



METRO BAKERSFIELD MOVES

Long-Range Transit Plan

2025-2044

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1 EXECUTIVE SUMMARY

ABOUT GOLDEN EMPIRE TRANSIT

Golden Empire Transit District (GET Bus) is the primary transit provider for the Bakersfield Urbanized Area. The GET Bus service area covers more than 160 square miles and has a population of more than 510,000 residents. GET Bus provides local fixed-route, paratransit, and on-demand services throughout the City of Bakersfield and adjacent unincorporated portions of Kern County.



FIXED-ROUTE SERVICE

Fixed-route service is the foundation of GET Bus. These are typical bus routes that predominately operate on arterial streets and make frequent stops.



PARATRANSIT SERVICE

Formerly branded as GET-A-Lift, paratransit service is curb-to-curb transportation for eligible riders who have a disability that prevents them from using fixed-route service.



MICROTRANSIT SERVICE

Microtransit is curb-to-curb transportation similar to paratransit but available to the general public. Ride prices vary based on trip distance. Both paratransit and microtransit are currently branded as GET On-Demand.

LONG-RANGE TRANSIT PLAN

GET Bus updates its Long-Range Transit Plan (LRTP) every five to 10 years to guide future service improvements and capital investments.

Metro Bakersfield Moves (MBM) is the updated LRTP that will provide a road map for optimizing and expanding transit in Metro Bakersfield through 2045. MBM was initiated in March 2023 and completed in June 2024. MBM will be a component of the Kern Council of Governments (Kern COG) Regional Transportation Plan.

Project Goals



Identify local and regional transportation needs, challenges, and opportunities.



Create a cohesive planning effort by listening to transit riders and community stakeholders.



Prioritize short- to long-term transit investments for Metro Bakersfield.

Project Timeline



Discovery

- Kickoff project
- Analyze existing conditions
- Engage community



Concept Development

- Develop concepts
- Engage staff and partners



Recommendations

- Draft recommendations
- Engage community
- Finalize recommendations



State of the System Report



Final Report

Community Participation

Metro Bakersfield Moves included robust outreach to gather diverse input and ensure that recommendations reflect the needs, priorities, and values of the community. Riders, non-riders, GET Bus staff, and regional partners were engaged through the following activities:



A **project website** that provided project information, updates on outreach activities, completed deliverables, and a link to the online survey.



An **online survey** that asked riders and non-riders about their travel patterns, transportation needs, and desired transit improvements.



Pop-up events held at the Downtown and Southwest Transit Centers, Bakersfield College, and CSUB to understand rider needs and obtain feedback on potential transit investments.



Stakeholder discussions gathered input on challenges and improvements from community organizations, the Community Transit Advisory Group, and the Social Services Transportation Committee.



Kern Council of Governments (Kern COG) planning staff were involved throughout the long-range transit planning process and provided valuable historical and local context, as well as feedback and direction.



Listening sessions held with GET staff, including bus operators, customer service representatives, and other front-line staff to gain insights about GET services based on their experience and unique perspectives.

STATE OF THE SYSTEM

The first deliverable of MBM was a State of the System report that provided a comprehensive review of the GET Bus system, the population that it serves, the environment in which it operates, and relevant transportation plans.

Key goals of the report included:



Analyze service attributes and ridership



Identify demographic trends and travel patterns



Inform future community outreach efforts



Serve as a foundation for the development of service concepts

The following pages summarize the key strengths and challenges identified in the State of the System report.

Strengths

FIXED ROUTES OPERATE IN AREAS WITH THE GREATEST TRANSIT NEEDS.

GET Bus provides higher levels of service along major corridors and transit-reliant neighborhoods.



MAJOR DESTINATIONS ARE WELL SERVED.

Downtown, Bakersfield College, California State University-Bakersfield (CSUB), and Valley Plaza are served by multiple routes and function as connection points for GET Bus riders.

FIXED-ROUTE RIDERSHIP IS RECOVERING STEADILY.

Since April 2020, system ridership has increased at a steady rate, despite continued bus operator shortages.



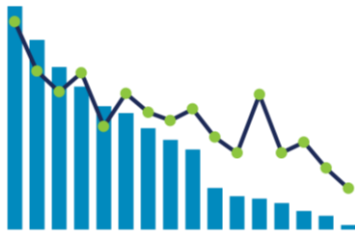
FIXED-ROUTE SERVICE IS RELIABLE.

On-time performance is at 84% on weekdays and 85% on weekends, reaching agency goals.

Challenges

FIXED-ROUTE SERVICE HAS NOT BEEN RESTORED TO PRE-PANDEMIC LEVELS.

GET Bus service ends early, creating challenges for late-shift workers. Many routes are infrequent, making connections between routes inconvenient.



ROUTE PERFORMANCE VARIES CONSIDERABLY.

In terms of ridership, GET routes fall into three categories: productive, promising, and underperforming.

DEMAND-RESPONSE TRIPS ARE COSTLY.

GET Bus On-Demand service costs significantly more per passenger trip than fixed-route service.



SEVERAL ROUTES ARE DESIGNED INEFFICIENTLY.

GET Bus routes with excessive turning movements and deviations create more negative impacts than benefits.

MANY LOCATIONS LACK SUITABLE AMENITIES.

Several route endpoints lack operator restroom facilities. Some connection points are not equipped to handle high transfer activity.

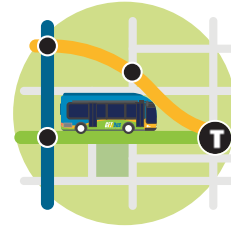


PLAN RECOMMENDATIONS

Short-Range Recommendations 2025-2029

UPDATE THE GET BUS NETWORK.

Simplify and streamline route alignments across the system. Develop a set of core frequent routes that operate on high-ridership corridors.

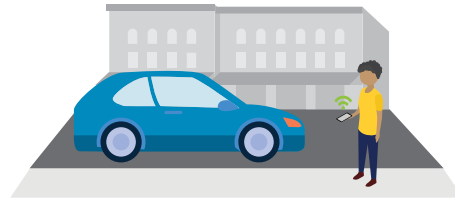


RESTORE GET BUS SERVICE TO PRE-PANDEMIC LEVELS.

Extend service hours beyond 9 p.m. on weekdays and Saturdays to improve access to jobs.

REPLACE ON-DEMAND SERVICE WITH A RIDEHAILING VOUCHER PROGRAM.

Reinvest on-demand resources (vehicles and operators) in fixed-route and paratransit services. Partner with a ridehailing company to provide discounted trips to maximize mobility.



ESTABLISH NEW OUTLYING TRANSIT HUBS.

Construct transit hubs at strategic locations to facilitate connections, increase operator amenities, and accommodate bus layovers during construction at the Downtown Transit Center.

DEVELOP A BUS STOP IMPROVEMENT PROGRAM.

Conduct a comprehensive inventory of GET Bus stops and develop a multi-year plan to update spacing and placement. Develop bus stop standards and guidelines.



IMPLEMENT SPEED AND RELIABILITY IMPROVEMENTS AT PRIORITY LOCATIONS.

Partner with the City of Bakersfield and Kern County to construct transit priority treatments and pedestrian safety improvements.



UPDATE THE GET BUS FARE POLICY.

Simplify fare pricing based on best practices. Pursue sustainable funding to eliminate fixed-route fares for seniors, people with disabilities, and students.

CONDUCT BIENNIAL ORIGIN AND DESTINATION SURVEYS.

Obtain rider origin and destination data to understand changing travel patterns and update travel demand models.



ENSURE MULTIMODAL CONNECTIVITY.

Coordinate with the City of Bakersfield, Kern County, and Kern COG on integrating transit and multimodal transportation into future projects.

SELECT AND PLAN FOR AN INITIAL BRT CORRIDOR.

Identify the most promising corridor(s) to pursue federal and state funding for Bus Rapid Transit (BRT) service.



Mid-Range Recommendations 2030-2034

CONTINUE TRANSITIONING THE FLEET TO ZERO EMISSIONS.

GET plans to eventually transition its entire fleet from Compressed Natural Gas (CNG) to Hydrogen Fuel Cells.



CONSTRUCT A NEW GET BUS OPERATIONAL FACILITY.

The future California High-Speed Rail station in Bakersfield will require GET Bus to relocate to a new operational facility.

IMPLEMENT AN INITIAL BRT LINE.

Introduce BRT service to the Metro Bakersfield area and modify connecting services accordingly.



ENSURE CONNECTIVITY TO HIGH-SPEED RAIL.

Modify select GET Bus services and/or introduce new services as appropriate in conjunction with the opening of High-Speed Rail.

DEVELOP A BUS STOP INNOVATION PROGRAM.

Be a leader in the design and rollout of climate resilient bus stops.



UPDATE THE LONG-RANGE TRANSIT PLAN.

Develop a new Long-Range Transit Plan that reflects future conditions and agency priorities.



Long-Range Recommendations 2035-2044

COMPLETE THE STATE-MANDATED TRANSITION TO A ZERO-EMISSIONS FLEET.

The California Air Resources Board (CARB) requires all transit providers to transition their fleet to zero emissions by 2040.



EXPAND THE BRT NETWORK.

Build upon the initial BRT line to create a network of BRT corridors to elevate transit in Metro Bakersfield.

TRANSITION TO AUTONOMOUS BRT.

Although currently in its infancy, autonomous bus technology is anticipated to be ready for deployment within a decade. BRT is the most suitable service for autonomous operations.



2 EXISTING CONDITIONS

SERVICE OVERVIEW

Fixed-Route Service

GET Bus operates 15 local service routes that provide extensive coverage of Bakersfield and one express route connecting Bakersfield with the Tejon Ranch Commerce Center.

Paratransit Service

Paratransit is a shared-ride, door-to-door service required by the Americans with Disabilities Act (ADA). This service is complementary to fixed-route service and is for eligible riders who have a disability that prevents them from using fixed-route buses.

On-Demand Service

Launched in April 2019, On-Demand is a shared-ride, curb-to-curb service available to the general public. The On-Demand service area is similar to the paratransit service area and ride prices vary based on distance.

On-Demand Assist

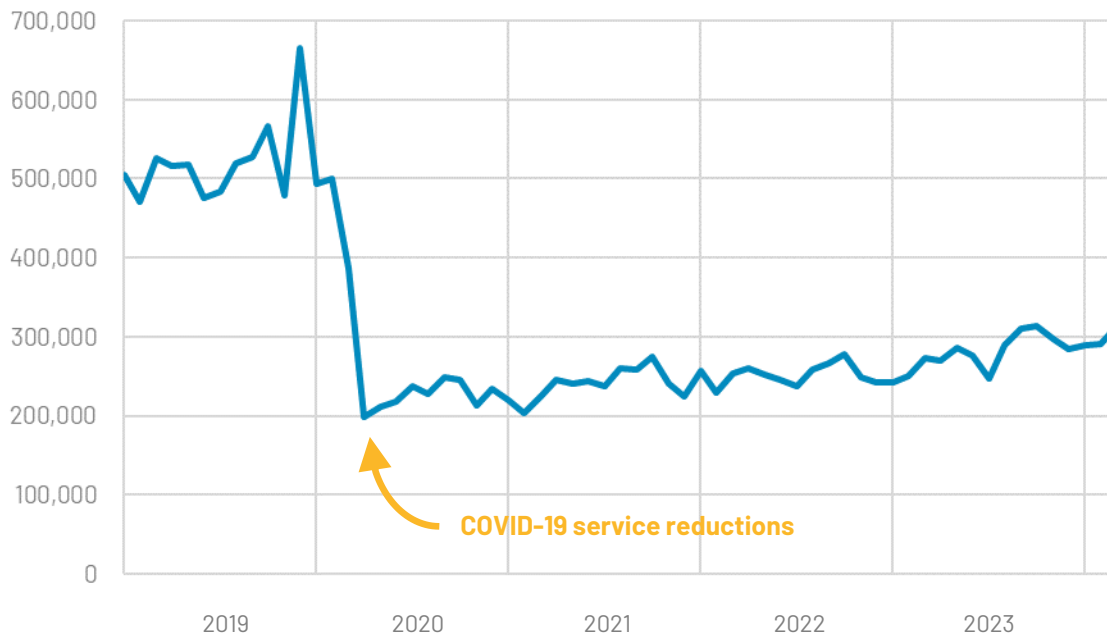
On-Demand Assist is a shared-ride, curb-to-curb service similar to paratransit and On-Demand; however, it is restricted to low-income seniors aged 60 and over. On-Demand Assist trips are limited to medical appointments, grocery shopping, senior activities, and other essential trips.

FIXED-ROUTE SERVICE TRENDS

GET Bus performance over the last few years provides important context for long-range planning. Ridership and productivity trends guide the agency's operating and capital plans by showing where resources should be invested to provide the most utility for Metro Bakersfield residents, workers, and visitors.

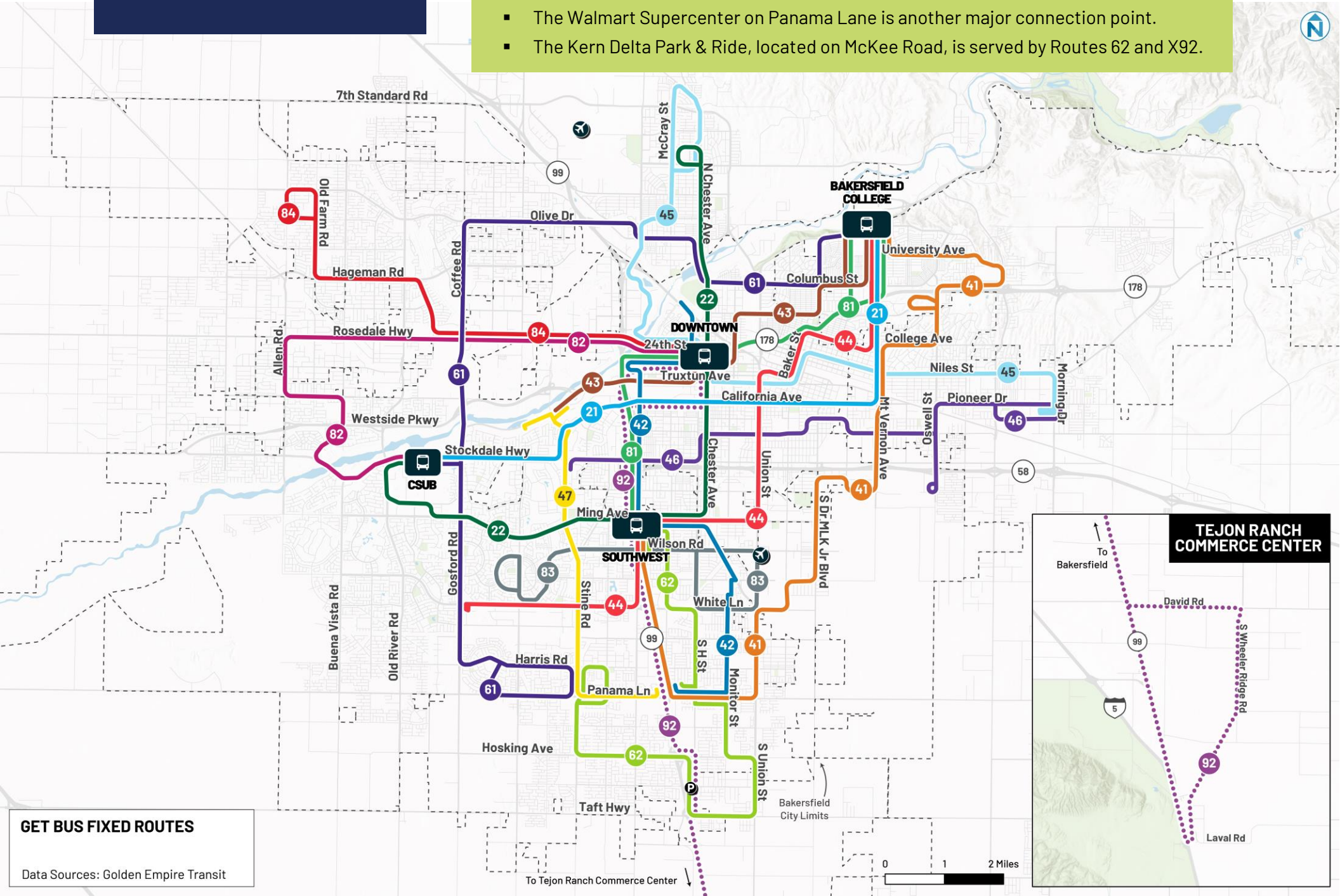
GET Bus carries robust fixed-route ridership prior to the COVID-19 pandemic. In March 2020, system ridership dropped sharply due to stay-at-home and emergency orders. Since then, fixed-route ridership has increased steadily with seasonal peaks during the fall and spring, as well as summer declines when most students are not in school. As of early 2024, GET Bus averages more than 300,000 passenger trips per month.

