South Orange County Multimodal Transportation Study

Appendices

Orange County Transportation Authority (OCTA)

November 2022

In Association with:

Alta Planning + Design
Land CM
Nelson Nygaard
PlaceWorks
System Metrics Group
UrbanTrans
VCS Environmental

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South Orange County Multimodal Transportation Study

Appendix A. Public Involvement Program Final Report

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SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

South Orange County Multimodal Transportation Study

Public Involvement Program Final Report

August 2022

OCTA

Prepared by:

MBI

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Executive Summary

The Orange County Transportation Authority (**OCTA**) has concluded a comprehensive Public Involvement Program (**PIP**) for the South Orange County Multimodal Transportation Study (**Study**). Throughout the Study, three different outreach phases were implemented which included a range of engagement methods, both traditional and digital, to maximize public participation and garner thoughtful feedback to support the analysis of multimodal transportation strategy options in order for OCTA to develop a recommendation for a Locally Preferred Strategy (**LPS**). Each phase included engagement with stakeholders, residents, and elected officials.

Through the various outreach methodologies, the PIP was implemented throughout the Study and public input was collected from a wide variety of audiences. The feedback gathered assisted in the development of the recommended alternatives for the Study.

Public Engagement

Public engagement was conducted from the start of the Study to establish a trusted relationship and offer transparency to the stakeholders in the Study area while building a comprehensive stakeholder database. Comprehensive communications tactics were implemented to broadly engage the public, keeping in mind that it can be challenging to get feedback on long-term vision planning.

Each of the three phases of outreach had engagement methods and tailored messaging that aligned with the stages of the Study process. The Project webpage, octa.net/SouthOCStudy, was updated throughout the phases to promote the latest Study survey and upcoming public meetings while also providing an overview of the Study, outreach materials, public comment form and Frequently Asked Questions section.

To align with OCTA's diversity, equity, and inclusion goals, several outreach tactics were implemented to engage diverse and hard-to-reach communities and encourage meaningful engagement with all people regardless of ethnicity or socioeconomic backgrounds. The online qualitative surveys and fact sheet were translated in Spanish, Vietnamese, Korean, and Mandarin. In addition, a helpline was available for people who preferred to call or did not have internet access so they could leave comments and ask questions. Postcards were also mailed to targeted disadvantaged and low-income communities in the South County area so they received information about the surveys, helpline number and public meetings.

Communications toolkits were sent to all south Orange County cities, key stakeholders, local churches, school districts, higher education facilities and OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee and Diverse Community Leaders Group. Targeted Facebook and geofencing ads were also placed in the aforementioned multiple languages.

Phase one of the Study took place in the fall of 2020, and included an online public webinar, a key stakeholder virtual roundtable and a virtual meeting with south county elected officials. A qualitative survey (online and hard copy) was conducted and designed to assess public perception of transportation challenges and improvement strategies in south Orange County.

The second phase of the Study took place in Summer 2021 and included a virtual stakeholders roundtable, elected official's roundtable, a public Telephone Townhall and a Virtual Meeting Room (VMR). A qualitative survey (online and hard copy) was also conducted with the goal of assessing the public's priorities on draft strategies and transportation solutions.

The third and final phase of public involvement took place in winter/spring 2022 and included a virtual stakeholder roundtable, virtual elected official's roundtable, a virtual community meeting, and a VMR. A final qualitative survey (online and hard copy) was designed to determine participants' priorities on proposed multimodal alternatives that improve streets, transit, freeways and bikeways in south Orange County.

During the duration of the study, respondents shared the following feedback:

Phase One – Fall 2020

- Reduce traffic congestion
- Increase frequency and accessibility of multimodal transportation, and,
- Increase safety and efficiency for all modes of travel

Phase Two – Summer 2021

- Increase availability of and improvements to public transit/ rail
- Provide more alternatives to driving and enhance accessibility (light rail, trolleys, biking, walking, mass transit, etc.)
- Offer flexible roadway pricing based on demand
- Toll roads are not effective in reducing traffic congestion, and,
- Focus on current roads and freeways to expand, improve and better connect paths for active transportation (pedestrian, bicycle, etc.)

Phase 3 – Winter/Spring 2022

- Improve bike and pedestrian pathways, and,
- Increase frequency and accessibility of bus and train services

Table 1: Summary of Public Involvement Program

Outreach Method	Audience	Stats
Survey	• South Orange County residents and business community • Low income and disadvantaged communities • Stakeholder database (including survey participants, community organizations, city staff, major businesses, etc.) • OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee, and Diverse Community Leaders Group	• Phase 1: 360 surveys o 351 English o 8 Spanish o 1 Mandarin • Phase 2: 1,708 surveys o 1,706 English o 2 Spanish • Phase 3: 313 surveys o 307 English o 6 Spanish
Community Meetings	• South Orange County residents and business community • Low income and disadvantaged communities • Stakeholder database (survey participants, community organizations, city staff, major businesses, etc.) • OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee, and Diverse Community Leaders Group	• Phase 1 Virtual Community Meeting: 36 attendees • Phase 2 Telephone Townhall: 350 callers • Phase 3 Virtual Community Meeting: 14 attendees
Local Community Events	Local residents and stakeholders	• Phase 3: o Aliso Viejo Farmers Market ▪ Surveys 8 ▪ People talked to: 20 o San Juan Capistrano's Spring Eggstravaganza

