



DATE: March 8, 2022

TO: Northwest Commission

FROM: Laura Rubio-Cornejo, Director of Transportation

SUBJECT: INFORMATION ITEM – METRO NEXTGEN SERVICE CHANGES AND METRO MICRO PROGRAM

BACKGROUND

METRO NEXTGEN SERVICE CHANGES:

The NextGen Bus Plan was approved by the Los Angeles County Metropolitan Transportation Authority (Metro) Board in October 2020 following an extensive outreach effort. The NextGen Bus Plan is a reimagined bus system that focuses on providing fast, frequent, reliable and accessible service to meet the needs of today’s riders. Metro has implemented modifications to a number of Metro bus lines in Pasadena with a focus on shortening or discontinuing bus lines in order to reallocate service to provide increased frequency on services that will remain. Below is a list of the changes for Pasadena.

Metro Line	Change
177	Line modified to serve Northwest Pasadena on Fair Oaks Ave. between Walnut St. and Mountain St., and along Mountain St. between Fair Oaks Ave. and the 210 Fwy; operates Mon-Fri in AM and PM peak
180/181/780	Lines merged to become a more frequent Line 180. Service will be discontinued on Colorado Blvd. east of PCC and Lake Ave. north of Colorado Blvd. A new Metro Line, 662 replaced Line 180 on Lake Ave.
256	The segment between Highland Park and Pasadena changed to travel via Avenue 64, Colorado Blvd, L Line (Gold) Memorial Park Station, Lincoln Ave, Washington Blvd, Altadena Dr. and Foothill Blvd. to terminate service at the L Line (Gold) Sierra Madre Villa Station.
264	Discontinued due to low ridership. New Metro Micro (transit on-demand) provides alternate service option in Altadena and Pasadena.
267	Shortened to operate via existing route between El Monte Station and Pasadena ending at the L Line (Gold) Del Mar Station. New Line 256 operates via south end of Lincoln Ave, and new Line 662 operates in both directions on a loop via Lake Ave, Altadena Dr., Lincoln Ave, Washington Blvd. and Los Robles Ave. between Pasadena (L Line [Gold] Del Mar and Lake Stations) and Altadena.
268	Shortened to run from El Monte Station to L Line (Gold) Sierra Madre Villa Station. New Line 256 route runs on Washington Blvd. between Sierra Madre Villa Station and Washington Blvd/Lincoln Ave.

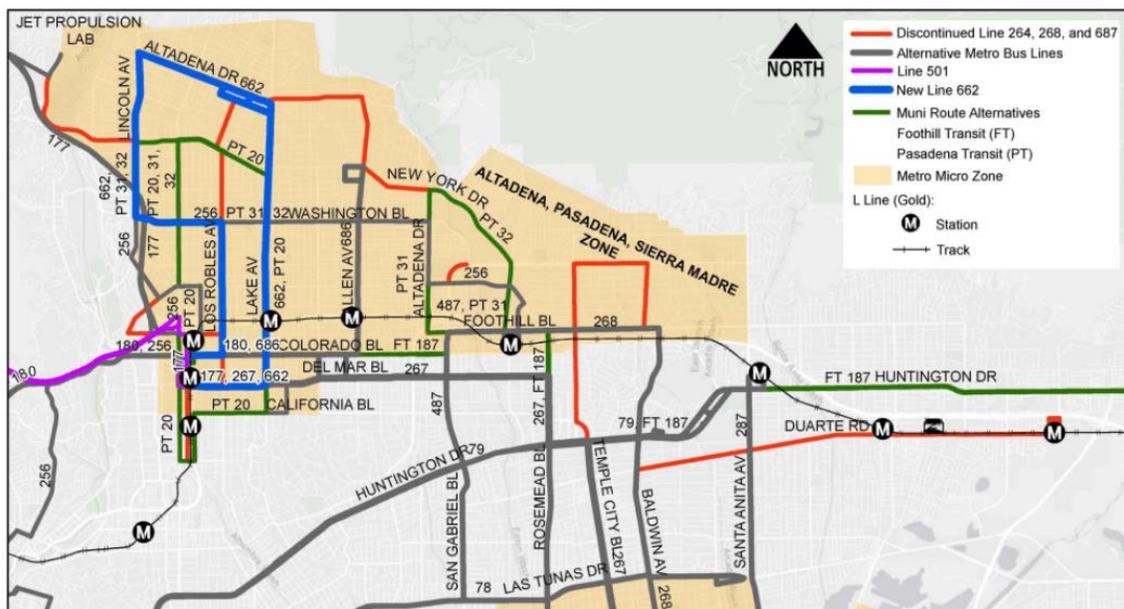
487	Discontinued due to low ridership. New Metro Micro (transit on-demand) provides alternate service option in Altadena and Pasadena.
662	New Line 662 operates in both directions on a loop route via Lake Ave, Altadena Dr., Lincoln Ave, Washington Blvd and Los Robles Ave between Pasadena (L Line [Gold] Del Mar and Lake Stations) and Altadena, replaced Line 687 and parts of Lines 180, 267 and 268.
686/687	Line 686 continues to operate between Altadena (New York Dr./Allen Ave) and L Line (Gold) Del Mar Station, but no longer extends south to the L Line (Gold) Fillmore Station due to low ridership. Line 687 discontinued due to low ridership. Alternative services include frequent Lines 260 (Fair Oaks Ave), new Line 662 (Washington Blvd, Los Robles Ave and Lake Ave).

