

**Appendix A:  
Existing Transit Operators & Services**

## **REGIONAL TRANSIT SYSTEM**

The various transit bus routes provide a level of connectivity at major transfer points. These locations include downtown Eureka, the Bayshore Mall in Eureka, and the Arcata Transit Center. The Bayshore Mall, as well as the area of 3rd/4th/5th and H Street, provides connections between Redwood Transit System (RTS), South Humboldt Transit System (SHTS), and Eureka Transit System (ETS) buses. The Arcata Transit Center is a central transfer facility where, in addition to inter-regional buses, many local bus systems stop, including RTS, Willow Creek Extension, Arcata & Mad River Transit System (A&MRTS), Blue Lake Rancheria Transit (BLRT), and Redwood Coast Transit (RCT) of Del Norte County.

The RTS commuter bus makes multiple stops in and near Fortuna, allowing potential connections between Fortuna Senior Transit and the RTS. The Willow Creek Extension connects to transit providers in Willow Creek (K/T NeT and Trinity Transit), enabling trips between Arcata and the Hoopa Reservation and Orleans, Weaverville in Trinity County, and further east to Redding in Shasta County.

## **FIXED ROUTE TRANSIT**

### Humboldt Transit Authority (HTA) (Public Transit Operator)

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.

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) (Public Transit Operator)

HTA operates 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 HSU, College of the Redwoods, the Intermodal Transit Center in Arcata (commonly referred to as Arcata Transit Center), Downtown Eureka and the Bayshore Mall. RTS runs seven days a week. (Sunday service began November 4, 2012.)

### Southern Humboldt Transit System (SHTS) (Public Transit Operator)

HTA operates 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

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 (Public Transit Operator)

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) (Public Transit Operator)

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.

Arcata & Mad River Transit System (A&MRTS) (Public Transit Operator)

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 Intermodal Transit Center (also referred to as Arcata Transit Center). A&MRTS contracts HTA to maintain its fleet vehicles. A&MRTS has a Gold Route, Red Route, and Orange 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, Sunnybrae, and the HSU campus. The Saturday route provides more direct service between the Valley West area and HSU and the Sunnybrae neighborhood and HSU. On Saturdays, the Orange route runs hourly from 7:00 AM to 7:00 PM. Buses do not run on Sundays.

During HSU fall and spring semesters the last outbound bus leaves the transit center at 9:05 PM weekdays and 4:05 Saturdays. The first outbound bus leaves the transit center at 7:05 AM weekdays and 9:05 AM on Saturdays. During HSU summer and winter semesters, the last bus leaves the transit center at 6:05 PM weekdays. The first outbound bus leaves at 7:05 AM weekdays and Saturdays.

Blue Lake Rancheria Transit (Public Transit Operator)

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.

#### Klamath-Trinity Non-Emergency Transportation (K/T Net) (Private Non-Profit Transit Operator)

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 service operates Monday through Saturday. On Tuesday 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 service from Willow Creek, Hoopa, Weitchpec, Pecwan/Wautec operates Monday through Friday.

### **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, and Humboldt Community Access and Resource Center (HCAR).

#### City Ambulance of Eureka (CAE) (Private Operator)

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 and gurney transportation throughout the county. Medi-Cal billing is available for the Med Trans service. 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.

Humboldt Community Access and Resource Center (HCAR) (Private Non-profit Operator)

The Humboldt Community Access and Resource Center (HCAR) is a non-profit agency and serves as the Consolidated Transportation Service Agency (CTSA) for Humboldt County, and in that capacity, helps coordinate paratransit services.

HCAR operates the Care-A-Van Program providing non-emergency medical transportation service for the greater Humboldt Bay area. This service is for the elderly and persons with disabilities, and covers Scotia north to Trinidad and east to Blue Lake in areas that do not have paratransit services. Care-A-Van service is available Monday through Saturday. HCAR operates the Care-A-Van service directly through a contract with HCAOG.

HCAR also provides Dial-A-Ride service Monday through Saturday. Their DAR service area includes Ridgewood, Humboldt Hill, Fields Landing, King Salmon, Elk River Road, Samoa/Manila, Freshwater, Indianola, Old Arcata Road, and College of the Redwoods.

Fortuna Senior Transit (Public Operator)

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 Medi-Trans (Private Non-profit Operator)

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 more expensive 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), Adult Day Health

The Humboldt Senior Resource Center 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 six vehicles that provides services throughout Eureka and the surrounding area, Fields Landing, Fortuna, Rio Dell and the Eel River Valley. Services are provided for persons 18 and older who are disabled and dependent on others. The Eureka program also relies on the HCAR Care-A-Van non-emergency medical transportation service and Dial-A-Ride services to transport its clients.

#### 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 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. The ADHC also relies on HCAR Care-A-Van non-emergency medical transportation service and Dial-A-Ride services to transport its clients.

Area 1 Agency on Aging (A1AA) Volunteer Driver Program

The A1AA provides a Volunteer Driver Program which offers rides to medical and health-related appointments serving seniors from the Eel River Valley area to Trinidad. Passengers must be over the age of 50, with limited resources and comply with the Program Passenger Guidelines. Preference is given to those who are disabled and/or frail. Drivers of the Volunteer Driver Program must possess a California driver's license and meet eligibility requirements in order to be a driver. Volunteer drivers are eligible for limited reimbursement for mileage.

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 provides transportation from Bridgeville to Eureka and Fortuna on Fridays, as well as transportation for seniors in the area to attend the weekly lunch program. The service to Eureka/Fortuna is available for medical and social service appointments and generally leaves in the morning and returns in the afternoon. Although the service is grant funded, the Community Center requests a donation for the Eureka/Fortuna service. A one-day advanced reservation is required for the service.

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.

## **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 under the banner of City Cab, even though service is provided using several different company names, including Yellow Cab, City Cab and Express Cab. Rates are based on distance. Service is provided in most parts of the county with the exception of Fortuna.

Shuttle service is available to airports and other destinations. Door-to-Door Airporter Shuttle serves the Arcata-Eureka Airport and Humboldt Bay Area. 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.

#### Cher-Ae Heights Casino Shuttle

Operated directly by the Cher-Ae Heights Casino, the shuttle transports customers to the casino Wednesday through Sunday. Two separate shuttle routes serve various locations in Eureka and Arcata. The Eureka shuttle provides five round trips Wednesday through Saturday and four round trips on Sunday. The Arcata shuttle route provides four round trips Wednesday through Saturday and three round trips on Sunday. Service to Fortuna and Loleta is available upon request. All service is free for Cher-Ae Heights customers and a wheelchair accessible vehicle is available if requested.

## **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.

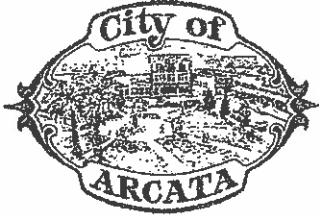
Amtrak and Greyhound

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.

**Appendix B:  
Record of Public Hearings & Testimony**

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Record of Public Hearings & Testimony**



736 F Street Arcata, California 95521

City Council  
822-5953

City Manager  
822-5953

Public Works  
822-5957

Police  
822-2428

Community Development  
822-5955

Environmental Services  
822-8184

A&MRTS  
822-3775

Finance  
822-5951

Recreation Division  
822-7091

FAX  
822-8018

February 19, 2014

Marcella Clem,  
Executive Director  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501

Dear Marcella,

Please find the following information received at the City of Arcata's February 5, 2014 Unmet Transit Needs public hearing. The following list is presented based on the comments received from the public hearing, written, telephone and in person comments:

- Extend hours of service to the Arcata Senior Center and Health Sport.
- Develop and utilize train service to compliment bus service.
- Provide more reasonable and efficient transportation services for Adult Day Health Care consumers.
- Extend bus service down Old Arcata Road beyond Sunny Brae.
- Extend Amtrak services East and North and improve connections when traveling out of the County.
- Allow bicycles on Arcata City buses late at night when ridership is low.
- Improve frequency of RTS buses on Sundays and extend night service.

Please contact me at (707) 822-3775 for any additional comments regarding this information.

Sincerely,

**Larry Pardi**

Larry Pardi, Transportation Superintendent



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## Unmet Transit Needs

MESSAGE

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**Adrienne Nielsen** <cityclerk@bluelake.ca.gov>  
To: Debra Dees <debra.dees@hcaog.net>

Wed, Feb 12, 2014 at 11:50 AM

The City Council of the City of Blue Lake held a Public Hearing for Unmet Transit Needs on February 11, 2014. There were no comments submitted.

Adrienne Nielsen  
City Clerk

City of Blue Lake  
P.O. Box 458  
Blue Lake, CA 95525  
Office 707-668-5655  
Fax 707-668-5916  
[www.bluelake.ca.gov](http://www.bluelake.ca.gov)



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CITY COUNCILCITY OF EUREKA  
COUNTY OF HUMBOLDT, STATE OF CALIFORNIA

MINUTE ORDER

Certified copy of portion of proceedings. Meeting of February 4, 2014.

SUBJECT: Public Hearing – Unmet Transit needs

ACTION:

Finance Director Paul Rodrigues provided a report.

The public hearing was opened at 6:26P.M. The following individuals addressed the council regarding this subject matter:

Richard Tolleson, Eureka: I have an idea to check out whether we'll get enough riders on Sunday. Why don't next month, the first two or three Sundays of March, run the Saturday schedule on Sunday to see if you get enough riders to run a Sunday schedule because there are still a lot of people that would like to have a Sunday schedule within the city limits. I might even like it, because I can get places without walking or having somebody take me on Sunday. But there's a lot of other people that have come at other times asking for Sunday service. And I've been thinking about it and I thought about it before I came up tonight and I came up with this idea. Maybe even all four Sundays of March, if we have enough funding now to do it. I hear it on the buses and bus stops all the time, why don't we have Sunday service like HTA does? Thank you.

Deborah Dees, HCAOG, gave information about the Unmet Needs Hearings.

The public hearing was closed at 6:32P.M.

Council directed staff to forward a transcript of comments to the Humboldt County Association of Governments (HCAOG) for inclusion in the 2014-15 Unmet Needs Report of Findings.

Adopted on motion by Councilmember Brady, seconded by Councilmember Newman, and the following vote:

AYES: BRADY, NEWMAN, CIARABELLINI, ALBIN  
NOES: NONE  
ABSENT: ATKINS  
ABSTAIN: NONE

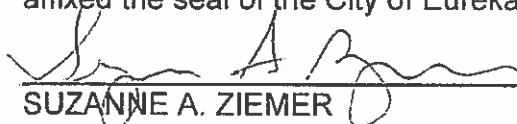
Agenda Item\_\_3

MINUTE ORDER, February 4, 2014  
ITEM 3  
PAGE: 2

STATE OF CALIFORNIA )  
County of Humboldt ) ss.  
City of Eureka )

I, SUZANNE A. ZIEMER, Deputy City Clerk of the City of Eureka, do hereby certify the foregoing to be a true and correct copy of the original made in the above entitled matter by said City Council as the same now appears of record in my office.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Eureka on February 13, 2014.

  
\_\_\_\_\_  
SUZANNE A. ZIEMER  
DEPUTY CITY CLERK

Originating Dept.: Finance

Agenda Item 3

**City of Ferndale, Humboldt County, California, U.S.A.**  
Minutes for City Council Meeting of for February 6, 2014

Mayor Stuart Titus called the Regular City Council Meeting to order at 7:06 pm. Present were Mayor Titus, Council Member Ken Mierzwa, Council Member Michael Sweeney, Council Member John Maxwell and Council Member Daniel Brown along with staff City Manager Jay Parrish, City Clerk Elizabeth Conner, Police Chief Brett Smith, Contract City Planner George Williamson, City Attorney Russ Gans and Contract City Engineers Pray White and David Caisse. Those present pledged allegiance to the flag. The City Clerk called roll and all council members were present.