Historical Monthly Fixed-Route Ridership



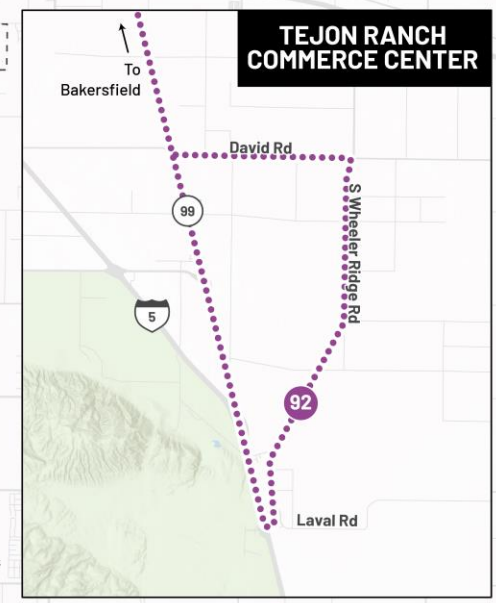
TRANSIT NETWORK

- GET Bus has four major connection points: Downtown Transit Center, Southwest Transit Center, Bakersfield College, and CSUB.
- The Walmart Supercenter on Panama Lane is another major connection point.
- The Kern Delta Park & Ride, located on McKee Road, is served by Routes 62 and X92.



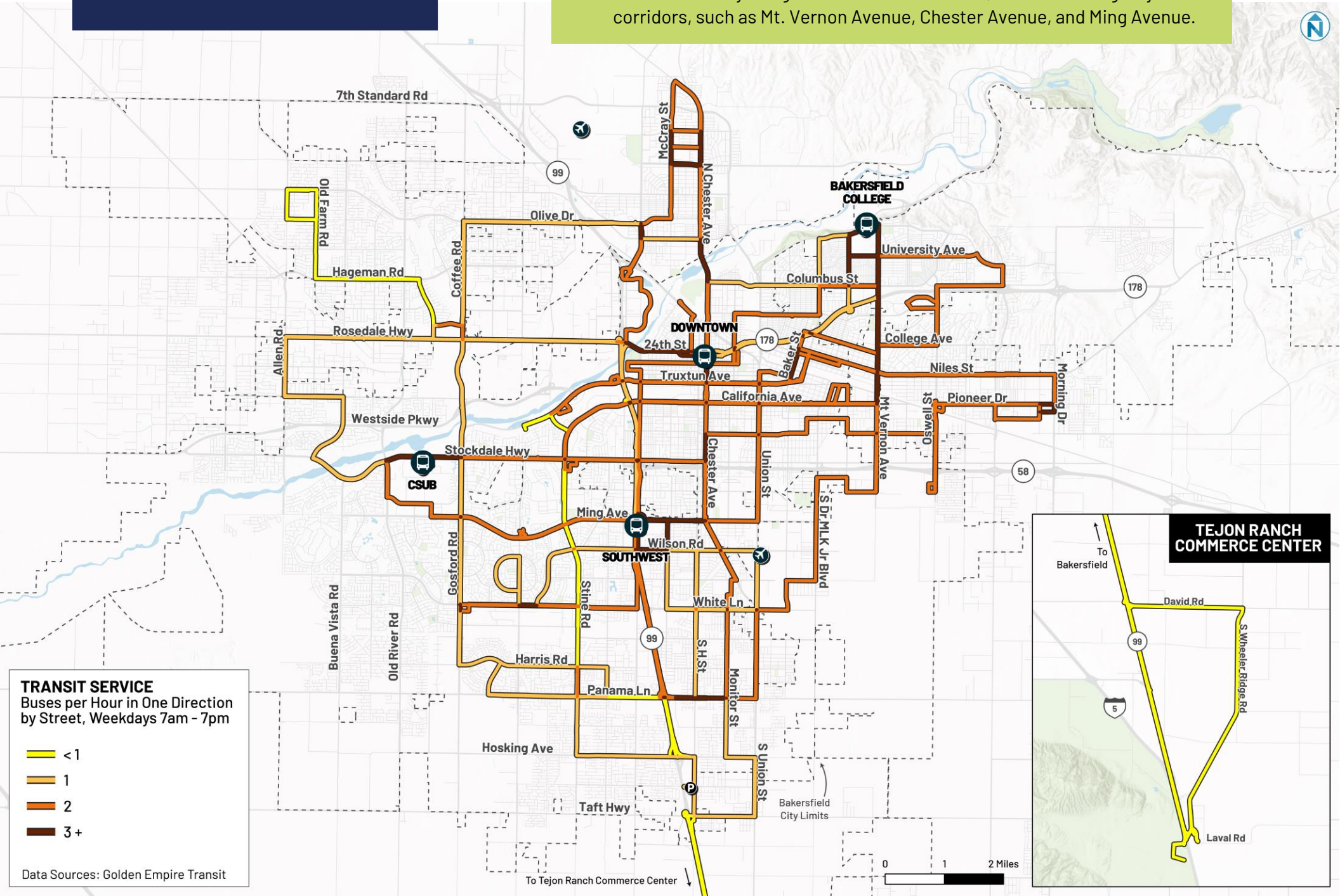
GET BUS FIXED ROUTES

Data Sources: Golden Empire Transit



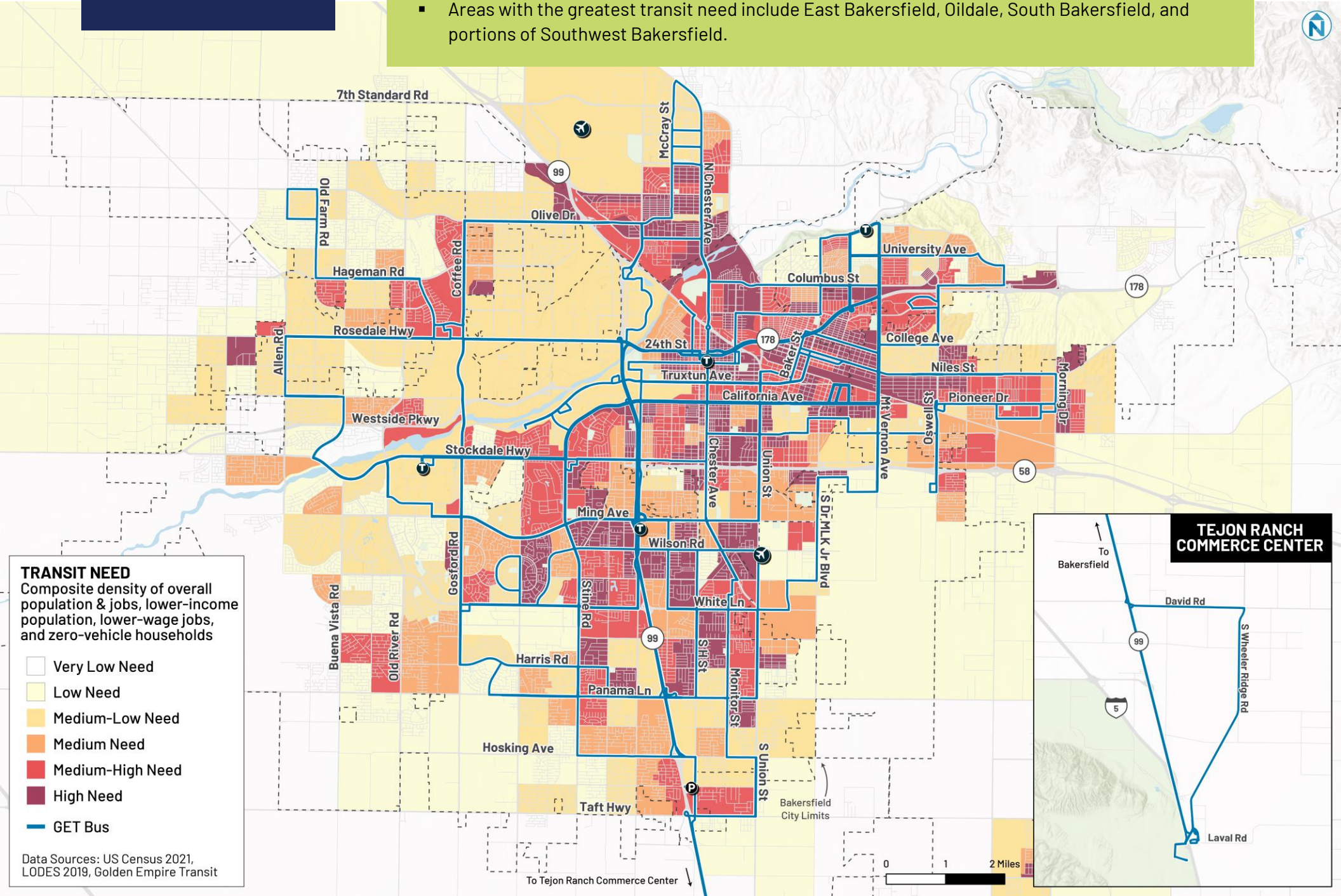
TRANSIT INTENSITY

- Transit intensity measures the level of bus service along street segments.
- Transit intensity is highest around transit hubs, as well as along major corridors, such as Mt. Vernon Avenue, Chester Avenue, and Ming Avenue.



TRANSIT NEED

- Transit need is a composite index based on a variety of socio-economic characteristics, such as income, vehicle ownership, and lower-wage jobs.
- Areas with the greatest transit need include East Bakersfield, Oildale, South Bakersfield, and portions of Southwest Bakersfield.

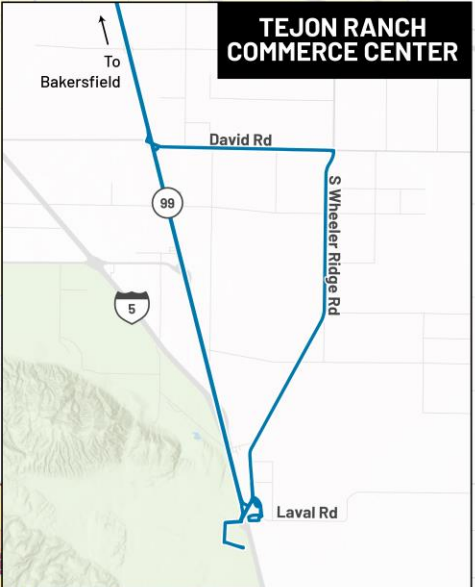


TRANSIT NEED
 Composite density of overall population & jobs, lower-income population, lower-wage jobs, and zero-vehicle households

- Very Low Need
- Low Need
- Medium-Low Need
- Medium Need
- Medium-High Need
- High Need
- GET Bus

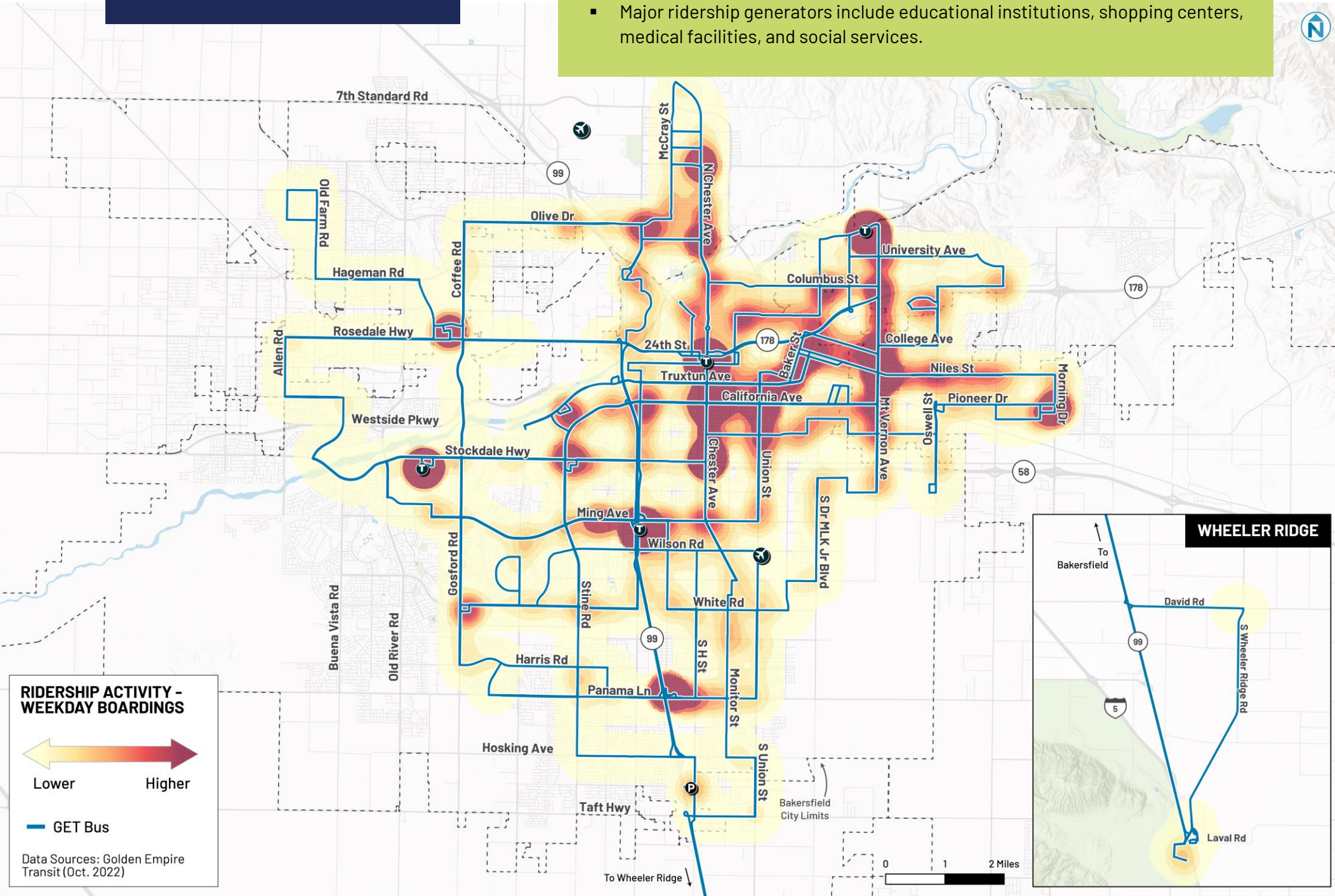
Data Sources: US Census 2021, LODES 2019, Golden Empire Transit

TEJON RANCH COMMERCE CENTER



RIDERSHIP ACTIVITY

- Corridors with high ridership activity include Chester Avenue, Mt. Vernon Avenue, California Avenue, and Ming Avenue.
- Major ridership generators include educational institutions, shopping centers, medical facilities, and social services.



