



HUMBOLDT COUNTY TRANSIT DEVELOPMENT PLAN

Community Workshop #2 (5/23/23 – 5:00-6:30)

Held through Zoom and In-Person at 611 I St, Suite B, Eureka

Introduction

The Humboldt County Association of Governments (HCAOG) is preparing an update the Humboldt County Transit Development Plan (TDP). The TDP evaluates existing transit services and recommends improvements based on the transit services' recent performance, transit needs, and public input. The TDP will ultimately guide transit operations in the county over the next five years. HCAOG hosted the second hybrid community workshop about the TDP on Tuesday, May 23rd, 2023, from 5:00 to 6:30 PM. The workshop was hosted both on Zoom and in-person at 611 I St, Suite B in Eureka. A total of 19 people attended the meeting either virtually or in person. Study materials for the TDP are available online at <https://www.hcaog.net/documents/transit-development-plan>.

Community Workshop Overview

The first community workshop was held in February 2023 after conclusion of the regularly scheduled SSTAC meeting, which allowed members to stay in person to participate in the workshop. The purpose of the first workshop was to present findings on the existing conditions in Humboldt County and to hear the public's thoughts on the initial alternatives being considered for the TDP. Feedback from the workshop influenced what service improvements and changes were analyzed by the study team.

The purpose of the second community workshop was to present analyses of service alternatives, and to gather feedback on those alternatives. Live polls were integrated into the presentation for attendees to indicate which alternatives they favored. In-person attendees were able to answer the same questions on paper worksheets. The results of both the online and in-person workshop polling are included at the end of this summary. There was a 30-minute question and answer session after the presentation to discuss the information, clarify any misunderstandings, and to receive additional suggestions from the public about the alternatives. The presentation concluded with an overview of next steps.

Question and Answer Session

After the presentation, the study team answered questions from community members. The questions and subsequent answers are summarized below:

- Are the operating costs shown in the presentation representative of additional costs over and beyond what we are already spending, or are the costs shown the total costs for each alternative?
 - The analysis presents marginal costs, or the change in costs from today. Everything in the presentation is a change over the "status quo."
- Are the ridership levels shown in the presentation also marginal?



- Yes, the ridership impacts of each alternative shown represent the expected change in ridership over the “status quo.”
- In Eureka, shouldn’t the transfer hub location consider the potential RTS Express Services? Did LSC look at the impacts of RTS ridership when considering the two transfer hub options in Eureka?
 - The EaRTH Center Transfer Hub option would be better for RTS passengers to transfer to ETS. However, currently most ETS passengers are not transferring to or from RTS.
- In McKinleyville, would the microtransit service have a 15-30 minute wait period?
 - Yes, at least 90 percent of riders would be served within 30 minutes.
- Were Sunday ridership levels low on RTS prior to the COVID-19 pandemic?
 - Ridership on RTS was lower on Sunday compared to Saturday prior to the pandemic. Sunday ridership tends to be half of Saturday ridership. There may be unknown beneficial impacts of having transit services seven-days a week, as more people could choose to live without a car.
- When would these potential changes be implemented?
 - At the earliest, January 2024. Most likely these changes would be implemented in phases beginning in Fiscal Year 2024-25.
- Are there alternatives that consider extending A&MRTS service when Cal Poly Humboldt is also out of session?
 - Yes, the TDP is considering a few alternatives that would increase A&MRTS service levels when Cal Poly Humboldt is out of session. These options include:
 - Orange Route – weekday service beginning at 6 AM
 - Red & Gold Routes – weekday service beginning at 6 AM
 - Red & Gold Routes- weekday service until 10 PM
 - Orange Route – Sunday service from 9 AM – 5 PM
 - New Green Route – same hours as current Red and Gold Routes
 - New Green Route – during peak periods only
- What other steps is the study team going to take to get public input?
 - The second community workshop materials will be available on the HCAOG website until June 9th. The public will be able to submit comments to HCAOG or LSC by that date. The community workshop materials will be sent to project stakeholders to send out to their own networks. People who were not able to attend the workshop will be able to watch the workshop online, answer the polling questions, and review the presentation slides.
 - Please contact Stephen Luther at stephen.luther@hcaog.net or Claire Hutchinson at claire@lscstrans.com if you have comments on the alternatives presented at the community workshop. (Note that there has been extensive outreach to date.)
- Would the City of Eureka microtransit service result in the dial-a-ride service being reduced?
 - No, the microtransit service would be in addition to the existing dial-a-ride service.
- Would microtransit fares be the same as fixed route fares?
 - Our assumption for the analysis was that microtransit fares would be the same as fixed route fares, but this could be reconsidered. If microtransit services are recommended in the TDP, the fare structure for microtransit would be included in the recommendation.

