



CITY of CALABASAS

TRAFFIC & TRANSPORTATION COMMISSION AGENDA REPORT

DATE: JULY 20, 2023

TO: TRAFFIC AND TRANSPORTATION COMMISSION

FROM: TRA'A BEZDECNY, ASSISTANT ENGINEER

SUBJECT: DISCUSSION ON MICROTRANSIT OPTIONS

**MEETING
DATE:** JULY 25, 2023

BACKGROUND:

In January of this year, Council approved an amendment to the Ideal General Services Inc. Contract to create a pilot demand response transit program. Council requested Staff return and present innovative solutions in order to move forward with a permanent program. The pilot program began on February 18th and has been successful so far. This report discusses potential options available to the City to make it a permanent transit program.

Staff began meeting with different companies who provide microtransit solutions in February. Microtransit is a specific term for demand response service, and moving forward the service will be called a microtransit program. Microtransit consists of a multi-passenger transportation service that serves passengers using dynamically generated routes. Companies Staff met with include Slidr, Spare, RideCo, and others. Staff also met with Agoura Hills to discuss their new program and attended a Local Transit Systems Subcommittee (LTSS) where LA County Metro presented on their program.

DISCUSSION/ANALYSIS:

Where are we now?

The City of Calabasas provides multiple transportation services. These programs include Line 1, Peak Hour Shuttle Routes (Lines 2-5), Seasonal Trolley, Seasonal Beach Bus, Dial-a-Ride, and the pilot microtransit program. Line 1 operates Monday-Friday, 6:30 a.m. to 6:00 p.m. on a fixed route and schedule throughout City Limits. Our existing pilot program operates only on the weekend 9 a.m. to 5.p.m., and allowing rides door-to-door anywhere in

Calabasas and to 10 specified out-of-city destinations. See Attachment C for existing routes for Line 1 and microtransit program.

Over the 5 months the pilot has been in operation, we have had a total of 360 unique passenger trips (UPT), which is a monthly average of 70 riders. 74% of these riders are not registered with Dial-A-Ride, meaning these passengers would otherwise not have access to a weekend transit service in the City. Our existing cost per passenger for this program is \$102.67, with a 3% offset generated by fares. 82% of destinations are within the city limits, with the rest of the trips going to Topanga Mall, Kaiser Medical, and religious centers outside of the City. Attachment D shows a location map showing pick-up and drop-off destinations, but the frequency of travel between these destinations is not shown. Staff did not collect specific rider profile information, but based on information provided by the service provider, riders were a majority middle-aged, with some riders in their 20s and a few seniors.

To put these numbers into perspective with our weekday ridership, Line 1 averaged 480 riders in 2022-2023 and had a cost per passenger of \$44.71, with no fare offset (due to this service being free). Line 1 can help us forecast the weekday use for a microtransit program operating 7 days a week and show what areas and times we can expect higher ridership.

What are the needs?

To effectively make this a permanent program, it is essential that the needs of Calabasas residents are understood and that our service provides for these needs. This topic requires discussion and collaboration. Some questions that Staff have identified are:

- Based on a lower percentage of out-of-city users, should the City continue to operate to these destinations or only within City Limits?
- Why do our residents need this type of service? Some reasons can include flexibility, access, efficiency when compared to other transportation programs.
- As a public transit agency, Calabasas must follow Americans with Disabilities Act (ADA) and Title VI (anti-discrimination on federally-funded activities law) requirements and, in the future, will be required to follow Zero-Emission Vehicle (ZEV) requirements; what are the different ways these requirements can be followed?
- Do our residents need bike racks?

What are others doing?

Many cities have already begun implementing microtransit programs, and each one is unique to satisfy the needs of their community. The following are a few local programs that highlight different approaches that can be taken.

Agoura Hills AH GO

- Operates between any two points within Agoura city limits and Malibu Lake area; some other out-of-city locations
- \$1.50/\$3.00 fare structure
- Powered by Spare, offering ability to push demand to Lyft drivers
- Mobile app allowing riders to book and see vehicle come

- Hours of operation are Thursday, Friday and Saturday evenings from 5 to 11 p.m., Sunday from 10 a.m. to 5 p.m.

LACMTA Metro Micro

- Operates in 8 different zones throughout LA County
- Stop-to-stop service within zone limits
- \$1 fare structure during pilot
- Some vans are wheelchair accessible vehicles (WAV) and/or have bike racks
- Mobile app allowing for immediate, future, and recurring bookings, and to see vehicle come
- Hours of operation vary by zone, but are all Monday-Sunday for a majority of the day

Antelope Valley Transit Authority (AVTA)

- Provides access between rural areas and transit connection centers
- \$0.75/\$1.50 fare structure
- Large 15-passenger vans
- Mobile app allowing to select a pickup window and see vehicle come
- Hours of operation are Monday - Friday, 5 a.m. to 9 p.m., Saturday 6 a.m. to 9 p.m., and Sunday 7 a.m. to 9 p.m.

