TRANSIT CENTER LOCATION STUDY

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FINAL REPORT

Prepared For:

Kootenai Metropolitan Planning Organization

Contents

Section **Page #**

Section 1
Introduction

The transit services in the Coeur d'Alene area of Northern Idaho have seen substantial growth over recent years. In addition to the Citylink urban fixed route program, the area is served by a variety of rural, intercity, and specialized services. One key element that has yet to be addressed is the provision of a transit facility to meet the needs of passengers as well as potential other transit operational needs. A transit facility can serve important functions in a comprehensive public transit program – improving transit operations, passenger convenience, the efficiency of transfers between different transit modes, and the overall productivity of the transit operations. A transit center is also a key element in establishing the public's image of the transit program.

The immediate impetus for this study is the potential elimination of the existing informal arrangement which has provided space for a Citylink transfer point and associated park-and-ride parking at the Riverstone development. This has also provided an opportunity to consider other transit facility needs for the region that could potentially be accommodated at a centralized site, including transit operations, minor maintenance functions, and public information dissemination.

To assess these issues, the Kootenai Metropolitan Planning Organization has retained a consultant team of The Land Group, Inc. and LSC Transportation Consultants, Inc. This document presents the study findings and recommendations. The next section presents a review of existing public transportation systems in the region, focusing on those factors that impact the need for a transit facility. This is followed by an evaluation of the potential program requirements. The following sections present an evaluation of alternative locations, a determination of the top three locations, and an assessment and recommendation for a preferred location.

Section 2

Existing Transportation Services and Facilities

EXISTING PUBLIC TRANSIT SERVICES

There are currently a number of public transportation providers that serve Coeur d'Alene, Kootenai County, and the surrounding region which have a bearing on the choice of location and design of the new transit facility. The operating parameters of each are described below in this section. The providers include Citylink, Kootenai Area Transportation System (KATS-LINK), North Idaho Community Express (NICE), and several non-profit and private contractors. Citylink is the primary provider of public transportation in the area.

Coeur d'Alene Tribe Citylink

Citylink is a partnership between the Coeur d'Alene Tribe, the Kootenai Metropolitan Planning Organization, the State of Idaho, and Kootenai County. This partnership is unique, the only transit system in the United States resulting through cooperative efforts between tribal and local governments. Citylink provides free transportation serving Southern Kootenai and Western Benewah County, including the Coeur d'Alene Tribal Reservation and urban areas of Coeur d'Alene, Post Falls, and Hayden. Citylink gained national attention by the Federal Transit Administration on May 4, 2009 by receiving a National Award for Ridership Gains and Innovation to Boost Ridership.

Citylink Routes

Citylink is a fixed route system consisting of five routes covering 200 miles. Service is provided using six wheelchair-accessible buses. This free service is provided daily. Descriptions of each route are as follows: **(See Appendix C)**

- **Urban Route A/Red Line** – Citylink Red Line buses leave the Riverstone transfer station every 80 minutes from 5:40 AM to 12:30 AM Monday through Friday, and at 7:00 AM on weekends. Route A is an express service via I-90 to the Park-and-Ride facility at Cabela's in State Line Village. From there, the bus returns to Riverstone via Seltice, stopping at Bay Street where it is possible to change to the Blue Line buses bound for Hayden.

- **Urban Route B/Blue Line** – Citylink Blue Line buses leave the Riverstone transfer station every 80 minutes from 5:40 AM to 12:20 AM Monday through Friday, and at 7:00 AM on weekends. Route B travels west toward Post Falls along Seltice. On the way, it stops at Bay Street where it is possible to change to the Red Line service back to Riverstone. From there, the route proceeds past Wal-Mart and Post Falls High School, north toward Hayden where customers may transfer to the Green Line service. The Route B buses then return to Riverstone via Ramsey Road.

- **Urban Route C/Green Line** – Citylink Green Line buses leave the Riverstone transfer station every 80 minutes from 5:40 AM to 12:20 AM Monday through Friday, starting at 7:00 AM on weekends. Route C bus heads to downtown Coeur d'Alene via North West Boulevard stopping at North Idaho College on the way. After turning around at Fernan, the bus goes north on 4th Street and Government Way as far as Hayden, where customers may transfer to the Blue Line bus service. Route C buses then travel south again on Government Way, stopping at the Hospital before heading back to Riverstone.

- **Link Route** – The Link service provides connectivity between the northern transfer station at Riverstone and the southern transfer station at the Coeur d'Alene Casino. A Link bus leaves Riverstone every 80 minutes. Passengers for Worley and destinations beyond must ride the Link bus first. Those customers wishing to board the bus at Fighting Creek must phone ahead to make arrangements. Routes depart the Casino from 6:20 AM to 1:00 AM Sunday through Thursday, with an additional 2:20 AM departure on Fridays and Saturdays.

- **Rural Route** – Citylink Rural Route provides service between DeSmet in Benewah County and the southern transfer station located at the Coeur d'Alene Casino. This route does not serve Coeur d'Alene. Rural buses leave the southern transfer station every two hours and serve bus stops in the towns of Worley, Plummer, Tensed, and DeSmet. Routes depart the Casino from 5:40 AM to 9:40 PM Monday through Thursday, with an additional 11:40 PM departure on Fridays, Saturdays, and Sundays.

In total, the Citylink service results in a maximum of four vehicles on-site at one time on Fridays and Saturdays, and three vehicles on the other days of the week. Peak "pulse" times occur 15 times per day on Fridays and Saturdays, and 16 times per day on the other days of the week. In total, Citylink buses currently make a total of 128 one-way trips to or from the existing Riverstone transfer point (64 in and

64 out) on Fridays and Saturdays, and 96 on the other days of the week. This fixed route system operates twenty two hours per day including holidays.

Existing Ridership

In 2008, Citylink carried a total of 399,239 one-way passenger-trips. An average of 1,094 passenger trips per day was carried over the 365 days of service during the year. Ridership has grown rapidly from 162,340 in 2006 and 222,256 in 2007 as indicated in **Figure 1 (Appendix C)**. Ridership based on January 2009 figures compared with the same month in 2008 indicates that 2009 totals will reach approximately 534,000 passenger-trips.

Ridership by month over the last few years is shown in **Figure 2 (Appendix C)**. As indicated, summer ridership tends to be highest, though fall ridership is increasingly strong. The highest monthly ridership in 2008 was in 39,665 passenger trips in October. The lowest ridership in 2008 was 24,419 passenger trips carried in February. **Figure 3 (Appendix C)** presents 2008 monthly ridership by route. As shown, Route C (Green Route), which serves central Coeur d'Alene and the Government Way corridor, followed by the Link Route.

A review of detailed ridership data indicates that the existing Citylink ridership is composed of the following:

- General Public – 61 percent
- Students Age 6 to 15 – 15 percent
- Students Age 16 and above – 4 percent
- Seniors – 8 percent
- Employees – 11 percent

Wheelchair users average approximately 1 rider per day. A relatively high proportion of riders on Routes B and C are younger students (26 and 19 percent, respectively), while a relatively high proportion of Link Route ridership consists of Seniors (21 percent).

Potential Expansion of Service

It is important for any transit facility supporting public transit in Coeur d'Alene be "sized" to accommodate reasonably foreseeable expansions to the public transit program. The *Kootenai Metropolitan Area Public Transportation Feasibility Study* (Nelson\Nygaard, January 2005) recommends a long-term scenario (Scenario 2) for increasing transit services. Under this scenario, Citylink transit service would expand to 53,814 service-hours per year, consisting of the following:

- **Routes:** There would be four local urban routes and three intercity routes, plus four flex routes. All of the urban routes and the intercity routes would serve Coeur d'Alene, along with three of the flex routes.
- **Headway:** Urban routes would operate every 30 minutes, while rural route headways would vary.
- **Peak Bus Requirement:** On weekdays, 19 buses would be needed in peak service and 15 buses as a base requirement. The base requirement would be 13 on Saturdays and Sundays.
- **Revenue Hours:** Revenue hours would be 222 on weekdays, 117 on Saturdays, and 91 on Sundays.

This expansion would require parallel expansions and ongoing operating funding beyond the current level that is available for Citylink's program. However, over a 20- to 30-year planning horizon, it is appropriate to assume that new funding sources will become available to support these expansions. To accommodate this plan, a transit passenger center would need to provide space for the following transit vehicles at peak times:

- Fixed Routes – 5 buses
- Flex Routes – 1 bus
- Rural Routes – 1 bus
- Total – 7 buses

It is also worth noting that the 2005 study recommends provision of a major park-and-ride lot in the vicinity of I-90/Ramsey Way/Northwest Boulevard to serve commuters to Spokane. A total of 150 spaces are recommended for this site and a second park-and-ride lot serving Post Falls.

Citylink Fleet and Staff

Citylink currently has six buses, which are wheelchair accessible and have bike racks on both the front and back. These buses are 36 feet in length (excluding the bike racks) and seat 33 passengers. Two smaller buses are available for rural services, along with a Supervisor's vehicle. Citylink has over 30 drivers and support staff.

KATS-LINK/NICE

KATS-LINK is a demand-response service operating in the cities of Coeur d'Alene, Post Falls, Hayden, and Rathdrum. KATS-LINK receives FTA Section 5307 Urbanized Funds. Prior to 2003, KATS-LINK operated exclusively under the name of NICE. Services operating outside the designated urban area still operate under the NICE name.

KATS-LINK and CityLink buses meet at the Post Falls Wal-Mart stop and the Coeur d'Alene Riverstone stop for transfers. Hours of operation are from 7:30 AM to 5:00 PM, Monday through Friday, excluding most federal holidays. Phone service hours are from 8:00 AM until 4:00 PM Monday through Friday. KATS-LINK requires advance appointments except for direct transfers from CityLink. KATS-LINK is available to anyone. Medical facilities are the predominant trip destination. The fare is $1.00 each way. KATS-LINK provided transportation to almost 41,000 passengers from January 2006 to January 2007.

The NICE service consists of an intercity line between Coeur d'Alene and Sandpoint, making three round trips per day. The bus to Sandpoint leaves Coeur d'Alene at 2:10 PM and 4:45 PM. The bus to Coeur d'Alene leaves the post office on Church Street in Sandpoint at 6:25 AM, 3:45 PM, and 6:10 PM. NICE is public transportation open to anyone. The cost is $14 each way. Monthly passes are available.

OTHER EXISTING TRANSPORTATION SERVICES

Kootenai Medical Center Shuttle

Kootenai Medical Center (KMC) has a formal agreement with Kootenai County to operate public transportation services in the urbanized area of the County. KMC operates a Patient Transportation Service, offering transportation to the hospital and KMC-affiliated physician's offices in the Coeur d'Alene/Post Falls/Hayden area. The service is available between 5:00 AM and 5:30 PM weekdays and

6:00 AM to 12:30 PM on Saturdays. Annual costs are about $140,000 to operate the KMC shuttle. Private funding from the hospital has covered these costs, and this service is free. KMC has a total of three vans.

White Tail Transportation Service

White Tail Transportation Service provides long distance non-emergency medical transportation. White Tail is an approved Medicaid transportation provider operating wheelchair accessible vehicles. White Tail serves Bonner, Kootenai, Benewah, and Shoshone Counties, and provides access to regional medical facilities in Spokane. The service is available from 7:00 AM until 5:30 PM Monday through Friday. Medicaid pays for most of the rider's fares, but non-Medicaid clients are required to pay the Medicaid reimbursement rate of approximately $1.00 per mile.

Benewah Area Transit

Benewah Area Transit (BAT) operates a public transportation service in Benewah (roughly 50 miles south of Coeur d'Alene) and parts of Shoshone and Kootenai Counties. The service is operated by Valley Vista Care Services. Service is available Monday through Friday from 8:00 AM to 5:00 PM. Medical transportation service is available by reservation to Spokane and Coeur d'Alene. Special arrangements can be made for Saturday trips for medical appointments. Funding for transportation is through zone charge fares, donations, Aging and Adult Services, and the Idaho Transportation Department (ITD). BAT serves residents in their care facility as well as residents in Benewah County and the lower parts of Shoshone and Kootenai Counties. Service to Spokane, Moscow, Coeur d'Alene, and Plummer is available by reservation only.

Greyhound

Greyhound operates intercity buses into Coeur d'Alene as part of their service along I-90 connecting western Washington with the Midwest. Westbound trips leave Coeur d'Alene at 10:25 AM and 11:45 PM, and eastbound trips leave at 5:50 AM and 6:00 PM.

Northwest Trailways (Potential Future Service)

At present, Northwest Trailways does not operate service to Coeur d'Alene. However, the company does operate service between Boise, Moscow, and Spokane via the US 195 corridor, supported by 5311(f) funds granted by the ITD. The company has recently submitted a new grant that would instead

provide this service via I-90 and US 95 through Coeur d'Alene. The service is planned to be scheduled to allow convenient transfers to the NICE route serving Sandpoint. Current plans are for Northwest Trailways service to Coeur d'Alene at 8:10 AM in the southbound direction and 3:55 PM in the northbound direction, allowing through travel between Sandpoint and Bonners Ferry to the north and Moscow/Boise to the south with only a 10 minute wait in Coeur d'Alene in the southbound direction and a 35 minute wait in the northbound direction. The equipment used to operate this route could vary depending on ridership, but could be up to a full 45-foot-long intercity coach. A transit center in Coeur d'Alene is an important element in order to make this intercity service practicable.

North Idaho College Shuttle (Previously Provided)

North Idaho College (NIC) previously operated Shuttle Express services between designated Coeur d'Alene city parking lots and locations on NIC's campus. Instead, Citylink serves the campus via the Green Line.

Spokane Transit Authority (STA) Vanpools

STA currently administers five vanpool vans operating from Coeur d'Alene/Post Falls into Spokane. The cost is 45.3 cents per mile per van, which is split among riders. Therefore, a 70-mile roundtrip results in $666 per month (21 days) or $60 per person per month if there are ten riders per 15-passenger van. STA provides some subsidy for the first few months after a vanpool start-up to allow time to fill seats.

Omnibus, Inc.

Omnibus is a charter and shuttle operation, mostly serving the Spokane Airport. The company offers general public rides, but charges more than local cab companies and therefore sees little activity in this area. Omnibus charges $35 each way to the airport and $50 per hour for personal trips. Omnibus operates five vans ranging from 21- to 25-passenger capacity.

Senior Residential Facilities

A number of local senior residential and assisted living facilities have vans for their clients. Most provide shopping trips once or twice a week and regularly scheduled medical trips.

EXISTING TRANSIT FACILITIES

Transit Passenger Facilities

Since the start up of the Citylink service in 2005, the Riverstone development in Coeur d'Alene has been used as a central park-and-ride and transfer location. All three Citylink Urban Routes serve the Riverstone transfer station, as well as the Link route. The transfer center consists of little more than bus stop signs along the curb, a few benches, and some informal use of nearby parking spaces. The specific location has moved around the overall Riverstone area as development has occurred.

From an operational perspective, the Riverstone site has worked well, providing a convenient opportunity for buses to access the site, transfer passengers, and lay over. However, the Riverstone property owner has notified Citylink that they cannot offer a temporary transfer center indefinitely as it becomes more and more disruptive as the property develops.

Greyhound's Coeur d'Alene stop currently consists of a bus stop sign along the west side of the Conoco station on the southwest corner of Ramsey Road and Appleway Avenue, just north of I-90 and near the existing Riverstone site.

Transit Operations/Maintenance Facilities

The primary transit maintenance facility of the Coeur d'Alene Tribe is located in Fairfield, Washington, approximately 33 miles to the southwest of Coeur d'Alene. This results in very substantial "deadhead" costs associated with moving transit buses back and forth for maintenance. On a day-to-day basis, the Citylink fleet is stored in the Post Falls Highway District lot on Seltice Way several miles to the west of Riverstone. There are no amenities at this site beyond a single electrical plug. The Tribe is currently in the process of developing its primary maintenance facility in Worley, Idaho, a 28 mile drive south of Coeur d'Alene. KATS-LINK/NICE currently operates out of a facility at 130 E. Spruce Avenue in Coeur d'Alene. This overall parcel is approximately 0.44 acres in size and contains parking for KATS-LINK/NICE (as well as White Tail Transportation) and an administration/maintenance building. This building is approximately 2,400 square feet in floor area which includes administrative offices, parts storage space, and a small maintenance bay. KMC vans are stored at the Health Center in Post Falls and are maintained at a private garage.

Section 3

Transit Facility Program Analysis

The first step in identifying potential transit center facility sites is to develop a conceptual list of desirable program elements. Then the potential sites can be evaluated and general dimensions defined.

