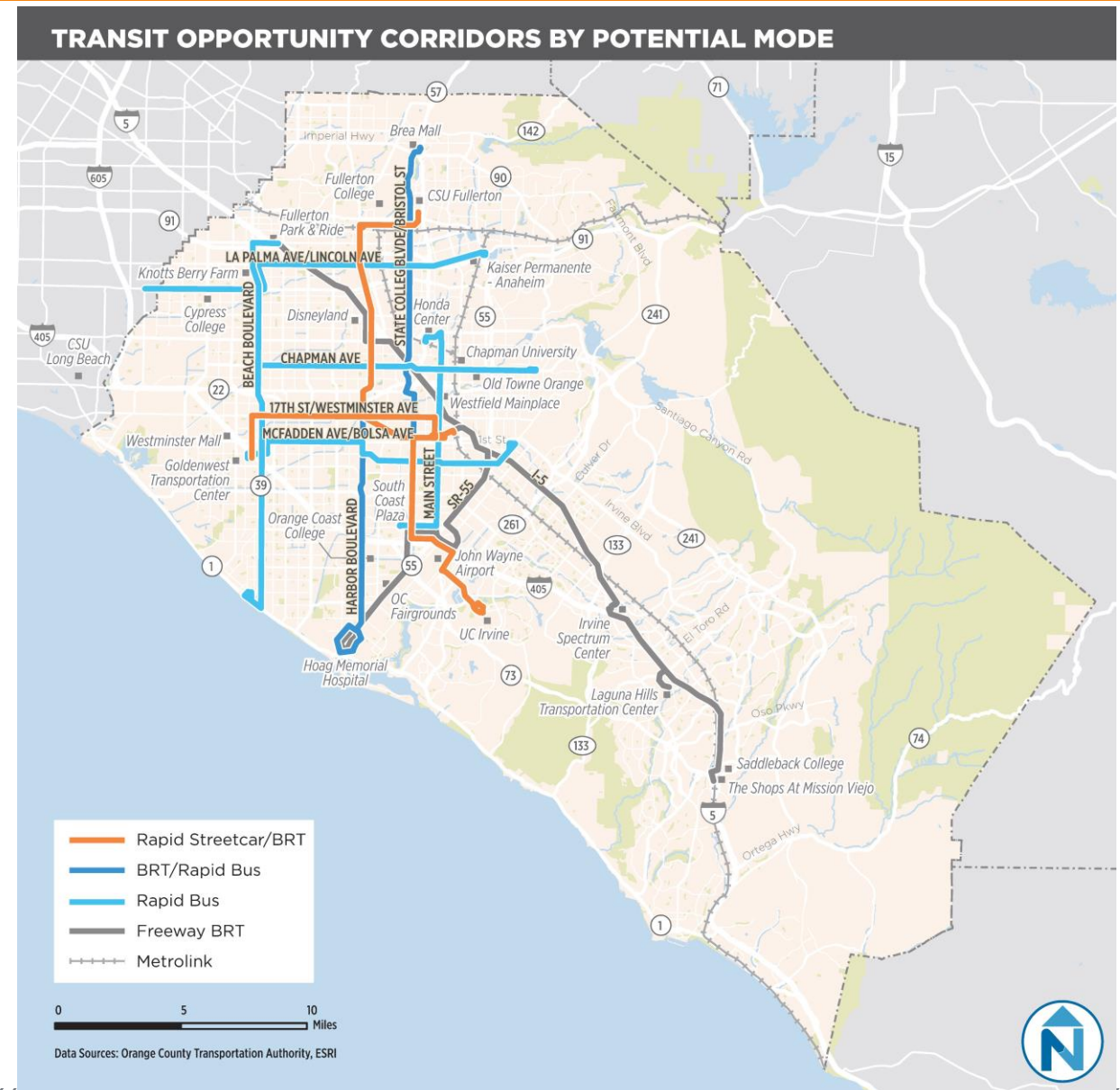


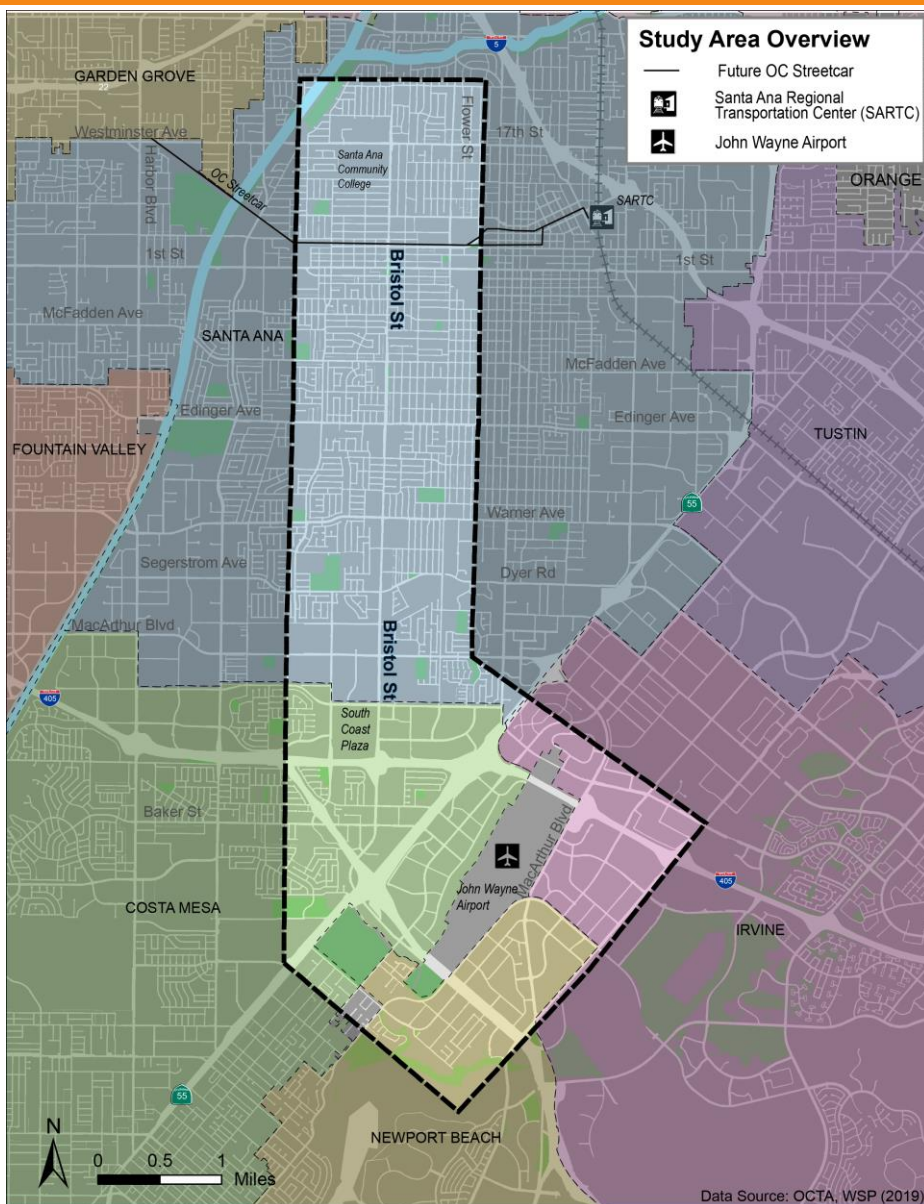
Bristol Street Transit Corridor Study - Purpose and Need Update

Study Overview

- Transit Master Plan
 - Short-term action plan
 - High-priority corridor
- Part of a larger corridor

