HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC) MEETING RECORD

Special Meeting with Service Coordination Committee (SCC)
December 6, 2018, 10 a.m., HCAOG Conference Room
and Technical Advisory Committee (TAC) meeting at 2:30 p.m.

Present:

SSTAC members:

Richard Johnson (Vice-Chair)	Public Representative
Brenda Fregoso	Consolidated Transportation Services Agency
Juliannah Harris	Tri County Independent Living
Cameron Mull	Fortuna Transit
Greg Pratt	Humboldt Transit Authority
Isa Pritting	Headstart/Early Headstart, North Coast Children's Services

SCC members:

Krista Paddock	Humboldt State University
Charlotte Merkel	County of Humboldt
Suresh Ratnam	Caltrans District 1
Dusty Napier	Klamath-Trinity Non-Emergency Transportation (K/T NET)
Catherine Sundquist	City Ambulance of Eureka

Staff & Consultants:
Oona Smith, Senior Planner
Philip Johnson, Associate Planner
Steve Wilks, IBI
Aaron Antrim, Trillium

Members of the Public:
Delo Freitas, City of Ferndale
Jeanne Rynne, Facilities HSU
Linda Doerflinger
Barbara Kennedy, Coalition for Responsible Transportation Priorities (CRTP)
Colin Fiske, CRTP
Elaine Hogan, Humboldt County Dept. Health & Human Services
Astrim Eureka Resident
Emily Sinkhorn, Natural Resource Services Division-RCAA

3. Action Items

    a.   **Mobility-on-Demand Strategic Development Plan**

DISCUSSION:

➢ Richard Johnson asked what the horizon for this project was, how quickly do we see these rolling out here? Are we planning for pilots in 10 years or 3 years? What about autonomous vehicles?

> Response: The focus will be on 3 years, which is a timeframe that HCAOG and regional agencies and governments can more confidently predict and act. Implementing transitional Mobility on Demand (MOD) services might affect later outcomes.

➢ **GAPS** *and other issues with existing MoD services*

- Greg Pratt commented: What is the liability of bikeshare, ride hailing in California? Some transit agencies in California directly contract with Transportation Network Company's (TNCs), or partner with another private company. Public transit can be found at fault even at 1%; exposure to liability (risk) is higher than private sector's.

TNCs:

- Working with TNC's, although they are not reliable or affordable for many here.

- Lacking TNC saturation of driver

- No wheelchair-accessible TNC vehicles

- People only have dial-up in several areas—southern Humboldt, for instance, or don't have smartphones, or credit card, or bank account. People with limited income don't have the same access, e.g. because no smartphone.

- Regarding private TNCs — It would be the worst thing to allow them to be the whole marketplace (the "only" service provider). It's very important to have <u>public</u> integrated MoD, and regulated.

- Will or does MoD (ride-hailing) increase Vehicle Miles Travelled (VMT)?

-        Catherine Sundquist commented: Existing taxi businesses in Humboldt can also provide TNC-style service (ride-hailing, shared rides). For example, City Cab (CAE) is developing an app (on-demand requests/reservations), which is on its third pilot iteration. Waits may be longer, but if we can get customer the real-time info (of EDT/EAT), it's usually successful.

Bikes:

- HCAOG could set up a bikeshare that, for example, HTA could promote. ?

- Last mile gap: bicycle can solve this connection. Want to put bike on bus, but ETS doesn't have racks. Increase bike rack capacity on buses, e.g., exchange double racks to triple (RTS/HTA). Put lockers at the transit stations.

- Pedi-cabs.

Buses:

- Better bus routes. Simplify ETS.

- Wheelchair capacity on buses is a limitation/gap. Also riders bring (or need to) lots of stuff onto buses (e.g., baby strollers, carrying groceries and other shopping bags, etc.)

- Mini-shuttle/bus routes that circulate in immediate community, for seniors and ADA. (Southern Humboldt used to have this service, the Quail. It didn't meet federal ridership requirements, therefore it was discontinued.)

- Cannot rely on public transit for work commute on weekends or holidays, or late night (1 a.m.) shifts. Bus time reliability could be improved. HSU students say bus schedules are not late enough or frequent enough.

- Medical area in Eureka could use better connection between ETS and RTS (routes, times).

- Better lights at bus stops

- People smoking at bus stops may be a barrier for other (potential) riders.

Could we have…..or explore….?

- Fixed route transit still has demand. How can we invest better in traditional fixed-route service?

- Examples of good policy or plans integrating public transit and MoD/TNC/new models?

- What IS the role of fixed-route network in the future of MoD?

- Visitors from urban areas expect same service up here. How (much) can we meet those expectations?

- Connect people to fixed route from a couple of miles away. Giving vouchers like Old Arcata Road pilot. To rural schools (Samoa, Carlotta, Hydesville, etc.)—for student-teacher interns, students.

- Real-time info for public transit can improve user experience.

- Eureka's rush hour—Is it work commuters?

- Medical/healthcare: Many seniors travel to S.F. Bay Area. Can we have a weekly group-ride service, for the general population (such as, non-Veterans). For uninsured? (From Southern Humboldt the access to Sempervirens is very bad.)

- Volunteer driver programs can supplement the transit network and provide additional options.

➤ **BARRIERS**

— Theft at bus stops is barrier to adding amenities. (E.g., recently installed vandal-proof-quality solar lights were stolen.)

— Food shopping by bus can take too long

— Humboldt doesn't have <u>one</u> regional entity for transit operations. HTA (Humboldt Transit Authority) is an authority and not a district

➤ **SHARED VISION?**
  ◆ Simpler interface for trip planning and payments, etc., such as a single app that displays everything at once.
  ◆ Use phone to pay all transportation services, like Token Transit expanded.
  ◆ RFID to log in
  ◆ Be useable on multiple platforms.
  ◆ Lots of different people on transit – diverse, ages from young to 90s, students, work commuters.
  ◆ Seamless
  ◆ 15-20 minute headways
  ◆ Too many bikes (<u>wants</u> too many bikes)
  ◆ Less SOVs
  ◆ Safer ped and bike routes. Eureka to Samoa.
  ◆ Uber/Lyft saturation increased. Less wait time.
  ◆ Nicer bus stops, more amenities, more seating area or more shelter coverage (with less unintended uses). {4th and D is a better bus stop.}
  ◆ Coordinated public system maximizes service, especially to underserved communities, while decreasing VMT.
  ◆ Charging on bus. Wifi on bus.

Technical Advisory Committee
2:30 p.m.

TAC Meeting Notes
Action item: Presentation for Mobility on Demand

➤ Tom Mattson – What is the population mass necessary to make these things work? A lot of things don't work here because we don't have the volume to make it work.

➤ Existing services:
  - There are multiple existing ferry/microtransit in the tribal areas.

Respectfully submitted,
Philip Johnson, Associate Planner