Public Hearing:

b. Unmet Transit Needs Hearing: City Manager Parrish presented that state law requires each jurisdiction to hold un-met transit needs hearings and then communicate them to the county association of governments, which serves as the regional transportation agency. He discussed that jurisdictions usually come up with one of the four findings, but the process does not require a formal vote. Debra Dees from Humboldt County Association of Governments said that these hearings are part of the process of determining the use of transportation funds that are allotted for each county. One of HCOAG's committees will review all the hearing comments and report if there are unmet needs that are 'reasonable' to meet and therefore some of the transportation allocations will be expended on un-met needs prior to other transportation needs. The compiled report will be available in late April or early May. Council Member Sweeney asked about needs identified in previous hearings. City Manager Parrish said that in previous hearings the Ferndale Senior Resource Center had identified transit needs including that there is no bus to the bridge and sparse dial-a-ride. Mayor Titus asked for clarification regarding the relationship between the findings and the TDA fund allocations. Deborah Dees clarified that the allocations are not based on the findings and the City does not necessarily have to make a finding at this time and can, as a council, decide to address a need at any time without making a finding. Council Member Maxwell said the way he reads the document it seems like finding number two would give the Council the most flexibility. **MOTION:** to make finding number two that there are no un-met transit needs which are reasonable to meet and forward the finding to HCOAG (**Maxwell/ Sweeney**) **Unanimous.**

**AMENDED Minutes of the Fortuna City Council  
Regular Meeting  
Monday, January 20, 2014 - 6:00 p.m., Fortuna City Hall**

**I. CALL TO ORDER:**

Mayor Strehl called the Public Session to order at 6:00 PM

**FLAG SALUTE:**

Mayor Strehl led the salute to the flag

**ROLL CALL:**

<b>Council</b>	<b>Staff</b>
Council Member Glaser	City Manager Candelario
Council Member Long	City Attorney Tranberg
Council Member Trent	City Clerk Jensen
Mayor Pro Tem Losey	Deputy Director of Community Development Shorey
Mayor Strehl	

**A. PUBLIC HEARING: RECEIVE PUBLIC COMMENT CONCERNING ANY UNMET TRANSIT NEEDS FOR CONSIDERATION BY HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS (HCAOG).**

**STAFF RECOMMENDATION:**

Hold a public hearing concerning Unmet Transit Needs, and forward all public comment received to HCAOG for consideration.

**STAFF REPORT:**

The City Council received a written and oral report from City Manager Candelario and Recreation Office Supervisor Boone.

**PUBLIC HEARING:**

Deborah Dees with HCAOG spoke about the Unmet transit needs process. Mona Roberts commented about the bus schedule from Fortuna to Arcata and back and the change that has taken place and now adds 40 minutes to her travel time after work. She is requesting an express bus for the Fortuna and Rio Dell area. There being no further public hearing Council Member Long moved, seconded by Council Member Glaser to close the public hearing. Voice vote. Motion Carried 5-0

**CITY COUNCIL ACTION:**

Council Member Long moved, seconded by Council Member Trent to forward comments received during the public hearing to HCOAG for consideration of Unmet Transit Needs. Voice Vote.

AYES: Council Member Glaser, Long, Trent, Mayor Pro Tem Losey, Mayor Strehl.

NOES: None

ABSENT: None

ABSTAIN: None

Motion Carried 5-0 **MO-2014-20**



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675 Wildwood Avenue  
Rio Dell, CA 95562

February 7, 2014

Marcella Clem, Executive Director  
Humboldt County Association of Governments  
427 F. Street  
Eureka, CA 95501

Subject: Unmet Transit Needs

Dear Ms. Clem:

The Rio Dell City Council conducted a public hearing to obtain public input regarding unmet transit needs at its February 4, 2014 meeting. Although it is not really an unmet transit need, a comment was made by a citizen who recently had experience with the Adult Day Health Care Program and assured the Council how effective it is and how well it works. He also urged the City Council to look into a program that provides meals to seniors.

The following comments were received regarding unmet transit needs:

- Improved dial-a-ride programs for seniors either through the Adult Day Health Care Program or Humboldt Community Access and Resource Center (HCAR)

Please include these comments in the Unmet Needs Report of Findings.

Enclosed for your information is an excerpt from the minutes related to the public hearing and the Notice of Public Hearing.

Please let me know if you need any additional information.

Sincerely,

A handwritten signature in cursive script that reads "Karen Dunham".

Karen Dunham, CMC  
City Clerk

Public Hearing – Unmet Transit Needs

City Manager Stretch provided a staff report and said each year the Humboldt County Association of Governments (HCAOG), as part of the Regional Transportation Planning Agency (RTPA), conducts a citizen participation process to assess unmet transit needs within Humboldt County. He said this process helps HCAOG properly apply funds by the Transportation Development Act (TDA). In addition to the County's public hearing, HCAOG recommends that each entity conduct a separate public hearing to receive comments specific to their jurisdiction; any public comments received will be sent to HCAOG for inclusion in the Unmet Transit Needs Report of Findings.

He reported that in the past, the City received approximately \$103,000; \$56,000 of which was dedicated to meet the transit needs of public transportation, \$6,500 for Adult Day Health Services, with the balance dedicated to local street maintenance.

A public hearing was opened at 6:45 p.m. to receive public comment on unmet transit needs.

**Nick Angeloff** commented that although it is not really an unmet transit need he wanted to mention that he recently had experience with the Adult Day Health Care Program and assured the Council that it works well and is very effective. He urged the City to look into a program that provides meals to seniors as an added benefit.

Councilmember Marks asked if Adult Day Health provides seniors with rides to medical appointments.

Nick Angeloff responded that they will pick up seniors and take them to their appointments; however as he understands it they don't wait and take them back home.

Councilmember Marks said she would like to see why HCAR (Humboldt Community Access and Resource Center) doesn't expand their dial-a-ride services to include Rio Dell. She said the issue was brought up during the prior year's public hearing but she is not sure if the concern was addressed.

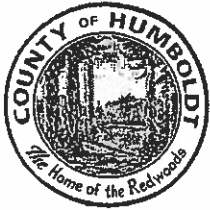
There being no further public comment, the public hearing closed at 6:49 p.m.

Provide Staff Direction on Concept of Establishing Building Inspection Administrative Fees to Fund the Building Inspection Program

City Manager Stretch provided a staff report and said during the 2013-14 budget hearings, the City Council addressed the issue of the Building Inspection Program not being self-supported; generally running with an annual deficit of around \$22,000 depending on building activity. Staff was directed to develop a concept to allow the service to be provided without a general fund

Jurisdictional UTN Public Hearings:

City of Trinidad held Unmet Transit Needs Public Hearing on February 12, 2014:  
Trinidad resident Mike Morgan complemented HTA for the addition of Sunday Service.



DEPARTMENT OF PUBLIC WORKS  
**COUNTY OF HUMBOLDT**

MAILING ADDRESS: 1106 SECOND STREET, EUREKA, CA 95501-0579  
AREA CODE 707

ARCATA-EUREKA AIRPORT TERMINAL  
McKINLEYVILLE  
FAX 839-3596

PUBLIC WORKS BUILDING  
SECOND & L ST., EUREKA  
FAX 445-7409

CLARK COMPLEX  
HARRIS & H ST., EUREKA  
FAX 445-7388

AVIATION	839-5401	ADMINISTRATION	445-7491	NATURAL RESOURCES	445-7741	LAND USE	445-7205
		BUSINESS	445-7652	NATURAL RESOURCES PLANNING	267-9540		
		ENGINEERING	445-7377	PARKS	445-7651		
		FACILITY MAINTENANCE	445-7493	ROADS & EQUIPMENT MAINTENANCE	445-7421		

January 21, 2014

Marcella Clem  
Executive Director  
Humboldt County Association of Governments  
427 F Street  
Eureka, CA 95501

**RECEIVED**  
JAN 24 2014

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS

Subject: Unmet Transit Needs

Dear Ms. Clem:

The County of Humboldt conducted a public hearing to obtain public input regarding unmet transit needs on January 14, 2014. The following comments were recorded:

1. Debra Dees of HCAOG – Provided the definition of unmet transit needs and the process by which these needs are established and approved. Informed the public about the various public hearings being held within the county with the last one on February 20, 2014 by HCAOG. The schedules are on the HCAOG website. Any comments received after February 20, 2014 will be included in the process next year. An online transit survey is being conducted by HCAOG and there have been 315 responses to date. A report will be will available in April or May 2014.
2. Kent Sawatzky – Suggested passenger service around the bay as well as a pedestrian/bikes trail across the Samoa Bridge.
3. Supervisor Mark Lovelace & some constituents – Received email suggestions for weekend service and later hours for the existing route in the Southern Humboldt area; bus service in the deeper Southern Humboldt area; a route between Arcata and Eureka on Myrtle Avenue along Arcata Road/Freshwater area to Myrtle Avenue; and increase senior buses, dial-a-ride for access to medical and other service needs.
4. Jaison Chand of Humboldt Dial-A-Ride – Informed the public that the dial-a-ride service may be used for any purpose other than accessing medical services as long as the passenger meets criteria for usage.

Enclosed for your information are the public notices that were used to notify the public of the hearing. Please let me know if you need additional information.

Sincerely,

Thomas K. Mattson  
Public Works Director

B-11

#### **4. Unmet Transit Needs (UTN) Public Hearing**

The PAC conducted a public hearing, received a staff report and the following public input on unmet transit needs, pursuant to Sections 99238.5 and 99401.5 of the Transportation Development Act.

##### **UTN Public Comments**

**Mike Flockhart**, Bear River Band of the Rohnerville Rancheria Public Works Director: he spoke about the need for a bus stop at the Bear River Rancheria. He explained there were 50 homes, many with elders that do not drive and need to get to Eureka and Arcata. He also informed the Board that the tribe had funding to install a bus stop.

**Monty Provolt**: spoke in support of rails returning and stated that rail use was a largely unmet and unconsidered transit need.

**Pete Orringer**, Eureka Visitor & Convention Bureau Chair, Timber Heritage Board Member, Board of Land Bridge Alliance member: he thought the focus should be on rail from Samoa to Southfork and that the existing line should be used.

**Dennis Mayo**, McKinleyville: he concurred with the two previous speakers and is in support of multi-use, including being able to drive his buggy.

**Kelly Spiers**, Bear River Band of the Rohnerville Rancheria: stated that the need for a bus stop at the Rohnerville Rancheria was great and important for low income homes to have access to public transportation for employment. She also commented on the danger pedestrians face on Singley Road.

**Richard Marks**: spoke in favor of Rail with Trail from Arcata to Scotia. He also spoke about the plans for the Town of Samoa build-out, and how important it was for a bus to service the town.

**Maggie Kraff**, Area 1 Agency on Aging: she talked about the Volunteer Driver Program (2011), and that it was an important service that provides approximately 100 rides a month with approximately 40% of users traveling from Fortuna to Eureka. She explained there is a need for volunteer drivers and funding.

**Damien Mooney**, International Longshore and Warehouse Local Union 14: spoke on the need for a rail link to create viable jobs and economy. He explained the local Longshore and Warehouse Union was down from 40 members to 15 and that there are eight or nine ships that come into Humboldt Bay annually, generating millions of dollars for the county.

**Jason Wong**, Manila: he talked about RTS servicing Manila and that there used to be a 4 hour wait between buses and now there is a six- hour northbound service gap. He stated that people in Manila would use the bus if there was regular service.

**Mike Kellogg**: spoke in support of rail service or "bud car" service and thinks it is important for buses to feed the rail lines.

**Chuck Ciancio**, Cutten: spoke in support of an East West rail service. He thought a better job could be done in allocating transportation funds.

**Chef Albin**: spoke about rail excursions for tourists and the need to bring cruise ships to Humboldt Bay.

**David Young**, McKinleyville: he spoke in favor of rails being put back into service.

**Karen Brooks**: spoke in support raising the rail prism. She also commented that there were not enough buses and that a rail service with one or two cars would assist with multi-modal goals, as well as provide "green" transportation.

**Kent Sawatsky**: spoke in support of rail with trail. He also spoke about a rail from Loleta to Fortuna. He provided information about current rail cars including electric cars. He thought that feasibility studies for rail use was viable and felt that folks outside of Arcata and Eureka should be able to comment on unmet transit needs.

**Jan Kraeplin**, Environmentalist, Biologist: spoke in support of a feasibility study for an East West Rail line. He thought the Board should consider using broadband as a way to disseminate unmet transit need information to the public. He suggested watching a sea level rise presentation by Michael Furnace, on Access Humboldt.

**Sienna Klein**: was in support of all of the rail supporters. She advocated for bus service to Southern Humboldt on the weekends and late night bus service between Arcata and Eureka.

