



**CITY OF GLENDALE, CALIFORNIA
REPORT TO THE:**

Joint City Council Housing Authority Successor Agency Oversight Board

December 10, 2019

AGENDA ITEM

Report: Transit Route Analysis including the results of the public outreach, updated information regarding route alignments and coordination with other transportation projects, and proposed service plan.

- 1) Motion to note and file Transit Route Analysis report; approve the Beeline service changes as selected by Council; and direct staff to prepare Motions and Resolutions of Appropriation, as needed, to implement the desired service changes.

COUNCIL ACTION

Public Hearing Ordinance Consent Calendar Action Item Report Only
Approved for December 10, 2019 calendar

ADMINISTRATIVE ACTION

Submitted by:
Yazdan T. Emrani, P.E., Director of Public Works

Prepared by:
Kathryn Engel, Transit Manger

Approved by:
Yasmin K. Beers, City Manager

Reviewed by:
Roubik Golanian, P.E., Assistant City Manager

Michele Flynn, Director of Finance
MF MK NW

Michael J. Garcia, City Attorney

Signature
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[Signature]
by *[Signature]*
[Signature]
[Signature]

RECOMMENDATION

It is recommended that the Council:

- 1) Approve all of the recommended service changes for the Beeline, or designate those recommended service change options to be approved, and
- 2) Direct staff to return at the next meeting for an approval of resources to implement the desired service changes.

BACKGROUND/ANALYSIS

Since the last Beeline route analysis in 2013, Downtown Glendale has seen major growth in urban density with increased retail, office space, new hotels and housing units. During this time period, student populations have shifted between the three Glendale Community College campuses, and what used to be peak AM and PM commute times for employment are now dispersed throughout the day.

In September 2018, the City awarded a contract to Dan Boyle & Associates (DBA) to conduct a Transit Route Analysis (TRA). The TRA provides a comprehensive vision of how Beeline can adapt to the aforementioned changes and reorient service to better meet the travel needs of current and future Glendale residents and visitors. This analysis takes into consideration how Beeline, Metro and LADOT routes work together as a mobility network in Glendale, and also considers future conditions including the proposed Metro Bus Rapid Transit (BRT), North and South Glendale Community Plans, and the proposed Glendale Streetcar, among others.

In July 2019, the Transportation and Parking Commission (TPC) received a presentation from DBA on the findings and results from the data collection and analysis work from the TRA project. Based on the findings and initial public input, DBA presented draft recommendations for Beeline service changes for public comment.

After completing additional significant community outreach on the recommended service changes, DBA returned to TPC in September 2019 and reported on the stakeholder feedback. DBA presented the updated proposed service changes and discussed how the recommendations consider future conditions including Metro's NextGen, Metro Bus Rapid Transit (BRT), and proposed Glendale Streetcar.

Recommended Service Changes

The recommended service changes intend to optimize operating effectiveness and efficiency by creating new service, modifying route alignments, running time, frequency, span of service and fine-tuning service levels to ensure the best allocation of City resources.

Exhibit 1 - Recommended Beeline Service Changes describes recommended service changes per route along with their related net operating cost and one-time capital cost.

Exhibit 2 – *TRA Recommended Route Maps* is the visual link to the proposed service changes. The complete Transit Route Analysis Draft Report is available for reference in the Management Services and Public Works Administration offices.

One group of service changes is slated for implementation in February 2020, as they do not require significant capital purchase of buses. A second group of service changes is slated for July 2020, to allow enough time to purchase new buses. Staff is also recommending deferring disposal of two transit buses (B58 & B59) for use on the Route 4 service change until new buses can be obtained.

Among the service change recommendations are basic improvements to the existing service and one new bus route on Glendale Avenue. Staff is also recommending conducting two significant 1-year pilot projects: 1) extending the service day by adding weekday evening service Monday-Thursday until 10:15 p.m., and, 2) extending the service day by adding evening service Friday-Saturday until 10:15 p.m. The extended weekday hours will provide students at the three Glendale College locations, as well as retail, restaurant, and health care employees improved transit access. In addition to providing employee access, the Friday and Saturday night hours are intended to support patronage of the retail, restaurant, and entertainment venues that contribute to Glendale's 18-hour city.