Outreach Method	Audience	Stats
		▪ Surveys: 8 ▪ People talked to: 26
Postcard	• Low income and disadvantaged communities	• Phase 1: 13,000 postcards • Phase 2: 13,200 postcards • Phase 3: 13,300 postcards
Facebook	• South Orange County zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population • OCTA Facebook Followers and General Public	• Phase 1: o 4 Facebook Ads (3,724 reach) o 11 Regular Posts (7,710 reach) • Phase 2: o 15 Facebook Ads (31,174 reach) o 4 Regular Posts (2,670 reach) • Phase 3: o 11 Facebook Ads (25,023 reach) o 2 Regular Posts (457 reach)
Twitter	OCTA Twitter Followers and General Public	• Phase 1: o 6 Posts ▪ 12 Likes ▪ 9 Retweets • Phase 2: o 5 Posts ▪ 8 Likes ▪ 7 Retweets • Phase 3: o 2 Posts ▪ 8 Likes ▪ 7 Retweets
Geofencing Advertising	• South Orange County • Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population	• Phase 2: o Impressions: 400,009 • Phase 3: o Impressions: 377,076
Digital - Eblasts - OCTA On the Move blog	• Stakeholder database (including Phase 1 and Phase 2 participants, HOAs, community organizations, city staff, major businesses, etc.)	• Phase 1: o Eblast: SOCMTS stakeholder database (830+) and OCTA customer database (36,540).

Outreach Method	Audience	Stats
- Linking to project website and survey	• OCTA customer database • Media Outlets	o Blog article: 12,700 readers • Phase 2: o Eblast: SOCMTS Database (900+) and OCTA customer database (36,540). o Blog article: 12,700 readers • Phase 3: o Eblast: SOCMTS stakeholders (1,300+) and OCTA customer database (36,540). o Blog article: 12,700 readers
Communications Toolkit	• South county cities and the County of Orange • OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee, and Diverse Community Leaders Group • Transportation partners • Environmental Community • HOAs • Chambers of Commerce • Churches • Schools and School Districts	
Virtual Meeting Room	• South Orange County • Stakeholder database (including Phase 1 and Phase 2 participants, HOAs, community organizations, city staff, major businesses, etc.)	• Phase 2: o 171 users o 14 registrations o 7 comment forms • Phase 3: o 74 users o 4 registrations o 1 comment form

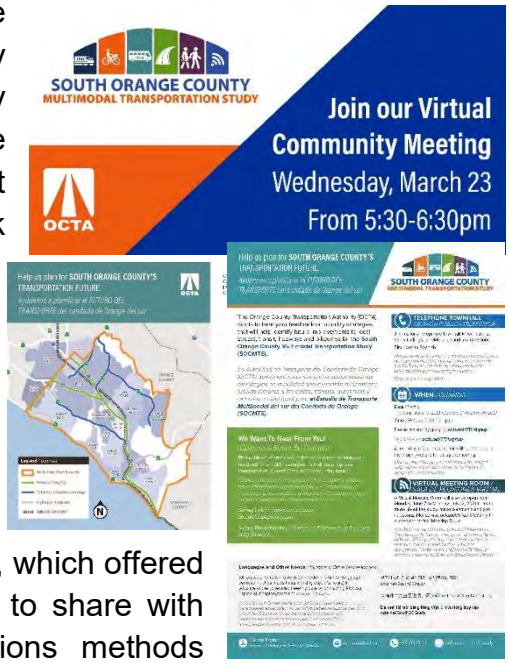
1. Outreach

1.1 Outreach Methods

Several channels were utilized to notify the south Orange County target audiences about the Study and encourage participation through the course of the Study. The engagement methods included outreach to gain feedback from stakeholders, residents, and elected officials, and qualitative surveys. Notification included targeted advertisement through geofencing and Facebook, mailed postcards, social media, and communication toolkits distributed to cities, churches, school districts and stakeholders within the project area. A telephone helpline was also provided, which enabled people to call in if they preferred not to comment online or they did not have access to the internet.

1.1.1 Notifications

Traditional methods as well as digital media were utilized to disseminate consistent up-to-date Study information on a broader platform to effectively engage a wide range of stakeholders and maximize participation. Electronic noticing was a component in engaging with stakeholders (those who live, work and visit) in the area, using methods such as social media campaigns, email broadcasts, location-based geofencing advertisements, and the OCTA blog as well as linking the survey to the project webpage.



Additionally, a digital communications toolkit was shared with key stakeholders within the study area, which offered pre-written messaging and graphics for agencies to share with their local constituents. Traditional communications methods included a direct mail postcard that was targeted to low-income and disadvantaged communities and promoted the project information phone line, and making announcements at each community meeting.

