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Equal access to transportation options for everyone?

# Improving our understanding of nondrivers in Washington State

APA Washington Conference

October 11, 2023, 2:45 PM – 4:00 PM

# Presenters

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Toole Design

Manuel Soto



Cascadia Consulting Group

Mary Ann Rozance



Disability Rights Washington

Anna Zivarts

# Session Overview

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- ❑ Welcome & Introductions
- ❑ Overview of Washington Joint Transportation Committee Nondriver Study
- ❑ Statewide Survey – Market Research
- ❑ Disability Mobility Initiative – Research and Testimonials
- ❑ Interactive Exercise – Week Without Driving



# Icebreaker

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- Where are you from and what's one thing that's unique about the city you live in?
- What type of organization do you represent? (City, State, NGO, Consultant, etc.)
- What drew you to participate in this session?

**\*Ask your partner for permission to introduce them!**

# Overview of JTC study and Findings

# Project Team

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## □ Consultant Team

- Toole Design Group
- Cascadia Consulting Group
- Strategic Research Associates

## □ JTC Staff Workgroup

- JTC staff, Paul Neal and Alyson Cummings (project manager)
- Senate Transportation Committee staff, Jenna Forty
- House Transportation Committee staff, Michael Hirsch
- Barb Chamberlain, Director Active Transportation Division, WSDOT
- Don Chartock, Deputy Director Public Transportation Division, WSDOT



# Project Background

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- ❑ The Washington (WA) State Legislature directed the Joint Transportation Committee (JTC) to conduct a study to estimate how many nondrivers are in Washington State and the demographics of this population, as well as identify the availability of transportation options for nondrivers and the impact those options have on access to daily life activities.

# Project Approach

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- ❑ Three main parts or steps:
  - Using available Census and FHWA/DOL data, identify the different population groups that make up the nondrivers in Washington State
  - Identify the demographics and mobility needs of surveyed nondrivers in Washington State through a statistically significant market research survey
  - Analyze the availability of transportation options, and the impact those options have on nondrivers' access to daily life activities
  
- ❑ Product:
  - Summary Report and Appendices
  - Publicly available interactive map and database



# Nondriver Population Groups

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- Four groups of nondrivers:
  - Individuals too young to get a license (under 16)
  - Individuals aged 16 and over without a license
  - Individuals that do not own/lease a vehicle (may have a drivers license)
  - Licensed drivers that have shared access to a vehicle (not the primary driver of household vehicle)

# Demographic Estimate of Nondrivers

# Population Eligible for a License

- ❑ 7.7 million residents in Washington State
- ❑ 6.3 million age eligible for a license <sup>1</sup>
  - ~1.4 million residents are under age 16 and too young to drive/prohibited from driving, this is approximately 18.4% of the state's population
- ❑ 5.8 million licensed drivers <sup>2</sup>

Driving Age Groups	Driving Age Population	Total Licensed Drivers	Percent of Age Group Licensed
Minors (15 to 19)	459,615	201,289	43.8%
Young Adults (20 to 34)	1,670,367	1,514,391	90.7%
Adults (35 to 64)	2,966,710	2,940,724	99.1%
Seniors (65 and over)	1,190,392	1,156,096	97.1%
<b>Subtotal</b>	<b>6,287,084</b>	<b>5,812,500</b>	<b>92.5%</b>

<sup>1</sup> Source: U.S. Census 2020 data (includes 15 years old and over, as reported by the Census)

<sup>2</sup> Source: FHWA & DOL (includes restricted and graduated licenses of drivers 15 years old and over)

# Nondrivers Age 15+: Population Estimate Utilizing Existing Data

Nondriver Population Groups, Age 15+	Nondriver Population	Percent of Total Population
Do not have a driver's license	474,584	6.2%
Do not have a vehicle <sup>3</sup>	401,453	5.2%
<b>Population Range</b>	<b>474,584 – 876,037</b>	<b>6.2% - 11.4%</b>

## Data limitations:

- ❑ Some do not have a car and do not have a driver's license. This produces an overlap between categories that cannot be identified with existing data. Therefore, the number of non-drivers 15+ is expressed as a range.
- ❑ Some households with vehicles have more licensed drivers than vehicles. Some of those licensed drivers may not have access to a vehicle. That number cannot be quantified with the available data.
- ❑ This data does not capture those who have a license and a car but are no longer able to drive.

# Analysis of Impact of Transportation Options

# Analysis Goals

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- ❑ High level understanding of locations of services and facilities for daily life activities <sup>4</sup>

- Healthcare
- Food & Groceries
- Employment
- Education
- Recreation
- Other aspects of community life

<sup>4</sup> Daily life activities were mapped and quantified by census block group from U.S. Census Bureau and Open Street Map data. Employment data was quantified by NAICS group from Longitudinal Employment Household Dynamics (LEHD) data.

- ❑ High level assessment of differences in access by mode of transportation

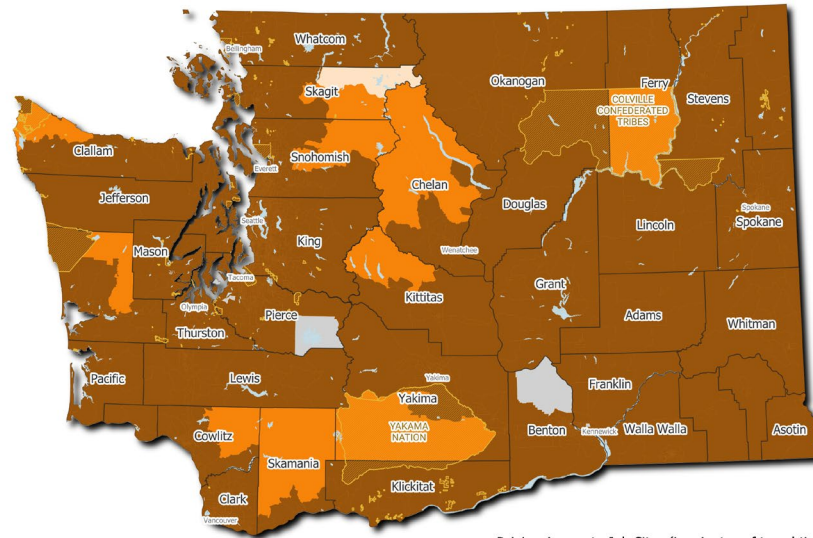
- Driving a car <sup>5</sup>
- Walking
- Riding a Bike
- Public Transit <sup>6</sup>

<sup>5</sup> The access by mode of transportation analysis estimated the number of people within a market shed of 15, 30, and 60 minutes away from each daily life activity or travel destination group. The market shed was calculated as the straight distance that can be traveled in 15, 30, and 60 minutes, using average speeds. This method was used to estimate the market shed for driving a car, walking and biking.

