



# **BLUE LAKE RANCHERIA TRANSIT STUDY: ANALYZING POTENTIAL NEW SERVICE TO FIELDBROOK, WESTERN GLENDALE, AND KORBEL**

**NOVEMBER 27, 2019**

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Prepared for the Blue Lake Rancheria by the  
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## INTRODUCTION

This study analyzes potential changes to the Blue Lake Rancheria Transit System (BLRTS), to better serve the needs of the unincorporated rural areas surrounding the City of Blue Lake. The neighboring areas include Fieldbrook, Western Glendale Drive, and Korb, which currently have limited or no public transit service. This study's primary objective is to determine the practicability of expanding public transit in these study areas.



The Federal Transit Administration made this study possible through a formula 5311 tribal transit grant. The Blue Lake Rancheria contracted with the Humboldt County Association of Governments (HCAOG) to prepare this study, with Blue Lake Rancheria oversight.

## GEOGRAPHY, DEMOGRAPHICS, AND ECONOMY

Humboldt County is a geographically diverse region located in northwestern California. The County encompasses 3,500 square miles of forested mountains, river valleys, coastal terraces, agricultural lands and coastline. The eastern border meets mountainous Trinity and Siskiyou Counties, and Mendocino County's coastal mountains and valleys border the south. Del Norte County borders northern Humboldt County.

East of the urbanized greater Humboldt Bay Area (Eureka, Arcata, Fortuna, McKinleyville) is the City of Blue Lake, located in a small valley neighboring the Mad River, nestled closely off State Route 299. The SR 299 connects Humboldt County to Shasta County, which is home to the City of Redding.

The City of Blue Lake neighbors the Blue Lake Rancheria. The Federal Government established the Rancheria land in 1908. Members include the Wiyot, Yurok, and Hupa tribes. The Rancheria has a 55,000 square-foot casino and a hotel (102 rooms), providing many local jobs in the region. Other major destinations and employers in Blue Lake include Jewell Distillery, Fish Brothers, Tomaso's Specialty Foods, Mad River Brewing Co., Dell'Arte



Figure 1 Regional Map Around Blue Lake

International (acting school), Blue Lake City Hall, the Blue Lake Museum, and Blue Lake Elementary School. Many Blue Lake high school students travel to Arcata or McKinleyville for High School. Blue Lake has a senior population higher than the County average (23.39%). It is estimated that 2.86% of the Blue Lake are households do not have a car. The percentage of carless households within the city limits is estimated to be 0%. It is worth noting that there is a disproportionately high number of carless households in Arcata, due to Humboldt State University (this skews the county-wide average). Between 2016 and 2017 the estimated population of Blue Lake, CA declined from 1,147 to 1,096, a 4.45% decrease.

Fieldbrook is an unincorporated town 8 miles north of Blue Lake, home to 865 people. The most concentrated housing is along Fieldbrook Road going north and south through town, with light rural sprawl continuing further north and northeast into wooded areas. Major destinations and employers include the Fieldbrook Market and Eatery, the Fieldbrook Winery, and Fieldbrook Elementary. Fieldbrook high school students attend McKinleyville or Arcata High School. In the Fieldbrook area, it is estimated that 2.91% of the households do not have a car. According to the American Community Survey (ACS) data, between 2016 and 2017, Fieldbrook's population grew from 798 to 865, an 8.4% increase. Fieldbrook has a senior population higher than the County average (21.33%).

Glendale is an unincorporated community of approximately 482 people, 3 miles from Blue Lake. Glendale's major employers and destinations include Royal Gold (soil supplier), E & O lanes (bowling alley), Murphy's Market (a large grocery store), Mad River Storage, and Kernen Construction. In Glendale, approximately 22.6% of residents live in poverty (the highest rate for the rural communities surrounding Blue Lake), and 4.5% of households are without a vehicle. A higher senior and carless household rate increase the likelihood that residents will utilize transit.

Korbel, (population 48), located 2 miles east of Blue Lake, is home to the Trinity River Timber Company, sold by Green Diamond Resources in 2016. Trinity River Timber provides jobs in the area, but there is very little housing. Trinity River Timber is no longer maintaining local rental units that Green Diamond Resources maintained prior to selling the mill. Thus, Korbel is not likely grow in population. In Korbel, 18.87% of residents live in poverty, although all households have a vehicle. The lower poverty rate, and non-existent carless households rate suggests that Korbel transit may not be sustainable.

McKinleyville is a large unincorporated area west of Blue Lake and Fieldbrook. Located along the State Route 101 corridor, it is home to many large commercial destinations and employers.

	Blue Lake	Fieldbrook	Glendale	Korbel	McKinleyville	Countywide
Population of town/city and surrounding areas*	1,716	865	482	48	15,177	136,754
Population within 3/4 mile of potential transit stops	1,394	586	508	48	11,654	N/A
Percentage of persons in poverty	19.9%	18.9%	22.6%	18.9%	16.0%	21.4%
Percentage of senior population >65	23.4%	21.3%	17.4%	7.6%	12.7%	16.3%
Carless households within town/city and surrounding areas*	2.9%	2.9%	4.5%	0.0%	3.8%	7.3%
*Surrounding areas utilized a polygon to capture populations adjacent to town core or city limits, appx. 1 mile						
**All Statistics derived from Census and American Communities Surveys and TBEST						



Figure 2 Study Area Demographics

## EXISTING CONDITIONS

### EXISTING TRIPS AND SCHEDULE

The Blue Lake Rancheria Transit services Rancheria riders as well as riders in Blue Lake, Glendale, Arcata, McKinleyville and Eureka, and Humboldt County, by connecting the City of Blue Lake to the Arcata Transit Center. BLRTS operates between 7:00 a.m. and 6:00 p.m. on weekdays, providing eight trips to Arcata and back per day, and over 1,000 (approximately) trips per month. BLRTS begins with three AM runs, followed by a three-hour lunch break, followed by five PM runs. This split schedule helps constrain the operating costs, as it results in an 8-hour workday. One driver and sometimes two separate drivers cover this split shift.

BLRTS serves two transit stops on the Rancheria, seven stops within the City of Blue Lake and two stops in Glendale. Flag stops are available along the route. The bus only stops in Glendale on the return trip (i.e. inbound to Blue Lake) if a rider onboard requests the stop, or if a rider has called ahead to be picked up.

BLRTS charges customers \$1.65 for a one-way ride, and has senior and student fares (\$1.25 for seniors and disabled, and \$1.50 for students). BLRTS also sells bus passes. 20 rides costs \$25.00. See Figure 4 Existing BLRTS Schedule for the remaining bus price breakdown. BLRTS equips their vehicles with ADA wheelchair lifts. They also carry bicycles, enabling multimodal transportation opportunities.

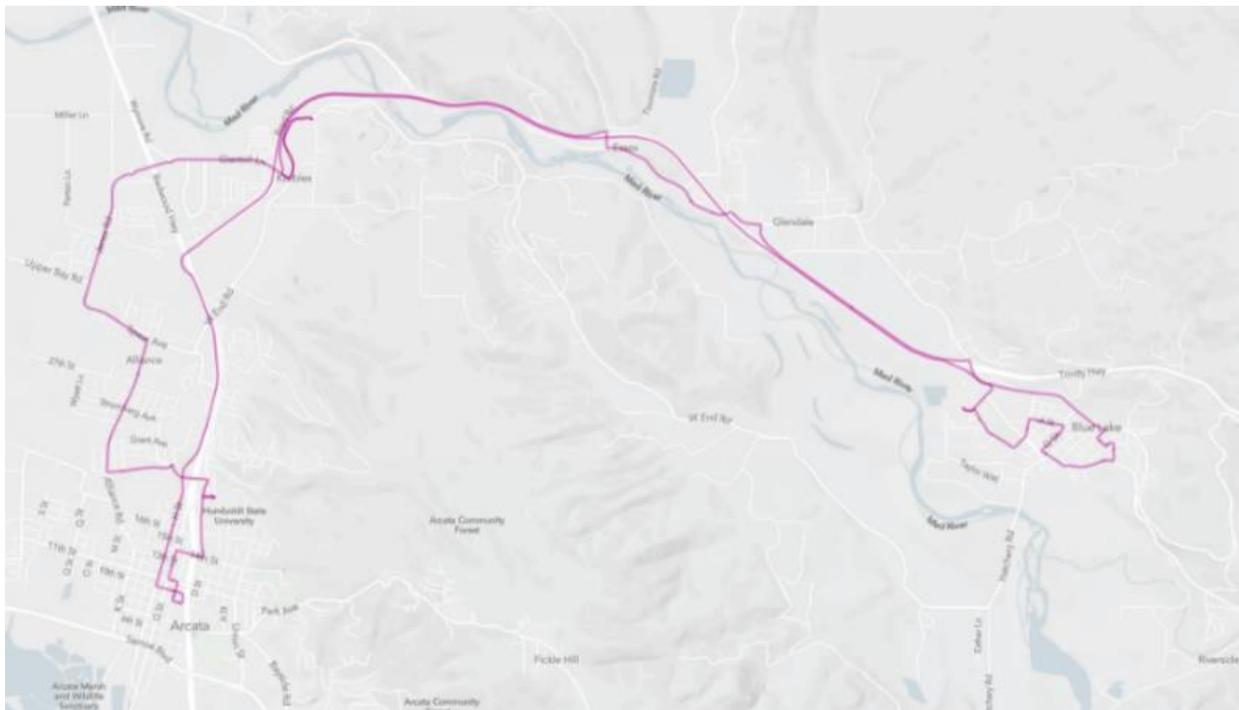


Figure 3 Existing BLRTS Route

## FIXED ROUTE GUIDE

### CASH FARES - ONE WAY

Regular Fare	\$1.65
Senior/Disabled	\$1.25
Student Fare	\$1.50

### CHILDREN FARES

Not intended for school, daycare or parks and recreation fieldtrips/excursions. Good only when traveling with an adult passenger.

Under 3 years	FREE
4-6 years	\$.25 cents
7-12 years	\$.75 cents
13 and up	\$1.65 (Regular Fare)

### BUS PASS PURCHASE

PASS	COST
Regular Fare 10 Ride Pass	\$15.00
Regular Fare 20 Ride Pass	\$25.00
*Student Fare 10 Ride Pass	\$13.50
*Student Fare 20 Ride Pass	\$22.50
*Senior/Disabled 10 Ride Pass	\$11.00
*Senior/Disabled 20 Ride Pass	\$20.00

\*Passes must be initially purchased at the Blue Lake Rancheria Tribal Office so passenger can show proof of disability or school attendance when obtaining pass. One time verification only.

### PAYMENT OF FARES

**! BUS DRIVERS DO NOT ACCEPT CHECKS  
BUS DRIVERS DO NOT CARRY CHANGE**

If you wish to purchase a Regular Bus Pass by check, you may do so at the Blue Lake Rancheria Tribal Office; 428 Chartin Road, Blue Lake. The Tribal Office is open from 8am-4:30pm, Monday through Friday.

# SCHEDULE

The Transit Route begins and ends at the Blue Lake Rancheria.

Direction	Stop	7:05 AM	8:05 AM	9:05 AM	1:05 PM	2:05 PM	3:05 PM	4:05 PM	5:05 PM
OUTBOUND FROM BLUE LAKE	*Blue Lake Rancheria (Front of Casino)	7:05 AM	8:05 AM	9:05 AM	1:05 PM	2:05 PM	3:05 PM	4:05 PM	5:05 PM
	*Rancheria Road (East and by stop sign)	7:06 AM	8:06 AM	9:06 AM	1:06 PM	2:06 PM	3:06 PM	4:06 PM	5:06 PM
	Chartin & Broderick	7:07 AM	8:07 AM	9:07 AM	1:07 PM	2:07 PM	3:07 PM	4:07 PM	5:07 PM
	*Blue Lake City Hall (East side)	7:08 AM	8:08 AM	9:08 AM	1:08 PM	2:08 PM	3:08 PM	4:08 PM	5:08 PM
	*Post Office	7:09 AM	8:09 AM	9:09 AM	1:09 PM	2:09 PM	3:09 PM	4:09 PM	5:09 PM
	Railroad & Third Street (Bottom of hill)	7:11 AM	8:11 AM	9:11 AM	1:11 PM	2:11 PM	3:11 PM	4:11 PM	5:11 PM
	*Railroad & Raymar	7:12 AM	8:12 AM	9:12 AM	1:12 PM	2:12 PM	3:12 PM	4:12 PM	5:12 PM
	*J Street & Blue Lake Blvd.	7:14 AM	8:14 AM	9:14 AM	1:14 PM	2:14 PM	3:14 PM	4:14 PM	5:14 PM
	Blue Lake Blvd. & Patriot Station	7:15 AM	8:15 AM	9:15 AM	1:15 PM	2:15 PM	3:15 PM	4:15 PM	5:15 PM
	Liscomb Hill & Glendale Drive	7:17 AM	8:17 AM	9:17 AM	1:17 PM	2:17 PM	3:17 PM	4:17 PM	5:17 PM
	Murphy's Market at Glendale	7:19 AM	8:19 AM	9:19 AM	1:19 PM	2:19 PM	3:19 PM	4:19 PM	5:19 PM
	16th & H Street - Arcata	7:29 AM	8:29 AM	9:29 AM	1:29 PM	2:29 PM	3:29 PM	4:29 PM	5:29 PM
	Arcata Transit Center	7:35 AM	8:35 AM	9:35 AM	1:35 PM	2:35 PM	3:35 PM	4:35 PM	5:35 PM
	*Humboldt State University Library Circle	7:37 AM	8:37 AM	9:37 AM	1:37 PM	2:37 PM	3:37 PM	4:37 PM	5:37 PM
INBOUND TO BLUE LAKE	<b>PLEASE CALL FOR PICKUP (707) 668-5101   Ext. 1033 2 HOURS IN ADVANCE REQUIRED</b>								
CALL STOP	Mad River Hospital	7:45 AM	8:45 AM	9:45 AM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM
	United Indian Health Services				1:46 PM	2:46 PM	3:46 PM	4:46 PM	5:46 PM
	Erickson Court								
	*Valley West & Guintoli Ln. (McDonalds)	7:45 AM	8:45 AM	9:45 AM	1:45 PM	2:45 PM	3:45 PM	4:45 PM	5:45 PM
	*Valley East & Guintoli Ln. (Napa Auto)	7:46 AM	8:46 AM	9:46 AM	1:46 PM	2:46 PM	3:46 PM	4:46 PM	5:46 PM
	*Passenger Shelter								

## OPERATION DAYS

Blue Lake Rancheria Transit System **OPERATES M-F ONLY.**

- ⊘** The bus **DOES NOT** run on the following holidays:
- New Years Day
  - Independence Day
  - Thanksgiving Day
  - Christmas Day

## FLAG STOPS

Flagging down the bus is permissible where the driver judges that conditions are safe and can get the bus safely out of traffic. No flagging permitted in zones of 55 MPH and up. Please stand in a visible location and make a clear indication that you want the bus to stop.



Figure 4 Existing BLRTS Schedule

## DEVIATED-FIXED ROUTE/BLENDED PARATRANSIT

Regular fixed routes, by law, must provide complementary Dial-a-Ride service within  $\frac{1}{4}$  of a mile of their route. Transit operators typically have a separate vehicle for Americans with Disability Act (ADA) riders. To reduce costs, some transit agencies combine the Dial-a-ride and regular fixed-route services into one vehicle, which BLRTS does. People refer to these as “deviated-fixed routes,” also referred to as “blended paratransit.”

## EXISTING RIDERSHIP, FUNDING, BUDGET, AND UNMET TRANSIT NEEDS

Ridership on BLRTS is currently meeting farebox. In 2016, as reported in HCAOG’s 2017 Transit Development Plan, BLRTS reported 18,379 annual riders. Annual ridership has been declining since 2014, which is a current trend throughout the nation since the economic recovery. BLRTS is on track to have approximately 11,000 annual riders for the 2019 calendar year, a 41% decline in riders compared to 2016, which is more pronounced than the current national trend in transit.

However, BLRTS is still meeting the minimum 10% farebox requirement. Farebox is a performance measure used to determine a transit system’s success. Higher farebox allows a transit system to grow their service. BLRTS’ farebox was approximately 10.3% for the 2018-19 fiscal year. BLRTS derives reliable operating funds from 5311(c) Tribal Transportation Grants, and the City of Blue Lake’s Local

**\$140,663**

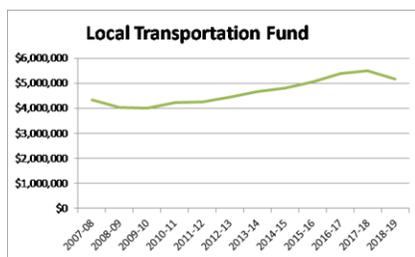
2018-19 Budget

**\$14,500**

Annual fare revenue

**10.31%**

Farebox



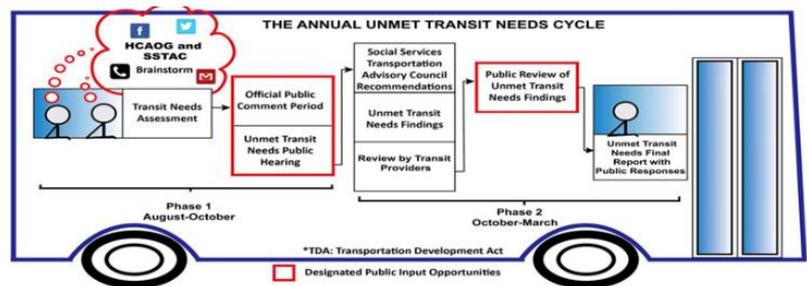
LTF Funds available for transit			
	18-19 LTF Estimates, HCAOG Resolution 18-01	% \$ appx. Transit	% \$ appx. Non-Transit
City of Arcata	\$ 665,725		No claim
City of Blue Lake	\$ 46,920	69%	31%
City of Eureka*	\$ 982,610	100%	0%
City of Ferndale	\$ 52,355	0%	100%
City of Fortuna	\$ 434,384	57%	43%
City of Rio Dell	\$ 124,891	41%	59%
City of Trinidad	\$ 13,370		No Claim
County of Humboldt	\$ 2,641,814	88%	12%

\*HTA now runs transit for Eureka.

Figure 5 Regional LTF Funding Statistics

Transportation Fund (LTF), derived from  $\frac{1}{4}$  cent of the general sales tax collected statewide. The City of Blue Lake contracts the Blue Lake Rancheria to provide transit.

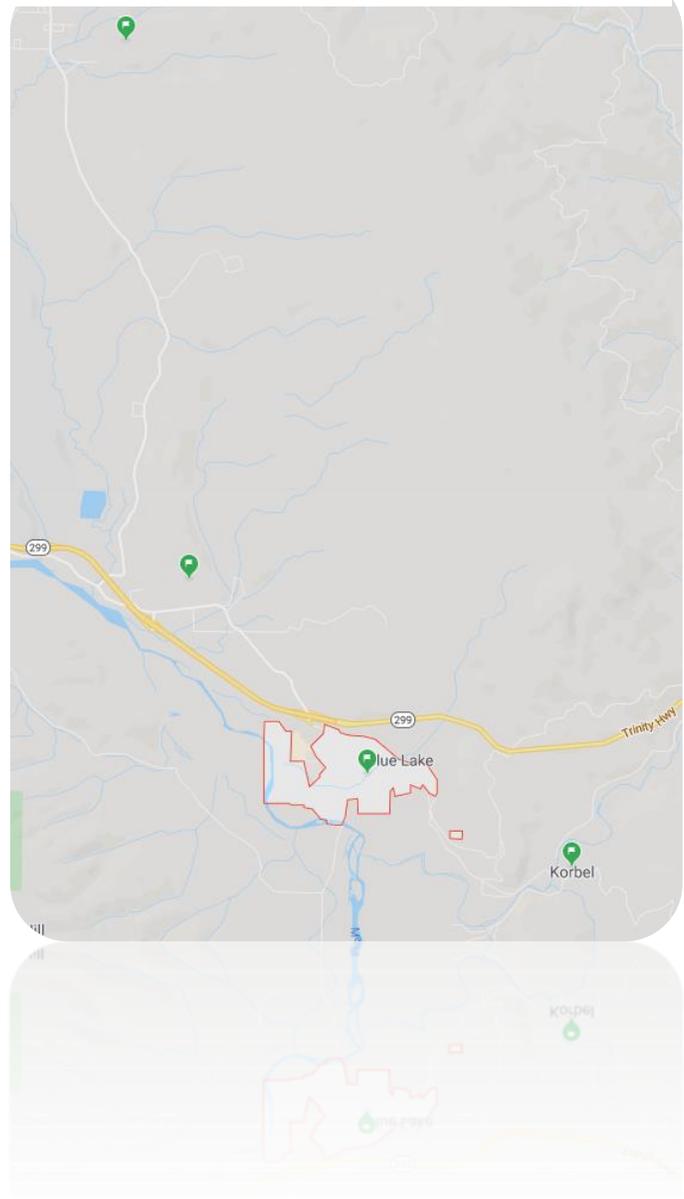
In the 2018-19 fiscal year, the City of Blue Lake used approximately 69% of its allocated Local Transportation Funding on transit. This means that the City of Blue Lake has some transit funding available to expand its existing transit network.