1.1.2 Public Meetings and Community Events

Virtual public meetings, Virtual Meeting Rooms, and participation in local community events served as the primary method of engagement to distribute study information to the greatest diversity of geographic and demographic representation. The goal of the public events was to involve stakeholders, especially at the start of the Study, to maximize public participation, stimulate discussion and encourage feedback from diverse stakeholders, while identifying local community concerns. At each public event, study information was disseminated, the survey was promoted, and the public was directed toward the project webpage or project helpline for more information. All virtual meetings were recorded and posted on the Study website to provide additional opportunities to view the virtual meetings for those who were not able to attend.

Due to Covid-19 and government health regulations, during Phase 1 and Phase 2, events were only hosted virtually. During Phase 3, two local community events were attended in -person in addition to the virtual events. In total, the Study was shared at seven events which engaged in nearly 700 members of the public.

Table 2: Public Meetings and Community Events Summary

Public Meeting / Event	Representatives/ Attendance
Phase 1 Virtual Community Meeting w/ Spanish Simulcast	• Online Attendees: 33 • Phone Attendees: 3
Phase 2 Telephone Townhall w/ Spanish Simulcast	• 350 Callers • Pushed to 99,723 Callers
Phase 2 Virtual Meeting Room	• 171 Users
Phase 3 Virtual Community Meeting w/ Spanish Simulcast	• 14 Attendees
Phase 3 Virtual Meeting Room	• 74 Users
Phase 3 Local Community Events (2)	• 46 Attendees

1.1.3 Stakeholder Roundtables and Briefings

Stakeholder roundtables and briefings took place to provide an avenue for key stakeholders to discuss topics such as mobility, planning, access, and safety. The briefings provided updates on Study goals and progress as well as an opportunity to promote the surveys. The invited stakeholders were business and community based organizations. There was a total of three stakeholder roundtables, one during each phase of the Study, and a briefing with the South Orange County Economic Coalition during Phase 2.

Table 3: Stakeholder Roundtables and Briefings Summary

Roundtable	Representatives/ Attendance
Phase 1 Stakeholder Roundtable	• 10 Attendees o Friends of Harbors, Beaches, and Parks o University of California, Irvine o City of Irvine, Department of Public Works and Transportation o South Coast Metro Alliance o Rancho Mission Viejo o Transportation Corridor Agencies o Lake Forest Chamber of Commerce o FivePoint o Shop at Mission Viejo o Community Action Partnership of Orange County
Phase 2 Stakeholder Roundtable	• 13 Attendees o Chapman University o OC Fair Event Center o City of Costa Mesa o Laguna Hills Traffic Commission o Friends of Harbors, Beaches, and Parks o South Orange County Economic Coalition o Boys & Girls Clubs of Capistrano Valley o Santa Ana Unified School District o Capistrano Bay District o Community Action Partnership of OC o The Toll Roads

Roundtable	Representatives/ Attendance
Phase 2 South OC Economic Coalition Meeting	• 45 Attendees
Phase 3 Stakeholder Roundtable	• 8 Attendees o City of Costa Mesa o City of Irvine o Rancho Mission Viejo o Orange County Business Council o Orange County Council of Governments o Community Action Partnership of Orange County o John Wayne Airport o Santa Ana Unified School District

1.1.4 Elected Official Roundtables

Elected official representatives from each City within the Study area were invited to participate in project roundtables during each phase of the Study. The elected official roundtables were conducted after the public community meetings to provide an update on public feedback. OCTA Government Relations maintained contact with staff of local-elected official offices to keep them apprised of the Study's progress and facilitate disseminating project information to their constituents. Briefings were made available upon request.

Table 4: Elected Official Roundtables Summary

Roundtable	Representatives/ Attendance
Phase 1 Elected Official Roundtable	• 18 Attendees o OCTA Board o Caltrans D12 o OC District 5 o Newport Beach o Laguna Woods o Laguna Beach o Laguna Niguel o San Juan Capistrano o Councilmember Khan o Aliso Viejo o Costa Mesa o Irvine
Phase 2 Elected Official Roundtable	• 27 Attendees o OCTA Board

Roundtable	Representatives/ Attendance
	o OC District 5 o Caltrans D12 o Aliso Viejo o Costa Mesa o County of Orange o Dana Point o Irvine o Laguna Beach o Laguna Niguel o Laguna Woods o Mission Viejo o San Clemente o San Juan Capistrano o Santa Ana o Tustin
Phase 3 Elected Official Roundtable	• 31 Attendees o Aliso Viejo o Costa Mesa o County of Orange o Dana Point o Irvine o Laguna Beach o Laguna Hills o Laguna Niguel o Laguna Woods o Lake Forest o Mission Viejo o Newport Beach o Rancho Santa Margarita o San Clemente o San Juan Capistrano o Tustin o OCTA Board o OC District 5 o Caltrans D12

1.1.5 Technical Working Group

A Technical Working Group (TWG) was formed at the Study's inception in 2020. A total of seven TWG meetings took place from August 13, 2020 through March 7, 2022. The 24-member group was comprised of a mix of city public works and planning staff and agency department representatives from the study area.

