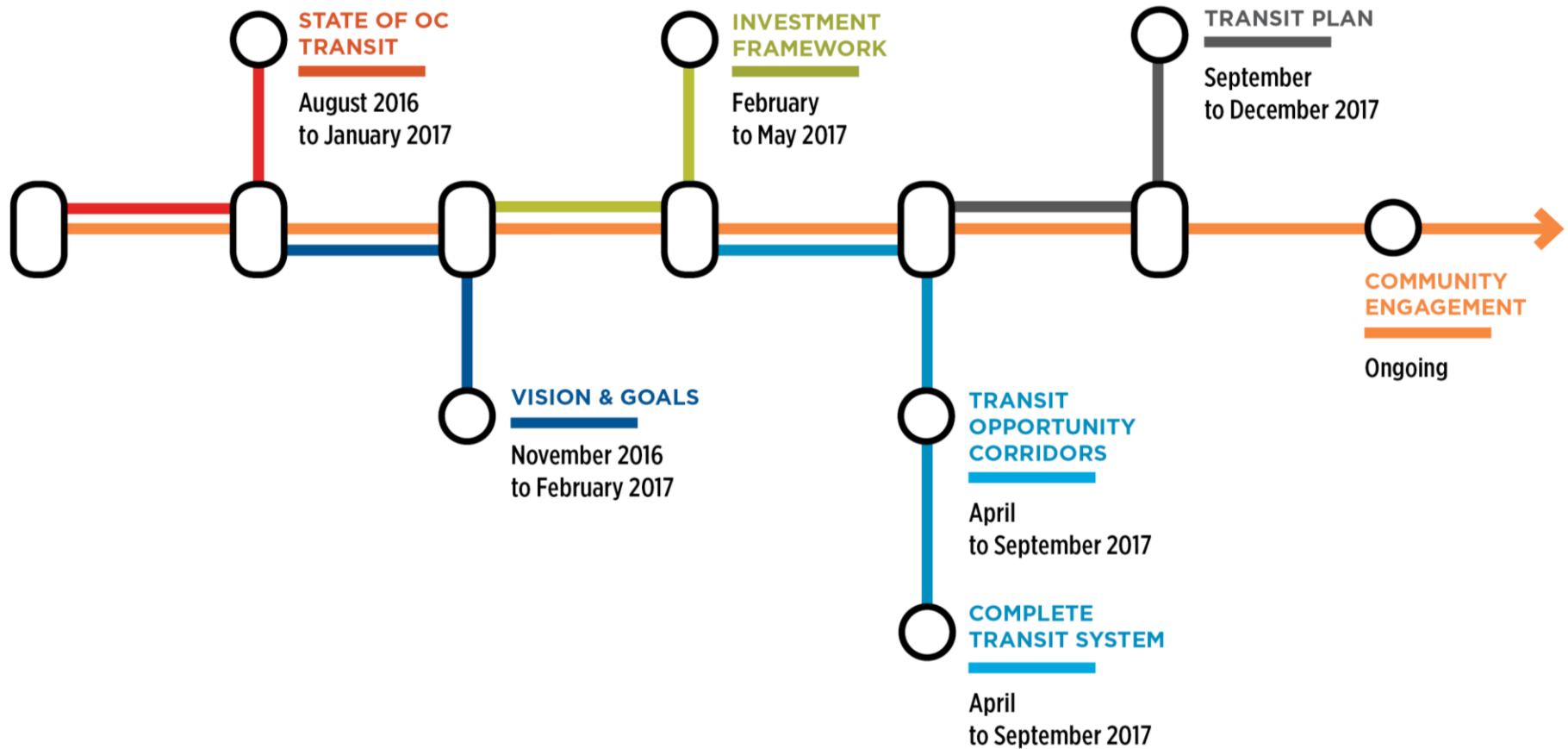


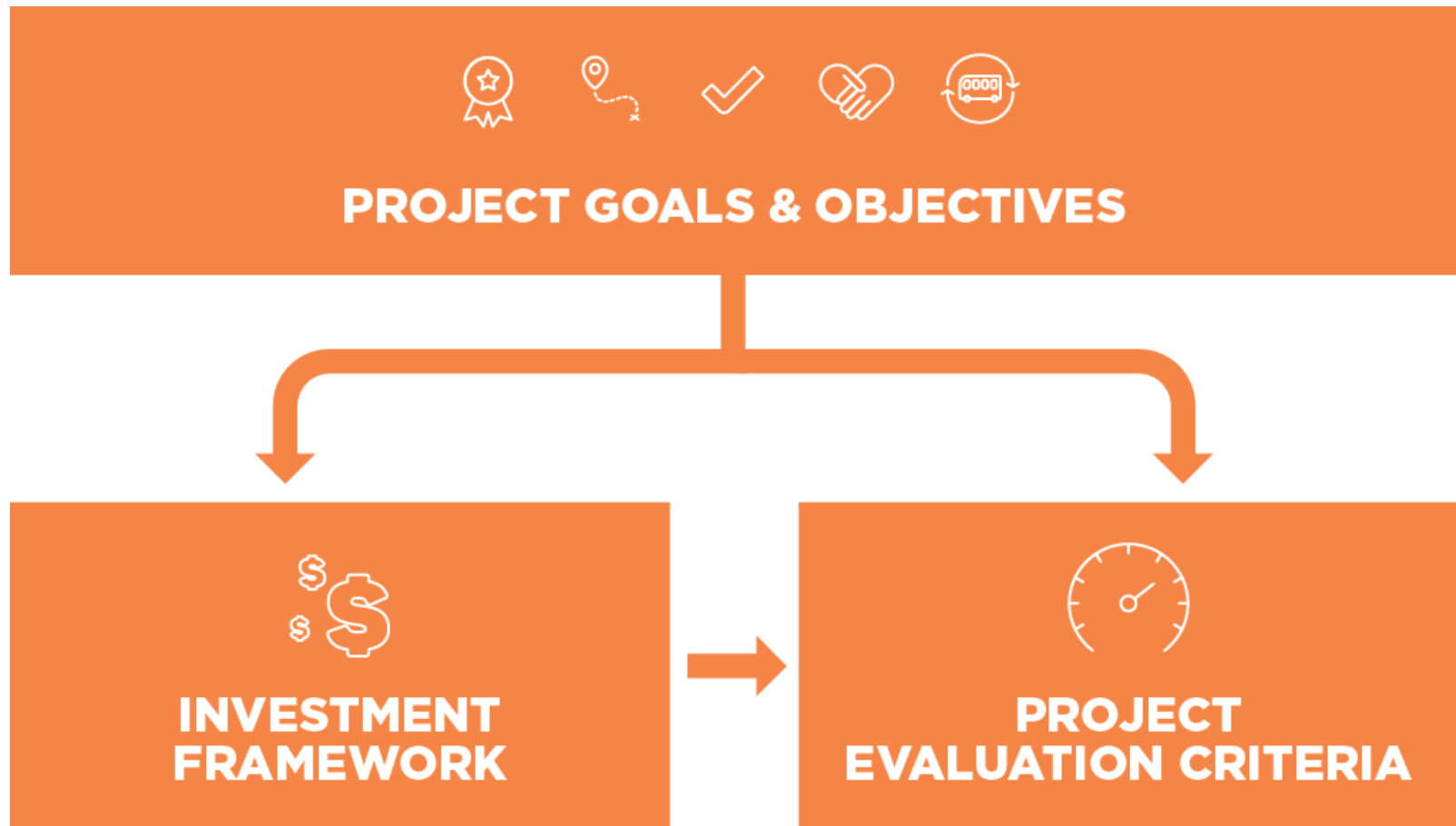
Transit Master Plan Investment Framework



Project Schedule



Built on Goals and Objectives



Transit Investment Framework



Service Allocation Guidelines: where service types should be implemented and how cities can support transit service



Capital Investment Guidelines: builds on service allocation policies to identify both existing corridors and potential future corridors for investment

- Existing Bus Route Investments
- High-Capacity Transit Investments



Corridor Evaluation Criteria: support evaluation of corridors for future investment


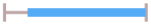
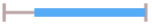




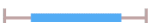
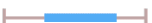
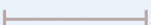
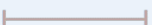


Service: Route Categories

