



KOOTENAI COUNTY

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Kootenai Metropolitan Planning (KMPO) Grant Application

Project(s): ADA Compliant Bus Passenger Shelters (2):

C15 - Panhandle Health District (1)

B26 - Seltice & Huetter (1)

Applicant: Kootenai County
FTA Recipient ID: 6283 – Designated Recipient
Requested Funding Source: 5339 Funds

Narrative Scope of Project

A. Executive Summary Statement

Kootenai County Public Transportation will be working with the jurisdictions of Coeur d'Alene, Hayden, and Post Falls to create a **comprehensive plan for bus shelters along the** three routes that serve those areas. The plan will be based on input from city administrators and engineers, in conjunction with ridership data to determine which bus stops are best suited for shelters and have the highest need.

1. The majority (90%) of bus stops in the Citylink system do not have shelters, and creating a plan will allow for reduced costs to build bus shelters in priority groupings, as well as consistency in shelters provided throughout the County.
2. **“Flagship” shelters** would allow us to determine if this model will work across the board for the bus shelter comprehensive plan as part of a broader range investment program.
3. Panhandle Health District (PHD) serves over 2,500 citizens monthly, many of which are pregnant women, children, and seniors, and the need for a shelter for the health of the citizens receiving service there is high. Construction of a bus shelter at the Panhandle Health District would be an opportunity for the county to determine if this type of shelter works well for our area, allow the jurisdictions to see a bus shelter in place, and provide much needed respite from the weather and a place to sit for the clients visiting PHD.

The Seltice & Huetter stop is the only bus stop serving the citizens of Huetter. The stop is going to be moved within the next three months, and the feasibility of constructing this shelter now has increased due to the involvement and work



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of the Post Falls Highway District. The newly moved shelter will have increased visibility for riders who currently utilize the stop.

B. Agency Background Information – Services Provided and Areas Served

Kootenai County is located approximately 20 miles from Spokane, Washington, and encompasses five cities with a total population of 161,505 (U.S. Census); Coeur d'Alene, Post Falls, Hayden, Dalton Gardens, and Huetter. Kootenai County covers 1,300 square miles, with population traveling and working primarily within Coeur d'Alene and Post Falls. The County has become the second most populous region in Idaho, with a growth rate of 19.1% over the past 10 years, (far outpacing the national growth rate of 8.1%), with the senior population growing exponentially in particular. Additionally, public transportation is key to the economic wellbeing of the region, given that 16% of the population lives in poverty, with an additional 25% of citizens falling into the Asset Limited, Income Constrained, Employed (ALICE) strata, meaning they are falling short of the mean cost of basic living expenses. Public transportation is critical to ensuring that employees, seniors, students, (attending three higher education institutes: North Idaho College, University of Idaho, and Lewis and Clark State College), have a safe means to navigate the area.

Services provided: The Citylink North bus system, in partnership with the Coeur d'Alene Tribe and local municipalities, provides fixed-route service on three routes. The A ("orange") route provides local service in the Coeur d'Alene core area with connections to the Post Falls, Dalton Gardens, and Hayden communities. The B ("blue") route provides local service with east and west connections from Coeur d'Alene through the community of Huetter and onto the Post Falls area. C ("green") route provides north and south connections in the Coeur d'Alene area and southern portions of Hayden. The three routes operate Monday through Friday from 6:00 a.m. to 7:00 p.m., and 9:00 a.m. to 4:00 p.m. on Saturdays, with the exception of six holidays. The Transit Center facilities at Riverstone, (slated for completion in August of 2019) serves as a transfer site for the A, B, and C routes.

Citylink North also provides origin to destination Americans with Disabilities Act (ADA) complementary paratransit service within a 3/4 mile area of the fixed routes, as well as a supplemental "Ring-a-Ride" service for seniors over the age of 65 and people with disabilities who are outside of the paratransit service area. Non-Emergency medical service transportation is provided through a partnership with Kootenai Health, wherein Kootenai County provides the vehicles and Intelligent Transit System, and Kootenai Health funds and operates the service. This partnership covers Coeur d'Alene, Dalton Gardens, Post Falls, Hayden, and the more remote community of Rathdrum.



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C. Purpose and need for shelters

In June of 2017, a Service and Fare Equity Analysis was completed by the Kootenai County Transit System. The purpose of the project was to gain understanding of what is needed to serve the needs of the riders by:

- a. Analyzing the efficacy of the current bus stops;
- b. Implementing an Intelligent Transportation System (ITS) to measure ridership accurately and allow riders to access information relevant to bus schedules and on-time accuracy;
- c. Providing a means by which clients with special needs can more easily understand and utilize Kootenai County's fixed-route system.

The goal of the ITS project was to have accurate, hard data that directs system growth, encourages jurisdictional input, and formalizes a system that better serves the economic drivers of Kootenai County, especially in regard to accessing health and community services, educational opportunities, and fostering job growth.

Stops identified as urgently needing shelters are those most heavily utilized by riders accessing health, education, and employment.

