

Humboldt County Coordinated Public Transit- Human Services Transportation Plan 2013 Update



Adopted December 2013
(Amended July 17, 2014 and June 16, 2016)

Prepared by:
HCAOG
Humboldt County Association of Governments
611 I Street, Suite B, Eureka, CA 95501
707.444.8208



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

6111 Street, Suite B

Eureka, CA 96501

(707) 444-8208

www.hcaog.net

RESOLUTION 13-27

**HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
RESOLUTION ADOPTING THE HUMBOLDT COUNTY COORDINATED PUBLIC
TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN 2013 UPDATE**

WHEREAS, the Humboldt County Association of Governments (HCAOG) is the regional transportation planning agency for Humboldt County pursuant to California Government Code 6500 *et seq.*; and

WHEREAS, transportation legislation *Moving Ahead for Progress in the 21st Century Act* (MAP-21) requires that projects funded through the Enhanced Mobility of Seniors and Individuals with Disabilities Program be included in a locally developed coordinated plan; and

WHEREAS, HCAOG has dedicated significant resources toward planning efforts that have focused on the transportation needs of seniors and individuals with disabilities in Humboldt County; and

WHEREAS, HCAOG has completed the Humboldt County Coordinated Public Transit-Human Services Transportation Plan 2013 Update; and

WHEREAS, the California Legislature enacted the Social Service Transportation Improvement Act (Chapter 1120, Statutes of 1979) with the intent to improve transportation service required by social service recipients; and

WHEREAS, the Coordinated Public Transit-Human Services Transportation Plan 2013 Update revises the prior coordinated plan to include revised transportation funding information, new demographic data, summarizes progress made since 2008, identifies current service gaps, unmet transit needs, and provides an implementation plan for the prioritized recommended strategies/projects.

NOW, THEREFORE, BE IT RESOLVED that the Humboldt County Association of Governments hereby approves the Coordinated Public Transit-Human Services Transportation Plan 2013 Update for Humboldt County and authorizes the Executive Director of HCAOG to forward the Plan to the Federal Transit Administration and such agencies as may be appropriate.

PASSED AND ADOPTED by the Humboldt County Association of Governments, in the County of Humboldt, State of California, this 19th day of December 2013, by the following vote:

AYES: MEMBERS: Ornelas, Strehl, Sundberg, West, Johnson, Mierzwa

NOES: MEMBERS: none

ABSENT: MEMBERS: Schapiro

ABSTAIN: MEMBERS: none

Attest:



Siana Watts
HCAOG Executive Assistant



Susan Ornelas
HCAOG Chair

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Chapter 1. Introduction

PURPOSE OF THE PLAN

The Humboldt County 2013 Coordinated Public Transit-Human Services Transportation Plan (“Coordinated Plan”) is a planning document that identifies the transportation needs of seniors and individuals with disabilities and prioritizes strategies and projects to help meet their local transportation needs.

Under its authority as the Regional Transportation Planning Agency for Humboldt County, the Humboldt County Association of Governments (HCAOG) is required to update the Coordinated Plan every five years. The previous Coordinated Plan was approved in 2008.

Federal transit law, as amended by Moving Ahead for Progress in the 21st Century (MAP-21), requires that projects selected for funding under the Federal Transit Administration’s (FTA’s) Enhanced Mobility for Seniors and Individuals with Disabilities Program (referred to as Section 5310) be included in a locally developed Coordinated Plan. The Plan must be developed through a process that includes representatives of public, private, and non-profit transportation and human services providers and participation by members of the public.

The four required elements are:

1. An assessment of available services and current transportation providers (public, private, and non-profit);
2. An assessment of transportation needs for seniors and persons with disabilities. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts, and gaps in service;
3. Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery; and
4. Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities.

UPDATE APPROACH

Demographic Profile

A profile of Humboldt County was updated using US Census data, projections from the California Department of Finance, and American Community Survey. This step establishes the framework for the target populations subject to this plan. The demographic profile is in Chapter 2.

Literature Review

HCAOG conducted a literature review of recently completed—or currently underway—planning efforts relevant to the Coordinated Plan. The purpose of this literature review is to learn about other planning activities in Humboldt County and to identify major transportation issues to include in the Coordinated Plan. The following documents were reviewed in preparation of this update:

Transportation Development Act Unmet Transit Needs Reports of Findings for Humboldt County; Report Years FY 2008-09, 2009-10, 2010-11, 2011-12, and 2012-13

These reports summarize findings from public hearings held by HCAOG and its member agencies, as well as comments received from the public. The reports document unmet transit needs and has served in part to inform the needs assessment for this report.

Stakeholder Involvement and Public Outreach

MAP-21 requires that stakeholders, seniors, and individuals with disabilities must be included in developing and approving the Coordinated Plan. Stakeholder participation was accomplished through attendance at regular Social Service Transportation Advisory Council (SSTAC) and Service Coordination Committee (SCC) public meetings. The SSTAC and SCC committees consist of Humboldt County’s public transit operators and private nonprofit and human service agencies that provide transportation for seniors and individuals with disabilities.

Two public workshops were held in September to solicit comments and suggestions for potential strategies to mitigate the unmet transportation needs. Workshops took place in Garberville and in Eureka and are described in Chapter 6. Stakeholder interviews were conducted with individuals who could not attend the public meetings or workshops.

NEEDS ASSESSMENT

An important step in completing this plan is identifying service needs or gaps. The needs assessment provides the basis for recognizing where—and how—service needs are to be improved for the target population groups. The needs assessment for this Coordinated Plan was updated by consulting with stakeholders and the SSTAC and SCC. Staff also incorporated information from HCAOG’s recent Unmet Transit Needs Report of Findings.

Identification and Evaluation of Strategies

HCAOG staff made a list of identified unmet transit needs, and suggested an initial set of strategies/projects intended to address gaps and needs. Staff also provided evaluation criteria (same as 2008 Coordinated Plan) to use when ranking the strategies/projects. Chapter 6 presents the results of the evaluation.

Implementation Plan for Recommended Strategies

As a final step for this planning effort, implementation steps for each of the highly ranked strategies were assessed for feasibility. Specifically, this assessment identified:

- Potential lead agency or “champion” with the institutional, operational and fiscal capacity to implement the proposed strategy; and
- Potential funding sources, including potential use of MAP-21 funds and possible sources of required local match.

Chapter 7 discusses the Implementation Plan.

FUNDING PUBLIC TRANSPORTATION IN RURAL CALIFORNIA

Transportation funding in California is complex. Federal and state formula and discretionary programs provide funds for transit and paratransit services. Sales tax revenues are also used for public transit purposes. Transportation funding programs are subject to rules and regulations that dictate how they can be used and applied for (or claimed) through federal, state and regional levels

of government. Funds for social service transportation come from a variety of non-traditional transportation funding programs including both public and private sector sources.

Another complexity with federal funding programs is the local match requirements. Each federal program requires that a share of total program costs be derived from local sources, and may not be matched with other federal Department of Transportation funds. Examples of local matches which may be used for the local share include: state or local appropriations; non-DOT federal funds, dedicated tax revenues, private donations, revenue from human service contracts, private donations, and revenue from advertising and concessions. Non-cash funds such as donations, volunteer services, or in-kind contributions can be counted toward the local match as long as the value of each is documented and supported.

A review of federal, state and local funding programs for public transit agencies and social service providers is presented in Table 1-2 at the end of this chapter. The table shows funding programs and their purpose, how funds can be used, who is eligible to apply, and other relevant information. More detailed information on funding sources commonly used by public transit agencies in rural counties is described in the following paragraphs.

Funding for public transportation in rural California counties is dependent primarily on two sources of funds: Federal Section 5311 funds intended for rural areas, and TDA funds generated through State of California sales tax revenues. These two funding programs are described below. A brief overview is provided of other funding sources that are available for public transit and social service transportation. This section on funding is not intended to identify all potential funding sources, but rather to identify the major sources of funding for public transit and human service transportation in rural California.

MAP-21 Transportation Legislation

On July 6, 2012, President Obama signed Moving Ahead for Progress in the 21st Century (MAP-21) into law, authorizing the provision of \$21.036 billion in funding for federal transit programs over two years through September 30, 2014.

MAP-21 focuses on improving the efficiency of grant program operations by consolidating certain programs and repealing other programs.¹

What MAP-21 means for FTA grantees:

- Steady and predictable funding
- Consolidated transit programs for improved efficiency
- Targeted funding increased, particularly for improving the state of good repair (SGR)
- New reporting requirements
- Required performance measures for state of good repair (SGR), planning, and safety

Under MAP-21 federal authorization, the Section 5317 New Freedom program activities were consolidated with the Section 5310 program. The new Section 5310 program, as amended by MAP-21, is entitled the “Enhanced Mobility for Seniors and Individuals with Disabilities Program.”

¹ US Department of Transportation Federal Transit Administration Resource Page <http://www.fta.dot.gov/map21/>

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

The new Section 5310 Program, as amended under MAP-21 consolidates the previous 5310 program (Elderly and Disabled Program) and New Freedom program eligibilities into a single formula based program². The program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond the traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services.

Caltrans serves as the designated recipient for these funds for rural and small-urbanized areas of the state. As designated recipient, Caltrans is required to select projects for use of MAP-21 funds through a competitive process, and to certify that projects funded are included in the Coordinated Plan. The funds are apportioned based on each State's share of the target populations and are apportioned to areas under 200,000, and large urbanized areas (over 200,000).

Projects selected for 5310 funding must be included in a locally developed, coordinated public transit-human services transportation plan. Section 5310 program information is described below³:

Eligible Recipients and Sub-recipients:

- Designated Recipient or a State receiving a grant directly (for all areas over 200,000 in population).
- Sub-recipients: states or local government authorities (for areas under 200,000 population), private non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Projects:

- Capital, Operating, Administration
- At least 55% of program funds must be used on capital projects that are public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable (Traditional 5310 Projects).
- The remaining 45% may be used for any other eligible purpose, including capital and operating expenses, and New Freedom-type projects:
 - Public transportation projects that exceed the requirements of the ADA.
 - Public transportation projects that improve access to fixed-route service and decrease reliance by individuals with disabilities on complementary paratransit.
 - Alternatives to public transportation that assist seniors and individuals with disabilities.
- At most, 10 percent is allowed for program administration.

Statewide Funding Formula:

- 60% to designated recipients in urbanized areas with populations over 200,000.
- 20% to states for small urbanized areas (under 200,000 population).

² Federal Transit Administration, Enhanced Mobility for Seniors and Individuals with Disabilities: Proposed Circular (July 11, 2013)
http://www.fta.dot.gov/images/content_images/FR_NOTICE_Circular_9070.pdf

³ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Enhanced_Mobility_of_Seniors_and_Individuals_with_Disabilities.pdf

- 20% to states for rural areas.

Funding:

- Funds are apportioned for urban and rural areas based on the number of seniors and individuals with disabilities.
 - Federal share for capital projects (including acquisition of public transportation services) is 80%.
 - Federal share for operating assistance is 50%.

The following chart provides an estimate of Section 5310 funding available for rural areas of the State for FY 2013 and 2014.

Table 1-1. Estimated Section 5310 Funding for California Rural Areas

Designated Recipient	Fund Source	FFY 2013 \$ estimate	FFY 2014 \$ estimate
Caltrans	Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities	50.9 million	51.6 million

As the designated recipient of these funds, Caltrans is responsible to define guidelines, develop application forms and establish selection criteria for a competitive selection process in consultation with its regional partners.

FTA Section 5311 Formula Grant for Rural Areas

The Section 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. The Section 5311 program, as amended under MAP-21, combines the 5311 program and Job Access and Reverse Commute (JARC) activities into one program. JARC program goals include improving access to transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized and non-urbanized areas to suburban employment opportunities. Section 5311 program information is listed below⁴

The funds are formula based:

- Rural Formulas:
 - 83.15% of funds apportioned based on land area and population in rural areas.
 - 16.85% of funds apportioned on land area, revenue-vehicle miles, and low-income individuals in rural areas.
- Tribal Programs:
 - \$5 million discretionary tribal program.
 - \$25 million tribal formula program for tribes providing transportation.
 - Formula factors are vehicle revenue miles and number of low-income individuals residing on tribal lands.
- Appalachian Development Public Transportation Assistance Formula Program:

⁴ http://www.fta.dot.gov/documents/MAP-21_Fact_Sheet_-_Formula_Grants_for_Rural_Areas.pdf

- \$20 million formula program for states in the Appalachian Region.

Eligible Recipients:

- States, Indian Tribes.
- Subrecipients: State or local government authorities, nonprofit organizations, operators of public transportation or intercity bus service that receive funds indirectly through a recipient.
- Subrecipients: States or local government authorities (for areas under 200,000 population), non-profit organizations, or operators of public transportation that receive a grant indirectly through a recipient.

Eligible Projects:

- Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services.

Transportation Development Act (TDA)

The California Transportation Development Act has two funding sources for each county or regional entity that are locally derived and locally administered: The Local Transportation Fund (LTF), and the State Transit Assistance Fund (STA).

- **LTF** revenues are recurring revenues derived from ¼ cent of the retail sales tax collected statewide. The ¼ cent is distributed to each county according to the amount of tax collected in that county. In counties with a population of less than 500,000 as of the 1970 US Census, TDA funds may be allocated under Article 8 for transit services or for local streets and roads, pedestrian or bicycle projects.

Prior to approving TDA funds for purposes other than public transportation, specialized transportation, or facilities for bicycles and pedestrians, the local transportation planning agency is expected to consult with its local SSTAC and conduct an assessment of transit and determine whether there are unmet transit needs, and whether or not those needs are “reasonable to meet.” Each Regional Transportation Planning Agency (RTPA) is required to adopt definitions of “unmet transit need” and “reasonable to meet.” Any unmet transit needs that are reasonable to meet must be funded before funds can be allocated for streets and roads.

- **STA** are revenues derived from sales taxes on gasoline and diesel fuels. STA is allocated annually by the local transportation commissions based on each region’s apportionment. Unlike LTF they may be allocated to other purposes, STA revenues may be used only for public transit or transportation services.

Role of Consolidated Transportation Service Agencies (CTSAs)

AB 120 authorized the establishment of CTSAs and recognizes them as direct claimants of Transportation Development Act (TDA) Article 4.5 funds. CTSAs are designated by the RTPAs. Very little guidance exists as to expectations or roles of the CTSAs, but generally CTSAs assist with the coordination of paratransit services.

In Humboldt County, HCAOG has designated the Humboldt Transit Authority (HTA) as the CTSA. TDA law requires that any rural county intending to use some of its TDA funds for streets and roads purposes establish a Social Services Transportation Advisory Council (SSTAC). Representatives from the CTSA are required to participate on the SSTAC. The SSTAC plays an active role and meets quarterly or as needed to discuss transportation issues and to advise HCAOG staff and the HCAOG Board.

State Transportation Improvement Program (STIP)

To receive state funding for capital improvement projects, such as new vehicles or other capital equipment, projects must be included in the State Transportation Improvement Program, or STIP. The STIP is a multi-year capital improvement program that includes projects programmed with state funds. Local agencies should work through HCAOG to nominate projects for inclusion in the STIP.

OTHER FUNDING SOURCES

Older Americans Act (OAA)

The Older Americans Act was signed into law in 1965 amidst growing concern over seniors' access to health care and their general well-being. The Act established the Federal Administration on Aging (AoA), and charged the agency with advocating on behalf of an estimated 46 million Americans 60 years or older, and implementing a range of assistance programs aimed at seniors, especially those at risk of losing their independence. Transportation is a permitted use of funds under the Act, providing needed access to nutrition and other services offered by the AoA, as well as to medical and other essential services required by an aging population. No funding is specifically designated for transportation. However, funding can be used for transportation under several sections of the OAA, including Title III (Support and Access Services), Title VI (Grants to American Indian Tribes), and the Home and Community-Based Services (HCBS) program.

Regional Centers

While Regional Centers are nonprofit private corporations, they were established by state legislation. They receive public funds under contract to the California Department of Developmental Services to provide or coordinate services and support for individuals with developmental disabilities. There are 21 regional centers with more than 40 offices located throughout the state. The Redwood Coast Regional Center (RCRC) located in Eureka offers services and support for children and adults with developmental disabilities who live in Del Norte, Humboldt, Lake and Mendocino Counties. Transportation is a critical component of Regional Centers because clients need specialized transportation services for traveling to and from sheltered workshops. It is the responsibility of each Regional Center to arrange its client's transportation. Regional Centers are primarily funded with a

combination of State General Fund tax dollars and Federal Medicaid funds. The primary contractual relationship is with the State Department of Developmental Services.

Private Foundations

Many small agencies that target low-income populations are eligible for foundation grants. Typically, foundation grants are highly competitive and require significant research to identify foundations appropriate for transportation of the targeted populations.

Service Clubs and Fraternal Organizations

Organizations such as the Rotary Club, Soroptimists, Kiwanis, and Lions often pay for special projects. For transportation, they might pay for or help contribute toward the cost of a new vehicle or a bus bench or shelter near senior citizen housing. These organizations might also pay for trip reimbursement for after school or childcare.

Employers

Employers are sometimes willing to underwrite transportation in order to fill their labor needs. Employers sometimes contribute to transportation programs such as a flex route night bus, a subsidized car-sharing program, or a shuttle or vanpool to their employment site. In Humboldt County, many social service agencies pay for transportation for their clients by buying bus tickets in bulk and handing them out to their clients.

Table 1-2. Transportation Funding Matrix

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Sources						
Transportation Funding						
Low Carbon Transit Operations Program (LCTOP)	Operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities.	Operating and capital projects	Formula based. \$25 million FY 2014-15; \$200 million in FY 2015-16; and 5% continuously appropriated annually beginning with 2015-16.	Public transit operators	None	

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Federal Transit Administration (FTA) Section 5339 Funds	Capital projects for bus and bus-related facilities	Capital projects only	\$422 million FY 2013; \$427.8 million FY 2014	Designated recipients and states that operate or allocate funding to fixed-route bus operators; Subrecipients: public agencies or private nonprofit organizations engaged in public transportation, including those providing services open to a segment of the general public, as defined by age, disability, or low income.	20% for capital projects	

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5337 Funds	Capital Projects to maintain a system in a state of good repair, including projects to replace and rehabilitate: rolling stock; track; line equipment and structures; signals and communications; power equip and substations; passenger stations and terminals; security equipment and systems; maintenance facilities and equipment; and operational support equipment, including computer hardware and software. Projects must be in a Transit Asset Management Plan.	Capital projects; Development and implementation of a Transit Asset Mgmt. Plan	Formula Based. Two formulas: High Intensity Fixed Guideway and High Intensity Motorbus	Public transit operators	20% for capital projects	A new formula-based State of Good Repair program dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicles lanes, including bus rapid transit (BRT).

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5310 Enhanced Mobility of Seniors & Individuals with Disabilities Program	Enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and ADA complementary paratransit services.	Capital projects; Operating Assistance; Admin	Formula Grant: \$254.8 million in FY 2013; \$258.3 million in FY 2014	Nonprofit agencies, public agencies	20% match for capital projects; 50% match for operating assistance; up to 10% to administer the program, to plan, and to provide technical assistance	Typically, vans or small buses are available to support nonprofit transportation providers. Annual grant cycle. Applications are available at Caltrans website http://www.dot.ca.gov/hq/MassTrans
FTA Section 5311 Formula Grant for Rural Areas	Provide capital, planning, and operating assistance to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations.	Planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services	Formula based funding - Apportionment by area \$599.5 million in FY 2013; \$607.8 million in FY 2014.	Public agencies, local governments, tribal governments, nonprofit agencies	20% for capital, 50% operating assistance, 20% for ADA non-fixed-route paratransit service, using up to 10% of a recipient's apportionment.	Funds are distributed on a formula basis to rural counties throughout the country. A portion of 5311 funds (\$30 million) is set aside for a Tribal Transit Program, which provides direct federal grants to Indian tribes to support public transportation on Indian reservations. A portion of 5311 funds (\$20 million) is set aside for the Appalachian Development Public Transportation Assistance Formula Program; and low-income populations in rural areas now incorporated as a formula factor, similar to the repealed Job Access and Reverse Commute (JARC) program.

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5311(f)	Funds public transit projects that serve intercity travel needs in non-urbanized areas.	Capital projects and operations		Public agencies, local governments, tribal governments, nonprofit agencies	50% for operating costs, 80% for capital costs	Projects are awarded on a statewide competitive basis
FTA Section 5312 Research, Development, Demonstration, and Deployment Projects	Support research activities that improve safety, reliability, efficiency, and sustainability of public transportation by investing in the development, testing, and deployment of innovative technologies, materials, and processes; carry out related endeavors; and to support the demonstration and deployment of low-emission and no-emission vehicles to promote clean energy and improve air quality.	Research, Innovation and Development, Demonstration, Deployment and Evaluation	\$70.0 million in FY 2013; \$70,0 million in FY 2014	Fed government agencies, state and local governments, providers of public transportation, private or nonprofit organizations, technical and community colleges, and institutions of higher education.	20% non-fed share match (may be in-kind). Low- or no-emission bus projects and low- or no-emission us facilities projects must comprise 65% and 10% respectively, of the total annual appropriation.	

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
FTA Section 5314 Technical Assistance and Standards Development	Provide technical assistance to the public transportation industry and to sponsor the development of voluntary and consensus based standards to more effectively and efficiently provide transit service, as well as support the improved administration of federal transit funds.	Grants for Technical assistance	\$7.0 million in FY 2013; \$7.0 million in FY 2014	Fed government agencies, state DOTs, public transportation agencies, nonprofit and for-profit entities.	20% non-federal share (non-federal share may be in-kind)	
FTA Section 5322 Human Resources and Training	New FTA program, where FTA may make grants or enter into contracts for human resource and workforce development programs as they apply to public transportation activities.		Discretionary Funding	National Transit Institute; legislation contains criteria for eligible recipients for Workforce Development activities.	National Transit Institute fed share is 100%; Transit Workforce Development: 50% non-federal share	

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Health and Human Services Funding						
Title XX Social Services Block Grant (SSBG) (Department of Social Services)	Goals: 1. Reduce dependency, 2. Achieve self-sufficiency, 3. Protect children and families, 4. Reduce institutional care by providing home/community based care, 5. Provide institutional care when other forms of care are not appropriate.			Child Welfare Services, Foster Care, Deaf Access, Community Care Licensing, CDE Child Care, and Department of Developmental Services programs.	Unknown	Grant must be used for one of the goals of SSBG and cannot be used for certain purposes such as the purchase or improvement of land or payment of wages to any individual in social services. These funds are not allocated separately but are used in lieu of state general fund.
Healthy Communities Access Program (HCAP) (Department of Social Services)	Develop/strengthen integrated community health systems that coordinate health care services for individuals who are uninsured or underinsured, such as transportation coordination to improve access to care.			Public and private health care providers as well as social services, local government and other community based organizations.	Unknown	Build upon Federal programs that support entities serving low-income populations in an effort to expand and improve the quality of services for more individuals at a lower cost.
Community Services Block Grant (CSBG) (Department of Community Services & Development)	Assist low-income people in attaining the skills, knowledge, and motivation necessary to achieve self-sufficiency.			Community action agencies, low-income individuals in CA (100% of Federal poverty level).	Unknown	None

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Aging & Disability Resource Center Grant Program - Part of the President's New Freedom Initiative (Dept. of Aging)	Support state efforts to create "one stop" centers to help consumers learn about and access long-term supports ranging from in-home services to nursing facility care.			State of California	Unknown	None
HIV Care Formula Grants (Dept. of Health and Human Services)	Support programs designed to increase access to care and treatment for underserved populations, reduce need for costly inpatient care, reduce prenatal transmission, improve health status of people with HIV. A portion of the funds can be used for transportation.			State, local governments, public and nonprofit private agencies.	Unknown	None
Consolidated Health Center Program (Bureau of Primary Health Care)	Fund health centers that provide primary and preventative health care to diverse underserved populations. Health centers can use funds for center-owned vans, transit vouchers, taxi fare.			Community based organizations including faith-based organizations.	Unknown	None

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Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Older Americans Act Title III B - Grants for Supportive Services & Senior Centers (Administration on Aging)	Funds are awarded by formula to State units on aging for providing supportive services to older persons, including operation of senior centers. May be used to purchase and/or operate vehicles and funding for mobility management services.	Capital projects and operations.		States and territories, recognized Native American tribes, and Hawaiian Americans as well as non-profit organizations.	Unknown	None
Program for American Indian, Alaskan Native, & Native Hawaiian Elders (Administration on Aging)	This program supports nutrition, information and referral, multipurpose senior centers and other supportive services for American Indian, Alaskan Native and Native Hawaiian elders. Transportation is among the supportive services, including purchase and/or operation of vehicles and for mobility management.	Capital projects and operation		Recognized Native American tribes and Hawaiian Americans as well as non-profit organizations.	Unknown	None

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Mental Health Services Block Grant (Center for Mental Health Services State Planning Branch)	Improve access to community-based health-care delivery systems for people with serious mental illnesses. Grants also allot for supportive services, including funding to operate vehicles, reimbursement of transportation costs and mobility management.	Capital projects and operations.			Unknown	None
Substance Abuse Prevention & Treatment Block Grant (Substance Abuse & Mental Health Services Administration)	Block grants provide funds for substance abuse prevention and treatment programs. Transportation-related services supported by these grants may be broadly provided through reimbursement of transportation costs and mobility management to recipients of prevention and treatment services.			State of California	Unknown	States are required to expend their primary prevention services funds using six specific strategies: community-based processes, information dissemination, education, alternative activities, problem identification and referral, and environmental strategies. A seventh category, "other" strategies, can be approved on a limited basis.