**Marian Brady**, Eureka City Councilmember: spoke in support of a feasibility study for rail development, and commented on rail use aiding economic development for the county.

**Sid Berg**, McKinleyville: thought the county needed revenue with good rail infrastructure because most of the big industries that used to exist in this area, like lumber, rails, and the pulp mill, are no longer viable. He belie

**Appendix C:  
Record of Public Comments Received by Phone,  
Email, or Written Comments**



**BEAR RIVER BAND of ROHNERVILLE RANCHERIA**

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266 Keisner Road, Loleta, CA 95551, 707-733-1900, FAX 707-733-1723

June 5, 2013

Humboldt County Association of Governments  
Marcella Clem-Executive Director  
611 I Street  
Eureka, CA 95501

RE: Transit Service Proposal

Dear Marcella,

The purpose of this letter is to seek assistance from HCAOG for the privilege to provide a safe and convenient bus stop for families that live near the Tish Non Community Village.

Unfortunately, the current access to a Redwood Transit bus stop is a hardship for many families, as it is unsafe for pedestrians coming down the hill and not accessible for persons with disabilities. Enclosed is a map illustrating the approximate distance of 1.03 miles and the intersections related with accessing the current transit bus stop.

Recently, the Bear River Casino Board of Directors approved a survey to be conducted from Tish Non homeowners and Bear River Casino patrons. Survey concluded that 80% of homeowners that responded, have a daily need for transit service and 7 out of the 8 casino patron responses, had a high need for daily transit service.

The existing number of new homes in the Tish Non Village is 44. The homes are occupied by approximately 170 tribal members, some of which are without vehicles. The new transit stop could potentially encourage tribal members to seek employment, advanced education, and seek the needed medical attention they may otherwise pass over.

In addition to the nearby households utilizing the service, the Casino, Hotel and Restaurant serves the following averages: 1) casino at 1200 casino patrons daily, 2) hotel at 100-140 guests nightly, and 3) restaurant at 207 customers daily.

Current/Future Community Development - The Tish Non Village is comprised of a new Tribal Community Center with offices for 39 employees, Tribal Council Chambers, a library-museum, and daycare center. The Tribe opened the casino in 2005, a gas station/mini-mart in 2009, and in 2012 a newly constructed 105 room hotel, all of which are operating successfully.

The Tribe is continuing to develop its land and becoming more centralized. Tribal lands amount to 187 acres, of which 173 are trust lands. Currently pending is 20 acres of buildable land located next to existing Tish Non Village housing project, which will provide future housing developments.

Currently, the Tish Non Village New Construction Housing Project is planning Phase V, for the benefit of low income Tribal members. The four year project will result in 70 new single family homes and infrastructure has begun to construct a 16 unit multi-family rental project, which is estimated to be completed by Spring 2014. Projected population in the next 3 years is estimated to be over 300 people.


The proposed service requested is for 7 days a week, 3 stops in the am and 3 stops in the pm; or other suggested schedule, as seen fit from HCAOG or Humboldt Transit Authority. It's difficult to project the number of potential users due to customer base from the Casino and may require further evaluation to meet the needs.

The proposed stop site would be centrally located and across from the Tish Non Community Center. We would recommend a sheltered bus stop for transit users due to the strong prevailing winds. Enclosed is a map marking 2 stop areas to consider.

Please feel free to contact us for a site visit of the area or to discuss further options, questions or concerns. We hope that the Humboldt County Association of Governments considers this proposal to partner in community development to sustain positive pathways for our community.

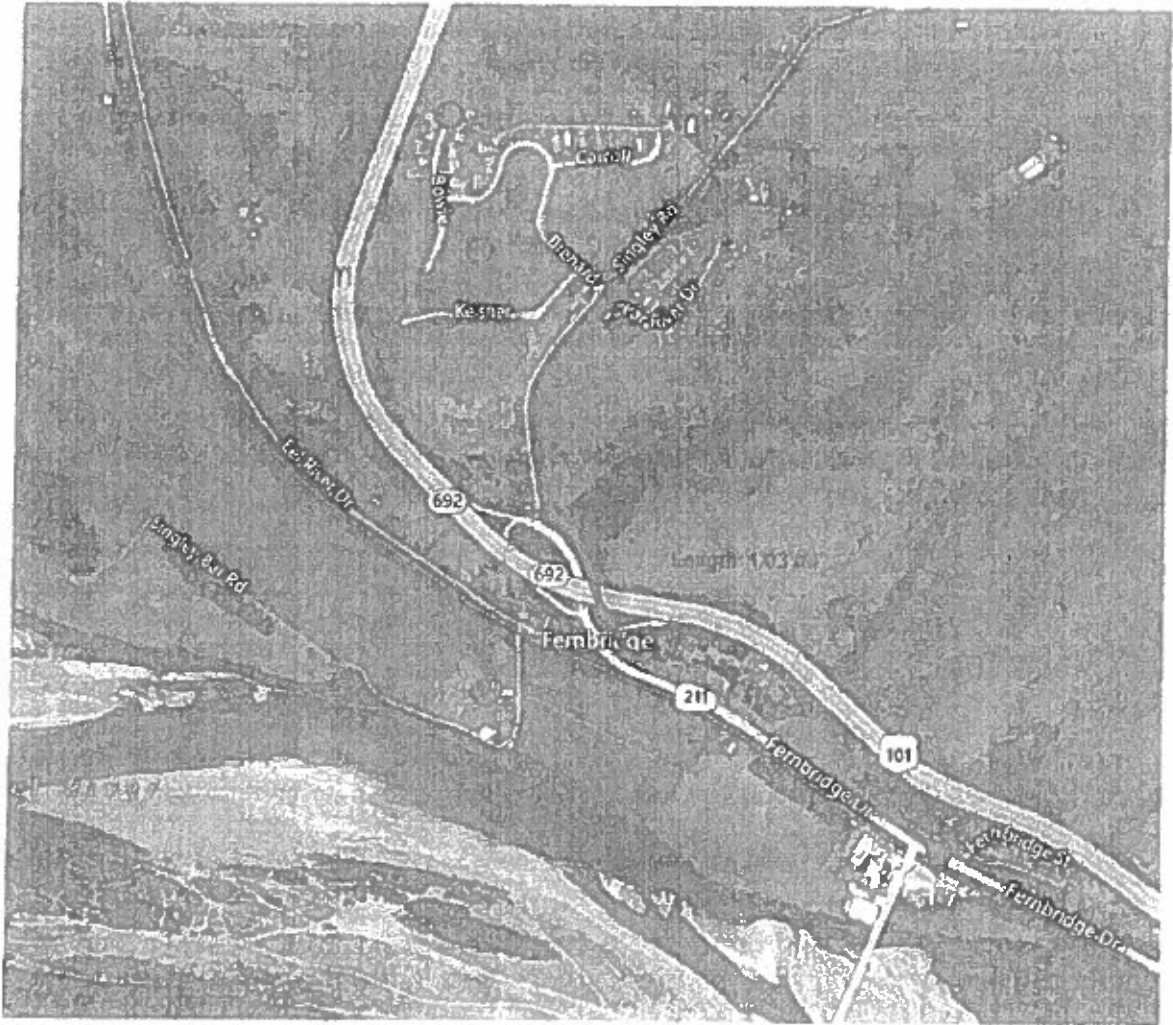
Thank you for your consideration on behalf of the Bear River Band of Rohnerville Rancheria Tribal Council.

Sincerely,



William Sand  
Tribal Chairperson

enclosures





HCAOB received via email 2/28/14 from Kelli Spiers (Bear River Rancheria)

### Data for Estimated Ridership

- The number of extremely-low to low income households has increased to a total of 60 (49 homes new and 11 previously built).
- Number of residents has increased to 187.
- Bear River Band of Rohnerville Rancheria Tribal Members Survey October 2013 shows, 28% do not own a reliable vehicle.
- 13% say Public Transportation is a hardship.
- 56% of the Reservation population is children 17 and younger, 22% teens.
- Monday-Friday average number of roundtrip rides is 13 daily (8 Transportation Dept and 5 Social Services Department).
- Casino patrons survey shows 14 daily (13 at high rate of need).

Total estimated daily riders - 27.



## BEAR RIVER BAND of ROHNERVILLE RANCHERIA

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266 Keisner Road, Loleta, CA 95551, 707-733-1900, FAX 707-733-1723

March 25, 2014

Humboldt County Association of Governments  
611 I Street Suite B  
Eureka, CA 95501

Re: Unmet Transit Needs

Dear HCAOG and SSTAC members:

The Bear River Band of Rohnerville Rancheria has unmet transit needs.

In the summer of 2013 the Tribe initiated and engaged in an initial dialogue with staff about some ideas and concepts surrounding transit stop facilities and ridership and even ways to contribute to pay for such services for Bear River Community Members. HCOAG Staff advised Tribal Government staff that there was basically nothing that could be done unless the Tribe participated in the unmet needs process in 2014. As a government, we respect and understand the importance and structure of process.

The Tribe has participated in the unmet needs process, but it seems that there really is not an openness to addressing a need and partnering with the Tribe. That is actually quite disheartening and disappointing.

The Tribe has sent written letters and spoke at meetings hosted by HCOAG on unmet transit needs in our area as it relates to the Reservation, the community that lives here and the patrons and employees that come here for entertainment and employment. The Tribe feels very strongly that there is a definite need that can be reasonably accommodated with minimal logistical adjustment. It seems fairly simple for the Redwood Transit Bus System to integrate into the existing schedule, a bus stop at our Community Center parking lot. Such a stop would be used by Tribal elders and members, employees, and the general public. We also know from data culled from a recent survey performed by Bear River Professional staff last year October that many of our proposed riders and passengers are disabled, very low income and do not have reliable transportation.

With Bear River estimates of 27 passengers per day or 810/month<sup>1</sup>, ridership and farebox ratios would improve. An analysis of the data over a two month period shows the total number of riders at the Palmer Creek to be 57 and 38 at Fernbridge in Jan. and Feb., out of a total of 101,390 riders for those two months. That amounted to .0006% and .0004% of riders. It seems to make sense to have a park and ride in the Bear River Community Center

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<sup>1</sup> We understand that many developers or proponents of unmet needs over estimate ridership. The Tribe has been very diligent in providing ridership data and does not include any prospective ridership from patrons of Tribal Enterprises or others accessing the Reservation for special events or services at the Tish Non Community Center.

parking lot, where we have approximately 150 parking spaces, 6 ADA spaces, lights and security cameras. We would also be willing to install a covered bus shelter, if required. None of the other bus stops have any of these attributes. The RTA stops at Palmer Creek and Fernbridge could be maintained or closed depending upon the scheduling elements and rider demand that can be reviewed dynamically.

At the last SSTAC meeting that many Bear River Staff attended the Report of Findings were discussed along with a dialogue about the process of soliciting input from the Tribe to determine if an unmet transit need exists and if it is reasonable to meet. The Tribe feels that it has demonstrated a public transportation need through the TDA with a reasonable proposal for a solution. The solution that the Tribe has proposed with a bus stop at the Bear River Community Center and proposed park and ride facility would enhance the system for non-Member/non-Community riders that access the Reservation for employment and entertainment as well as improve safety and convenience.

After reviewing the Pedestrian Safety Guide for Transit Agencies, from the FHWA (Federal Highway Administration), which identifies specific pedestrian safety issues that affect their customers, are lacking many critical safety characteristics. The assessment tools and bus stop checklists typically document such things as; sidewalk presence and condition near the bus stop, crosswalks nearby, path of access between sidewalk and boarding area, readability of bus stop signs, obstructions at bus stops and bus stop shelters and seating. The bus stops in our area (Palmer Cr., Fernbridge, and Loleta) would score very low in assessing the safety of these locations, as there are very few sidewalks, not one shelter, etc. Couple this information with a road safety audit (RSA) from the same agency and identifiable safety considerations are substantial. A bus stop at Bear River is a logical choice to meet many safety issues the FHWA addresses for transit agencies.