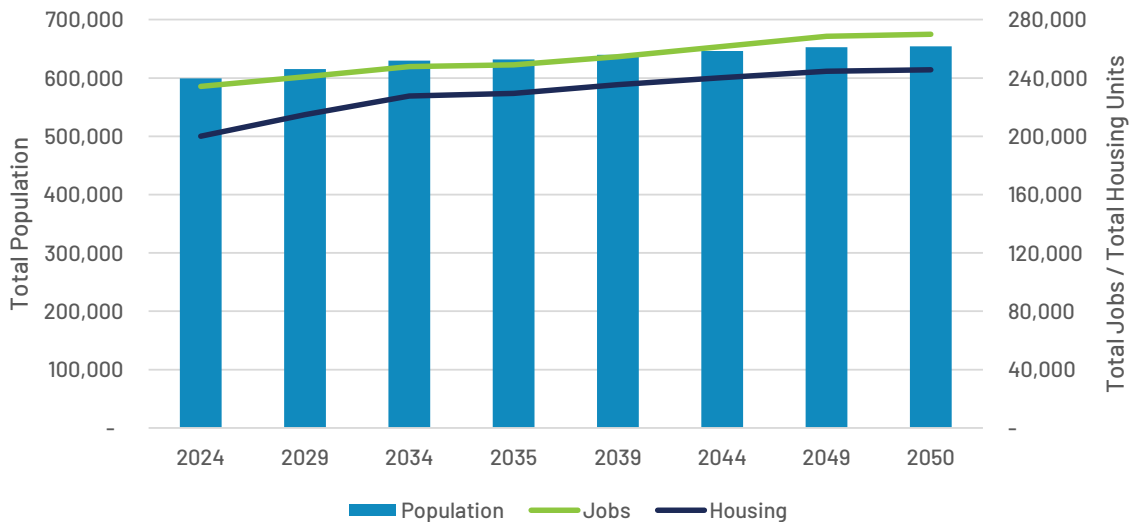
HOUSING AND JOB GROWTH

The MBM Long-Range Transit Plan provides a framework for transit investments over the next 20 years. The plan aligns with anticipated regional growth.

Kern COG’s Regional Growth and Demographic Forecast projects an increase of about 27,400 jobs in Metro Bakersfield by 2044. New distribution centers are anticipated along the periphery of the Metro Bakersfield area, creating new jobs in areas currently not served by GET Bus or Kern Transit.

Housing in Metro Bakersfield is expected to increase by 40,100 units over the next 20 years. Population growth in the area may be accelerated due to substantially higher housing costs in coastal areas of California, encouraging residents to move inland. Additionally, overall population growth is expected in Kern County with the anticipated completion of some portions of California’s High-Speed Rail network over the next decade.

Projected Growth in Metro Bakersfield



3 SHORT-RANGE RECOMMENDATIONS

INTRODUCTION

During fiscal year 2018-2019, prior to the pandemic, GET Bus fixed-route service provided 6.2 million passenger trips. By the end of 2023, fixed-route ridership had only recovered to 53% of pre-pandemic levels, while most California large urban transit agencies have seen ridership recovery rates of 80% or more.

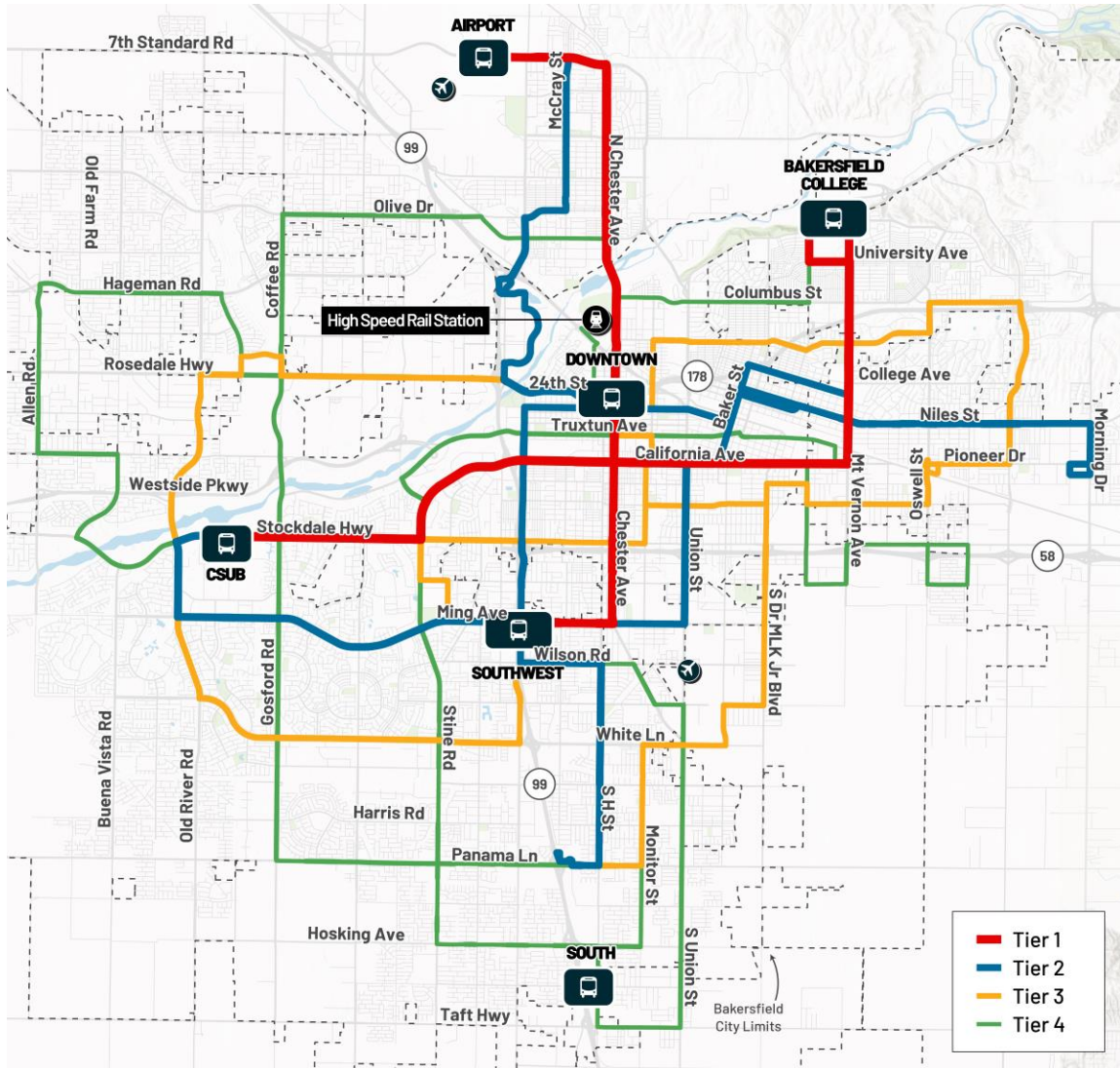
The following strategies are critical to restoring and growing ridership, elevating transit in Metro Bakersfield, and establishing a framework for Bus Rapid Transit (BRT):

- Update the GET Bus network.
- Restore GET Bus service to pre-pandemic levels.
- Replace On-Demand service with a ridehailing voucher program.
- Establish new transit hubs at strategic outlying locations.
- Develop a bus stop improvement program.
- Implement speed and reliability improvements at priority locations.
- Update the GET Bus fare policy.
- Conduct biennial origin/destination surveys.
- Ensure multimodal connectivity.
- Select and plan for an initial BRT corridor.

Network Update

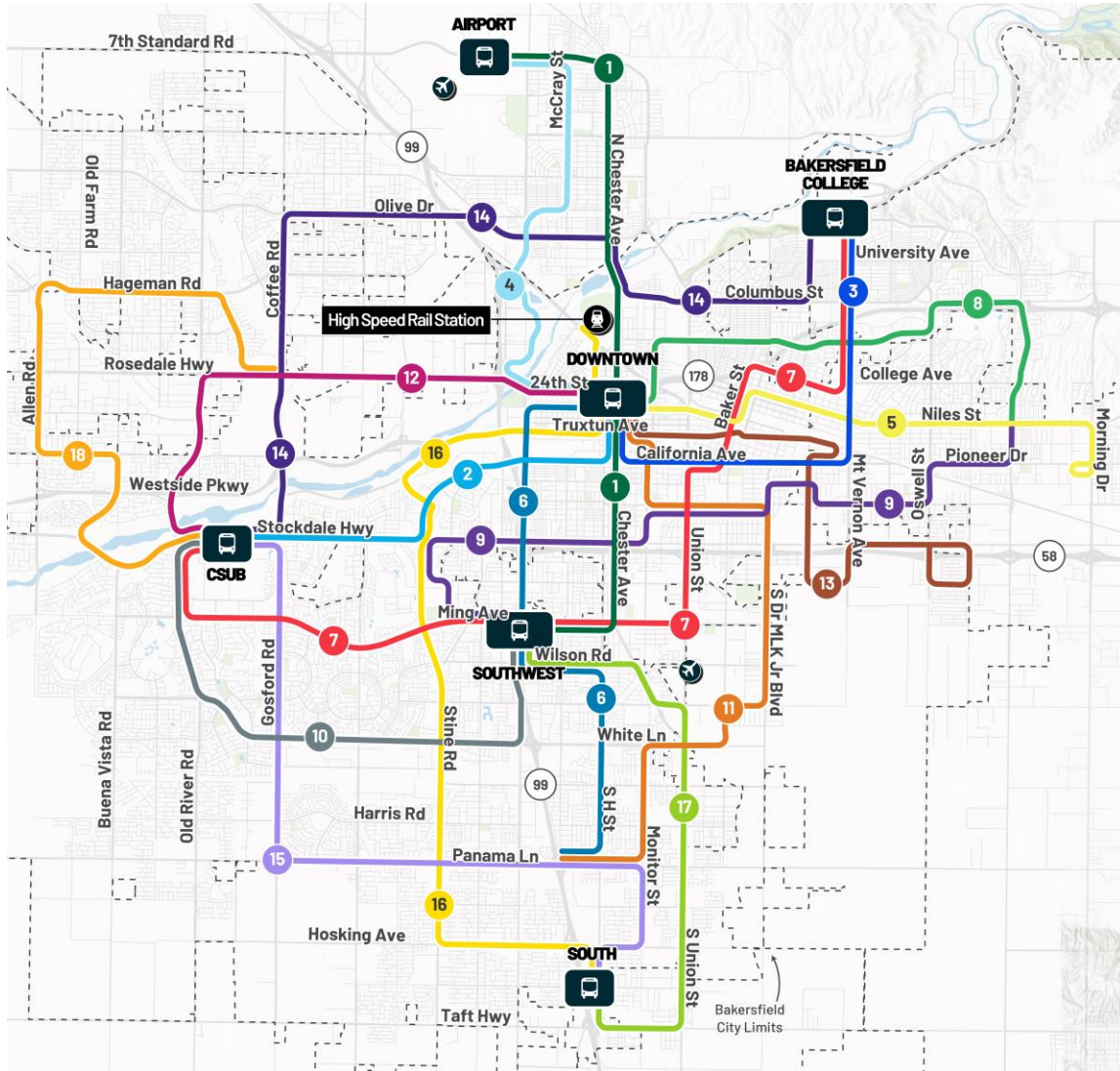
A comprehensive update of the GET Bus network is recommended to respond to ridership trends and reallocate resources accordingly. Updating the bus network also provides an opportunity to simplify service, improve connectivity, and establish a foundation for sustainable growth.

Proposed GET Bus Short-Range Network



Proposed GET Bus Short-Range Network Service Tiers

The proposed GET Bus route network is comprised of service tiers: GET Bus+ routes will operate on primary corridors and run every 15 minutes on weekdays, while other routes will operate every 20, 30, or 45 minutes on weekdays.



Short-Range Service Summary

Route	Action	Annual Revenue Hours
1 Chester	Replace Chester segment of Route 22	31,000
2 California West	Replace western half of Route 21	18,500
3 California East	Replace eastern half of Route 2	22,500
4 Airport	Replace western half of Route 45	19,000
5 Niles	Replace eastern half of Route 45	14,000
6 Oak	Replace segments of Route 41	19,000
7 Ming	Replace segments of Routes 22 and 41	34,500
8 Bernard	Replace segments of Routes 41 and 43	12,000
9 Virginia	Replace segments of Route 46	18,500
10 White	Replace segments of Routes 44 and 61	13,000
11 MLK	Replace segments of Route 41	14,000
12 Rosedale	Replace segments of Routes 82 and 84	13,000
13 Washington	Replace segments of Route 46	9,000
14 Coffee	Replace segments of Route 61	13,500
15 Gosford	Replace segments of Route 61	10,000
16 Stine	Replace segments of Routes 43 and 47	13,500
17 South Union	Replace segments of Routes 82 and 84	9,000
18 Rosedale	Replace segments of Routes 41, 42, and 62	10,000
Total		294,000

Note: "High-quality" transit routes highlighted in green.

Short-Range Weekday Service

Route	Span	Headways	Peak Vehicles
1 Chester	6:00 AM – 10:00 PM	15-30	7
2 California West	6:00 AM – 10:00 PM	15-30	4
3 California East	6:00 AM – 10:00 PM	15-30	5
4 Airport	6:00 AM – 10:00 PM	20-30	4
5 Niles	6:00 AM – 10:00 PM	20-30	3
6 Oak	6:00 AM – 10:00 PM	20-30	4
7 Ming	6:00 AM – 10:00 PM	20-30	8
8 Bernard	7:00 AM – 9:00 PM	30-45	3
9 Virginia	7:00 AM – 9:00 PM	30-45	4
10 White	7:00 AM – 9:00 PM	30-45	3
11 MLK	7:00 AM – 9:00 PM	30-45	3
12 Rosedale	7:00 AM – 9:00 PM	30-45	3
13 Washington	7:00 AM – 9:00 PM	45	2
14 Coffee	7:00 AM – 9:00 PM	45	3
15 Gosford	7:00 AM – 9:00 PM	45	2
16 Stine	7:00 AM – 9:00 PM	45	3
17 South Union	7:00 AM – 9:00 PM	45	2
18 Rosedale	7:00 AM – 9:00 PM	45	2
Total			65

Note: "High-quality" transit routes highlighted in green.

