Transit | System | Study

Finding new ways to maximize the efficiency
and effectiveness of our transit system

TRANSIT SYSTEM STUDY UPDATE

TMD

OCTA

Status Update

OCTA

We Are Here.

| Develop Framework and Approach

Research and Data Collection | Develop Alternatives and Recommendations

Develop Implementation Strategies | Present Draft Plan

Summer 2011 |

conduct public outreach and gather feedback

Overview

- **Market Region Overview**

- **Study Goals**

- **Service Strategies and Concepts**

  - Systemwide

  - By market region

- **Service Phases**

- **Next Steps**

Core

- High population and employment density (24 people per parcel acre)
- High productivity (45 passenger boardings per revenue vehicle hour)
- Low subsidy per passenger boarding ($1.69)
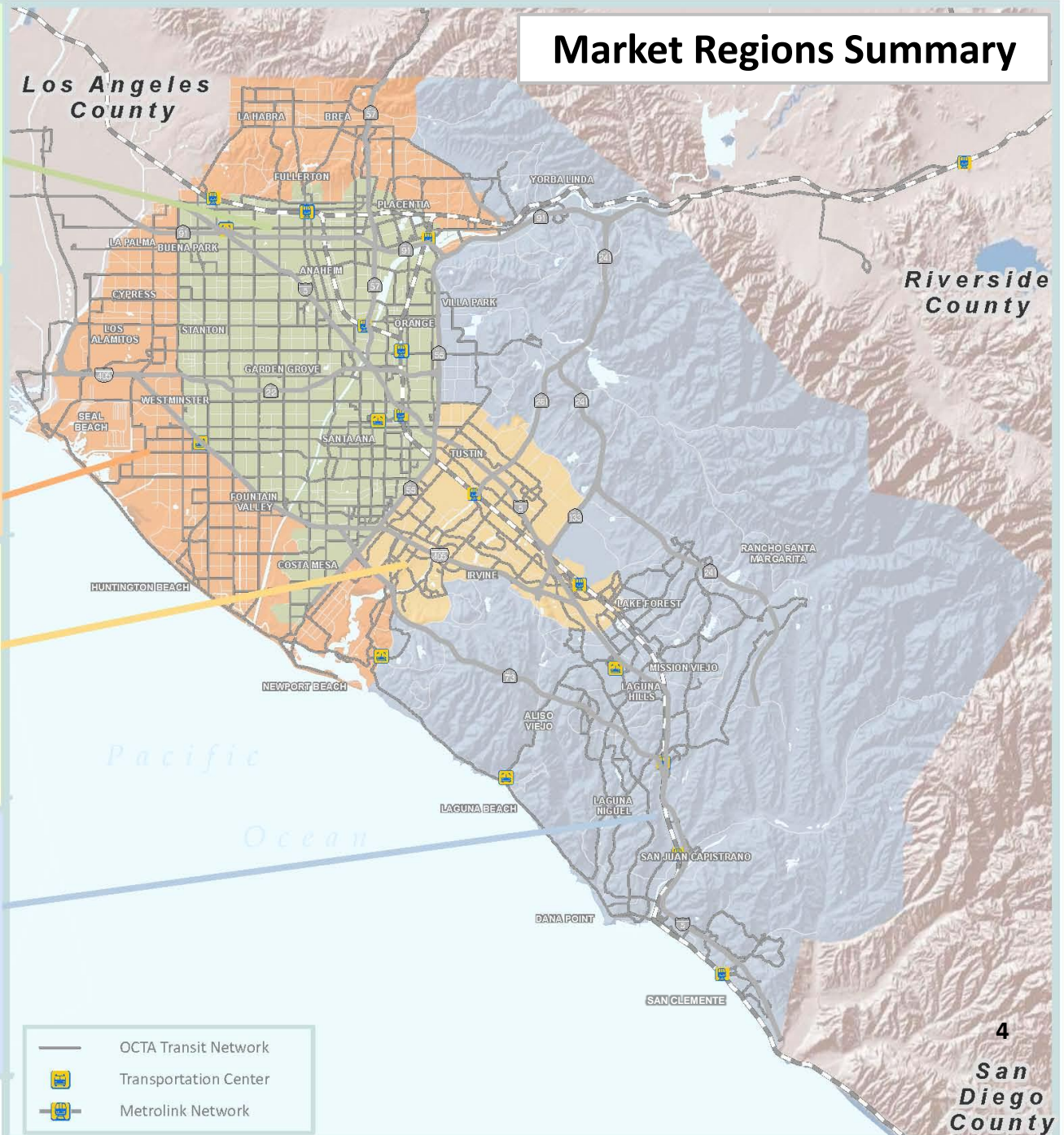- High farebox recovery (34%)

Outer Core

- Low population and employment density (10 people per parcel acre)
- Low productivity (23 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding ($4.37)
- Low farebox recovery (18%)

Emerging Core

- High population and employment density (18 people per parcel acre)
- Very Low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding ($4.97)
- Low farebox recovery (15%)

Suburbs

- Low population and employment density (8 people per parcel acre)
- Very low productivity (20 passenger boardings per revenue vehicle hour)
- High subsidy per passenger boarding ($4.88)
- Low farebox recovery (18%)

Legend:
— OCTA Transit Network
- Transportation Center
- Metrolink Network

0 2.5 5 Miles

Portions of this map copyrighted by Thomas Bros Maps and reproduced with permission.