<sup>6</sup> The market shed for public transit was calculated using the network of fixed-route bus services that is available throughout the state, from GTFS data for all 32 public agencies in the state and selected tribal transit organizations.

# Access to Employment

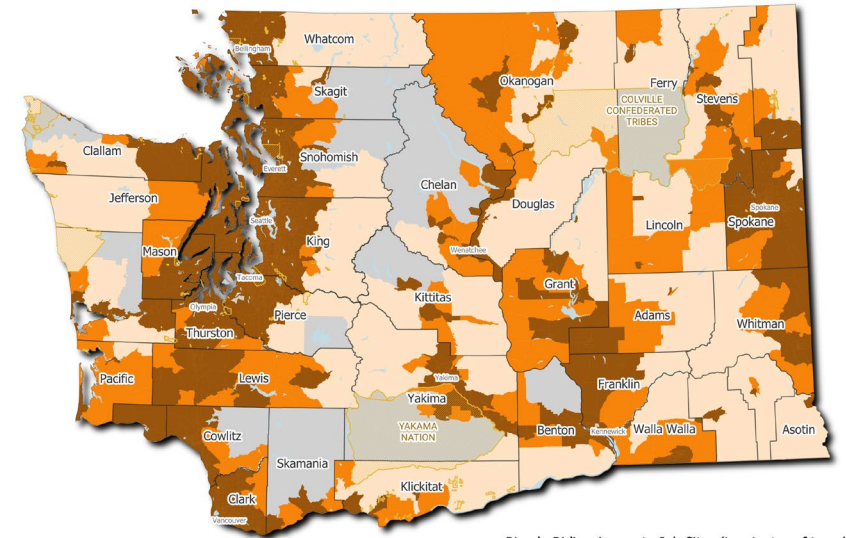
- Includes jobs in all industries.
- Job sites and opportunities are concentrated in urban areas but also dispersed throughout the state.
- Almost universal access to a job opportunity within a 60-minute drive. Reduced access via public transit, and significant access potential for a 60-minute walk and bike trip.



Driving Access to Job Sites (in minutes of travel time)

- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access

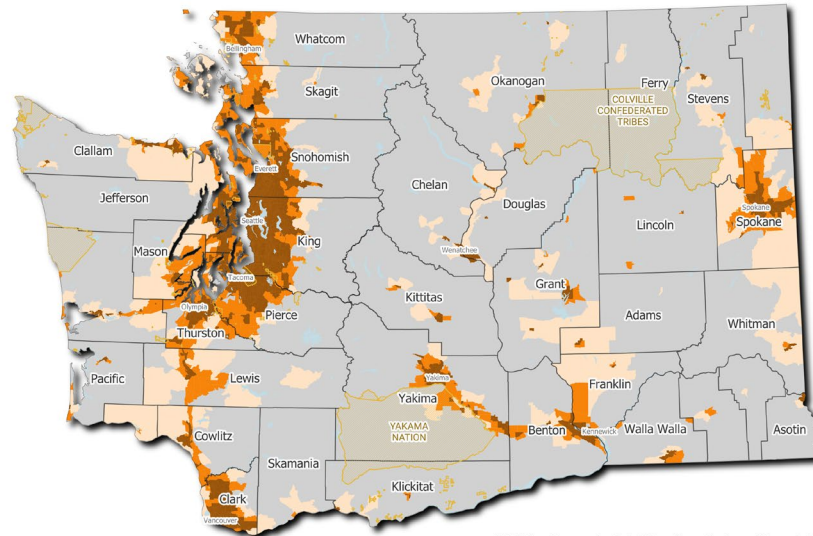
0 25 50 mi U.S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from job sites, by driving a car



Bicycle Riding Access to Job Sites (in minutes of travel time)

- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access

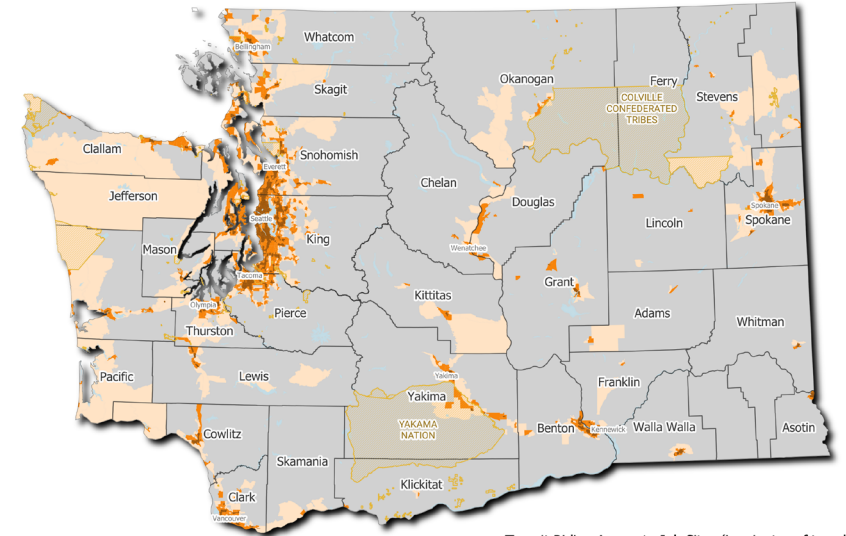
0 25 50 mi U.S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from job sites, if there were a continuous network of bike lanes and safe infrastructure for riding a bicycle.



Walking Access to Job Sites (in minutes of travel time)

- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access

0 25 50 mi U.S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from job sites, if there were a continuous network of sidewalks and safe infrastructure for walking.



