



NextGen Ridership Update Quarter 1, Calendar Year 2025

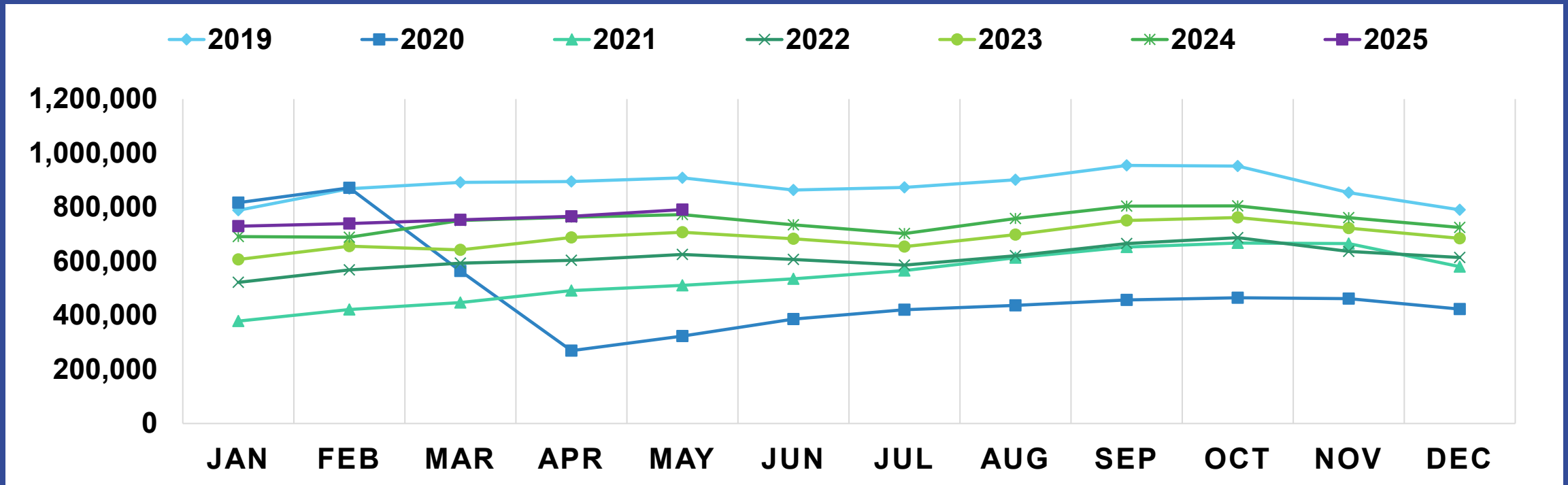
Operations, Safety, and Customer Experience Committee

July 17, 2025



Metro[®]