If there is an “unmet need finding,” as recommended by HCAOG’s Social Services Transportation Advisory Committee (SSTAC) and approved by the HCAOG Board, then a Local Transportation Fund (LTF) eligible agency must meet that need prior to spending LTF funds on non-transit purposes. In 2016-17 UTN Unmet Transit Needs (UTN) cycle, the SSTAC analyzed potential transit to Fieldbrook, Glendale, and Korbel. After considerable outreach efforts, survey mailings, survey analysis, and transit operator cost estimates, the analysis determined that bringing service to these areas would not meet the required farebox. If the transit need was found to be reasonable to meet, the County of Humboldt would most likely circulate a request for service proposal for the new service.

This report utilizes elements of data, scenarios, and assumptions gathered and determined during the 2016-17 UTN cycle. However, prior SSTAC determinations and UTN findings do not influence or determine the recommendations in this report.

Figure 1 Unincorporated Areas Surrounding Blue Lake City Limits



## NEIGHBORING TRANSIT SERVICES



BLRTS currently connects to the Arcata Transit Center. There, riders can connect to the Arcata & Mad-River Transit System (A&MRTS), operated by the City of Arcata, which has two circulator routes running at one-hour headways. Riders can also connect to Humboldt's regional transit system, the

Figure 7 Existing Regional Humboldt County Transit Network

Humboldt County Transit Services															
	Commuter	Intercity	Fixed Route	Deviated Fixed Route	Mo/D	Dial-a-Ride	Seniors/Disabled	Headways	Single Fare	Monthly Pass	M-F	Saturday	Sunday	Flagstops	Bike Racks
KT-NET				X				2.5 hrs	\$2.00	\$35	4 runs	2 runs			X
RTS	X							30-60min	\$ 2.10	\$62	6am-10pm	8:30am-9pm	8:30am-7pm		X
ETS			X			X		60 mins	\$ 1.70	\$48	6:30am-7pm	10am-5pm			
A&MRTS			X			X		60 mins	\$ 1.75	\$30	7am-10pm	7am-7pm			
BLRTS				X				60 mins	\$ 1.65	\$25	7am-6pm				X
Willow Creek		X						2.5 hrs	\$3.30	\$86	4 runs	3 runs			
SHI		X						2 hrs	\$4.00	\$113	5 runs	2 runs			
Old Arcata Rd					X			Reservation	\$3.00	N/A	7am-7pm				
Tish Non Village				X		X		2.5 hrs	\$ 2.10	\$62	4 runs				
YTTS				X		X		Reservation	\$ 1.00						
Fortuna Senior Transit						X	X	Reservation	\$2.50	\$22.50	8:30am-4pm				

Figure 6 Existing Regional Humboldt County Transit Service Insights

Redwood Transit System (RTS, operated by the Humboldt Transit Authority, also known as HTA). RTS connects the City of Eureka and Arcata, where riders can connect to the Eureka Transit System, operated by HTA. RTS offers 30-minute frequency between Eureka and Arcata and will soon be offering 15-minute headways during peak hours, while funding is available. With a prior day reservation, riders can also connect at the Arcata Transit Center to Old Arcata Rd., via the Old Arcata Road transit pilot program. Riders can also connect to HTA's Willow Creek route at the Arcata Transit Center. The Klamath Trinity Non-Emergency Transportation (KT NET) connects rural northeastern Humboldt County to the Arcata Transit Center with a transfer at Willow Creek. Trinity Transit also connects at Willow Creek, which

connects Humboldt County to Trinity County. In addition, the Arcata Transit Center also service the Redwood Coast Transit System offering rides north to Del Norte County.

HTA's Willow Creek route, which travels four times a day from Willow Creek to Arcata, currently drives by Blue Lake without stopping Monday-Friday. On Saturdays, the Willow Creek route stops in Blue Lake, due to a recent UTN finding. Neither the Korbek or Fieldbrook communities have transit.

## ESTIMATING AND FORECASTING RIDERSHIP

### SURVEY CHALLENGES AND SOLUTIONS

In the 2016-17 bulk mailing, HCAOG sent surveys to residents in Fieldbrook, Glendale, and Korbek asking if they would take public transit if offered to their area, what week day and time of day they would utilize it, and where their potential destination would be if the service existed. Surveys provide many valuable insights, including origins and destinations. However, HCAOG has learned over the years that surveys are not an accurate tool for measuring potential ridership. Many survey respondents say they will use a new transit service, but a significantly lower amount utilize the service when it comes to fruition. Speculative reasons as to why surveys are unreliable in gauging potential ridership include the respondent's desire to have the service "just in case," a desire to help out their neighbors who may need it the most, and the fact that respondents are more likely to return the survey if they want transit. Lessons learned throughout the region include the discontinued Tish Non-Village route operated by HTA. Based on survey responses, the route was forecasted to meet and exceed farebox. When HTA discontinued the route this year, it was recovering only a 2-3% farebox. Due to this phenomenon, HCAOG and the Blue Lake Rancheria needed a new tool to forecast ridership.

For this study, Rodney Bunner, with Service Edge Solutions LLC, delivered a transit model in TBEST to the Rancheria and HCAOG. TBEST forecasts ridership on new or modified transit routes, using land-use, demographics, and socio-economic inputs. TBEST is a free transit-modeling program. It is maintained in part by the Florida Department of Transportation (FDOT).

TBEST uses County parcel level data, ACS and Census data, Longitudinal Employer-Household Dynamics (LEHD), special generators (large destinations such as Humboldt State University), General Transit Feed Specification (GTFS), transfer stops, existing ridership levels, other bus route



characteristics and other inputs to assemble a transit model, which can forecast ridership and the cost impacts associated with running the transit line. Additionally, the software provides detailed demographic and socio-economic insights using defined inputs. Scenarios run in as little as ten minutes, (it is common for a model run in other software to take hours per scenario) which streamlines the planning process.

## SURVEY RESULTS: ORIGINS AND DESTINATIONS

Survey responses most useful for this report’s purposes include respondent’s origins and destinations, providing likely trip pattern data. Surveys sent to potential travelers in Blue Lake, Fieldbrook, Glendale, and Korbek, asked the following pertinent questions:

- In what zip code is your home located?
- For Monday through Friday service, where would you begin your trip?
- For Monday through Friday service, what would be your destination point?

See Appendix A for other questions and answers in the surveys.

### BLUE LAKE

Question 7 - For Monday through Friday Service: Where would you begin your trip?			Question 8 - For Monday through Friday Service: What would be your destination point?		
Answer Options	Response Percent	Response Count	Answer Options	Response Percent	Response Count
Blue Lake	70.2%	33	Arcata	48.9%	23
Fieldbrook Road	4.3%	2	Blue Lake	2.1%	1
Glendale Drive	0.0%	0	Eureka	25.5%	12
Korbek	0.0%	0	Ferndale	0.0%	0
McKinleyville	0.0%	0	Fieldbrook Road	2.1%	1
Will not use on Monday through Friday	17.0%	8	Fortuna	0.0%	0
Other (please specify)	8.5%	4	Glendale Drive	4.3%	2
	<b>answered question</b>	<b>47</b>	Korbek	0.0%	0
	<b>skipped question</b>	<b>0</b>	McKinleyville	19.1%	9
Other responses:			Rio Dell	0.0%	0
x2 No answer			Trinidad	0.0%	0
Blue Lake / Fieldbrook on my bicycle			College of the Redwoods	2.1%	1
			Humboldt State University	6.4%	3
			Will not use service on Monday through Friday	19.1%	9
			Other (please specify)	14.9%	7
				<b>answered question</b>	<b>47</b>
				<b>skipped question</b>	<b>0</b>
			Other responses:		
			Murray and Central		
			x2 no answer		
			Valley West, Transit Center		
			Railroad & Raymar		
			Murphys Market - work on my bicycle		

Figure 8 Blue Lake Survey Insights

As seen in the tables above, primary trip demand is directly to Arcata for Blue Lake survey respondents. About 30% of respondents indicated a need to transfer south (primarily Eureka) and about 20% of respondents indicated a need to transfer north (primarily McKinleyville). A seasoned BLRTS bus driver going on eight service years, Marvin Goss, verified these trip patterns. According to the surveys, there is little inner-zonal demand between the rural areas surrounding Blue Lake. According to surveys, 6.4% of trips would likely be between the communities of Blue Lake, Fieldbrook, Glendale, and Korbek, with no respondents saying they would take transit from Blue Lake to Korbek.



Figure 9 A Photo of Rowers in the Original Blue Lake in 1893. Most of the Lake Dried Up in the 1920's, but Blue Lake kept its Name. However, the Mad River Still Flows Nearby.

## FIELDBROOK

**Question 7 - For Monday through Friday Service: Where would you begin your trip?**

Answer Options	Response Percent	Response Count
Blue Lake	0.0%	0
Fieldbrook Road	38.9%	28
Glendale Drive	6.9%	5
Korbel	0.0%	0
McKinleyville	5.6%	4
Will not use on Monday through Friday	31.9%	23
Other (please specify)	16.7%	12
<b>answered question</b>		<b>72</b>
<b>skipped question</b>		<b>0</b>

Other responses:

Railroad Ave and Central  
 Murray Rd and Central  
 Near Market (Fieldbrook) / Firestation  
 x2 Fieldbrook Store  
 Blue Lake/Glendale/Hilltop  
 Eureka  
 Murray Road in Fieldbrook  
 Glendale and Swanson  
 Glendale/Murphy's Market  
 Murphy's Market  
 near Rock Pit Road

**Question 8 - For Monday through Friday Service: What would be your destination point?**

Answer Options	Response Percent	Response Count
Arcata	36.1%	26
Blue Lake	4.2%	3
Eureka	33.3%	24
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	1.4%	1
Glendale Drive	1.4%	1
Korbel	0.0%	0
McKinleyville	23.6%	17
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	5.6%	4
Will not use service on Monday through Friday	33.3%	24
Other (please specify)	12.5%	9
<b>answered question</b>		<b>72</b>
<b>skipped question</b>		<b>0</b>

Other responses:

Arcata HSU, Mad Rvr Hospital  
 Arcata Plaza and south Shopping Center  
 Aquatic Center  
 Arcata Transit Center, Bayshore Mall  
 B Lake Post Office, or Casino Hotel  
 It would vary.  
 I do not want public transit anywhere near my neighborhood.  
 Costco/Winco  
 Dows Prairie, Morris and Mck Middle Schools

Figure 10 Fieldbrook Survey Insights

As indicated in the tables above, if a bus passed through the community of Fieldbrook, survey respondents stated that 36% of their destinations would be to Arcata, 33% to Eureka, and 24% to McKinleyville. Again, there is little inner-zonal demand amongst the communities surrounding Blue Lake. According to surveys, 5.5% of trips would likely be between the communities of Blue Lake, Fieldbrook, Glendale, and Korbel.



Figure 11 The Fieldbrook Market and Eatery is a Popular Shopping and Dining Destination in Humboldt County on Fieldbrook Road.

## GLENDALE

**Question 7 - For Monday through Friday Service: Where would you begin your trip?**

Answer Options	Response Percent	Response Count
Blue Lake	0.0%	0
Fieldbrook Road	38.9%	28
Glendale Drive	6.9%	5
Korbel	0.0%	0
McKinleyville	5.6%	4
Will not use on Monday through Friday	31.9%	23
Other (please specify)	16.7%	12
<b>answered question</b>		<b>72</b>
<b>skipped question</b>		<b>0</b>

Other responses:

Railroad Ave and Central  
Murray Rd and Central  
Near Market (Fieldbrook) / Firestation  
x2 Fieldbrook Store  
Blue Lake/Glendale/Hilltop  
Eureka  
Murray Road in Fieldbrook  
Glendale and Swanson  
Glendale/Murphy's Market  
Murphy's Market  
near Rock Pit Road

Figure 12 Glendale Survey Insights

**Question 8 - For Monday through Friday Service: What would be your destination point?**

Answer Options	Response Percent	Response Count
Arcata	36.1%	26
Blue Lake	4.2%	3
Eureka	33.3%	24
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	1.4%	1
Glendale Drive	1.4%	1
Korbel	0.0%	0
McKinleyville	23.6%	17
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	5.6%	4
Will not use service on Monday through Friday	33.3%	24
Other (please specify)	12.5%	9
<b>answered question</b>		<b>72</b>
<b>skipped question</b>		<b>0</b>

Other responses:

Arcata HSU, Mad Rvr Hospital  
Arcata Plaza and south Shopping Center  
Aquatic Center  
Arcata Transit Center, Bayshore Mall  
B Lake Post Office, or Casino Hotel  
It would vary.  
I do not want public transit anywhere near my neighborhood.  
Costco/Winco  
Dows Prairie, Morris and Mck Middle Schools

Survey results exclusive to the Glendale community are not available in the survey tallies, as Glendale was combined into regional totals. Of 72 respondents in the 99519 Fieldbrook, Glendale, and McKinleyville zip code, 13.9% of respondents were from Glendale, with 11% of trips originating in the Glendale area (including Murphy's Market). Although an exact measurement cannot be determined, trip destinations share characteristics with the region. According to the survey responses, 36% of potential riders in the 99519 zip code would have a final destination of Arcata, 33.3% Eureka, and 23.6% McKinleyville. Again, a low percentage of riders would be taking inner-zonal trips (6.4%).



Figure 13 Photo from the late 19th Century, from "In the Redwoods Realm", Published in 1893 by J.M. Eddy under the Direction of the Humboldt Chamber of Commerce.

## KORBEL

### Question 7 - For Monday through Friday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	33.3%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	66.7%	2
McKinleyville	0.0%	0
Will not use on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<b>answered question</b>		<b>3</b>
<b>skipped question</b>		<b>0</b>

### Question 8 - For Monday through Friday Service: What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	33.3%	1
Blue Lake	0.0%	0
Eureka	0.0%	0
Ferdale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	33.3%	1
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	66.7%	2
Will not use service on Monday through Friday	0.0%	0
Other (please specify)	33.3%	1
<b>answered question</b>		<b>3</b>
<b>skipped question</b>		<b>0</b>

Other responses:  
E&O at Royal Gold.

Figure 14 Korbel Survey Insights

Only two respondents from Korbel stated their trips would originate in the Korbel area if Korbel had transit. Of those two respondents, one rider stated that his vehicle had temporarily broken down. If a bus passed through the community of Korbel, two of the five survey respondent's destinations would be to Glendale Drive, and three of the five destinations would be to the Arcata area.



Figure 15 A View of the Trinity River Timber Mill in Korbel, CA.

## NEEDS AND OPPORTUNITIES

### TRANSPORTATION TO TRANSFER STOPS NEEDED

Based upon survey responses, there is a need for transit to better connect the Fieldbrook, Western Glendale Drive, and Korbel communities to Arcata, Eureka and McKinleyville. Trip destinations from the rural areas around Blue Lake would likely be (these numbers are rounded) 50% to the City of Arcata, 30% to Eureka (or further south), and 20% to McKinleyville (or further north), with around 5% staying within the region (in between Blue Lake, Fieldbrook, Glendale, and Korbel). Connecting Blue Lakes' surrounding unincorporated communities to McKinleyville or Arcata would connect them to the entire County.

### GLENDALE CALL STOP

It is worth noting that Glendale already has transit service from BLRTS. In regards to Glendale, this report is specifically analyzing improved service to Western Glendale Drive. Western Glendale Drive has around 50 housing units at the Glendale Mobile Estates. The report will cover this in a later section.



### EARLIER AM SERVICE

According to survey respondents and the BLRTS bus driver Marvin Goss, there is a need for a slightly earlier BLRTS run from Blue Lake to Arcata for travelers headed to Eureka. The first AM run for BLRTS to Arcata arrives in Arcata at 7:30 AM. With 8AM being a popular start time for day jobs, the existing start time provides a tight transfer time for those traveling north or south, which makes for 50% of current riders. For example, a BLRTS rider trying to make it to the Henderson Center or Eureka Hospital by 8AM cannot make it there in time, even if they leave on the first BLRTS run. However, an earlier AM run would also result in a potential inconvenience for those who currently enjoy the 7AM start time. If BLRTS did depart at 6:30 AM, its morning runs after that would be 7:30AM, and 8:30 AM, followed by a 3 ½ hour lunch break (as opposed to its current 3-hour lunch break). Scenarios and modeling used the 6:30 AM departure time to maximize modeled riders, due to the southernly connection needs.



## WILLOW CREEK-BLUE LAKE STOP

As mentioned earlier, HTA's Willow Creek service currently drives by Blue Lake. If HTA's Willow Creek route were to stop in Blue Lake on each trip, there would be four additional trips westbound, and three additional trips eastbound, between Blue Lake and Arcata.

Having the Willow Creek bus stop in Blue Lake does present some questions and challenges, however. The Willow Creek run is on a tight schedule to meet transfers with RTS and Trinity Transit. The Blue Lake stop adds ten extra minutes for the Willow Creek run. Adding a Blue Lake stop on each trip could have a notable impact on HTA's on-time performance. According to HTA, stopping in Blue Lake could create a need for an additional Willow Creek run. Alternatively, they could alter their schedule to provide more cushion for Blue Lake stops.

Additionally, the Willow Creek route falls under the definition of "inter-city", as it receives funding from the Federal Transit Administration (FTA) Intercity Bus Program Section 5311 (f). Due to this restriction, it would need to have limited stops within the City of Blue Lake. BLRTS offers seven stops on its outbound trip throughout Blue Lake. HTA's Willow Creek service would need to limit stops to one or two in the city, reducing Blue Lake traveler's mobility.

Additionally, any reduced service by BLRTS (potentially supplemented by HTA's Willow Creek route) would result in decreased paratransit access for Blue Lake's ADA certified passengers, as BLRTS operates a deviated-fixed route (or "blended paratransit"). However, BLRTS passengers currently underutilize this service, as BLRTS only deviates a few trips per week.

Having said that, if HTA's Willow Creek route were to stop in Blue Lake, it would present some opportunities for both BLRTS and the County. BLRTS could potentially reduce its runs to Arcata, or cover new areas such as Fieldbrook or Korb. It is essential to consider cost and farebox impacts on both sides, as HTA would be providing a service to the City of Blue Lake if it stopped there, and BLRTS would be providing a service to the unincorporated County areas if it deviated to Fieldbrook or Korb.



	Card Fare	Cash Fare	Day Pass	31 Day
Adult (18-62)	\$3.30	\$5.00	\$8.00	\$86.00
Youth (3-17)	\$2.75	\$4.40	\$8.00	\$81.00
Senior (62+)	\$2.75	\$4.40	\$8.00	\$81.00
Disabled (with valid ID card)	\$2.75	\$4.40	\$8.00	\$81.00

### WILLOW CREEK-ARCATA SERVICE MAP



#### Willow Creek-Arcata | monday-friday

Weekday	Stop	Run #1	Run #2	Run #3	Run #4
1283	Willow Creek	7:00am	9:20am	4:45pm	6:40pm
	Arcata Transit Center	7:50am	10:10am	5:30pm	7:30pm



#### Willow Creek-Arcata | monday-friday

Weekday	Stop	Run #1	Run #2	Run #3
1274	H & 16th (Arcata High)	—	3:32pm	—
1260	Arcata Transit Center	8:00am	3:40pm	5:40pm
1264	Valley West Blvd (McDonald's)	8:55am	—	5:45pm
1283	Willow Creek	9:05am	4:30pm	6:30pm



## WHY BLRTS?

Why would BLRTS be a good fit for providing transit service to the communities of Fieldbrook, Korb, and Western Glendale Drive? BLRTS is a good fit for servicing this area due to their geographical proximity to the communities. It is the only fixed-route service in the area. HTA's Willow Creek route and RTS routes are in reasonable proximity to the areas, but

are not an ideal fit. As discussed above, the Willow Creek route is an “inter-city” route, which imposes a limit on how many stops they can make. Additionally, the RTS is defined as a “commuter route,” limiting the amount of deviations and stops it should be making.

*It is important to note that If BLRTS serves these unincorporated areas, they would be providing a service to unincorporated populations outside the city’s service area (see Cost Benefit Analysis for more information).*

### FIXED-ROUTE SCENARIO DEVELOPMENT

This report’s next section will review transit-modeling scenarios, which would better serve these communities. Scenarios developed consider the following:

- Existing conditions
- Existing and potential origins and destinations
- Estimated ridership and farebox
- Travel times
- Committee and public feedback (see Outreach Process )
- Constrained costs (no significant net increase in costs)
- Potential coordination with other routes

The analysis considered and modeled many transit scenarios. Throughout the outreach process, new scenarios were added, adjusted, and refined. Based on identified needs, scenario feasibility, farebox, reasonable travel times, committee and public feedback, and BLRTS’ Arcata to Blue Lake level of service, the report showcases four scenarios in detail, with a recommendation regarding their forecasted sustainability. The report also features a “spotlight” on Western Glendale Drive and Korbel service, in addition to a brief analysis of other scenarios considered. See the figure here for a snapshot view of scenario modeling results.