Short-Range Saturday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 9:00 PM	20-30	5
2 California West	7:00 AM – 9:00 PM	20-30	3
3 California East	7:00 AM – 9:00 PM	20-30	4
4 Airport	7:00 AM – 9:00 PM	30	3
5 Niles	7:00 AM – 9:00 PM	30	2
6 Oak	7:00 AM – 9:00 PM	30	3
7 Ming	7:00 AM – 9:00 PM	30	5
8 Bernard	7:00 AM – 8:00 PM	30-45	3
9 Virginia	7:00 AM – 8:00 PM	30-45	4
10 White	7:00 AM – 8:00 PM	30-45	3
11 MLK	7:00 AM – 8:00 PM	30-45	3
12 Rosedale	7:00 AM – 8:00 PM	30-45	3
13 Washington	7:00 AM – 8:00 PM	45	2
14 Coffee	7:00 AM – 8:00 PM	45	3
15 Gosford	7:00 AM – 8:00 PM	45	2
16 Stine	7:00 AM – 8:00 PM	45	3
17 South Union	7:00 AM – 8:00 PM	45	2
18 Rosedale	7:00 AM – 8:00 PM	45	2
Total			55

Short-Range Sunday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 7:00 PM	20-30	5
2 California West	7:00 AM – 7:00 PM	20-30	3
3 California East	7:00 AM – 7:00 PM	20-30	4
4 Airport	7:00 AM – 7:00 PM	30	3
5 Niles	7:00 AM – 7:00 PM	30	2
6 Oak	7:00 AM – 7:00 PM	30	3
7 Ming	7:00 AM – 7:00 PM	30	5
8 Bernard	7:00 AM – 7:00 PM	30-45	3
9 Virginia	7:00 AM – 7:00 PM	30-45	4
10 White	7:00 AM – 7:00 PM	30-45	3
11 MLK	7:00 AM – 7:00 PM	30-45	3
12 Rosedale	7:00 AM – 7:00 PM	30-45	3
13 Washington	7:00 AM – 7:00 PM	45	2
14 Coffee	7:00 AM – 7:00 PM	45	3
15 Gosford	7:00 AM – 7:00 PM	45	2
16 Stine	7:00 AM – 7:00 PM	45	3
17 South Union	7:00 AM – 7:00 PM	45	2
18 Rosedale	7:00 AM – 7:00 PM	45	2
Total			55

Ridehailing Voucher Program

With a citywide service area and a distance-based fare structure, On-Demand holds much promise as a service for communities lacking the population and job density to support frequent or fixed-route transit service. The current service design of a single end-to-end ride anywhere in the transit service area is unique among peer agencies and commendable for its ambition. Unfortunately, based on its performance, On-Demand is an inefficient use of limited resources regardless of the size of the service area. The reported growth of On-Demand has been accomplished without rationing service per passenger, raising fares, or expanding the capacities of vehicles, limiting the ability of On-Demand to efficiently scale up.

On-Demand serves fewer than three people per revenue hour ride, a rate that has not changed since the service area was expanded in the beginning of 2023. By comparison, GET Bus fixed routes carry over 15 people per revenue hour. Even Route X92, a low-performing GET Bus fixed route which that proposed for elimination in 2023, carries more riders per revenue hour than On-Demand.

With limited public resources, GET must meet needs for transit service as efficiently and effectively as possible. As a result, the agency has sought alternative models to the current On-Demand service that can more effectively and sustainably meet the needs of people in Metro Bakersfield to travel when and where there is otherwise no transit option. Some of these alternative strategies may be introduced as soon as July 2024.

Transitioning To Vouchers for Ridehailing Services

Through a cost-sharing agreement with Uber and/or Lyft, the ridehailing voucher program would cover on-demand rides with an origin and destination point within the Metro Bakersfield service area that occur when GET Bus service is not operating. Riders would simply request a ride using the Uber or Lyft mobile app, and, if the ride is eligible, the option to pay with a GET & Go voucher would become available to the user.

Some important provisions to consider include the following:

- Cap the number of trips per rider and/or the subsidy per ride.
- Make sure riders without smartphones can call customer service to book a trip.
- Uber and/or Lyft would need to regularly share origin and destination data with GET Bus and Kern COG for regional transportation planning purposes.
- Passengers with ambulatory disabilities and/or using mobility devices would need to receive comparable service to what they would have without the voucher.
- Vouchers would need to be explicitly marked as having no cash value or transferability.

The eligibility of additional participating taxi companies is contingent on their adherence to standards in insurance and service. Eligibility for existing programs, such as the non-medical sector of providers registered by the State's Medicaid (Medi-Cal) department, could be one method of determining if such a standard is being met.

TRANSIT HUBS

The GET Bus network has two Transit Centers along with other locations that serve as key connection points for riders and end-of-lines for operators.

The design and location of transit hubs should ensure safe and comfortable access by riders of all ages and abilities. Many bus riders reach transit by walking, and hubs should have safe and convenient pedestrian access with adequate sidewalks, street crossings, and lighting, and multiple accessible approaches to the facility. Transit hubs should also have passenger amenities that make them comfortable and convenient for riders transferring and waiting for buses, including seating, shelter or shade, clear wayfinding, and passenger information. Hubs that serve as end-of-line and layover locations should have comfortable and convenient facilities available for operators.

Transit hubs can also serve as important locations within their communities. Hubs should integrate into and elevate the surrounding community, and can incorporate open space, community amenities, artwork, and even programmed activity. GET and other partners must work across silos to ensure that transit hubs seamlessly integrate into their surrounding neighborhood.

RESILIENCY, HEALTH, AND SAFETY

Since 2016, average July temperatures in Metro Bakersfield have reached 86 to 90 degrees. Assuming this trend continues or worsens in the coming years, older adults and other people walking outside will be at regular risk for heat stroke, skin cancer, dehydration, and other potentially lethal health conditions and liabilities.

Transit hubs urgently need upgrades focusing on resilience in unpredictable climates. Investments in resiliency are an important way to improve conditions for operators and riders. They also reinforce a greater sense of personal safety and shared responsibility across the transit system.

Potential approaches to resiliency include:

- Longer and/or wider platforms and shade structures.
- Open design plans with frontage to allow for breezes and constant ventilation.
- Incorporation of plants and tree shade.
- Minimizing the use of heat-absorbing materials.
- Touch-free water dispensers and lighting.
- Solar battery-powered fixtures to reduce strain on the power grid.
- Training for GET Bus staff on context-sensitive emergency response.
- Routine testing and monitoring of all equipment.

These approaches can be piloted with transit hubs and eventually rolled out to all stops as part of a Bus Stop Innovation Program included in the mid-range recommendations.

Convert Kern Delta Park-and-Ride to South Bakersfield Hub

The Kern Delta/McKee Park-and-Ride is a three-acre County-owned facility serving GET Routes 62 and X92, FlixBus, and Kern Regional Transit (Routes 130 and 145) to connect to other points. The station is currently surrounded by surface parking but is within a short walk of the Greenfield Senior Center, a Clinica Sierra Vista health center, and places of worship. Park-and-ride usage has been minimal throughout 2023 and early 2024, with an average of 10 or fewer daily users.

The ample acreage and proximity of the site provides an excellent opportunity to redevelop the park-and-ride into a fully functioning transit hub. As residential and commercial growth continues in South Bakersfield, the site can support future route extensions as well as new services.

Recommended capital improvements and amenities include:

- Sawtooth bus bays
- Shaded waiting area with seating, water dispensers, wayfinding, and real-time information
- Operator restrooms
- Increased lighting and full-time security presence
- Limited parking for park-and-ride users and GET staff

Conceptual South Bakersfield Hub



Establish North Bakersfield Hub near Meadows Field Airport

A secondary transit hub, to be located on currently vacant County-owned land at the Meadows Field Airport, would become the end-of-line stop for GET Bus service running along Chester Avenue. As the new northern most anchor of the north-south backbone of the network, the Airport hub will continue to adapt to existing and evolving mobility needs. For example, from the Airport transit hub, shorter shuttle trips can be taken to the warehouses along 7th Standard Road to the north. Additionally, sufficient space can be allocated to support safe and accessible pick-ups and drop-offs of shuttles, ridehailing vehicles for GET & Go voucher use, or other demand-response connections to/from nearby distribution centers and airport destinations.

Recommended capital improvements and amenities include:

- Sawtooth bus bays
- Shaded waiting area with seating, water dispensers, wayfinding, and real-time information
- Operator restrooms
- Increased lighting and full-time security presence

Conceptual North Bakersfield Hub



Niles/East Bakersfield Hub

Short-range recommendations call for increased service along the Niles Street corridor. It will be prudent for GET Bus to establish an on-street or off-street transit hub in the vicinity of Niles Street and Fairfax Road.

Recommended capital improvements and amenities include:

- Sawtooth bus bays
- Shaded waiting area with seating, water dispensers, wayfinding, and real-time information
- Operator restrooms

Rosedale Hub

The establishment of an on-street or off-street hub in the vicinity of Rosedale Highway and Coffee Road would facilitate connections between multiple less-frequent GET Bus routes.

Recommended capital improvements and amenities include:

- Sawtooth bus bays
- Shaded waiting area with seating, water dispensers, wayfinding, and real-time information
- Operator restrooms

Upgrade/Expand/Replace Southwest Transit Center

The Southwest Transit Center faces multiple challenges, including uncertainty in the nearby retail markets and the site's constrained design from being fully fenced-off on the east side. Additionally, travel patterns are in a state of flux due to the recent introduction of the Route 58 - Westside freeway connection, the ongoing restructuring of the GET Bus network, and the future development of major regional commercial centers.

GET Bus must plan accordingly for a future redevelopment, expansion, or relocation of the Southwest Transit Center. This will depend on some factors to be measured against other transit hubs and transit centers in the network, including ridership trends, revenue travel time savings, and deadheading reductions.

SUPPORTING JOINT DEVELOPMENT THROUGH POLICY

Joint development on GET properties like the Downtown Transit Center carries multiple benefits:

- New revenue for GET Bus, the City, and/or the County (in the form of leases, concessions, and development fees).
- Increased housing supply during a time of high housing unaffordability and displacement throughout the region and state.
- Targeted increase of housing supply in locations planned for multimodal transportation infrastructure and levels of transit service to offset concerns regarding increased traffic.
- Added convenience and safety for people living, working, and waiting for transit in the area, reinforced by the presence of additional services and on-site employees.

The number of land parcels suitable for joint development, which are owned by GET or other agencies, are finite and thus should not be taken for granted. GET Bus should create a joint development policy to ensure solicitations are committed to the multimodal and sustainability values espoused by GET and the overall responsible stewardship of publicly-owned land. Aspects of such a policy may include:

- Zero mandate to maintain or increase parking supplies at park-and-ride facilities, allowing for more flexibility and judgement by development teams.
- Requiring due diligence of shared parking agreements with nearby properties, supporting more efficient land uses.
- Pre-paid transit passes and subsidies for bike repairs/purchases for all development residents and employees, along with regular monitoring and reporting of parking utilization, tenant mode choice, and transportation demand management (TDM) program awareness.
- Supporting Metro Bakersfield's workers through commitments to apprenticeship opportunities, utilizing local workforce, and collective bargaining agreements.
- Requirements for publicly available walkways and open spaces (in addition to the sidewalk network and bus platforms), maximizing opportunities for people to access all on-site services safely and directly.
- Requirements for a dynamic mix of uses on site to make it easier for people to access multiple destinations and services without adding to the number of trips or vehicle-miles travelled (VMT).

BUS STOP IMPROVEMENT PROGRAM

Bus stops are the “front doors” of GET Bus service. Bus stop placement, design, maintenance, and the availability of amenities can impact a rider’s experience and their likelihood to use public transit. Currently, all GET Bus stops are identifiable by a signpost, but only 18% of fixed-route stops include bus shelters that provide shade and protection from inclement weather.

A Bus Stop Improvement Program would provide guidance for enhancing comfort and perceptions of safety for existing and potential riders. GET Bus developed a Transit Facility Design document in 2018 that outlined types of bus stops, as well as guidelines for bus stop placement, design, and amenities. This document can aid GET Bus in creating and implementing a Bus Stop Improvement Program. Below is the recommended process.

- **Step 1: Establish a bus stop classification system.** Create a system of three to four bus stop types based on daily boarding volumes and the number of trips where people might experience long wait times. Each bus stop class should specify the ideal dimensions of the stop and which amenities are required, vital, and optional.
- **Step 2: Conduct a comprehensive inventory of bus stops.** Evaluate ADA compliance of the landing pad, the presence of a connecting sidewalk and amenities, and several other factors to assess the accessibility of bus stops.
- **Step 3: Optimize bus stop spacing.** The distance between bus stops impacts travel times and the rider experience. Stops spaced farther apart mean faster bus speeds but also reduce rider access. Stops spaced closer together increase rider access, but also mean slower and less consistent travel times. Most riders want transit service that balances access and speed. Optimizing stop spacing involves calculating distances between consecutive bus stops and determining which stops should be eliminated, consolidated, relocated, or added.
- **Step 4: Adjust the placement of individual bus stops.** Bus stop placement involves balancing access, safety, operational efficiency, and adjacent land use. Therefore, each bus stop should be evaluated individually to determine its exact location.
- **Step 5: Classify stops and identify the gaps.** Assign the appropriate classification of each bus stop and identify which stops require an upgrade.
- **Step 6: Develop a prioritization plan for upgrading stops.** Develop a bus stop improvement priority scoring system based on agency goals and community values. The scoring should consist of several factors, including but not limited to ridership, equity, typical wait times, adjacent land use, pedestrian safety, and other factors.
- **Step 7: Develop an implementation plan to allocate resources to stops.** Depending on when funding is available to dedicate towards bus stop upgrades, funds can be distributed starting with stops deemed as the highest priority. More stops can be upgraded to meet the new standards over time as funding becomes available.

SPEED & RELIABILITY IMPROVEMENTS

Transit speed and reliability improvements are infrastructure investments that prioritize travel time savings, accessibility, safety, and customer experience. GET should coordinate with the City of Bakersfield and Kern County to identify opportunities to implement the following speed and reliability improvements.

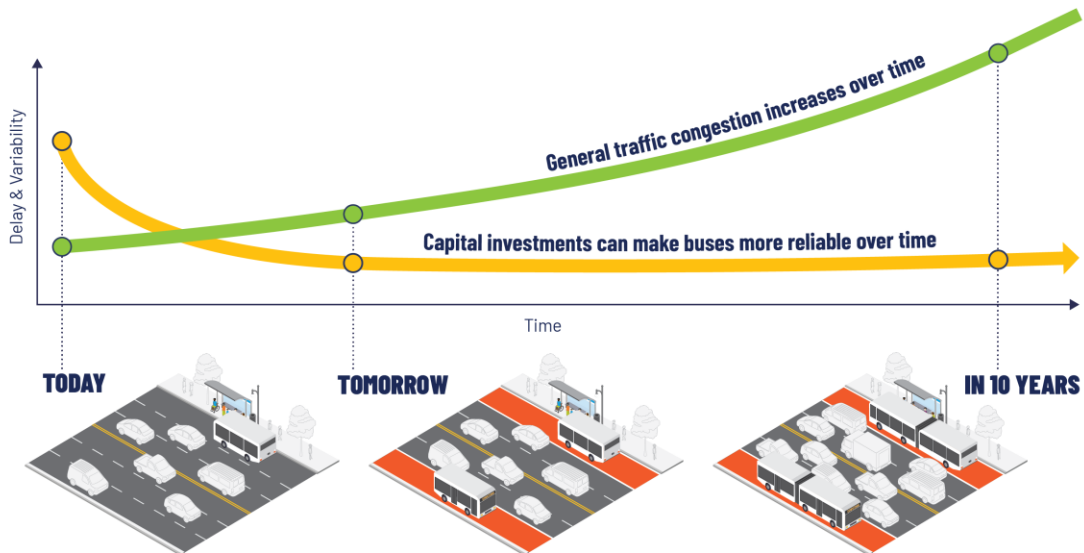
Summary of Potential Transit Speed and Reliability Benefits



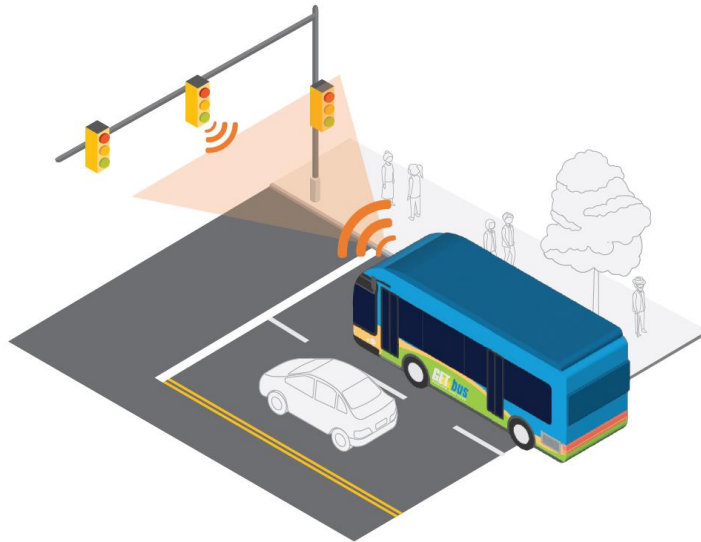
CAPITAL IMPROVEMENTS				
	Travel Time Savings	Accessibility	Safety	Customer Experience
A BUS LANES	✓		✓	
B CURB EXTENSIONS/BULB OUTS	✓			
C LEVEL BOARDING	✓	✓	✓	
D RIGHT TURN FACILITATION	✓	✓	✓	✓
E BUS - BICYCLE TREATMENTS	✓	✓	✓	
F FLOATING BUS ISLANDS	✓	✓	✓	

Speed and Reliability Improvements Benefits Over Time

As roadway congestion worsens over time, speed and reliability improvements can preserve and maintain service frequencies without requiring more buses and operators.



