What is NextGen?

Why are we doing this?

Outdated bus network
It’s been 25 years since last redesign!

More people
1 million new residents

More places to go
New destinations

More ways to get there
Travel patterns have changed

A new bus network

something for everyone.
Metro Vision 2028

Competitive

- NextGen is an essential component of Metro’s vision to build a comprehensive World Class Transportation System
- A competitive bus system that is fast, frequent, reliable & accessible
- Increased ridership
- Providing riders the best possible experience

Attractive

- Safe/secure
- Clean
- Comfortable
- Real time info
- Easy fare payment
- First/last mile
Market Study

Through TAP card and cell phone data, Metro has studied the travel patterns and preferences of more than 5 million people in LA County to learn about the transit travel market and total travel market.
We’re Reaching 10 Million+ People Equitably
Public input led to service concepts

- Route 4 and 704 - the lines are too long.
- Consider using minivans for low capacity service.
- Build stop that will take me north to Garvey and connect to Gold Line on Atlantic; need more connections in SGV.
- 81 bus always gets stuck in traffic on the 110. This route needs an HOV/bus only lane.
- There should be a bus service between uptown Whittier and Puente Hills Mall via Mar Vista (possibly Foothill Transit).
- Create more Rapid buses with only 3 stops.
- Ensure that bus stops are comfortable, reliable, safe, and more for people with disabilities, seniors, and children.

Routing to Reflect Current Travel Patterns and Transit Propensity
- Shorter Route Lengths
- Municipal Operator Coordination
- Standardize Frequencies by Service Tiers
- Subarea Transit Hubs
- Hybrid Local/Rapid Stop Spacing
- Transit Supportive Infrastructure
- Microtransit and Other On-Demand
Translating Lessons Learned Into Service Concepts

- 84% of LA County residents have used transit at least once in the past year
  Minimize discontinued segments
- Fast/Frequent/Reliable service is key
  Create a competitive transit network
- Metro’s current system is not always competitive to get people where they want to go
  Build a network that reflects travel today & tomorrow
- The greatest opportunity to grow ridership is between midday & evening when many trips are short distance
  Improve service for midday, evening & weekend
- Need to integrate Metro’s Equity Framework into the planning process
  Provide better service in equity-focused areas
Metro’s current system is not always competitive to get people where they want to go
The greatest opportunity to grow ridership is between midday & evening when many trips are short distance.

Increasing our transit share of short distance trips to 6% means 500,000 new trips.
The greatest opportunity to grow ridership is between midday & evening when many trips are short distance.
Capital Improvements

What capital improvements are needed to create a world-class bus network?
The Metro Customer Experience

1. Speed & Reliability
   - Walk up & ride
   - Fast, reliable, & predictable
   - Consistent & simple routing
   - Stop consolidation

2. Stop Access & Waiting
   - Easy to find & access
   - Comfortable, convenient, & well-informed
   - Safety & security

3. Boarding & Riding
   - Fast all-door boarding
   - Smooth, quiet ride
   - On-board information
1. Speed & Reliability

- **Transit Priority**: 17-24%
- **Stops & Stations**: 4-8%
- **Operations**: 4-6%

**Speed Improvement:**
2. Stop Access & Waiting

These improvements are outlined in Metro’s Transfer Design Guide & reflect key findings in Metro’s Understanding How Women Travel Report.
3. Boarding & Riding

- All-Door Boarding
- Easy Boarding Access
- On-Board Technology
- Zero-Emissions
4. Optimize Bus Terminals

- Regional Hubs connecting transit, microtransit & micromobility
- Improve bus predictability & reliability – start each trip on time
- Reduce unnecessary operating cost
- Introduce new ZEB electric charging infrastructure
# NextGen Frequent Lines

