

A topographic map of Amador County, California, showing a network of transit routes. The routes are highlighted in blue and green, connecting various towns and communities. Key locations include Shingle Springs, River Pines, Plymouth, Lone Band of Miwok, Drytown, Amador City, Sutter Creek, Lone, Buena Vista, Camanche Village, Camanche North Shore, Martell, Jackson, Pine Grove, Red Corral, Volcano, Pioneer, Buckhorn, and Drytown. Major highways 16, 49, 88, and 26 are also shown. The map is overlaid with text for a project debrief.

# Amador County

## Coordinated Public Transit – Human Services Transportation Plan 2020-2024

# Project Development Workshop Debrief

# Agenda

- Coordinated Plan Workshop Participant Input
- Discussion of Working Goals & Strategies
  - Strategy discussion & prioritization from workshop
  - Points of interest/ importance to ACTC & Amador Transit
- AMMA and ACTC/AT Next Steps

# November 13<sup>th</sup> Workshop

## ■ 22 participants

- Amador Transit
- Amador Rides
- Amador County Transportation Commission
- Common Ground
- Arc of Amador and Calaveras Counties
- Social Services Transportation Advisory Council (SSTAC)
- First Five
- Council on Aging
- Operation Care
- Amador County Social Services Dept.
- Amador County Behavioral Health Dept.
- Victory Village
- Three bus riders

# Participant Input

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- Three opportunities for input
  - Comments on themes from initial outreach
  - Comments on goals and strategies
  - “Most Important” strategy for their constituents
- Comments on themes will be integrated into existing conditions and identification of gaps
- Comments on strategies and “most important” will be used to refine goals and strategies

# “What’s Most Important?”

## ■ Populations of Concern

- Persons who are homeless
- Mule Creek Prison population & visitors
- Veterans getting to Mather VA
- Dialysis patients
- Upcountry residents

## ■ Partnerships to stretch scarce resources

- Collaboration around service area overlap
- Collaboration around eligibility – seniors, veterans, persons with disabilities have more choices; general public have fewer choices

## ■ Sustainability of human service transportation

- Struggle to stay in existence
- Supplements public transit

## ■ Difficult to ensure sufficient capacity to meet demand

## ■ Resources Awareness Promoted

- Logisticare and MediCal’s transportation benefit
- Amador Rides for shorter trips
- Common Ground serving veterans and out-of-county trips

# “What’s Most Important?”, cont.

## ■ Current AT network not serving work trips well

- Getting to work and back in p.m.;
- Need weekends and longer service day
- Move buses faster; routes circuitous
- 2<sup>nd</sup> and 3<sup>rd</sup> shift, weekend retail workers not well
- Need service till 7 p.m.
- Need an 11 p.m., midnight service option

## ■ AT service level concerns:

- Long ride times
- Desire shorter, more direct trips

## ■ Lower-income workers use transit, need transit:

- Restaurants
- Box stores and warehouses
- Walmart and Lowes
- Jackson Rancheria

# “What’s Most Important?”, cont.

## ■ Upcountry traveler concerns

- General public won’t be eligible for Expanded ADA dial-a-ride service
- Bus stops still long walks for Upcounty residents
- First mile/ last mile concerns for upcountry residents
- Small communities with very limited options: River Pines, Comanche, Pine Grove, Irish Town

## ■ Door-thru-door service is very important to some riders



# “What’s Most Important?”, cont.

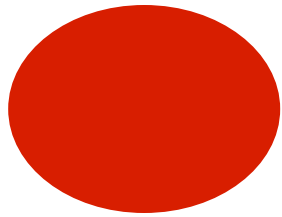
- Desired long-distance connections (medical) – Stockton and Lodi
- Commuters need rideshare/ vanpools for Sacramento/ long-distance work trips
- Multi-modal transit connection in Sacramento
  - To improve regional connections
- Complete Streets approach:
  - Bus stops with more lighting
  - Safety concerns of pedestrians, transit users, bicyclists
  - Making streets safer for all
- Bicycle to bus promoted
  - Bike pedestrian plan important
  - Bike storage, bike paths

# **Ratings on Working Coordinated Plan Goals and Strategies**

Amador County

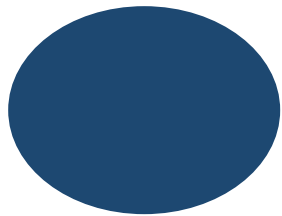
# Prioritization

## Six Goals, 22 Strategies



3 Top Priority

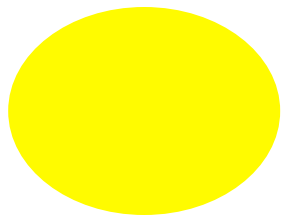
Potential  
to Add  
Strategies



3 Second Priority

Role of

“interested,  
willing and  
able”



3 Third Priority

# All Goals, Strategy Rankings



# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #1: FIXED ROUTE NETWORK -

Maintain, rebuild and enhance the fixed route network to respond to riders' requests for more service.