1.1.6 Technical Advisory Working Group

A Technical Advisory Working Group (TAWG) was formed at the Study's inception in 2020. A total of seven TAWG meetings took place from September 2, 2020 through March 8, 2022. The Technical Advisory Working Group was comprised of staff from Caltrans, TCA, SCAG, the San Diego Association of Governments (SANDAG), the Southern California Regional Rail Authority, and the Federal Highway Administration.

1.2 Survey Process

Throughout the Study, three qualitative surveys were conducted to assess participants' multimodal transportation priorities in south Orange County to improve transportation and mobility. All surveys were available online and as a hard copy. Each phase utilized a different survey platform to align with the objectives and goals of the current phase. The survey findings were used to guide and enhance the development of the recommended LPS.

Phase 1, 2 and 3 survey highlights:

- All surveys were conducted in English, Spanish, Mandarin, Korean, and Vietnamese
- 2,381 surveys were collected during the Study
    - English: 2,364 total
    - Spanish: 16 total
    - Mandarin: 1 total
- Surveys were distributed online and offered through the project information phone line with a live operator to conduct the survey verbally

The survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group's opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas. The survey accomplished the following objectives:

- Solicited public input to include in the study findings report, and,
- Disseminated study information and the online survey to a vast target audience.

1.2.1 Phase 1 Survey Results Summary

The first qualitative survey was available from September 25 to October 30, 2020, both online (utilizing SurveyMonkey) as well as through the project information phone line with a live person answering and conducting the survey. The survey was designed to assess public perception of transportation challenges and improvement strategies in south Orange County and provide feedback from respondents to inform the Study.

The survey had 17 questions that focused on the respondent's geographic location, mobility use, transportation and mobility concerns and challenges, and useful strategies to address these challenges. A total of 360 surveys were collected (351 English, 8 Spanish, 1 Mandarin). The helpline number was listed on all survey distribution materials; however, no responses were collected through the information phone line.

There was a diverse mix of income and geographic locations based on work and home zip codes.

The collected survey results offered insight that showed respondents recognize the need to address transportation challenges and want to see:

- An increase in alternative transportation frequency and accessibility,
- A reduction in traffic congestion, and,
- Overall safer conditions for all modes of travel.

The summary below displays the top-ranked results related to transportation preferences, perceived challenges, and opportunities for improvement. Respondents had the ability to select up to two or three responses depending on the question.

The complete Phase 1 Survey Summary Report can be found in the Appendix.

Table 5: Phase 1 Summary of Key Findings

Survey Question	Top Ranked	Second Ranked	Third Ranked
When you travel in and around Orange County, how do you normally get from place to place?	Drive alone **41%**	Walk/jog/run **14%**	Carpool/vanpool **13%**
What is the most important issue concerning transportation in south Orange County? (Pick 2)	Traffic congestion on freeways/highways **27%**	Traffic congestion on local streets and roads **22%**	Not enough transportation choices (bus, rail, or on-demand microtransit service)

Survey Question	Top Ranked	Second Ranked	Third Ranked
			19%
What is the primary challenge to bus and rail travel in south Orange County? (Pick 2)	Access to/from destinations **38%**	Service frequency **30%**	Travel time **19%**
What is the primary challenge of using local streets in south Orange County? (Pick 2)	Traffic congestion **36%**	Safety for all users (drivers, pedestrians, cyclists) **26%**	Intersection delays **25%**
What is the primary challenge to using freeways/highways in south Orange County? (Pick 2)	Traffic congestion **44%**	Unpredictable commute time **25%**	Back-up at freeway off ramps **16%**
What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (Pick 2)	Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations) **32%**	Long distances between trip origins and destinations **26%**	Gaps in the bikeway and sidewalk network **24%**
Which set of transportation solutions is most important to you? (Pick 2)	Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow **26%**	Pothole repairs, signal synchronization, and intersection improvements **21%**	Bike lanes, bikeway networks, and pedestrian pathways **19%**
Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?	Land-use planning (coordinating new development with transportation) **39%**	Bus, rail, and other transit services **22%**	Technology to minimize traffic (signal synchronization, autonomous vehicles) **21%**
What do you think is the most useful strategy to reduce traffic congestion	Work from home programs	Mobility hubs (shared activity centers for	Pricing (tolled express lanes, charge for parking)

Survey Question	Top Ranked	Second Ranked	Third Ranked
in south Orange County? (Pick 2)	**38%**	connecting bus/shuttle/ rideshare/etc.) **27%**	**13%**
Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (Pick 2)	Fix chokepoints (high congestion areas) **37%**	Encourage carpools, vanpools, and ridesharing **20%**	Other **13%**
What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (Pick 2)	Concentrate business development around transit (bus/rail) centers **31%**	Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians) **28%**	Concentrate new housing developments around transit (bus/rail) centers **23%**

**Percentages do not equal 100% because the answers were ranked.*

1.2.2 Phase 2 Survey Results Summary

The Phase 2 qualitative survey was available for public participation June 7 to July 12, 2021, both online as well as through the project information phone line with a live person answering and conducting the survey. The 23-question online survey was created using MetroQuest to provide an interactive experience while collecting more detailed responses. The objective of the Phase 2 survey was to assess the public's priorities on draft strategies and transportation solutions in south Orange County. The survey was designed to:

- Rank transportation goals and needs,
- Evaluate budget priorities for various transportation strategies,
- Rate effectiveness of strategies for improving transportation,
- Collect demographic data, and,
- Receive new contact information.