<table>
<thead>
<tr>
<th>Service Design Warrants</th>
<th>NextGen</th>
<th>Rapid</th>
</tr>
</thead>
<tbody>
<tr>
<td>Frequent Headways</td>
<td>5-10 min</td>
<td>5-10 min</td>
</tr>
<tr>
<td>Stop Spacing</td>
<td>0.25-0.3 mi</td>
<td>0.5-0.75 mi</td>
</tr>
<tr>
<td>Transit Priorities/bus lanes</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Bus Bulbs/Islands</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Stop Amenities</td>
<td>✔️</td>
<td>❌</td>
</tr>
<tr>
<td>Faster Boarding</td>
<td>✔️</td>
<td>✔️</td>
</tr>
<tr>
<td>Branded Buses and Stations</td>
<td>❌</td>
<td>✔️</td>
</tr>
<tr>
<td>Headway Operations/Line Managers</td>
<td>✔️</td>
<td>✔️</td>
</tr>
</tbody>
</table>
Stop Consolidation

**Metro Local**
(0.15 – 0.20 mi avg)

**Metro Rapid**
(0.06 mi avg)

**NEXTGEN**
(0.25 mi avg)

NextGen stop consolidation provides short walks, shorter waits & faster travel.
Venice Blvd. Example

Time (in minutes)

<table>
<thead>
<tr>
<th>Metro</th>
<th>Walk</th>
<th>Wait</th>
<th>Ride</th>
</tr>
</thead>
<tbody>
<tr>
<td>Local (Existing)</td>
<td>4</td>
<td>10</td>
<td>36</td>
</tr>
<tr>
<td>Rapid (Existing)</td>
<td>10</td>
<td>10</td>
<td>33</td>
</tr>
<tr>
<td>NEXTGEN Optimized (Hybrid)</td>
<td>6</td>
<td>5</td>
<td>35</td>
</tr>
<tr>
<td>NEXTGEN w/ Transit Priority (Hybrid)</td>
<td>6</td>
<td>5</td>
<td>28</td>
</tr>
</tbody>
</table>

Represents a 7.5 mile trip
A better ride

“I need to pick up my child from daycare by 6:00 PM”

Current:

5:00pm 5:12 5:30 5:40 6:02 6:05

NEXTGEN:

5:00pm 5:06 5:20 5:25 5:43 5:46

Shorter wait
Faster travel times
More frequent buses
Building a World-Class Bus System

Reduce operating resources
Schedule to current demand
Reduce duplication
Discontinue unproductive segments
No reallocation of resources

- 5 %
- 10 %

Reconnect with our customers
Create service tiers based on projected demand
Connect the dots
Coordinate with Muni
WHERE WE ARE :
Simplify routes and schedules
Reallocate duplicative & unproductive service

Create a Transit First
LA County
Invest in speed and reliability infrastructure
Create safe & comfortable waiting environments
Establish facilities to optimize layovers
Reinvest resources to improve lifeline services

+ 5 %
+ 0 %
+ 10 %
+ 15-20 %
+ 25-30 %

Secure Future Funding
Full buildout of consistent frequencies by service tiers
Create all lines all day all week

