

SSTAC 5a Enclosure 1

HTA BUS ROUTE CONCEPTS: RIDERSHIP & COVERAGE (DRAFT)

- Route Concept Notes and Weblinks

Concept backgrounds to get you oriented/primed to review:

- ▶ Both route concepts (ridership and coverage) cost the same: a projected \$13 million for operating costs. The consultants based their projection on HTA's draft 2025-26 budget, as presented to their Board, plus they added 5% for inflation.
- ▶ JWA consultants wrestled quite a bit with the RTS system to figure out a way to reduce the number of vehicles required to provide service. Ultimately, they accepted that is not possible to operate with less than seven vehicles unless we make unpopular cuts of service to either Rio Dell or McKinleyville. Thus, the scenarios include different versions of RTS that each require seven vehicles and cost the same annually.
- ▶ The concepts depict the Arcata and Eureka transit systems with streamlined routes and operations in order to create savings. The savings, conceptually and hypothetically, could then be invested in additional hours of service on weekday evenings and on Saturday on both systems, and also on RTS.
- ▶ The concepts assume that a shuttle to Trinidad would be provided by the Humboldt Flex service in McKinleyville. The connection between Trinidad and ACV airport will take about 37 minutes round trip including layover--that is without deviating into Westhaven as RTS currently does. With Humboldt Flex, you can continue to deviate through Westhaven, that may push the round trip to 45 minutes, or 1 hour if you include an additional deviation, like a flex route.

Here are links to interactive maps of the two concept networks :

(1) Ridership Concept

<https://platform.remix.com/project/7663b6f7?latlng=40.83968,-124.09421,10.186&sp.id=b3030db5-0aef-44ab-8b3a-65d6d897836b>

(2) Coverage Concept

<https://platform.remix.com/project/79d37930?latlng=40.82068,-124.0625,9.593&sp.id=2c6b555f-476b-4521-b0b9-941a9b419801>

You can review routes by clicking on the Route List on the left side panel and by zooming in and out, and dragging the map.

Routes have been listed by group or system with a simple nomenclature to facilitate review across the maps and attached spreadsheets.

- A for Arcata & Mad River routes
- E for Eureka routes
- R for RTS routes, and
- X for express routes or intercity routes (SHI and NSE)

We are treating RTS as a set of 2 or 3 stand-alone route patterns that combine to provide additional frequencies; therefore you will see R1, R2, and R3, depending on the network. We are also including Overlays, which are the combined frequencies that result from overlaying R routes and E routes.

Route colors denote frequency of service.

- Red is every 15 minutes
- Blue is every 30 minutes
- Green is every hour or 60 minutes
- Light Brown is every 2 hours or 120 minutes, and
- Light Gray are express routes that provided a limited number of trips each day.

On the right side of the screen, there is a panel that lists a few data layers from U.S. Census data. We have added the Existing Humboldt Flex Zones to the list. You can turn on/off each layer and also close the panel to not block your view of the map.

‡ Additional example of ridership vs. coverage concepts:

Jarrett Walker + Associates are currently working with SunLine Transit Agency, doing similar work to what they have done for HCAOG and HTA. They just launched presenting the two scenarios (ridership and coverage) to the community. They are sharing information via this website and asking the community for their input through a survey.

[The landing page is here](#), which includes an introductory video.

[The actual page showing the scenarios is here](#). There is a nifty slider, that JWA developed, to view how the different scenarios compare with current service.