1. Passenger shelter needs:

Currently, no funding for bus shelters has been garnered. This project is a forerunner for an overall comprehensive plan would allow us to place passenger shelters at key locations. Local jurisdictions, transportation partners, and citizens have all expressed the need for ADA compliant bus shelters. Shelters being requested are at high use health, education, and essential services locations to include: North Idaho College; the Salvation Army KROC Center - the community activity and gymnasium center; and Panhandle Health - an agency providing WIC: Supplemental Nutrition Program for Women, Infants, and Children, as well as community and environmental health services. All of the selected locations for bus shelters will be either heavily utilized, or key education, health, employment, or recreation access points for members of the community.

Enhanced Safety: to protect passengers from the harsh, and often snow-laden, winter weather, (average temperatures from November through March range from 26F to 37F, with temperatures falling as low as -15F), as well as shade during



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the extremely sunny summers, with temperatures reach as high as 102F. More importantly, ADA compliant shelters will provide safe locations for passengers to wait in at high traffic bus stops, rather than standing in the open on busy streets.

Shelters would ensure that riders are congregated in one area and easily detectable to bus drivers. Riders who now often gather in the general area of a single posted bus stop sign may not be easily identified as passengers waiting to be picked up.

Enhanced access and mobility: Bus shelters are more visible to the public and increase ridership. Signs for many of the stops are posted on poles and often not visible to the travelling public. Accessibility would also be increased by provision of ADA compliant alighting platforms.

Connectivity: Citylink utilizes a rider application, "SPOT" (Spatial Positioning On Transit), that allows riders to track, in real time, where buses currently are in route, as well as estimated time of arrival at bus stops. Shelter from snow, hail, rain, and sunshine will allow riders to more easily access this application on their smart device.

2. Number of shelters being constructed:

Two (2) shelters will be constructed as models for the comprehensive plan, which will include a broader range investment plan. The comprehensive plan for shelters along all routes is to be completed in coordination with the local jurisdictions, to include city administrators, engineers, and right-of-way staff. Citylink staff will provide bus stop ridership usage information for each stop. Public input will be sought on the comprehensive plan when completed.

3. Who the project will be serving:

Panhandle Health District provides services to approximately 30,000 citizens each year, to include the Women, Infants, and Children (WIC) Program for nutrition education and healthful food, clinical services, tobacco cessation programs, and senior companion support. Many of the clients that access PHD are in the low income category and travel to services via public transportation.

There are 100 residents in Huetter, but comparatively significant numbers of boardings and alightings at the only stop, with about 200 over the course of a year.

4. Anticipated utilization of the shelters:

Based on data gathered, it is anticipated that approximately 500 boardings/alightings occur at the bus stop located at Panhandle Health District. Although



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this is not the highest bus stop utilized on the C route, the nature of the visits and clientele lend this stop a higher need prioritization.

Although Huetter is a small community, the bus stop is well utilized.

5. Partners involved in the shelter project:

Kootenai County Public Transportation Department

City of Hayden

City of Post Falls

Panhandle Health District

Post Falls Highway District

6. Maintenance of the shelters:

As with existing bus stops in the three-route system, Kootenai County will work to partner with the local jurisdictions on maintenance of the bus shelter.

D. Project Location

1. Map of the proposed shelter location at Panhandle Health:





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2. Photo of the proposed shelter location:





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3. Map of the proposed shelter location at Seltice & Huetter:



4. Photo of existing location:



- Photo of proposed location:





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E. Site and Shelter Design Considerations

1. Shelter connection to adjacent pedestrian facilities (both shelters):

Connections to existing adjacent pedestrian facilities, ancillary and/or complimentary facilities that will need to be constructed to make effective use of the shelter (additional sidewalks, etc.), will be determined during the design and engineering phase. All FTA regulations governing bus shelter standards for ADA accessibility will be incorporated into the design, to include access to the shelter by persons using mobility aides, with good spatial connection to the lift on the bus. Bus boarding and alighting areas will be in compliance with ADA Guidelines (Section 810.2), with sturdy surfaces, dimensions of no smaller than **96" long and 60" wide, with connections to sidewalks, streets, and pedestrian paths**, with a slope not steeper than 1:48, and marked with appropriate signage.

2. Shelter location in connection to the roadway:

The Citylink Route C bus stop located adjacent to the Panhandle Health facility is designed to stop in the roadway for boarding and alighting.

The Citylink Route B **bus stop is being relocated 500' to the west, and will** have a pull in stop.

3. Proposed shelter connections to existing services:

Bus Stop "C15 Panhandle Health" is part of a fixed or regular route system. No changes to this route stop are anticipated. The stop and proposed shelter are within the Paratransit and senior Ring-a-Ride zones.

Bus Stop "B3 Seltice & Huetter" is part of the regular route system. Although this bus stop is being moved within the next few months, after a public comment period, this stop is currently, and (after the relocation) will remain, within the Paratransit and senior Ring-a-Ride zones.