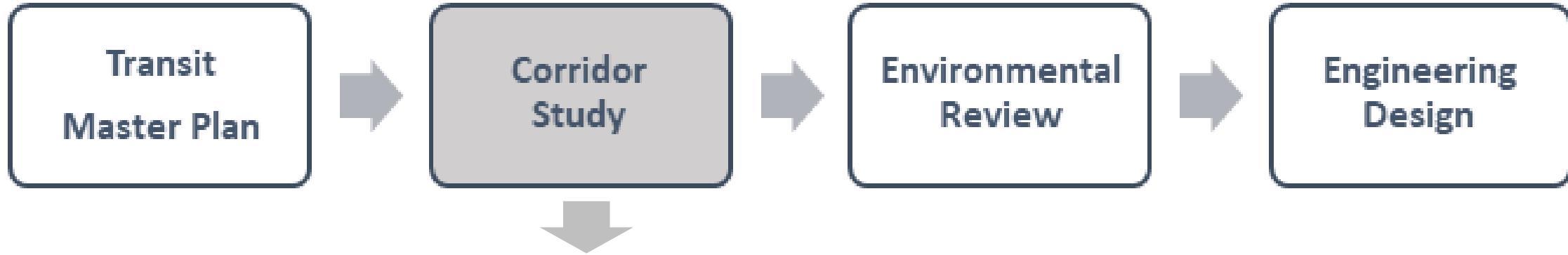


Study Scope



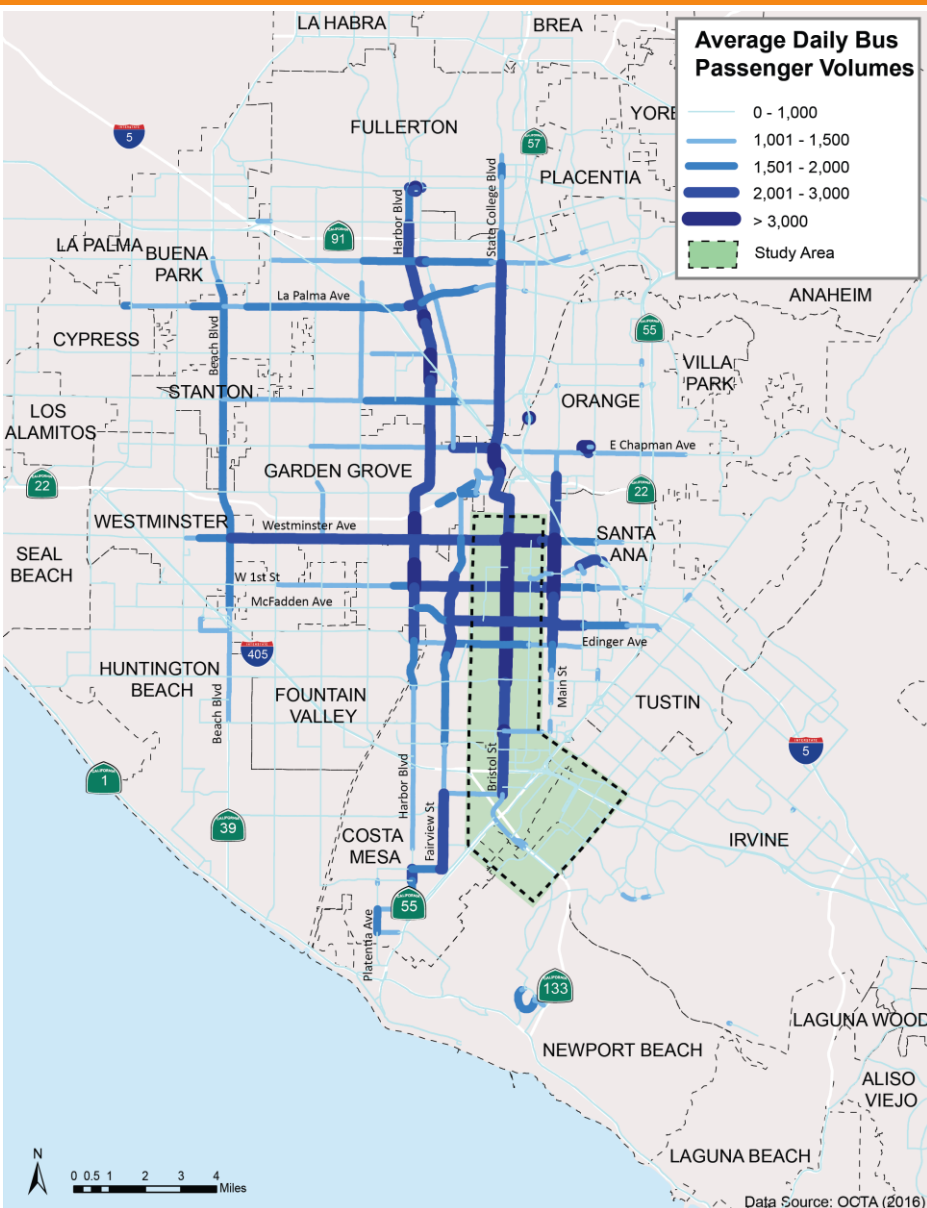
- Study limits: 17th Street to Baker Street and John Wayne Airport
- Includes cities of Costa Mesa, Irvine, Newport Beach, and Santa Ana
- Identify options for improving transit service
 - Various modes and alignments: bus, bus rapid transit, and streetcar
- Evaluate alternatives based on performance and community support
 - Ridership, cost, environmental benefits and impacts, system connectivity, and community input
- Collaborate throughout; work with project development team, stakeholder working group, and public
- Final report

