting the highest-priority transportation projects and programs for regional funding and implementation.

In defining regional transportation priorities, it is important to understand the origins and destinations of travel. If most trips stay within their community, the focus may be on improving local arterials to serve travel needs. If the trips are between communities, access to and from the state highway system and major regional arterials will likely be a higher priority. The 2003 NuStats survey provided the following data on total daily trips that helps guide the M/RTP.

- 84 percent of the trips with a Yakima origin stay within Yakima; another eight percent drive to Selah, Union Gap, or Moxee destinations.
- 64 percent of the trips originating in Union Gap have destinations in Yakima, with 18 percent connecting to destinations in Union Gap and six percent connecting to Moxee or Selah.
- More than 60 percent of the trips generated in Moxee connect to destinations in Yakima, with 14 percent staying in Moxee and 11 to 12 percent connecting to Selah or Union Gap.
- Only 43 percent of Selah’s trips connect to Yakima, while 44 percent stay within Selah. Approximately five percent of the trips originating in Selah connect with Union Gap or Moxee.
- 55 to 70 percent of the trips generated within communities southeast of the Yakima metropolitan area stay within the community.
- Two to six percent of the daily travel generated within Sunnyside, Grandview, Granger, and Mabton have destinations within the four primary cities in the Yakima metropolitan area; however, 10 to 20 percent of the trips from Grandview, Granger, and Mabton connect with Sunnyside.
- Wapato, Zillah, and Toppenish are closer to Yakima; this results in 15 to 30 percent of their trips connecting to the metropolitan area cities. Another 30 to 60 percent of their trips stay within their local communities.
- Naches has relatively limited local services, which results in only eight percent of these trips staying within the community. More than 80 percent of the trips originating in Naches





connect with the metropolitan area cities. This reflects the City's direct connection via US 12.

- For Tieton, 20 percent of the trips generally stay within the community, with nearly 45 percent connecting to Yakima and surrounding cities.

These results show the importance of regional accessibility to the Yakima metropolitan area for jobs, services, and other daily travel needs. They also indicate the need for local arterial and highway improvements within the metropolitan area and connecting to communities outside of the metropolitan area.

Based on the NuStats survey, 94 percent of the trips made by Yakima County households are by automobile. Of these, 81 percent are drivers, and 13 percent are auto passengers. Walk trips comprise four percent of the trips, and transit and other modes (such as bicycles) account for two percent of the trips. As discussed later, fixed route transit service was only available in Yakima in 2003, limiting its effectiveness in meeting regional travel demands.

### Impacts on the YVCOG Regional Transit Study

The M/RTP establishes the strategic framework for meeting the Yakima Valley region's existing and future transportation needs. It also works with and relies on multiple jurisdictions to develop projects. The M/RTP notes that one of the highest priorities is transit enhancements. As noted in the data above, many trips start or end in Yakima from communities on the periphery and are largely made by single-occupant vehicle (SOV) trips. Increased transit between Yakima and surrounding cities could work to shift people away from SOV trips to transit. This could also help alleviate congestion on major corridors like I-82 and State Routes like SR 12, SR 24, and SR 97. The YVCOG Regional Transit Study is in alignment with the goals of the M/RTP by evaluating gaps in transit services that may limit the utility of transit in the region and developing strategies to bridge these gaps.

### ***Heritage Connectivity Trails Concept Plan - Confederate Tribes and Bands of the Yakima Nation (July 2021)***

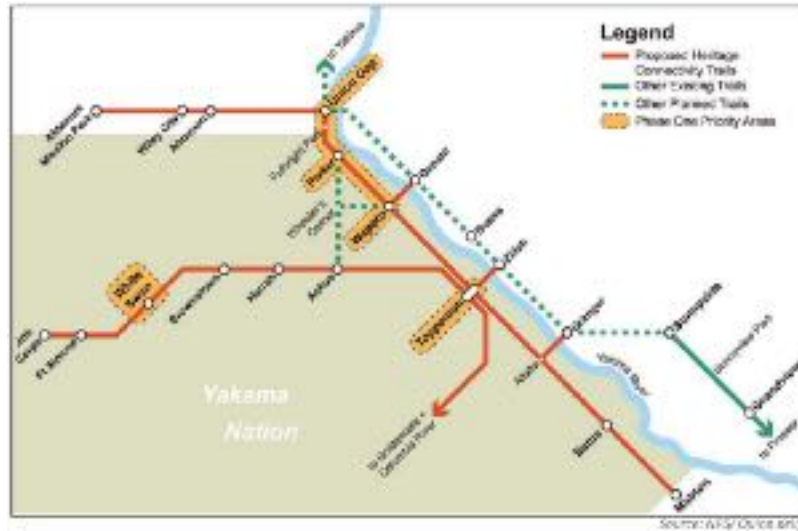
The Heritage Connectivity Trails (HCT) project evolved from a clear need to eliminate serious injury and fatal collisions between pedestrians and motor vehicles, as indicated in Washington State's Target Zero: Strategic Highway Safety Plan.

Though safety is the key component in developing this plan, it is also important to note that the HCT directly responds to the community's concerns, surrounding pedestrian safety and broader transportation connectivity throughout the region.

Building a trail system that connects communities, enhances mobility, and improves safety for everyone to get to and from key destinations is critical to their health and economic needs. A second-tier goal is to encourage healthier lifestyles and promote cultural education by installing informational kiosks at key sites throughout the region. Considering all opportunities for individuals with limited transportation resources or abilities is necessary.

It is important that mobility is improved through connectivity and multi-modal transportation. This trail network will connect local communities and tribal housing sites and provide better access to Yakama Nation's Pahto Public Passage Transit system. Transit stops will be placed along this trail for local residents that rely on the transit system to get to and from work, health appointments, social services, entertainment, or visits with family and friends.





#### Phase One Goals

- Improve the safety of pedestrians traveling in and through tribal lands in high incident/fatality zones throughout the area
- Connect existing and planned local and regional trails to develop a comprehensive multi-modal transportation network through a coordinated partnership effort

#### Phase Two Goals

- Improve pedestrians' safety through an interconnected network of multi-modal routes that link community members to essential destinations throughout the Yakima Valley.
- Promoting and encouraging healthy living styles.
- Encourage tourism, economic development, and effective transportation alternatives by improving regional safety for bi-pedal transportation
- Emphasize cultural practices to connect tribal members with ancestral traditions
- Feature local history to honor the cultural diversity of the region

Studies have shown that due to the existing state of fragmentation and marginalization, the benefits of trails on native lands can be more significant than in other communities (Deyo et al., 2014). The Heritage Connectivity Trails plan offers a unique opportunity to improve the quality of life by providing safe facilities for active transportation and exercise, connecting communities, and creating opportunities for cultural education and economic development.

#### Impacts on the YVCOG Regional Transit Study

The YVCOG Study should consider the proposed Heritage Connectivity Trails location when locating transit stops to better connect non-motorized transit facilities and enhance connections across different communities.

#### Washington State Active Transportation Plan 2020 and Beyond (2021)

This study focuses primarily on engineering questions—what makes a good network—and whether such facilities are available on state routes. The analysis centers on population centers, noting the importance of continuing examination of state routes in more rural areas as an

extension of the methods discussed here. This plan does not address the many tools needed to establish walking, rolling, and cycling as fully available and accessible forms of transportation.

The 2020 Washington State Active Transportation Plan replaces the 2008 Bicycle Transportation and Pedestrian Walkways Plan. This plan:

- Assesses the statewide needs of active transportation users: people who walk, run, use a mobility assistive device such as a wheelchair, cycle (whether on two wheels or three), or use a small personal device such as a foot scooter or skateboard.
- Defines the state's interest in active transportation infrastructure and the myriad benefits of increased use of active transportation for state transportation goals and other policy goals.
- Focuses on multimodal network connectivity and how traffic stress measures can be used to evaluate routes for future changes, particularly in population centers.
- Describes the effects of infrastructure decisions on safety and mobility in places with deeper health and transportation inequities and provides criteria for prioritizing and evaluating investments to address these issues.
- Provides information that decision-makers can use in making policy and investment recommendations to finish building the active transportation network. For example, local and regional efforts have created segments of high-quality trail facilities. Closing gaps by leveraging past investments by the state and its partners can create safer connections in and between communities and support local economies seeking to recover from the effects of the COVID-19 pandemic and other challenges.
- Recommends how to measure and report performance and progress and introduces the concept of equity checks to be applied to performance metrics.
- Recommends strategies for each of the five goals with examples of actions, with further detail and timelines to be developed in an implementation plan and collaboration with partners.

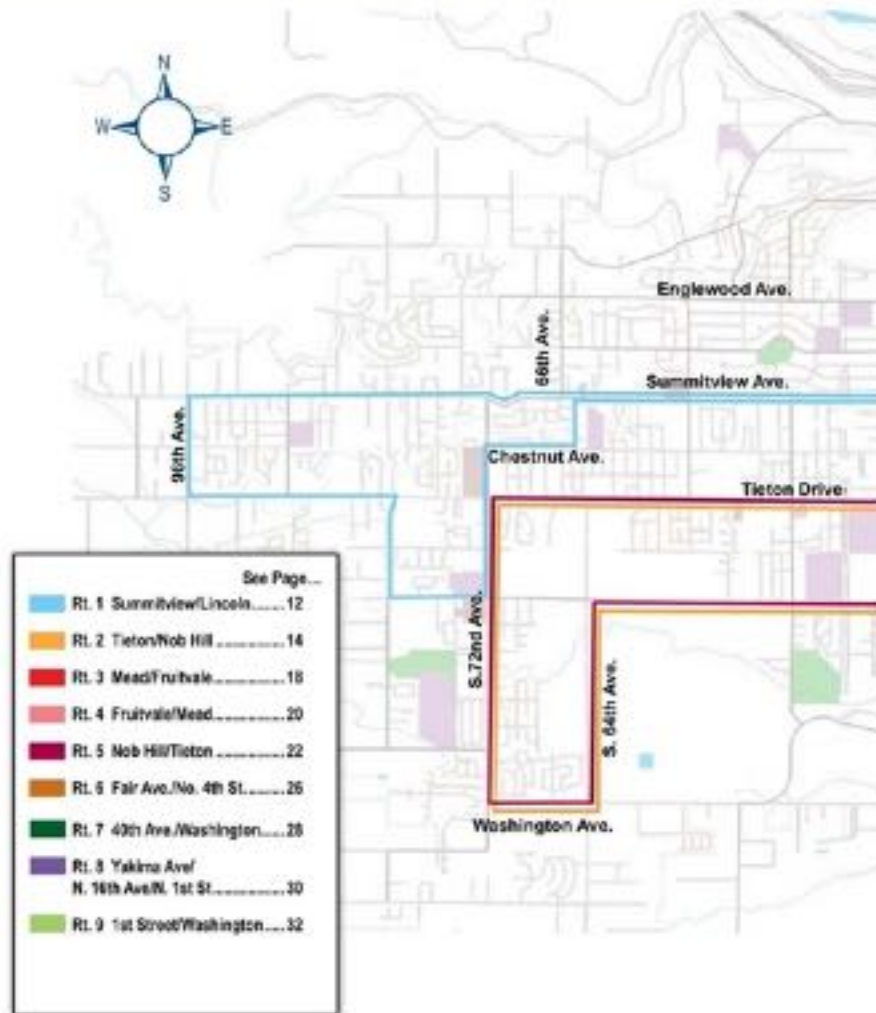
### Impacts on the YVCOG Regional Transit Study

This study doesn't greatly impact the YVCOG Study; however, the location of transit routes and stops should consider the availability of non-motorized facilities. The location of transit routes, stops, and facilities allow the opportunity to better connect non-motorized facilities and communities, and work toward reductions in dependence on personal vehicles.

