



Kenaitze Kahtnu Area Transit (KAT)

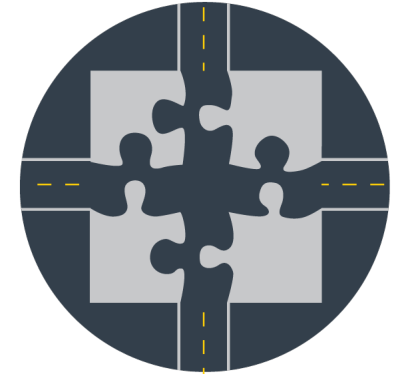




Kenaitze KAT Plan

Our Team:

- Van Le, AICP | Planning Department Manager
- Bryant Wright | Planner
- Taryn Oleson-Yelle, AICP | Planner & Public Involvement Coordinator
- Brandi Bell, Kenaitze Indian Tribe - Elders and Transportation Manager
- Chelsea Hendriks, Kenaitze Tribal Programs Director



- Supported by



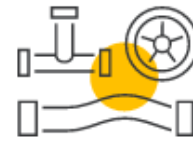
Land Surveying



Site Development



Surface
Transportation



Utilities



Geotechnical



GIS



Project Purpose & Need

Collaborative > Comprehensive > Community-Focused

Purpose

- Provide expanded transportation services to supplement and compliment Kenaitze Tribe's existing transportation program
- Compliment existing transportation services in the Kenai Peninsula Borough

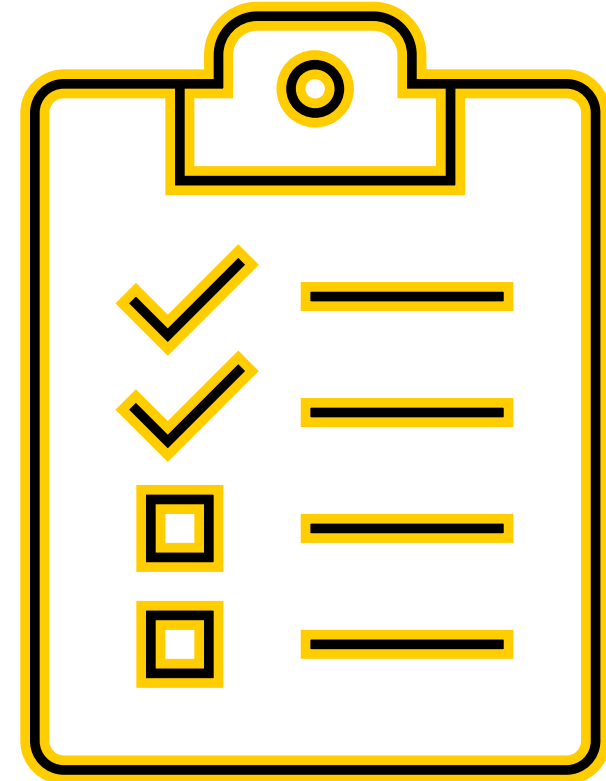
Need

- Transportation access for all
- Lowers barriers to accessing opportunities for healthcare, education, work & recreation



