

Strategic Planning

Kootenai County Public Transportation



Strategic Service Plan

Kootenai County Public transportation

Project Goal

Integrating multimodal mobility options enabling individuals to plan and execute complete trips throughout the region.

Objectives

Network Redesign/New Mobility

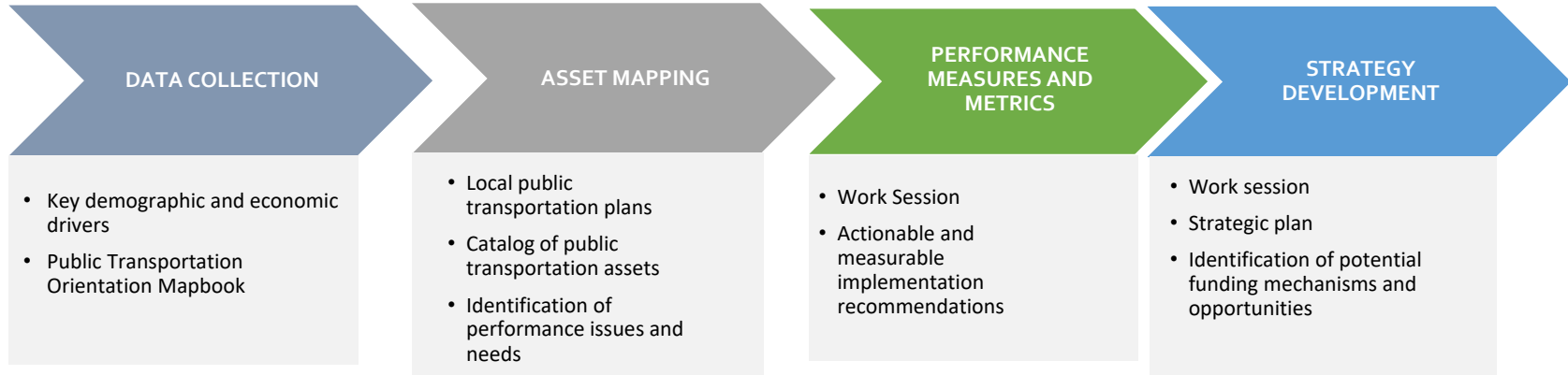
- Improve service
 - Headway
 - Span of service
 - Regional equity (seniors/people w/ disabilities)
- Meet current/future ridership demands
- Increase bus operation efficiency and effectiveness
- Reduce overall operating costs



OTHER J-U-B COMPANIES



Project Approach



System Assets
&
Local Plans



Travel Trends
&
Data



GAPS =



Connectivity

- Identify:
- Rider perspective
 - Target populations
 - Needs for each population

STEERING COMMITTEE

Coeur d'Alene

- Hilary Patterson
- Chris Bosley
- Sean Holm

Post Falls

- Bob Seale
- Jon Manley
- Rob Palus
- Bob Melvin

Hayden

- Donna Phillips
- Rob Wright

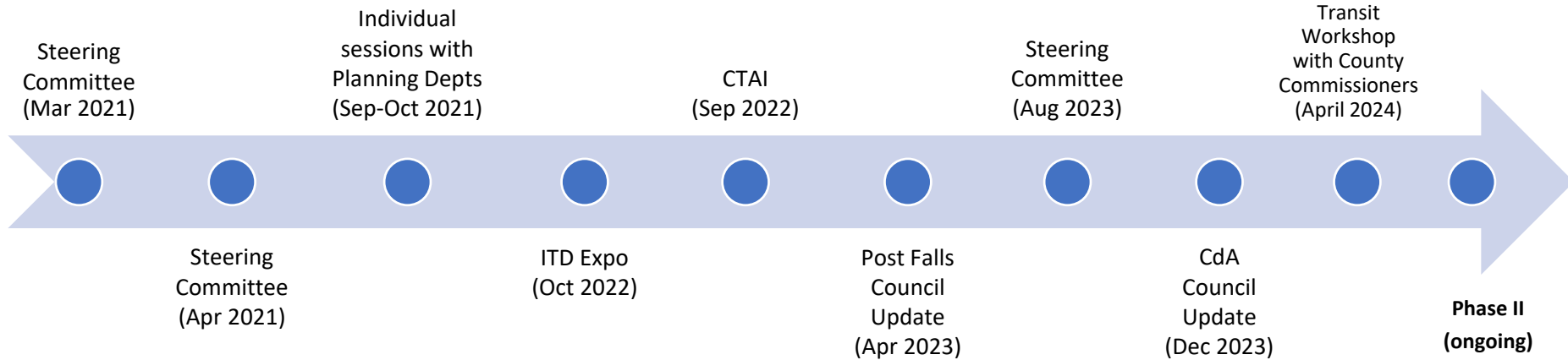
Rathdrum

- James Agidius
- Mari Davey

KMPO

- Ali Marienau

Partner Engagement



Leveraging data for strategic planning

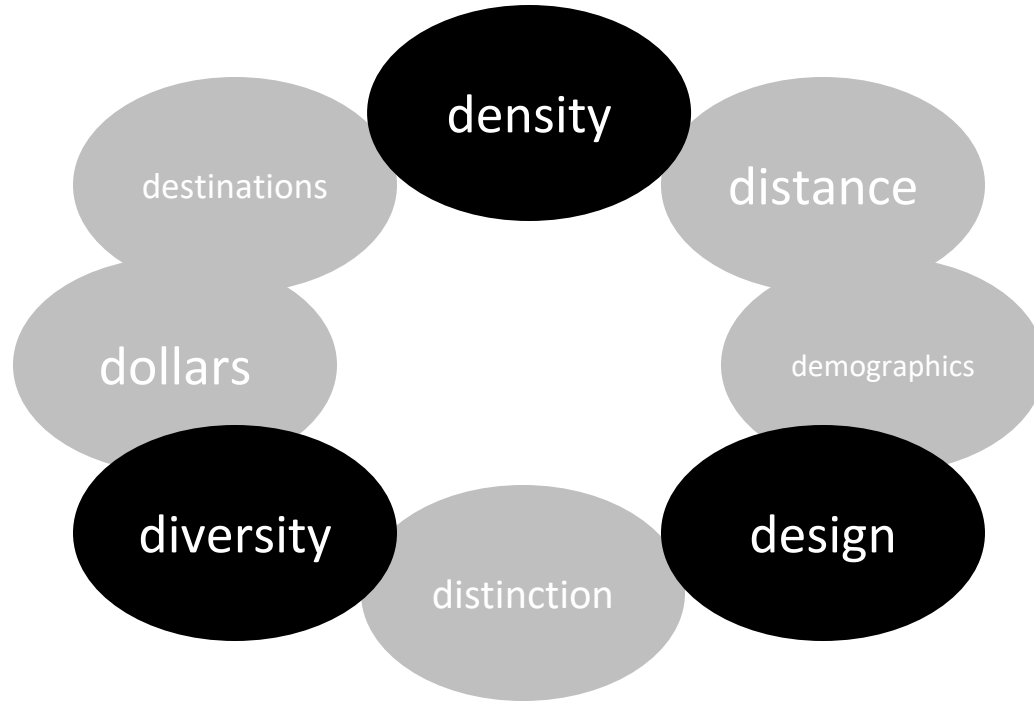
- Optimize resources, **do more with less**
- Match **existing and future** transit service to most ideal transit markets
- Link evaluation criteria to **performance**
- Be **proactive** as opposed to reactive

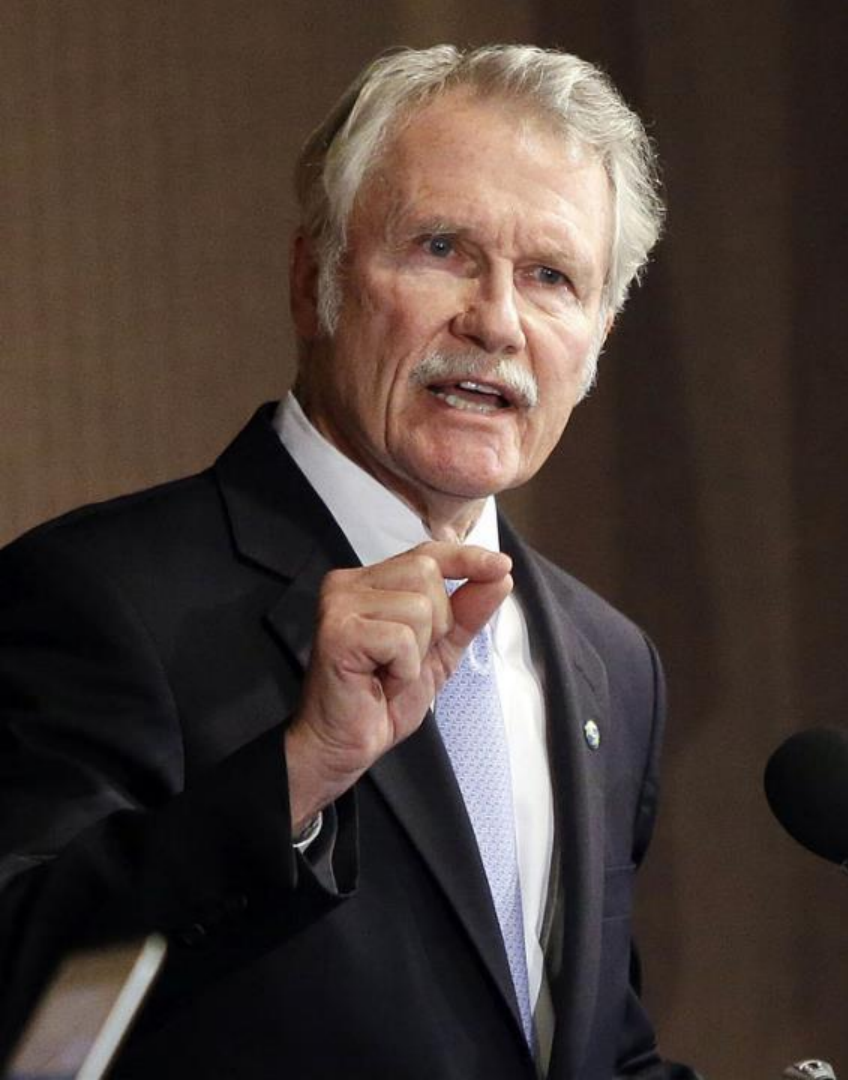


Identifying transit markets

- **Transit orientation:** *"You know it when you see it."*
- How can we compare different parts of the County?
- Physical and social infrastructure directly related to transit ridership

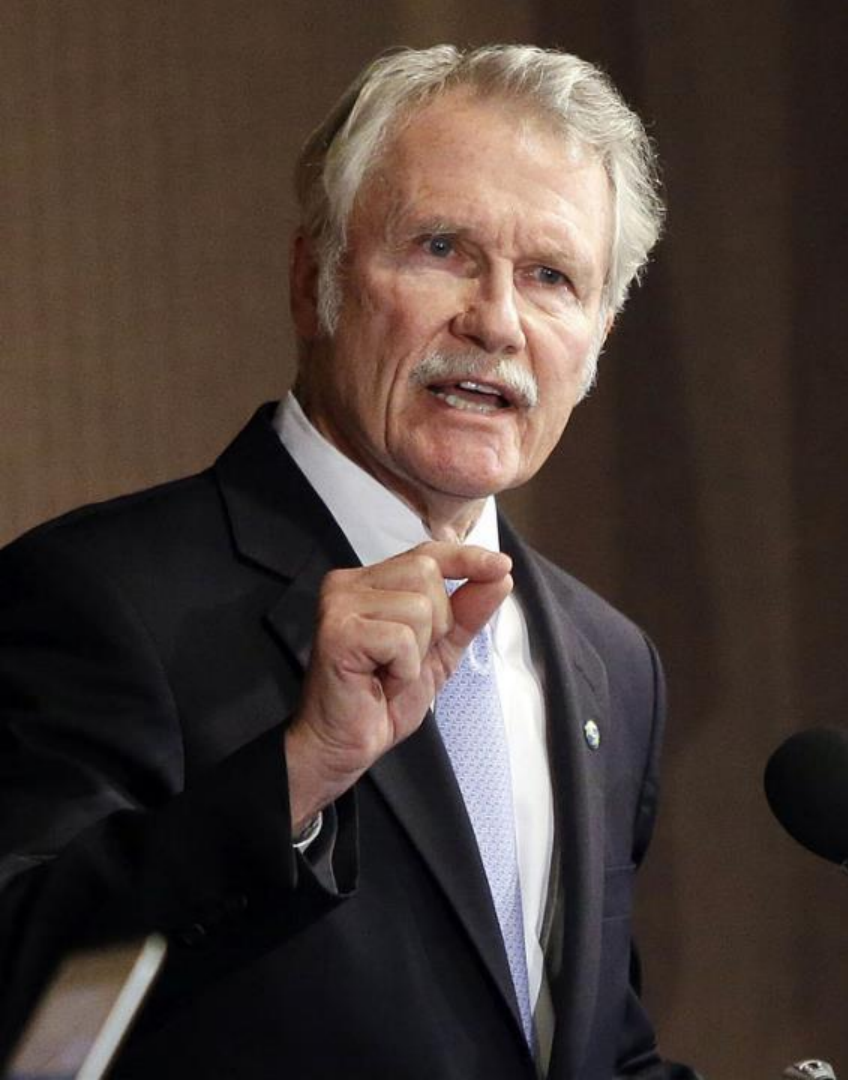
Evaluation criteria





The “d” word

- “If there are things Oregonians hate, it is **density**”
 - Former Oregon Governor, John Kitzhaber