## **Appendix A:**

### Existing Transit Service Maps and Schedules

## Yakima Transit System Map



10 For Transit information, call 575-6175



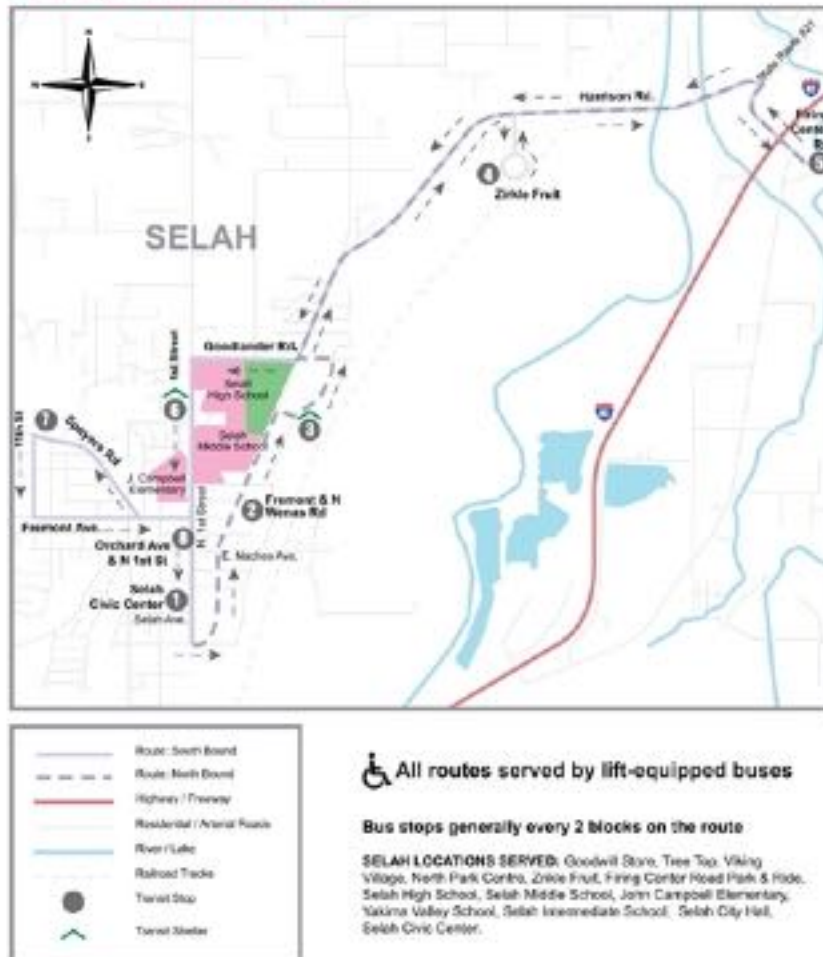




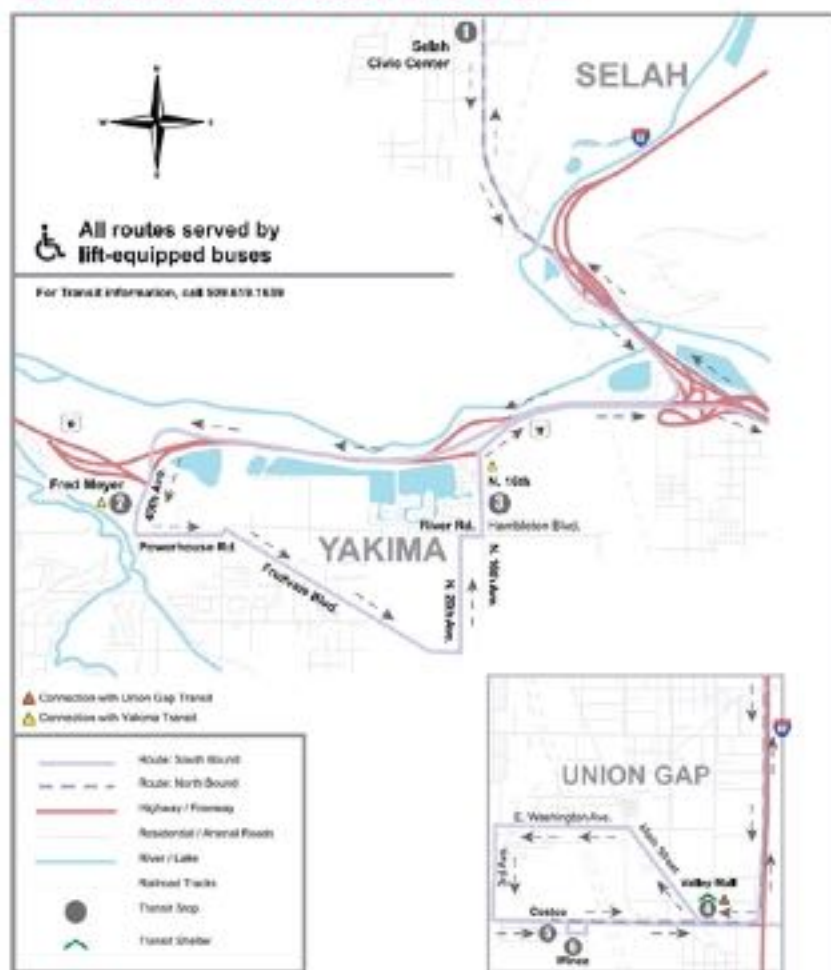




## SELAH ROUTE



44 For Selah Transit information, call 619-1639

**SELAH/YAKIMA ROUTE**

46 For Selah Transit information, call 619-1639







**\*Free & available to the general public, Monday to Friday\***

**\* Please arrive at the stop 5 mins. BEFORE departure time \***



Route 1 Locations & Depart Times		Route 2 Locations & Depart Times		Route 3 Locations & Depart Times		Route 4 Locations & Depart Times	
Adams View	6:30 AM	Union Gap	10:20 AM	Cultural Center	12:00 PM	Safeway	3:30 PM
Cougar Den	6:30 AM	International Market	10:40 AM	IRS	12:05 PM	Chevron	3:35 PM
Adams View	6:50 AM	YMHA	10:45 AM	Legends Casino	12:10 PM	IRS	3:40 PM
Legends Casino	7:05 AM	Cultural Center	11:00 AM	Chevron	12:15 PM	Adams View	3:50 PM
Chevron	7:10 AM	IRS	11:05 AM	Safeway	12:20 PM	Cougar Den	4:10 PM
YMHA	7:20 AM	Legends Casino	11:10 AM	Farmworkers	12:25 PM	Brownstown	4:20 PM
International Market	7:25 AM	Chevron	11:15 AM	OSHS	12:30 PM	Hannah	4:25 PM
IRS	7:35 AM	<b>NCAC</b>	<b>11:20 AM</b>	YMHA	12:45 PM	Adams View	4:35 PM
Agency	7:40 AM	Adams View	11:35 AM	International Market	12:50 PM	International Market	4:50 PM
Chevron	7:45 AM	Cougar Den	11:35 PM	Cultural Center	1:05 PM	Union Gap - Sears	5:20 PM
Safeway	7:50 AM	Adams View	11:35 PM	IRS	1:10 PM	International Market	5:30 PM
TIRO	7:55 AM	IRS	11:40 PM	Agency	1:15 PM	Cultural Center	5:40 PM
OSHS	8:00 AM	Agency	11:45 PM	Adams View	1:30 PM	IRS	5:45 PM
Hospital	8:05 AM	TIRO	11:55 PM	Hannah	1:40 PM	Legends Casino	5:50 PM
Adams View	8:10 AM	Safeway	1:00 PM	Brownstown	1:45 PM	Heritage University	5:55 PM
Hannah	8:40 AM	Chevron	1:05 PM	Cougar Den	2:15 PM	Adams View	6:05 PM
Brownstown	8:45 AM	Cultural Center	1:10 PM	Adams View	2:35 PM	Cougar Den	6:15 PM
Cougar Den	8:50 AM	Yakamari	<b>END</b>	IRS	2:50 PM	International Market	7:00 PM
Whisper's Pass	9:30 AM			NCAC	<b>END</b>	YMHA	7:05 PM
International Market	9:30 AM					Chevron	7:15 PM
Union Gap - Sears	<b>END</b>					Safeway	7:20 PM
						Yakamari	<b>END</b>

Questions? Comments? Concerns?  
[info@pahtopublicpassage.com](mailto:info@pahtopublicpassage.com)  
 509-865-5121 ext. 4040

**Seasonal Route**

**Tues & Thurs ONLY (Sept 8 - Dec 31, 2020)**

Route 5 Locations & Depart Times		Route 6 Locations & Depart Times		Georgeville - Goldendale Route Mon, Wed, & Fri	
Adams View	9:00 AM	IRS	12:30 PM	Cultural Center	8:00 AM
IRS	9:15 AM	Chevron	12:35 PM	NCAC	8:10 AM
Cultural Center	9:20 AM	Sonus Cafe	12:50 PM	Branding Iron	8:20 AM
Sonus Cafe	9:30 AM	Farmworkers	1:05 PM	Georgeville	9:10 AM
TIRO	9:50 AM	Safeway	1:10 PM	Goldendale Dino Mart	9:25 AM
OSHS	9:55 AM	Chevron	1:15 PM	Goldendale Chevron	9:45 AM
Safeway	10:00 AM	Legends Casino	1:20 PM	Georgeville	10:00 AM
Chevron	10:05 AM	IRS	1:25 PM	NCAC	10:50 AM
Agency	10:10 AM	Cultural Center	1:30 PM	Legends Casino	11:00 AM
Adams View	10:25 AM	YMHA	1:45 PM	Cultural Center	<b>END</b>
Hannah	10:35 AM	International Market	1:50 PM		
Brownstown	10:40 AM	Union Gap - Sears	2:25 PM		
Cougar Den	11:15 AM	International Market	2:40 PM		
Whisper's Pass	11:15 AM	YMHA	2:45 PM		
International Market	<b>11:45 AM</b>	Cultural Center	2:55 PM		
Cultural Center	<b>END</b>	IRS	3:00 PM		
		Agency	3:05 PM		
		Chevron	3:10 PM		
		Safeway	3:15 PM		
		Farmworkers	3:20 PM		
		TIRO	3:25 PM		
		Legends Casino	3:35 PM		
		Adams View	3:50 PM		
		International Market	4:05 PM		
		Yakamari	<b>END</b>		

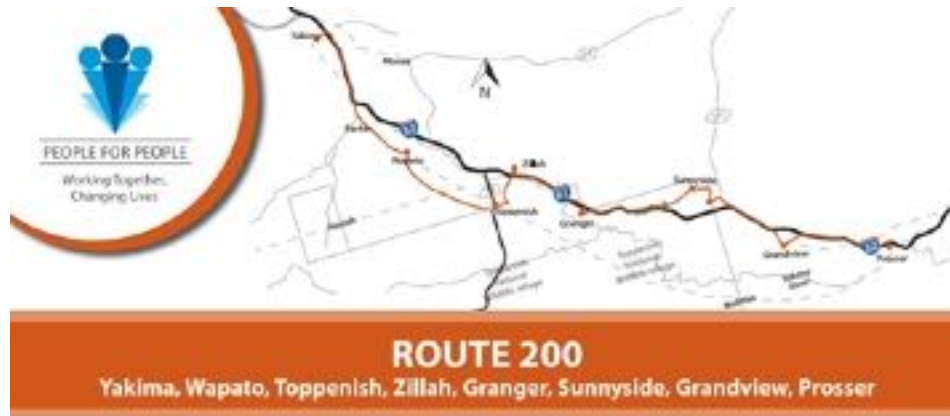
**RTP Connector**

Flag Stops - contact the office if stop is needed

**If you have a transportation need that's not on the schedule, please call the office @ 509-865-5121 ext. 4040.**

**No Service: New Year's Day, Martin Luther King Day, Memorial Day, Presidents Day, 4th of July, Labor Day, Veteran's Day, Thanksgiving Day/Day after, 1/2 day Christmas Eve, and Christmas day.**

Effective: September 8, 2020



No cost to the general public, donations accepted  
Monday - Friday (excluding holidays)

YAKIMA TO PROSSER			
Bus Stop	M-F Morning	M-F Afternoon	M-F Evening
Yakima Transit Center	8:05 AM	12:42 PM	4:07 PM
Wapato International Market	8:29 AM	1:06 PM	4:33 PM
Toppenish NCAC	8:45 AM	1:22 PM	4:48 PM
Zillah Tespot Dome Park n Ride	—	—	5:01 PM
Granger KDMA Radio Station	8:59 AM	1:37 PM	5:15 PM
Sunnyside Neighborhood Health	9:17 AM	—	—
Sunnyside Fiesta Foods	9:28 AM	2:02 PM	5:40 PM
Grandview Lucky 7 Mini Mart	9:44 AM	—	5:56 PM
Grandview Safeway Wine Country Rd. side	9:48 AM	—	5:59 PM
Prosser Transit Center	10:00 AM	—	6:11 PM

PROSSER TO YAKIMA			
Bus Stop	M-F Morning	M-F Afternoon	M-F Evening
Prosser Transit Center	10:15 AM	—	6:15 PM
Grandview Safeway Wine Country Rd. side	10:29 AM	—	—
Grandview Lucky 7 Mini Mart	10:32 AM	—	—
Sunnyside Fiesta Foods	10:48 AM	2:17 PM	—
Sunnyside Neighborhood Health	11:01 AM	2:29 PM	—
Granger KDMA Radio Station	11:19 AM	—	—
Zillah Tespot Dome Park n Ride	11:35 AM	—	—
Toppenish NCAC	11:50 AM	2:58 PM	—
Wapato International Market	12:04 PM	3:05 PM	—
Yakima Transit Center	12:27 PM	3:37 PM	7:14 PM

Funded by WSHOE, People For People ensures that all programs and services provided do not discriminate on the basis of race, color, or national origin, in accordance with the Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a complaint by completing, signing, and submitting the agency's Title VI Complaint Form. This service meets the American's With Disabilities Act requirements. Auxiliary aids and services are available upon request to persons with disabilities by calling 509-248-6736 TTY 711.

509-457-1111  
Dial 2-1-1 to learn more.  
[www.pfp.org](http://www.pfp.org)  
Effective September 11, 2020

Connecting Services  
Ben-Franklin Transit 509-735-5100  
Fahro Public Passage 509-865-5121 ext. 4753  
Yakima Transit 509-575-6175



No cost to the general public, donations accepted  
Monday - Friday (excluding holidays)

MABTON, GRANDVIEW, SUNNYSIDE			
	M - F	M - F	M - F
Mabton Horizon Market	8:01 AM	10:08 AM	2:25 PM
Grandview Dollar Tree	8:05 AM	10:17 AM	2:19 PM
Grandview Duffy's Market	8:49 AM	10:21 AM	2:43 PM
Grandview Community Center	8:55 AM	10:23 AM	2:49 PM
Sunnyside Archie's Grocery Ctr.	9:04 AM	10:35 AM	2:18 PM
Sunnyside Wal-Mart	9:09 AM	10:41 AM	2:01 PM
Sunnyside Health Center	9:24 AM	10:46 AM	1:08 PM
Sunnyside Safeway/Library	9:58 AM	10:50 AM	9:12 PM
Sunnyside Archie's Hospital	9:21 AM	10:55 AM*	3:15 PM
Sunnyside - Mid Valley Pointe Foods	9:26 AM*	11:09 AM	3:19 PM
Grandview Community Center	9:39 AM	11:30 AM	3:11 PM
Grandview Duffy's Market	9:45 AM	11:35 AM	3:17 PM
Grandview Dollar Tree	9:49 AM	11:39 AM	3:41 PM
Mabton Horizon Market	Arrive 1:02 AM	Arrive 11:42 AM	Arrive 3:55 PM

\*Connecting service with People For People's Community Connection  
Additional stops available upon request

Funded by NSDOT, People For People ensures that all programs and services provided do not discriminate on the basis of race, color, or national origin, in accordance with the Title VI of the Civil Rights Act of 1964. If you believe you have been subject to discrimination under Title VI, you may file a complaint by completing, signing, and submitting the agency's Title VI Complaint Form. This service meets the American with Disabilities Act requirements. Auxiliary aids and services are available upon request to persons with disabilities by calling 309-248-6736 TTY/711.

309-457-1111  
Dial 2-1-1 to learn more.  
www.pfp.org  
Effective October 1, 2019

Connecting Services  
Bee Franklin Transit 309-735-5100



No cost to the general public; donations accepted  
Monday - Friday (excluding holidays)

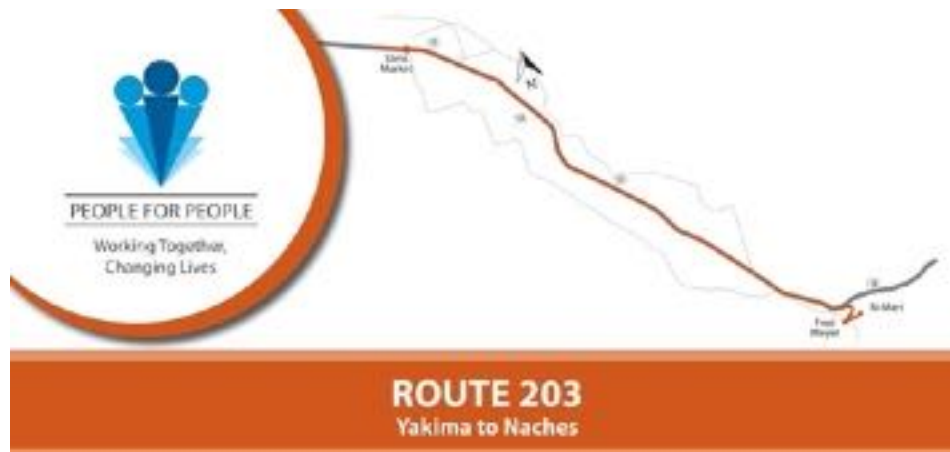
MORNING RUN		
	Bus Stop	Departure Time
Prosser	Exit 82 Park n Ride Wine Country Rd & Meador	6:15 AM
Grandview	Elley Rd	6:30 AM
Sunnyside	Exit 69 Shell	6:42 AM
Granger	Conoco	6:58 AM
Zillah	Shell Sun Mart	7:03 AM
Yakima	Yakima Transit Center	7:52 AM
Zillah	Shell Sun Mart	8:21 AM
Granger	Conoco	8:33 AM
Sunnyside	Exit 69 Shell	8:49 AM
Grandview	Elley Rd	9:16 AM
Prosser	Exit 82 Park n Ride Wine Country Rd & Meador	9:22 AM

AFTERNOON RUN		
	Bus Stop	Departure Time
Prosser	Exit 82 Park n Ride Wine Country Rd & Meador	4:15 PM
Grandview	Elley Rd	4:30 PM
Sunnyside	Exit 69 Shell	4:42 PM
Granger	Conoco	4:58 PM
Zillah	Shell Sun Mart	5:03 PM
Yakima	Yakima Transit Center	5:44 PM
Zillah	Shell Sun Mart	6:03 PM
Granger	Conoco	6:25 PM
Sunnyside	Exit 69 Shell	6:41 PM
Grandview	Elley Rd	6:58 PM
Prosser	Exit 82 Park n Ride Wine Country Rd & Meador	7:06 PM

Funded by WSDOT, People For People ensures that all programs and services provided do not discriminate on the basis of race, color, or national origin in accordance with the Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a complaint by completing, signing, and submitting the agency's Title VI Complaint Form. This service meets the American's With Disabilities Act requirements. Auxiliary aids and services are available upon request to persons with disabilities by calling 509-248-6736 TTY 711.

509-457-1111  
Dial 2-1-1 to learn more.  
[www.pfp.org](http://www.pfp.org)  
Effective September 11, 2020

Connecting Services  
Een-Franklin Transit 509-735-5100  
Pahito Public Passage 509-865-5121 ext. 4753  
Yakima Transit 509-575-6175



No cost to the general public, donations accepted  
Monday - Friday (excluding holidays)

MORNING RUN	
	Departure Time
Naches Train Depot	9:00 AM
Slims Market	9:07 AM
BiMart (Parking lot)	9:25 AM
Fred Meyer (Parking lot)	9:30 AM

MID-DAY RUN	
	Departure Time
Fred Meyer (Parking lot)	12:00 PM
BiMart (Parking lot)	12:07 PM
Slims Market	12:25 PM
Naches Train Depot	12:30 PM
BiMart (Parking lot)	12:48 PM
Fred Meyer (Parking lot)	12:54 PM

LATE RUN	
	Departure Time
Fred Meyer (Parking lot)	4:00 PM
BiMart (Parking lot)	4:07 PM
Slims Market	4:25 PM
Naches Train Depot	4:30 PM
BiMart (Parking lot)	4:48 PM
Fred Meyer (Parking lot)	4:54 PM

Funded by WSDOT, People For People ensures that all programs and services provided do not discriminate on the basis of race, color, or national origin, in accordance with the Title VI of the Civil Rights Act of 1964. If you believe you have been subjected to discrimination under Title VI, you may file a complaint by completing, signing, and submitting the agency's Title VI Complaint form. This service meets the American's With Disabilities Act requirements. Auxiliary aids and services are available upon request to persons with disabilities by calling 509-245-6725 TTY711.

509-457-1111  
Dial 2-1-1 to learn more.  
[www.pfp.org](http://www.pfp.org)  
Effective March 1, 2021

Connecting Services  
Yakima Transit  
509-575-6175



# APPENDIX B: TASK 3 TECHNICAL MEMORANDUM



## MEMORANDUM

<b>Date:</b>	September 23, 2022	<b>TG:</b>	1.21305.00
<b>To:</b>	Alan Adolf, Transportation Program Manager		
<b>From:</b>	Christopher Titze, Project Manager		
<b>Subject:</b>	YVCOG Transit Feasibility Study – Task 3 Technical Memorandum		

### Introduction

The Yakima Valley Regional Transit Feasibility Study ("Yakima Valley Transit Study") is designed to evaluate and develop recommendations for public transportation access within and connecting to the Yakima Valley. Yakima County is the second largest county (by area) in the State of Washington, with over 4,300 mi<sup>2</sup>. Transit service in Yakima County is primarily provided in and around the urbanized areas of the County, including the cities of Yakima, Selah, and Union Gap. Limited but valuable service is provided outside of those cities.

The purpose of this memo is to document public outreach and engagement for the project as it relates to stakeholder interviews, the online transit survey for existing and prospective riders, and the first of two in-person public outreach efforts. The input from this engagement will be a critical resource in understanding the transit market needs and the feasibility/interest in additional or altered transit services today and into the future.