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Study Goals

- Achieve financial sustainability and provide options for growth with additional funding

- Improve fixed-route and paratransit service efficiency and effectiveness

- Increase ridership by attracting both dependent and choice customers

- Focus Transit Investment:

  - Meet financial sustainability mandate

  - Prioritize sustainable markets that meet farebox ratio thresholds
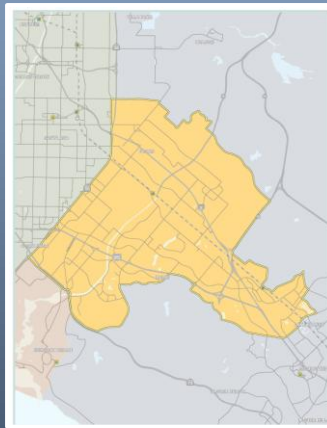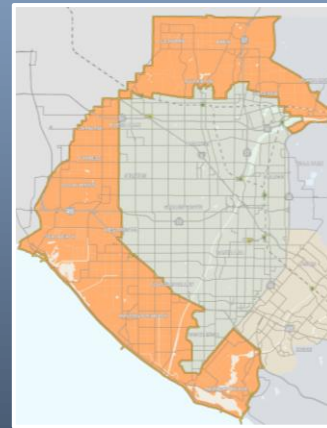
Service Strategies and Concepts
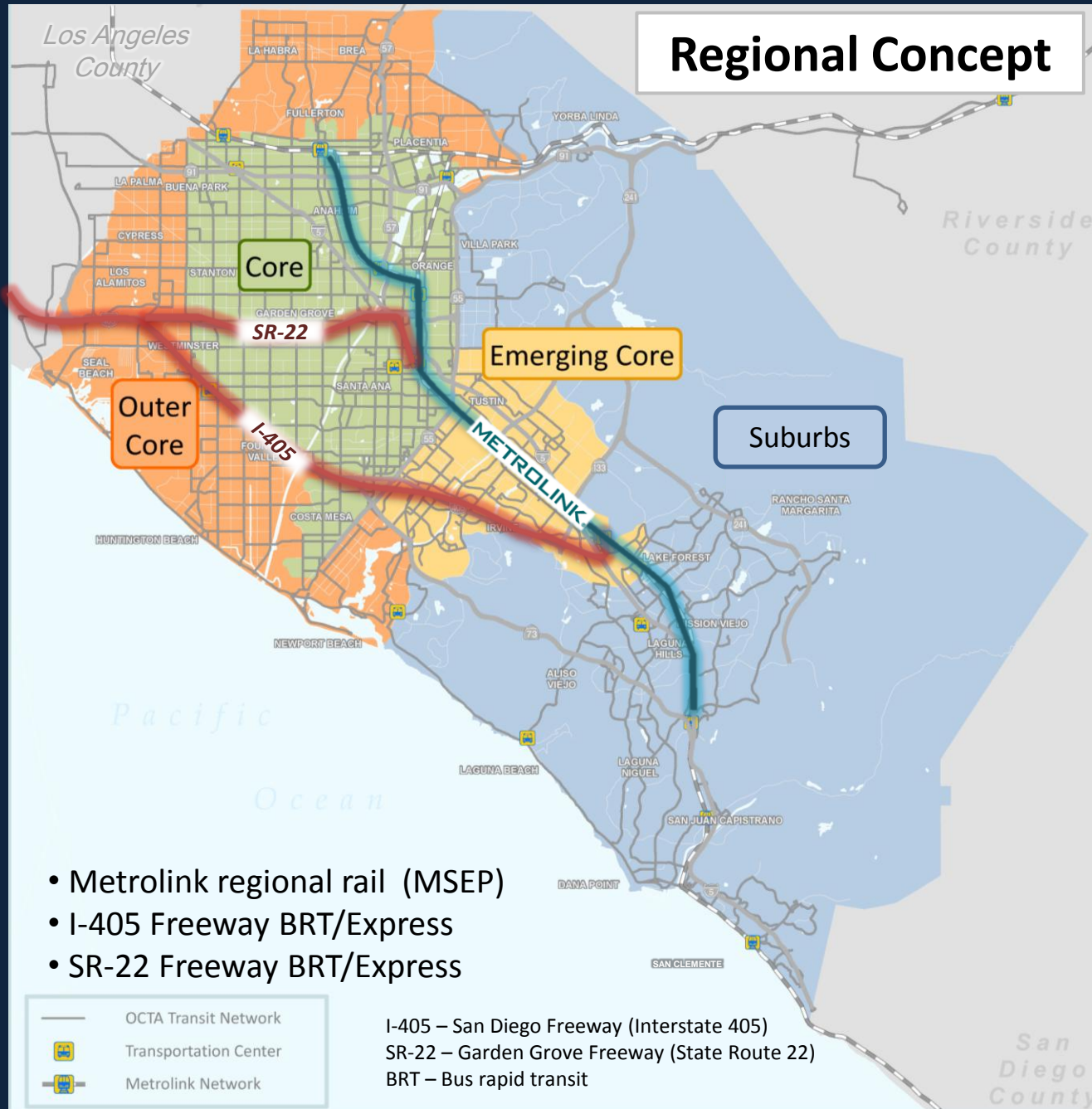

Systemwide   **Core**   **Emerging Core**   **Outer Core**   **Suburbs**

Systemwide Restructuring Principles

- Develop service tiers into an integrated network

- Reinvest in high performing services

- Replace lower performing services with lower cost services

- Integrate Go Local with the fixed-route network

- Match service products to markets

- Improve service efficiency and service speeds

Regional Concept

- Metrolink regional rail (MSEP)
- I-405 Freeway BRT/Express
- SR-22 Freeway BRT/Express