Coordinated Public Transit – Human Services Transportation Plan 2013 Update •

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Child Care & Development Fund (Administration for Children & Human Services)	Provide subsidized childcare services to low income families. Not a source of direct transportation funds, but if child care providers include transportation as part of their usual services, covered by their fee, these services may be covered by voucher payments.			States and recognized Native American Tribes	Unknown	None
Developmental Disabilities Projects of National Significance (Administration for Children and Families)	Promote and increase independence, productivity, inclusion and integration into the community of persons with developmental disabilities, and support national and state policy that enhances these goals. Funding provides special projects, reimbursement of transportation costs and training on transportation related issues.				Unknown	None

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Head Start (Administration for Children & Families)	Head Start provides grants to local public and private agencies to provide comprehensive child development services to children and families. Local Head Start programs provide transportation services for children who attend the program either directly or through contracts with transportation providers.			Local public and private non-profit and for-profit agencies	Unknown	The Head Start regulation requires that programs make reasonable efforts to coordinate transportation resources with other human service agencies in their communities.
TANF / CalWORKs (California work opportunity & responsibility to kids) (Department of Social Services)	Provide temporary assistance to needy families. Recipients are required to participate in activities that assist them in obtaining employment. Supportive services, such as transportation and childcare are provided to enable recipients to participate in these activities.			States and Federally recognized Native American tribes. Eligible families as defined in the TANF state plan	Unknown	TANF funds cannot be used for construction or to subsidize current operating costs. State and county funds in the CalWORKS program are used to meet the TANF maintenance of effort (MOE) requirement and cannot be used to match other federal funds.

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Community Development Block Grants (CDBG) (Department of Housing & Community Development)	Create or preserve jobs for low income and very low-income persons.			Counties with less than 200,000 residents and cities of less than 50,000 residents	Unknown	Applicants cannot be participants on the US Department of HUD CDBG entitlement program.
State Sources						
Transit System Safety, Security and Disaster Response Account	Develop disaster response transportation systems that can move people, goods, and emergency personnel and equipment in the aftermath of a disaster.	Capital projects	Varies by county	Agencies, transit operators, regional public waterborne transit agencies, intercity passenger rail systems, commuter rail systems	None	Part of Proposition 1B approved November 7, 2006.
State Transit Assistance Fund (STA)	Public transit and paratransit services	Capital projects and operations	Varies from year to year depending on appropriation to Public Transportation Account of which 75% goes to STA.	Allocated by formula to public transit operators	None	Revenues derived from sales taxes on gasoline and diesel fuels.

Coordinated Public Transit – Human Services Transportation Plan 2013 Update •

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
State Transportation Improvement Program (STIP)	Major capital projects of all types, including transit.	Transit capital projects	Varies from year to year depending on appropriation to Public Transportation Account of which 25% goes to STIP.			Determined once every two years by California Transportation Commission.
Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA)	Advance the State's policy goals of providing mobility choices for all residents, reducing congestion, and protecting the environment	Transit capital projects		Transit operators and local agencies who are eligible to receive STA funds pursuant to California Public Utility Code Section 99313	None	Bond act approved by voters as Proposition 1B on November 7, 2006
Regional/Local Sources						
Transportation Development Act (TDA) Articles 4 and 8 (1/4 cent sales tax)	Transit operating assistance and capital projects, local street and road maintenance and rehabilitation projects, pedestrian/bicycle projects	Capital projects and operations	Varies by county	Cities and counties. Allocated by population formula within each county.		Revenues are derived from 1/4 cent of the retail sales tax collected statewide, distributed according to the amount of tax collected in each county to a Local Transportation Fund in each county.
Transportation Development Act (TDA) Articles 4.5	Paratransit operating assistance and capital projects	Capital projects and operations	Up to 5% of the Local Transportation Fund revenue	Cities and counties and CTSAs		

Coordinated Public Transit – Human Services Transportation Plan 2013 Update •

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Program Fund Source	Funding Purpose	Use of Funds	Estimated Fund Amount	Eligible Recipients	Matching Requirements	Comments
Private Sources						
Tribal Casino Transportation Programs	Coordinating transportation efforts on Indian reservations	Capital projects and operations	Unknown	Wide variety of agencies and organizations	None	Some tribes have funds available to assist with the purchase of a new vehicle or to subsidize plans to transport employees to and from the worksite.
Service Clubs and Fraternal Organizations	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	wide variety of agencies and organizations	None	May be interested in paying for bus benches or shelters
Employers	Variety of transportation services, especially capital improvements	Capital projects and operations	Unknown	wide variety of agencies and organizations	None	Employers sometimes are willing to underwrite transportation to support their workers getting to/from worksite.

Chapter 2. Demographic Profile

DESCRIPTION AND DEMOGRAPHIC SUMMARY

Located along the rugged north coast of California, Humboldt County is a largely mountainous and heavily forested county that is home to some of California’s most stunning natural areas, such as Redwood National State Park, Humboldt Redwoods State Park and the King Range National Conservation Area. Most of the population in the county is located in the low-lying coastal areas surrounding Humboldt Bay, as well as along the Eel and Mad River basins.

Humboldt County is bordered by Del Norte County on the north, Klamath and Trinity County on the east, and Mendocino County on the south. The main transportation corridor through the county is Highway 101, which runs parallel to the ocean and connects most major population centers in the county. Highway 299 traverses northern California and connects Humboldt County with I-5 near Redding. The Arcata/Eureka Airport offers daily connections to San Francisco, Sacramento, and Crescent City.

With the exception of the Humboldt Bay area, most of Humboldt County is fairly rural. The highest population and employment densities are in Eureka and Arcata, even though small pockets of density can be found in McKinleyville and Fortuna. The smaller communities of Blue Lake, Fields Landing, Ferndale, Rio Dell and Redway all have smaller pockets of moderate population and employment density. This is not surprising since most of the population and employment in the county is located either in the Humboldt Bay area or along Highway 101.

According to California Department of Finance population estimates released January 1, 2013, Humboldt County’s estimated population is 134,209. The largest city, and the county seat, Eureka, has 27,021 residents, followed by Arcata with 17,836 residents. The other incorporated cities and their estimated 2012 population are:

- Fortuna (11,885)
- Rio Dell (3,363)
- Ferndale (1,366)
- Blue Lake (1,260)
- Trinidad (365)

Table 2-1 below provides the total population in Humboldt County along with a “snapshot” of the two key demographic groups of greatest concern for this report: seniors, and individuals with disabilities. For comparison, the total population and percent of the two demographic groups is also presented for California as a whole. These estimates are from the US Census Bureau’s 2010 Census and 2007-2011 American Community Survey, and are slightly different from the figures available from the California Department of Finance.

Table 2-1. Basic Population Characteristics

Area	Total population	% of state population	% persons aged 65+	% persons w/ disability	% poverty level
United States	308,745,538	-	13.7%	12%	14.3%
State of California	37,253,956	-	12.1%	10%	14.4%
Humboldt County	134,623	.35%	14.2%	15%	18.4%

Sources: US Census Bureau, 2010 US Census and 2007-2011 American Community Survey

OLDER ADULTS

Statewide, 12.1% of Californians are aged 65 or older, which is lower than the national average of 13.7%. A rate of 14.2% older adults in Humboldt County is higher than the statewide average.

To better understand how the older adult population in Humboldt County is changing, Table 2-2 shows the total number of older adults (65 and older) between 2010 and 2040. As is the case nationwide, the population in Humboldt County is aging. In 2010, between 15-16% of Humboldt County's population was aged 65 or older. Between 2010 and 2030, that number is expected to double; by 2040, it is estimated that approximately 32.1% of the county will be a senior citizen.

Table 2-2. Population Projections for Persons aged 65 Years and Over

Age Group	2010	2020	2030	2040	Population Change 2010-2040
Under 65	116,907	111,689	111,601	111,903	-4.28%
65 and over	17,756	27,443	34,083	35,970	+102.58%
% older adults, Humboldt Co.	15.2%	24.6%	30.5%	32.1%	-

Source: State of California, Department of Finance, Population Projections for California and Its Counties 2000-2050, by Age, Gender and Race/Ethnicity, Sacramento, California, July 2007

Chapter 3. Existing Public Transit Service and Social Service Transportation Providers

This chapter presents an overview of existing public transit service as well as social service transportation providers in Humboldt County. Both private and public transportation services are included. Figure 3-1 contains maps and schedules of existing public transit services. Table 3-1 provides an inventory of transportation providers including a summary of operating characteristics.

REGIONAL TRANSIT SYSTEM

Several transit routes connect at major transfer points in the Humboldt Bay area. These locations include downtown Eureka, the Bayshore Mall in Eureka, and the Arcata Transit Center. In Eureka, the Bayshore Mall, as well as the area of 3rd/4th/5th and H Street has transfer points to connect Redwood Transit System (RTS), Southern Humboldt Transit System (SHTS), and Eureka Transit System (ETS) buses.

The RTS commuter bus has stops in and near Fortuna, allowing potential connections between Fortuna Senior Transit and the RTS. The Willow Creek Transit Service connects to K/T Net and Trinity Transit in Willow Creek, enabling trips between Arcata and the Hoopa Reservation and Orleans, Weaverville in Trinity County, and further east to Redding in Shasta County.

PUBLIC TRANSIT OPERATORS

Humboldt Transit Authority (HTA)

The Humboldt Transit Authority (HTA) is a joint powers authority (JPA), established in 1975 to provide transportation services in the Highway 101 corridor throughout the county. The HTA joint powers agreement is between the cities of Arcata, Eureka, Fortuna, Rio Dell and Trinidad and the County of Humboldt. Funding for HTA is provided by Transportation Development Act (TDA) funds and passenger fares. Of the TDA funding, Humboldt County contributes 50% and the JPA cities contribute the other 50%. HTA is also the regional CTSA.

HTA operates and maintains the Redwood Transit System (RTS), the Willow Creek Transit Service, and the Southern Humboldt Transit Systems (SHTS). In addition, under contract, HTA operates and maintains the Eureka Transit Service (ETS) and provides administrative services for the region.

Redwood Transit System (RTS)

HTA operates the Redwood Transit System (RTS), which is the primary intercity public transit system in the county. The RTS line is a fixed-route commuter service, along the US 101 corridor, between the cities of Scotia and Trinidad. Key trip origins and destinations include Humboldt State University, College of the Redwoods, the Intermodal Transit Center in Arcata (Arcata Transit Center), Downtown Eureka and the Bayshore Mall. RTS runs seven days a week. (Sunday service began November 4, 2012.)

Southern Humboldt Transit Systems (SHTS)

HTA operates the Southern Humboldt Transit System (SHTS), which provides intercity and local transit service in the southern portions of the county. The Southern Humboldt Intercity service runs between Garberville and Eureka with stops including Briceland/Redway Drive, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, and College of the Redwoods. The Southern Humboldt Local

Transit System provides deviated fixed-route service in areas between Benbow and Miranda. Service runs during weekday peak travel times (morning and afternoon).

Willow Creek Transit Service

HTA also operates the fixed-route Willow Creek Transit Service along Highway 299, between Willow Creek and the Arcata Transit Center. This bus runs weekdays and, since July 2012, Saturdays.

Eureka Transit Service (ETS)

The Eureka Transit Service (ETS) has been operating since January 1976. The City of Eureka contracts HTA to operate ETS. The ETS has four fixed-routes within the City of Eureka and operates Monday through Friday and limited service on Saturday. Four routes operate hourly and serve most major destinations in the city. All routes provide timed connections either in downtown, at Harris and F Streets or at the Bayshore Mall. The Red and Gold routes mostly serve the western part of the city, including Humboldt County Social Services along Koster Street, the Bayshore Mall along Broadway Street and the Eureka Mall along Harris Street. The Purple and Green routes serve the east part of the city. Major destinations along these routes include St. Joseph Hospital, the Humboldt Senior Resource Center, and the Silvercrest Senior Residences. The Green route also serves Cutten and Redwood Acres in the south and southeastern extremes of the city.

Funding for ETS is provided by HSU and TDA funds from the City of Eureka and Humboldt County and passenger fares. Currently, the City of Eureka provides 73% of the funding, while the County provides the remaining 27%. Passenger fares contribute about 25% of the funding for the service.

Arcata & Mad River Transit System (A&MRTS)

The Arcata City Council initiated A&MRTS in 1975, and operates it through the Public Works Department. A&MRTS provides fixed-route transit service within the Arcata city limits; service runs weekdays and Saturdays. Its hub is the Arcata Transit Center. A&MRTS contracts HTA to maintain its fleet vehicles.

A&MRTS has a Gold Route and Red Route. The Gold Route travels between Valley West and downtown, with service to Mad River Community Hospital and Humboldt State University (HSU). The Red Route serves neighborhoods of Greenview, downtown, Sunny Brae, and the HSU campus. The Saturday route provides more direct service between the Valley West area and HSU and the Sunny Brae neighborhood and HSU.

Funding for A&MRTS comes from TDA, HSU, and passenger fares. No general funds from the City of Arcata are used to provide the service.

Blue Lake Rancheria Transit System (BLRTS)

The Blue Lake Rancheria Transit System began operating in 2002; it is operated by the Blue Lake Rancheria, a federally recognized tribe in Humboldt County. The Rancheria operates a deviated-fixed route transit system on weekdays primarily serving commuter hours (there is a three-hour gap in service between 10:00 a.m. and 1:00 p.m.). Stops on the route include several locations in the City of Blue Lake, the Blue Lake Rancheria, the Glendale community, the Arcata Intermodal Transit Center, Mad River Community Hospital, United Indian Health Services, and the Humboldt State

University campus. The Mad River Community Hospital, United Indian Health Services, and Ericson Court in Arcata are “on call” stops for BLRTS.

Funding sources used to operate the system are provided through grant funding awarded via the Tribal Transportation Program (TTP) administered by FTA, City of Blue Lake TDA funding, regional STA funds, passenger fares, and Rancheria funds.

Klamath-Trinity Non-Emergency Transportation (KT/Net)

K-T Net is a non-profit, community-based organization in the Klamath Trinity that began transit operations in January of 2003. K-T Net provides two deviated fixed-route services between Willow Creek and areas north along Highways 96 and 169, including Hoopa Valley, Weitchpec (since August 2008), and Pecwan/Wautec and Orleans (since early 2009).

The Willow Creek, Hoopa, Weitchpec service operates Monday through Saturday. On Monday and Thursday, this bus also includes a route between Hoopa and Orleans. K-T Net schedules the Hoopa-Willow Creek service to connect with the RTS Willow Creek Extension bus (for trips to the Humboldt Bay Area), and with Trinity Transit (for trips further east to Redding).

The Hoopa to Willow Creek service is funded with TDA funds from Humboldt County, stipends from the Hoopa Valley Tribe, and grants. Service from Hoopa to Weitchpec and Orleans is a cooperative effort between the Yurok Tribe, Karuk Tribe, and K/T Net.

The service from Hoopa, Weitchpec, and Pecwan/Wautec, operates Monday through Friday and is funded by the Yurok Tribe, Karuk Tribe, and K/T Net.

Yurok Tribe Transit Service (YTTS)

Klamath/Crescent City DAR service in Del Norte County is available on Monday through Friday from 8:30 a.m. - 5:00 p.m. Additional services are available with a minimum of three (3) passengers dependent upon scheduling availability. Service is available in response to requests for pick up in Crescent City to Klamath for employment five days a week. Services in Humboldt County to and from Weitchpec, Wautec, and Tulley Creek areas are provided on Monday through Friday, schedule based upon community needs.

PRIVATE TRANSIT PROVIDERS

City Ambulance of Eureka (CAE)

City Ambulance of Eureka (CAE) provides transportation services throughout Humboldt County, including ambulance, dial-a-ride, non-emergency medical transportation, shuttle and taxi services. The various contracted and general public services provided by CAE are discussed below.

Taxi and Shuttle Services

Taxi services in Humboldt County are operated by three private companies. Rates are based on distance. City Cab, operated by CAE, provides service in the Eureka, Arcata, and McKinleyville greater areas. The private company, Plaza Cab based in Arcata, provides service for Arcata and the surrounding area. The private company, Cab Louie based in Arcata, serves the taxi cab needs of Arcata, Blue Lake, Eureka, Manila, McKinleyville, Samoa, Trinidad.

CAE also provides shuttle service for private events or long-distance group transportation (e.g., to the San Francisco airport). Rates are based on the number of people and a three-hour minimum is required.

Paratransit Services

The Americans with Disabilities Act (ADA) defines a disabled person's right to equal participation in transit programs. If public bus service is provided, it must comply with ADA requirements to provide "complementary" paratransit. Paratransit is origin-to-destination transportation for people with disabilities who cannot use the bus all or some of the time. Paratransit must serve destinations within 3/4 mile of all public fixed-route bus service (49 CFR 37.131). Some public transit providers (and towns, cities, and counties) provide a non-ADA paratransit-like service, sometimes called Dial-A-Ride or Dial-A-Lift (DAR/DAL) service. Passengers using the DAR/DAL program must be certified to use the service. Typically, this service is provided to both senior citizens and people with disabilities.

Paratransit services in Humboldt County are operated by HTA, BLRTS, CAE, the City of Fortuna.

City Ambulance of Eureka (CAE)

City Ambulance of Eureka (CAE) provides various transportation services throughout Humboldt County, including emergency and non-emergency medical transportation, shuttle, taxi, and DAR/DAL services.

CAE provides DAR/DAL services in the City of Arcata, City of Eureka, and McKinleyville. Funding is provided through contracts with the individual cities, the Humboldt Transit Authority and/or Humboldt County.

CAE also operates CAE Med Trans, which offers non-emergency wheelchair transportation throughout the county. CAE also operates City Ambulance. City Ambulance has stations in Eureka, Fortuna and Garberville and responds to all 911 medical emergencies in Humboldt County. It also provides hospital-to-hospital transports throughout the county.

Fortuna Senior Transit

Fortuna Senior Transit is administered and operated by the City of Fortuna's Parks and Recreation Department. It provides transportation on a reservation system providing service within the city limits to persons with disabilities of any age and people 50-years-old and older. The service operates Monday through Friday and in the morning on the first Saturday of the month.

Humboldt Community Access and Resource Center (HCAR)

HCAR is a private non-profit agency that connects people who have disabilities with the community by providing opportunities for learning, living and employment. HCAR offers adult day programs, an arts program, respite services, interpreter services, supported living services, employment and training services, and a volunteer staffed recreation/community access program. HCAR provides transportation service for HCAR clients to attend day service programs.

Humboldt Medi-Trans

Humboldt Medi-Trans is a non-profit agency established to provide non-emergency medical transportation throughout Humboldt County and beyond. The service provides an interim means of transportation for people who cannot use the demand response services in the county, but also do

not require emergency ambulance services. The majority of trips made in Humboldt County are to and from kidney dialysis appointments. Humboldt Medi-Trans relies on funding from donations and grants, and charges little or no fare for the services it provides. Medi-Cal billing is also available.

SOCIAL SERVICE TRANSPORTATION PROVIDERS

Redwood Coast Regional Center (RCRC)

The Redwood Coast Regional Center is one of twenty-one private, non-profit regional centers in California that serve people with developmental disabilities. The RCRC provides services in Del Norte, Humboldt, Lake and Mendocino Counties. The RCRC does not directly operate any transportation, but has a variety of contracts to provide transportation for its clients.

In Humboldt County, transportation services provided for RCRC clients include private transportation (morning and afternoon service), Dial-A-Ride and fixed route bus ticketing, and a Volunteer Driver Reimbursement Program. RCRC also contracts with Supportive Living Agencies, Board and Care Homes, and Adult Day Services to provide in-county and out-of-county transportation. When other services are not available, RCRC will sometimes provide rental cars and/or taxi vouchers for its clients.

Humboldt Senior Resource Center (HSRC)

The HSRC is a nonprofit multi-service center that provides services throughout the County. Meal programs are provided in Eureka, Arcata, and Fortuna. HSRC runs an Adult Day Health Service program in Eureka. The program provides transportation services only to clients, and only to and from the Adult Day Health Program in Eureka.

The center has nine vehicles that provide services throughout Eureka and the surrounding area, Fields Landing, Fortuna, Rio Dell and the Eel River Valley. Services are primarily for seniors, but some services are provided for persons 18 and older who are disabled and dependent on others.

The HSRC has implemented Redwood Coast PACE, a program of all-inclusive care for the elderly. It is a health plan for older adults age 55+ that provides medical and support services for frail adults who need a nursing-home level of care, but who wish to remain in their homes and community. Door-through-door transportation services are a component of the program. The Redwood Coast PACE service area is from Trinidad to Scotia, including Blue Lake, Carlotta, Ferndale, Loleta and Samoa.

Area One on Aging Agency Volunteer Driver Program

The Area 1 Agency on Aging (A1AA) offers a Volunteer Driver Program through the agency's Volunteer Center of the Redwoods (VCOR)/RSVP program. The Volunteer Driver Program provides transportation for seniors ages 50 and over with non-emergency medical and health-related appointments. Volunteer Driver Program rides depend upon available volunteer drivers around Humboldt Bay. Passengers must apply for eligibility and live within the Trinidad to Rio Dell area. The general service area is Trinidad to Rio Dell and out to Blue Lake. Rides may be available outside of the general service area depending upon availability of volunteer drivers.

County of Humboldt Health and Human Services

The Social Services Branch of the Health and Human Services department provides services throughout Humboldt County including employment training, the CalWORKs Welfare-to-Work program, and adult protective services. Although the Social Services Branch does not directly

provide transportation for its clients, it does contribute approximately \$400,000 annually for various transportation services or contracts.

K'ima:w Transportation Department

The K'ima:w Transportation Department provides transportation service to people who use the K'ima:w Medical Center, which offers all medical, dental and outreach services. The transport service is intended for individuals who do not have other means of transportation or family assistance. Services are for appointments in the Hoopa Valley including medication deliveries, but are not intended for personal trips (e.g., bank, grocery store, etc.).

Service to Eureka and other parts of the county, and outside the county, is available for scheduling with a referral. Service is available Monday through Friday.

Adult Day Health Care of Mad River

The non-profit Adult Day Health Care (ADHC) of Mad River provides therapeutic, health, recreational, and social services to the elderly and persons over 18 who are dependent on others. The ADHC of Mad River provides transportation services only to its clients, and only to and from its facility in Arcata. The center has five vehicles that provide service throughout Arcata, McKinleyville and Eureka.

Ferndale Senior Resource Center “Bridging the Gap”

Ferndale’s “Bridging the Gap” service provides demand response transportation services to seniors that reside in and around Ferndale. The Ferndale Senior Resource Center provides transportation throughout the community, and transportation to a bi-monthly senior lunch at the community center. The community transportation service is generally available Monday through Saturday in the daytime. Funding is provided by private donations and fares.

Bridgeville Community Center Van

The Bridgeville Community Center is a non-profit organization that offers a senior lunch program on Tuesdays, rural health services on Thursdays, and sponsors other community events throughout the year. The Community Center has one seven-passenger van that has not been able to be used to provide transportation for Bridgeville residents on a regular basis since 2013. Since 2013 the Bridgeville Community Center lost funding to provide transportation from Bridgeville to Eureka and Fortuna. Prior to 2013 the van was used to provide transportation from Bridgeville to Eureka and Fortuna for medical and social appointments and for seniors in the area to attend the weekly lunch program.

Southern Trinity Health Services

Southern Trinity Health Services is a medical facility in the community of Mad River, Trinity County. They provide transportation services for the southern portion of Trinity County and the southeastern portion of Humboldt County. Anyone (not just health center patients) is eligible to take the bus for any type of trip, including shopping, banking, medical appointments, and social outings.

The transportation service runs Monday through Friday, serving the communities of Bridgeville, Dinsmore, Hayfork, Hettenshaw Valley, Mad River, Ruth, Swains Flat and Zenia. Additionally, once a week (Wednesdays) they run the “Day-in-Town” route, which travels to the Eureka/Fortuna area

with stops dependent on rider needs. Reservations made ahead of time determine the route. Their full services area is approximately 1,250 square miles.

The clinic has two vans (8-person vehicle), and a 17-passenger bus. The facility operates the program using its general budget funds. Moreover, Trinity County annually contributes \$5,000 to the van service.

INTERREGIONAL TRANSIT

In Arcata, the Arcata Intermodal Transit Facility—more commonly referred to as the Arcata Transit Center—is a transfer point for inter-regional Amtrak and Greyhound and local bus systems including RTS, Willow Creek Transit Service, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit System (BLRTS), and Redwood Coast Transit (RCT) of Del Norte County.

Redwood Coast Transit

Redwood Coast Transit (RCT) is Del Norte County’s public transit system. RCT provides bus service between Arcata and Smith River, Del Norte County, weekdays and Saturdays. The RCT bus runs along the US 101 corridor. Scheduled bus stops in Humboldt County include the Redwood National Park, Klamath, Orick Post Office, Trinidad Park and Ride, and the Arcata Transit Center.

Amtrak and Greyhound

The Amtrak Thruway bus route runs from McKinleyville to the Martinez Train Station, where passengers can board a connecting train to Emeryville and then a shuttle bus to San Francisco.

