Central Harbor Boulevard Transit Corridor Study

Evaluation Criteria

Transit/Roadway Performance

How long does it take to get to my destination?

Is the bus or streetcar usually on time?

Does it encourage more people to ride?

Land Use

Does the new bus or streetcar compliment nearby land uses?

Does it help the local economy and support jobs?

Is it environmentally friendly?

Connectivity

Does the bus or streetcar take me to major destinations?

Can I reach my destination without having to make more than one transfer?

Can I walk or ride my bike to/from a station?

Community Support

OCTA will pursue a project that has broad support from the public and all stakeholders.

Corridor Constraints

Does the project affect our roads and traffic?

Does the project make our streets safer?

Does it compliment my neighborhood?

Mode Choice/ User Experience

Does the project encourage more people to ride transit and drive less?

Does it benefit people without cars?

Are stops/stations safe and attractive?

Cost Effectiveness

Is the project a good use of local public funds?

Does the project do a good job of balancing costs and benefits?

Are there other sources of funding available?

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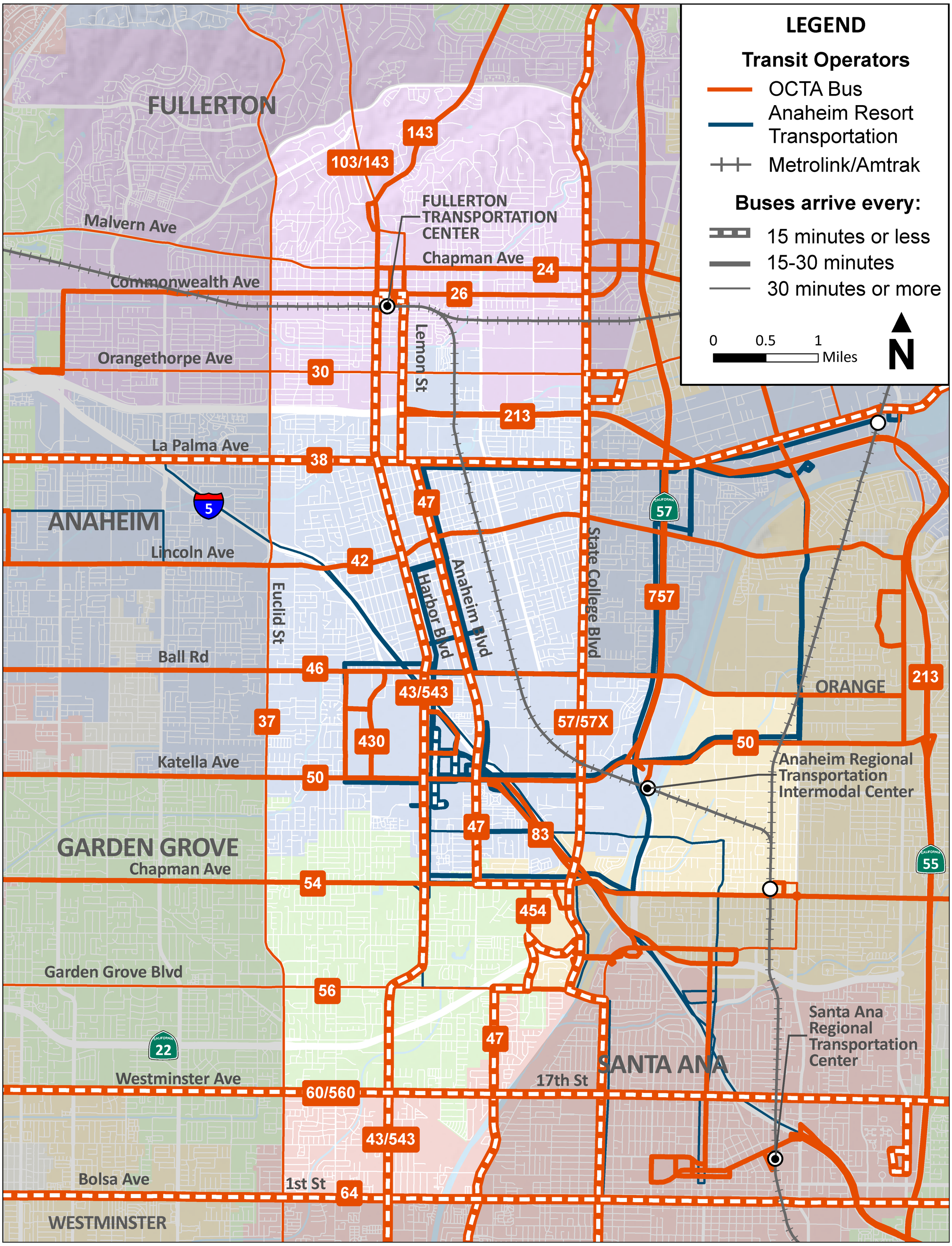
Central Harbor Boulevard Transit Corridor Study