Process and Schedule



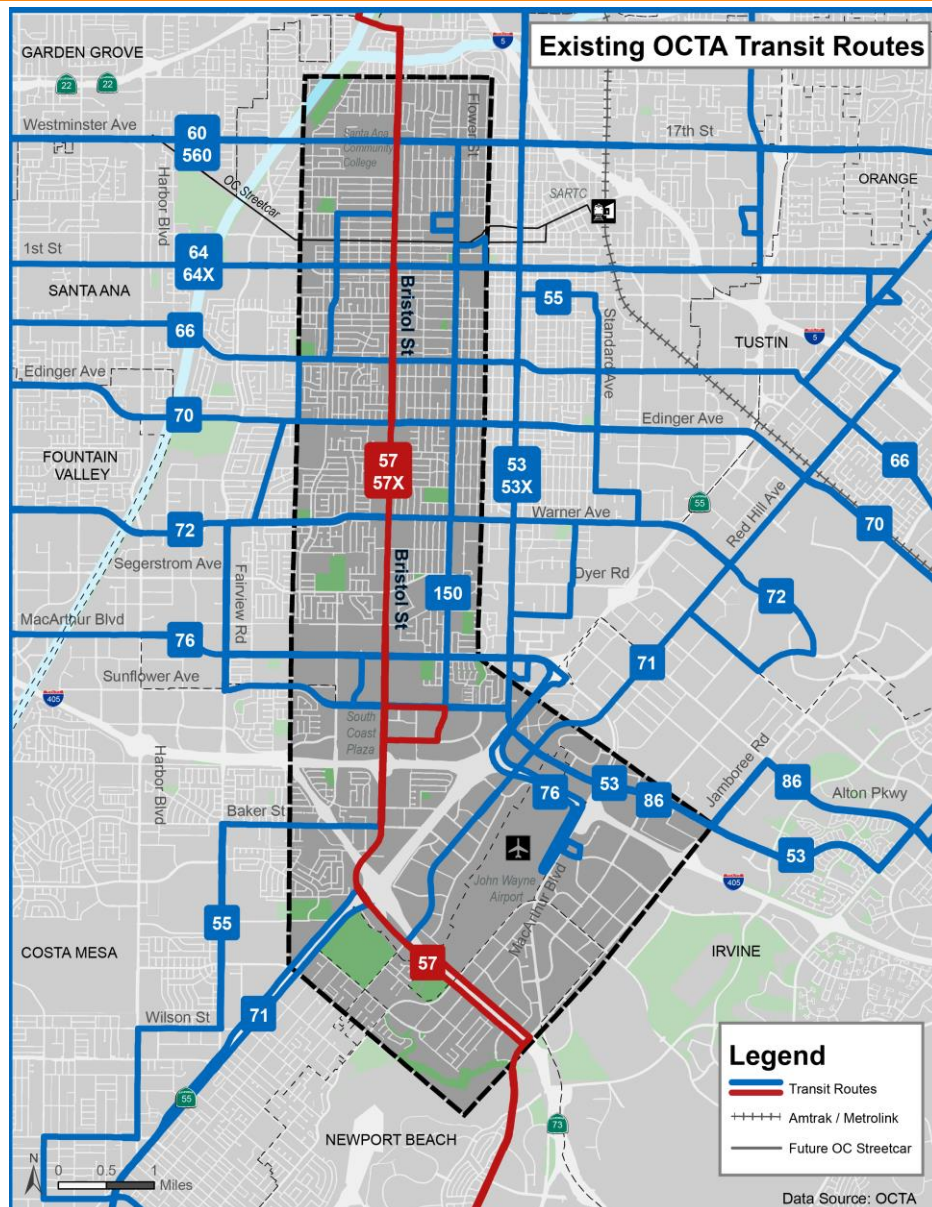
Study Phase	Description	Timeline
I. Purpose and Need	Corridor Definition and Mobility Needs	April 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Summer 2019
III. Alternatives Evaluation	Evaluate ridership, cost, environmental benefits, and community support	Winter 2020
IV. Final Report	Present report findings and community input received	Summer 2020