The Greyhound schedule runs between Arcata (Intermodal Transit Center) and San Francisco; Greyhound connecting buses are available in Oakland and San Francisco. Greyhound and Amtrak buses run seven days a week.

COORDINATION OF SERVICES

Service providers in Humboldt County have taken significant steps to coordinate their services to better assist transit users. The following are examples of where transportation services have been coordinated to improve overall mobility in the county.

- **Formation of the Humboldt Transit Authority in 1975.** In an effort to provide service in the Highway 101 corridor that transcends municipal boundaries, HTA was formed as a JPA among the cities of Rio Dell, Fortuna, Eureka, Arcata and Trinidad and the County of Humboldt. The HTA currently operates RTS, ETS, the Southern Humboldt Local and Intercity Transit, the Willow Creek transit service, and provides maintenance for the A&MRTS through a contract.
- **Transportation Coordination Project.** In 2006, a community coalition named the Humboldt Coordinated Transportation Alliance (HCTA) was formed to begin studying ways to better coordinate transportation service in the county. Funded through a grant from the Community Transportation Alliance of America (CTAA), this study primarily consisted of an extensive inventory of services in the county and survey of existing services and unmet needs as perceived by various selected groups. The report also developed a needs assessment and discussed these needs at a series of focus groups throughout the county.
- **2010 Humboldt County Mobility Management Coalition Strategic Plan.** In 2009 the Redwood Community Action Agency held a Mobility Management Summit where a Mobility Management Coalition, called the Humboldt Coordinated Transportation Alliance, was

created. This Alliance consisted of a core group of transportation providers and social service agencies. A “2010 Humboldt County Mobility Management Coalition Strategic Plan,” was developed creating a vision for mobility management and forming strategies to begin a mobility management program.

- **Continuation of Mobility Management.** In 2012 HCAR secured a technical assistance grant from Easter Seals Project Action to further develop a mobility management program. An Accessible Transportation Coalition has been formed to further develop a Mobility Management Program. Coalition participants represent a wide range of area organizations including transportation, social and human services organizations, local elected officials. Efforts are ongoing to develop objectives and implementation steps for a mobility management program in Humboldt County. HCAR has since decided not to pursue Mobility Management. HTA, as the CTSA, may incorporate mobility management strategies to improve coordination in the region.
- **Planning for Active Health and Transportation (PATH) Project.** In 2006 this project, prepared for the County of Humboldt Public Works Department and funded by a Caltrans Environmental Justice Grant, identified practical measures to improve the equitability of transportation decision making and investments. A series of reports was issued as part of this project and was developed through numerous meetings among transportation, land use, health, social service and economic development professionals in the county. A set of innovative tools was developed that included some coordination efforts among transportation providers.
- **Website coordination among fixed route providers.** The three major transit providers in the county (RTS, ETS and A&MRTS) all offer a similar layout and navigation system for their websites. All three websites also provide convenient links to the other transit providers, rideshare services and private transportation services (Amtrak and Greyhound). Google transit is used for the RTS/ETS and A&MRTS trip planner.
- **Unified fare boxes and fare policy.** The three major fixed route providers installed electronic fare boxes that accept a stored value card. The cards are valid on all three providers and a reduced fare is offered for riders who use the card.
- **KT Net and RTS.** Both of these providers work together to offer a timed connection in Willow Creek to better serve residents of the Hoopa Valley.
- **Expanded Dial-A-Ride service.** To meet the demand for service beyond the Arcata and Eureka City limits, HCAOG uses STA funds to provide Dial-A-Ride service to a number of communities outside of the fixed route area, including McKinleyville, Fields Landing, King Salmon, Humboldt Hill, Elk River Road, Ridgewood Heights, Samoa/Manila, Indianola, Old Arcata Road, and College of the Redwoods.

Minor duplication of services exists in Humboldt County. The minor duplication occurs in the Humboldt Bay area where the majority of services in the county are located. The following are areas of duplication:

- **Adult Day Health Care.** Several organizations provide directly operated or contracted service for day health services located in Eureka, and Arcata. Because the largest population base is in Eureka, the Arcata programs have drawn clients from the Eureka area. This means that, on occasion, both programs could be picking up clients from the same location.

BARRIERS TO COORDINATION

While numerous coordination efforts currently taken place in Humboldt County, some barriers to coordination persist. These are described below.

Geographic. As with many rural counties in California, barriers to coordination in Humboldt County are largely due to the size and geographic isolation of many communities in the county. Coordinating service is much easier in the more urban areas in the Humboldt Bay area; it is less efficient to coordinate service between communities outside of these areas. Many of the human service agencies or other organizations who are likely to provide transportation have limited staff time available to devote to coordination.

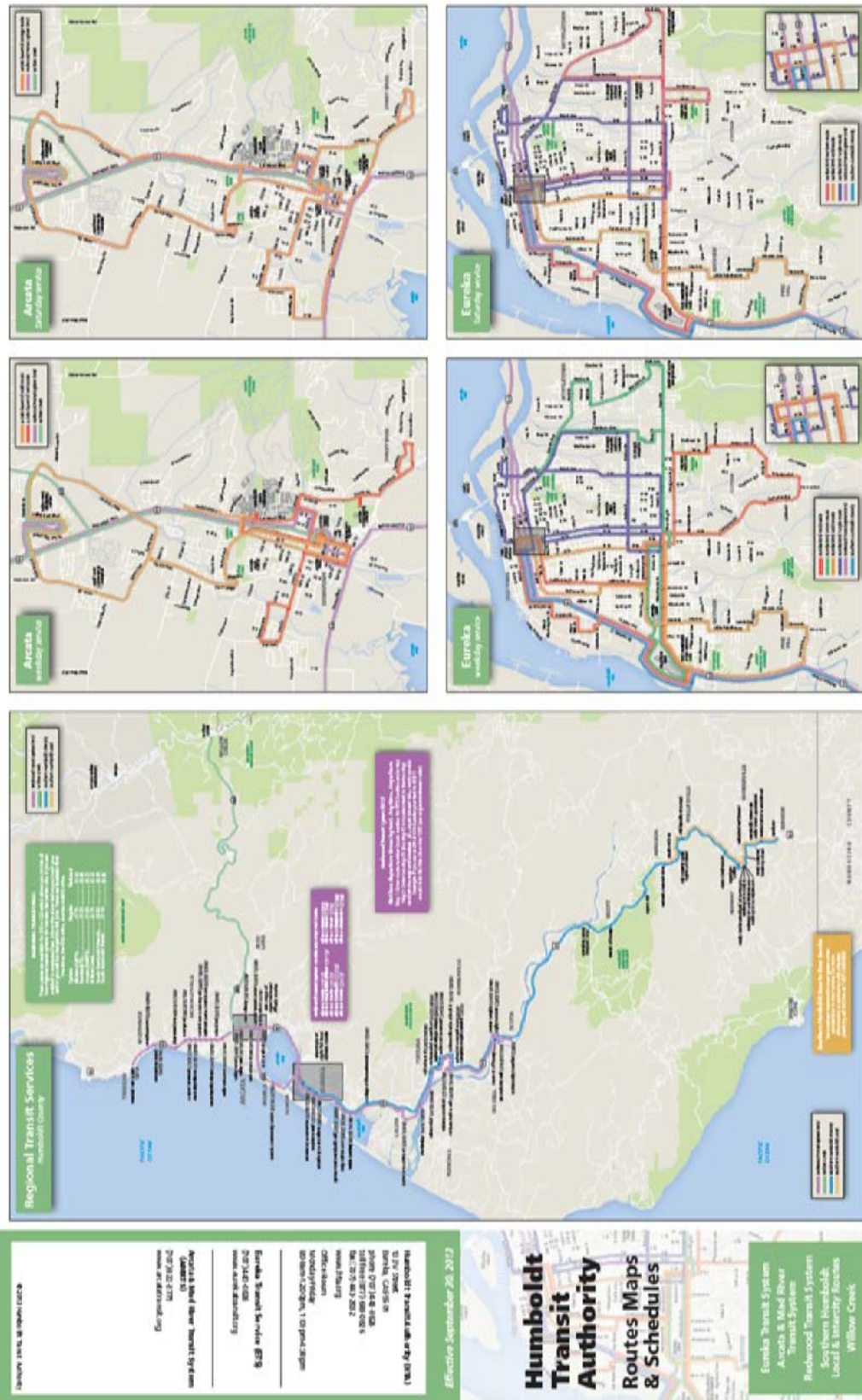
Specific client needs. By definition, customers of special needs transportation programs have difficulty or cannot independently make use of programs established for the general public. In many cases, these customers need a level of care that cannot be effectively integrated with other passenger services. Some agencies have established service standards or guidelines for consideration in transporting their clients, such as maximum time on a vehicle, the need for a higher level of care, required use of seat belts, etc., that may preclude transporting them with other client groups.

Funding Restrictions. Social service agencies tend to fund or support transportation for their clients as an auxiliary service—as a means to support the end goal of providing a primary service such as training, medical assistance, etc. These agencies must ensure, often through cumbersome audit processes, that agency funds are being spent in support of eligible clients.

Lack of Dedicated Staff. In rural communities, transportation program staff often “wear many hats,” and may be required to administer programs, write grants or funding applications, prepare reports and invoices, supervise staff and, on occasion, even drive a vehicle. Staff resources may not be available to pursue coordination strategies, which need to be developed and nurtured over time. In Humboldt County, HTA serves as the CTSA. The CTSA is well positioned, by virtue of its designation and authority established in state statute (AB 120), to assume a leadership role in overseeing coordination projects and activities.

Figure 3-1.

Regional Public Transit Map & Schedule



Coordinated Public Transit - Human Services Transportation Plan 2013 Update •

HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Redwood Transit System Southbound Weekday service											
10	11	12	13	14	15	16	17	18	19	20	21
10:00	10:10	10:20	10:30	10:40	10:50	11:00	11:10	11:20	11:30	11:40	11:50
12:00	12:10	12:20	12:30	12:40	12:50	13:00	13:10	13:20	13:30	13:40	13:50
14:00	14:10	14:20	14:30	14:40	14:50	15:00	15:10	15:20	15:30	15:40	15:50
16:00	16:10	16:20	16:30	16:40	16:50	17:00	17:10	17:20	17:30	17:40	17:50
18:00	18:10	18:20	18:30	18:40	18:50	19:00	19:10	19:20	19:30	19:40	19:50
20:00	20:10	20:20	20:30	20:40	20:50	21:00	21:10	21:20	21:30	21:40	21:50
22:00	22:10	22:20	22:30	22:40	22:50	23:00	23:10	23:20	23:30	23:40	23:50
24:00	24:10	24:20	24:30	24:40	24:50	25:00	25:10	25:20	25:30	25:40	25:50
26:00	26:10	26:20	26:30	26:40	26:50	27:00	27:10	27:20	27:30	27:40	27:50
28:00	28:10	28:20	28:30	28:40	28:50	29:00	29:10	29:20	29:30	29:40	29:50
30:00	30:10	30:20	30:30	30:40	30:50	31:00	31:10	31:20	31:30	31:40	31:50
32:00	32:10	32:20	32:30	32:40	32:50	33:00	33:10	33:20	33:30	33:40	33:50
34:00	34:10	34:20	34:30	34:40	34:50	35:00	35:10	35:20	35:30	35:40	35:50
36:00	36:10	36:20	36:30	36:40	36:50	37:00	37:10	37:20	37:30	37:40	37:50
38:00	38:10	38:20	38:30	38:40	38:50	39:00	39:10	39:20	39:30	39:40	39:50
40:00	40:10	40:20	40:30	40:40	40:50	41:00	41:10	41:20	41:30	41:40	41:50
42:00	42:10	42:20	42:30	42:40	42:50	43:00	43:10	43:20	43:30	43:40	43:50
44:00	44:10	44:20	44:30	44:40	44:50	45:00	45:10	45:20	45:30	45:40	45:50
46:00	46:10	46:20	46:30	46:40	46:50	47:00	47:10	47:20	47:30	47:40	47:50
48:00	48:10	48:20	48:30	48:40	48:50	49:00	49:10	49:20	49:30	49:40	49:50
50:00	50:10	50:20	50:30	50:40	50:50	51:00	51:10	51:20	51:30	51:40	51:50
52:00	52:10	52:20	52:30	52:40	52:50	53:00	53:10	53:20	53:30	53:40	53:50
54:00	54:10	54:20	54:30	54:40	54:50	55:00	55:10	55:20	55:30	55:40	55:50
56:00	56:10	56:20	56:30	56:40	56:50	57:00	57:10	57:20	57:30	57:40	57:50
58:00	58:10	58:20	58:30	58:40	58:50	59:00	59:10	59:20	59:30	59:40	59:50
60:00	60:10	60:20	60:30	60:40	60:50	61:00	61:10	61:20	61:30	61:40	61:50
62:00	62:10	62:20	62:30	62:40	62:50	63:00	63:10	63:20	63:30	63:40	63:50
64:00	64:10	64:20	64:30	64:40	64:50	65:00	65:10	65:20	65:30	65:40	65:50
66:00	66:10	66:20	66:30	66:40	66:50	67:00	67:10	67:20	67:30	67:40	67:50
68:00	68:10	68:20	68:30	68:40	68:50	69:00	69:10	69:20	69:30	69:40	69:50
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72:00	72:10	72:20	72:30	72:40	72:50	73:00	73:10	73:20	73:30	73:40	73:50
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180:00	180:10	180:20	180:30	180:40	180:50	181:00	181:10	181:20	181:30	181:40	181:50
182:00	182:10	182:20	182:30	182:40	182:50	183:00	183:10	183:20	183:30	183:40	183:50
184:00	184:10	184:20	184:30	184:40	184:50	185:00	185:10	185:20	185:30	185:40	185:50
186:00	186:10	186:20	186:30	186:40	186:50	187:00	187:10	187:20	187:30	187:40	187:50
188:00	188:10	188:20	188:30	188:40	188:50	189:00	189:10	189:20	189:30	189:40	189:50
190:00	190:10	190:20	190:30	190:40	190:50	191:00	191:10	191:20	191:30	191:40	191:50
192:00	192:10										

Table 3-1 Transportation Provider Inventory

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
Humboldt Transit Authority	Public	X	X			Southern Humboldt Transit System (Intercity)	Provides transportation to the general public	TDA, fares	Between Garberville and Eureka	Fixed route	General public	3 30-foot buses	In-house driver training program available, with 8 hours minimum training per year, mixed – behind the wheel, classroom and in service. Four in-house certified trainers. Drivers require Class B license with Passenger and Air Brake endorsements.	In-house with exception of some major component rebuilds. Also contracts with the City of Arcata and City of Eureka for maintenance on the transit vehicles.	GPS, Wi-Fi, electronic fare boxes, onboard camera system, passenger/bus “real time” info, Google transit used for the RTS/ETS and AMRTS trip planner	Details of in-house maintenance – large shop with 3 bays, hydraulic lifts and a huge parts room. Employs 2 full-time journeyman mechanics, 1 equipment technician, 1 fuel person, 1 bus cleaner/janitor and 1 director of maintenance.
		X	X			Southern Humboldt Transit System (Local)	Provides deviated fixed-route transportation	TDA, fares	Between Benbow and Miranda	Deviated fixed route	General public and elderly and people with disabilities	1 30-foot bus 1 25-foot bus				
		X	X			Willow Creek Transit Service (Intercity)	Provides transportation to the general public	TDA, fares	Between Arcata and Willow Creek	Fixed route	General public	2 30-foot buses				
		X	X			Redwood Transit System (RTS)	Provides transportation to the general public	TDA, Fares	Highway 101 corridor from Scotia to Trinidad; Arcata to Willow Creek via Highway 299.	Fixed route Commuter	General public	13 40-foot buses,				
		X	X			Tish Non Village Service	Provides transportation to the general public	TDA, fares	11 th & N Street and Palmer Creek Rd Fortuna, Fernbridge, Tish Non Village, Scenic & Loleta Drive, College of the Redwoods	Fixed route	General public	1 30-foot bus				

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
City of Eureka	Public	X	X			Eureka Transit Service (ETS)	Provides fixed route transportation to the general public	TDA, Fares	City of Eureka	Fixed route	General public	7 35-foot buses				Service operated through a contract with HTA
		X	X			Eureka Dial-A-Ride	Dial-A-Ride service to complement the ETS fixed route system is contracted out to local cab company	TDA, Fares	City of Eureka	Dial-A-Ride	Elderly and people with disabilities			N/A	Trapeze scheduling software utilized by DAR contractor	Service operated by City Ambulance of Eureka (CAE) through the HTA
City of Arcata	Public	X	X			Arcata & Mad River Transit System (AMRTS)	Provides transportation to the general public	TDA, Fares	City of Arcata, HSU campus	Fixed route	General public	2 35-foot buses with 2 backups, 1 24-foot cutaway bus with backup	In-house driver training program available, with 8 hours minimum training per year, mixed – behind the wheel, classroom and in service. It has 2 in-house certified trainers. Drivers require Class B license with Passenger and Air Brake endorsements	Contracted to Humboldt Transit Authority	Wi-Fi, electronic fare boxes, onboard camera system, Google transit used for the RTS/ETS and AMRTS trip planner	Operated by Public Works Department, City of Arcata. Buses stored and maintained by HTA in Eureka
	Public	X	X			Arcata Dial-A-Ride	Dial-A-Ride service to complement the A&MRTS fixed route system is contracted out to local cab company	TDA, Fares	City of Arcata	Dial-A-Ride	Elderly and people with disabilities	None			Trapeze scheduling software utilized by DAR contractor	Service operated by City Ambulance of Eureka (CAE) through the HTA
Adult Day Health Care of Mad River	Non-profit		X			ADHC of Mad River	Transportation for clients of the ADHC of Mad River	N/A	Arcata, McKinleyville, Eureka	N/A	ADHC clients	N/A	N/A	N/A	N/A	

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
Amtrak	Private	X	X			Amtrak Thruway	Provides bus connections to regular rail service. Closest bus station is Martinez	N/A	Highway 101 corridor from McKinleyville to County line.	Intercity	General public	N/A	N/A	N/A	N/A	
Area One on Aging Agency	Non-profit		X	X		Volunteer Driver Program	Provides transportation to non-emergency healthcare appointments for seniors 50 years and older	Agency funded	General service area is Trinidad to Rio Dell and out to Blue Lake; Humboldt County	Volunteer Driver Program-Demand Response	Seniors 50 years and older	Volunteer driver vehicles	N/A	N/A	N/A	
Blue Lake Rancheria / City of Blue Lake	Public/ Private	X	X			Blue Lake Rancheria Transit System	Fund and operate the Blue Lake Rancheria Transit System (deviated fixed route)	TDA, fares, Rancheria funding	Blue Lake Rancheria, Blue Lake, downtown Arcata, HSU, Mad River Hospital, United Indian Health Services	Deviated fixed route; an on call stop for Mad River Hospital, United Indian Health Services, and Ericson Court in Arcata)	General public	2 transit buses (includes 1 backup), 1 DAR vehicle (1 new transit bus and 1 new DAR vehicle on order for delivery)	Class B license required, Vocational Transit Training, Passenger Endorsement required, In-house Safety and Medical training	Contracted to local garage	Vehicle GPS locator for safety	
Bridgeville Community Center	Non-profit		X		X	Bridgeville Community Center Van	Provides transportation from Bridgeville to Eureka and Fortuna	Grants, donations	Bridgeville, Eureka, Fortuna	Dial-A-Ride	medical and social service appointments	1 van	N/A	N/A	N/A	Will pick up at convenient locations

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
City Ambulance of Eureka, Inc.	Private		X			Dial-A-Ride; Dial-A-Lift	Private transportation provider providing Dial-A-Ride, Dial-A-Lift, Paratransit, NEMT, Taxicabs, Contract Shuttle services, etc.	Private insurance, Government Agency Contracts and private businesses	Countywide	Dial-A-Ride / Dial-A-Lift	Eureka, Arcata, McKinleyville Dial-A-Ride	10 Ambulances, 1 NEMT vehicle, 15 DAR Units, 15 Taxicabs, 10 Contract Shuttles	In-house Classroom session, and 2 hr concourse, backing courses, special licensing required for Taxicabs, buses over 10 passengers, etc	In-house	NOVUS for DAR scheduling	
			X			Medi-Trans		Medicare, MediCal		Demand						
City of Fortuna	Public		X			Fortuna Senior Bus	Bus service by appointment only for elderly and disabled	TDA, fares	City of Fortuna	Dial-A-Ride	Seniors over 50 and persons of any age with disabilities	2 buses operating Mon – Fri. A single bus operates in am on the first Saturday of the month (+1 backup) 2 wheelchair lifts	In-house weekly safety meetings, license required with passenger endorsement	In-house	None used	
Community Cornerstone	Non-profit		X			Not Available	Transportation for developmentally disabled adults	Redwood Coast Regional Center	Redway, Laytonville, Meyers Flat	Demand response transportation for clients	Developmentally Disabled clients only	N/A	N/A	N/A	N/A	
County of Humboldt Health and Human Services	Public			X		Not Available	Transportation subsidies for HHS clients	N/A	Humboldt County	N/A	HHS clients	N/A	N/A	N/A	N/A	

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HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
Ferndale Senior Resource Center	Non-profit		X			Bridging the Gap Bus	Not Available	N/A	Ferndale, Eureka, Fortuna	N/A	Seniors in Ferndale	N/A	N/A	N/A	N/A	
Greyhound	Private	X	X			Greyhound	Provides intercity bus service	N/A	Highway 101 corridor with connections to the Bay Area and beyond.	Intercity	General public	N/A	N/A	N/A	N/A	
Humboldt Community Access and Resource Center (HCAR)	Non-profit		X			HCAR Client Transportation, Charters	HCAR connects people who have disabilities with the community by providing opportunities for learning, living, and employment	Agency Funding	Program Clients county-wide; Charters: case by case	HCAR Client Transportation, Charters – 2 week advance notice	HCAR clients, HR: Charters – general public	10 vehicles. Sizes ranging from ADA minivan to 27 passenger bus	CPR, First Aid, W/C loading & unloading & safety; defensive driving; sensitivity training among others	Contracted to local shop	Route Match scheduling software implemented Sept 2013; Automated Vehicle Locators (AVL) implemented Nov 2013	
Humboldt Medi-Trans	Non-profit		X			Humboldt Medi-Trans	Non-emergency medical transportation	Fares	McKinleyville, Arcata, Eureka	Demand	Passengers requiring non-emergency medical transportation	N/A	N/A	N/A	N/A	
Humboldt Senior Resource Center	Non-profit		X	X	X	Eureka Adult Day Health Services	Adult day health transportation and pass-through agency for Dial-A-Ride tickets in Eureka	Agency funding	Eureka and greater Eureka, Fields Landing, Fortuna, Rio Dell and the Eel River Valley	Adult Day Health Care	Adult Day Health Care attendees	9 passenger vans	N/A	N/A	N/A	

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
K'ima:w Transportation Department	Non-profit		X			K'ima:w Transportation Department	Transportation services for medical and dental appointments at the K'ima:w Medical Center	Grants and fares	Hoopa Valley	Demand response	Clients of the K'ima:w Medical Center	N/A	N/A	N/A	N/A	
Klamath-Trinity Non-Emergency Transportation	Non-profit	X	X			KT NET	Deviated fixed route service in the Willow Creek/Hoopa Valley area	Fixed Route - TDA, fares, Hoopa Valley Tribe	Willow Creek and Hoopa Valley; Big Bar to Orleans	Fixed route	General public	1 for fixed route, and 1 backup	Class B License-Passenger Endorsed; in-house transit training conducted by instructor certified by the US Dept of Safety + 4 hrs/yr for driving and inspection training	Contracted to Local Shops, and Humboldt Transit Authority (HTA)	Excel for keeping logs	
Reaching for Independence	Non-profit		X			Not Available	Transportation for developmentally disabled adults	Redwood Coast Regional Center	Fortuna, Ferndale, Rio Dell, Scotia, Eureka	Demand response transportation for clients	Developmentally Disabled clients only	N/A	N/A	N/A	N/A	
Redwood Coast Regional Center	Private, non-profit			X	X	Not Available	Private transportation for RCRC families	CA Department of Developmental Services	Clients countywide	Private demand response; provides transit tickets and passes; taxi vouchers	Regional Center clients only	N/A	N/A	N/A	N/A	

Agency Name	Agency Type	Transportation Role(s)				Program Name	Program Purpose and Description	Funding Source(s)	Area Served	Service Type	Clients	Vehicles Quantity / Type	Driver Training Program	Vehicle Maintenance Provider	Technologies	Miscellaneous Comments
		Public Transit	Operates transportation	Funds or subsidizes transportation	Volunteer / staff drivers											
Southern Trinity Health Services	Public Non-profit		X			Southern Trinity Health Services	Medical and Social Service transportation to Fortuna	General Operations Funding	Trinity County	Demand	Clients	N/A	In-house with classroom, behind the wheel training, sensitivity training, adequate driving license, First Aid / CPR training	Contracted	None used	Transports Medicare and MediCal patients but does not receive funding. It has been a vendor for over 30 years

Chapter 4. Progress Since 2008

To aid in the organization of unmet transit needs, the identified needs from the 2008 Plan were organized into the following six broad categories: Address Unserved or Underserved Areas; Address Service When it is Needed; Capital Improvements; Address Issues of Affordability; Address Need for Outreach, Marketing and Policies; or Other Strategies to Address Coordination. Strategies to meet the needs were developed and correspond to the identified unmet transit needs.