### Stakeholder interviews

Participation from stakeholders is key to understanding the local challenges and opportunities for public transit in the Yakima Valley region. For this study, stakeholder outreach focused on regional transit operators. At the project's outset, the project team collaborated with YVCOG to develop a list of ten stakeholders. Each stakeholder was contacted via email or phone, with responses received from and interviews conducted with seven stakeholders. Table 1 outlines the interview date for these stakeholders.

Identified Stakeholder	Interview Performed
Yakima Transit	8/26/2022
Union Gap Transit	-
Selah Transit	7/20/2022
People for People	6/28/2022
Pahto Public Passage	7/13/2022
Medstar	7/20/2022
Protran East	6/29/2022
Entrust Community Services	7/27/2022
Disable American Veterans (DAV)	-
Airporter Shuttle	-

Stakeholder interview guides were developed by the project team and vetted by YVCOG. The guides provide a set of questions and prompt and are included in Attachment A. While these were developed to help foster conversations with stakeholders and ensure that key information was

collected, the project team prioritized open conversation so stakeholders could provide valuable local insight into their operations and passenger experiences.

Each stakeholder interview ranged between half an hour and an hour and included at least one representative from Transpo and typically at least one representative from YVCOG. Detailed notes from the stakeholder interviews are included in Attachment B, with key takeaways outlined below:

- **Funding.** Concerns were noted regarding the reliance on grant funding and the rising costs when dealing with fixed funding resources – particularly for specialized transit services. It was also noted that local taxes and/or bond measures related to transit funding would be very difficult to get passed. As such, recommendations must be cost-neutral and/or eliminate costly inefficiencies.
- **Hiring/Retaining Drivers.** Many agencies/operators noted challenges with hiring drivers and retaining drivers. Poor retention of drivers can be particularly costly, given the initial investment into driver training. Some operators may have opportunities to rely more heavily on a vehicle fleet that does not require CDL drivers.
- **Agency/Operator Coordination.** Collaboration between services occurs both informally and formally (through MPACT). Many agencies/operators noted direct coordination with at least one other agency/operator to align schedules, but more targeted coordination may be achievable.
- **Technology.** Recent pushes have been to incorporate technology improvements that aid in service efficiency. For example, Medstar's Goin' app allows for more effective scheduling and is currently in the pilot stage in other areas of Washington State. Entrust Community Services also noted that its vehicles have GPS tracking systems (provided by its insurance company), reducing deadhead when cancellations arise. These technology improvements are beneficial in eliminating inefficiencies, and in many cases, consistent technology improvements across the region as a whole would be the most advantageous.
- **Passenger Experience.** Most agencies/operators noted general satisfaction from passengers, but that boots-on-the-ground outreach would be vital to soliciting feedback.
- **Geographic Coverage.** Most agencies/operators noted that they would like to extend their geographic coverage if the necessary funding was available. However, Yakima Transit noted the difficulty in expanding fixed route service due to the reciprocating need to expand paratransit service and the high cost associated with paratransit service.
- **Route Efficiency.** Yakima Transit, in particular, noted concerns with route efficiency for their west valley routes and the desire to reevaluate bus routing to improve on-time performance. As a result, additional regional opportunities to improve route efficiency may exist.
- **Alternative Fuel Fleets.** Concerns were noted regarding the future need to accommodate alternative fuel fleets. The accommodation of such vehicles and the associated infrastructure should be considered as part of long-term recommendations.

## Transit Survey

Transpo developed a transit survey, in coordination with YVCOG, to understand resident's perception and usage of public transportation in the Yakima Valley region, determine what barriers currently exist that limit the usability of transit, and understand what types of mobility strategy would best benefit existing and prospective riders under existing conditions and into the future.



The survey questions were vetted with YVCOG and hosted on the Yakima Valley Transit Study project website from early June to mid-September 2022 in English and Spanish. In addition to preparing the online survey, Transpo developed postcards advertising the transit survey, which YVCOG distributed to transit operators and other key stakeholders. The survey questions and postcards are included in Attachment C.

Throughout the period that the survey was publicly available, 159 surveys were completed. Respondents were asked to identify their home zip code, with the majority of respondents living in and surrounding Yakima and at least some representation from the majority of the Yakima Valley, as shown in Figure 1.



Figure 1: Home Locations of Survey Respondents

The comprehensive responses to each survey question are included in Attachment D, but the following outlines some of the key findings and trends.

- **Mode of Travel**

- The most frequently used mode of transportation was a personal vehicle, followed by walking, bike, or other non-motorized mode and Yakima Transit. Only some respondents noted using other public transit on a frequent (more than twice a week) basis.
- Similarly, personal vehicle, walking, bike or other non-motorized modes, and Yakima Transit were the three modes of travel used most regularly (once or twice a week).
- Many of the other public transit modes (other than Yakima Transit) were noted as being used on a seldom (once or twice a month) basis which denotes the need for these transit services for specialized trips (such as specific errands or appointments) rather than regular trips (such as commuting).

- **Trip Types**

- Most respondents noted needing weekly transportation for errands, medical appointments, and work/job training.
- Most respondents denoted needing transportation on weekends for recreation, social events, and visiting family and friends, although many denoted needing transportation for errands on weekends.

- **Transportation Challenges**

- The most prevalent transportation challenges were noted for trips related to errands and work/job training, which is generally consistent with the type of trips most often needed. For both errands and work/job training, the three most common transportation challenges were noted as 1) The trip takes too long due to infrequent service, 2) the trip takes too long due to route/service transfers, and 2) it does not operate when I need to go.
- Minimal challenges were noted for medical appointment trips, which were also a common trip type for respondents and therefore suggested that only some respondents have issues accessing medical appointments with the existing services. The Yakima region has several services related to non-emergent medical transportation, and there are several available resources for those needing to travel to and from medical appointments. The survey results suggest that these services function well for residents under existing conditions.
- While recreation trips are less common than trips for errands and work/job training, it should be noted that a significant number of respondents noted that service does not go where they need it to go for recreation trips.

- **Time of Day Travel Needs**

- During weekdays, the most common times when transportation services are needed were the morning commute (7-9 a.m.) and the afternoon commute (4-6 p.m.); that said, a significant number of respondents noted needing transportation services during other times of a typical weekday, with the fewest respondents needing transportation services during the early morning (5-7 a.m.).
- During weekends, the most common times when transportation services are needed are mid-day (9 a.m.-4 p.m.) and the evenings (6-10 p.m.). Respondents noted needing transportation services during other times of a typical weekend, with the fewest respondents needing transportation services during the early morning (5-7 a.m.).

- **Transportation Strategies**

- When asked what type of transportation strategies would be most beneficial in improving the respondent's public transportation service, there were three clear top responses, all of which had a similar number of responses:
  - Extended service/operating hours
  - Increased frequency of service
  - Improved transit connections between neighboring transit service areas
- The findings from this question are generally consistent with transportation challenges noted previously and suggest that the most significant gaps in



existing service are related to service times, service frequency, and efficiency of multi-route/multi-service travel (i.e., temporal gaps).

## Public Outreach Meetings

Public engagement is crucial to inform the public about the project, gain insight from community members, and help build grass-roots support. Transpo has completed one (1) of two (2) in-person public engagement events. This public engagement event took place on September 1, 2022, and the second public engagement event is tentatively scheduled for mid-November 2022.

The primary focus of the first public engagement event was to introduce the project to residents and gain insight from passengers on how transit is used today and how transit can be improved in the future. To that end, Transpo staff, with support from YVCOG staff, set up informational booths at the Yakima Transit Center in the morning and the Valley Mall bus stop in the afternoon. Over the day, we spoke with dozens of transit riders and understood how they interact with transit daily. As part of the information gathering, we also administered the transit survey verbally or guided passengers through the process of filling it out online. Through this process, we were able to document and tabulate the responses within the overarching survey results (as outlined previously), but also gain valuable insight directly from riders and speak to residents directly about the ongoing YVCOG Transit Study.

Specific feedback and findings from the first in-person engagement event included the following. These primarily relate to the Yakima Transit service specifically, as the highest concentration of passengers were located at the Yakima Transit Center rather than the Valley Mall bus stop:

- **Service hours.** Several riders expressed specific interest in extended service hours for Yakima Transit, including earlier service on the weekends and/or running more frequently on the weekends and later service during weekday evenings. This is consistent with the survey findings in which many respondents noted needing transportation services during weekday evenings (6-10 p.m.) and weekend mornings (7-9 a.m.) – times Yakima Transit does not currently serve.
- **Bus stop amenities.** Many riders expressed a desire for more benches and amenities at bus stops. Riders did not particularly feel unsafe at bus stops but would be more comfortable at stops if more amenities were provided – mainly when there are long wait times.
- **Operational considerations along routes.** Several issues were noted regarding Yakima Transit Route 6, including late buses and limited time for the bus driver to take a break if needed between runs. In addition, many noted that Route 6 had changed and that they preferred the previous iteration of the route.
- **Service frequency and transfers lead to long travel days.** For example, we spoke to multiple passengers at the Yakima Transit Center and the Valley Mall bus stop. While these passengers did not directly express issues with service, the transfers and frequency of service resulted in these passengers spending a significant portion of the day riding transit to complete a few errands.
- **Fare Structure.** There were few complaints about the cost of service and most noted that fares are reasonable for the level of convenience.



## Key Takeaways

The public outreach efforts, which included the stakeholder interviews, transit survey, and public engagement event, led to the following key takeaways as it relates to the potential gaps and needs to address in future tasks for the YVCOG transit study:

- **Transit Technology and Consistency.** There may be opportunities to explore technology enhancements that could aid in service efficiency, mainly if enhancements are uniformly implemented across the region's transit service offerings.
- **Fleet Composition.** As vehicles are retired, there may be opportunities to downsize vehicles for some operators/agencies, which could aid in the hiring and retention of drivers and the efficiency of service (both as it relates to the time of runs and fuel efficiency). There should also be consideration given to alternative fuel sources, which is becoming an increasingly strong initiative in Washington.
- **Operator Priorities (Geographic) vs. Rider Priorities (Temporal).** Several transit operations/agencies noted wanting to expand geographic coverage; however, the more significant issue noted by passengers was the frequency of service, the service hours, and the time it takes to transfer from one route to another or one service to another. Overall, temporal gaps were noted as being a more significant barrier to current riders than geographic gaps.
- **Capitalizing on Existing Successes.** Many aspects of the Yakima region's transit network work well today, including medical transportation and geographic reach.
  - **Medical Transportation.** While there may be opportunities to consolidate or better coordinate some public transit services, it is also clear that there are niche services that play a vital role in the overall transit network and operate best as independent entity that coordinates closely with other public transit services.
  - **Geographic Reach.** Regarding geographic reach, while there may be some opportunities to serve new areas of the region, improving the efficiency and effectiveness of existing services may be more advantageous. For example, the existing People for People routes serve the I-82/US-97 corridors and operate well for 9 to 5 commuters. However, regional connectivity could be improved for other trip types if service is provided more often or during extended operating hours.



**Attachment A:**  
Stakeholder Interview Guides

## Stakeholder Interview Guides

The questions and prompts outlined within this document would be used to guide conversations with stakeholders but are not intended to be prescriptive and allow for open conversation and information sharing.

### Organizations/Agencies

The questions and interview prompts outlined below are intended to be used in conversations with organizations and/or agencies that provide services and/or offer support to the area's traveling public (including minority, senior and other underserved communities).

1. What is your organization's relationship with transportation in Yakima Valley and what are your objectives in improving public transportation for those you serve?
2. How often do you interact with residents as it relates to transportation needs? What are the primary issues voiced by those you serve? Do you cater your services to specific populations (i.e. minorities, seniors, youth, low-income, etc.)?
3. Have any policies or programs been implemented to help address the mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)? What type of non-personal vehicle transportation is currently available, if any?
4. What are the primary travel destinations of those you serve? (Work, Grocery Store, Medical Facility, Pharmacy, Recreational Areas, etc.)
5. Which destinations would be best served by a public transportation service? Are there days/times in which public transportation services would be most beneficial?
6. What resources or services are available to educate residents on their available transportation options?
7. Do residents have sufficient access to technology (i.e. computer or smartphone) or is access to technology currently considered a barrier?
8. Are there specific factors that influence residents decisions to use (or not use) transit, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Route transfers (i.e. multi-route or multi-jurisdiction journey)
  - e. Cost
  - f. Comfort or safety of the bus stops
  - g. Comfort or safety on the walk to/from the bus stops
  - h. Comfort and safety on-board the transit service
  - i. Ease of use (scheduling, fare payment)
  - j. Other (specify)
9. Which of these issues would be most important to address in order to promote transit ridership among those you serve?
10. Has COVID-19 impacted the way residents travel and/or their impression of public transportation?
11. Have residents expressed interest in additional public transportation options beyond those that currently exist?

12. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
2. What transit services do you offer? Do you see this changing in the future?
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
5. What are your agencies main priorities for improving transit service within your area?
6. What are their limitations? (Technology, right-sizing vehicles, employees)
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
10. What resources or services are available to educate residents on their available transportation options?
11. How do you solicit feedback from your riders?
12. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost
  - e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
13. Which of these issues would be most important to address in order to promote increased ridership?
14. Has COVID-19 impacted your services in a permanent way?
15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?

**Attachment B:**  
Stakeholder Interview Notes

## Entrust – 7/27

### Organizations/Agencies

The questions and interview prompts outlined below are intended to be used in conversations with organizations and/or agencies that provide services and/or offer support to the area's traveling public (including minority, senior and other underserved communities).

1. What is your organization's relationship with transportation in Yakima Valley and what are your objectives in improving public transportation for those you serve?
  - **Department of Transportation Rural Mobilization Grant covers all vehicles, fuel, insurance. Reapplication every 4 years**
  - **Provide transportation for people in Yakima County – transportation trips to and from jobs, to and from interviews, homeless people who need to transportation to healthcare, apartment viewings, community events**
  - **23 vehicles – Versa Notes, 3 wheelchair equipped vehicles, 3 sedans**
  - **Staff provide rides, no volunteers**
  - **Convenience for both drivers and riders**
  - **In the next round of the grant cycle, looking into expanding into other counties (ben franklin, grant, Ellensburg)**
2. How often do you interact with residents as it relates to transportation needs? What are the primary issues voiced by those you serve? Do you cater your services to specific populations (i.e. minorities, seniors, youth, low-income, etc.)?
  - **90% of riders have diagnosed disabilities, many are very low income, ages range from 18-80, but mostly serve working-aged populations**
3. Have any policies or programs been implemented to help address the mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)? What type of non-personal vehicle transportation is currently available, if any?
4. What are the primary travel destinations of those you serve? (Work, Grocery Store, Medical Facility, Pharmacy, Recreational Areas, etc.)
5. Which destinations would be best served by a public transportation service? Are there days/times in which public transportation services would be most beneficial?
6. What resources or services are available to educate residents on their available transportation options?
7. Do residents have sufficient access to technology (i.e. computer or smartphone) or is access to technology currently considered a barrier?
  - **Internal case manager assigned to each individual. Community inclusion, high school transition. Coordinate transportation schedule with each individual/case manager. Once the clients transportation needs have been identified, a monthly calendar is developed and adjusted as needed. Set Works software – allows for trip management and planning**
  - **If people miss a trip they aren't necessarily penalized unless there's a safety issue**
8. Are there specific factors that influence residents decisions to use (or not use) transit, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)

- b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Route transfers (i.e. multi-route or multi-jurisdiction journey)
  - e. Cost
  - f. Comfort or safety of the bus stops
  - g. Comfort or safety on the walk to/from the bus stops
  - h. Comfort and safety on-board the transit service
  - i. Ease of use (scheduling, fare payment)
  - j. Other (specify)
    - **Many trips are for people who are outside of the paratransit, dial a ride, or fixed route options**
9. Which of these issues would be most important to address in order to promote transit ridership among those you serve?
10. Has COVID-19 impacted the way residents travel and/or their impression of public transportation?
- **Mostly back to normal at this point. During most of the pandemic the transportation program was mostly shut down. Suffered from having assets on the ground and not getting any reimbursements.**
11. Have residents expressed interest in additional public transportation options beyond those that currently exist?
12. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
- **Transportation providers in the area have provided a great job, but there is a large population that has specific needs. There is benefit to having drivers that are able to support riders with disabilities**
  - **Look for the most naturally supported transportation – provide transportation training to residents and transition them to paratransit so they can serve more people**
  - **Provide one-on-one transit training (funding comes from funding partners)**
  - **There is still a need for a lot more wheelchair-capable vehicles**
  - **Fixed grant is difficult with the rising fuel costs – to maintain trips, other sources of income need to be found and that can be challenging**
  - **There are still areas in Yakima County that aren't served by Dial-A-Ride, and Entrust isn't able to cover everything**
  - **Working with Selah/Union Gap to increase the number of days/times**
  - **Installed GPS tracking systems into the vehicles – with a cancellation, instead of dead heading back to the office they may be able to go grab another passenger. It was provided by the insurance company.**