Before detailing the program, it is worthwhile to review the general function of the transit center. As a whole, a transit system (such as Citylink) has three requirements for transit facilities: a facility for passengers, a facility for transit bus maintenance and storage, and a facility for administration and operations. The requirements of the passenger facility and maintenance/storage facility differ substantially: the former is best located in an area of high activity and thus high land costs, while the latter is a light industrial use requiring a large parcel in an area of similar land uses with lower land costs. In addition, smaller transit systems typically find the administration/operations functions are best co-housed with the bus maintenance/storage functions, providing the best oversight of day-to-day operations. The focus of this study is to define a site and program for a transit *passenger* facility with the possible incorporation of some maintenance and operation functions into the passenger center.

EXISTING AND FUTURE TRANSIT CENTER PROGRAM ELEMENTS

In this section a list of program elements is developed and general building and site dimensions are defined for assessment and budget forecasting purposes. The programming in this section is preliminary and suitable for the purposes of this location study. Upon future final site selection and determination of actual facility tenants, program elements will surely be modified as the facility program is the means of tailoring and customizing a facility to the specific needs of the tenants and required operations. **Table 1** presents a summary of those uses found to be potentially appropriate, along with the general space requirements associated with each.

Building Program Requirements

A “core” use of the facility will be to serve as the primary public transit passenger facility for the local Coeur d’Alene area as well as the entire Northern Idaho region. In this capacity, the following elements should be considered:

- Passenger waiting areas are needed for those passengers not directly transferring from one bus to another, and also for transferring passengers. Based on future potential ridership (roughly double current Citylink ridership) and the "pulse point" route plan identified in the 2005 transit study, the peak number of local route transit passengers on-site at a peak time is estimated to be 125. In addition, regional and intercity services are estimated to generate up to 25 additional passengers in the facility. It is therefore recommended that the center be designed for up to 150 waiting passengers. Of these waiting passengers, seating should be provided for half. The typical floor area required for waiting passengers is 13 square feet for every seated passenger and 7.5 square feet for every standing passenger. Applying these factors and including space for a drinking fountain, pay phone, and trash bins, 1,780 square feet of indoor passenger waiting space is required.

- Two public restrooms should be provided and two staff restrooms provided.

- A driver break room should be provided to allow drivers an opportunity for undisturbed layover time. This space can also be used for staff training and operational storage.

- A janitorial closet is needed to house maintenance supplies.

- Space is required for heating, water heater, and other utilities, as well as storage.

- Two pay phones are needed (even in the age of cell phones).

- Coffee/Snack Stand – Larger transit centers include a coffee/snack stand or small restaurant as a convenience to passengers. However, it is the Consultant's experience that these establishments require either a very high and consistent level of transit passengers through the center or substantial pedestrian traffic adjacent to the center. A permanent facility at a Coeur d'Alene transit center would have a low potential to be economically viable. However, a strategy that is increasingly used to provide such services on an "as needed" basis is to lease the rights to operate a cart during special events and other busy periods. Space is then provided within the facility to lock the cart out of sight (and away from vandals) when not in use.

- Vending Machines

- A 17 percent allowance is provided for circulation.

- The facility could also benefit the regional transit network by providing joint transit dispatch/administrative space. This would particularly benefit the Citylink program by providing space for staff in the Coeur d'Alene area. It could also potentially be used for dispatch and office functions by other transit providers, such as NICE/KATS-LINK. A total of 625 square feet is provided, adequate to house four staffers. In addition, these personnel could also staff counter space, providing transit information and addressing passenger information requests. Roughly, an additional 80 square feet should be provided for this purpose.

As shown in **Table 1**, these uses total 5,295 square feet in floor area.

Site Program Requirements

Beyond the building, the Transit Center site should provide the following:

Bus Bays

- As discussed in Section 2, current **Citylink** schedules result in up to four buses at one time at the existing transit center. Per the *Kootenai Metropolitan Area Public Transportation Feasibility Study*, this figure could reasonably expand to five buses and one van in the future. The Citylink fleet currently consists largely of 36-foot-long vehicles. It is reasonable to expect that growth in transit ridership could ultimately result in all routes being operated by standard 40-foot vehicles. In addition, when both the front and back bike racks are deployed, the existing buses effectively require the operating spaces of a standard 40-foot bus. Though one of the routes identified in the transit study uses a smaller vehicle for a flex route, to be conservative and provide operational flexibility, it is prudent to design all bays for 40-foot vehicles.

- At present, **intercity** public transit service is limited to the two Greyhound departures in each direction every day. Northwest Trailways is expected to start new service, though the service times are not expected to overlap with Greyhound. Regardless of whether this specific service is initiated, it is reasonable to assume a future intercity route along US 95 south of Coeur d'Alene. In addition, the NICE route between Coeur d'Alene and Bonners Ferry effectively serves as an intercity route. In total, one bay is needed strictly for intercity bus service.

- **Other transit services** – Other services can be expected to use the facility on a more occasional basis. These include BAT, KMC, White Tail Transportation, and airport shuttle services. Two bays for a 30-foot transit bus for use by these services is warranted. (Vanpool vehicles may also use the transit center, but would not require a separate bay.)

In total, the transit center should be planned to accommodate future transit services that would result in a maximum of one 45-foot bus, seven 40-foot buses, and one 30-foot bus at one time, or a total of ten buses. The space requirements for these bays depend on their configuration:

- Optimally, each bus would be provided with a "sawtooth bay" that allows all buses to enter and exit the site regardless of the presence of buses in other bays, thereby reducing delays. This also allows specific bays to be designated for specific routes, which is a convenience to passengers. Sawtooth bays require 900 square feet each for 30-foot buses, 1,200 square feet for 40-foot buses, and 1,300 square feet for 45-foot buses. Additional space should be provided for bus movements and isles.

- Alternatively, buses could pull up along a straight curb. This precludes one bus from departing if there is another bus in the bay in front, or entering a bus bay if there is a bus in the bay just behind. Under this layout, designated bus bays are not feasible, as drivers need to pull up as far as possible along the curb when entering the transit center. Leaving 5 feet between vehicles, each bay requires 420 square feet for 30-foot buses or 540 square feet for 40-foot buses. This layout also increases passenger walking distance between buses.

Assuming the sawtooth configuration, the bus bays will require between 10,600 square feet and 24,150 square feet of land area.

Other Program Elements

Additional site program elements are as follows:

- Outdoor passenger plaza space should also be provided for the many pleasant days in Coeur d'Alene when waiting outside is attractive. This area should at minimum be equal to the indoor waiting area, or roughly 1,780 square feet.

- Auto parking for two transit supervisor vehicles and three staff members would be optimal. These spaces could be used for driver relief runs, staffing the dispatch and transit center information booths, or for a mechanic making "running repairs."

- Bicycle parking should be provided for approximately 10 bikes. If the site is located adjacent to a bike trail, it may also be desirable to make the transit center a trailhead for the trail. This would include informational signage and could also include an air pump built into the side of the transit building.

- Another potential function of the center would be to provide for some minor vehicle maintenance functions. While it is not the purpose of this facility to serve as the primary vehicle maintenance/storage facility for public transit, the fact that the Tribe's maintenance facility is so remote from the Coeur d'Alene area indicates need to provide for some "running repairs." The area needed for this function would be roughly 1,800 square feet plus potentially another 10,000 square feet for bus circulation.

- Regional transit services could also benefit from the ability to wash vehicles at the center. This would allow cleaning during the relatively short layover times between runs, or immediately prior to or after service. In recent years smaller bus systems (as well as trucking firms) have increasingly used mobile vertical brush systems rather than a traditional gantry or drive-through wash system. These consist of a vertical brush on a cart (either self propelled or pushed by the maintenance staffer) with a guard around half of the brush, which is walked around the bus. These have the advantage of being able to accommodate a wide variety of vehicle types, being relatively inexpensive, and allowing shared use of the wash space for other light maintenance functions.

- Park-and-Ride parking could be provided for carpool/vanpool use as well as potential commuter bus use. A modest level of commuter parking demand (approximately 30 vehicles) is currently generated by the CityLink commute bus service to the Coeur d'Alene Casino. In addition, the STA vanpool program as well as less formal carpooling generates demand for parking. While neither the *Kootenai Metropolitan Area Public Transportation Feasibility Study* nor the *Spokane Transit 2009-2015 Transit Development Plan* include any plans for establishment of commuter bus service between Coeur d'Alene and Spokane, it is reasonable to assume that there is a strong possibility over the course of the life of a Coeur d'Alene transit facility that such a service could be implemented.

A detailed park-and-ride study has not been conducted along the I-90 corridor through Coeur d'Alene. This type of study would use the regional travel demand model to assess detailed travel and land use patterns and include consideration of existing and future traffic congestion along the corridor, as well as parking availability and costs at major employment sites. However, it is possible to develop a reasonable estimate of park-and-ride needs based upon existing information, as discussed below:

- The US Census Bureau's "Longitudinal Employer-Household Dynamics" program provides commuting figures by household and work location. As shown in **Table 2**, in 2006 (the latest year for which data is available), a total of 1,842 Coeur d'Alene residents held jobs in Spokane County, Washington, with the largest proportion (787) working in the City of Spokane. These figures represent 8.7 percent and 3.7 percent, respectively, of all employed Coeur d'Alene residents.

- A study entitled *Park-and-Ride Planning and Design Guidelines* (Robert Spillar, 1997) presents a series of equations for estimation of park-and-ride demand calibrated for the Seattle metropolitan area. Two of these equations have a form that is applicable to the evaluation of Coeur d'Alene – Spokane commuting. The appropriate data was entered, and adjusted to reflect the relative employment in Spokane versus Seattle. This analysis indicates an existing demand for 60 to 70 park-and-ride spaces.

- The Ramsey Road interchange is the westernmost interchange in Coeur d'Alene and a logical location for a major park-and-ride lot serving Coeur d'Alene, Dalton Gardens, and Hayden. Some of the carpools/vanpools consisting solely of Hayden area residents would find a lot within that community to be more convenient.

- The Kootenai Metropolitan Planning Organization's growth projections indicate that Coeur d'Alene population is forecast to grow by 23,600 persons or 50 percent between 2007 and 2030. Dalton Garden's growth is expected to be relatively small (268 persons), but Hayden is forecast to grow by 13,150 persons or just short of doubling. However, it is also reasonable to expect that over the long term an additional park-and-ride lot will be constructed to serve Hayden residents.

In total, an appropriate capacity for a park-and-ride in Coeur d'Alene along the I-90 corridor would be 120 spaces. Including current park-and-ride demand for the Coeur d'Alene Casino, the total demand at the site is 150 spaces. Note that this figure does not include future expansion of the Coeur d'Alene Casino nor any park-and-ride spaces for local land uses (such as the North Idaho College campus).

Summary of Program Elements

As shown in **Table 1**, working estimates have been made of the area required for the various feasible uses. The transit maintenance functions may not be feasible for this facility. This analysis indicates the following:

- The required building and floor area is 5,295 square feet excluding the bus wash and light maintenance functions. Including exterior bus bays, bus circulation, site parking, passenger areas, parking and landscaping, the program would require a minimum of 3.4 acres of land (assuming a single story building and no room for any unforeseen future expansion needs).
- Including the bus wash and light maintenance bays would require an additional 3,600 square feet of structure. Total site area including wash and maintenance bays is approximately a minimum 3.8 acres.

It should be noted that many of these areas will depend upon the specific configuration of the building and site.

Section 4
Site Analysis

A total of six general site locations have been evaluated for the potential transit center in Coeur d'Alene. The sites considered for this study were selected and evaluated based upon criteria addressing location preferences and amenities. The criteria included:

- Centrality located to the urban transit service area.
- Convenient access for intercity bus services along the I-90 and US 95 corridors.
- Walking distance to transit generators. As the Transit Center will be the single most accessible point on the local and regional transit system, it is important that it be convenient to as many destinations as possible. While passengers can transfer to another route to reach other destinations, the need to transfer reduces the overall convenience of using public transit.
- The ability to accommodate a balanced system of routes with roughly equal running times, in order to allow a timed-transfer system that allows transferring passengers to simply walk from one bus to another.
- The opportunity to provide adequate space for the desired transit program, as detailed in Section 3.
- The ability to enter and exit the site without undue delay due to traffic congestion or traffic queues.
- Access by non-auto modes, particularly from Class I bike facilities.

The following sections discuss the opportunities and constraints of the six potential transit center locations. The location of the potential sites is presented in **Figure 4**. **Table 3** presents a summary of the characteristics of the various sites. In addition, **Table 4** presents a weighted comparison of the sites based upon the factors discussed above.

POTENTIAL SITES

The following are descriptions of the location options for the transit center, with both constraints and opportunities discussed for each.

Northwest Boulevard Site

This site consists of the old railroad right-of-way along the west side of Northwest Boulevard between Lincoln Avenue and Mullan Road. This area is about 6.4 acres in size, though it is a long and narrow lot with several buildings immediately along Northwest Boulevard (Atlas Warehouse and the Chicken Basket restaurant) limit the space available for a transit center. **Figure 5** presents a parcel map for this area, while **Figure 6** presents several photos of the site. The most feasible area for the transit center would be the railroad right-of-way between Lincoln Avenue and Garden Avenue, which would result in a parcel approximately three acres in size.

Access would be the key issue with this site in two ways. First, it is not feasible to consistently egress onto Northwest Boulevard except at signalized locations, which indicates that egress would need to occur at the existing signal at Mullan Road. An exit drive following the railroad right-of-way southeast past Memorial Field to Mullan Road would require buses to pull onto Mullan Road only 200 feet west of the signal, where eastbound queues on Mullan Road could block bus movements. An alternative egress path would be to turn west on Garden Avenue then left on Mullan, but this would result in buses passing directly by existing residences. All buses would enter via Lincoln Avenue southbound, and exit via Garden Avenue, resulting in a long and constrained site plan. The second access issue is vital to the operations of the transit center itself. The City of Coeur d'Alene has become a regional and national destination. Many community events in the downtown area of Coeur d'Alene throughout the year merit the closure of the downtown core to vehicular traffic. The events draw large numbers of people who park and congest the adjacent neighborhoods. During these times Citylink is forced to suspend service into the downtown core and provide an adjusted limited service. Northwest Boulevard is greatly impacted at these times and the efforts to operate a transit center in these conditions may be futile.

Due to the limited size, this location probably could not accommodate commuter park-and-ride activity or transit maintenance functions. On the other hand, this site is within convenient walking distance of

county offices, and within moderate walking distance to major destinations of North Idaho University, the waterfront, and downtown.

The recently completed *Education Corridor Master Plan* if implemented would greatly improve the viability and positive attributes of this site. The plan recommends a signalized intersection extending River Drive to Northwest Boulevard. In the plan, this potential site is noted as a future mixed use edge and the "campus main street". The reconfiguration of the campus streets would provide for better transit access. The master plan recognizes the importance of the regional transit system to the future success of the campus. A major drawback is the extended length of time it will take to implement the proposals of the master plan.

The Centennial Trail runs adjacent Northwest Boulevard and turns west at River Drive at the north end of the site providing very good access to the regional trails.

The site is an unused railyard which is classified as an "Identified Historic Site" with potential hazardous materials by the Idaho Department of Environmental Quality. Additional costs would be expected to investigate potential hazardous waste and site remediation.

Seltice Site

This site is located along the southwest side of Seltice Way just west of Northwest Boulevard. It is constrained by Seltice Way to the north and east, Riverstone development to the south, a Holiday Inn Express to the northwest and the Fairwinds senior housing center to the west. The 6.35 acre site is treed and has two small vacant buildings. **Figure 7** presents a parcel map for this area, while **Figure 8** presents several photos of the site.

This site is in a very good location relative to regional and site access. Adjacent access on Seltice provides for very good east/west connections. Assuming a direct path is available between the site and the Riverstone development, the site is convenient for pedestrian and bicycle access to the Riverstone land uses. The key issue with this site would be compatibility with the adjacent residential and lodging land uses.

Riverstone Site

This site is located along the south side of Seltice Way and east of Riverstone Drive, approximately one third mile west of Northwest Boulevard. While more land is potentially available (up to 8.3 acres), the best opportunity shown on existing plat maps is a 2.8 acre parcel that would have access onto both Riverside Drive and Seltice Way (which excludes the immediate southwest corner of this intersection). It is probably feasible to adjust property lines in the area to provide a larger or smaller parcel for the transit center. A traffic signal at the intersection and recent roadway improvements provide good access conditions. **Figure 9** presents a parcel map for this area, while **Figure 10** presents several photos of the site.

This site has a lot of flexibility with regards to final configuration, as well as good access and visibility. It is also close to the bike trail network, is within an easy walking distance to Riverstone land uses, and does not have any current issues regarding land use compatibility. The site is a remediated brown field.

Appleway Site

This site consists of the 2.43 acre parcel along the south side of Appleway Drive just west of the Conoco station (which also serves as the current Greyhound stop). It is bordered by a City right-of-way and I-90 to the south. **Figure 11** presents a parcel map for this area, while **Figure 12** presents several photos of the site. The site is currently undeveloped, though a portion is used for informal park-and-ride parking. This site is not sufficient to accommodate the full potential program, which could reduce the number of park-and-ride spaces provided or eliminate the potential transit maintenance functions. There is a defunct City right-of-way just south of the site that is used as an informal park and ride. The Prairie Trail is in good proximity of the site.

