

# Bristol Street Transit Corridor Study



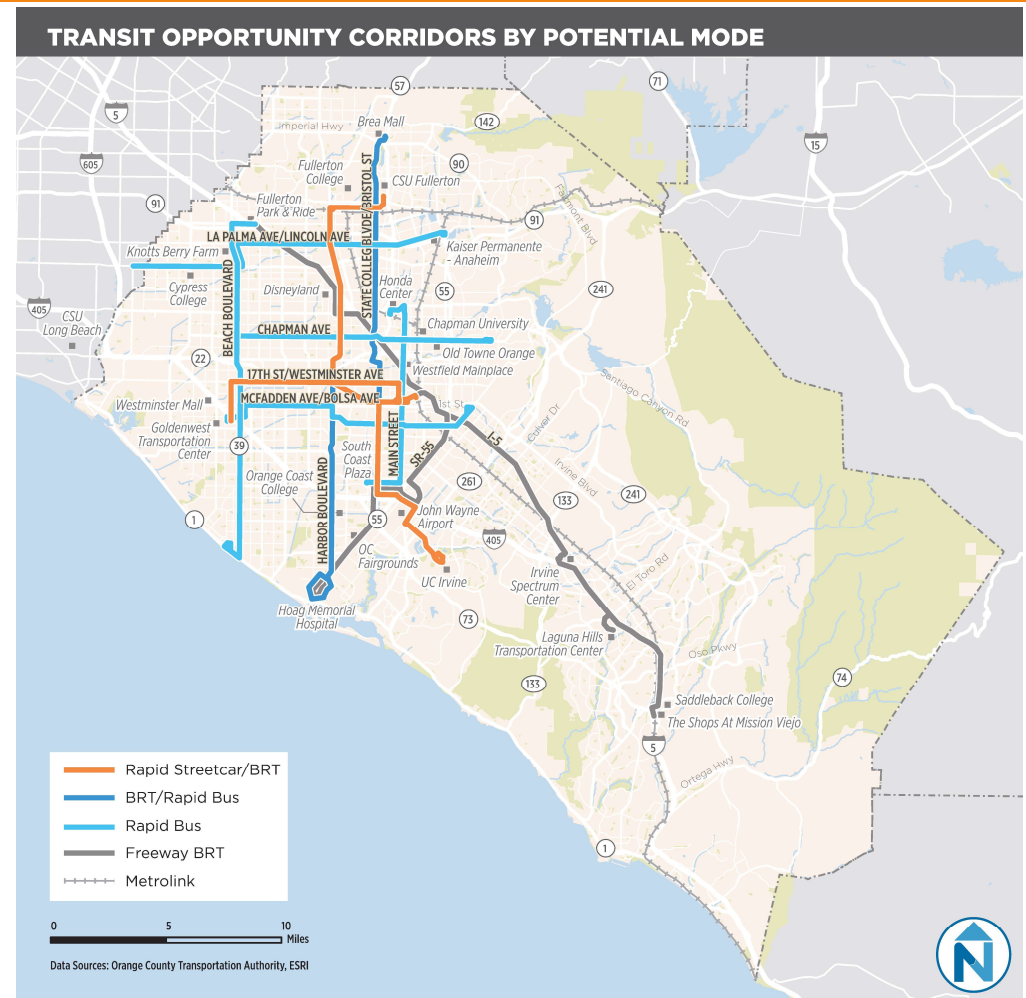
Stakeholders Working Group: July 31, 2019

# Agenda

- Welcome/Introductions
- Study Purpose and Scope
  - Corridor Setting
  - Mobility Needs
  - Goals and Objectives
  - Alternatives Development process
- Stakeholder and Public Participation opportunities
- Next Steps