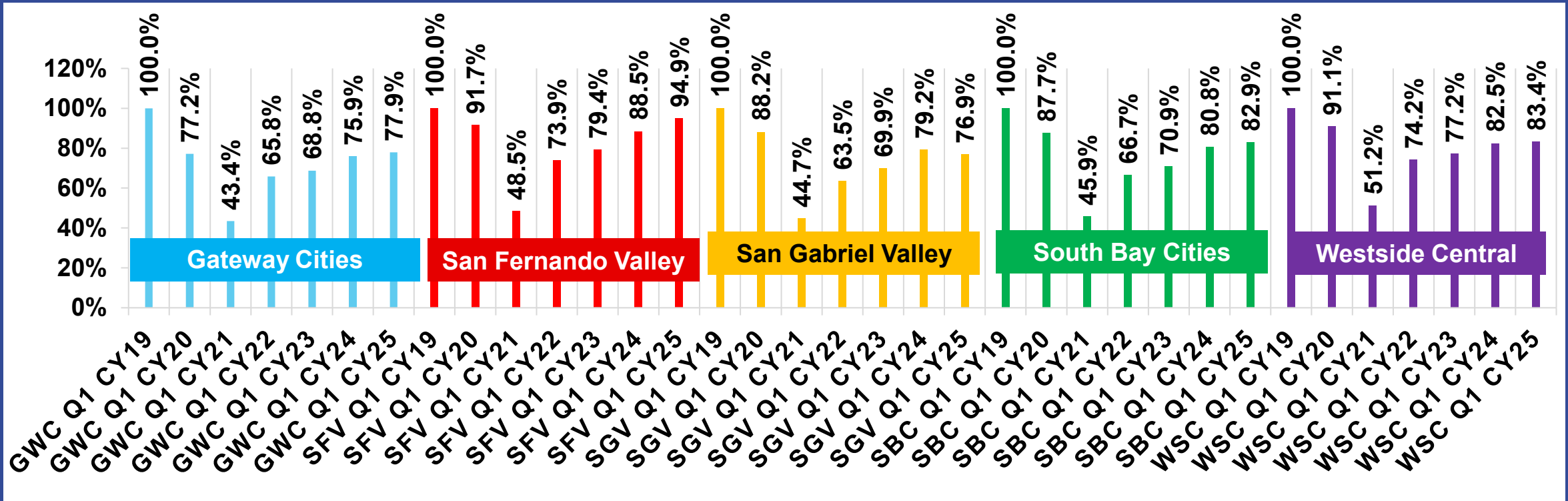
Average Weekday Ridership 2019-2025



- Average weekday ridership recovery (2025 versus pre-COVID 2019 Q1) was 87.3%, up from 83.7% in Q1 CY2024. Highest average weekday ridership in Q1 was March 2025 at 753,249. Growth is slowing as monthly data above shows.
- Q1 CY2025 average Saturday ridership recovery was 103.3%, a big jump up from pre-COVID 2019 Q1 level of 94.0% in Q1 CY2024, with a Q1 high of 537,710 average Saturday boardings in March 2025.
- Q1 CY2025 average Sunday ridership recovery was 105.4% of pre-COVID 2019 Q1 level, up from 98.3% in Q1 CY2024, with a Q1 record post-COVID high of 454,686 average Sunday boardings in February 2025.



Average Weekday Ridership Recovery by Service Area Q1 CY2019 – Q1 CY2025



Four service areas improved their recovery rates led by San Fernando Valley up 6.4%, with three other areas up by 0.9-2.1% compared to Q1 CY2024. San Gabriel Valley was down -2.3% due to two lines moved to Pasadena Transit. The San Fernando Valley area continues to show the most weekday ridership recovery at 94.9% weekdays. Similar pattern on weekends with San Fernando Valley at 116.3% recovery Saturday and 120.8% recovery Sunday. The EFC share of average weekday ridership is now 1.2% above pre-COVID levels.



Metro

Weekday Ridership by Time Period

Q1 CY2021 to Q1 CY2025

Time Period	CY2021 Q1	CY2025 Q1
Early AM (4 a.m.-6 a.m.)	45%	75%
AM Peak (6 a.m.-9 a.m.)	38%	73%
Base (9 a.m.-3 p.m.)	54%	90%
PM Peak (3 p.m.-6 p.m.)	45%	80%
Evening (6 p.m.-9 p.m.)	50%	84%
Late Evening (9 p.m.-12 a.m.)	52%	93%
Owl (12 a.m.-4 a.m.)	58%	94%

Midday ridership recovery (base) at 90% continues to exceed both AM peak and PM peak recovery from the pandemic, likely in response to NextGen Bus Plan's increased off-peak service frequencies.

- AM peak remains most subdued at 73% compared to pre-pandemic as transit use has shifted due to telecommuting and more off-peak travel to service jobs.
- PM Peak at 80% has stronger recovery than AM peak.
- Late evening and Owl ridership periods recovered most strongly at 93% and 94% as these periods typically serve transit-dependent shift workers.



Average Line/Group Ridership Recovery

- In Q1 CY2025, ridership fully recovered to above pre-pandemic levels on 28 weekday lines (up from 25 in Q4 CY2024), 50 Saturday lines (up from 34), and 50 Sunday lines (down from 53).
- Ridership recovery continues to be strongest where NextGen has invested in improved frequencies or in response to line restructurings.
- Lines serving downtown LA and other regional office locations and with lower frequency have recovered more slowly. Significantly improved ridership recovery for lines that received improved frequencies in June and December 2024 service changes. May see increased ridership in later quarters based on federal and state workers returning more days to their offices.
- Productivity (boardings/revenue service hour) has improved Saturday (more ridership increase than service hour increase), but declined weekdays (due mainly to lower ridership recovery) and Sunday (due to significant service investment exceeding ridership growth).