## Medstar – 7/20/2022

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **24 DAR vehicles**
    - i. **Typically have 15-16 running depending on the day.**
  - b. **1 taxi-cut van which is wheelchair accessible but not power chair accessible.**
  - c. **Long-cut and cutaway buses (13 passengers).**
  - d. **QC with info sent from Medstar (pending).**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Provides services across the county.**
  - b. **Medstar does Yakima DAR service (paratransit), scheduled service for people who can't be accommodated by the regularly scheduled transit service..**
  - c. **200 medical trips per day (non-emergency usually, but rarely turns away requests).**
  - d. **DSHS mail run service.**
  - e. **Scheduled services must be requested at least a day in advance**
    - i. **Assess if they're eligible for DAR, and gather what mobility limitations the passenger may have. 6am-7pm weekdays, 8:45-6:15 on Saturday, 8:45-3:15 (45?) on Sunday for DAR.**
    - ii. **Medstar does 24/7 service. After 8pm trips are scarce but they have an on-call driver. Also handles the after-hours needs for PFP medical trips.**
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
  - a. **Direct coordination with Yakima Transit for DAR, and PFP for medical trips. Not much other collaboration with other operators throughout the region.**
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
  - a. **No-strand policy so if riders are taken somewhere, Medstar ensures they return safely.**
5. What are your agencies main priorities for improving transit service within your area?
  - a. **"Go-In" app developed by CEO improves efficiency and access to service and would be a bit better in terms of scheduling than calling in for appointments.**
    - i. **Potential challenges with peoples' access to phones/apps, but increased usage of the app would help with scheduling.**
    - ii. **Data on effectiveness of pilots going to be sent by Medstar.**
6. What are their limitations? (Technology, right-sizing vehicles, employees)
  - a. **See 5a**
    - i. **Service is limited by speed of answering phones/scheduling rides when there is high demand. App usage may remedy some of this.**

- b. Hiring has been a challenge. They've made it work, but there have still been challenges. Retention rate is going down too as more opportunities elsewhere are opening up with the current status of covid.
    - i. Hiring has been possible, but getting them to then come into work is another challenge.
      1. When people call out of work, they've had HR giving a follow-up call to see how the employee is doing. This has reduced the number of call-outs.
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
  - a. **Yakima Transit, PFP fund most of Medstar operations via contracts.**
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
  - a. **Tuesdays and Thursdays are most busy, with Saturday being a busy day as well.**
10. What resources or services are available to educate residents on their available transportation options?
11. How do you solicit feedback from your riders?
  - a. **Medstar collects feedback directly from clients.**
    - i. **Big positive feedback is riders knowing that the vehicles are clean and sanitized, especially for immunocompromised riders.**
  - b. **Complaint process**
    - i. **Involves a root-cause analysis.**
    - ii. **Figure out the "why" it happened and communicating solutions to the clients.**
12. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost
  - e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
13. Which of these issues would be most important to address in order to promote increased ridership?
14. Has COVID-19 impacted your services in a permanent way?
  - a. **Medstar offered covid-positive trips, with drivers in full PPE**
  - b. **Affected the workflow by requiring covid screening questions, incentivizing drivers, employees have more of a sense of entitlement/empowerment**

**c. Pre-covid, hiring was easy and streamlined, many more challenges now with procedure and retention**

15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
  - a. **Covid really threw everyone for a loop, but Ahlisha feels that they've done a good job of getting used to "the new normal" and adjusting to the current state of events.**

## Pahto Public Passage – 7/13/2022

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **1 driver for paratransit**
  - b. **7 bus drivers for fixed-route**
  - c. **1 minibus (8 passenger + 2 wheelchair)**
  - d. **2 14-passengers buses**
  - e. **3 22-passenger + 2 wheelchair buses**
  - f. **1 28-passenger + 2 wheelchair bus**
  - g. **1 31-passenger + 2 wheelchair bus**
  - h. **1 Paratransit van with 3 seats, + 2 wheelchairs**
  - i. **Ford explorer (used for paratransit, but for those that don't use a wheelchair)**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Yakama nation reservation**
  - b. **Free public transportation for everyone that lives within the boundaries**
  - c. **10 fixed-route**
  - d. **Paratransit service**
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
  - a. **Connect with People for People in Toppenish and Wapato**
  - b. **Connect with Union Gap Transit at the Sears parking lot (and Yakima Transit?) – main stop for many bus services**
  - c. **Try to ensure that times align for connecting services**
    - i. **Meet with People for People to coordinate schedules**
    - ii. **For other services, schedules and routes are available upon request**
    - iii. **Would like to print more to keep in the books, but right now that's too expensive**
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
  - a. **Passengers are upset because people are still required to wear a mask on buses (although masks are still provided)**
5. What are your agencies main priorities for improving transit service within your area?
  - a. **Plan on expanding**
  - b. **More/better connections to Goldendale/lower valley**
6. What are their limitations? (Technology, right-sizing vehicles, employees)
  - a. **Easier to find non-CDL drivers (partially due to lower wages)**
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?

- a. **PTP tribal funding grant**
  - b. **CARES Act grant**
  - c. **American Resources Project grant**
  - d. **WSDOT consolidated transportation grant**
    - i. **Used to expand service to the weekend**
  - e. **Hoping to find other more stable funding opportunities**
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
  9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
    - a. **6:20 am – 7:20 pm everyday (circle lower valley 11 times per day)**
    - b. **8 am – 5 pm (M-F) – schedule will be adjusted as necessary**
  10. What resources or services are available to educate residents on their available transportation options?
  11. How do you solicit feedback from your riders?
  12. Are there specific challenges that riders currently face, including, but not limited to, the following:
    - a. Access to transit services (distance and access to bus stops)
    - b. Frequency of transit service during peak travel periods
    - c. Frequency of transit service during off-peak travel periods
    - d. Cost
    - e. Comfort or safety of the bus stops
    - f. Comfort or safety on the walk to/from the bus stops
    - g. Comfort and safety on-board the transit service
    - h. Ease of use (scheduling, fare payment)
    - i. Other (specify)
  13. Which of these issues would be most important to address in order to promote increased ridership?
  14. Has COVID-19 impacted your services in a permanent way?
  15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
    - a. **Riders are currently quite satisfied with the level of service provided**
  16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?

## Selah Transit – 7/20/2022

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **Normally sees two buses moving around.**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Offers fixed route services with pickups at 6 locations including the civic center.**
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
  - a. **Currently contracts with Medstar for transit services.**
    - i. **Pending email with contract.**
  - b. **Operations should be similar to Union Gap.**
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
5. What are your agencies main priorities for improving transit service within your area?
  - a. **Medstar potentially moving in the direction of being an on-demand service.**
    - i. **Potentially moving towards cashless and voucher-less service.**
6. What are their limitations? (Technology, right-sizing vehicles, employees)
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
  - a. **Unsure of funding sources, recently received a grant from WSDOT.**
  - b. **Looks to be mostly tax-funded and funded by service revenue.**
    - i. **Fund 119 Transit on city website.**
  - c. **Will research and get back to us.**
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
  - a. **There is service each day of the week. 6:15am – 5:25pm M-F, 9:15am-5:30pm Saturday, also service on Sunday. There is also a Selah-Yakima route that operates with expanded hours.**
  - b. **Medstar would have ridership data.**
10. What resources or services are available to educate residents on their available transportation options?
11. How do you solicit feedback from your riders?
12. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost



- e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
13. Which of these issues would be most important to address in order to promote increased ridership?
14. Has COVID-19 impacted your services in a permanent way?
15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
- a. **In rural areas, people don't utilize transit as much as they could.**
    - i. **Unsure if they're missing people who need transit, or if the needs of the community are satisfied.**

## Yakima Transit – 8/26

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **Acquiring new inventory soon, but also dumping old inventory soon so fleet should be net same.**
  - b. **9 cutaways for paratransit**
    - i. **Phased out in the next 10 years, replaced with ford transit vans**
  - c. **Others are mostly wheelchair accessible**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Fixed route, paratransit**
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
  - a. **Want to improve west valley routes because they are currently too long and clunky.**
5. What are your agencies main priorities for improving transit service within your area?
6. What are their limitations? (Technology, right-sizing vehicles, employees)
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
  - a. **Primary funding is taxes, which is small**
  - b. **Next highest is from FTA**
  - c. **Minimal funding from the state**
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
  - a. **Most fixed route people are downtown**
    - i. **A lot of shopping trips**
  - b. **Paratransit crowd is much smaller and specific**
    - i. **A lot of medical trips**
  - c. **Not many commuters using the buses, most riders have to use transit**
  - d. **A lot of students riding the buses**
10. What resources or services are available to educate residents on their available transportation options?
11. How do you solicit feedback from your riders?
  - a. **Largest complaints are that there aren't enough buses and that "buses don't stop at every single corner"**
  - b. **Riders surveyed**

12. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost
  - e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
13. Which of these issues would be most important to address in order to promote increased ridership?
14. Has COVID-19 impacted your services in a permanent way?
  - a. **Did not go fare-free or cut service/hours/drivers. Didn't change a whole lot during the pandemic.**
  - b. **Ridership fell off 75%, and are currently running at 35-40% of previous volumes.**
  - c. **Paratransit has recovered more than fixed-route.**
  - d. **Commuter-route transit has recovered almost to pre-covid levels**
    - i. **This is only successful as long as colleges at Ellensburg and Selah continue to pay into it.**
15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
  - a. **One big concern is switch to alternative fuel, lack of infrastructure for that.**
  - b. **Paratransit expansion would be very expensive**
  - c. **New services may be provided by AI drivers in future, which hurts driver recruitment for now.**

## People for People – 6/28/2022

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **Operate vehicles for special needs (seniors)**
  - b. **22 vehicles**
    - i. **2 vehicles require CDL (Community Connector)**
  - c. **11 drivers (had over 20 pre-covid)**
  - d. **2 dispatchers that schedule the appointments**
  - e. **1 driver supervisor**
  - f. **Manifest of vehicles operating in Yakima**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Multi-service organizaiothn**
  - b. **Employment and training services**
  - c. **Providing transportation for seniors in 1982**
  - d. **Since then have expanded to providing transit for the rural areas – fill in the gaps where transit is not available**
  - e. **Worked with Yakama nation and was awarded the first tribal transit service through FTA**
  - f. **Directly operated Pahto Public Passage for a few years**
  - g. **Three fixed-route services that serve Yakima County**
    - i. **Yakima-Grandview-Sunnyside**
    - ii. **Express route making connection to Ben Franklin Transit and Yakima Transit**
  - h. **Make sure that individuals with special needs are able to have access to services**
  - i. **Door-to-door service to assist individuals**
  - j. **Aging and Long-Term Care of East Washington – live in-home**
  - k. **Partner with Catholic charities to provide transportation for access to therapeutic childcare**
  - l. **Grant County – providing service quadco rtpo, ben franklin rtpo, adams and Lincoln counties into Spokane, Wenatchee**
  - m. **NEMT – provider since the 80s, Medicaid transportation for individuals who are on provider 1**
  - n. **Subcontracts with for-profit and non-profits transit providers, much service is for specialty care to Seattle**
  - o. **Providing transportation reimbursements for specialty care**
  - p. **Administrator for the Statewide Washington 211**
  - q. **Assist in navigating transportation connections**
  - r. **Basic food outreach program – contracting with 21 other non-profits to assist individuals who are facing food insecurity**

- s. **Long-term care ombudsman program – helping residents of long-term care facilities to be able to advocate for their rides**
  - t. **Meals on wheels for seniors for the past 11 years**
- 3. How do you coordinate/collaborate with other transit agencies or transit operators in the region?
  - a. **All have tried to identify expertise**
  - b. **Matching the right service with the right need**
  - c. **Work closely with the transit agencies to make sure services aren't duplicated**
  - d. **Attend MPACT – hasn't attracted as many of the social service providers as it did in the past**
- 4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
- 5. What are your agencies main priorities for improving transit service within your area?
- 6. What are their limitations? (Technology, right-sizing vehicles, employees)
  - a. **Drivers are the limitation right now, by the time new vehicles arrive there will already be other vehicles that have met the end of their useful life, RouteMatch for scheduling software**
  - b. **Cost of vehicles has risen by 50% since last year**
- 7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
  - a. **Mix of funds for Yakima County**
  - b. **FTA**
  - c. **5311/5310 funding through Washington State**
  - d. **Washington State special needs funding**
  - e. **Aging and Long-Term Care – state/federal**
  - f. **Catholic Charities**
- 8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
- 9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?
- 10. What resources or services are available to educate residents on their available transportation options?
- 11. How do you solicit feedback from your riders?
  - a. **Surveys**
  - b. **Pre-covid has someone making phone calls to every rider**
  - c. **Coordinated with service providers**
  - d. **Word of mouth**
  - e. **Received a grant for valley shuttle – significant outreach from community**
  - f. **DRIVE and Transaction – upper valley transportation group**
  - g. **Booth at the fair**
- 12. Do you have any recommendations for outreach to your riders?
  - a. **Going to them for those with special needs**
  - b. **FQHC**

**c. Senior/community centers**

13. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost
  - e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
14. Which of these issues would be most important to address in order to promote increased ridership?
15. Has COVID-19 impacted your services in a permanent way?
16. Have riders expressed interest in additional public transportation options beyond those that currently exist?
17. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
  - a. **Boots on the ground will be the most important thing**
  - b. **Who are the key people in key communities?**
  - c. **Community events – health fairs**
  - d. **Community Center in granger**
  - e. **City of Zillah senior center**
  - f. **People in Grandview are trying to get people to stop saying lower valley and call it south valley instead**

## Protran East – 6/29/2022

### Transit Agencies/Operators

The questions and interview prompts outlined below are intended to be used in conversations with transit agencies/operators that provide transit service within the Yakima Valley Region.

1. What is your current fleet inventory? Where do you see the future of your fleet inventory going?
  - a. **No wheelchair transportation. Mostly volunteer driver vehicles (sedans). 12 drivers currently (22 pre-pandemic) and one company vehicle.**
2. What transit services do you offer? Do you see this changing in the future?
  - a. **Non-emergency medical transportation 50 miles and over (only long-distance)**
    - i. **Mostly Yakima to Seattle, but also to Vancouver, Tri-cities, Spokane, Walla Walla, etc.**
  - b. **Rider roster is provided the day before by People for People. The roster can change daily, so day before is usually most accurate information that can be provided to rider.**
  - c. **Fares are \$1.50/mile roundtrip for private paying, and \$1.90/mile roundtrip for Medicaid. Billing is done from pickup to drop-off. Drivers paid \$0.70-\$0.81/mile depending on gas costs.**
3. How do you coordinate/collaborate with other transit agencies or transit offerings in the region?
  - a. **Gets most of the trips because it's most cost-effective long-distance NEMT provider and goes door-to-door. Collaboration with many of the regions.**
4. What do you see as the strengths and weaknesses of the service you provide in your area? What opportunities are there for improvement and what challenges exist today?
  - a. **Particular strength of this service is handling "the first mile and last mile" of the trip. Regular transit providers face challenges with this specific demographic of addressing those areas of concern.**
  - b. **Drivers may also assist passengers with getting into medical facilities and checking in for appointments.**
5. What are your agencies main priorities for improving transit service within your area?
6. What are their limitations? (Technology, right-sizing vehicles, employees)
  - a. **Some people are turned away because the trips aren't necessarily able to be accommodated. Mostly due to long wait times for drivers.**
  - b. **Some group trips are conducted with the company vehicle, but the individual drivers try not to do group trips in personal vehicles.**
7. What are your primary funding resources? As it relates to evaluating new or adjusted service within the Yakima Valley Region are you willing to increase operational and/or capital expenses to improve service to your current riders and/or serve additional riders?
  - a. **Mostly contract for Medicaid transportation.**
  - b. **Also partnerships with agencies funded by city.**
8. Have any policies or programs been implemented to help address the specific mobility needs of underserved populations (i.e. minorities, seniors, youth, etc.)?
9. What days/times have the highest ridership? What areas/stops have the highest boardings and alightings?