Current Study Area Transit Service



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Central Harbor Boulevard Transit Corridor Study

Mode/Feature Options

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: $

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: $$$

Bus Rapid Transit

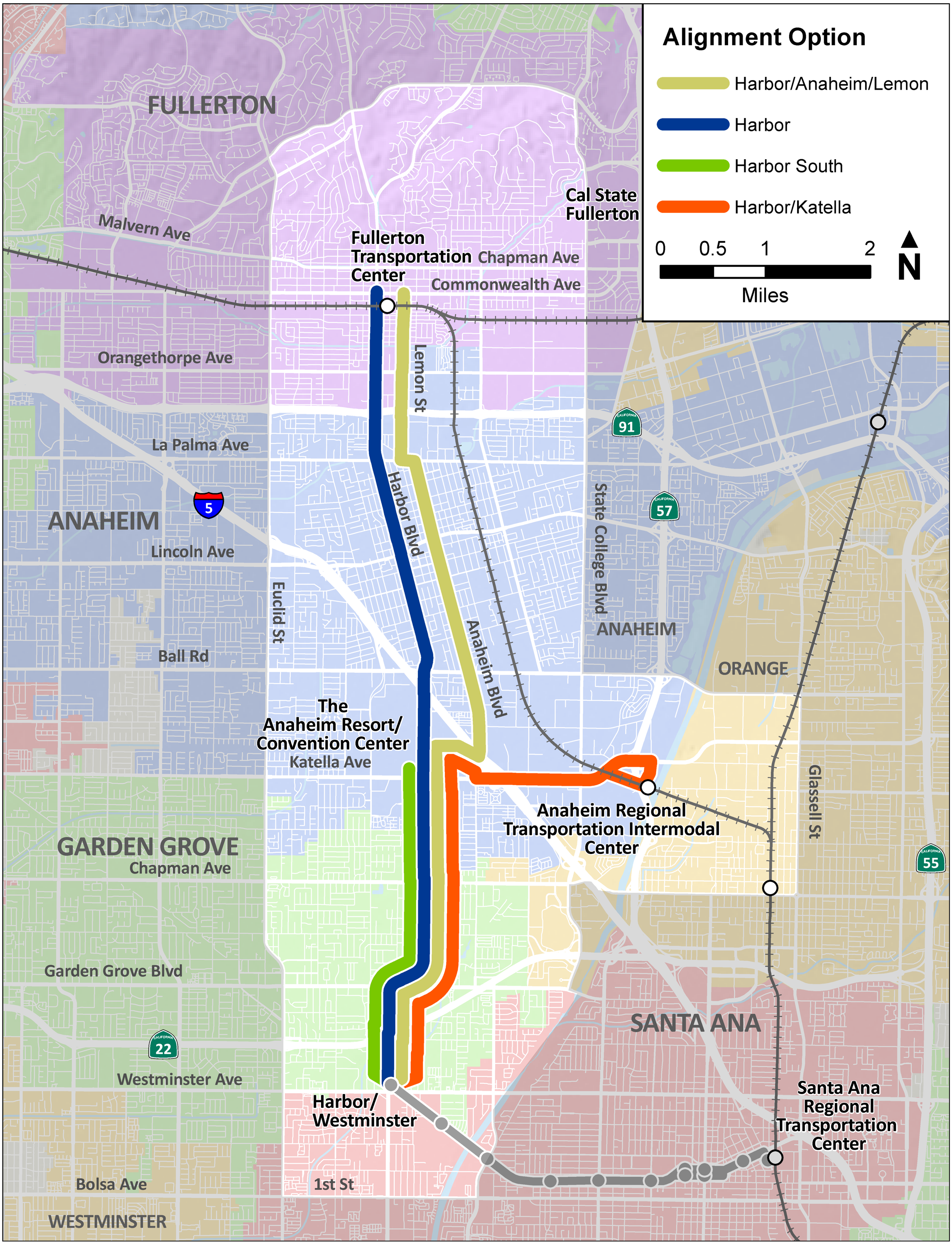
- Includes all Enhanced Bus features, but travels on a dedicated bus-only lane
- Carries around 120 people in a longer, 60-foot bus
- May include bike racks on-board bus
- Project Cost: $$