Site access and regional access to this site is very good. While there are multifamily residential areas to the west, the nearest is roughly 300 feet from the site. It is not within a convenient walking distance of trip generators.

Ramsey Site

This site consists of one of several parcels along the north side of Appleway Drive (across from the Appleway Site) within the Lee Ranch Commercial Park. Adequate parcels range from 3.3 to 4.1 acres in size. **Figure 13** presents a parcel map for this area, while **Figure 14** presents several photos of the site.

The parcel immediately west of Ramsey Road would provide the best visibility and best compatibility with adjacent land uses, but is also probably the most expensive. The two parcels to the west would be of adequate size, however they back onto residential land uses, which could be a potential issue. All parcels have excellent site and regional access, and a convenient connection to the Prairie and Centennial Trails. This site would also be within a reasonably convenient walking distance of the Kroc Community Center.

Lee Site

This site is located in the northeast quadrant of the I-90/Ramsey interchange area, along the east side of Ramsey Road between I-90 and Appleway Avenue. There are several parcels in this area, as shown in **Figure 15** presents a parcel map for this area. **Figure 16** presents several photos of the site. Of these parcels, the two southwestern parcels are the current site of a strip shopping center, while the easternmost parcel is the site of an empty commercial building. The remaining parcels range in size from 0.8 to 1.5 acres, indicating that an adequate parcel could be assembled without purchasing the existing developed parcels.

While regional access of this site is good, site access is not as convenient as other nearby sites, as buses would need to make left turns onto Appleway Avenue (which has moderate traffic volumes) without the benefit of a traffic signal or roundabout. Visibility of the site is good, as is the compatibility of nearby land uses. It is also not convenient to the regional bike trail network, or for pedestrian access to important trip generators. The site has been identified as an Historic Site with potential hazardous materials by the IDEQ. There would be cost associated with the investigation and remediation of this site. It appears that site has been used for a garbage dump and could have additional limitations of structural support of buildings.

Other Areas Considered

In addition to the sites discussed above, the Consultant Team reviewed the potential for locations in other areas:

- **Downtown Coeur d'Alene** – In general, it is attractive to locate transit passenger facilities in an established downtown area, as this can provide economic benefits to downtown land uses and increase transit passenger access to key trip destinations. Hemmed in by the lake to the south and the mountains to the east, however, downtown Coeur d'Alene is not centrally located to the developed urbanized area. Future development patterns, moreover, are expected to pull the "center of gravity" for the region further to the north and west. In addition, downtown Coeur d'Alene is well developed with little undeveloped land and real estate, particularly along the waterfront, is expensive. A review of potential sites indicated none of adequate size (even if the park-and-ride and transit maintenance functions were not included) that would not require removal of a significant existing building and would be closer to the center of downtown than the Northwest Boulevard site discussed above. As mentioned in the Northwest Boulevard site description above, the many Coeur d'Alene events in Downtown that requires the restriction of vehicular traffic substantially limits and blocks some services of Citylink.

- **I-90/US 95 Interchange Area** – This interchange area is roughly as convenient to regional transit services and to local routes as the I-90/Ramsey interchange 0.8 miles to the west. It is also close to the KMC, the Town Center Shopping Center, and other trip destinations. However, this area is also effectively 100 percent developed, and no potentially feasible sites were identified.

- **Other Various Locations in the Metropolitan Area** – At the start of the study many realtors, developers, and property owners offered and brought to our attention the availability of their properties. Some of these properties were in Post Falls, north Coeur d'Alene, and Hayden. A listing of Brownsfields was collected too. Many of these sites initially were flagged as potential sites to look at once the selection criteria and program spatial needs were established. Then these sites were compared to the selection criteria listed at the beginning of this section were removed when they did not meet the determined criteria.

COMPARISON OF SITES

Table 4 presents a comparison of the strengths and weaknesses of the various sites.
A scoring system was applied to the potential sites, as shown in **Table 4**. A total of 11 factors were defined that should be considered in the site selection process. A "weight" was assigned to each that ranges from 0.0 (low importance) to 1.0 (high importance). For each site and factor, a score was assigned ranging from 1 (worst) to 5 (best). Both weights and scores are the professional opinion of the Consultants, though input and approval was received by the steering committee.

As shown, the resulted weighted scores indicate three sites (Riverstone, Appleway, and Ramsey) that all have relatively high and comparable scores of 35.6 to 38.4. The Seltice and Lee sites follow, with scores of 31.5 and 29.6, respectively. The Northwest Boulevard site is substantially lower than the others, at a score of 17.7. Based upon this evaluation, steering committee concurrence, and board approval the study then focused on the Riverstone, Appleway, and Ramsey sites.

Section 5
Candidate Locations Conceptual Assessment

Further assessment of the top three locations (Riverstone, Appleway, and Ramsey), as weighted in **Table 4,** provided the framework to determine the location which most meets the facility needs. A conceptual site plan was developed for each of the locations, **Figures 17, 18, and 19**, to study the potential capacity of the site to accommodate the determined transit facility program. Each location is unique and their specific configuration, access points, topographic relief, and adjacent land uses may offer opportunities or constraints. This initial site plan conceptualization provides insight to potential needs for the development of each site and may bring to light unforeseen development impacts. Also, the site plan provides quantifiable units specific to each site necessary for the initial steps of forecasting the potential costs of development. A square foot cost estimate shown in **Table 5** was developed for the Transit Building and conceptual cost estimates were developed for each of the locations and potential location development cost ranges are shown in **Table 6**. It should be noted in this stage of the study the site plans are preliminary and conceptually developed for the sole purpose of the assessment of the top three locations as to their viability in regard to capacity and costs. The layouts shown do not necessarily represent the most appropriate layout configuration for each location. Based on this initial assessment of the three areas the final selected location will receive a more detailed conceptual planning effort.

Transit Building

The transit building program as described in Section 3 and outlined in **Table 1**, provides the preliminary functional and spatial needs of the building. However it does not provide a "foot print" or floor plan that can be utilized in the three conceptual site plans. For estimating purposes a conceptual cost estimate was developed on a "Square Foot" basis as shown in **Table 5**. This method of estimation is typically utilized at this stage of planning to determine the budgetary needs of building construction. The results are reflected in a "cost per square foot". This unit includes costs for contractor bonding, insurance, overhead, and profit. Additional costs covered under this unit include contingency and architectural fees.

The estimated $187 cost per square foot is broken down into four major building components of substructure, shell, interiors, and services. The substructure includes excavation, structural soil, footings, reinforcement, slab on grade, and foundation walls. The shell includes roof structure, columns, exterior walls, exterior windows, exterior doors, and exterior finishes for façade and roofing. The interiors include partitions, interior doors, wall finishes, floor finishes, and ceiling finishes. The services include plumbing, water distribution, roof drains, HVAC, fire sprinkling, electrical service/distribution, lighting, and wiring.

The estimated cost per square foot is applied to the preliminary Transit Building square footage determined by the program elements listed in **Table 1**. It should be noted since the Preliminary Program Elements of Table 1 were completed as reported in Technical Memorandum 1, the Steering Committee has reviewed on several occasions the building and site program and adjustments continue to be made. The program is the means by which the project is customized to fit the needs of the tenant and users of the facility. Program adjustments will continue until the final selected site and conceptual plan is developed. For the purposes of evaluating the top three sites it has been determined a 5,295 square foot transit building will be used for assessment.

The data used for this estimate is based from the RSMeans CostWorks 2009 sources. The building type is based on data collected for "Bus Terminal with Face Brick with Concrete Block Back-up / Steel Frame" and the associated costs are adjusted for the Coeur d'Alene location. Utilizing this data source provides a level of assurance the square foot costs are reflective of facilities of this nature and are adequate for budgetary purposes.

Based on a preliminary programmed floor area of 5,295 square feet and the estimated cost per square foot of $187, the estimated transit building cost is $990,410. This budget should provide the level of materials and architectural design appropriate for durability, function, and aesthetic appeal. Depending on the level of architectural elements of roof structure, foot print, exterior finishes and fixtures the cost per square foot could range from $170 - $200 per square foot.

Riverstone Location Conceptual

This area located near the intersection of Seltice way and east of Riverstone Drive provides a level of flexibility for site design. The land owner/developer is very willing to work with the design and development of the transit facility by accommodating adjustments to lots to fit the development needs of the transit facility. Very good access conditions are present along Seltice Way and Rirverstone Drive with a traffic signal at their intersection. Seltice Way is key to the operations to the Citylink routes providing great flexibility in their east/west route movements. Both Seltice Way and Riverstone Drive provide great access to Northwest Boulevard/Ramsey Road and the Interstate 90 interchange providing connections to I-90 and US 95. The location being adjacent to Seltice Way and Interstate 90 to the north is very visible to the public. The Centennial Trail on the north side of Seltice Way and the Prairie Trail adjacent west of the Riverstone development is in close proximity providing great opportunities for trail connections. The location has been remediated from its previous uses and is ready for development with new utilities and right of way improvements. This minimizes initial capital needs for development. The area is in good proximity to walking distance mixed use transit generators, yet it is not ideal as the more dense mixed use elements of the Riverstone development are on the outreaches of a ten minute walk. The surrounding land uses are like zoned yet undeveloped. Two platted pad sites near the location provide opportunity for food and convenience services which would support transit needs. The developer has expressed willingness to make adjustments to their development master plan setting up the framework to attract compatible and complementary adjacent uses.

The conceptual site plan, shown in **Figure 17**, developed for assessment purposes indicates one of a range of layouts that could be accommodated at the location. Again, the opportunity exists to adjust lots as necessary to fit a preferred site layout. The configuration shown uses a four acre land area and provides adequate space for 160 cars and 10 bus bays. With detailed design efforts efficiencies can be achieved to better utilize the land area, allowing for future building and site improvement expansions. For budgetary purposes the given site plan provides quantifiable elements used to establish a potential cost range, shown in **Table 6**, for development of the transit facility at this location. Under the given scenario, site development costs would be in an approximate range of $1,000,136 to $1,222,388 with additional costs including building and land costs, and surveying, geotechnical, architectural, and contingency fees bringing the total budgetary development estimate for this location in the range of $4,165,406 to $4,877,618. Anticipated land cost range from $2,265,120 to $2,596,230.

Pluses and minuses summary:

Pluses:

- Allows a level of flexibility for site design.
- Land owner very cooperative by accommodating adjustments to lots to fit the development needs of the transit facility.
- Very good access conditions present along Seltice Way and Rirverstone Drive with a traffic signal at their intersection.
- Great access to Northwest Boulevard/Ramsey Road and the Interstate 90 interchange providing connections to I-90 and US 95.
- No disruption to the existing transit routes.
- Very visible from Seltice Way and Interstate 90.
- Very close proximity to the Centennial Trail on the north side of Seltice Way and the Prairie Trail adjacent west providing great opportunities for trail connections.
- Area remediated and ready for development with new utilities and right of way improvements.
- Good proximity to walking distance mixed use transit generators.
- Area land uses are like zoned and compatible, provide opportunity for food and convenience services supporting transit needs.
- Developer willing to make adjustments to development master plan to attract compatible and complementary uses.
- Allows adequate space for 160 cars and 10 bus bays.
- Allows for future building and site improvement expansion.

Minuses:

- Farther north and west in Riverstone development of location places more dense mixed use elements on the outreaches of a ten minute walk.

Appleway Location Conceptual

This 2.42 acre location sits west of the Conoco Goodies Station at the intersection of Appleway and Ramsey Road. It is somewhat triangular in shape with Appleway running adjacent from the north to the southwest site corner. On the south boundary sits a Right of Way owned by the Idaho Transportation Department that extends east from Appleway to a dead end abutting the Ramsey Road right of way. The Interstate 90 right of way is just south of the ITD property with the Ramsey Road Interchange west bound on-ramp.

The 2.42 acre size and odd shape limits the ability of this location to accommodate long term facility needs. Viability of the location will be greatly increased through acquisition of the approximate 1.6 acre ITD right of way bringing the acreage potential to about four acres. The Coeur d'Alene Tribe is the property owner. They are holding the property for investment purposes but are willing to sell the property at market value.

The visibility of the location is very good from I-90 and the Ramsey Road overpass and is diminished along Ramsey Road due to elevation drop and the adjoining Conoco Station. The proximity and visibility from I-90 is conducive to a park and ride facility. The location is minimally disruptive to the existing transit routes and has good access from Appleway. Improvements in Appleway will be necessary to widen the roadway to provide a turn lane. Overhead power lines cross through an easement parallel with the ITD right of way and would need to be buried for development. The grade drops substantially from the Conoco site possibly requiring ramping and retaining walls for circulation needs thus reducing layout efficiency due to grade mitigation. The adjacent Conoco Station provides access to transit complementary uses of fast food and snacks. While the traffic on Ramsey Road and the overpass experiences periodic congestion the controlled intersection of Appleway and Ramsey Road offers optimal right turn movements for connecting this location to the majority of existing Citylink routes. Access to regional transit on I-90 and US 95 is good from this location. There is opportunity for good connections to the Prairie Trail both westward and northward. The Kroc Center is within a five minute walk to the north.

The conceptual site plan, shown in **Figure 18,** developed for assessment purposes indicates one of a range of layouts that could be accommodated at this location. The configuration shown uses the ITD

right of way giving approximately four acres for development. With detailed design efforts efficiencies can be achieved to better utilize the land area. A portion of the ITD right of way will have to be used up for grade changes to access the Conoco Station and transition down to the lower level. The layout as shown provides for a total of 136 cars and 9 bus bays. A detailed design effort will gain minimal parking spaces and maybe one more bus bay. The potential for future expansion does not exist at this location. For budgetary purposes the given site plan provides quantifiable elements used to establish a potential cost range, shown in **Table 6**, for development of the transit facility at this location. Under the given layout, potential site development costs would range from $1,175,647 to $1,436,900 with additional costs including building and land costs, and surveying, geotechnical, architectural, and contingency fees bringing the total budgetary development estimate for this location in the range of $3,852,909 to $4,866,554. The potential land cost range of $1,777,112 to $$2,370,654 shown in **Table 6** includes both the 2.42 acre lot and the acquisition of the ITD right of way. This estimate for land costs is completely arbitrary depending on the willingness of the land owner and the cost of right of way acquisition.

Pluses and minuses summary:

Pluses:

- Viability greatly increased through acquisition of approximate 1.6 acre ITD right of way bringing the acreage potential to four acres at a potentially averaged lower land cost.
- Land owner willing to sell the lot at market value.
- Very good visibility from I-90 and the Ramsey Road overpass.
- Proximity and visibility from I-90 is conducive to a park and ride facility.
- Minimally disruptive to the existing transit routes.
- Controlled intersection of Appleway and Ramsey Road offers optimal right turn movements for connecting the site to the majority of existing Citylink routes.
- Good access to regional transit on I-90 and US 95.
- Opportunity for connections to the Prairie Trail both westward and northward.
- Kroc Center within five minute walk to the north.
- Conoco Station provides access to transit complementary uses of fast food and snacks.

Minuses:

- Without right of way acquisition area size and shape prohibits ability to accommodate long term facility needs.
- Visibility diminished along Ramsey Road due to elevation drop and Conoco Station.
- Requires right of way improvements to provide a turn lane adding to improvement cost.
- Overhead power lines parallel with the ITD right of way need to be buried.
- Grade drops substantially requiring ramping and retaining walls for circulation needs reducing layout efficiency.
- Traffic on Ramsey Road and the overpass experiences periodic substantial congestion.
- Limited flexibility for future facility expansion.
- Potential impact to nearby residential zoned neighborhood.
- Limited variety of transit trip generators.

Ramsey Location Conceptual

The Ramsey location is a four acre area located in the northwest corner of the Ramsey Road and Appleway intersection. It is bounded on the east by Ramsey Road, to the north by the UPS facility and Fire Station, a vacant lot on the west, and Appleway on the south. As with the Appleway site, the land owner of this location is the Coeur d'Alene Tribe. They purchased this property with the adjoining vacant lots in the block for investment purposes. They plan on holding the property for a time and selling all the lots at one time. However, they did indicate they may be interested in selling the Ramsey Site lot if it is determined the site is the most viable for a transit center. At that time they will expect full market value for the property. They would prefer to sell the Appleway site before selling the Ramsey Site.