# OC Transit Vision

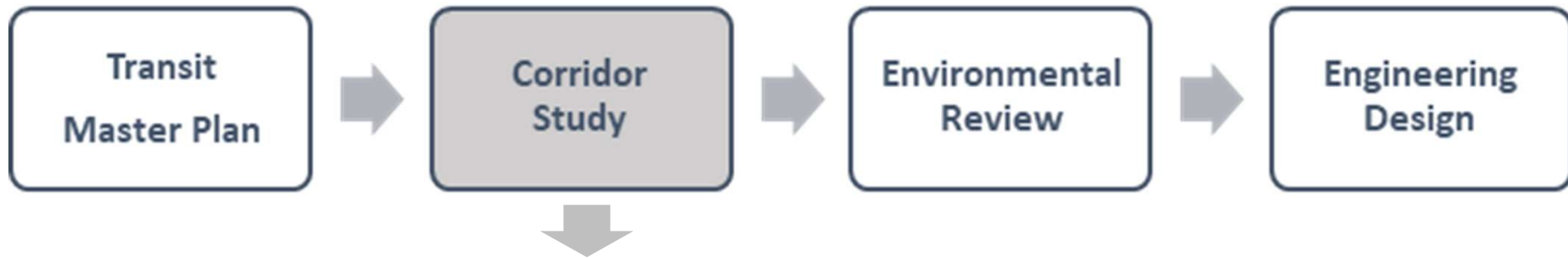
- Transit Master Plan
  - Short-term action plan
  - High-priority corridor
- Part of a larger corridor







# Process and Schedule

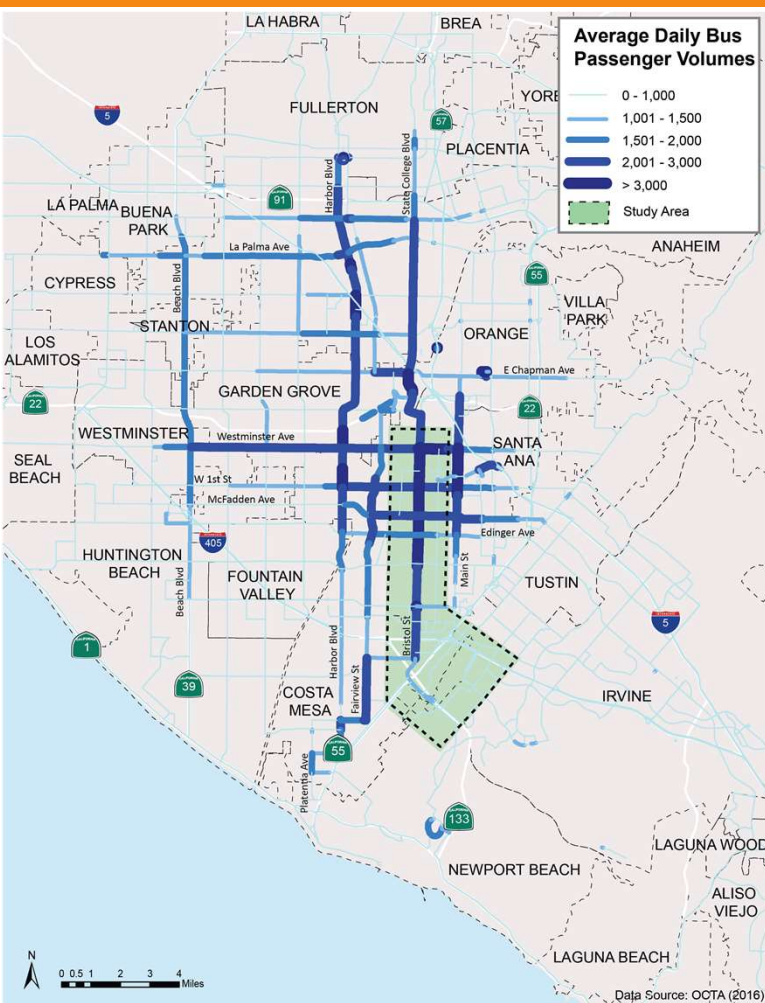


Study Phase	Description	Timeline
I. Purpose and Need	Corridor Definition and Mobility Needs	Summer 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Fall 2019
III. Alternatives Evaluation	Evaluate ridership, cost, environmental benefits, and community support	Winter 2020
IV.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