Long Beach Circuit

- Operates in downtown Long Beach for peak-hour service Thursday-Sunday
- Free service
- Electric Low-Speed Vehicles (LSVs) and ADA-accessible electric shuttles on request
- Mobile app allowing riders to book and see vehicle come
- Hours of operation are Thursday-Friday from 4:00 p.m. to 10:00 p.m., Saturday from 12:00 p.m. to 10:00 p.m., and Sunday from 12:00 p.m. to 6:00 p.m.
- Circuit operates in other cities such as Santa Monica, Venice and Marina del Rey, and Palm Beach

Go! Santa Clarita

- Citywide service
- \$1.00/\$2.00 fare structure
- Small shuttles
- Mobile app allowing riders to book and see vehicle come, but trips cannot be booked in advance
- Hours of operation are Monday-Friday from 6 a.m. to 8 p.m., Saturday from 8a.m. to 10 p.m., and Sunday from 8 a.m. to 9 p.m.

What are our options?

From meetings with various service providers and seeing what other cities are doing, there are many options available to us in terms of how our program can operate.

- Almost every service provides some form of mobile app, and we would need to ensure the apps are ADA compliant and there are other booking options. Most app software will allow Staff to allow for pre-booking and display other information that might be helpful for riders.

- Some providers would only provide software while others would be a turnkey (a combination of software and vehicles supplied by contractor) solution.
- The City can get a head-start on our ZEV goals by using only electric vehicles which can be supplied by a turnkey provider or will need to be provided by us or another service provider.
- Another capability of some providers is to commingle (operate in conjunction) with our other transit and with nearby transit like Metro or LADOT.

Where do we go from here?

The next steps are to determine what the community wants from a microtransit program. Once this has been identified, an RFP will be issued; due to the expected base-cost of the program. Calabasas' policy is to issue an RFP to select the service provider.

Staff will also continue to look for grant and other funding options, as discussed in the next section of the report.

FISCAL IMPACT/SOURCE OF FUNDING:

The Calabasas Transit Program currently uses Proposition A & C Local Return to fund all transit activities. Introducing a full microtransit option would require extra funding sources. This extra funding source can come from fares, grants, general funds, or other sources.

REQUESTED ACTION:

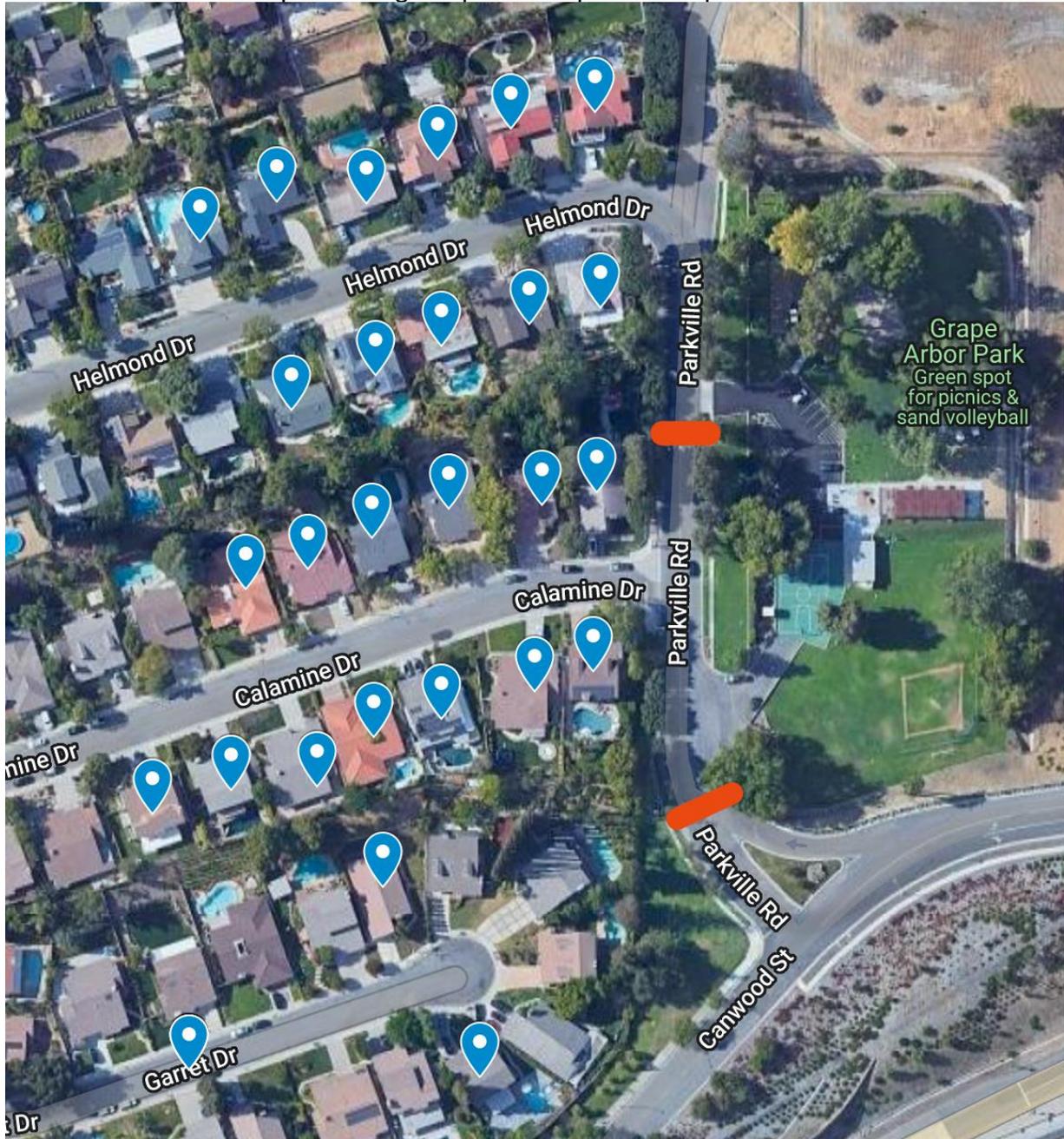
Staff recommends Commissioners discuss options available to the City in regards to creating a permanent microtransit program and provide recommendation to Council on a preferred direction.

ATTACHMENTS:

- | | |
|---------------|---------------------------|
| Attachment A: | Important Terms |
| Attachment B: | Transit Routes |
| Attachment C: | Microtransit Destinations |

Attachment A

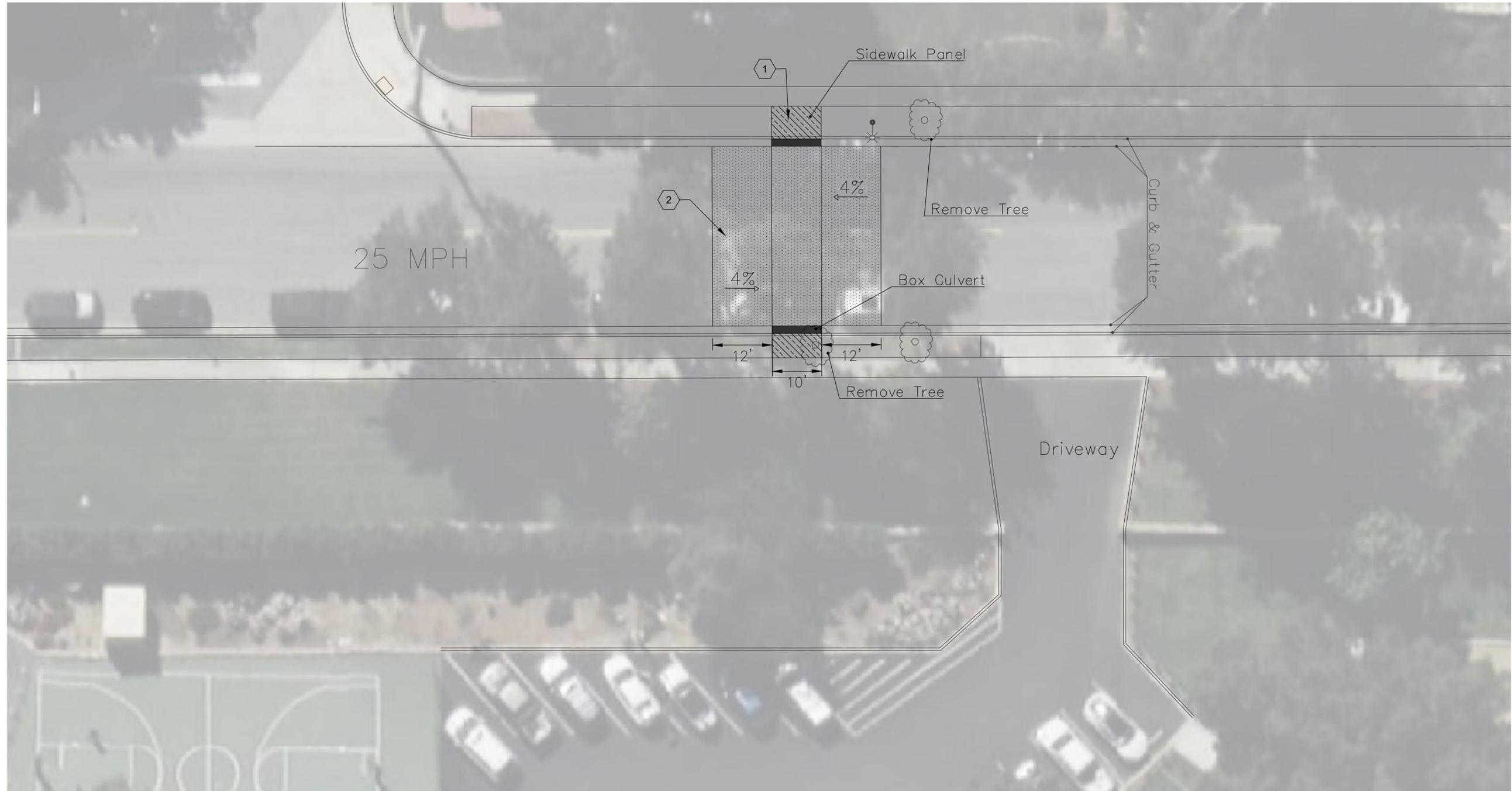
Map Showing Requested Speed Hump Locations