At the last SSTAC meeting, many options were discussed by the group. One was the possibility of HTA purchasing another bus and operating a "feeder bus" from our facility to another location. This option would require hiring another driver. With other expenses included and the Tribal Estimate of riders, the 10% farebox ratio would be met. There are holes in the feasibility study for this option. The cost of the new bus does not appear to be included in the cost estimate which would impact the farebox ratio and the option appears to have a longer lead time to develop and implement leaving a transit need unmet in the interim. Another option that was discussed was the Blue Lake Rancheria/City of Blue Lake Service Model and explore that with Ferndale. There are a couple of issues with this concept. First, Blue Lake Rancheria is essentially located within the City limits of the City of Blue Lake which enhances opportunities for integration and cooperation. Bear River is closer to the Redwood Transit line than it is to the City of Ferndale. Bear River has also spoken to the City Manager for the City of Ferndale, and the City of Ferndale is not interested in any type of partnership at this time. There is also the disappointing notion that we approach a transit authority as a government and community in this region about an unmet need and are told to figure it out on our own. That does not seem to meet the spirit of intergovernmental cooperation and seems to disrespectfully dismissive of the Tribe. There is some long term value in treating the Tribe as an asset and a potential partner in the North Coast Community of Governments that should be cultivated and not dismissed.

After analyzing the criteria and the public process to make a finding for unmet transit needs, based on the information and options presented, the Tribe has met all the parameters and provided a reasonable option. Bear River is less than one mile from Hwy 101 and Eel River Dr., with wide streets, new pavement and easy access. The physical infrastructure of a stop

Unmet Transit Needs Letter

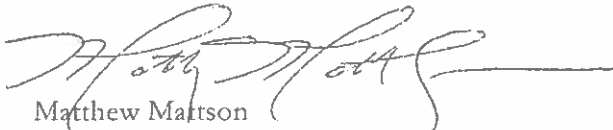
can easily be accommodated. A minor scheduling adjustment with minimal, if any, incremental operating costs would not be a hardship for the system, especially in light of the service, convenience, safety and other enhancements that the Bear River solution provides.

The Tribe also reiterates its willingness to discuss a guaranteed revenue source from the Tribe, where Tribal passengers would be subsidized with payments from the Tribal Government, if that is a possibility. The Tribe has also expressed a willingness to discuss covering the cost associated with the construction of the required facilities for the bus stop and turnaround on the Reservation. The Tribe is asking HCAOG and SSTAC to seriously consider its request and asking the aforementioned authorities to exercise authority to make a determination that an unmet public transportation need exists that has a reasonable proposed solution

Thank you for your time and attention to this matter. If you have any further questions, I can be reached at (707) 733-1900 ext.156 or email at [matthewmattson@brb-nsn.gov](mailto:matthewmattson@brb-nsn.gov).

Sincerely,

THE BEAR RIVER BAND OF THE ROHNERVILLE RANCHERIA

A handwritten signature in black ink, appearing to read "Matthew Mattson", with a long horizontal line extending to the right.

Matthew Mattson  
Executive Director of Tribal Operations



**Tish Non Community Center  
266 Keisner Rd, Loleta CA**

**Community Center Parking Lot**



**East Parking Lot Entrance**



## Access Intersections and RTS Bus Stop

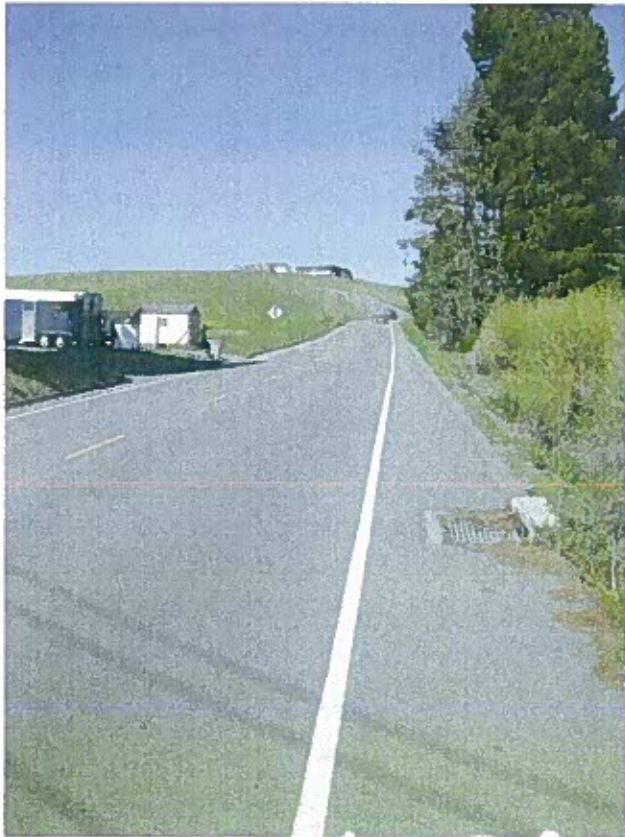
Fernbridge Dr and Singley Rd



Eel River Dr and Fernbridge



Singley Rd to Tish Non



RTS Bus Stop at Fernbridge



5.29.13

Call received to HCAOG from Uranian Hunter  
(HCAOG noted that comment would be included in next cycle Report of Findings and UTN process)

Comment:

Concerned about bicycle paths in Humboldt, from Fortuna to Eureka and Eureka to Arcata. Mostly concerned about bicycles. Deathly afraid of riding her bike. Would like to encourage walking and a walking trail around the bay.

8.14.13, Wednesday

Call received from Ed Voice

RE: Wanting to know what the process is to request a bus stop or transit service.

Ed commented that he had previously called HTA and they told him to call HCAOG.

Ed commented that he heard a talk on KMUD about new transit schedule in So Hum. (Dennis Huber and Estelle Fennell).

Ed's comment is that he was wandering what the process is to request service out to the So. Hum Community Park. He noted that the road down to the park is dangerous for anyone to walk or ride a bike and did not know if a bus could even get down there.

I told Ed that I would document his call and comment for service out to the Park and include it in the Unmet Transit Needs next cycle and would also make this comment known to Greg, General Manager at HTA.

Ed noted that the Park is located about 1 mile out of town. The park includes a skate park, disc golf, also known as "Tooby memorial Park".

9.4.13

Phone call UTN comment

Mr. Slatter, Eureka resident

Thinks that the reason transit in Humboldt is not done well is because it is handled like a government agency. He rides from Eureka-Arcata-McKinleyville regularly and sees buses with no people on them, especially when HSU is not in session. Thought that every year when HSU gets out have a schedule change each day to eliminate not many riding on the buses, and use that money for Sunday service (intracity).

He noted that requests for Sunday service in Humboldt went on for a long time, and now that it is here, it is utilized. Don't think that people too would travel on holidays, thanksgiving and Xmas, etc. They would. Transit could do holiday travel.

12.17.13

UTN Comment, Dwight Winegar (telephone msg)

I am without vehicles at this time. Have been riding buses. Seeing one thing that calls my attention is that there really needs to be an "interagency day pass." Because I am having to go out and rebuy stuff and coming from Arcata, transferring to RTS, and then go around Eureka shopping.....that is three different agencies and they are not accepting interagency transfers. That is something that needs to be on the list of unmet transit needs. That would definitely make transit a little more attractive than what it is. Just wanted to throw that in.

Thanks!

12.30.13

Dwight Winegar, 10:20 am

I am riding the RCT (Redwood Coast Transit - Del Norte) bus right now to go to Brookings. I want to see if HCAOG comments would include about fares on the other buses as well. Because just in the (Arcata) transit center and seeing the situation that plays out constantly about having to

have the exact fare that's over \$5.00 I think this is true on AMTRAK as well as RCT buses. That you have to have big fare and it has to be cash and there is no other means for paying for that. Nor does the transit center sell tickets or accept any form of plastic payment either, whether it be debit or credit card. And I know that even cabs take debit and credit cards. I think that that needs to be put in there and addressed too. For anyone trying to go long distance from the transit center, that is an unmet need right there.

12.30.13

Comment transferred from HTA –  
William Lingenfelter

Complaint that there is no transit service out on Highway 36.

1.30.14

From: John Webb, Telephone call

Reported that he possessed a AMTRAK ticket and was contacted by AMTRAK that bus service was cancelled between McKinleyville and Arcata. Where does funding decision come from? And, can HCAOG be more involved?

2.2.14

Mike

(He and his wife attended Fortuna Unmet Transit Need Public Hearing on January 20, 2014)  
Called HCAOG to inform that his wife attended and spoke at Fortuna UTN Public Hearing on January 20, 2014, and spoke regarding unhappiness with a new change to RTS bus schedule as it adds much added time for wife to get home in evening. Requested change in schedule or even an express bus.

Mike called to say that there has been a recent change to RTS bus schedule and now that evening service is much more convenient for his wife and others. Very happy with the change and express time.

Thank You!

2.3.14

Telephone call from James Orr

He used to try and use public transit to get to work in the city. There used to be a transit stop on Hookton Road. Currently do not have a transit stop on Hookton Rd. It would be a 10 mile walk to College of the Redwoods (CR). It is too far to walk. Has a much older vehicle and costly to repair. CR parking is costly.

He has spoken with HTA and CR both regarding CR parking costs, bus route, and no transit stop on Hookton Road. Commented that HTA and CR can't seem to get together and work it out. Commented regarding the inflexibility....and that it has consequences to the riding public.

2.13.14

Call from member of the public

Would appreciate if buses had a sign on the back of the bus as well as the front of the bus telling what the route was. Commented uses Eureka Transit, example Harrison and F Street. This would be helpful.

From: KYODER  
Date: Wed, Sep 11, 2013 at 11:25 AM  
Subject: The new schedule effective 8/18/2013 is not working!!!!  
To: debra.dees@hcaog.net

**Request:**

Please bring back the following routes that were eliminated under the new schedule effective 8/18/2013:  
Bus 102/3  
Pickup at 5th and K eureka at 3:47 going stopping in Manila (current pickup time of 3:45 OK)  
Saturday Schedule effective 4/2/2012 (the schedule that was in effect prior to the change on 8/18/2013)

**Justification:**

Manila and other outlying areas were hit hard with the new schedule effective 8/18/2013. It seems that you catered to CR and HSU and left out the rest of your ridership. I am part of the working poor and am also a Senior Citizen. I do not have a car and can't afford to buy one. I depend on the bus. I have lived in Manila for 30 years. My roots are in Manila and I do not wish to (and can't afford to) move. Under the new schedule effective 8/18/2013, I have to wait at least an hour (M-F) before I can get home from work. The bus is consistently late and crowded (people are standing in the isles). The new pickup time through Manila adds 5+ hours to my work week and I am always tired now.

Additionally, I cannot shop for groceries because of the new Saturday Schedule. Before I could take the bus to do my shopping. Now I can't because the bus (north or south) comes only once in the morning and once in the evening; I have responsibilities at home and cannot be gone all day. Since I do not have a car, my only option is to take a taxi home and I can't afford that. The new Saturday schedule is just not working and it is an insult to Manila and other outlying areas.

I have heard of other people who are unhappy with the new schedule effective 8/18/2013. Do you care about the permanent resident of Humboldt County? Or are you only here to served HSU and CR? Right now you are not meeting the needs of the outlying areas of Humboldt County and this is just not right. We are a part of the permanent taxpayer base and deserve more than we are getting right now.

Please help.

Sincerely,  
Kathy Yoder

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**Fwd: Bayside bus route?**

1 message

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**Marcella Clem** <marcella.clem@hcaog.net>

Tue, Dec 3, 2013 at 9:18 AM

To: Debra Dees <debra.dees@hcaog.net>

Debra Dees,

Here is a public comment for this year's UTN process.

Marcella Clem  
Executive Director  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501  
Office: 707-444-8208  
Cell: 707-599-5080



----- Forwarded message -----

From: **Linda Palmrose**

Date: Wed, Nov 20, 2013 at 2:06 PM

Subject: Bayside bus route?

To: marcella.clem@hcaog.net

Cc: Linda Palmrose, Margaret Gainer

I am getting to the point.....we do not need service as we already have service near at Sunny Brea!  
Also, we have Jacoby Creek School with all its traffic two, three or more times a day!  
Too much traffic now and all these people are wanting more bumps / humps more roundabouts and the same sort of yap!  
Bayside is rural and is a live in area and we all have cars,ways to go and we don't need the notion of now a bus every ten feet  
along Bayside Road.

NO Thank you,

Wayne A Palmrose



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## Unmet transit needs

2 messages

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**Mitchell Higa**

Thu, Nov 21, 2013 at 6:58 PM

To: debra.dees@hcaog.net

Hi Debra,

I participated in the survey, but was disappointed that I couldn't add comments to the survey; so I'm writing this email.