Number of Lines with Above Average Recovery in Q1 CY2025	Of 81 Total Weekday	Of 75 Total Saturday	Of 74 Total Sunday
Tier 1	15	17	17
Tier 2	12	13	12
Tier 3	10	11	10
Tier 4	8	6	5
Total	45	47	44

Bus Speed & Reliability Projects

DRAFT, 5/15/2025

Metro Bus Lanes

- Installed
- Pending Installation
- Planned

Jurisdictions

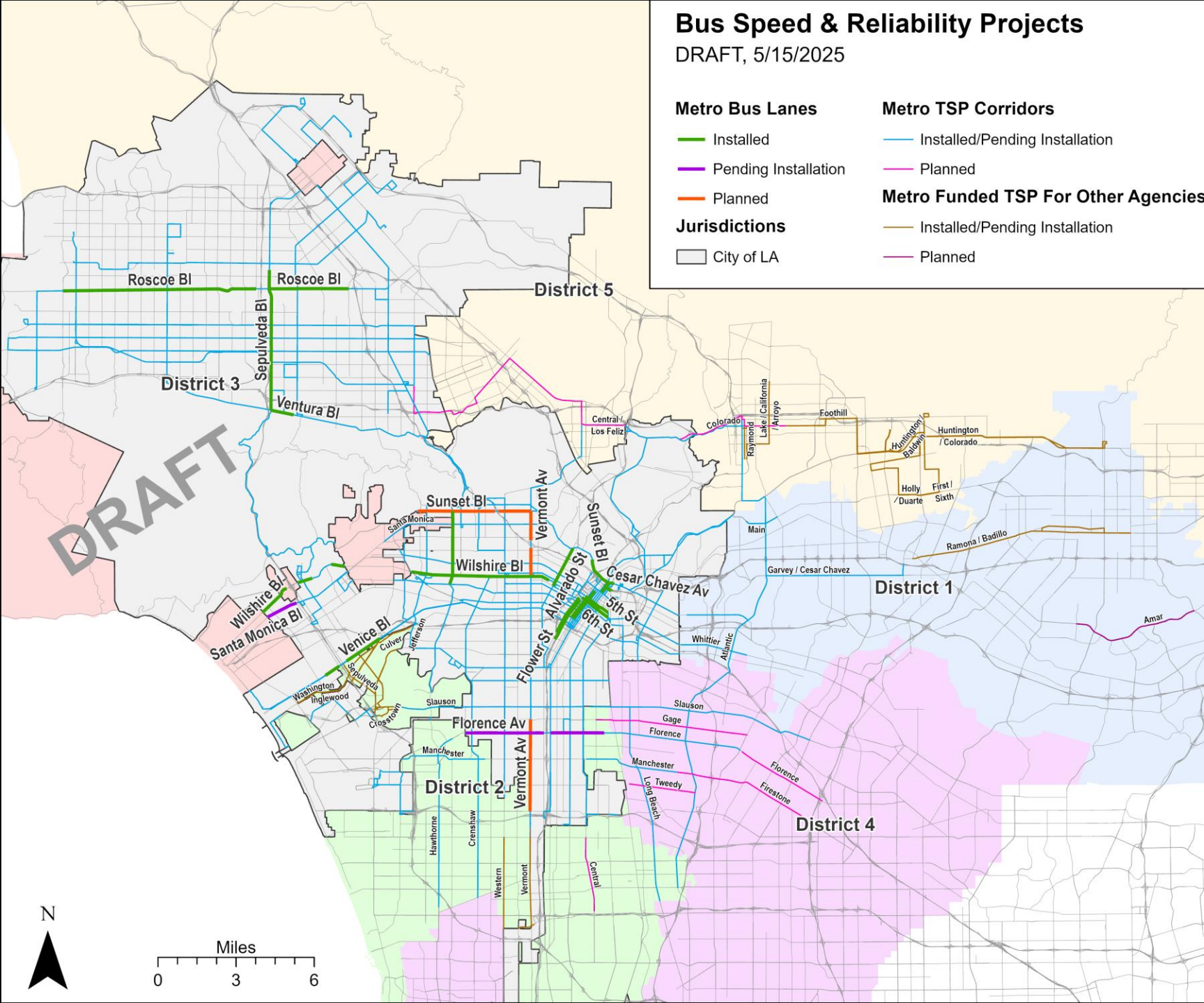
- City of LA

Metro TSP Corridors

- Installed/Pending Installation
- Planned

Metro Funded TSP For Other Agencies

- Installed/Pending Installation
- Planned



Speed & Reliability Updates

Bus lane progress

- 70.7 lane-miles complete
