

Agenda Report

TO: CITY COUNCIL

October 28, 2002

FROM: CITY MANAGER

SUBJECT: STATUS REPORT ON PASADENA AREA RAPID TRANSIT SYSTEM
(ARTS) RIDERSHIP

RECOMMENDATION

This report is for information only.

BACKGROUND

On July 15, 2002, the City Council received a report on the status of ridership on the Pasadena Area Rapid Transit System (ARTS). The restructuring of ARTS service in March 2002, resulted in a greater than estimated growth in ridership. This growth, and the use of small temporary buses, resulted in a capacity problem on two of the system's routes. A cursory survey of service noted that one of the four buses on Route 20 was impacted as well as the bus on Route 31. It was anticipated that the delivery of new, larger buses would alleviate this situation; however, a study was planned for September to monitor the impact.

Ridership on the ARTS system has continued to grow, with an increase of approximately 24 percent in August (180,400 passenger trips) from the start of service in March (145,900 passenger trips). To determine the impact of the growth, a detailed ridership survey was conducted in September, with follow-up in October. This study examined the ridership on each bus, for a one-day period. The survey excluded Route 10, as this line has not had any reported problems. The results of the survey indicate that while buses do operate with periodic full passenger loads, these trips are infrequent. There was only one bus (one of the four on Route 20), that had to pass-up passengers for a portion of one trip. The study did however note other service problems that need to be addressed. Specifically, the 25-minute schedule on several trips could not be maintained due to a combination of heavy passenger pick-ups and traffic conditions. This resulted in buses falling significantly behind schedule to the point where they were detoured to get back on schedule. This happened on two of the 32 trips on Route 31 and one of the 31 trips on Route 32.

Information from the ridership survey will be used to make adjustments to the ARTS schedules. However, staff needs to collect additional data to determine the specific changes necessary to improve service reliability. It is anticipated that an adjustment in the service frequency from the current 25 minutes to 30 minutes will be necessary. The City Council and the Transportation Advisory Commission approved a 30 minutes service frequency for the service in November 2001, staff and the contractor thought this could be changed to a 25 minutes frequency, which has proved to be difficult to maintain. These changes can be made with no impact on the current budget. Service monitoring will continue.

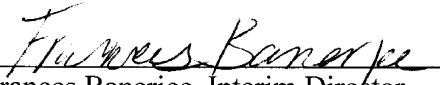
Respectfully submitted,


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