January 30, 2020

TO: Honorable Mayor and City Council

FROM: Edward C. Starr, City Manager

SUBJECT: CITY MANAGER'S WEEKLY REPORT: January 27 – 30, 2020

OFFICE OF THE CITY MANAGER

- Moovit, a mobility service solutions company, has issued its 2019 report examining global transit trends and metrics to capture a picture of the way people move around cities worldwide. Metrics in the report include commute duration, wait time, walking distance, number of transfers, total trip distance, and reasons that may encourage more public transit usage. The report also includes micro–mobility (bikes, e–scooters, etc.) metrics such as how often they are used, and usage and non–usage reasons.

  Surprisingly, the numbers show public transit in the U.S., where the car has long held dominance, holds close to the worldwide averages for most metrics. U.S. data was analyzed in the Boston, Chicago, Los Angeles, Miami, New York–New Jersey, Philadelphia, Pittsburgh, San Francisco Bay, Seattle–Tacoma–Bellevue, and Washington, DC–Baltimore metropolitan areas.

  What the study also demonstrates is that the Los Angeles, San Bernardino, Riverside, Orange, and Ventura County areas need to continue developing rail transit, with a focus on light rail, if the region is to truly achieve a world class public transit system.

  The following U.S. transit–related facts are gleaned from the report:

  Total wait time at stops/stations per trip:

  - Boston and Pittsburgh commuters have the shortest average wait times at their stops/stations for their transit, per trip—just 11 minutes.
  - Washington, DC–Baltimore has the highest percentage of commuters with the shortest wait time—27% wait less than 5 minutes per trip.

- Boston follows, with 26% waiting less than 5 minutes per trip.
- In the NYC–NJ metro area, 23% of commuters wait less than 5 minutes per trip.
- Miami and Los Angeles tie for the longest average wait times, with an average of 16 minutes wait time per trip.
- Miami also has the highest percentage of travelers (28%) waiting more than 20 minutes for their transit—the worst in North America.
- Los Angeles is right behind with 27% of commuters waiting more than 20 minutes—an expanded light rail system would greatly improve this average (light rail typically runs from 5 to 12 minute intervals).

Total average walking distance per trip:

- In Miami, the average distance walked during a commute from start to end, including during transfers, is 0.8 miles—by far the longest in North America.
- Both the Seattle–Tacoma–Bellevue metro area and Boston tie for second place, with an average walking distance walked at 0.6 miles per trip.
- New Yorkers and New Jerseyans walk the least on average per trip, under half a mile (0.49)—the shortest in North America.

Number of vehicle transfers per trip:

- Miami has the biggest percentage of travelers (30%) needing three or more transfers, the worst in North America.
- About 1 in 4 travelers in the Chicago, Los Angeles and Washington, DC–Baltimore metro areas make three or more transfers with 28%, 25%, and 23%, respectively.
- Across all U.S. cities, 37 to 45% of travelers make two transfers each trip.
- In Pittsburgh, 57% don't need to transfer and can get where they're going using one line.
- The San Francisco Bay Area comes in second, with 43% not needing to transfer.

Total trip distance:

- Miamians travel the furthest distance, with an average trip of 8.47 miles.
- Thirty–eight percent of commuters in both Miami and the Seattle–Tacoma–Bellevue area travel more than 7.5 miles each trip.
- Chicago comes in second for longest distance, with 31% traveling more than 7.5 miles per trip.
- Pittsburgh commuters have, on average, the shortest commute, with 4.44 miles per trip.

- Boston is right behind, with 16% traveling more than 7.5 miles.

Reasons to use public transit:

- People in almost every city said the top reason that would get them to use public transit more often is accurate and reliable arrival times according to the published schedule.
- The second top incentive is higher frequency of public transit vehicles/shorter waiting times at stations.
- Personal safety is another factor that encourages public transit use.

Micro–mobility usage (bikes, e–scooters, etc.) frequency:

- A large majority (63%) of Americans have never used micro–mobility, although the option exists in their cities.
- Worldwide, 52% have never used micro–mobility.
- Just 6% of Americans use micro–mobility on a daily basis.

Micro–mobility usage type:

- Of the U.S. population that uses micro–mobility daily, 50% use it to travel directly to their destination.
- Thirty–five percent of Americans that use micro–mobility combine it with their public transit trips as the first/last segment.

Micro–mobility usage reasons:

- Overall, 36% of Americans rated "faster than walking" as the top reason they use micro–mobility—this was the top usage reason in every single US metro area.
- Every US metro area, except for NYC–NJ and Washington, DC–Baltimore, rated ‘affordable’ as the second top usage reason.
- Other top reasons include environmentally friendly and not being able to park their cars anywhere.

Micro–mobility non–usage reasons:

- The top two reasons that Americans don’t use micro–mobility are: they feel it’s unsafe and it's too difficult to find when they need it.
- Other reasons include not wanting to share mandatory driving license details when signing up for an account, or not holding a driver’s license, and it's annoying to use different apps for each provider.

