

# HARBOR BOULEVARD TRANSIT CORRIDOR STUDY



The Orange County Transportation Authority (OCTA) is in the process of completing the Harbor Boulevard Transit Corridor Study (Harbor Study). The Harbor Study is an initial planning effort to improve transit choices and routes for Harbor Blvd., the County's busiest north-south transit corridor. Through preliminary technical studies, collaboration with the four corridor cities (Fullerton, Anaheim, Garden Grove and Santa Ana), as well as stakeholder feedback; 12 conceptual alternatives in the Harbor corridor area were developed and evaluated.

## THE PROPOSED ROUTES

### Harbor Boulevard

An eight-mile segment of Harbor Boulevard from the Fullerton Transportation Center (FTC) in downtown Fullerton, through the cities of Anaheim and Garden Grove to Westminster Avenue, on the border of Garden Grove and Santa Ana.

### Anaheim Boulevard/Lemon Street to Harbor Boulevard

A parallel five-mile segment of Lemon Street and Anaheim Boulevard from the FTC in Downtown Fullerton to Katella Avenue in Anaheim then connecting to Harbor Blvd to Westminster Ave.

### Katella Avenue

A 2.2-mile segment of Katella Avenue, from Harbor Boulevard to the Anaheim Regional Transportation Intermodal Center (ARTIC) in Anaheim's Platinum Triangle district.

## ROUTE + MODE = THE ALTERNATIVES

As a result of the Study, 12 conceptual alternatives were identified to improve mobility and transit service in the Harbor Blvd. Corridor. The alternatives were evaluated based on how they met 24 evaluation criteria.

## EVALUATION CRITERIA CATEGORIES

- Transit Performance
- Land Use
- Connectivity
- Community Support
- Corridor Constraints
- Mode Choice/User Experience
- Cost Effectiveness

## STAY INFORMED

As a final step OCTA is sharing the alternative evaluation results with corridor cities' city councils and continuing collaboration with city staff. Next steps will be determined in the next several months. The Draft Final Report is available for review and comment at [octa.net/harbor](http://octa.net/harbor).

## THE MODES



### ENHANCED BUS

- Shares lanes with cars
- Receives traffic priority
- Carries up to 70 riders
- Cost: \$



### BUS RAPID TRANSIT

- Same as Enhanced Bus
- Dedicated bus-only lane
- Carries about 120 riders
- Cost: \$\$



### STREETCAR

- Shares lanes with cars
- Powered by overhead wires
- Carries up to 150 riders
- Cost: \$\$\$



### "RAPID" STREETCAR

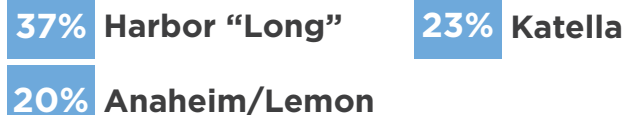
- Same as Streetcar
- Dedicated streetcar-only lane
- Faster than regular streetcar
- Cost: \$\$\$\$

## ONLINE SURVEY RESPONSES\*

### MODE PREFERENCE



### ROUTE PREFERENCE



\*A total of 683 participants completed the qualitative, self-selected survey.

# FOUR ALIGNMENT OPTIONS, TWELVE ALTERNATIVES



## HARBOR LONG

- H-2: Harbor Long Streetcar
- H-3: Harbor Rapid Streetcar
- H-4: Harbor Enhanced Bus
- H-5: Harbor Bus Rapid Transit (BRT)

## HARBOR SHORT

- H-1: Harbor Short Streetcar

## ANAHEIM/LEMON

- L-1: Anaheim/Lemon Streetcar
- L-2: Anaheim/Lemon Rapid Streetcar
- L-3: Anaheim/Lemon Enhanced Bus
- L-4: Anaheim/Lemon Bus Rapid Transit (BRT)

## KATELLA

- K-1: Katella Streetcar
- K-2: Katella + Anaheim/Lemon Enhanced Bus
- K-3: Katella + Harbor Hybrid

## OVERALL PERFORMANCE SCORES SUMMARY

BASED ON 24 EVALUATION CRITERIA ALTERNATIVES

ALTERNATIVES	LENGTH (MILES)	PERFORMANCE SCORE
H3: Harbor Rapid Streetcar <sup>1</sup>	8.0	74
H2: Harbor Long Streetcar	8.0	73
H5: Harbor Bus Rapid Transit <sup>1*</sup>	12.0	73
L1: Anaheim-Lemon Streetcar	8.5	68
L4: Anaheim-Lemon Bus Rapid Transit <sup>1*</sup>	12.5	66
L2: Anaheim-Lemon Rapid Streetcar <sup>1</sup>	8.5	65
K1: Harbor-Katella Streetcar	5.9	65
H1: Harbor Short Streetcar	3.4	64
K2: Katella + Anaheim-Lemon Enhanced Bus	10.5	57
L3: Anaheim-Lemon Enhanced Bus <sup>*</sup>	12.5	56
K3: Katella + Harbor Hybrid	10.5	56
H4: Harbor Enhanced Bus <sup>*</sup>	12.0	55

<sup>1</sup>Operates in a dedicated transit lane for approximately 50 percent of the alignment.

<sup>\*</sup>Extends to MacArthur Boulevard, consistent with existing Bravo! Route 543 service area.