### Strategies

1.1. Provide more direct and efficient service in the core population areas of Jackson and Sutter Creek.

1.2 Restore evening and, potentially, Saturday service within the core area, to facilitate work trips.

1.3 Ensure that routes that serve outlying communities are of sufficient span to meet the needs of work and school commuters.

1.4 Secure additional funding, including new and discretionary fund sources, to support operations.

ADD: Consider alternative service delivery models (e.g. more direct routes, plus general public dial-a-ride) to improve service efficiency and provide more trips.

# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #2: CONNECTIONS -

Maintain and ensure quality connections to regional transportation and out-of-county destinations, including health care destinations.

### Strategies

2.1 Maintain and enhance connection to Calaveras Connect, including Columbia College (four daily trips on weekdays).

2.2 Maintain Amador Transit Route 1 Sacramento connection (with two daily round trips on weekdays.)

# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #3: PARTNERSHIPS -

Promote new partnerships that expand mobility choices.

### Strategies

3.1 Transportation partnerships with human service agencies and Logisticare vendors to expand use of the public transit network:

- Buying tickets or bus passes
- Booking trips on dial-a-ride
- ADA certification processes and other eligibility review processes
- Individualized trip planning

3.2 Partnerships that may enhance the capacity and cost-effectiveness of human service transportation-providing organizations:

- Shared vehicle maintenance programs
- Outplacement to human service agencies of refurbished vehicles that have reached the end of their useful life.
- Collaborative dispatching facilities

3.3 Continue cost-sharing as a MediCal vendor, to provide non-emergency medial trips to eligible riders.

# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #4: OPTIONS FOR ISOLATED COMMUNITIES, LONGER TRIPS -

Build and promote existing and new service options for those living in isolated communities and to address longer distance, out-of-county trips.

### Strategies

4.1 Promote the expanded dial-a-ride service area (ADA Plus) – providing trips to ADA certified riders who live beyond the ¾ mile ADA corridor.

4.2 Promote other service options, including human service specialized transportation that can serve seniors and/or healthcare trips for MediCal eligible riders.

4.3 Promote Amador RIDES existing volunteer driver program. Consider modifying the program to include mileage reimbursement to drivers identified by the consumer needing a ride (e.g. Tuolumne TRIP).

4.4 Secure additional funding, including new and discretionary fund sources to support these specialized transportation programs



# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #5: INFORMATION –

Build upon mobility management functions, developing an active and integrated transportation information network to increase awareness and use of available public transit and human service transportation options.

### Strategies

5.1 Ensure that complete info tools exist for each available transportation service.

5.2 Actively promote connections to other transit services and potential for out-of-county travel via AT and Calaveras Connect.

5.3 Actively promote destination-oriented trip-making on Amador Transit.

5.4 Conduct active, periodic outreach to gatekeepers for target audiences. Educate them about available services and provide promotional tools.

5.5 Maintain a database of contacts for communicating upcoming service changes, public meetings and other news.

5.6 Participate in regular coordination meetings among Amador, Calaveras and Tuolumne County transit agencies as well as other key transportation providers.

ADD: Consider annual 3-county transit forum and/or combined SSTAC meetings

# Prioritization

Red= 2/3<sup>rd</sup> or more; Green = 1/2 of Votes

## Goal #6. INFRASTRUCTURE –

Promote infrastructure improvements supporting mobility, including public transit use and active transportation use for pedestrians and bicyclists.

### Strategies

6.1 Encourage and promote active transportation projects by the County and communities.

6.2 As appropriate, integrate information about bicycle and pedestrian initiatives into transit information

6.3 Support grant applications by stakeholders, county and communities, that seek infrastructure improvements, as identified in regional transportation plans.

# All Goals, Strategy Rankings



**Next Steps  
For AMMA and for ACTC and  
Amador Transit**

# Next Steps – Draft Plan

- Administrative Draft Coordinated Plan, Locally Developed
  - Existing Conditions draft – **any ACTC/ AT corrections?**
  - Presentation of Recommended Goals & Strategies
    - Refined by November stakeholder input
    - Strategies described and prioritized
    - Prioritization modified by “interested, willing and able” leader
  - Implementation Guidelines
    - Responsible party(ies), implementation cost range, implementation feasibility, action steps to commence, funding source possibilities
  - **ACTC/ AT plan for posting on website**

# Next Steps – Calendar

- Getting to draft plan
  - End of December - Administrative draft (each of 3 counties)
    - Edits made, returned within 5 to 7 working days
  - January - **posting on websites: AT & ACTC websites**
    - AMMA to e-mail notice to stakeholders when Coordinated Plan is available for stakeholder review
  - February date for closing of comment and plan modifications
- **Plan adoption by ACTC late winter**
  - February or March scheduling
  - If presentation desired, timeframe ideally coordinated among 3 counties