I realize that the annual HCAOG unmet transit needs survey emphasizes meeting basic transit coverage to the most people; but the convenience, reliability, and frequency of bus runs are critical to many commuters making modal choices while balancing their lifestyles.

Before the bus schedule change in about August of this year, I walked about 10 minutes to catch the late afternoon northbound "express" Redwood Transit bus at 5th and V in Eureka; now the late afternoon bus northbound Redwood Transit bus route includes stops in Manila and Valley West, which adds about 15-20 minutes compared to the "express" route that I rode before August; so now my return trip from work to home adds about 10 minutes of additional walking (to 5th and M) plus an additional 15 minutes on a longer bus route; the result is that I don't like taking the bus because of the inconvenience; It would be very helpful to add a NB express bus for the PM peak period.

On the transit survey, I wanted to suggest that it would be really helpful if Redwood Transit provided real time updates on the bus timing. For example in the bay area I believe each bus and train stop has a digital monitor with frequent updates that shows when the next bus is coming; I think providing updates by cell phone would also be feasible. There have been times when the bus has been up to 30 minutes late and I'm wondering if the scheduled bus is not coming at all and if I need to make other arrangements. It would also be helpful to have real time updates of bike rack space availability on the bus; I recall once waiting at the bus stop with my bike and when the bus came the bus driver said there was no more room for bikes on board the bus; I ended up riding my bike home, but it would have very helpful (and much less frustrating) if I knew in advance of the bike space availability.

Thank you for considering my comments.

Sincerely,

Mitch

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**Debra Dees** <debra.dees@hcaog.net>

Fri, Nov 22, 2013 at 11:01 AM

To: Mitchell Higa

Hi Mitch,

Thank you for the feedback on the survey. We appreciate you're input and it's important for us to hear so we can improve. I will forward your comments to the Humboldt Transit Authority and your comments will be included and considered in this years Unmet Transit Needs Report of Findings. We are requesting that surveys be completed by November 30, but the public process for the unmet transit needs will be open until at least the end of February as that is when public meetings will occur. If

you have more comments to share, please by all means feel free to send them to me in an email or letter.

Thank you again for your comments.

Sincerely,  
Debra

Debra Dees  
Associate Planner  
Humboldt County Association of Governments (HCAOG)  
611 I Street, Suite B  
Eureka, CA 95501  
phone: 707-444-8208  
fax: 707-444-8319  
email: [debra.dees@hcaog.net](mailto:debra.dees@hcaog.net)



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**unmet needs**

2 messages

**Dotti Russell** <>

Sat, Nov 30, 2013 at 12:11 AM

To: debra.dees@hcaog.net

Although I sent in a survey, I was not happy with the responses I was able to provide to you. I live in a community that has little shopping available not to mention the inadequate social opportunities for enjoyment like movies or shopping in an evening. The lack of Sunday service is appalling. I have some trouble with my feet and my stop is quite a distance from our home. We go to church every Sunday and cannot go by bus. I work every day in Phillippsville and I cannot get there easily. The dial a ride (lack of service and ease of use) has paralyzed the opportunity for proper medical care in Fortuna or Eureka. The length of time it takes for a simple trip into Phillippsville for my 75 year old disabled friend leaves him mostly begging others for a ride. He used to use the Quail often.

It is a catch 22. If the services are better we will all use it more.

But it will take time to get it right. We appreciate the bus and we are gratefully for your continued efforts to help. Cedar street recently got a new service. For those seniors, it is great. Now if the outlying seniors could get to the services needed also that would be a more comprehensive coverage for our area. Thank you. Dotti Russell

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**Debra Dees** <debra.dees@hcaog.net>

Mon, Dec 2, 2013 at 1:22 PM

To: Dotti Russell

Hello Dotti,

Thank you for taking the survey and also your comments through this email. All comments will be considered and included in the annual Report of Findings document that will be prepared for HCAOG's review of unmet transit needs.

We appreciate your input, and also your feedback on the survey.

Sincerely,  
Debra Dees

Debra Dees  
Associate Planner  
Humboldt County Association of Governments (HCAOG)  
611 I Street, Suite B  
Eureka, CA 95501  
phone: 707-444-8208  
fax: 707-444-8319  
email: debra.dees@hcaog.net





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## Unmet Transit Needs Feedback

2 messages

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Ahlstrand, Tatiana

Mon, Dec 2, 2013 at 12:48 PM

To: "Debra Dees - Humboldt County Association of Governments (debra.dees@hcaog.net)" <debra.dees@hcaog.net>

Good Afternoon, Debra.

I know that HCAOG is undergoing their Unmet Transit Needs process. I sent out the survey to many of my coworkers here at Caltrans, so I hope you receive some responses that way. The form does not provide enough room for more detailed information, so I am forwarding you the following feedback so you can include this in your report. Please let me know if you have any questions or if I should find a better way to relay this information to you.

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*In August, the schedule was changed that eliminated a stop at 5<sup>th</sup> & U Streets during the time that we need a ride north to McKinleyville, around 4:50 p.m. That stop is now an hour later, around 5:45 p.m. Instead, Caltrans employees now have to hike south to 5<sup>th</sup> & O Streets, meaning we have to leave work earlier to get to the bus stop on time. This is a distance of about 8 or 9 blocks when you add the distance from where our office sits. The morning stop is a few blocks closer – it stops at 4<sup>th</sup> & Q/R, but adds the distance of crossing both 4<sup>th</sup> and 5<sup>th</sup> Streets. The bus service worked better until August when the northbound schedule changed. The walk to the bus stop takes us past homeless encampments and with decreasing daylight hours and the rains coming, it makes for a challenging commute. By the time we walk from 4<sup>th</sup> & R, if it's raining and a little windy, even with a raincoat and umbrella, my legs and shoes get wet and stay wet for some time.*

*Furthermore, the 4:50 PM northbound Redwood Transit bus route includes stops in Manila and Valley West, which adds about 15-20 minutes compared to the "express" route that I rode before August: so now my return trip from work to home adds about 10 minutes of additional walking plus an additional 15 minutes on a longer bus route.*

*On the transit survey, I wanted to suggest that it would be really helpful if Redwood Transit provide real time updates on the bus timing. For example in the bay area I believe each bus and train stop has a digital monitor that shows when the next bus is coming; I think providing updates by cell phone would also be feasible. There have been times when the bus has been up to 30 minutes late and I'm wondering if the scheduled bus is not coming at all and I need to make other arrangements. It would be helpful to have real time updates of bike rack space availability on the bus; I recall once waiting at the bus stop with my bike and when the bus came the bus driver said there was no more room for bikes on board the bus; I ended up riding my bike home, but it would have very helpful (and much less frustrating) if I knew in advance of the bike space availability.*

*I realize that the annual HCAOG unmet transit needs survey emphasizes determining and meeting basic transit coverage to the most people; but the reliability and frequency of bus runs are critical to many commuters making modal choices while balancing their lifestyles.*

Thank you!

Tatiana Ahlstrand

District 1 - Regional Planning

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Debra Dees <debra.dees@hcaog.net>

Mon, Dec 2, 2013 at 1:07 PM

To: "Ahlstrand, Tatiana"

Hi Tatiana,

Comments submitted thru the survey and/or email are great. Thank you for the feedback. All comments will be included in the annual Report of Findings coming out in Spring. Thank you for forwarding the survey to Caltrans employees. Look forward to additional comments.

Take Care.

Debra

Debra Dees

Associate Planner

Humboldt County Association of Governments (HCAOG)

611 I Street, Suite B

Eureka, CA 95501

phone: 707-444-8208

fax: 707-444-8319

email: debra.dees@hcaog.net



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**Transit Survey**

1 message

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**Chris**

Thu, Dec 5, 2013 at 1:41 PM

To: debra.dees@hcaog.net

Hi Debra,

I am responding on behalf of the residents of Bridgeville. Many are seniors, disabled or have health issues. Their only means of getting to medical appointments or shopping is by personal vehicle IF they can afford to have one or IF they have someone who can drive them to their appointments or errands.

The BCC has a van that we use and could transport people but we currently do not have funding to operate the van to transport people on a regular basis. Something like dial-a-Ride could be very beneficial here. Next to Food and employment, it is the next highest unmet need.

We encompass an area that runs from Dinsmore on the east to the east side of Carlotta on the west. Consideration of this need is greatly appreciated.

Chris Frenzel  
Executive Director

Bridgeville Community Center



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**Fwd: Hello Fancy!**

1 message

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**Siana Watts** <siana.watts@hcaog.net>  
To: Debra Dees <debra.dees@hcaog.net>

Wed, Jan 8, 2014 at 11:11 AM

Hi Debra  
Here are some comments forwarded to us from HTA, I believe, for the UTN record.  
Thanks,  
~s

----- Forwarded message -----  
From: **FrontDesk** <frontdesk@hta.org>  
Date: Wed, Jan 8, 2014 at 11:06 AM  
Subject: Hello Fancy!  
To: "siana.watts@hcaog.net" <siana.watts@hcaog.net>

Hi Siana!

This is Ashley Menza. I'm working on getting my own email, but it isn't happening quite yet! Anyway, I thought I could forward you this request!

Ashley (no relation) at Southern Humboldt Family resource Center would like to request DAR (or similar) service in Southern Humboldt. She has many patients/clients who request some such service on a daily basis, and wanted me to forward this to you!

So I shall! ☺

Thanks!

Ashley

--  
Siana L. Watts  
Executive Assistant  
Humboldt County Association of Governments  
611 I Street, Suite B  
Eureka, CA 95501  
707-444-8208





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## Unmet Transportation needs in SoHum

1 message

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**Kathy Epling**

Sun, Jan 12, 2014 at 5:19 PM

To: "marcella.clem@hcaog.net" <mlovelace@co.humboldt.ca.us>, "debra.dees@hcaog.net" <debra.dees@hcaog.net>

Dear People:

I am writing to draw your attention to the unmet transportation needs of the southern end of Humboldt County.

I am a Garberville resident and much involved with street outreach. I am on the boards of the local health center (Redwoods Rural Health Center) and the wider group, Southern Humboldt Working Together. In both nonprofits I serve as secretary.

I am the mother of three children, now adults. The two oldest work in Garberville, the youngest, who is 24, resides with me and has Down Syndrome.

I have lived and worked in the SoHum region for 40 years.

In SoHum we are delighted and grateful to have bus service at all (yay!!!) but there is still a great need to have some weekend buses, both locally and to and from the Eureka area. Many of our local workers in fact live out of Garberville and must work weekends; having to hitchhike or find other means of transport is very difficult for them.

On a very personal level, just to be selfish here—I work weekdays, but would love the opportunity to take my youngest on adventures on the weekend. This possibility is blocked to us now. Gabe would so love to take a ride on a bus to Eureka and back again, or to have the chance to go visit his sister (who also works weekdays) in Miranda on a Saturday.

Further, it would be excellent if the buses could run later in the day, so that locals could have access to meetings and events that are scheduled in the evening (like the many public forums on unmet transportation needs happening in January and February).

Finally, should there be a possibility of a SoHum open forum on transportation needs...I mean, should officials be willing to come down here and meet with the community, I would be more than happy to help arrange a place for that, help with publicity, and help organize our locals. Drop me an email at or call me at or write me in elegant script at Garberville, CA 95542.

Thank you for your attention to this matter. (if possible, could you forward this to others who might need to have my input? I will be sending a snail mail version Monday)



Debra Dees <debra.dees@hcaog.net>

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## Unmet Transit Needs

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**Elizabeth Eytchison**

Fri, Jan 31, 2014 at 1:09 PM

Reply-To: Elizabeth Eytchison

To: "debra.dees@hcaog.net" <debra.dees@hcaog.net>

Please re-establish a bus stop at the Eureka Public Library - - even if only twice a day. Due to our age and new health problems, we are unable to walk there from the present nearest stop. We don't have a car and we are sure there are a significant number of other Eureka residents with the same unmet need.

Sincerely,

Patrick and Elizabeth Eytchison

I received this today....and am forwarding on to your staff.