Visibility of the location is very good from Ramsey Road and Appleway. However there is a substantial grade drop from the right of ways into the site diminishing the visual opportunity. This grade drop impacts the access to the site and will require imported fill and retaining walls to build up the access points, and may even require substantial imports to raise portions of the site to minimize driveway ramp

grades. Access to the site is limited to two points due to this grade issue, proximity to the Ramsey Road/Appleway intersections, and a median in Ramsey Road. One of the access points is limited to the north end off of Ramsey road. It will allow ingress only from south bound Ramsey Road traffic and right turn south bound egress only onto Ramsey Road. The other access point is on the southwest corner of the lot at Appleway. The egress at this point is a left turn movement across traffic for the busses onto Appleway. The queue length from this point to the intersection is lacking and some widening of Appleway will need to be done at this point. Conceptually the location size and shape is adequate and promotes opportunity for efficient site layout providing for the transit center needs and potential expansion for future needs. While the traffic on Ramsey Road and the overpass experiences periodic congestion the controlled intersection of Appleway and Ramsey Road offers optimal right turn movements from Appleway for connecting this location to the majority of existing Citylink routes. Access to regional transit access on I-90 and US 95 is good from this location and is minimally disruptive from the Citylink current routes. There is opportunity for good connections to the Prairie Trail both westward and northward. The Kroc Center is within a five minute walk to the north.

The conceptual site plan, shown in **Figure 19**, developed for assessment purposes indicates one of a range of layouts that could be accommodated on this location. The configuration shown uses the four acre land area and provides adequate space for 162 cars and 10 bus bays. With detailed design efforts efficiencies can be achieved to better utilize the land area, allowing for future building and site improvement expansions. For budgetary purposes the given site plan provides quantifiable elements used to establish a potential range of cost, shown in **Table 6**, for development of the transit facility at this location. Under the given layout, site development costs would range from $1,340,860 to $1,638,828 with additional costs including building and land costs, and surveying, geotechnical, architectural, and contingency fees bringing the total budgetary development estimate for this site in the range of $4,638,664 to $5,539,492. Anticipated land cost range from $2,397,654 to $2,841,664. Again this land cost is arbitrary due to the willingness of the land owner.

<u>Pluses and minuses summary:</u>

Pluses:

- Controlled intersection of Appleway and Ramsey Road offers optimal right turn movements for connecting the site to the majority of existing Citylink routes.

- Good access to regional transit on I-90 and US 95.
- Minimally disruptive to the existing transit routes.
- Opportunity for connections to the Prairie Trail both westward and northward.
- Kroc Center within five minute walk to the north.
- Allows adequate space for 162 cars and 10 bus bays.
- Allows for future building and site improvement expansion.

Minuses:

- Property owner hesitant to sell property soon but willing at a potentially high cost.
- Substantial grade drop impacts access and requires imported fill and retaining walls.
- Requires substantial soil imports.
- Very limited access points.
- North access point allow ingress only from south bound Ramsey Road traffic and right turn south bound egress only onto Ramsey Road.
- South access point egress is left turn movement across traffic for busses onto Appleway.
- Queue length from south access point to Appleway/Ramsey intersection is lacking.
- Traffic on Ramsey Road and the overpass experiences periodic substantial congestion.
- Requires right of way improvements to provide a turn lane adding to improvement cost.
- Substantial grade drop at right of ways diminish visual opportunity.
- Limited variety of transit trip generators.
- Potential impact to nearby residential zoned neighborhood.

Final Location Recommendation

Three factors influence the consultant's recommendation of a preferred location; land cost, site development costs, and community connectivity.

Land Cost:

The high land cost of the locations reflects the high value of these prime commercial properties. The nature of the criteria for a viable transit passenger facility places all the candidate sites in prime commercial properties greatly influencing budget forecasting. Efforts to reduce land acquisition costs are prudent and could influence the viability of any one of the three locations over the others. This effort hinges on the willingness of the land owner to negotiate a fair market price for their land.

To this point in the study the land owner of the Riverstone location has expressed not only a desire to sell the property but will entertain lot adjustments and possible other locations within the development to incorporate a passenger transit center. Negotiations would need to pursue the best agreeable land cost and location within the Riverstone development.

Potential for the lowest land cost of the three sites is with the Appleway site based on the acquisition and cost of the ITD right of way and the Tribe's willingness to sell the property at a fair market price. This potential benefit in lower land costs comes with the caveat of diminished site capacity for parking, bus bays, and future expansion due to lot shape and grades.

The consultant expects the highest land costs to be with the Ramsey location due to its prime commercial location and the Tribe's hesitance to sell just one lot in their block. The price for this land could well exceed the $13.50 per square foot cost used in the estimate.

Site Development Costs:

Each location is unique and inherently requires varying levels of effort for development. At this stage the indications from the preliminary estimates for site improvement costs run on average $8.60 per square foot for the Riverstone location, $9.62 per square foot for the Appleway location, and $11.23 per square foot for the Ramsey location. The noted cost for the Riverstone location is more predictable in that the area has been remediated and developed to a point ready for construction. The other two locations by nature are more likely to have unforeseen issues requiring additional site preparation costs and will require detailed site engineering to determine the actual quantities and level of grading, soil imports, utility adjustments, and right of way improvements. Regardless of the actual square foot costs

for improvements the premise is the Riverstone location will require the least cost for site improvements and the Ramsey location the most.

Community Connectivity:

Connectivity to the community and infrastructure is necessary for the transit facility to thrive. The ingress and egress of the location must function for the busses minimizing traffic disruptions and impact to bus service routes, links to pedestrian and bikeway paths are crucial for community need, and close proximity to mixed use transit trip generators are key.

The Riverstone location ingress and egress works well and the direct link to Seltice Way provides necessary east/west route flexibility with no disruption to the current routes. This Seltice Way access coupled with access to Riverstone Drive provides various movement alternatives to respond to traffic conditions. The location of the site south of I-90 lends to great connections to both the Prairie and Centennial Trails. Although further north in the Riverstone development than the consultant would prefer for "five minute" walkability, the site provides "ten minute" walkable proximity to a great variety of mixed use transit trip generators and has great potential for complementary adjacent land uses. The site location south of I-90 lends to more direct traffic and bikeway connections to the medical and professional area of Ironwood, the education corridor, and downtown Coeur d'Alene.

The Appleway and Ramsey locations due to proximity share the same connectivity to the community and infrastructure. They both by being located north of I-90 are minimally disruptive to current bus routes and would be adequate. However the occasional traffic congestion at the I-90 and Ramsey Road interchange could be disruptive to operations due to the lack of access alternatives. Bike pathway connection potential to the Prairie Trail is good but not as strong a connection provided in the Riverstone development. While some transit trip generators are strong for these sites, like the Kroc Center and the planned WinCo Foods, they do not have the same level of mixed use opportunity offered in the Riverstone development. The adjacent vacant land is yet to be developed and the ability to directly influence the future developers to build complementary uses is minimal.

Final Recommendations:

Based on the conceptual study of each of the three locations and the final assessment of land costs, site development costs, and community connectivity the consultant recommends a focused effort to locate a four acre site for the Transit Center within the Riverstone development. Good faith effort should be pursued with the Riverstone developer to secure a viable option. It should be noted a public open house was held at the completion of the conceptual assessment of the three candidate locations and overwhelmingly the public preference is a location located within the Riverstone development. Should negotiations fail for the Riverstone option, then we recommend opening dialogue concerning the Appleway location to determine more closely the land cost and actual program capacity of the location.

A four acre site is recommended based on the preliminary programming in Section 3, and **Table 1** indicating a minimum need of a 3.4 acre site. This additional 0.6 acre area will assure flexibility for future facility programming and allow potential for expansion of the facility. A preliminary detailed cost estimate for purchase and development of a four acre site in the Riverstone development was prepared as shown in **Table 7**. The basis of the quantities used for the estimate is derived from the four acre conceptual site plan illustrated in **Figure 17**. Estimated site improvement costs of $1,111,262 and overall development including land, building, and fees for architectural, geotechnical, survey and contingencies could likely costs $4,596,150, landing well within the estimated range of $4,165,406 and $4,877,618 as shown in **Table 6**.

The projected needs for 150 park & ride parking spaces could be spread out in key locations for convenience as noted on page 18, reducing the need to provide for all of the 150 park & ride spaces to be located in Riverstone . However, given the estimate for the park & ride does not include any future expansions to the Coeur d'Alene Casino this location should plan for 150 park & ride spaces for future needs. Then other locations in the community should be acquired for additional park & ride needs providing for the growth and convenience of the growing metropolitan area. This effort will assure park & ride locations will be secured while suitable land is still available. Priority should be made to assure good pedestrian and bikeway connections to both the Prairie and Centennial trails and the Riverstone mixed use development. Through the study process it was determined the maintenance and wash bays assessed for the facility would not be appropriate as this location is more suited for strictly passenger operations. Also, Citylink has since received funding to assist in developing a new full maintenance

facility and potential road maintenance location elsewhere where the cost of land would be more feasible for a maintenance use.

NEXT STEPS

A good faith effort and discussions with the Riverstone developer should guide further assessment of potential specific sites within the Riverstone development that will meet the needs of the transit center and complement the overall mixed use opportunities of the development.

Given the great funding needs to support the Transit Center, The Panhandle Area Council (PAC) has begun the process of securing funds for the project. The PAC and the developer are exploring options within the Riverstone development and identified two acres located in the very northwest corner of the development adjacent to the Prairie Trail and the Seltice Way Trail overpass. While this location is very good for access to the trail system and could act as a trail head component with the transit center, the two acres are less than the projected program needs for the facility, yet the consultant was given direction to determine the potential capacity level of the two acres as a reference point.

The conceptual plan shown in **Figure 20** represents the assessed capacity of the alternate site. The lot size of two acres, the lot shape, and assumed lot access are limiting to the ability of the site to accommodate the projected program. Parking is limited to sixty five spaces and the ability to get the minimum 10 needed bus bays would require cooperation and approval by the City to designate right of way parking as a "Bus Stop". While the sixty five parking spaces would meet both the current and near future parking needs, provisions would need to be made to secure additional parking space for the long term future. The assurance of future parking expansion would have to be explored through various means which should be additional land purchase at market rates, or at least may include parking development agreements with adjoining land owners and land leases. With this site and any others that may be located on the west side of Riverstone Drive, there is great benefit from the very close access to the Prairie Trail lending great strength to the multi-modal aspect of the new transit center. This proximity places the transit center right at the crossroads of the Prairie and Centennial Trails.

The conceptual alternate site plan in **Figure 20** provides quantifiable units to determine the potential development costs of just the initial two acres. An estimated site development cost of $638,362 and

additional costs of building and land, and the fees for survey, geotechnical, architectural and contingency totals $2,503,071 for the two acres. While this option is attractive for minimizing the initial capital outlay for the Transit Center, further study for possible phasing and parking expansion must be considered to meet the long term needs.

Creative and cooperative efforts are being pursued by KMPO and the PAC to locate funding options for the facility. A cooperative effort needs to continue to secure funding options for the facility. The exploration of this alternate site is a first step of the process of assessment and coordination with the Riverstone developer in the final selection of a transit center site within the Riverstone development. Additional efforts beyond the scope of this study will explore locating a final site within the Riverstone development. The recommendations and forecast budgets of this study will be used to guide the decision process in both securing funding and purchasing a final site for the transit facility.

Development of a permanent and attractive Transit Center is a key next step in the maturation of the public transit network for the Coeur d'Alene area, as well as for the entire Panhandle Region. In addition to providing transit passengers with a more attractive and safe environment, this facility would improve the efficiency of transit operations and provide an important new and modern amenity to the region.

Appendix A
Referenced Tables

TABLE 1: Preliminary Program Elements -- 13-Jul-09
Coeur d'Alene Transit Center

	Units		Square Ft. Per Unit		Square Feet	
Transit Building Program						
Transit Passenger Uses						
Passenger Waiting Area /Circulation	1	Ea	1,780		1,780	
Drinking Fountain						
Pay Phones						
Trash and recycling bins						
Vending Machines						
Public Restrooms	2	Ea	300		600	
Staff Restrooms	2	Ea	150		300	
Operations/Dispatch Room	1	Ea	625		625	
Transit Information Counter	1	Ea	80		80	
Storage	1	Ea	300		300	
Driver Break / Operations Room	1	Ea	250		250	
Coffee/Snack Cart Storage	1	Ea	300		300	
Building Support Uses						
Janitor Closet	1	Ea	60		60	
Mechanical/Service Space	1	Ea	100		100	
Circulation	1	Ea	900		900	
Total Building Program					**5,295**	
Site Development Program						
Bus Parking						
Citylink Routes	7	Bays	2,520	(1)	17,640	
Intercity Routes	1	Bay	2,730	(1)	2,730	
Other Transportation Programs	2	Bay	1,890		3,780	
Total	10	Bays			24,150	
Auto Parking						
Transit Operations	5	Spaces	400		2,000	
Park-and-Ride	150	Spaces	400		60,000	
Auto and Bus Circulation						
Bus Loop					17,100	
Shared Access Driveway					5,600	
Total					22,700	
Platform/Pedestrian/Bicycle Space						
Outside Pedestrian Seating Areas	1	Ea	1,780		1,800	
Bicycle Parking	10	Spaces	20		200	
Pedestrian Circulation					3,000	
Total Site Excluding Building					**113,250**	
TOTAL SITE EXCLUDING VEHICLE MAINTENANCE/WASH FUNCTIONS						
Total Site Including Building					**118,545**	SF
Landscaping and Setback (25%)					**29,640**	SF
Total Minimum Site					**148,185**	SF
				or	**3.4**	Acres

TABLE 2: Where Workers Living in Coeur d-Alene are Employed (2006)

	Count	Share
Jobs in Cities/Towns Where Workers are Employed		
Coeur d'Alene, Idaho	11,426	54.2%
Post Falls, Idaho	1,969	9.3%
Hayden, Idaho	1,893	9.0%
Spokane, Washington	787	3.7%
Spokane Valley, Washington	676	3.2%
Dalton Gardens, Idaho	457	2.2%
Moscow, Idaho	281	1.3%
Sandpoint, Idaho	194	0.9%
Rathdrum, Idaho	160	0.8%
Liberty Lake, Washington	149	0.7%
All Other Locations	3,096	14.7%
Jobs in Counties Where Workers are Employed		
Kootenai Co., Idaho	17,474	82.9%
Spokane Co., Washington	1,842	8.7%
Bonner Co., Idaho	598	2.8%
Latah Co., Idaho	296	1.4%
Shoshone Co., Idaho	266	1.3%
Benewah Co., Idaho	143	0.7%
Nez Perce Co., Idaho	108	0.5%
King Co., Washington	70	0.3%
Boundary Co., Idaho	70	0.3%
Twin Falls Co., Idaho	22	0.1%
All Other Locations	199	0.9%

Data Sources
US Census Bureau, LED Origin-Destination Data Base (2nd Quarter 2002, 2003, 2004, 2005, and 2006)

TABLE 3: Coeur d'Alene Transit Passenger Facility Potential Site Attributes

	Site						
	NW Blvd Site	Seltice Site	Riverstone Site	Appleway Site	Ramsey Site	Lee Site
Street Address	115 NW Blvd	2250 Seltice	2430 & 2450 Seltice	1750 W. Appleway Ave (approx.)	2870 Ramsey Rd (approx.)	1550 W. Appleway Ave & 1675 Lee Ct.
Existing Ownership	Private	Private	Private	Private	Private	Private
Approximate Acreage	6.4 ac	6.35 ac	up to 8.3 ac	2.43 ac	4.08 ac	Up to 4.53 ac
Existing Land Use	Unused Railyard	Vacant	Vacant	Vacant, informal park-and-ride	Vacant	Vacant, CMU Building & Metal Building
Existing Zoning	C-17	C-17	C-17	C-17	C-17	C-17
Compatibility with Adjacent Land Uses	Good	Good	Very Good	Very Good	Very Good	Very Good
Overall Site Traffic Access	Moderate	Very Good	Very Good	Very Good	Very Good	Moderate
Transit Trip Generators Within Primary (5 Minute) Walk Distance	County Offices, Courthouse, Waterfront, Parks, Minor Commercial, Residential	Major Commercial, Theater, Lodging, Professional	Residential, Lodging, Major Commercial, Park, Professional, Future Arena	Residential, Recreation Center, Minor Commercial	Residential, Recreation Center, Minor Commercial	Home Improvement, Church, Commercial
Transit Trip Generators Within Secondary (10 Minute) Walk Distance	N Idaho College, Downtown, Resort, Residential	Major Commercial, Residential, Lodging, Professional, Medical, Recreation Center, Park, Future Arena	Major Commercial, Professional, Theater, Lodging, Residential, Recreation Center	Residential, Parks, Theater, Lodging, Professional, Major Commercial, Home Improvement, Future Arena	Residential, Minor Commercial, Park, Professional, Home Improvement, Future Arena	Recreation Center, Park, Residential, Theater, Major Commercial, Professional
Overall Relative Transit Trip Generators Within Walking Distance	Very Good	Very Good	Very Good	Good	Good	Moderate
Accessibility by Bike Trails	Very Good	Very Good	Very Good	Good	Good	Poor
Location Relative to Center of Local Transit System	Moderate	Good	Good	Good	Good	Good
Location to Regional Transit Access Routes (I-90, US 95)	Moderate	Very Good	Very Good	Very Good	Very Good	Very Good
Visibility to the Public / Public Image of Transit Services	Moderate	Good	Good	Moderate	Very Good	Good
Adequate Utility Capacity?	Moderate	Good	Good	Good	Good	Good
Hazardous Waste Issues?	Identified Historic Site	Not Identified	Remediated Site	Not Identified	Not Identified	Identified Historic Site
Potential Affordability of Land	Moderate	Build to Suit Lease	Moderate	Moderate	Moderate	Build to Suit Lease
Potential Availability of Land	Moderate	Moderate	Very Good	Good	Good	Moderate

TABLE 4: Preliminary Scoring of Site Alternatives

Factor	Factor Weight	Scoring (1 = Worst, 5 = Best) NW Blvd Site	Seltice Site	Riverstone Site	Appleway Site	Ramsey Site	Lee Site
Requires Rezoning	0.80	5	5	5	5	5	5
Site Access Traffic Conditions	1.00	2	5	5	5	5	3
Adequate Size	1.00	5	5	5	3	5	5
Adequate Utility Capacity	0.30	4	5	5	5	5	5
Potential Land Costs	1.00	4	2	3	3	3	4
Visibility to the General Public	0.50	2	2	5	5	5	5
Constraints on Site Design	0.60	1	2	5	5	5	3
Accessibility to Bike Trail Network	0.60	2	4	5	4	4	2
Pedestrian Accessibility to Trip Generators	0.60	4	4	4	3	2	1
Hazardous Waste Issues	1.00	2	5	5	5	5	1
Compatibility with Adjacent Land Uses	1.00	2	2	4	5	3	5
WEIGHTED SCORE		**25.4**	**31.5**	**38.4**	**36.2**	**35.6**	**29.6**

TABLE 5
KMPO Transit Center Location Study
Square Foot Cost Estimate - TRANSIT BUILDING

Building Information:

Building Type: Face Brick with Concrete Block Back-up / Steel Frame. One Storey. No Basement.