Transit Riding Access to Job Sites (in minutes of travel time)

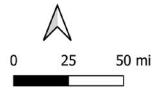
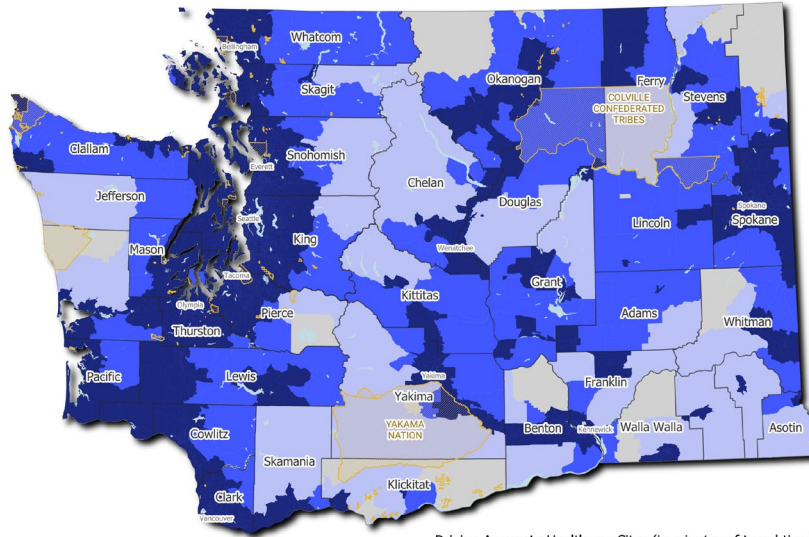
- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access

0 25 50 mi U.S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from job sites, by riding existing fixed-route transit bus services.



# Access to Health Care

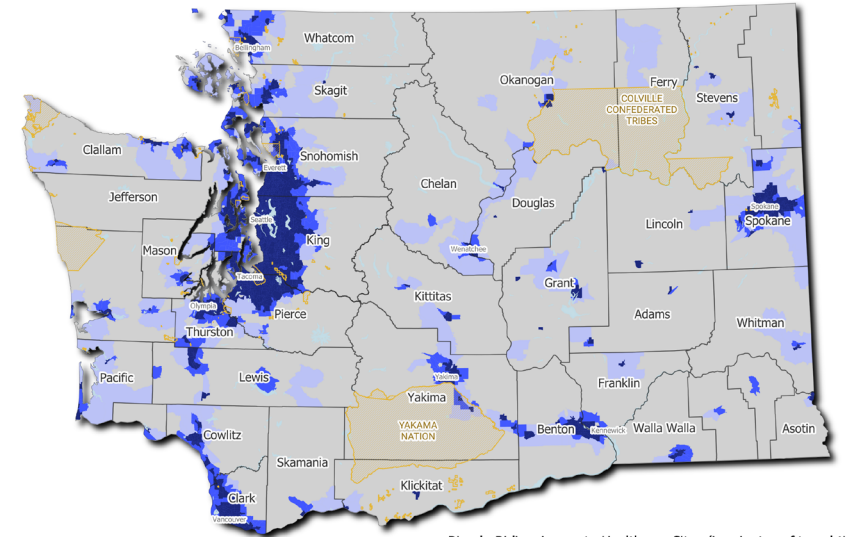
- Includes hospitals, clinics, medical and dental centers, and pharmacies.
- Most opportunities are concentrated in urban areas.
- Reduced access in rural areas on all modes of transportation.
- Access to healthcare was reported as more challenging during the nondriver survey and focus groups.



U. S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from healthcare sites, by driving a car

Driving Access to Healthcare Sites (in minutes of travel time)

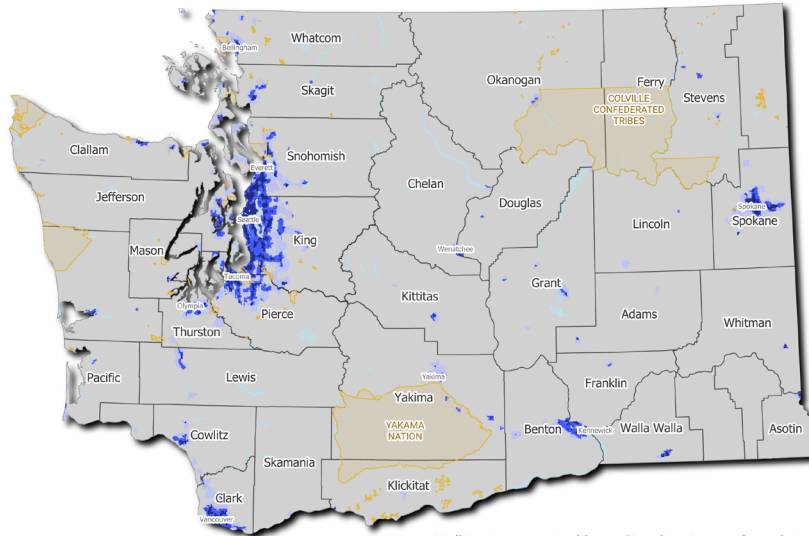
- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access



U. S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from healthcare sites, if there were a continuous network of bike lanes and safe infrastructure for riding a bicycle.

Bicycle Riding Access to Healthcare Sites (in minutes of travel time)

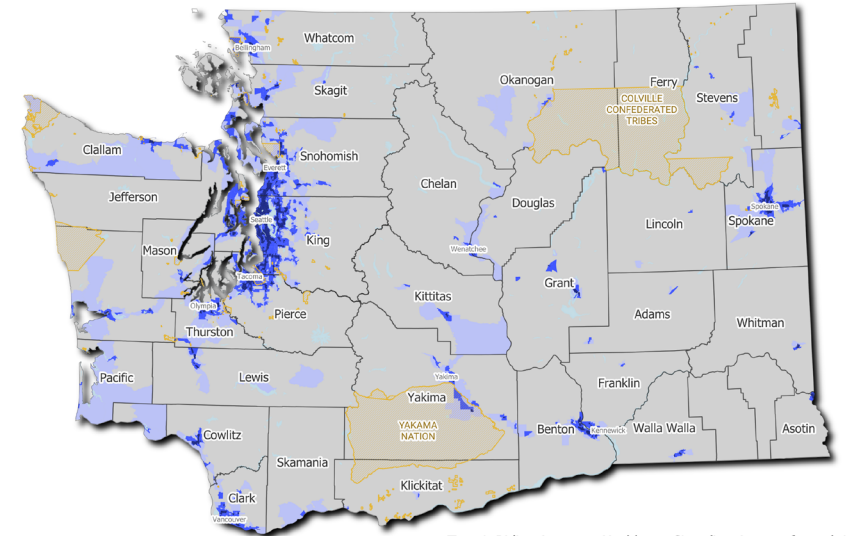
- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access



U. S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from healthcare sites, if there were a continuous network of sidewalks and safe infrastructure for walking.

Walking Access to Healthcare Sites (in minutes of travel time)

- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access



U. S. Census 2020 block groups that are within 15, 30, and 60 minutes of travel time from healthcare sites, by riding existing fixed-route transit bus services.

