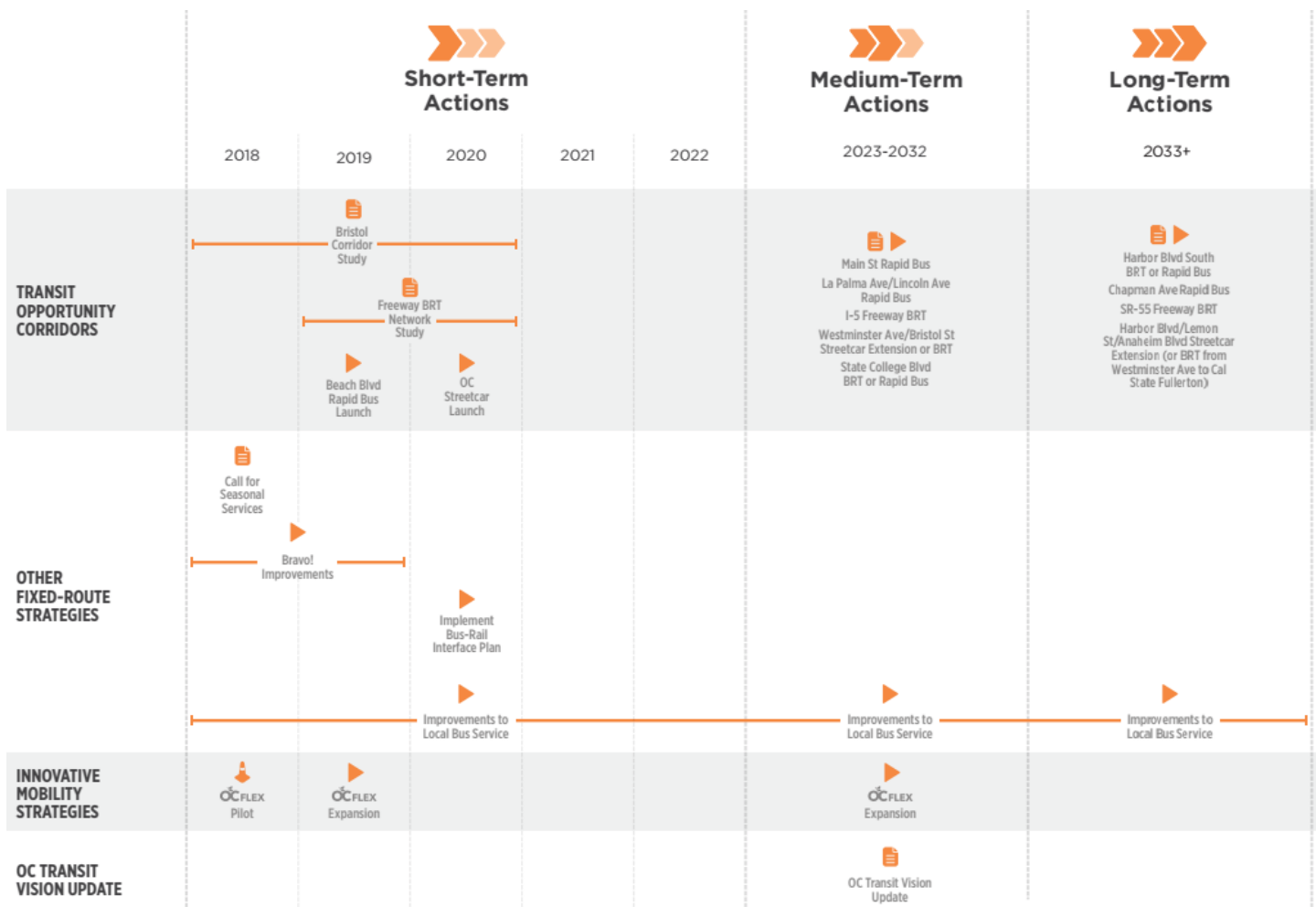


# ACTION PLAN AND NEXT STEPS

Implementing the recommendations of the OC Transit Vision will require concerted effort and resources from OCTA. While many of the projects identified in this plan will take years to come to fruition, there are steps that OCTA can take immediately to begin moving the vision to reality. This chapter outlines a phasing strategy, costs, and funding sources for implementing the OC Transit Vision.

## PHASING STRATEGY

The phasing strategy addresses recommendations described in Chapters 5, 6, and 7 of the OC Transit Vision. Note that recommendations in some areas, such as paratransit, are not included here as they should be further defined through future processes.



## Short-Term Recommendations (2018-2022)

### Implement OC Flex Microtransit Pilot in Bolsa-Dorado and Aliso-Mission Zones (2018)

In summer 2018, OCTA will pilot OC Flex service, allowing customers to request shared on-demand rides by smartphone app or phone call. Two pilot zones, each approximately six square miles, have been identified around the Goldenwest Transportation Center and the Laguna Niguel/Mission Viejo Metrolink station. During operating hours, customers can be picked up or dropped off anywhere within these zones by branded OCTA vans. If successful, OCTA could expand OC Flex to additional areas where existing bus service is unproductive or nonexistent.

