

# Pre- and Post-Coronavirus Ridership Changes

## Status Report

December 14, 2023



# Goals

## Ridership Changes – Pre-/Post-COVID-19

- Evaluate ridership changes
- Identify potential drivers such as changes in service and fares
- Compare among Southern California peer agencies and geographically across Orange County

# Data Sources

## Ridership Changes – Pre-/Post-COVID-19

- APTA ridership reports for peer agency comparison
- APC, farebox ridership, and bus trips from OCTA systems  
*(time series and point-in-time comparisons)*
- Ridership aggregated to TAZ for mapping

# Agenda

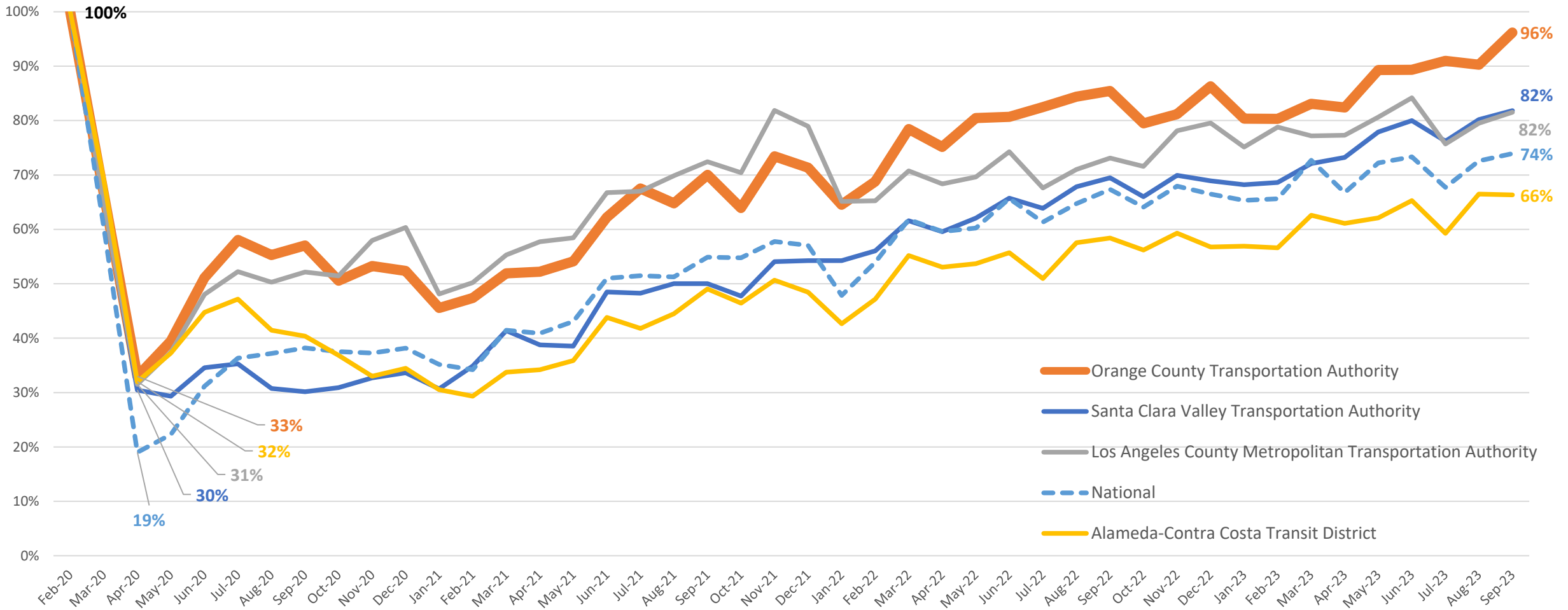
## Ridership Changes – Pre-/Post-COVID-19

- Peer review
- Supply (bus trips) and demand (ridership) changes over time
- Ridership changes by fare type
- Zone level changes between October 2019 and October 2023
- Route performance comparison
- Initial observations and next steps

# Peer Agencies

Ridership Changes Total System (2/2020 to 9/2023, Unlined Passenger Trips) – Pre/Post-COVID-19

