

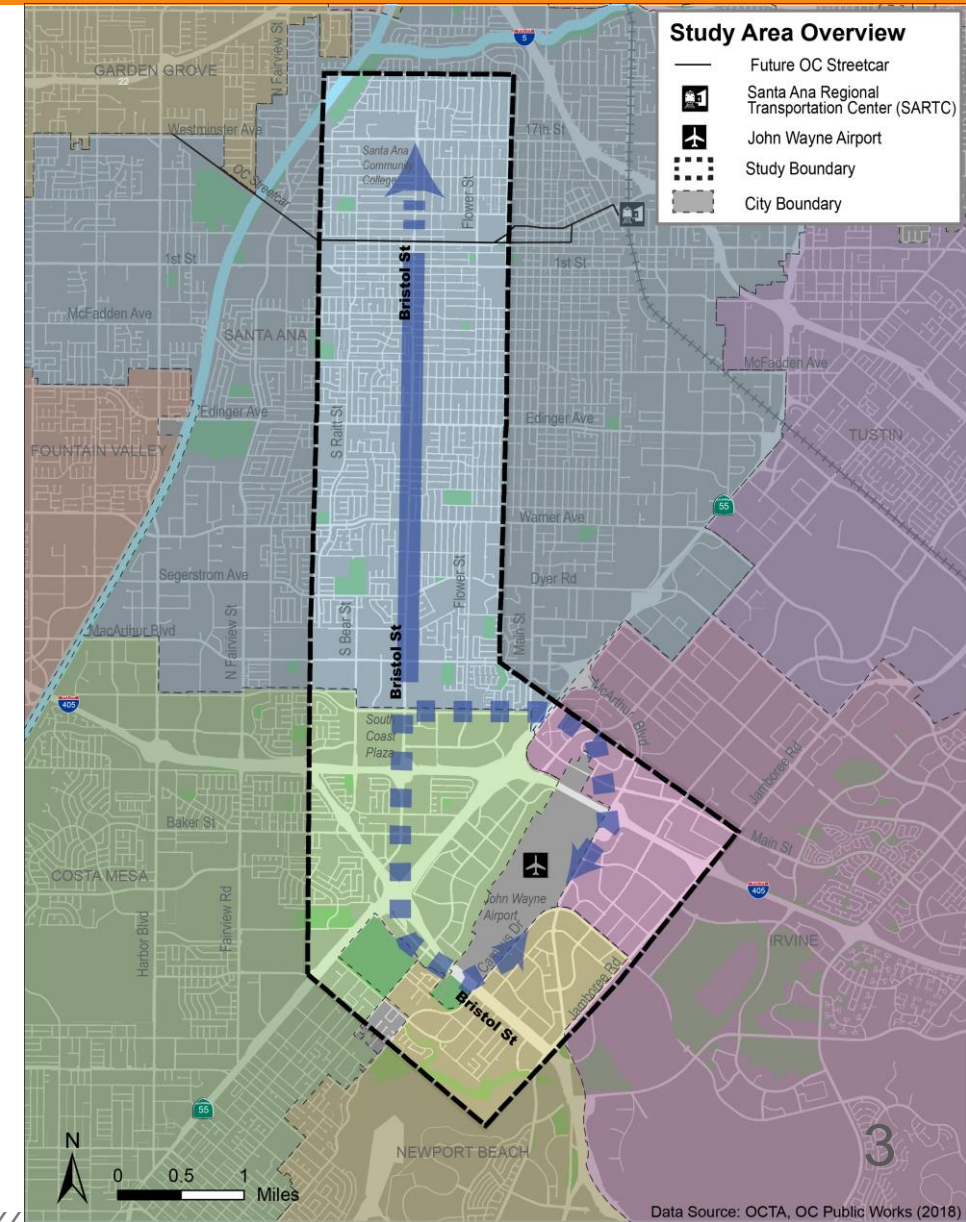
Bristol Street Transit Corridor Study Update

Study Schedule

Study Phase	Description	Timeline
I. Purpose and Need	Corridor definition and mobility needs	April 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Fall 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

Alternatives Development

- Alternatives Definition
 - Six alternatives
 - Each will define the following features:
 - Route
 - Northern and southern termini
 - Station locations
 - Operations
 - Features
 - Mode