The pilot projects for evening service are recommended for a 1-year trial period. The measurement of success on any pilot route is to achieve a minimum of 10 passengers per hour. Pilot routes that have 10 or more passengers per hour will continue in service after the trial period, and those pilot routes with less than 10 passengers per hour will be automatically discontinued at the end of the pilot period.

Resources to Implement Changes

Pending City Council's action to approve some or all of the recommended service changes, staff will return to Council for approval of the resources required to implement the chosen service changes. If Council desires to make no service changes and keep the Beeline system the same, then no further action is warranted.

If all recommended Beeline service changes are selected, the increase in annual net operating cost (operating cost less anticipated fare revenue) is \$2,509,000. The service changes would also require one-time capital expenditures for five new buses to operate the expanded service and two spare buses for maintenance service. Staff is recommending purchasing five new buses through a competitively bid statewide contract with CalAct for approximately \$3,125,000. Staff is also recommending deferring disposal of two transit buses (B58 & B59) that have reached their useful life, and extend that useful life at least six years by replacing and changing the engines and major components of the buses at a cost of \$250,000. These two buses would be used immediately on Route 4 until the new buses arrive, and then be used as spare buses for maintenance.

Due to timing of this proposed service change, the proposed electric bus funding provided by Glendale Water and Power (GWP) will not change the number and type of buses being requested. The GWP funding will be used for a future bus purchase since the electrification infrastructure is not currently available and the lead time for delivery of an electric bus is approximately 18 months. The City Council recently approved participation in a grant agreement for a bus electrification feasibility study that will provide the planning needed to secure any future electric bus infrastructure or vehicle funding from outside agencies. Once the study is completed, the City will have an infrastructure plan to bring the required power supply to the Beeline Maintenance Facility and on-route charging locations, along with an operations plan for electric bus deployment.

FISCAL IMPACT

The proposed Beeline service changes, if approved in part or in whole, will increase annual operating costs and will require one time capital costs to repower two buses and purchase additional buses.

If adopted in whole, annual net operating costs will increase by \$2,509,000; and will require a one-time capital expense of \$3,125,000 to purchase 5 buses and \$250,000 to extend the life of two existing transit buses. In future years, there may be operating cost savings if any or all of the pilot service is discontinued.

Funding for the service changes and capital costs is available from Transit Local Return Program Fund balances. Staff will return to Council as directed with Motions and Resolutions of Appropriation as needed to implement selected service changes.

ALTERNATIVES

Alternative 1: The City Council may approve all of the recommended service changes for Beeline, and direct staff to return for Council approval of resources to implement the service changes.

Alternative 2: The City Council may select some of the recommended service change options as delineated in Exhibit 1, and direct staff to return for Council approval of resources to implement the selected service changes.

Alternative 3: The City Council may choose to not to approve any of the recommended service changes, and continue to operate the Beeline system as it is today.

Alternative 4: The City Council may consider any other alternative not proposed by staff.

CAMPAIGN DISCLOSURE

Not applicable.

EXHIBITS

Exhibit 1 *Recommended Beeline Service Changes*

Exhibit 2 *TRA Recommended Route Maps*

MOTION

Moved by Council Member _____, seconded by Council Member _____, that the Council of the City of Glendale hereby:

1. Notes and files a report on Transit Route Analysis including the results of public outreach, updated information regarding route alignments and coordination with other transportation projects, and proposed service plan;

2. Approves Beeline service changes as follows:

[Option 1 – Approve all the recommended service changes for the Beeline]

[Option 2 – Approve the following recommended service change options for the Beeline: _____

_____]; and

3. Directs staff to prepare appropriate Motions and Resolutions of Appropriation to implement the desired service changes.