A total of 3,273 individuals visited the survey website, and 1,708 surveys were collected (1,706 English, 2 Spanish). There was a diverse mix of income and over half of the respondents indicated they both lived and worked in south Orange County.

The survey's compiled results showed respondents value the following:

- Increasing availability and making improvements to public transit/ rail,
- Increasing accessibility to driving alternatives (biking, walking, etc.),
- Offering flexible roadway pricing based on demand,
- Toll roads are not effective in reducing traffic congestion, and,
- Focusing on current roads and freeways to expand and improve.

The summary below presents the top-ranked results related to participants priorities on transportation and mobility strategies, improvements, and goals. Reference the Appendix for the full Phase 2 Survey Summary Report.

Table 6: Phase 2 Summary of Key Findings

Top Ranked	Second Ranked	Third Ranked
Priority Ranking – Transportation Needs (1,429 responses ranked a strategy as the top priority)		
Making public transit, bicycling, and walking more convenient and accessible **28%**	Protecting the environment and preserving transportation infrastructure **26%**	Decreasing the overall number of trips made each day **24%**
Set Your Budget – Transportation Strategy Budget Allocation ($100 budget allocation)		
Reduce freeway bottlenecks **Average Amount: $23.99**	Make rail and transit improvements **Average Amount: $16.83**	Implement technology-based improvements **Average Amount: $13.48**
Effective Strategy Rating (1-5 star rating scale)		
Enhanced Train and Bus Service *(1,677 individuals rated 5 stars)*		
More Train Service **34%**	Reliable Bus Service **26%**	Freeway Bus Routes **20%**
Efficient Roads and Freeways *(1,832 individuals rated 5 stars)*		
Technology **37%**	Freeway Performance **37%**	Freeway Access **26%**
Improved Active Transportation *(1,590 individuals ranked 5 stars)*		
Safety Improvements **38%**	Connect Paths **34%**	Road Space Reconfiguration **28%**
Reduced Car Dependency *(1,590 individuals rated 5 stars)*		

Top Ranked	Second Ranked	Third Ranked
Transit **24%**	Integrated Trip Planner **22%**	Biking and Walking Incentives **20%**
Pricing Strategies ***(687 individuals rated 5 stars)***		
User Pricing **37%**	Incentivize Toll Roads (e.g. 241 Toll Road) **33%**	Price-Managed Lanes (e.g. tolled 91 Express Lanes) **29%**
New Technologies ***(1,271 individuals rated 5 stars)***		
Broadband **40%**	Electric Vehicles **38%**	Self-Driving Vehicles **21%**

1.2.3 Phase 3 Survey Results Summary

The third qualitative survey was available March 14 to April 15, 2022. The 5-question survey was conducted through an online survey tool, Typeform, as well as hard copy surveys offered at two in-person local community events in the cities of Aliso Viejo and San Juan Capistrano. The survey was designed to focus on prioritizing the transportation strategies based on the study's results from Phases 1 and 2.

A total of 1,137 individuals visited the website (all languages combined), and 313 surveys were collected (307 English, 6 Spanish). There was a diverse mix of age and income and over half of the respondents indicated they both lived and worked in south Orange County.

From the 300+ survey respondents, a majority would like OCTA to:

- Improve bike and pedestrian pathways, and,
- Increase frequency and accessibility of bus and train services.

The summary below presents the top-ranked results related to participants' priorities on proposed transportation and mobility strategies, improvements and goals. Reference the Appendix for the full Phase 3 Survey Summary Report.

Table 7: Phase 3 Summary of Key Findings

Survey Question	Top Ranked	Second Ranked	Third Ranked
1. Recognizing that future funding is limited, rank the following types of transportation services for funding priority. (Rank from highest to lowest priority.)	Improved bike and pedestrian paths/trails and bike amenities **26%**	More frequent and reliable train service **22%**	More frequent and reliable bus service **20%**
2. Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the	Increased walking and biking safety measures,	Universal fare pass that works across multiple	Easy connections between multiple transportation

Survey Question	Top Ranked	Second Ranked	Third Ranked
following in order of how likely you would consider a non-car travel option. (Rank from most to least likely.)	including separation from vehicle traffic **24%**	transportation services **21%**	services (such as Metrolink to bikeshare) **19%**
3. Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets? (Ranked from very important to unimportant.) *	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic. **70%**	Bicycle lanes/paths that are safe for riders of all ages and experience levels. **69%**	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists. **43%**
4. Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? (Ranked from definitely to definitely not) *	Metrolink and bus pass subsidies **42%**	Telework subsidies **36%**	Microtransit/ shared ride (OC Flex and Uber/Lyft) subsidies **24%**
5. Assume in the future that you are charged $10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? (Ranked from definitely to definitely not)*	Telework **47%**	Walk or bike **35%**	Take transit (such as Metrolink and bus) **32%**