- a. **Pre-pandemic, there were ~150 per month. Now floats between 100-120 per month but is much more variable now. Largest population is mothers and their children.**
- 10. What resources or services are available to educate residents on their available transportation options?
- 11. How do you solicit feedback from your riders?
- 12. Are there specific challenges that riders currently face, including, but not limited to, the following:
  - a. Access to transit services (distance and access to bus stops)
  - b. Frequency of transit service during peak travel periods
  - c. Frequency of transit service during off-peak travel periods
  - d. Cost
  - e. Comfort or safety of the bus stops
  - f. Comfort or safety on the walk to/from the bus stops
  - g. Comfort and safety on-board the transit service
  - h. Ease of use (scheduling, fare payment)
  - i. Other (specify)
- 13. Which of these issues would be most important to address in order to promote increased ridership?
- 14. Has COVID-19 impacted your services in a permanent way?
  - a. **Driver numbers decreased from 22 to 8, and now currently at 12 drivers.**
- 15. Have riders expressed interest in additional public transportation options beyond those that currently exist?
- 16. Do you have other issues or recommendations to bring to the attention of YVCOG regarding this transit feasibility effort?
  - a. **Most underserved population is likely private paying customers who don't have access to Medicaid-related transportation.**

**Attachment C:**  
Survey Questions and Postcards

# YAKIMA VALLEY TRANSIT FEASIBILITY STUDY SURVEY

1. Please provide your home ZIP Code: \_\_\_\_\_
2. How often do you have access to a personal vehicle for transportation? (Select one)
  - a. Always or Nearly Always (6-7 days per week)
  - b. Frequently (3-5 days per week)
  - c. Seldom (1-2 days per week)
3. Which of the following means of transportation do you use and how frequently? (Select all that apply)

	Rarely/Never (less than once a month)	Seldom (once or twice a month)	Regularly (once or twice a week)	Frequently (more than twice a week)
Yakima Transit				
Union Gap Transit				
Selah Transit				
Pahto Public Passage				
People For People				
Yakima-Ellensburg Connector				
Other Public Transportation Services (Please specify)				
Taxi, Uber, Lyft, etc.				
Regional Transportation (Greyhound, etc.)				
Walk, Bike or other non-motorized mode				
Personal Vehicle				
Other (specify):				

4. **Trip Types:** Where do you need to go during a typical week and when do you need to go to these locations (regardless of the means of transportation)? (Select all that apply)

	Not regularly	Weekdays	Saturday	Sunday
Errands (banking, grocery shopping)				
Work/Job Training				
School				
Childcare				
Social Events				
Visit Family / Friends				
Senior Services				
Medical Appointments				
Recreation				

## YAKIMA VALLEY TRANSIT FEASIBILITY STUDY SURVEY

5. What challenges do you face as it relates to public transportation for the trip types denoted in Question #4? (Select all that apply)

	Errands	Work/ Job Training	School	Childcare	Social Events	Visit Friends/ Family	Senior Services	Medical Appts	Recreation
The trip takes too long due to infrequent service									
The trip takes too long due to route/service transfers									
Service does not go where I need it to go									
It's too expensive									
It does not operate when I need to go									
I don't feel safe or comfortable at bus stops or on the bus									
I don't feel comfortable or safe traveling to bus stops									
Service does not come to my neighborhood (or close enough to my neighborhood)									
It's too complicated to use (scheduling, fare payment, etc.)									

6. For which trip types would you **like to use** public transportation on a regular basis if sufficient public transportation services were available? (Select all that apply)
- Errands (banking, grocery shopping, etc.)
  - Work/Job Training
  - School
  - Childcare
  - Social Activities
  - Visit Family/Friends
  - Senior Services
  - Medical Appointments
  - Recreation

## YAKIMA VALLEY TRANSIT FEASIBILITY STUDY SURVEY

7. How do public transportation challenges impact you? How much of an impact is it? (Select all that apply)

	Minimal or No Impact	Some impact	Significant Impact
Access to Employment or business opportunities			
Access to medical appointments			
Access to community support or social services			
Ability to complete daily tasks (errands/shopping)			
Ability to visit friends and family			
Ability to participate in recreational activities			
Other (please specify):			

8. What time of day do you need transportation services on **weekdays**? (Select all that apply)

- a. Early Morning (5-7 AM)
- b. Morning Commute (7-9 AM)
- c. Mid-Day (9 AM – 4 PM)
- d. Afternoon Commute (4-6 PM)
- e. Evenings (6PM-10PM)
- f. Night (10PM – 5 AM)

9. What time of the day do you need transportation services on **weekends**? (Select all that apply)

- a. Early Morning (5-7 AM)
- b. Morning Commute (7-9 AM)
- c. Mid-Day (9 AM – 4 PM)
- d. Afternoon Commute (4-6 PM)
- e. Evenings (6PM-10PM)
- f. Night (10PM – 5 AM)

10. Which of the public transportation strategies would be most beneficial in improving your public transportation experience? (Select up to 3)

- a. Increased frequency of service
- b. Extended service/operating hours
- c. Improved transit connections between neighboring transit service areas
- d. Reduced fares or fare assistance
- e. Improved scheduling and/or fare payment systems
- f. Improved conditions at bus stops (i.e. bus stop amenities such as bus shelters or improved lighting)
- g. Improved connections to bus stops (i.e. improved walking/biking connections such as better bike lanes or sidewalks)
- h. Other: \_\_\_\_\_

**YAKIMA VALLEY TRANSIT FEASIBILITY STUDY SURVEY**

11. Do you have any other comments or questions to bring to the attention of the Yakima Valley Transit Feasibility Study team?

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12. Would you use public transportation in the Yakima Valley to directly access any of the following? (Select all that apply)

- a. Yakima Airport
- b. Passenger rail (if available in the future)
- c. Bike/pedestrian trail facilities
- d. Other regional bus service
- e. Park & Rides
- f. Other: \_\_\_\_\_

13. Are you of Hispanic, Latino/a/x, or Spanish origin?

- a. Yes
- b. No

14. How would you describe your race? (Select one)

- a. American Indian or Alaska Native
- b. Asian
- c. Black or African American
- d. Naïve Hawaiian or Asian/Pacific Islander
- e. White
- f. Other: \_\_\_\_\_

15. What is your age? (Select one)

- a. Less than 16 years old
- b. 16-30 years old
- c. 31-45 years old
- d. 46-60 years old
- e. 61+ years old

16. What is your employment status? (Select one)

- a. Employed full-time
- b. Employed part-time
- c. Unemployed and seeking opportunities
- d. Unemployed and *not* seeking opportunities
- e. Student
- f. Retired
- g. Other: \_\_\_\_\_

17. Are you a veteran?

- a. Yes
- b. No

**VALLE DE YAKIMA ESTUDIO DE FACTIBILIDAD DE TRÁNSITO ENCUESTA**

1. Sírvase proveer el código postal de su casa: \_\_\_\_\_
2. ¿Qué tan seguido tiene acceso a un vehículo personal para su transporte? (seleccione uno)
  - a. Siempre o casi siempre (6 a 7 días por semana)
  - b. Frecuentemente (3 a 5 días por semana)
  - Pocas veces (1 a 2 días por semana)
3. ¿Cuál de los siguientes medios de transporte usa y con qué frecuencia? (Seleccione todos los que aplican)

	Casi nunca /Nunca (menos de una vez por mes)	Pocas veces (una o dos por mes)	Regularmente (una o dos por semana)	Frecuentemente (más de dos por semana)
Yakima Transit				
Union Gap Transit				
Selah Transit				
Pahto Public Passage				
People For People				
Yakima-Ellensburg Connector				
Otros servicios de transporte público (sírvase especificar)				
Taxi, Uber, Lyft, etc.				
Transporte regional (Greyhound, etc.)				
Caminar, bicicleta u otros medios no motorizados				
Vehículo personal				
Otro (especificar):				

4. En una semana típica, ¿adónde necesita ir y cuándo necesita ir a estos lugares (independientemente del medio de transporte)? (Seleccione todos los que aplican)

	No regularmente	Entre semana	Sábado	Domingo
Mandados (banco, comprar comida)				
Trabajo/capacitación laboral				
Escuela				
Guardería				
Eventos sociales				
Visitar familiares/amigos				
Servicios para ancianos				
Citas médicas				
Recreación				



### VALLE DE YAKIMA ESTUDIO DE FACTIBILIDAD DE TRÁNSITO ENCUESTA

5. ¿A qué retos de transporte público se enfrenta para el tipo de viajes que seleccionó bajo la Pregunta #4?  
(Seleccione todos los que aplican)

	Mandados	Trabajo/ capacitación laboral	Escuela	Guardería	Eventos sociales	Visitar familiares /amigos	Servicios para ancianos	Citas médicas	Recreación
El viaje demora mucho debido al servicio infrecuente									
El viaje demora mucho debido a la ruta o transferencia de servicio									
El servicio no va a donde necesito ir									
Es muy caro									
No está en operación cuando tengo que ir									
No me siento seguro ni cómodo en las paradas de autobús ni viajar en ellos									
No me siento seguro ni cómodo ir a las paradas de autobús									
El servicio no llega a mi vecindario (o lo suficientemente cerca de él)									
Es demasiado complicado usarlo (planificación, pagar tarifas, etc.)									

6. ¿Para cuáles tipos de viajes le gustaría usar el transporte público con regularidad si hubiera suficientes servicios disponibles de transporte público? (Seleccione todos los que aplican)

- Mandados (banco, comprar comida, etc.)
- Trabajo/Capacitación laboral
- Escuela
- Guardería
- Actividades sociales
- Visitar familiares/amigos
- Servicios para ancianos
- Citas médicas
- Recreación

**VALLE DE YAKIMA ESTUDIO DE FACTIBILIDAD DE TRÁNSITO ENCUESTA**

7. ¿Cómo le impactan los retos de transporte? ¿Cuánto le impactan? (Seleccione todos los que aplican)

	Mínimo o no impacto	Algo de impacto	Impacto significativo
Acceso a oportunidades de empleo o negocio			
Acceso a citas médicas			
Acceso al apoyo comunitario o servicios sociales			
Habilidad de completar tareas diarias (mandados/compras)			
Habilidad de visitar amigos y familiares			
Habilidad de participar en actividades recreativas			
Otro (sírvase especificar)			

8. ¿A qué hora del día necesita servicios de transporte durante la semana? (Seleccione todos los que aplican)

- Temprano por la mañana (5-7 AM)
- al trabajo (7-9 AM)
- A mediados del día (9 AM – 4 PM)
- Viaje del trabajo (4-6 PM)
- Tardes (6PM-10PM)
- Noche (10PM – 5 AM)

9. ¿A qué hora del día necesita servicios de transporte los fines de semana? (Seleccione todos los que aplican)

- Temprano por la mañana (5-7 AM)
- al trabajo (7-9 AM)
- A mediados del día (9 AM – 4 PM)
- Viaje del trabajo (4-6 PM)
- Tardes (6PM-10PM)
- Noche (10PM – 5 AM)

10. ¿Cuál de las estrategias de transporte público sería de mayor beneficio para mejorar su experiencia al usar el transporte público? (Seleccione no más de tres)

- Aumentar la frecuencia del servicio
- Servicio extendido/horas de operación
- Mejores conexiones de tránsito entre los sistemas de tránsito de áreas vecinas
- Tarifas reducidas o asistencia con las tarifas
- Mejores horarios y/o sistemas de pago para las tarifas
- Mejores condiciones en las paradas de autobús (p. ej. comodidades como casetas o mejor iluminación)
- Mejores conexiones para llegar a las paradas de autobús (p. ej. mejores conexiones para caminar o ir en bicicleta, tales como mejores carriles para bicicletas o aceras)
- Otro: \_\_\_\_\_

**VALLE DE YAKIMA ESTUDIO DE FACTIBILIDAD DE TRÁNSITO ENCUESTA**

11. ¿Tiene algún otro comentario o preguntas que quiere traer a la atención del equipo de estudio de factibilidad de tránsito del Valle de Yakima?

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12. ¿Usaría el transporte público en el Valle de Yakima para acceder directamente a alguno de los siguientes lugares? (Seleccione todos los que aplican)

- a. Aeropuerto de Yakima
- b. Transporte ferroviario (si está disponible en el futuro)
- c. Instalaciones para ir en bicicleta/caminar
- d. Otro servicio regional de camiones
- e. Estacionar y Viajar
- f. Otro: \_\_\_\_\_

13. ¿Es de origen hispano, latino, o español?

- a. Sí
- b. No

14. ¿Cómo describiría su raza? (seleccione uno)

- a. Amerindio o Nativo de Alaska
- b. Asiático
- c. Negro o Afroamericano
- d. Nativo de Hawaii o Isleño de Asia o del Pacífico
- e. Blanco
- f. Otro: \_\_\_\_\_

15. ¿Qué edad tiene usted? (seleccione uno)

- a. Menos de 16 años de edad
- b. 16-30 años de edad
- c. 31-45 años de edad
- d. 46-60 años de edad
- e. 61+ años de edad

16. ¿Cuál es su situación laboral? (seleccione uno)

- a. Empleado de tiempo complete
- b. Empleado de media jornada
- c. Desempleado y buscando oportunidades
- d. Desempleado y no buscando oportunidades
- e. Estudiante
- f. Jubilado
- g. Otro: \_\_\_\_\_

17. ¿Es usted veterano de guerra?

- a. Sí
- b. No



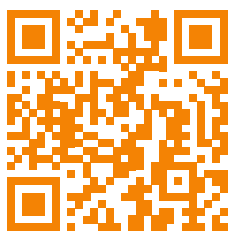


# YAKIMA VALLEY ESTUDIO DE FACTIBILIDAD DE TRANSITO

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¿Preguntas?

[yvcog.transportation@yvcog.org](mailto:yvcog.transportation@yvcog.org)

**Attachment D:**  
Processed Survey Responses

## 1. Please provide your home zip code

	Responses	
98921 (Buena)	2	1%
98923 (Coviche)	0	0%
98929 (Goose Prairie)	0	0%
98930 (Grandview)	4	3%
98932 (Granger)	1	1%
98933 (Harrah)	0	0%
98935 (Mabton)	1	1%
98936 (Moxee)	12	8%
98937 (Naches)	2	1%
98938 (Outlook)	0	0%
98939 (Parker)	0	0%
98942 (Selah)	9	6%
98944 (Sunnyside)	5	3%
98947 (Tieton)	5	3%
98948 (Toppenish)	3	2%
98903 (Union Gap)	4	3%
98951 (Wapato)	1	1%
98952 (White Swan)	1	1%
98908 (Yakima)	25	16%
98901 (Yakima)	40	25%
98902 (Yakima)	36	23%
98953 (Zillah)	1	1%
Other (please specify in the below field)	7	4%
No Response	0	0%

## 2. How often do you have access to a personal vehicle for transportation?

	Responses	
Always or Nearly Always (6-7 days per week)	91	57%
Frequently (3-5 days per week)	17	11%
Seldom (1-2 days per week)	36	23%
No Response	15	9%



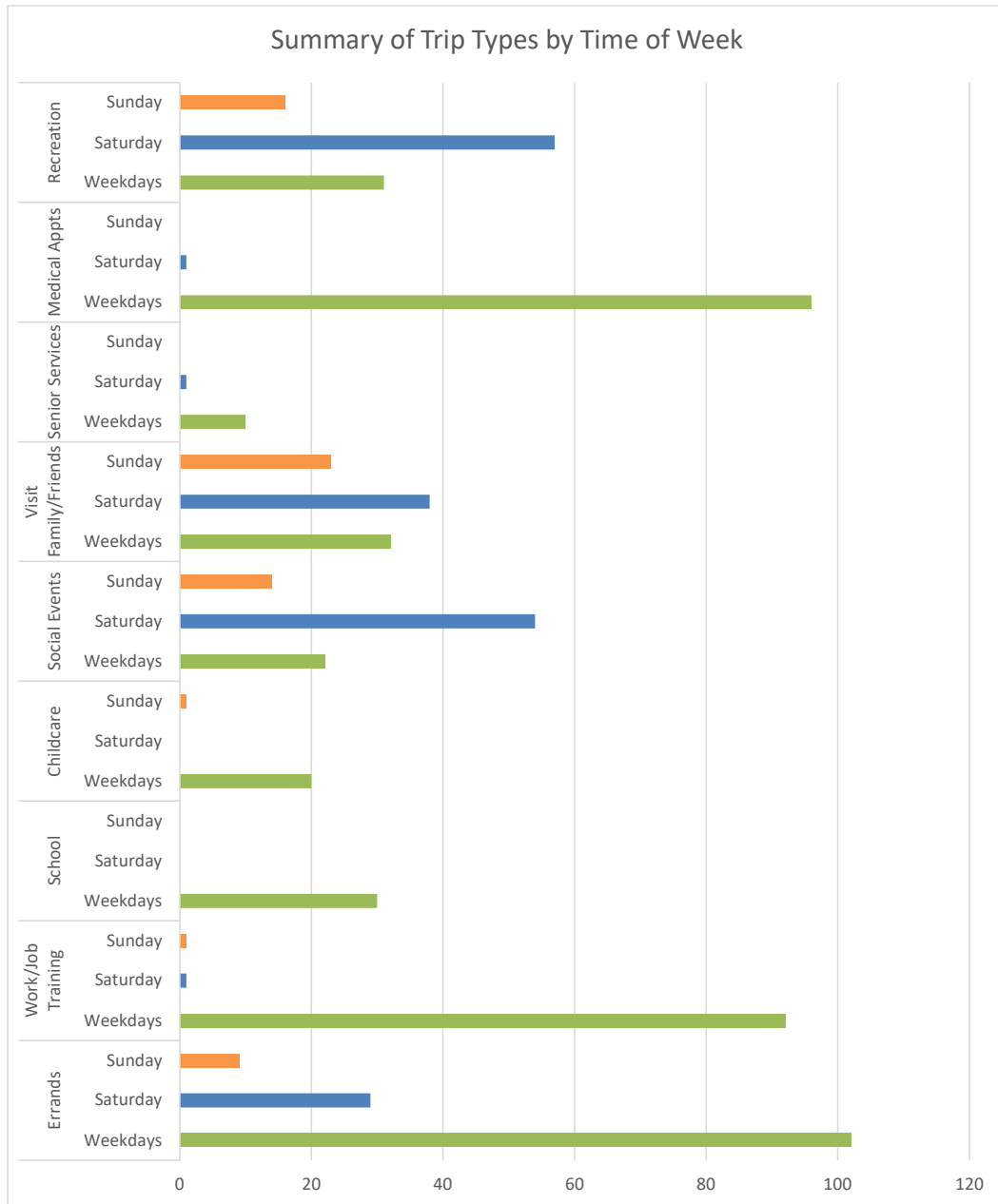
### 3. Which of the following means of transportation do you use and how frequently?