Thanks,

RC

**Regan M. Candelario**

**City Manager**

*City of Fortuna - The Friendly City*

*www.friendlyfortuna.com*

707/725-1410

621 11th Street

Fortuna, CA 95540

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**From:** Sylvia Jutila

**Sent:** Tuesday, February 04, 2014 12:31 PM

**To:** Regan Candelario

**Subject:** Unmet Transportation Needs

I was hoping to come to your city council meeting tonight to address unmet transportation needs to the council, but was not able to make it.

I am a volunteer driver for Area One Agency on Aging. We were organized to meet the transportation needs of patients in Humboldt County that do not have access to transportation for medical appointments. The Eel River Valley is especially vulnerable.

The Area Agency has had to rely on grant funding to administer this program. Drivers volunteer their time and can be reimbursed for gasoline expenses but that is all. We only have 3-4 drivers at any given time for the entire Eel River Valley. This is a life-saving valuable service and so I would like your city council to consider some means to assist in this program. You might consider the following:

1. Put out a general request for more volunteer drivers.
2. Give the Area Agency some grant funding to extend the life of the program. The program could not happen without the time of a coordinator (Valerie Lovelace), and an assistant.

Thank you for your time and consideration. If you have questions, you can call Val , or me



Debra Dees <debra.dees@hcaog.net>

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## Input into the Humboldt Co. Public Transportation Process

1 message

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**Annie Bolick-Floss**

Thu, Feb 6, 2014 at 8:40 AM

Reply-To:

To: Debra Dees <debra.dees@hcaog.net>

Good Morning Debra:

I am sorry to say that I am unable to attend any of the city meetings identified in the Times Standard. I really appreciate the commitment to secure input from a wide spectrum of our Humboldt County areas.

That being said, I would like to submit my two cents worth in regards to transportation needs.

I live in Freshwater, down Freshwater Road about 2.5 miles. My major concern and issues lie in the fact that there is no available bus route along Myrtle Ave. Old Arcata, Samoa Blvd. running between the cities of Eureka and Arcata. I believe that at least one am and pm bus line that could accommodate working individuals would be well used, in addition to both working individuals and college students going to both CR and HSU could benefit as well. The stops could be at the small markets along the route, Bayside and then Arcata....being sure to tie into the city bus lines, althou on route that would also tie into Hwy 101 cutting thru Eka to without having to transfer from the County buses to city buses and back again would be most useful.

Thanks for continuing to seek input for the community. Best of wishes, Annie Bolick-Floss

--

Ann M. Bolick-Floss

2.19.2014

DEAR HCAOG PUBLIC HEARING,

MY NAME IS TONI ESTEVO. I AM A 58 YEAR OLD DISABLED LADY IN A WHEELCHAIR. THE DIAL-A- RIDE BUS IS MY SOLE SOURCE OF TRANSPORTATION. IT ENABLES ME TO VISIT MY 98 YEAR OLD GRANDMOTHER AT HER RESTHOME WEEKLY. THIS SERVICE HAS ALLOWED MANY OF OTHERWISE HOME BOUND PEOPLE TO HAVE A LIFE.

WITH THE MONETARY ALLOCATIONS ALLOWED FOR THIS SERVICE, WE NEED ALL OF THE FUNDS TO GO DIRECTLY INTO THIS SERVICE. NO GIVING IT TO ANY OTHER PROJECT. PLEASE, ALLOW THESE FUNDS TO BE USED TO REPAIR AND UPDATE THEIR FLEET. I AM ON THESE BUSES FREQUENTLY AND KNOW THERE ARE BUSES NEEDING REPAIRS. A FEW OF THE RADIOS DO NOT WORK, SOMETIMES THE WHEELCHAIR LIFTS NEED REPAIR. ALSO THE DRIVERS NEED A SEPARATE PERSON TO BE ABLE TO TAKE THE BUSES AND WASH THEM AT LEAST TWO TIMES A WEEK. RIGHT NOW THE MANAGEMENT AND DRIVERS DO NOT HAVE THE TIME TO CLEAN THE BUSES AND WASH THE WINDOWS. IF THERE IS ANY EXTRA MONEY, IT NEEDS TO BE USED TO INCREASE THESE EMPLOYEE'S WAGES. THEY ARE DEDICATED AND HARD WORKING PEOPLE WHO DESERVE A LIVABLE WAGE. THAT MEANS AT LEAST \$12 AN HOUR, IF NOT \$15.

PLEASE DO CONSIDER MY REQUESTS. THIS SERVICE IS SO IMPORTANT TO US. PLEASE REINVEST ALL THE MONEY THAT IS ALLOWED TO IT.

THANK YOU,

TONI ESTEVO

---

P.S. I WOULD SO MUCH LIKE TO ATTEND THIS MEETING. MY HEALTH WILL NOT ALLOW IT THIS WEEK. THANK YOU.

Doug Rose, Secretary  
Humboldt Council of the Blind  
PO BOX 175  
EUREKA CA 95502-0175  
(707) 839-0588

<http://www.humguide.com/hcb/>  
Wednesday, February 26, 2014

HCAOG  
611 I Street, Suite B  
Eureka, CA 95501

Dear HCAOG:

On behalf of the Humboldt Council of the blind find below our 2014 transportation comments for unmet transportation needs and concerns about using transportation services. This is an important topic to us council members. Here is the input we gathered at our meetings.

Thank you for Sunday service on the Humboldt Transit bus system. Thank you for hosting public comment periods earlier in the day, while transportation services are still available.

#### Paratransit

The cost of paratransit is taxing on many of our members. For example, people are not able to attend the low vision support groups as often as they would prefer because for some people a round trip costs \$12 to attend a support group. Most of the people with low vision are over 60 years of age, and many live on social security retirement payments of about \$800 per month. By the time they use paratransit to visit doctors, shopping, a \$12 trip is not always possible to the low vision support group meetings.

Paratransit needs to take cash payments for trips instead of using tickets. All other paratransit systems accept cash payments.

People have been left without a ride because the driver said the person did not come outside when they arrived. A system such as the driver calling the passenger needs to be implemented. A visually impaired person is not going to be able to see the paratransit vehicle.

#### Bus System

The automated bus announcements are helpful, except some of them need to be changed so they announce the street the bus is on first then the intersection near the stop. For example, traveling north bound on the Redwood Transit System, in Arcata, the announcement says 14<sup>th</sup> and B. The buss is traveling north on B street, so the announcement needs to say: "B and 14<sup>th</sup>". This is very useful information when traveling as a visually impaired person. This helps you orient yourself, knowing you are exiting the bus onto B Street and not 14<sup>th</sup> street. Additionally adding the phrase near side or far side stop is also helpful for orientation purposes. For example, traveling south on 4<sup>th</sup> street in Eureka, Humboldt Transit bus stop at 4<sup>th</sup> and H is a far side stop. Meaning the bus has already crossed H Street.

Another helpful option for the stop announcements is a phrase such as "Next stop is". This allows a person to know important information is being announced. Otherwise you can miss the announcement when it is not preceded by an alert.

Inadequate bus shelters, the new style bus shelters are fine for warm climate weather, but here on the north coast rain and wind blow right through the shelter walls.

The new Sunday route on Humboldt Transit is limited in its helpfulness, since many locations are not accessible once a person reaches Eureka, because there is no local Eureka Sunday service.

There is no access to find current bus stop information during the hours the Humboldt Transit Office is closed.

Thank you for including our concerns in this year's unmet transit needs hearing process.

Sincerely,  
Humboldt Council of the blind

Mrs. Marie Diciolla, Eureka

Thank you for seeing us and  
our problems with Dial-A  
ride. I am 89 years old, the  
steps are very hard to climb  
the last step is very high,  
my legs get a little weak  
by the time I get to it, I  
use a cane. Another thing  
you drivers most of them  
don't help you up or down  
out of the bus, to day  
it is raining and the  
driver just sit there and  
didn't help

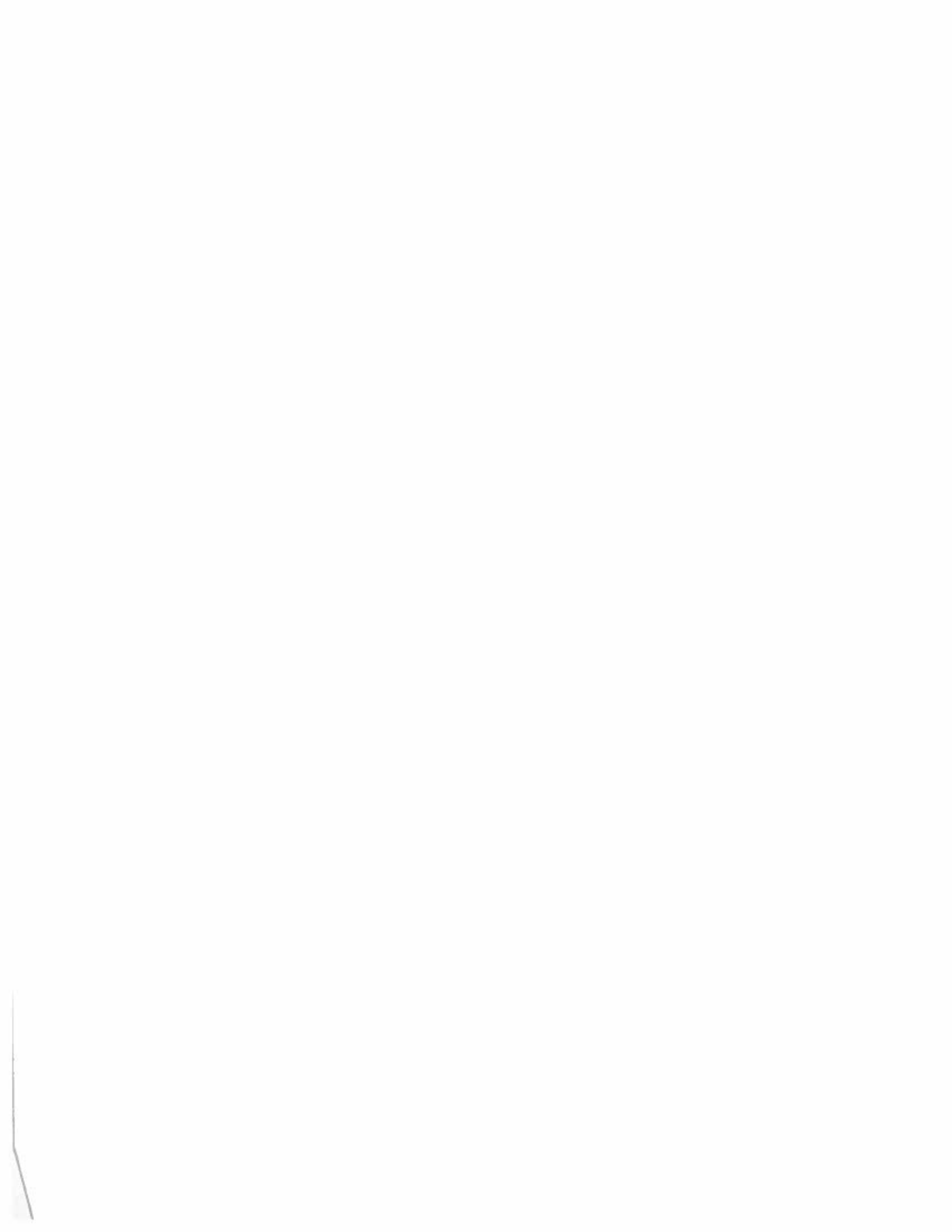
Thank you.

I hope we get better service please.