OCTA Transit Network
Transportation Center
Metrolink Network

I-405 – San Diego Freeway (Interstate 405)
SR-22 – Garden Grove Freeway (State Route 22)
BRT – Bus rapid transit
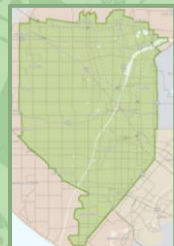
Core Guiding Principles
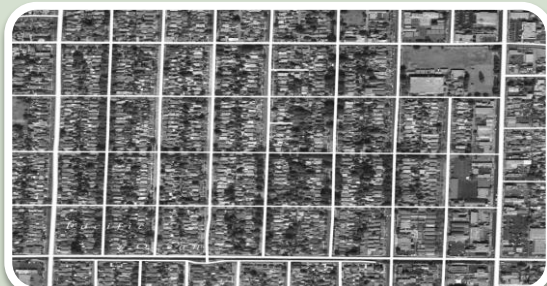
Core

- High densities
- Transit-centric
- Pedestrian friendly
- Mix of trips
- Linear corridor grid
- High transit expectation

"Transit First" Solution

- Transit-oriented lifestyle
- High transit utilization

Focus on "Supply-Side"

- Build the network, focus on structural spines (current BRT proposals plus others)
- Short waits (spontaneous use frequencies)
- Move people quickly
- Provide capacity
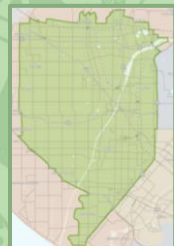
Core Concepts

Create a network of Rapid bus

- Introduce Bravo! service incrementally

- Build a network of rapid bus routes

- Investing in a rapid bus network will benefit a majority of system riders
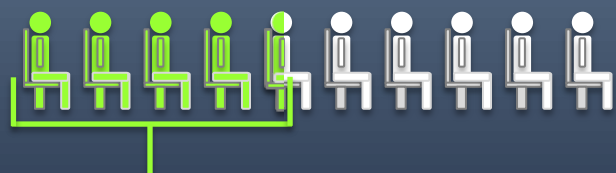
Proposed Rapid Lines Benefit **45%** of Current System Ridership

Lincoln

Katella

Westminster

Bolsa/1st

Edinger

Beach

Harbor

Bristol

Main
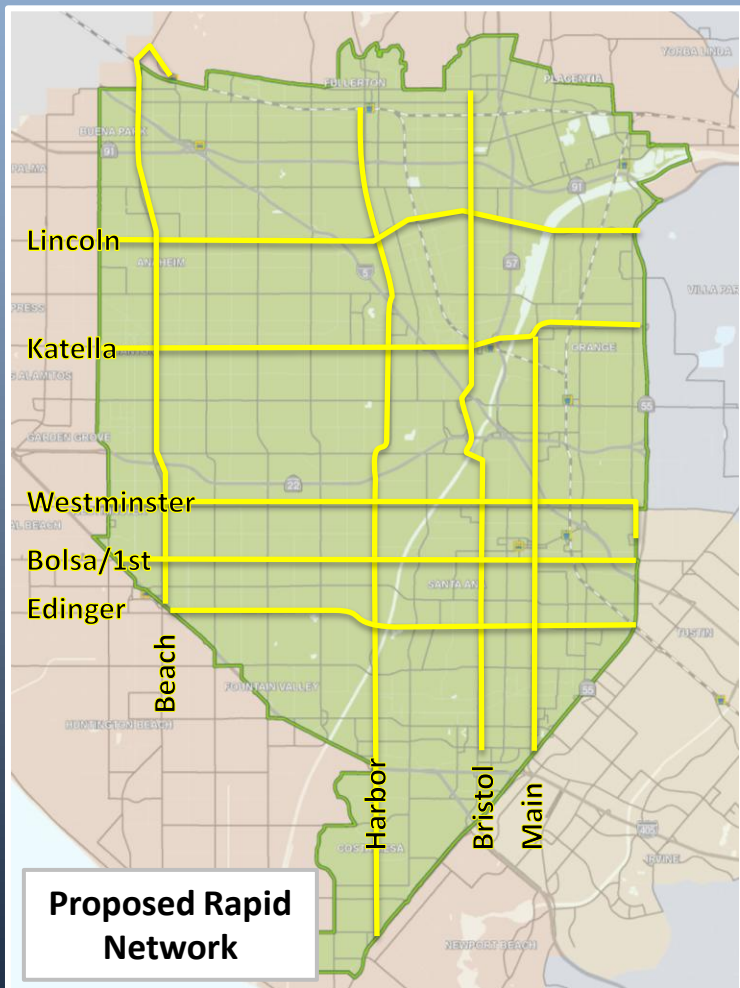
Proposed Rapid Network
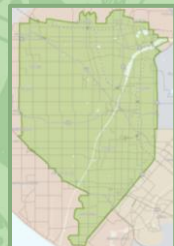
Core Concepts

Supporting local network

- Invest in overall Core network to foster spontaneous use and faster journey times

Proposed Rapid and Supporting Local Lines Benefit **71%** of Current System Ridership