Attachment B

Example of raised crosswalk at Calabasas lake park on Park Sienna





LEGEND



REMOVE EXISTING LANDSCAPE BUFFER AND CONSTRUCT 4" CONCRETE SIDEWALK OVER COMPACTED BASE.



CONSTRUCT ASPHALT RAISED CROSSWALK PER PLAN.



CONSTRUCT CULVERT- WIDTH TO MATCH EXISTING GUTTER.

CONSTRUCTION NOTES

- ① 4" CONCRETE SIDEWALK
- ② RAISED CROSSWALK RAMP-6" @ 4% SLOPE.



DIAL TOLL FREE
1-800-422-4133
AT LEAST TWO DAYS
BEFORE YOU DIG
UNDERGROUND SERVICE ALERT (USA)
OF SOUTHERN CALIFORNIA

APPROVED FOR CONSTRUCTION:

TATIANA HOLDEN, P.E.,
DEPUTY PUBLIC WORKS DIRECTOR
DATE



REVISIONS				
No.	DESCRIPTION	REVISED BY:	APPROVED BY:	DATE

RECORD DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No. _____ SHEET No. _____ THROUGH _____ MARKED AS "RECORD DRAWING", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

SIGNATURE _____ DATE _____

NAME _____ INSPECTOR _____

AS-BUILT DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN HEREON, MARKED AS "AS-BUILT", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