**RECEIVED**

FEB 8 5 2014

HUMBOLDT COUNTY  
ASSOCIATION OF GOVERNMENTS



**Appendix D:  
Record of Public Comments  
From Unmet Transit Need Surveys**

**General Survey:                      Pages D3 – D10**

**Old Arcata Road Survey:    Pages D11 – D17**

**Old Arcata Road  
Follow Up Questionnaire:    Pages D18 – D19**

**General Survey - Question #3**

<b>City/area where you live:</b>		
<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Arcata	18.1%	37
Bayside	0.5%	1
Blue Lake	1.5%	3
Blocksburg	0.5%	1
Bridgeville	0.5%	1
Cutten	2.5%	5
Elk River	0.5%	1
Eureka	23.5%	48
Ferndale/Fernbridge	1.5%	3
Fieldbrook	0.5%	1
Fortuna	3.4%	7
Garberville	2.0%	4
Hoopa	8.8%	18
Humboldt Hill	0.5%	1
Loleta	2.0%	4
Manila	1.5%	3
Miranda	2.0%	4
McKinleyville	10.8%	22
Redway	0.5%	1
Rio Dell	1.0%	2
Samoa	2.5%	5
Trinidad	2.9%	6
Weitchepec	3.9%	8
Westhaven-Moonstone	1.0%	2
Willow Creek	7.4%	15
Arcata/Eureka Airport	0.5%	1
Other (please specify)		15
<i>answered question</i>		<b>204</b>
<i>skipped question</i>		<b>0</b>

Other responses:

Seattle Washington	Between Hoopa & Weithchepec
Lewis Ave, Arcata	Wautec
Bridgeville/Hydesville	Between Hoopa & Weitchepec
3 <sup>rd</sup> Street	Salyer
Benbow	Pecwan (x2)
Murray Road	Clam Beach
Tulley Creek	
Southern Humboldt	

**General Survey - Question #4 - Age:**

Age:		
Answer Options	Response Percent	Response Count
Under 16	1.5%	3
16-24	8.3%	17
25-54	60.8%	124
55-64	18.1%	37
65-75	8.8%	18
76 +	2.5%	5
<i>answered question</i>		<b>204</b>
<i>skipped question</i>		<b>0</b>

**General Survey - Question #5**

How do you normally travel in Humboldt County? (Check the two that apply most)		
Answer Options	Response Percent	Response Count
Public bus	61.2%	123
Dial-a-Ride	3.5%	7
Drive my vehicle	46.3%	93
Walk	38.8%	78
Bike	11.4%	23
Carpool	10.4%	21
Taxi	1.0%	2
Travel provided by social service agency	3.0%	6
<i>answered question</i>		<b>201</b>
<i>skipped question</i>		<b>3</b>

**General Survey - Question #6**

If you don't use the bus or dial-a-ride, why not? (Check all that apply)		
Answer Options	Response Percent	Response Count
Not aware of available services	7.5%	10
Disability/access	9.0%	12
Too expensive	22.4%	30
Use my vehicle	32.8%	44
Need help traveling	4.5%	6
Bus stop is too far	21.6%	29
Does not go where I live or need to travel	25.4%	34
Does not run at the times I need it	47.8%	64
<i>answered question</i>		<b>134</b>
<i>skipped question</i>		<b>70</b>

**General Survey - Question #7**

Is there somewhere in Humboldt County you want to go by bus or dial-a-ride but cannot?		
Answer Options	Response Percent	Response Count
No	40.0%	64
Yes	60.0%	96
<i>answered question</i>		<b>160</b>

**General Survey - Question #8**

If yes, which city/area?		
Answer Options	Response Percent	Response Count
Arcata	9.3%	9
Bayside	2.1%	2
Blue Lake	9.3%	9
Bridgeville	3.1%	3
Eureka	30.9%	30
Ferndale/Fernbridge	4.1%	4
Fieldbrook	1.0%	1
Fortuna	5.2%	5
Freshwater	2.1%	2
Garberville	3.1%	3
Hoopa	1.0%	1
Indianola	1.0%	1
Manila	2.1%	2
McKinleyville	5.2%	5
Orick	1.0%	1
Petrolia	1.0%	1
Rio Dell	1.0%	1
Samoa	5.2%	5
Shelter Cove	2.1%	2
Table Bluff	1.0%	1
Trinidad	3.1%	3
Weitchepec	1.0%	1
College of the Redwoods (CR)	4.1%	4
Humboldt State University (HSU)	1.0%	1
Other (please specify)		33
<i>answered question</i>		<b>97</b>
<i>skipped question</i>		<b>107</b>

**Other responses:**

All around  
 Arcata & McKinleyville  
 Late night to Arcata to Trinidad  
 Guintoli/Boyd Road Azalea Rd\*  
 Arcata Sundays and Weekends  
 Blue Lake, Blocksburg, Eka/Mck  
 Blue Lake & Crescent City  
 Crescent city (x2)

St. Joe's  
 St. Joe's/HSU  
 Plning Dept, HSU in one trip,  
 winco or Costco Eka  
 Eureka Library (x2)  
 Cutten dist by bus  
 Would ride in Eka but not feel safe  
 Pigeon Point Rd  
 Humboldt Area Found/Wharfinger Bldg  
 Headwaters  
 CR on weekends

Redwood Memorial Hosp  
 Rdwd Valley/Creek  
 Bridgevillw/Hydesville  
 Miranda  
 Salmon Creek  
 Weott to Garberville  
 Willits  
 Klamath Glen, CA

**General Survey - Question #9**

If bus or dial-a-ride were provided, would you use it weekly?		
Answer Options	Response Percent	Response Count
Yes	80.3%	98
No	19.7%	24
<i>answered question</i>		<b>122</b>
<i>skipped question</i>		<b>82</b>

**General Survey - Question #10** *(answered question 148; skipped question 56)*

I need to GO FROM (location/street name):	In (city/area):
	Arcata (x7)
Valley West (x2)	Arcata
Giuntoli - every hour	
Janes Rd.	Arcata
HSU Library Circle	Arcata
14th & B	Arcata
First Street	Arcata
Arcata Transit (x3)	Arcata
Boyd Road	Arcata
California Street	Arcata
11th and Villa near Greenview Market	Arcata
Q st. arcata	Arcata
utah st eureka	arcata alliance/courtyard in arcata, oak place in mckinleyville Arcata or Eureka
Samoa	Arcata
Humboldt State university	
	Blue Lake (x2)
T intersection at Samoa bridge would be good	Near Samoa.
Vance Ave	Samoa, Ca
7 & P	Samoa
Victor Blvd	Manila
St. Joseph's	Eureka
Oregon Street	Eureka
Humboldt Hill	Eureka
Hawthorne	Eureka
Downtown	Eureka
4th & U (x2)	Eureka
200 block 5th Street	Eureka
	Eureka (x4)
Home Drive	Eureka
Herrick ave.	Eureka
E street	Eureka,ca
3rd and h street	Eureka
5th & K	Eureka

**General Survey - Question #10**      *Continued*

I need to GO FROM (location/street name):	In (city/area):
Henderson & I Streets	Eureka
Vance	Eureka
q street	Eureka
Myrtle ave	Eureka
W Street	Eureka
Cedar St	Eureka
Henderson Center	Eureka
Bayshore Mall (x2)	Eureka
St Joseph's Hospital	Eureka
Hubbard lane	Eureka
Myrtle town	Eureka
Costco or Target or Kmart or Library	Eureka
Excelcior	Library
Old Town/CR	Cutten
Cutten District by bus	Cutten
Walnut	Cutten
Redwood Street, Cutten, CA	
Roberts Drive	cutten
	Ferndale
Main Street	Ferndale
Shaw Avenue	Ferndale
A Street	Fortuna
shopping center	Fortuna
All around Fortuna	Fortuna (x2)
Fortuna & CR	
Rhonerville Road	Fortuna (x2)
	Loleta (x2)
Loleta Elementary School	Loleta
Main St	Loleta
Bear River	
D Avenue	McKinleyville
	McKinleyville
School Road	McKinleyville
Daffodil	McKinleyville
Murray Road	McKinleyville
Hewitt Rd/Azalea Rd.	McKinleyville
Ocean Avenue	McKinleyville (west)
Chaffin Road	McKinleyville
Central AVE	McKinleyville
totem pole shopping ctr	McKinleyville
Central and Sutter	McKinleyville
Central Ave	Mckinleyville
Reason Rd.	McKinleyville
A Street	McKinleyville
Hiller rd Mckinleyville	
Gross Rd	Fieldbrook
	Rio Dell (x2)

**General Survey - Question #10**      *Continued*

I need to GO FROM (location/street name):	In (city/area):
	Trinidad (x2)
Main Street	Trinidad
1st Ave.	Westhaven
Phillipsville	Southern Humboldt
	Benbow & Garberville
Locust Street	Garberville
	Miranda
Miranda (Highschool)	Miranda
woodside road	Miranda
Shoemaker Road	Hoopa (x2)
	Hoopa (x3)
Big Hill Road	Willow Creek
North end	Hoopa
Hwy 299	Hwy 96
Weitchepec (x3)	
Tulley Creek	Hoopa
Down river	
Up the road	
Hwy. 96 Bus Stop	Willow Creek
Knights Park	Willow Creek
Knights Park	Willow Creek
Patterson Road	Willow Creek
Hwys 96 & 299	
Highway 96 mile marker 10	
Pecwan	Klammath
	Wautec
Short Lane	Wietchepec
Hwy. 96	Hoopa
Up river	Hoopa
	Crescent City (x2)
	County/City

**Other comments:**

Shopping without fear of being put off the bus within Eureka & Arcata city limits on Sundays	intra city buses
Arcata	Eureka (Cuttan)
MCK	Arcata
McKinleyville	Planned Parenthood
Fenwick Ave	
Lazy J	Arcata

**General Survey - Question #11**

*(answered question 139; skipped question 65)*

I need to GO TO (location/street name):	In (city/area):
Crescent City	Crescent City (round trip)
Giuntoli -every hour	Eureka
Valley West - every hour	City/County (x2)
Toni's Restaurant	Arcata
K Street	Arcata
HSU (x7)	Arcata
Mad River Hospital	Arcata
Downtown Arcata	Arcata
Arcata Co-op, 8th Street	Arcata
Arcata Transit	Arcata & Eureka
Gwin	Arcata (x4)
Open Door Clinic	Arcata
I St	Arcata
Humboldt Area Foundation	Bayside
Elizabeth Road	Fieldbrook
Gross Road	Fieldbrook
Peninsula	Manila
Vance Ave	Samoa, Ca
please make a stop near the T intersection of the bridges and samoa blvd. it would not divert from previous route.	Anywhere in Samoa
within city	samoa
Myrtle Town	Eureka (x15)
Headwaters	Eureka
CR (x11)	Eureka
Main Library (x4)	Eureka
Courthouse (x2)	Eureka
Costco	Eureka
Winco (x2)	Eureka
Bayshore Mall (x5)	Harris & Broadway
Stores	Eureka
St. Joe's/Open Door	Eureka
Mental Health	Eureka
General Hospital Campus	Eureka & McKinleyville
Doctors/Shopping	Eureka
Dolbeer / C & B	Eureka/Fortuna
Harris and Harrison (x2)	Eureka
Harrison Ave (x2)	Eureka
Harris street (x2) safeway	Eureka
Bike shop/Court/Attorney/Adorni Center/Verizon/Medical Supply	Eureka
Del Norte / E Street	11th
California St.	Eureka
2nd St.	Eureka
Q st. Arcata	Eureka
Downtown	Eureka
Old Town	Eureka
	Eureka, CA

**General Survey - Question #11** *Continued*

I need to GO TO (location/street name):	In (city/area):
Excelcior	Marina
4th & V; 5th & V	Eureka
5th and V Streets	Eureka
McKinleyville	Eureka
13th and west	Broadway and McCullens
California & Harris	Eureka
Cutten	Eureka
CR/Old Town	Cutten
Garfield School	Freshwater
7 & P	Three Corners
Main Street	Ferndale (x2)
	Ferndale
	Fortuna (x3)
Fortuna & CR	Fortuna
Fortuna Blvd.	Fortuna
Redwood Memorial Hospital	
Redway, Fortuna, Eureka	
Arcata	Fortuna
	Rio Dell
	Trinidad
	McKinleyville (x2)
McKinleyville Ave.	McKinleyville
Clam Beach Inn	McKinleyville
Timothy Ct	Mckinleyville
	Southern
All Southern Humboldt locations	Humboldt
Trinity Valley Elementary	Willow Creek
Signature Coffee/Redwood Rd.	Briceland/Redway
Ave of giants	phillipsville
Up-town	Hoopa
Willow Creek	Hoopa
	Hoopa (x4)
Down the road	Hoopa
Route 96	Hoopa
Down river	Hwy. 96
Ray's Food Place	Willow Creek
Bus Stop	
Hoopa/Willow Creek	
Hwy 96	Hoopa
	Weitchepec
Weitchepec	Willow Creek
	Willow Creek
Bus Stop	(x2)
Hoopa	Arcata
Coast	Everywhere