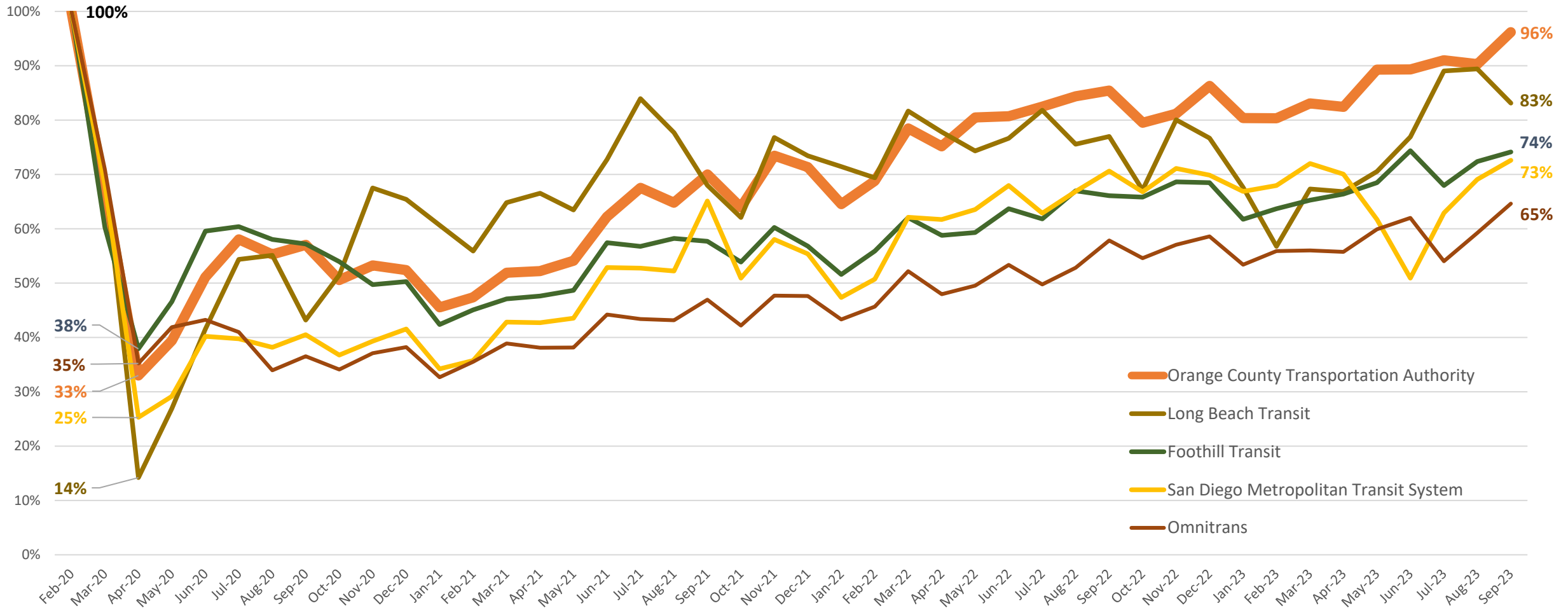
Source: NTD/APTA



# SoCal Agencies

Ridership Changes Total System (2/2020 to 9/2023, Unlined Passenger Trips) – Pre/Post-COVID-19

