

Agenda Report

TO: CITY COUNCIL

DATE: February 14, 2005

THROUGH: FINANCE COMMITTEE

FROM: CITY MANAGER

SUBJECT: AMENDMENT TO THE FISCAL YEAR 2005 ADOPTED CAPITAL IMPROVEMENT PROGRAM BUDGET TO INCLUDE A NEW PROJECT IN THE "TRAFFIC CONTROL AND FACILITIES" SECTION ENTITLED "METRO RAPID BUS PRIORITY SYSTEM"

RECOMMENDATION

It is recommended that the City Council:

1. Amend the Fiscal Year (FY) 2005 Adopted Capital Improvement Program (CIP) Budget to include a new project in the "Traffic Control and Facilities" section entitled "Metro Rapid Bus Priority System";
2. Recognize and approve a journal voucher appropriating \$700,000 in Los Angeles County Metropolitan Construction Authority (METRO) funds for the "Metro Rapid Bus Priority System" Project (Project # 75508); and authorize the City Manager to execute necessary Agreements or a Memorandum of Understanding (MOU) between City of Pasadena and Metro regarding these funds; and
3. Acknowledge that the "Metro Rapid Bus Priority System" project is categorically exempt from the California Environmental Quality Act (CEQA) according to section 15301, Existing Facilities, of the CEQA guidelines, and authorize the City Manager to execute, and the City Clerk to file, a Notice of Exemption therefore with the Los Angeles County Clerk.

PLANNING COMMISSION RECOMMENDATION

The Planning Commission reviewed and voted unanimously on January 26, 2005 to recommend Council approval of the project.

BACKGROUND

On December 20, 2004, the Los Angeles Metropolitan Transportation Authority (Metro) expanded the Metro Rapid Bus project in the City of Pasadena. This new bus line serves the cities of Hollywood, West Hollywood, Glendale and Pasadena along the route depicted in the attached map.

The Metro Rapid Bus Program is a high capacity transit system distinguished from a regular bus service by the following enhancements and attributes:

1. Frequent Service – The wait between bus arrivals is 10 minute or less
2. Bus Signal Priority – ability to extend signal green time as they approach a signal
3. Headway-based schedule – Bus arrives at a set interval every 3 up to 10 minutes rather than actual arrival times
4. Simple route layout – Route is simple so it is easy to find, use, and remember
5. Fewer Bus Stops or Stations – Bus stops are spaced about $\frac{3}{4}$ mile
6. High capacity buses with level boarding and alighting – Bus has 40-seats, and has low floor to speed up passenger pick-up and drop-off
7. Normally has own separate bus stops but could be integrated with existing bus stops
8. Color-coded buses and stations – Metro has distinct bright red color to make it easy to identify.

This proposed Capital Improvement Project (CIP) will implement the bus signal priority, listed as number two above. This component provides the ability for the Rapid buses to affect the signal changes at an upcoming intersection. This involves extending a green signal until the buses pass through the intersection or shortening the red signal so the traffic along the Rapid bus route will get a green light quicker than they otherwise would have.

The proposed Metro Rapid Bus Priority System CIP project will include the following:

1. Upgrade of the traffic signal hardware and controller at all affected signals.
2. Installation of bus sensors approaching each signalized intersections.
3. Installation of the server at the Traffic Management Center to receive bus-prediction information to the local controllers.
4. Installation of a northbound left-turn signal arrow at Colorado Boulevard and Hill Avenue to facilitate the Rapid Bus' return trip.

There are 22 city-owned traffic signals along Colorado Boulevard from Orange Grove Boulevard to Hill Avenue that will require the signal upgrades.

If approved, the design component of this project will begin as early as February 2005 and the construction will be completed before the end of November, 2005.

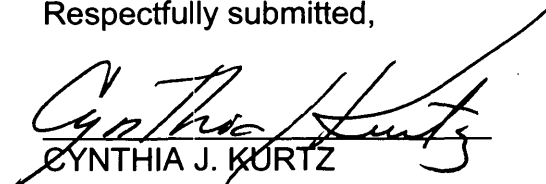
ENVIRONMENTAL IMPACT

The Environmental Administrator has determined that this project is categorically exempt from CEQA per section 15301, Existing Facilities, of the CEQA Guidelines. The Metro Rapid Bus Priority Project is consistent with the Mobility Element of the General Plan, will encourage more transit users and improve transit safety by reducing stops along the route.

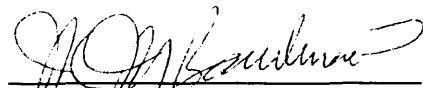
FISCAL IMPACT

The total estimated project design and construction cost is approximately \$700,000. Metro will fund 100% of the total project cost with no matching funds required. Approval of this project will increase the FY 2005 Adopted CIP Budget by \$700,000.

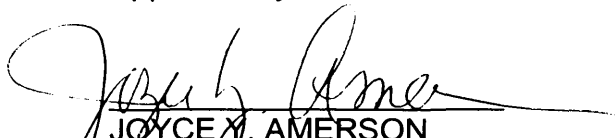
Respectfully submitted,


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