The 2008 Coordinated Plan identified five highest-ranked strategies, along with possible implementation strategies. This chapter provides a progress report on each of those highest ranked strategies.

2008 STRATEGY #1: PROVIDE TRANSPORTATION SERVICES FROM REMOTE AREAS OF SOUTHERN AND EASTERN HUMBOLDT TO EUREKA

Category: Address Unserved or Underserved Areas

Identified Need(s):

- People in the isolated communities have fewer transportation options.
- Need to provide additional service from Southern Humboldt communities to Eureka and Arcata.
- Need to provide additional service from the Hoopa Valley/tribal areas in the north and northeast part of the county to Arcata and/or Eureka.

In 2008 one of the most pressing needs identified for the county was transportation service between Eureka and southern Humboldt, primarily the communities along Highway 101. Transportation between Eureka and eastern Humboldt was also identified as a need. It was not specified what type of transportation would be most appropriate but three conceptual services were suggested:

- Extension of RTS to Garberville
- Local flex route service, daily connection to RTS
- Subscription Service

The following progress details services currently serving Southern and Eastern Humboldt. This strategy has been implemented.

Progress Southern Humboldt:

Southern Humboldt Transit Service - In January 2010, the HTA restructured its public transit service in Southern Humboldt and implemented the following two new transit systems:

Southern Humboldt Local Transit – This system provides deviated fixed-route service in areas between Benbow and Miranda. The bus deviates from the fixed route and picks up residents within three quarter mile of bus stops. Service runs Monday through Friday during weekday peak travel times (morning and afternoon) and has averaged approximately 1,101 passengers per month from January 2015 to December 2015. Funding Source: Local Transportation Funds (LTF).

Southern Humboldt Intercity Transit – This system runs Monday through Friday between Benbow and Eureka with stops including Garberville, Phillipsville, Miranda, Myers Flat, Weott, Fortuna, Rio

Dell, and College of the Redwoods. The service has averaged approximately 1,874 passengers per month from January 2015 to December 2015. Funding Source: Local Transportation Funds (LTF) and Federal Transit Administration grant.

Progress Eastern Humboldt:

Willow Creek Transit Service – On July 7, 2012, the HTA expanded the Willow Creek Transit Service to include Saturday fixed- route service to Willow Creek. The Willow Creek Transit Service has averaged approximately 1,160 passengers per month from January 2015 through December 2015.

KT-Net Transit Service - In 2012 KT Net implemented Saturday service from Hoopa to Willow Creek to complement the new HTA Saturday service to Willow Creek. KT Net provides two deviated fixed routes serving rural northeastern Humboldt County. Service is provided Monday through Saturday between Hoopa and Willow Creek and Tuesday and Wednesdays to Orleans. KT Net connects with RTS in Willow Creek for trips to the coast, and connects with Trinity Transit from Monday through Friday for trips east with connections to Redding. Both services were in response to FY 2011-12 Unmet Transit Needs Findings and public comments. Funding source: Local Transportation Funds (LTF).

Yurok Tribe Transit Service - In July 2013, the Yurok Tribe implemented the Yurok Tribe Transit Service providing demand responsive (dial-a-ride) service on Monday through Friday in and around Klamath and Crescent City in Del Norte County, and Weitchpec, Wautec, and Tulley Creek areas in Humboldt County.

2008 STRATEGY #2: PROVIDE DIAL-A-RIDE SERVICES IN RURAL AREAS OF THE COUNTY NOT PRESENTLY SERVED

Category: Address Unserved or Underserved Areas

Identified Need: Establish daily general public dial-a-ride service in remote areas of the county

In 2008 it was suggested that several dial-a-ride zones be established throughout the county operating two vehicles per zone and dedicated to service up to 20 hours per week. Because Humboldt County (outside of the Humboldt Bay area) is very rural and low density, it will be important to limit when and where services are provided in order to minimize costs and maximize service availability.

Several distinct zones were suggested:

- 1) Southern Humboldt - The communities along Highway 101 between Fortuna and the county line, and possibly some roads branching off Highway 101.
- 2) Fortuna/Ferndale area - Loleta, Hydesville, Carlotta and perhaps as far as Bridgeville along Highway 36.
- 3) Northeast Humboldt - Willow Creek, the Hoopa Valley and other remote areas in the northeast part of the county.
- 4) Northern Humboldt – The Highway 101 corridor north of McKinleyville including Trinidad and Orick.

This service would likely be operated by several operators and administered by a single agency, possibly HCAOG or through a contract issued to HTA or a private provider to administer the service (and perhaps maintain vehicles).

This strategy has been partially completed. Two of the four identified service zones (Southern and Northeast Humboldt) have been implemented. The zones of Fortuna/Ferndale area and communities along Highway 36 and Northern Humboldt remain an identified strategy for development and implementation.

Progress:

Since 2008, the Southern Humboldt Local Service provides deviated fixed route service in areas between Benbow and Miranda. The bus deviates from the fixed route and picks up residents within three quarter mile of the bus stops. This service connects with the Southern Humboldt Intercity Transit Service to provide service from the county line to Eureka.

In northeastern Humboldt, KT Net provides a deviated fixed route service in areas along Highway 96, including Hoopa Valley and Orleans. The bus deviates off the fixed route to pick up riders at two locations (1) near the College of the Redwoods (CR) satellite facility in Hoopa, and (2) at Big Hill (northern end of Hoopa). The stop at Bill Hill is by phone request, and the stop at CR occurs when classes are in session.

In July 2013 the Yurok Tribe implemented the Yurok Tribe Transit Service providing demand responsive (dial-a-ride) service on Monday through Friday in and around Klamath and Crescent City in Del Norte County, and Weitchpec, Waitec, and Tulley Creek areas in Humboldt County.

No Dial-A-Ride service has been implemented for the Loleta, Hydesville, Carlotta or Bridgeville areas or north of McKinleyville.

2008 STRATEGY #3: PROVIDE SPECIALIZED NON-EMERGENCY MEDICAL TRIPS (I.E. CHEMOTHERAPY; DIALYSIS) INTO EUREKA

Category: Address Unserved or Underserved Areas

Identified Need: People in the isolated communities have fewer transportation options,

In 2008 stakeholders identified the need for a higher level of service, including door-through-door service, than is provided on the fixed-route services or other complementary paratransit services in the county. Specialized paratransit, especially door-through-door service, is needed for those who have difficulty getting in and out of vehicles or leaving their homes by themselves. Door-through-door service is administered by a driver who transports the passengers between their home and destination as well as an escort who provides “hands on” assistance. These passengers require a specialized network of communication between drivers, dispatchers, caregivers, family members and program workers that other transportation services cannot give.

As a base level of service for this strategy, it is assumed that a single accessible van be available to provide service from remote communities into the Humboldt Bay area. Service could be provided to and from different areas throughout the week. For example, one day a week the service could be available to the communities surrounding Fortuna (Ferndale, Rio Dell, Hydesville) and along Highway 36, while the following week service could be available to communities along Highway 101 and/or eastern Humboldt. Assuming a full day to provide to and from the Humboldt Bay area, the

service would require approximately eight service hours/day, or 400 service hours per year. At least one van would be required to provide this service and one back-up van is recommended.

Potential agencies in Humboldt County that could provide this service include: CAE, HCAR, or an organization that currently provides services to adults with disabilities. One of the private transportation providers could also operate this service under contract to the local sponsor.

This strategy has not been implemented.

Progress:

Humboldt Medi-Trans is an approved Medi-Cal Non-Emergency Medical Transportation provider. CAE Med Trans provides countywide non-medical transportation services through various contracts. This service is provided to qualified individuals in all areas of the county by reservation.

Humboldt Medi-Trans, a small nonprofit agency, also offers non-emergency medical transport service door-through-door from McKinleyville to Rio Dell. The majority of trips provided are to and from kidney dialysis appointments.

The Humboldt Senior Resource Center has implemented Redwood Coast PACE, a program of all-inclusive care for the elderly. It is a health plan for older adults age 55+ that provides medical and support services for frail adults who need a nursing home level of care, but who wish to remain in their homes and community. Door-through-door transportation services are a component of the program. The Redwood Coast PACE service area is from Trinidad to Scotia, including Blue Lake, Carlotta, Ferndale, Loleta and Samoa.

The Ferndale Senior Resource Agency provides transportation for seniors and disabled residents within the Ferndale Zip Code.

No service rotation or assigned service days have been implemented.

2008 STRATEGY #4: ESTABLISH AND STAFF A MOBILITY MANAGEMENT PROGRAM TO ADVANCE COORDINATION EFFORTS WITHIN THE COUNTY

Category: Policies or Other Strategies to Address Coordination

Identified Need: Improve coordination between human service transportation providers

Stakeholders communicated the need for a clearinghouse that would distribute information about available transportation services.

A mobility management program is an array of practices to manage transportation resources to focus on:

1. moving people instead of moving vehicles
2. the needs of individual customers
3. the entire trip
4. making noticeable improvements to the quality and effectiveness of available travel services
5. improving information available about transportation services

Mobility management may include operational, technological, or information practices and may include: trip planning, real-time rideshare matching, and much more. A mobility manager collaborates with other organizations to provide a wide range of travel options to more effectively meet transportation needs.

The 211 Humboldt Community Switchboard (211 Humboldt), operated by HCAR, is an information and referral service. It could expand its services somewhat to host additional information related to mobility. Another potential host is the CTSA, HTA, which could coordinate with an agency such as 211 Humboldt to offer operational or technological mobility services. Operational or technological services could also be coordinated or hosted by HCAOG. The role of mobility manager would likely require a part-time or full-time person devoted to implementing identified mobility strategies. The mobility manager ideally works in collaboration with other organizations to provide a full range of travel options that are more effective in meeting needs.

This strategy is not fully implemented.

Progress:

211 Humboldt: In early 2013 the United Way of the Wine Country completed integrating the Humboldt Community Switchboard into a 2-1-1 call center. In fiscal year 2014-15 the 211 service became a program of HCAR. 211 Humboldt is a toll-free phone number providing residents access to free confidential information and referral for non-emergency human services. The service offers general transportation information to the public. Detailed or lengthy public transportation information or trip planning/travel training assistance requests are forwarded to individual transit agencies.

Mobility Management Efforts:

In 2009 the Redwood Community Action Agency held a Mobility Management Summit where a Mobility Management Coalition, called the Humboldt Coordinated Transportation Alliance, was created. This Alliance consisted of a core group of transportation providers and social service agencies. They developed a “2010 Humboldt County Mobility Management Coalition Strategic Plan,” creating a vision for mobility management and forming strategies to begin a mobility management program.

In 2012 HCAR secured a technical assistance grant from Easter Seals Project Action to further develop a mobility management program and a mobility management center. The grant funded the formation of the Accessible Transportation Coalition Initiative (ATCI) Coalition. ATCI participants represent a wide range of area organizations including transportation, social and human services organizations, local elected officials, and many of the original 2009 participants. The purpose of the ATCI was to further develop objectives and implementation steps for a mobility management program in Humboldt County.

HCAR has developed and offers a countywide travel training assistance program. Through the program, in-person information and assistance is provided to individual users and to human services agencies on how to access local transportation services.

In 2016 Humboldt County’s Consolidated Transportation Planning Agency (CTSA) designation was changed from HCAR to the HTA. A scope of work was developed identifying the role of the CTSA, which includes Dial-A-Ride contract oversight, coordination with transit and social service agencies to centralize administration of social service transportation programs to eliminate duplications of costs and services to provide an efficient and cost effective transportation network of transportation services for social needs, and coordination of driver training in the region. The HTA operates and manages Humboldt County’s regional transit system, operates the Eureka Transit Service, provides fleet maintenance for the Arcata and Mad River Transit System and is the administrator of the County Dial-A-Ride system.

The HTA continues to work diligently to improve the ridership experience for disabled riders. HTA has added an Americans with Disabilities Act (ADA) Specialist to their staff. In 2015 a committee entitled the HTA Riders Group was established to collaborate and address the needs of the disabled and senior transit rider populations. The group serves in an advisory capacity to the HTA and provides recommendations for transit improvements. Members include HTA's ADA Specialist, HTA staff, a representative from the Humboldt Council of the Blind, a representative from Humboldt County Tri-County Independent Living, and a transit advocate representing the disabled community.

To date the group has implemented the following improvements: 1) a "Responsibility of Drivers/Riders Guide" to improve conduct on buses and at shelters, 2) a "Service Animal Policy" using ADA and Federal Transit Administration (FTA) guidelines and local input, 3) A weekly report entitled "Monitoring of Transit Service for the Blind and Visually Impaired." This report is completed weekly by a committee member with input from transit users as they use the system, 4) a "Complaint Form" available on line, or complaint filed by placing a telephone call, and 5) a transit schedule with enlarged print containing more information for the visually impaired. The committee meets regularly to continue their collaborative efforts for further improvements.

2008 STRATEGY #5: DEVELOP CAPITAL IMPROVEMENT PROGRAM

Category: Capital Improvements.

Identified Need: Replace vans and vehicles that serve the elderly, disabled, and low-income populations – especially in the outlying communities.

Implementation of this strategy entails a collaborative approach among local human service transportation providers and/or sponsors to develop a regional capital improvement program. The primary benefit to developing a capital improvement program is that it allows service providers relying on limited funding sources to mutually plan for and prioritize their capital needs.

Components of a capital improvement program would include:

1. Identifying and prioritizing transit facilities and equipment needing improvement.
2. Identification and prioritization of bus stops or transit centers needing improvement to enhance their usability, such as installation of shelters, benches, curb cuts, etc.
3. Modification of bus stops to ensure their accessibility for wheelchair users
4. Schedule for replacement of vehicles operated by public and local non-profit agencies funded with FTA Section 5310 funds.
5. Development of an expansion plan to increase operators' fleets.
6. Identification list of applicable fund sources.
7. Identifying and prioritizing of other capital equipment such as computerized scheduling and dispatching program, enhanced telephone or communication systems, or vehicle modifications needed to meet air quality standards.

The Coordinated Plan suggested that HCAR or HCAOG could serve as the lead agency.

This strategy is completed. A Capital Improvement Program has been completed and provided in Appendix B.

Progress:

A Capital Improvement Program (CIP) has been developed and is included in Appendix B. CIP updates will be in coordination with the Coordinated Plan updates. HCAOG, on behalf of regional public transit operators, has been awarded five consecutive grants from the California Governor's Office of Emergency Services (Cal OES) to implement an Americans with Disabilities Act (ADA) Compliance Bus Stop Improvement Project. The City of Arcata is directly applying for the sixth grant opportunity to improve (ADA) access at bus stops in the city. HCAOG's Social Service Transportation Advisory Council (SSTAC) surveyed and prioritized bus stops in the region. The Cal OES funds will be used for engineering and construction costs for bus stop improvements and safety facility measures at the HTA. The project will improve public safety for disaster preparedness.

Chapter 5. Service Gaps and Unmet Transportation Needs

This chapter summarizes unmet transportation needs identified through input from the SSTAC, the SCC, stakeholders, and review of recent planning efforts related to transportation needs in the county (specific to the needs of seniors and individuals with disabilities).

KEY ORIGINS AND DESTINATIONS

Humboldt County is a large county with a geographically dispersed population. While the communities around the Humboldt Bay area have various transportation options available to them, many of the outlying communities in the county do not. Many outlying communities lack transportation to access basic needs (shopping, etc.), critical social services and medical facilities.

In the 2008 Coordinated Plan, transportation needs were identified in the outlying communities throughout the county including southern Humboldt County, and northern part of the county including the Hoopa Valley and Orick. Currently some transportation is provided in the outlying parts of the county (e.g., the Southern Humboldt Local Transit, Willow Creek Transit, Ferndale Senior Center, KT Net, Yurok Tribal Transit, Blue Lake Transit); however, these services do not currently have adequate funding to expand beyond their existing base service.

The primary social service facilities in the county are located in either Eureka or Arcata. As the largest community in Humboldt County, Eureka has the majority of services in the county, including the largest amount of shopping and medical offices. The Bayshore Mall and Eureka Mall were identified as major shopping destinations, along with the retail and government services provided in downtown Eureka. The major medical center in the county (St. Joseph Hospital) is located along Harrison Avenue in the southeastern part of the city, and many associated medical facilities are located in this area. Arcata also draws communities in northern Humboldt County (Orick, Trinidad, McKinleyville) and communities along the Highway 299 corridor (Blue Lake and Willow Creek). The Mad River Community Hospital, downtown, Humboldt State University and the Valley West area were all identified as major destinations in Arcata. The smaller communities of Willow Creek, Blue Lake and Garberville/Redway also have shopping and basic services with some limited social and medical services. Most of the employment in Humboldt County is located in the Humboldt Bay area.

GAPS AND UNMET TRANSIT NEEDS

Based on current input from stakeholders and review of planning documents, many *primary* transportation needs in Humboldt County are being addressed through the various transportation programs currently available in the county. These transportation programs include services provided

by the public transportation providers, social service agencies, community organizations, and private transportation providers. “Primary” transportation needs are defined as those that meet the threshold levels established by the Humboldt County Regional Transportation Plan (2008), which includes weekday local bus service within Eureka and Arcata, service in the Highway 101 corridor between Trinidad and Scotia, ADA-compliant specialized transportation in the urbanized areas, and limited specialized transportation services in the rural areas as funds allow.

Outside of the Humboldt Bay area, the more remote communities in southern Humboldt, east Humboldt (the Hoopa Valley and Willow Creek) and the Orick area have been identified as having significant transportation needs due to their geographic isolation. These rural areas are dispersed and have low population, which makes it difficult to serve cost-effectively with traditional transit services.

A summary of transportation needs identified for Humboldt County is listed below.

TRANSPORTATION FROM UNSERVED OR UNDERSERVED COMMUNITIES TO THE HUMBOLDT BAY AREA

Many of the smaller communities in the county are geographically isolated and lack critical social, health and employment opportunities requiring residents of these areas to travel relatively long distances for most of their needs. In 2008, needs were identified for the more isolated communities of southern Humboldt (Garberville and Redway), Bridgeville, Willow Creek the Hoopa Valley, and northern Humboldt (Orick). Although a number of new services and expansions have occurred in years since, there remains a transportation need to medical appointments. It is the most critical need in these areas as their isolation necessitates transportation for the most basic goods and services. Several stakeholders in Southern Humboldt reiterated a need for weekend service. This unmet transit need has been analyzed in the annual Unmet Transit Needs process undertaken by HCAOG. The viability of it meeting the criteria of being reasonable to meet is something that the SSTAC reviews. Providing transportation to these areas is a challenge due to the dispersed population and distances between these areas and major activity centers.

LATER NIGHT FIXED-ROUTE PUBLIC TRANSIT SERVICES

A number of stakeholders noted that the lack of late night service prevents some people from accessing goods and services, attending public meetings, and accessing employment for those who do not work traditional hours. No existing fixed-route or dial-a-ride services in the county provide late night service past 10:00 PM. The Eureka Transit Service (ETS) does not provide service beyond 7:00 p.m. Eureka and Arcata Saturday service, service ends at 5:00 pm and 7:00 pm, respectively.

SUNDAY FIXED-ROUTE TRANSIT SERVICES

The Redwood Transit Service (commuter service) began Sunday service in 2012 as a result of the Unmet Transit Needs process. A lack of Sunday service in Eureka and Arcata was identified as a barrier for those that rely on transit service for their basic needs. Stakeholders noted that this applies to both the fixed-route services and the dial-a-ride providers in the county.

IMPROVED BUS STOP AMENITIES AND ACCESS

The SSTAC volunteered to improve ADA access at bus stops and to improve amenities (shelters, benches, information, platforms, shelters, etc.), especially for those who depend on mobility devices. Improving access to bus stops includes extending sidewalks to bus stops and ensuring that there are

curb cuts to reach the bus stop. After surveying all of the bus stops in the region, they developed a prioritized list that is included in the CIP (Appendix B).

DIAL-A-RIDE/DIAL-A-LIFT SERVICES

Many stakeholders noted the need for evening and weekend Dial-a-Ride/Lift services, and additional demand-response service to some of the more remote areas of the county. Stakeholders also identified a need to provide more Dial-a-Ride/Lift vehicles in service for the Eureka, Arcata, and McKinleyville area to help eliminate long wait times. In 2016 HTA was designated as the CTSA and has taken on the administrative task of consolidating the existing Dial-A-Ride systems in the region. Monthly reporting by the provider will include performance measures such as long wait times and customer complaints. Limitations for subscription service will also relieve the peak hour issues. HTA is eligible to purchase additional vehicles under the FTA Section 5310 Program.

AFFORDABLE DIAL-A-RIDE

Stakeholders noted that the cost of dial-a-ride is unaffordable, especially for seniors and individuals with disabilities, and/or limited incomes. Stakeholders noted that the cost of dial-a-ride is especially unaffordable for people whose only means of transportation is the dial-a-ride program.

IMPROVED FREQUENCY ON RTS AND SCHEDULE COORDINATION WITH OTHER PROVIDERS

Several stakeholders requested that RTS run more frequently in the outlying communities such as McKinleyville, Fortuna, and Rio Dell/Scotia. Stakeholders noted that better coordinated schedules and connections between RTS and the Eureka Transit System and Arcata & Mad River Transit System would make using the bus easier. It was suggested that ridership would improve with additional service.

SHARED RESOURCES BETWEEN HUMAN SERVICE TRANSPORTATION PROVIDERS

Several stakeholders noted that there is some duplication between human service transportation providers in Humboldt County, and that additional coordination among these providers would benefit everyone. Stakeholders also suggested that vehicles used for human service transportation be replaced regularly, but that there is a lack of funding to maintain and replace these vehicles. Additional coordination among providers could make more efficient use of funds to replace vehicles.

ADDITIONAL SENIOR-SPECIFIC TRANSPORTATION

Increased transportation services to allow seniors to get to and from activities, lunch sites and medical appointments was identified as an unmet need, especially in the more remote communities that do not have transportation options. Although numerous senior transportation programs exist in the county, this need relates more generally to an increase in the aging population and the increasing demand for senior-specific transportation. The region's A1AA operates a Volunteer Driver Program provides transportation to healthcare appointments for seniors age 50 years and older. A1AA has indicated an inability to meet current service requests due to a lack of funding. A1AA is eligible to purchase additional vehicles under the FTA Section 5310 Program.

ENHANCED AWARENESS OF EXISTING TRANSPORTATION SERVICES

Simply knowing what transportation services are available was identified as a need for Humboldt County. Several stakeholders suggested that a single information source regarding transportation options be established in Humboldt County.

IMPROVED OR NEW TRANSPORTATION IN TRIBAL AREAS

Many Native Americans live in isolated regions in the county and have limited access to basic services. This is especially true in the north and northeast part of the county. Although KT Net and the Yurok Transit System connects the Yurok, Hoopa and Karuk areas to Willow Creek, several stakeholders noted that expanded service would serve a significant need.

Chapter 6. Identification of Strategies and Evaluation

This chapter describes the results of two public workshops that took place in Humboldt County and contains a list of unmet transit needs and strategies/projects developed to meet those needs. Also included is the evaluation criteria used in the review and ranking of the strategies/projects.

PUBLIC WORKSHOPS

Representatives from the 2008 Coordinated Transportation Plan process were invited to the 2013 public workshops. Stakeholders included members from the Social Services Transportation Advisory Council (SSTAC), and representatives from senior centers, social service organizations and transit agencies.

HCAOG invited 65 stakeholders and the general public to attend the workshops. (See Appendix A for the workshop flyer and press release.)

On September 18 and 20, 2013, HCAOG facilitated two public workshops in Humboldt County – one in Garberville (Southern Humboldt) and the other in Eureka (Humboldt Bay area). These locations were suggested by the SSTAC and SCC committees. The goals of the workshops were to:

- Confirm previously identified unmet transportation needs
- Identify and prioritize strategies/projects for addressing these needs

HCAOG developed an initial list of identified unmet transit needs, a set of suggested service strategies/projects intended to address gaps and needs, and evaluation criteria to use when ranking the strategies/projects. Workshop participants were able to offer additional needs and strategies/projects.

Two members of the public attended the workshop in Garberville. Additionally, HCAOG received correspondence from Bridgeville Community Center expressing area unmet transit needs, and also an interview was conducted with Reaching for Independence, Fortuna.

There were 11 attendees at the workshop held in Eureka which included representatives from the Fortuna Senior Services, Area 1 on Aging Volunteer Driver Program, Silvercrest Residence, State Council on Developmental Disabilities (SCDD), Tri-County Independent Living, Caltrans, SSTAC member advocates for transit users and individuals with disabilities, and two members of the public.

A meeting of the SSTAC was held on October 16, 2013, to confirm transit needs and finalize and prioritize strategies/projects. The SSTAC used the evaluation criteria from the 2008 Coordinated

Plan to rank the strategies. The SSTAC members refined the list of strategies/projects and prioritized them.

SSTAC members in attendance included representatives from HCAR, City Ambulance of Eureka (CAE), Senior Resource Center, Lighthouse of the Northcoast, Headstart, two representatives from Area 1 Agency on Aging, Senior Action Coalition, Tri County Independent Living, six SSTAC members/advocates for transit users and individuals with disabilities, and two members of the public not associated with an organization.