Transit Riding Access to Healthcare Sites (in minutes of travel time)

- 15 minutes
- 30 minutes
- 60 minutes
- More than 1 hour of travel time, or no access





# Key Transportation Options Analysis Findings

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- ✓ Access to a vehicle provides almost universal access to daily life activities statewide. The lowest level of access is found in rural counties for short trips of no more than 15 minutes. In contrast, urban areas concentrate many daily life opportunities within a 15-minute car trip.
- ✓ Public transit access to daily life activities is restricted to the extent of the fixed-route network and the span of service. There are major differences in access and availability between large and small counties. For example: urban transit systems in the largest counties have a longer span of service hours, from early in the morning to late at night.
- ✓ Walking has the potential to provide access to many daily life activities in trips of 30 and 60 minutes. At least 50% of the population in urban areas could reach destinations by walking if there were adequate accessible safe facilities along all segments of the transportation network.
- ✓ Riding a bicycle also shows great potential to provide access to many daily life activities in trips of 15 and 30 minutes. At least 80% of the population in urban areas could reach destinations riding a bike if there were adequate safe and continuous facilities, including sufficient bike parking options at destinations.

# Market Research – Statewide Survey

# Market Research – Statewide Survey Goals

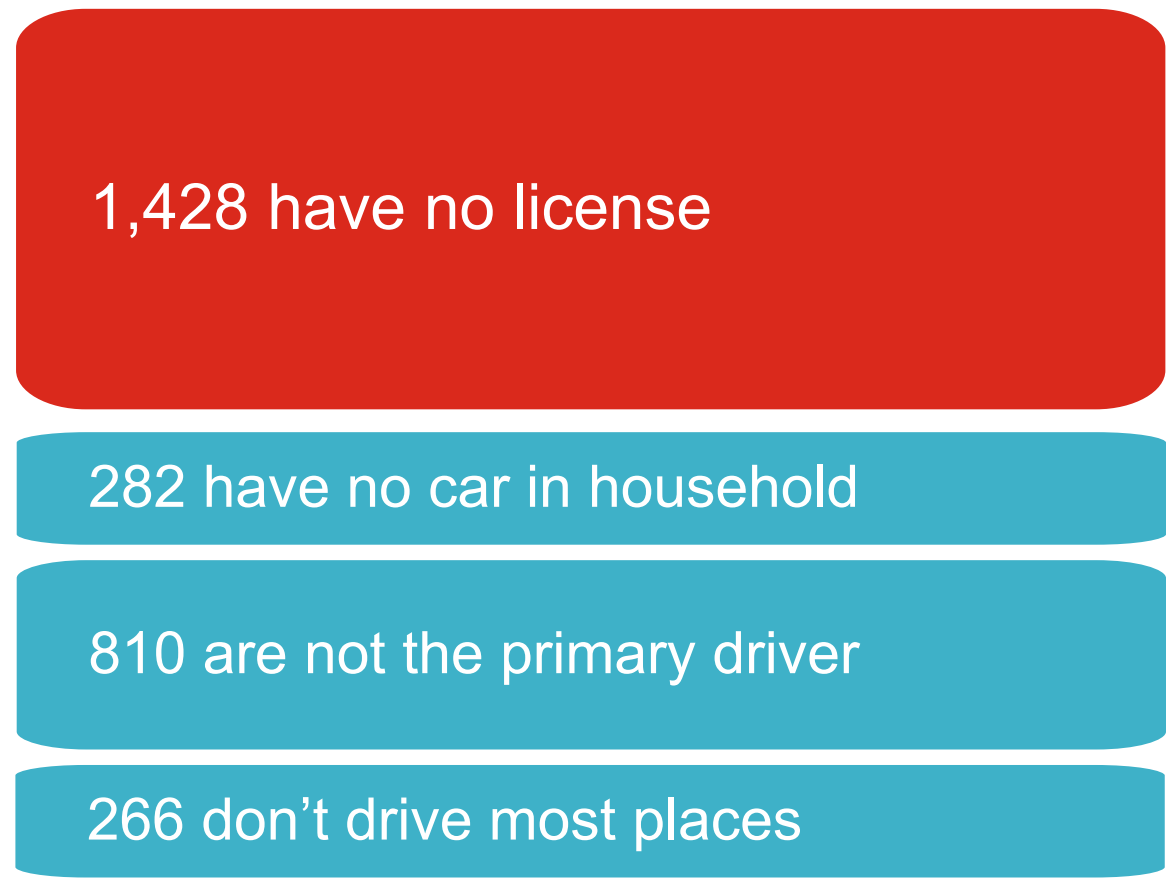
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Gather state-wide information from Washington nondrivers ages 18 and over about their demographics and available transportation options.

- **Demographics:** Who are the nondrivers age 18 and older in Washington State?
- **Reasons:** What are the reasons for not driving?
- **Mobility & Access:** What is the usability of travel options and accessibility to activities?
- **Impact:** What is the impact of travel access?