		Responses	
Yakima Transit	Frequently (more than twice a week)	38	24%
	Regularly (once or twice a week)	14	9%
	Seldom (once or twice a month)	13	8%
	Rarely/Never (less than once a month)	82	52%
	No Response	12	8%
Union Gap Transit	Frequently (more than twice a week)	4	3%
	Regularly (once or twice a week)	3	2%
	Seldom (once or twice a month)	9	6%
	Rarely/Never (less than once a month)	110	69%
	No Response	33	21%
Selah Transkt	Frequently (more than twice a week)	1	1%
	Regularly (once or twice a week)	2	1%
	Seldom (once or twice a month)	7	4%
	Rarely/Never (less than once a month)	111	70%
	No Response	38	24%
Pahto Public Passage	Frequently (more than twice a week)	1	1%
	Regularly (once or twice a week)	3	2%
	Seldom (once or twice a month)	3	2%
	Rarely/Never (less than once a month)	117	74%
	No Response	35	22%
People for People	Frequently (more than twice a week)	0	0%
	Regularly (once or twice a week)	5	3%
	Seldom (once or twice a month)	7	4%
	Rarely/Never (less than once a month)	115	72%
	No Response	32	20%
Yakima-Ellensburg Connector	Frequently (more than twice a week)	2	1%
	Regularly (once or twice a week)	2	1%
	Seldom (once or twice a month)	7	4%
	Rarely/Never (less than once a month)	116	73%
	No Response	32	20%
Other Public Transportation Services	Frequently (more than twice a week)	1	1%
	Regularly (once or twice a week)	3	2%
	Seldom (once or twice a month)	4	3%
	Rarely/Never (less than once a month)	114	72%
	No Response	37	23%
Taxi, Uber, Lyft	Frequently (more than twice a week)	4	3%
	Regularly (once or twice a week)	4	3%
	Seldom (once or twice a month)	17	11%
	Rarely/Never (less than once a month)	101	64%
	No Response	33	21%
Regional Transportation	Frequently (more than twice a week)	0	0%
	Regularly (once or twice a week)	0	0%
	Seldom (once or twice a month)	23	14%

	Rarely/Never (less than once a month)	102	64%
	No Response	34	21%
Walk, Bike or other Non-Motorized Mode	Frequently (more than twice a week)	41	26%
	Regularly (once or twice a week)	23	14%
	Seldom (once or twice a month)	28	18%
	Rarely/Never (less than once a month)	43	27%
	No Response	24	15%
Personal Vehicle	Frequently (more than twice a week)	84	53%
	Regularly (once or twice a week)	16	10%
	Seldom (once or twice a month)	5	3%
	Rarely/Never (less than once a month)	33	21%
	No Response	21	13%
Other (Please Specify)	Frequently (more than twice a week)	2	1%
	Regularly (once or twice a week)	1	1%
	Seldom (once or twice a month)	1	1%
	Rarely/Never (less than once a month)	52	33%
	No Response	103	65%

#### 4. Where do you need to go during a typical week and when do you need to go to these locations?

		Responses	
Errands	Not Regularly	11	7%
	Weekdays	102	64%
	Saturday	29	18%
	Sunday	9	6%
	No Response	8	5%
Work/Job Training	Not Regularly	37	23%
	Weekdays	92	58%
	Saturday	1	1%
	Sunday	1	1%
	No Response	28	18%
School	Not Regularly	81	51%
	Weekdays	30	19%
	Saturday	0	0%
	Sunday	0	0%
	No Response	48	30%
Childcare	Not Regularly	89	56%
	Weekdays	20	13%
	Saturday	0	0%
	Sunday	1	1%
	No Response	49	31%
Social Events	Not Regularly	40	25%
	Weekdays	22	14%
	Saturday	54	34%
	Sunday	14	9%
	No Response	29	18%
Visit Family/Friends	Not Regularly	33	21%
	Weekdays	32	20%
	Saturday	38	24%
	Sunday	23	14%
	No Response	33	21%
Senior Services	Not Regularly	98	62%
	Weekdays	10	6%
	Saturday	1	1%
	Sunday	0	0%
	No Response	50	31%
Medical Appts	Not Regularly	40	25%
	Weekdays	96	60%
	Saturday	1	1%
	Sunday	0	0%
	No Response	22	14%
Recreation	Not Regularly	30	19%
	Weekdays	31	19%
	Saturday	57	36%
	Sunday	16	10%
	No Response	25	16%



## 5. What challenges do you face as it relates to public transportation for the trip types denoted in Question 4?

The Trip takes too long due to infrequent service	Errands	39	25%
	Work/Job Training	21	13%
	School	1	1%
	Childcare	3	2%
	Social Events	2	1%
	Visit Friends/Family	7	4%
	Senior Services	2	1%
	Medical Appointments	5	3%
	Recreation	7	4%
	No Response	69	44%
The trip takes too long due to route/service transfers	Errands	34	22%
	Work/Job Training	24	15%
	School	3	2%
	Childcare	2	1%
	Social Events	4	3%
	Visit Friends/Family	4	3%
	Senior Services	0	0%
	Medical Appts	0	0%
	Recreation	4	3%
	No Response	81	52%
Service does not go where I need it to go	Errands	21	13%
	Work/Job Training	19	12%
	School	3	2%
	Childcare	1	1%
	Social Events	10	6%
	Visit Friends/Family	9	6%
	Senior Services	0	0%
	Medical Appts	0	0%
	Recreation	19	12%
	No Response	74	47%
It's too expensive	Errands	8	5%
	Work/Job Training	2	1%
	School	0	0%
	Childcare	1	1%
	Social Events	4	3%
	Visit Friends/Family	4	3%
	Senior Services	2	1%
	Medical Appts	0	0%
	Recreation	7	4%
	No Response	131	84%
It does not operate when I need to go	Errands	25	16%
	Work/Job Training	20	13%
	School	1	1%
	Childcare	0	0%
	Social Events	9	6%
	Visit Friends/Family	7	4%
	Senior Services	2	1%
	Medical Appts	0	0%
	Recreation	5	3%

	No Response	90	58%
I don't feel safe or comfortable at bus stops on on the	Errands	16	10%
	Work/Job Training	13	8%
	School	1	1%
	Childcare	2	1%
	Social Events	7	4%
	Visit Friends/Family	3	2%
	Senior Services	0	0%
	Medical Appts	0	0%
	Recreation	2	1%
	No Response	115	74%
I don't feel safe or comfortable traveling to bus stops	Errands	15	10%
	Work/Job Training	13	8%
	School	1	1%
	Childcare	4	3%
	Social Events	3	2%
	Visit Friends/Family	3	2%
	Senior Services	0	0%
	Medical Appts	0	0%
	Recreation	3	2%
	No Response	117	75%
Service does not come to my neighborhood (or close	Errands	24	15%
	Work/Job Training	18	12%
	School	3	2%
	Childcare	0	0%
	Social Events	4	3%
	Visit Friends/Family	3	2%
	Senior Services	2	1%
	Medical Appts	0	0%
	Recreation	4	3%
	No Response	101	65%
It's too complicated to use (scheduling, fare payment,	Errands	19	12%
	Work/Job Training	13	8%
	School	4	3%
	Childcare	0	0%
	Social Events	2	1%
	Visit Friends/Family	2	1%
	Senior Services	1	1%
	Medical Appts	0	0%
	Recreation	6	4%
	No Response	112	72%

6. For which trip types would you like to use public transportation on a regular basis if sufficient transportation services were available?

		Responses	
Errands	Yes	80	50%
	No	79	50%
	No Resonse	0	0%
Work/Job Training	Yes	77	48%
	No	82	52%
	No Resonse	0	0%
School	Yes	19	12%
	No	140	88%
	No Resonse	0	0%
Childcare	Yes	10	6%
	No	149	94%
	No Resonse	0	0%
Social Activities	Yes	65	41%
	No	94	59%
	No Resonse	0	0%
Visit Family/Friends	Yes	48	30%
	No	111	70%
	No Resonse	0	0%
Senior Services	Yes	10	6%
	No	149	94%
	No Resonse	0	0%
Medical Appointments	Yes	52	33%
	No	107	67%
	No Resonse	0	0%
Recreation	Yes	57	36%
	No	102	64%
	No Resonse	0	0%

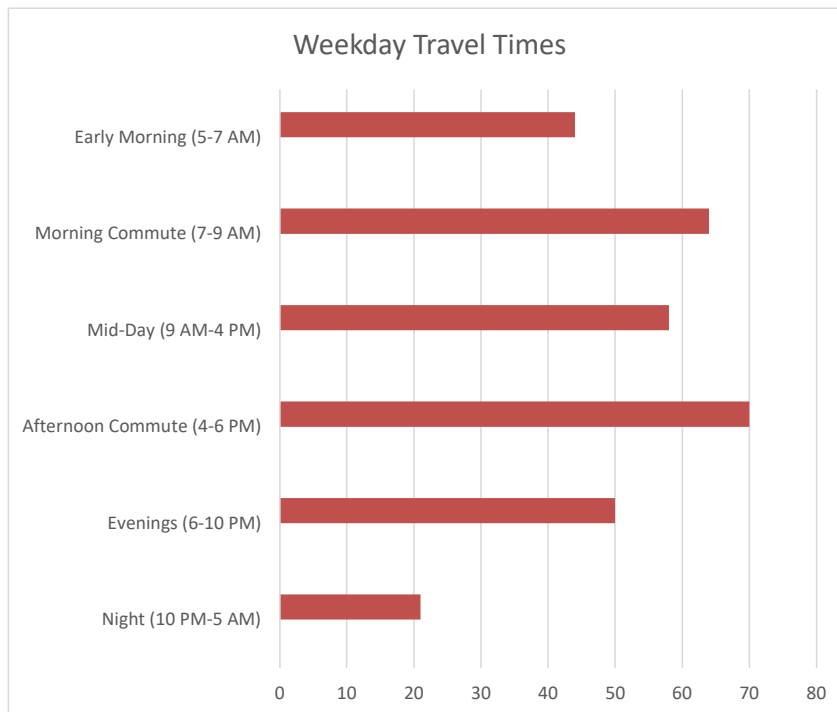


## 7. How do public transportation challenges impact you? How much of an impact is it?

		Responses	
Access to employment or business opportunities	Minimal or No Impact	80	50%
	Some Impact	33	21%
	Significant Impact	21	13%
	No Response	25	16%
Access to medical appointments	Minimal or No Impact	82	52%
	Some Impact	34	21%
	Significant Impact	17	11%
	No Response	26	16%
Access to community support or social services	Minimal or No Impact	81	51%
	Some Impact	31	19%
	Significant Impact	17	11%
	No Response	30	19%
Ability to complete daily tasks (errands/shopping)	Minimal or No Impact	76	48%
	Some Impact	37	23%
	Significant Impact	20	13%
	No Response	26	16%
Ability to visit friends and family	Minimal or No Impact	84	53%
	Some Impact	29	18%
	Significant Impact	19	12%
	No Response	27	17%
Ability to participate in recreational activities	Minimal or No Impact	83	52%
	Some Impact	26	16%
	Significant Impact	22	14%
	No Response	28	18%
Other (please specify)	Minimal or No Impact	44	28%
	Some Impact	6	4%
	Significant Impact	6	4%
	No Response	103	65%

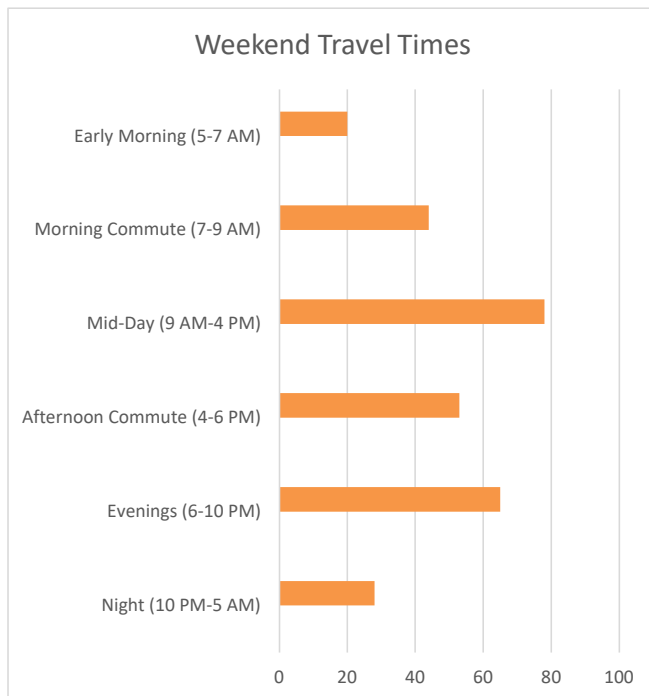
# 8. What time of day do you need transportation services on weekdays?

	Responses			
Early Morning (5-7 AM)	44	28%	Night (10 PM-5 AM)	21
	115	72%	Evenings (6-10 PM)	50
	0	0%	Afternoon Commute (4-6 PM)	70
Morning Commute (7-9 AM)	64	40%	Mid-Day (9 AM-4 PM)	58
	95	60%	Morning Commute (7-9 AM)	64
	0	0%	Early Morning (5-7 AM)	44
Mid-Day (9 AM-4 PM)	58	36%		
	101	64%		
	0	0%		
Afternoon Commute (4-6 PM)	70	44%		
	89	56%		
	0	0%		
Evenings (6-10 PM)	50	31%		
	109	69%		
	0	0%		
Night (10 PM-5 AM)	21	13%		
	138	87%		
	0	0%		



## 9. What time of day do you need transportation services on weekends?

	Responses			
Early Morning (5-7 AM)	20	13%	Night (10 PM-5 AM)	28
	139	87%	Evenings (6-10 PM)	65
	0	0%	Afternoon Commute (4-6 PM)	53
Morning Commute (7-9 AM)	44	28%	Mid-Day (9 AM-4 PM)	78
	115	72%	Morning Commute (7-9 AM)	44
	0	0%	Early Morning (5-7 AM)	20
Mid-Day (9 AM-4 PM)	78	49%		
	81	51%		
	0	0%		
Afternoon Commute (4-6 PM)	53	33%		
	106	67%		
	0	0%		
Evenings (6-10 PM)	65	41%		
	94	59%		
	0	0%		
Night (10 PM-5 AM)	28	18%		
	131	82%		
	0	0%		



10. Which of the public transportation strategies would be most beneficial in improving your public transportation experience?

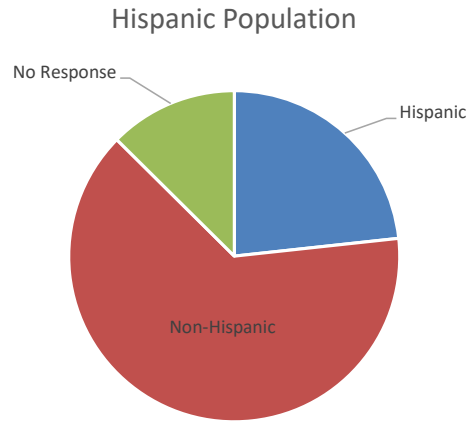
		Responses	
Increased frequency of service	Yes	62	39%
	No	97	61%
	No Response	0	0%
Extended service/operating hours	Yes	63	40%
	No	96	60%
	No Response	0	0%
Improved transit connections between	Yes	58	36%
	No	101	64%
	No Response	0	0%
Reduced fares or fare assistance	Yes	13	8%
	No	146	92%
	No Response	0	0%
Improved scheduling and/or fare pay	Yes	19	12%
	No	140	88%
	No Response	0	0%
Improved conditions at bus stops	Yes	33	21%
	No	126	79%
	No Response	0	0%
Improved conditions to bus stops	Yes	30	19%
	No	129	81%
	No Response	0	0%

12. Would you use public transportation in the Yakima Valley to directly access any of the following?

		Responses	
Yakima Airport	Yes	86	54%
	No	73	46%
	No Response	0	0%
Passenger Rail (if available in the )	Yes	68	43%
	No	91	57%
	No Response	0	0%
Bike/pedestrian trail facilities	Yes	57	36%
	No	102	64%
	No Response	0	0%
Other regional bus service	Yes	61	38%
	No	98	62%
	No Response	0	0%
Park & Rides	Yes	50	31%
	No	109	69%
	No Response	0	0%
Other	Yes	7	4%
	No	152	96%
	No Response	0	0%

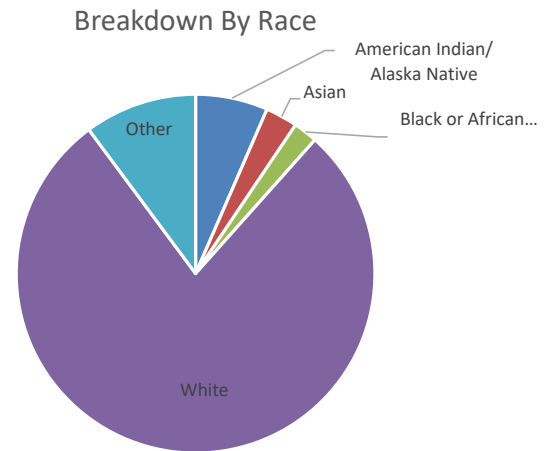
## 13. Are you of Hispanic, Latino/a/x, or Spanish origin?