Discussion?
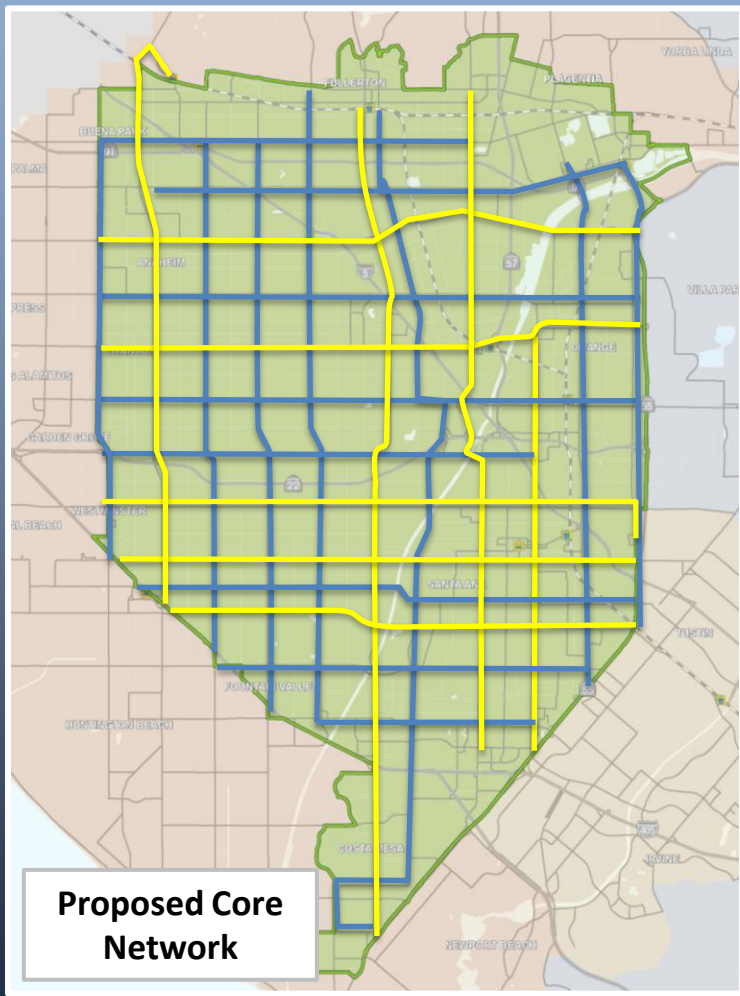
Proposed Core Network

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Emerging Core Guiding Principles

Emerging Core

- Foster sustainable mobility
- Auto-centric development
- Incomplete pedestrian accommodations
- Multiple trip purposes
- High transit expectation

Stronger Transit-Orientation Required

- Mixed-use development
- Accessible, walkable streets
- Linear rather than nodal development
- Street-front development

Focus on "Demand-Side"

- Extend the Core network as transit corridors are developed
- Short waits and easy transfers
- Fast travel times
- Make transit a competitive product

Emerging Core Concepts

Stronger Core connections

- Possible rapid extensions
  - Irvine Business Complex/ University of California, Irvine (IBC/UCI)
  - Irvine Valley College (IVC)/ Spectrum
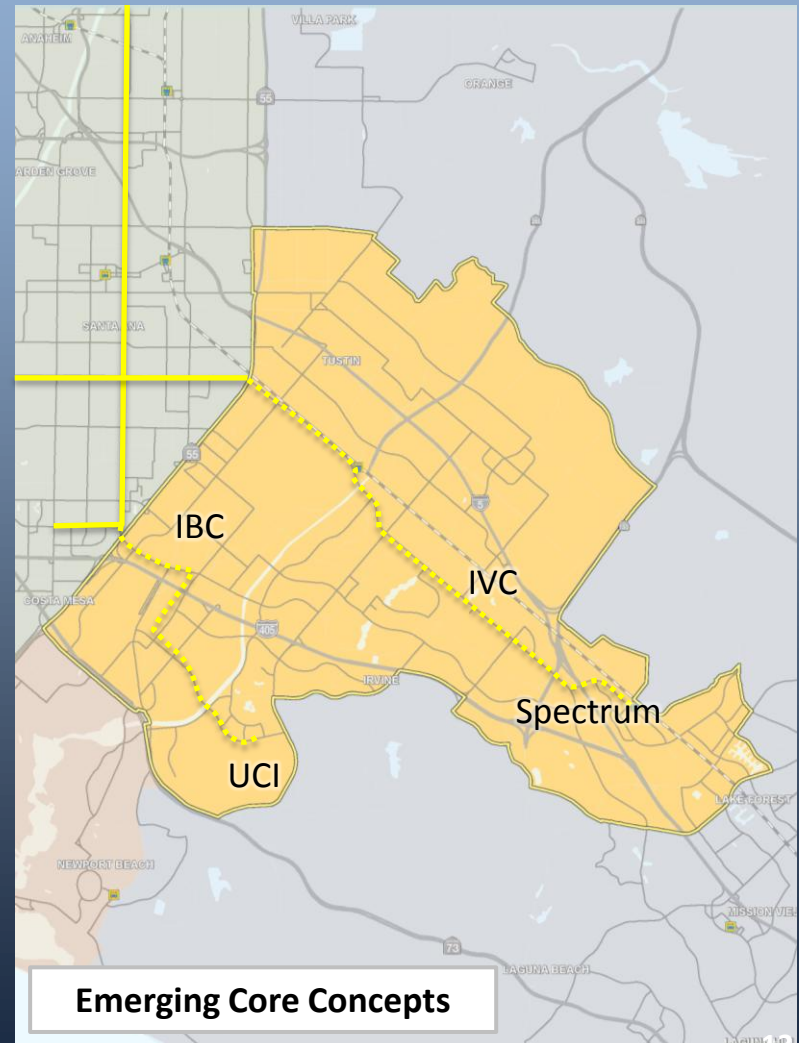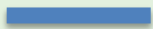
Emerging Core Concepts