# Half of survey respondents that identified as nondrivers reported they did not have a license

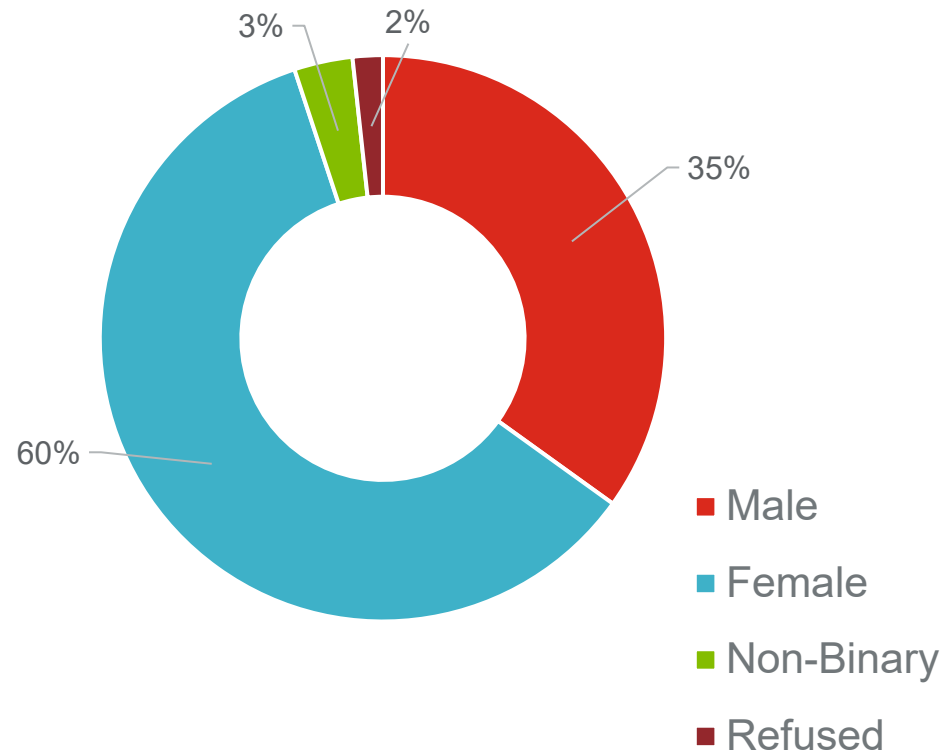


**2,786 Total Responses**

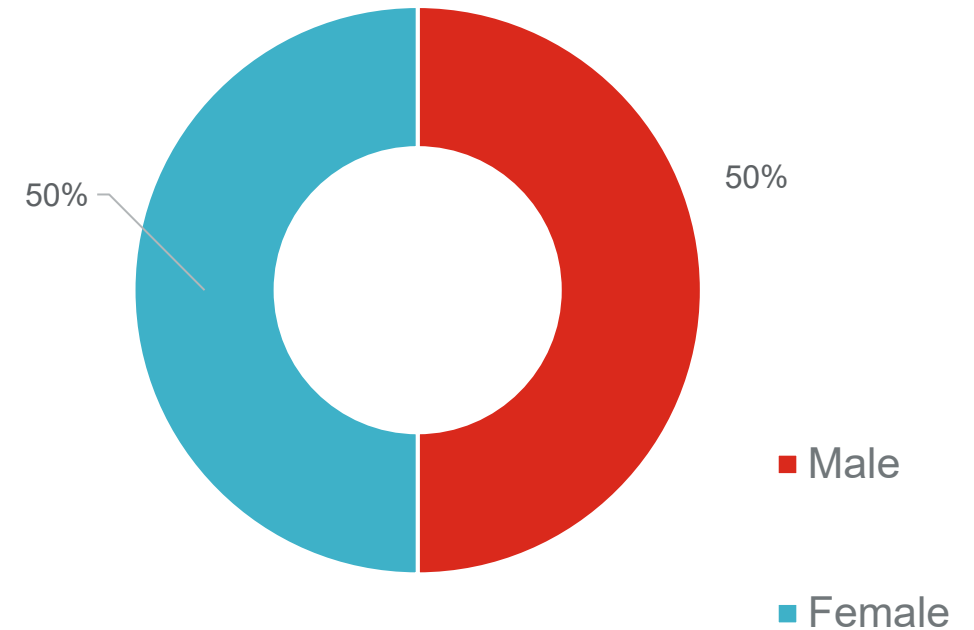
# Survey Demographics: Who are the nondrivers age 18+ in Washington State?

# Survey respondents were more likely to be female than male

Gender Distribution: Nondriver Survey Respondents (n=2,786)