**Percentages do not equal 100% because each question was ranked.*

2. Conclusion

Public engagement was a key component to the Study process and set a foundation for futures stages of development. Throughout the PIP a total of seven public events were hosted engaging nearly 700 members of the community. The survey and project information reached more than 400,000 people, which resulted in a total of 2,381 surveys collected. The feedback collected during each phase of the PIP had a common theme that the public and stakeholders would like to see more alternatives to driving such as light rail, trolleys, active transportation and improved public transit by increasing the availability and accessibility. Overall, the feedback collected shows the community recognizes the need to address transportation challenges and reduce traffic congestion. The public indicated a willingness to use alternative modes of transportation if the benefits and ease of use were more appealing than using a personal vehicle.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

South Orange County Multimodal Transportation Study

Public Involvement Program
Phase 1:

Summary of Survey Results

January 2021

OCTA

Prepared by:

MBI

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Appendix A.2 Hard Copy Survey (English; Spanish; Mandarin; Korean; Vietnamese)

APPENDIX B Survey Results

Appendix B.1 Compiled Survey Results

Appendix B.2 English Survey Results

Appendix B.3 Spanish Survey Results

Appendix B.4 Mandarin Survey Results

APPENDIX C Notification Materials

Appendix C.1 Stakeholder Communications Toolkit

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Appendix C.8 Community Meeting/ Survey Postcard (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix C.9 Facebook Posts

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EXECUTIVE SUMMARY

The Orange County Transportation Authority (**OCTA**) is conducting the South Orange County Multimodal Transportation Study (**Study**) to examine a wide range of long-term transportation needs looking at the year 2045 and beyond, including improvements to streets, bus and other transit options, highways, and bikeways. As part of this Study, OCTA is implementing a comprehensive Public Involvement Program (**PIP**). Phase One of the PIP which took place in fall 2020, included an online public webinar, a key stakeholder virtual roundtable and a virtual meeting with south county elected officials. In addition, a survey was conducted which was designed to assess public perception of transportation challenges and improvement strategies in south Orange County. The survey was available September 25 to October 30, 2020 both online as well as through the project information phone line with a live person answering and conducting the survey. The engagement methods to distribute information about the survey included various channels such as emails, postcards mailed specifically to low-income and disadvantaged communities, a communications toolkit sent to cities and stakeholders, and the OCTA Facebook and Twitter accounts.

The survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group's opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas. The survey accomplished the following objectives:

- Solicited public input to include in the study findings report which will include a general analysis of survey results and general comments provided
- Disseminated study information and the online survey to a vast target audience

A total of 360 surveys were collected (351 English, 8 Spanish, 1 Mandarin). The information phone line number was listed on all survey distribution materials; however, no responses were collected through the information phone line.

Key Findings

The survey respondents identified various opportunities to improve future transportation and mobility challenges within south Orange County. From the 350+ people surveyed – who reflect a wide range of demographics and preferences – a majority would like to see:

- Reduction in traffic congestion,
- Increased frequency and accessibility of multimodal transportation, and
- Increased safety and efficiency for all modes of travel.

The summary below displays the top-ranked results related to transportation preferences, perceived challenges, and opportunities for improvement. Respondents had the ability to select up to two or three responses depending on the question.

Table 1 Summary of Key Findings

Survey Question	Top Ranked	Second Ranked	Third Ranked
When you travel in and around Orange County,	Drive alone	Walk/jog/run	Carpool/vanpool

Survey Question	Top Ranked	Second Ranked	Third Ranked
how do you normally get from place to place?	**41%**	**14%**	**13%**
What is the most important issue concerning transportation in south Orange County? (Pick 2)	Traffic congestion on freeways/highways **27%**	Traffic congestion on local streets and roads **22%**	Not enough transportation choices (bus, rail, or on-demand microtransit service) **19%**
What is the primary challenge to bus and rail travel in south Orange County? (Pick 2)	Access to/from destinations **38%**	Service frequency **30%**	Travel time **19%**
What is the primary challenge of using local streets in south Orange County? (Pick 2)	Traffic congestion **36%**	Safety for all users (drivers, pedestrians, cyclists) **26%**	Intersection delays **25%**
What is the primary challenge to using freeways/highways in south Orange County? (Pick 2)	Traffic congestion **44%**	Unpredictable commute time **25%**	Back-up at freeway off ramps **16%**
What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (Pick 2)	Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations) **32%**	Long distances between trip origins and destinations **26%**	Gaps in the bikeway and sidewalk network **24%**
Which set of transportation solutions is most important to you? (Pick 2)	Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow **26%**	Pothole repairs, signal synchronization, and intersection improvements **21%**	Bike lanes, bikeway networks, and pedestrian pathways **19%**
Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?	Land-use planning (coordinating new development with transportation) **39%**	Bus, rail, and other transit services **22%**	Technology to minimize traffic (signal synchronization, autonomous vehicles)