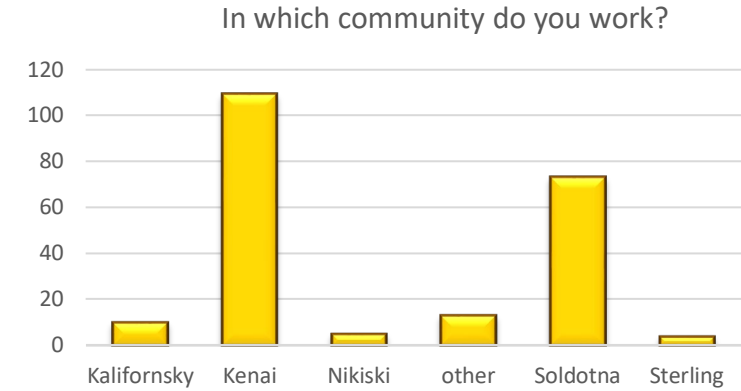
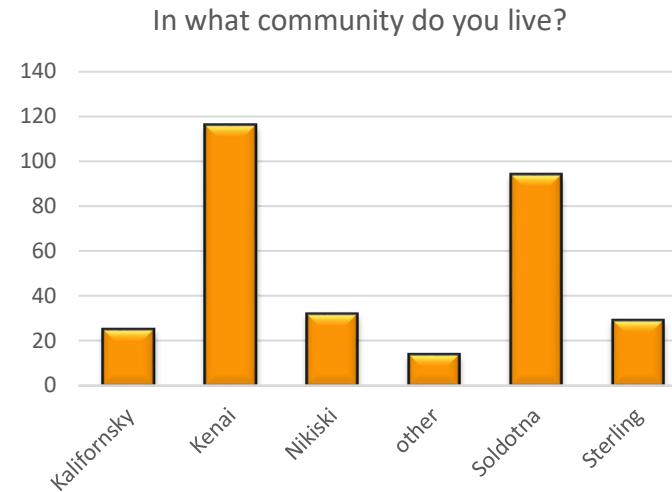
Community Survey Results

- Survey available August 23 -September 11, 2023
- Total of 310 responses from Kenai, Soldotna, Nikiski, Sterling, and Kalifornsky. Nearly 10% of population.
- Most respondents from Kenai and Soldotna; most inter-city travel is to and from.
- Grocery shopping, errands/appointments and work were the most common reasons to leave home
- Most respondents were willing to walk between 5-15 minutes to reach a bus stop.
- Most preferred to travel no more than 30-45 minutes total to reach their destination.
- Recommendations consistent with best practices: Focus initial service on larger populations, increasing frequency in those communities.



Survey Results

310 respondents



- Where are the people?



- Where are they going?



- Where will they take the bus?



- What's acceptable?

Overall MORE likely to use the bus to get to:

- Workplace
- Grocery store
- Other retail, shopping, dining
- Errands & appointments
- Recreational facilities

Overall LESS likely to use the bus to get to:

- School
- Childcare center
- Job center/employment assistance
- Community centers



5-15 minutes



30-45 minutes

Route Development

Key Considerations

- Scope of study: Nikiski, Kenai, Soldotna, Sterling
- Likely destinations
- Community feedback via Survey Results
- Two-bus system feasibility
- Transit best practices:
 - Fast, frequent, reliable, affordable, safe, convenient
- Demand-response services available to support





Stops, Routes & Schedule

Our Approach

Bus Stop Location Goals

- **Increase Ridership**
- Place stops where riders are likely to go; areas with larger and more dense populations, higher volume roads, and commercial areas
- **Fast and Frequent**
- Straighter lines, fewer turns
- **Support Walkability**
- Locate and distribute stops within a 10-minute walk of multiple destinations
- **Increase Safety**
- Locate stops where there is supportive infrastructure (pavement, wide shoulders, sidewalks, crossings, parking lots, etc.)