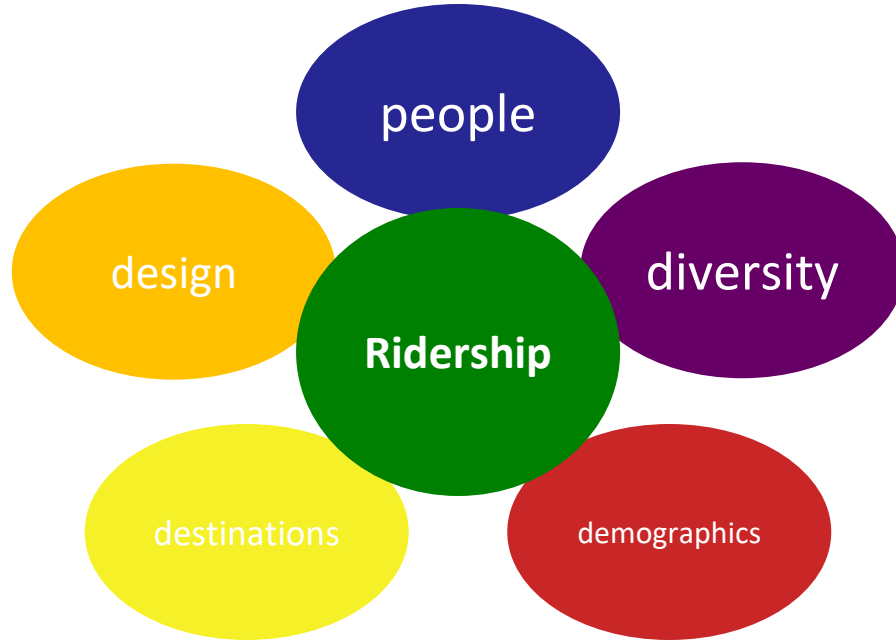


The “d” word

- “If there are things Oregonians hate, it is **density** and **sprawl**...”

- Former Oregon Governor, John Kitzhaber

Transit Orientation in Kootenai County



Transit Orientation Criteria

- **People:** population density
- **Destinations:** employment density
- **Diversity of Uses:** neighborhood serving retail and services
- **Design:** block density
- **Demographics:**
 - low vehicle ownership (0-1 car households)
 - low-income households



