

Agenda Report

TO: CITY COUNCIL

November 5, 2001

FROM: CITY MANAGER

SUBJECT: PROPOSED INTERIM EXPANSION PLAN FOR THE PASADENA ARTS
TRANSIT SERVICE

RECOMMENDATION

It is recommended that the City Council:

- 1) Approve the route structure and service plan for the Pasadena Area Rapid Transit System (ARTS) shown on Attachment 1 and Table 1;
- 2) Authorize the City Manager to amend the contract approved by City Council on September 24, 2001, with Coach U.S.A. Transit Services in an amount not to exceed \$ 16,074,125 for an initial period of five years (this amount includes a change order amount of \$75,000) with the option to extend the contract for two one-year periods. (See Table 2 for a comparison of the contract rates);
- 3) Approve a journal voucher amending the FY 2002 Operating Budget and appropriate \$453,900 to the ARTS program (Account detail provided in Table 3) and recognize revenue funds in the amount of \$453,900 for ARTS (Fund 209) to offset this budget.
- 4) Approve a reduction in future set aside amount of Reserve for Future projects from twenty percent to ten percent.

TRANSPORTATION ADVISORY COMMISSION RECOMMENDATION

The Transportation Advisory Commission reviewed this item on October 11, 2001. The Commission supported the interim route restructuring and service plan and the reduction in the set aside amount of Reserve for Future projects from twenty percent to ten percent.

EXECUTIVE SUMMARY

The proposed route structure is intended to accomplish two basic goals: improve travel patterns and reduce overcrowding. The proposed routes will address concerns with the current configuration of the Uptown Route by breaking apart the east-west travel from the north-south

travel. The proposed routes will also improve east-west travel by reducing the time it takes to travel from one side of the City to the other. The routes will also improve travel on two important north-south corridors (Fair Oaks Avenue and Lake Avenue) and provide transfer links to the east-west routes. It is anticipated that the overcrowding that currently exists on the Uptown Route will be mitigated by this separation of east-west travel from the north-south travel patterns.

The proposed service plan (Table 1) is intended to support the increased route coverage of the City, while controlling the number of service hours necessary to provide basic service until the more extensive service plan envisioned by the Transportation Advisory Commission can be implemented.

BACKGROUND

The Department of Public Works & Transportation has developed a plan to relieve overcrowding on the Pasadena ARTS Uptown Route and minimize the Downtown Route's impact on residential streets. This plan is intended to be an interim measure to improve service while the ARTS expansion plan proposed by the Transportation Advisory Commission (TAC) on August 20, 2001, is being refined, and cost estimates and revenue plan are being developed. The proposed route structure and service plan are shown on Attachment 1 and Table 1, respectively, with a brief discussion of both items below. The cost for the service is shown in Table 3 and discussed below. The implementation date of the proposed service is Saturday, March 2, 2002.

Proposed Route Structure

Proposed Route 10: This route closely duplicates service currently provided on the Downtown route. The significant change is the elimination of the South Lake Avenue portion of the route and the extension of service to Hill Avenue, the latter designed to provide service to Pasadena City College. The South Lake area service is provided by proposed Route 20, which allows the removal of transit operation on the residential streets of San Pasqual Street and Wilson Avenue. This route design does change the direct link of service between downtown and the South Lake area. However, connections between proposed Route 20 and the new Route 10 can be made at either Green Street or Colorado Boulevard.

Proposed Route 20: The proposed route structure is designed to improve service on the existing Uptown route by providing more direct east-west and north-south travel along four major corridors. The two north-south corridors are Fair Oaks Avenue (with a slight deviation onto Marengo Avenue and Raymond Avenue) and Lake Avenue. These two corridors are tied together in one route (Route 20) that operates in both a clockwise and counterclockwise direction. The north portion of the Fair Oaks Avenue route segment is similar to existing Uptown service, but extends to south Fair Oaks Avenue to provide access to medical facilities and Blair High School. The north portion of the Lake Avenue route segment also covers areas of Lake Avenue currently served by the Uptown route. The new route also covers the South Lake area currently served by the Downtown route.

Proposed Route 30: This route provides service to Washington Boulevard and Lincoln Avenue currently served by the Uptown route. In order to maximize route efficiencies, the eastern portion of the route has two route segments, which both terminate at the same location: Rosemead Boulevard and Foothill Boulevard. This is a common practice that allows one base route to cover two separate street segments.