		Blue Lake Rancheria Transit Scenarios																		
Likely Feasible?	Scenario #	Scenario Name'	WC BL Stop	Validated Weekday Boardings	BL to Arcata x per day (stand alone + combined with WC route)	BL to McKinleyville x per day	WC Validated Boardings	Trip time in one direction	Daily BLR Runs	Service Span Hours	Revenue Service Hours	Express Return	TBEST Cost	Adj. Cost	TBEST Annual Cost	Adj. Annual Cost	Cost difference	Cost Per Passenger	Service Miles	Farebox
		<b>Base Scenario</b>	No	50	8	0	48	30	8	11	8	Yes	654	539	\$ 170,040	\$ 140,033	0%	6.9	171	10.3%
		Current service	No	47	4	0	81	32.43	6	10.7	8.7	No	729.9	601	\$ 189,774	\$ 156,284	12%	18	106	8.7%
		<b>Final scenarios</b>																		
No	1.1	Arcata direct 5x/day, Direct to McKinleyville 2x/day	No	42	5	2	47	25.48	7	12	7.7	No	646	532	\$ 167,960	\$ 138,320	-1%	19.1	154	8.8%
Yes	1.1	Arcata direct 4x/day, Direct to McKinleyville 2x/day + WC BL Stop	Yes	58	8	2	63	25.48	6	11.7	6.8	No	671.2	553	\$ 174,512	\$ 143,716	3%	12.2	133	11.7%
No	2	Arcata direct 5x/day, Mck-Arcata 2x/day (Express return)	No	44	7	2	48	25.64	7	12.1	7.9	Yes	662	545	\$ 172,120	\$ 141,746	1%	16.5	161	9.0%
Yes	2.1	Arcata 2x/day (Express return) + WC BL Stop	Yes	64	10	2	64	25.64	6	12	7	Yes	578	476	\$ 150,280	\$ 123,760	-12%	9.6	139	14.9%
No	3	Arcata direct 5x/day, Fieldbrook 2x/day (Express return)	No	47	7	0	48	25.64	7	11.7	8.3	Yes	696	573	\$ 180,960	\$ 149,026	6%	16.3	160	9.1%
No	3.1	Arcata direct 4x/day, Fieldbrook 2x/day (Express return) + WC BL Stop	Yes	36	10	0	64	25.64	6	11.7	7	Yes	587	483	\$ 152,620	\$ 125,687	-10%	18.7	139	8.3%
No	4	Blue Lake Rural Service Feeder Route	Yes	47	4	0	81	32.43	6	10.7	8.7	No	729.9	601	\$ 189,774	\$ 156,284	12%	18	106	8.7%

Figure 16 Transit Scenario Results

## SPOTLIGHT ON FIXED-ROUTE SERVICE TO WESTERN GLENDALE DRIVE

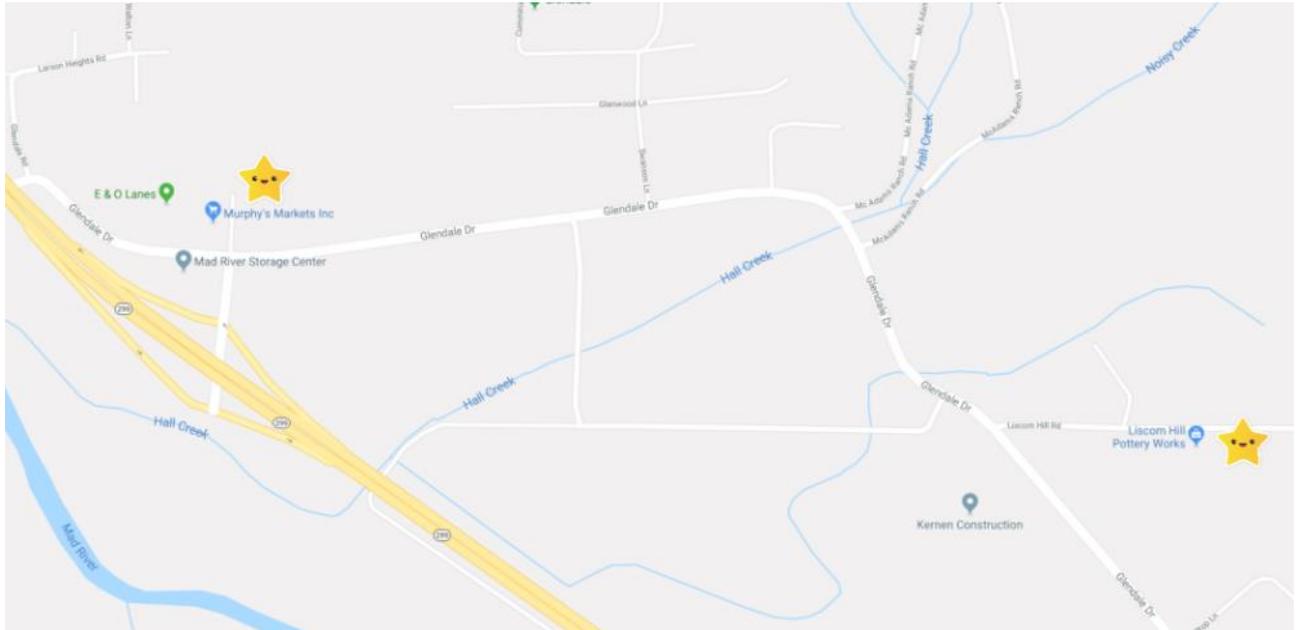


Figure 17 Existing Conditions of BLRTS Outbound Stops (labeled with a star)

An objective of this study is to determine the feasibility of expanded service to Western Glendale Drive. As discussed earlier, the small community of Glendale already has transit service. BLRTS, on its outbound trip, stops at Liscom Hill Road in east Glendale, near a large employer (Kernen Construction). BLRTS then stops 0.9 miles west of Liscom Hill Road at Murphy’s Market. Murphy’s Market is centrally located in town, near the bowling alley, and Royal Gold (a key destination and a large employer).

Murphy’s Market is a nine-minute walk (0.4 miles) away from Western Glendale Drive. Western Glendale Drive has around 50 housing units at the Glendale Mobile Estates. When looking at the distance between these two locations, one needs to consider walking distance to transit. According to the

Federal Highways Administration, “most people are willing to walk for five to ten minutes, or approximately ¼- to ½-mile to a transit stop” (FHWA, 2019). In rural areas, the acceptable



Figure 18 Walking Directions Showing a Nine-minute Walk Time from Western Glendale Drive to the Existing Murphy’s Market Stop

walking distance to a transit stop increases to one mile. The existing Murphy's Market stop on Glendale Drive meets these walk time best practices.

### POTENTIAL STOP LOCATION ON WESTERN GLENDALE DRIVE

The potential stop location for Western Glendale Drive is in front of the Glendale Mobile Estates.

There is potentially enough pull out space on grass and dirt prior to the south entrance of the park.

#### Recommendation:

*The Blue Lake Rancheria may consider continuing service currently provided, but consider the potential benefit of a farebox boost from a pilot stop.*

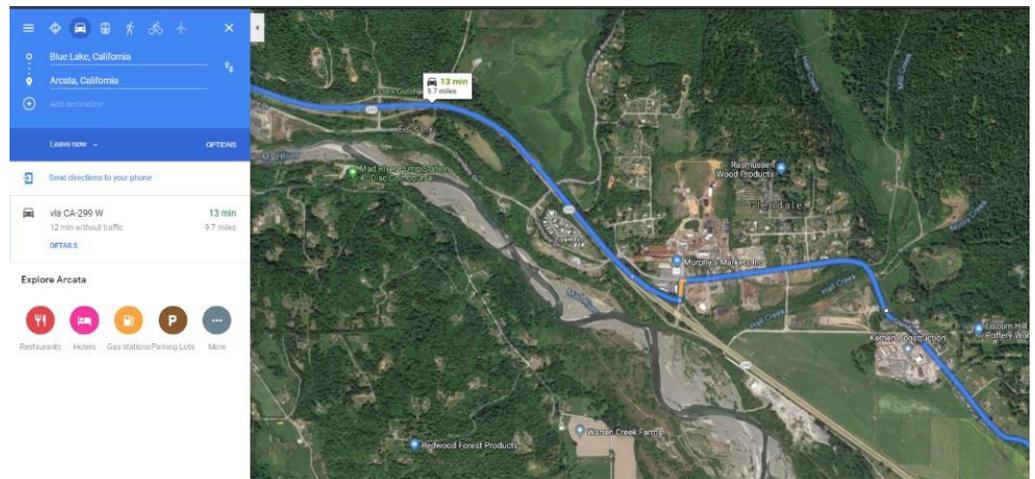


Figure 19 Existing BLRTS Alignment, Stopping at Liscomb Hill and Murphy's Market

Due to the Murphy's Market bus stop location, central to all housing in the Glendale area, and

its proximity of 0.4 miles to Western Glendale Drive, adding a BLRTS bus stop Western Glendale Drive is not essential. Additional factors to consider for a potential pilot stop include bus travel time. Increased bus stops result in a longer trip time.

Stopping on Western Glendale Drive takes one additional minute by car, and would likely take two additional minutes by bus due to slower travel times and the stop time.

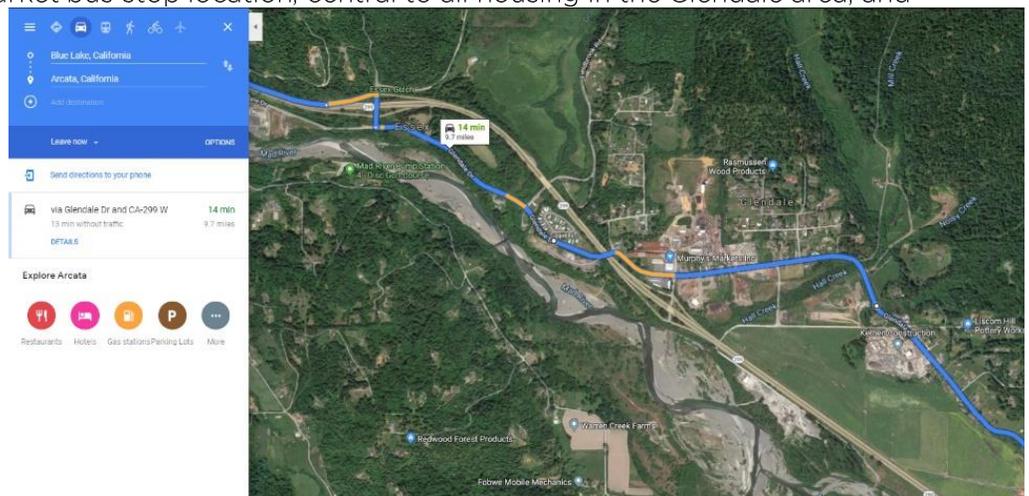


Figure 20 Potential New BLRTS Alignment with Western Glendale Drive Stop

BLRTS has a 6-minute layover at the Arcata Transit Center, and a 5-10-minute layover at the Casino once they have returned from the Transit Center. However, BLRTS has a need to minimize designated stops on their line, for two reasons: BLRTS provides flag stops anywhere that it is safe to pull over along their route, and they run blended paratransit, deviating to pick up paratransit passengers within  $\frac{3}{4}$  of a mile of their fixed route. They also provide pick-ups and drop-offs with advanced notice at Mad River Hospital, United Indian Health Services, and Erickson Court, further constraining their tight schedule. Additionally, if adding new stops, it is not advisable to add a new stop in such proximity to an existing stop.

5.5%  
Ridership Increase

10.3%  
Old Farebox

10.9%  
New Farebox

However, modeling results demonstrate that adding a stop near the Glendale Mobile Estates would likely result in three additional boardings per day, a 5.5% increase from the existing ridership. A 5.5% increase in fares would increase BLRTS' current farebox from 10.3% to 10.9%. The Western Glendale Drive stop in the model captures riders who may not be willing to walk further than  $\frac{1}{4}$  mile to the nearest transit stop at Murphy's Market. The mobile home park resident's likely income level is conducive to higher transit usage. Staff recommends that BLRTS consider these factors when deciding on this realignment, although the disbenefits outweigh the benefits of adding a stop at Western Glendale Drive.

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#### **ALWAYS STOPPING IN GLENDALE ON THE RETURN TRIP**

BLRTS currently only stops in Glendale on the inbound trip if a rider requests the stop while on the bus, or if they call ahead in advance. Since this study is analyzing better ways to serve residents on Western Glendale Drive, BLRTS should consider always stopping in Glendale on the return trip, as a call stop may be inconvenient or confusing for a rider. Trip patterns indicate that there is a low demand between Glendale and Blue Lake, but it does exist (approximately 5% of all trips are inner-zonal within the study area). Having limited stops in Glendale on the return trip reduces dependable travel between Glendale and Blue Lake for BLRTS riders, as calling in two hours prior to a trip may not be possible in some situations.

Stopping in Glendale on the inbound trip could result in two additional boardings per day, leading to a 3.9% increase in fares for the route, increasing farebox from 10.3% to 10.7%. Always stopping in Glendale on the inbound trip would increase inner-zonal functionality for BLRTS riders between Glendale and Blue Lake, and would provide an added benefit for Korbelt riders who walk to Blue Lake for transit (two of the four Korbelt survey response destinations mentioned Glendale).

**Recommendation:** *The Blue Lake Rancheria may want to consider a permanent stop on Glendale Drive on the inbound trip if a quick and safe stop location can be determined.*



Figure 21 Route Alignment if BLRTS Always Stopped in Glendale



Figure 22 Existing Service Does Not Stop in Glendale on its Inbound Trip without a Call Stop.

### POTENTIAL GLENDALE STOP LOCATION FOR INBOUND TRIP

To minimize travel time impacts on BLRTS' inbound trip, a stop on the Glendale Drive off-ramp would be a possible solution. It would need to be determined if the shoulder is adequate for a potential bus pullout. If determined to be unsafe, the appropriate agency could add new shoulder, or identify a more desirable stop. Stopping here would likely add one to two minutes to the trip time for BLRTS, as it would result in getting on and off the freeway. There are pedestrian challenges here, however. No sidewalks connect Glendale Drive to the community. However, the off ramp is a close 1/10 of a mile from Murphy's Market, keeping detour time to a minimum. HTA's Southern Humboldt Intercity (SHI) route stops on freeway off-ramps where it is safe to do so. Although not the best alternative, it does increase the serviceable passengers, with a minimum travel time impact on the route.



Figure 23 A Potential Stop Location on Glendale Drive's Off-ramp

### SPOTLIGHT ON FIXED-ROUTE SERVICE TO KORBEL

The following section analyzes potential service to the small community of Korb, southeast of Blue Lake.

As discussed earlier, the small community of Korb has 48 residents. Two respondents from the surveys stated they would take transit with trips originating in Korb. Korb transit riders currently walk or ride their bike to Blue Lake to take

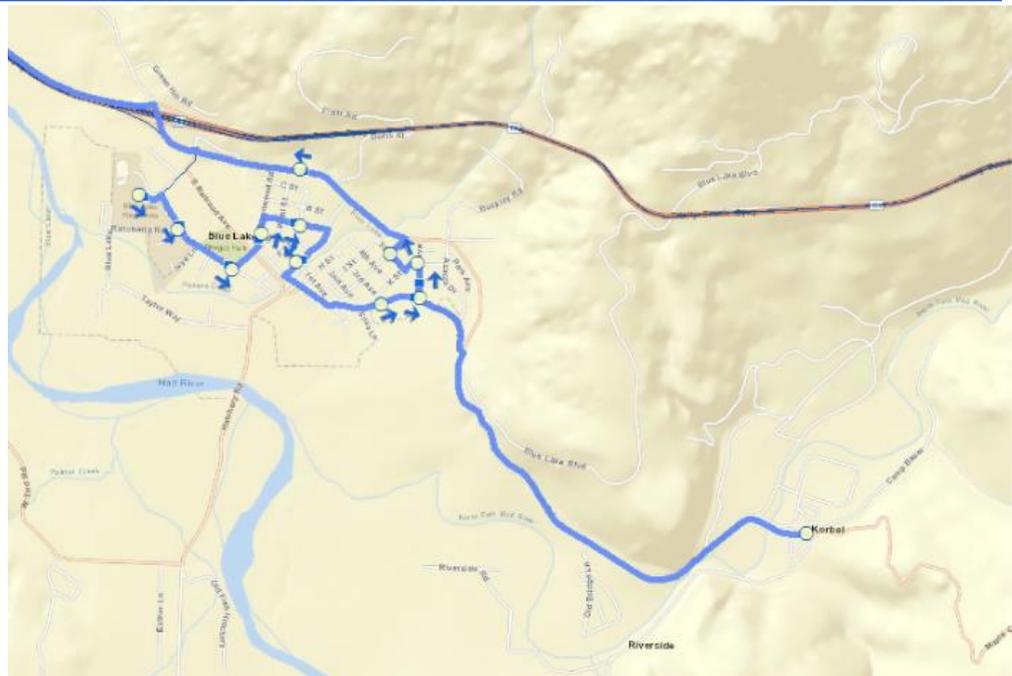


Figure 24 A Potential New Route Alignment to Korb

transit. It is 1.7 miles to the closest Blue Lake city stop, resulting in a 33-minute walk, or 8-minute bike ride. The two survey respondents with trips originating in Korb stated their final destinations may include Royal Gold (a large employer in Glendale), HSU, Arcata, and Glendale Drive.

Modeling result forecasts indicate that always stopping in Korbelt on an outbound trip adds seven additional travel minutes for the bus. This travel time increase would pose a significant impediment to continuing the current service level for BLRTS, as the one-hour frequency from Blue Lake to Arcata would be potentially infeasible. TBEST projects that a Korbelt stop would result in a 17% increase in revenue service miles. TBEST estimates that always stopping in Korbelt would result in a 40% cost increase for the route. Four additional boardings would result from BLRTS always stopping in Korbelt. This would decrease farebox to 7.8%, from the current 10.3%. BLRTS has limited means to increase its operating budget. With the budget restrictions, BLRTS would need to reduce its daily runs to Arcata to seven runs, to properly serve Korbelt. Limiting the runs to Arcata would still significantly increase costs in the range of 10-15%, due to the 17% increase in bus miles traveled.

17%

Increase in revenue service miles

7.8%

7.8% farebox

4

Additional daily boardings

Additional challenges surrounding Korbelt transit service include the likely shrinking population size. Although Trinity River Timber Mill has recently turned the lights back on at the mill, they are no longer rehabbing housing in the area. According to US Census data, the population of the 95550-zip code (which Korbelt is in) shrank by 14% between 2000 and 2010. Additionally, their carless households' rate does not favor transit usage.

**Recommendation:** *The Blue Lake Rancheria may not want to implement regular transit service to Korbelt.*

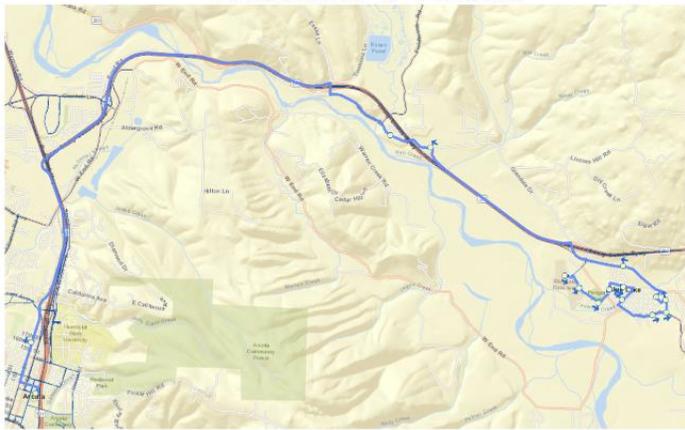
## SCENARIOS

### SCENARIO #1 BLUE LAKE TO MCKINLEYVILLE 2X PER DAY

When considering new BLRTS service to Fieldbrook, origins and destinations is a major consideration. With the 50% of Blue Lake rider's final destination being Arcata, preserving direct service to Arcata is crucial. The remaining 50% of riders transfer south (30%) or north (20%). Given that demand, if BLRTS deviates to Fieldbrook, it is logical for the route to limit deviations to Fieldbrook, as going through Fieldbrook on each run would inconvenience a majority of BLRTS riders, since approximately 75% of riders are going to Arcata, or south to Eureka.

#### Scenario 1

##### Blue Lake -> Arcata



##### Blue Lake ->McKinleyville 2x/day



Figure 25 Scenario 1 Map - (See Appendix B for a more detailed picture)

## TRIP DETAILS

With that in mind, this scenario deviates to McKinleyville twice per day, through Fieldbrook. BLRTS would have two morning Arcata runs, followed by a commuter hour trek through Fieldbrook, to McKinleyville, that would return the same way it came. Following this, BLRTS would take its extended lunch break, resulting in a split shift for the bus driver, which they currently do. Afternoon service would resume at 2:30 pm followed by three afternoon

Route Pattern (Westbound)	Blue Lake Rancheria	Arcata Transit Center	1004
Blue Lake to Arcata	6:28 AM	6:53 AM	--
Blue Lake to Arcata	7:30 AM	7:55 AM	--
Blue Lake to McKinleyville	8:34 AM	--	9:34 AM
Blue Lake to Arcata	2:31 PM	2:56 PM	--
Blue Lake to Arcata	3:32 PM	3:57 PM	--
Blue Lake to Arcata	4:31 PM	4:56 PM	--
Blue Lake to McKinleyville	5:31 PM	--	6:31 PM

Route Pattern (Eastbound)	1007
Arcata to Blue Lake	7:26 AM
Arcata to Blue Lake	8:27 AM
McKinleyville to Arcata	9:30 AM
Arcata to Blue Lake	3:26 PM
Arcata to Blue Lake	4:24 PM
Arcata to Blue Lake	5:26 PM
McKinleyville to Arcata	6:31 PM

Figure 26 Scenario 1 Timetable

Arcata runs, concluded by a final commuter hour run at 5:30 to Fieldbrook and McKinleyville, with the bus again returning inbound the same way it travelled outbound. In this scenario, BLRTS would reduce its direct runs to Arcata from eight to five, to allow time for the 48-minute one-way trip to McKinleyville via Fieldbrook Road.

The Fieldbrook deviation would deviate from its current alignment in Glendale. The bus would head north onto Fieldbrook Road, and continue west down Murray Road until it arrived at McKinleyville High. The route would then turn south onto McKinleyville Avenue, east on Hiller Road, then north onto Central Avenue, followed by a return trip the same way in which it came. The route would continue to pick-up and drop-off paratransit passengers within ¼ of a mile of the route. The proposed schedule gives a time cushion for these potential blended paratransit trips.