people



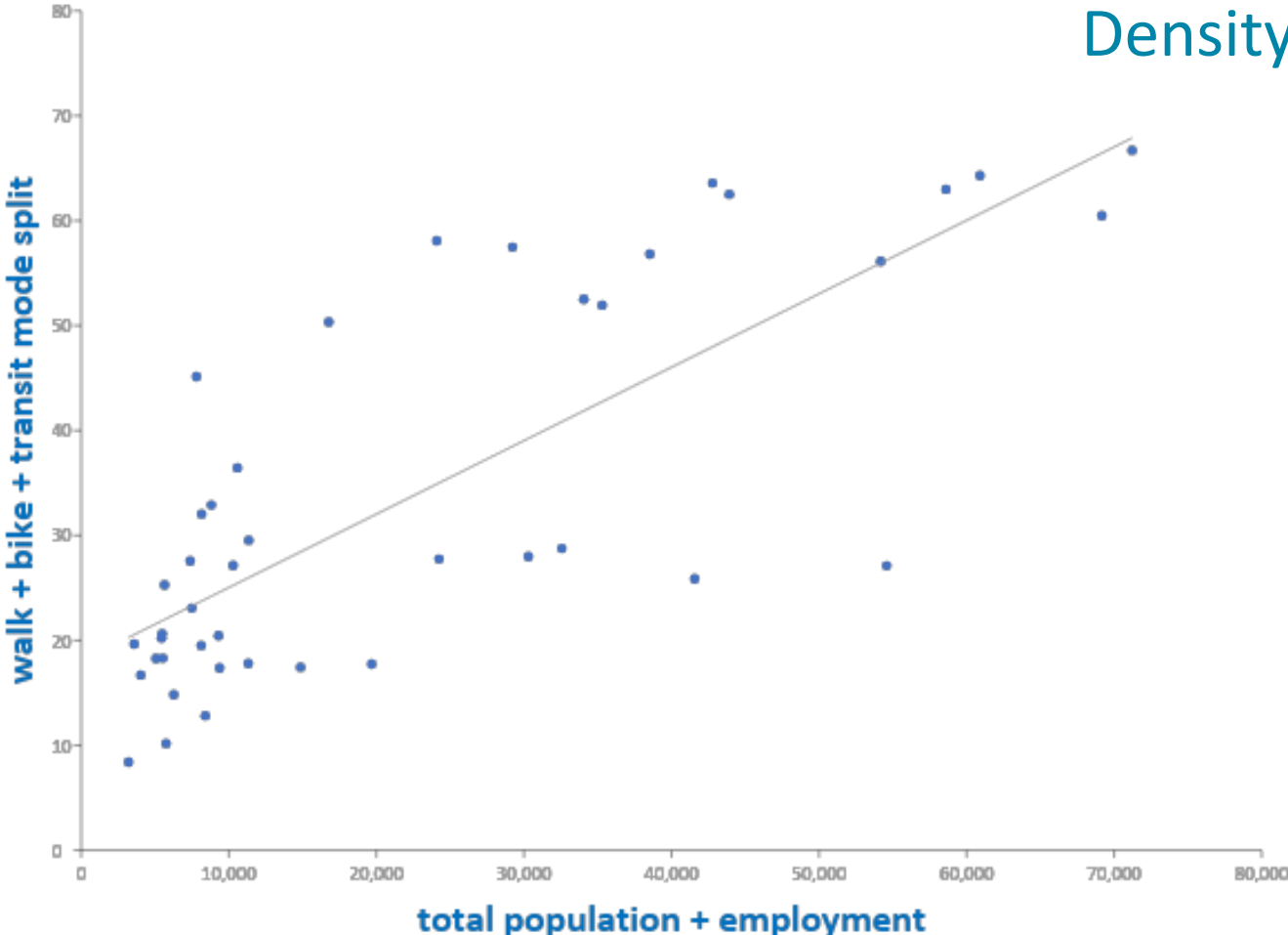


North Idaho College

9/6/2024



Density

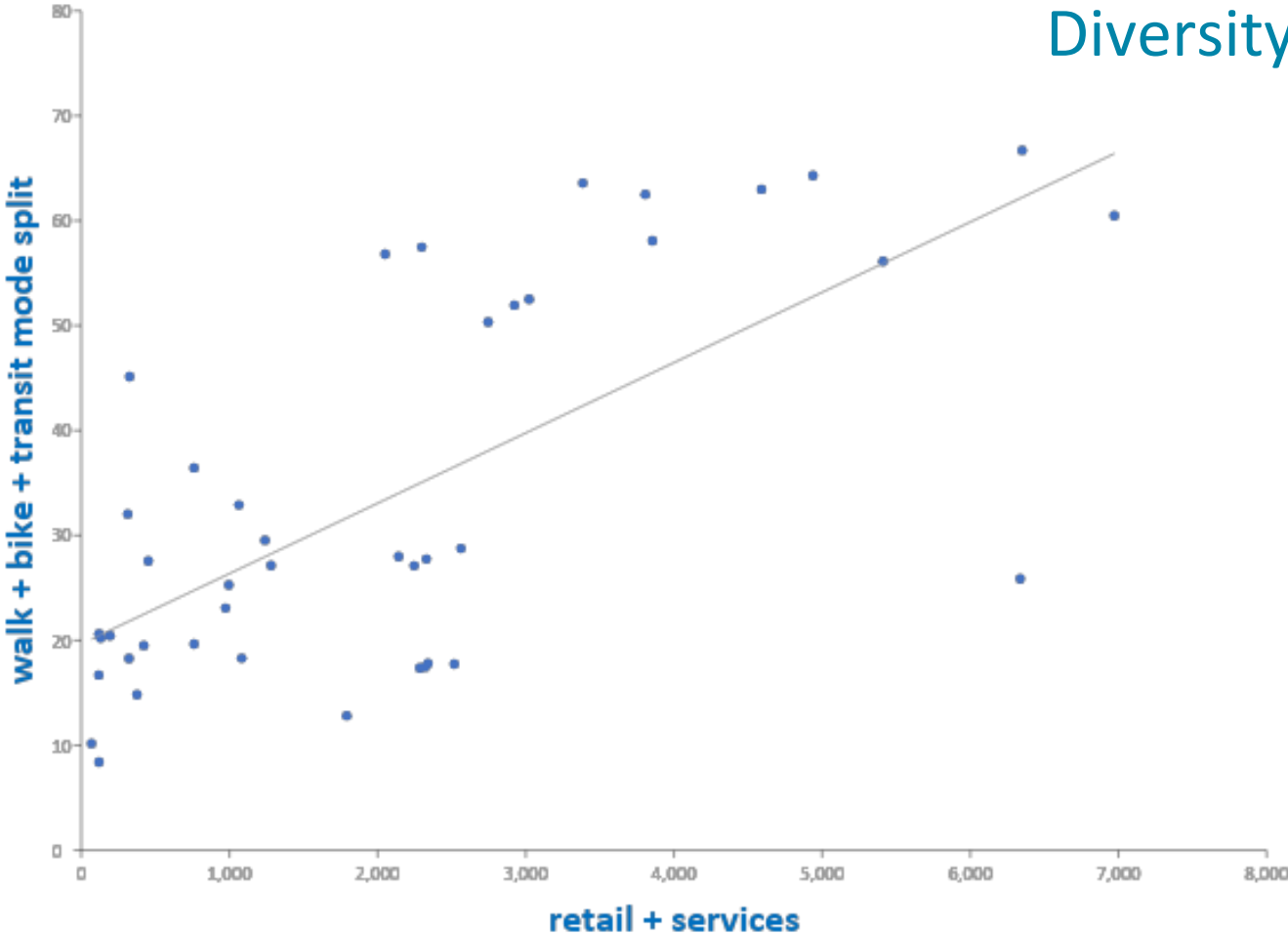


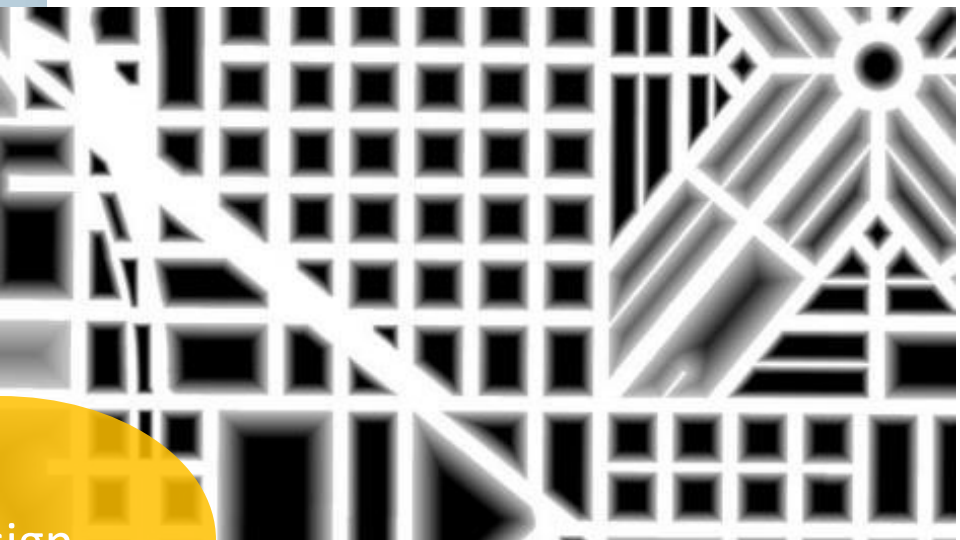


diversity

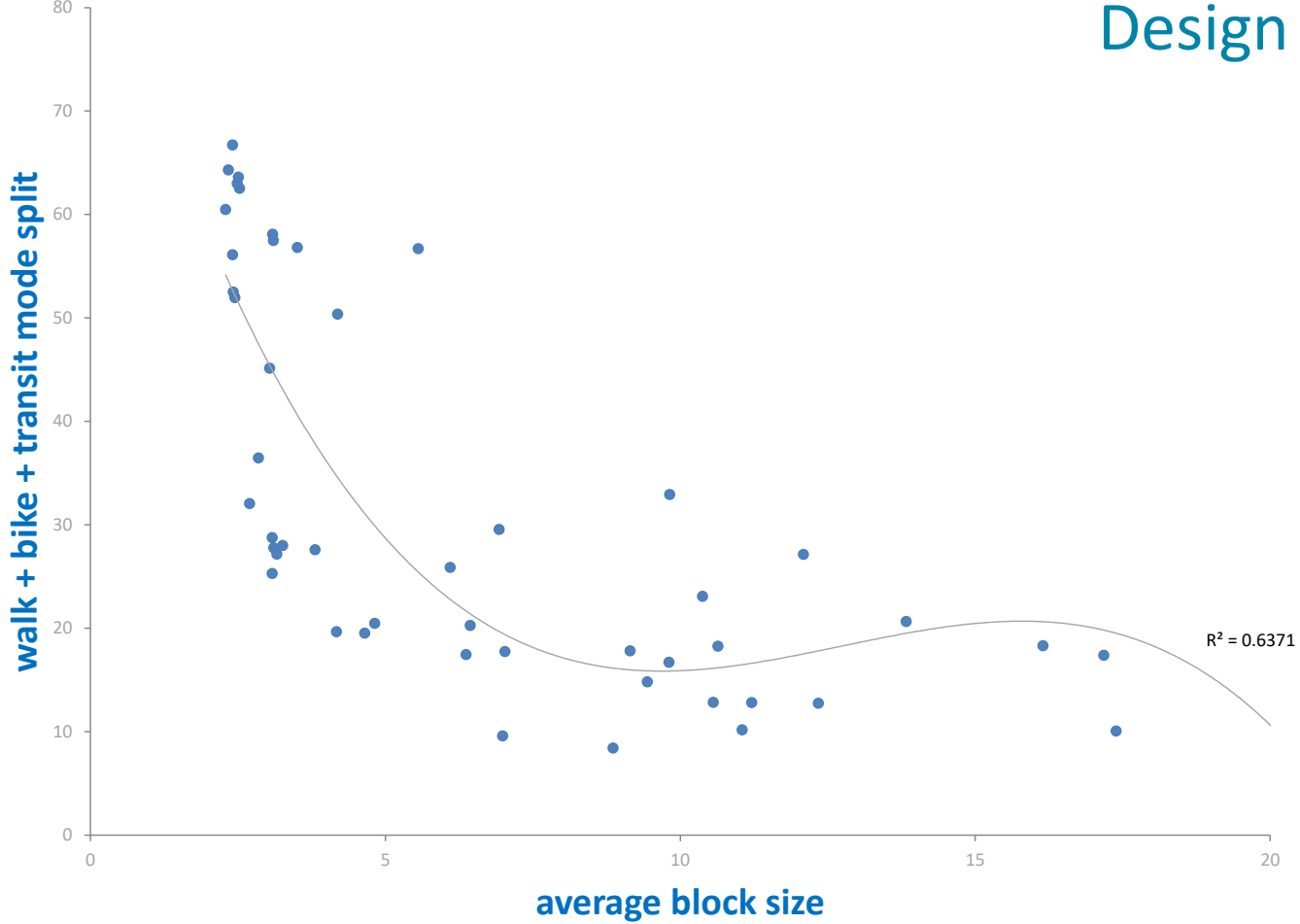


Diversity

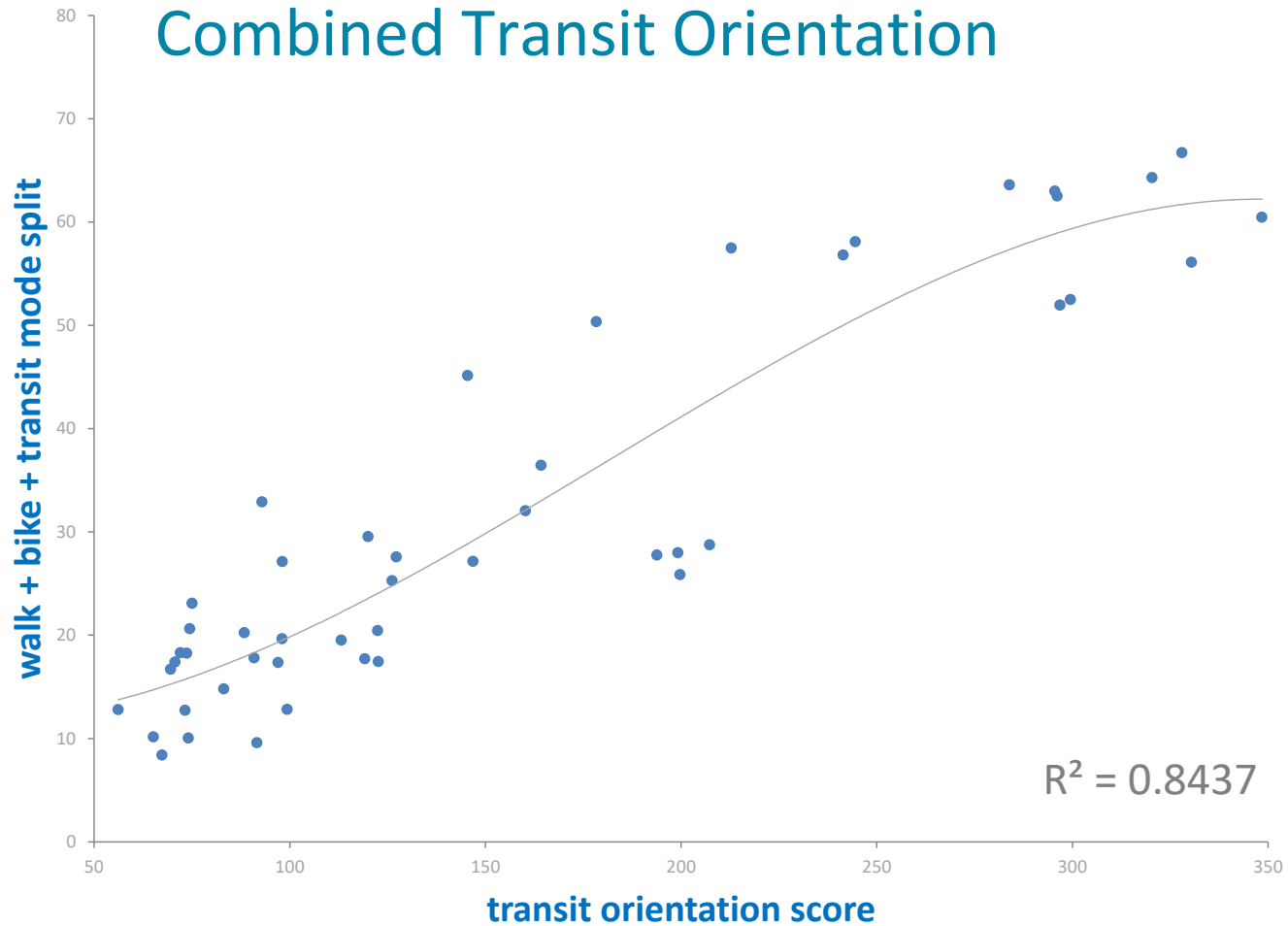




Design



Combined Transit Orientation



Demographics

According to the American Public Transportation

Association:

- low vehicle ownership (0-1 car households): Over 80 percent of transit riders have 1 car or less available to them
- low-income households: Over 65 percent of transit riders have household incomes of less than \$50,000

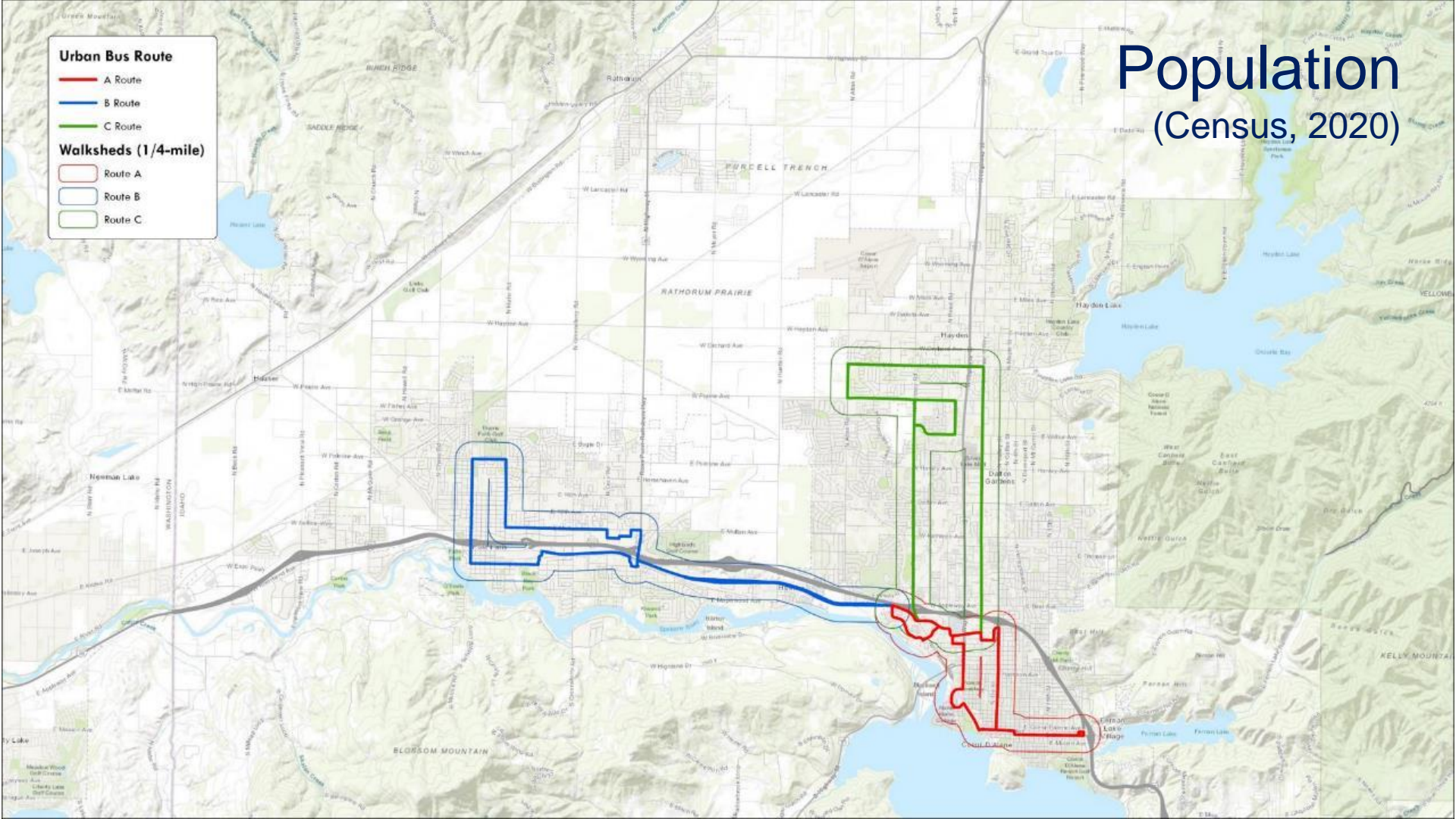
Population (Census, 2020)