EVALUATION CRITERIA

A requirement of this plan is to rank potential strategies/projects based on their ability to meet unmet transportation needs. The evaluation criteria utilized in developing the “2008 Coordinated Plan” was utilized in this 2013 update process. The evaluation criteria were not intended to be rigorously applied to all strategies/projects, but rather to help participants/stakeholders determine which strategies would meet the identified needs in the county. The evaluation criteria were:

1. Strategy meets documented need. How well does the strategy address transportation gaps or barriers identified through the Coordinated Public Transit-Human Services Transportation Plan? The strategy should:

- Provide service in a geographic area with limited transportation options
- Serve a geographic area where the greatest number of people need a service
- Improve the mobility of clientele subject to state and federal funding sources (i.e. seniors, and individuals with disabilities)
- Provide a level of service not currently provided with existing resources
- Preserve and protect existing services

2. Feasibility of implementation. How likely is the strategy to be successfully implemented? The strategy should:

- Be eligible for MAP-21 or other grant funding
- Result in efficient use of available resources
- Have a potential project sponsor with the operational capacity to carry out the strategy
- Have the potential to be sustained beyond the grant period

3. Coordination. How would the strategy build upon existing services? The strategy should:

- Avoid duplication and promote coordination of services and programs
- Allow for and encourage participation of local human service and transportation stakeholders

IDENTIFICATION OF STRATEGIES

The needs and strategies/projects for 2013 are organized into the same six broad categories used in the 2008 Coordinated Plan:

- Unserved or underserved areas (service not available where needed)
- Lack of availability (service not available when needed)
- Capital improvements
- Cost of transportation is difficult for some
- Additional information and marketing programs
- Program policies and requirements

The updated identified needs and updated strategies/projects are presented in Table 6-1.

Table 6-1. Identified Needs and Strategies/Projects

Unmet Transportation Needs	Strategies
<i>Address Unserved or Underserved Areas</i>	
• People in isolated communities have fewer transportation options. • Need to provide additional service from southern Humboldt communities to Eureka and Arcata • Need to provide additional service from the Hoopa Valley/tribal areas in the north and northeast part of the county to Arcata and/or Eureka.	• Establish daily general public dial-a-ride service in remote areas of the county. • Work with tribal leaders to explore use of tribal transportation funds to support services in the northeast part of the county.
• Need to provide additional dial-a-ride service in more remote areas of the county.	• Provide medical trips into Eureka for specialized treatment (e.g., dialysis, chemotherapy, radiation). • Extend KT Net flexible route services in the Hoopa Valley
• Need to enhance services for seniors within Eureka	• Assist social service transportation agencies with state and federal funding programs to better serve seniors as well as the general public.
• Need to improve access for entry-level jobs, including agricultural sites.	• Establish a worker vanpool program to connect outlying communities with major employers (agricultural, lumber, etc). • Establish rideshare program for carpools or vanpools targeting employers. • Provide employment trips for persons with disabilities.
• Need more transit stops in Manila.	• RTS provide additional stops in Manila.
• Extend M-F service and provide weekend transit in Blue Lake for work, retail, industry.	• Expand BLRTS M-F service, and add weekend service.
• Need to connect Bridgeville to Eureka or Fortuna. • Provide transit to Ferndale, Samoa. • Need to provide transit, need for smaller vehicles, like feeder routes, (w/ several wheelchairs) to connect unserved areas to main routes.	• Provide transit, or develop feeder route systems(s) that would link to main routes for the farther-out communities with low populations. Unserved communities identified: Between Eureka and Arcata along Old Arcata Road, (Freshwater, Bayside, Jacoby Creek), Samoa, Ferndale, Orick, McKinleyville, Bridgeville.
<i>Address Service When It's Needed</i>	
• Need to provide later evening fixed route and dial-a-ride services in Eureka and Arcata	• Provide later evening fixed route and dial-a-ride service in Eureka and Arcata. • Maintain year-round extended hours of service until 10 p.m. in Arcata.
• Need for Sunday fixed route and paratransit service.	• Provide Sunday fixed route and dial-a-ride service in Eureka and Arcata.

• Need for improved frequency on RTS.	• Increase frequency of RTS service in Rio Dell/Scotia. • Increase frequency of service between Eureka and Arcata, McKinleyville especially during commute times. • Provide Express Bus service between McKinleyville and Eureka.
• Need for RTS Sunday service to be same level as Saturday service.	• Expand RTS Sunday service.
• Need for Fortuna Senior Bus Program later in the day and provide on weekends.	• Expand Fortuna Senior Bus Program.
• Need to provide more dial-a-ride service vehicles due to long wait times.	• Analyze peak hour use and if warranted expand dial-a-ride service between Eureka and Arcata.
• Need for weekend service from Southern Humboldt communities to Eureka.	• Expand RTS intercity to provide weekend service (at least Saturday) between Southern Humboldt and Eureka.
<i>Capital Improvements</i>	
• Improved bus stop amenities (benches, shelters, etc.). • Improved access to bus stops from the neighborhoods.	• Maintain a capital improvement program and continue improvements for bus stops in the region • Conduct study to identify access issues to bus stops throughout the county.
• Need to add or replace vans and vehicles that serve the elderly, disabled, and low-income populations throughout the County.	• Replace or expand vehicles as needed.
	• Construct a bike path between Arcata and Eureka.
<i>Address Issues of Affordability</i>	
• Cost of dial-a-ride is not affordable for some who qualify otherwise. Non-medical trips don't get discounts, or don't have same availability. • Dial-a-ride is unaffordable for some people.	• Provide/research fare subsidies to lower the cost of dial-a-ride trips. • Establish distance based fares for paratransit, rather than zone based.
• Cost of using transit is difficult (unaffordable) for low-income families, especially in more isolated communities.	
• Volunteer driver programs can't afford to reimburse drivers to cover their costs or obtain sustainable funding to provide transportation.	• Increase mileage reimbursement rates for volunteer drivers and caregivers. Volunteer Driver Programs are eligible to receive 5310 funding.
<i>Address Need for Outreach, Marketing</i>	
• Lack of awareness of available services by human service agency staff.	• Provide additional outreach and training for human service agency staff.
• Need for clearinghouse of information options for the public.	• Establish a central clearinghouse and information center for all transportation services offered in the county. • Initiate a travel training program and offer classes or workshops to senior centers or other

	groups of interested potential users.
Need for better maps and transit information at stops and transfer points.	Develop a countywide transit/paratransit map and brochure that provides information for all fixed route and paratransit programs.
<i>Policies or Other Strategies to Address Coordination</i>	
Need to clarify or rectify policies that restrict coordination use of vehicles.	- Develop land use policies to encourage the proximity of transit near housing and other activity centers. - Document funding or regulatory barriers that may prevent vehicle sharing; advocate for strategies to address these barriers.
Improve coordination between human service transportation providers.	Establish and staff a mobility management program to advance coordination efforts within the county. Tasks to include: identify and implement steps needed to minimize duplication among human service transportation providers and ensure efficient use of vehicle replacement funds.

PRIORITIZATION OF STRATEGIES

Table 6-2 is a list of implementation strategies. In the 2016 Amendment, the list was updated. Strategies/projects that have been met have been removed from the Plan, and modifications as needed were made to the remaining strategies/projects.

Table 6-2. Prioritized Strategies	
Strategy 1	Provide dial-a-ride services in rural areas of the county not presently served (2008 Coordinated Plan). Fortuna/Ferndale area to include Loleta, Hydesville, Carlotta, and Bridgeville along Highway 36. Northern Humboldt to include the Highway 101 corridor north of McKinleyville including Trinidad and Orick.
Strategy 2	Provide specialized medical trips (e.g., chemotherapy, dialysis) into Eureka (2008 Coordinated Plan).
Strategy 3	Establish and staff a mobility management program to advance efforts to coordinate transportation services within the county (2008 Coordinated Plan).
Strategy 4	Provide fare subsidies to lower the cost of dial-a-ride trips.
Strategy 5	Support, maintain, evaluate, and strengthen transportation services

The next chapter assesses how feasible these strategies are to implement in Humboldt County, and suggests an implementation plan to help advance the highest-ranked strategies.

Chapter 7. Implementation Plan for Recommended Strategies

IMPLEMENTATION STEPS FOR HIGH PRIORITY STRATEGIES

This section provides more detail about the five high priority strategies identified for Humboldt County and discusses preliminary steps for implementation. It is important to note that the detail provided for each strategy is conceptual and further discussion and planning would be required before moving forward with any of the strategies. In addition, funding restrictions and availability, administrative capability of the lead agency, and other issues related to implementing these strategies would require more detail and clarification than is provided in this plan.

STRATEGY 1. PROVIDE DIAL-A-RIDE SERVICES IN RURAL AREAS OF THE COUNTY NOT PRESENTLY SERVED

Significant planning and coordination among the various communities throughout the county would be required prior to implementation of this strategy. One concept to meet this identified need is to establish several dial-a-ride zones throughout the county. Operating parameters and eligibility requirements would be developed based on the specific needs within each zone. For the purposes of this plan, it is assumed that each district would have two vehicles dedicated to dial-a-ride service within that zone up to 20 hours per week. Several distinct zones are suggested:

- **Fortuna/Ferndale area:** this would also include Loleta, Hydesville, Carlotta and perhaps as far as Bridgeville along Highway 36.
- **Northern Humboldt:** This includes the Highway 101 corridor north of McKinleyville including Trinidad and Orick.

Capital/Operating Costs (2013 operating dollars)

- Assuming each zone operates service 20 service hours per week, and an estimated \$50 operating cost per hour, the annual operating cost of this service is approximately \$260,000. Based on the assumptions discussed above, this new service would require at least four small or medium size vehicles. According to Caltrans, the 2013 cost of vehicles in this class are approximately \$67,000.
- Additional costs should also be assumed to establish a more detailed plan for this service and to fund start-up activities such as grant writing, marketing and other administrative tasks. For the purpose of this plan, an additional \$45,000 is estimated for these purposes.

Strategy Sponsor/Operator

It is likely that this service would be provided by several operators but be administered by a single agency. HCAOG or HCAR could serve as the administrative agency, or a contract could be issued to HTA or a private provider to administer the service (and perhaps maintain the vehicles).

Timeframe

As noted above, this service would likely require significant communication and planning among communities that are involved, and therefore would be a mid- to long-term strategy.

Potential Funding Sources

The most likely funding sources for this service include TDA and 5310. The vehicles could be purchased using a Section 5310 grant as long as they are used at least 20 hours/week for senior and disabled service.

STRATEGY 2. PROVIDE SPECIALIZED NON-EMERGENCY MEDICAL TRIPS (E.G. CHEMOTHERAPY, DIALYSIS) INTO EUREKA

In Humboldt County, two private providers offer non-emergency medical transportation services throughout the county. The provider Humboldt Medi-Trans accepts Medi-Cal. For the purposes of this plan, it is assumed that this specialized service would be provided above and beyond the private transportation services that are currently available. This service would be available to specific communities one or two days per week. The service would be based on demand and would require passengers to be certified to use the service. The service would also require an advanced reservation to allow for efficient trip planning.

As a base level of service for this strategy, it is assumed that a single accessible van be available to provide service from remote communities into the Humboldt Bay area. Service could be provided to and from different areas throughout the week. For example, one day a week the service could be available to the communities surrounding Fortuna (Ferndale, Rio Dell, Hydesville) and along Highway 36, while the following week service could be available to communities along Highway 101. Assuming a full day to provide to and from the Humboldt Bay area, the service would require approximately eight service hours/day, or 400 service hours per year. At least one van would be required to provide this service and one back-up van is recommended.

Potential Lead Agency

There are several potential agencies in Humboldt County that could provide this service, including the private provider of the Dial-a-Ride/Dial-a-Lift service, HCAR, or an organization that currently provides services to adults with disabilities. One of the private transportation providers could also operate this service under contract to the local sponsor.

Cost (2013 dollars)

Assuming a \$60 cost per service hour, which includes operation, vehicle maintenance and administration, this service would cost approximately \$24,000 annually. The cost for a lift-equipped, small vehicle with a seated capacity of five or six and two wheelchair tie-downs is approximately \$60,000.

Additional costs should also be assumed to establish a more detailed plan for this service and to fund start-up activities such as grant writing, marketing and other administrative tasks. For the purpose of this plan, an additional \$35,000 is estimated for these purposes.

Timeframe

Implementation of this service could occur in the short- to mid-term, but additional discussion and planning would still be required among local stakeholders.

Funding

Potential funding sources for this service include TDA, Section 5310, Local business contributions.

STRATEGY 3. ESTABLISH AND STAFF A MOBILITY MANAGEMENT PROGRAM TO ADVANCE COORDINATION EFFORTS WITHIN THE COUNTY

The purpose of developing mobility management capacity is to address this need by ensuring that the organizational structure is in place to advance coordination activities and improve mobility throughout the county. In addition to serving as a clearinghouse, a mobility management program could address a wide range of transportation issues.

Mobility management refers to a broad spectrum of practices, which make innovative use of transit resources to respond to demand. These operational, technological or informational improvements promote transit usage in a variety of ways. Examples of mobility management tactics include:

Operational	Technological	Informational
Ridesharing, vanpools, carpooling, biking Subscription buses Shuttles funded by private sector Dial-a-ride (night and low density) and demand-response feeders Guaranteed Ride Home Volunteer and community-based transportation services	Real-time rideshare matching Multi-provider trip reservation Integrated fare media	Trip planning tools and kiosks Transit telephone center with information on all modes Joint programs w/ private sector

Mobility Management is a method for managing transportation resources in a non-conventional way as it focuses on:

- moving people instead of moving vehicles
- the needs of individual customers
- the entire trip
- making noticeable improvements to the quality and effectiveness of available travel services
- improving information available about transportation services

Potential Lead Agency

The 211 Humboldt Service, an information and referral service provided by United Way of Humboldt County, could expand its services to host additional information related to mobility. Another potential host is the CTSA, HTA, which could coordinate with an agency such as 211 Humboldt to offer operational or technological mobility services. Operational or technological services could also be coordinated or hosted by HCAOG. The role of mobility manager would likely require a part-time or full-time person devoted to implementing identified mobility strategies. The mobility manager ideally works in collaboration with other organizations to provide a full range of travel options that are more effective in meeting needs.

Although the mobility manager can work to provide improved mobility for the general public, the individual filling this role may be especially effective in meeting the travel needs of persons with disabilities, older adults and individuals with lower incomes.

Cost (2013 dollars)

A full-time mobility manager would cost approximately \$70,000 each year. A half-time mobility manager would be approximately half of this (\$35,000), or potentially less if combined with an existing position at a host agency. An additional \$10,000-\$15,000 should be budgeted for program capital costs related to purchasing computer equipment, other technology, office furniture, etc.

Depending on the specific mobility management activities that are pursued, there will be additional capital costs associated with project implementation. Some programs can be implemented on a limited budget whereas others, such as establishing an on-line trip-planning program, may require additional technological expenses as well as technical assistance from consultants. For the purpose of this plan, an additional \$20,000 is estimated for these purposes.

Funding

The most likely source of funding for mobility management is FTA Section 5310.

STRATEGY 4. PROVIDE FARE SUBSIDIES TO LOWER THE COST OF DIAL-A-RIDE TRIPS

The cost of Dial-A-Ride within the fixed route areas are consistent with ADA law, in that the cost is not more than twice that of transit service. Dial-A-Ride service outside of the areas required by law do not have cost limitations. The current system charges passengers \$9.00 one-way from a trip from Arcata to Eureka. Local Transit agencies and HCAOG are currently working consolidating the multiple Dial-A-Ride systems. Consideration of efficiencies and cost savings expected with the Dial-A-Ride consolidation effort will be monitored. Agencies may consider eliminating the 101 corridor or possibly charging passengers a flat rate plus additional costs based on mileage. Another step in implementing this strategy would be to research funding sources that would be available for fare subsidies. The research should also include which, if any, social service agencies purchase tickets on behalf of their clients. Transportation and social service agencies would coordinate types of potential funding found

Potential lead agency

HCAOG staff will research grant opportunities and work with member agencies involved in the Dial-A-Ride consolidation to consider possible fare adjustments.

Cost

Approximately \$600.00 is estimated to research grant funding.

Funding

Potential funding sources include TDA and state and federal grants.

STRATEGY 5. SUPPORT, MAINTAIN, EVALUATE, AND STRENGTHEN TRANSPORTATION SERVICES

While there are transportation needs that are not being met, Humboldt’s existing transportation services are a critical lifeline for many people. With decreasing budgets and increased competition for grant funding, it is vital to protect and improve existing levels of service from decreased funding. Before efforts to increase or expand service it is important for Humboldt transit providers to ensure that funds exist for the forecasted future to maintain the current level of services provided. In addition to maintaining and sustaining services, it is also important to evaluate services to make sure they are efficient and as productive as can be given the conditions related to operating transit services in the county. Evaluating transportation services will allow for service modifications and other solutions that would maximize resources and improve mobility. Resources are crucial for maintaining and delivering services.

As an example, support for the region’s A1AA Volunteer Driver Program has been identified as a transit need. The A1AA Volunteer Driver Program offers transportation service from Trinidad to Scotia, out to Blue Lake, and depending upon driver availability to areas of Humboldt County that presently are not served by Dial-a-Ride, paratransit, or public transportation services. The A1AA is eligible for FTA grant funding and will pursue FTA Section 5310 program funding to support the A1AA Volunteer Driver Program and volunteer driver reimbursements.

Cost

Costs are dependent on the need. The A1AA Volunteer Driver Program currently needs \$45,000 per year to maintain operations and provide driver reimbursements.

Funding

Potential funding sources include TDA, LCTOP, FTA grants, and contributions from local business and organizations.

Summary and Next Steps

This amended Coordinated Public Transit-Human Services Transportation Plan will be submitted to Caltrans. The amended document will be available for public review on the HCAOG website.

Grant applications for FTA Section 5310 are offered yearly. Caltrans must certify that projects funded through the 5310 program are included in the Coordinated Plan.

Updates to HCAOG’s Coordinated Plan are required every four years,. HCAOG will periodically review and amend projects identified in the Coordinated Plan as regional needs require to maintain FTA Section 5310 Program eligibility.

Appendix A

Public Workshop Materials



Press Release

For Immediate Release
September 6, 2013

Media Contact: Debra Dees
Humboldt County Association of Governments
707-444-8208

Public Asked to Share Ideas to Improve Transportation Services for All Residents, Older Adults, People with Disabilities, and Persons with Low-Income

The Humboldt County Association of Governments (HCAOG) is updating the “Humboldt County Coordinated Public Transit-Human Services Transportation Plan.” This plan, originally developed in 2008, addresses unmet specialized transportation needs. The Plan’s goal is to improve mobility for county residents through better coordination of services among transportation providers and human service agencies in Humboldt County.

HCAOG invites community residents, social service organizations, and transit service providers to attend a public workshop to provide input for the “Coordinated Public Transit-Human Services Transportation Plan Update.”

Two community workshops will be held: In Southern Humboldt, on **Wednesday, September 18, 2013, 3:00-4:30 pm**, at the John Haynes Memorial Veterans’ Hall, 483 Conger Street, Garberville. In Eureka, on **Friday, September 20, 2013, 1:30–3:00 pm**, at the HCAOG Conference Room, 611 “I” Street, Suite B, Eureka.

Come and learn about the “Coordinated Public Transit-Human Services Transportation Plan,” share your views about community transportation needs and priorities, and learn about Federal transportation funds that may be available to agencies in Humboldt County.

For more information about the Plan and the community workshops, please call Debra Dees at the Humboldt County Association of Governments, (707) 444-8208.

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Contact Information for media use only:

Debra Dees, Associate Planner
HCAOG
707.444.8208

Coordinated Transportation Plan Update For Seniors, People with Disabilities, and Persons with Low Income

Community Workshops

Public Invitation to Attend Community Workshops

Humboldt County Association of Governments (HCAOG) invites all residents, social service organizations, and transit service providers to attend a public workshop to provide input for the Humboldt County Coordinated Public Transit-Human Services Transportation Plan Update.

Southern Humboldt

Wednesday, September 18, 2013, 3:00-4:30 p.m.

John Haynes Memorial Veteran's Hall

483 Conger, Garberville

Location served by Southern Humboldt Transit

Eureka

Friday, September 20, 2013, 1:30-3:00 p.m.

HCAOG Conference Room

611 I Street, Suite B, Eureka

Location within 2-3 blocks from Redwood Transit and Eureka Transit bus stops



Help to shape the future of transportation for all community residents, especially seniors, people with disabilities, persons with low incomes.

- Learn about the “Coordinated Public Transit-Human Services Transportation Plan”
- Share your views about community transportation needs and priorities
- Recommend strategies to improve local and regional transportation
- Learn about federal transportation funds that may be available to agencies in Humboldt County

Who should attend?

- Social Service Agency Representatives
- Transit Service Providers
- Seniors & Older Adults
- People with Disabilities
- Bus and Paratransit Riders
- Community Residents

For More Information Contact:

Debra Dees

Humboldt County Association of Governments (HCAOG)

Regional Transportation Planning Agency

707.444.8208

debra.dees@hcaog.net

Please contact HCAOG at least one week prior to the workshop to request language interpretation assistance or alternative information formats for the workshop.



Appendix B

Capital Improvement Program 2015-2020

- **Capital Improvement/Replacement Program**
- **Bus Stop Inventory and Prioritization List**

Coordinated Plan - Capital Improvement/Replacement Program for the period 2015-2020 (Draft)

Operator/Agency	Project Type (replacement, expansion, new)	Project Description	Passenger Capacity: Ambulatory/ Wheelchair (example 6A/2W)	Funding source	Implementation Year(s)	(check box) Specific to needs of seniors and/or disabled populations
Adult Day Health Care of Mad River (ADHC Mad River)	Expansion	Medium Bus	8A/3W	5310 (requested)	2015	X
	Replacement	Bus	12/2 W	unknown	2016	X
Blue Lake Rancheria Transit System (BLRTS)	Replacement	Bus	20+A/2W	5311(c) Tribal Transit Program	2016	
Community Cornerstone		No project scheduled at this time				
Reaching for Independence		No project scheduled at this time				
Humboldt Medi Trans	Expansion	Expand Fleet to cover additional territory	7A / 2W	5310	2017	X
	Replacement	Replace aging vehicle	7A / 2W	5310	2020	X
Klamath Trinity Non Emergency Transportation (KT Net)	Replacement	Bus Replacement	12A/2W	5311	2015-2020	
	New	Van for Existing Saturday Route	8A/1W	Private Donation	2015-2020	
	Expansion	Weitchpec/Orleans Expansion	14A/2W	5311(f)	2017/18	
City of Fortuna Senior Bus Program	Replacement	Bus	12AP/2W	5310	2016	X
	Expansion	Bus	8AP/2W	PTIMSEA	2017	X
	Replacement	Bus	12AP/2W	5310	2020	X
Humboldt Senior Resource Center (HSRC)	Replacement	Replacement for 2000 Ford Bus	11A/2W	CalTrans 5310	2015	X
	Replacement	Replacement for 2002 Ford Bus	11A/2W	CalTrans 5310	2015	X
	Replacement	Replacement for 2005 Ford Bus	13A/1W	CalTrans 5310	2016	X
	New	Van	3A/1W	Caltrans 5310	2016	X
	New	Van	3A/1W	Prog. Funds	2017	X
	New Equipment	Transportation Scheduling System		5310	2017	X
Humboldt Community Access and Resource (HCAR)	Replacement	Replacement for 2005 Ford Bus	8A/2W	CalTrans 5310	2017	X
	Replacement	Replacement for 2005 Ford Bus	8A/2W	CalTrans 5310	2017	X
City of Arcata (Arcata & Mad River Transit System [A&MRTS])	Replacement	Multi-Purpose Mini Van	6A/2W	PTIMSEA	2015	
	Expansion	Arcata Mad River Transit, Electric bus (Trolly)	19A/2W	5311 or PTIMSEA	2016/17	
	Expansion	Medium Bus	8A/3W	5310 or PTIMSEA	2017	X
	Expansion	Medium Bus	8A/3W	5310 or PTIMSEA	2018	X
City of Eureka Dial-A-Ride	Replacement	Replacement of 2 DAR buses	6A/3W	5310	2017	X
	Replacement	Replacement of 3 DAR buses	6A/3W	5310	2018	X
	Replacement	Replacement of 2 DAR buses	6A/3W	5310	2020	X
Humboldt Transit Authority (HTA)	Replacement	Redwood Transit Bus Replacement	38A/2W	PTIMSEA	2014/15	
	Replacement	Willow Creek Bus Replacement	29A/2W	PTIMSEA	2015/16	
	Replacement	Redwood Transit Bus Replacement	38A/2W	PTIMSEA	2015/16	
	Expansion	SoHum Intercity Fleet Expansion	29A/2W	5311 (f)	2015/16	

Coordinated Plan - Capital Improvement/Replacement Program for the period 2015-2020 (Draft)