Bristol Corridor Context



- Highest transit usage area
- Major trip generators
 - Irvine Business Complex
 - John Wayne Airport
 - Santa Ana Civic Center
 - Santa Ana College
 - South Coast Metro
- Regional connections
 - Five High Quality Transit Routes
 - OC Streetcar
 - Santa Ana Regional Transportation Center

Existing Transit Service

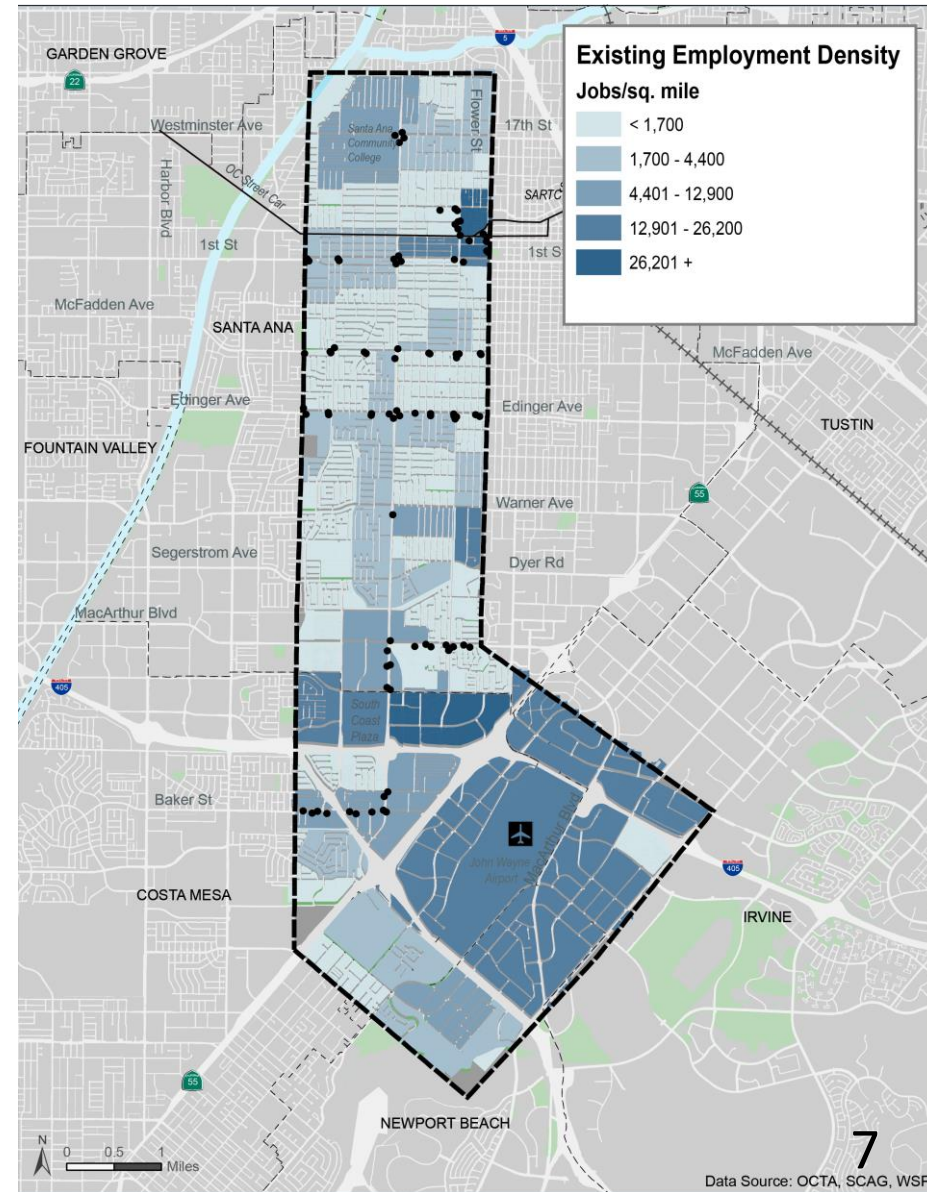
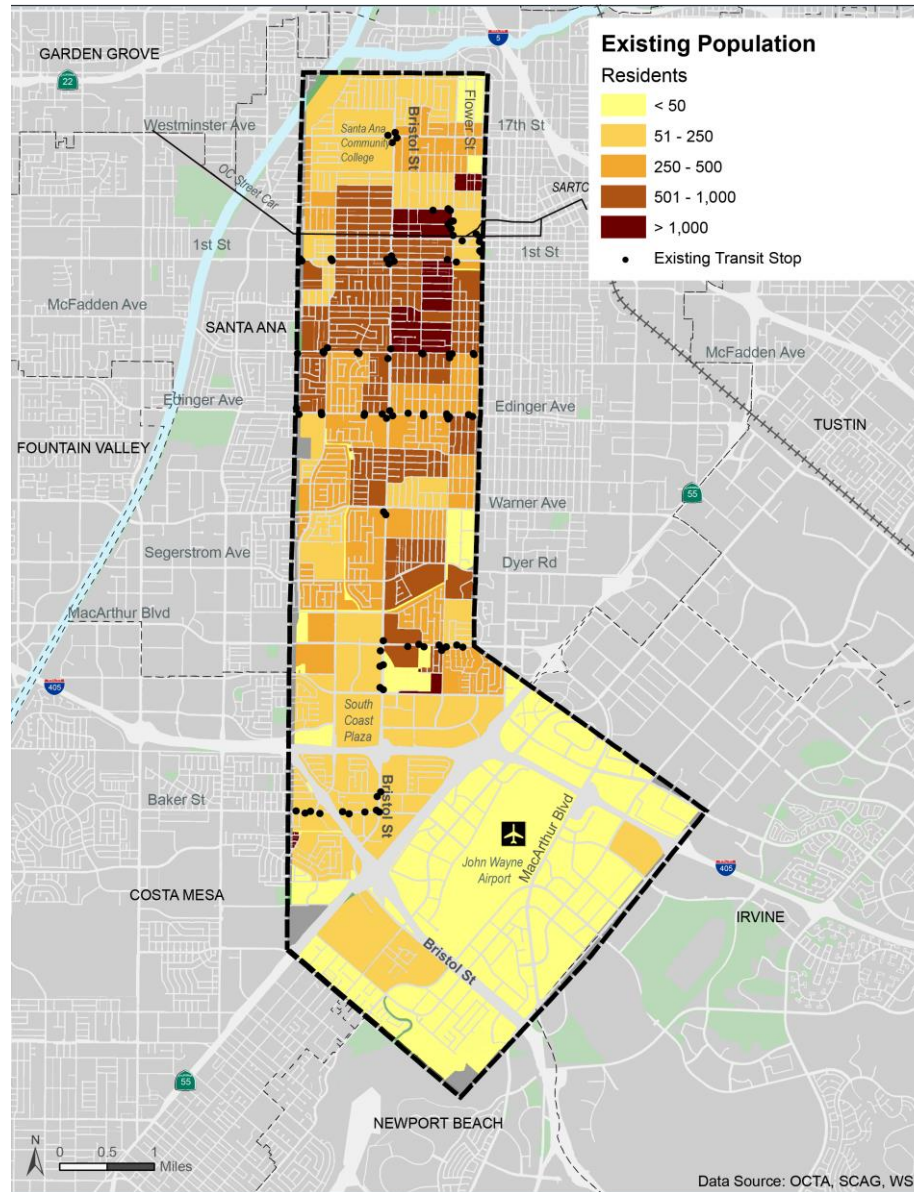