Urban Bus Route

- A Route
- B Route
- C Route

Walksheds (1/4-mile)

- Route A
- Route B
- Route C



Population (2040)

Urban Bus Route

- A Route
- B Route
- C Route

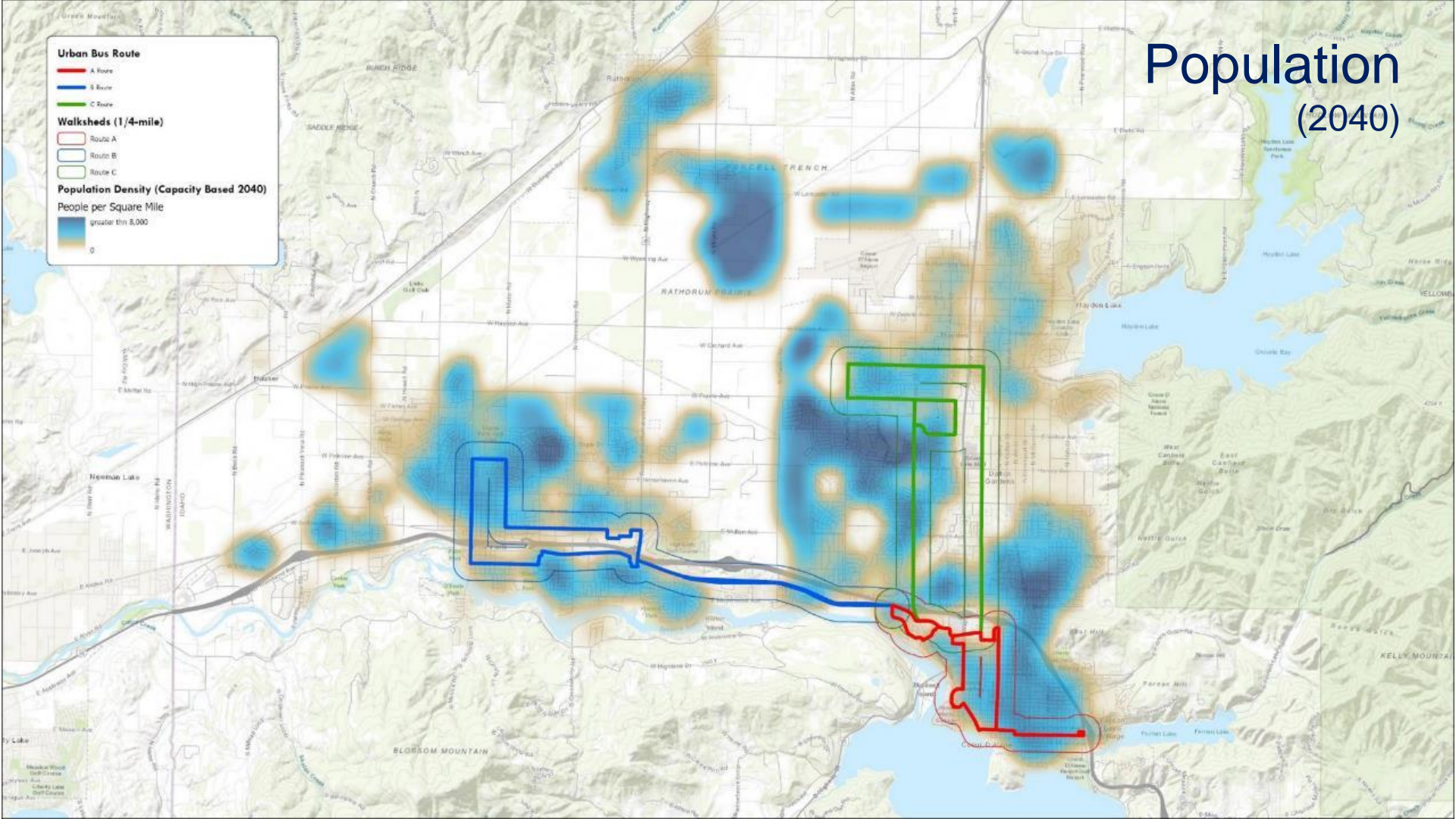
Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Population Density (Capacity Based 2040)

People per Square Mile

- greater than 8,000
- 0



Employment (2020)

Urban Bus Route

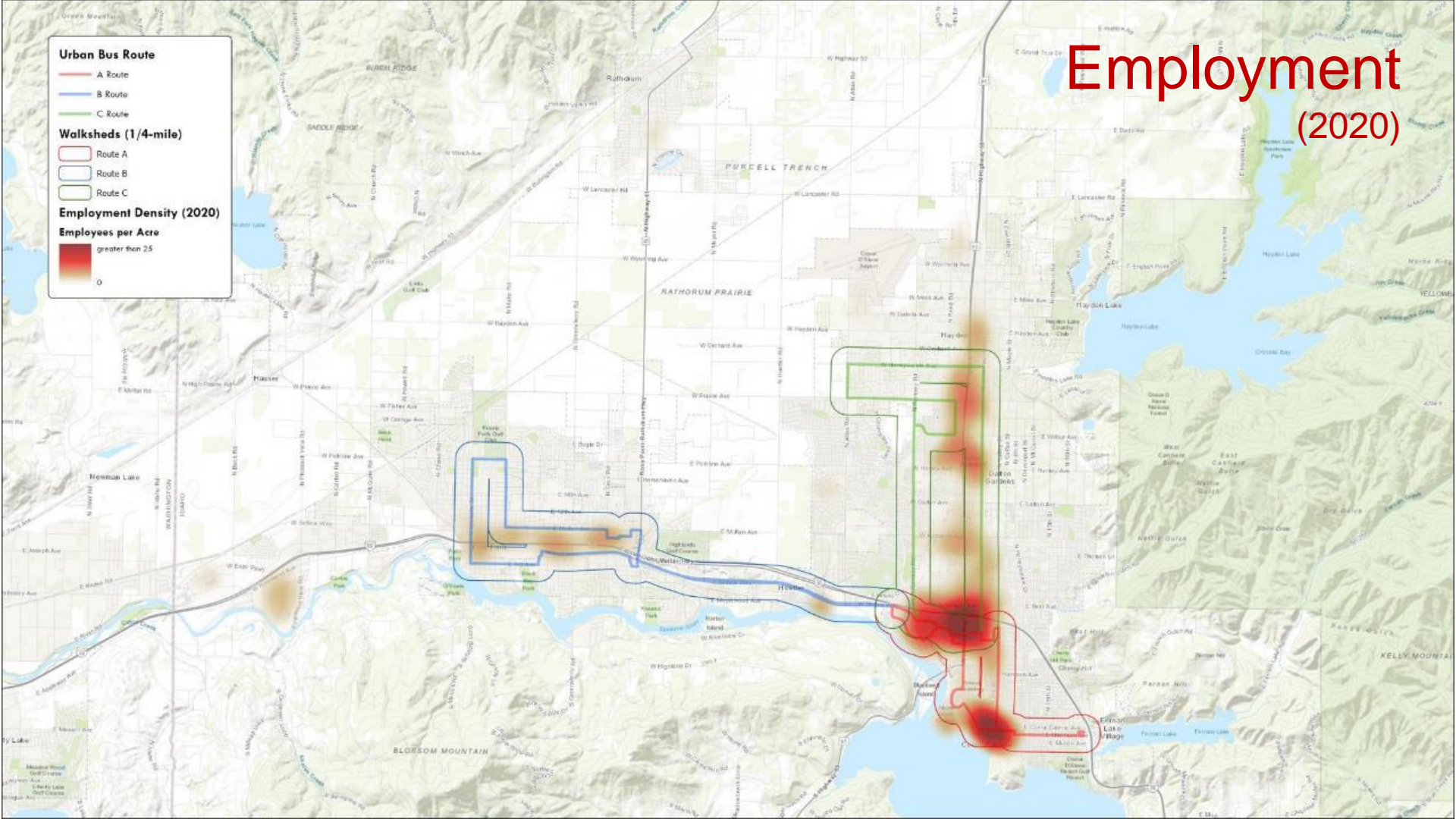
- A Route
- B Route
- C Route

Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Employment Density (2020)

Employees per Acre



Employment (2040)

Urban Bus Route

- A Route
- B Route
- C Route

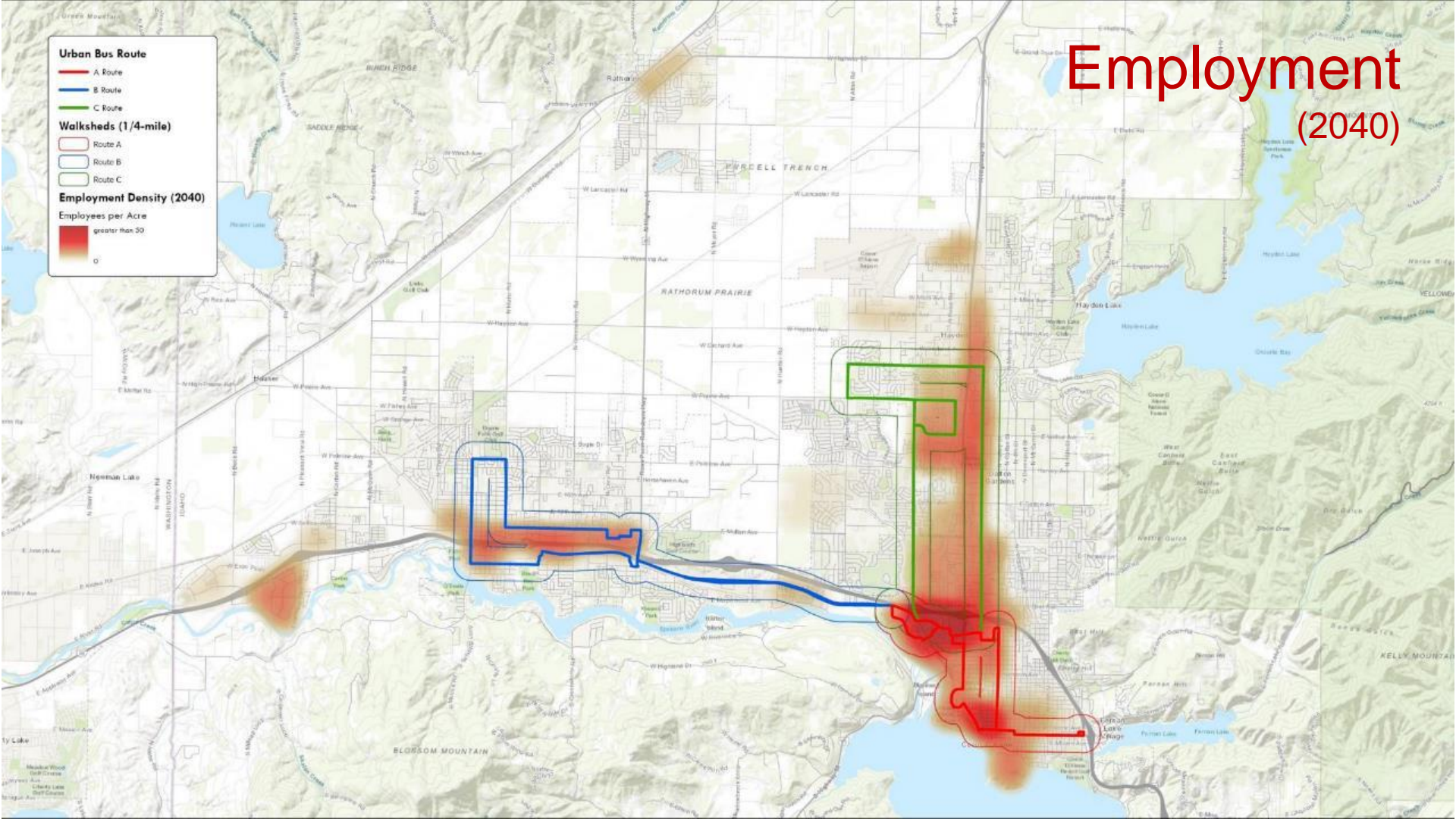
Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Employment Density (2040)