Service Category	Population Density <small>People per acre</small>	Employment and Enrollment Density <small>Jobs or postsecondary students per acre</small>	Other Trip Generators <small>Hospitals Served OR Major Retail Served</small>	Traffic Volumes <small>Average combined ADT at all major intersections</small>	Density of Low-Income Residents <small>Low-income people per acre</small>	Transit Connectivity	Intersection Density <small>Intersections per square mile</small>
MAJOR	10 or more 	8 or more 	5 or more Hospitals OR 5 or more Retail Centers 	100,000 +	2 or more 	2 or more AND 5 or more 	100 +
LOCAL	5 to 10 	4 to 8 	2 to 5 Hospitals OR 2 to 5 Retail Centers 	Less than 100,000	1 to 2 	1 or fewer AND 1 to 4 	Any
COMMUNITY	Fewer than 10 	Fewer than 8 	1 or more Hospitals OR 1 or more Retail Centers 	Less than 100,000	Any	1 or fewer AND 1 to 4 	Any
OTHER <small>Explore alternatives to OCTA fixed-route bus service</small>	Fewer than 5 	Fewer than 4 	Any	Any	Any	Any	100
NO TRANSIT <small>Publicly-funded service should likely not be provided</small>	Fewer than 3 	Fewer than 2 	None	Any	Any	None	Fewer than 100