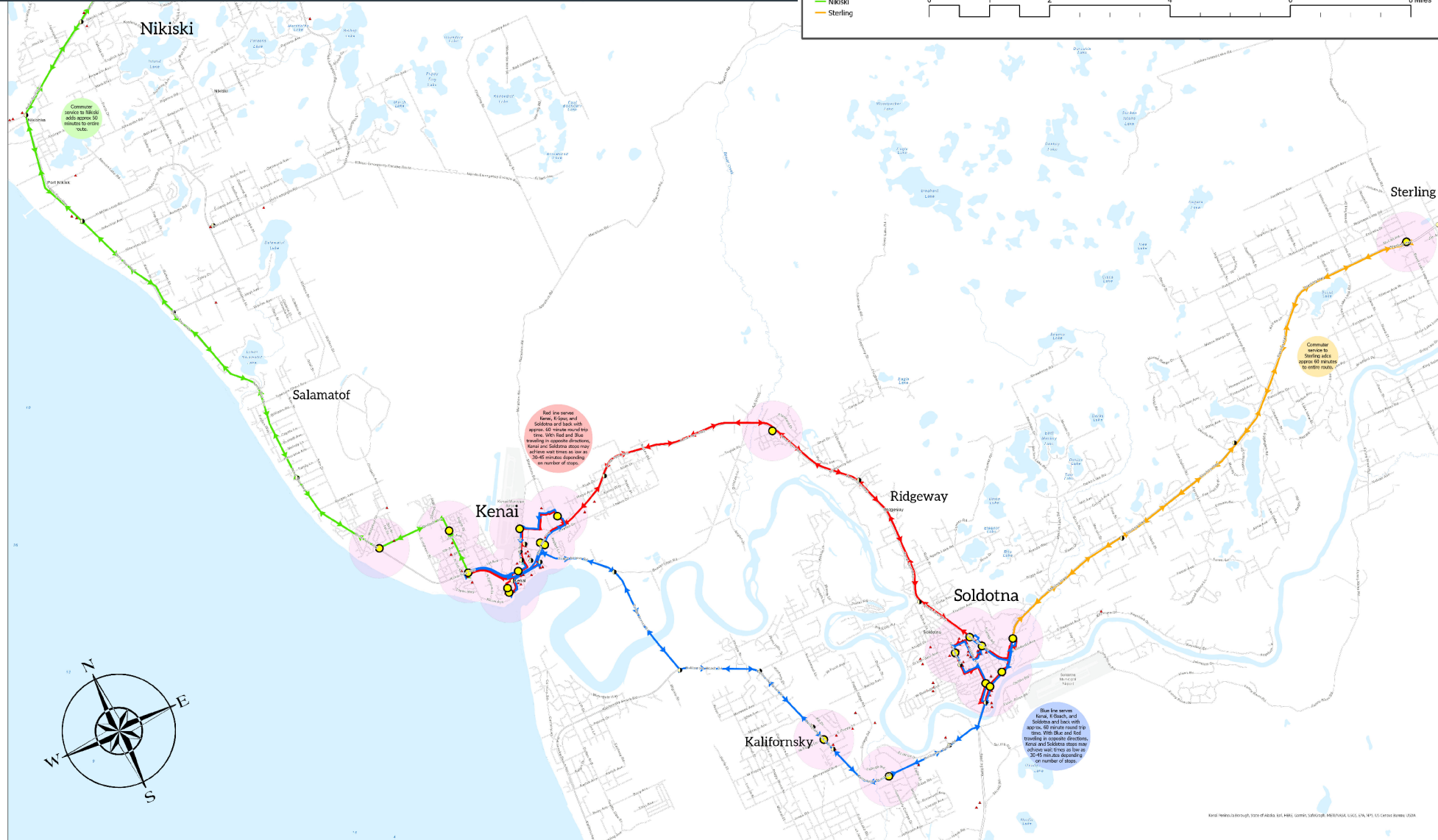
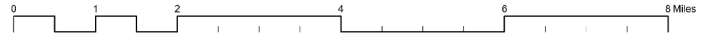
Route & Schedule

- **Goal:** all day weekday service in Kenai and Soldotna (~ 6:00 AM – 7:00 PM)
- Only two buses are available
- Service to Nikiski and Sterling will increase bus wait times and travel times
- IF including routes to Nikiski & Sterling:
 - Limited weekday peak commuter service

Draft Routes

Kahtnu Area Transit Fixed Route Plan Nikiski & Sterling - Full Coverage Map

- Legend**
- Bus Stops
 - Recommended Year 1 Stops
 - Expanded or Alternative Stops
- Routes**
- Kenai-Soldotna via K-Spur
 - Kenai-Soldotna via K-Besch
 - Nikiski
 - Sterling



What's on the Map

- **Draft routes**
- Subject to priority & resource allocation
- **Draft stops**
- Priority stops for year 1, if route is pursued
- Potential alternatives or additional stops for expansion
- **Destinations**
- “Trip generators:” where people are going
- **“Walkshed”**
- A half-mile radius that represents the area within a 10 minutes walk of the stop.