Employees per Acre

- greater than 50
- 0



Mixed Use (2020)

Urban Bus Route

- A Route
- B Route
- C Route

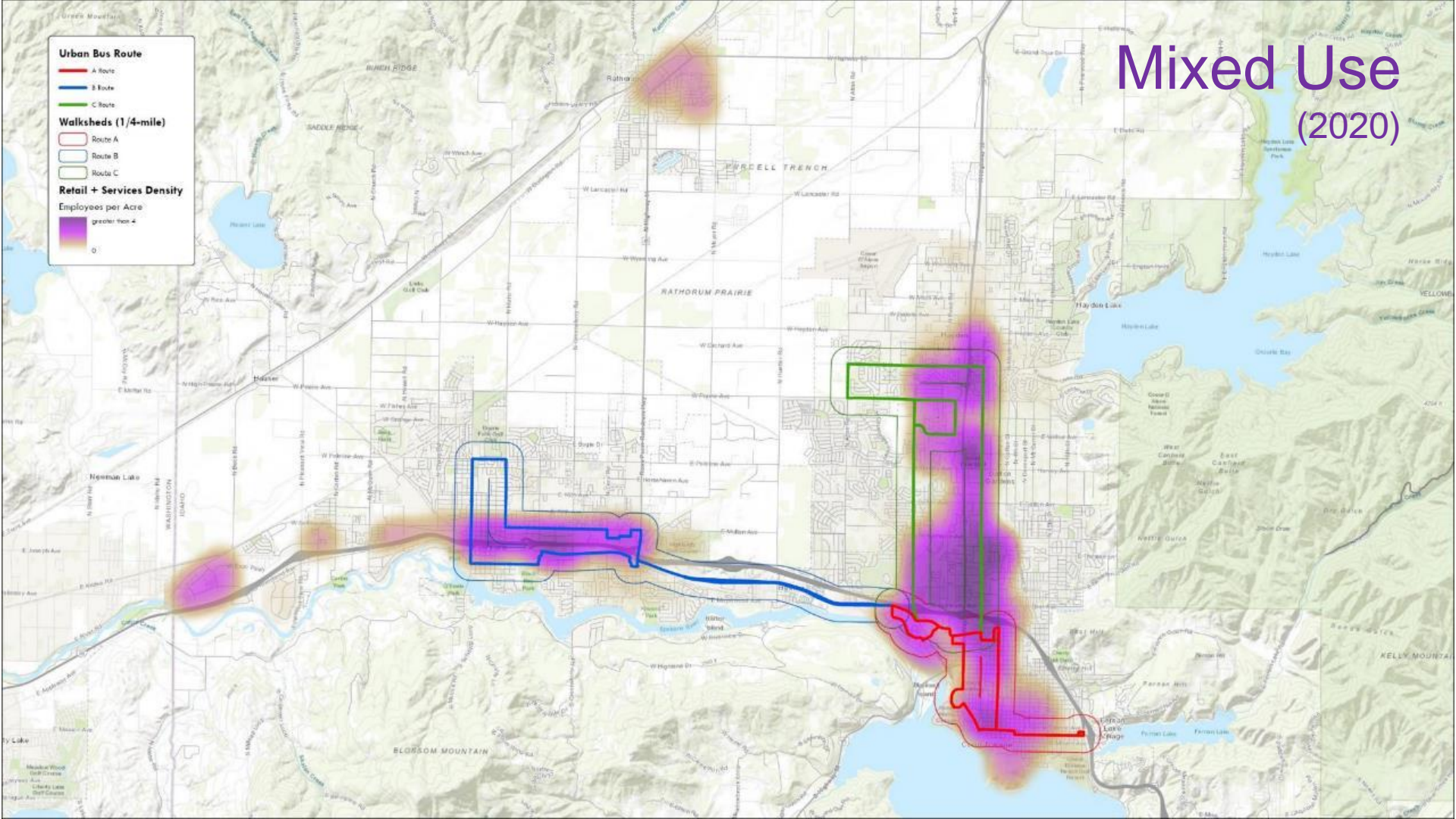
Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Retail + Services Density
Employees per Acre

greater than 4

0



Pedestrian Scale Blocks

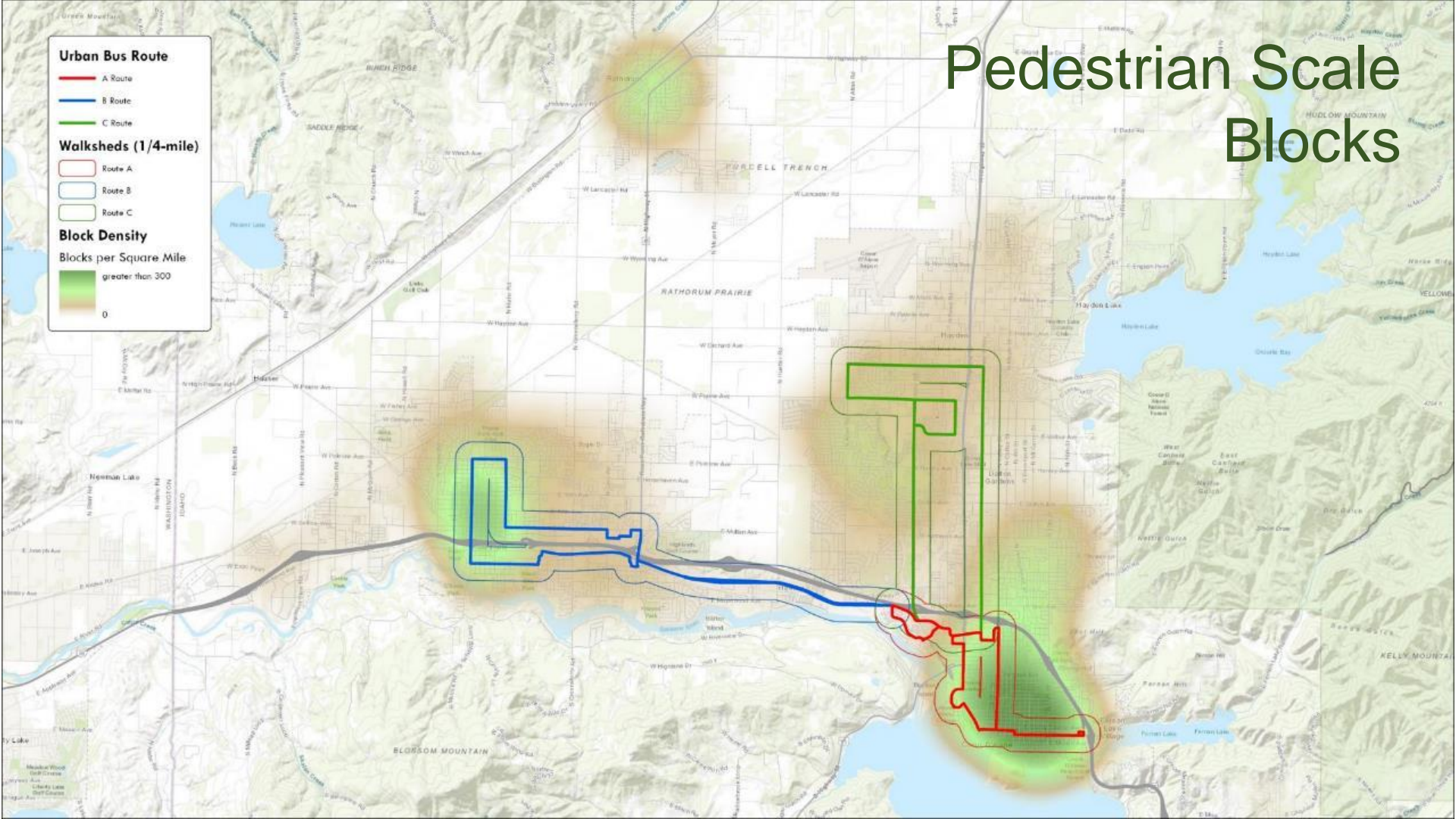
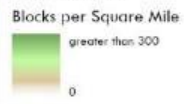
Urban Bus Route

- A Route
- B Route
- C Route

Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Block Density







Low Income Households

Urban Bus Route

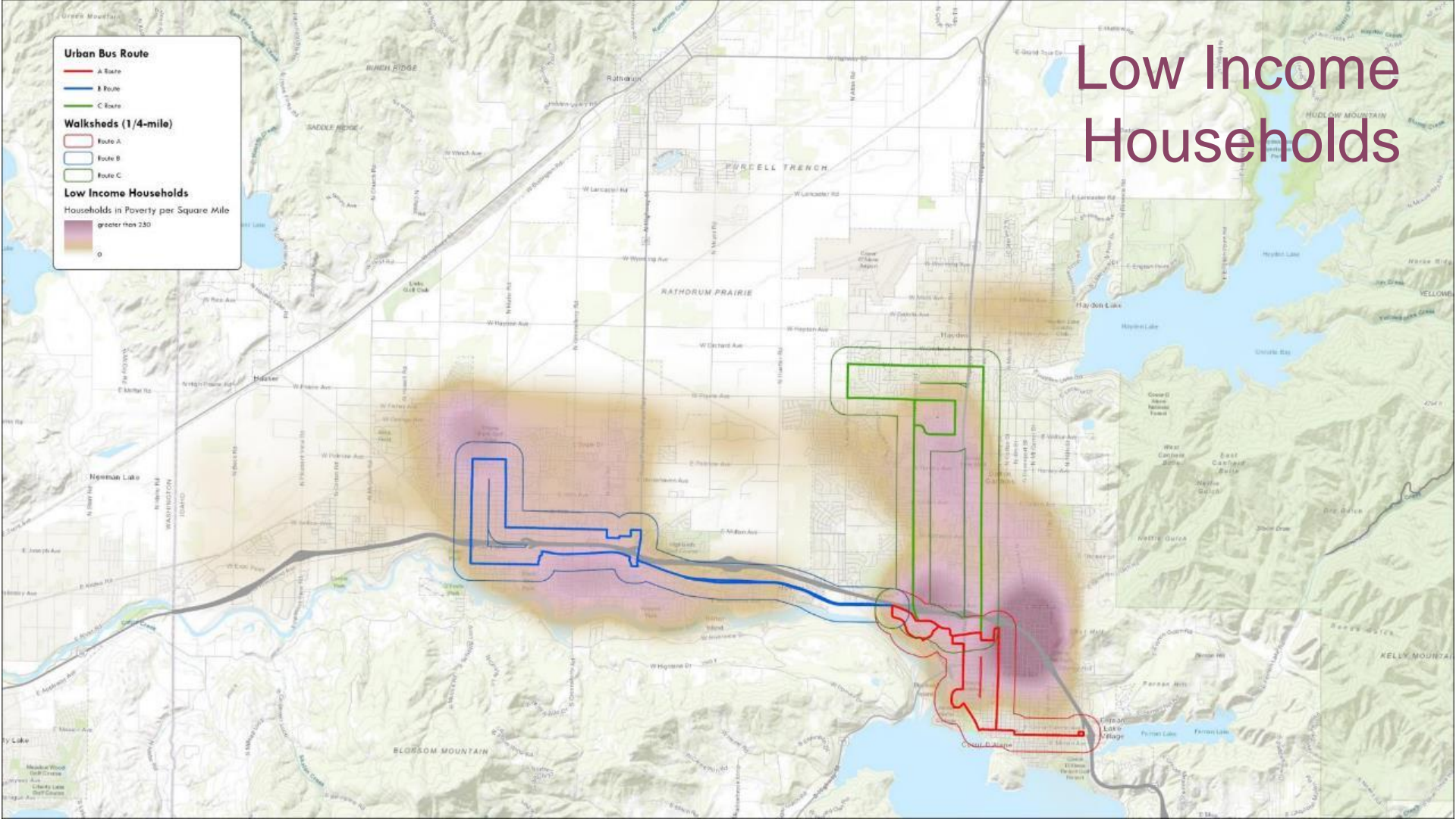
- A Route
- B Route
- C Route

Walksheds (1/4-mile)