Emerging Core Concepts

Stronger Core connections

- Possible rapid extensions
  - IBC/UCI
  - IVC/Spectrum
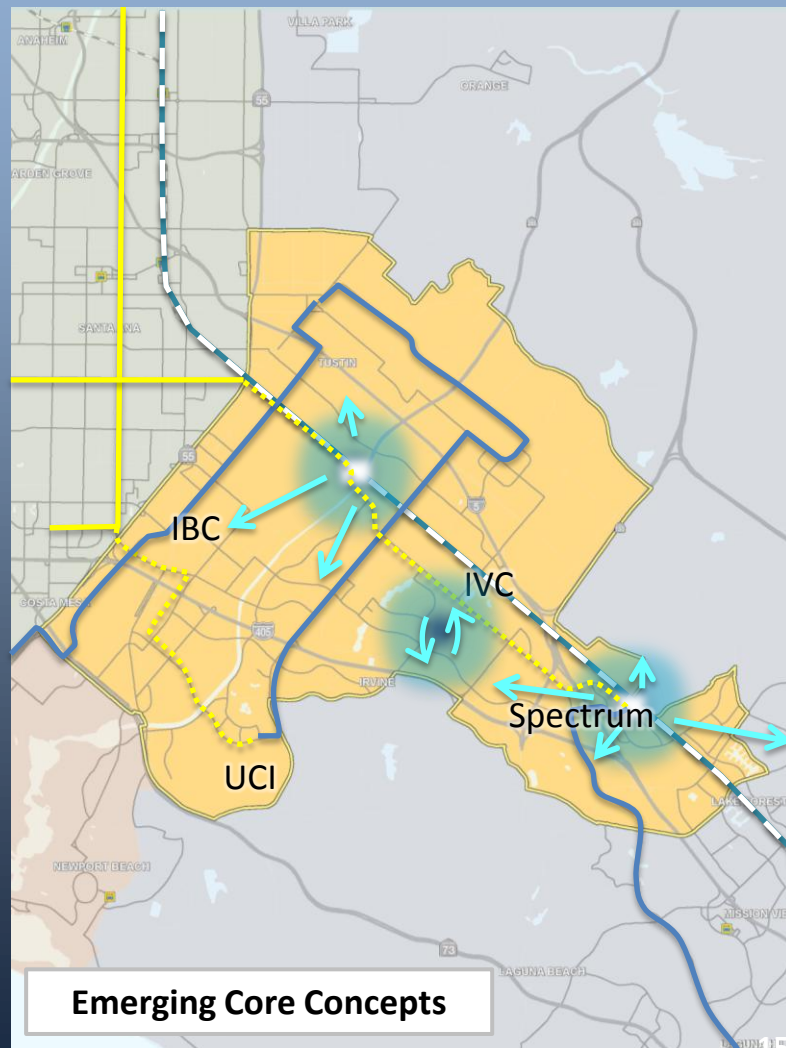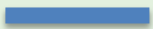- Streamline supporting local network
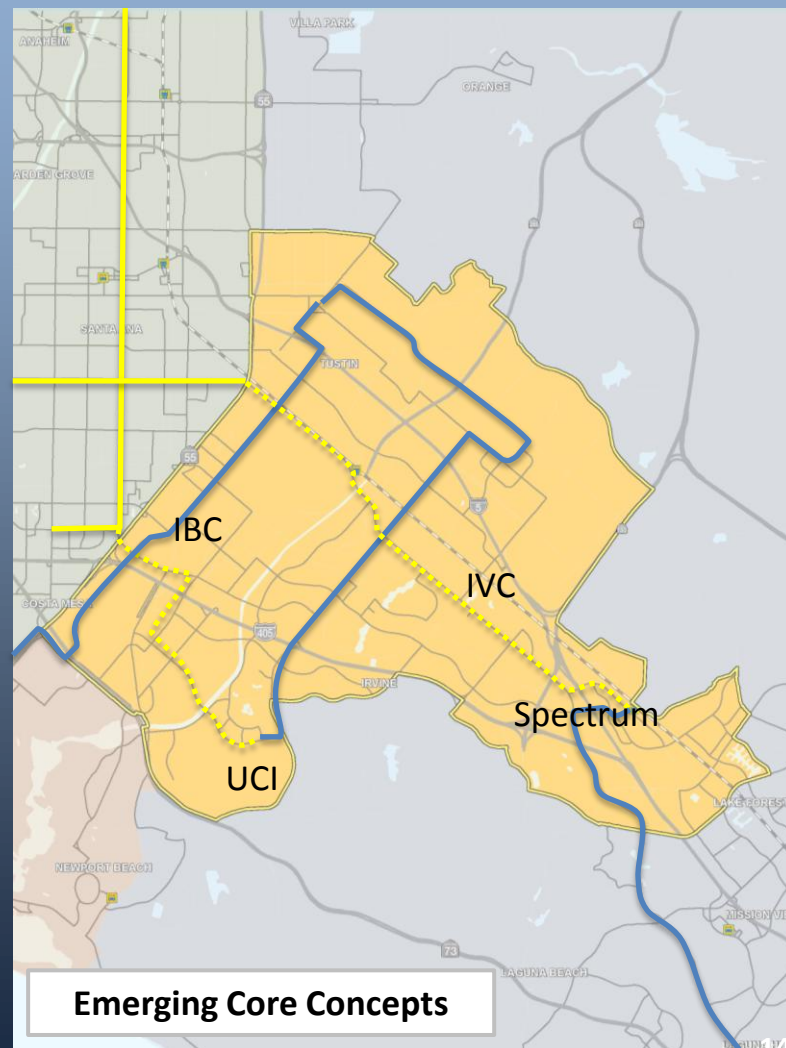


Emerging Core Concepts

# Emerging Core Concepts

Stronger Core connections

- Possible rapid extensions
  - IBC/UCI
  - IVC/Spectrum
- Streamline supporting local network
- Metrolink and neighborhood shuttles

Emerging Core Concepts

Emerging Core Concepts

Stronger Core connections

- Possible rapid extensions ▪▪▪▪▪
  - IBC/UCI
  - IVC/Spectrum
- Streamline supporting local network ▬▬
- Metrolink and neighborhood shuttles ⇅⇧
- Freeway express service ▬▬

Discussion?