Hospital With 50 or more beds
 Retail Center with 50 or more stores

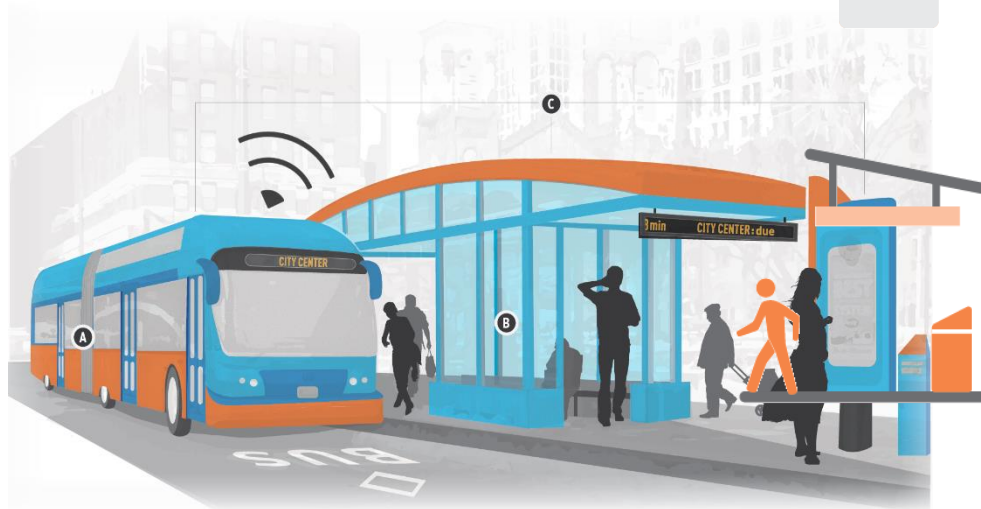
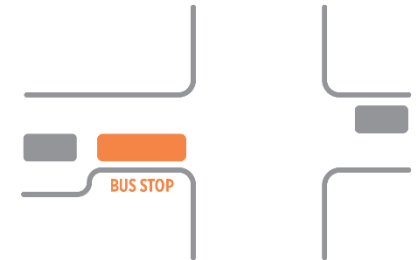
Connection with Metrolink station, transit center, or park-and-ride
 Connection with Major OCTA route

Service Level Guidelines

Service Category	Peak Frequency <small>Buses per hour</small>	Base Frequency <small>Buses per hour</small>	Weekday Span	Weekend Span
MAJOR			5 AM to 12 AM 	6 AM TO 12 AM 
LOCAL			5:30 AM to 8:30 PM 	7 AM to 7 PM 
COMMUNITY			5:30 AM to 8:30 PM 	7 AM to 7 PM 
OTHER <small>Explore alternatives to OCTA fixed-route bus service</small>	N/A	N/A	N/A 	N/A 
NO TRANSIT <small>Publicly-funded service should likely not be provided</small>	N/A	N/A	N/A 	N/A 

Capital: Existing Bus Investment Types

- Larger vehicles
- Transit-priority improvements
- Improvements to stops/stations
 - Operational
 - Enhanced passenger amenities



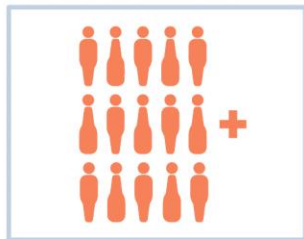
Capital: Existing Bus Guidelines

Service Type	Investment Level	Investment Types
Major	High	<ul style="list-style-type: none"> Higher-capacity vehicles Vehicle branding (Bravo! routes only) All types of transit-priority treatments including transit lanes Operational improvements and enhanced amenities at bus stops Off-vehicle fare collection and all-door boarding
Local	Medium	<ul style="list-style-type: none"> Signal timing improvements Enhanced passenger amenities at busier stops
Community	Low	<ul style="list-style-type: none"> Standard bus stop
Express	Medium	<ul style="list-style-type: none"> Comfortable vehicles designed for longer trips High-occupancy vehicle facilities on freeways and direct access ramps Enhanced passenger amenities at park-and-ride lots
Stationlink	Low	<ul style="list-style-type: none"> Standard bus stop
Other	Low	<ul style="list-style-type: none"> Vehicle branding (shuttles only) Technology integration

Capital: High-Capacity Transit

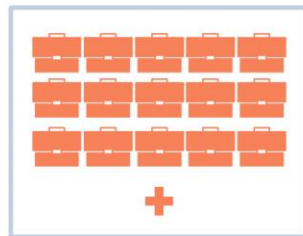


Consider high-capacity transit when transit corridors have:



15 OR MORE
PEOPLE PER ACRE

AND/OR



15 OR MORE
JOBS OR STUDENTS PER ACRE

OR



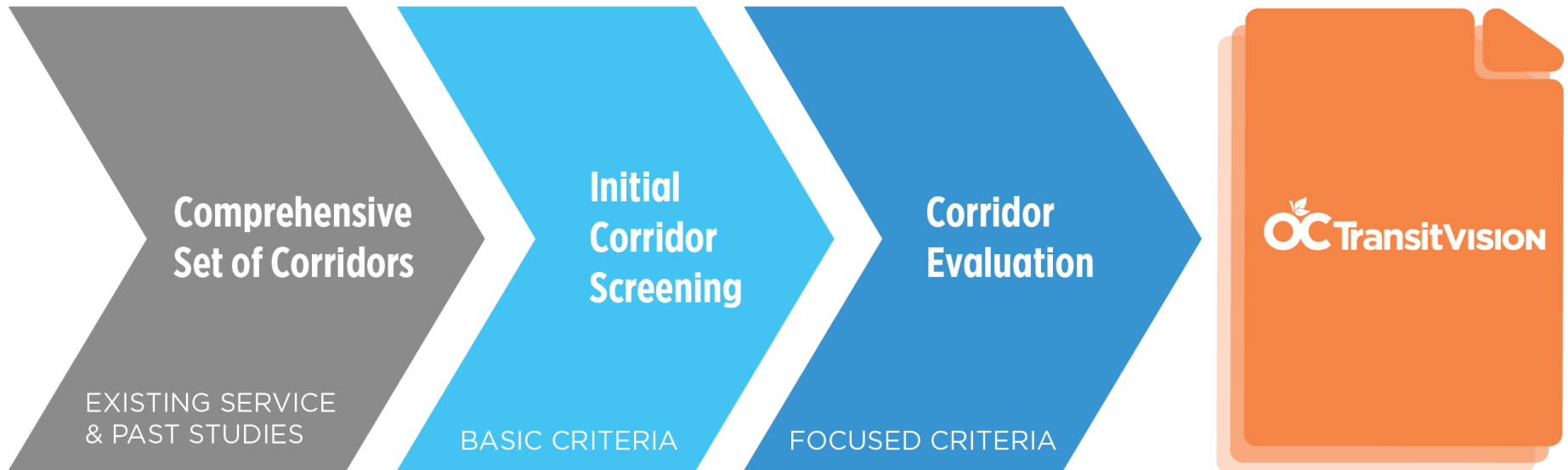
5 OR MORE
PEAK BUSES PER HOUR
(12-MINUTE HEADWAYS OR LESS)

AND



PEAK LOAD OF 600 PEOPLE
IN PEAK DIRECTION

Opportunity Corridor Evaluation



“Build Your Own Transit” Survey

<https://octransitvision.com>

HELP US BUILD THE FUTURE TRANSIT SYSTEM FOR ORANGE COUNTY

How would you improve public transportation in Orange County?
Using this special planning tool, you can choose the type of improvements you would like to see for Orange County's transit system.

Questions? Contact Marissa Espino at mespino@octa.net or 714-560-5607.

HOW IT WORKS:

- You have \$100 to spend on various transit system features that are important to you.
- Click the box next to the features you like most.
- Look at the Total Cost box to see how much you've spent.
- Look at the Benefits boxes to check out what you're building.
- You can change your choices as often as you'd like. When you're done, click "Submit" and take a moment to answer a few follow-up questions.

BENEFIT CATEGORIES

Benefits help to make transit better in areas like:

- Speed and Reliability:** Reduce delays
- Passenger Experience:** Make transit more comfortable and convenient
- Accessibility:** Enhance connections between transit and other modes of travel
- Grow Ridership:** Create a system that people will use more

YOUR BENEFITS **YOUR COSTS**

Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Total Cost (Max \$100)
0	0	0	0	\$0

TRANSIT SERVICE

Faster Bus Service with Fewer Stops
Fewer stops allow buses to make faster trips, but some riders will need to walk further.

More Frequent Service on Major Routes
Buses come more often on the busiest routes, improving convenience and allows for less standing.

WEEKEND More Weekend Service
More routes run on weekends, and routes that already operate on weekends run

Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Cost
0	0	0	0	\$5
0	0	0	0	\$15
0	0	0	0	\$15

YOUR BENEFITS **YOUR COSTS**

Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Total Cost (Max \$100)
0	0	0	0	\$20

TRANSIT SERVICE

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Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Cost
0	0	0	0	\$5
0	0	0	0	\$15

Next Steps

- Engage public with “Build Your Own Transit” survey
- Solicit feedback on the draft Transit Investment Framework from cities and other stakeholders
- Return to Transit Committee and Board of Directors in July with:
 - Draft Transit Opportunity Corridors
 - Short-term bus service recommendations