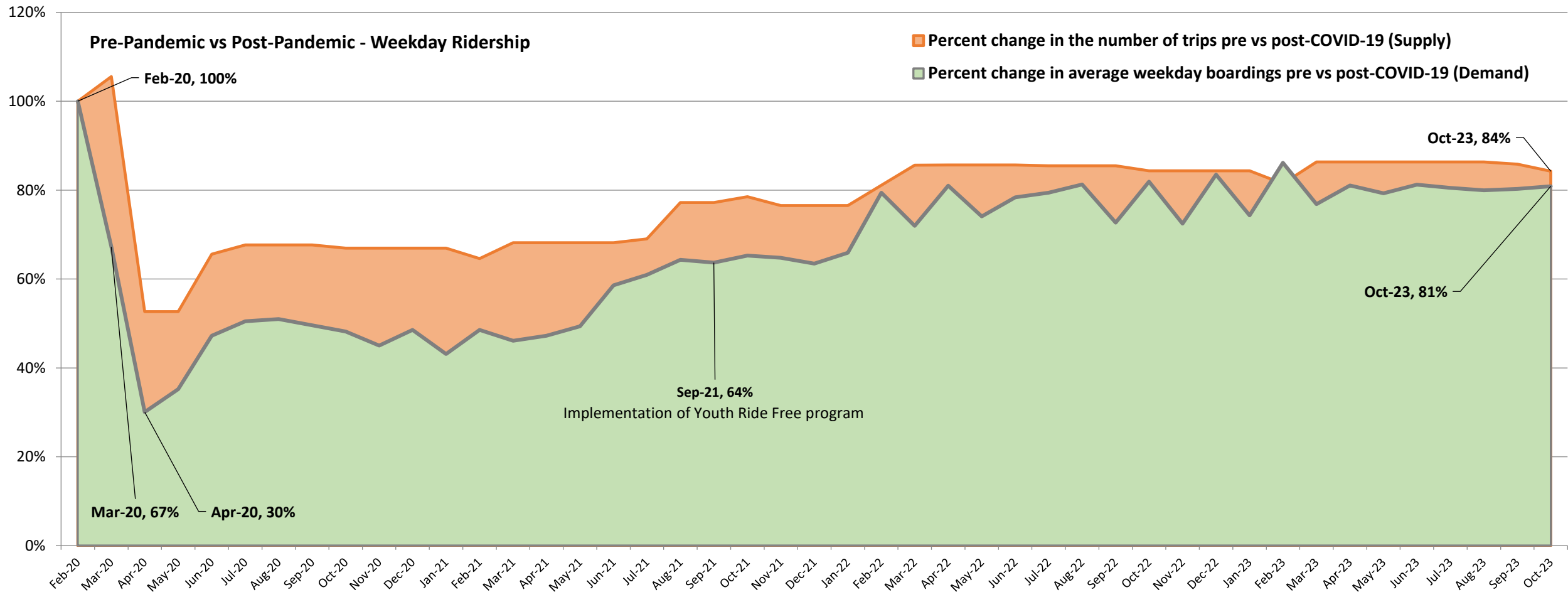
Source: NTD/APTA



# Supply and Demand Changes

## Ridership Changes Average Weekday – Pre/Post-COVID-19

Source: APC

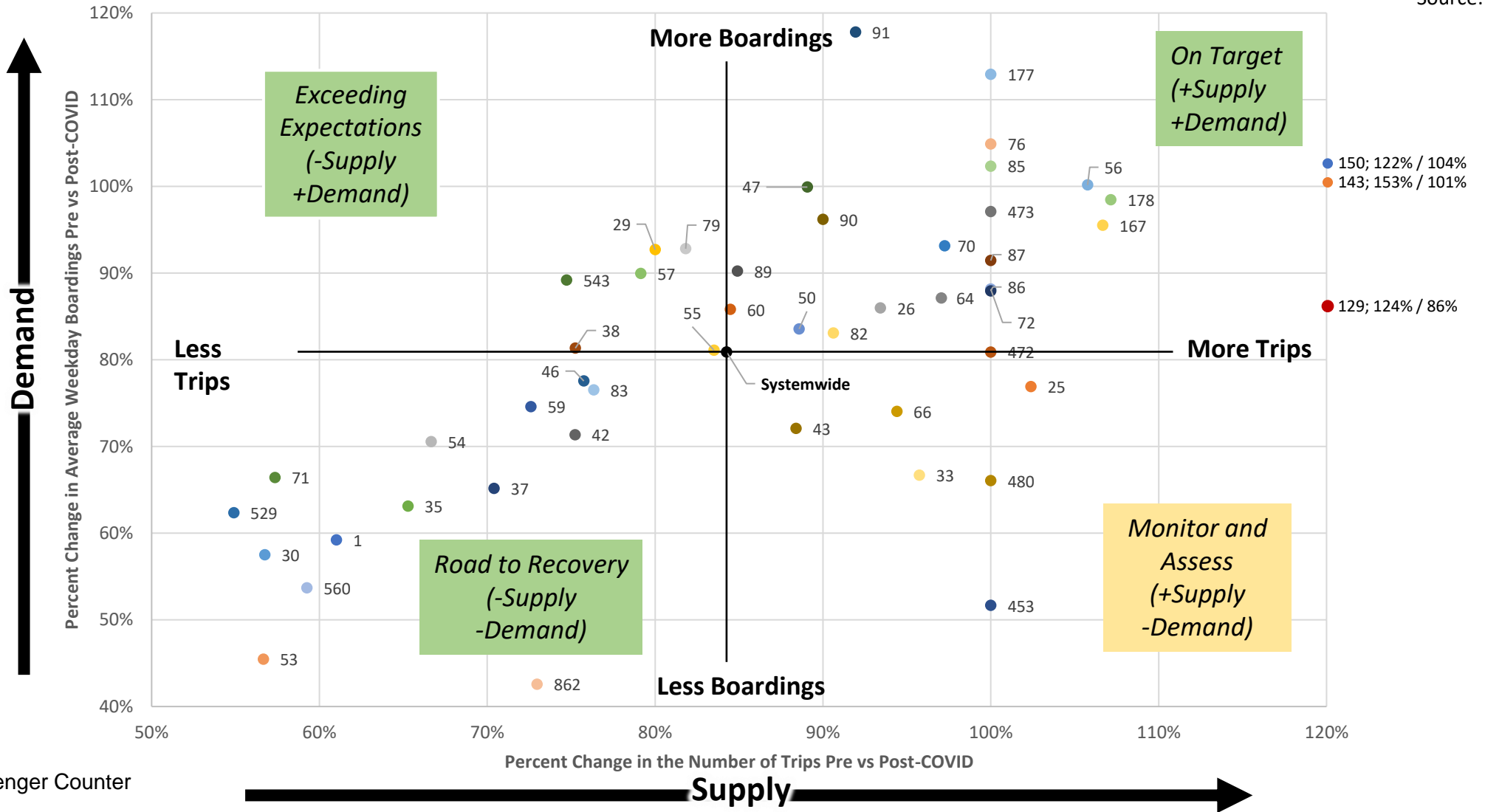


# Route Performance Comparison

Weekday (October 19 vs October 23)

Source: APC

Percent Compared to Pre-COVID-19 (Systemwide)  
Boardings = 81%  
Bus Trips = 84%



# OC Bus Routes and Performance Classification

Quadrant	Route Number and Description	*MBC Improvements
Exceeding Expectations	29-La Habra - Huntington Beach via Beach Boulevard	Less Frequency
	38-Lakewood - Anaheim Hills via La Palma Avenue	Span
	55-Santa Ana - Newport Beach (various streets)	None
	57-Brea - Newport Beach via Bristol Street/State College Boulevard	Frequency
	79-Tustin - Newport Beach via Bryan Avenue/Culver Drive/San Miguel Drive	Frequency/Span
On Target	543-Fullerton - Costa Mesa - Bravo! via Harbor Boulevard	Frequency/Span
	26-Buena Park - Yorba Linda via Commonwealth Avenue/ Yorba Linda Boulevard	None
	47-Fullerton - Newport Beach via Fairview Street/Anaheim Boulevard	Frequency/Span
	50-Long Beach - Orange via Katella Avenue	Frequency
	56-Garden Grove - Orange via Garden Grove Boulevard/La Veta Avenue	Frequency/Span