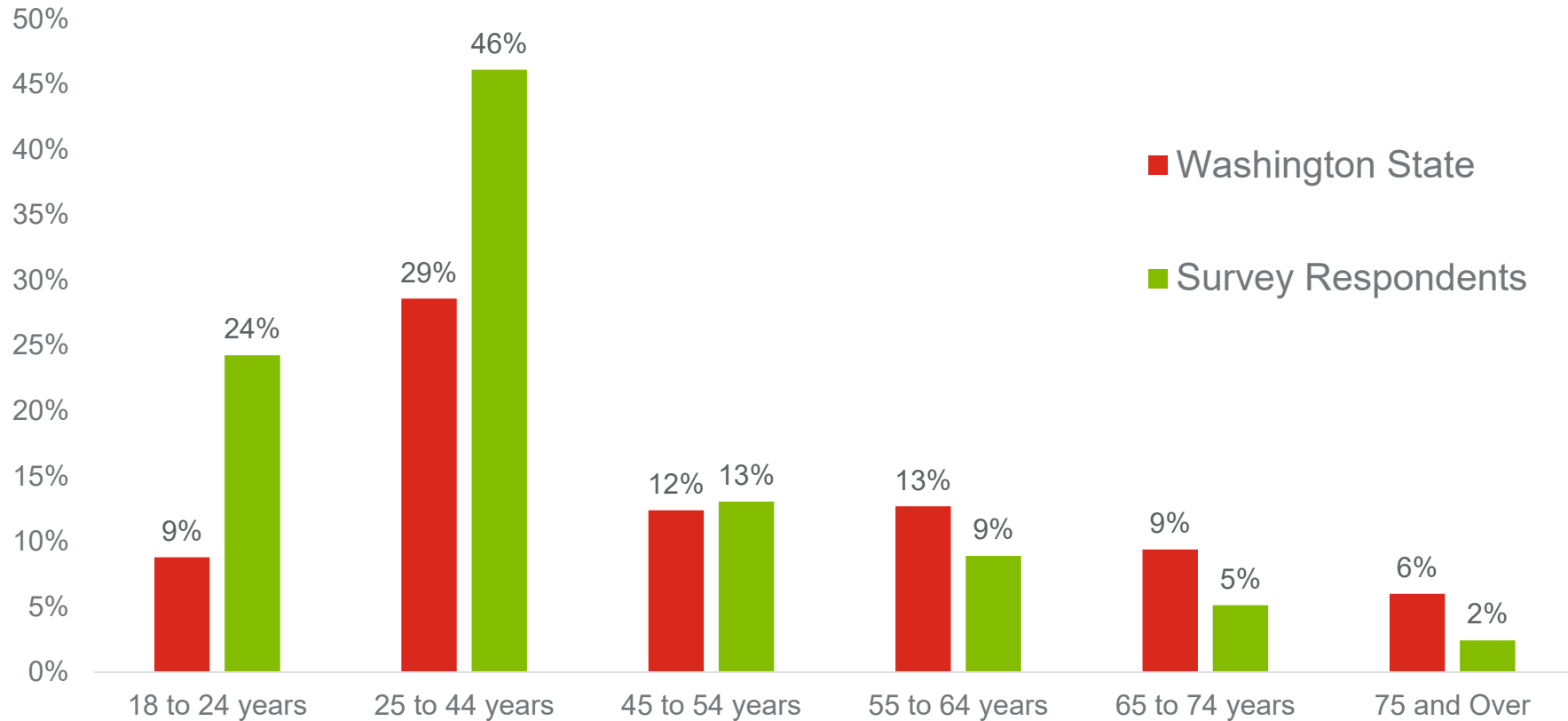


Gender Distribution: Washington State



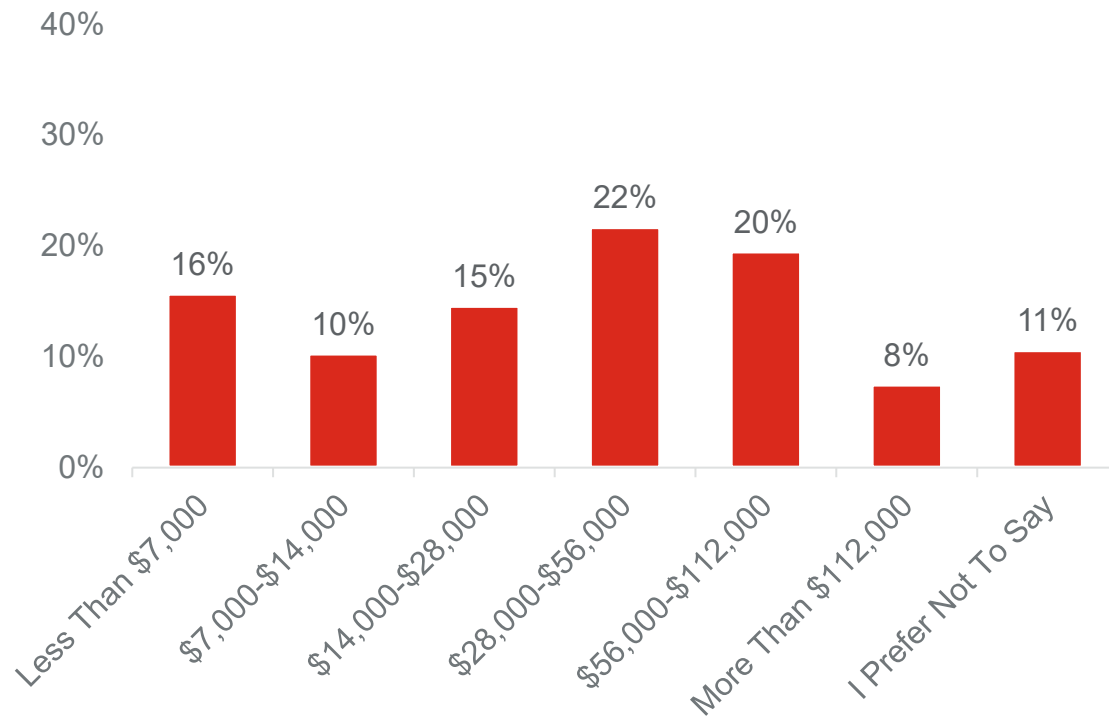
# Survey respondents: 70% were age 18-44

Age Distribution: Washington State Compared to Nondriver Survey Respondents  
(n=2,786)

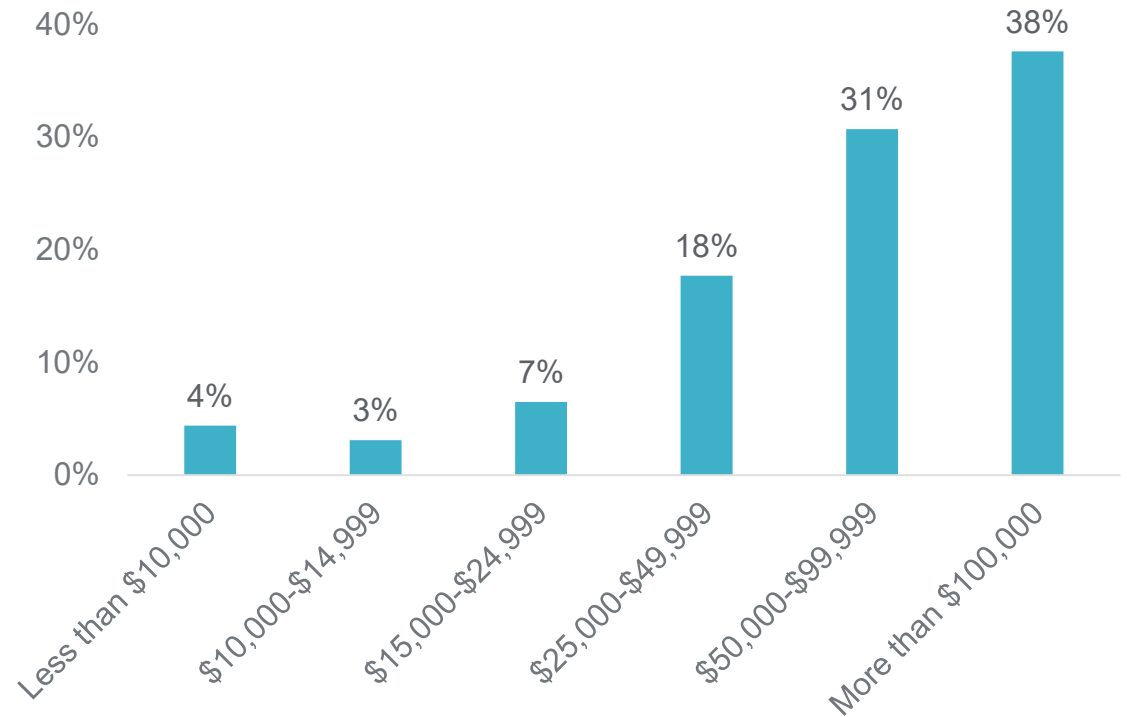


# Survey respondents: Nondrivers age 18+ tend to be lower income than the overall state population

Income Distribution: Nondriver Survey Respondents  
(n=2,786)



Income Distribution: Washington State Population





# Surveyed Reasons: What are your reasons for not driving?



# Survey Respondents: Reasons for Not Driving

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## □ Which of the following best describes your reason for not driving?