+ 20 %
## Comparing the Scenarios

<table>
<thead>
<tr>
<th></th>
<th>Existing Conditions Today</th>
<th>Reconnect With Our Customers</th>
<th>Transit First LA County</th>
<th>Secure Future Funding</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Resources (Rev. Hrs)</strong></td>
<td>7.0m</td>
<td>7.0m</td>
<td>7.0m</td>
<td>9.4m</td>
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<tr>
<td><strong>Resources (Rev. Mi)</strong></td>
<td>75.0m</td>
<td>75.0m</td>
<td>80.5m</td>
<td>105.0m</td>
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<tr>
<td><strong>High-Frequency Lines (weekday)</strong></td>
<td>16</td>
<td>28</td>
<td>29</td>
<td>46</td>
</tr>
<tr>
<td><strong>High-Frequency Lines (weekend)</strong></td>
<td>2</td>
<td>14</td>
<td>14</td>
<td>19</td>
</tr>
<tr>
<td><strong>People w/walk access to high-frequency service (weekday)</strong></td>
<td>900,000</td>
<td>2.15m</td>
<td>2.17m</td>
<td>2.96m</td>
</tr>
<tr>
<td><strong>People w/walk access to high-frequency service (weekend)</strong></td>
<td>630,000</td>
<td>1.14m</td>
<td>1.18m</td>
<td>1.49m</td>
</tr>
<tr>
<td><strong>Ridership Increase</strong></td>
<td>0</td>
<td>+5-10%</td>
<td>+15-20%</td>
<td>+25-30%</td>
</tr>
<tr>
<td><strong>% riders who lose convenient walk access to transit</strong></td>
<td>0</td>
<td>0.3%</td>
<td>0.3%</td>
<td>0.3%</td>
</tr>
</tbody>
</table>
Existing Conditions Today

Equity Focused Communities

Weekday Frequency By Corridor
- 5 - 7.5 min
- 10 min
- 12 - 15 min
- 20 - 30 min
- 31+ min
- MUNI Lines

Social Equity Score
- 1 - 1.43
- 1.43 - 2.14
- 2.14 - 2.86
- 2.86 - 3.71
- 3.71 - 5.29
Transit First

The full network complements Muni lines, Metro Rail, & Metrolink services

More than 80% of Metro's bus riders would have frequent service all-day (compared with 48% today)
Proposed NextGen Plan Key Takeaways

More than 80% of Metro’s bus riders would have frequent, all-day service.

Improvements are about travel time and access/comfort while waiting for and riding the bus.

Working toward creating a 7-day-a-week network for all trips, not just commuter trips.
Next Steps

- **Jan 2020**: Board Authorize Release Draft Service Plan for Review
- **Feb 2020**: Public Workshops
- **June 2020**: Public Hearings
- **Aug 2020**: Service Council Approval of Final Service Plan
- **Sept 2020**: Board Approval of Final Service Plan
- **Dec 2020**: New Service Plan Begins Phase 1
- **Jun 2021**: Phase 2
- **Dec 2021**: Phase 3
- **July 2022**: Capital Program
- **July 2023**: Capital Program
- **July 2024**: Capital Program: Annual work program for to be scoped and scheduled, and Board approval of work program and LOP during budget process for each fiscal year
February 2020

- Feb. 1 @ 10am: Los Angeles Trade Technical College
- Feb. 4 @ 4pm: Grand Annex
- Feb. 5 @ 4pm: Marvin Braude Constituent Center
- Feb. 10 @ 4pm: El Monte Station
- Feb. 12 @ 4pm: Plummer Park
- Feb. 13 @ 4pm: Clearwater Building
- Feb. 19 @ 4pm: East Los Angeles College
- Feb. 20 @ 4pm: Pasadena Senior Center
- Feb. 22 @ 10am: Los Angeles Metro Headquarters
- Feb. 25 @ 4pm: Bell Community Center
- Feb. 26 @ 4pm: The Foundation Center
- Feb. 27 @ 4pm: Rose Goldwater Community Center

March 2020

- Mar. 5 @ 4pm: Norwalk Arts & Sports Complex
- Mar. 7 @ 10am: Providence Wellness Center
- Mar. 11 @ 4pm: Asian Youth Center
- Mar. 12 @ 4pm: Chatsworth Branch Library
- Mar. 14 @ 10am: Watts Labor Community Action Center
- Mar. 17 @ 11am: Communities Actively Living Independent and Free Center
- Mar. 18 @ 4pm: Buena Vista Branch Library
- Mar. 24 @ 4pm: Pacoima City Hall
- Mar. 26 @ 4pm: Felicia Mahood Center
- Mar. 30 @ 4pm: Malibu City Hall
- Apr. 4 @ 10am: West Angeles North Campus