Rapid Streetcar

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

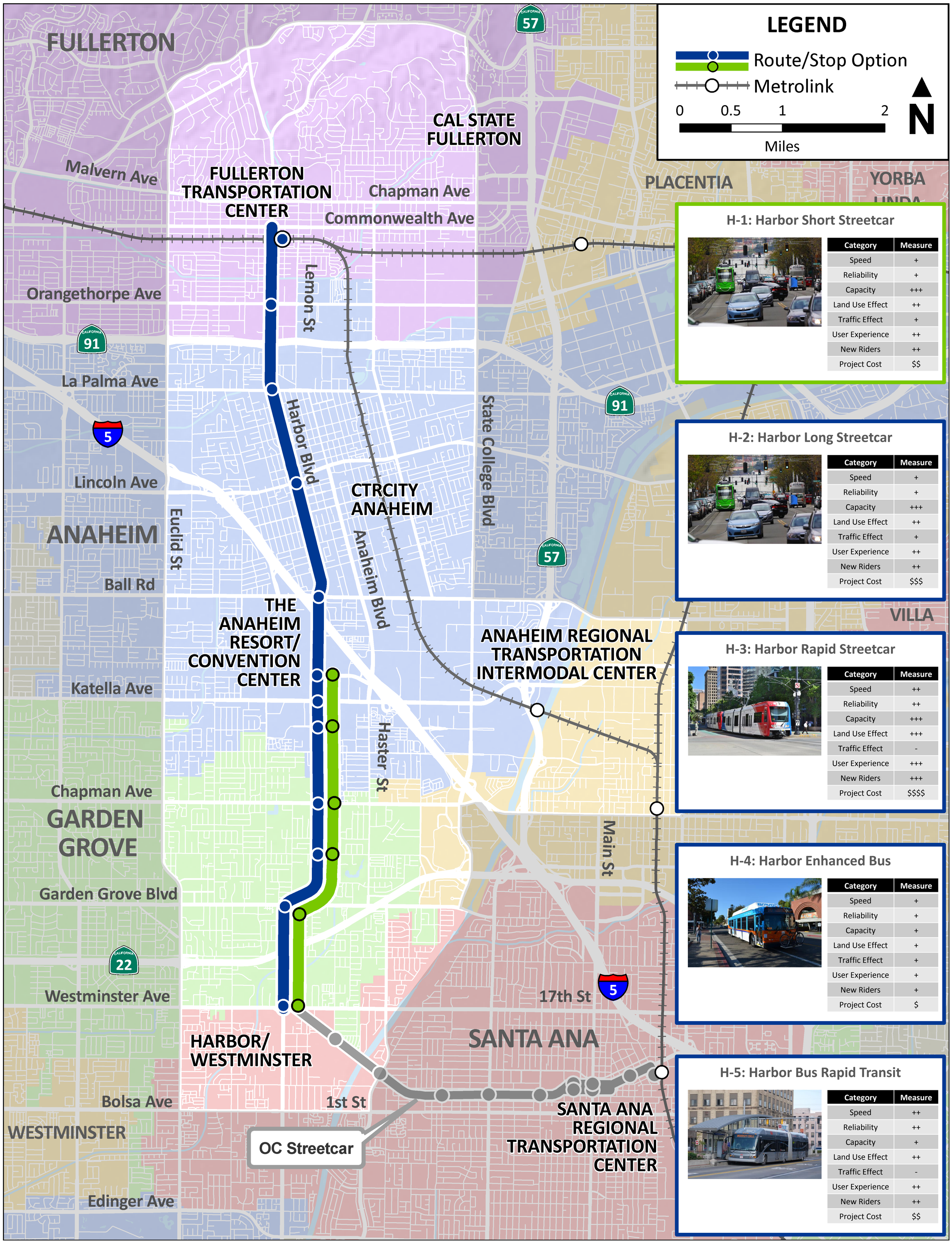
Central Harbor Boulevard Transit Corridor Study

Alignment Options



Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard Alternatives (5)



Category	Measure
Speed	+
Reliability	+
Capacity	+++
Land Use Effect	++
Traffic Effect	+
User Experience	++
New Riders	++
Project Cost	$$

Category	Measure
Speed	+
Reliability	+
Capacity	+++
Land Use Effect	++
Traffic Effect	+
User Experience	++
New Riders	++
Project Cost	$$$

Category	Measure
Speed	++
Reliability	++
Capacity	+++
Land Use Effect	+++
Traffic Effect	-
User Experience	+++
New Riders	+++
Project Cost	$$$$