- 2,786 Nondriver Survey Responses

40% Cost of purchasing, operating, & maintaining a vehicle are too high

28% Cost of vehicle registration and/or insurance are too high

18% Disability or condition that prevents or limits driving

17% Prefer a lifestyle without a car

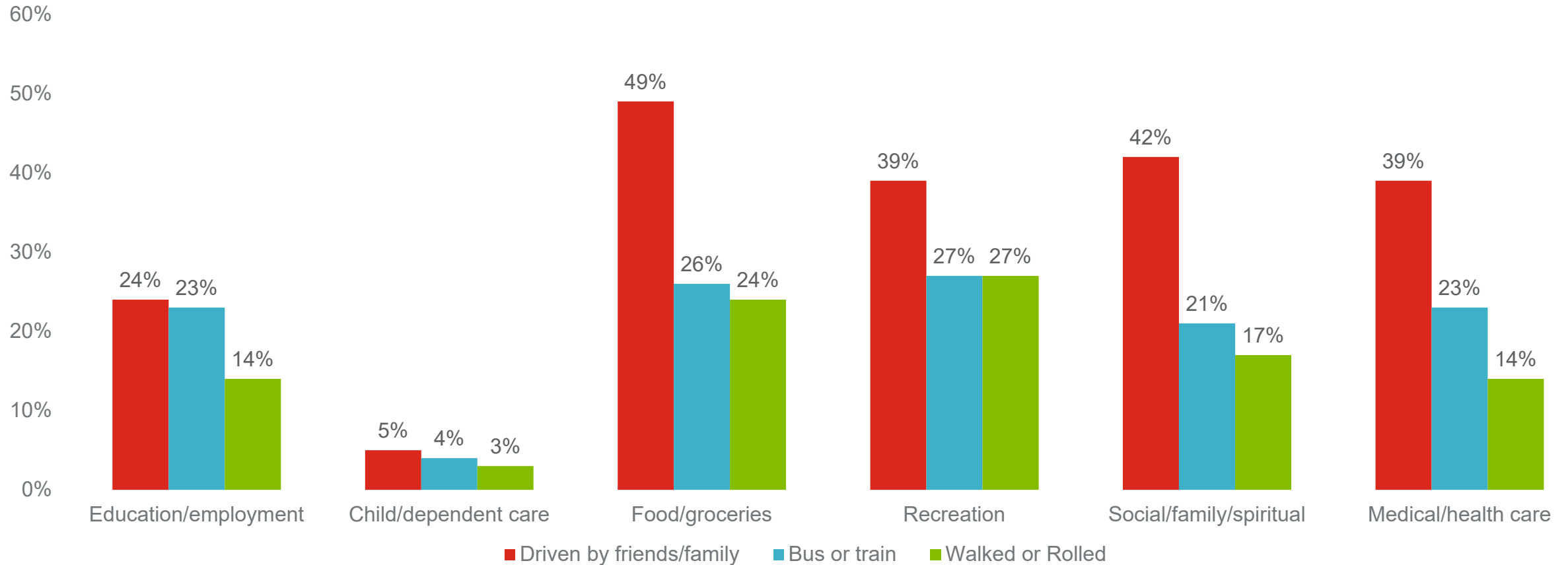
14% Doesn't know how to drive and/or the costs of obtaining a driver's license are too high

17% Other (no/suspended license, partner uses car, fear/anxiety, and others)

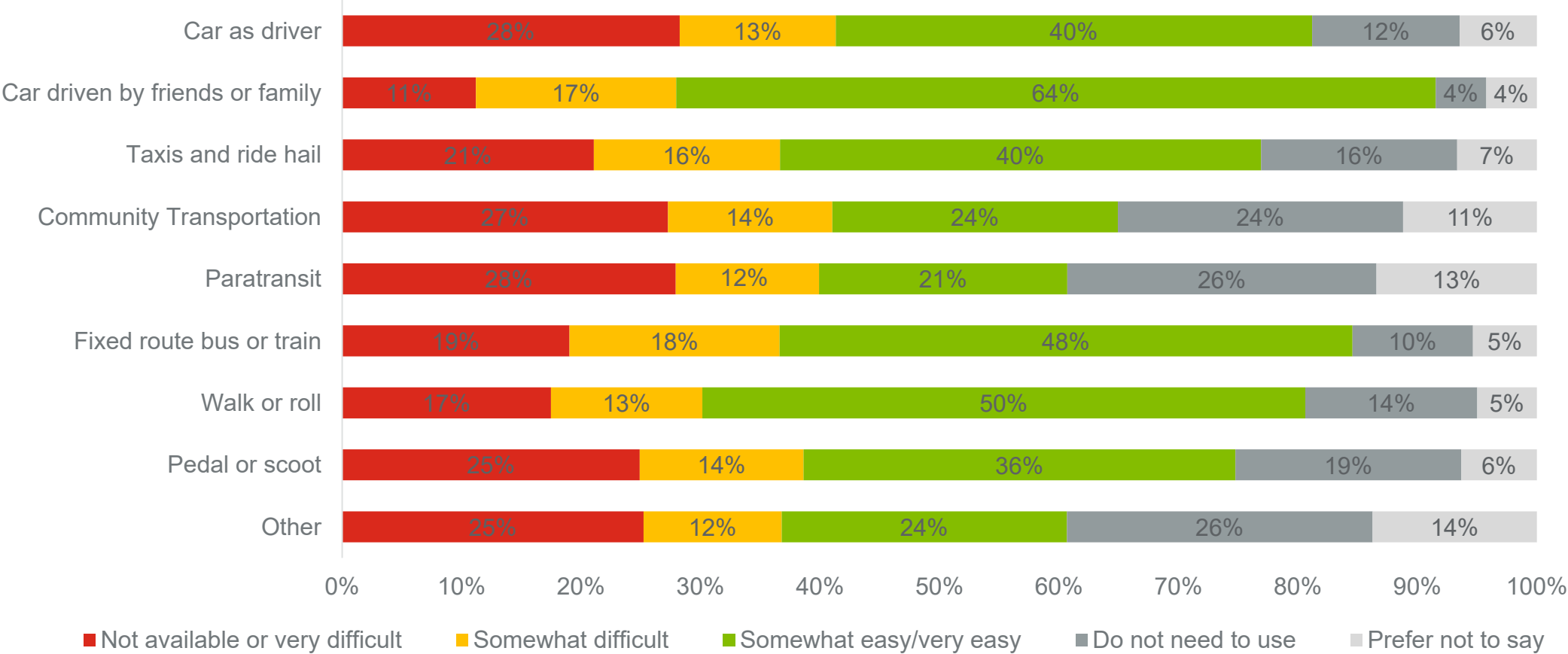
9% I prefer not to say

**Surveyed Mobility & Access: What is the usability of travel options and accessibility to activities?**

# Survey respondents said they are most often driven by friends or family to get to places



# Survey respondents indicated that a vehicle driven by friends/family, walk/roll, bus/train are easiest modes to use



# Surveyed Impact: What is the impact of travel access?



# Survey respondents: reported negative impacts to their travel behavior and access to life opportunities

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- ❑ Over **70%** of surveyed nondrivers had travel plans negatively impacted **at least one time** in the **past 30 days**.
- ❑ This negative impact is defined as at least once a week or more often:
  - **23%** of surveyed nondrivers will skip going somewhere because of transportation
  - **22%** will be late when not driving
  - **34%** percent worry about being able to get somewhere
  - **39%** worry about inconveniencing friends and family



# Market Research Statewide Survey Findings (ages 18+)

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- ✓ Nondriver survey respondents were more likely to be female, younger, lower income, and from a larger-size household
- ✓ Nondriver survey respondents have different reasons for not driving and different travel behaviors
- ✓ Nondrivers survey respondents' access to life opportunities and quality of life is impacted by their status as a nondriver and available transportation options
- ✓ There are demographic differences between nondriver survey respondents in how they are impacted by their nondriver status.
- ✓ Those living in rural areas, females, lower income, disabled, and younger respondents tended to be more impacted by their nondriver status across the different questions than other respondents.



