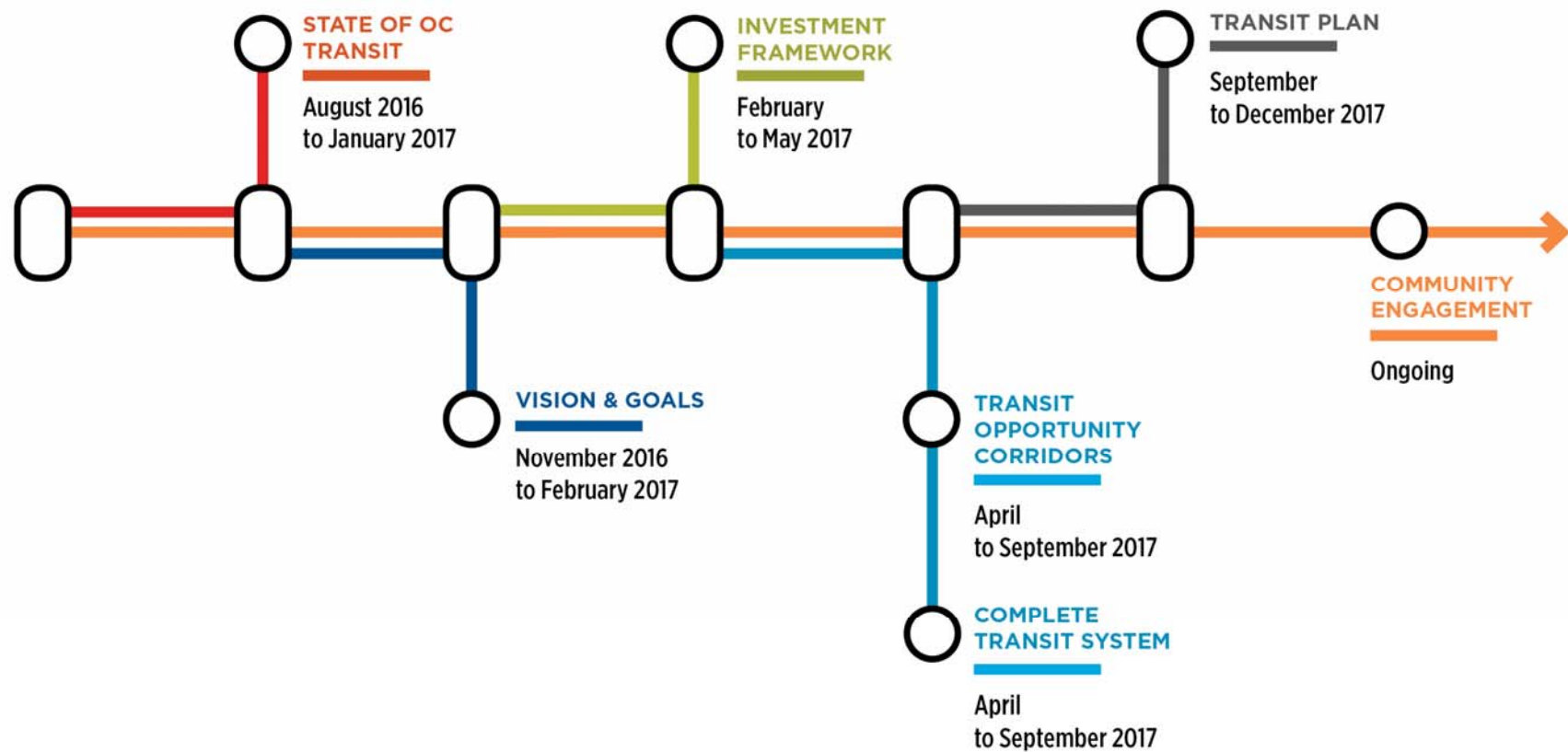


# Transit Master Plan - State of OC Transit



# Process

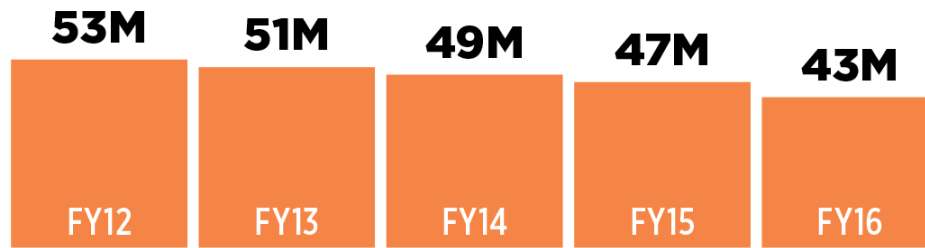


# Contents

- History of transit in Orange County
- Description and analysis of existing system
- Summary of relevant plans and policies
- Recent trends in transit
- Best practices in modal selection, transit-supportive design, and funding
- Travel market analysis
- Initial stakeholder themes
- Synthesis of findings



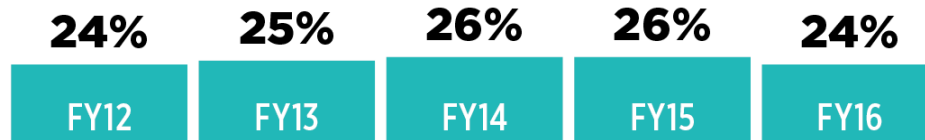
# Existing System Analysis



ANNUAL BOARDINGS



BOARDINGS PER REVENUE HOUR



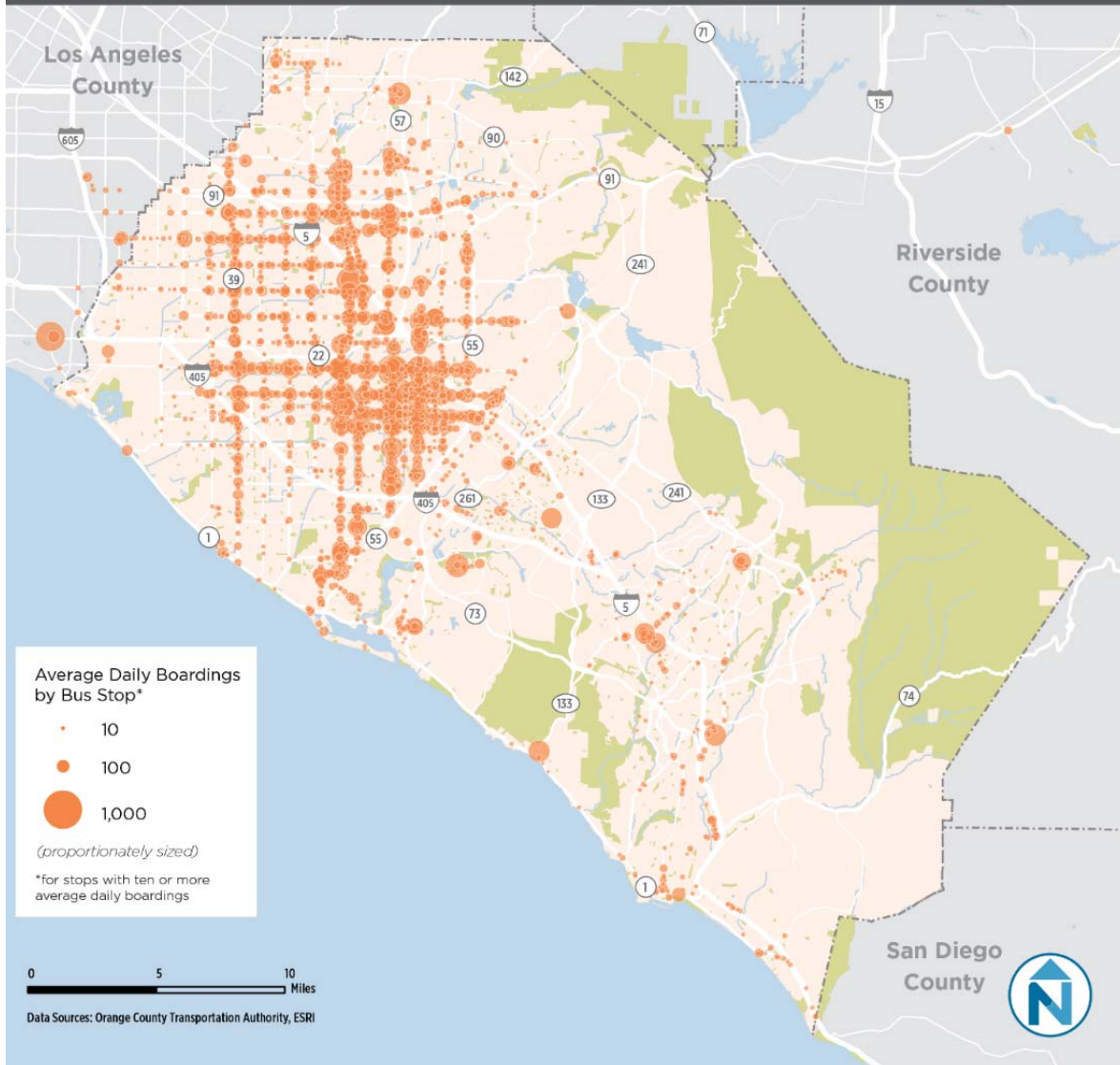
FAREBOX RECOVERY

FY – fiscal year



# Existing System Analysis

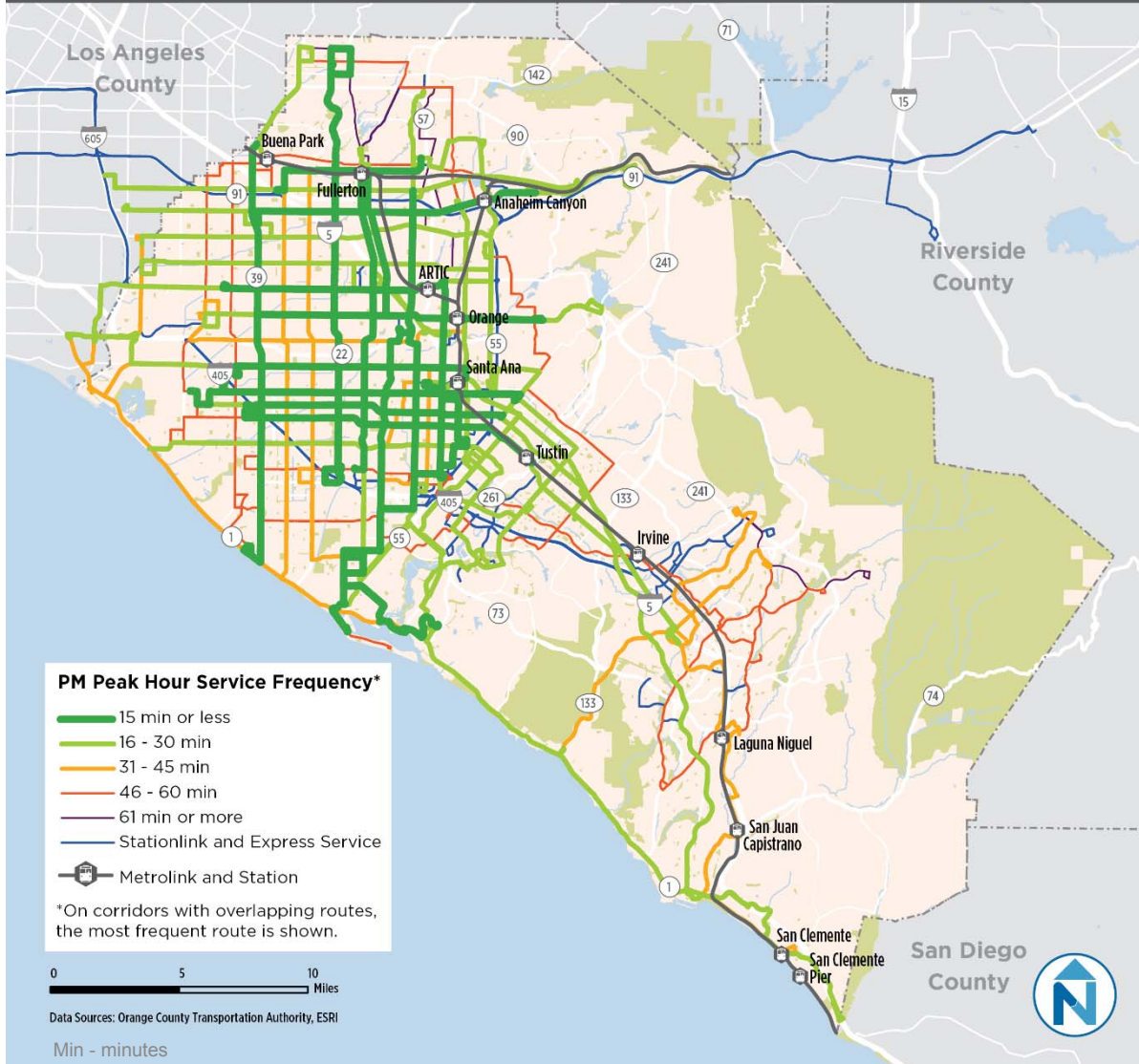
## WEEKDAY BUS BOARDINGS



- Existing ridership concentrated in North/Central County, around Santa Ana
- Harbor Boulevard, Bristol Street/State College Boulevard, and 17<sup>th</sup> Street/Westminster Avenue corridors are 25 percent of ridership
- Isolated nodes in South County

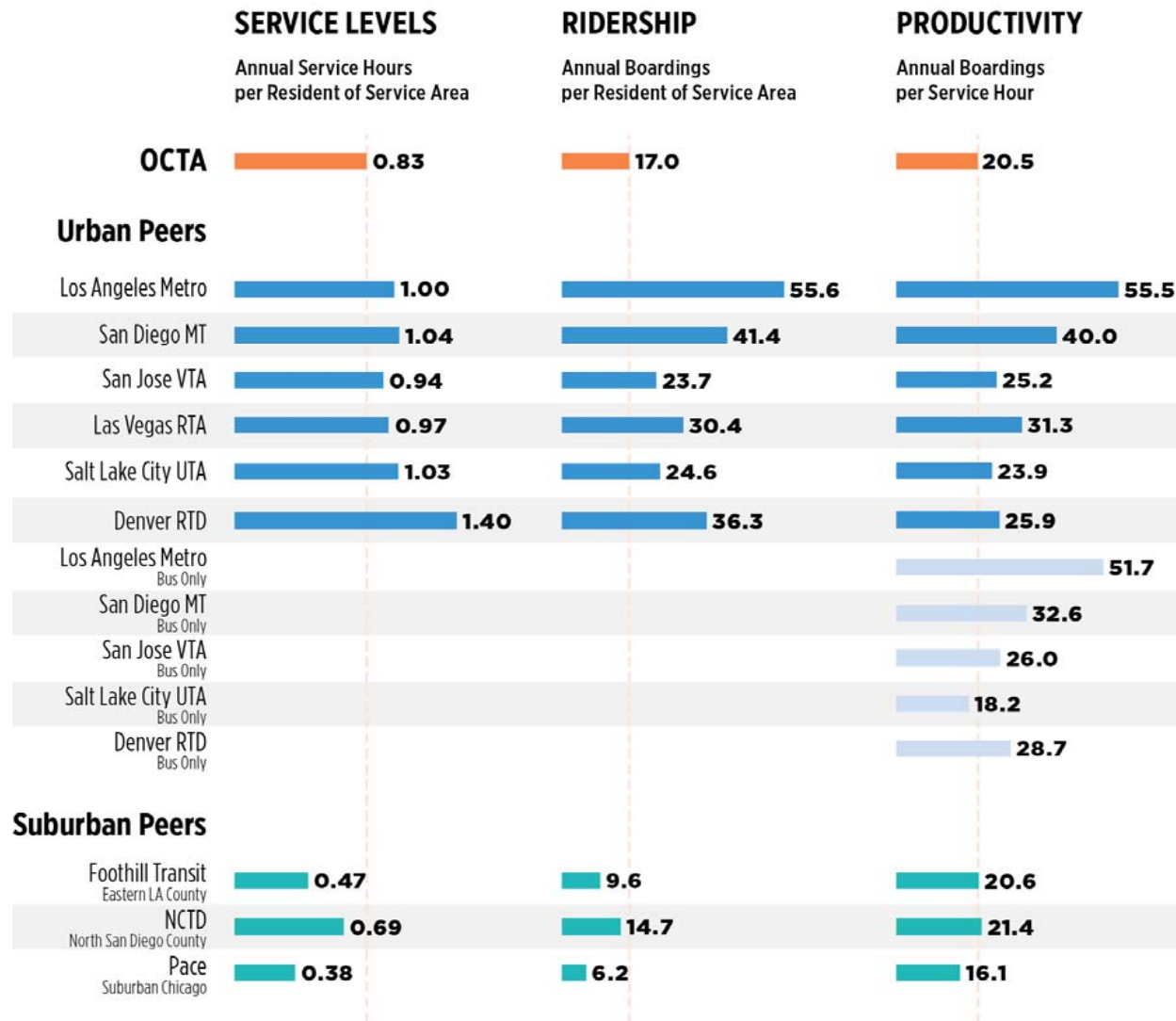
# Existing System Analysis

## WEEKDAY PM PEAK HOUR SERVICE FREQUENCY



- Ridership is partly a function of service levels, but service levels are largely a function of demand.
- High frequency service is largely in:
  - North County
  - Select major corridors

# Existing System Analysis

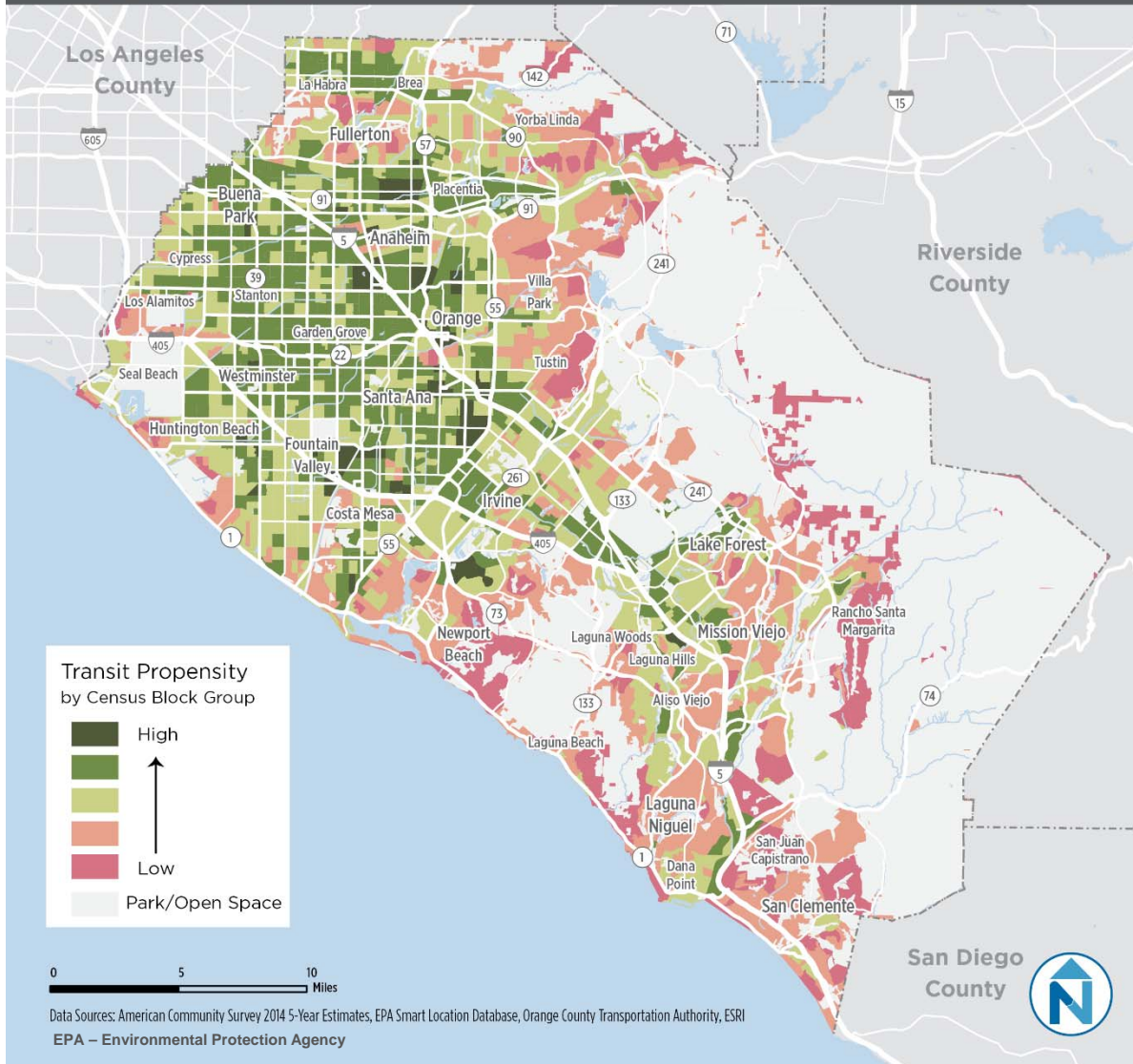


OCTA – Orange County Transportation Authority, MT – Metropolitan Transit, VTA – Valley Transportation Authority, RTA – Riverside Transit Agency, UTA – Utah Transit Authority, RTD – Regional Transportation District, LA – Los Angeles, NCTD - North County Transit District



# Market Analysis

## TRANSIT PROPENSITY



- Factors identified by OCTA:
  - Per capita income
  - Total low-income households
  - Employment density
  - Total employment
  - Approach volumes at intersections
  - Intersection density (walkability)



# Key Themes

- The majority of existing bus ridership is concentrated in a few key corridors.
- Bus service is focused on the weekday commuter market.
- Bus routes serve a select number of hubs, destinations and connection points.
- OCTA has begun taking steps to address recent ridership declines.
- Limited funding has constrained ridership growth.
- Land use and demographics present both challenges and opportunities for effective transit service.
- The overall transportation network presents both challenges and opportunities for effective transit service.
- Long-term transportation trends offer a mixed message.
- Transit use can support greenhouse gas reduction targets.
- The Bravo! lines and future OC Streetcar provide a template for ridership growth.
- Key stakeholder interviews indicate shifting trends.

# VISION

Provide compelling and competitive transit service that expands transportation choices for current riders, attracts new riders, and supports mobility in Orange County

## GOALS



### Enhance

Make it more desirable to take transit.



### Connect

Connect Orange County's people and places with effective transit



### Simplify

Make transit easier to use and more convenient



### Sustain

Create a system that is resilient over the long term



### Collaborate

Make Orange County a more attractive place to live, work, and visit by providing transit service that supports community priorities

# Next Steps

- Distribute State of OC Transit report to stakeholders.
- Finalize vision and goals.
- Return to the Transit Committee and Board of Directors in April/May with the draft Investment Framework.

