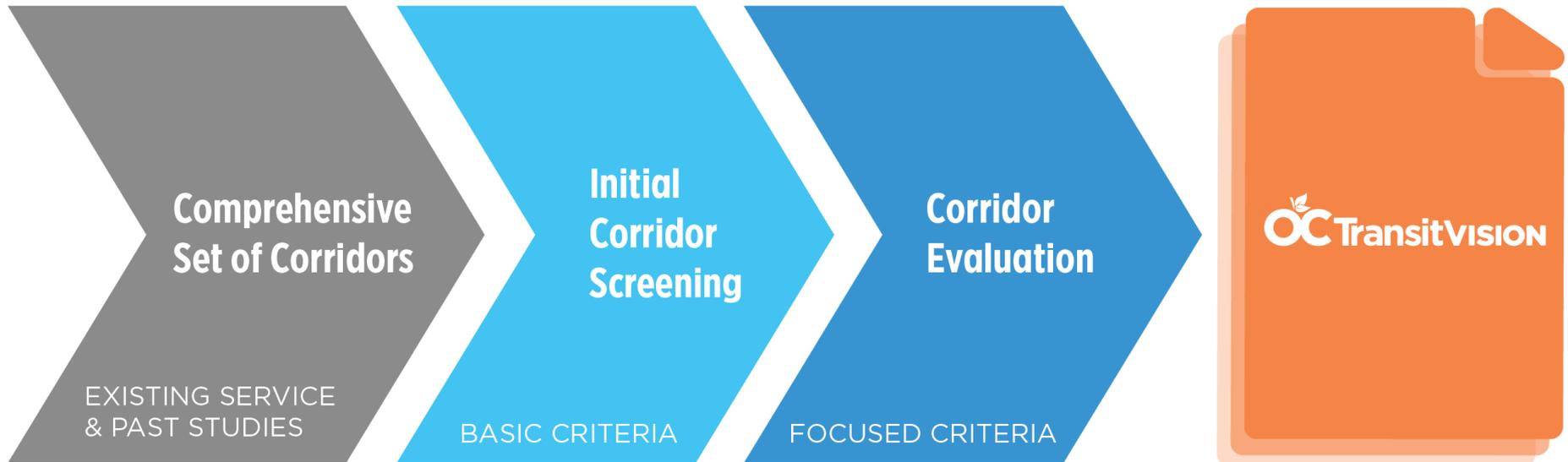


OC Transit Vision Update



Opportunity Corridor Evaluation



Corridor Evaluation- Modes

Corridor	Limits	Streetcar	BRT	Rapid Bus
Harbor/Santa Ana	Cal State Fullerton to Santa Ana Regional Transportation Center	✓	✓	
Westminster/Bristol	Goldenwest Transportation Center to UCIrvine	✓	✓	
Harbor (South)	17th/Westminster to Hoag Hospital Newport Beach		✓	✓
State College	Brea Mall to Downtown Santa Ana		✓	✓
Beach	Fullerton Park-and-Ride to Downtown Huntington Beach			✓
Main	ARTIC to South Coast Plaza Park-and-Ride			✓
La Palma/Lincoln	Hawaiian Gardens to Anaheim Canyon Station			✓
Chapman	Hewes to Beach			✓
McFadden/Bolsa	Goldenwest Transportation Center to Larwin Square			✓
I-5 Freeway	Fullerton Park-and-Ride to Mission Viejo/Laguna Niguel Station		✓	
SR-55 Freeway	Santa Ana Regional Transportation Center to Hoag Hospital		✓	

Corridor Evaluation: Criteria

- Speed & Reliability
- Ridership/Mode Shift / Vehicle Miles Travelled Reduction
- Density / Connections to Activity Centers
- Multimodal Connectivity
- Capacity
- Safety
- Passenger Comfort/Amenities
- Equity
- Economic Development
- Transit-Supportive Policy
- Cost-Effectiveness / Productivity

Corridor Evaluation: Assumptions

■ Right-of-Way

- Streetcar / BRT Corridors: Priority Transit Lane
- Rapid Bus: Mixed-Flow
- Freeway BRT: HOV Lanes

■ Weekday Frequencies

- Streetcar, BRT, Rapid Bus: 10 minutes peak, 15 off-peak
- Freeway BRT: 15 minutes peak, 30 off-peak

Key Findings: Streetcar / BRT

- Harbor/Santa Ana and Westminster/Bristol had highest projected ridership compared to other corridors
- Key factors:
 - Streetcar/BRT modeled corridors projected to have higher ridership than bus
 - Modes have inherent advantages (capacity, system legibility)
 - Highest existing ridership bus segments and major regional destinations are included in these corridors

Key Findings: BRT / Rapid Bus

■ Freeway BRT

- Much faster
- Provides access to major destinations
- More conceptual work needed for station locations / design

■ BRT/Rapid Bus

- Main and Beach corridors ranked highest
- La Palma/Lincoln had highest ridership, but weaker in other measures

Next Steps

- Develop Draft Plan Recommendations
 - Corridor Next Steps
 - Other Recommendations
- Public / Stakeholder Survey in October and November
- Present to OCTA Transit Committee and Board in November
- Return to Board and CAC in January with Final Report and Action Plan