Category	Measure
Speed	+
Reliability	+
Capacity	+
Land Use Effect	+
Traffic Effect	+
User Experience	+
New Riders	+
Project Cost	$

Category	Measure
Speed	++
Reliability	++
Capacity	+
Land Use Effect	++
Traffic Effect	-
User Experience	++
New Riders	++
Project Cost	$$

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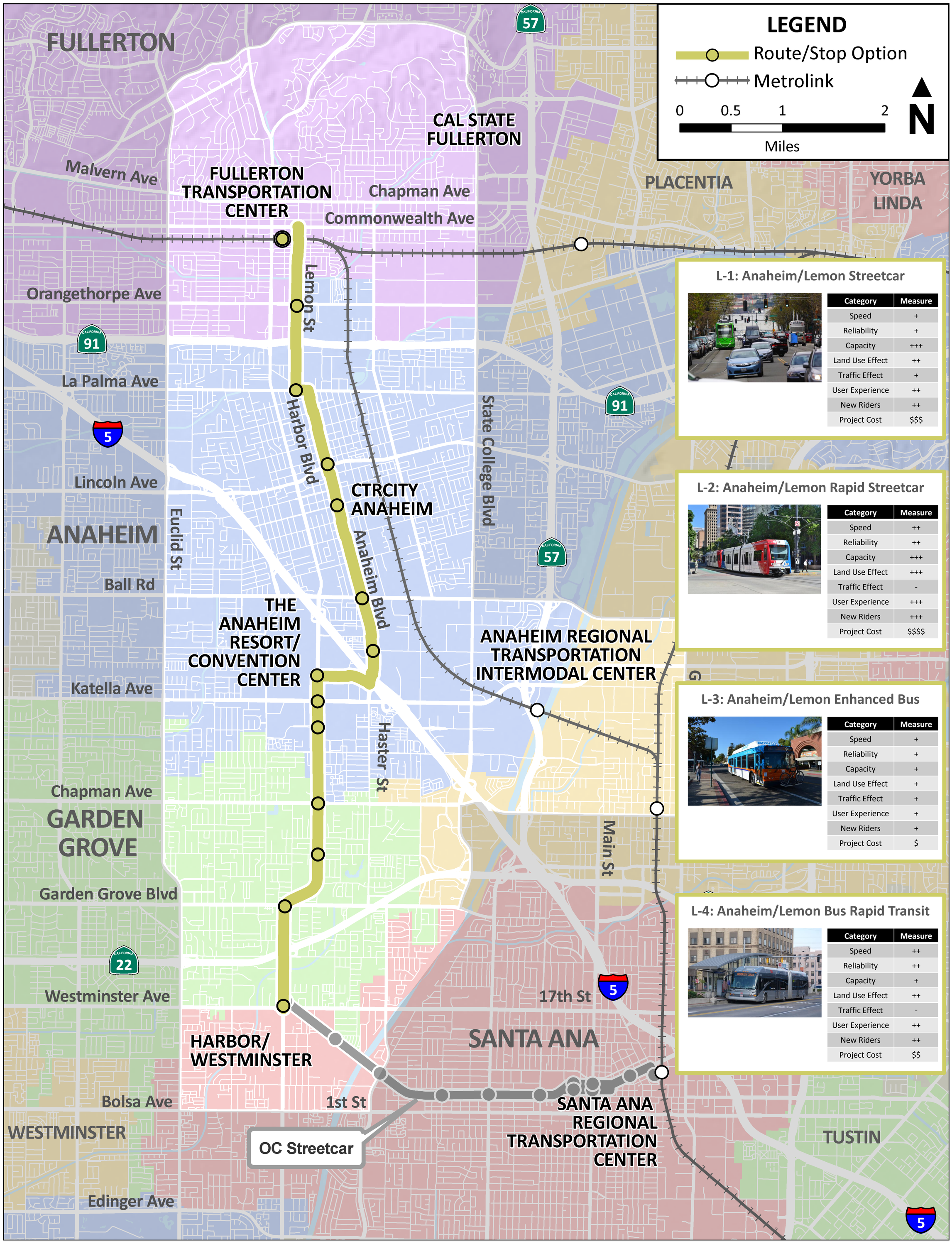
Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard-Anaheim Boulevard-Lemon Street Alternatives (4)



L-1: Anaheim/Lemon Streetcar

Category	Measure
Speed	+
Reliability	+
Capacity	+++
Land Use Effect	++
Traffic Effect	+
User Experience	++
New Riders	++
Project Cost	$$$