Floor Area (SF):	5,295
Cost Per Square Foot:	$187
Total Building Cost:	$990,410

ITEM		Cost Per SF	Totals	% of Total
1	**SUBSTRUCTURE:** Earthwork, Standard Foundation, Slab on Grade, Concrete Walls	$14	$74,501	10.99%
2	**SHELL:** Exterior Walls, Roof Structure and Covering, Windows, Doors	$55	$291,225	42.95%
3	**INTERIORS:** CMU Partitions, Finishes for Wall, Floor and Ceiling	$31	$164,145	24.21%
4	**SERVICES:** Electrical, Lighting, Water, Plumbing, Roof Drains, HVAC, Sprinklers, Security, Communications	$28	$148,260	21.86%
Bonding & Insurance at %	2.0%		$13,563	
Contractor Overhead and Profit	25.0%		$169,533	
Subtotal			**$861,226**	
Additional Miscellaneous Costs:				
Architectural Fee @ %	10.0%		$86,123	
Contingency at %	5.0%		$43,061	
Total Estimate			**$990,410**	

TABLE 6
KMPO Transit Center Location Study
Potential Cost For Location Development

ITEM	Location		
	Riverstone	Appleway	Ramsey
Building Cost	$900,150 to $1,059,000	$900,150 to $1,059,000	$900,150 to $1,059,000
Site Improvements Cost	$1,000,136 to $1,222,388	$1,175,647 to $1,436,900	$1,340,860 to $1,638,828
Land Cost	$2,265,120 to $2,596,230	$1,777,112 to $2,370,654	$2,397,654 to $2,841,664
Total Cost Range:	**$4,165,406 to $4,877,618**	**$3,852,909 to $4,866,554**	**$4,638,664 to $5,539,492**

Note: Building Cost shown indicates the potential range of square foot costs of $170 to $200 as noted in Section 5, Page 27. This range is based on the probable square foot costs of $187 per Table 5.

TABLE 7
KMPO Transit Center Location Study
Conceptual Cost Estimate - 4 ACRE RIVERSTONE LOCATION

ITEM	Quantity	Price Each	Totals
Earthwork (CY)	7200	$10.00	$72,000
Utility Connections (LS)	1	$20,000.00	$20,000
Sanitary Sewer (LF)	200	$25.00	$5,000
Water/Fire (LS)	1	$10,000.00	$10,000
Waiting Shelter (EA)	10	$10,000.00	$100,000
Asphalt Pavement (SF)	106560	$1.80	$191,808
Concrete Flatwork (SF)	35152	$4.60	$161,699
Concrete Curbing (LF)	4463	$20.00	$89,260
Lawn (SF)	22947	$2.00	$45,894
Landscape (SF)	22947	$5.00	$114,735
Irrigation (SF)	45893	$0.80	$36,714
Pavement Marking (Car)	160	$15.00	$2,400
Storm Drainage (LS)	1	$12,000.00	$12,000
Site Lighting (LS)	1	$80,000.00	$80,000
Traffic Signs (EA)	14	$250.00	$3,500
Trash Recepticles (EA)	5	$500.00	$2,500
Benches (EA)	12	$1,500.00	$18,000
Monument Sign (LS)	1	$8,000.00	$8,000
Bike Racks (LS)	1	$3,000.00	$3,000
Trees (EA)	20	$350.00	$7,000
Topsoil Import (CY)	842	$30.00	$25,260
Bonding & Insurance at %	2.0%		$20,175
Contractor Overhead and Profit	8.0%		$82,316
Total Site Cost			**$1,111,262**
Additional Costs:			
Transit Building Cost	1	$990,410	$990,410
Land Cost (SF)	174240	$13.50	$2,352,240
Survey & Geotechnical		$20,000.00	$20,000
Architectural Fee @ %	6.0%		$66,676
Contingency at %	5.0%		$55,563
Total Riverstone Estimate			**$4,596,150**