Responses			
Yes	Hispanic	37	23%
No	Non-Hispanic	102	64%
No Response	No Response	20	13%



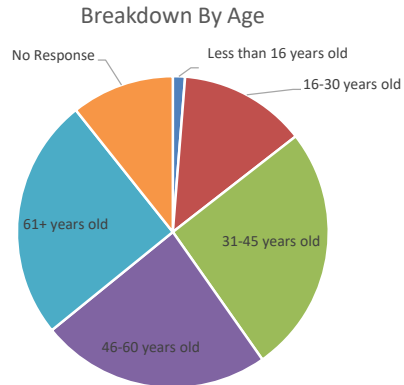
## 14. How would you describe your race?

Responses			
American Indian/ Alaska Native	Yes	9	6%
	No	150	94%
	No Response	0	0%
Asian	Yes	4	3%
	No	155	97%
	No Response	0	0%
Black or African American	Yes	3	2%
	No	156	98%
	No Response	0	0%
Native Hawaiian or Asian/Pacific Islander	Yes	0	0%
	No	159	100%
	No Response	0	0%
White	Yes	108	68%
	No	51	32%
	No Response	0	0%
Other	Yes	14	9%
	No	145	91%
	No Response	0	0%



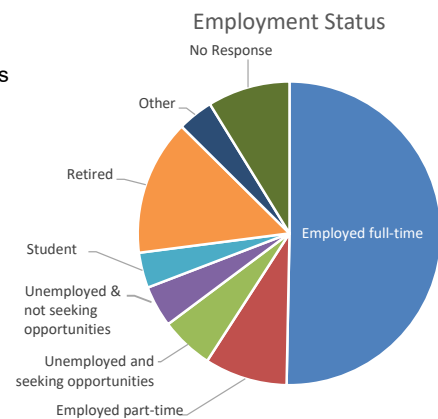
15. What is your age?

	Responses	
Less than 16 years old	2	1%
16-30 years old	21	13%
31-45 years old	41	26%
46-60 years old	38	24%
61+ years old	40	25%
No Response	17	11%



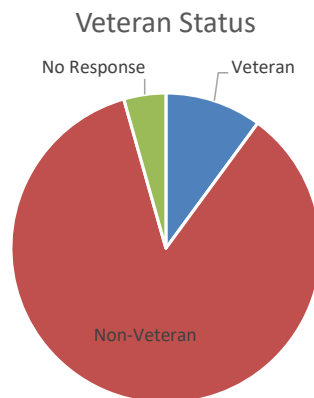
16. What is your employment status?

	Responses	
a. Employed full-time	80	50%
b. Employed part-time	14	9%
c. Unemployed and seeking opportunities	9	6%
d. Unemployed and not seeking opportunities	7	4%
e. Student	6	4%
f. Retired	23	14%
Disabled	6	4%
Independent Contractor	0	0%
No Response	14	9%



17. Are you a veteran

	Responses	
Yes	16	10%
No	136	86%
No Response	7	4%



# APPENDIX C: MARKET ANALYSIS



## MEMORANDUM

<b>Date:</b>	October 28, 2022	<b>TG:</b>	1.21305.00
<b>To:</b>	Alan Adolf, Transportation Program Manager		
<b>From:</b>	Chris Titze, Project Manager		
<b>cc:</b>			
<b>Subject:</b>	YVCOG Transit Feasibility Study – Market Analysis		

The transit market analysis aims to provide a holistic review of the potential market for public transit within Yakima County. This analysis was completed by gathering demographic and transportation/land use data to understand where transit-dependent populations exist and where the high transit-demand corridors exist. Combined with the review of existing planning documents and the overarching stakeholder and public engagement process outlined in the previous technical memoranda, this analysis is used to identify the critical gaps and needs throughout the region's transit system.

## Data Gathering and Analysis

Transportation, land use patterns, and demographic data were gathered from the Yakima Valley Conference of Governments (YVCOG). YVCOG staff provided land use and transportation GIS data. Additional demographic data was downloaded and summarized from the 2019 American Community Survey (5-year estimates), given that the 2020 decennial census information was not wholly available at the time of the study.

The current zoning map for Yakima County is shown below in Figure 1. Large portions of the county are zoned as open space under the jurisdiction of various entities, including the Bureau of Land Management, US Forest Service, Washington State, and the Yakama Nation. Land use in other unincorporated areas is characterized by a combination of rural and agricultural zoning types, with some commercial and industrial zones located close to cities. The county generally aligns industrial zoning types with significant road and rail corridors or the Yakima River. The largest metropolitan zone within the county is comprised of the city of Yakima and the surrounding communities of Selah and Union Gap. Residential zones within these cities are primarily single or two-family zoning types, with some higher-density multi-family residential zones distributed along significant roads or located nearby commercial zones. Commercial zoning in Yakima is generally aligned with 1st Street and along Nob Hill Boulevard. Commercial zones in Selah are aligned with 1st Street and Wenas Road, while Union Gap has minimal commercial zoning and is primarily zoned for industrial and residential uses. Current transit services in these cities are aligned to serve the commercial zones and run along major roads.

Zoning for the county's smaller communities generally follows a small commercial core surrounded by residential zones and some industrial land at the periphery of the city limits. These cities are often surrounded by agricultural land and connected via state or interstate highways. Development patterns for these smaller communities usually only offer a sustainable number of passengers per hour for a fixed route service to be viable. However, the alignment of many of these communities along the I-82 corridor may present opportunities to connect them via transit.



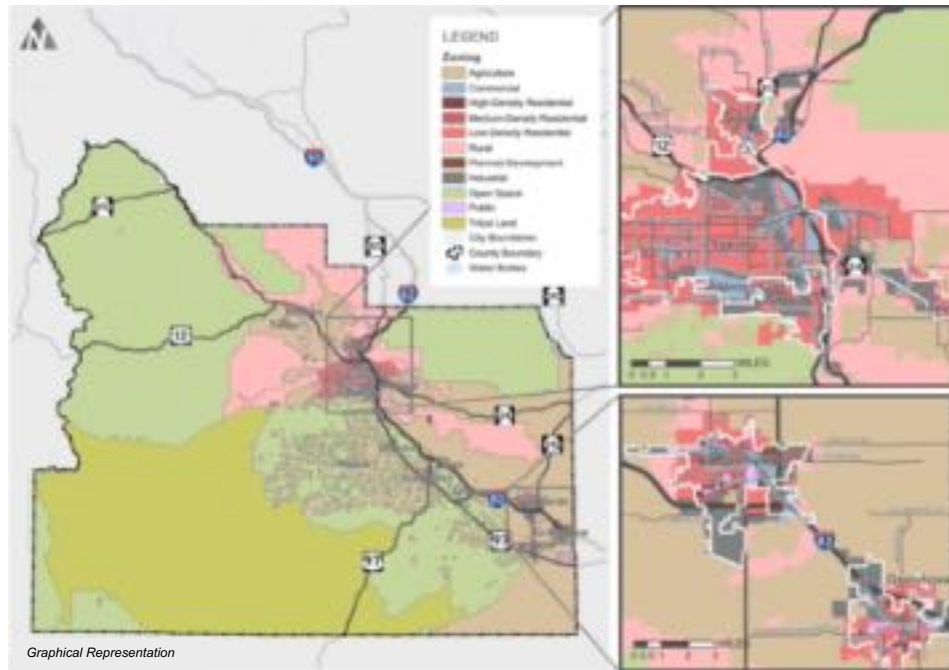


Figure 1: Yakima County Zoning Map

### Population Density

**Error! Reference source not found.** shows the current population density of the Yakima County area. Yakima County has approximately 250,000 people, with most living in the high-density neighborhoods in the City of Yakima. As a result, this area of the County provides the majority of fixed-route transit service. There are also high-density areas in Toppenish, Granger, Sunnyside, Grandview, and Moxee. Although these areas may need to be denser to warrant fixed-route service in each area, limited fixed-route transit is provided to connect these areas and connect them to Yakima along the I-82 and SR 97 corridors. This service plays a vital role throughout the county, and there may be benefits to expanding such service. Much of the remainder of Yakima County is primarily agricultural, with a limited population. While this is the case, specialized transit is provided within these areas, and additional services may be needed or desired.

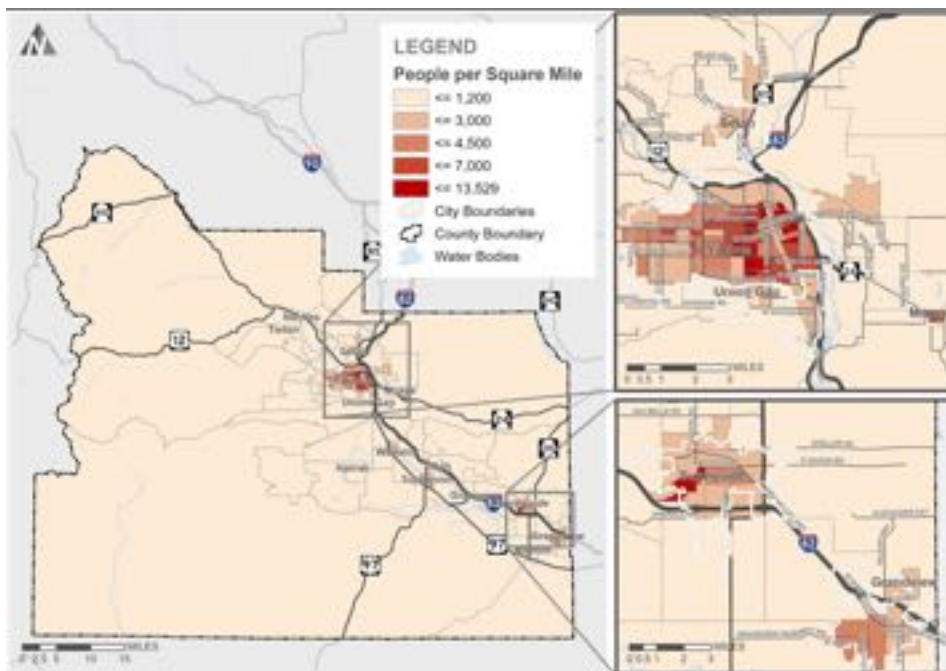


Figure 2: Existing Population Density Map

Figure 3 shows the Native American/Alaskan population as a percentage of the total population. On average, Native Americans make up approximately 5% of the county population, which is higher than the state average of 1.6%. Areas with concentrations of Native Americans above the county average include block groups in or near Yakima, Tieton, Union Gap, and Moxee. Many areas with a high percentage of the Native American population are already served by transit. However, it is notable that there is no route serving the east side of the Yakima River into the Terrace Heights neighborhood, with a high percentage of Native Americans. Additionally, various transit operators serve these areas, so connections are often needed for longer trips.

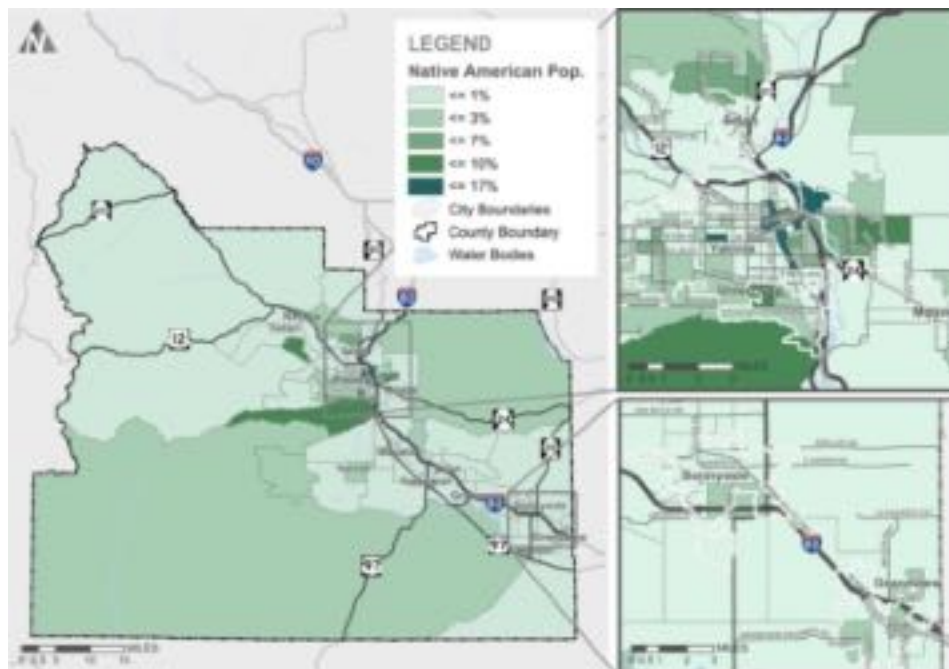


Figure 3: Percent Native American / Alaskan Population

### Daily Travel Patterns

Figures 4 and 5 display data from Replica<sup>1</sup>, a nationwide activity-based model developed from a range of data inputs, including mobile phone data across all modes of transportation, publicly available traffic counts, credit card transaction information, and other publicly available sources. Replica can provide the number of trips beginning or ending in a block group for a given period. Figure 4 shows the trips taken by likely transit candidates on a typical weekday. For this study, “likely transit candidates” were determined by selecting trips taken by households with a yearly income under \$50,000 and having access to 1 or fewer cars. The trip data shows that much of the travel activity in the county is focused on the cities, with the city of Yakima showing the highest density of trips overall. However, the data also show the considerable movement of likely transit users in areas outside the city of Yakima, particularly areas south and west, including Harrah, Wapato, and Toppenish. In addition, the Replica model shows that many of these trips end in Yakima and other city centers, suggesting that a significant population is underserved by transit and would likely utilize services that connected the city of Yakima to other outlying cities and towns.

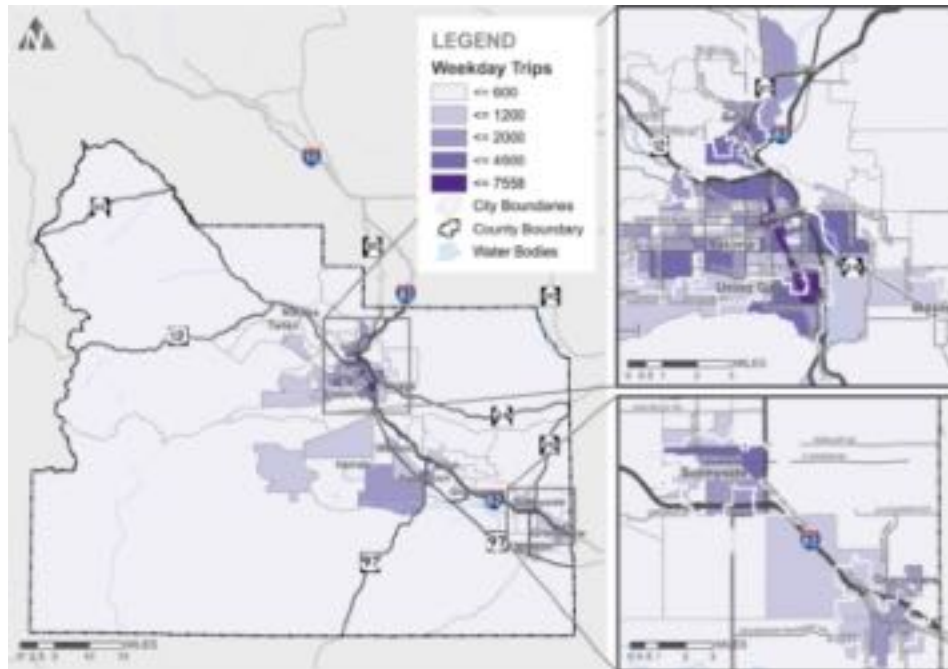
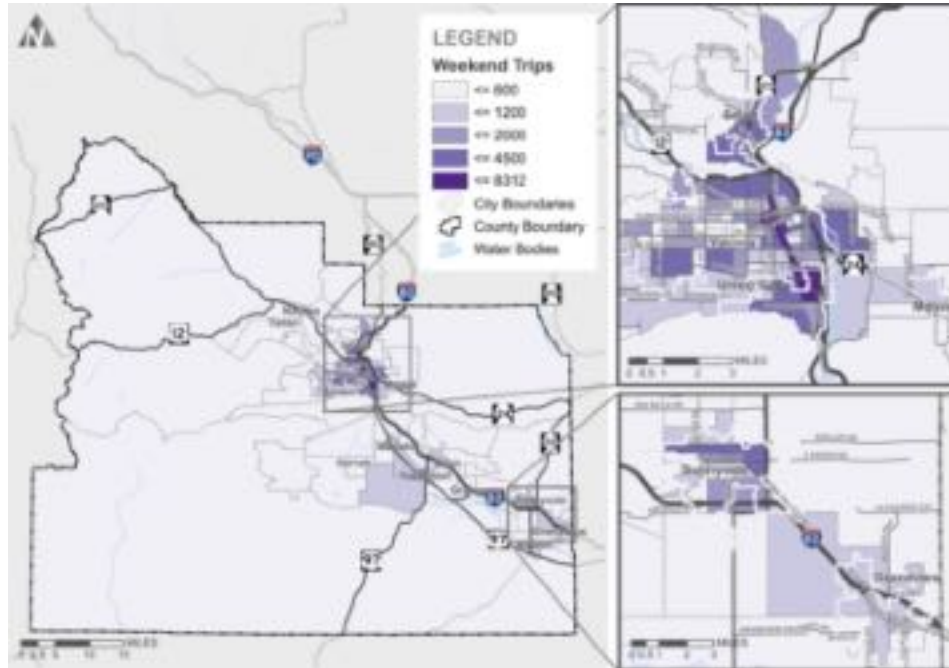


Figure 4: Existing Weekday Trips Map

Figure 5 shows weekend trips by census block group. Generally, the density of trips within the cities is similar on weekends, especially near the commercial centers. However, the number of trips originating from the more rural block groups outside the city centers is reduced, indicating that there would be lower demand for services that connect to these areas on the weekend.