# Stakeholder Workshops

- **Purpose:**
  - Engage community leaders early in process
  - Solicit feedback from various organizations
  - Participants asked to serve as liaisons & share updates with your organizations
  - “Working group” format – *please ask questions!*
- **Schedule:**
  - July 2019 – Purpose & Need
  - Fall 2019 – Alternatives Development
  - Spring 2020 – Alternatives Evaluation

# Bristol Corridor Context



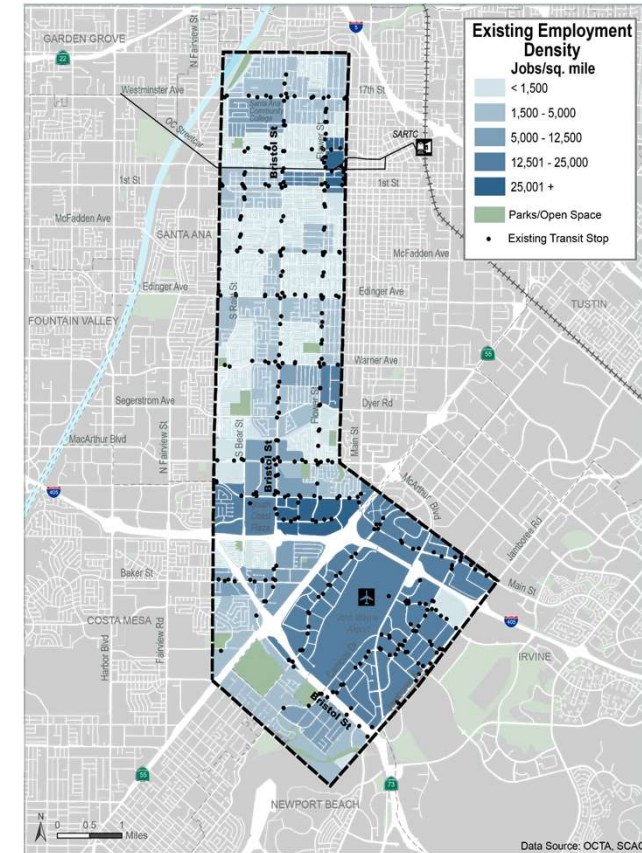
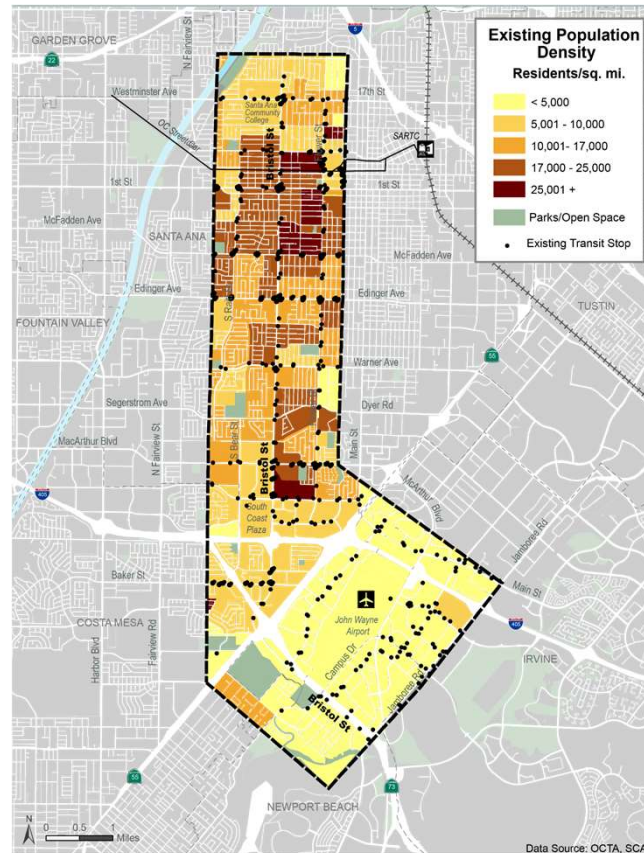
- Highest transit usage area
- Major trip generators
  - Santa Ana College
  - Santa Ana Civic Center
  - South Coast Metro
  - John Wayne Airport
  - Irvine Business Complex
- Regional connections
  - Five High Quality Transit Routes
  - OC Streetcar
  - Santa Ana Regional Transportation Center