L-2: Anaheim/Lemon Rapid Streetcar

Category	Measure
Speed	++
Reliability	++
Capacity	+++
Land Use Effect	+++
Traffic Effect	-
User Experience	+++
New Riders	+++
Project Cost	$$$$

L-3: Anaheim/Lemon Enhanced Bus

Category	Measure
Speed	+
Reliability	+
Capacity	+
Land Use Effect	+
Traffic Effect	+
User Experience	+
New Riders	+
Project Cost	$

L-4: Anaheim/Lemon Bus Rapid Transit

Category	Measure
Speed	++
Reliability	++
Capacity	+
Land Use Effect	++
Traffic Effect	-
User Experience	++
New Riders	++
Project Cost	$$

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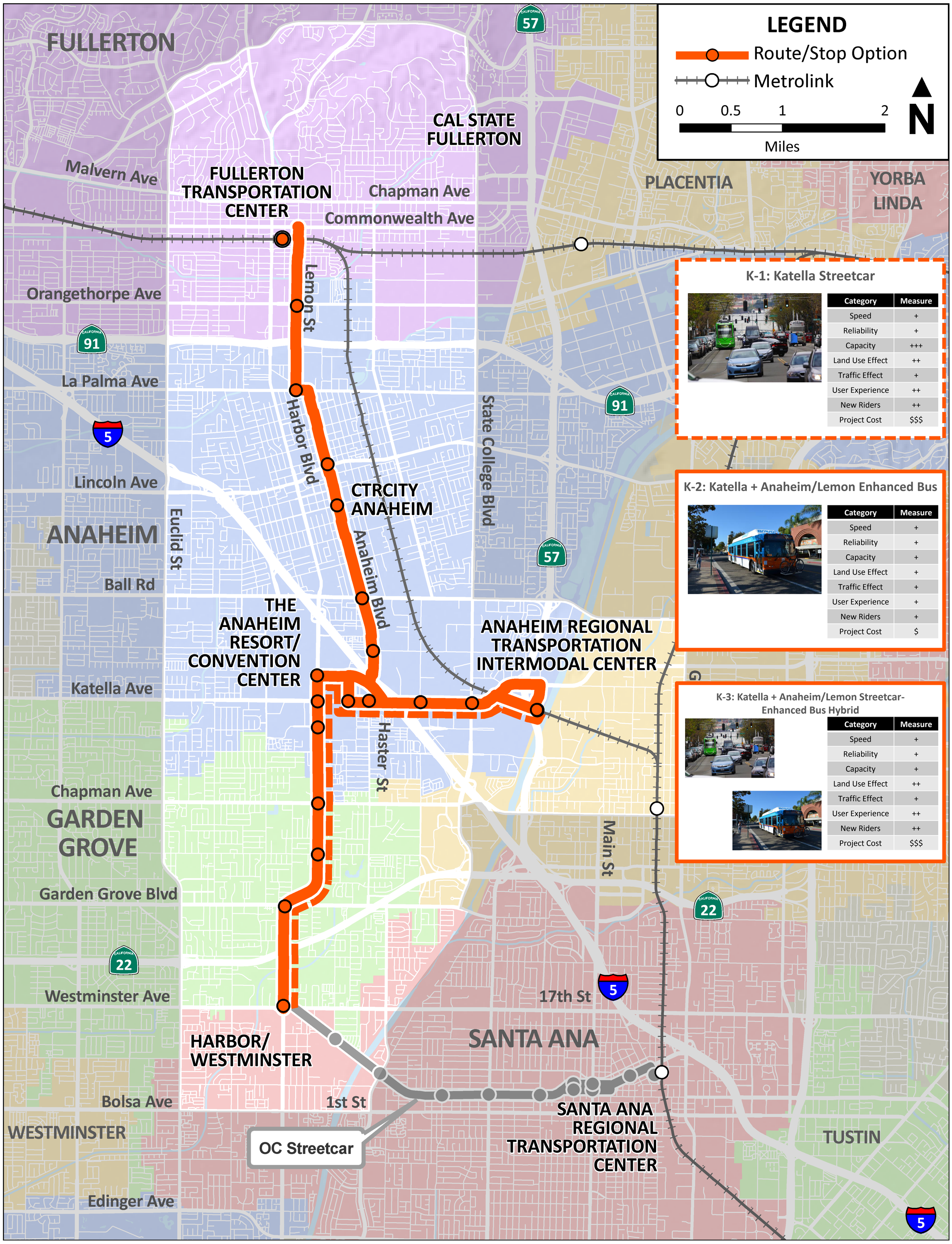
Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard-Katella Avenue Alternatives (3)



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