Proposed Route 40: This route provides for additional east-west coverage along two important corridors, Villa Street and Orange Grove Boulevard, and includes street segments currently covered by the Uptown route. This includes the portion of Villa Street between Lake Avenue and Los Robles Avenue, which has high-density senior housing. The western end of the route provides service to the Pasadena Senior Center and Old Pasadena. The eastern end of the route provides service to Pasadena High School and the Hastings Ranch shopping areas.

Proposed Service Plan

The ARTS service currently operates approximately 24,900 service hours annually. The proposed service plan (Table 1) increases service to approximately 42,700 annual service hours. The proposed service frequency is: Route 10: 15 minutes; Route 20: 30 minutes; Route 30: 30 minutes and Route 40: 35 minutes. Staff examined the option of more frequent service during peak periods on Route 20 and Route 30 (20 minutes); however, this would require at a minimum 3,500 more service hours annually.

Proposed Service Plan Budget

A budget for service has been developed, Table 3. The costs are closely tied to the proposed service plan and route structure. If either plan changes, these costs will also need to be modified. The proposed budget includes increased use of Local Return transit funds. To make these funds available, it is requested that the City Council approve a reduction in future set aside amount of Reserve for future projects from twenty percent to ten percent. The Transportation Advisory Commission has reviewed this recommendation and is in agreement with this proposal.

Pasadena ARTS Ridership Information

Information regarding ridership may be useful in reviewing the proposed service expansion plan. The transportation planning work done in 1998 for the ARTS expansion plan (the Mobility Options for the Millennium, MOM, study) included a route line analysis for both the Uptown and Downtown routes. This is the most comprehensive information that is available. The attached graphs (Graphs 1 through 8) provide a look at the number of passenger boardings and alightings at each bus stop on both routes, for an average weekday.

Uptown Route: The Fair Oaks/Lincoln portion of the route is extremely well used. The stop at Lincoln and Woodbury had 130 boardings a day, while every stop from there to Villa (eastbound) has at least 30 and usually 50 or more boardings a day. The study notes that it appears that many of the riders along this segment are making very short trips. The northeast portion of the line, while longer, is less productive. The strongest parts of the line are along Villa

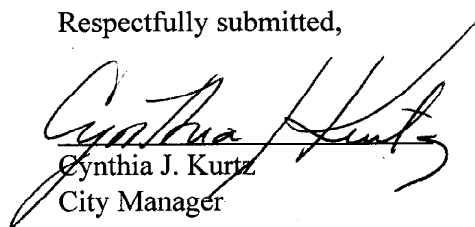
and Lake Avenues and at the Hastings Ranch area. The weakest part of the Uptown service is between Orange Grove/Sunnyslope to Washington/Allen (excluding these two stop locations). The low usage in this area reflects the low-density residential nature of the route segment, and is most likely affected by the wide spacing of stops that require people to walk greater distances to reach a bus stop.

Downtown Route: The report notes that the most striking feature of the route is that it appears to be used much more heavily in one direction (westbound along Colorado Boulevard) than the other. The westbound ridership along Colorado is much higher than the eastbound ridership on the parallel portion of Green Street. The assumption drawn is that the Colorado segment attracts riders who have a choice in riding either an ARTS bus or MTA bus, which ever comes first. These same users are not traveling on Green Street, but more than likely remain on Colorado for their eastbound trips.

FISCAL IMPACT


It is requested that the City Council approve the proposed interim plan to improve ARTS transit service. The cost to implement this plan for the last part of this fiscal year (March through June) will be \$453,900. Approval of the recommended actions will require a budget adjustment to the ARTS accounts as shown on Table 3. The additional costs include contract costs, fuel and other associated costs for service expansion. Council recently approved a General Fund allocation of \$230,000 to partially cover this cost. Additional revenue from the bus shelter contract, and use of Proposition A and C unencumbered fund balance as detailed in Table 3 will be used to offset the program expenses.

Respectfully submitted,




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City Manager

Prepared by:



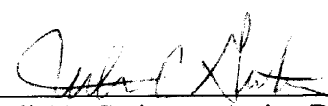
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Attachments