Survey Question	Top Ranked	Second Ranked	Third Ranked
			21%
What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (Pick 2)	Work from home programs **38%**	Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.) **27%**	Pricing (tolled express lanes, charge for parking) **13%**
Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (Pick 2)	Fix chokepoints (high congestion areas) **37%**	Encourage carpools, vanpools, and ridesharing **20%**	Other **13%**
What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (Pick 2)	Concentrate business development around transit (bus/rail) centers **31%**	Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians) **28%**	Concentrate new housing developments around transit (bus/rail) centers **23%**

*Percentages do not equal 100% because the answers were ranked.

Survey Overview

Survey Format

The survey was offered in English, Spanish, Mandarin, Korean, and Vietnamese to accommodate the south Orange County population demographics. An online survey was created using SurveyMonkey to provide a streamlined outlet to collect public input and feedback. The survey was also offered through the project information telephone line with a live operator to conduct the survey verbally, making the survey accessible to a wider range of people. The operator was available to provide the survey in English and Spanish, and for the Vietnamese, Korean and Mandarin surveys, the operator would return the stakeholder's call. The survey had a total of 17 questions that focused on the respondent's geographic location, mobility use, transportation and mobility concerns and challenges, and useful strategies to address these challenges. The survey provided respondents the ability to select up to two or three responses depending on the question. Several questions also gave respondents the option to choose "other" and individually submit an answer not already provided. The survey concluded with optional demographic questions related to age, ethnicity, and a sign-up to receive project updates.

Survey Outreach

To reach the south Orange County community at large, multiple outlets were utilized to disseminate the survey. The engagement methods included online tools, mailed postcards, communication toolkits distributed to cites and stakeholders within the project area and social media. Reference Appendix C for the outreach efforts. Through the various methods of outreach, the online survey was successfully distributed to a wide target audience which provided a good foundation for an analysis of the results. Reference Table 2 for a summary of the distribution channels.

Table 2 Summary of Survey Outreach

#.	Notification Method	Audience	Notes
1.	Community Meeting/Survey Postcard - Mailed postcards to over 13,000 stakeholders (English/ Spanish; interpretation was offered in Korean, Mandarin and Vietnamese) - Featured on project webpage	• Low income community • Disadvantaged community • Stakeholder database (including community organizations, city staff, major businesses, and facilities, etc.)	• The postcard promoted the Community Meeting as well as the online survey and project information phone line.
2.	Facebook Ads	• South Orange County • Zip codes with a high Spanish Population • Zip codes with a high Korean Population • Zip codes with a high Vietnamese Population • Zip codes with a high Mandarin Population	• Facebook Ads were developed in four languages and targeted zip codes based on demographics and interests. • Ads were placed at the beginning and end of the survey period.
3.	Twitter Posts	• OCTA Twitter Followers and General Public	• Twitter posts promoted the Community Meeting and the online survey. • Tweets were posted throughout the survey period.
4.	Communications Toolkit	• South county cities and the County • OCTA's Citizen's Advisory Committee, Special Needs	• Provided instructions to distribute the survey via electronically to the

#.	Notification Method	Audience	Notes
		Advisory Committee, and Diverse Leaders Committee • Transportation partners • Environmental Community • HOAs • Chambers	stakeholder's constituents.
5.	Digital - Email Blasts - OCTA On the Move blog - Linking to project website and survey	• Stakeholder database (including HOAs, community organizations, city staff, major businesses, and facilities, etc.)	• Eblast distributed to stakeholder database (830) and OCTA customer database (36,540). • Blog article distributed to 12,700 readers
6.	Announcement at meetings	• Stakeholder Roundtable • Technical Working Group meetings • Transportation Agency Working Group Meetings • Public Webinar • Elected Officials Roundtable	• Survey link was provided at each meeting
7.	News Release	• Media outlets	• The release promoted the Community Meeting as well as the online survey and project information phone line.

SURVEY RESULTS ANALYSIS

The survey results were analyzed based on the 360 responses collected from the 17-question survey.

Geographic Distribution

Multiple engagement methods were utilized to promote full participation within the project area. The majority of the survey respondents indicated they both lived and worked within south Orange County.

Home Zip Code

Out of the 360 surveys collected, 99% of the respondents shared their home zip code (357) and 81% of those respondents shared they live within the project area as shown in Figure 1. 13% of the respondents indicated their home zip code was outside of the project area but still within Orange County, the majority being east of the project area, with some respondents immediately adjacent to the project area. There was a higher concentration of survey participants in Newport Beach, Lake Forest, Mission Viejo, Laguna Niguel, Laguna Woods, and San Clemente. This can vary for numerous reasons such as more noticing reached these respondents through the city's distribution channels, the targeted Facebook ads, etc. Although the responses are concentrated more in some areas than others, the responses collected are spread throughout the entire project area.