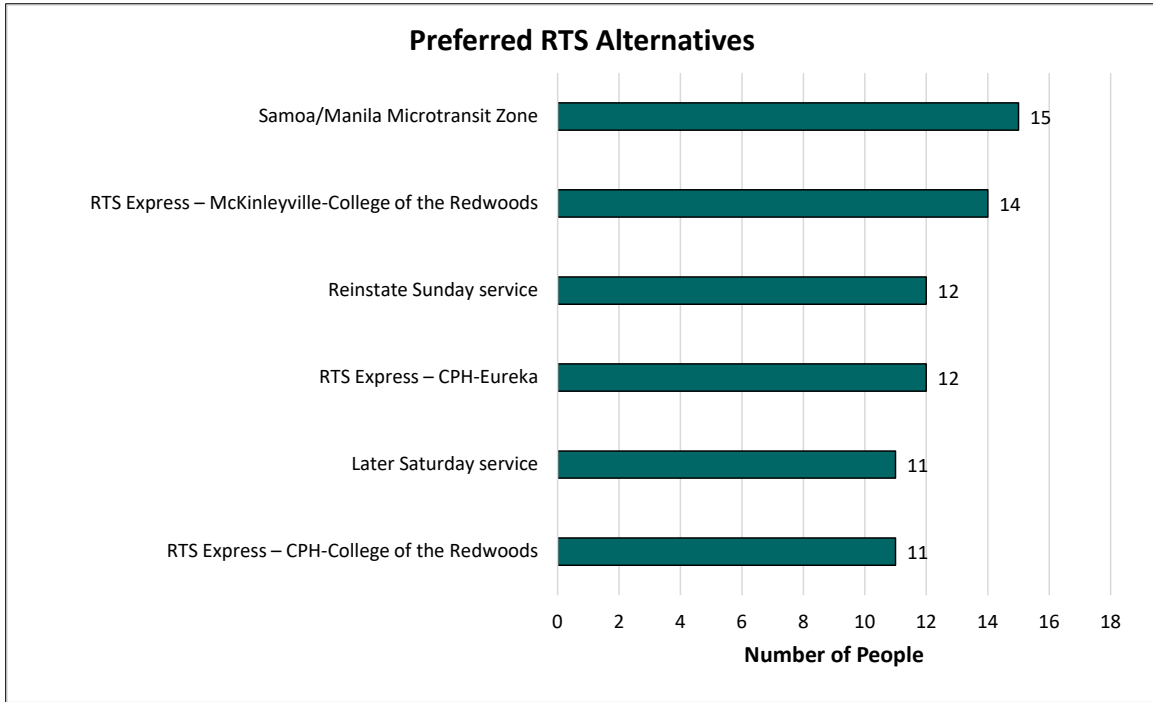


Passengers who qualify for discounted fixed route fares would also qualify for discounted microtransit fares.