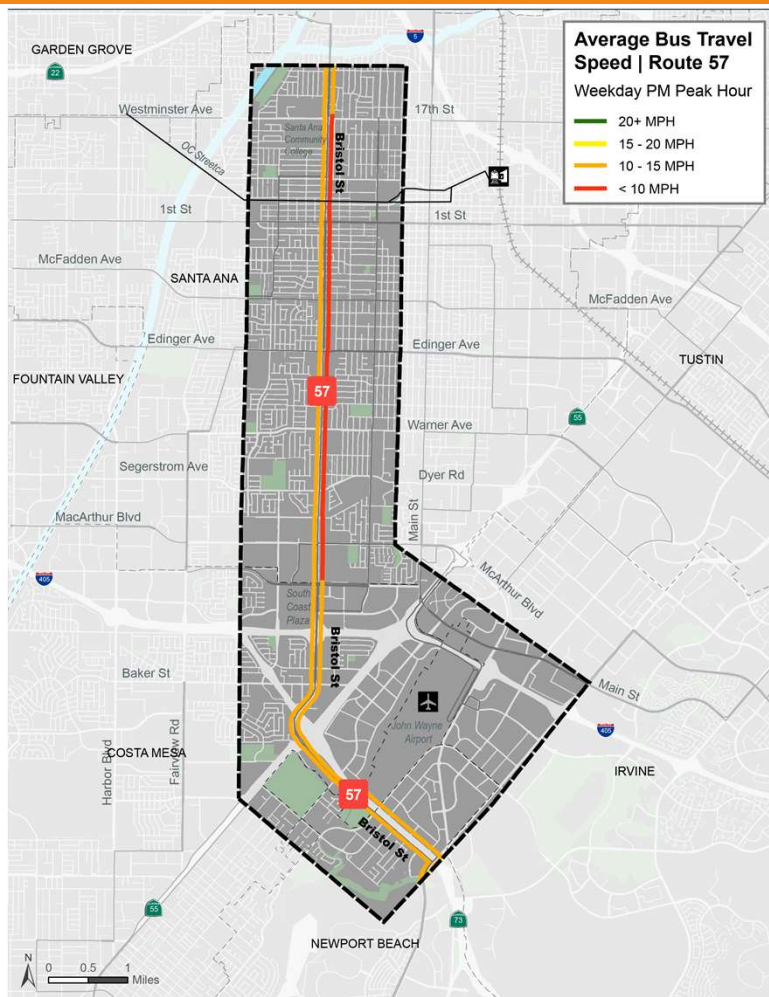


# Population and Employment Densities

- High population and employment density
  - 144,000 residents (12,600/sq. mile)
  - 118,000 employees (10,400/sq. mile)
- Strong future growth by 2040
  - 11% population to 159,000
  - 20% employment to 132,000