## BENEFITS AND DISBENEFITS

This scenario's key benefits include new mobility options for Fieldbrook residents. Providing AM and PM commuter service for Fieldbrook residents in both directions (to McKinleyville and to Blue Lake) would bolster the resident's mobility. Additionally, Blue Lake travelers would have a new direct trip option to McKinleyville. Blue Lake travelers currently need to transfer to the RTS to reach McKinleyville, which can result in up to a 1.33-hour trip time from Blue Lake (depending on transfer time coordination, it can be as little as one hour). BLRTS costs reduce 1% in this scenario. TBEST estimates four daily boardings from Fieldbrook residents on this route.

This scenario's disbenefits include a daily trip loss from Blue Lake direct to Arcata, which is the heaviest origin-destination pattern. In the modeling, a 24% reduction in ridership would occur, due to the lower demand to McKinleyville. BLRTS riders could still get to Arcata from McKinleyville, but they would need to transfer to the RTS. Trip time to McKinleyville is 48 minutes, as opposed to the 25-minute trip time to Arcata from the Blue Lake Rancheria. Meeting minimum farebox recovery is another challenge which may make this route infeasible.

42

Daily boardings

8.8%

Farebox

1%

Cost reduction

154

Service miles

5

Blue Lake direct to Arcata runs

2

McKinleyville runs

## SCENARIO 1 RECOMMENDATION

*The Blue Lake Rancheria may not want to consider this scenario as it does not meet the projected farebox and is not feasible without increasing ticket fares, which could decrease ridership.*

## SCENARIO #1.1 BLUE LAKE TO MCKINLEYVILLE 2X PER DAY WITH WILLOW CREEK STOP IN BLUE LAKE

### TRIP DETAILS

Scenario 1.1 includes Scenario 1's qualities, but with one key difference. Scenario 1.1 is dependent on an HTA weekday Willow Creek route stop in Blue Lake. The Willow Creek route currently drives by Blue Lake Monday through Friday without stopping. Willow Creek continues west on SR 299 past Blue Lake, to the Arcata Transit Center. It makes this trip westbound four times daily, at 7:10am, 10:40am, 5:25pm, and 7:20 pm. The Willow Creek route returns easterly three times daily, at 8:30am, 3:55pm, and 6:00pm. A Saturday stop pilot

program recently began, with Willow Creek stopping in Blue Lake on Saturdays. However, due to the limited trip amounts Willow Creek offers to Arcata, BLRTS would ideally supplement and coordinate with Willow Creek's schedule.



Figure 27 Scenario 1.1 Timetable

In this scenario where the Willow Creek bus stops in Blue Lake, BLRTS could provide service as described in Scenario 1, with some added benefits. BLRTS would perform two AM Arcata runs, followed by an AM commuter run to McKinleyville through Fieldbrook. The bus would then return to Blue Lake (the same way in which it came, through Fieldbrook), and take an extended break. Service would resume at 3:30 pm, with two PM runs to Arcata, followed by final commuter hour run to McKinleyville through Fieldbrook. Again, the bus would return the same way that it came, through Fieldbrook. Throughout the day, HTA's Willow Creek route would be stopping in Blue Lake. Like Scenario 1, the schedule gives cushion for paratransit passengers requesting pick-up or drop-off within ¼ of a mile of the line. The functionality of the BLTS bus deviating on Fieldbrook roads has not been determined.

**58**  
 Daily boardings

**11.7%**  
 Farebox

**3%**  
 Cost increase

## BENEFITS AND DISBENEFITS

This scenario's key benefits include increased daily boardings on BLRTS. Even though BLRTS would be running less runs to Arcata and McKinleyville, ridership in this scenario increases 38% (compared to Scenario 1). This is likely due to the added frequency between Blue Lake and Arcata from the Willow Creek route. With the added frequency, riders are more likely to utilize the entire Humboldt County bus system. The decreased BLRTS runs, from seven to six in this scenario, also reduce their operating cost and service miles. Another scenario benefit is the increased runs directly from Blue Lake to Arcata. With Arcata being the primary destination for Blue Lake travelers, it is vital to conserve the trips between Blue Lake and Arcata. Additionally, Blue Lake travelers would have a new direct trip option to McKinleyville. As with Scenario 1, Fieldbrook residents would have new mobility access.

**133**  
 Service miles

**8**  
 Blue Lake direct to Arcata runs (including Willow Creek Route)

**2**  
 McKinleyville runs

This scenario's disbenefits include the limited inner-city stops that the HTA Willow Creek line could make in Blue Lake. Because the Willow Creek route is an "inter-city" route, it needs to limit the stops it makes within each city, to remain 5311(f)-eligible. On each BLRTS southbound trip, BLRTS makes seven stops within the City of Blue Lake. The Willow Creek bus would likely make one, or at most, two stops within Blue Lake. It is a 1.1 mile walk from east Blue Lake to the

Rancheria, which could pose an impediment to convenient transit for riders. A second stop at Blue Lake City Hall would alleviate this concern.

### SCENARIO 1.1 RECOMMENDATION

The Blue Lake Rancheria may consider implementing this scenario as this route is the most feasible alternative for a BLRTS deviation to Fieldbrook. However, the Willow Creek bus stopping in Blue Lake may impact the City of Blue Lake's available transit funding, and BLRTS stopping in Fieldbrook may impact the County transit budget. (See "HTA Willow Creek Stop Cost Estimate").

### SCENARIO #2 BLUE LAKE TO MCKINLEYVILLE 2X PER DAY WITH EXPRESS RETURN

#### TRIP DETAILS

In this scenario, BLRTS continues five runs direct to Arcata, beginning with two AM runs direct to Arcata, followed by an AM commuter run to McKinleyville, then to the Arcata Transit Center, followed by a lengthy morning and early afternoon break, resulting in a split shift for the bus driver. Service resumes at 2:30pm followed by three trips to Arcata, followed by a PM commuter run back to McKinleyville. In this scenario, BLRTS reduces its current runs from eight to seven, to allow time for the 64-minute trip to the Arcata Transit Center, via Fieldbrook and McKinleyville.



Figure 29 Scenario 2 Maps (See Appendix B for a more detailed picture)

Route Pattern (Westbound)	Blue Lake Rancheria	Arcata Transit Center	Route Pattern (Eastbound)	Arcata Transit Center
Blue Lake to Arcata	6:32 AM	6:57 AM	Arcata to Blue Lake	6:59 AM
Blue Lake to Arcata	7:28 AM	7:53 AM	Arcata to Blue Lake	8:00 AM
Blue Lake to McKinleyville to Arcata	8:29 AM	9:33 AM	Arcata to Blue Lake	9:36 AM
Blue Lake to Arcata	2:32 PM	2:57 PM	Arcata to Blue Lake	3:03 PM
Blue Lake to Arcata	3:32 PM	3:57 PM	Arcata to Blue Lake	3:59 PM
Blue Lake to Arcata	4:32 PM	4:57 PM	Arcata to Blue Lake	5:01 PM
Blue Lake to McKinleyville to Arcata	5:30 PM	6:34 PM	Arcata to Blue Lake	6:36 PM

Figure 28 Scenario 2 Timetables

The realignment for two trips per day would deviate BLRTS from its current alignment at Glendale. The bus would head north onto Fieldbrook Road, and continue west down Murray Road until it arrived at McKinleyville High. The route would then turn south onto McKinleyville Avenue, east on Hiller, then south onto Central Avenue. It would then continue down Central Avenue to SR 101, to the Arcata Transit Center. As mentioned above, BLRTS would then express back to the Blue Lake Rancheria, with no stops to McKinleyville or Fieldbrook. This route gives a comfortable time cushion for servicing paratransit riders. It has not been determined that the BLRTS bus can maneuver the private roadways in Fieldbrook. If this is not possible, complementary Dial A Ride service would need to be provided.

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## BENEFITS AND DISBENEFITS

This scenario has many benefits. Notable benefits include rider ability to always get to Arcata on the McKinleyville detours, negating the need for an RTS transfer to the Arcata Transit Center in the previous scenarios. This scenario conserves daily trips to Arcata at seven, opposed to the current eight. Additionally, Fieldbrook residents would have a new transit option. BLRTS riders would have a new direct trip option to McKinleyville. The cost impact is estimated to be negligible, with a 1% increase. The route's origins and destinations fit trip demand.

However, this scenario's disadvantages outweigh the advantages. Detouring through Fieldbrook to McKinleyville and down to the Arcata Transit Center results in an exceptionally long 64-minute trip time. Due to the express return to Blue Lake, Fieldbrook residents would need to take BLRTS back to Blue Lake, then wait for the afternoon outbound trip to McKinleyville to return to Fieldbrook. The return trip time to Fieldbrook would be approximately one and a half to two hours, depending on transfer time coordination. This scenario also has elements of competing services with the RTS route, as noticed by HTA, as two operators would potentially be service the same riders between Arcata and McKinleyville.

Additionally, the line's financial sustainability is likely not sustainable, with the route modeling 9% farebox. Lastly, BLRTS riders trying to get to Arcata may feel inconvenienced by the McKinleyville detour.

44

Daily boardings

9%

Farebox

1%

Cost increase

161

Service miles

7

Blue Lake to Arcata runs  
(including McKinleyville detour)

2

McKinleyville runs

---

## SCENARIO 2 RECOMMENDATION

*The Blue Lake Rancheria may not want to consider scenario as it does not meet the projected farebox, has disadvantages that outweigh advantages, and is not feasible without increasing ticket fares, which could decrease ridership.*

## SCENARIO #2.1 BLUE LAKE TO MCKINLEYVILLE 2X PER DAY WITH EXPRESS RETURN, WITH WILLOW CREEK STOP IN BLUE LAKE

Scenario 2.1 builds on Scenario 2's qualities, but with the added HTA Willow Creek route stop in Blue Lake. As discussed earlier, the Willow Creek route currently drives by Monday-Friday without stopping, traveling westbound four times daily, and eastbound three times daily. HTA's Willow Creek route stopping in Blue Lake would give BLRTS the opportunity to reduce their services, or expand coverage to new areas.

BLRTS service would be like Scenario 2, with one less direct run to Arcata. It includes two AM Arcata runs, one deviated commuter hour run through McKinleyville to Arcata, followed by two PM BLRTS runs direct to Arcata, and a final PM commuter run through McKinleyville to Arcata. The Willow Creek run would supplement this route, with the four westbound runs and three eastbound runs. As stated above, all return trips would be express trips directly back to Blue Lake for BLRTS. This route gives a comfortable time cushion for servicing paratransit riders.

Route Pattern (Westbound)	Blue Lake Rancheria	Arcata Transit Center	Route Pattern (Eastbound)	Arcata Transit Center
Blue Lake to Arcata	6:30 AM	6:55 AM	Arcata to Blue Lake	7:30 AM
Blue Lake to Arcata	7:31 AM	7:56 AM	Arcata to Blue Lake	8:29 AM
Blue Lake to McKinleyville to Arcata	8:31 AM	9:35 AM	Arcata to Blue Lake	9:42 AM
Blue Lake to Arcata	3:28 PM	3:53 PM	Arcata to Blue Lake	4:01 PM
Blue Lake to Arcata	4:30 PM	4:55 PM	Arcata to Blue Lake	5:02 PM
Blue Lake to McKinleyville to Arcata	5:33 PM	6:37 PM	Arcata to Blue Lake	6:38 PM

### Willow Creek



The Willow Creek/Arcata Route is operated by Humboldt Transit Authority and runs Monday through Friday between Arcata and Willow Creek. Connections to Trinity Transit are available in Willow Creek.

Blue Lake to Arcata: Arcata to Blue Lake:

7:10 am	8:30 am
10:40 am	3:55 pm
5:25 pm	6:00 pm
7:20 pm	

Figure 30 Scenario 2.1 Timetables

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## BENEFITS AND DISBENEFITS

Like Scenario 2, this option does provide some key benefits, including the rider's ability to always get to Arcata, even on the McKinleyville detour (since it continues onto the Arcata Transit Center). With the added HTA Willow Creek Blue Lake stop, BLRTS could reduce its runs to from eight to six, resulting in a 12% operating budget decrease for BLRTS. The estimate for this Scenario meets and exceeds the 10% farebox requirement. TBEST estimates the route would perform at 14.9% farebox, the highest of any modeled scenario. Arcata trip's total number would increase to ten from Blue Lake, combined with the Willow Creek route. Additionally, Fieldbrook residents would have a new transit option. BLRTS riders would have a new direct trip option to McKinleyville. The route's origins and destinations meet expected demand.

Like Scenario 2, there are some notable disbenefits, including an excessive 64-minute trip time on the McKinleyville-Arcata deviation, a challenging return trip for Fieldbrook residents due to the express return to Blue Lake, and the potential competing duplicate service (HTA's RTS line already covers the McKinleyville to Arcata area). Also, as discussed in Scenario 1.1, the HTA Willow Creek line would not provide full service within Blue Lake, to comply with FTA 5311(f) guidelines. Lastly, BLRTS riders trying to get to Arcata may feel inconvenienced by the McKinleyville detour. This scenario is also dependent on route changes by HTA. In addition, vehicle access for the complementary paratransit service needs to be determined.

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## SCENARIO 2.1 RECOMMENDATION

*The Blue Lake Rancheria should consider this scenario as it is feasible, is estimated to meet the required farebox, and has the highest performing projected farebox return and the most trips to the Arcata Transit Center of any modeled scenario. However, BLRTS should thoroughly consider this scenarios' disadvantages, including trip time.*

64

Daily boardings

14.9%

Farebox

12%

Cost decrease

139

Service miles

10

Blue Lake to Arcata runs  
(including McKinleyville  
detour)

2

McKinleyville runs

## SCENARIO #3 FIELDBROOK DETOUR 2X PER DAY

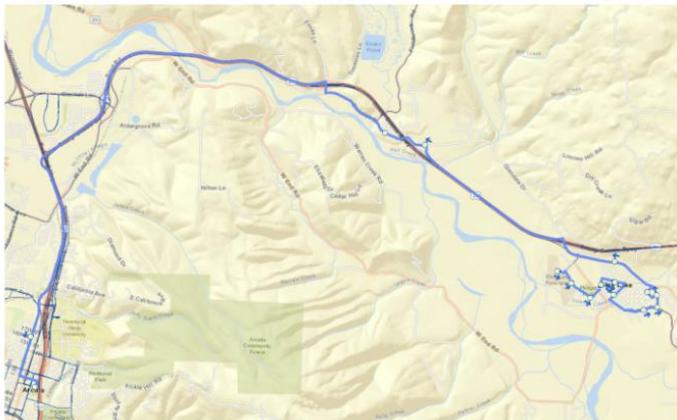
### TRIP DETAILS

In Scenario 3, BLRTS continues five runs direct to Arcata, beginning with two AM runs direct to Arcata, followed by an AM commuter run to Fieldbrook, then to the Arcata Transit Center. Service discontinues for the morning and afternoon, and resumes at 2 pm, with three trips to Arcata, followed by a PM commuter run through Fieldbrook. In this scenario, BLRTS reduces its current runs from eight to seven, to allow time for the 64-minute deviated trip to Fieldbrook.

The realignment for two trips per day would deviate from BLRTS' current alignment at Glendale. The bus then heads north on Fieldbrook Road. BLRTS would turn around at Fieldbrook Market, and make its way back south to SR 299, then to the Arcata Transit Center. BLRTS then would express back to the Blue Lake Rancheria. This route gives a comfortable time cushion for servicing paratransit qualified riders.

### Scenario 3

Blue Lake -> Arcata



Blue Lake ->Fieldbrook 2x/day



Figure 32 Scenario 3 Map (See Appendix B for a more detailed picture)

Route Pattern (Westbound)	Blue Lake Rancheria	Arcata Transit Center
Blue Lake to Arcata	6:30 AM	6:55 AM
Blue Lake to Arcata	7:30 AM	7:55 AM
Blue Lake to Fieldbrook	8:29 AM	9:29 AM
Blue Lake to Arcata	2:05 PM	2:30 PM
Blue Lake to Arcata	3:05 PM	3:30 PM
Blue Lake to Arcata	4:05 PM	4:30 PM
Blue Lake to Fieldbrook	5:05 PM	6:05 PM

Route Pattern (Eastbound)	Arcata Transit Center
Arcata to Blue Lake	6:59 AM
Arcata to Blue Lake	8:01 AM
Arcata to Blue Lake	9:37 AM
Arcata to Blue Lake	2:35 PM
Arcata to Blue Lake	3:35 PM
Arcata to Blue Lake	4:35 PM
Arcata to Blue Lake	6:10 PM

Figure 31 Scenario 3 Timetables

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## BENEFITS AND DISBENEFITS

This route's notable positive traits include rider ability to always get to Arcata on the Fieldbrook detours, minimizing surprises for riders, and negating the need for any transfer. Daily trips to Arcata are mostly conserved, at seven. Fieldbrook residents would benefit from a new transit option. This alignment also has fewer competing elements with the RTS transit system, since it does not encroach into RTS McKinleyville territory.

However, the scenarios' disadvantages outweigh the advantages. Detouring to Fieldbrook and turning around at the Fieldbrook Market results in a 64-minute trip time. Additionally, route's financial sustainability is not feasible, with a 6% cost increase for the route. The scenario modeled at 9.1% farebox in TBEST. Also, Blue Lake riders may feel inconvenienced by the long trek to Fieldbrook, as there is little demand between Blue Lake and Fieldbrook. Additionally, there is no direct trip to McKinleyville, which does not match trip demand. Lastly, the express trip back to Blue Lake causes a longer return trip to Fieldbrook.

---

## SCENARIO 3 RECOMMENDATION

*The Blue Lake Rancheria may not want to consider this scenario as it does not meet the projected farebox, has disadvantages that outweigh advantages, and is not feasible without increasing ticket fares, which could decrease ridership.*

47

Daily boardings

9.1%

Farebox

6%

Cost increase

160

Service miles

7

Blue Lake to Arcata runs

0

McKinleyville runs

## SCENARIO #3.1 FIELDBROOK DETOUR 2X PER DAY WITH WILLOW CREEK STOP IN BLUE LAKE

### TRIP DETAILS

Scenario 3.1 brings Scenario 3's features, but with the added HTA Willow Creek route stop in Blue Lake. If the Willow Creek route stopped in Blue Lake, BLRTS could reduce their services or expand coverage to new areas.

Service would be like Scenario 3, with one less direct run to Arcata, with two AM runs to Arcata, followed by a deviation to Fieldbrook (then to Arcata), with a long break, followed by two more direct PM runs to Arcata, and a commuter PM run to Fieldbrook (then to Arcata). Each return run would be an express return to Blue Lake. A Fieldbrook rider would need to make their way to Blue Lake for their return trip to Fieldbrook.

The Willow Creek run would supplement BLRTS service, with four westbound runs and three eastbound runs. This route gives a comfortable time cushion for servicing paratransit riders.



Figure 33 Scenario 3.1 Timetables

### BENEFITS AND DISBENEFITS

Scenario 3.1 provides some unique benefits. It would provide a great number of direct runs to Arcata, at ten per day, between BLRTS and HTA service. The scenario would not result in any competing services with HTA. Other scenarios have those aspects, as any service direct to McKinleyville may be viewed as competing. This route results in a 10% operating cost reduction to BLRTS, and limits their service hours to seven. The route would also free Fieldbrook riders from transit isolation.

However, this scenario's disadvantages outweigh the advantages. Detouring to Fieldbrook and turning around at the Fieldbrook Market results in a 64-minute trip time. Additionally, the financial sustainability is unlikely, as the route modeled 8.3% farebox return. Blue Lake riders may feel inconvenienced by the long trek to Fieldbrook, as there is little demand between Blue Lake and Fieldbrook. Additionally, there is no direct trip to McKinleyville, which does not match trip demand. Also, the Willow Creek HTA route would have limited stops within Blue Lake (Discussed in more detail in Scenario 1.1). This scenario is also dependent on route changes by HTA. In addition, vehicle access for the complementary paratransit service needs to be determined.



### SCENARIO 3.1 RECOMMENDATION

The Blue Lake Rancheria may not want to implement this scenario as it does not meet the projected farebox, has disadvantages that outweigh advantages, and is not feasible without increasing ticket fares, which could decrease ridership.

### SCENARIO #4 BLRTS RURAL SERVICE FEEDER ROUTE

A complete BLRTS shift takes place in Scenario 4. Rather than moving passengers to larger urban transfer areas, it loops through Blue Lake, Fieldbrook, Glendale, and Korbek, to bring riders to the Blue Lake Rancheria Casino for a Willow Creek bus transfer (this route assumes a Willow Creek route stop in Blue Lake). Although there is limited demand between the rural areas around Blue Lake, it does exist. Approximately 5% of destinations within the Blue Lake rural region are inner-zonal according to survey results. This scenario accounts for those needs. HTA's Willow Creek route then becomes the trunk line to move passengers to their final urban destination.

### TRIP DETAILS

Outbound service would begin at 7am, with a loop through Blue Lake, a journey to Glendale, then north to Fieldbrook. It would then turn around at Fieldbrook Market for its return trip, back down Fieldbrook Road to Glendale. After stopping in Glendale, it would return through Blue Lake, and deviate to Korbek, then again loop through Blue Lake, with a final Rancheria stop. Six total loop runs would continue throughout the day, with three in the morning and three in the evening. Riders would then catch the Willow Creek route to head west on SR 299. The route would continue to pick up and drop off paratransit passengers within  $\frac{3}{4}$  of a mile of the route. As indicated previously, it has not been determined that the BLRTS vehicle can navigate the roads within  $\frac{3}{4}$  miles of the service line. The proposed schedule is tight, with the outbound trip taking 32 minutes, and the return trip taking 43 minutes, resulting in a 1.5-hour headway. If the Blue Lake Rancheria decides to implement this scenario, the complementary paratransit needs require further study.