- 12.6 lane-miles pending construction
- 11.5 lane-miles in-progress

Sunset Bl

- 8.4 lane-miles planned between Vermont Av and Havenhurst Dr

Recent on-board rider bus lane survey

- 71% reported faster travel times
- 69% reported improved reliability

Transit Signal Priority (TSP)

- Upgrading 2,000 TSP signals to cloud-based technology with 500 new TSP signals. Complete by end of 2026

Bus stop consolidation

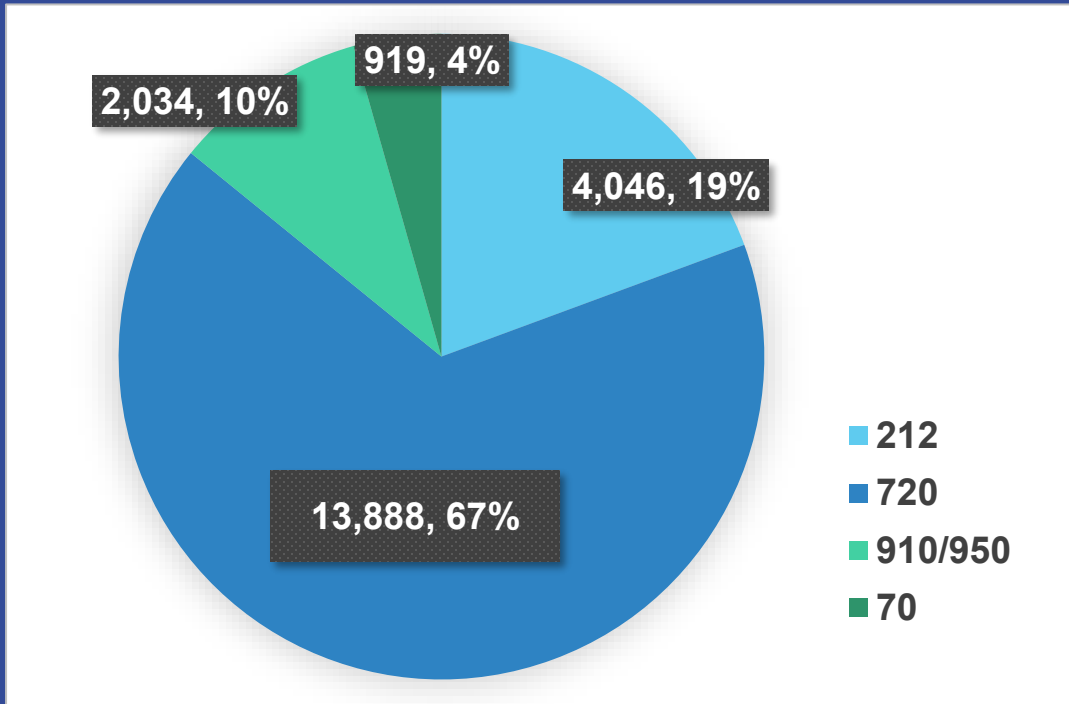
- 267 stops consolidated to balance speed and accessibility on Metro's busiest lines. More changes planned for June 2025

