

Development of Coordinated Transit Services in Ferry, Pend Oreille, and Stevens Counties

Prepared for:

Northeast Washington Regional Transportation Planning Organization
c/o Tri County Economic Development District
986 South Main Street, Suite A
Colville, WA 99141
(509) 684-4571

Prepared by:

LSC Transportation Consultants, Inc.
516 North Tejon Street
Colorado Springs, CO 80903
(719) 633-2868

LSC #104510

August 31, 2010

TABLE OF CONTENTS

Chapter	Title	Page
I	INTRODUCTION	I-1
	Purpose and Background of the Study	I-3
	Report Contents	I-4
	Study Approach	I-5
	Project Team	I-6
	Opportunities for Public Involvement	I-7
II	COMMUNITY CONDITIONS	II-1
	Community Description	II-1
	Study Area Location	II-1
	Study Area Demographics	II-1
	2010 Population	II-1
	Population in Detail	II-2
	Transit-Dependent Population Characteristics	II-4
	Elderly Population	II-7
	Youth Population	II-7
	Mobility-Limited Population	II-7
	Low-Income Population	II-11
	Zero-Vehicle Households	II-11
	Major Activity Centers	II-14
	Economy	II-16
	Work Transportation Mode	II-18
	Summary of Community Conditions	II-19
III	EXISTING TRANSPORTATION RESOURCES	III-1
	Introduction	III-1
	Transportation Providers	III-1
	Medical Provider	III-2
	Public Transit Providers	III-2
	Human Services Agencies	III-2
	Intercity Provider	III-2
	Taxicab Company	III-2
	Provider Profiles	III-5
	Coordination Interest	III-23
Barriers to Coordination	III-27	
IV	TRANSIT DEMAND ESTIMATES	IV-1
	Greatest Transit Needs	IV-1
	Methodology	IV-1
	Results	IV-5
	TCRP Rural Methodology	IV-9
	Program Trips	IV-9
Non-Program Trips	IV-10	

Computer Demand	IV-12
Gaps and Duplication in Existing Transportation Services	IV-15
Gaps in Service	IV-17
Duplication in Service	IV-17
Qualitative Needs	IV-18
V COORDINATION OVERVIEW AND STRATEGIES	V-1
History of Coordination	V-1
Levels of Coordination	V-2
Resource Management	V-3
Common Coordination Strategies	V-4
Joint Procurement	V-4
Benefits	V-4
Implementation Steps	V-4
Shared Vehicle Storage and Maintenance Facilities	V-4
Benefits	V-5
Implementation Steps	V-5
Joint Grant Applications	V-5
Benefits	V-5
Implementation Steps	V-5
Joint Training Programs	V-6
Benefits	V-6
Implementation Steps	V-6
Sharing Expertise	V-7
Benefits	V-7
Implementation Steps	V-7
Coalitions	V-7
Benefits	V-7
Implementation Steps	V-8
Coordinating Council	V-8
Benefits	V-8
Implementation Steps	V-8
Joint Planning and Decision Making	V-9
Benefits	V-9
Implementation Steps	V-9
Vehicle Sharing	V-9
Benefits	V-10
Implementation Steps	V-10
Contracts for Service	V-10
Benefits	V-10
Implementation Steps	V-10
Provide Vehicles	V-10
Benefits	V-10
Implementation Steps	V-11
One-Call Center	V-11
Benefits	V-11
Implementation Steps	V-11
Centralized Functions (Reservations, Scheduling, Dispatching)	V-11

	Benefits	V-12
	Implementation Steps	V-12
	Brokerage	V-12
	Benefits	V-14
	Implementation Steps	V-14
	Summary	V-15
	Coordination Projects	V-15
	Operational Projects	V-16
	Capital Projects	V-16
VI	COORDINATION OPPORTUNITIES	VI-1
	Potential Coordination Opportunities - Existing Services	VI-1
	Stevens County	VI-1
	Intercity Bus Service from Kettle Falls to Spokane	VI-1
	Service between Kettle Falls, Colville, and Chewelah	VI-2
	Service on the Spokane Indian Reservation	VI-3
	Vanpool Service into Spokane	VI-3
	Ferry County	VI-3
	Service between Republic and Curlew	VI-3
	Service on the Colville Indian Reservation	VI-3
	Pend Oreille County	VI-4
	Service between Metaline Falls and Newport	VI-4
	Service between the Wellness Center (Usk) and Newport	VI-4
	Service between the Wellness Center (Usk) and Newport into Spokane	VI-4
	Commuter Service between the Wellness Center (Usk), Newport to Spokane	VI-5
	Potential Administrative Coordination Strategies	VI-5
	Joint Grant Writing	VI-5
	Implementation Steps	VI-6
	Centralized Dispatching	VI-7
	One-Call center Implementation Steps	VI-8
	Coordinated Reservations, Scheduling, and Dispatching - Implementation Steps	VI-9
	Consolidated Brokerage - Implementation Steps	VI-10
	Coordinated Marketing, Education, and Outreach	VI-10
	Marketing of a One-Call Center	VI-10

LIST OF TABULATIONS

Table	Title	Page
II-1	Demographic Summary	II-5
II-2	Workers by Industry Sector	II-17
II-3	Top Private Employers	II-17
II-4	Mode of Transportation to Work	II-18
II-5	Commute Time	II-19
III-1	Existing Service Providers	III-3
III-2	Coordination Interest	III-25
IV-1	2010 Greatest Transit Need	IV-3
IV-2	Greatest Transit Need High Scores	IV-5
IV-3	TCRP Methodology - Program Trips	IV-9
IV-4	2010 Estimated Non-Program Transit Need using the TCRP Method . . .	IV-11
IV-5	Workers in Stevens County	IV-12
IV-6	Residents of Stevens County	IV-13
IV-7	Workers in Ferry County	IV-13
IV-8	Residents of Ferry County	IV-14
IV-9	Workers in Pend Oreille County	IV-14
IV-10	Residents of Pend Oreille County	IV-15

LIST OF ILLUSTRATIONS

Figure	Title	Page
I-1	Study Area	I-2
II-1	2010 Estimated Population Density	II-3
II-2	Density of Elderly Persons (60 years and above)	II-8
II-3	Density of Youth	II-9
II-4	Density of Mobility-Limited Persons	II-10
II-5	Density of Low-Income Persons	II-12
II-6	Density of Zero-Vehicle Households	II-13
II-7	Major Activity Centers	II-15
IV-1	Greatest Transit Needs Index	IV-6
IV-2	Greatest Transit Needs Index with Buffered Activity Centers	IV-8
IV-3	Service Providers	IV-16