### Scenario 4

#### Blue Lake Rural Service Feeder Route

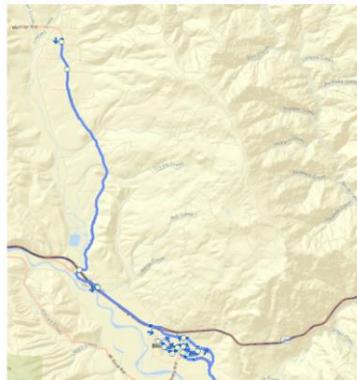


Figure 34 Scenario 4 Map (See Appendix B for a more detailed picture)

#### Willow Creek



The Willow Creek/Arcata Route is operated by Humboldt Transit Authority and runs Monday through Friday between Arcata and Willow Creek. Connections to Trinity Transit are available in Willow Creek.

#### Blue Lake to Arcata:

7:10 am  
10:40 am  
5:25 pm  
7:20 pm

#### Arcata to Blue Lake:

8:30 am  
3:55 pm  
6:00 pm

Route Pattern (Westbound)	Blue Lake Rancheria	Rancheria Rd	Chartin Rd & Broderick	Blue Lake Fire Dept	Broad St & A Ave	Blue Lake Post Office	Railroad Ave & Third Ave	J & 5th St Blue Lake	Blue Lake Blvd & Union 76	1000
Rural Loop	7:05 AM	7:06 AM	7:07 AM	7:08 AM	7:09 AM	7:10 AM	7:11 AM	7:13 AM	7:13 AM	7:35 AM
Rural Loop	8:29 AM	8:30 AM	8:31 AM	8:32 AM	8:33 AM	8:34 AM	8:35 AM	8:37 AM	8:37 AM	8:59 AM
Rural Loop	10:01 AM	10:02 AM	10:03 AM	10:04 AM	10:05 AM	10:06 AM	10:07 AM	10:09 AM	10:09 AM	10:31 AM
Rural Loop	1:31 PM	1:32 PM	1:33 PM	1:34 PM	1:35 PM	1:36 PM	1:37 PM	1:39 PM	1:39 PM	2:01 PM
Rural Loop	3:01 PM	3:02 PM	3:03 PM	3:04 PM	3:05 PM	3:06 PM	3:07 PM	3:09 PM	3:09 PM	3:31 PM
Rural Loop	4:30 PM	4:31 PM	4:32 PM	4:33 PM	4:34 PM	4:35 PM	4:36 PM	4:38 PM	4:38 PM	5:00 PM

Route Pattern (Eastbound)	1000	J & 5th St Blue Lake	Broad St & A Ave	Blue Lake Fire Dept	Chartin Rd & Broderick	1149
Rural Loop	7:36 AM	7:59 AM	8:13 AM	8:14 AM	8:15 AM	8:18 AM
Rural Loop	9:05 AM	9:28 AM	9:42 AM	9:43 AM	9:44 AM	9:47 AM
Rural Loop	10:35 AM	10:58 AM	11:12 AM	11:13 AM	11:14 AM	11:17 AM
Rural Loop	2:06 PM	2:29 PM	2:43 PM	2:44 PM	2:45 PM	2:48 PM
Rural Loop	3:35 PM	3:58 PM	4:12 PM	4:13 PM	4:14 PM	4:17 PM
Rural Loop	5:05 PM	5:28 PM	5:42 PM	5:43 PM	5:44 PM	5:47 PM

Figure 35 Scenario 4 Timetables

## BENEFITS AND DISBENEFITS

This scenario's key benefits include new mobility options for the Fieldbrook and Korbek people, who are currently isolated from transit. Riders throughout the whole County would be able to reach new job and shopping destinations in Fieldbrook and Korbek, since they would have viable transit service. The Blue Lake Rural Feeder Loop scenario would not compete in any way with other existing transit services. It would coordinate with HTA's Willow Creek route. Trip time is reasonable on the outbound and inbound trip, with a 32-minute outbound trip to Fieldbrook, and a 43-minute inbound trip to Blue Lake via Korbek.

Unfortunately, there are many Scenario 4 disadvantages. The line's operating cost would increase by 12%. The line would likely not be financially sustainable, as it modeled at 8.7% farebox. Additionally, the service is not a good origin and destination fit, since the vast plurality of demand from this region is to Arcata, Eureka, and McKinleyville. Accessibility to Arcata would diminish, with only four total runs to Arcata (all serviced by HTA's Willow Creek).

## SCENARIO 4 RECOMMENDATION

*The Blue Lake Rancheria may not want to consider this scenario as it does not meet farebox, has disadvantages that outweigh advantages, and is not feasible without increasing ticket fares, which could decrease ridership.*

47

Daily boardings

8.7%

Farebox

12%

Cost increase

106

Service miles

4

Blue Lake to Arcata runs

0

McKinleyville runs

## STOP LOCATIONS

### FLDDBROOK

Scattered housing exists in Fieldbrook from north to south, with a large portion of housing in central Fieldbrook. There are two recommended stop locations in Fieldbrook: one on the southern edge of town, and one in central Fieldbrook. Placing two stops in these areas allows for convenient walking distance, to shopping, housing, and jobs.

#### SOUTHERN STOP

Heading north on Fieldbrook Road into Fieldbrook, there is limited shoulder or public land. Heading into town from the south near Wilson Lane and Fieldbrook Road, there is a place for a potential bus pull outs, near school zone speed humps, on each side of the road. The speed limit is 25mph, making it a safe place for pedestrians to cross and wait for the bus. BLRTS would need to work with the County of Humboldt and local land owners to determine adequate locations. Fieldbrook Elementary also would provide an ideal stop on the southern edge of town, with large right of way, tree coverage, and a low speed limit.



Figure 36 Potential Pull Out Spaces are Located Along Fieldbrook Road at Wilson Lane

#### CENTRAL STOP

One option for a central stop in Fieldbrook is south of Fieldbrook Market, where a set of speed bumps begin. There is a low speed limit and there may be ample shoulder. The slope at the shoulder would need to be addressed. The addition of a crosswalk would make it ideal for pedestrians. Another potential stop is at the Fieldbrook Market. There is limited shoulder on



Figure 38 A Potential Pull-out for BLRTS South of Fieldbrook Market



Figure 37 A Potential Stop for BLRTS at Fieldbrook Market

the east side of Fieldbrook Market, but it could be feasible with the low speed limit. The market lies on the west side of the street, and has ample parking and pull-out space.

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## MCKINLEYVILLE

Each scenario which includes a McKinleyville stop makes a similar outbound trip pattern. The route heads west on Murray Road to Central Avenue, to McKinleyville High, south on McKinleyville Avenue, then east on Hiller Road. For scenarios which return to the Blue Lake Rancheria after arriving in McKinleyville, the bus would then head north onto Central Avenue, then head back eastbound on Murray Road to Fieldbrook Road. For Scenarios that continue to the Arcata Transit Center after McKinleyville, the bus would head south on Central Avenue to Highway 101 after making the McKinleyville High detour. Fieldbrook high school aged students attend McKinleyville High, so the route should stop there.

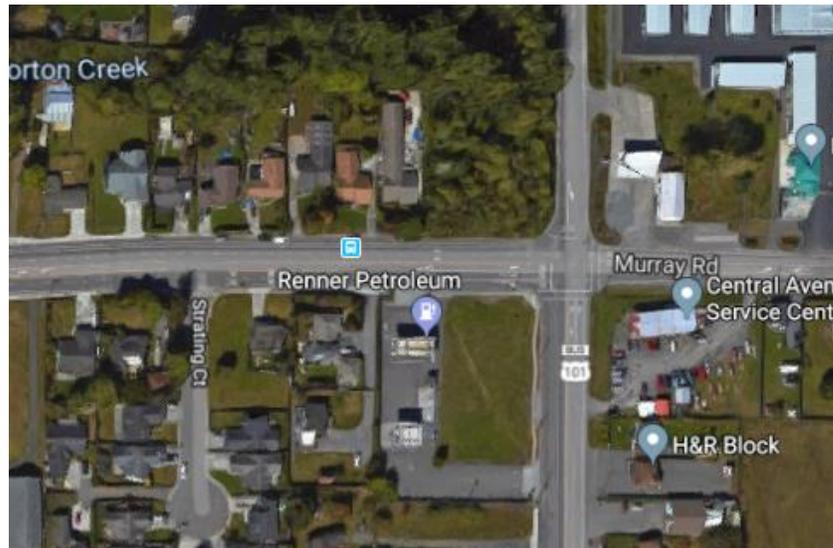


Figure 39 Existing Bus Stop on the Northwest Corner of Murray Rd. and Central Avenue

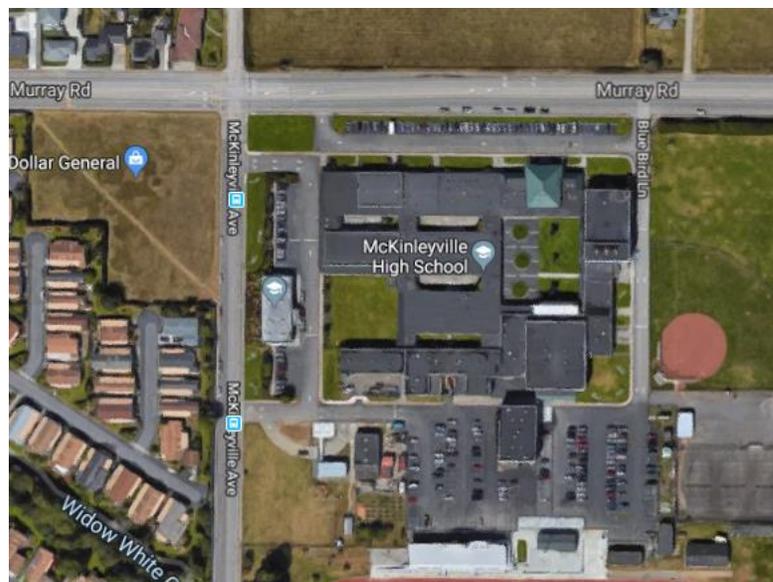


Figure 40 Existing Bus Stops near McKinleyville High School

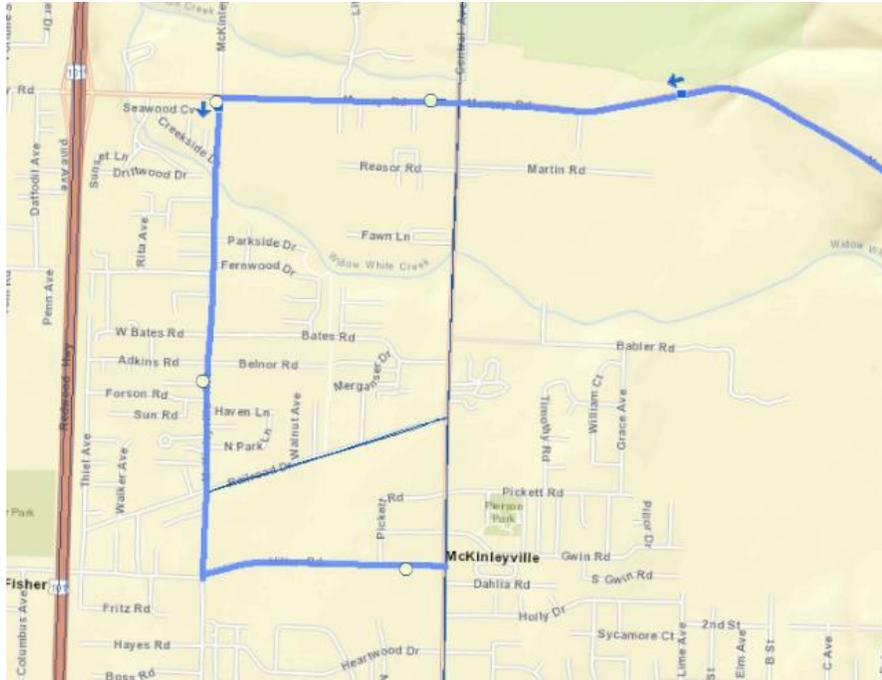


Figure 41 Outbound Trip of Scenario 2 and 2.1 Showing Potential Stop Locations

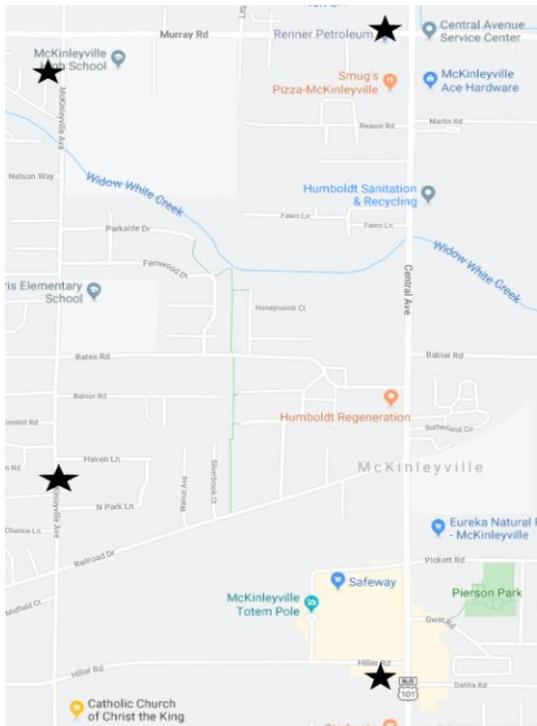


Figure 42 Potential BLRTS Stop Locations on the McKinleyville Realignment. We Advise New Stop Locations Near Joanna Court @ McKinleyville Avenue, and Hiller Road @ Central Avenue.

There is an existing RTS bus stop on the northwest corner of Central and Murray Roads which BLRTS could analyze. BLRTS could also share an existing bus stop with RTS at McKinleyville High School, as it travels south on McKinleyville Avenue. The Blue Lake Rancheria may also want to consider new bus stops on McKinleyville Avenue between Morris Elementary School and Hiller Road, and on the southeast corner of Hiller Road. McKinleyville Avenue has a bike lanes and street parking in this area, so coordination with the County of Humboldt is recommended. The area is residential. There is an existing empty lot on McKinleyville Avenue and Joanna Court, where the bus could potentially stop. As the bus makes its way east on Hiller Road, there is a potential stop location near the southeast corner of Hiller Road and Central Avenue. This underutilized parcel features plenty of pullover space for the bus, and tree coverage for potential bus riders. A swap-meet currently utilizes the parcel on occasion. BLRTS would need to work with the County and local land owners for precise placement. For scenarios which continue onto the Arcata Transit Center, BLRTS would share bus stops with RTS bus stops on the west side of Central Avenue throughout McKinleyville.

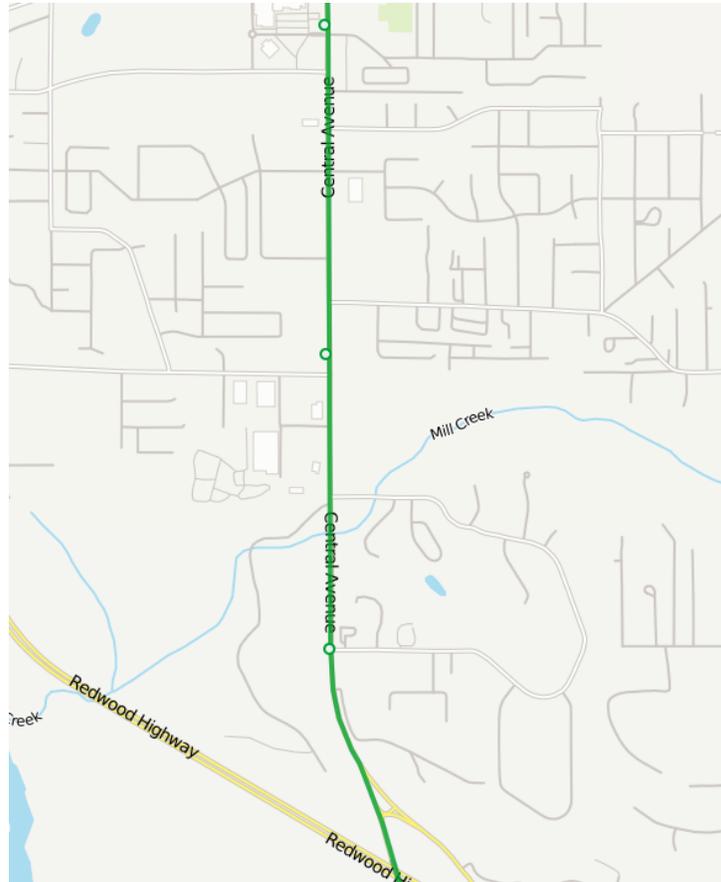


Figure 43 RTS Stops Which BLRTS Would Share on Central Avenue, South of Hiller Road

## SCHEDULING OPTIMIZATION CONSIDERATIONS

If BLRTS chooses to move forward with implementing an above scenario or a variation of one, there are some schedule optimization considerations that should be considered. These include

- Casino commute times: Blue Lake Casino riders make up a reliable portion of BLRTS riders. Each scenario provides commuting hour trips to the Rancheria. If BLRTS makes timetable changes in implementation, staff advises to keep this need on their radar.
- McKinleyville High School AM and PM drop off times: Many Fieldbrook high school aged students attend McKinleyville High School. A school bus provides service to Fieldbrook students to the high school. However, optimizing schedules with schools tends to increase ridership. This is a challenge, however, due to the limited runs to Fieldbrook in each scenario. Optimizing the schedule for high school students would negatively impact commuters if BLRTS only implemented two Fieldbrook runs.



- HSU AM and PM drop off times: HSU faculty and students make up a reliable portion of BLRTS riders. Each Scenario did take this into consideration. If implementing a scenario, BLRTS should keep HSU arrival times on their radar.



## OTHER SCENARIOS CONSIDERED AND MODELED

Other scenarios modeled which were not a good fit for BLRTS include:

- BLRTS looping through McKinleyville on its McKinleyville deviations to provide inner-“city” service to McKinleyville.
- Variations of outbound and inbound trip directions to and from Fieldbrook and McKinleyville to match trip patterns.
- Trips that include Korbels stops in all deviations.
- Always deviating to Fieldbrook
- Always deviating to McKinleyville

An in-depth analysis was not performed on these scenarios because they:

- Did not meet projected farebox
- Did not meet origin and destination demands
- Unreasonable trip time
- Budget constraints
- Had too few trips to Arcata
- Possessed one or more fatal flaws

## OUTREACH PROCESS

Public participation, staff feedback, and elected commentary also helped guide the direction and findings of this report. This study’s outreach efforts include:

- Survey mailings (performed in 2016/17)
- Survey analysis
- Presentations to the North Coast Tribal Transportation Commission, the Blue Lake City Council and HCAOG Committees
- Public workshop held at the Blue Lake Rancheria
- Critiques and commentary from presentations and workshop incorporated into refined scenarios
- Final presentations to the Blue Lake Rancheria, the North Coast Tribal Transportation Commission, the Blue Lake City Council, HCAOG Committees and Board

In 2016, HCAOG conducted a transit survey to the study areas, to gauge public interest in the new service. The survey responses were utilized in this study to estimate ridership on potential

Fieldbrook realignments. Using the survey results, HCAOG devised transit scenarios utilizing the TBEST transit modeling software.

HCAOG developed and refined transit scenarios to Fieldbrook, Korbrel, and Western Glendale Drive, and presented initial findings to the Blue Lake City Council, the North Coast Tribal Transportation Commission, HCAOG's Social Services Transportation Advisory Council (SSTAC), Service Coordination Committee (SCC), and Technical Advisory Committee (TAC).

A public workshop at the Blue Lake Hotel and Casino followed the presentation of the initial Scenarios. HCAOG and the Blue Lake Rancheria advertised this workshop on BLRTS buses, at Blue Lake City Hall, at the Blue Lake Rancheria, and on Facebook. In total, 3,854 Facebook and Instagram users in the Blue Lake, Glendale, Korbrel, and Fieldbrook geographical areas saw the "boosted" (promoted) ad, with 90 people engaging with the ad, meaning they clicked on it to find out more information.

BLRTS provided free transit to the workshop. BLRTS looped through Fieldbrook, Glendale, Korbrel, and Blue Lake, solely for the workshop.

Public feedback has been incorporated in to the refined the scenarios.



Calling all Blue Lake, Fieldbrook, Glendale, and Korbrel residents interested in public transit. Come attend a public workshop on the 3rd floor of the Blue Lake Casino Hotel, October 28 from 5:30-7pm. The Blue Lake Rancheria is seeking feedback on an ongoing study that looks at how these areas may be better served by transit. Various scenarios will be presented, followed by an interactive workshop.

BUS SERVICE WILL BE PROVIDED TO AND FROM THE WORKSHOP: Catch a ride at the following locations to get to the BLR Casino.

- Fieldbrook - Fieldbrook Market 4:20 PM
- Glendale - Murphy's Market 4:40 PM
- Korbrel - Maple Creek Rd & Korbrel Rd 5:00 PM
- Blue Lake stops 5:10 PM
- Casino 5:20 PM

Return: One departing trip after the workshop ends to get you home.