Headway Based Operation Pilot

- Pilot completed for Line 16

Bus Lane Enforcement (BLE) Program **March 2025 Update**

Violations by Route



- Approved by LA City Council October 2024
- Phase 1 launched November 1, 2024
- Phase 2 launched February 17, 2025
- Full implementation as of May 12, 2025
- Implemented on routes 212, 720, 910/950, 70
- 22.69 miles of bus lanes
- 160 bus stops enforced

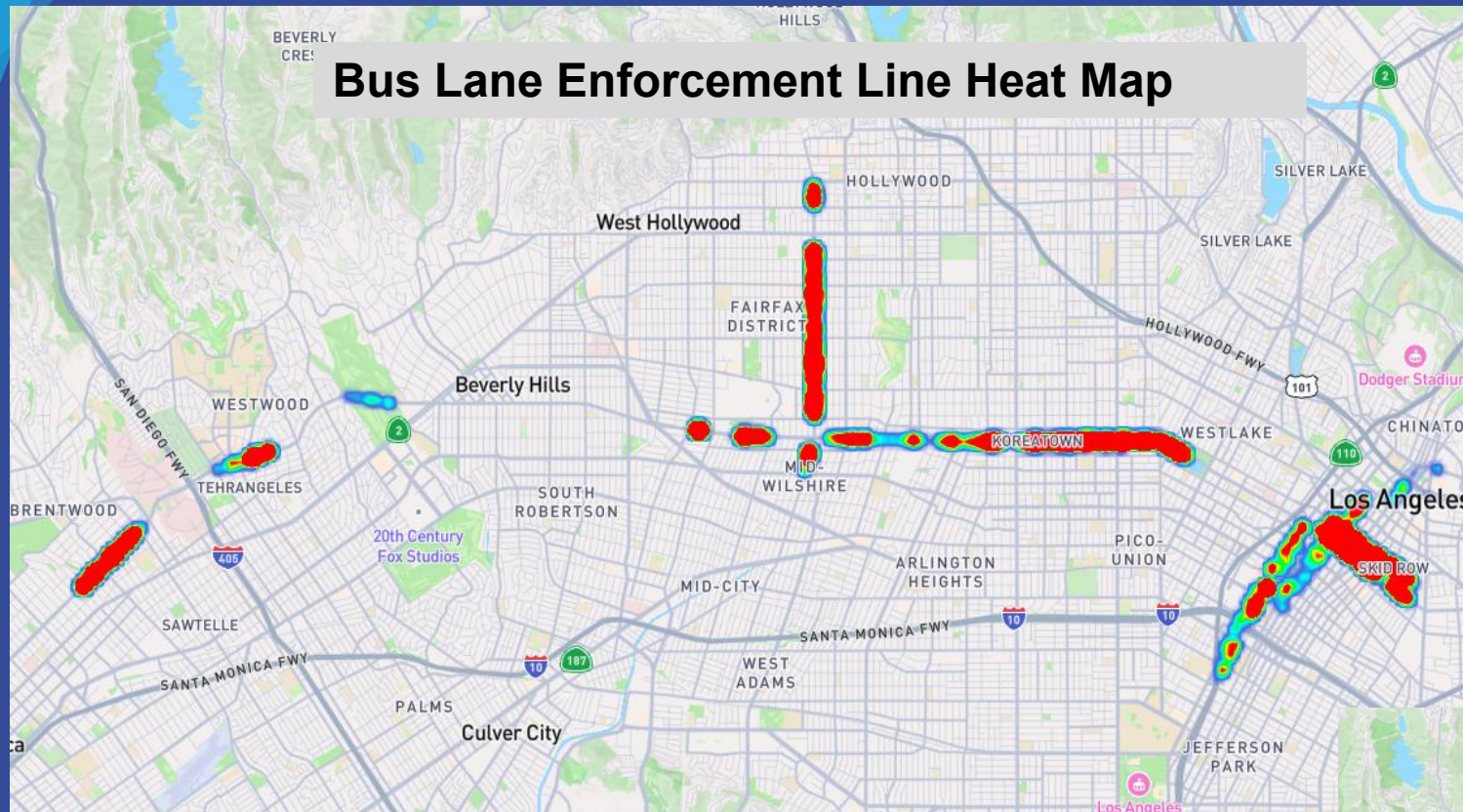
March 2025 Enforcement

- 74% (175) of all bus lane locations with 10+ events
- 43% (69) of bus stops with 10+ events
- 807 bus lane events per mile
- 2,587 bus stop events
- 11% unique vs repeat offenders
- 20,887 events
- 7,337 events rejected
- 4,353 events exceeding the 15-day issue date
- **9,187** citations processed