Legend

Bus Stops

- Recommended Year 1 Stops
- Expanded or Alternative Stops

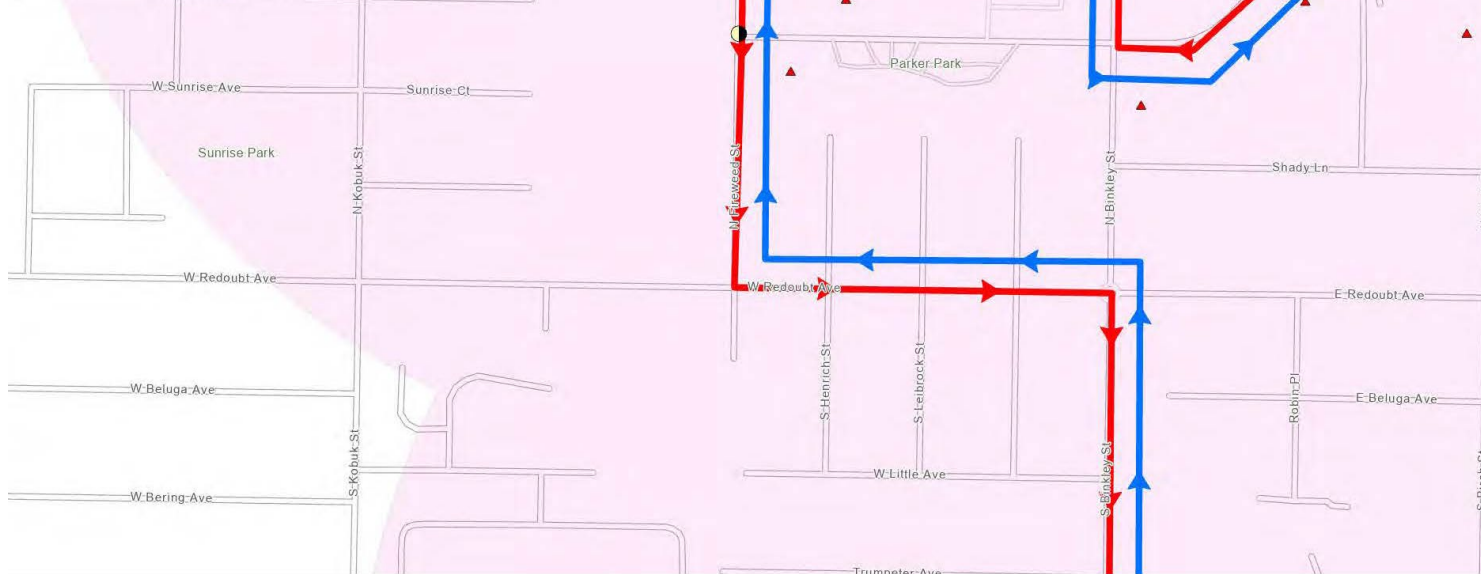
Routes