Emerging Core Concepts
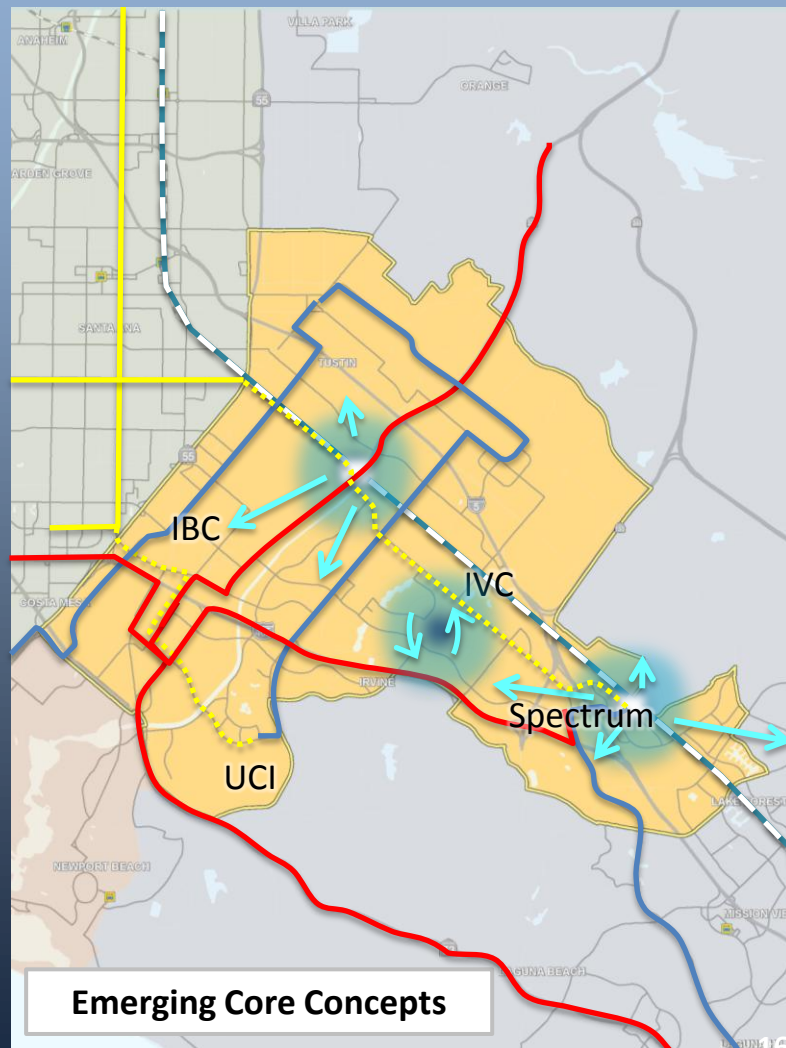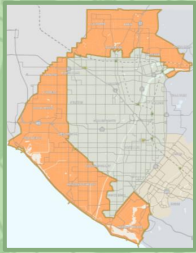
Outer Core Guiding Principles

Outer Core

- Lacks major concentrations
- Linear corridors with reduced densities
- Long travel to central Core areas and major destinations
- Split OC-LA orientation
- Geographic service barriers

Transit Part of Mobility Solution

- Match transit levels and options with market conditions

Focus on Where Transit can be Successful ("demand-side")

- Compete with auto travel
- Focus on favorable market segments, need for continued infill development
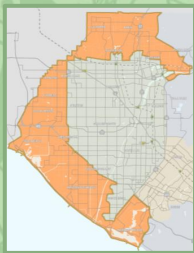- Recognize need for partnerships
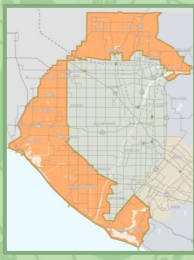
Outer Core Concepts