	60-Long Beach - Tustin via Westminster Boulevard/17th Street	Frequency
	64-Huntington Beach - Tustin via Bolsa Avenue/First Street	Span
	70-Sunset Beach - Tustin via Edinger Avenue	Span
	72-Sunset Beach - Tustin via Warner Avenue	Span
	76-Huntington Beach - Newport Beach via Talbert Avenue/MacArthur Boulevard	None
	82-Mission Viejo - Rancho Santa Margarita via Santa Margarita Parkway	Replace
	85-Mission Viejo - Dana Point via Marguerite Parkway/Crown Valley Parkway	None
	86-Costa Mesa - Mission Viejo via Alton Parkway/Jeronimo Road	Frequency
	87-Rancho Santa Margarita - Laguna Niguel via Alicia Parkway	Frequency
	89-Lake Forest - Laguna Beach via El Toro Road/Laguna Canyon Road	Frequency
	90-Tustin - Dana Point via Irvine Center Drive/Moulton Parkway/Golden Lantern Street	Less Frequency
	91-Mission Viejo - Laguna Hills via Paseo de Valencia/Camino Capistrano/PCH	Span
	129-La Habra - Anaheim via La Habra Boulevard/Brea Boulevard/Kraemer Boulevard	Frequency/Span
	143-La Habra - Brea via Whittier Boulevard/Harbor Boulevard/Brea Boulevard	Span
	150-Santa Ana to Costa Mesa via Fairview Street/Flower Street/Sunflower Avenue	None
167-Anaheim - Irvine via Hewes Street/Irvine Boulevard/Jeffrey Road/Campus Drive	None	