- Kenai-Soldotna via K-Spur
- Kenai-Soldotna via K-Beach
- Nikiski
- Sterling

Destinations

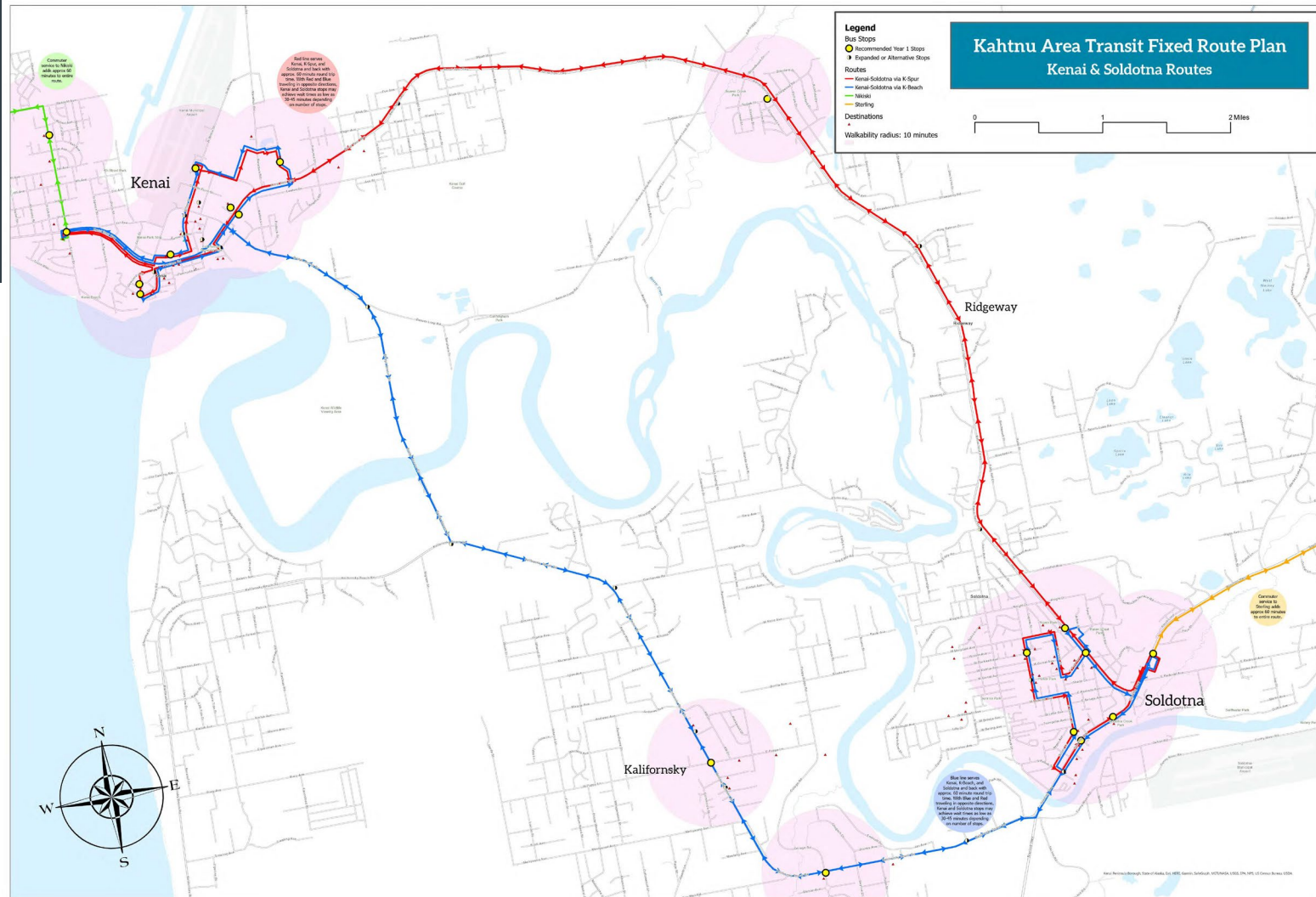


