

TO: James L. App, City Manager
FROM: Mike Compton, Director of Administrative Services
SUBJECT: Transit Services - Proposed Route Change
DATE: March 21, 2000

Needs: To present the City Council with a recommendation from the Transit Advisory Committee (TAC) that the route for PR CATS be modified to serve the residential neighborhoods directly east and southeast of the Commerce Way.

Facts:

1. As currently configured, the City's fixed route diverts from Creston Road to serve the Sherwood Industrial Park area by using Scott Street to Commerce Way to Sherwood Road in both directions.
2. The purpose of this diversion was to serve a perceived need for employee commuters.
3. PR CATS has not been used by employee commuters to reach their place of employment in this area.
4. PR CATS does however serve a regular clientele from the residential area to the east and has received numerous requests to serve this area.
5. The TAC received a written communication (copy attached) to consider serving the residential neighborhoods further to the east.
6. The TAC has recommended that the City Council consider modifying the CATS route to serve the residential neighborhoods further to the east and southeast.

Analysis and

Conclusion:

It is a rare occasion for CATS to provide any service along Commerce Way. There are a number of regular passengers who pick the CATS bus by walking from homes to meet the bus at the corner of Scott and Commerce Way.

Given the lack of use by industrial park employees, TAC has recommended that rather than using Commerce Way, that the bus proceed east on Sherwood Road to Linne Road, turn south on Airport Road to Scott Street and then back to Creston Road.

The proposed route has been driven and would only add 2 to 3 minutes to the current route time which would be easily accommodated and maintain the City's 30 minute "half loops".

Fiscal Impact:

None.

Options:

- a. That the City Council authorize the route change as recommended by the Transit Advisory Committee; or
- b. Amend, modify, or reject the above option.

R A S

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March 1, 2000

Questions propounded by Maxine & Bob Slenes, at 1740 Marigold Lane (cul-de-sac), Sierra Bonita Village:

1. Why can't CAT, on its return from Virginia Peterson School, go down Scott Street, for easier access by the elderly residents of SBV at each corner of Scott, to take advantage of the Creston Road routing ? Bus service should also do the reverse / up-Hill routing on Scott!

2. We acquired and moved into the property at our above address on August 12, 1993. Our back-yard gives off to Airport Road, behind ugly, wooden fencing. We observe the school-bus going by on its return from the family housing on the other side of the park, which is east of Airport Road. Seniors should be able to "catch" CAT on the same route. Children are excluded from BHV residence, under the current "rules!"

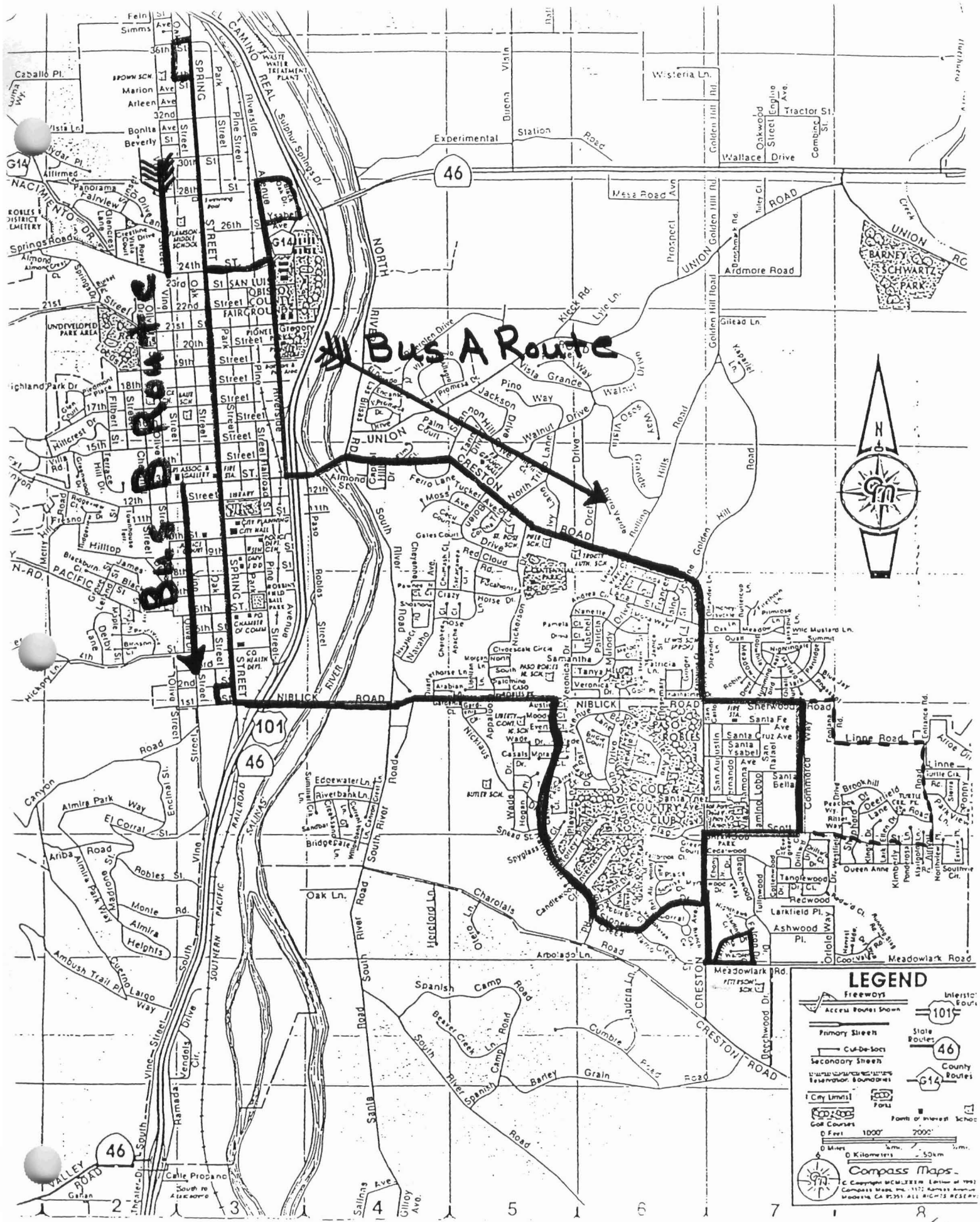
3. Although we bought there in 1993 under earlier circumstances, lawyers for senior residents and Bonita Homes took action in 1994, precipitated by two mothers and two children living in BH—action which changed the rules from "minimum 40 years" to "seniors under 50 and without children." The name was also changed to Sierra Bonita Village.

4. While the legal status of SBV, in our opinion, is in limbo, public transportation to and from SBV should become available without delay.

We appreciate the opportunity of bringing the matter to the attention of the Paso Robles Transit Advisory Committee.

Sincerely,

—Maxine & Bob Slenes, 239-3538



Bus A Route



LEGEND

- Freeways
- Access Routes Shown
- Primary Streets
- Secondary Streets
- City Limits
- Golf Courses
- Parks
- Points of Interest School
- Interstate Four
- State Routes
- County Routes

0 Feet 1000' 2000'

0 Miles 0 Kilometers 50km

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