Transit Signal Priority



What is it?

- Transit Signal Priority (TSP) is a technology that allows buses to move through traffic signals without delay. There are several ways that TSP can be implemented. At the most basic level, TSP allows transit vehicles to communicate with signals to extend green lights, end red lights early, and/or add a bus-only signal phase.

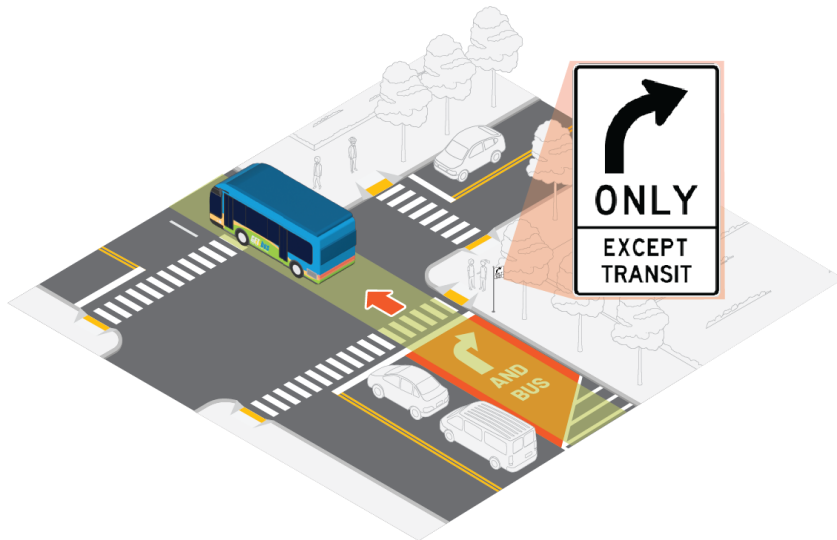
What are the benefits?

- **Travel Time:** TSP can reduce delay by up to 50% at target intersections. TSP applied along a transit corridor allows the bus to take advantage of coordinated signal progression and cumulatively reduce end-to-end travel times by up to 10%.
- **Safety:** TSP reduces potential for conflicts between transit vehicles and cyclists, pedestrians, and motorists at signalized intersections.

Where does it work?

- Signalized intersections with a far-side stop or no transit stop, allowing the bus to clear the intersection without waiting at a signal.
- The usefulness of TSP depends on geometric and operational factors, including roadway type, traffic volume and capacity, signal spacing, and cycle length.

Queue Jumps



What is it?

- Queue jumps allow buses to proceed through a signalized intersection ahead of general traffic.

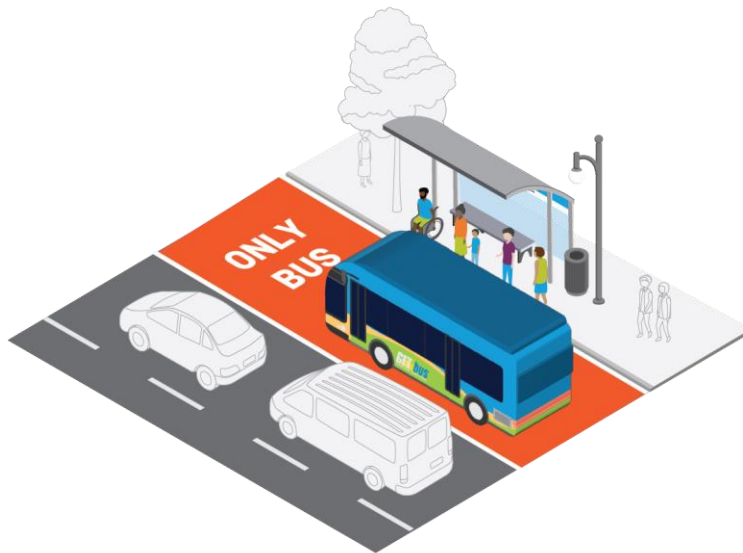
What are the benefits?

- **Travel Time:** Queue jumps can reduce bus delay at congested intersections where buses would otherwise sit through multiple signal phases. Delay at traffic lights is cumulative throughout the transit trip, so multiple queue jumps along a corridor can significantly reduce travel time for riders.

Where does it work?

- When a dedicated right-turn lane is present.
- At intersections with high delay.

Bus Lanes



What is it?

- Bus lanes provide a dedicated space for transit vehicles to operate, providing the most significant improvements to schedule reliability and reducing travel times by keeping buses out of traffic. Bus lanes can have many variations in how they operate, how the space is separated from general travel lanes, and how space may be used at different times.

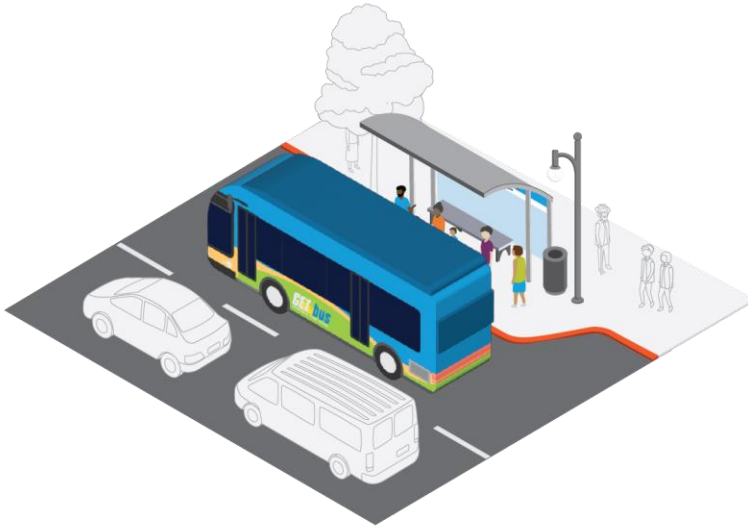
What are the benefits?

- **Travel Time:** Bus lanes allow buses to bypass congested street segments in their own lane, keeping buses and riders on schedule during congested traffic periods.
- **Safety:** Bus lanes potentially decrease conflicts between buses and autos that occur when they operate in shared travel lanes.
- **Utility:** Bus lanes may be used by multiple routes that operate along the roadway segment.

Where does it work?

- Major arterials with sufficient right-of-way and surrounding traffic conditions that support construction of new bus lanes or conversion of existing, underutilized lanes.
- Roadways serving existing/emerging high-density land use patterns.
- High ridership lines that experience high delay due to traffic congestion.

Curb Extensions



What is it?

- Bus bulbs extend the curb and bus stop boarding area into an existing parking lane or shoulder so buses can pick up or drop off customers without exiting the travel lane.

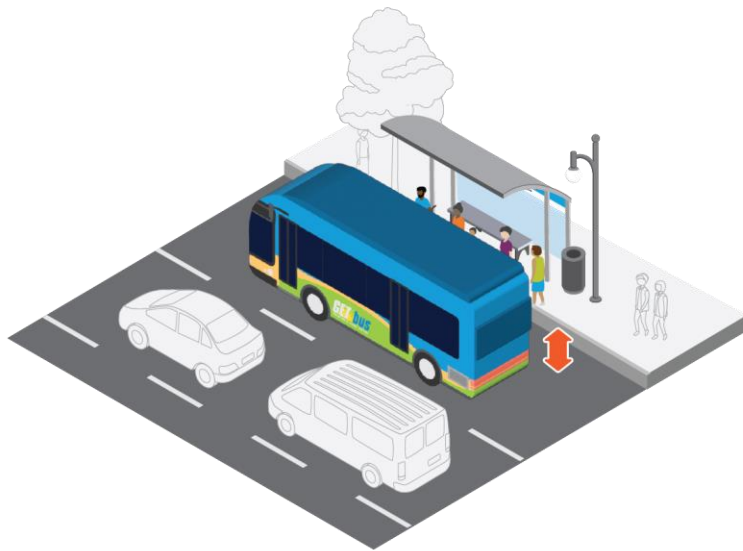
What are the benefits?

- **Travel Time:** Allows buses to make in-lane stops, reducing dwell time by 15-30 seconds per stop by eliminating delays from buses pulling out of lanes at stops and waiting for a gap in traffic to proceed.
- **Safety:** Reduces pedestrian exposure to vehicles at intersections by shortening the crossing distance on the side of the intersection with the bulb out.
- **Accessibility:** In-lane stops ensure buses can reach the curb and board passengers with mobility devices.
- **Customer Experience:** Create more space for passenger amenities while maintaining a clear pedestrian path on the sidewalk.

Where does it work?

- Stop locations with existing on-street parking.
- Stops where transit passenger volumes require a larger dedicated waiting area than is available on the sidewalk.
- Streets with high pedestrian activity, where sidewalk width or available right-of-way leaves limited space for boarding areas and amenities.

Level Boarding



What is it?

- Level boarding means the height of the curb at the bus stop closely matches the floor height of buses – meaning that buses do not have to kneel or deploy ramps as often to board people using mobility devices. This supports fast and easy access for passenger loading and unloading.

What are the benefits?

- **Travel Time:** Level boarding reduces dwell time at bus stops and allows all passengers to quickly get on and off vehicles. It can also support boarding and alighting on buses with multiple doors.
- **Safety:** Riders are exposed to less risk of injury when stepping or rolling on/off the bus.
- **Accessibility:** In addition to people using mobility devices, level boarding makes accessing transit easier for people with strollers, carts, or bicycles.

Where does it work?

- Most effective in bus routes/stops with high ridership.
- Stop locations where riders are known to include older adults and people using mobility assistance devices, carts, and strollers.

Bus Stop Islands



What is it?

- Bus stop Islands are bus stops on bulb outs separated from the sidewalk by a bicycle lane. Bus stop islands allow buses to stop in the general-purpose travel lane while allowing bicyclists to pass seamlessly behind the bus stop.

What are the benefits?

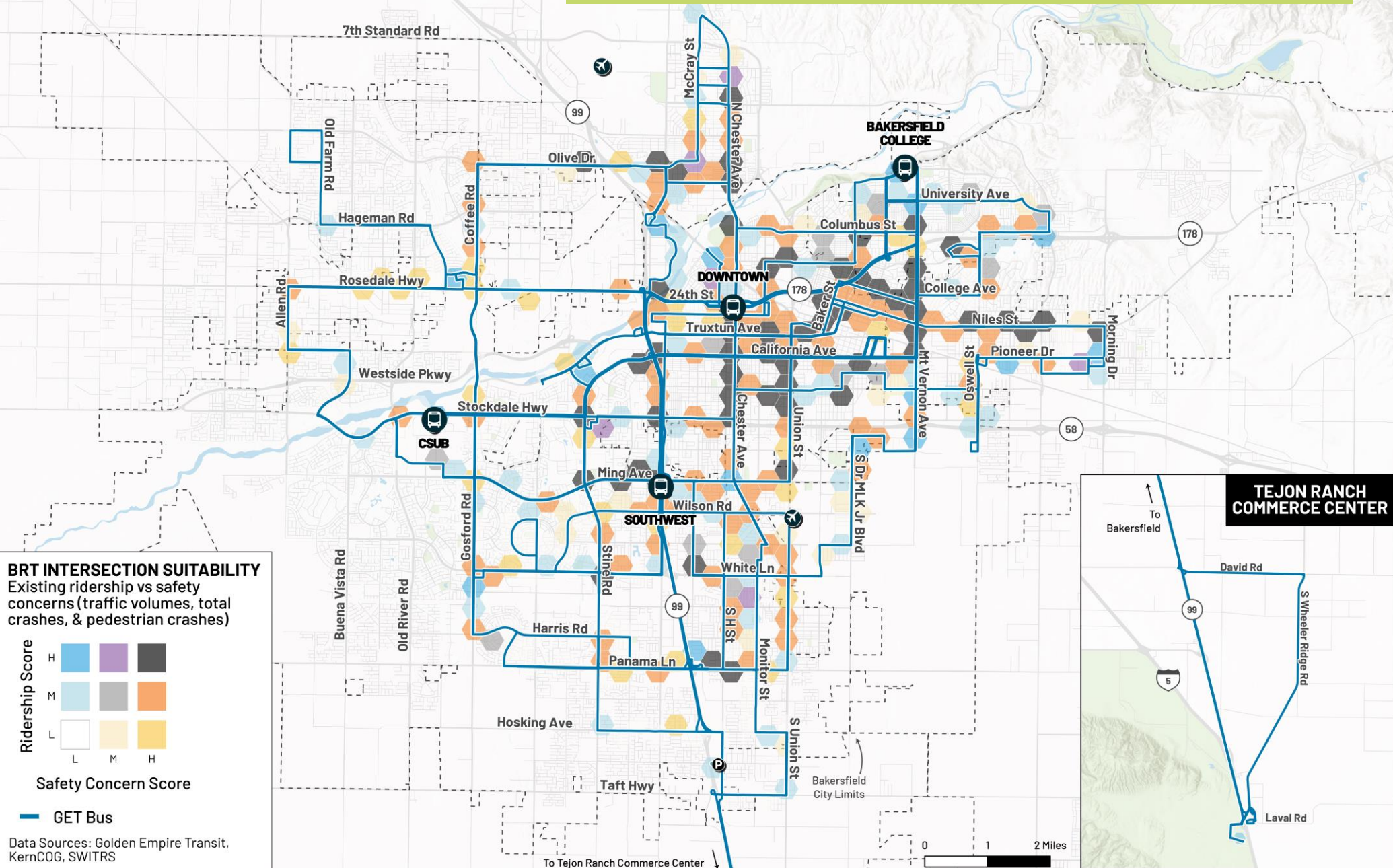
- **Travel Time:** Typically increases in-lane bus speeds and reduces dwell time by 15–30 seconds per stop by eliminating delays from buses waiting for a gap in traffic to merge back into traffic and proceed. Reduces delay caused by buses having to wait for bicyclists to pass before pulling over to the stop.
- **Accessibility:** Provides space for stop amenities such as shelters, benches, and informational kiosks.
- **Safety:** May act as a pedestrian refuge island, shortening the crossing distance on the intersection leg with the bus island. Reduces conflicts between the bus operator and the person bicycling, as well as provides a buffer for cyclists and pedestrians from the traffic lane.