- Last year, I reported that officials with the City of Los Angeles, Los Angeles County, and the Metropolitan Transportation Authority (Metro) were considering a congestion management plan that would achieve a reduction to vehicular traffic and achieve transit equity through the introduction of free transit as a means to promote ridership.

  The release of a new study by TransitCenter, however, questions when and where free ridership can make public transit a preferred and more accessible mode of transportation. The question is raised in relation to the availability of public transit, its integration into the larger transportation mobility network, existing roadway networks for personal vehicles, and because of the emerging and growing competition from ride–hailing services such as Uber and Lyft, private micro–transit services, and e–bikes and e–scooters.

  There's no denying the potential benefits of fare–free transit, especially when considering how it could help marginalized communities move around more freely. In making public transportation systems free, the hope is to improve and increase mobility, support equal access, and boost economic activity.

  Emerging case studies, however, appear to demonstrate that fare–free transit is not the ultimate solution to improving ridership or service gaps; e.g, while free transit can reduce barriers to access, many cities and/or transit agencies are operating transit systems that do not meet the needs of their citizens.

  Whether it's an issue of trains and buses not running frequently enough, not penetrating into communities where public transit is needed, not tying in with a larger network of public transit services, or not being capable of servicing people based on real–time demand, it has become apparent that reducing barriers to access by offering free transit isn't enough to increase ridership. In fact, the TransitCenter study suggests that most low–income public transit riders see lowering fares as less important than improving the quality and relevance of the service; i.e., the success of fare–free transit is primarily dependent on the reach and integration of public transit into communities and neighborhoods.

  In theory, offering free public transit is a great incentive to encourage people to ride. However, the desired impact often fails in achieving the goals of reduced congestion and greenhouse gas emissions because ridership increases only marginally overall, suggesting that free fares alone do not entice those who otherwise would drive if the public transit system is not convenient; i.e., lacks a transit infrastructure required to make transit services more desirable. In fact, the lack of an extensive infrastructure drives a larger gap between those that depend on public transit and those that do not, reinforcing a stigma about public transit's viability and effectiveness.

  Free fares do offer a major shift in fare collection and policing fare evasion. There are obvious operational benefits in reducing the administrative burden of farebox maintenance and the cost of revenue collection. A moral benefit also exists in that

fare–free rides can replace discrimination in fare–evasion enforcement—a civil rights challenge plaguing many major transit systems. Studies across various U.S. cities have shown that fare enforcement disproportionately targets the homeless and minorities, and these groups can face steep penalties related to farebox avoidance. Providing free fares alleviates the need for fare–enforcement, which in turn reduces inequality in access to public transportation.

Cities and transit agencies need to be willing to experiment with new, outcome–based models if they want to improve ridership, expand access, and ultimately enhance public transit use. For example, Kansas City, Kansas implemented a fare–free bus system, but also introduced its RideKC microtransit service which, in its first three months alone moved 24 times the number of rides over the service that preceded it. In a survey of RideKC users, 31 percent of respondents said that if the service weren't available, they would have taken an Uber or Lyft, while 12 percent wouldn't have made the trip at all.

While free transit can certainly be an element within a holistic transit mobility network, it cannot be delivered at the expense of good service overall. At the end of the day, there needs to be an emphasis on outcome–based transit planning among transit officials nationwide.

Promoting the Gold Line to San Bernardino County is reflective of this outcome–based approach. The Metrolink San Bernardino Line runs infrequently between Los Angeles' Union Station and San Bernardino, and does not meet the need for an effective public transit rail service. The Gold Line typically runs every 7 minutes, and penetrates into the foothill cities of San Gabriel Valley, Pasadena, Los Angeles and East Los Angeles, and will ultimately connect with Santa Monica, Los Angeles International Airport, and other parts of the region, increasing opportunities for access to health, education, entertainment, shopping, cultural, and employment centers. Broadening the reach and accessibility of rail, bus, and micro–transit services into the larger mobility network, coupled with the convenience of greatly improved frequency and free or reduced fares is the right formula for public transit success.

ECONOMIC DEVELOPMENT DEPARTMENT

- Every January, the U.S. Department of Housing and Urban Development (HUD) requires all jurisdictions throughout the county receiving federal funding, to conduct a Point–In–Time Count of homeless individuals who are "sheltered" or "unsheltered" to determine the number of homeless individuals in each jurisdiction. Point–In–Time Counts are important because they establish the dimensions of the problem of homelessness and help policy makers and program administrators track progress toward the goal of ending homelessness.

  This year's count occurred on January 23, 2020. The Code Enforcement Unit, with assistance from the Montclair Police Department, met at 5:30 a.m. to traverse the

City and complete the count of homeless individuals. Also participating in the effort was Mayor John Dutrey and volunteers from the Census Bureau and Set Free Ministry. The team divided into two teams who conducted the count from 5:45 a.m. to 10:00 a.m.

Last year the County of San Bernardino reported a 22 percent increase in the homeless population from the previous year. In 2019, Montclair reported 24 homeless individuals, tripling the number from 2018, which was eight individuals. The 2020 count identified 37 homeless individuals.