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<b>3,854</b> People Reached	<b>90</b> Engagements	<b>Boost Again</b>
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Figure 44 Facebook Boost Ad with Metrics

## IMPLEMENTATION CONSIDERATIONS

If BLRTS chooses to move forward with implementing one of the scenarios, or a variation of one which best fits their needs, there are some things which BLRTS should consider, including timing, funding, and a cost benefit analysis of BLRTS service to Fieldbrook (see Cost Benefit Analysis).

### TIMING

Timing challenges for implementation is something BLRTS should be cognizant of, in regards to potential altered transit service in the unincorporated community of McKinleyville. The County of Humboldt is considering implementing an independent bus system serving the McKinleyville Community. In preparation for the new service, they are considering conducting a transit study for the area, which is estimated to take place in of 2020. As the Blue Lake Rancheria considers



potential McKinleyville transit service on their radar, coordination with the County of Humboldt in the upcoming study is recommended.

Fieldbrook is 5.7 miles away (11 minutes by car) from the intersection of Murray Road and Central Avenue, as opposed to the 7.6 miles (17 minutes by car) from the Blue Lake Rancheria. This 56% difference in travel time could potentially make Fieldbrook service a good fit for an independent McKinleyville transit system. However, at this point the service there is completely speculative, and waiting for a McKinleyville route to materialize could result in an unnecessary delay in implementing BLRTS Fieldbrook service, if the Rancheria chooses to move forward with it.

## COST BENEFIT ANALYSIS

In each of these conceptual scenarios, BLRTS would potentially be providing service to unincorporated parts of Humboldt County if the route deviated to Fieldbrook, Korb, or McKinleyville. If HTA's Willow Creek route stops in Blue Lake, HTA would be providing a benefit to the City of Blue Lake. It is important to know the cost impacts of these potential new services to help guide the conversation, in regards to potential negotiations and contractual agreements.

### HTA WILLOW CREEK STOP COST ESTIMATE

HTA estimates that a Blue Lake stop on their Willow Creek route results in a ten-minute detour. This ten-minute detour matters, because the Willow Creek route runs on a tight schedule. Stopping in Blue Lake seven times a day adds up to just over an additional hour of service, and may make their existing schedule impractical. HTA has stated that they would likely need to add one additional run to their Willow Creek route if they stopped in Blue Lake, which would provide a greater time cushion on their route. This would result in five inbound trips from Willow Creek to Arcata, and four return trips from Arcata to Willow Creek. HTA estimates a cost impact of approximately \$28,000 per year for this new Blue Lake stop. Below is the proposed schedule from HTA for a Blue Lake stop on the Willow Creek route. Note that this cost estimate and schedule incorporates an additional fifth run (the route currently makes four). Cost impacts to HTA would be lower, if they were able to sustain the current four runs with a Blue Lake stop. The impact to their existing farebox has not been studied.



EASTBOUND	7:40	10:00	11:35	1:40	5:15	7:20
WESTBOUND	8:25	10:00	12:05	3:45	5:55	

Figure 45 Potential Blue Lake Stops on a Modified Willow Creek Schedule, with One Additional Run.

### BLRTS COUNTY SERVICE COST ESTIMATE

Each scenario would provide a different total of county service miles. The table below shows BLRTS' budget burdens for modeled service in County areas. It is 14.0 miles from the Blue Lake Rancheria to McKinleyville, following proposed route alignments, and 8.1 miles from the Blue Lake Rancheria to Fieldbrook, following proposed route alignments. Scenario 1 and 1.1, deviating through Fieldbrook to McKinleyville twice per day, would make the trip to McKinleyville four times per day, for 56 total miles. Scenario 2 and 2.1 would make the trip twice per day (with the express trip back to Blue Lake) for a total of 28 service miles. Scenario 3 and 3.1



would deviate to Fieldbrook twice per day, with an express return trip, for a total of 16.2 miles. Scenario 4, providing rural service around Blue Lake, would provide an estimated 61.6 County miles. The analysis converts miles to a dollar amount utilizing BLRTS' current operating cost, based on forecasted operating costs of each scenario.

<u>BLRTS County Cost-Benefit Analysis</u>			
	County Service Miles	Miles Percentage	County service provided
Scenario 1	56	36.36%	\$ 50,298.18
Scenario 1.1	56	42.20%	\$ 58,371.67
Scenario 2	28	17.39%	\$ 24,994.05
Scenario 2.1	28	20.14%	\$ 28,553.13
Scenario 3	16.2	10.12%	\$ 12,522.87
Scenario 3.1	16.2	11.68%	\$ 17,406.05
Scenario 4	61.6	58.11%	\$ 73,040.78

Figure 46 BLRTS County Cost-Benefit Analysis

## WHAT'S NEXT?

Coordination with the County of Humboldt, the City of Blue Lake and HTA will be necessary in the funding aspects of the transit scenarios. Participation in the County's McKinleyville Transit study is also recommended. Bringing as many appropriate agencies to the table for ongoing discussion is advisable. HCAOG's SSTAC, SCC, TAC and Board meetings are potential venues for further discussion. Any discussions regarding the Willow Creek Blue Lake stop, regardless of a Fieldbrook realignment should involve the City of Blue Lake, the County and HTA.

## Appendix A

### Record of Public Comment from Unmet Transit Needs Focus Survey

Report of Findings: FY 2016-17  
Unmet Transit Needs

Appendix A :  
Record of Public Comment from  
Unmet Transit Needs Focus Survey

Focus Survey Results: Zip Code 99519 (Fieldbrook, Glendale, McKinleyville)

Question 3 -In what Zip Code is your home located:

Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	55.6%	40
95519 Glendale	13.9%	10
95550 Korbel	0.0%	0
95519 McKinleyville	30.6%	22
Other (please specify)	0.0%	0
	<i>answered question</i>	72
	<i>skipped question</i>	0

Question 4- Age:

Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	30.6%	22
55-64	26.4%	19
65-75	34.7%	25
76+	8.3%	6
	<i>answered question</i>	72
	<i>skipped question</i>	0

Question 5- For Monday through Friday Service:How many trips from Monday through Friday would you use transit If it were provided? (Please type in number or 0 If none)

Answer Options	Response	Response Count
round trips	127	71
one-way trips	8	3
	<i>answered question</i>	72
	<i>skipped question</i>	0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 6- For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response count</b>	
6:00am	5.6%	4	
6:30am	2.8%	2	
7:00am	12.5%	9	
7:30am	8.3%	6	
8:00am	19.4%	14	
8:30am	1.4%	1	
9:00am	19.4%	14	
9:30am	1.4%	1	
10:00am	26.4%	19	
10:30 am	0.0%	0	
11:00 am	8.3%	6	
11:30 am	0.0%	0	
12:00noon	18.1%	13	
12:30 pm	0.0%	0	
1:00pm	8.3%	6	
1:30pm	0.0%	0	
2:00pm	19.4%	14	
2:30pm	2.8%	2	
3:00pm	8.3%	6	
3:30pm	2.8%	2	
4:00pm	9.7%	7	
4:30pm	4.2%	3	
5:00pm	25.0%	18	
5:30pm	5.6%	4	
6:00pm	5.6%	4	
6:30pm	1.4%	1	
7:00pm	5.6%	4	
7:30pm	0.0%	0	
8:00pm	2.8%	2	
8:30pm	0.0%	0	
9:00pm	2.8%	2	
9:30pm	1.4%	1	
10:00 pm	2.8%	2	
Will not use service on Monday through Friday	36.1%	26	
	<b>answered question</b>		<b>72</b>
	<b>skipped question</b>		<b>0</b>

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 7- For Monday through Friday Service: Where would you begin your trip?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Blue Lake	0.0%	0
Fieldbrook Road	38.9%	28
Glendale Drive	6.9%	5
Korbel	0.0%	0
McKinleyville	5.6%	4
Will not use on Monday through Friday	31.9%	23
Other (please specify)	16.7%	12
	<b>answered question</b>	<b>72</b>
	<b>skipped question</b>	<b>0</b>

Other responses:

- Railroad Ave and Central
- Murray Rd and Central
- Near Market (Fieldbrook)/ Firestation
- x2 Fieldbrook Store
- Blue Lake/Glendale/Hilltop
- Eureka
- Murray Road in Fieldbrook
- Glendale and Swanson
- Glendale/Murphy's Market
- Murp y's Market
- near Rock Pit Road

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 8- For Monday through Friday Service:What would be your destination point?

Answer Options	Response Percent	Response Count	
Arcata	36.1%	26	
Blue lake	4.2%	3	
Eureka	33.3%	24	
Ferndale	0.0%	0	
Fieldbrook Road	0.0%	0	
Fortuna	1.4%	1	
Glendale Drive	1.4%	1	
Korbel	0.0%	0	
McKinleyville	23.6%	17	
Rio Dell	0.0%	0	
Trinidad	0.0%	0	
College ofthe Redwoods	0.0%	0	
Humboldt State University	5.6%	4	
Will not use service on Monday through Friday	33.3%	24	
Other (please specify)	12.5%	9	
	<i>answered question</i>		72
	<i>skipped question</i>		0

Other responses:

- Arcata HSU, Mad RvrHospital
- Arcata PI(lza and south Shopping Center
- Aquatic Center
- Arcata Transit Center, Bayshore Mall
- BLake Post Office, or Casino Hotel
- It would vary.
- I do not want public transit anywhere near my neighborhood.
- Costco/Winco
- Dows Prairie, Morris and Mck Middle Schools

Question 9- For Saturday Service:How many trips per month on Saturdays would you use transit If it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count	
round trips	81	71	
one-way trips	5	4	
	<i>answered question</i>		72
	<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 10- For Saturday Service: Between the hours of 6:00am through 10:00 pm, list the top four times of day or evening that you would use transit service:**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>	
6:00am	2.8%	2	
6:30am	0.0%	0	
7:00am	1.4%	1	
7:30am	0.0%	0	
8:00am	9.7%	7	
8:30am	2.8%	2	
9:00am	13.9%	10	
9:30am	1.4%	1	
10:00 am	22.2%	16	
10:30am	2.8%	2	
11:00am	12.5%	9	
11:30am	0.0%	0	
12:00noon	11.1%	8	
12:30 pm	1.4%	1	
1:00pm	11.1%	8	
1:30pm	0.0%	0	
2:00pm	12.5%	9	
2:30pm	4.2%	3	
3:00pm	8.3%	6	
3:30pm	0.0%	0	
4:00pm	9.7%	7	
4:30pm	0.0%	0	
5:00pm	8.3%	6	
5:30pm	1.4%	1	
6:00pm	4.2%	3	
6:30pm	1.4%	1	
7:00pm	6.9%	5	
7:30pm	0.0%	0	
8:00pm	1.4%	1	
8:30pm	0.0%	0	
9:00pm	2.8%	2	
9:30pm	0.0%	0	
10:00 pm	5.6%	4	
Will not use service on Saturday	51.4%	37	
	<b>answered question</b>		<b>72</b>
	<b>skipped question</b>		<b>0</b>

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 11 -For Saturday Service: Where would you begin your trip?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>	
Blue Lake	1.4%	1	
Fieldbrook Road	30.6%	22	
Glendale Drive	1.4%	1	
Korbel	0.0%	0	
McKinleyville	4.2%	3	
Will not use service on Saturday	45.8%	33	
Other (please specify)	16.7%	12	
	<b><i>answered question</i></b>		<b>72</b>
	<b><i>skipped question</i></b>		<b>0</b>

Other responses:

Corner of Glendale Dr& Liscom Hill Rd.

Arcata to Eureka

Railroad Ave and Central or Mck Shops

Murray Rd and Central

x4 Market (Fieldbrook)

Eureka

Glendale and Swanson

No answer

Glendale/Murphys Market

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 12- For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count	
Arcata	27.8%	20	
Blue Lake	4.2%	3	
Eureka	12.5%	9	
Ferndale	0.0%	0	
Fieldbrook Road	0.0%	0	
Fortuna	2.8%	2	
Glendale Drive	1.4%	1	
Korbel	0.0%	0	
McKinleyville	15.3%	11	
Rio Dell	0.0%	0	
Trinidad	1.4%	1	
College of the Redwoods	0.0%	0	
Humboldt State University	0.0%	0	
Will not use service on Saturday	47.2%	34	
Other (please specify)	13.9%	10	
	<i>answered question</i>		72
	<i>skipped question</i>		0

Other responses:

- Safeway shopping and Plaza area
- Murphys Market, Casino, Blake Post Office
- It would vary.
- Cutten
- I do not want public transit anywhere near my neighborhood.
- Eureka Mall
- No answer
- x2 Arcata Transit Center for other buses
- Airport

Question 13 -If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?

Answer Options	Response Percent	Response Count	
Yes	9.7%	7	
No	90.3%	65	
	<i>answered question</i>		72
	<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 14- If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count	
Yes	44.2%	23	
No	55.8%	29	
	<i>answered question</i>		52
	<i>skipped question</i>		20

Question 15- Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count
	36
<i>answered question</i>	36
<i>skipped question</i>	36

Answers:

- x6 Fieldbrook Grange
- x7 Fieldbrook Store
- 299 Highway.
- Near E&O Market, or in Blue Lake.
- Central Blue Lake
- Fortuna Park and Ride
- McKinleyville Shops
- x2 Central and Murray
- Fieldbrook Store-Grange. No good place currently.
- Nothing
- Wherever available space can be located.
- x2 Fieldbrook Fire Station
- Gas prices going up
- I don't want in my neighborhood.
- Along Alley/Murphys
- Have maps- cost- where to put packages.
- Fieldbrook Road near store or school.
- x2 Glendale/Murphy's Market
- Murray Road, McKinleyville
- Around the Grange or school in Fieldbrook.
- E & O and Bigfoot
- Glendale Area

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 16- What would encourage you to become a transit user?**

<b>Answer Options</b>	<b>Response Count</b>
	56
<i>answered question</i>	<b>56</b>
<i>skipped question</i>	<b>16</b>

Answers:

- If were no longer able to drive.
- Affordable (senior and welfare affordable).
- If the bus were on Fieldbrook Road.
- Availability of bus service in Fieldbrook.
- Ease of access to ride.
- Regular pickup and drop off times.
- Losing ability to drive car.
- Appropriate times/stop locations to work in Eka M-F 8-5, some Sat Arc.
- easy availability
- No car
- Costwise it would be cheaper to use a bus.
- Hourly svc 8:00am thru midnight- daily- North Bank Road to Korbel.
- More direct svc to St Joseph Hospital
- Would not use at this time.
- A proactive, EASY to access/use schedule.
- Low cost. Ease of use.
- Nothing.
- Hourly trips to and from to make it easy with our schedule.
- Depending on health.
- if inexpensive, and at least few time options
- Regular service
- Cost, location, length of trip time.
- schedule such as noted
- pick up point at store instead of 6 mi both ways
- Time of day.
- Nothing would !
- schedule that was regular & easy to access.
- When I get "old" and can't drive anymore.
- It time comes when unable to drive, would probably become a user.
- Not possible at this time.
- I am not living in any of those areas.
- The cost and there's no way it could be affordable.
- Nothing.
- If I didn't have a 50mpg Prius, and could have flexible job for transit.
- If I could no longer drive.
- Bus svc from Eureka to Glendale/Blue Lake everyday.
- Maybe
- Reliable schedule.

Report of Findings: FY 2016-17  
Unmet Transit Needs

I don't have my car.  
 Schedule & ease of transfer.  
 More service hours  
 Have a transit system that can run through my area regularly.  
 I already ride.  
 Having a transit system available!  
 Shorter ride times between destinations, available transit to Fieldbrook.  
 Already encouraged!  
 Able to connect to other buses schedule, since in McKinleyville.  
 Walking distance bus stop.  
 Park/Ride would be a deal breaker. Parked where car safe.  
 Service!  
 Having it be available, inexpensive and with branch routes.  
 Round trip service and commute times.  
 A bus.  
 Shift in need, such as inability to drive.  
 Becoming older and not wanting to drive in town.  
 Bus route up Murray Rd to Fieldbrook Store and return.

**Question 17- Additional comment:**

<b>Answer Options</b>	<b>Response Count</b>
	26
<i>answered question</i>	<b>26</b>
<i>skipped question</i>	<b>46</b>

Answers:

We live on route of Blue Lake bus service now. It would be better if it could stop at health aid areas (hospital) and doctors in Arcata and McKinleyville.

I would love to ride the bus to my job in Eureka. Thank you for considering these routes. If you do this, please also consider bike racks on the bus, and also at any Park and Ride locations. I'm not sure where a good Park and Ride location would be, but I would ride my bike there or drive my car to take the bus, as long as it is in a SAFE place to park.

I like public transit service. I like to Sunday transit from Blue Lake- so I can go to First Baptist Church on Sunday.

Need a covered bus stop!

A lot depends on mobility and continued renewal of driver's license. Without either of these, we would totally use transit service.

There are many people in the Fieldbrook area who do not own transportation and as a result hitchhike to and from the area. A transit service would be an appreciated enhancement to this area.

We live too far away from transit services to make it time and cost effective.

Great idea! Our children go to school in Arcata and are involved in sports in McKinleyville so our schedule is always changing and we drive out daily anyway. My husband and I also work in Arcata (not a 9-5 job) so it's hard not to have a car.

## Report of Findings: FY 2016-17 Unmet Transit Needs

I appreciate the service in place.

There truly is a need in this community. On several occasions I had to hitch hike. One ride (not kidding) the driver and his passenger were both smoking "cigs". I'm allergic it makes me ill. After he started driving he pulled out a gallon of whiskey and took a swig he turned to me and said he had a sore throat. His female passenger was jerking all over the place. Needless to say I wanted to jump out of car, I was mortified and that put an end to my hitchhiking.

I have 4 renters in Fieldbrook. I'm always asked if we have transit out here! All our high school kids drive or have to be driven in to their after school activity. Having the transit would keep them off offieldbrook Rd. In the winter it is very dangerous road !

Not interested in public transportation in this rural area.

We do not feel like its a good idea for buses to travel Fieldbrook Road. Its far too narrow with the many bicyclists and the many driveway that are too difficult to get out with hard-to-see traffic coming around the corner- Let alone a huge bus!

It is hard to figure out the times and place I would use the service as I still drive. But I see the writing on the wall and it says enjoy. Time is coming closer when I will not drive for my safety and others. Yes I would use the bus system when the time comes once or twice a week.

Again I do not want any of these service or facilities in my neighborhood. Fewer bums, psychologically challenged and homeless using transit services. Also I do not feel safe on public transit. I enjoy "rural" life in Fieldbrook. I do not want transit services in Fieldbrook. All transit services do is bring big city problems to rural areas that are ill-equipped to deal with these problems.

I have lived in Blue Lake area for 64 yrs. I would try system if usable. Thank You.

I use the Blue Lake bus all the time. I don't drive, so public transportation is important for my son and I to get around with our bikes placed on the bike rack. The bus drivers are the Best and very safe and personable and quite often go out of their way to provide a safe spot to disembark and get on.

I was sent a survey but, do not live along this route.

I would like a direct route instead of having to transfer between McKinleyville and Blue Lake in Arcata, resulting in a 65 minute commute each way. I also had my Healthy Family Bus Pass recently revoked by the Blue Lake Rancheria because I live in McKinleyville, and so my transit costs are \$6.30 per day.

Get us a bus system please !

We've lived in Fieldbrook for awhile and have always wanted public transit in this area.

There are a lot of people who could use the service in Fieldbrook. There are quite a few retirees and also lots of students. We have needed bus service or some kind of transportation service for a very long time. Older people could give up driving and be able to leave the valley.

Walking distance bus stop, so my partner & child could have access to vehicle for emergencies. We are a single car household, but I work at HSU and have to commute.

My parents (ages 85 and 91) might come to live with me. If so, they will be using the transit to and from Fieldbrook Rd -very often.

I am a RCRC client. Would like to be at program, Gaining Ground, in Eureka (Broadway) by 9:30am on M, W, F. I need to be picked up at 2:30 pm and returned to Fieldbrook. Currently CAE trans takes 2 hrs each way and it is too long a day for me. I cannot switch buses to this probably will not work for me, but wanted to let you know my needs. Thank you for trying though!

Are a one-car family. Bus service from Fieldbrook would enable me to serve on Humboldt County juries. When I priced taxi service earlier this year, would cost me over \$50.00 per day for one round trip !!