Modes and Features

Enhanced Bus



- Shares lanes with other cars
- Receives priority at traffic signals and uses bypass lanes at intersections
- Includes state-of-the-art stops with ticket machines
- Carries around 70 people
- Project Cost: \$

Bus Rapid Transit



- Includes all Enhanced Bus features, but travels on a dedicated bus-only lane
- Carries around 120 people in a longer, 60-foot bus
- Project Cost: \$\$

Streetcar



- Shares lanes with cars but travels on its own track embedded in the road
- Powered by overhead wires
- Includes modern stops with ticket machines and allows riders to board from front or rear doors
- Carries up to 150 people (3x as much as regular buses)
- Project Cost: \$\$\$

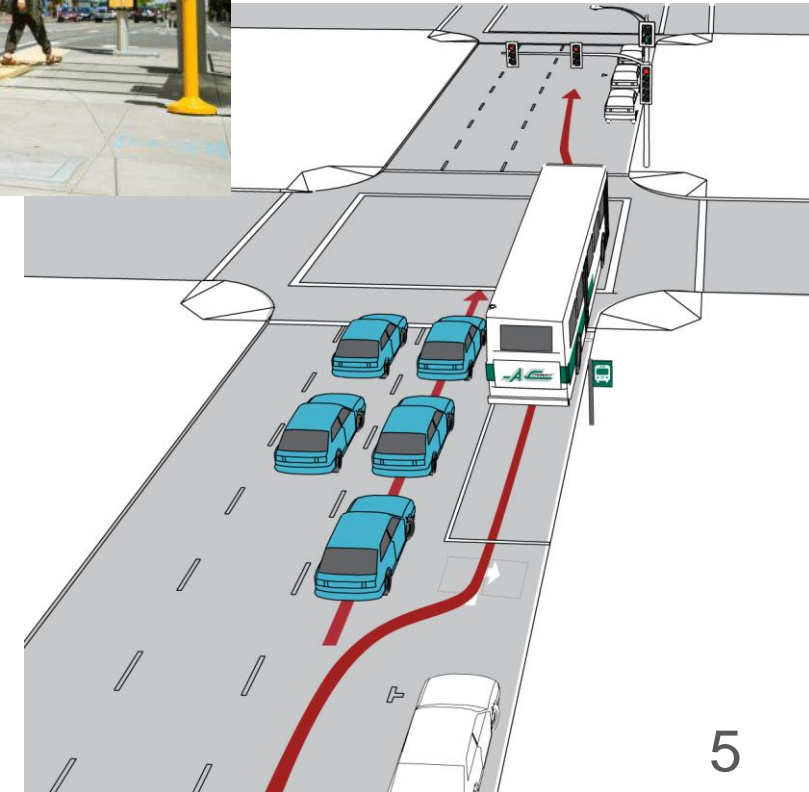
“Rapid” Streetcar



- Includes all Streetcar features, but uses a dedicated streetcar-only lane
- Faster than a regular streetcar or bus
- Project Cost: \$\$\$\$