Quadrant	Route Number and Description	*MBC Improvements
On Target	177-Foothill Ranch - Laguna Hills via Lake Forest Drive/ Muirlands Boulevard	Frequency/Span
	178-Huntington Beach - Irvine via Adams Avenue/Del Mar Avenue/Campus Drive	Frequency
	473-Tustin Metrolink Station to UCI	None
Road to Recovery	1-Long Beach - San Clemente via PCH	Frequency
	30-Cerritos - Anaheim via Orangethorpe Avenue	Frequency/Span
	35-Fullerton - Huntington Beach via Brookhurst Street	Frequency/Span
	37-La Habra - Fountain Valley via Euclid Street	None
	42-Orange - Seal Beach via Lincoln Avenue/Seal Beach Boulevard	Frequency/Span
	46-Long Beach - Orange via Ball Road	Frequency
	53-Orange - Irvine via Main Street	None
	54-Garden Grove - Orange via Chapman Avenue	Span
	59-Anaheim - Irvine via Glassell Street/Grand Avenue	Frequency
	71-Yorba Linda - Newport Beach via Tustin Avenue/Red Hill Avenue	Frequency
	83-Anaheim - Laguna Hills via I-5 Freeway/Main Street	Span
	529-GWTC to FPNR - Bravo! via Beach Boulevard	Less Frequency
Monitor and Assess	560-Santa Ana - Long Beach - Bravo! via Westminster Boulevard/17th Street	Frequency
	862-Downtown Santa Ana Shuttle	None
	25-Fullerton - Huntington Beach via Knott Avenue/Goldenwest Street	Frequency/Span
	33-Fullerton - Huntington Beach via Magnolia Street	Frequency/Span
	43-Fullerton - Costa Mesa via Harbor Boulevard	Frequency
	66-Huntington Beach - Irvine via McFadden Avenue	Frequency/Span
	453-Orange Metrolink Station - Orange	None
	472-Tustin Metrolink Station - Irvine	None
480-Irvine Metrolink Station - Irvine Spectrum	None	

FPNR – Fullerton Park and Ride  
 GWTC – Goldenwest Transportation Center  
 MBC – Making Better Connections  
 PCH – Pacific Coast Highway  
 UCI – University of California, Irvine

# Percent Change in Fare Type (October 2019, 2022, 2023)

Ridership Changes – Pre-/Post-COVID-19

Source: Farebox

## Change in Major (>85%) Fare Uses

Fare Type	Oct. 2019	Oct. 2022	Oct. 2023
Adult	43%	41%	39%
Senior	25%	26%	23%
Youth Ride Free	0%	11%	<b>12%</b>
University	7%	5%	6%
Senior/Disabled	7%	6%	5%
Youth (\$)	5%	0%	0%



Use of youth fares has more than doubled as a percentage of all fares.