### Issue Project V Call for Seasonal and Special Event Services (2018)

OC Transit Vision outreach identified a desire for more specialized fixed-route services, such as the increasingly popular OC Fair service. Additionally, while many community shuttle services funded under the Measure M2 Project V program have struggled to attract riders, seasonal services have proven popular. A Project V call-for-projects in 2018 should focus on additional seasonal and special event services that reduce local congestion.

### Develop and Implement Strategies for Incremental Improvements to Existing and Future Rapid Bus (Bravo!) Routes (2018-2019)

Several lower-cost operational upgrades can improve the speed of existing and future Bravo! routes. These include off-vehicle fare collection, all-door boarding, and transit signal priority. OCTA staff will work with local jurisdictions, beginning on Harbor Boulevard and Beach Boulevard, to pilot select improvements. In addition, many bus stops along these corridors may qualify for Measure M Project W funding to improve passenger amenities such as customer information, bus shelters, and seating.

### Analyze Regional Bus-Rail Connections as Part of Upcoming Los Angeles–Orange County Transportation Study (2018-2019)

As Los Angeles County builds out its Metro Rail system over the next 40 years, Orange County should continue to explore ways to integrate with lines terminating near the county border. The OC Transit Vision analyzed connections to these corridors within Orange County; however, they did not score well enough to recommend short- or medium-term improvements. A broader analysis of these connections should be included in an upcoming joint transportation study between the two counties.

### Conduct Transit Corridor Study of Bristol Street from Initial OC Streetcar Alignment to South Coast Metro Area (2018-2020)

As OCTA completes the Central Harbor Transit Study, it is logical to study the next most viable alignment for streetcar or bus rapid transit (BRT). Based on initial ridership modeling, Bristol Street shows the greatest potential. Staff will present study-area limits and a project scope to the OCTA Board prior to proceeding with any study.

### Implement Beach Boulevard Rapid Bus (2019)

The OCTA Board approved Bravo! service on Beach Boulevard in 2016, pending availability of necessary resources. OCTA staff has identified grant funding to purchase additional buses and

operating resources to implement the service by 2019. A consultant is currently studying the feasibility of transit signal priority in this corridor to further improve transit speed and reliability.

#### **Expand OC Flex (2019, pending successful pilot)**

OCTA staff will provide the Board with updates on the OC Flex pilot project. If the service meets its performance criteria, the service could be expanded to two additional zones.

#### **Conduct Freeway BRT Network Study (2019-2020)**

Freeway BRT is a new mode for Orange County, and one that has varied widely in its implementation elsewhere. Rather than advance individual projects, OCTA will conduct a network study of potential Freeway BRT corridors, including I-5, SR-55, and others (such as I-405). This study would identify the most promising corridors and begin to shape Freeway BRT's infrastructure and operational characteristics. This work could be included as part of a larger study examining managed lanes throughout the county.

#### **Begin Operations of Initial OC Streetcar Service and Implement Bus-Rail Interface Plan (2020)**

The initial segment of the OC Streetcar is scheduled to open in December 2020. A bus-rail interface plan was developed to complement the streetcar service by making changes to alignments, frequencies, and service hours of connecting routes.

#### **Improve Service on Major, Local, and Community routes to meet Transit Investment Framework Guidelines (ongoing, as resources are available)**

The OC Transit Vision includes a Transit Investment Framework that OCTA should use to prioritize changes to routes not recommended for rapid bus, BRT, or streetcar upgrades. As funding is available beyond the resources needed to implement the other recommendations in the OC Transit Vision, service on these routes should be improved to meet the service span and frequency standards contained in the framework.

## Mid-Term Recommendations (2023-2032)

### Update OC Transit Vision (2023)

The OC Transit Vision—and the existing Transit Opportunity Corridor recommendations—will be updated to incorporate new studies or changes in travel demand. This update will also recommend additional corridor studies.

### Mid-Term Service Recommendations

The following list includes transit projects that may be implemented in the mid-term based on project development and funding availability:

- Main Street rapid bus
- OC Flex expansion
- La Palma Avenue/Lincoln Avenue rapid bus
- I-5 Freeway BRT
- Westminster Avenue/Bristol Street streetcar extension or BRT from Goldenwest Transportation Center to UC Irvine
- State College Boulevard BRT or rapid bus

## Long-Term Recommendations (2033+)

Based on project development and performance, these services are recommended for long-term implementation if funding is available:

- Harbor Boulevard/Lemon Street/Anaheim Boulevard streetcar extension, or BRT from Westminster Avenue to Cal State Fullerton
- Harbor Boulevard South BRT or rapid bus
- McFadden Avenue/Bolsa Street rapid bus
- Chapman Avenue rapid bus
- SR-55 Freeway BRT