# Transit Performance



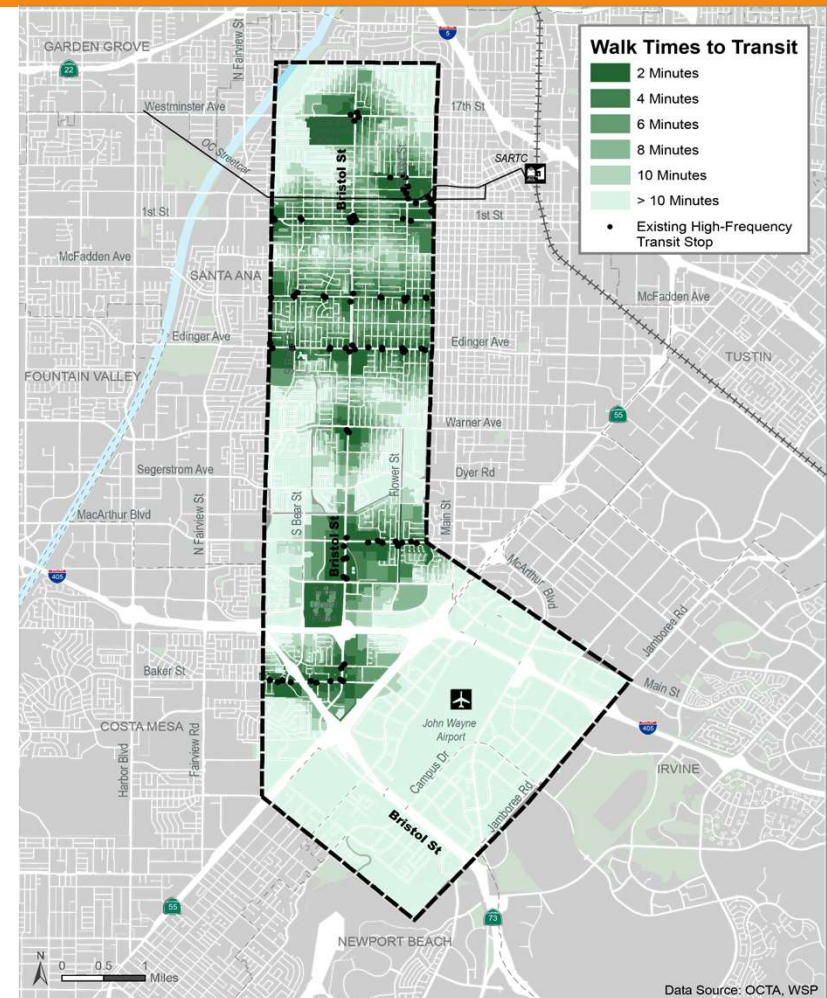
## Average Bus Travel Speeds

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

mph – miles per hour

# Corridor Setting – Transit Accessibility

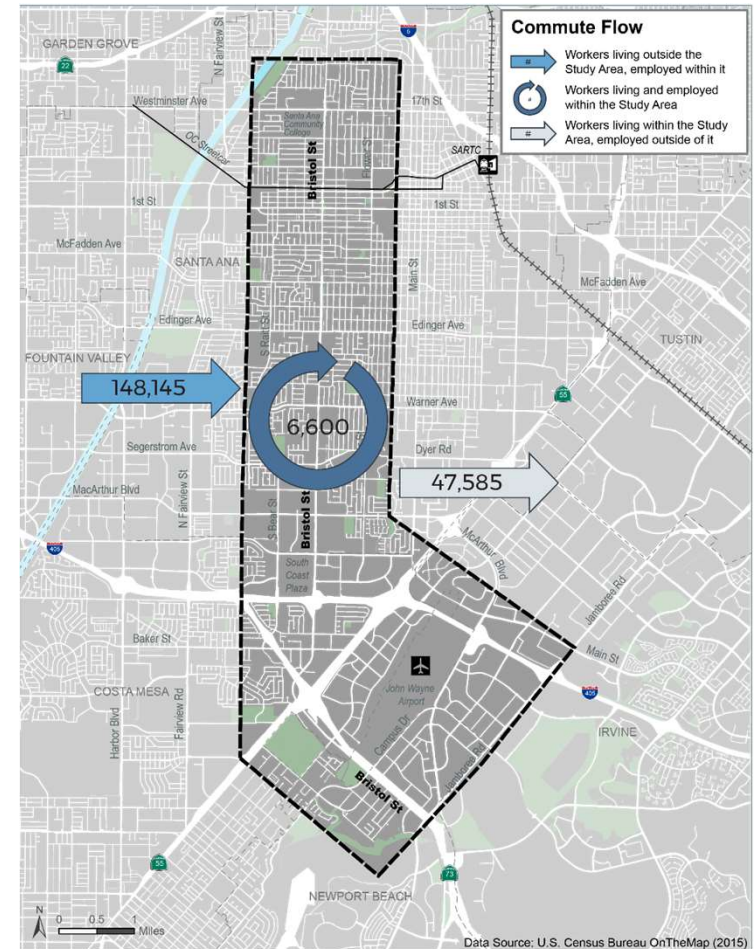
- Accessibility to high-frequency service (15 minutes or better):
  - 71 percent in residential areas
  - 36 percent in employment areas
  - Lack of high frequency transit serving airport and Irvine Business Complex