Vote as Follows:

Ayes:

Noes:

Absent:

Abstain:

APPROVED AS TO FORM

Michael J. Jones
CITY ATTORNEY

DATE 12/5/15

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Exhibit 1 – Summary of Recommended Beeline Changes

Route # Description	Option	Recommended Changes February 2020	One-time Capital Cost / New Buses Required	Annual Net Operating Cost Increase	1-Year Pilot Project Net Cost Increase
1 GTC to Stocker Square via NB Central / SB Brand	1	<ul style="list-style-type: none"> • New Route 1 to operate bi-directional on Central only. • Increases frequency to every 10 min. • Remove Route 1 & 2 Beeline service from Brand. (Route 11 stays in place) • Brand becomes a Metro/regional focused corridor. 		\$15,000	
2 GTC to Stocker Square via NB Brand / SB Central	1A	<ul style="list-style-type: none"> • PILOT 1B: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$104,000
3/31/32 Downtown to JPL via Glendale Av	3	<ul style="list-style-type: none"> • Merge Route 32 with Route 3. • Schedule update/peak period trippers. 			
	3A	<ul style="list-style-type: none"> • PILOT 3B: Add 1 year of evening service until 10:15p Mon-Thu to serve downtown employees, transfers and GCC-Verdugo night classes. 			\$61,000
	3B	<ul style="list-style-type: none"> • PILOT 3C: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$89,000
4 Downtown Glendale to Roosevelt Middle School via Chevy Chase Dr	4	<ul style="list-style-type: none"> • Improve frequency to every 10 min. weekdays; and 20 min. weekends. • Extend route south to GTC, for improved service to/from southeast Glendale from Metro transfer stops and train station. 	\$1,250,000 (2 additional buses)	\$729,000	
	4A	<ul style="list-style-type: none"> • PILOT 4A: Add 1 year of evening service until 10:15p Mon-Thu, to service downtown and night classes at GCC-Garfield. 			\$166,000
	4B	<ul style="list-style-type: none"> • PILOT 4B: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$137,000

Route # Description	Option	Recommended Changes February 2020	One-time Capital Cost / New Buses Required	Annual Net Operating Cost Increase	1-Year Pilot Project Net Cost Increase
5 Pacific Park to Hoover HS via Pacific Av	5A	<ul style="list-style-type: none"> PILOT 5A: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$47,000
6 Pacific Park to GHS via Colorado Bl	6A	<ul style="list-style-type: none"> PILOT 6A: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$49,000
7 Riverside Rancho to GCC via Glenoaks Bl	7	<ul style="list-style-type: none"> Move westbound route alignment to operate on Kenilworth Av at Hoover/Toll/Keppel to reduce bus delays on Pacific Ave. Only serve Hoover/Toll/Keppel loop at AM and PM bell times to relieve congestion on Pacific Ave. 			
	7A	<ul style="list-style-type: none"> PILOT 7A: Add 1 year of evening service until 10:15p Mon-Thu to serve downtown transfers and GCC-Verdugo night classes. 			\$75,000
	7B	<ul style="list-style-type: none"> PILOT 7B: Add 1 year of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$103,000
12 GTC Express to BRITC via San Fernando Road	12A	<ul style="list-style-type: none"> PILOT 12A: Add 1 year of one earlier weekday trip both directions in the afternoon. 			\$22,000
All Routes	13	<ul style="list-style-type: none"> Repower two buses that have reached their useful life, to extend life at least 6 years as spare buses for maintenance. 	\$250,000		