Walkability radius: 10 minutes



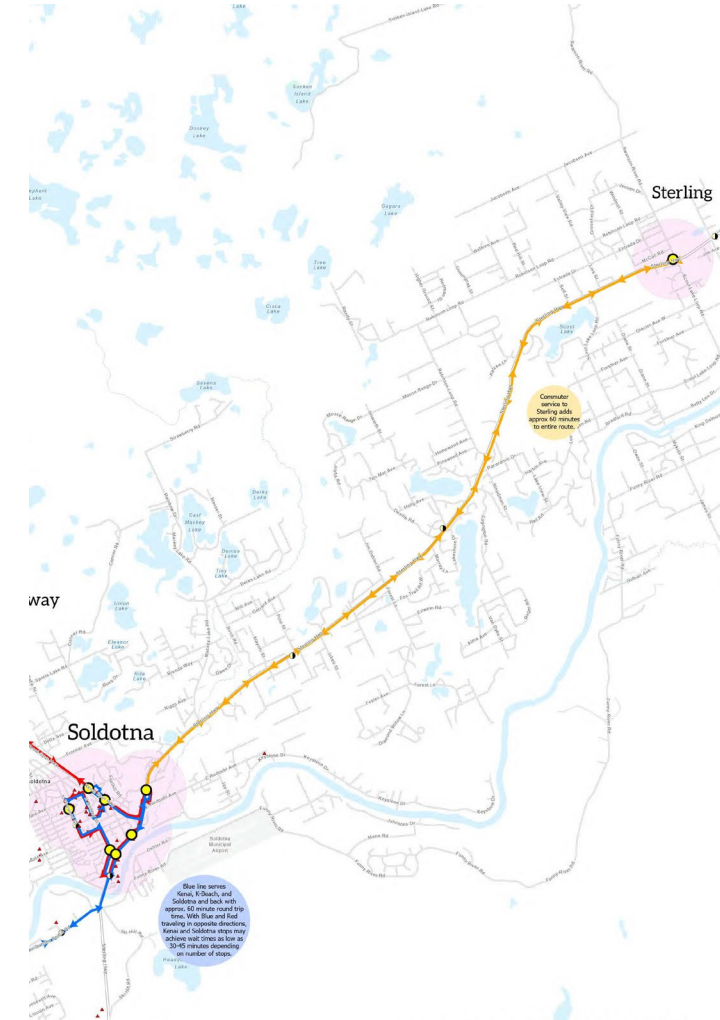
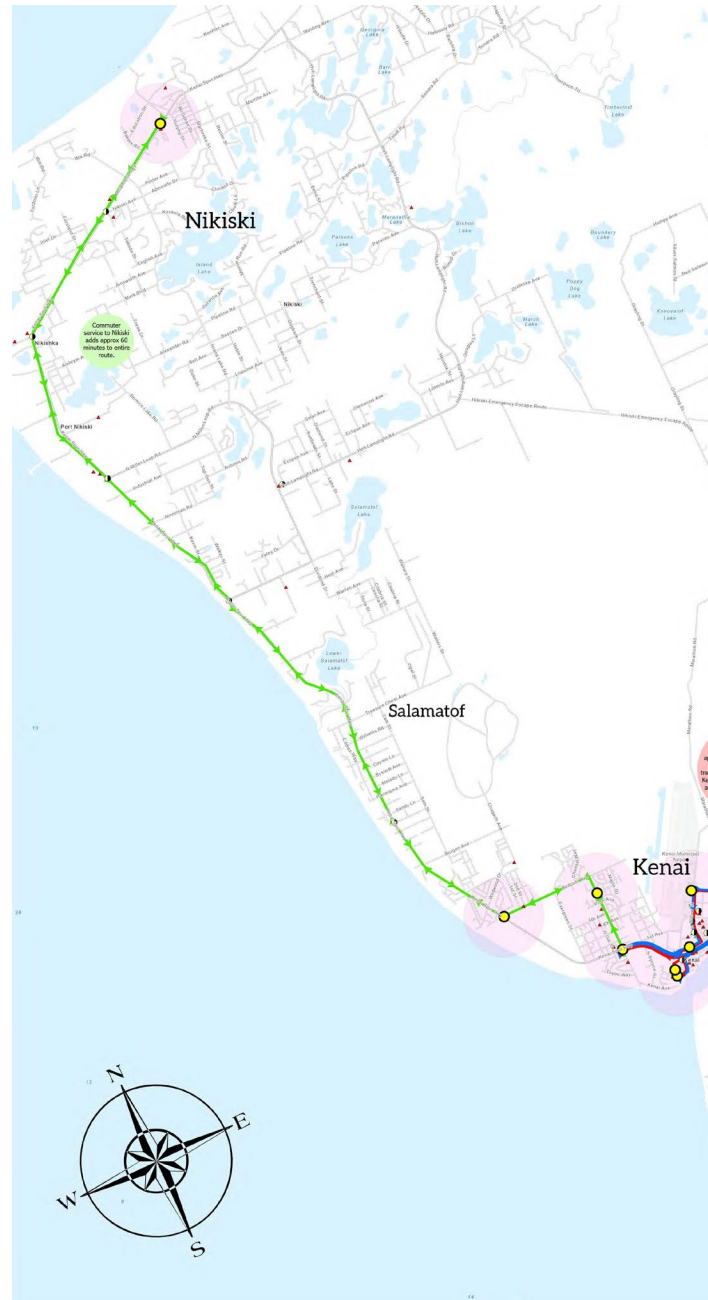
Route Structures