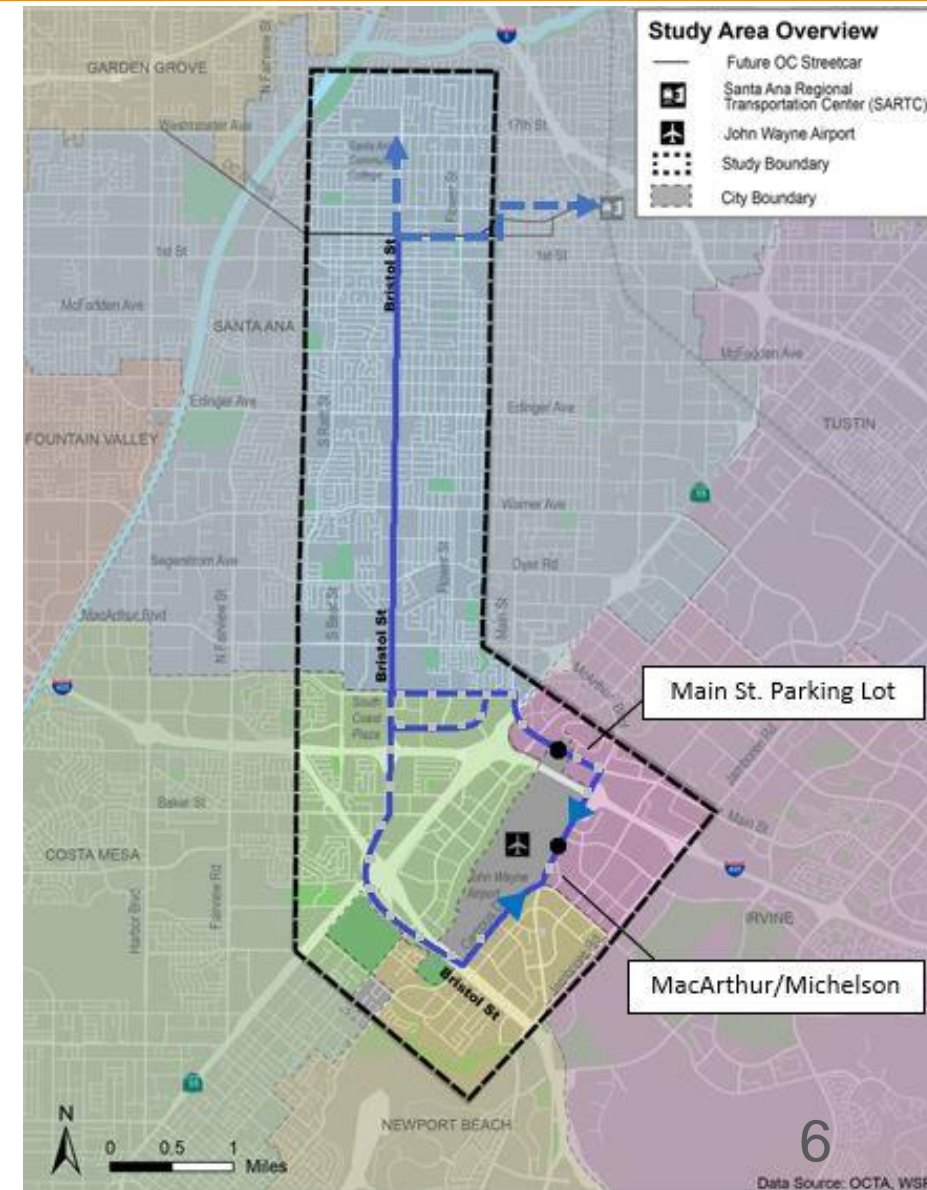
Improving Travel Times

- Frequent service
- Reduced dwell times
 - Stop spacing
 - Off-board ticketing
 - All-door boarding
- Transit prioritization at strategic locations
 - Traffic signal priority
 - Queue jumps
 - Dedicated transit lanes



Emerging Issues

- Bristol Street Widening Project
 - 17th Street to Warner Avenue – added width
 - Existing/planned active transportation improvements and potential transit concepts
- John Wayne Airport (JWA) access points
 - At terminal
 - Near entrance at Michelson Drive/MacArthur Boulevard
 - At Main Street parking lot
- Anton Boulevard vs. Sunflower Avenue routing options
- Traffic congestion concerns
 - Near South Coast Metro area and JWA



Coordination with Cities and External Agencies

- Monthly project development Team meetings
 - Cities of Costa Mesa, Irvine, and Santa Ana
 - JWA
 - California Department of Transportation
- One-to-one agency meetings
- Focus: constraints analysis and alternatives development

Stakeholder and Public Participation

- Stakeholder workshop:
 - Wednesday, July 31, 10:00 AM @ OCTA
- Open houses:
 - Saturday, August 3, 10:00 AM @ Santa Ana Corporate Yard
 - Wednesday, August 7, 5:30 PM @ South Coast Medical Center
- Online survey: July 17 – August 31
- Community events
- Provided overview and solicited feedback on corridor definition and mobility issues

Next Steps

- Complete the one-to-one agency meetings
- Finish the constraints analysis
- Define the six draft alternatives
- Return to the Board of Directors in early fall with draft alternatives

Bristol Study webpage: *www.octa.net/bristol*