# **Disability Mobility Initiative – Research Initiatives & Testimonials**

**DISABILITY  
MOBILITY  
INITIATIVE**



**DISABILITY  
MOBILITY  
INITIATIVE**



# Disability and Mobility

- People with disabilities are 4x more likely to not drive than nondisabled people. We use buses, subways, and commuter rail for a higher share of trips than people without disabilities (BTS, 2022).
- There are all kinds of disabilities that can prevent driving or can be barriers to someone having the resources to afford a car or afford a vehicle that meets their access needs.
- Not everyone who can't drive identifies as disabled.



# Storymap Project

## Transportation Access for Everyone: Washington State

AUGUST 2021



Produced by the Disability Mobility Initiative.  
Disability Rights Washington



PDF or text document.

Overview Back To Beginning

### TRANSPORTATION ACCESS FOR EVERYONE: WASHINGTON STATE

A quarter of our population doesn't have a driver's license, and we know that with the current economic crisis, there are even more people in our communities who can't afford to own or drive a vehicle.

Who are we, and how do we get around? Disability Mobility Initiative wants to raise awareness about how people without access to cars navigate to essential services in our communities. We've interviewed people from every legislative district in our state who rely on transit, paratransit, walking, biking, rolling or community rides to get where we need to go.

Questions or press inquiries? Contact Anna  
781.444.9062 794.1591.749

### AMANDEEP

Lymwood, Legislative District 21

"Some bus stops don't have shelters and it's hard for people to be waiting for over half an hour in the winter, especially for people with a disability or a Blind person. Sometimes if you miss one bus, you have to wait two hours for the next one. It's not a good service for people who rely on public transportation."

Amandeep is a Blind student who lives in Lymwood and attends Everett Community College. She gets around using the bus. One challenge is that the buses she needs don't stop very close to campus. Another is that bus announcements aren't loud enough, so at busy and loud stops, it's difficult to hear if the bus is the one she needs. Amandeep finds that TransitApp is the most accurate app and has the best voice function. She's missed buses and had long waits using other apps. In Amandeep's ideal community, transit stops would have Braille signage consistently posted, with route numbers, direction of travel, and schedule details. Going to downtown Seattle would be much easier, so she could meet friends, go to meetings, and go out to eat more often.

275 interviews with nondrivers from every legislative district in Washington State

Transportation Access for Everyone

Disability Mobility Initiative • 465 views • 1 year ago

Tarisha, Delridge

Disability Mobility Initiative • 93 views • 1 year ago

Erica, Edmonds

Disability Mobility Initiative • 53 views • 1 year ago

Alco, Spokane

Disability Mobility Initiative • 50 views • 1 year ago

Mitchell, Olympia on transit access

Disability Mobility Initiative • 37 views • 1 year ago



# Emotional Burden of Asking for Rides

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**"I'm 28 and I like to have a good time and do 28-year-old things. But sometimes my mom doesn't want to drive me, which is understandable. But it can be difficult." - Matt, Puyallup**

**"Whenever I call or text somebody asking for a ride I start to wonder, are they going to get back to me or not? Should I call a second person? There are times I would rather walk, even several miles, than deal with the anxiety of finding a ride."  
- Amanda, Everett**

**"It is beyond frustrating having to depend on others for transportation. It really affects me to the point where it's easier to just isolate myself in my room so I don't feel like a burden."  
- Jaime, Pasco**



# Ride Hail Is Not the Solution

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**“In the Blind community, not all Blind people have good jobs. Students and others are struggling financially, and Uber is expensive.” - Amandeep, Everett**

**“People talk all the time about getting rides [from ride-hailing companies], but people in chairs can’t do that.” - Jessica, Kent**

**“We don't even have Lyft or Uber here. All we have is one taxi, which doesn't run on Sundays, it only runs on certain hours on Saturdays.” - Leah, Port Townsend**





# Housing and Land Use Matter

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**“[Housing] can be a struggle to figure out — can I walk to a grocery store if I need to, or is there a bus that can take me without having to transfer five times?”**

- Chris,

Vancouver

**"More affordability means moving further out. Moving further out means more limited transportation."**

- Vaughn, Spokane



# Connected, Accessible Pedestrian Network

**“I often use my wheelchair in the road. I’ve had people yell at me that it’s not safe, and I understand, but they don’t understand that if I get thrown off the sidewalk into traffic because there’s a root or an uneven piece of the sidewalk, that is not safe.” - Tanisha, Seattle**

**“We need to start thinking about public transportation and sidewalks as going together instead of as two separate things. You can’t use the bus if you can’t get yourself to the bus stop.”**

Krystal, Tacoma





# Interactive Exercise: Week Without Driving



# Week Without Driving

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You can get around however you want, but the challenge is not to drive yourself in any car. This applies to all your activities — not just your work commute. If you normally transport other family members or friends, it applies to those trips too. You can ask someone else to drive you, but make a note of how much you “owe” this person in their time, and if you felt obligated to support them in other ways (i.e., doing all the dishes). You can use taxis or ride hail if they exist where you need to go, but again, think about how the cost could impact your decision to take this trip if this was regularly your only option.



# Week Without Driving: Think-Pair-Share

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- What are the biggest barriers and gaps you anticipate?
- Are there any activities you will need to give up? Which ones?
- During the week, do you find yourself concerned for safety or wellbeing? How so?
- If you needed to plan to drive some trips, what did that choice help you understand?
- If you wouldn't experience many barriers, why do you think that was the case?

## Think-Pair-Share

- 3 minutes to individually reflect.
- 7 minutes for discussion in pairs and identify items that resonate with both of you.
- 8 minutes for sharing with full group

# Discussion and Q&A



# Contact Information

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- ❑ Anna Zivarts, Disability Rights Washington, [annaz@dr-wa.org](mailto:annaz@dr-wa.org)