Where does it work?

- Streets with moderate to high transit frequency, transit ridership, or bicycling volume.
- Segments with separated bicycle/pedestrian lanes and areas with heavy traffic and bicycle/pedestrian safety concerns.
- If sidewalk width permits, bus stop islands may be applied to streets with curbside transit stops and a bicycle facility.

INTERSECTIONS IN NEED

- This map shows ridership activity and safety concerns along corridors and at intersection areas along the current GET Bus network.
- Locations in dark grey have high ridership and safety concerns, and therefore, may be suitable candidates for speed and reliability improvements.



BRT INTERSECTION SUITABILITY
Existing ridership vs safety concerns (traffic volumes, total crashes, & pedestrian crashes)

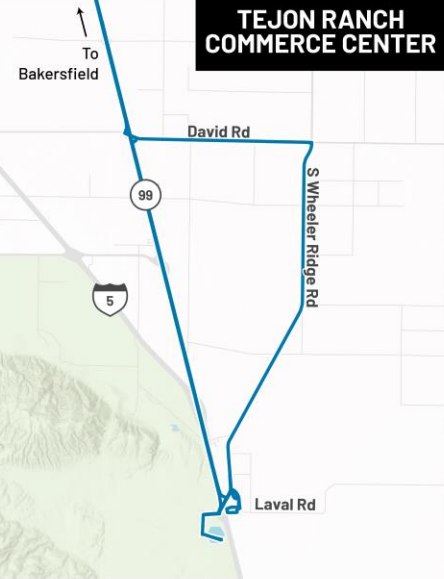
Ridership Score	H			
	M			
	L			
	L	M	H	

Safety Concern Score

— GET Bus

Data Sources: Golden Empire Transit, KernCOG, SWITRS

TEJON RANCH COMMERCE CENTER



0 1 2 Miles

FARE POLICY

Fare free programs or new and lower fares are an opportunity for GET Bus to encourage current riders to continue using the system while attracting new ridership.

Fare-Free Program

During the 2023/2024 school year, GET Bus provided free bus rides for all students in kindergarten through college in the Metro Bakersfield area, including vocational and private schools. Outreach and community engagement events for the LRTP revealed that these free passes are an essential lifeline for many college students. Expanding a fare-free program can lead to many benefits, including an increase in transit ridership, removal of barriers to using transit, and encouraging for more people to ride which would reduce vehicle congestion. GET Bus may also consider expanding the program to different subgroups. GET Bus previously offered free rides to veterans during November in honor of Veterans Day and can consider offering this program year-round to make it easier for current and former service members to use GET Bus service.

FUNDING TRANSIT FOR OLDER ADULTS

Federal law requires that fares for older adults and people with disabilities are capped to 50% of the full fare at off-peak hours for transit agencies using federal funding through Section 5307. There are examples of voters passing sales tax measures to ensure that transit service improvements specifically for older adults and people with disabilities can extend those fare reductions even further.

- Measure I in San Bernardino County explicitly sets aside a percentage of sales tax revenues for “Senior and Disabled Transit Service.” The program is treated as a pass-through contribution to the local transit agencies specifically for fare subsidies and/or service enhancements for people with disabilities and older adults.
- A portion of revenues through Measure L in Stanislaus County, passed by voters in 2016, is dedicated toward “tripling capacity for need-based [door-through-door] services for the County’s seniors, veterans and people with disabilities.” In 2022, a Measure L-supported fare assistance program specifically for older or disabled residents with low incomes was introduced.

Simplifying Fare Pricing

To benefit all transit riders, GET Bus may consider reducing its fares to simplified numbers to incentivize purchase. In particular, this would include:

- Reducing the single ride from \$1.65 to \$1.50.
- Reducing the day pass fare from \$3.55 to \$3.00.
- Reducing the monthly pass to \$57 to \$50.

The reduction of fares along with the implementation of service improvements could be a strong marketing message for encouraging existing and potential riders to use transit, and likely result in a 2-5% increase in ridership within 1-2 years.

As cash payments in other transactions become less frequent, GET should resist limiting fare media pilots to a closed-loop smartcard or app system and instead consider allowing credit cards and debit cards to be allowed for fare payment. This approach increases convenience for riders and ensures flexibility for the agency in the long run.

ORIGIN-DESTINATION SURVEYS

Origin and destination surveys are regularly distributed to riders on board transit. It is required by the Federal Transit Administration (FTA) to be completed at a minimum of every five years and allows for transit agencies to get detailed data about where riders are traveling to and from, what types of trips they are making, and what routes they use to make their trip. It also provides agencies with updated demographic information on their current riders.

The data collected from origin-destination surveys helps agencies analyze travel patterns in support of short-, mid-, and long-range planning for transit routes. When surveys are conducted regularly, travel behavior changes can be assessed, such as:

- Is the proportion of riders that are new to the system or community increasing or decreasing?
- Compared to the pre-pandemic years, are riders taking transit fewer days per week due to flexible and hybrid work-from-home policies?
- Are riders using transit more for personal, recreational, and shopping trips than in previous years?
- What destinations are frequently visited via transit, and has this changed?

Frequent collection of detailed and localized data makes it easier to detect nuances and shifting priorities of riders as they occur so that transit agencies can respond to those needs. While there are other proprietary and free data sources that can be used to study general travel patterns and behavior, they will not be as effective in capturing Metro Bakersfield's transit riders particularly due to the smaller sample size and amount of people who use transit relative to other transportation modes.

When preparing for and implementing a major service change like the proposed restructuring of the GET Bus network, origin-destination surveys can be beneficial for tracking how people respond to the provided service options. While origin-destination surveys data is collected for fixed-route transit, On-Demand transit rider origins and destinations are also tracked. This means that through collecting data on both transit services, GET can make comparisons to system-wide travel patterns and ensure that the appropriate service type is provided for the conditions.

MULTIMODAL CONNECTIVITY

To facilitate connections across different modes of travel, GET Bus can consider multimodal amenities to make access to transit direct, convenient, and safe for all modes. Pedestrian and bicycle improvements can make traveling to transit stops easier and provide convenient access to surrounding neighborhoods, economic centers, and essential resources.

Improvements for safe and effective multimodal connectivity include:

- New or improved crosswalks to address gaps in the existing pedestrian network.
- Traffic calming infrastructure like curb extensions and street trees.
- Protected bike lanes.
- Bike parking and bike lockers at transit centers.
- Bike racks placed near the front of platforms for people transferring buses with their bikes at transit hubs.
- Wayfinding signage to key destinations.

Providing multimodal connections encourages transit as an attractive transportation option that improves safety and air quality for people working and living nearby.



BRT CORRIDOR SELECTION

GET Bus is introducing three high-frequency routes, branded as GET Bus+:

- **Route 1 Chester**, connecting Oildale neighborhood, the future High-Speed Rail Station, the Downtown Transit Center, Valley Plaza Mall, and the Southwest Transit Center .
- **Route 2 California West**, connecting California State University-Bakersfield, Bakersfield High School, and the Downtown Transit Center.
- **Route 3 California East**, connecting Bakersfield College, Kern Medical Hospital, East Bakersfield High School, and the Downtown Transit Center.

After allowing time for ridership to mature on these routes, GET should conduct a BRT Corridor Selection Study to identify the most promising corridor for advancement. Public engagement should be integrated into all phases of the study. In partnership with governmental entities and planning organizations, GET should develop criteria for corridor selection that, at minimum, considers the following:

- **Existing and Future Land Use:** High concentrations of residential and job density including the presence of transit-supportive land uses and major activity centers.
- **Ridership:** Ability to maximize BRT benefits to riders and justify the investment.
- **Travel Time Savings:** Reduction in travel time for projected transit riders based on likely BRT treatments.
- **Corridor Suitability:** Roadways with compatible infrastructure and sufficient right-of-way to support capital investments, both along the corridor and at end-of-lines.
- **Equity:** Identified underrepresented and/or equity-focused communities where underinvestment has taken place historically should be prioritized.
- **Community Support:** Feedback from riders, residents, community and business organizations, and partners regarding where BRT investments are desired.
- **Connectivity:** Connectivity to the broader transit network for distribution of transit trips to/from locations outside of the corridor.
- **Development Potential:** Opportunities for transit-supportive development that supports City and/or County land use goals.
- **Capital and Operating Costs:** Based on the corridor length and complexity.

After finalizing the corridor selection criteria, each potential corridor should be scored, and the results should be shared with the community. Based on the agency's financial outlook and funding opportunities at the time of scoring, GET should proceed with a recommended BRT corridor to advance for implementation.

4 MID-RANGE RECOMMENDATIONS

INTRODUCTION

Mid-range recommendations build upon the ambitious precedent set by the short-range recommendations. Their implementation is contingent on successful growth in GET's ridership and other performance improvements leading up to 2030. Recommendations in the mid-range timeframe include:

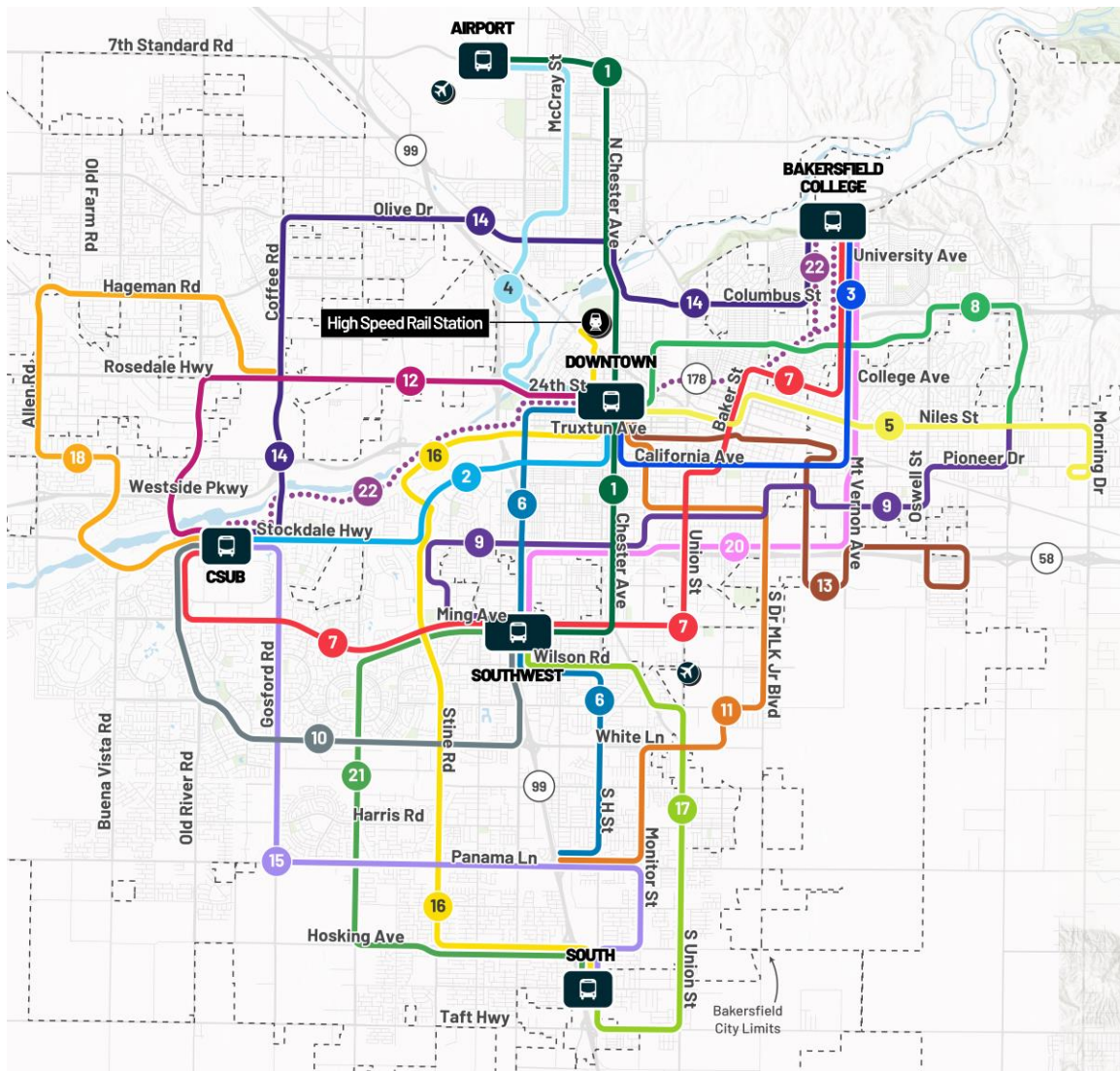
- Continuing the expansion and recalibration of GET Bus service.
- Continuing to transition the fleet to zero-emissions vehicles.
- Constructing a new GET Bus operational facility.
- Implementing an initial BRT line.
- Ensuring connectivity to the Bakersfield High-Speed Rail station.
- Developing a Bus Stop Innovation Program.

SERVICE EXPANSION

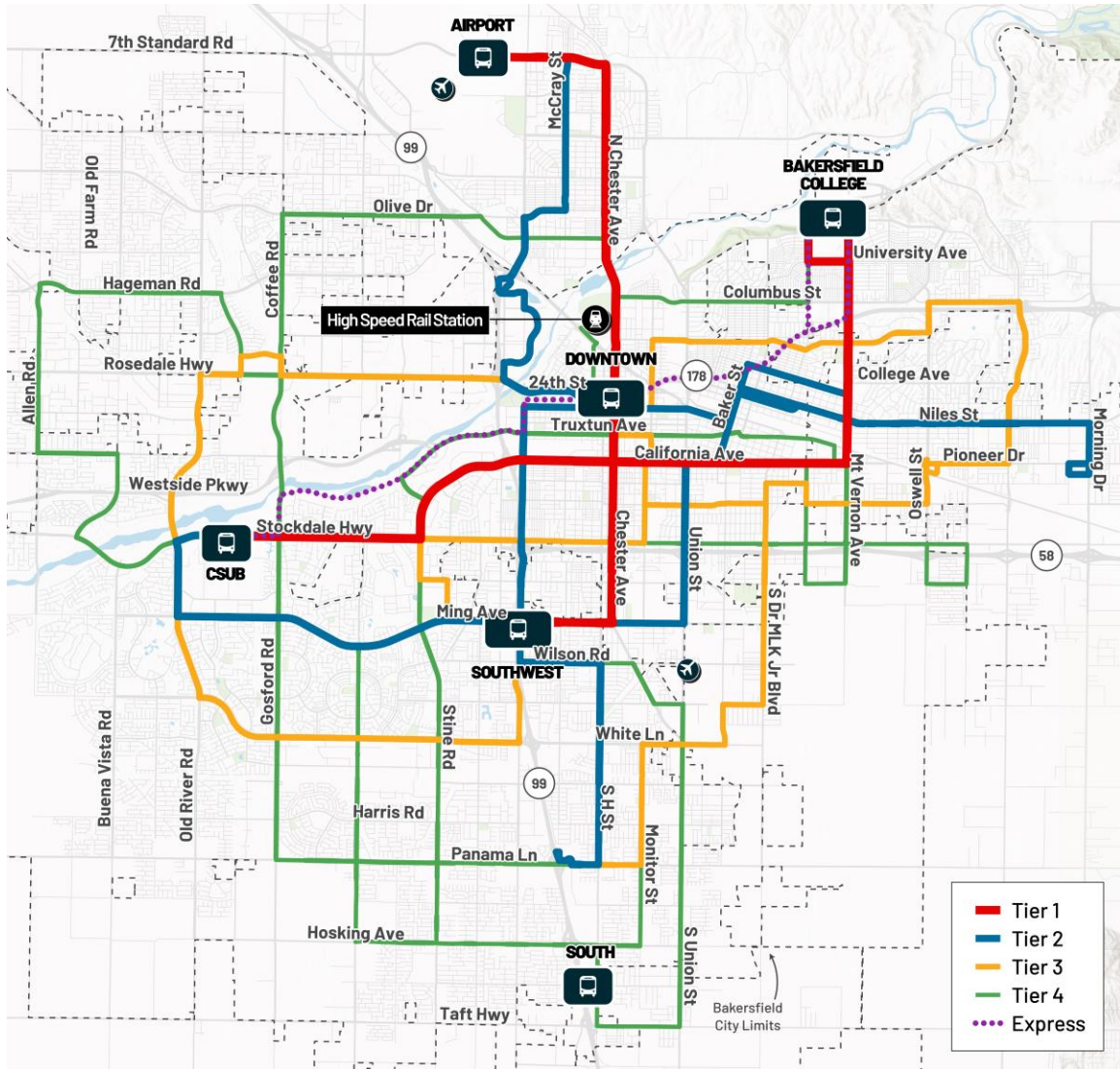
Network Expansion

Mid-range recommendations include the addition of three new GET Bus routes, extending weekday service to 6:00 AM – 10:00 PM or later, and extending Saturday night service to 9:00 PM or later.