Operator/Agency	Project Type (replacement, expansion, new)	Project Description	Passenger Capacity: Ambulatory/ Wheelchair (example 6A/2W)	Funding source	Implementation Year(s)	(check box) Specific to needs of seniors and/or disabled populations
	Expansion	SoHum Local Fleet Expansion	19A/2W	5311	2015/16	
	Replacement	Redwood Transit Bus Replacement	38A/2W	5311	2015/16	
	Replacement	Redwood Transit Bus Replacement	38A/2W	5311	2016/17	
	Replacement	SoHum Intercity Fleet Expansion	29A/2W	5311 (f)	2016/17	
	Replacement	SoHum Intercity Bus Replacement	29A/2W	5311 (f)	2017/18	
	Replacement	Redwood Transit Bus Replacement	38A/2W	5311	2017/18	
	Expansion	SoHum Intercity Fleet Expansion	29A/2W	5311 (f)	2017/18	
	Replacement	Redwood Transit Bus Replacement	38A/2W	5311	2018/19	
	Replacement	SoHum Intercity Fleet Expansion	29A/2W	5311 (f)	2018/19	
	Replacement	SoHum Intercity Bus Replacement	38A/2W	5311 (f)	2018/19	
	Replacement	SoHum Intercity Bus Replacement	29A/2W	5311 (f)	2019/20	
	Replacement	Eureka Transit Bus Replacement	32A/2W	5311	2019/20	
	Replacement	Redwood Transit Bus Replacement	38A/2W	5311	2019/20	
	Expansion	SoHum Intercity Fleet Expansion	29A/2W	5311 (f)	2019/20	
	New Equipment	Dispatching software and hardware		5310	2017	
HTA/County	New	3 Large Buses (HTA/County DAR)		5310	2017	X
	New	2 Large Buses (HTA/County DAR)		5310	2018	X

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	A&MRTS - Arcata																			
	Red Route																			
	Transit Center	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	N	Y	Y	N/A	
	G @ 10th	CalTIP																		
	11th & Q Streets (WB)	CalTIP	Landing pad too small	all is new sidewalk (not going to change). Consider marked cross walks - design bulb out (nub).																
*	Greenview Market	SSTAC		(2) more landing clearance needed, (4) slope exceeds, (5) NBS, (6) NBS, (8) more clearance needed, (9) no red curb, (10) no domes at bus shelter	Y	N	Y	N	Y	N	N	N/A	N/A	Y	N	N	N	N	N	4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 3%. 4c) Measured cross slope of the parking lane does not exceed 5%.
	Zehndner Ave & S St	CalTIP	Landing area is a driveway Too much slope No parking area is too short Need to trim some landscaping	relocate stop to the west design bulb out (nub) restripe no parking nuisance letter to trim bushes																
	Zehndner Ave @ Q St	CalTIP	Places to hide, poor access No shelter No sidewalk Not accessible	Next to creek wetland (not much can be done) \$4k? Add sidewalk ADA design																
	11th & Q St (EB)	SSTAC		(2) more landing clearance needed, (4) slope exceeds, (5) NBS, (6) NBS, (8) more clearance needed	Y	N	Y	Y	Y	Y	N	N/A	N/A	Y	Y	N	N	Y	Y	4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 4%. 4c) Measured cross slope of the parking lane exceeds 5%, measured at 10%. 4d) Measured grade of the road where bus parks does not exceed 5%, measured less than 2%. 9) red curb needs repainted.
	11 St & K (EB)	SSTAC	Landing pad too small. design bulb out (nub) No parking zone too small.	(2) more landing clearance needed, (4) slope exceeds, (5) NBS, (6) NBS, (8) more clearance needed Work order to extend zone too small	Y	N	Y	Y	N	N	N	N	N/A	Y	N	N	N	Y	Y	Drainage position issue. 4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 2.5%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 3%. 4d) Measured grade of the road where bus parks does not exceed 5%, measured 4.8%. 7) bus has to pull up beyond where the bus schedule sign is.
	H St & 11th (EB)	CalTIP	Landing pad too small No parking area is too short	not much can change, maybe nub parking at a premium (no change)																
	H & 9th (Plaza)	CalTIP	No changes.																	
	H & 6th Streets	SSTAC		(2) more landing clearance needed,(5) NBS, (6) NBS, (10) no domes at bus shelter	Y	N	Y	Y	N	N	N	N	N	Y	N	N	Y	Y	N/A	4b) Measured cross slope of the sidewalk at landing where pass get on bus measured less than 2%, measured 1.1%. 4c) Measured cross slope of the parking lane less than 5%, measured at 3%. 4d) Measured grade of the road where bus parks does not exceed 5%, measured .5 %. 7) when bus parks, bus has to pull up farther than the bus stop sign, NOTE: needs a pad.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Uniontown Shopping Center (CVS)	CalTIP	Bench and bus stop sign block size of landing pad. Bushes near stop provide hiding place Consider relocating stop earlier in the block Traffic conflicts with shopping center driveway																	
	7th & F Streets (City Hall)	SSTAC		(4) slope exceeds, (10) no domes at bus shelter	Y	Y	Y	Y	Y	Y	N	Y	Y	Y	Y	N	Y	Y	N/A	4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 2.2%. 4c) Measured cross slope of the parking lane exceeds 5%, measured at 9%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 3%.
	G & 12th	SSTAC		(2) more landing clearance needed, (4) slope exceeds, (5) NBS, (6) NBS, (8) more clearance needed, (10) no domes at bus shelter	Y	N	Y	Y	Y	N	Y	N	N	Y	Y	N	Y	Y	N/A	4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2% (2.3, 2.7, 3%). 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 4.5%. 4d) Measured grade of the road where bus parks does exceed 5%, measured 6%. 6) connection to boarding area - there is a 35" pole on sidewalk. 8) the area where lifts/ramps are to be deployed safely for boarding and debarking is marginal.
	G & 14th	SSTAC		(2) more landing clearance needed, (4) slope exceeds, (5) NBS, (6) NBS	Y	N	Y	Y	Y	Y	N	N	N/A	Y	UKN	UKN	Y	Y	Y	3) connection to ped way - bushes in the way. 4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 3%. 4c) Measured cross slope of the parking lane exceeds 5%, measured at 6%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 3%. 8)July 2015, area where lift and ramp are to be deployed safely for boarding and debarking, bushes are overgrown. 10) truncated domes on southside, but none on north side.
	G & 16th	CalTIP	No parking area too short Landing pad is too small Several places to hide																	
	HSU Library	SSTAC		(10) no domes at bus shelter	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	Y	N	
	Ridge Rd	SSTAC		(4) slope exceeds, (6) NBS, (10) no domes at bus shelter	Y	Y	Y	Y	Y	N	N	Y	N	Y	N	N	Y	Y	N/A	4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 3.7%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured less than 1%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 4.9%. 6) connection to boarding area - no ramp, 7a) sign in sidewalk.
	Diamond (Flag Stop)	SSTAC		(2) more landing clearance needed, (3) pathway not accessible, (4) slope exceeds, (5) NBS, (6) NBS, (7) no signage-flag stop, (10) no domes at bus shelter	Y	N	N	Y	Y	N	N	N	N	Y	N	N	Y	Y	N/A	3) connection to ped way - no curb cuts or accessible. 4b)Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 2.5%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 4.7%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 1%. 6) connection to boarding area - no curb cuts or way to get to stop, 7) signage - a flag stop.
	14th & B Streets, Arcata (EB)	SSTAC		(4) slope exceeds	Y	Y	Y	Y	N	Y	N	Y	Y	Y	N	N	Y	Y	Y	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Union at 11th (SB)	SSTAC		(2) more landing clearance needed, (3) pathway not accessible, (4) slope exceeds, (5) NBS, (6) NBS, (8) more clearance needed, (10) no domes at bus shelter	Y	N	N	Y	Y	N	N	N	N	Y	N	N	N	Y	N/A	3) connection to ped way - signage poles in way, 4a) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 3.4%. 4b) Measured cross slope of the parking lane does not exceed 5%, measured at 3.3%. 4c) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 3.3%. 8) bus stop site NOTE: this bus stop planned to be eliminated.
	Community Center	SSTAC		(10) no domes at bus shelter	Y	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	Y	N/A	4b) Measured cross slope of the sidewalk at landing where pass get on bus does not exceed 2%, measured at 2%. 4c)Measured cross slope of the parking lane does not exceed 5%, measured at 2.2%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured 2.2%. 7) signage-has bus stop sign but no schedule, 9) parked vehicles - seniors--yellow loading zone, 10) trunc domes - none-bus a good stop at Comm Center.
	Parkway Apts	SSTAC		(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter	Y	N	Y	N	N	N	N	N/A	N/A	Y	Y	N	Y	Y	N/A	2) dimensions-right of way issue, 4b)Measured cross slope of the sidewalk at landing where pass get on bus does not exceed 2%, measured at 2%. 4c)Measured cross slope of the parking lane does not exceed 5%, measured at 4.2%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured at 2%. 8) bus stop site - there is a walk path by stop to make room for wheelchairs.
	Bayside & Buttermilk (EB)	SSTAC		(1) pretty rough surface, (3) pathway not accessible, (4) slope exceeds, (6) not required connection to boarding area, (8) more clearance needed--this needs redone, (9) no red curb, (10) no domes at bus shelter	N	Y	N	Y	Y	N	N	Y	N	Y	Y	N	N	N	N	1) pretty rough surface, 2) dimensions - but drainage and very rough-needs re do, 4b) Measured cross slope of the sidewalk at landing where pass get on bus exceeds 2%, measured at 7%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 3.4%. 4d) Measured grade of the road where bus parks does not exceed 5%, measured 2%. 8) bus stop site - needs redone.
	Chester & Beverly	SSTAC		Flag stop only-nothing is here.																Flag stop only
	Crescent Way (Fiesta Café)	SSTAC	Landing pad too small-design bulb out (nub)	(1) surface - stable but narrow skinny sidewalk-with bushes, cracks in driveway, (2) more landing clearance needed, (3) pathway rough, (5) NBS, (6) NBS, (8) more clearance needed, (10) no domes at bus shelter	Y	N	Y	N	N	N	N/A	N/A	N/A	Y	Y	N	N	Y	N/A	1) surface - narrow sidewalk-bushes-crack in driveway, 3) connection to ped way - rough surface path, 4b) Measured cross slope of the sidewalk at landing where pass get on bus does not exceed 2%, measured at 1.7%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 3.5%. 8) bus stop site - bus blocks driveway.
	Union Street Charter School	SSTAC			Y	Y	Y	Y	N	N	N	Y	Y	Y	N	N	Y	Y	N	4b) Measured cross slope of the sidewalk at landing where pass get on bus does not exceed 2%, measured at .5%. 4c) Measured cross slope of the parking lane does not exceed 5%, measured at 3.1%. 4d) Measured grade of the road where bus parks <i>does not exceed</i> 5%, measured .3%. 5) shelter position - note: hazard x2 on sidewalk, in bus shelter, 7) signage - bus stop sign is on shelter--no braille.
	14th & B (WB)	CalTIP																		

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	<u>Gold Route</u>																			
*	G & 18th	SSTAC	Need marked cross walk, relocate bus stop	(8) more clearance needed	Y	Y	Y	Y	N	N	UNK	Y	Y	Y	Y	N	N	Y	Y	1) Pad is located in front of shelter. If others in chairs were present could be an issue. Recommend extending pad 4' x 8' north of shelter. 2) Noted in #1. 3) crosswalk is needed. 4b) Cross slope of sidewalk where passengers get on the bus 1%, 4c) cross slope of the road where bus parks-there is very little slope here-little crown on the road. 5) Yes. 6) Yes, but as noted the pad could be extended to load a chair, the rear of the bus extends outinto the path of vehicle traffic. 7) Yes, Yes, - but rear of bus is in path of traffic-wide road, No. 8) No, the pad could be extended for the bus to load chairs without blocking traffic. 9) Yes, Yes-partialy painted. 10) Yes, crosswalk needed at the curb cut.
*	LK Wood Blvd at California	Flag Stop		(2) more landing clearance needed, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb	Y	N	Y	Y	N	N	UNK	N/A	N/A	N	N/A	N	N	N	Y	1) Narrow walk. 2) No. 3) Yes. 4a) Yes, 4b) cross slope of sidewalk where passengers get on the bus 1.3%, 4c) cross slope of road - crown of road is minor compared to other areas of the route-tipping is minor, 4d) unknown. 5) N/A. 6) N/A. 7) No-only knew where sign was from riding in the past, N/A, N/A. 8) No-Narrow sidewalk-hard to say. 9) No-located in front of parking lot on a turn, red curb does not extend to stop. 10) Yes.
	Alliance at Stromberg (NB)	SSTAC	Landing pad is too small, heavy crowned road, Places to hide, Sidwalk narrow to crosswalk - utility pole, Consider adding a no parking zone.	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter	Y	N	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	N	N	Y	Y	Y	1) Yes. 2) No-60 1/2 deep plenty of space up and down sidewalk. 3) Yes. 4) Yes, 4b) unknown, 4c) unknown, 4d) unknown - visual slope is steep causes bus to lean-difficult for manual chair. 5) N/A no shelter. 6) N/A connection to boarding. 7) Yes sign, when bus parked at bus stop is sign located at front bumper-surveyer has experienced it does not stop at the same spot, No braille. 8) Yes. 9) yes red curb at ramps, no red curb at bus stop. 10) Yes.
	Alliance at Hilfiker Dr	SSTAC	Road cross-slope is steep	(5) NBS, (6) NBS	Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	?	N	Y	Y	Y	1) Yes. 2) Yes. 3) Yes. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown - bus leans badly crown of road is bad. 5) N/A. 6) N/A. 7) Yes, No-really difficult to know it is positioned at a corner, No. 8) Yes. 9) Yes. 10) Yes curb ramp protected, bus stop red-No-some of the corner marked red.
	Alliance at Spear	SSTAC		(5) NBS, (6) NBS	Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	N	N	Y	Y	Y	1) Yes. 2) Yes. 3) Yes. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A. 6) N/A. 7) Yes, when bus is parked is sign at front bumper-No-in fact if the bus stopped at the sign it would block traffic-stop is on a corner. 8) Yes. 9) Yes curb ramps protected, red red curb-but could be extended. 10) Yes.
*	Janes & Edith: Mad River Hospital	SSTAC	Road cross-slope is steep: Shelter sets back	(10) no domes at bus shelter	Y	Y	Y	N	N	N	UNK	Y	Y	Y	Y	N	Y	N/A	N/A	1) Yes. 2) Yes-it is better for the bus to stop just past the shelter when using lift. 3) Yes. 4) crown is steep causes but to lean, 4c) sidewalk cross slope 1%, 4d) cross slope road 0%, road grade-steep-bus needs to stop away from curb. 5) Yes-this would be a good site to create a pull out and move shelter eliminate the slope of the road's crown. 6) Yes. 7) Yes, Yes, Yes. 8) Yes-when bus loads chair it is easier when it stops away from curb leaving bus in lane. 9) No curb ramps, Yes red curb at bus stop. 10) N/A.

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Lazy J Tr Ranch	SSTAC		(2) more landing clearance needed, (3) pathway not accessible, (5) NBS, (6) NBS, (10) no domes at bus shelter	Y	N	N	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	Y	Y	N/A	1) Yes. 2) No-tight for chair bus needs to pull our about 18'. 3) No. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A. 6) N/A. 7) Yes, Yes, No braille. 8) Yes-nice sidewalk backed by wall to trailer park-difficult to have appropriate space for chair. 9) Yes curb protected-never seen vehicles parked, Yes-red curb could be extended. 10) N/A.
	McDonalds (Valley West)	Cal Tip		BUS STOP COMPLETED																
	Valley West Blvd (south corner)	SSTAC		(5) NBS, (6) NBS	Y	Y	Y	Y	UKN	UKN	UKN	N/A	N/A	Y	N	N	Y	Y	Y	1) Yes. 2) Yes-caution needs to be taken the back side of walk there is a drop. 3) Yes. 4a) Yes-the three stops in Valley West have level pads on the road where bus stops-all should have this, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A. 6) N/A. 7) Yes sign, No-bus front bumper does not park at bus signs, no braille. 8) Yes. 9) Yes curb protected, yes stop has red curb-could be extended. 10) Yes.
	Valley East	Cal Tip		BUS STOP COMPLETED																Bus shelter is present with landing space; landing space may need to be changed (according to another wheelchair user of stop).
	Boyd Road & Guintoli	SSTAC	Landing pad too small; need marked crosswalk	(9) no red curb	Y	Y	Y	Y	UKN	ULN	UKN	Y	Y	Y	Y	N	Y	Y	Y	10) Yes. 2) Yes-the design of the stop (see end notes). 3) Yes (see end notes). 4A) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) Yes. 6) Yes (see notes). 7) Yes bus stop sign, Yes bus front bumper parks at bus sign, no braille. 8) Yes-question design (see notes). 9) Yes ramps protected, no bus stop red curb-it is a bus pull out --is red curb needed. 10) Yes. Addtl comments: This stop is designed for the bus to pull off the road. Where the landing and shelter are the bus must pull forward to use the lift. Places bus in path of traffic (plenty of room, but always chance of a bump) the walkway where the lift is used bus pulls out from; back side of walk caution is needed drop-off. Not really good walking paths to shelter except on road.
	Renner Station	SSTAC	Need pod in center of road; need crosswalk painted; light for shelter		Y	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	Y	N	Y	Y	Y	1) Yes-see notes for Boyd Road Stop. 2) Yes. 3) Yes-lack of sidewalks street edge path. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) Yes. 6) Yes-a long edge of road. 7) Yes bus sign, Yes bus parked-bus sign located by bus front bumper, no braille. 8) Yes safe lift. 9) Yes ramps protected, No red curb needed-it is a bus pull in design (see notes for Boyd). 10) Yes domes.
	West End & Spear Ave	SSTAC	No Signage	(2) more landing clearance needed, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb, (10) no domes at bus shelter	Y	N	Y	Y	UKN	UKN	UKN	N/A	N/A	N	N/A	N	N	N	N	1) Yes-narrow sidewalk with fence in back. 2) No-narrow sidewalk. 3) Yes-There are a couple sites that are narrow for passing in a wide chair-fire hydrant on the corner opposite stop. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A shelter. 6) N/A connecting. 7) No bus stop sign, N/A, N/A. 8) No. 9) No curb, no bus stop red curb. 10) No-Older part of town poor curb cuts.
	Spear Ave & Alliance Rd	SSTAC	No Signage		Y	N	Y	Y	UKN	UKN	UKN	N/A	N/A	N	N	N	Y	Y	Y	1) Yes. 2) No-narrow sidewalk. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A-no shelter. 6) N/A no shelter (boarding connection). 7) No bus stop sign, No sign, No sign. 8) Yes-lifts. 9) Yes curbs protected, Yes bus stop red curb -could be extended. 10) Yes domes.

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Alliance at 27th	SSTAC			Y	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	N	N	Y	Y	Y	1) Yes. 2) Yes-landing is present but tight in front of shelter if other chair there-real tight. 3) Yes. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) Yes-tight landing if others present. 6) Yes. 7) Yes bus stop sign, No-bus front bumper not parked at bus stop sign. 8) Yes lifts. 9) Yes-curbs protected, Yes-marked red curbs-could extend. 10) Yes-domes.
	Alliance at Stromberg (Westwood Mkt) (SB)	SSTAC	Landing pad too small; Heavy crowned road		Y	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	N	N	Y	Y	Y	1) Yes. 2) Yes-tight landing if other chair is present. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown-crown of road is steep. 5) Yes-front of shelter is landing for lift making it a tight area if other present loading and unloading chairs. 6) Yes boarding connection. 7) Yes bus stop sign, No bus front bumper not parked at bus stop sign. 8) Yes lifts. 9) Yes curb protected, Yes stop marked red curb-could be extended. 10) Yes domes.
	Foster & Alliance (EB)	SSTAC	New Shelter	(9) no red curb	Y	Y	Y	Y	UNK	UNK	UNK	Y	Y	Y	N	N	Y	N	Y	1) Yes. 2) Yes-see notes. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) Yes shelter. 6) Yes cnection. 7) Yes bus stop sign, No bus front bumper not parked at bus stop sign. 8) Yes lifts. 9) No ramps protected, No marked red curb-it is designated pull out for a bus stop no red curbs. 10) Yes domes. Additional comments (notes): this site is a new design used (like to ones at Boyd, Renner, & Humboldt Hill). The location of the landing that meets the 60" x 90" requirement - the bus needs to pull forward.
	Sunset Ave & Baldwin St	SSTAC	No signage or landing pad	(1) pretty rough surface, (2) more landing clearance needed, (3) pathway not accessible, (4) slope exceeds, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb, (10) no domes at bus shelter	N	N	N	N/A	N/A	N/A	UNK	N/A	N/A	N	N	N	N	N/A	N/A	1) No-gravel, mud, mini pond. 2) No-not safely. 3) No connection-sidewalk on the southside of Sunset to Foster. 4a) N/A - no pad, 4b) sidewalk cross slope none to measure, 4c) road cross slope none to measure, 4d) unknown. 5) N/A-no shelter. 6) N/A connection. 7) No bus stop sign, No-parked bus front bumper not at sign, no braille. 8) No-basically a pull out on mud and gravel. 9) N/A curb ramps, N/A red marked curb. 10) N/A domes.
	H & 18th	SSTAC		(2) more landing clearance needed, (5) NBS, (6) NBS, (8) more clearance needed, (9) no red curb	Y	N	Y	Y	UNK	UNK	UKN	N/A	N/A	Y	Y	N	N	Y	Y	1) Yes. 2) No-narrow sidewalk. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) N/A-no shelter. 6) N/A no shelter (boarding connection). 7) Yes bus stop sign, Yes bus front bumper at sign-cannot go past -short parking site, no braille. 8) No-lifts-parked vehicles at the stop- to unload chairs causes bus to block cross street. 9) Yes ramps protected, yes marked red curb-needs extended. 10) Yes domes.
	H & 16th	SSTAC		(2) more landing clearance needed, (5) NBS, (6) NBS, (8) more clearance needed	Y	N	Y	Y	UNK	UKN	UNK	N?A	N/A	Y	Y	N	N	Y	Y	1) Yes. 2) No-narrow sidewalk, bike rack, posted service box, in way. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown-crown is of concern. 5) N/A no bus shelter. 6) N/A -no shelter. 7) Yes bus sto sign, Yes-bus stop sign located by bus parked front bumper. 8) No-safety issue about bus blocking traffic. 9) Yes ramps protcted, Yes marked red curb-needs extended. 10) Yes domes.

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	Comments
					Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	
	H & 14th	SSTAC		(2) more landing clearance needed, (5) NBS, (6) NBS	Y	N	Y	Y	UKN	UKN	UNK	N/A	N/A	Y	Y	N	Y	Y	Y	1) Yes. 2) No-narrow sidewalk, bike rack, room is tight. 3) Yes connection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown crown is of concern. 5) N/A no shelter. 6) N/A no shelter. 7) Yes bus to sign, Yes bus to sign located at bus parked front bumper. 8) Yes-crowded on busy street. 9) Yes protected curbs, Yes marked red curb-could be extended. 10) Yes domes.
	H at 10th (Minor Theater)	CalTIP	Move sign so it doesn't hit mirror on bus Need longer parking zone	work order parking at a premium (no change)																
	<u>Orange Route</u>																			
	Town & Country	SSTAC		(2) more landing clearance needed, (9) no red curb, (10) no domes at bus shelter	Y	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	N	N	Y	N	N	1) Yes. 2) No-Bus must pull past shelter to sidewalk. 3) Yes conection. 4a) Yes, 4b) unknown, 4c) unknown, 4d) unknown. 5) Yes-access to shelters is tight small curb in front of shelter you can view on google. 6) Yes connection. 7) Yes bus stop sign, No when parked at bus sign bus front bumper not located at bus stop sign, no braille. 8) Yes lifts. 9) No ramps not protected, No red marked curbs---question the need. 10) No domes installed at curb cuts.
*	Lazy J. West Side Janes Rd																			Bus shelter is present with landing space; landing space may need to be changed (according to another wheelchair user of stop).