Appendix B
Site Figures

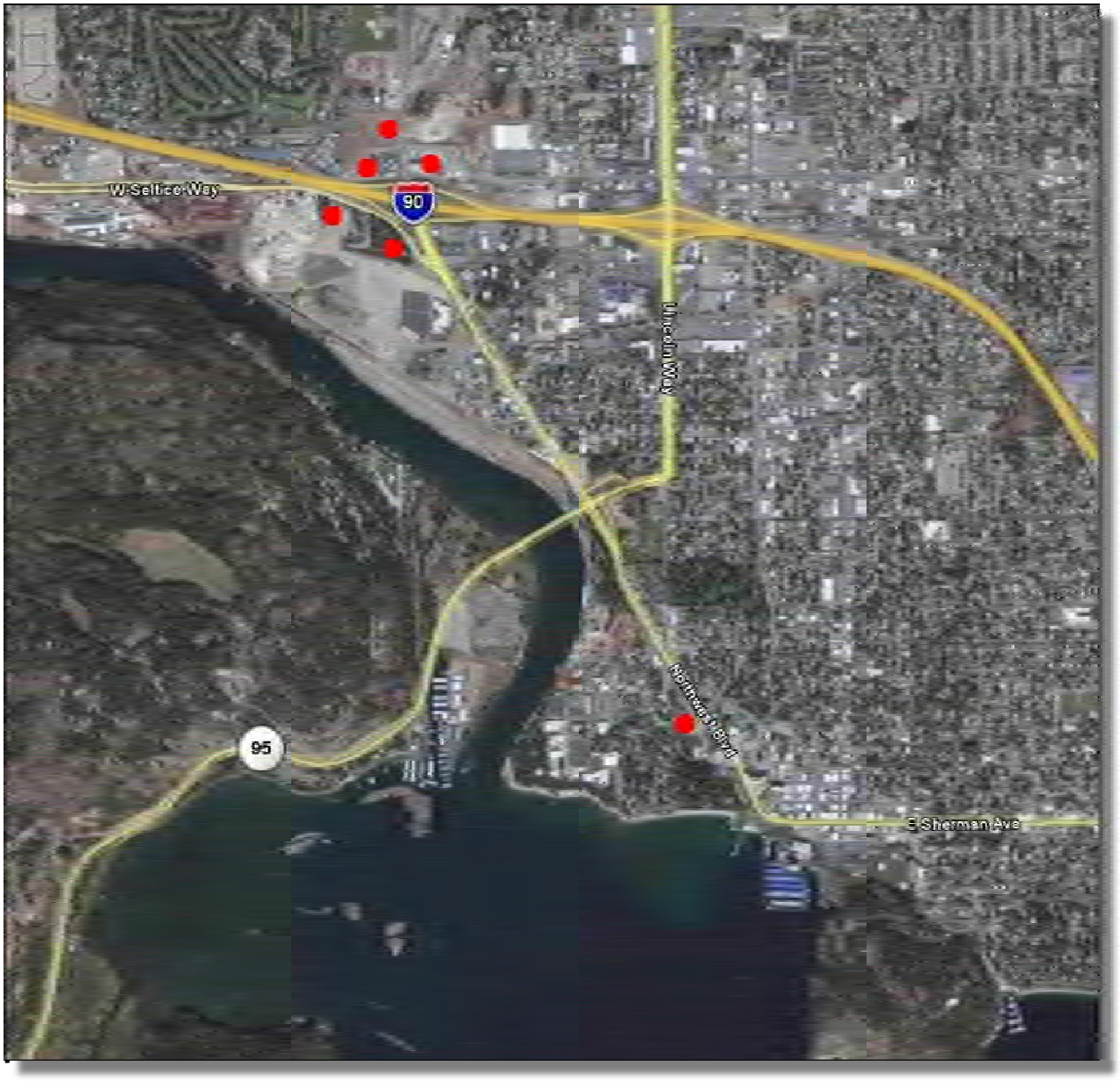


FIGURE 4: Overall Potential Site Locations

FIGURE 5: Northwest Boulevard Site

FIGURE 6: Northwest Boulevard Site Photos

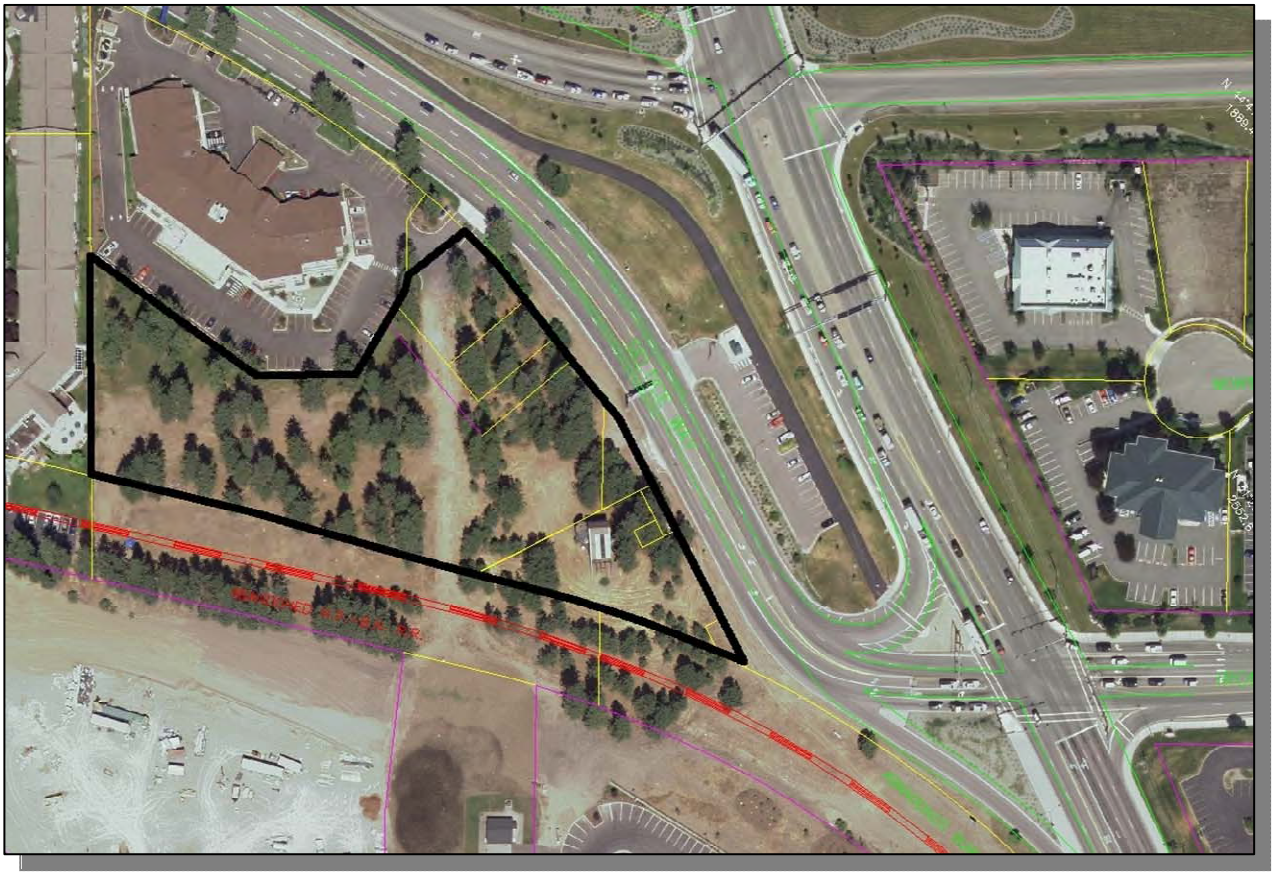


FIGURE 7: Seltice Site

FIGURE 8: Seltice Site Photos

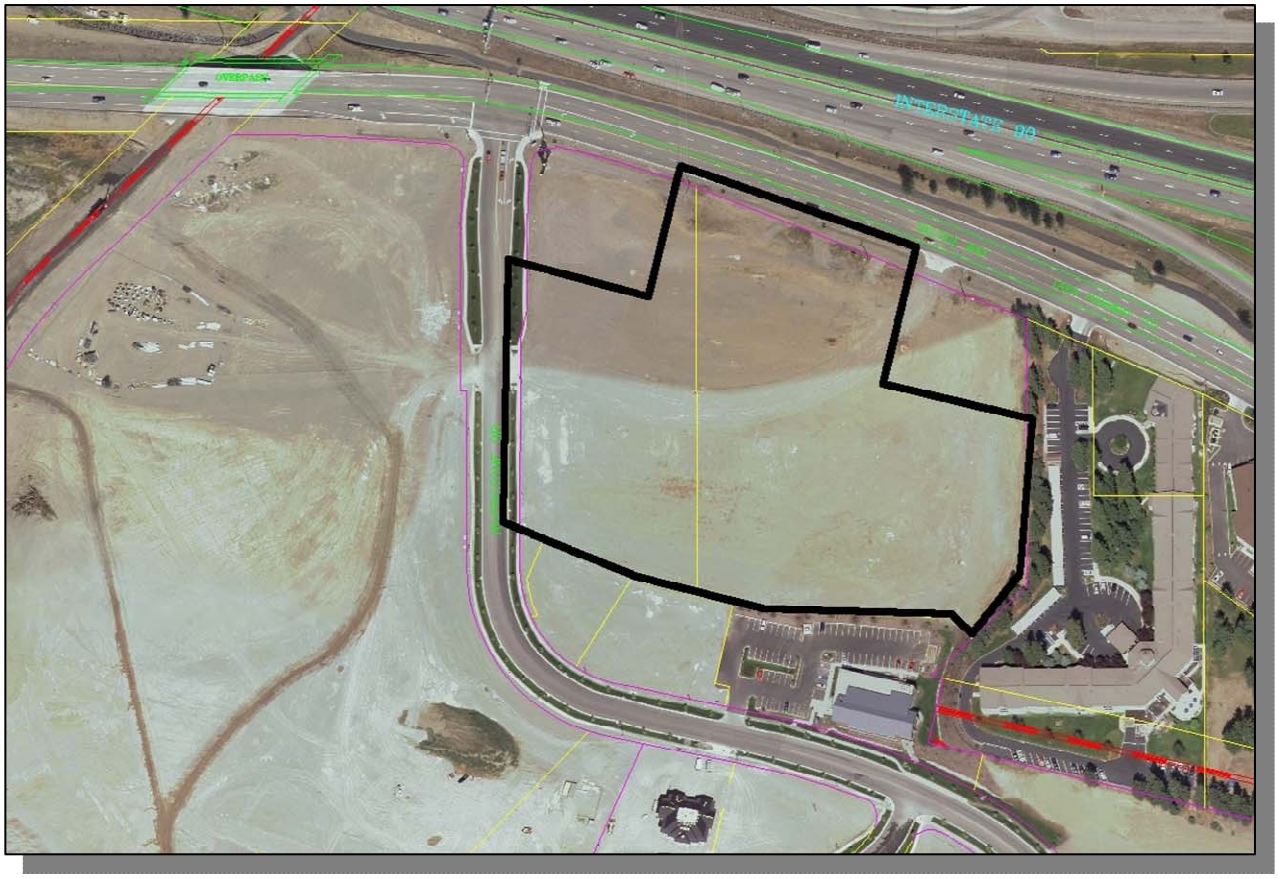


FIGURE 9: Riverstone Site

FIGURE 10: Riverstone Site Photos

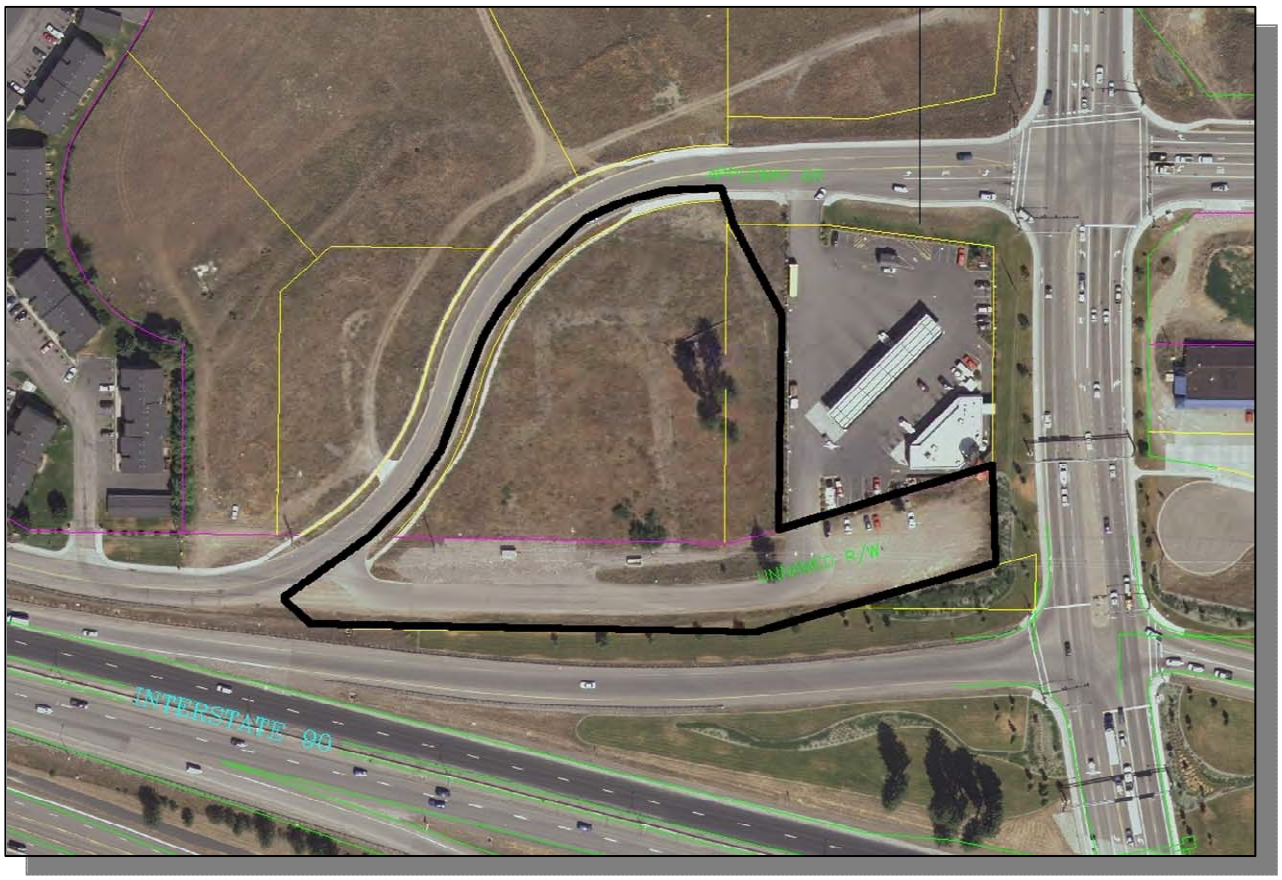


FIGURE 11: Appleway Site

FIGURE 12: Appleway Site Photos