City DOT staff prepared for these service changes by implementing new schedules for several Pasadena Transit lines that were coordinated with the Metro schedules. Details on the NextGen Bus Plan can be found at <https://www.metro.net/projects/nextgen/>.

METRO MICRO PROGRAM:

In December 2020, Metro launched its microtransit pilot program, “Metro Micro.” It is an on-demand rideshare service for short trips (1-5 miles in length), now in several zones throughout Los Angeles County. It is planned to operate through December 2023.

Beginning June 27, 2021, Metro Micro began operating the “Altadena/Pasadena/Sierra Madre” service zone, which includes a large coverage area in Pasadena. The Metro Micro program is a supporting element of the NextGen process to overhaul Metro’s bus network and enhance service to the region. Metro defines Metro Micro’s role as helping to provide rides in parts of the region that are challenging for regular fixed route buses to serve. Below is a map of the “Altadena/Pasadena/Sierra Madre” service zone.



DOT staff coordinated with Metro since 2019 on the implementation of this program, including providing extensive feedback and data relating to curbside management and the existing network of transit services in Pasadena. The Metro Micro program is intended to serve as a complement to the current transit services in Pasadena with the goal of providing service in an equitable and accessible manner, particularly where any transit service gaps may exist.

Key elements of the Metro Micro pilot program include the following:

- Introductory rate of \$1.00 per trip (transfers not included) is still in effect.
- Rides must begin and end within each zone.
- Uses smaller vehicles that can accommodate up to ten customers.
- Wheelchair accessible vehicles must be requested in advance.
- Vehicles can accommodate up to two bicycles on a bike rack.
- Serves passengers at various existing Metro bus stops or “virtual stops.”
- Metro states a maximum wait time of 15 minutes.
- Rides can be scheduled through a mobile application or by phone up to seven days in advance.
- Other customers may be dropped off or picked up along the way (i.e., a shared ride possibility).
- Metro is following the COVID-19 public health guidance, including requiring face coverings be worn by passengers and drivers, among other measures.
- Children between the ages of 13 and 18 can travel on the system unaccompanied; children under age eight must have an appropriate booster or car seat, to be provided by the accompanying adult passenger.
- Drivers are Metro employees who have been screened and trained accordingly.
- Vehicles equipped with security cameras.
- Customers are able to track the Metro Micro vehicles in real-time.
- The Altadena/Pasadena/Sierra Madre Zone is available 5:30 a.m. to 9:30 p.m., seven days a week.

For more information on Metro Micro, visit metro.net/micro. Questions and feedback related to Metro Micro may be submitted to micro@metro.net or by calling (323) GO-METRO.

Prepared by:


Sebastián Andrés Hernández
Principal Planner

Approved by:


Laura Rubio-Cornejo
Director of Transportation