Proposed GET Bus Mid-Range Network



Proposed GET Bus Mid-Range Network Service Tiers



Mid-Range Service Summary

Route	Action	Annual Revenue Hours
1 Chester	Increase weekday and Saturday span	32,500
2 California West	Increase weekday and Saturday span	19,000
3 California East	Increase weekday and Saturday span	23,500
4 Airport	Increase weekday and Saturday span	20,000
5 Niles	Increase weekday and Saturday span	15,000
6 Oak	Increase weekday and Saturday span	20,000
7 Ming	Increase weekday and Saturday span	36,000
8 Bernard	Increase weekday and Saturday span	13,500
9 Virginia	Increase weekday and Saturday span	20,500
10 White	Increase weekday and Saturday span	14,500
11 MLK	Increase weekday and Saturday span	15,500
12 Rosedale	Increase weekday and Saturday span	14,500
13 Washington	Increase weekday and Saturday span	10,000
14 Coffee	Increase weekday and Saturday span	15,000
15 Gosford	Increase weekday and Saturday span	8,500
16 Stine	Increase weekday and Saturday span	15,000
17 South Union	Increase weekday and Saturday span	10,000
18 Rosedale	Increase weekday and Saturday span	11,000
20 Brundage	New route	10,500
21 Ashe	New route	10,500
22 CSUB-BC Express	New route	8,500
Total		343,500

Note: "High-quality" transit routes highlighted in green.

Mid-Range Weekday Service

Route	Span	Headways	Peak Vehicles
1 Chester	6:00 AM – 11:00 PM	15-30	7
2 California West	6:00 AM – 11:00 PM	15-30	4
3 California East	6:00 AM – 11:00 PM	15-30	5
4 Airport	6:00 AM – 11:00 PM	20-30	4
5 Niles	6:00 AM – 11:00 PM	20-30	3
6 Oak	6:00 AM – 11:00 PM	20-30	4
7 Ming	6:00 AM – 11:00 PM	20-30	8
8 Bernard	6:00 AM – 10:00 PM	30-45	3
9 Virginia	6:00 AM – 10:00 PM	30-45	4
10 White	6:00 AM – 10:00 PM	30-45	3
11 MLK	6:00 AM – 10:00 PM	30-45	3
12 Rosedale	6:00 AM – 10:00 PM	30-45	3
13 Washington	6:00 AM – 10:00 PM	45	2
14 Coffee	6:00 AM – 10:00 PM	45	3
15 Gosford	6:00 AM – 10:00 PM	45	2
16 Stine	6:00 AM – 10:00 PM	45	3
17 South Union	6:00 AM – 10:00 PM	45	2
18 Rosedale	6:00 AM – 10:00 PM	45	2
20 Brundage	6:00 AM – 10:00 PM	45	2
21 Ashe	6:00 AM – 10:00 PM	45	2
22 CSUB-BC Express	6:00 AM – 10:00 PM	30	2
Total			71

Note: "High-quality" transit routes highlighted in green.

Mid-Range Saturday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 10:00 PM	20-30	5
2 California West	7:00 AM – 10:00 PM	20-30	3
3 California East	7:00 AM – 10:00 PM	20-30	4
4 Airport	7:00 AM – 10:00 PM	30	3
5 Niles	7:00 AM – 10:00 PM	30	2
6 Oak	7:00 AM – 10:00 PM	30	3
7 Ming	7:00 AM – 10:00 PM	30	5
8 Bernard	7:00 AM – 9:00 PM	30-45	3
9 Virginia	7:00 AM – 9:00 PM	30-45	4
10 White	7:00 AM – 9:00 PM	30-45	3
11 MLK	7:00 AM – 9:00 PM	30-45	3
12 Rosedale	7:00 AM – 9:00 PM	30-45	3
13 Washington	7:00 AM – 9:00 PM	45	2
14 Coffee	7:00 AM – 9:00 PM	45	3
15 Gosford	7:00 AM – 9:00 PM	45	2
16 Stine	7:00 AM – 9:00 PM	45	3
17 South Union	7:00 AM – 9:00 PM	45	2
18 Rosedale	7:00 AM – 9:00 PM	45	2
20 Brundage	7:00 AM – 9:00 PM	45	2
21 Ashe	7:00 AM – 9:00 PM	45	2
22 CSUB-BC Express	-	-	-
Total			59

Mid-Range Sunday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 7:00 PM	20-30	5
2 California West	7:00 AM – 7:00 PM	20-30	3
3 California East	7:00 AM – 7:00 PM	20-30	4
4 Airport	7:00 AM – 7:00 PM	30	3
5 Niles	7:00 AM – 7:00 PM	30	2
6 Oak	7:00 AM – 7:00 PM	30	3
7 Ming	7:00 AM – 7:00 PM	30	5
8 Bernard	7:00 AM – 7:00 PM	30-45	3
9 Virginia	7:00 AM – 7:00 PM	30-45	4
10 White	7:00 AM – 7:00 PM	30-45	3
11 MLK	7:00 AM – 7:00 PM	30-45	3
12 Rosedale	7:00 AM – 7:00 PM	30-45	3
13 Washington	7:00 AM – 7:00 PM	45	2
14 Coffee	7:00 AM – 7:00 PM	45	3
15 Gosford	7:00 AM – 7:00 PM	45	2
16 Stine	7:00 AM – 7:00 PM	45	3
17 South Union	7:00 AM – 7:00 PM	45	2
18 Rosedale	7:00 AM – 7:00 PM	45	2
20 Brundage	7:00 AM – 7:00 PM	45	2
21 Ashe	7:00 AM – 7:00 PM	45	2
22 CSUB-BC Express	-	-	-
Total			59

ZERO-EMISSIONS BUS TRANSITION

By 2029, GET Bus plans to include over 50 zero-emissions vehicles in its fleet. By 2040, all transit fleets in California are expected to be fully composed of emission-free vehicles. Therefore, the mid-range timeline is a good opportunity to continue GET's transition to a zero-emissions fleet. During this process, GET may want to consider the following:

- Adjusting transition plans based on the possibility of new updates, incentives, or goals announced following 2030. Currently, 2030 marks a major milestone in the State's plan to reduce tailpipe emissions by 48%.
- Documenting benefits following the introduction of hydrogen fuel cell vehicles into the fleet, including economies in scale around maintenance, cost savings in fueling per vehicle mile, and reductions in noise pollution on roads and at transit centers.
- Focusing on the tangible economic benefits in marketing messages to assure elected officials and the public.

NEW GET OPERATIONAL FACILITY

The construction and development of the High-Speed Rail (HSR) station will affect the current GET headquarters and operational facilities at 1830 Golden State Avenue, which is located adjacent to the HSR station site. Therefore, a relocation of the complex is likely. A final location is pending, but likely candidates have included East Belle Terrace in Southeastern Bakersfield. Additional sites to consider for some auxiliary facilities could include existing and future transit hubs as part of their renovation or construction.

A new GET facility should have the capacity and capability to host the following:

- Articulated vehicles (at least 60 feet in length)
- Standalone training facilities for new operators
- Public meeting space
- In-person evaluations for ADA complementary paratransit eligibility
- In-person interviews and recruitment fairs for GET operators and maintenance personnel

BRT STARTER LINE IMPLEMENTATION PLAN

After recommending a BRT corridor for advancement, GET should initiate a BRT Implementation Plan. Public engagement should be integrated into all phases of the plan.

Recommended components of the BRT Implementation Plan include the following:

- Alignment finalization
- Station locations
- Station design
- Corridor improvements
- Vehicle selection
- Operating and capital cost estimates
- Funding plan
- Partnerships program

HIGH-SPEED RAIL CONNECTIONS

High-Speed Rail (HSR) service to Bakersfield is planned to be operational by at least 2030. The Bakersfield station will be situated just north of the intersection of Golden State Avenue and F Street. Regular and reliable connections for passengers using the Bakersfield HSR station will be essential to the usefulness of the service, as the planned station location is not downtown or at other currently operating intercity terminals.

The HSR station design may help passengers get to and from their final destination. Design elements should include seamless and short walking routes to connect to other transit services, including local bus transfers, regional bus transfers, shuttle transfers, paratransit transfers, and designated pickup/dropoff points for private, taxi, and ridehailing services, as well as a park-and-ride facility for people willing to drive and pay to park at the station. GET has a critical role in supporting connections to and from the Bakersfield HSR station, including:

- Creation of a “short line” shuttle connecting the HSR station to the Downtown Transit Center.
- Diversion of selected GET Bus+ lines to stop at the HSR station.
- Support for the development of a public plaza on the current GET Headquarters site

There will certainly be a direct transit connection from the HSR station, but with 10 daily HSR trains, connections would be about hourly. To ensure that these connections support a more convenient transit system and meet the needs of riders, GET must:

- Advocate for the exclusive use of lanes and bays by GET Bus and other public transportation vehicles without interference.
- Advocate for construction of a pedestrian bridge system crossing the HSR and Chester rights-of-way, thus seamlessly connecting station platforms and bus bays to neighborhoods and points east of North Chester Avenue and 34th Street.
- Schedule bus arrival and departure times around all scheduled HSR train arrivals and departures, including accounting for typical walking times to and from platforms.
- Pursue funding through the Transit and Intercity Rail Capital Program (TIRCP) or other means to support connections from the HSR station to Downtown
- Regularly coordinate with HSR operations and service planners as schedules are updated, both in real time and in advance.
- Regularly coordinate with HSR station operations to ensure that GET Bus operators have access to facilities similar to other end-of-line stops in the network.
- Communicate GET Bus's services serving the HSR station using a combination of online marketing, print marketing, bus destinations, etc.
- Consider on-site staffing support as necessary prior to or after HSR station occupancy date.

GET may also consider additional programs and incentives to encourage more people to use GET Bus as their first connection to and from the HSR network, such as providing subsidized fare-free pickups at the station or cross-honoring an HSR ticket as a same-day pass. Such programs would need to be regularly marketed to HSR riders and Bakersfield visitors alike.

BUS STOP INNOVATION PROGRAM

Technology changes rapidly, and keeping up with the latest research and testing of innovative bus stop solutions allows agencies to make practical investments that support riders and help agencies meet their goals. In particular, extreme heat and climate is a barrier to using transit and provides a health risk for community members using transit, posing a difficult problem for transit agencies to solve. Innovative bus stop infrastructure can help agencies address these problems and improve the transit experience for riders.

Climate Adaptation and Resiliency

Cities and public agencies located in the hotter climate areas of the United States are looking for affordable ways to provide amenities that protect riders from the harsh elements. High temperatures keep some people from using transit, and can have a negative impact on riders who rely on transit to get to their destination. Existing amenities such as shade from trees and shelters are important and provide critical cooling benefits. However, newer technologies for amenities are being tested or piloted for their practicality, including the cost to install and maintain and their effectiveness in making riders feel more comfortable. Innovative solutions include the following:

- Providing water fountains at shelters
- Cooling pavements near rider waiting areas
- Vegetation used as part of walls or roofing
- Shelter designs for maximum shade and protection from heavy wind and rain
- Fans and misters at shelters

Developing a Bus Stop Innovation Program would create opportunities to use new funding sources for infrastructure investments that support climate resiliency, providing the opportunity for GET to research and pilot new technologies in preparation for more extreme heat and conditions and helping the transit industry to develop best practices for climate adaptation.

PREPARE AND EXECUTE LRTP UPDATE

A decade after the completion of Metro Bakersfield Moves, GET should update this plan to:

- Maintain consistent progress with expected updates.
- Account for updated implementation timelines for High-Speed Rail and any other major infrastructure projects in Metro Bakersfield.
- Accurately reflect the Bakersfield community of transit riders following another decade of continued development and demographic changes.

At the end of the mid-range timeline, GET should begin to identify the priorities for the plan update as it prepares a solicitation for long-range planning services. Priorities may include:

- Calling attention to which recommendations are working and which are not working.
- Re-setting expectations for LRTP implementation based on results to date.
- Re-adjusting priorities based on new feedback received from the general public.
- Continuing to meet goals set by any local, state, and federal mandates (e.g., ZEB).