- Route A
- Route B
- Route C

Low Income Households

Households in Poverty per Square Mile



Low Vehicle Ownership

Urban Bus Route

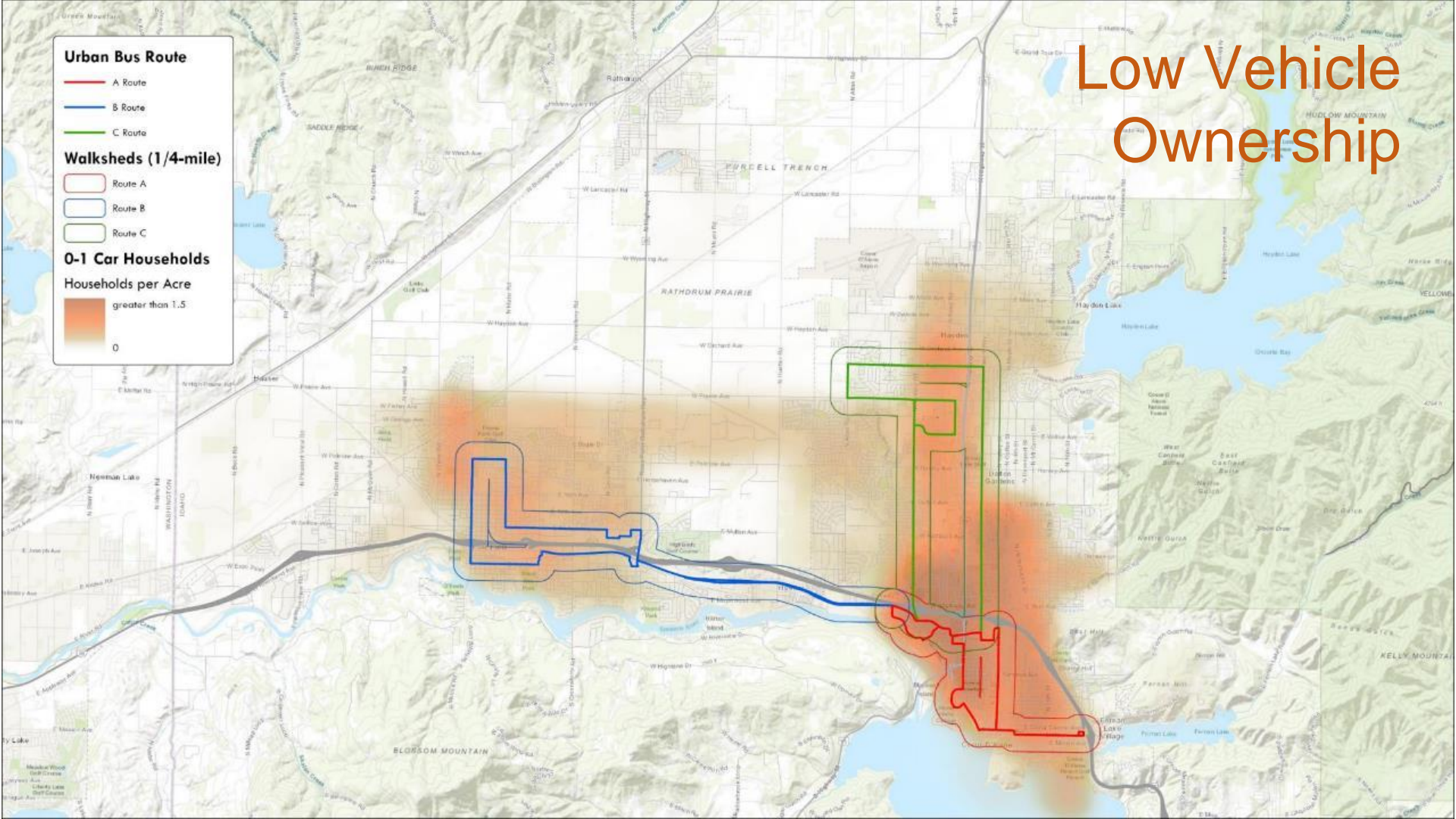
- A Route
- B Route
- C Route

Walksheds (1/4-mile)

- Route A
- Route B
- Route C

0-1 Car Households

- Households per Acre
- greater than 1.5
 - 0



Transit Orientation (2020)

Urban Bus Route

- A Route
- B Route
- C Route

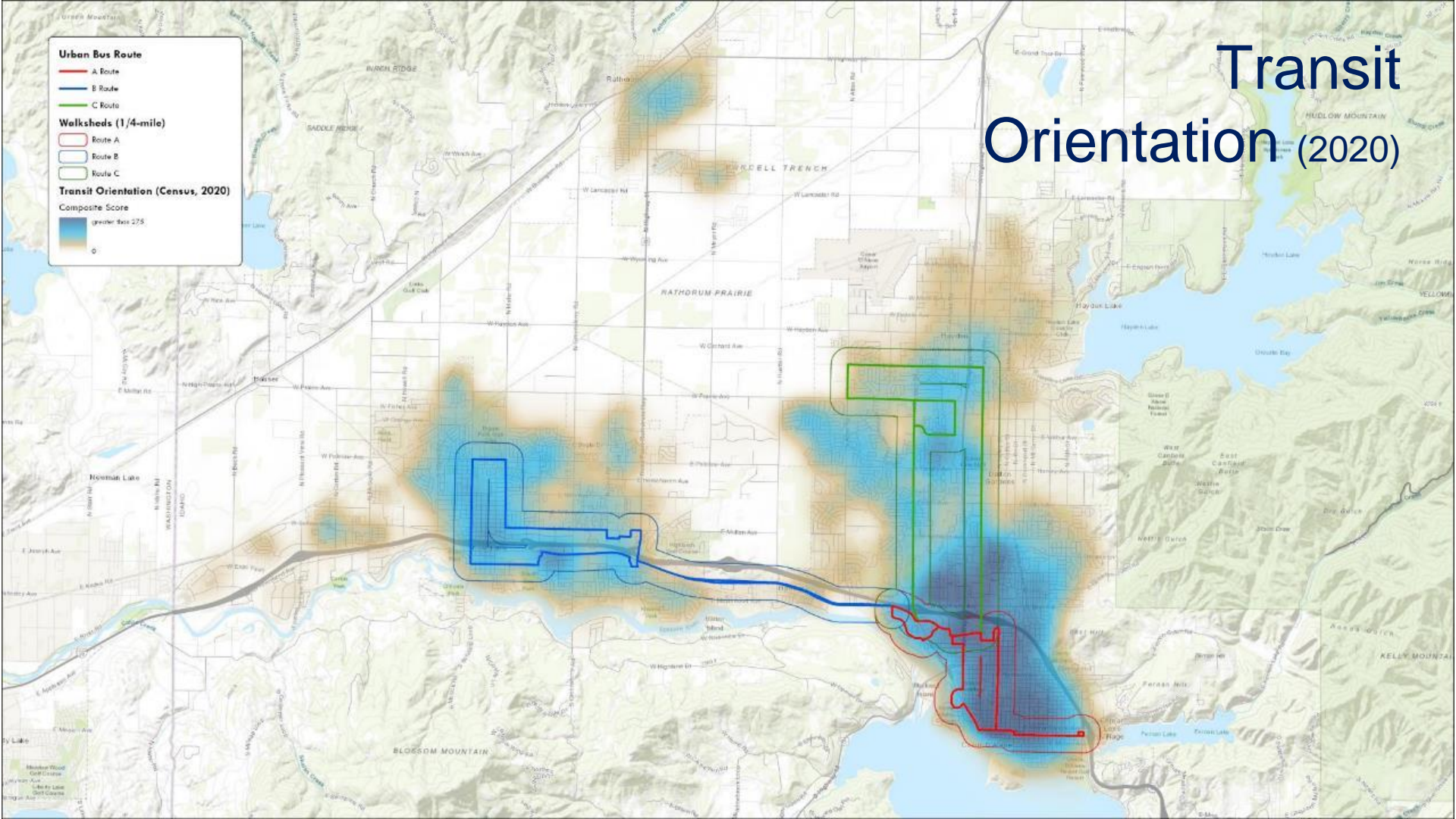
Walksheds (1/4-mile)