Metro

Bus Lane Enforcement Line Heat Map



Top 5 Bus Lane Violation Locations

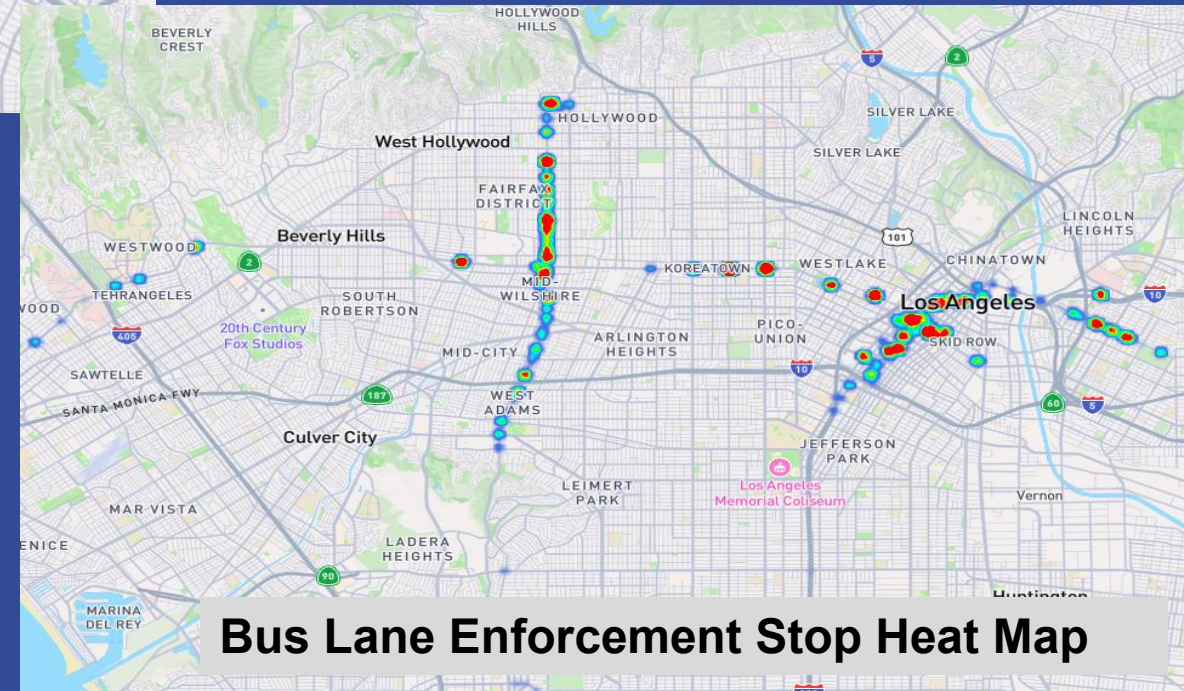
- Eastbound 6th St @ Grand Av: **804**
- Eastbound 6th St @ Broadway: **670**
- Westbound Wilshire Blvd @ Shatto Pl: **529**
- Southbound La Brea Ave @ 1st St: **486**
- Westbound Wilshire Blvd @ Kenmore Av: **471**

Top 5 Reasons for Event Rejections

- Poor Image
- No Violation
- Signage Conflict
- Awaiting Right Turn
- Local/State/Federal/Authorized Transit Vehicle

Top 5 Bus Stop Violation Locations

- 6th St @ Broadway: **116**
- Olive St @ Kosciuszko: **86**
- 6th St @ Hope St: **82**
- Grand Av @ 3rd St: **81**
- Olive St @ Olympic Blvd: **76**



Bus Lane Enforcement Stop Heat Map