



# **SOUTH ORANGE COUNTY**

## **MULTIMODAL TRANSPORTATION STUDY**

### **UPDATE**

June 6, 2022

Regional Planning and Highways Committee

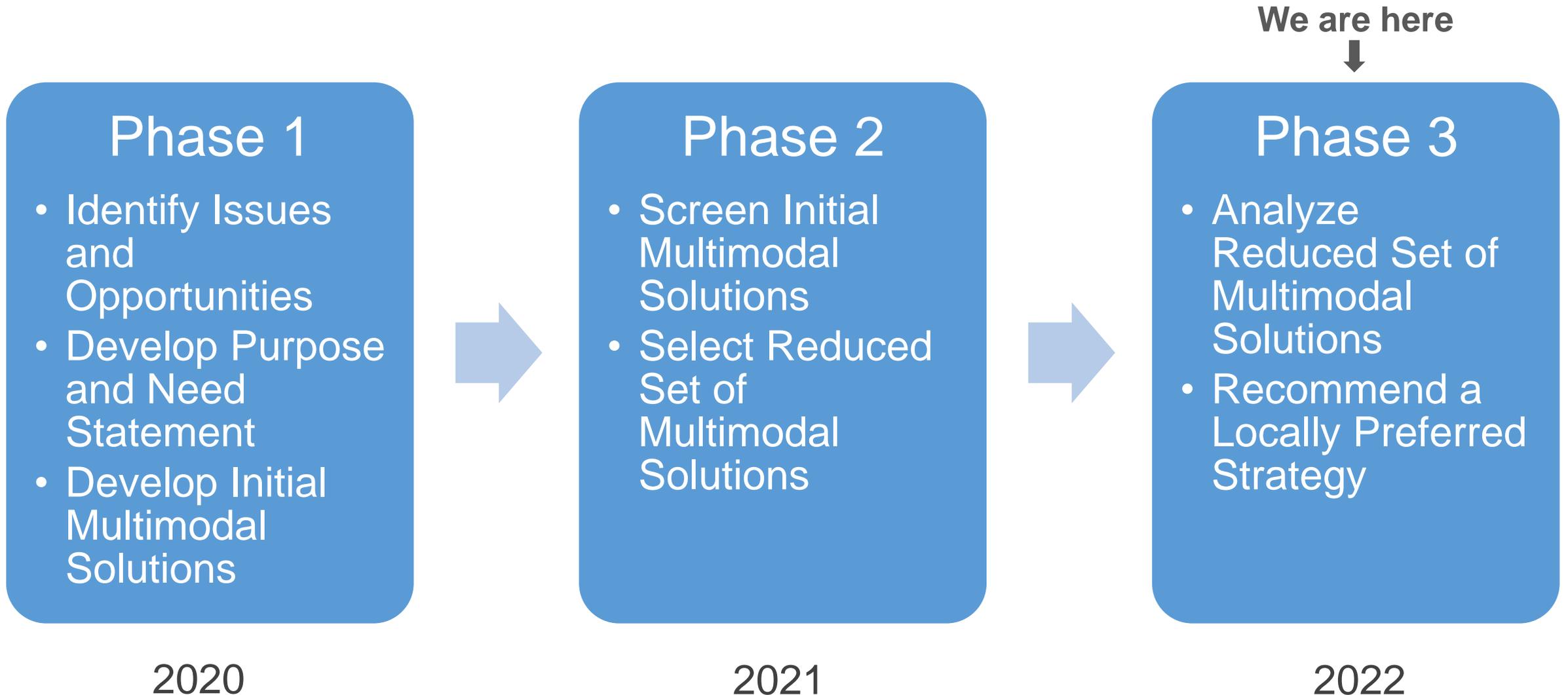


# Study Objectives

- Identify long-term mobility needs and challenges through 2045 and beyond
- Conduct robust public and stakeholder engagement
- Develop consensus on a multimodal transportation system vision
- Provide direction to develop focused strategies and project-level studies



# Study Scope Highlights



# Purpose and Need Statement

Make public transit, bicycling, and walking more convenient and accessible

- Increase availability of transit service and infrastructure for bicycling and walking | Provide convenient connections between travel modes (ex. transit and bicycling) | Coordinate with land-use development

Decrease the overall number of trips made each day

- Reduce overall travel demand | Enhance transportation safety and efficiency | Better utilize available freeway lanes, carpool lanes (high-occupancy vehicle lanes), and street space

Protect the environment and preserve transportation infrastructure

- Increase zero-emission vehicles | Improve access to clean, affordable travel options | Preserve transportation infrastructure from natural disasters | Minimize adverse environmental impacts

Adapt to new transportation technologies and services

- Consider autonomous vehicles or electric charging infrastructure | Pursue proven technologies | Support equity and innovation | Support telework strategies

# Multimodal Solutions



Relieve Freeway Bottlenecks



Improve Carpool Lane Operations



Improve Roadway Operations



High Frequency Transit



Local Circulators/Shuttles

# Multimodal Solutions (continued)



Street Capacity for Active Transportation and Neighborhood Electric Vehicles



Mobility Hubs



On-Demand Microtransit Service (OC Flex)



Travel Demand Management (TDM)

# Performance Targets

Caltrans' California Transportation Plan (CTP) 2050, SCAG's Connect SoCal 2020 (2020 RTP/SCS), and OCTA's LRTP were referenced as guides for establishing potential targets for benefits to be derived from implementation of the study's recommendations.

<b>Quantitative Performance Measures</b>	<b>Potential Targets</b> (based on CTP, SCAG RTP/SCS, OCTA LRTP)
Delay per capita	-14% from existing condition
GHG emissions reduction	-32% from existing condition
VMT reduction per capita	-8% from existing condition
Non-SOV (carpool, transit, bike, walk) mode share	+5% from existing condition

Caltrans – California Department of Transportation  
GHG – Greenhouse Gas  
LRTP - Long Range Transportation Plan  
Non-SOV – Non-Single Occupant Vehicle/Drive Alone

RTP/SCS- Regional Transportation Plan/Sustainable Communities Strategy  
SCAG - Southern California Association of Governments  
VMT – Vehicle Miles Traveled

# Preliminary Equity Analysis

- Identified areas in south Orange County with higher mobility needs based on the following indicators:
  - Low income
  - Zero car
  - Single-parent households
  - Disability population
  - Senior population
  - Communities of color
  - Limited English proficiency
- Next steps for the equity analysis: high-level assessment of how well the Multimodal Vision Alternatives address mobility and accessibility in the equity focus areas

# Public Engagement

Completed Phase 3 on 4/15:

- Online survey
- Digital media
- Postcards to disadvantaged communities
- Multilingual helpline
- Virtual meeting room
- Virtual stakeholder and elected officials roundtables and public webinar



# Next Steps

- Complete evaluation of multimodal vision alternatives
- Engage with stakeholders and partner agencies on development of a locally preferred strategy
- Complete study by August 2022