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	ETS																			
	Red Route																			
	H & 3rd (red, gold, purple, rainbow)	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	4th & D (red, rainbow)	SSTAC (P)	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Koster & Washington (red, rainbow)	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	The stop only has access from the north side. The south side of the sidewalk is a steep drop. Plans to place shelter, domes at the same time
*	Costco (red, rainbow)	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	Public parks in front of stop. Usable but driver needs to be careful of pulling in and out if a list was needed.
	Broadway & Del Norte (red, rainbow)	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Forest Service (red, rainbow)	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter; Back of Landing is sometimes block		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Bayshore Mall (red, gold, rainbow)	SSTAC	(10) no domes at bus shelter; depends on whee bus stops in front of shelter or not; Has a bench, needs more landing space		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	Harris & Central (red, green, gold, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter;		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & Elizabeth (red, gold, rainbow)	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Harris & Summer (red, gold, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & Lowell (red, green, gold, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter; because of overlay there is now a slope on the road		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & F Street (red, green, purple, rainbow)	SSTAC	Shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	H & Manzanita	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & Oak	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter; repair of sidewalk		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Moose Lodge on Campton	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter; walk is narrow		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Campton & Leslie	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter; narrow walk		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Campton & Herron	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Excelsior & Campton	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter, residential parking		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
	Excelsior & Holly	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		1 SWALK	2 N	3 Y	4a Y	4b UKN	4c UKN	4d UKN	5 N	6 N/A	7a Y	7b UKN	7c UKN	8 Y	9a N	10 N/A	
	Holly & Walnut	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter; no red curb		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Walnut & Cypress	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter;		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Walnut & Fern	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter; need red curb enlarged		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Walnut & Redwood	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Sequoia Park on W (red, rainbow)	SSTAC (P)	Shelter amd Landing is good		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	W & Chester (Zoo) (red, rainbow)	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at curb cut, there is no shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	Across from the zoo located on the north-west corner of Chester. This stop blocks traffic and is on a curb-cut/ramp. Landing is limited depending on where the bus stops.
	Hodgson & T	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Hodgson & Q	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Hodgson & J	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	F & Harris (red, green, gold, rainbow)	SSTAC	Shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Henderson & Lowell (red, green)	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & A (red, green)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & Long	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes; ally could use domes		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & Del Norte (Sr Center)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & 15th	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & Simpson	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & 7th	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	7th & C (is it 6th & C (Dennys if Yes has pic survey) (P)	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop; at Northwood Chevrolet no ETS sign		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	<u>Green Route</u>																			
	Harris & K (green, purple, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Harris & Q (purple, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop; red curb needed		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & U (green, rainbow)	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Harrison and Harris (green, rainbow)	SSTAC (P)	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop: loading bus must pull out into street		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
	St Joseph's Hospital (green)	SSTAC			SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	Y	
*	Buhne & Harrison (purple, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop;		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
*	General Hospital Campus (East side) (green, purple, rainbow)	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	Parking is tight; there is limited space on Harrison for bus to pull away from curb to use lift with larger chairs. If possible about 150 to 200 feet north would be an ideal location for a bus stop.
*	Harrison & 18th (green, purple, rainbow)	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus stop		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	
	Silvercrest (green, purple)	SSTAC	Landing is present when trash can is not there		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Myrtle & Sunny (green, purple)	SSTAC	(2) more landing clearance needed, (10) no domes at curb cut needed		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Myrtle & Dean (green, purple)	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop; has a bench		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Park & Myrtle	SSTAC	(3) pad needs connected to ped path,	BUS STOP COMPLETED	Ground	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	There are plans to place a bus shelter at this location. Presently, there is no access and a sidewalk is needed badly. Hopefully with the Safe Route to Schools Program and other sources of funding this will be a site targeted for improvement. As it is today, it is difficult to use if using a chair.
*	Lafayette School	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb, (9) no red curb, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	
*	Park & Nedra	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus stop at private property		Ground	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	Poor path and no safe landing for using the lift.
*	Nedra & 18th	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus stop		Ground	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	Poor path and no safe landing for using the lift.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action																Comments
					Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	18th & Myrtle (green, rainbow)	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus stop		Ground	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	N	N/A	Poor path and no safe landing for using the lift.
	Myrtle & Glenwood (green, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS,		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Myrtle town Market (green, rainbow)	SSTAC	(5) NBS, (6) NBS, (7) no signage, (10) no domes at bus stop; there is bench		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	N	UKN	UKN	Y	Y	N/A	
*	Myrtle & Hall	SSTAC	Needs everything		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
	Redwood Acres	SSTAC		BUS STOP COMPLETED	GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
	Harris @ Granada (green, rainbow)	SSTAC	(2) more landing clearance needed, (10) bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Harris & U (green, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & P (green, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & Lowell	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & A	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & Summer (green, gold)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & Spring	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Henderson & Central	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	N	Y	UKN	UKN	UKN	Y	N/A	Y	UKN	UKN	Y	Y	N/A	
	Gold Route																			
	6th & G	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	6th & C	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Summer & 7th	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Summer & Clark (Post Ofc)	SSTAC (P)	(5) NBS, (6) NBS,		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Summer & 15th	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Summer & Wabash	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Del Norte & California	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	California & Buhne	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	California & Dollison	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Veterans Clinic	SSTAC	Domes not needed		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Utah & South	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Utah & Allard	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Little Fairfield & Allard	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop at drive way		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Little Fairfield & Sea	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
*	Bingen & Lewis	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
*	Alpha & Myers	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Eureka & Leonard	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus stop		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Vance & Herrick	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Herrick & Elk River Rd	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus stop		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
	K Mart	SSTAC	(5) NBS, (6) NBS,		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Broadway & McCullen	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter; Location needs to be move out from in front of AT&T Parking		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & Central	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
	Harris & Elizabeth	SSTAC	(10) no domes at bus shelter		1 SWALK	2 Y	3 Y	4a Y	4b UKN	4c UKN	4d UKN	5 Y	6 Y	7a Y	7b UKN	7c UKN	8 Y	9a Y	10 N/A	
	Harris & Summer	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus stop at ally		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Harris & Lowell	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & Dollison (gold, purple)	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & Huntoon	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & Del Norte	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & 15th	SSTAC	(3) pad needs connected to ped path, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & Clark	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	E & 9th	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	<u>Purple Route</u>								UKN	UKN	UKN				UKN	UKN				
	Adorni Center	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	3rd & T	SSTAC (P)	(5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	
	3rd & V	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	
	Target	SSTAC (P)			SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	2nd & V	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Buhne & Harrison (purple, rainbow)	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus Stop; bus has be rearended here		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Buhne & S	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter	West of stop sidewalk needs repaired	SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	The path about 50 yards west of the bus stop is in need of repair.
	Buhne & N	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Buhne & J	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Buhne & F	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	

Bus Stop Inventory and Prioritization																				
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	I & Huntoon (purple, rainbow)	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	I & Del Norte (purple, rainbow)	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	I & 15th (purple, rainbow)	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	I & 12th (purple, rainbow)	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & 9th	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & 12th	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & 15th	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & 18th	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & Del Norte	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & Huntoon	SSTAC (P)	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	H & Russ	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	S & Wood	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	S & Carson	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Zane	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter	Move to level ground	SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	This stop is located on very steep hill not advisable for use of a chair. Also, the walk to this site needs ramps, crosswalks are present with no curb cuts (general area is poor for access). Bus stop should definitely be moved south about 100 yards.
	West & 17th	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Burre Center	SSTAC	(2) more landing clearance needed, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	6th & O	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	6th & L	SSTAC	(2) more landing clearance needed, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	<u>Rainbow Route</u>																			
*	Dolbeer & Chester	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (7) No signage, (9) no red curb		y	N	Y	Y	UKN	UKN	UKN	N/A	N/A	N	UKN	UKN	Y	N	Y	1) Yes. 2) No-Sidewalk is wide but bus needs to pull away from curb to unload. 3) Yes connection. 4a) Yes, 4b) unknown 4c) unknown 4d) unknown 5) N/A. 6) N/A. 7) Yes bus stop sign, bus stopping at sign location?, braille? 8) Yes lifts. 9) Yes ramps protected, No-red marked curb at bus stop. 10) Yes domes.

Bus Stop Inventory and Prioritization																				
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					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Hemlock & Walnut	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (9) no red curb		Y	N	Y	Y	UKN	UKN	UKN	N/A	N/A	Y	UKN	UKN	Y	N	Y	1) Yes. 2) No-Wide walk bus needs to pull away from curb to unload. 3) Yes connection. 4a) Yes, 4b) unknown 4c) unknown 4d) unknown 5) N/A. 6) N/A. 7) Yes bus stop sign, No when bus parked at bus stop, sign not located by front bumper of bus. 8) Yes-tight location to stop during busy hours of day. 9) Yes ramps protected, No marked red curb at bus stop. 10) Yes domes.
*	Harrison & Erie	SSTAC	(5) NBS, (6) NBS, (9) no red curb		Y	Y	Y	Y	UKN	UKN	UKN	N/A	N/A	Y	UKN	UKN	Y	N	Y	1) Yes. 2) Yes. 3) Yes connection. 4a) Yes, 4b) unknown 4c) unknown 4d) unknown 5) N/A. 6) N/A. 7) Yes bus stop sign, No when bus parked at bus stop sign not located by front bumper of bus. 8) Yes-this is in front of Cloney's. 9) No ramps not protected red, no marked red bus stop - would take away parking. 10) Yes domes.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	HTA																			
	RTS - South Bound																			
	Trinidad Park & Ride	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	Not sure if this is the best name for the location of the stop in front of the business parking lot, while the "Park & Ride" is a block over.
	Westhaven P.O.	SSTAC	(3) pad needs connected to ped path, (5) NBS, (6)NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelters		GRD	Y	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	This was very confusing, did not see a Post Office, though I saw a Volunteer Fire Department. This stop is located in front of a private residence, no sidewalks or landing for reasonable safe access.
*	Moonstone Beach	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	The RTS sign is located at a corner at the bottom of an off-ramp. Reasonable access and safety is not present for disabled or abled. There definitely are no safe walking routes to or from stop for pedestrian to use.
*	Cleam Beach Inn	SSTAC	(2) pad needs connected to ped path, (5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		GRD	Y	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	There is not a raised landing and the present stop is basically a flat gravel/grass area used mostly as a parking space or driveway. The site is flat.
*	Grange Road	SSTAC	(3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	Y	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	Located on a flat gravel/dirt surface at the corner where residents living in the area receive mail. There is not a raised landing leaving concern about the grade of the slope boarding the bus depending on the style of lift.
	Airport Terminal	SSTAC	(5) Walkway; (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	WALK WAY	Y	Y	UKN	UKN	Y	Y	N/A	
	Central & Murray	SSTAC	(2) more landing clearance needed,(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	This is actually on Murray more than Central at a narrow sidewalk. If the lift was deployed the bus would need to pull forward where there is a driveway is located causing concern about the slope, depending on the lift used. When the bus pulls out it must immediately cross two lanes to make a left turn which may be an issue at various times of the day.
*	McKinleyville High School	SSTAC	(2) more landing clearance needed, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	The landing is narrow with a shelter present with a bench. There is no space for a chair within the shelter; older shelter is present. The bus would need to pull away from sidewalk or forward past the shelter at driveway to use lift.
	Railroad Dr & Mck Ave	SSTAC	(2) more landing clearance needed,(5) NBS, (6) NBS, (10) no domes at bus shelter			N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	This is a "Flag" stop.
	Railroad Ave & Central	SSTAC	(2) more landing clearance needed,(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	Path to bus stop is narrow with no real landing ;bus needs to pull away from curb to use lift.
	McKinleyville Shops	SSTAC	(2) more landing clearance needed, (10) no domes at bus shelter	BUS STOP COMPLETED	SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	No landing along Central Avenue; when the bus stops it blocks road and to use the lift it would need to pull forward or stop prior to the stop at a driveway, or even pull away from the curb blocking the lane more holding up traffic.
	School Rd	SSTAC	(2) more landing clearance needed,(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	Little space for allowing the lift to be used, through traffic is blocked in one lane when bus stops, use of lift along Central Avenue can be unsafe when traffic is busy.

Bus Stop Inventory and Prioritization																				
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					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Bella Vista Ave	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	This stop is located at an approach to Central Avenue on the downside of a rise in the road where the lane merges left; though the bus can pull out of the way to stop safe use of the lift is not present.
	Manila Co Center	SSTAC	(5) NBS, (6) NBS, (9) no red curb		SWALK	Y	Y	Y	UKN	UKN	UKN	N/A	N/A	Y	N	N	Y	N	Y	1) NEWLY LAID SIDEWEALK - PHOTO, 2) There is a landing as long as it is not used for a bicycle rack otherwise the appropriate landing is not there. Photo, 3) sidewalks are limited in this community, 4a) pad parallel, 4b) sidewalk cross slope-did not get-the sidewalk is fairly new and our county specs has being doing well in ensuring slopes do not excee 2%, 4c) UNK, 4d) road grade unk-where the gutter is located, there is a steep slope, buses need to pull away from the curb to stay out of slope. 7a) yes sign, 7b) parked front bumper at sign, 7c no braille, 9) no red curb, Adntl comment: The corner is located near the community center and with the new sidewalk looking good. Across the street is another story.
	5th & U Streets	SSTAC	(2) more landing clearance needed, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	N	Y	N/A	Bus shelter is present at the west end of the bus pull out. There is not an adequate landing unless the bus parks away from the curb by about 2 feet, still tight. There is a curb cut at the corner allowing access to the north side of the street, yet there is not a crosswalk.
	5th & O Streets	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	Bus shelter is present. Cross-slope, crown of the road causes the bus to lean when using lift it is a steeper slope.
	5th & K Streets - Eureka	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	Bus shelter is present. Cross-slope, crown of the road causes the bus to lean when using lift it is a steeper slope.
	5th & H Streets - Eureka	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	No bus shelter is present. There is a cover with a bike rack and bench without a cover. Cross-slope, crown of the road causes the bus to lean when using lift it is a steeper slope. This stop the bus leans much further inward.
	5th & D Streets - Eureka	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	No bus shelter is present. Cross-slope, crown of the road causes the bus to lean when using lift it is a steeper slope. There is also a large buike rack with cover here.
	Broadway & Cedar (Cinema)	SSTAC (P)		RTS ONLY	SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Spruce Point (Hum Hill)	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	Located on turn with very little room for the bus to pull over, no space to use lift safely. Because of the volume of use at this stop the ideal site for this stop for boarding and debarking for a chair would be at the stop sign where there is a raise walk and landing available.
*	King Salmon Ave	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	This stop is located at the bottom of the King Salmon Off-ramp and has not safe access for wheelchairs - Not saying it can't be done, but not advisable. Ideally a raised landing would be placed here.
*	Field Landing	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	At the bottom of the Fields Landing Off-ramp and has not safe access for wheelchairs - Not saying it can't be done, but not advisable. Ideally a raised landing would be placed here.
	College of Redwoods	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	Ideal bus stop with shelter. The front of the bus shelter has space in it for chairs to park, but when it is raining this is not such an ideal location - to fix this a 6 feet lean over the opening of the door would stop some rain to where riders must wait for the bus.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Scenic & Loleta Dr	SSTAC	(1) sidewalk-narrow, (2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb, (10) no domes at bus shelter		SWALK	N	Y	Y	N	Y	Y	N	N/A	Y	Y	N	N	N	N/A	1) sidewalk narrow, 2) clearance-no landing, 3) conect to ped path-yes but partly, 4a) yes sidewalk is parallel to road, 4b) unknown-but visual appears to be less than 2%, 4c) unknown-visual appears to exceed 5% - when parked in van with lift-when used lift van leaned to far to use van lift safely, more than 5% slope. 4d) unknown, 5) no shelter, 6) no shelter, 7a) Yes sign, 7b) Yes front numper parked stops at sign, 7c) no braille, 8) slope exceeds 5%, 9a) and 9b) no red curbs, 10) no red for for domes,Adtnl comment: site has a narrow sidewalk for space for landing-uess bus parks in the road. Bus has to be about 3 feet from the curb.
*	Fernbridge	SSTAC	(5) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	Y	Y	UKN	UKN	N	Y	N/A	No shelter, route sign is present; stop is basically located at the edge of a parking area. It needs a raised landing to be used safely by those in chairs and no real identification for the sign impaired.
*	Palmer Blvd	SSTAC	(3) pad needs connected to ped path, (5) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	Y	N	Y	UKN	UKN	UKN	N	Y	Y	UKN	UKN	N	Y	N/A	
	Fortuna 11th & N Streets	SSTAC	(2) more landing clearance needed, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	Located in front of a parking lot with a small shelter. Landing is available if no vehicles are parked in the lot to allow clearance of chair to debark.
	Fortuna Blvd & Smith	SSTAC	(2) more landing clearance needed		SWALK	N	Y	Y	N	N	N	Y	Y	Y	N	N	Y	Y	Y	1) photo of stop, 2) clearance-Suggest extending the pad where the trash can and gal in photo standing. The other side of the shelter the pole will be in the way. Unless the poles are moved in the future; where the bus stops aligned with the bus signage. Photo provided. 4a) Yes pad is parallel, 4b) sidewalk cross slope does not exceed 2%, 4c) cross slope of road is 5% does not exceed--Noticed along Fortuna Blvd slope was 5% on both sides, 4d) grade of road where bus parks measures 5%. 9) has red curb could be repainted.
	Redwood Village Shops	SSTAC			SWALK	Y	Y	Y	N	N	N	Y	Y	Y	Y	N	Y	N	Y	1) sidewalk has large crack near shelter pad and curb cut, 4b) .6%, 4c) 2.6%, 4d) 2.5%, 5) sidewalk area, curb cut in front of shelter pad, curb cut w/ domes behind shelter w/sidewalk to the shelter, 9a) curb ramp near front of shelter no red, curb ramp w dome behind shelter no red, 9b) bus stop red curb need repainted.
	Redwood Memorial Hospital	SSTAC	(3) pad needs connected to ped path, (9) no red curbs, (10) no domes at bus shelter		Y	Y	N	Y	N/A	UNK	UNK	Y	Y	Y	Y	N	Y	N/A	N/A	1) Photo, 2) Be concerned about the leaning of the bus and to give appropriate and safe space for the lift the bus may be in the path of travel on a curve-not an engineer,but ths may not be the most ideal site as it is. 3) No sidewalks or walking paths in the area-as noted above it is on a curve from the hospital and slow moving chair is changing it to cross from hospital, 4) yes pad parallel-the turnout is sloped with the road - causes the bus to lean and a steep incline for a chair, 4c) unknown-but a parked bus leans to the right, 6) Again, there are no sidewalks and the use of this stop targeted by visitors to the hospital-there is no path to walk from the stop along the road, 7a) yes bus sign, 7b) yes parked front bumper stops at bus sign, 7c) no braille, 8) Lift safety-Here there may be disagreement on my part and the engineer's, Adtnl comment: A lot of work need to be completed in building a platform and providing a safe boarding and debarking site for chairs. Yes, this site is usable, but I would list it high on an investment because it is near hospital.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Rohnerville & School Rd	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS,		Y	N	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	Y	Y	Y	1) Photo, 4a) Yes pad parallel, 4b) unknown, 4b) unknown, 4c) unknown, 4d) unknown. 7a) yes bus sign, 7b) yes parked front bumper at sign, 7c) no braille. 9a) 9b) red curbs need repainted. Adtnl comment: Landing for ramp is not there; with the wall present at the back of the walkway the bus would need to park out into road about 3 feet in the lane.
	School St & Ronald Ave	SSTAC	(5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	Y	N	N/A	1) photo, 2) clearance-Location of the bus parked for loading blocks driveway into business. The slope on the road is steep (attempted to get out in my van and did not do so well). 4a) Yes pad parallel, 4b) unknown, 4c) unknown, 4d) unknown. 7a) yes bus sign, 7b) parked front bumper a sign, 7c) no braille. 9a) & 9b) no red curbs, 10) no domes. Adtnl comment: there was a bench and trash can. The location is poor because if the bus stops and it needs to load a chair it blocks driveway of business.
	Fortuna Overlook (one stop serves both NB & SB)	SSTAC	(1) no pad at sign, (2) no landing- more landing clearance needed, (3) no pad-pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		RD	N	N	N/A	N/A	N	N	N/A	N/A	Y	UNK	N	N	?	N/A	1) no pad at sign area, bus sign is on a road curve before entering Riverwalk lodge, (2) clearance-no pad no landing at sign area (paved road), if bus picks up at the bus sign-there is no pad or landing not safe access no room for lift user as pick up in the street, pickup at sign would have to pick up passengers on road at a curve blocking road, if picks up in Riverwalk parking lot pick up would block entrance to Riverwalk, 3) connect to ped way-the stop is on the road with no sidewalk, 4s) slope-no pad or landing at sign, 4b) no sidewalk, 4c) cross slope of road-measured from road curb at sign does not exceed 5%, 4d) road grade not exceed 5%, 5) no shelter, 6) no shelter-no sidewalk, sign right on edge of road, bus stop sign is up on the curb right next to street, 7) yes sign and schedule, 7b) no ped connection right at bus stop sign as is on road curve with no sidewalk, 8) lift safety-not safe as sign is on road curve, no sidewalk, no pad, not accessible for lift user unless driver goes into Riverwalk parking lot, 9) stop had red curb, Adtnl comment: This site-bus stop sign is red curbed but sits right on the road.
*	Fortuna Park & Ride	SSTAC	(1) not stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N	N	N	N/A	N/A	N/A	N/A	N/A	N/A	Y	N	N	N	N	N/A	1) Photo, there is no landing for a chair at all, 4a) no pad, 4b) no landing or walk, 4c) no landing or walk, 4d) no landing or safe parking for bus, 7a) pad parallel, 7b) parked front bumper not at bus sign-unsafe location for loading chairs, 7c) no braille, 8) There is not a safe landing at this site near the sign. Adtnl comment: The location is in a garden along the road on a curve-this is a poor site for use by anyone needing the lift.
*	Center & Rigby	SSTAC	(1) not stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no sign, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N	N	N	N/A	N/A	N/A	N	N/A	N/A	N	N/A	N	N/A	N/A	N/A	1) photo-no signs and only logical site to stop with a little pull out, 3) area has no sidewalks, 4a n/a, 4b n/a, 4c n/a, 4d, no, 5 no shelter, 6) no connect to boarding, 7a no sign, 7b front bumper parked at sign N/A, 7c no braille, Adtnl comment: Center & Rigby North & South are poorly chosen sites for disabled, undeveloped, no signage, drove around the block a couple times looking for signs finding none.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Rigby & Davis	SSTAC	(1) not stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (6) not route connected to boarding, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N	N	N	Y	N/A	UNK	UNK	Y	N/A	Y	N	N	N	N/A	N/A	1) Landing would be in the grass and depending on the weather it could be firm or soft-photo, 3) This part of Rio Dell is very rural very few sidewalks; cross the street for the SB route there is sidewalk, 4c) unknown, 4d) unknown, 7a) yes sign, 7b) parked front bumper stops at sing, 7c) no braille, 8) a landing needs to be provided, Adtnl comment: There are not designated paths or walks around this stop.
	Rio Dell City Hall	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		SWALK	N	Y	N	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	Concern is present about landing.
*	Scotia/Hoby's Market	SSTAC	(4) No Pad/landing, (5) NBS, (6) NBS, (7) no sign, (9) no red curbs, (10) no domes at bus shelter		STABLE	Y	Y	N/A	N/A	UNK	UNK	N/A	N/A	N	UNK	N/A	Y	N/A	N/A	1) photo-the site is not posted assumed it was across the street from Hoby's. Only bus schedule was the AmTrac one.4a no pad parallel, 4b N/A, 4c N/A, 4d not do, Adtnl comment: The site thought to be the stop is the AmTrac stop. It is the parking lot across from Hoby's. There are no sidealks, just parking. The bus can pull off the road here unless the parking is being used.
	<u>RTS - North Bound</u>																			
	Trinidad Park & Ride	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	Westhaven P.O.	SSTAC	(10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	Moonstone Beach	SSTAC	(2) more landing clearance needed, (5) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	Y	Y	UKN	UKN	UKN	N	Y	Y	UKN	UKN	N	Y	N/A	
*	Cleam Beach Inn	SSTAC	(5) NBS, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	Y	Y	UKN	UKN	Y	Y	N/A	
*	Grange Road	SSTAC	(5) NBS, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	Y	Y	UKN	UKN	Y	Y	N/A	
	Central & Murray	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	McKinleyville High School	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Railroad Ave & Central	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	McKinleyville Shops	SSTAC	(10) no domes at bus shelter	BUS STOP COMPLETED	SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	School Rd	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	Bella Vista Ave	SSTAC	(5) NBS, (6) NBS, (9) no red curb, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	N	N/A	
	Manila Com Center	SSTAC	(5) NBS, (6) NBS, (7) no sign, (9) no red curb		Y	Y	Y	Y	N/A	N/A	N/A	N/A	N/A	N	N/A	N	Y	N/A	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	4th & U - Eureka	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter	CALTRANS WILL BE PUTTING IN A TURN OUT WHEN 101 IS CHANGED TO 3 LANES	SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	4th & Q / Greyhound	SSTAC	(10) no domes at bus shelter	CALTRANS TO IMPROVE	SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	4th & K - Eureka	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	4th & H - Eureka	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
	4th & D - Eureka	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	Spruce Point / Hum Hill	SSTAC	(10) no domes at bus shelter		SWALK	Y	Y	Y	UKN	UKN	UKN	Y	Y	Y	UKN	UKN	Y	Y	N/A	
*	King Salmon Ave	SSTAC (P)	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		GRD	N	N	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
*	Fields Landing	SSTAC (P)	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	N	Y	N/A	
	College of Redwoods	SSTAC (P)	(10) no domes at bus shelter																	
	Scenic & Loleta Dr	SSTAC	(1) no pad-grass, (2) more landing clearance needed, (3) pad needs connected to ped path, no pad or sidewalk to measure slope, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curb-no sidewalk, (10) no domes at bus shelter		GRASS	N	N	N	N/A	N/A	Y	N/A	N/A	Y	y	y	N	N	N	
*	Fernbridge	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
*	Palmer Blvd	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		GRD	Y	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Fortuna 11th & N Streets	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	N	Y	Y	UKN	UKN	UKN	N	N/A	Y	UKN	UKN	Y	Y	N/A	
	Fortuna Blvd & Smith	SSTAC	(5) NBS, (6) NBS		SWALK	Y	Y	Y	N	N	UNK	N/A	N/A	Y	N	N	Y	Y	Y	
	Redwood Village Shops (across from Safeway)	SSTAC	(2) more landing clearance needed		SWALK	N	Y	Y	N	N	UNK	Y	Y	Y	N	N	Y	N	N	
*	Redwood Memorial Hospital	SSTAC	(1) not stable, (2) more landing clearance needed, (9) no red curbs, (10) no domes at bus shelter		N	N	Y	Y	N/A	UNK	UNK	Y	Y	Y	Y	N	Y	N/A	N/A	
*	Rohnerville & School Rd	SSTAC	(2) more landing clearance needed, (3) pad needs connected to ped path, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curbs		Y	N	N	Y	UNK	UNK	UNK	N/A	N/A	Y	UKN	N	N	N	Y	
	Campton Heights Market	SSTAC	(5) NBS, (6) NBS, (9) no red curbs, (10) no domes at shelter		Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	Y	Y	N/A	