Integrate with Core network

- Extend rapid network ▪ ▪ ▪ ▪ ▪

Outer Core Concepts

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Outer Core Concepts

Integrate with Core network

- Extend rapid network ▫ ▫ ▫ ▫ ▫
- Extension of local routes ▪ ▪ ▪ ▪ ▪
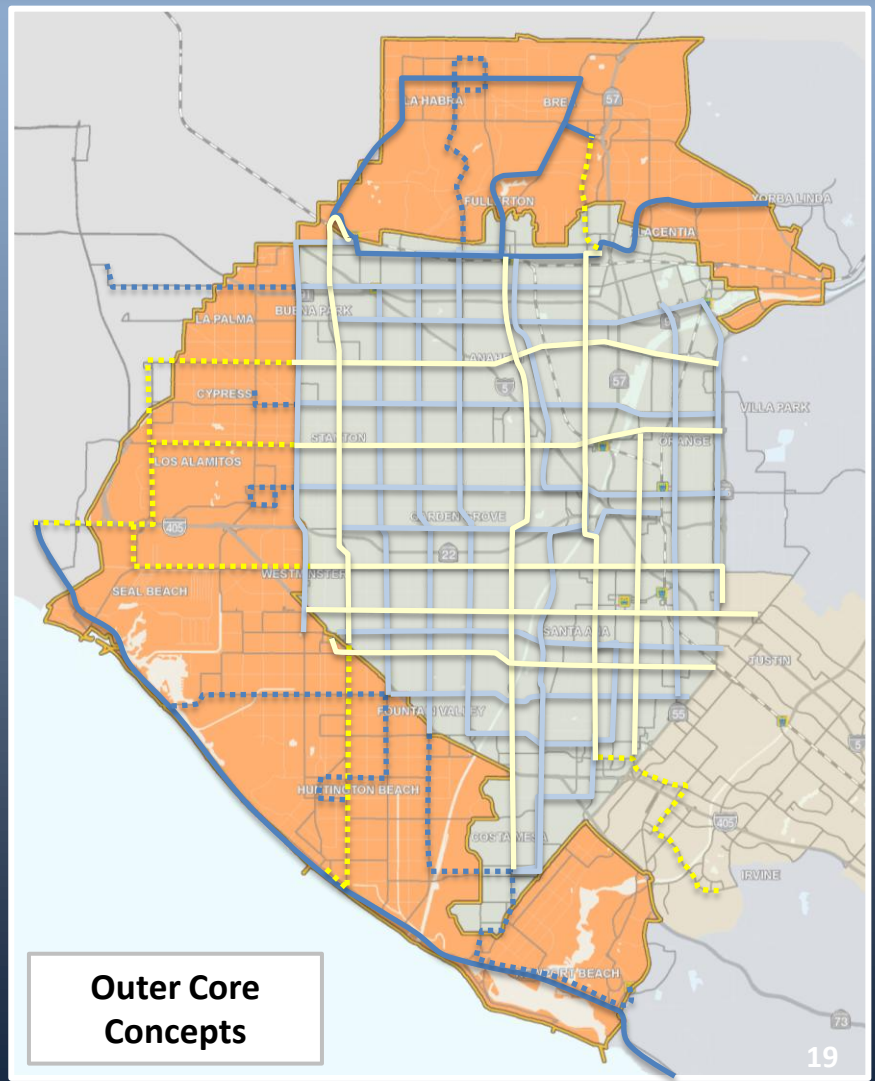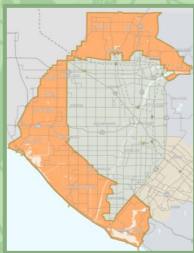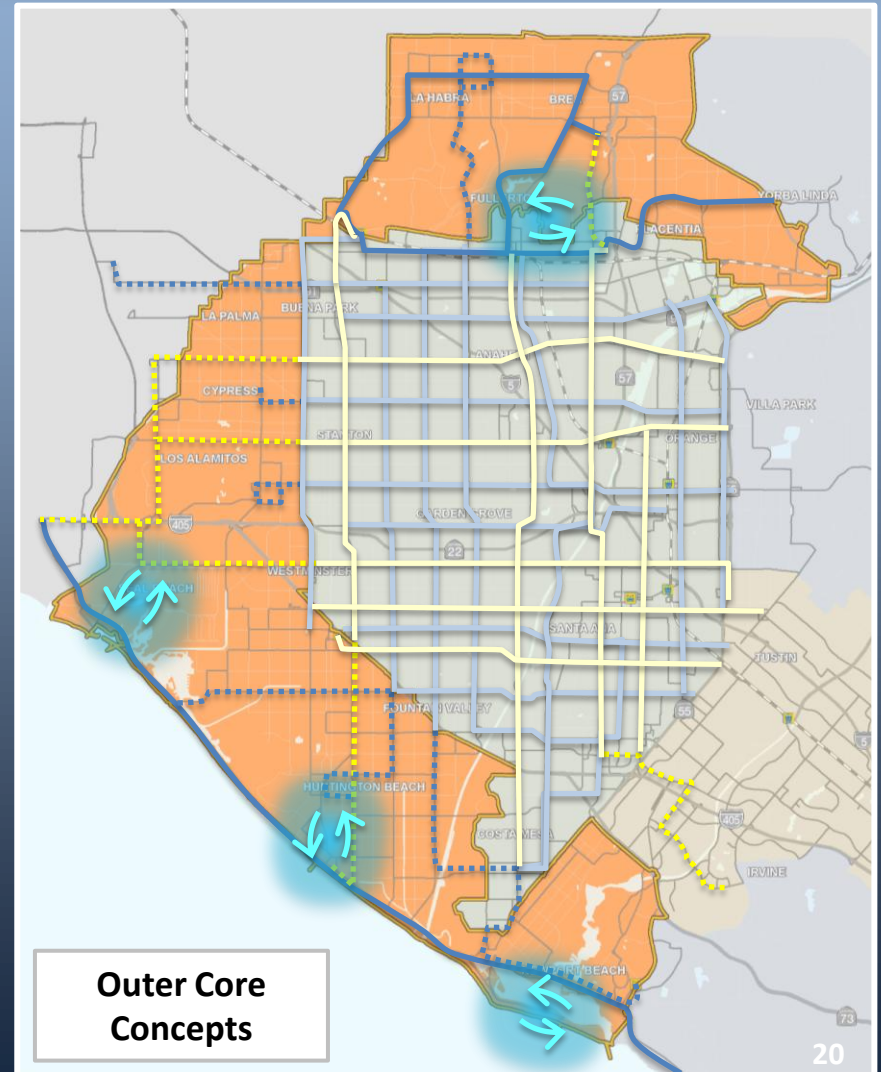

Outer Core
Concepts

Outer Core Concepts

Integrate with Core network

- Extend rapid network
- Extension of local routes
- Introduce new fixed-route or flexible community options
- Integrate Go Local proposals

Discussion?