Report of Findings: FY 2016-17  
Unmet Transit Needs

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Report of Findings: FY 2016-17  
Unmet Transit Needs

Focus Survey Results: Zip Code 95550 (Korbel)

Question 3 -In what Zip Code is your home located:

Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbel	100.0%	3
95519 McKinleyville	0.0%	0
Other (please specify)	0.0%	0
	<i>answered question</i>	3
	<i>skipped question</i>	0

Question 4- Age:

Answer Options	Response Percent	Response .Count
Under 16	0.0%	0
16-24	33.3%	1
25-54	33.3%	1
55-64	33.3%	1
65-75	0.0%	0
76+	0.0%	0
	<i>answered question</i>	3
	<i>skipped question</i>	0

Question 5- For Monday through Friday Service:How many trips from Monday through Friday would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count
round trips	12	3
one-way trips	1	1
	<i>answered question</i>	3
	<i>skipped question</i>	0

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 6- For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count
6:00am	66.7%	2
6:30am	0.0%	0
7:00am	33.3%	1
7:30am	0.0%	0
8:00am	66.7%	2
8:30am	0.0%	0
9:00am	33.3%	1
9:30am	0.0%	0
10:00 am	33.3%	1
10:30 am	0.0%	0
11:00am	0.0%	0
11:30 am	0.0%	0
12:00noon	0.0%	0
12:30 pm	0.0%	0
1:00pm	0.0%	0
1:30pm	0.0%	0
2:00pm	0.0%	0
2:30pm	0.0%	0
3:00pm	33.3%	1
3:30pm	0.0%	0
4:00pm	33.3%	1
4:30pm	0.0%	0
5:00pm	33.3%	1
5:30pm	0.0%	0
6:00pm	0.0%	0
6:30pm	0.0%	0
7:00pm	0.0%	0
7:30pm	0.0%	0
8:00pm	33.3%	1
8:30pm	0.0%	0
9:00pm	0.0%	0
9:30pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Monday through Friday	0.0%	0
<i>answered question</i>		3
<i>skipped question</i>		0

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Unmet Transit Needs

Question 7- For Monday through Friday Service: Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	33.3%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	66.7%	2
McKinleyville	0.0%	0
Will not use on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
	<i>answered question</i>	3
	<i>skipped question</i>	0

Question 8- For Monday through Friday Service: What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	33.3%	1
Blue Lake	0.0%	0
Eureka	0.0%	0
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	33.3%	1
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	66.7%	2
Will not use service on Monday through Friday	0.0%	0
Other (please specify)	33.3%	
	<i>answered question</i>	3
	<i>skipped question</i>	0

Other responses:  
E&O at Royal Gold.

Question 9- For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response Percent	Response Count
round trips	4	3
one-way trips	0	0
	<i>answered question</i>	3
	<i>skipped question</i>	0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 10- For Saturday Service: Between the hours of 6:00am through 10:00 pm, list the top four times of day or evening that you would use transit service:**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
6:00am	0.0%	0
6:30am	0.0%	0
7:00am	33.3%	1
7:30am	0.0%	0
8:00am	33.3%	1
8:30am	0.0%	0
9:00am	0.0%	0
9:30am	0.0%	0
10:00 am	0.0%	0
10:30 am	0.0%	0
11:00 am	0.0%	0
11:30am	0.0%	0
12:00noon	0.0%	0
12:30 pm	0.0%	0
1:00pm	0.0%	0
1:30pm	0.0%	0
2:00pm	0.0%	0
2:30pm	0.0%	0
3:00pm	33.3%	1
3:30pm	0.0%	0
4:00pm	0.0%	0
4:30pm	0.0%	0
5:00pm	0.0%	0
5:30pm	0.0%	0
6:00pm	0.0%	0
6:30pm	0.0%	0
7:00pm	0.0%	0
7:30pm	0.0%	0
8:00pm	33.3%	1
8:30pm	0.0%	0
9:00pm	0.0%	0
9:30pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Saturday	66.7%	2
<b>answered question</b>		<b>3</b>
<b>skipped question</b>		<b>0</b>

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 11 - For Saturday Service:Where would you begin your trip?

Answer Options	Response Percent	Response Count	
Blue Lake	0.0%	0	
Fieldbrook Road	0.0%	0	
Glendale Drive	0.0%	0	
Korbel	0.0%	0	
McKinleyville	0.0%	0	
Will not use service on Saturday	66.7%	2	
Other (please specify)	33.3%	1	
	<i>answered question</i>		3
	<i>skipped question</i>		0

Other responses:

Like to see Korbel Post Ofc, now at Raymore by cemetery.

Question 12- For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count	
Arcata	33.3%	1	
Blue Lake	0.0%	0	
Eureka	0.0%	0	
Ferndale	0.0%	0	
Fieldbrook Road	0.0%	0	
Fortuna	0.0%	0	
Glendale Drive	0.0%	0	
Korbel	0.0%	0	
McKinleyville	0.0%	0	
Rio Dell	0.0%	0	
Trinidad	0.0%	0	
College ofthe Redwoods	0.0%	0	
HumboldtState University	0.0%	0	
Will not use service on Saturday	66.7%	2	
Other (please specify)	33.3%	1	
	<i>answered question</i>		3
	<i>skipped question</i>		0

Other responses:

Arcata Farmers Market

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 13- If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair, mobility limitations)?

Answer Options	Response Percent	Response Count	
Yes	0.0%	0	
No	100.0%	3	
	<i>answered question</i>		3
	<i>skipped question</i>		0

Question 14- If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count	
Yes	100.0%	2	
No	0.0%	0	
	<i>answered question</i>		2
	<i>skipped question</i>		1

Question 15- Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	1

Other responses:

Perigot Park or Blue Lake City Hall  
Anywhere in Blue Lake or Korbel

Question 16- What would encourage you to become a transit user?

Answer Options	Response Count
	2
<i>answered question</i>	2
<i>skipped question</i>	1

Answers:

Made to be a transit user when no longer had vehicle.  
Availability

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 17- Additional comment:**

<b>Answer Options</b>	<b>Response Count</b>
	1
<b><i>answered question</i></b>	<b>1</b>
<b><i>skipped question</i></b>	<b>2</b>

Answers:

Well for me became a transit user last May. My pick up truck apparently had an electrical problem and caught fire and was F.U.B.A.R. which actually started a new chapter for me in a physical sense as I walk 2 1/2 miles to catch the bus (one way) currently. But if it did come to the "Old Korbelt Post Office" it would only be one mile (one way) from residence!! Just want to say, I love the service and your drivers are great!! And thank God you were there when I needed your service most!! Thanxs Guys and Gals. And I really do apologize for the mess I made of this survey while filling it out!! Hey, quit laughing.

Report of Findings: FY 2016-17  
Unmet Transit Needs

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Report of Findings: FY 2016-17  
Unmet Transit Needs

Focus Survey Results: Zip Code 95525 (Blue Lake)

Question 3 -In what Zip Code Is your home located:

Answer Options	Response Percent	Response Count
95525 Blue Lake	100.0%	47
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbel	0.0%	0
95519 McKinleyville	0.0%	0
Other (please specify)	0.0%	0
	<i>answered question</i>	47
	<i>skipped question</i>	0

Question 4 -Age:

Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	40.4%	19
55-64	36.2%	17
65-75	14.9%	7
76+	8.5%	4
	<i>answered question</i>	47
	<i>skipped question</i>	0

Question 5- For Monday through Friday Service:How many trips from Monday through Friday would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count
round trips	102	47
one-way trips	8	5
	<i>answered question</i>	47
	<i>skipped question</i>	0

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 6- For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm. list the top four times of day or evening that you would use transit service:

Answer Options	Response Percent	Response Count	
6:00am	8.5%	4	
6:30am	0.0%	0	
7:00am	23.4%	11	
7:30am	4.3%	2	
8:00am	14.9%	7	
8:30am	4.3%	2	
9:00am	14.9%	7	
9:30am	2.1%	1	
10:00 am	27.7%	13	
10:30 am	0.0%	0	
11:00am	6.4%	3	
11:30am	0.0%	0	
12:00noon	6.4%	3	
12:30pm	0.0%	0	
1:00pm	6.4%	3	
1:30pm	0.0%	0	
2:00pm	14.9%	7	
2:30pm	0.0%	0	
3:00pm	4.3%	2	
3:30pm	4.3%	2	
4:00pm	27.7%	13	
4:30pm	0.0%	0	
5:00pm	12.8%	6	
5:30pm	4.3%	2	
6:00pm	17.0%	8	
6:30pm	2.1%	1	
7:00pm	12.8%	6	
7:30pm	0.0%	0	
8:00pm	19.1%	9	
8:30pm	0.0%	0	
9:00pm	4.3%	2	
9:30pm	0.0%	0	
10:00 pm	6.4%	3	
Will not use service on Monday through Friday	23.4%	11	
	<i>answered question</i>		47
	<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 7- For Monday through Friday Service: Where would you begin your trip?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Blue Lake	70.2%	33
Fieldbrook Road	4.3%	2
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use on Monday through Friday	17.0%	8
Other {please specify}	8.5%	4
	<b>answered question</b>	<b>47</b>
	<b>skipped question</b>	<b>0</b>

Other responses:

x2 No answer  
Blue Lake / Fieldbrook  
on my bicycle

**Question 8- For Monday through Friday Service:What would be your destination point?**

<b>Answer Options</b>	<b>Response Percent</b>	<b>Response Count</b>
Arcata	48.9%	23
Blue Lake	2.1%	1
Eureka	25.5%	12
Ferndale	0.0%	0
Fieldbrook Road	2.1%	1
Fortuna	0.0%	0
Glendale Drive	4.3%	2
Korbel	0.0%	0
McKinleyville	19.1%	9
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	2.1%	1
Humboldt State University	6.4%	3
Will not use service on Monday through Friday	19.1%	9
Other (please specify)	14.9%	7
	<b>answered question</b>	<b>47</b>
	<b>skipped question</b>	<b>0</b>

Other responses:

Murray and Central  
x2 no answer  
Valley West, Transit Center  
Railroad & Raymar  
Murphys Market- work  
on my bicycle

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 9- For Saturday Service: How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count	
round trips	80	47	
one-way trips	9	6	
	<i>answered question</i>		47
	<i>skipped question</i>		0

Question 10 - For Saturday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:

Answer Options	Percent	Response Count	
6:00 am	2.1%	1	
6:30am	0.0%	0	
7:00am	8.5%	4	
7:30am	0.0%	0	
8:00am	6.4%	3	
8:30am	4.3%	2	
9:00am	23.4%	11	
9:30am	2.1%	1	
10:00 am	25.5%	12	
10:30 am	4.3%	2	
11:00 am	12.8%	6	
11:30 am	0.0%	0	
12:00 noon	14.9%	7	
12:30 pm	0.0%	0	
1:00pm	4.3%	2	
1:30pm	2.1%	1	
2:00pm	19.1%	9	
2:30pm	2.1%	1	
3:00pm	4.3%	2	
3:30pm	0.0%	0	
4:00pm	21.3%	10	
4:30pm	0.0%	0	
5:00pm	12.8%	6	
5:30pm	0.0%	0	
6:00pm	14.9%	7	
6:30pm	0.0%	0	
7:00pm	8.5%	4	
7:30pm	0.0%	0	
8:00pm	14.9%	7	
8:30pm	0.0%	0	
9:00pm	4.3%	2	
9:30pm	0.0%	0	
10:00 pm	10.6%	5	
Will not use service on Saturday	29.8%	14	
	<i>answered question</i>		47
	<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 11 -For Saturday Service:Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	66.0%	31
Fieldbrook Road	2.1%	1
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use service on Saturday	25.5%	12
Other (please specify)	6.4%	3
	<i>answered question</i>	47
	<i>skipped question</i>	0

Answers:

Blue Lake / Fieldbrook  
Raymar& Railroad  
on my bicycle

Question 12- For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	51.1%	24
Blue Lake	2.1%	1
Eureka	14.9%	7
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	2.1%	1
Glendale Drive	2.1%	1
Korbel	0.0%	0
McKinleyville	21.3%	10
Rio Dell	0.0%	0
Trinidad	0.0%	0
College ofthe Redwoods	0.0%	0
Humboldt State University	2.1%	1
Will not use service on Saturday	25.5%	12
Other (please specify)	19.1%	9
	<i>answered question</i>	47
	<i>skipped question</i>	0

Other responses:

Murray and Central  
Humboldt Hill  
varies  
x3 Arcata Plaza Transit  
Center McKinleyville &  
Sutter Rd on my bicycle

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 13 -If transit service were provided, would you need assistance to ride the bus (i.e., wheelchair,mobility limitations)?

Answer Options	Response Percent	Response Count	
Yes	6.4%	3	
No	93.6%	44	
	<i>answered question</i>		47
	<i>skipped question</i>		0

Question 14 - If a Park and Ride facility were centrally located in your area,would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count	
Yes	45.9%	17	
No	54.1%	20	
	<i>answered question</i>		37
	<i>skipped question</i>		10

Question 15- Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count
	20
<i>answered question</i>	20
<i>skipped question</i>	27

Answer:

- Glendale area by Murphys
- x2 Blue Lake Casino.
- Not sure.
- Glendale
- Anywhere. My vehicle is unreliable.
- City Hall (Publicparking?)
- Sheriffs ofc or Casino.
- Blue Lake Casino or Blue Lake City Hall
- Share the Casino's parking lot
- Blue Lake Rancheria Parking Lot
- Perigot Park
- Blue Lake
- I cannot drive, medical condition.
- Blue Lake City Hall or Post Office.
- Blue Lake Casino or Blue Lake City Hall
- BLake City Hall
- City Hall or B Lake Casino
- on my bicycle
- Junction of 101 and 299.

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Unmet Transit Needs

**Question 16- What would encourage you to become a transit user?**

<b>Answer Options</b>	<b>Response Count</b>
	34
<i>answered question</i>	<b>34</b>
<i>skipped question</i>	<b>13</b>

Answers:

- Midday service, schedules on Google Transit.
- Lower senior fares
- Reasonable fees for disabled persons.
- Regular service.
- Better local access to transit.
- Weekend and late night hours.
- Would use it if could no longer drive, due to age or illness. If unable to drive myself to work/shopping.
- Nothing.
- Gas prices, vehicle license/insurance continue to rise out of site.
- Reliable service and convenient schedule.
- Easier understanding of how to pay bus driver: cash, stamp card?
- Compatible transfer times location w/other transit providers.
- Expanded hours from 6-8 pm and Saturday service.
- Bring transit to Crescent City. I live there halfweek.
- Short wait time to catch transit.
- A job in town.
- Post time schedule. Call bus stops. Thank You!
- Schedule
- More bus service, more bus service, more bus service.
- Clean, fast, convenient for work hours.
- Availability, Drop off/pick up points centrally located.
- Unable to drive anymore. Still driving, dont know when that might stop.
- Old age.
- Regular frequent buses.
- Expanded hours and Saturday option.
- Longer hours, more service !!
- Low cost-free. Start-end near where needed. Time efficient.
- Later evening hrs, for Arcata & Eureka dinner & not have drive home.
- Convenient hours
- More hours to go to Arcata or Mckinleyville shop, pay bills, dr appts.
- Easy to load/unload bicycle from bus. Bicycle option on most buses.
- nothing short of losing the use of my legs and arms
- Fasreliable service to/from eureka.

## Report of Findings: FY 2016-17 Unmet Transit Needs

### Question 17- Additional comment:

#### Answer Options

#### Response Count

	21
<i>answered quesUon</i>	<b>21</b>
<i>skipped quesUon</i>	<b>26</b>

Answers:

Please expand Blue Lake Transit Service. Please consider pickup/drop off on Willow Creek routes in Blue Lake.

Publictransit is great benefit to me currently as I am nearly 100% disabled. PLEASE continue this service. Thank you.

I look forward to having reliable public transportation, a good solution for so many important reasons. Thank you!  
Aiready AM needed cab service and was left stranded for hours. Unable to walk 1.1mi uphill and cant do Jury Duty. Have you ever been unable to report for Jury Duty? When they, Humboldt Co., THREATEN you w/jail because you cant make it...Thats not a good feeling. Imagine being in jail w/Humboldt's most dangerous.!!!

I live a little east, 1 mile from BLake. As many people living in rural outlying areas getting to & from the transit is a problem. I've a pass for the BLake transit and believe in mass transit. The major problem is the Cab Co, City Cab, will NOT service a call for a short distance. They have lied to me repeatedly "we're on our way" two hours later they haven't left and then say "only when we have more customers". Need to go to the hospital? Oh well, too bad, Bum Deal! I truly hope you can find a solution. Thank You. I'd rather have a safe bike path!! I would ride as a commuter and abandon the car!

We don't have transportation needs at this time but support those that do!:) )

Expenditures of funds need to be truly used on necessary needs, not just unmet wants of unnecessary needs!

At this particular time in our life, we have no need for public transportation, therefore little interest. That said, we hope that those in need, particularly in Blue Lake, will be adequately serviced:

The Blue Lake Rancheria systems currently pass right by my home.

Really like park and ride idea in Blue lake.

And safer friendlier bus drivers!

thank you for asking. Would really like to see cheap easy rT transportation, Crescent City to Arcata or Eureka.

I don't ride on a normal basis, but I have neighbors that do. Elderly and carless. I have taken bus to pick up my truck and it was wonderful...

Thank you! Good luck!

This is a much needed service. Blue Lake could use regularly.

Need specific-available sched (not every 20 mins) (Sat 8:32 am). A light rail system between eureka, Arcata, McKinleyville, Blue Lake would be great.

.Need service M-F until at least 9:00pm. HSU students have a lot of late classes. Saturday service would be helpful too.:) Thanks for considering us!

I use my car for business purposes most days so need it at work. My son could use transportation from AHS at times when sports practices end and sometimes mornings.

I know more people would use the bus if more hours were scheduled. Earlier and mid day 6:00am- 11:00 am, and 1:00-7:00 pm or 8:00pm later. Also Saturday service to McKinleyville-Arcata. I ride the bus to work everyday, more expanded hours would be useful to me and my family.

please consider helping improve NON-MOTORIZED transportation in Humboldt County. Really what are you waiting for, your attempts in Manila are a joke. Why is it that motorists, once again, get the better end of the deal? My comments over a year ago, that a class two bicycle lane for through traffic is necessary for cyclist went unheeded, and your plan for that route is pathetic. You're looking good to anybody who doesn't ride a bicycle, but there are those of us who can see through the facade. SERVE THE PUBLIC, NOT YOURSELVES. Looking good only works until you get somebody killed. Litigation on your plate? I hope so, because ifs coming.

Our Japanese exchange student used service to/from HSU for 4 months. She would have liked more extended service on nights and weekends.

Report of Findings: FY 2016-17  
Unmet Transit Needs

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Report of Findings: FY 2016-17  
Unmet Transit Needs

Focus Survey Results:  
West End Road (Zip Code 95521)

Question 3 - In what Zip Code is your home located:

Answer Options	Response Percent	Response Count
95525 Blue Lake	0.0%	0
95519 Fieldbrook	0.0%	0
95519 Glendale	0.0%	0
95550 Korbelt	0.0%	0
95519 McKinleyville	0.0%	0
Other (please specify)	100.0%	1
	<i>answered question</i>	1
	<i>skipped question</i>	0
Other response:		
95521 West End Road		

Question 4 - Age:

Answer Options	Response Percent	Response Count
Under 16	0.0%	0
16-24	0.0%	0
25-54	0.0%	0
55-64	0.0%	0
65-75	0.0%	0
76+	100.0%	1
	<i>answered question</i>	1
	<i>skipped question</i>	0

Question 5- For Monday through Friday Service:How many trips from Monday through Friday would you use transit If it were provided? (Please

Answer Options	Response	Response Count
round trips	0	1
one-way trips	0	0
	<i>answered question</i>	1
	<i>skipped question</i>	0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 6- For Monday through Friday Service: Between the hours of 6:00 am through 10:00 pm, list the top four times of day or evening that you would use transit service:**

Answer Options	Response Percent	Response Count
6:00am	0.0%	0
6:30am	0.0%	0
7:00am	0.0%	0
7:30am	0.0%	0
8:00am	0.0%	0
8:30am	0.0%	0
9:00am	0.0%	0
9:30am	0.0%	0
10:00am	0.0%	0
10:30am	0.0%	0
11:00am	0.0%	0
11:30am	0.0%	0
12:00 noon	0.0%	0
12:30 pm	0.0%	0
1:00pm	0.0%	0
1:30pm	0.0%	0
2:00pm	0.0%	0
2:30pm	0.0%	0
3:00pm	0.0%	0
3:30pm	0.0%	0
4:00pm	0.0%	0
4:30pm	0.0%	0
5:00pm	0.0%	0
5:30pm	0.0%	0
6:00pm	0.0%	0
6:30pm	0.0%	0
7:00pm	0.0%	0
7:30pm	0.0%	0
8:00pm	0.0%	0
8:30pm	0.0%	0
9:00pm	0.0%	0
9:30pm	0.0%	0
10:00 pm	0.0%	0
Will not use service on Monday through Friday	100.0%	1
	<b>answered question</b>	<b>1</b>
	<b>skipped question</b>	<b>0</b>

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 7- For Monday through Friday Service:Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	100.0%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 8- For Monday through Friday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	0.0%	0
Blue Lake	0.0%	0
Eureka	100.0%	1
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Monday through Friday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 9- For Saturday Service:How many trips per month on Saturdays would you use transit if it were provided? (Please type in number or 0 if none)

Answer Options	Response	Response Count
round trips	0	1
one-way trips	0	0
<i>answered question</i>		1
<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

**Question 10- For Saturday Service: Between the hours of 6:00am through 10:00 pm, list the top four times of day or evening that you would use transit service:**

Answer Options	Response Percent	Response Count	
6:00am	0.0%	0	
6:30am	0.0%	0	
7:00am	0.0%	0	
7:30am	0.0%	0	
8:00am	0.0%	0	
8:30am	0.0%	0	
9:00am	0.0%	0	
9:30am	0.0%	0	
10:00am	0.0%	0	
10:30am	0.0%	0	
11:00am	0.0%	0	
11:30 am	0.0%	0	
12:00 noon	0.0%	0	
12:30 pm	0.0%	0	
1:00pm	0.0%	0	
1:30pm	0.0%	0	
2:00pm	0.0%	0	
2:30pm	0.0%	0	
3:00pm	0.0%	0	
3:30pm	0.0%	0	
4:00pm	0.0%	0	
4:30pm	0.0%	0	
5:00pm	0.0%	0	
5:30pm	0.0%	0	
6:00pm	0.0%	0	
6:30pm	0.0%	0	
7:00pm	0.0%	0	
7:30pm	0.0%	0	
8:00pm	0.0%	0	
8:30pm	0.0%	0	
9:00pm	0.0%	0	
9:30pm	0.0%	0	
10:00 pm	0.0%	0	
Will not use service on Saturday	100.0%	1	
	<b>answered question</b>		<b>1</b>
	<b>skipped question</b>		<b>0</b>

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 11 -For Saturday Service:Where would you begin your trip?

