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PRESENTATION OF THE PROPOSED GLENDALE URBAN SHUTTLE (GUS) 2 ROUTE RECONFIGURATION

Staff Contact: Jack Friedline, Director, Public Works

Staff Presenter: Trevor Ebersole, Deputy Director, Public Works

Staff Presenter: Kevin Link, Transit Administrator

Purpose and Policy Guidance

The purpose of this presentation is to inform Council of a proposed reconfiguration of the Glendale Urban Shuttle (GUS) 2 route to better serve the needs of the community.

Background

The city began providing GUS service in downtown Glendale in the fall of 1998. Originally, this circulator service was comprised of two routes (GUS 1 & 2) operating in opposite directions. A third route (GUS 3) was implemented in September of 2003. This route connects with routes 1 and 2 providing circulator service to residents who wish to travel as far north as Peoria Avenue between 55th and 63rd Avenues, and includes stops at the Glendale Adult Center, Main Library, Northern Crossing, Glendale Community College, YWCA, and other points of interest. GUS circulator routes provide same-day transit services which gives residents an alternative to Dial-A-Ride service.

The three routes have not changed since 2003. Over the past few years, Transit has received several requests

to expand GUS service to 43rd Avenue and south of Glendale Ave to serve residents in those neighborhoods, where there is no convenient access to public transportation.

Analysis

Transit staff propose reconfiguring the GUS 2 route to start and end at Tanner Terrace at 45th Avenue and Palmaire which is a senior assisted living facility. Another elderly and disabled housing complex that would be served is St. John's Manor which is at 51st Avenue and Myrtle. Both assisted living facilities currently must rely on Dial-A-Ride or family members for transportation. The reconfigured route will give these residents direct access to facilities and destinations such as Northern Crossing, grocery stores, pharmacies, the Post Office, the Community Center, Rose Lane Park, as well as downtown Glendale. They will also be able to connect with GUS 1 and 3 to access other areas and destinations within Glendale.

In Fiscal Year 2016-17, GUS 1 served a total of 67,329 passengers, GUS 2 served 11,398 passengers, and GUS 3 served 12,184 passengers for a combined total of 90,911 passengers on all three circulator routes. In the first several years of the revised route, ridership is expected to increase on two of the routes, with GUS 1 picking up the previous GUS 2 riders and GUS 2 ridership expanding with the new area.

The hours of operation will be the same as the current route (9:00AM to 6:00 PM) and will run Monday thru Friday. This new route will be a little longer than the current route, so the time between arrivals at stops (frequency) will increase. The frequency on the current route is 30 minutes whereas it will be 45 minutes on the new route. However, because of the longer route, it is expected that the route will have fewer trips and lower overall operating cost when compared to the current routing. A 2% increase in ridership is anticipated over current GUS 2 ridership in the first year.

Community Benefit/Public Involvement

Transportation programs and services provide a benefit to Glendale residents and visitors. Residents of Tanner Terrace and St. John's Manor, and residents in the adjoining neighborhoods, have expressed the need of circulator service to assist with daily transportation needs to quality of-life facilities in Glendale, without the restrictions of using the Dial-A-Ride service which requires that reservations be made in advance. GUS 2 route reconfiguration will include the two above facilities by providing convenient low cost transportation services to the residents.

Budget and Financial Impacts

Transit staff do not anticipate any budget impacts as a result of the proposed GUS 2 route reconfiguration.

Current operating costs for GUS 2 are anticipated annually at \$191,360 and the city has applied for a 5310 New Freedom Grant to offset 50% of the FY 2017-18 operating expenses of GUS 2.

GUS total operating expenses for all three routes for FY16 totaled \$768,840 and fares collected totaled \$21,676 for the same period.