Outer Core Concepts

Suburbs Principles

Suburbs

- Low density with pockets of demand
- Auto-centric
- Long trips to Core area
- Higher income
- Dispersed trip-making

Auto-Centric Mobility

- Transit not part of basic mobility solution for residents
- Transit has a role for certain travel needs

Transit Challenges

- Difficult to meet performance targets for regular all-day transit
- Work/school commute and senior mobility focus
- Connecting Core residents to jobs
- Destination partnerships necessary for route success

Suburbs Concepts

Match service to markets

- Enhance connections to the Core

Metrolink Station Gap

Fullerton
Anaheim
Santa Ana
Tustin
Irvine
Laguna Niguel/Mission Viejo
San Juan Capistrano
San Clemente

Suburbs Concepts

Match service to markets

- Enhance connections to the Core
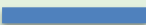- Express service to Emerging Core destinations

Suburbs Concepts

Match service to markets

- Enhance connections to the Core
- Express service to Emerging Core destinations
- Retain productive fixed-route local bus service

Suburbs Concepts

Match service to markets

- Enhance connections to the Core

- Express service to Emerging Core destinations

- Retain productive fixed-route local bus service
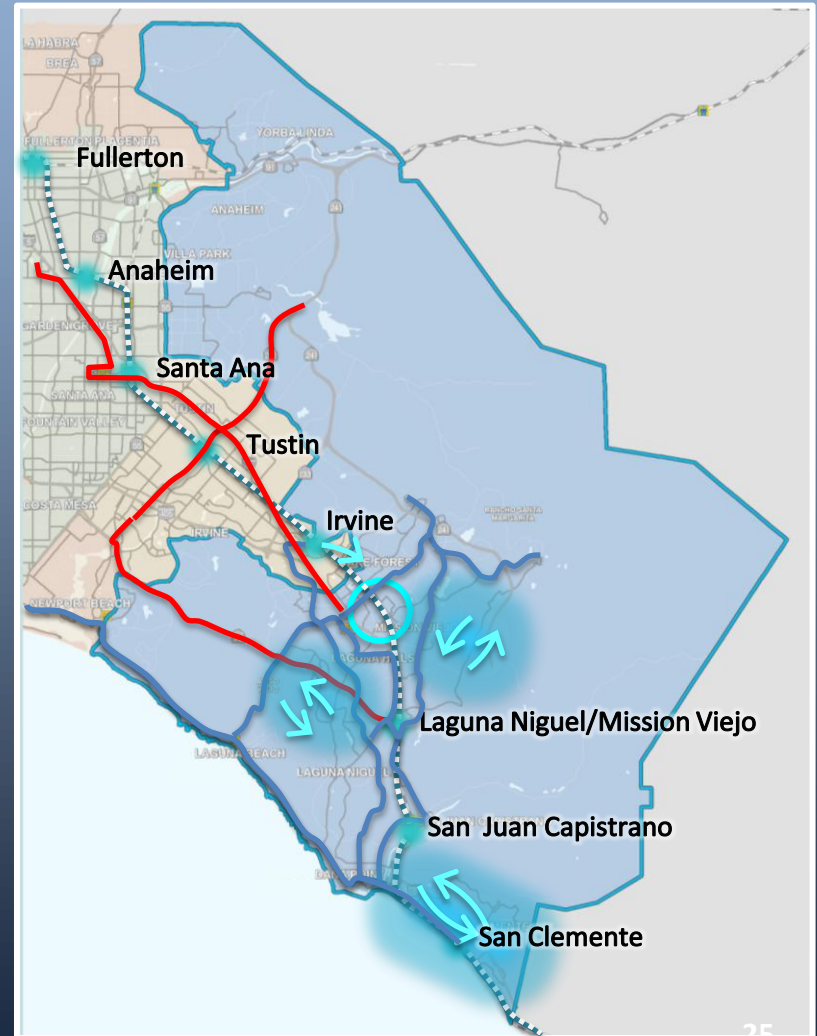
- Augment with flexible community based services

Discussion?

Service Restructuring Strategy Recap

- Recognize financial limitations, opportunities towards achieving financial sustainability

- Match products and competitive markets to attract dependent and choice customers

- Focus transit investment:

  - Meet financial sustainability mandate

  - Prioritize sustainable markets that meet farebox ratio thresholds

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Service Phasing

Short Term
(1 – 3 Years)

Mid-Term
(4 – 6 Years)

Long Term
(7 – 10 Years)
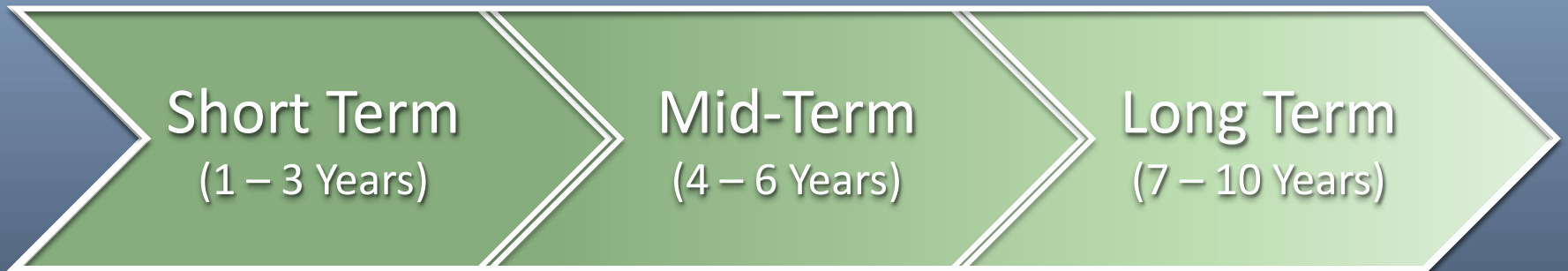
Next Steps

- Continue to Gather Feedback from:
    - Board of Directors
    - Stakeholder Groups
    - Cities
    - Customers
    - Public
- Continue Developing Service Recommendations