The LRTP update will exist alongside other plans relevant to GET service and operations, including short-range transit plans (SRTP) and regular service plan updates. Additional plans relevant to GET may occur at the behest of other agencies, like Kern COG or the City of Bakersfield. GET should make sure they are – at a minimum – a project partner of the following efforts as they arise:

- Transit-Oriented Development Planning Study
- Full BRT Buildout/Implementation Feasibility Study
- Rail and Bypass Feasibility and Alternatives Study
- Agency Consolidation, Integration, and Efficiency Study
- Coordinated Transit / Human Services Transportation Plan Update

5 LONG-RANGE RECOMMENDATIONS

INTRODUCTION

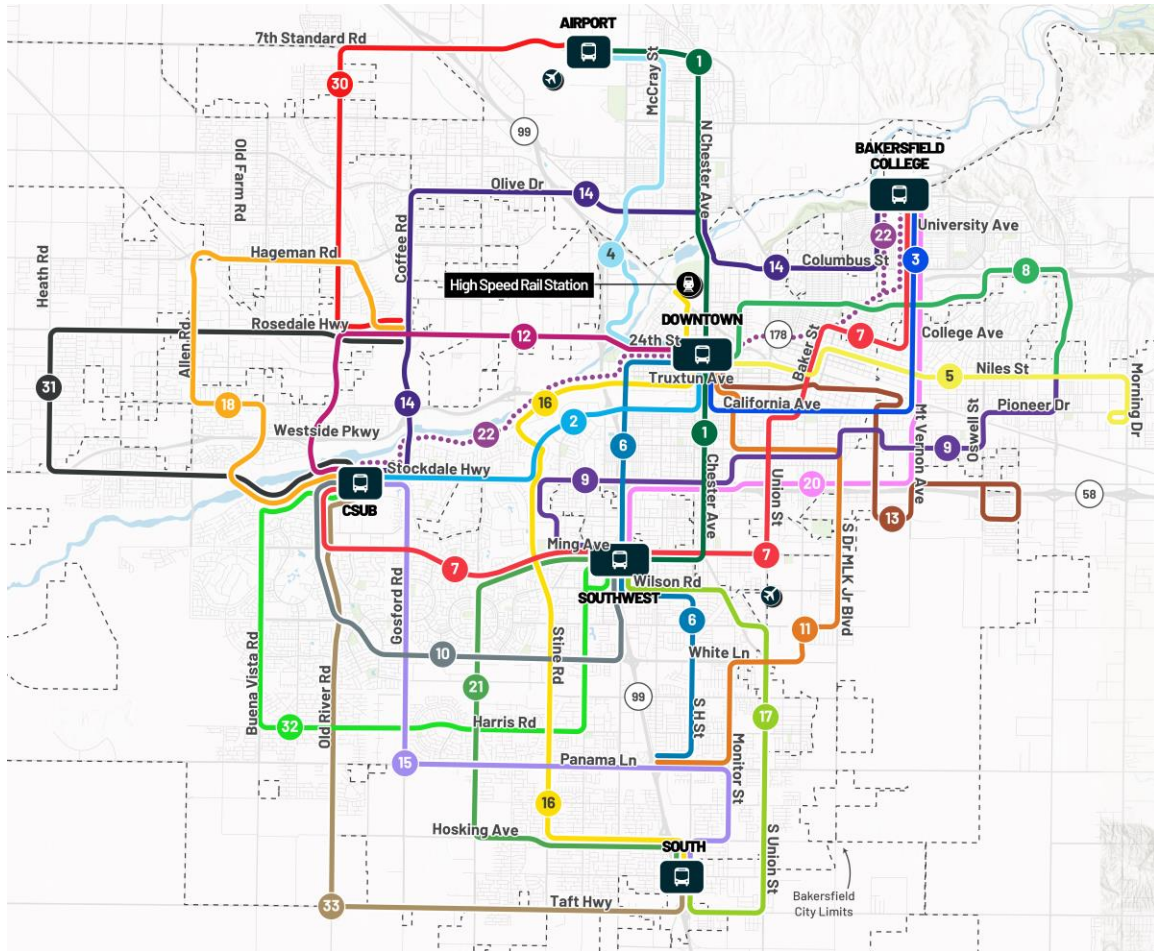
From new vehicles to autonomous operations, the long-range timeline considers exciting and innovative developments in transit technology that may capture the attention of decision-makers across the country. However, the recommendations in this chapter require significant amounts of capital investment that may come at the expense of other projects. GET, Kern COG, and other regional and state partners should consider the following long-range recommendations assuming that significant implementation and progress is made in realizing all short-range recommendations and most mid-range recommendations. Otherwise, accelerating long-range recommendations before other recommendations are programmed or implemented may undermine Metro Bakersfield Moves' effectiveness in helping to grow ridership, reduce congestion, and improve public health throughout Metro Bakersfield.

SERVICE EXPANSION

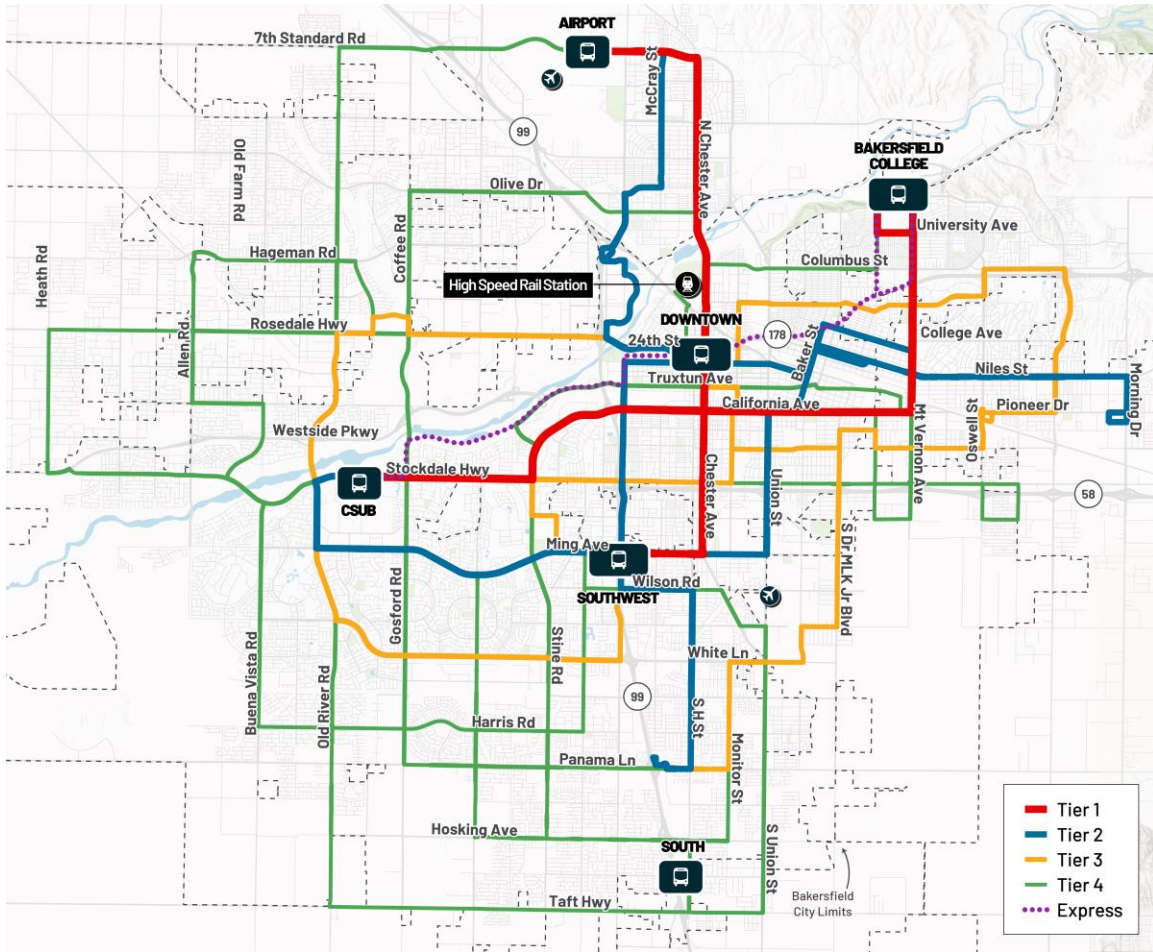
Network Expansion

Long-range recommendations include the addition of four new GET Bus routes and increased hours of operation for all existing routes on weekdays and Saturdays.

Proposed GET Bus Long-Range Network



Proposed GET Bus Long-Range Network Service Tiers



Long-Range Service Summary

Route	Action	Annual Revenue Hours
1 Chester	No change	32,500
2 California West	No change	19,000
3 California East	No change	23,500
4 Airport	No change	20,000
5 Niles	No change	15,000
6 Oak	No change	20,000
7 Ming	No change	36,000
8 Bernard	No change	13,500
9 Virginia	No change	20,500
10 White	No change	14,500
11 MLK	No change	15,500
12 Rosedale	No change	14,500
13 Washington	No change	10,000
14 Coffee	No change	15,000
15 Gosford	No change	8,500
16 Stine	No change	15,000
17 South Union	No change	10,000
18 Rosedale	No change	11,000
20 Brundage	No change	10,500
21 Ashe	No change	10,500
22 CSUB-BC Express	No change	8,500
30 Calloway	New route	10,500
31 Heath	New route	14,000
32 Akers	New route	14,000
33 Old River	New route	14,000
Total		396,000

Note: "High-quality" transit routes highlighted in green.

Long -Range Weekday Service

Route	Span	Headways	Peak Vehicles
1 Chester	6:00 AM – 11:00 PM	15-30	7
2 California West	6:00 AM – 11:00 PM	15-30	4
3 California East	6:00 AM – 11:00 PM	15-30	5
4 Airport	6:00 AM – 11:00 PM	20-30	4
5 Niles	6:00 AM – 11:00 PM	20-30	3
6 Oak	6:00 AM – 11:00 PM	20-30	4
7 Ming	6:00 AM – 11:00 PM	20-30	8
8 Bernard	6:00 AM – 10:00 PM	30-45	3
9 Virginia	6:00 AM – 10:00 PM	30-45	4
10 White	6:00 AM – 10:00 PM	30-45	3
11 MLK	6:00 AM – 10:00 PM	30-45	3
12 Rosedale	6:00 AM – 10:00 PM	30-45	3
13 Washington	6:00 AM – 10:00 PM	45	2
14 Coffee	6:00 AM – 10:00 PM	45	3
15 Gosford	6:00 AM – 10:00 PM	45	2
16 Stine	6:00 AM – 10:00 PM	45	3
17 South Union	6:00 AM – 10:00 PM	45	2
18 Rosedale	6:00 AM – 10:00 PM	45	2
20 Brundage	6:00 AM – 10:00 PM	45	2
21 Ashe	6:00 AM – 10:00 PM	45	2
22 CSUB-BC Express	6:00 AM – 10:00 PM	30	2
30 Calloway	6:00 AM – 10:00 PM	45	2
31 Heath	6:00 AM – 10:00 PM	45	3
32 Akers	6:00 AM – 10:00 PM	45	3
33 Old River	6:00 AM – 10:00 PM	45	3
Total			82

Note: "High-quality" transit routes highlighted in green.

Long-Range Saturday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 10:00 PM	20-30	5
2 California West	7:00 AM – 10:00 PM	20-30	3
3 California East	7:00 AM – 10:00 PM	20-30	4
4 Airport	7:00 AM – 10:00 PM	30	3
5 Niles	7:00 AM – 10:00 PM	30	2
6 Oak	7:00 AM – 10:00 PM	30	3
7 Ming	7:00 AM – 10:00 PM	30	5
8 Bernard	7:00 AM – 9:00 PM	30-45	3
9 Virginia	7:00 AM – 9:00 PM	30-45	4
10 White	7:00 AM – 9:00 PM	30-45	3
11 MLK	7:00 AM – 9:00 PM	30-45	3
12 Rosedale	7:00 AM – 9:00 PM	30-45	3
13 Washington	7:00 AM – 9:00 PM	45	2
14 Coffee	7:00 AM – 9:00 PM	45	3
15 Gosford	7:00 AM – 9:00 PM	45	2
16 Stine	7:00 AM – 9:00 PM	45	3
17 South Union	7:00 AM – 9:00 PM	45	2
18 Rosedale	7:00 AM – 9:00 PM	45	2
20 Brundage	7:00 AM – 9:00 PM	45	2
21 Ashe	7:00 AM – 9:00 PM	45	2
22 CSUB-BC Express	-	-	
30 Calloway	7:00 AM – 9:00 PM	45	2
31 Heath	7:00 AM – 9:00 PM	45	3
32 Akers	7:00 AM – 9:00 PM	45	3
33 Old River	7:00 AM – 9:00 PM	45	3
Total			70

Long -Range Sunday Service

Route	Span	Headways	Peak Vehicles
1 Chester	7:00 AM – 7:00 PM	20-30	5
2 California West	7:00 AM – 7:00 PM	20-30	3
3 California East	7:00 AM – 7:00 PM	20-30	4
4 Airport	7:00 AM – 7:00 PM	30	3
5 Niles	7:00 AM – 7:00 PM	30	2
6 Oak	7:00 AM – 7:00 PM	30	3
7 Ming	7:00 AM – 7:00 PM	30	5
8 Bernard	7:00 AM – 7:00 PM	30-45	3
9 Virginia	7:00 AM – 7:00 PM	30-45	4
10 White	7:00 AM – 7:00 PM	30-45	3
11 MLK	7:00 AM – 7:00 PM	30-45	3
12 Rosedale	7:00 AM – 7:00 PM	30-45	3
13 Washington	7:00 AM – 7:00 PM	45	2
14 Coffee	7:00 AM – 7:00 PM	45	3
15 Gosford	7:00 AM – 7:00 PM	45	2
16 Stine	7:00 AM – 7:00 PM	45	3
17 South Union	7:00 AM – 7:00 PM	45	2
18 Rosedale	7:00 AM – 7:00 PM	45	2
20 Brundage	7:00 AM – 7:00 PM	45	2
21 Ashe	7:00 AM – 7:00 PM	45	2
22 CSUB-BC Express	-	-	
30 Calloway	7:00 AM – 7:00 PM	45	2
31 Heath	7:00 AM – 7:00 PM	45	3
32 Akers	7:00 AM – 7:00 PM	45	3
33 Old River	7:00 AM – 7:00 PM	45	3
Total			70

BRT EXPANSION

The specifics of where and how the BRT network should expand will be informed by several factors, including:

- Results of the initial BRT corridor selection process described in earlier phases.
- Updated standards of high-quality transit service tiers, station amenities, and station area planning.
- The pursuit and availability of capital funding, and the extent to which capital conditions and operating thresholds for certain grants are met.

Even after determining the details of an expanded BRT network, service expansion will still require substantial investment and committed collaboration between GET and other governments and organizations. There must be a clear reasoning for expanding BRT rather than other high-quality transit services, such as supporting increased population density and helping the Metro Bakersfield region remain competitive to attract future employers and industries. Motivation to expand the BRT network may also result from demonstrated success of the initial BRT corridors: As seen in other metro areas, support for more high-quality and high-capacity transit lines can increase as communities witness growth in businesses, housing, and ridership following the introduction of BRT.

Ultimately, factors for successful BRT system expansion will include:

- Transit-oriented development policies and partnerships.
- Commitment to invest in high-frequency service.
- Coordination with jurisdictional partners to design and implement transit-only spaces in the roadway.
- Investments in facilities and staffing.

CASE STUDY: BUS RAPID TRANSIT EXPANSION IN EL PASO, TEXAS

Sun Metro is the City of El Paso's transit provider. In 2014, Sun Metro launched BRIO, its successful BRT service. The BRIO network was expanded to three lines in 2019 and to four lines in 2022. In conjunction with BRIO expansion, Sun Metro opened two new transit centers at north and east terminals. Ridership along the BRIO corridors accounts for 65% of Sun Metro's system ridership.



COMPLETE ZERO-EMISSIONS BUS TRANSITION

The State of California Air Resources Board has established 2040 as the deadline for all public transit agencies to transition their entire fleet to zero-emission buses. As such, GET will need to complete its own ongoing fleet transition within the long-range timeline.

AUTONOMOUS BRT TRANSITION

Although currently in its infancy, autonomous bus technology is anticipated to be ready for deployment within a decade. BRT is the most suitable service for autonomous operations due to their use of dedicated reliable guideways. Assuming the long-range timeline for automation remains realistic, GET Bus and regional partners would need to ensure that the necessary infrastructure and technology will be available to complement autonomous BRT. Additionally, resources will be needed to maintain the high standard of customer service that is provided by live staff and expected by riders.

6 PHASING PLAN

OVERVIEW

The Metro Bakersfield Moves Long-Range Transit Plan outlines service, capital, and policy recommendations for the next 20 years. These recommendations support a future where public transportation is a more viable and attractive transportation option for residents, workers, and visitors. While the recommendations are not fiscally constrained, the following phasing plan is designed to:

- Optimize the use of GET Bus resources.
- Prioritize projects that respond to the greatest needs of transit riders.
- Enhance operational safety and efficiency.
- Promote community and stakeholder engagement.
- Promote coordination with partner jurisdictions and agencies.
- Build upon preceding service and capital investments.
- Anticipate the planned development of a high-speed rail station in Bakersfield.
- Meet California Air Resources Board fleet transition mandates.
- Provide flexibility for changes in transit demand and community priorities.

PHASING PLAN

RECOMMENDATIONS