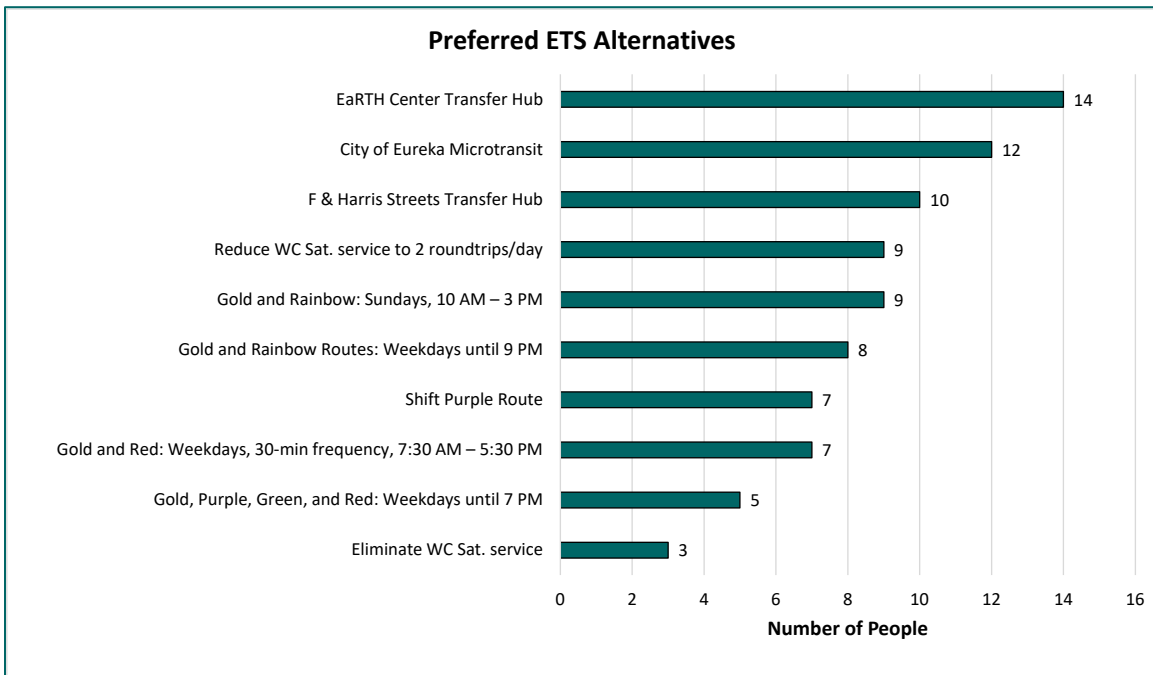
- Does the TDP consider having microtransit on Sundays instead of fixed route service?
 - There are communities who use microtransit for certain periods of the week, like evenings or Sundays. Sunday-only microtransit service hasn't seen much success in nearby areas, such as Redding in Shasta County. It is an option that could be considered but was not analyzed at this point in time due to the poor performance of other similar services.
- Does the potential McKinleyville microtransit service provide connections to the airport or Valley West?
 - The McKinleyville microtransit zone would include the airport, but not Valley West.



Poll #1:

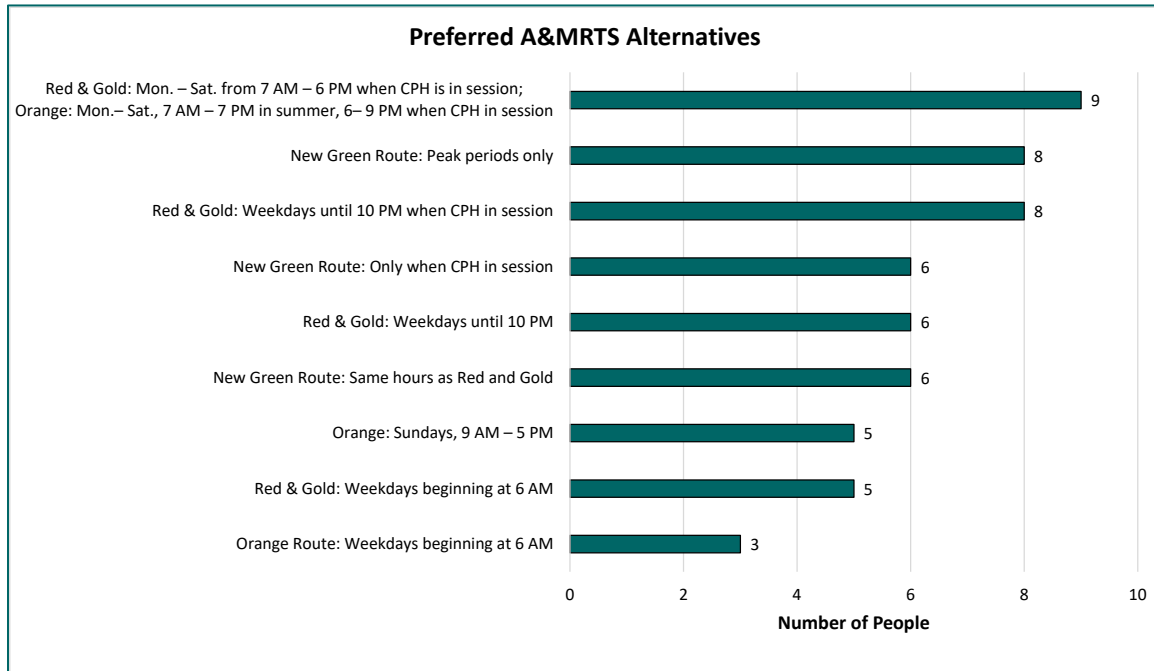


Poll #2:





Poll #3:



Poll #4:

