

Transit Master Plan - Corridor Line Evaluation

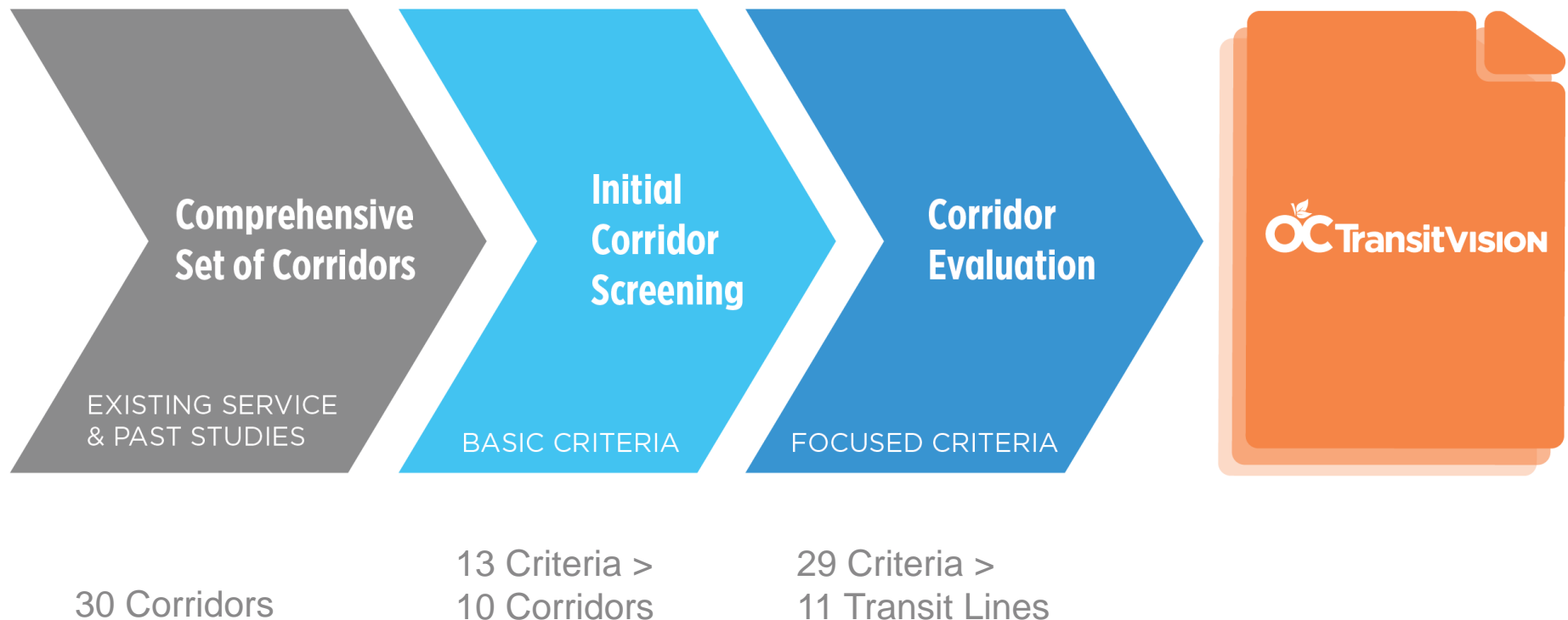
OC Transit Vision - Corridor Line Evaluation



Context of Transit Master Plan

- Countywide Study of Long-Term Transit Needs
- Input for Long-Range Transportation Plan
- Guides Future Bus Service Recommendations
- First Step in Project Development Process
 - Master Plan
 - Feasibility Studies
 - Environmental Review
 - Engineering/Design

Opportunity Corridor Evaluation



[illegible]

Corridor Evaluation- Modes

Corridor	Limits	Rapid Streetcar	Bus Rapid Transit (BRT)	Rapid Bus
Harbor Boulevard/ Santa Ana Boulevard	California State University, Fullerton to Santa Ana Regional Transportation Center	✓	✓	
Westminster Avenue/ Bristol Street	Goldenwest Transportation Center to UC Irvine	✓	✓	
Harbor Boulevard (South)	17 th Street/Westminster to Hoag Hospital Newport Beach		✓	✓
State College Boulevard	Brea Mall to Downtown Santa Ana		✓	✓
Beach Boulevard	Fullerton Park-and-Ride to Downtown Huntington Beach			✓
Main Street	Anaheim Regional Transportation Intermodal Center to South Coast Plaza Park-and-Ride			✓
La Palma Avenue/Lincoln Avenue	Hawaiian Gardens to Anaheim Canyon Station			✓
Chapman Avenue	Hewes Street to Beach Boulevard			✓
McFadden Avenue/Bolsa Street	Goldenwest Transportation Center to Larwin Square			✓
Interstate 5 Freeway	Fullerton Park-and-Ride to Mission Viejo/Laguna Niguel Station		✓	
State Route 55 Freeway	Santa Ana Regional Transportation Center to Hoag Hospital		✓	

Corridor Evaluation: Criteria

- Speed and Reliability
- Ridership/Mode Shift/Vehicle Miles Traveled Reduction
- Density/Connections to Activity Centers
- Multimodal Connectivity
- Capacity
- Safety
- Passenger Comfort/Amenities
- Equity
- Economic Development
- Transit-Supportive Policy
- Cost-Effectiveness/Productivity

Corridor Evaluation: Assumptions

■ Right-of-Way

- Streetcar/BRT Corridors: Priority Transit Lane
- Rapid Bus: Mixed-Flow
- Freeway BRT: High-Occupancy Vehicle Lanes

■ Weekday Frequencies

- Streetcar, BRT, Rapid Bus: 10 minutes peak, 15 minutes off-peak
- Freeway BRT: 15 minutes peak, 30 minutes off-peak

Key Findings: Streetcar / BRT

- **Harbor Boulevard/Santa Ana Boulevard and Westminster Avenue/Bristol Street had highest projected ridership compared to other corridors**
- **Key factors:**
 - Streetcar modeled corridors projected to have higher ridership than BRT/Rapid Bus
 - Modes have inherent advantages (capacity, system visibility)
 - Highest existing ridership bus segments and major regional destinations are included in these corridors

Key Findings: BRT / Rapid Bus

■ Freeway BRT

- Much faster speeds
- Provides access to major destinations
- More conceptual work needed for station locations/design

■ BRT/Rapid Bus

- Main Street and Beach Boulevard corridors ranked highest
- La Palma Avenue/Lincoln Avenue had highest ridership, but weaker in other measures

Corridor Potential Next Steps

- **Corridor Studies for Harbor Boulevard/Santa Ana Boulevard and Westminster Avenue/Bristol Street Lines**
 - Harbor Study underway with results in December
 - Determine next segment to study
- **Implement Rapid Bus Service on Beach Boulevard (Bravo! 529)**
 - Project to be implemented in 2019
- **Study Upgrading Main Street Corridor to Rapid Bus**
- **Develop Strategy for Incremental Speed and Amenity Improvements for Rapid Bus (Bravo!) Corridors**
 - Near/medium term: off-board fare payment, all-door boarding, signal priority
 - Long term: queue jumps, improved shelters, business access/transit lanes
- **Conduct Freeway BRT Network Study**
 - Determine cost-benefit of dedicated infrastructure (ramps, stations)
 - More focused analysis of corridors (specific to freeway BRT)
 - Conceptual design for priority corridors (e.g., where to add ramps/stations)

Other Potential Next Steps

- **Consider Additional Areas for OCFlex Service**
 - Pending results of pilot project
- **Improve Bus Service Routes Countywide Based on Transit Investment Framework Standards**
 - Some improvements for February 2018 service change
- **Supplement Orange County Transportation Authority (OCTA) Year-Round Bus Service with Special Event and Seasonal Shuttles**
- **Work with Local Jurisdictions to Enhance Transit Access and Develop Transit-Supportive Projects**
 - Guidelines in development for final plan

Upcoming Study Timeline

- Public/Stakeholder Survey Through November
- Present to the Transit Committee and the Board of Directors (Board) in November
- Return to the Board in January with Final Report and Action Plan