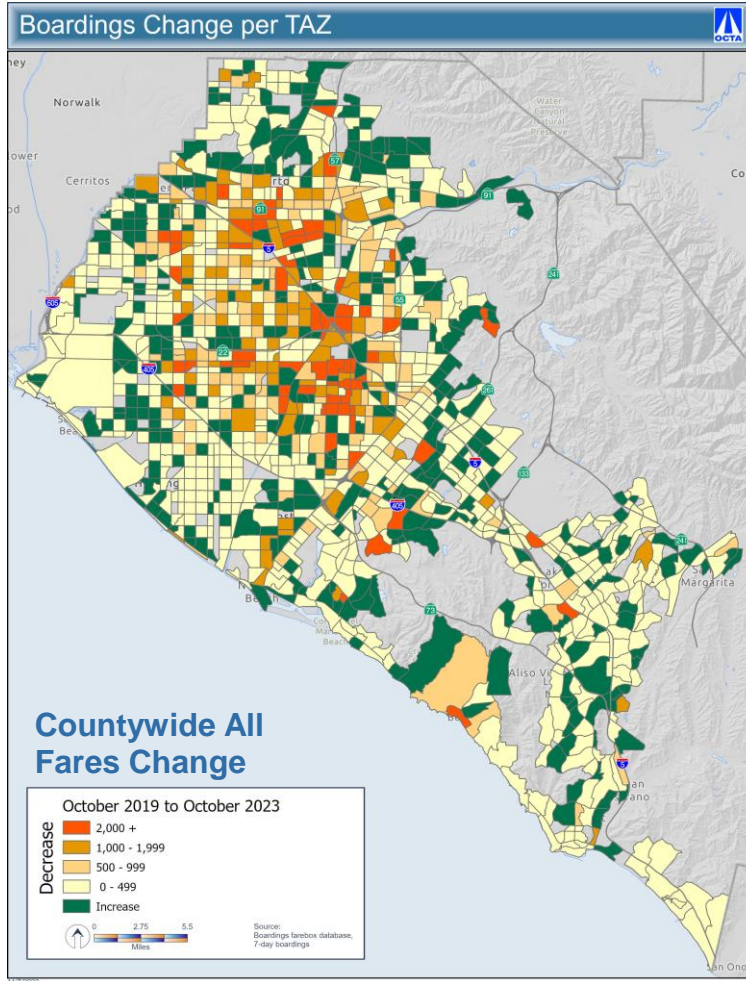
# Changes Between October 2019 and 2023

Countywide All Fares Decrease: **500,617**

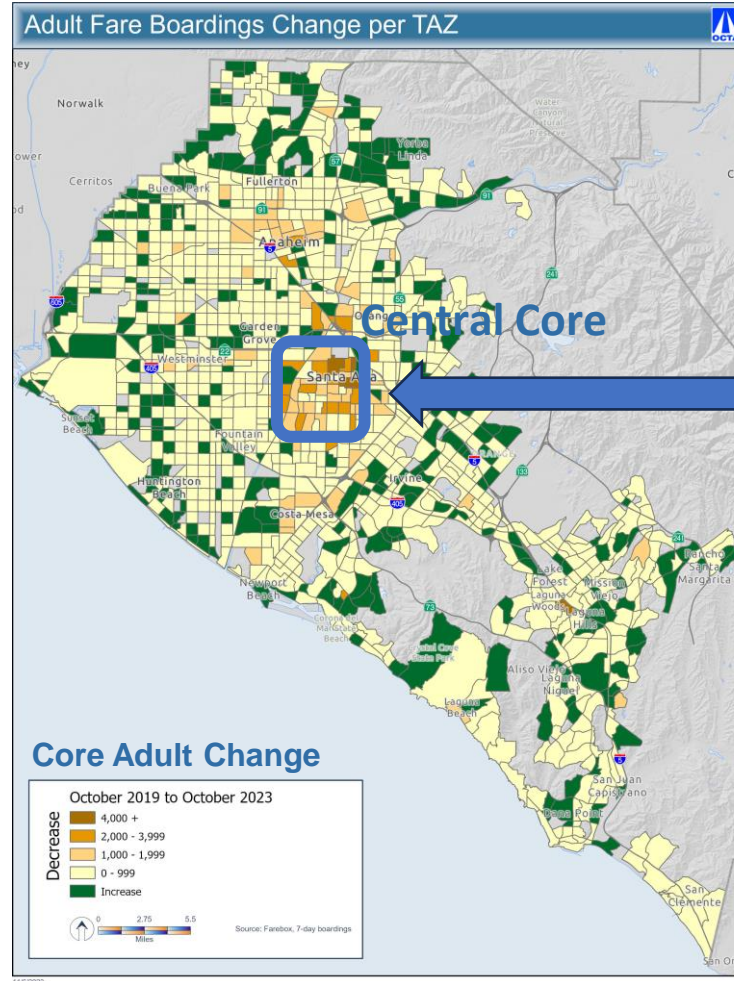
Countywide Adult Decrease: **338,975**

Countywide Youth Increase: **165,376**

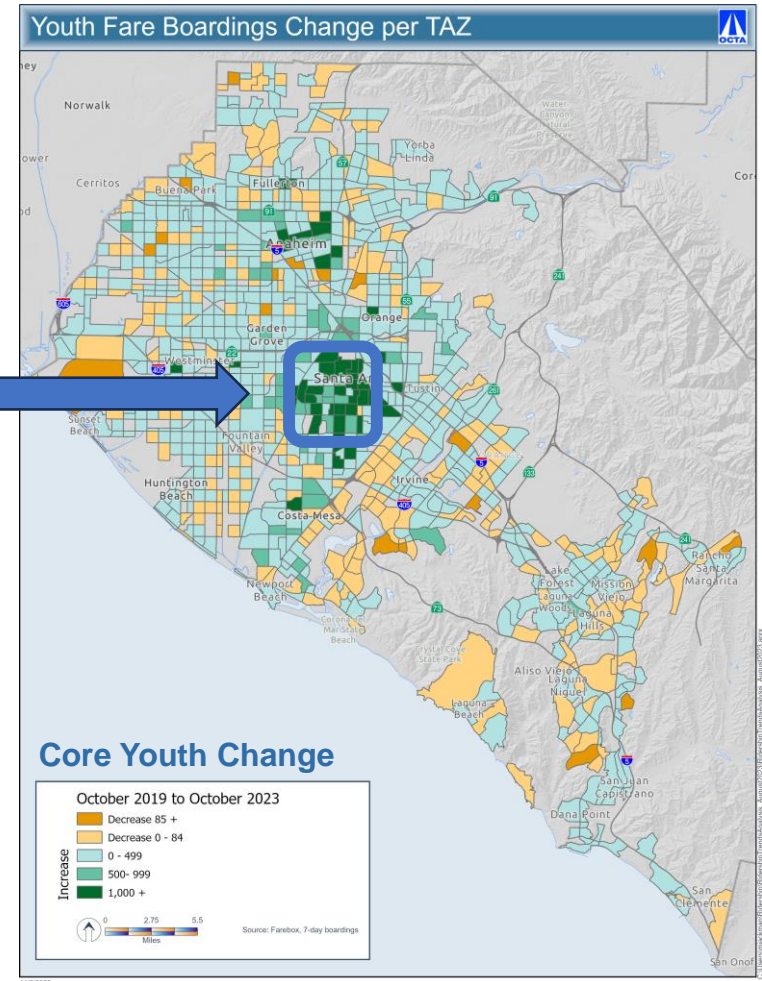
Source: Farebox



Core Adult Decrease: **86,565**



Core Youth Increase: **57,450**



\*Youth ridership is the combination of both 2019 youth category and 2023 youth ride free category

# Initial Observations/Next Steps

## Ridership Changes – Pre-/Post-COVID-19

- Better recovery than peer agencies
- Overall gap between supply and demand narrowing over time
- Recovery varies greatly by route
- Ridership growth in outer core needs further research
- Ridership loss concentrated in central core needs further research  
*(e.g., work from home and related impacts to service sector jobs, etc.)*
- Youth ridership growth helped minimize ridership loss in central core
- Service improvements will continue to grow ridership



OC BUS

7629