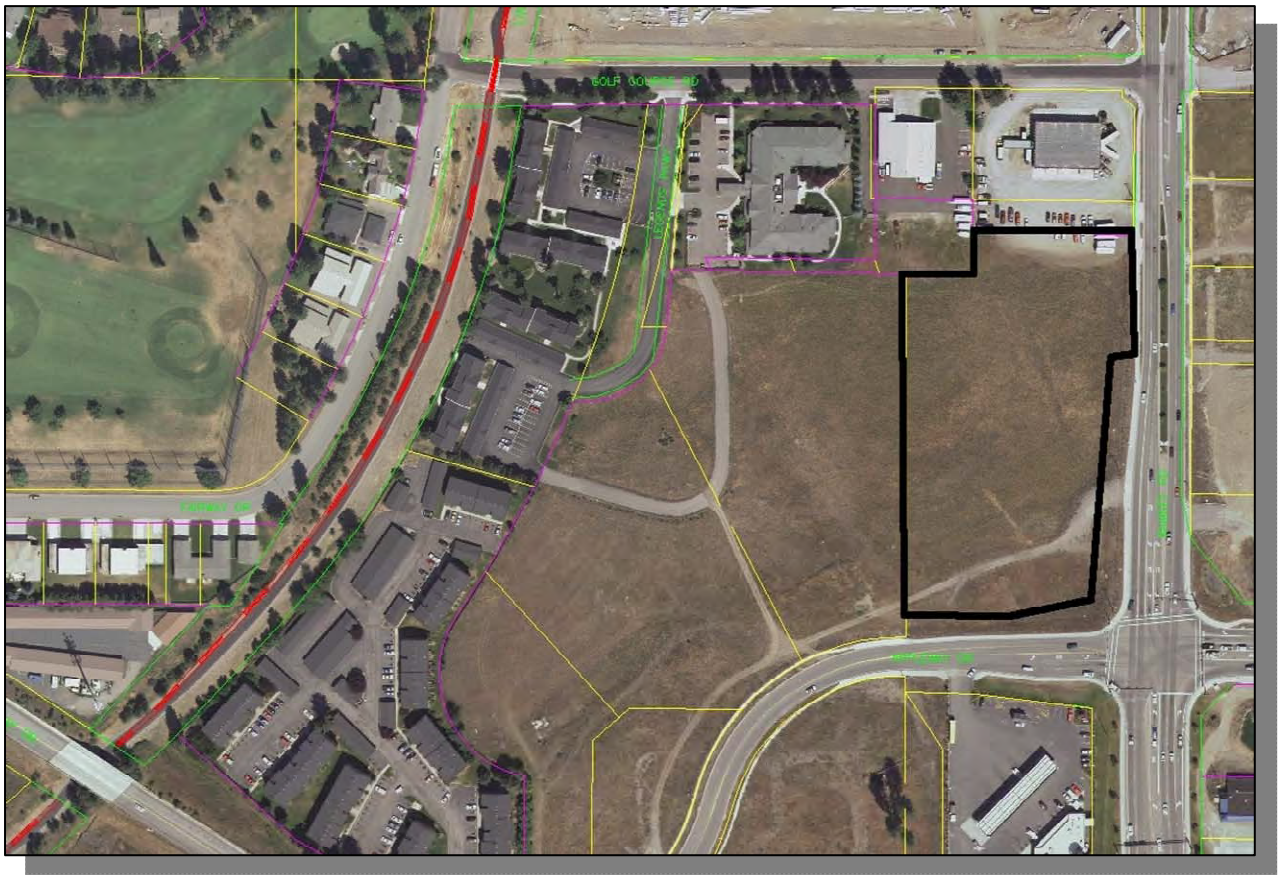


FIGURE 13: Ramsey Site

FIGURE 14: Ramsey Site Photos

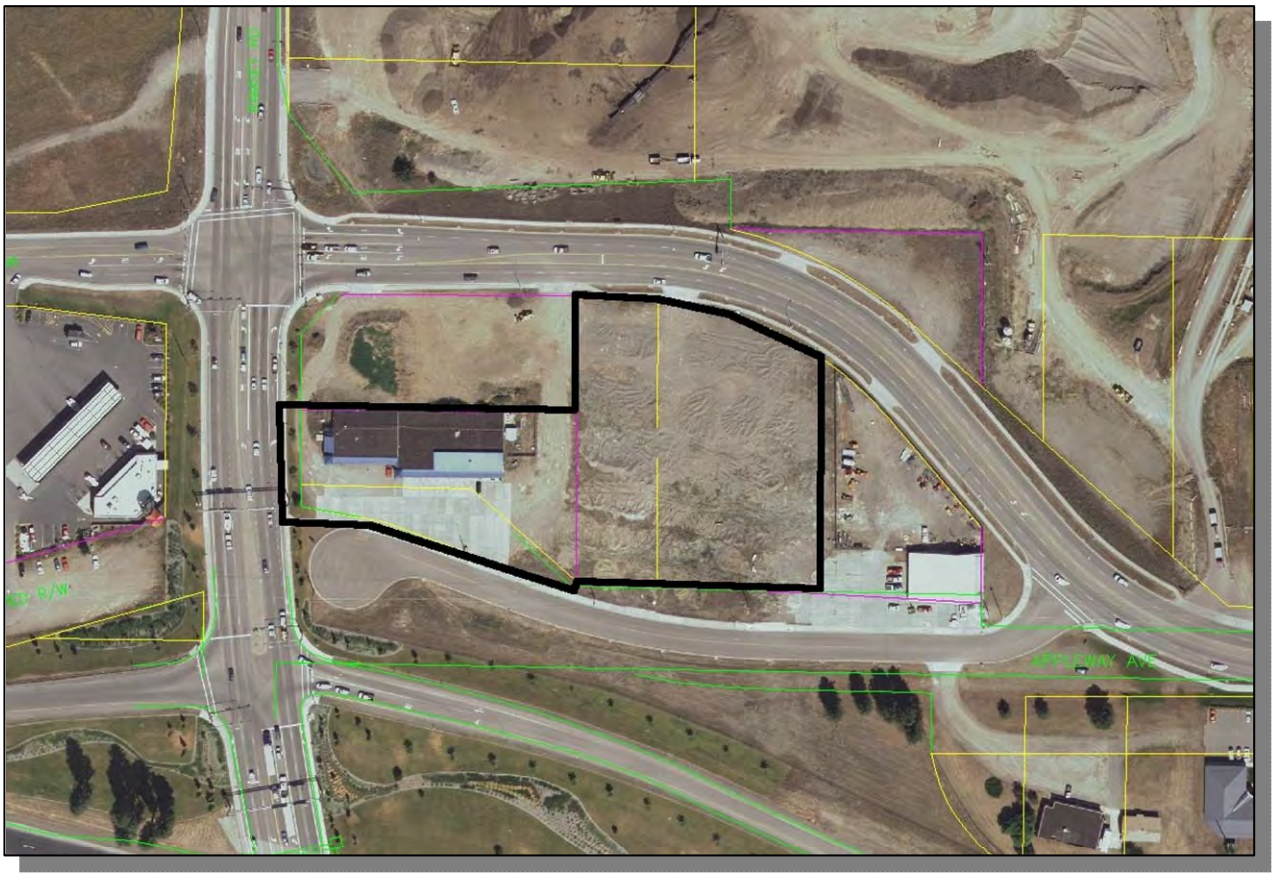


FIGURE 15: Lee Site

FIGURE 16: Lee Site Photos

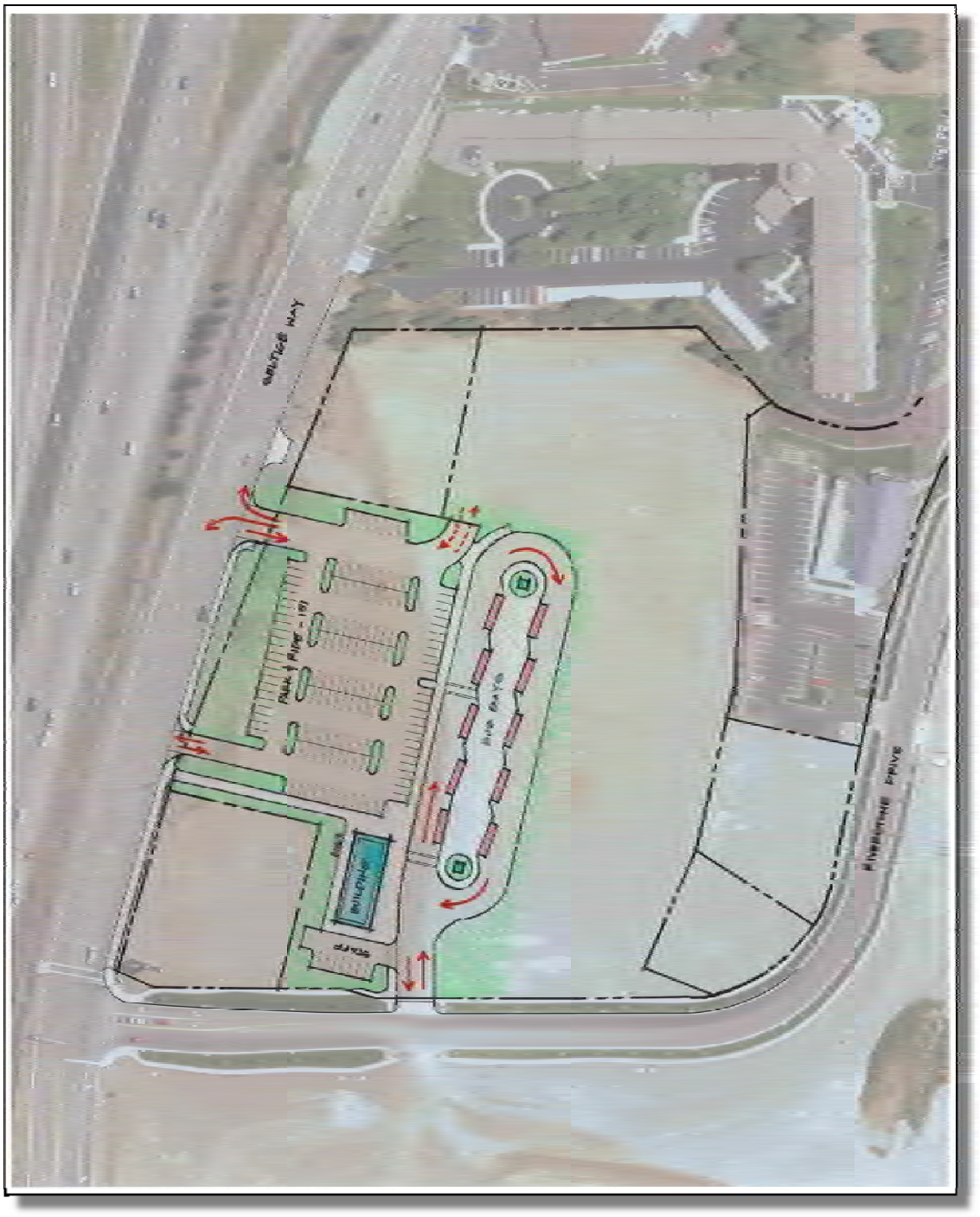


FIGURE 17: Riverstone Location Concept Plan
North at Left

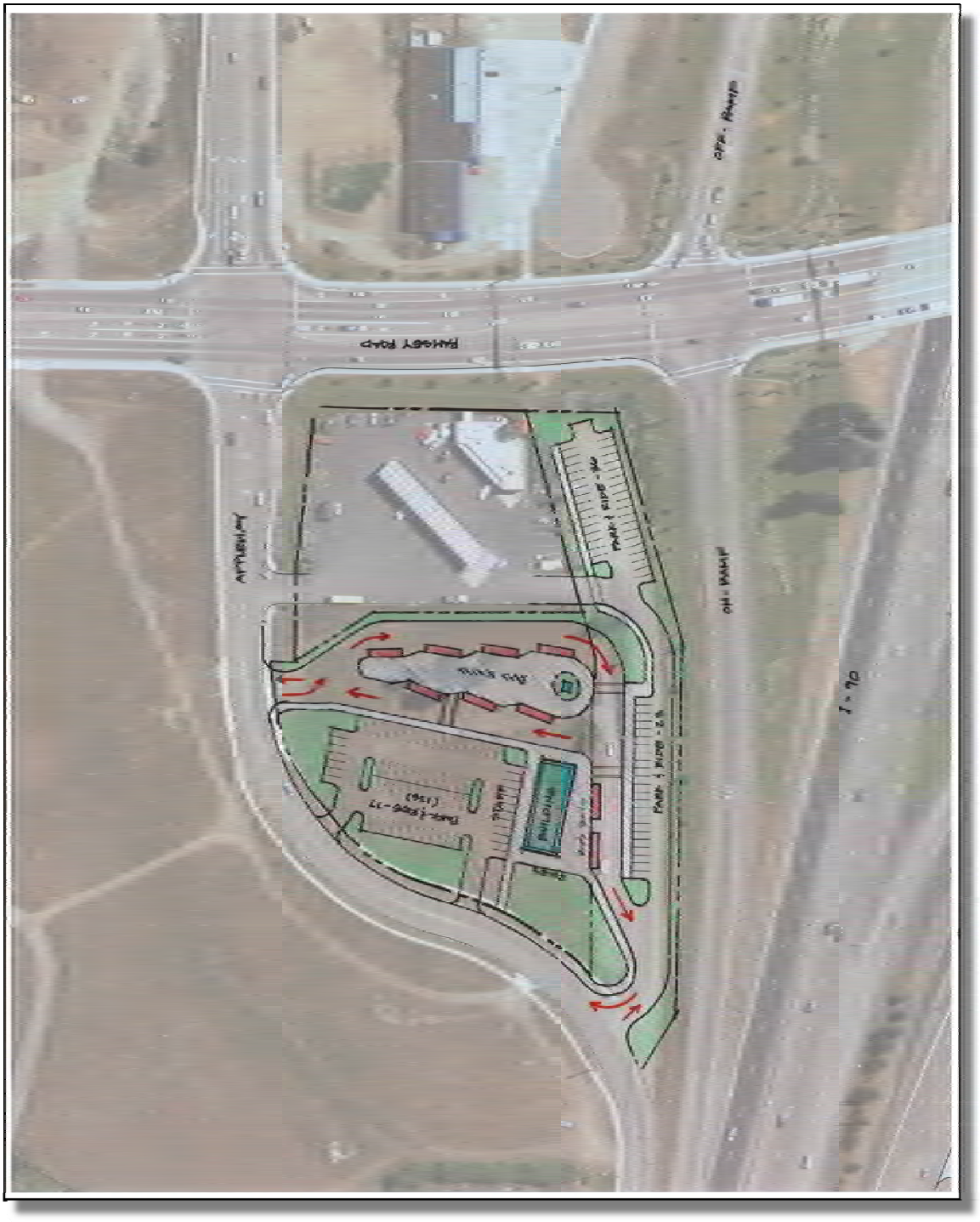


FIGURE 18: Appleway Location Concept Plan
North at Left

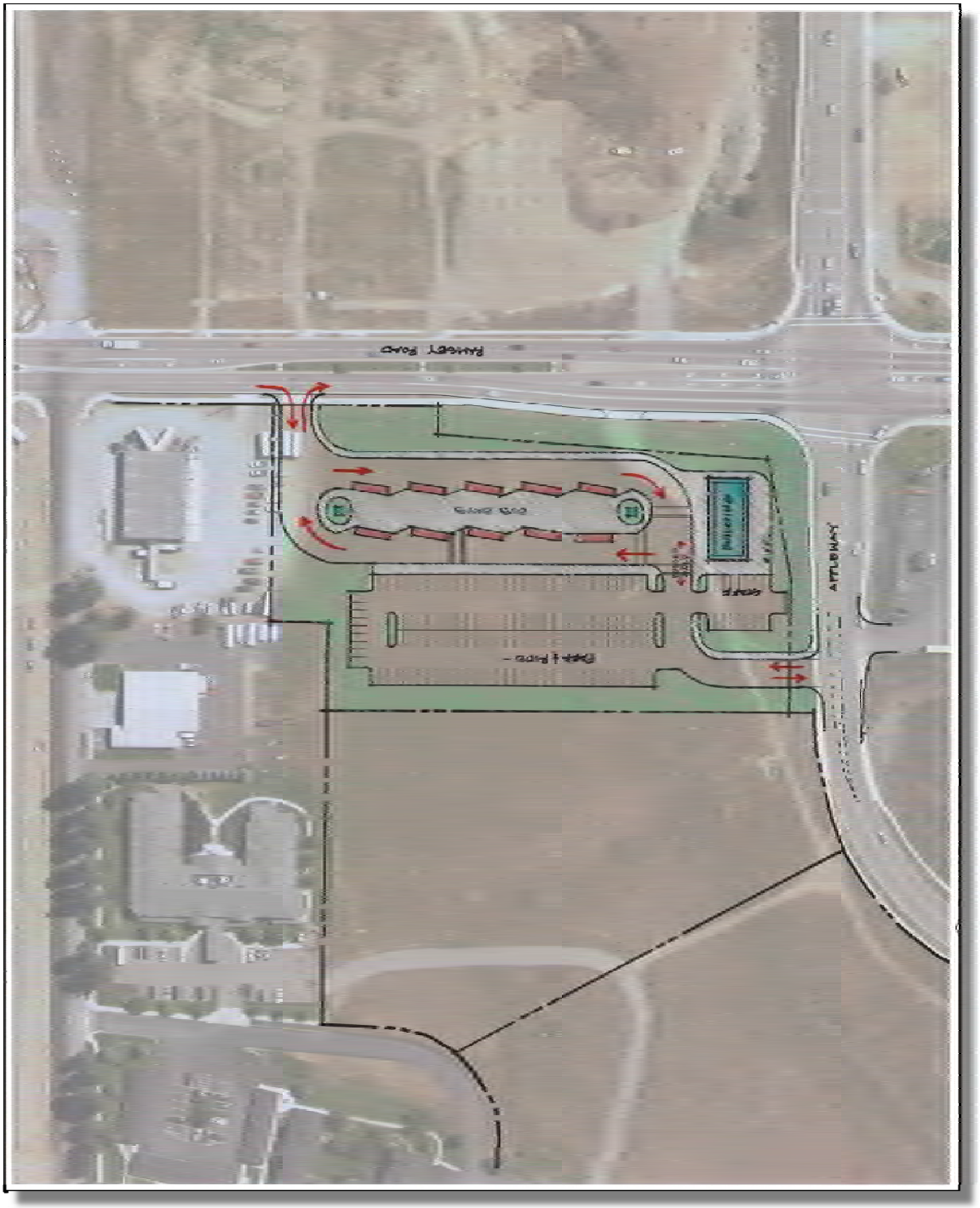
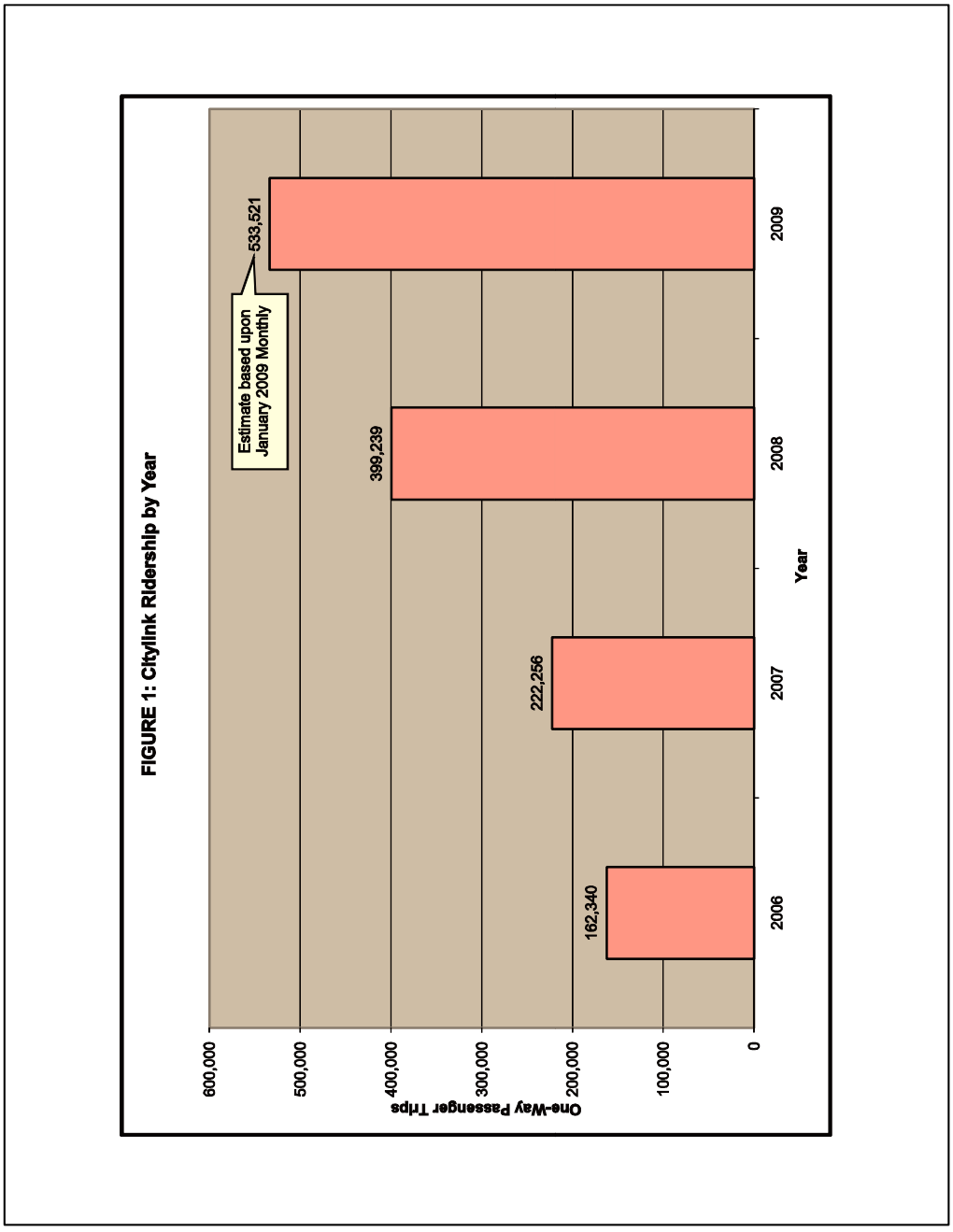


