

Agenda Report

October 25, 2010

TO: Honorable Mayor and City Council
FROM: Department of Transportation
SUBJECT: CITY COUNCIL WORKSHOP ON CENTRAL DISTRICT STREETCAR CONCEPT

RECOMMENDATION:

This report is for information only.

BACKGROUND:

In response to the growing interest in the concept of using a streetcar to connect the different areas of the Central District of Pasadena, the Business Improvement Districts (the Old Pasadena Management District, the Playhouse District Association, and the South Lake Avenue Business Association) and Paseo Colorado Holdings, Ltd. joined the Pasadena Center Operating Company and the City of Pasadena to fund a study of the economic potential and possible financing of a streetcar line that would link the several business nodes in the Central District of Pasadena.

A consultant was hired to determine the economic feasibility, preliminary costs and possible funding mechanisms for a streetcar line serving downtown Pasadena. The study focused on the economic and fiscal effects of a streetcar (rather than the design and engineering details) to answer the following critical questions:

- What are the benefit and the long term cost to the City of Pasadena, its residents, businesses and property owners?
- What options are available to finance that cost and how would potential financing mechanisms affect the City of Pasadena, its residents, businesses and property owners?

The consultant's report has recently been completed and provides a framework for discussion of the streetcar concept. Although the specific alignment of the streetcar route was not a part of the consultant's charge, their work did focus on a route that would operate via a one-way loop on Union and Green Streets as far west as Pasadena Avenue and two-way on Lake Avenue south to California Boulevard. The initial portion of the potential alignment is approximately two miles in total length.

The consultants also considered scenarios in which the streetcar could proceed east on Green Street from Lake Avenue to Hill Avenue, which would connect with Pasadena City College and California Institute of Technology, or east on California Boulevard to also connect to CalTech.

The study involved the following analyses:

- An evaluation of current and future demographics in the Central District
- Evaluation of retail market conditions, hotel/conference/tourism conditions, employment in the Central District, and development opportunities
- Summaries of potential funding mechanisms
- Case studies of other streetcar cities
- A preliminary evaluation of system construction and operating costs and design issues that included parking and transportation
- An assessment of potential economic benefits of the streetcar
- An economic value analysis of the cost to properties proximate to the route
- Recommendations for financial strategies to fund the streetcar

The presentation of the report at City Council will be made by the funding partners and will be an overview that highlights the benefits, costs/financing and next steps of the streetcar.

COUNCIL POLICY CONSIDERATION:

This workshop supports the General Plan guiding principle, "Pasadena will be a city where people can circulate without a car." The streetcar concept supports the following objectives of the Mobility Element:

- Promote a livable community
 - Policy 1.9 - Promote the enhancement of attractive, convenient non-auto services providing access to neighborhood districts, community and regional centers, and mixed-use boulevards.
 - Policy 1.12 - Promote environmentally friendly and convenient transportation services.
- Encourage non-auto travel

Respectfully submitted,



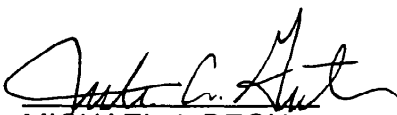
FREDERICK C. DOCK

Director

Department of Transportation

for

Approved by:



MICHAEL J. BECK
City Manager