# Corridor Setting – Travel Market

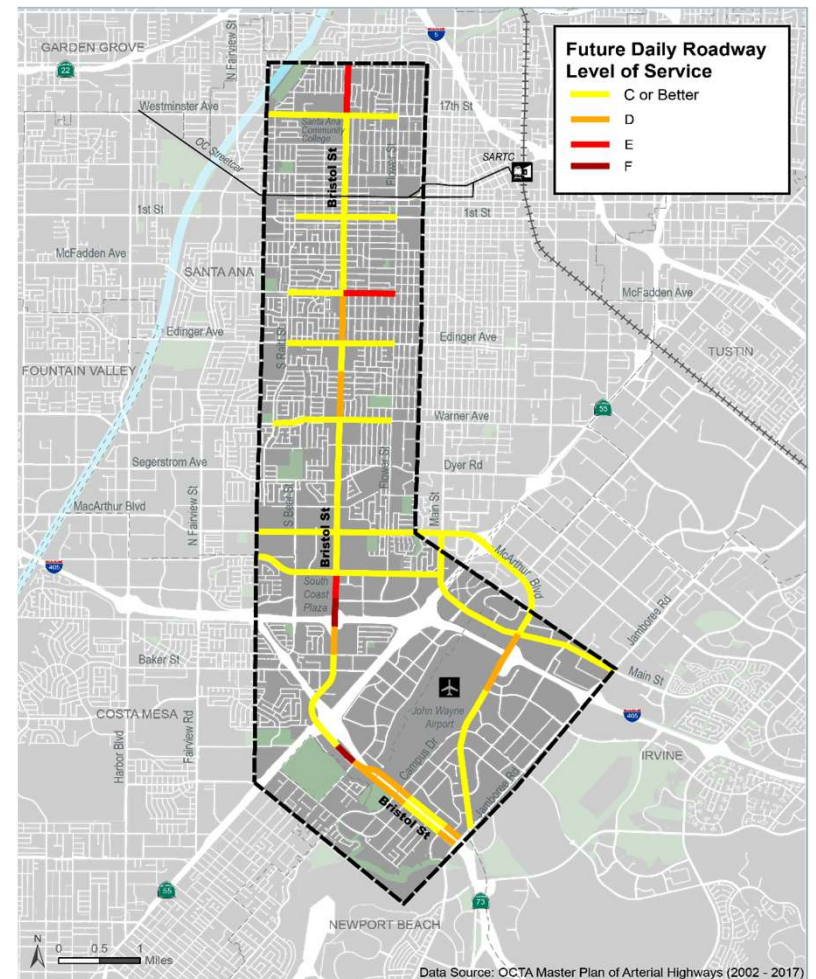
- Commute flows:
  - Strong demand into study area, with 45% of trips from nearby areas
  - Trips out of study area less, but 70% to nearby area
  - Considerable trips occurring within corridor
- Work trip mode in study area:
  - 73-81 percent by auto
  - 5 percent by transit