- **Kenai & Soldotna**
- Looped route in each community
- Commuter connections via Kenai Spur and K-Beach
- Red and Blue alternate timing in Kenai and Soldotna
- Increases stop frequency and reduces wait times
- Clockwise and counterclockwise loops
- Eastbound and westbound times for both Kenai Spur and K-Beach
- Expansion: Third bus could serve as commuter, allowing two busses to reduce wait times in Kenai & Soldotna



Route Structures

- **Nikiski & Sterling**
- Basic out-and-back commuter route
- Long turnarounds (60 min round trip)
- Likely low passenger/mile ratio
- Limited to a two-bus system, expanded service increases wait times in Kenai & Soldotna
- *May not be feasible for Year 1*
- Expansion: More feasible to trial if additional busses available
- Expansion: Bigger loop in Nikiski could be trialed

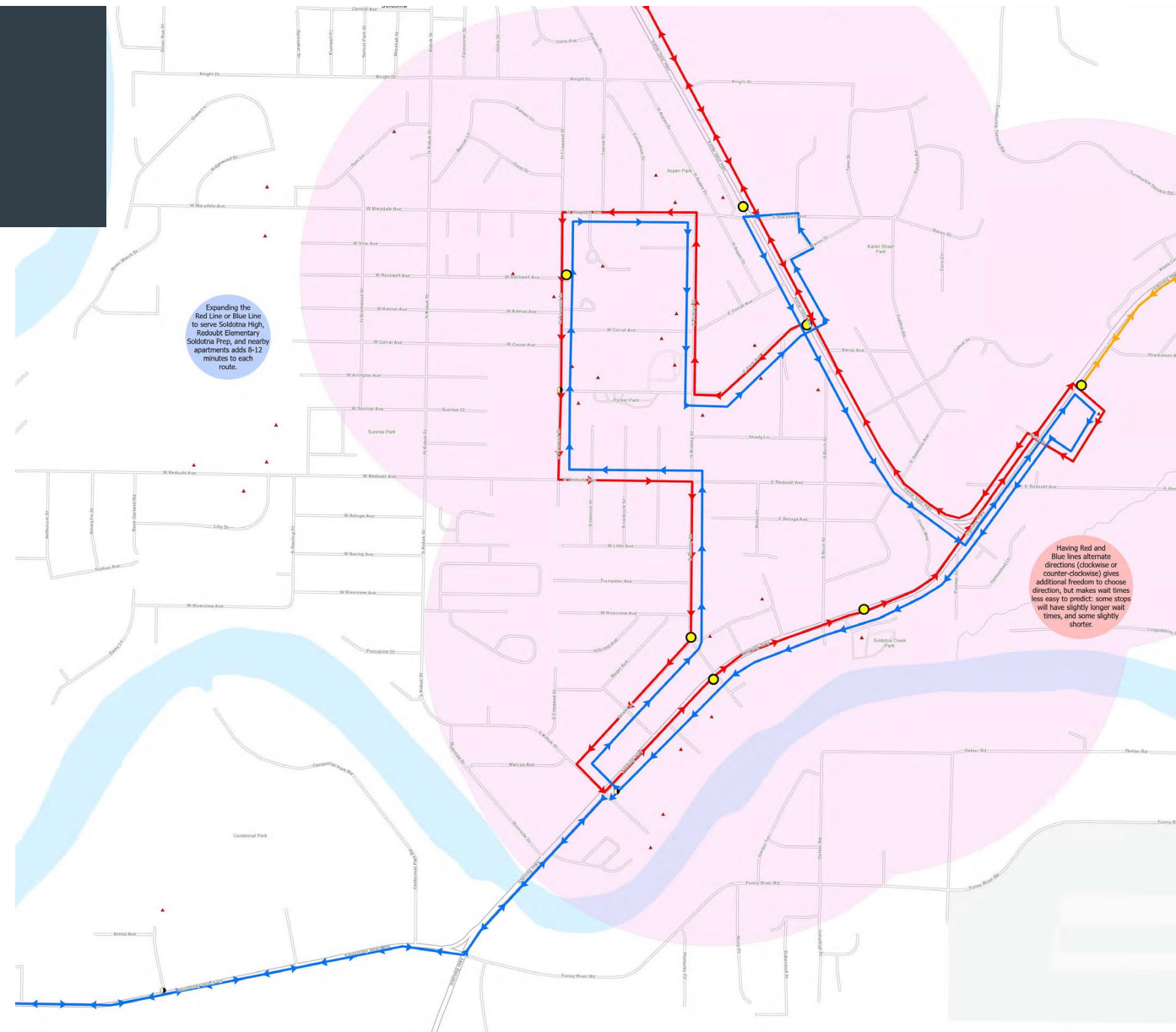


Route Options – Decisions to be Made