Cost for February Options

\$1,500,000

\$744,000

\$853,000

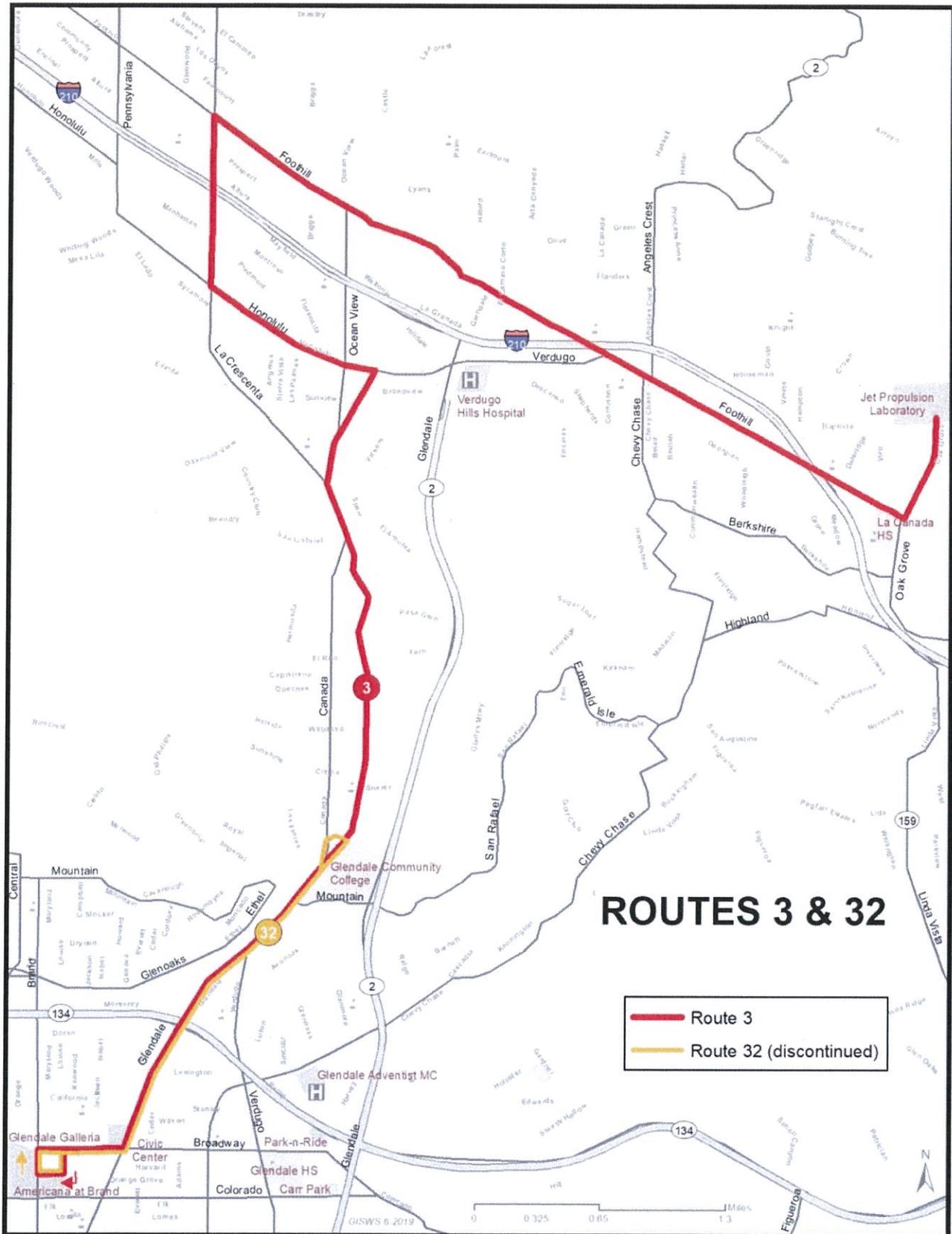
Route # Description	Option	Recommended Changes July 2020	One-time Capital Cost / New Buses Required	Annual Net Operating Cost Increase	7 Month Pilot Project Net Cost Increase
8 NEW GTC to GCC via Glendale Ave	8	<ul style="list-style-type: none"> • New route providing local service in high ridership area. • One seat ride from GTC to Civic Center and GCC-Verdugo. • Frequency is every 20 minutes. 	\$1,875,000 (3 additional buses)	\$799,000	
	8A	<ul style="list-style-type: none"> • PILOT 8A: Add 7 months of evening service until 10:15p Mon-Thu, to serve retail employees and night classes at GCC-Verdugo. 			\$65,000
	8B	<ul style="list-style-type: none"> • PILOT 8B: Add 7 months of evening service until 10:15p Fri & Sat to serve 18-hour downtown. 			\$48,000
11 GTC Express to Downtown	11	<ul style="list-style-type: none"> • Restructure Route 11 route alignment to gain efficiency via Brand and Central if Route 8 is in operation. 			