4. Shelter interface destination:

Paths of entry to the Panhandle Health Facility are connected to the pedestrian path already in existence. A pedestrian path for the Seltice & Huetter stop is being constructed as part of the Highway District road project, co-jointly with the construction of the proposed shelter. The proposed shelters and associated pads would connect to the pedestrian path with little to no slope or grade, and connections would align smoothly without pavement breaks or ledges.



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5. Right of way:
Upon award of the grant application, Citylink staff will request an easement to the right of way from the City of Hayden and the City of Huetter. The cities will ensure that nothing in the TIP conflicts with the ROW easement(s).
6. Ownership:
The bus shelters would be owned by Kootenai County Citylink.
7. Typical site development cost:
As this is the first phase of creating a comprehensive plan, typical or average development cost range is estimated to be between \$30,000 to \$56,000, but each shelter cost will vary greatly depending upon site design complexities and whether **the stop is a “stop in roadway” or “stop in bus pull out” site.**

F. Funding Plan

Funding match for this grant is a combination of cash and in-kind services, to include engineering and labor, from local participating jurisdictions, engineering firms, and non-profits. All three local jurisdictions, the cities of Coeur d'Alene, Hayden, and Post Falls, currently maintain the few shelters in existence by removal of snow and trash as needed.

1. Projected cost estimate for the transit shelter investment program:
The Citylink public transportation system has 81 bus stops on three routes. Of the stops, eight currently have shelters, with the remaining 73 stops **“unsheltered.”** **The first comprehensive plan is likely to garner an estimated 12** locations jointly agreed upon as being high priority. The larger, overall investment program would provide shelters at 15% of the bus stops, equating to a total 25% shelter coverage for stops in the system.

\$516,000 estimate for twelve (12) ADA compliant bus shelters.

2. Estimated cost for the projects:



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Panhandle Health Bus Shelter: \$ 37,000

Site Prep			
	Quantity	Unit Price	Total
Removal of Curb/Gutter			
Clearing & Grubbing			
Excavation			
Pavement Removal			
Sawcutting			
Borrow			
		Total	\$4,200.00
Site Construction			
Concrete pad			
6: Vertical Curb (No Gutter)			
Crushed Aggregate for Base Type 1			
Superpave HMA, Blass SPA-2, 1/2" Agg			
Inlet Protection			
Construction Traffic Control			
Topsoil (Imported)			
Hydroseed- Dryland			
Mobilization (10%)			
		Total	\$14,400.00
Shelter			
Shelter- 3 sided 6'X12' Barrel Roof; Freigh	1	\$8,972.00	\$8,972.00
Bench	1	Included with Shelter	
Trash Can	1	\$1,000.00	\$1,000.00
Bus Stop Sign	1	\$250.00	\$250.00
		Total	\$10,222.00
Services			
Overhead, taxes, insurance, services			
		Total	\$3,800.00
		Contingency	\$4,378.00
		TOTAL PROJECT	\$37,000.00



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Seltice & Huetter Bus Shelter \$ 47,000

Site Prep			
	Quantity	Unit Price	Total
Removal of Curb/Gutter			
Clearing & Grubbing			
Excavation			
Pavement Removal			
Sawcutting			
Borrow			
		Total	\$4,580.00
Site Construction			
Portland Cement Concrete Pavement, Class 400A			
6: Vertical Curb (No Gutter)			
Crushed Aggregate for Base Type 1			
Superpave HMA, Blass SPA-2, 1/2" Agg			
Inlet Protection			
Construction Traffic Control			
Painted Pavement Markings			
Removal of Pavement Markings			
Topsoil (Imported)			
Hydroseed- Dryland			
Mobilization (10%)			
		Total	\$20,020.00
Shelter			
Shelter- 3 sided 6'X12' Barrel Roof; Freight	1	\$8,972.00	\$8,972.00
Bench	1	included with Shelter	
Trash Can	1	\$1,000.00	\$1,000.00
Bus Stop Sign	1	\$250.00	\$250.00
		Total	\$10,222.00
Services			
Design Phase Services			
Bidding Phase Services			
Construction Phase Services			
		Total	\$7,000.00
		Contingency	\$5,178.00
		TOTAL PROJECT	\$47,000.00



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1. Federal grant funding being requested:
Panhandle Health Bus Shelter \$34,500.
Seltice & Huetter Bus Shelter \$37,600.

2. Local match:
 - i. Cash match contribution (Panhandle Health, local agencies) \$11,900.
 - ii. In-kind match contribution \$6,125 (e.g. Post Falls Highway District providing the site preparation costs or paying local match for connecting sidewalk)

3. Letters of commitment from funding partners:
Attached – Letter from Panhandle Health
Attached – Letter from Post Falls Highway District

4. Pre-Award Authority:
If 5339 funding is awarded for the bus shelter project, Kootenai County would request approval for pre-award authority for the Seltice & Huetter portion of the project.

G. Timeline for Implementation

1. Preliminary engineering and design:

Engineering and design	August 1, 2019
Right of way acquisition	September 1, 2019
Site preparation	October 1, 2019
Construction/Installation	November 1, 2019

2. Environment clearance:

Both bus shelters will have Environmental Determinations made under NEPA, and will be determined in coordination with the Idaho Transportation Department.