Served by Route 57/57X

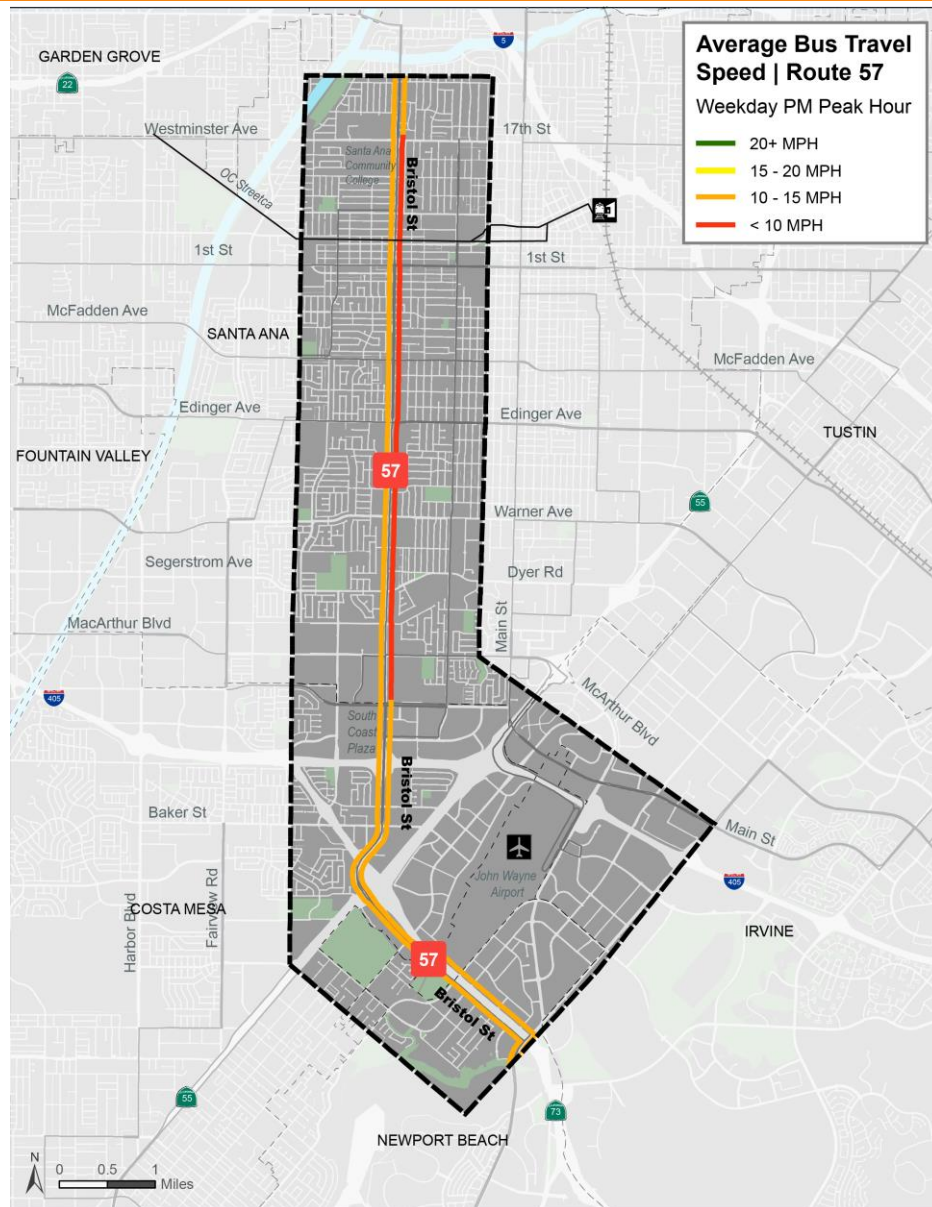
- Brea to Newport Center
- Frequency: 12 to 24 minutes
- High transfer rates to crosstown corridors
 - Connections to 13 routes
- High ridership: 10,600 weekday boardings (eight percent of systemwide total)

Existing Population and Employment

- Population density
- Employment density
- Local land use
 - Increased density and mixed-use development planned



Transit Performance



Average Bus Travel Speeds

- Less than ten mph during PM peak
- Operating in mixed-flow traffic
- High passenger loads (long dwell times)

Mobility Needs

1. Enhance transit mobility to local activity centers
2. Improve speed and reliability
3. Improve connectivity with crosstown routes
4. Support land-use planning
5. Enhance the customer experience and convenience

Stakeholder and Public Participation

Stakeholder engagement

- Project development team meetings
- One-to-one agency meetings
- Stakeholder workshops (3)
- Open houses and community events
- Online survey and social media
- Translations for engaging diverse communities



Outreach Phases

- Corridor definition and mobility needs – April 2019
- Alternatives development – Summer 2019
- Alternatives evaluation – Winter 2020

Next Steps

- Conduct initial round of outreach
- Hold one-to-one agency meetings
- Develop conceptual alternatives
- Return to Board of Directors in late summer with draft alternatives

Bristol Study webpage:
www.octa.net/bristol