<sup>1</sup> <https://replicahq.com/>



**Figure 5: Existing Weekend Trips Map**

Figures 6 and 7 display the present and forecasted daily trip estimates for Yakima County Traffic Analysis Zones (TAZs) normalized by square miles. These estimates were generated from land use data provided by YVCOG. Daily trip estimates were derived from the number of units of different land use types within each TAZ using the ITE Trip Generation Manual, 11th Edition. Compared to existing trip estimates, the forecast 2045 daily trip estimates show moderate trip increases within Yakima, Union Gap, Sunnyside, and Grandview. Within the City of Yakima, the most trip growth occurs in the commercial centers. New developments along Industrial Road west of I-82 generate significantly higher trips than present estimates. This shows that Yakima will continue to be a regional commercial destination within the county for the foreseeable future. The cities of Sunnyside and Grandview also show notable increases in daily trip estimates, which likely correspond to increased development of commercial and residential areas in the south of each municipality. Outside of these urban areas, trip growth remains static for the rest of the county. The considerable growth in Yakima, Sunnyside, and Grandview suggests that regional connectivity will be important in the future.

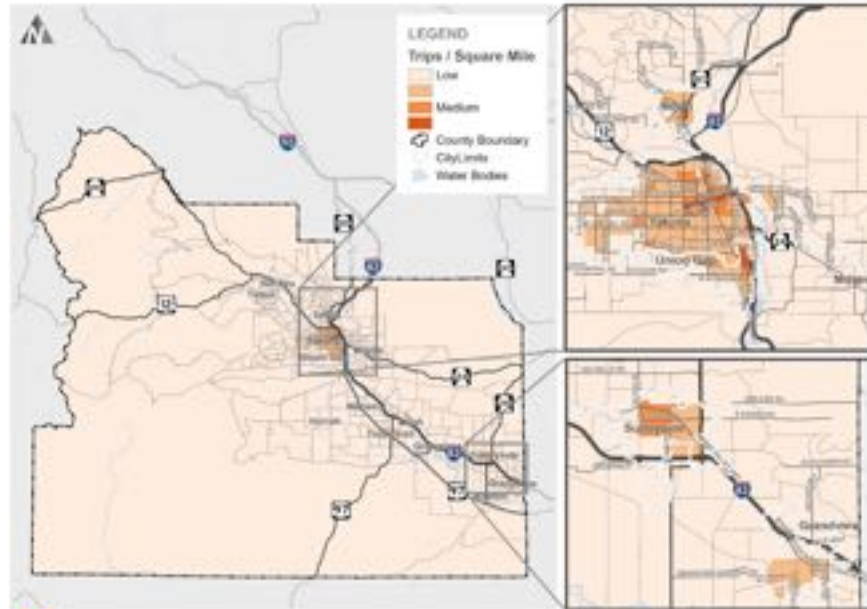


Figure 6: 2020 Daily Trip Activity Map

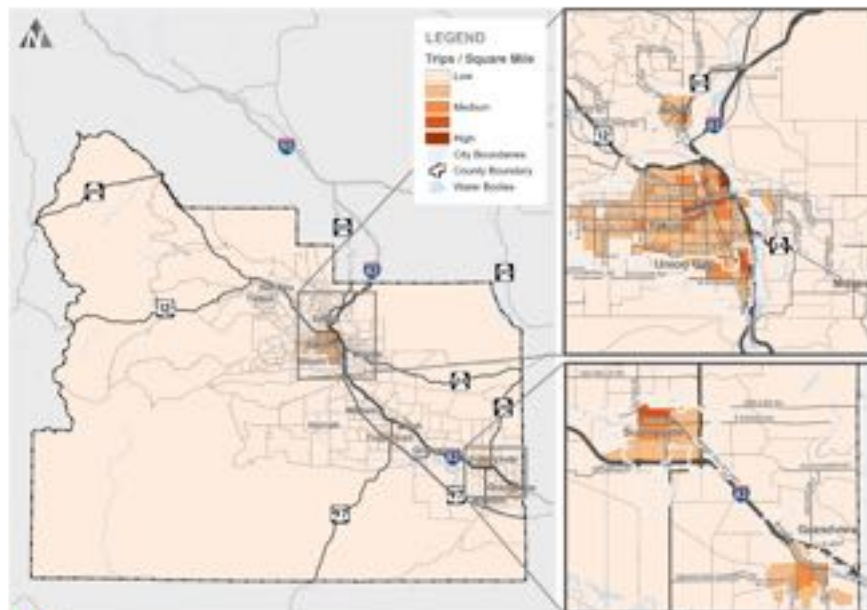


Figure 7: Forecast 2045 Daily Trip Activity Map



### Transit Propensity

Transit Propensity is an index used to understand how likely it is that the population in an area would use transit services. The transit propensity is calculated based on a set of demographic characteristics that influence ridership. Figure 8 displays the overall transit propensity for Yakima County by census block group. Transit propensity is calculated here as a function of population density, total employment, number of households without access to a car, and number of service sector jobs within the geographic area (i.e., census block groups). These geographic datasets were downloaded from the 2020 American Community Survey (ACS) five-year estimates and used to develop the transit propensity index.

The transit propensity index shows that Yakima County generally has a low level of expected transit ridership in its unincorporated areas, with pockets of high expected transit ridership in the higher population areas. These include many cities already served by transit, such as Yakima, Selah, and Union Gap. However, some smaller communities not currently served by transit or served by limited transit have a noticeably higher transit propensity. These areas include Sunnyside, Grandview, Granger, Toppenish, Zillah, and Wapato. The transit propensity results suggest that there may be a demand for transit connections between these smaller communities or higher-population areas within Yakima County.

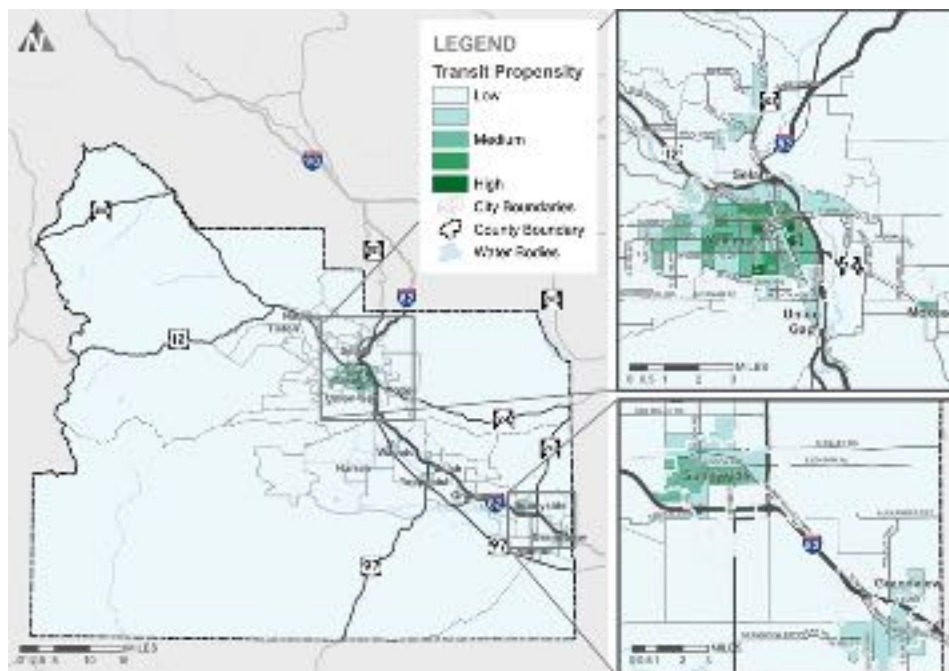
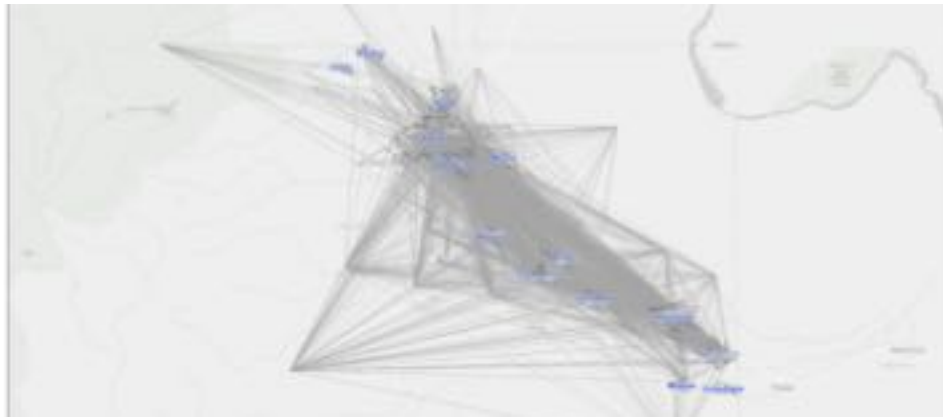


Figure 8: Transit Propensity



## Travel Patterns by Populations with High Transit Potential

The *Replica* data was also used to develop origin-destination (O-D) pairings at the census tract level for the daily weekday trips by populations with high transit potential. High Transit Potential was defined as households with low vehicle ownership and low household income. The initial data results (shown in Figure 9) show all trip O-D pairs across the County taken by those with low vehicle ownership and low household income.



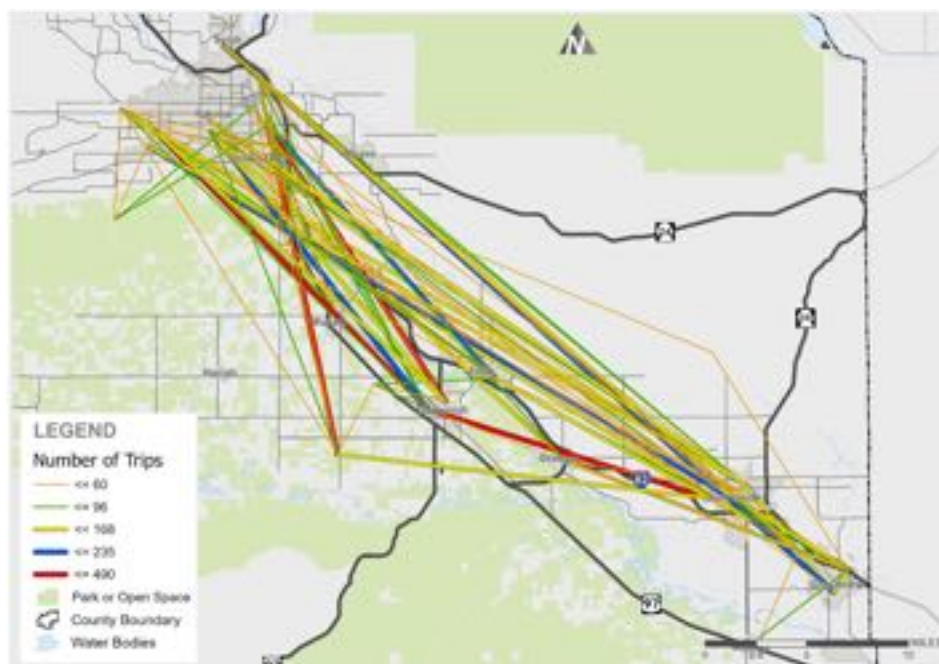
**Figure 9: OD Pairings for Trips with High Transit Potential**

Initial data showed that too many trip pairings identify specific transit needs, suggesting further refinement. Therefore, the following filter was applied to eliminate all O-D pairs with fewer than 30 trips on an average weekend. The starting and stopping locations for likely transit trip O-D pairs with at least 30 daily trips is shown in Figure 10.



**Figure 10: Start and End Points for Trips with High Transit Potential (30+ Daily Trips)**

As shown in Figure 10, a considerable number of starting and ending points are shown within the City of Yakima. However, these trips are already well served by existing fixed route services from Yakima Transit. Therefore, a final filter that removed trips starting and ending within the City of Yakima was applied, as shown in Figure 11.



**Figure 11: High-Frequency O-D Pairings by Populations with High Transit Potential**

As shown in Figure 11, there is considerable movement of likely transit users between the urbanized areas along the US-97 and I-82 corridors, with key O-D pairings between Yakima and Toppenish, Yakima and Harrah, West Valley and Wapato/Toppenish, and Toppenish and Sunnyside. These pairs are likely the best candidates for future intercity transit services.

## Assessment of Yakima Regions Transit Market and the Delivery of Services

Public transportation alternatives provide freedom and access for the whole community and allow travel at a reasonable time for a reasonable cost. Vehicle ownership can be costly, and providing public transportation provides an option for access to all population groups. Based on the data gathered, the Yakima County area consists mainly of sparsely populated land with several high-population density cities such as Yakima, Toppenish, Sunnyside, and Grandview. These higher-density areas also share higher transit propensity, a desire for connectivity, future growth, and a need for access to public transportation.

There may be some desire for more regular transit service within Yakima County, particularly for transit trip types for weekly or monthly grocery trips, regular or one-off medical/social services appointments, or transportation assistance for single- or zero-car households, those experiencing vehicle trouble, or non-driving populations. These transit needs exist for intracity and intercity

purposes and indicate a need to extend service beyond traditional commuting hours by providing later and/or enhanced weekend service.

Many transit providers within Yakima County vary from fixed-route transit to demand-responsive transit. Due to their proximity, fixed-route service within the City of Yakima, Union Gap, and Selah could be blended to provide more streamlined services. A more frequent fixed-route service connecting the Yakima area with Toppenish, Sunnyside, and Grandview would provide regular public transportation access and connectivity to areas with high population density, high transit propensity, and substantial projected growth.

Beyond fixed-route transit options, enhanced demand-responsive service may supplement trip types not efficiently served by fixed-route transit. These trips may include medical/social service appointments or those experiencing vehicle trouble, for example. A demand-responsive service may also assist individuals with needs that are not easily accommodated by fixed-route transit.

In summary, this assessment found that there may be an increased demand for access to public transportation and intercity connectivity due to the projected growth in the more densely populated areas of Yakima County. As a result, long-term strategies in Yakima County could include expanded demand-responsive service, fixed-route service, and connective transit service to surrounding areas. Such improvements would provide residents and visitors with a lower-cost option and improved access to the region for people who do not have regular access to a personal vehicle. Specific findings from the assessment of the Yakima region's transit market and the current delivery of services are as follows:

- **Geographic**
  - Demand along US-97 and I-82
    - Travel demand between the urbanized areas is projected to continue growing
    - Yakima to Toppenish is a significant demand lane that is not currently served by frequent transit
  - Noticeable demand between the West Valley and other urbanized areas in the Yakima Valley
    - Currently, only two Yakima Transit routes serve this area, and there are no direct connections to anywhere outside of Yakima
    - This area could benefit from more direct connections to other urbanized areas in the Yakima Valley
- **Temporal**
  - As part of the transit survey results and speaking directly with residents and transit riders, a desire for later weekday and additional weekend service was noted.
  - The service hours for many operators are centered around a typical workday schedule. Still, many riders noted needing transit for other reasons, such as running errands that may need to be completed outside the current service hours.
- **Operational**
  - Currently, many services and operators need to be more compartmentalized, which limits the ability to provide efficient, consistent, and well-connected service outside each operator's immediate service areas.
  - Some operators take advantage of technology enhancements which can lead to more cost-effective service. Still, there needs to be more consistency between operators, leading to inefficiencies from a regional perspective and varying user interfaces.



- **Informational**

- Transit information is dispersed across several resources. Resources such as the Bus Book provide consolidated information for some operators but not all.
- A lack of easy-to-use information for some services can lead to a high learning curve for users.



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