FIGURE 19: Ramsey Location Concept Plan
North at Left

FIGURE 20: Riverstone Alternate Concept Plan
North at Left

Appendix C
Citylink Figures



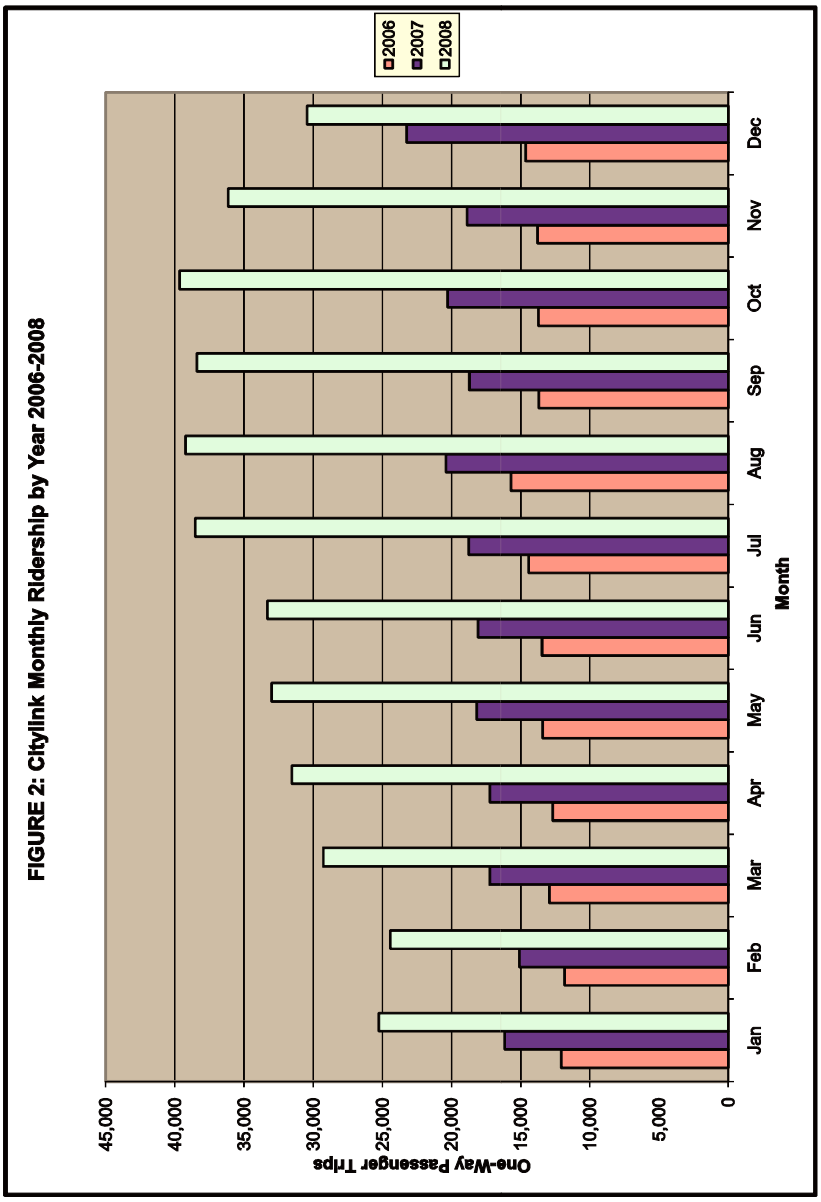


FIGURE 2: Citylink Monthly Ridership by Year 2006-2008

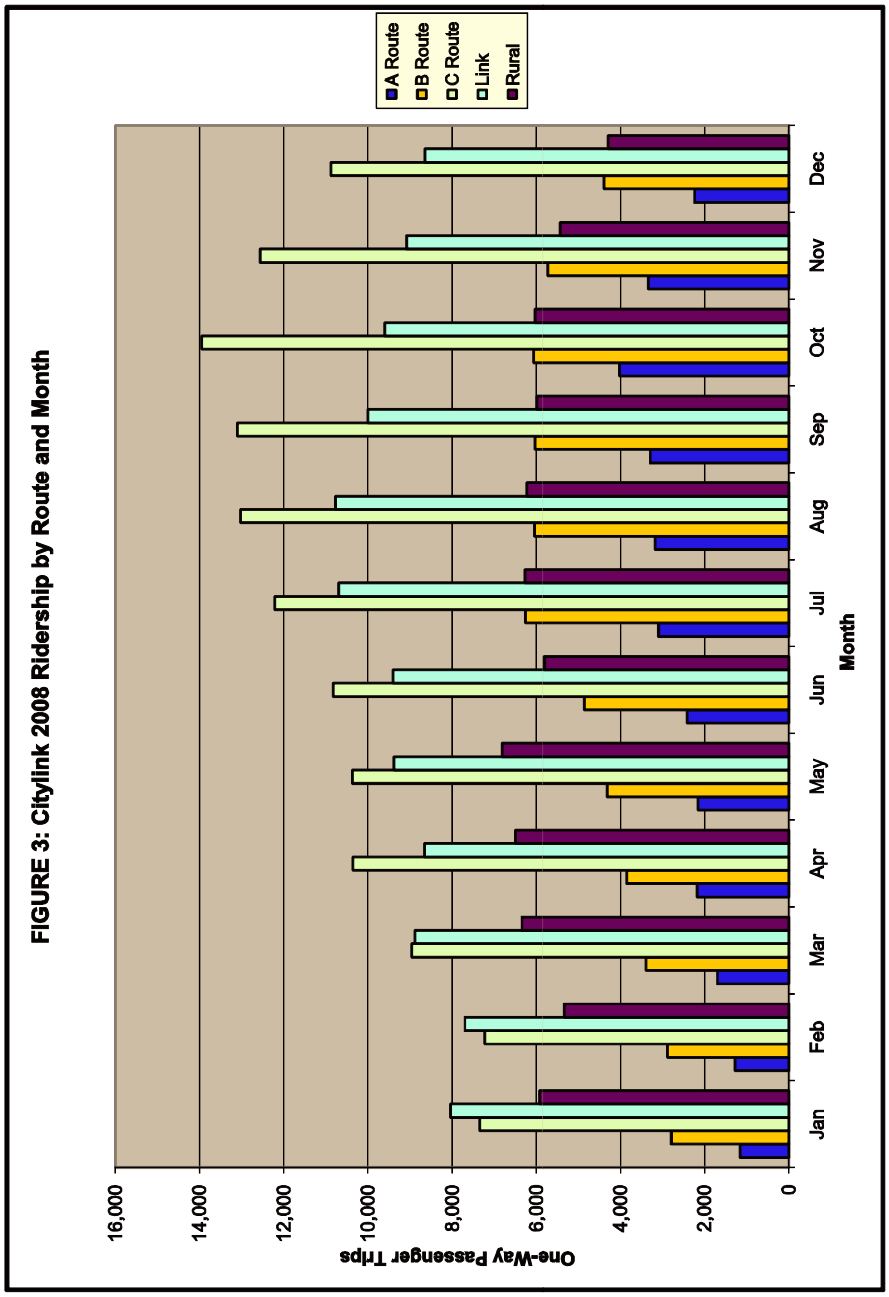
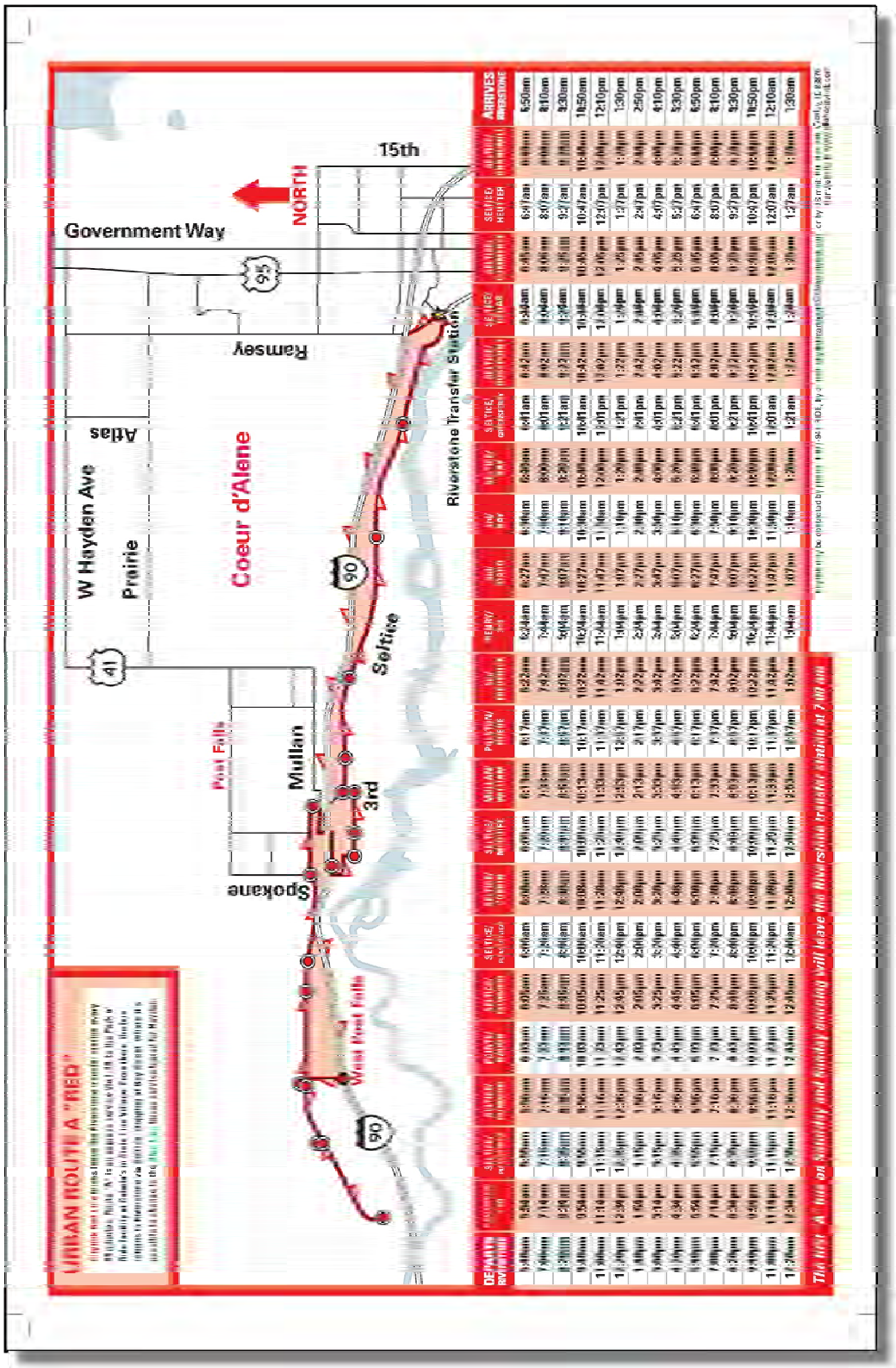
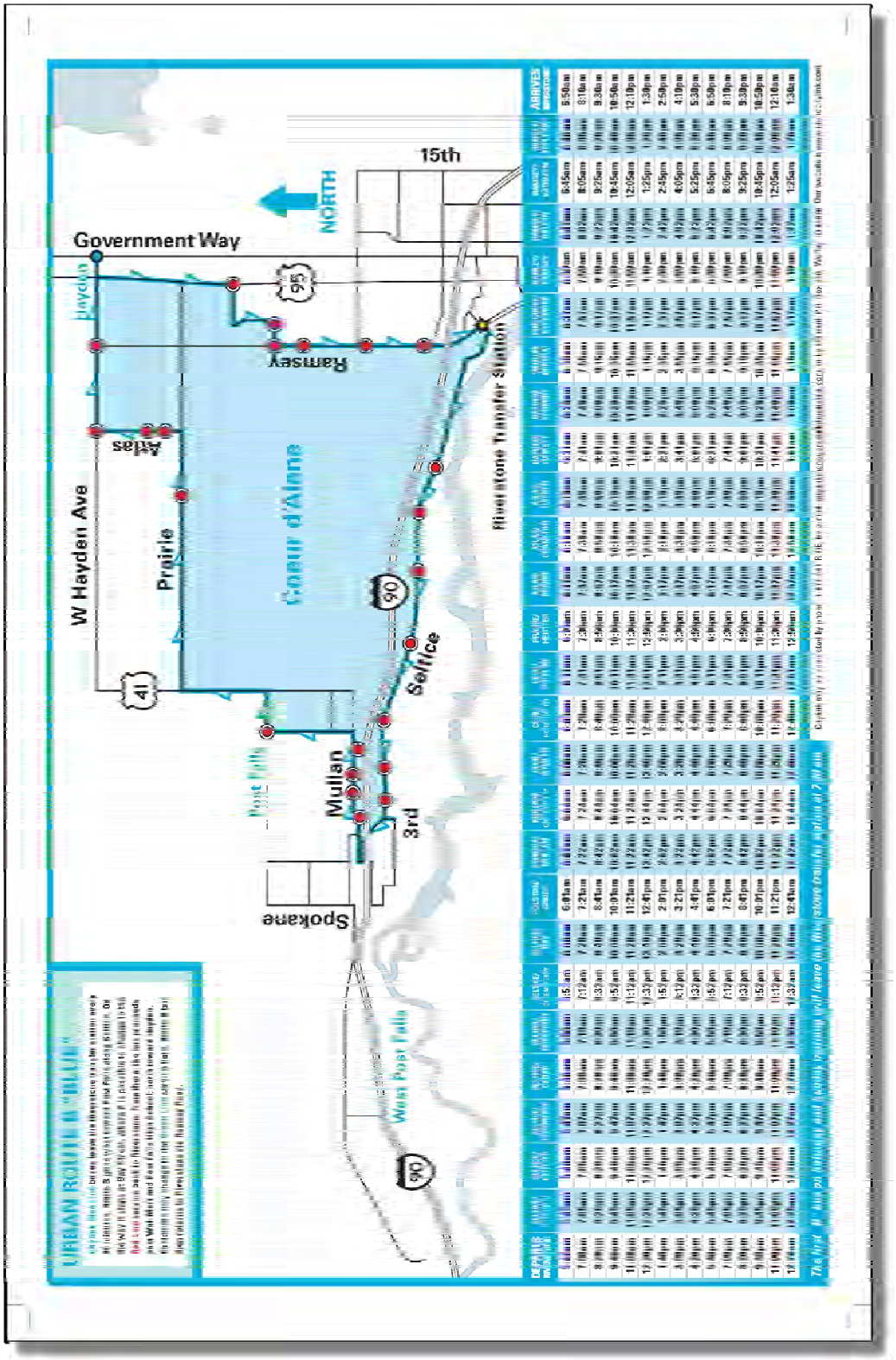
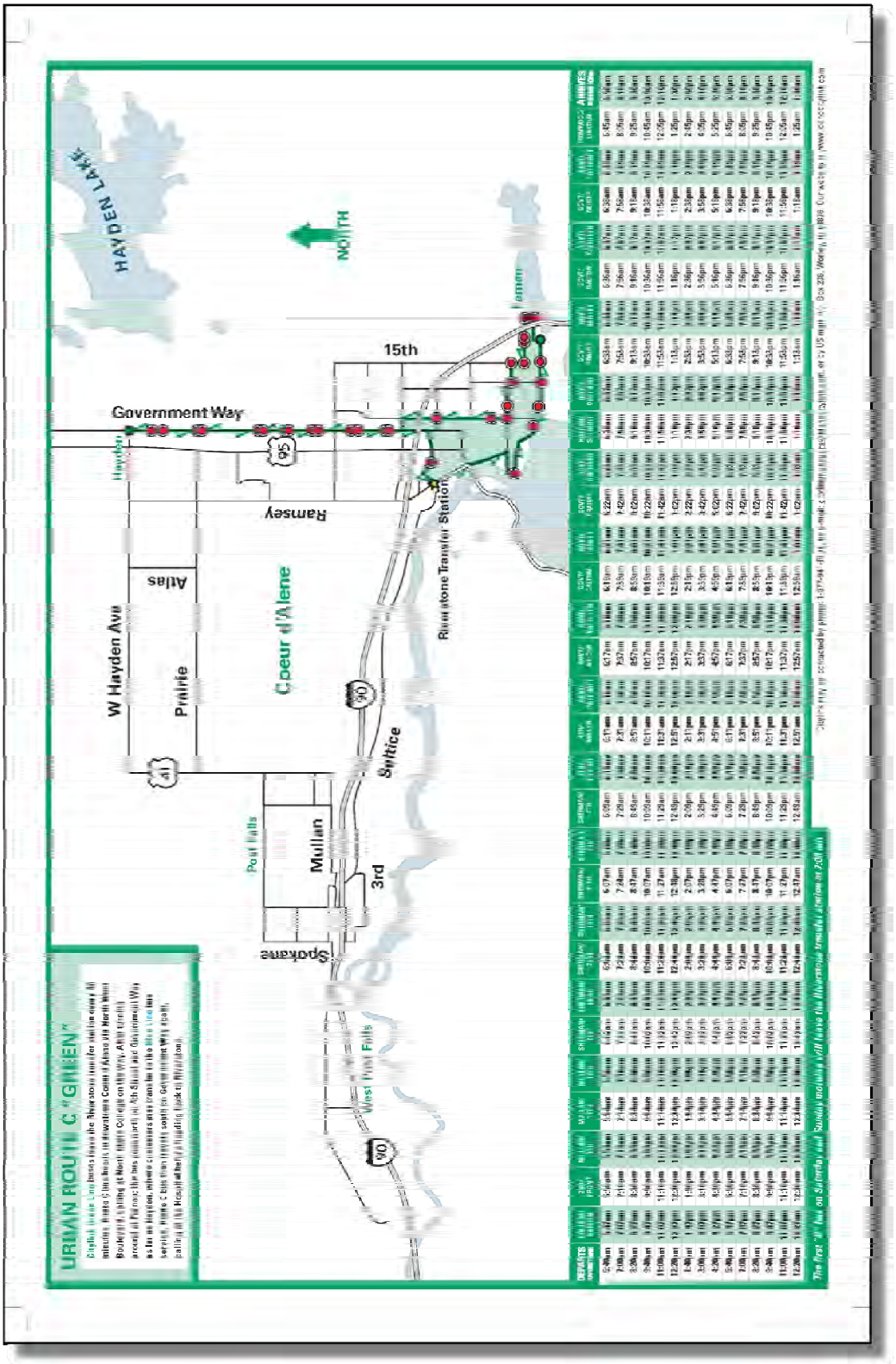
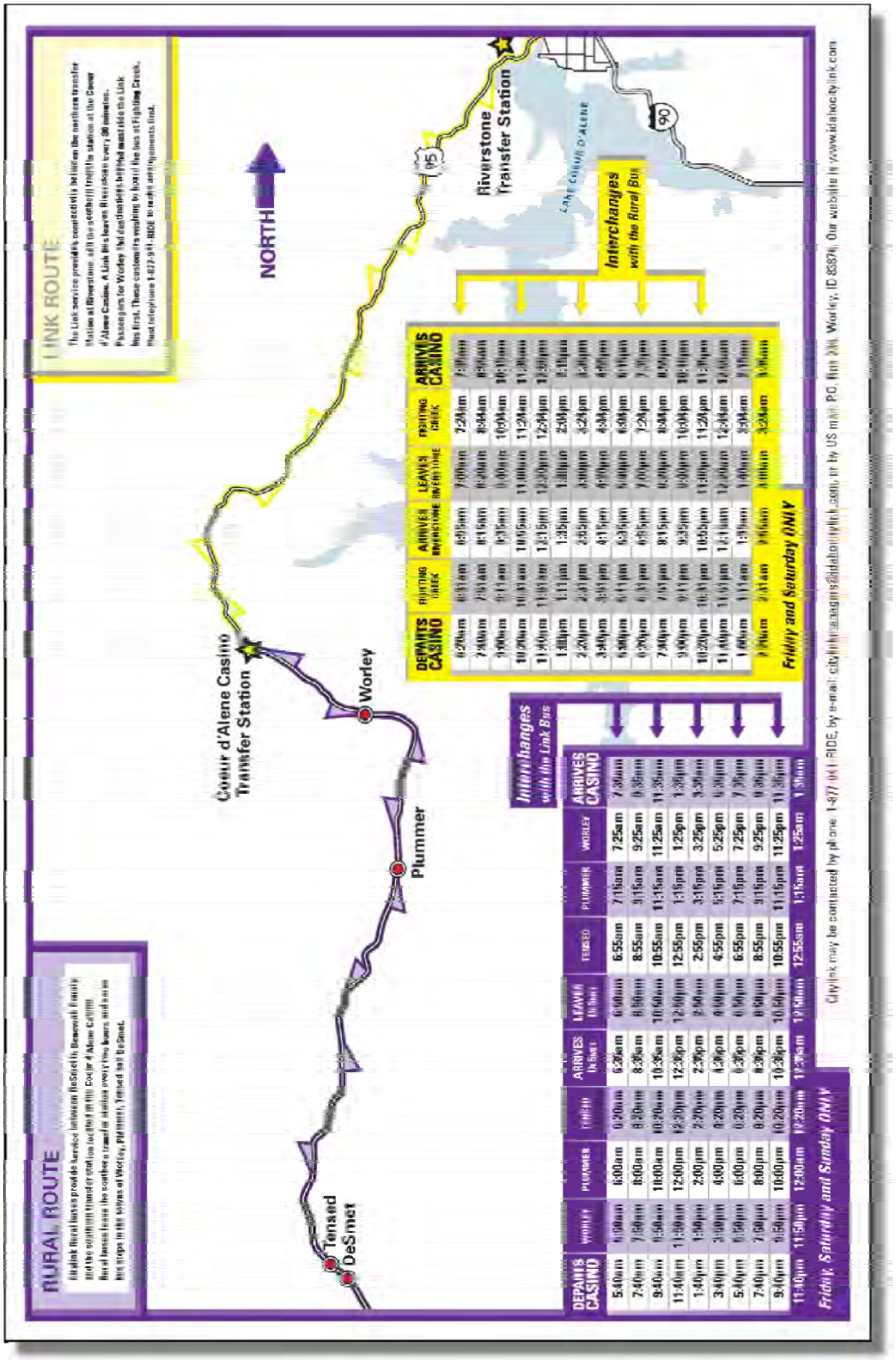


FIGURE 3: Citylink 2008 Ridership by Route and Month


URBAN ROUTE A "RED"
NORTH
Government Way
15th
Ramsey
Atlas
W Hayden Ave
Prairie
Coeur d'Alene
Riverstone Transfer Station
Selkirk
Post Falls
Mullan
3rd
Spokane
West Post Falls
95
90
41


15th
NORTH
Government Way
Hayden
95
Ramsey
Atlas
W Hayden Ave
Prairie
Coeur d'Alene
Riverstone Transfer Station
90
Sellice
41
Post Falls
Mullan
3rd
Spokane
West Post Falls
90


HAYDEN LAKE
NORTH
15th
Government Way
Ramsey
Atlas
W Hayden Ave
Prairie
Coeur d'Alene
Riverstone Transfer Station
Sherman
Mullan
3rd
Spokane
Post Falls
West Post Falls
URBAN ROUTE C "GREEN"


RURAL ROUTE
LINK ROUTE
NORTH
Tensed
DeSmet
Plummer
Worley
Coeur d'Alene Casino
Transfer Station
Riverstone
Transfer Station
Interchanges
with the Link Bus
Interchanges
with the Rural Bus
Friday and Saturday ONLY
Friday, Saturday and Sunday ONLY
DEPARTS CASINO
PLUMMER
WORLEY
TENSED
LEAVES DESMET
ARRIVES DESMET
FIGHTING CREEK
ARRIVES RIVERSTONE
LEAVES RIVERSTONE
ARRIVES CASINO