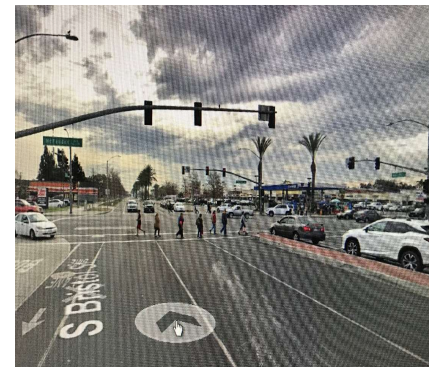
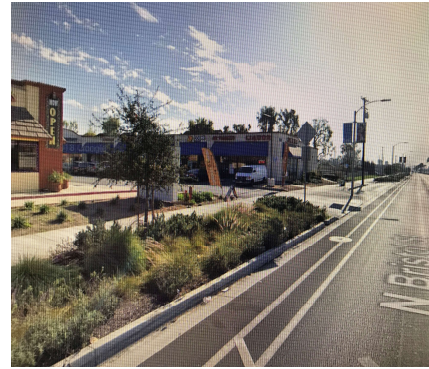
# Corridor Setting - Roadways

- Future Levels of Service generally good, except near freeway interchanges
- Queues at signals can be quite long and cause delays for transit
- Bristol Street improvements (Santa Ana):
  - 6 lanes
  - 14' median
  - Bike lanes
  - Widened sidewalks and parkways




# Corridor Setting – Customer Experience


- *Every transit rider is a pedestrian*
- Pedestrian environment is:
  - Improving along Bristol
  - Lacking sidewalks in other area
  - Challenging when crossing wide streets
- Minimal amenities at transit stops



# Corridor Setting – Desires

- Survey of Riders and Non-Riders:

1   
**Faster and more frequent transit** that is time-competitive with driving, such as rapid transit in the core of the county or express bus serving trips over long distances

2   
**Longer hours of operation,** and more frequent service during off-peak periods, including mid-day on weekdays, evenings, and weekends

3   
**High-capacity or rapid transit modes** (rail or bus rapid transit) serving the busiest corridors

4   
**Easier connections** to, from, and between transit routes, including improvements to walking and biking access as well as park-and-rides

5   
**More seasonal and special event services,** similar to the existing beach community trolleys, OC Fair Express, and Angels Express

6   
**Real-time information and enhanced amenities** at transit stops and stations to improve the customer experience

# Mobility Needs

## 1. Local Connectivity



Enhance transit mobility to local activity centers through improved north-south services in the Bristol Street Corridor.

## 2. Transit Performance



Improve the speed and reliability of transit.

## 3. Regional Connectivity



Improve connectivity with crosstown routes.

## 4. Land Use



Support local land use planning with improved mobility options.

## 5. Customer Experience



Enhance the customer experience and convenience.

**Are there other mobility needs that should be considered?**



# Goals and Objectives

Goals	Objectives
1. Enhance Transit Performance	1.1 Improve travel speeds
	1.2 Reduce dwell times
	1.3 Maximize connectivity with regional transit network
2. Support Local Land Use Plans and Policies	2.1. Serve major employment centers, activity centers, and high-density residential areas
	2.2 Support local economic development, projects, and plans
	2.3 Serve affordable housing developments
3. Enhance Customer Experience and Improve Mode Choices	3.1 Improve customer convenience
	3.2 Support active transportation and first/last mile connections
4. Support Air Quality Goals and Minimize Environmental Impacts	4.1 Reduce greenhouse gases
	4.2 Minimize impacts to overall transportation network
	4.3 Minimize community impacts
5. Ensure Cost-Effectiveness and Financial Feasibility	5.1 Capital costs are financially reasonable
	5.2 Provide a cost-effective project
6. Incorporate Community Input	6.1 Develop project concepts that reflect community input

- Alternatives Definition
  - Six Alternatives to be defined
  - Each should ultimately have the following features defined:
    - Route
    - Northern and Southern Termini
    - Station Locations
    - Operations
    - Features
    - Mode

# Routing Options

- Routing Options

- North Segment

- Rt 57 service extends to Brea
- OC Streetcar extends to Santa Ana Regional Transit Center