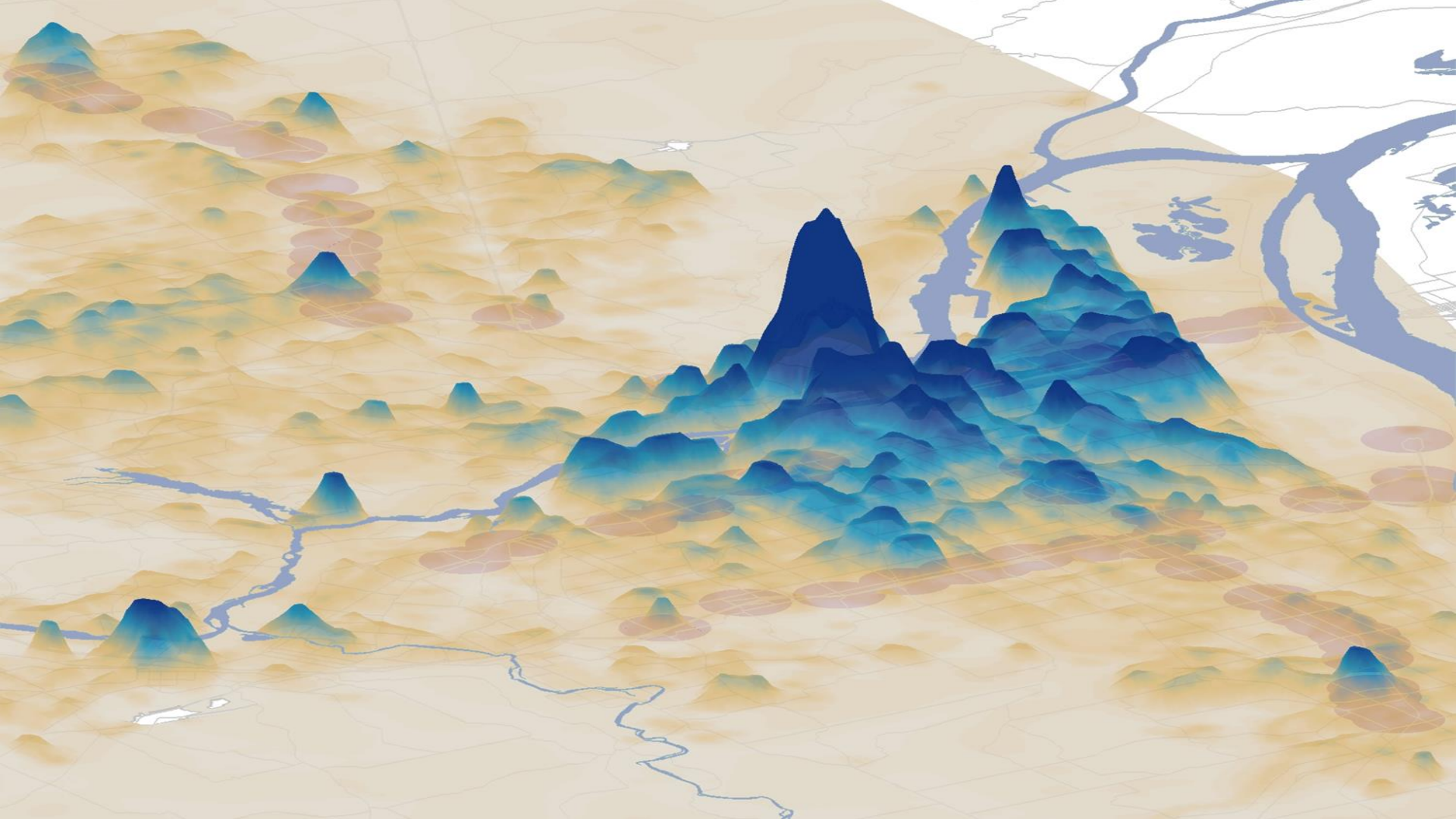
- Route A
- Route B
- Route C

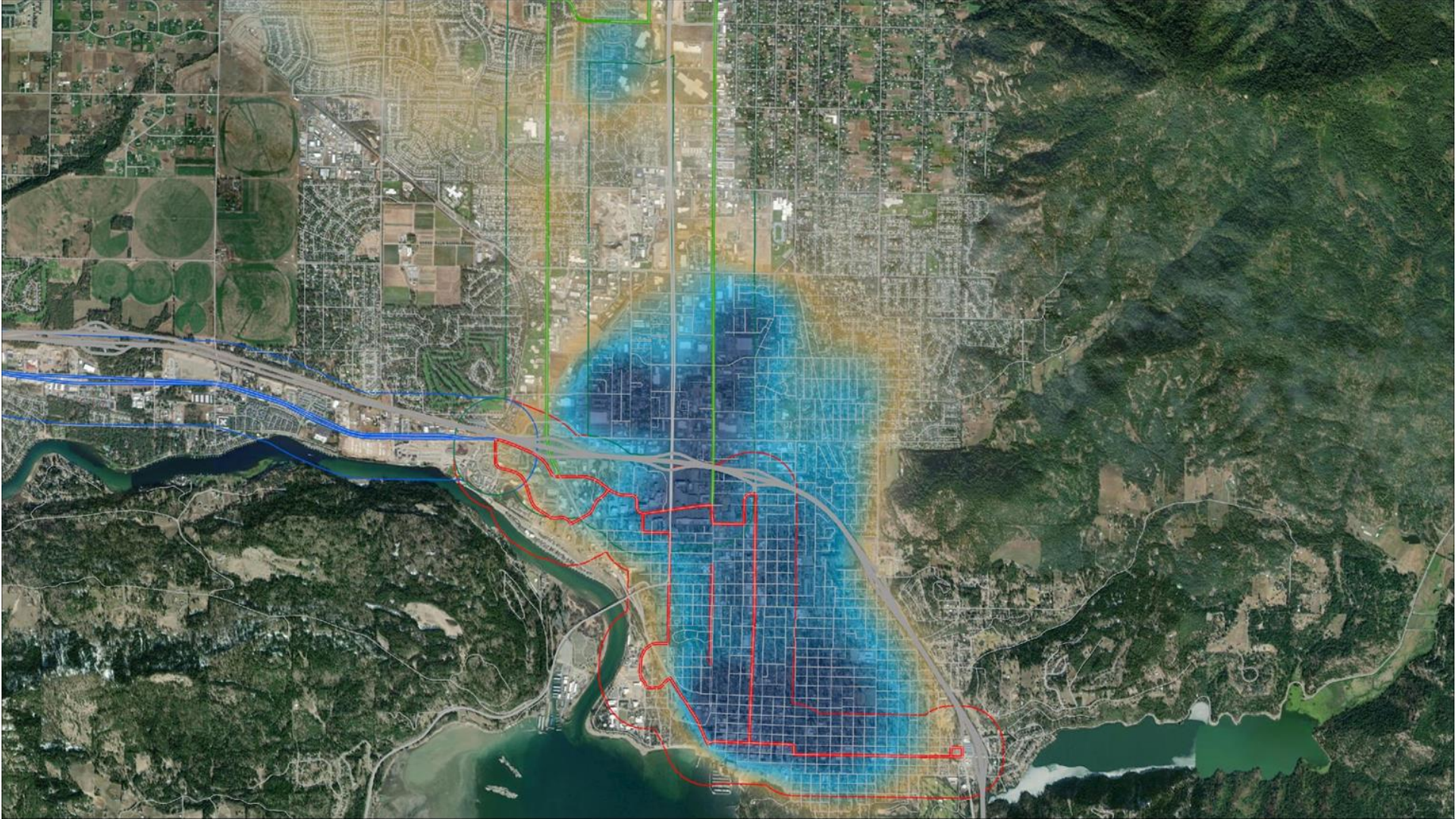
Transit Orientation (Census, 2020)

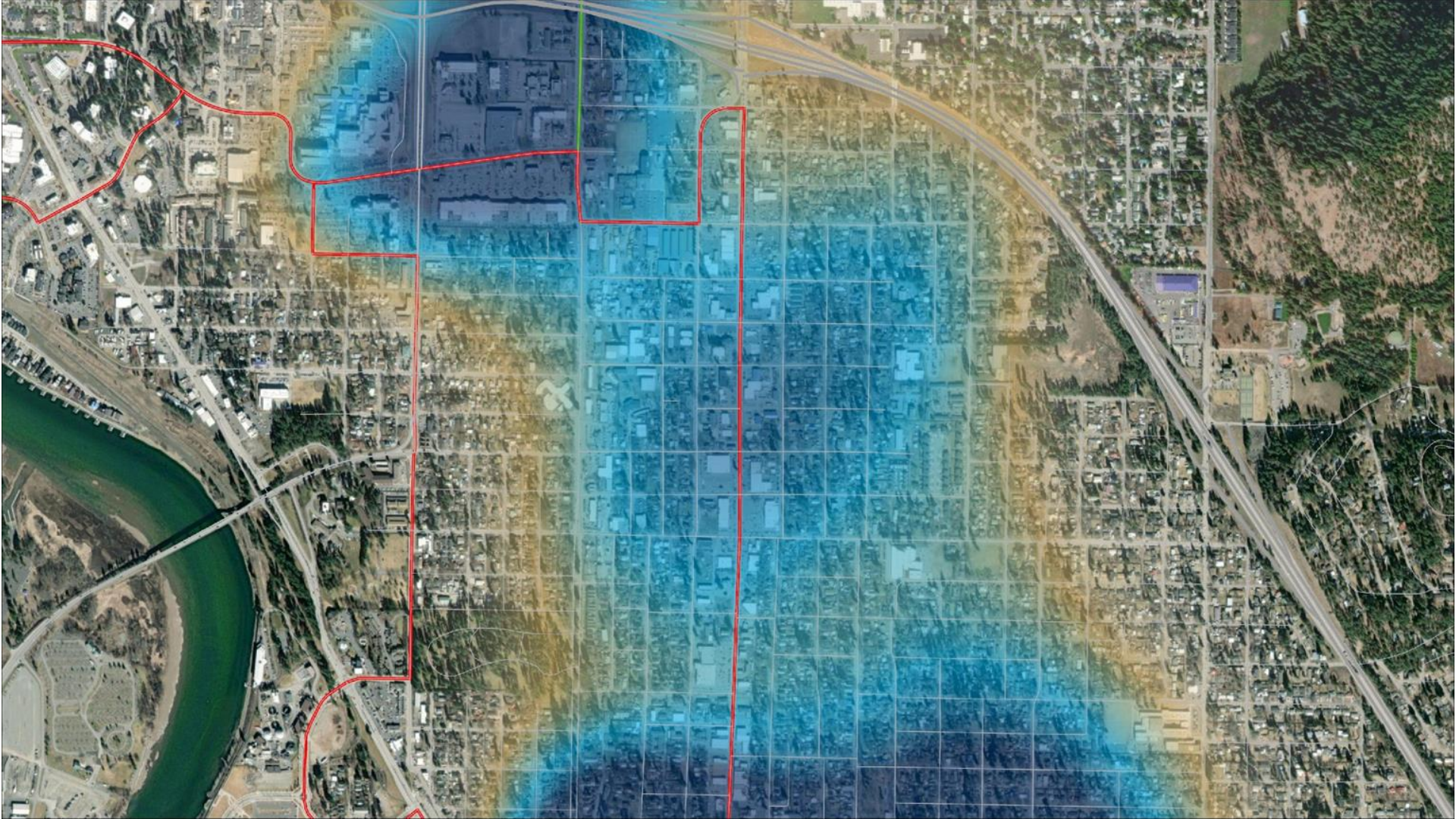
Composite Score

greater than 275



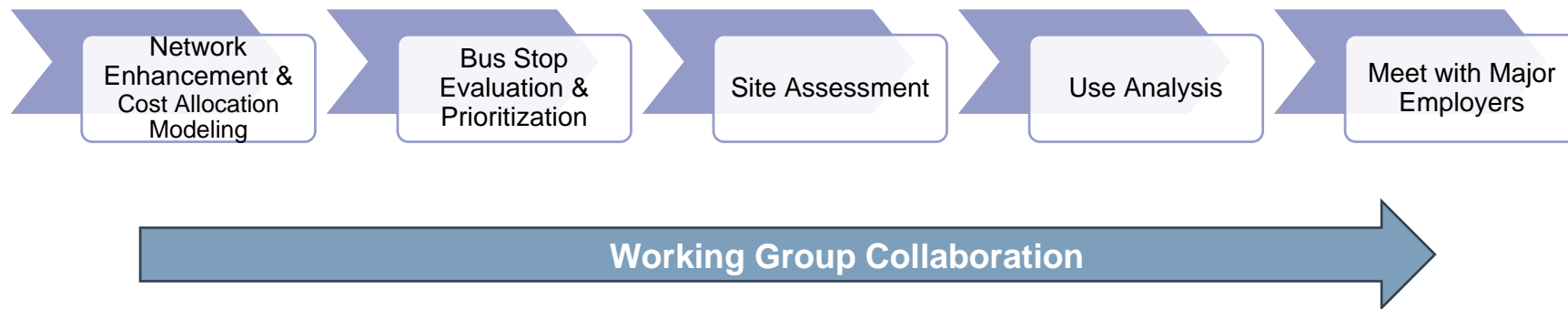








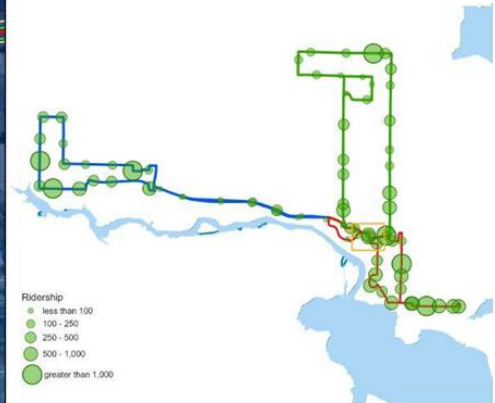
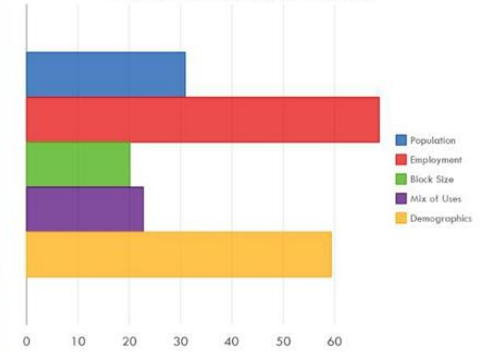
NEXT STEPS: PHASE II