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	O'Reilleys Auto Supply	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking		STABLE	N	Y	Y	N	N	UNK	N/A	N/A	Y	N	N	N	Y	Y	
	Fortuna Overlook (one stop serves both NB & SB)	SSTAC	(1) no pad at sign, (2) no landing-more landing clearance needed, (3) no pad-pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		RD	N	N	N/A	N/A	N	N	N/A	N/A	Y	UNK	N	N	UNK	N/A	
*	Fortuna Park & Ride	SSTAC	(1) not stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N/A	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N	UNK	N	N	N/A	N/A	
	Center & Rigby	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes		SWALK	N	Y	Y	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N	N	
	Rigby & Davis	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS		SWALK	N	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	Y	Y	Y	
	Davis Off Ramp	SSTAC	(1) not stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		GRD	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N	N/A	N	N	N/A	N	
*	Rio Dell City Hall	SSTAC	(5) NBS, (6) NBS, (10) no domes at bus shelter		SWALK	Y	Y	Y				N	N/A	Y			Y	Y	N/A	
	Scotia/Hoby's Market	SSTAC	(2) more landing clearance needed, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs,		SWALK	N	Y	Y	UNK	UNK	UNK	N/A	N/A	N	UNK	N	N	N	Y	
	<u>Willow Creek</u>																			
	Willow Creek	SSTAC	(5) NBS, (7) no signage, (9) no red curbs, (10) no domes at bus shelter		Y	Y	Y	Y	UNK	UNK	UNK	N	Y	N	N/A	N	Y	N	N	1) photo-front view - yes pad parallel, 3) connection to ped path-sidewalks only lead to main street, 4a) yes pad parallel, 4b) 4c) and 4d) unknown, 5) no shelter, 6) connect to boarding area-recognize multiple buses meet here and not all have access to landing pad, 7a) no sign-there is a schedule, 7b) N/A - parked front bumper stops at sign, 7c) no braille, 9a) 9b) no red curbs, 10) no domes, Adtnl comments: Other busses (Trinity and KT Net) meet at this stop and they park downhill from the main stop-no landing for using lift.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
	SoHum Intercity-Northbound 11				1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Redcrest Off Ramp NB	SSTAC	(1) located on off ramp, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N	N	N	N/A	N/A	N/A	N/A	N/A	N/A	Y	N/A	N	N	N/A	N/A	1) photo-if the bus stopped to deploy the lift it would block the road. If it pulled off the road the lift would reach over the ditch-grass and dirt landing soft. 4a) 4b) 4c) 4d) N/A, 7a) yes sign, 7b) cant tell, 7c) no braille, 9a) n/a 9b) n/a, 10) N/A Adtnl comment: This is located on the on ramp to the freeway, access to stop is very limited for users of a chair.
	Founders Grove (Request Stop NB&SB)	SSTAC	See comments		N	N/A	UNK	N/A	N/A	N/A	N/A	N/A	N/A	N	N/A	N	N/A	N/A	N/A	1) Pad - Here as with many sites along this route the need for bus stop pads is there. If the pads were in place it would improve access be provided for those using mobility aids (walking paths to the site)? 3) Connection - Hard to deemine without designated routes for those using mombility aids. 4a) no pad-slope unknown. 7) Signage-No bus sto sign-At the time it was viewed there were only schedules in clear file folders, no sign to measure bus stopping location, no braille. 8) Lift safety - A bus stop pad needs to be provided for this to apply. 9) Parked vehicles/red curb - There is not a designation of parking. 10) Domes-No path for use of truncated domes.
*	Weott Off Ramp NB	SSTAC	See comments		N	N	N	N/A	UNK	UNK	UNK	N/A	N/A	N	UNK	N	N	N/A	N/A	1) Bus stop pad - There is pavment but loding and unloading the bus would partially block the off ramp. 3) Connection - This is not advisable for those using mobility aids. Adtnl comment - Off-ramps should be marked "Non-accessible" until wider berths are developed to provide landings.
*	Myers Flat Overpass (NB / SB)	SSTAC	See comments		Y	Y	Y	Y	N/A	UNK	UNK	N/A	UNK	N	N/A	N	Y	N/A	N/A	1) Pad - This site has s hard surface loose gravel and dirt. Used for both south and north bound routes. 3) Connection - There are not any designated pedestrian paths in the area-rural area-this is located next to a closed gas station. 7) Signage-No bus sto sign, Marked with schedules stapled to a post in plastic file sleeves. Adtnl Comment: This stop looks as if it is used for both north and south bound routes-could not find another site. This site was marked. Schedules in plastic covers.
	Miranda/Sips Coffee (So Fork H.S.)	SSTAC	(1) grass between two roads, (2) blocks traffic access-more landing clearance needed-bus stops not where schedules are, (3) rural no sidewalks, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb, (10) no domes at bus shelter		N	N	Y	Y	UNK	UNK	UNK	N/A	N/A	N	UNK	N	N	N/A	N/A	1) Pad - Bus schedules were found posted on Stop Sign post. There is about three feet of grass between the two roads. 2) clearance Landing - Blocks traffic - the bus must stp at the mini market not where the schedules are. 3) Connection - rural area no sidewalks. Adtnl Comment: This stop had its schedules posted to a Stop sign - speaking to the driver they stop at the mini market just before the school.
*	Maple Hills Rd (Spirit Art Glass) (NB & SB)	SSTAC			Y	Y	Y	N/A	UNK	UNK	UNK	N/A	Y	N	N/A	N	Y	N/A	N/A	1) Pad-Hard gravel surface.
	Phillipsville Fire Dept (NB & SB)	SSTAC	See comments		Y	Y	N/A	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	Y	N/A	N/A	3) Connection-Rural area no sidewalks. 4) Slope-Landing area is the driveway in front of the Fire Dept Bldg. Driveway slope is mixed. 7) Signage-No bus stop sign. Schedules were in plastic file sleeves taped to the left side of the far door on a 3' black pole, under the shrubs - picture provided under comment question #1. Adtnl Comment: Across the street there is a wide turn out that may provide a better site ffor a bus to stop oing both noth and south. Picture provided.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Dean Creek Resort (NB)	SSTAC	(1) stable, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		Y	N	N	N/A	N/A	N/A	N/A	N/A	N/A	N	N	N	N	N/A	N/A	1) photo-this site is located just past Deans Creek Resort at a turnout, no room for the bus to pull off the road and use the lift-hard surface unless wet, 3) it is alongside the old highway no path to walk, 4a-4d) N/A none to measure, 7a no sign-there is a schedule no sign, 7b no sign, 7c) no braille, Adtnl comment: Located at the shadow pullout not good for loading a chair.
	Redway Signature Coffee	SSTAC	See comments		N	N	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	Y	N	N	N/A	N/A	1) Pad- If the bus to pull off the road it would be up against the raised ground and brush. 4) Slope-Still tight for those using mobility aids. 8) Lift safety - It could be if a pad was installed off the pull ouy that is currently in place. 9) Parked vehicles - no red curb, rurual area alon old highway often used for parking by other vehicles. Adtnl Comment: The cleaning of the area where the sign is located and installing a landing pad is needed then designated as no parking.
	Garberville (Redwood Dr & Melville) (NB & SB)	SSTAC	See comments		Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	Y	UNK	N	Y	N	N	1) Pad - This site could not be found for the vehicles that were parked along the sidewalk. Location is in the middle of the block and would suggest moving it south of its current location (picture provided). 7) Signage - Yes bus stop sign, but unknown when bus parked at stop if bus stop sign located by front bumper of bus...unknown because of its location. Adtnl Comment: Vehicles blocked the viewing of this site. It should be moved to the south end of the sidewalk with a curb painted red.
	Benbow Golf Course NB	SSTAC	not allowed to enter bus area																	Was not allowed to go into where the bus stop is. Only going by photos googled showing the stop is located in the parking lot.
	<u>So Hum - Intercity - Soundbound-10</u>																			
	Davis St Off ramp, Rio Dell	SSTAC			N	N	Y	N/A	N/A	N/A	N	N/A	N/A	N/A	N/A	N/A	N	N/A	N	1) Pad - Not sure where the pad would be located if there was one here. The off ramp enters the roadway with an intersection to its right. To place a pad here may not be ideal for loading and unloading of chairs. 3) Connection - This site is located at the bottom of the off ramp from Hwy 101. Use by ambulatory individuals advisable to be extra careful for traffic; users of chairs i would advise not using this site to unload unless it is a last resort. 7) Signage - N/A if it was present poorly visable at time of visit. 8) Lift Safety - No, this is at the bottom of an off ramp as stated above, it is advised not to unload or board chairs here unless last resort. 9) Parked vehicles, red curbs - N/A it is assumed "No Parking" here because of its location at the end of an off ramp. 10) Domes - The placement of truncated domes here may be an idea to consider. First they need to instal a bus pad and is this actually a site to be designated as accessible to those using a chair or other disabilities requiring mobility aids. This is at the front of an off ramp not much room for an appropriate platform - I spoke with a Caltrans contact about bus stops at the off ramps and there is a possibility of improving these, but matching funds would be needed by local agencies. Improving the site may be done, but would this be a site for use by those using mobility aids.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
*	Redcrest Off Ramp	SSTAC	(1) located bottom of off ramp, (2) more landing clearance needed, (3) pad needs connected to ped path, (4) No Pad/landing, (5) NBS, (6) NBS, (7) no signage, (8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		N	N	N	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N/A	N/A	1) photo-there is not a landing and it is located at bottom of off ramp, 4a-4d no pad to measure or slope, 7a not bus sign, a schedule-nothing else, Adtnl comment: This is located at the end of an off ramp to turn to Redcrest. The site could be developed for access but at this time this site does not come near ADA access.
*	Weott Off Ramp SB	SSTAC	See comments		N	N	N	N/A	N/A	N/A	N/A	N/A	UNK	N	UNK	n	N	N	N/A	1) Pad - The stop is located at the off ramp end near the stop sign. This is a site not advised for those using mobility aids - if there was a pad access from the pad to the community would be difficult for those needing mobility aids. 3) Connection - No accessible ped connection. 5) No place for shelter. 7) No bus stop sign. There was a schedule posted to the stop sign. 8) Lift Safety - As is this is not a site for those using mobility aids. 9) Parked Vehicles-Red curbs - There is no parking at the end of the off ramp. Emergency only and that will be tight. Adtnl Comment: At the end of the off ramp and there is no walkway, bus pad, or red curb, painted at this site. This is not a bus stop that can be used for loading or unloading those with mobility aids.
	Phillipsville Post Office	SSTAC	(8) safety hazard for boarding & debarking, (9) no red curbs, (10) no domes at bus shelter		Y	Y	Y	Y	N/A	N/A	N/A	Y	Y	Y	N	N	N	N/A	N/A	1) photo, stable, 4a pad parallel, 4b 4c 4d n/a. 7a yes bus sign, 7b parked front bumper stops at sign-no, 7c no braille, 10) no domes-might be helpful for identifying the walking path for the blind.
*	Dean Creek Resort (SB)	SSTAC	See comments		Y	Y	Y	N/A	N/A	N/A	N/A	N/A	N/A	N	N/A	N/A	Y	N/A	N/A	1) Pad - Could not find the location where the bus stops, asking the Resort resident they pointed to the bottom of the driveway closer to the north entrance. Assumed the bus could stop in two areas with plenty of room.
	Briceland/Redway Dr.	SSTAC	See comments		Y/N	/	/	/				N/A	/	N			/	N	N	1) Pad - Could not find where the bus stopped. If it stopped on the Redwood Dr. side there is space. But a curb in the way. If it is located on Briceland Rd there is not a safe accessible path. The day visited there were cars parked blocking both sides (picture provided). 8) Lift Safety - Those using mobility aids may not be safe loading in this area, depends on where the bus stops. Adtnl Comment: This stop needs clear identification.
	Calico's (Restaurant, Garberville)	SSTAC	(5) NBS, (6) NBS, (7) no signage, (9) no red curbs, (10) no domes at bus shelter		Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	N	N	N	Y	N	N	1) photo-Directly in front of restaurant, 2) photo-Crosswalk has no curb cut, 3) sidealks can use some repais, 4a) pad parallel, 4b) unknown-but there is a steep slope, 4c) unknown, 4d) unknown, 7a no sign, but has a schedule and loading sign, 7b) no sign to measure, 7c) no braille, 8) the bus stop takes parking away from customers and should be moved. Adtnl comment: There is a steep driveway to the south of the stop and holes in the sidewalk to the north that can be of problem to those using manual chairs.
	Miranda General Store	SSTAC			Y	Y	Y	Y	Y	UKN	UKN	Y	Y	UKN	UKN		Y	N/A	N/A	1) Pad-The shelter present has a 4'x6' (est) paved pad at a 3% slope - it is failrlly flat here with packed earth on each side. 4B)Slope-sidewalk cross slope exceeded 2% (3%).questioned the accuracy of tool used. 7) Signage-No bus stop sign, there was a schedule in a plastic file sleeve. 9) Parked vehicles-no red markings, but this is on the edge of the road a pull-off and used for parking-plenty of room, no red marking for schedule notice.

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	<u>So Hum - Local (Deviated Fixed Route).</u>																			
	Healy Center (NB) /Briceland Rd & Par Ave	SSTAC	(7) No signage		Y	Y	Y	Y	N	N	UNK	Y	Y	N	N/A	N	Y	Y	Y	3) Connection - rural area, sidewalks are not complete after you leave the Healy Center. 4a) pad parallel, 4b) sidewalk cross slope does not exceed 2%; 4c) road cross slope does not exceed 2%; 4d) unknown. 7) signage - Schedule is present, but no signs. 10) Adtnl Comment : Nice stop need red curb and appropriate signage.
*	Redway Dr & Oak (serves NB/SB)	SSTAC	1) Pad - Located at a stop sign there is no way this site can be used for loding a chair. 2) More landing clearance needed. 3) pathway not accessible-rural no sidewalks, (4) N/A, (5) NBS, (6) NBS, (7) no signage, (8) lift safety - more clearance needed, (9) no red curb, (10) N/A. Adtnl Comment: Location of stop is not safely usable by those using mobility aids. The bus sschedule was posted in plastic sleeves on telephone post.		N	N	N	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N/A	N/A	1) Pad - Located at a top sign there is no way this site can be used for loading a chair. 3) Connection - rural area no sidewalks. Adtnl Comment: Location of stop is not safely usable by those using mobility aids. The bus schedule was posted in plastic sleeve on the telephone post.
*	Redway Dr & Whitmore (serves NB/SB)	SSTAC	(1) At the time of the visist the grass here was 3-4 feet high. There was a street post with a bus schedule taped to it. 2) more landing clearance needed, (3) pathway not accessible, (4) N/A, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb, (10) no domes. Adtnl Comment: This is not a site to recommend to those using mobility aids.		N	N	N	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N	N	1) Pad - At the time of the visit the grade here was three to four feet high, there was a street post with a bus scheduled taped to it. Adtnl Comment - this is not a site to recommend to those using mobility aids.
*	Redway / Redway Dr & Empire Ave (serves NB/SB)	SSTAC	(1) There was a schedule posted ona a post near the stop sign. If a personusing a mobility aid they would need to have the bus stop about 100 yards before the stop and block a driveway to board. 2) more landing clearance needed, (3) pathway not accessible-Yet this is a rural area no wiewalks and where there are sidewalks access is limited; incomplete sidewalks. (4) N/A, (5) NBS, (6) NBS, (7) no signage, (8) more clearance needed, (9) no red curb, (10) no domes. Adtnl Comment: Work to make this stop ADA is possible; probably costly for the easemet purpose, depending on the county's right to land?		N	N	Y	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N/A	N/A	1) Pad - There was a schedule posted on a post near the stop sign. If a person using a mobility aid they would need to have the bus stop about 100 yards before the stop and block a driveway to board. 3) Connection - Yet this is a rural area not sidewalks and where there are sidewalks access is limited; incomplete walks. Adtnl Comment: Work to make this stop ADA accessible is possible; probably costly for the easement purpose depending on the county's right to land.

Bus Stop Inventory and Prioritization																				
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Draft															
					Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
	West Coast Rd (Redway Clinic)	SSTAC	(1) Pad-Bus shelter and landing is located above the Redwood Medical Clini. 2) 3) Connection-Limited sidewalk with path mostly along parking lot to enter building. 4) Slope - pad is parallel to road, sidewalk cross slope does not exceed 2% (1.5%), did not do road cross slope and road grade. 5) NBS. 6) Connection-Area is rural area sidewalks are incomplete. 7) no signage-The bus pad and walk may need to be extended if a larger bus is used. no red curbs. 10) has truncated domes. Adtnl Comment: This stop is located above the clinic and oneusing mobility aids ma need assistance returning to t bus-it is not transit's responsibility, but something for drivers to consider seeing a chair struggling hopefully the clinic is aware of this.		1 Y	2 Y	3 Y	4a Y	4b N	4c UNK	4d UNK	5 N/A	6 Y	7a N	7b N/A	7c N	8 Y	9a N	10 Y	
*	Industrial Park (DMV) (serves NB/SB)	SSTAC	1) Pad-The location of the bus stop is in question. If it is located in front of the DMV there is no place for pad or stop. If it is located scross the street from DMV still limited space for a bus stop. I did find a schedule in front of the DMV but it just did not look right - sorry. 2) More landing clearance needed. 3) Paths-N/A shrubs in the area walking or rolling will be in the road. 4) Slope - N/A. 5) NBS. 6) NBS. 7) No signage. 8) More clearance needed. 9) No red curbs. 10) No domes. Adtnl Comment: this stop needs improved location and ground work to make it usable.		N	N	N/A	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	N	N	N	1) this is located in front of the DMV office and there is no landing or site for the bus to use the lift. 3) there are few sidewalks or area for pedestrians, 4a) unknown, 4b) unknown, 4c) unknown, 4d) n/a, 7a) has sign, 7b no sign to measure, 7c no braille, no red curbs, no domes, Adtnl comment: There are a couple sites that could be designated as stops, but esements would be needed.
	Humboldt House Inn	SSTAC	(1) Pad-Could not find bus stop or schedule for this site. Per Google it is marked but no markings on the ground or signs. The day of inventory no parking available; so "yes" to having a hard surface depends on stopping at driveway or in parking site. (2) cannot determine this. (3) Ped connection-Limited sidewalk access to the north and to the south it extends through town- sidewalks in Garberville need much repair 4) Slope -N/A. (5) NBS, (6) NBS, (7) no signage, (8) Lift safety-location may need to be changed or eliminate street parking-more clearance needed, (9) no red curb, (10) no domes at bus shelter. Adtnl Comment: parking or bus is limited for loading or unloading due to configuration of parking of vehicles (no handicapped parking). Bus stop needs a pad and location either south or end of block giving a designated site for passengers to meet safely.		Y	N/A	Y	N/A	UNK	UNK	UNK	N/A	N/A	N	N/A	N	Y	N/A	N/A	1) Pad - Could not find the bus stop or schedule for this site. Looking on Google it is marked but there are no markings on the ground or signs. The day this inventory was done there was no parking available; so the "yes" to having a hard surface depends on stopping at a driveway or in a parking site. 2) Clearance landing - Cannot determine this! 3) Connection - Limited sidewalk access to the north and to the south it extends through town - sidewaik in Garberville need much repair. 8) Lift Safety - The location here may need to be changed or eliminate street parking? Adtnl comment: The parking or the bus is limited here for loading and unloading due to the configuration of the parking of vehicles (no handicapped parking). The bus stops needs a pad and location either at the south or north end of the block giving a designated site for passengers to meet safely.

Bus Stop Inventory and Prioritization																					
Priority	Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments	
					1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10		
	Cedar Creek Apartments	SSTAC	(1) Pad-It is assumed the bus pulls in and circles around the parking lot and stops immediately outside the front walkway. 2) Clearance-Under the assumption above there is plenty of space. 4) slope-did not do was a parking lot. (5) NBS, (6) NBS, (7) no signage-did not even find the schedules as posted elsewhere. (9) no red curb, (10) no domes. Adtnl Comment: Driving thru here it was late. Finding this site was difficult. Did not realize they referred to the complex.		N	Y	Y	Y	N/A	N/A	N/A	N/A	UNK	N	UNK	UNK	UNK	UNK	N/A	1) Pad - It is assumed the bus pulls in and circles around the parking lot and stops immediately outside the front walkway. 2) Clearance Landing - Under the assumption above, there is plenty of space. 4) did not measure slopes or grade as it was a parking lot. 7) Signage - No bus stop sign - did not even find the schedules as posted elsewhere. Adtnl Comment: Driving through here it was late. Finding this site was difficult. Did not realize they referred to the complex.	
	Benbow Golf Course (NB & SB)	SSTAC			Y	N/A	N/A	N/A	N/A	UKN	UKN	N/A	N/A	N/A	UKN	UKN	N/A	N/A	N/A	1 - 10. Was not allowed to go into where the bus stop is. Only going by photos googled showing the stop is located in the parking lot (picture provided). Adtnl Comment: As noted there was a MJ conference going on and was not allowed to drive to the bus stop location. From talk I understand a sign is needed and a designated site for the bus to pick up passengers, though drivers are consistent whenever possible and vehicles are not parked in lot.	
	<u>So Hum - Local (Deviated Fixed Route) - Southbound 4</u>																				
	Avenue of Giants & School Rd	SSTAC	(5) NBS, (6) NBS, (7) no signage, (9) no red curbs, (10) no domes at bus shelter		Y	Y	Y	Y	UNK	UNK	UNK	N/A	N/A	N	N	N	Y	N	N/A	1) photo-yes this site has a newly paved landing. 4a) Yes pad parallel, 4b) unknown, 4c) unknown, 4d) unknown, 7a) no sign- there was a schedule once posted in plastic binder pages posted to the street sign between the school and road. Now there is not signage and assume the bus stops in front of Sigs Coffee Shop.	
	Phillipsville Post Office	SSTAC	same as SB intercity																		
	Dean Creek Resort (SB)	SSTAC	same as SB intercity																		
	Briceland Redway Drive	SSTAC	same as SB intercity																		
	Healy Center/Briceland Rd & Par Ave	SSTAC	same as SB intercity																		
	West Coast Rd (Redway Clinic)	SSTAC	same as SB intercity																		
	Cedar Creek Apartments	SSTAC	same as SB intercity																		
	Calico's (Restaurant , Garberville)	SSTAC	same as SB intercity																		
	Benbow Golf Course (NB & SB)	SSTAC	same as SB intercity																		

Bus Stop Inventory and Prioritization																				
Priority	Draft Bus Stop	Survey Completed	Issue (NBS - no Bus shelter)	Recommended Action	Pad Surface	Clearance Landing	Pedestrian Paths	Slope of pad parallel to roadway	Cross slope of sidewalk at landing exceeds 2%	Cross slope of bus parking lane exceeds 5%	Grade of road exceeds 5%	Bus Shelter Present	Connected to Boarding	Route Signage Bus Stop Sign	Bus stop sign located at front bumper when bus parked	Braille	Safety for Lift Use	Parked Vehicles - Curb Ramps Marked Red	Truncated Domes	Comments
	Tish Non Village - Northbound	SSTAC			1	2	3	4a	4b	4c	4d	5	6	7a	7b	7c	8	9a	10	
	Tish Non Village	SSTAC	(1) not stable, (2) more landing clearance needed, (9) no red curbs		N	N	Y	Y	UNK	UNK	UNK	Y	Y	Y	Y	N	Y	N	Y	1) not stable-sidewalk is narrow-got stuck-photo, 4b) unknown, 4c) unknown, 4d) unknown, 5) shelter-day this was visited there was trash blocking the access into shelter, 7a) yes bus sign, 7b) yes parked front bumper stops at sign, 7c) no braille, 8) lift safety-a landing is needed and maybe widen the sidewalk surrounding the shelter, Adtnl comment: Surrounding the shelter could use a widr sidewalk and the addition of a landing-be careful not to add the landing and place the trash can there.
	Legend to Headings: Bus Stop Pad Surface Clearance Landing Pedestrian Paths Slope Bus Shelter Present Connected to Boarding Route Signage Safety for Lift Use Parked Vehicles Truncated Domes Location of the stop. If a bus stop pad or other area where a lift or ramp is deployed, does it have a surface that is stable and firm? On a slope? Is there a clear length of 96 inches (measured from the curb or vehicle roadway) and a clear width of at least 60 inches (parallel to the roadway) provided to the maximum extent allowed by legal or site constraints? Is the pad connected to streets, sidewalks or pedestrians paths by an accessible route (hard or soft surface path)? Is the slope of the pad parallel to the roadway and, to the extent practicable, the same as that of the roadway? NOTE: Maximum slope of 1:50 (2%) perpendicular to the roadway is allowed for water drainage. Where provided, are bus shelters installed or positioned in such a way that a wheelchair or mobility aid user can enter from the public way and reach a location having a minimum clear floor area of 30 inches by 48 inches, entirely within the perimeter of the shelter? Are shelters connected by an accessible route to the boarding area provided with accessible routes? Where provided, do all signs identify bus routes? Are sign and other information provided in Grade II Braille? EXCEPTIONS: Bus schedules, timetables, or maps posted at the bus stop are not required to comply with certain provisions (Section 10.2.1(3)). Are bus stop sites chosen such that, to the maximum extent practicable, the areas where lifts or ramps are to be deployed safely for boarding and debarking? Are curb ramps located or protected so that they will not be obstructed by parked vehicles? Are bus stops? Are truncated domes at curb cuts near bus shelters?																			