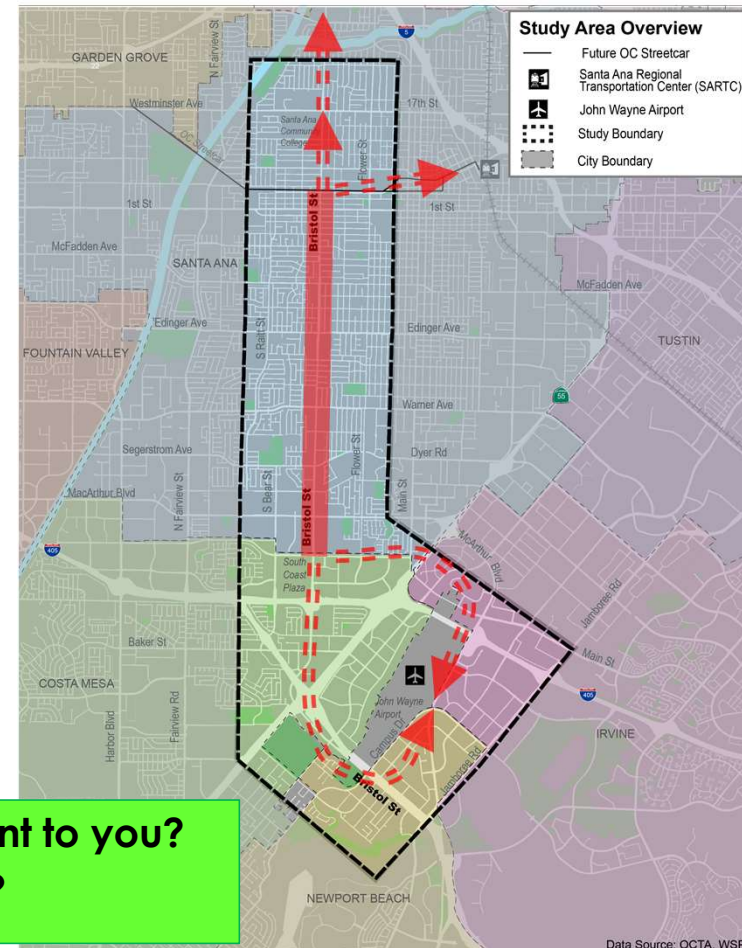
- Middle Segment

- Along Bristol Street

- Southern Segment

- South along Bristol to Airport
- East on Sunflower, south on Main/McArthur to Airport

**Which destinations are most important to you?  
Which routing options do you prefer?**



# 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: \$\$\$\$

**Any questions  
about the transit modes and  
features?**



## Stakeholder engagement

- Project development team meetings
- One-to-one agency meetings
- Stakeholder workshops (3)
- Open houses (2+2) & community events (up to 10)
- Online survey and social media
- Translations for engaging diverse communities



## Outreach Phases

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

# Scheduled Outreach

- Stakeholder Workshop:
  - *Wed, July 31, 10am at OCTA (550 S. Main Street, Orange, CA)*
- Open Houses:
  - *Sat, August 3, 10:00am @ Santa Ana Corporate Yard (220 S. Daisy Ave, Santa Ana, CA)*
  - *Wed, August 7, 5:30pm @South Coast Global Medical Center (2701 S. Bristol Street, Santa Ana, CA)*
- Online Survey: *July 17 – September 9*
- Pop-up and community events
- Bus outreach/ on-board surveys

- Project Website:
  - [www.octa.net/bristol](http://www.octa.net/bristol)
- Online survey:
  - [www.octa.net/bristol](http://www.octa.net/bristol)
- Information presented at Open Houses
  - Public can comment on individual areas or project as a whole
- E-communications tool kit – *Your support is appreciated!*

- Finalize Purpose and Need Report
- Develop Six Draft Transit Alternatives
  - Provide update to OCTA Transit Committee and Board
  - Provide update to city councils and public
  - Hold Stakeholder Workshop #2 – Fall 2019
- Finalize the Draft Alternatives
- Technical Evaluation of Alternatives (approx. 3 months)
  - Provide update to OCTA Transit Committee and Board
  - Provide update to city councils and public
  - Stakeholder Workshop #3 – Spring 2020
- Final Report
  - Summer 2020

# Questions