**General Survey - Question #12**

Between the hours of: (Check all that apply)		
Answer Options	Response Percent	Response Count
6:00 am - 9:00 am	67.3%	103
9:00 am - Noon	47.7%	73
Noon to 3:00 pm	47.7%	73
3:00 pm - 6:00 pm	59.5%	91
6:00 pm - 9:00 pm	42.5%	65
9:00 pm - 12:00 midnight	30.7%	47
<i>answered question</i>		<b>153</b>
<i>skipped question</i>		<b>51</b>

**General Survey - Question #13**

On: (Check all that apply)		
Answer Options	Response Percent	Response Count
Monday	76.5%	114
Tuesday	78.5%	117
Wednesday	79.9%	119
Thursday	77.9%	116
Friday	81.2%	121
Saturday	57.0%	85
Sunday	48.3%	72
<i>answered question</i>		<b>149</b>
<i>skipped question</i>		<b>55</b>

**General Survey - Question #14**

Trip(s):		
Answer Options	Response Percent	Response Count
Work	60.0%	93
School	34.2%	53
Medical	36.8%	57
Shopping	49.0%	76
Voting/Civic	11.6%	18
Place of Worship	12.3%	19
Recreation	37.4%	58
Social (visit friend/family)	40.0%	62
<i>answered question</i>		<b>155</b>
<i>skipped question</i>		<b>49</b>

**Old Arcata Road Survey:      Pages D11 – D17**

### Old Arcata Road Survey - Question #3

City/area where you live:		
Answer Options	Response Percent	Response Count
Arcata	3.6%	5
Bayside	35.5%	49
Eureka	36.2%	50
Freshwater	15.9%	22
Indianola	5.8%	8
Sunnybrae	2.9%	4
Other (please specify)		48
<i>answered question</i>		<b>138</b>
<i>skipped question</i>		<b>0</b>

### Old Arcata Road Survey - Question #4

Age:		
Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	3.6%	5
25-54	33.3%	46
55-64	28.3%	39
65-75	23.9%	33
76 +	10.9%	15
<i>answered question</i>		<b>138</b>
<i>skipped question</i>		<b>0</b>

### Old Arcata Road Survey - Question #5

How do you normally travel in Humboldt County? (Check the two that apply most)		
Answer Options	Response Percent	Response Count
Public bus	7.3%	10
Dial-a-Ride	1.5%	2
Drive my vehicle	90.5%	124
Walk	24.1%	33
Bike	13.1%	18
Carpool	13.9%	19
Taxi	2.2%	3
Travel provided by social service agency	0.0%	0
<i>answered question</i>		<b>137</b>
<i>skipped question</i>		<b>1</b>

### Old Arcata Road Survey - Question #6

If you don't use the bus or dial-a-ride, why not? (Check all that apply)		
Answer Options	Response Percent	Response Count
Not aware of available services	14.3%	19
Disability/access	1.5%	2
Too expensive	3.0%	4
Use my vehicle	56.4%	75
Need help traveling	2.3%	3
Bus stop is too far	34.6%	46
Does not go where I live or need to travel	42.9%	57
Does not run at the times I need it	17.3%	23
<i>answered question</i>		<b>133</b>
<i>skipped question</i>		<b>5</b>

### Old Arcata Road Survey - Question #7

Is there somewhere in Humboldt County you want to go by bus or dial-a-ride but cannot?		
Answer Options	Response Percent	Response Count
No	49.2%	58
Yes	50.8%	60
<i>answered question</i>		<b>118</b>
<i>skipped question</i>		<b>20</b>

### Old Arcata Road Survey - Question #8

If yes, which city/area?		
Answer Options	Response Percent	Response Count
Arcata	32.1%	18
Bayside	10.7%	6
Eureka	30.4%	17
Fieldbrook	1.8%	1
Fortuna	3.6%	2
Freshwater	7.1%	4
Indianola	1.8%	1
Orick	1.8%	1
Trinidad	3.6%	2
Arcata/Eureka Airport	1.8%	1
College of the Redwoods (CR)	3.6%	2
Humboldt State University (HSU)	1.8%	1
Other (please specify)		31
<i>answered question</i>		<b>56</b>
<i>skipped question</i>		<b>82</b>

**Old Arcata Road Survey - Question #9**

If bus or dial-a-ride were provided, would you use it weekly?		
Answer Options	Response Percent	Response Count
Yes	56.3%	49
No	43.7%	38
<i>answered question</i>		<b>87</b>
<i>skipped question</i>		<b>51</b>

Old Arcata Road Survey - Question #10 <span style="float: right;"><i>(answered question 83; skipped question 55)</i></span>	
I need to go from: _____ (location/street name).	In _____ (city/area).
<b>Myrtle Ave (Hall Avenue) to Freshwater/3 Corners :</b>	
Mitchell Road	Eureka
Pigeon Point Road x3	Eureka
Myrtle Avenue x6	Freshwater
Cummings rd	Freshwater
Brier Lane	Eureka
Spears Road x2	Eureka
<b>Freshwater – and down Freshwater Road area</b>	
Redmond Road, x2 Myrtle Ave.	Eureka
Freshwater (x6)	
Freshwater Road	Eureka
Freshwater/Foster Road	
3 corners market redmond road/myrtle ave	Eureka
Three Corners Market	Eureka
Dana Lane/Freshwater Road/Three Corners area	
Ole Hansen Road x3	Eureka
Thistle Lane	Freshwater
Old Forest Lane	Freshwater
Steele Lane	Freshwater
<b>3 Corners to Indianola area</b>	
Quail Valley Road	Eureka
Old Arcata Road	
Indianola Cut off (x2)	Eureka
Indianola/Old Arcata Road (x2)	Eureka
Indianola/Myrtle Ave. (x2)	Eureka
Myrtle Avenue	Indianola Cutoff
Stephens Lane	Old Arcata Road
<b>Bayside</b>	
Walker Point Road (x2)	Bayside
Graham Road (x3)	Bayside
Graham or Jacoby Cr Rd	Bayside
Jacoby Creek School	Eureka
S. Quarry Road	Bayside
Baywood Lane	Bayside
Dubeault Road	Bayside
Bayside/Old Arcata Road	
Hyland and Old Arcata Rd.	Bayside
Old Arcata Rd (x5)	Bayside
Sonnenfelt rd	Bayside

<b>Old Arcata Road Survey - Question #10</b> <i>Continued</i>	
<b>I need to go from:</b> _____ (location/street name).	<b>In</b> _____ (city/area).
Indianola Road, down from L	Bayside
Indianola Cut off (x3)	Bayside
<b>Jacoby Creek</b>	
Jacoby Creek Road (x8)	Bayside
Buttermilk Lane (x2)      Upper Buttermilk Lane (x1)	Arcata
<b>Other</b>	
College of the Redwoods	Arcata/Eureka
All over, North to South, none at this time	And Outside city limits
Patrick Court	Arcata
Broadway and Del Norte st.	Eureka
Main Street	Trinidad
Beverly Drive	Arcata CA

<b>Old Arcata Road Survey - Question #11</b> <i>(answered question 79; skipped question 59)</i>	
<b>I need to go to:</b> _____ (location/street name).	<b>In</b> _____ (city/area).
<b>Arcata:</b>	Arcata/Eureka (x5)
HSU (x6)	Arcata
Harpst St	Arcata
CR & HSU/Open Door/Public Library	Arcata & Eureka
Sunny Brae/CR	Arcata/Eureka
Valley West Blvd.	Arcata
Mad River Hospital	Arcata
Co-op	Arcata
Open Door	Arcata
Arcata Plaza (x4)	Arcata
Jacoby Creek School	Arcata
Heindon Road	Arcata
Downtown, Healthsport/Downtown	Arcata/Eureka
Healthsport, Community Center	Arcata
Community Pool/Harris & Buhne	Arcata/Eureka
F Street/Old Town, Henderson Center	Arcata/Eureka
Community Center, Open Door/Burre, Winco, Henderson Center, Bayshore Mall	Arcata/Eureka
Doctor, Therapy	Arcata/Eureka
Safeway & B of A, CCCU/Henderson Center, Costo	Arcata/Eureka
<b>Eureka:</b>	
CR & HSU	Eureka & south/Arcata
College of the Redwoods (x2)	Eureka
CR & Various Locations	Eureka
CR & Eureka	Eureka
Grange Road/Third & C	Eureka
Doctors/Hairdresser/Dentist	Eureka
Medical	Eureka & Fortuna
Harrison Ave./Hospitals	Eureka
Harrison Ave./Multiple locations	Eureka
hospitals downtown/library	Eureka and arcata
shopping/doctor	
Downtown Plaza	Eureka/Arcata

<b>Old Arcata Road Survey - Question #11</b> <i>Continued</i>	
<b>I need to go to:</b> _____ (location/street name).	<b>In</b> _____ (city/area).
downtown	Eureka
Old Town (x2)	Eureka
Old Town/Henderson Center/Safeway	Eureka/Arcata
Bayshore Mall (x2)	Eureka
Clark Street/Broadway	Eureka
E Street	Eureka
F Street/St. Joseph's	Eureka
Broadway/Guintoli/ Arcata Plaza	Eureka/Arcata
Broadway/Piersons/Mall	Eureka
"I" Street	Eureka
ETD Bldg. on 6th St.	Eureka
826 4th Street	Eureka
4th and F	Eureka
Koster St	Eureka
Wood St	Eureka CA
F & 2nd, St. Joe's	Eureka
Pigeon Point Road	Eureka
Redmond Road	Eureka
Winco	Eureka
Eureka (x2)	Eureka
(x3)	Eureka/Arcata/Trinidad/Fortuna
	Eureka/Arcata
<b>Bayside Area:</b>	
Eureka	Bayside
Old Arcata rd.	Bayside
Wabash / Eureka	Bayside / jacoby creek rd
<b>Orick:</b>	
Main Street	Orick
<b>Fieldbrook:</b>	
Katherine Lane	Fieldbrook
<b>Fortuna:</b>	
12th & Main	Fortuna
<b>Carlotta:</b>	
	Carlotta

### Old Arcata Road Survey - Question #12

Between the hours of: (Check all that apply)		
Answer Options	Response Percent	Response Count
6:00 am - 9:00 am	58.3%	49
9:00 am - Noon	61.9%	52
Noon to 3:00 pm	60.7%	51
3:00 pm - 6:00 pm	67.9%	57
6:00 pm - 9:00 pm	35.7%	30
9:00 pm - 12:00 midnight	17.9%	15
<i>answered question</i>		<b>84</b>
<i>skipped question</i>		<b>54</b>

### Old Arcata Road Survey - Question #13

On: (Check all that apply)		
Answer Options	Response Percent	Response Count
Monday	88.6%	70
Tuesday	86.1%	68
Wednesday	92.4%	73
Thursday	87.3%	69
Friday	89.9%	71
Saturday	45.6%	36
Sunday	36.7%	29
<i>answered question</i>		<b>79</b>
<i>skipped question</i>		<b>59</b>

### Old Arcata Road Survey - Question #14

Trip(s):		
Answer Options	Response Percent	Response Count
Work	58.6%	51
School	26.4%	23
Medical	39.1%	34
Shopping	58.6%	51
Voting/Civic	14.9%	13
Place of Worship	10.3%	9
Recreation	36.8%	32
Social (visit friend/family)	46.0%	40
<i>answered question</i>		<b>87</b>
<i>skipped question</i>		<b>51</b>

**Old Arcata Road  
Follow Up Questionnaire:                      Pages D18 – D19**

Old Arcata Road  
Follow Up Questionnaire

Times of Service	# of Responses	Trips (Mon-Fri)	Trips (Daily)
6:00 - 7:00 am	x5	184*	36.8*
7:00 - 8:00 am	x13		
8:00 - 9:00 am	x9		
9:00 - 10:00 am	x9		
10:00 - 11:00 am	x8		
11:00 am - 12:00 noon	x6		
12:00 noon - 1:00 pm	x7		
1:00 - 2:00 pm	x6		
2:00 - 3:00 pm	x8		
3:00 - 4:00 pm	x10		
4:00 - 5:00 pm	x10		
5:00 - 6:00 pm	x14		
6:00 - 7:00 pm	x10		
7:00 - 8:00 pm	x6		
8:00 - 9:00 pm	x4		
9:00 - 10:00 pm	x2		

89 round trips per week  
 6 one way trips per week  
 $89 \times 2 + 6 = 184$  trips per week (Mon-Fri)  
 $*184 \text{ trips} \div 5 \text{ days per week} = 36.8$