Trade Offs:

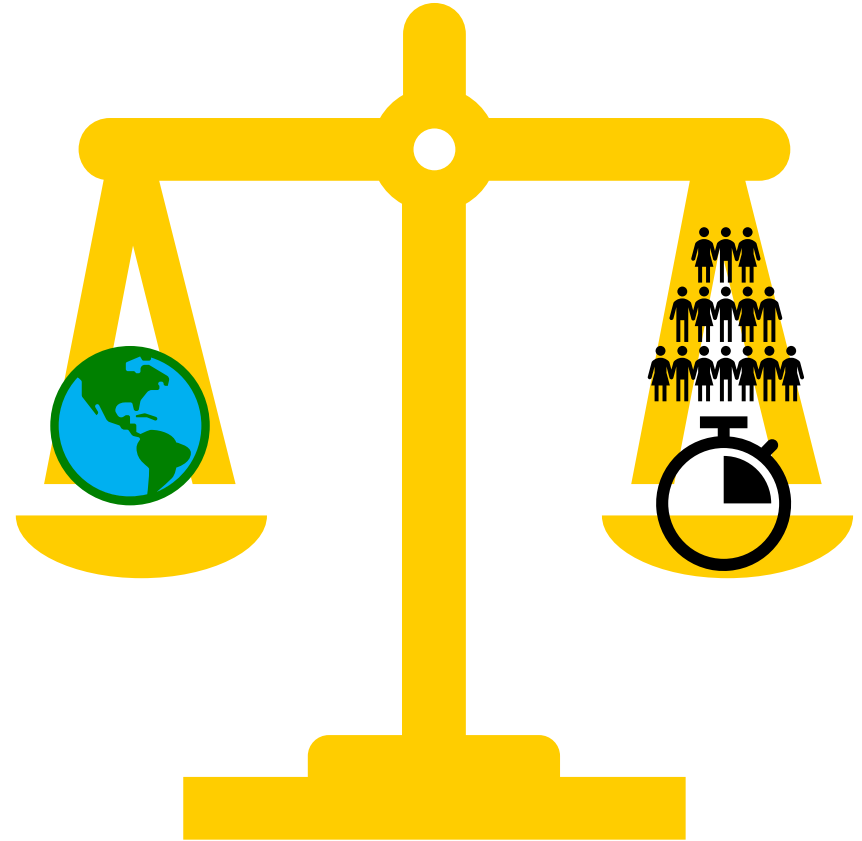
Ridership vs Coverage

- **Less Coverage but Increased Ridership**
- Serves more people, but less area. Stops located in a more concentrated area and reduced wait time between stops.
- **More Coverage but Reduced Ridership**
- Serves greater area, but fewer people. Stops spread through larger area and long wait time between stops. Time, schedule, and cost are all considered.
- Expansion Plan may include larger coverage area in Phase II or year 2 & 3



Route Options – Decisions to be Made

- **Key Coverage Considerations**
- Nikiski and Sterling service?
- Deviations?
- Additional/intermediate stops?
- Are we missing **major** trip generators?





Thank you!

- Next Steps:
 - Update Route and Stops per your input
 - Develop stop schedule
 - Evaluate technologies
 - Recommendations for future years

Questions?