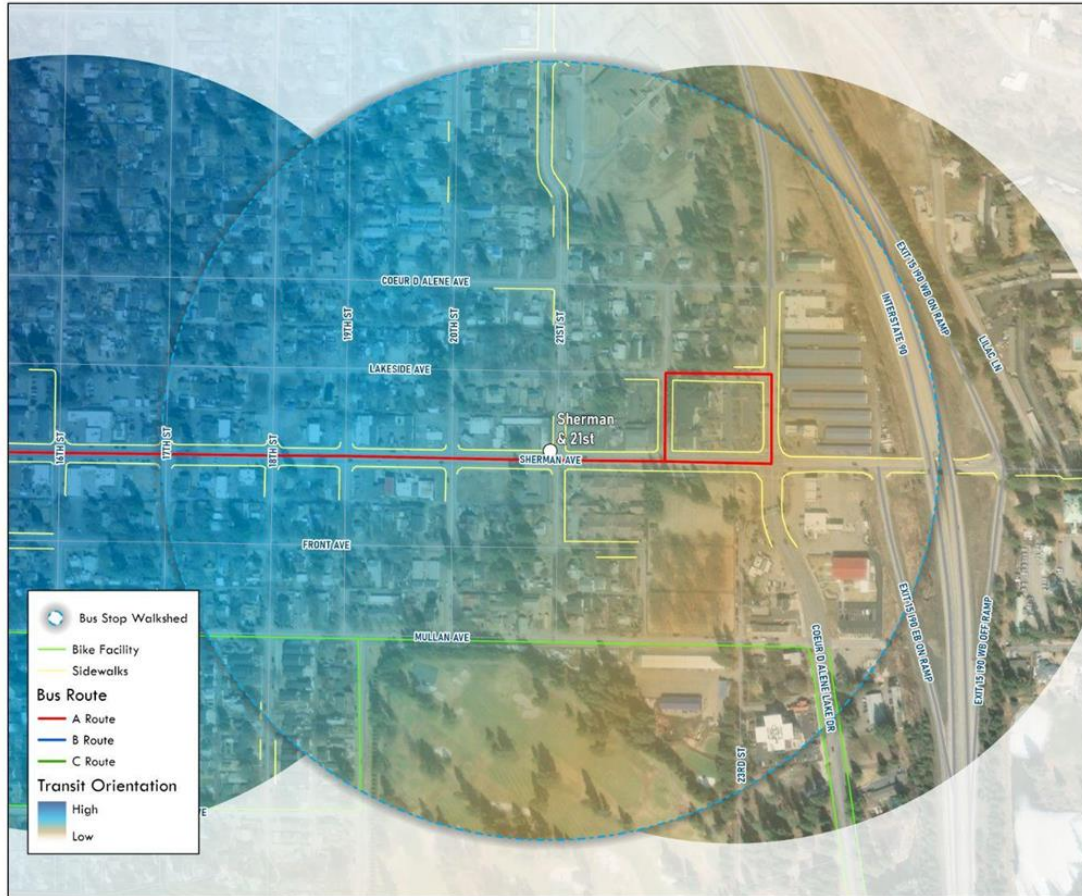
Kootenai Health - East



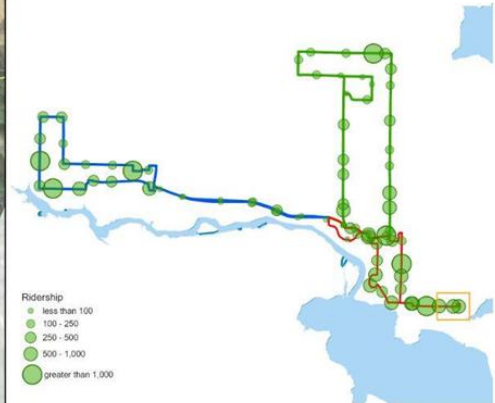
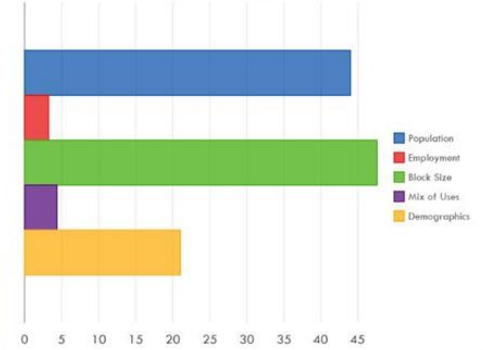
Transit Orientation Score

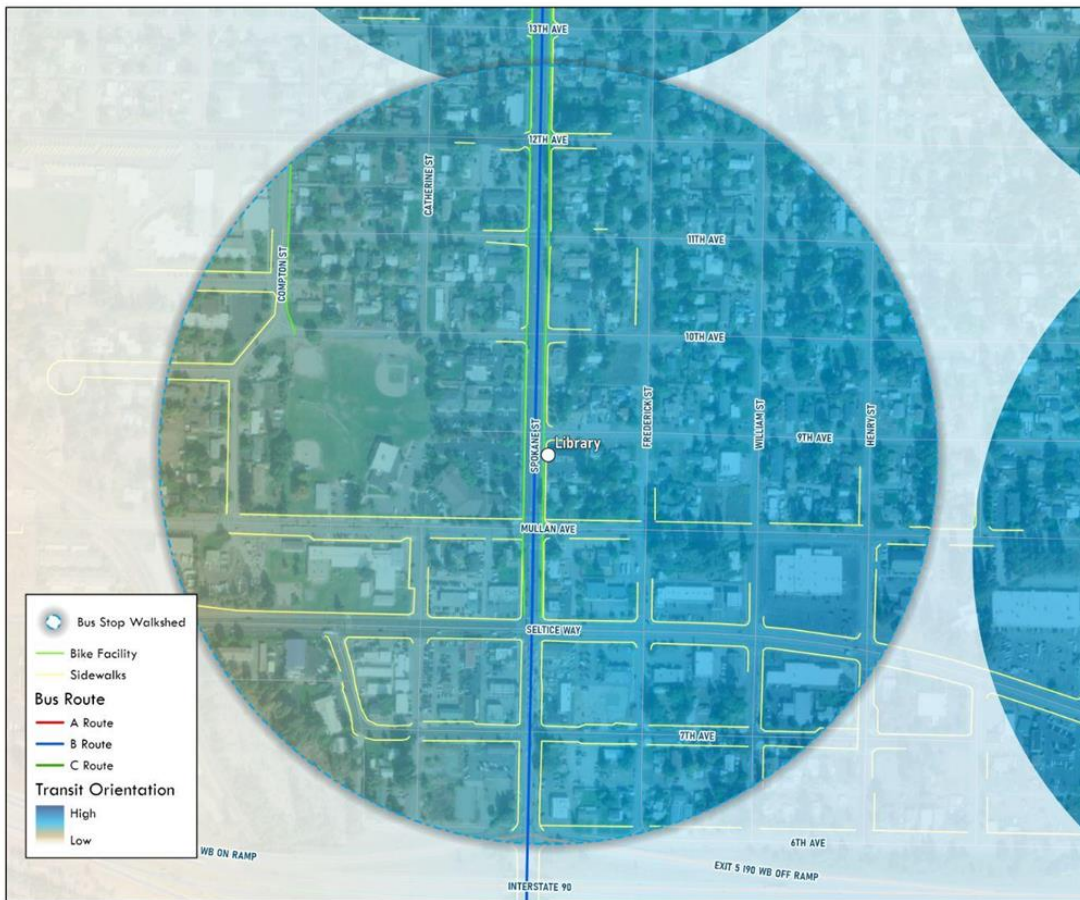


Sherman & 21st

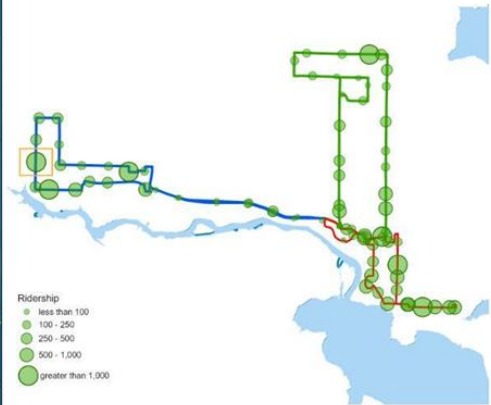
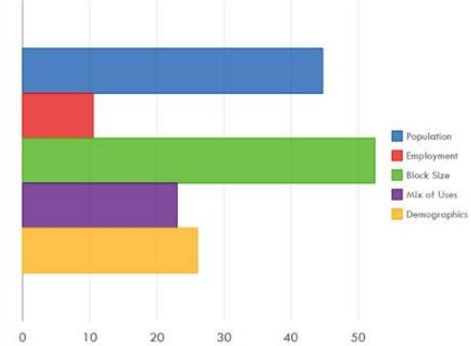


Transit Orientation Score





Transit Orientation Score





< Ratings

💡 Please provide the details.

Filter types


 Accessibility

 Stop Amenities


 Connectivity

 Crossings

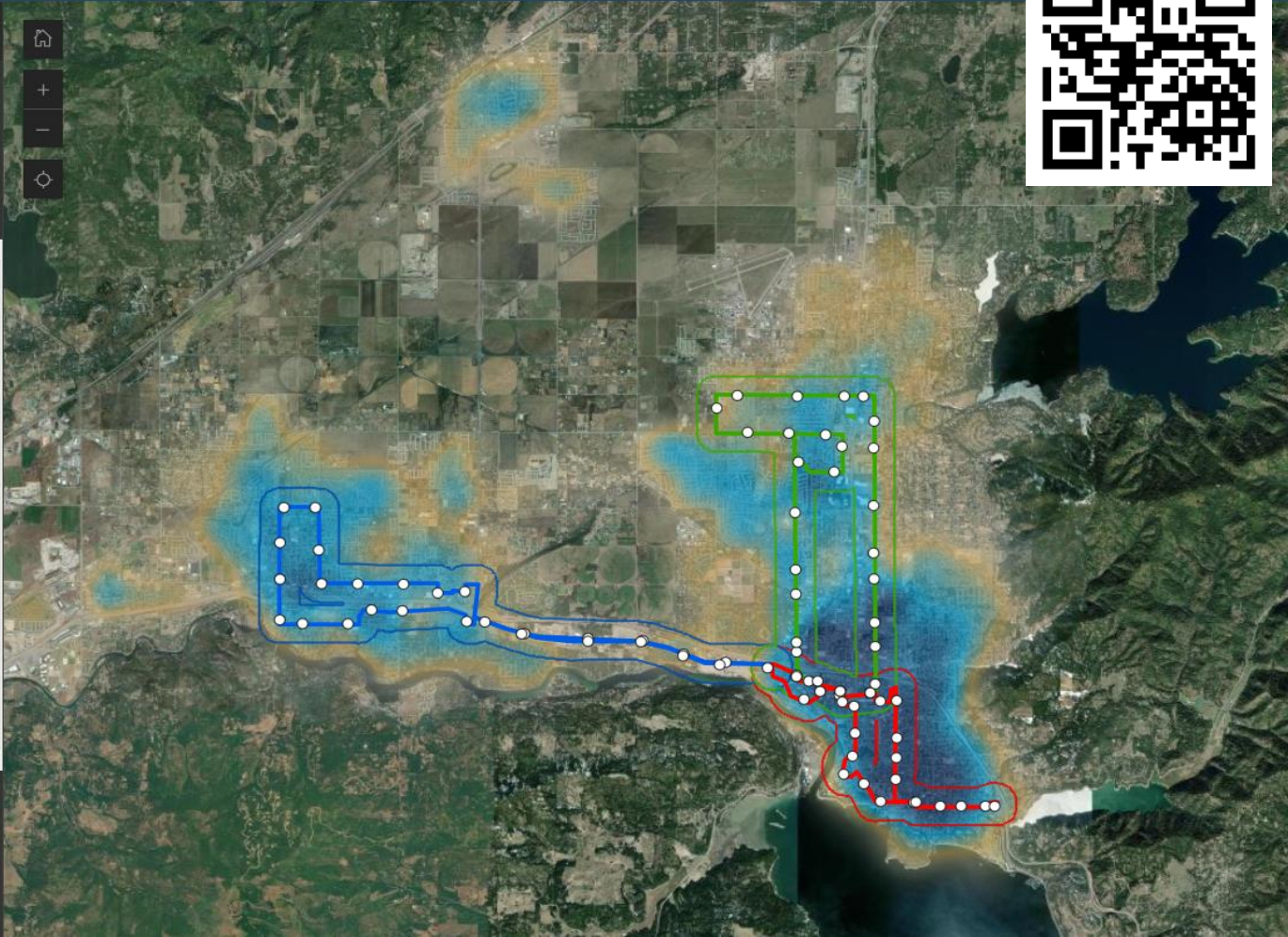
 Lighting

 Location

 Safety (Personal)

 Safety (Vehicular)

 Sidewalks



QUESTIONS?

Chad Ingle
Kootenai County
cingle@kcgov.us
(208) 446-2102



Chris Yake
J-U-B Engineers, Inc.
cyake@jub.com
(208) 762-8787



Alivia Metts
The Metts Group
ametts@themettsgroup.com
(208) 277-6940