PROJECT ENGINEER'S SIGNATURE _____ DATE _____

PROJECT ENGINEER'S NAME _____ CITY PUBLIC WORKS REPRESENTATIVE _____

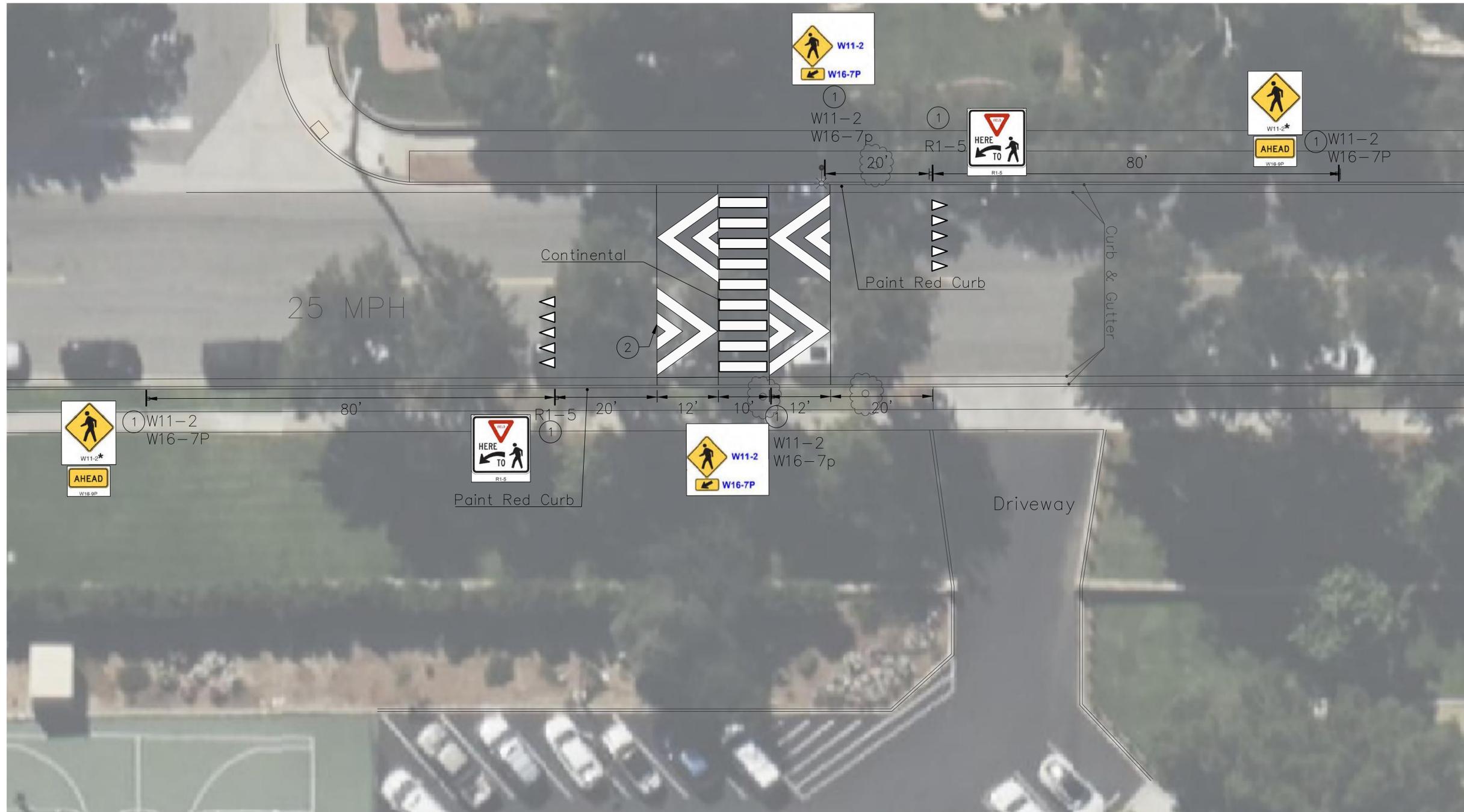
City of CALABASAS
PUBLIC WORKS DEPARTMENT
100 CIVIC CENTER WAY
CALABASAS, CA 91302
PHONE 818.224.1600
FAX 818.223.7338
WWW.CITYOFCALABASAS.COM

STREET IMPROVEMENT PLAN

PROJECT LOCATION: GRAPE ARBOR PARK PARKVILLE RD

PREPARED FOR: CITY OF CALABASAS DEPARTMENT OF PUBLIC WORKS

DESIGNED BY: S.S. _____
CHECKED BY: I.H. _____
DRAWN BY: S.S. _____
SCALE: 1"=10'
SHEET NO. 1 of 2



STRIPING AND SIGN KEY NOTES

- ① Construct Post and/or Install Sign Per Latest CAMUTCD.
- ② Figure 3B-30 Per Latest CAMUTCD.



APPROVED FOR CONSTRUCTION:

TATIANA HOLDEN, P.E.,
DEPUTY PUBLIC WORKS DIRECTOR

DATE

REVISIONS				
No.	DESCRIPTION	REVISED BY:	APPROVED BY:	DATE

RECORD DRAWING

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No. _____ SHEET No. _____ THROUGH _____ MARKED AS "RECORD DRAWING", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

SIGNATURE _____ DATE _____

NAME _____ INSPECTOR _____

AS-BUILT DRAWING

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PROJECT ENGINEER'S SIGNATURE _____ DATE _____

PROJECT ENGINEER'S NAME _____ CITY PUBLIC WORKS REPRESENTATIVE _____

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100 CIVIC CENTER WAY
CALABASAS, CA 91302
PHONE 818.224.1600
FAX 818.223.7338
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SIGNING AND STRIPING PLAN

PROJECT LOCATION: GRAPE ARBOR PARK PARKVILLE RD

PREPARED FOR: CITY OF CALABASAS DEPARTMENT OF PUBLIC WORKS

DESIGNED BY: S.S. _____
CHECKED BY: I.H. _____
DRAWN BY: S.S. _____
SCALE: Per Plan
SHEET NO. 2 of 2