HUMAN SERVICES DEPARTMENT

- On Tuesday, January 21, at the City Council meeting, six military banners were presented to recently discharged Montclair veterans who had banners displayed in 2019. Banners are displayed in the spring through November; and the banners of those still in active duty are again displayed, along with new banners, the following spring. The banners of those veterans who have been discharged are presented to the veterans and/or their families every January.

  The honorees are:

Miguel Garcia	Marine Corps	2010–2018
Christian Manuel Coss Gamboa	Army	2012–2019
Barbara Ortiz	Navy	1999–2019
Elizabeth Ortiz	Navy	2014–2019
Christopher Dale Thomas	Navy	2013–2019
Alejandro Zepeda	Marine Corps	2000–2020

  Our sincere appreciation goes out to these and all veterans for their service to the United States of America!

Photos from the presentation are featured on Page 10.

- In the fall of 2019, Administrative Analyst Alyssa Colunga was invited to be a Health Equity Community Advisor for the City of Hope Cancer Center. This program aims to engage community health leaders to dialogue with City of Hope leaders and researchers to facilitate community–responsive, health–equity research. The City of Montclair is one of six community organizations invited to participate in this prestigious program, selected because of our over twenty years of experience with our Healthy Montclair Initiative including the Montclair Por La Vida Community Health Worker Training Program.

  Through this partnership, the Healthy Montclair Initiative and City of Hope will train ten Consejeras (Community Health Workers) to provide resources to the community.

On Tuesday, January 28, Alyssa Colunga and Leticia Gavilanes represented the City of Montclair in the kick–off meeting with City of Hope Leaders, Physicians and Faculty to build relationships and bi–directional communication.

Featured in the Photo: City of Hope Leaders, Physicians, and Faculty; and Community Leaders.

- The Montclair After–School Program's (MAP) Vernon Panthers flag football team captured its first Ontario–Montclair Athletic Conference (OMAC) championship on Tuesday, January 28, 2020, after defeating the Wiltsey Middle School Wildcats by a score of 54 to 28. Despite trailing by a score of 12 to 0 to start the game, the Panthers kept their composure, remained focused, and never trailed again in the game en route to victory. Coached by Learning Leader Martin Reyes, the Panthers flag football team won seven games and lost none! After winning its first championship, the Vernon Panthers became the second championship team in OMAC history to finish the season with an undefeated record.

  Congratulations to the Vernon Panthers on a job well done!

Pictured above: Learning Leader and Coach Martin Reyes with the OMAC 2020 flag football champions, the Vernon Panthers.

- Yesterday, the Montclair Senior Center held its monthly birthday party in the Community Center. Mayor Pro Tem Carolyn Raft joined over 130 seniors for a delicious lunch, birthday cake, hot chocolate with marshmallows, and ice cream. The celebration was snowflake–themed and included entertainment such as snow–themed games, puzzles, raffles, and live piano music performed by Brian Ross.

Photos are shared on Page 11.

Police & Fire Departments

- The Police Department is excited to introduce its newest police officer, Armando Baeza. Armando was raised in Rialto, California. On July 8, 2019, Armando was hired by the City of Montclair as a Police Recruit, and graduated from the San Bernardino County Sheriff's Academy on December 19, 2019. He is currently a member of the United States Army National Guard as a Military Police Officer, and was recently promoted to the rank of Corporal. Armando began the Field Training Program on December 23, 2019.

- The Fire Department recognized Robert Estrada, who was recently promoted to the position of Fire Engineer. Robert was born and raised in Fontana, California. He obtained his Associates Degree in Fire Science from Crafton Hills College, attended Paramedic School, and graduated from the Crafton Hills College Fire Academy. Robert also worked as an EMT and Paramedic for American Medical Response for a total of nine years, as a paid–call firefighter with the San Bernardino County Fire Department for six years, and later as an ambulance operator for the Rialto Fire Department. Robert was hired as a Firefighter/Paramedic for the City of Montclair on October 3, 2016.

Pictured L–R Fire Engineer Robert Estrada and
Police Officer Armando Baeza

Day	***Event & Location***	***Time***
Mon. **3**	**City Council Meeting** Council Chambers	7:00 p.m.
Weds. **5**	**Community Activities Commission Meeting** Council Chambers	7:00 p.m.
Mon. **10**	**Planning Commission Meeting** Council Chambers	7:00 p.m.
Mon. **17**	**Presidents' Day – City Offices Closed**	
Tues. **18**	**Real Estate Committee Meeting** City Manager's Conference Room	5:30 p.m.
Tues. **18**	**Code Enforcement Committee Meeting** City Manager's Conference Room	6:00 p.m.
Tues. **18**	**City Council Meeting** Council Chambers	7:00 p.m.
Weds. **19**	**FY 2019–20 Midyear Budget Review** Council Chambers	6:00 p.m.
Thurs. **20**	**Public Works Committee Meeting** City Manager's Conference Room	4:00 p.m.
Weds. **26**	**General Plan Workshop (Council & Planning Commission)** Council Chambers	6:00 p.m.

MILITARY BANNER PRESENTATION

SENIOR CENTER BIRTHDAY PARTY JANUARY 2020