Answer Options	Response Percent	Response Count
Blue Lake	100.0%	1
Fieldbrook Road	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Will not use service on Saturday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 12- For Saturday Service:What would be your destination point?

Answer Options	Response Percent	Response Count
Arcata	0.0%	0
Blue Lake	0.0%	0
Eureka	100.0%	1
Ferndale	0.0%	0
Fieldbrook Road	0.0%	0
Fortuna	0.0%	0
Glendale Drive	0.0%	0
Korbel	0.0%	0
McKinleyville	0.0%	0
Rio Dell	0.0%	0
Trinidad	0.0%	0
College of the Redwoods	0.0%	0
Humboldt State University	0.0%	0
Will not use service on Saturday	0.0%	0
Other (please specify)	0.0%	0
<i>answered question</i>		1
<i>skipped question</i>		0

Question 13 -If transit service were provided,would you need assistance to ride the bus (i.e., wheelchair,mobility limitations)?

Answer Options	Response Percent	Response Count
Yes	0.0%	0
No	100.0%	1
<i>answered question</i>		1
<i>skipped question</i>		0

Report of Findings: FY 2016-17  
Unmet Transit Needs

Question 14- If a Park and Ride facility were centrally located in your area, would you park your vehicle at the Park and Ride and use public transit for the rest of your trip?

Answer Options	Response Percent	Response Count
Yes	100.0%	1
No	0.0%	0
	<i>answered question</i>	1
	<i>skipped question</i>	0

Question 15- Where would you suggest a Park and Ride be located in your area?

Answer Options	Response Count
	1
	<i>answered question</i> 1
	<i>skipped question</i> 0

Answer:

Post Office

Question 16- What would encourage you to become a transit user?

Answer Options	Response Count
	1
	<i>answered question</i> 1
	<i>skipped question</i> 0

Answer:

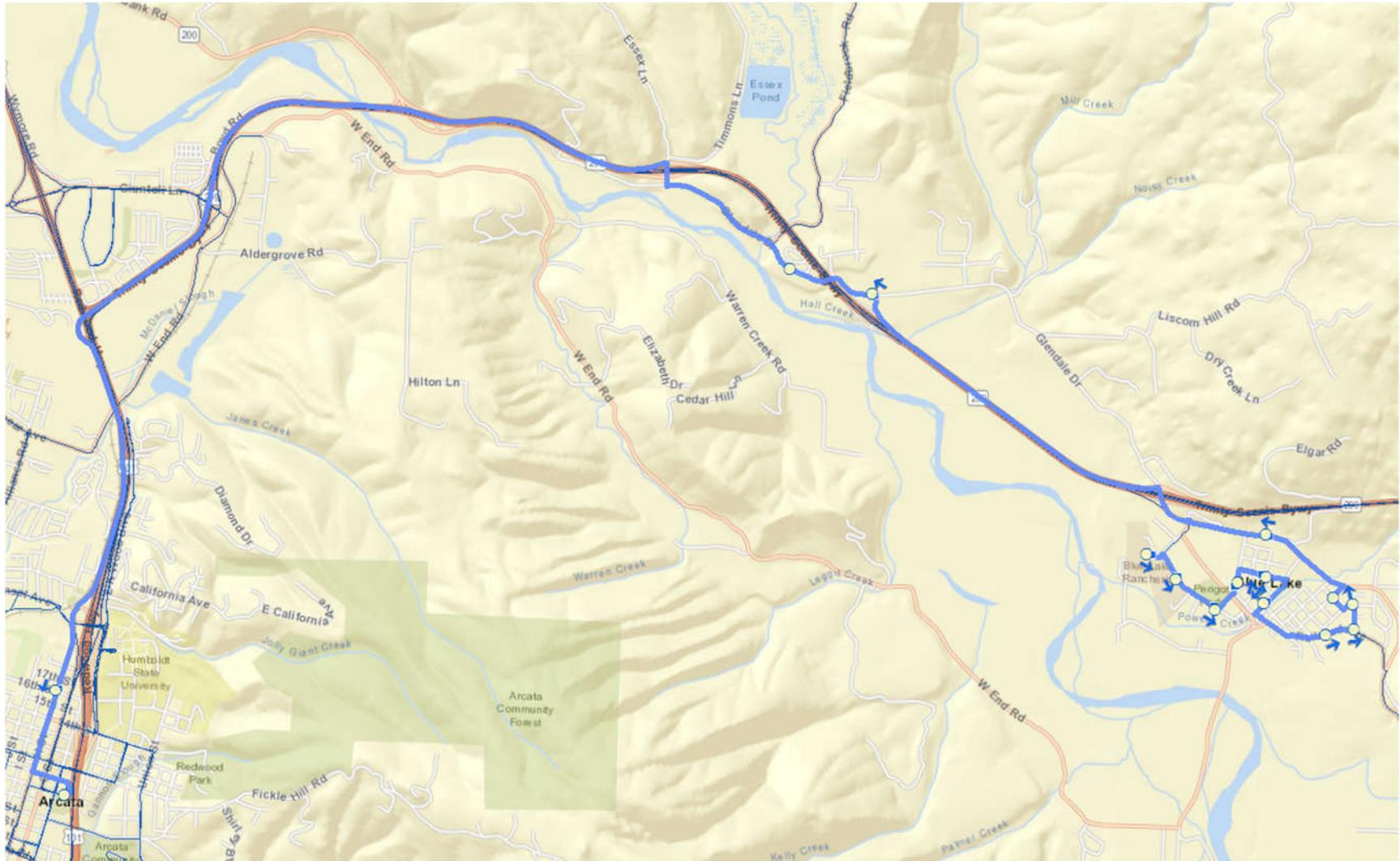
schedule



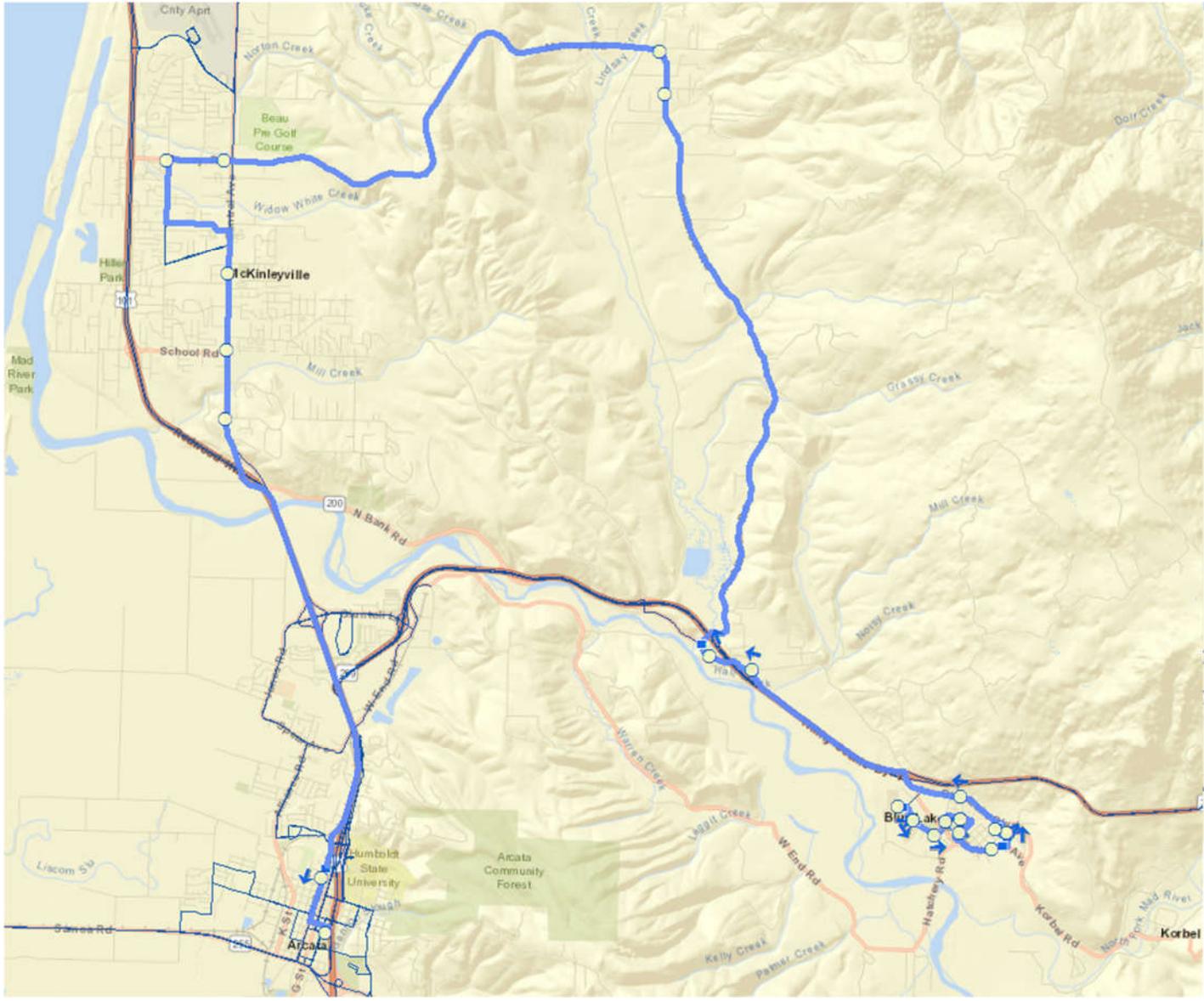
Scenario 1 & 1.1: Blue Lake to McKinleyville 2x/day



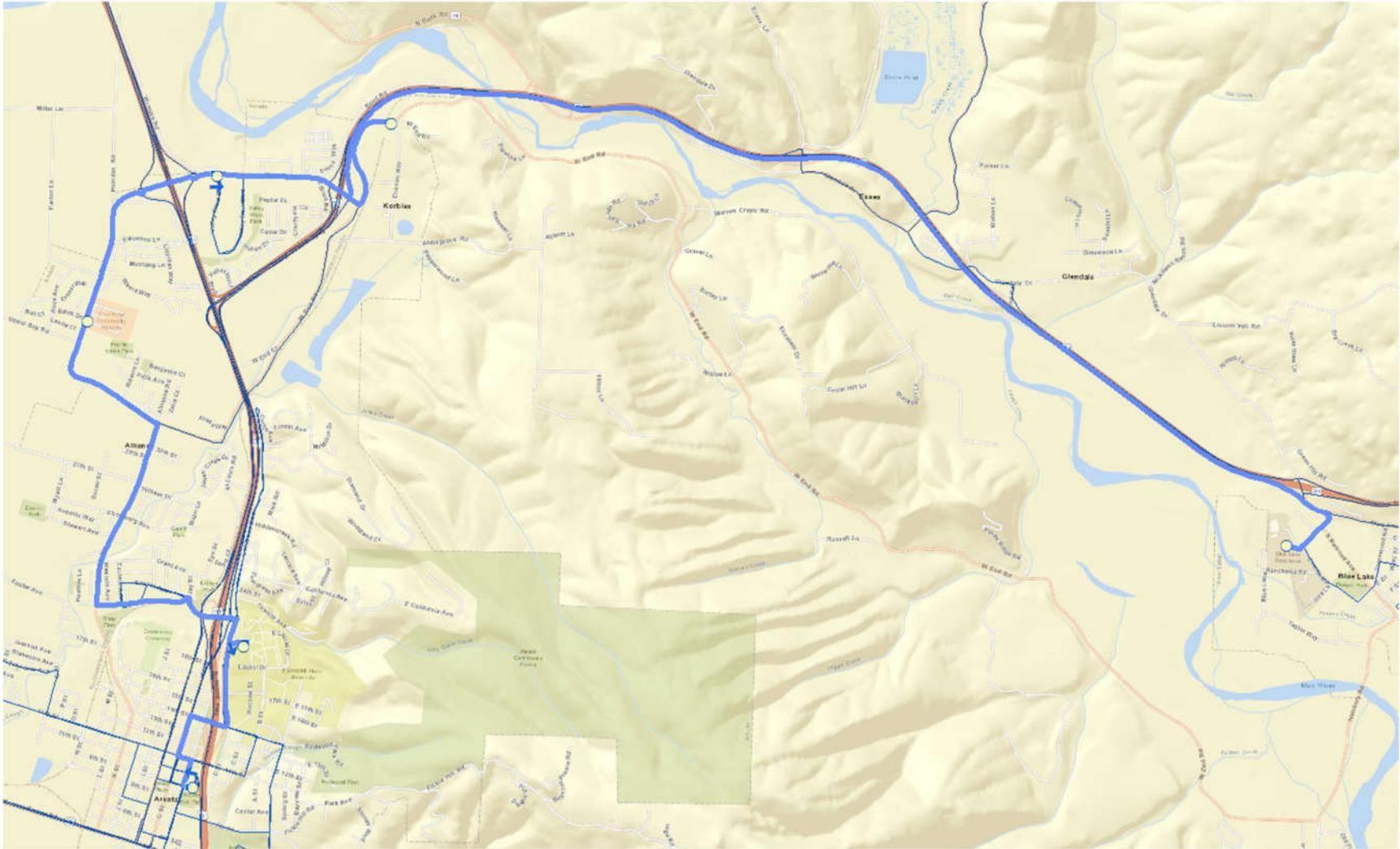
Scenario 2 & 2.1: Blue Lake to Arcata



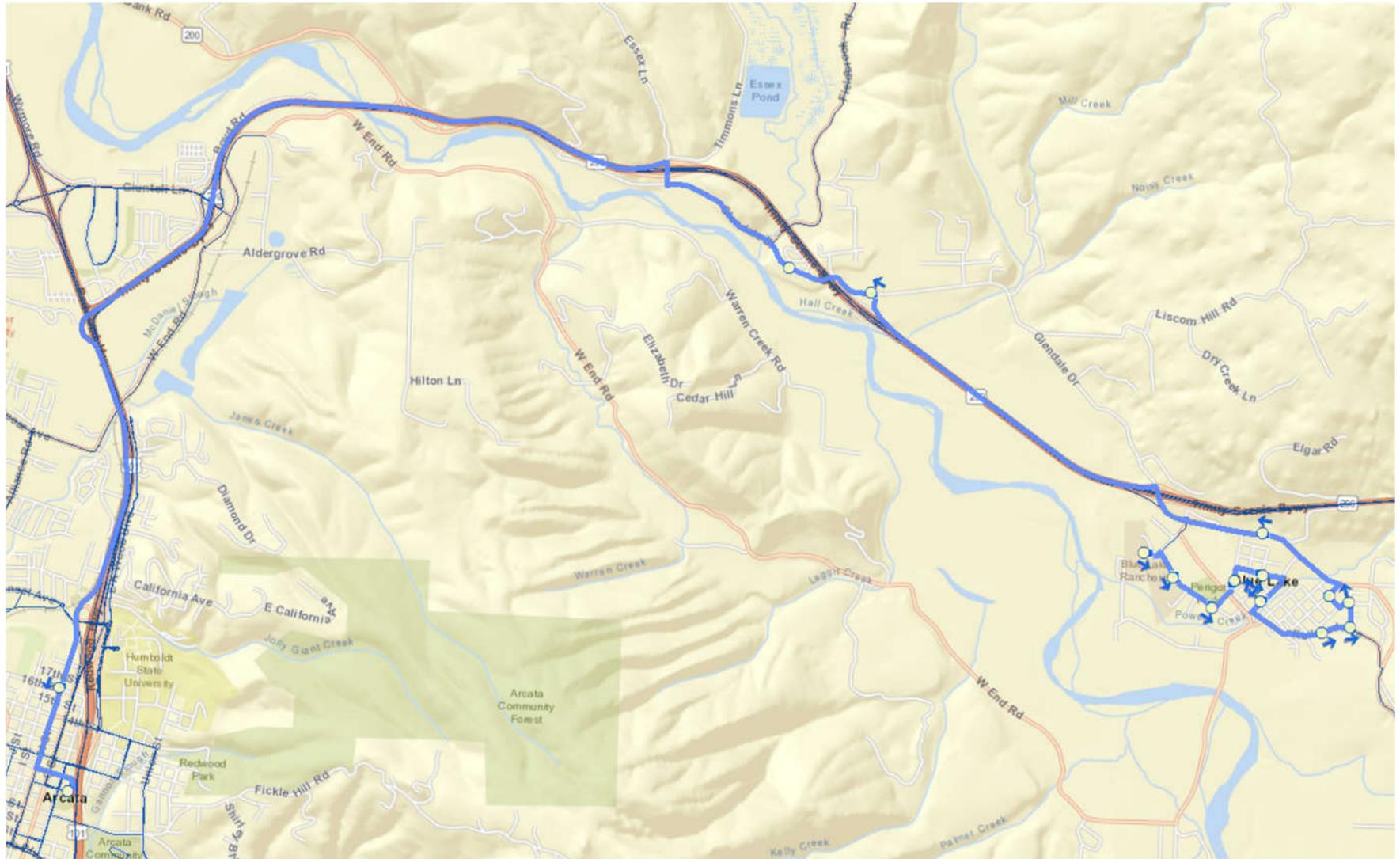
Scenario 2 & 2.1: Blue Lake to McKinleyville to Arcata 2x/day



Scenario 2 & 2.1: Arcata to Blue Lake Express Return



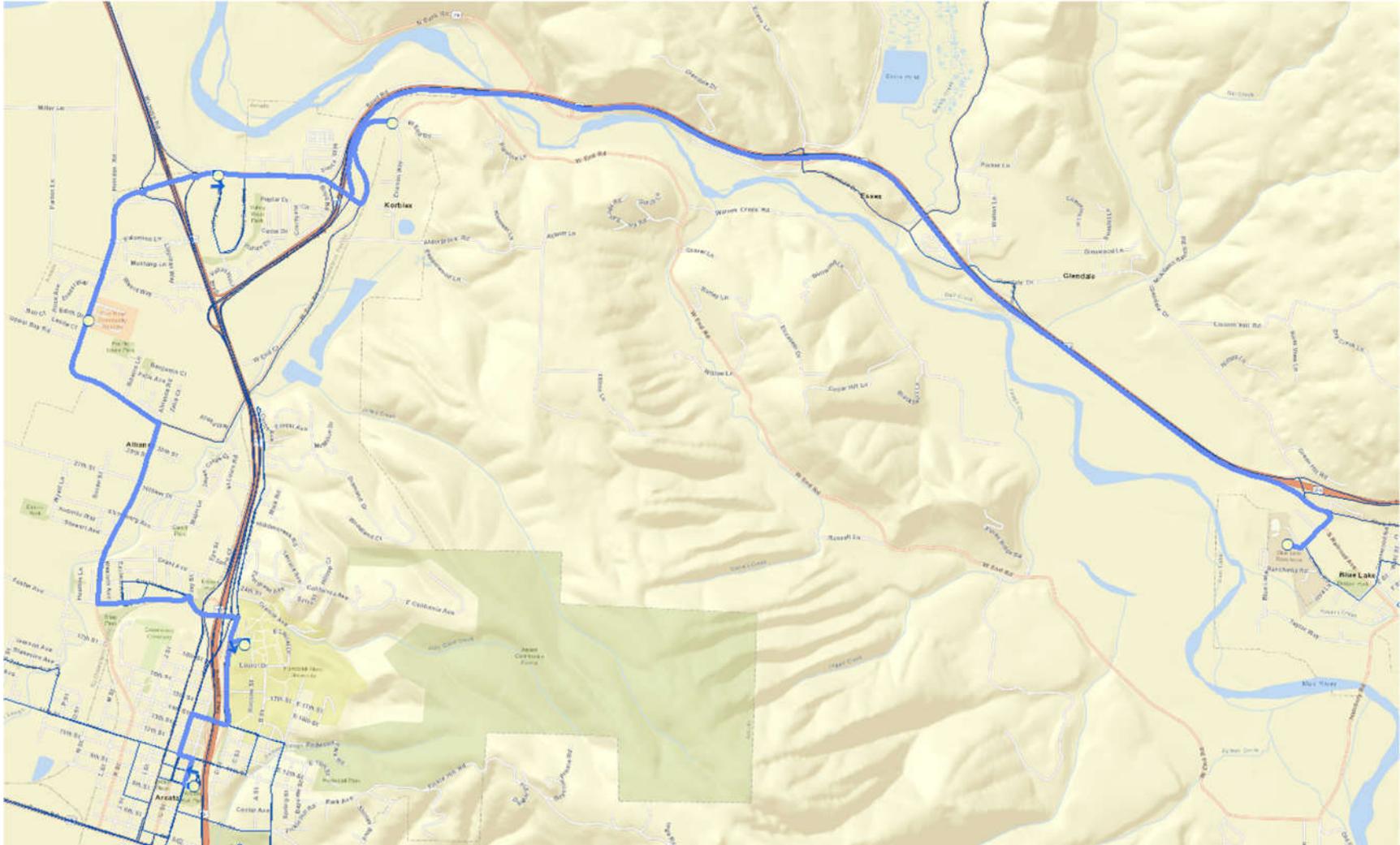
Scenario 3 & 3.1: Blue Lake to Arcata



Scenario 3 & 3.1: Blue Lake to Fieldbrook 2x/day



Scenario 3 & 3.1: Arcata to Blue Lake Express Return



Scenario 4: Blue Lake Rural Service Feeder Route