Cost for July Options	\$1,875,000	\$799,000	\$113,000
Sum Cost for February and July Options	\$3,375,000	\$1,543,000	\$966,000
Total Operating Cost Increase for All Options		\$2,509,000	

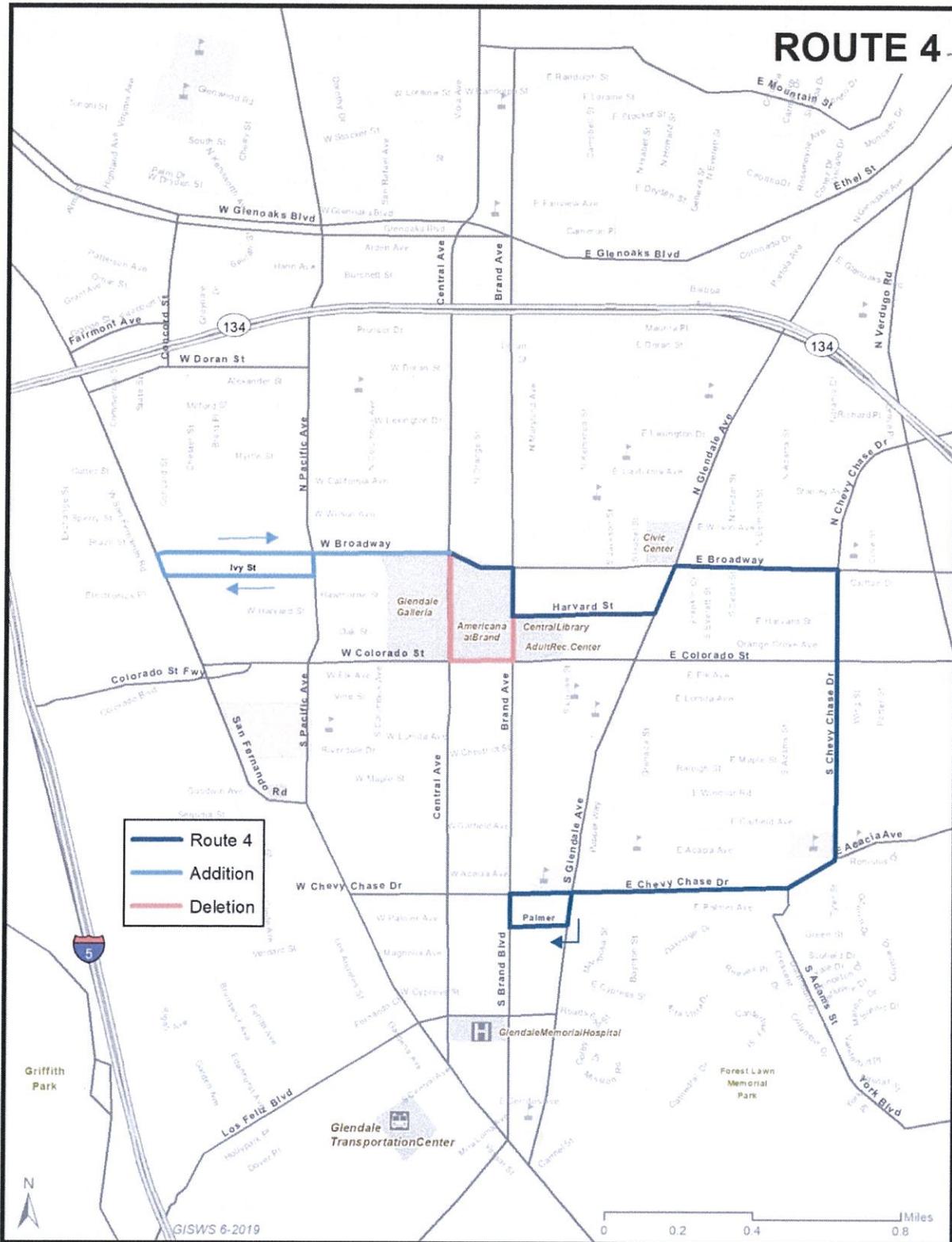
Exhibit 2

TRA Recommended Route Maps

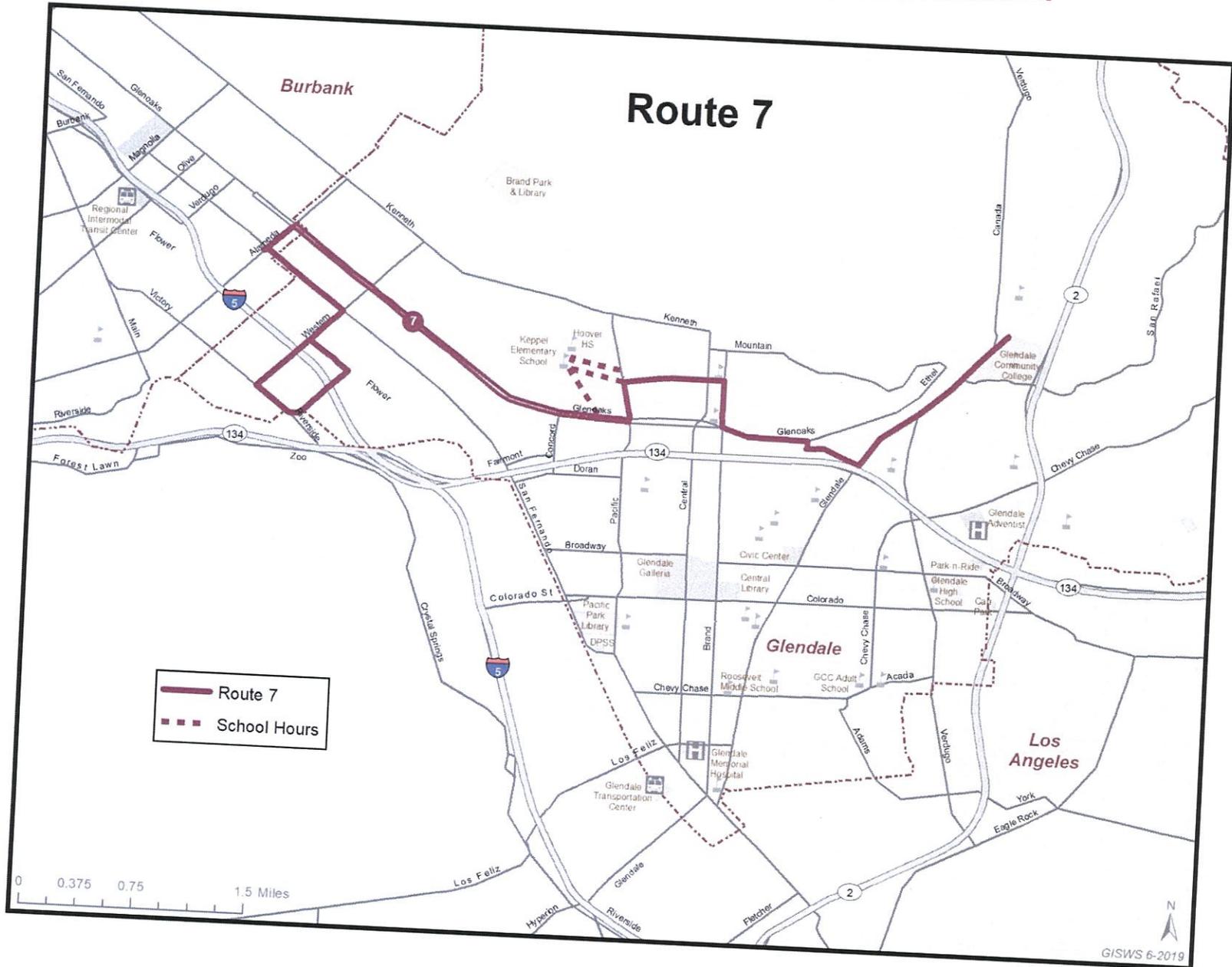
Route 3: Downtown to JPL via Glendale Av



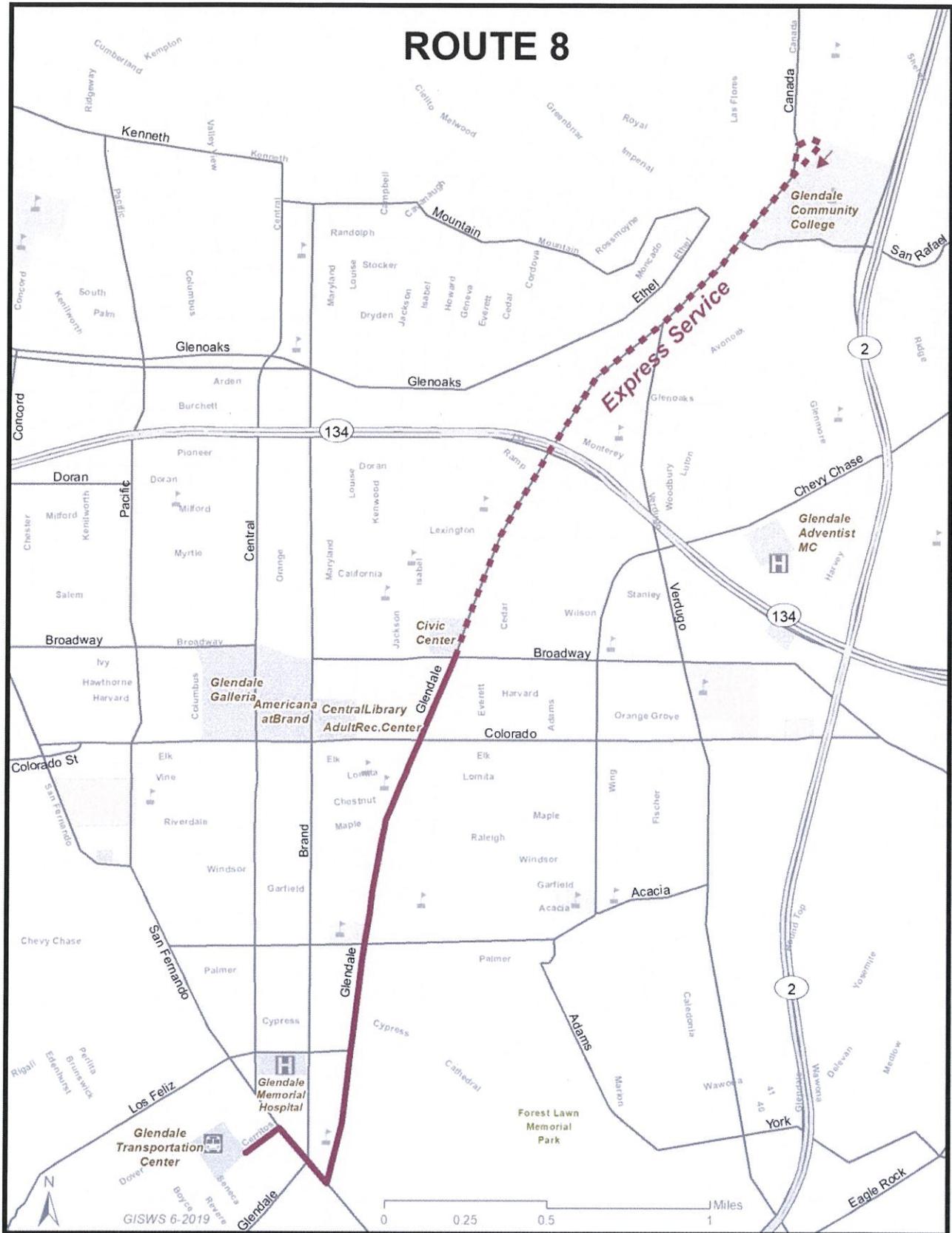
Route 4: Downtown Glendale to Roosevelt Middle School Via Chevy Chase Dr



• **Route 7: Riverside Rancho to GCC via Glenoaks BI**



NEW Route 8: GTC to GCC via Glendale Ave



Route 11: Metrolink Express from GTC to Downtown