Figure 1: Survey Respondents - Home Zip Code

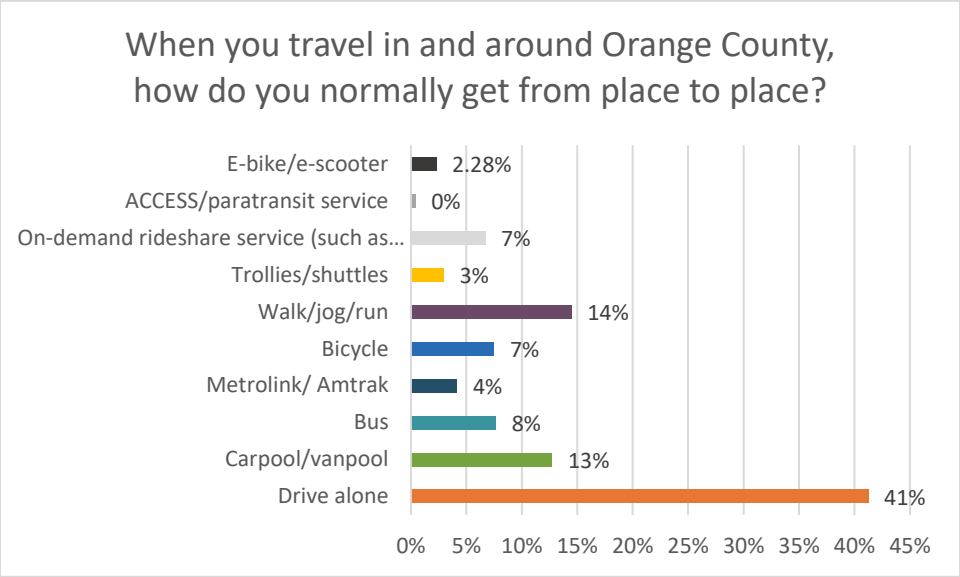
Work Zip Code

75% of the survey respondents (267) indicated their work zip code and from these respondents, 74% indicated their work zip code is within the project area. There was a higher concentration of survey participants in Lake Forest, Mission Viejo, and San Clemente. Although the responses are concentrated more in some areas than others, the responses collected are more evenly distributed throughout the entire project area slightly more than the home zip codes.

Figure 2: Survey Respondents - Work Zip Code

Transportation Preferences

One question was asked to analyze survey participants' current transportation preferences in Orange County.

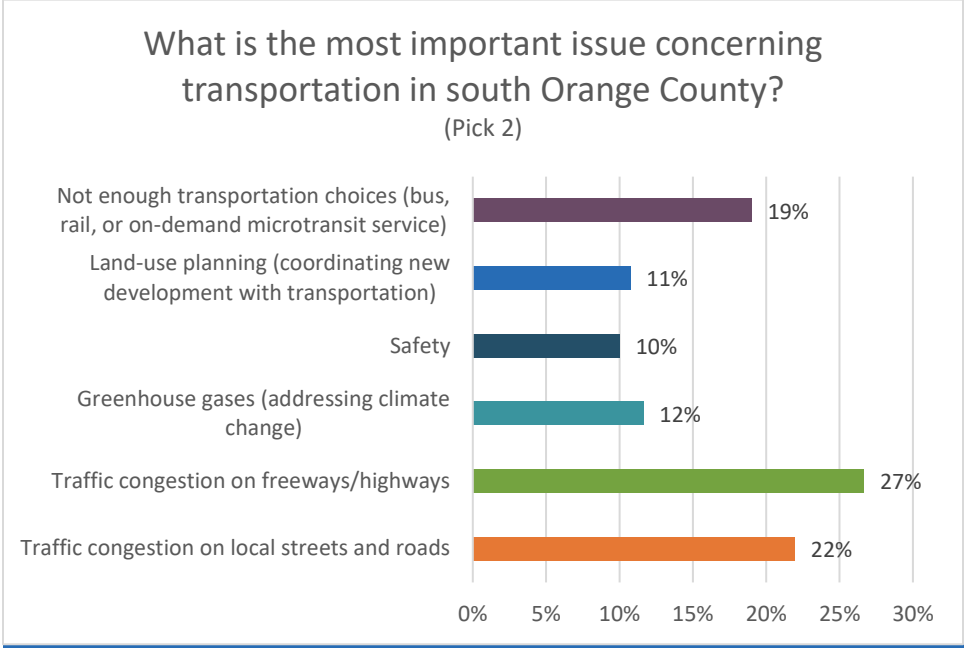


Option	Total*
Drive alone	308
Carpool/vanpool	95
Bus	57
Metrolink/ Amtrak	31
Bicycle	56
Walk/jog/run	108
Trollies/shuttles	22
On-demand rideshare service (such as Uber or Lyft)	50
ACCESS/paratransit service	3
E-bike/e-scooter	17

* Based upon 359 respondents
* Respondents allowed up to 3 choices

Perceived Challenges

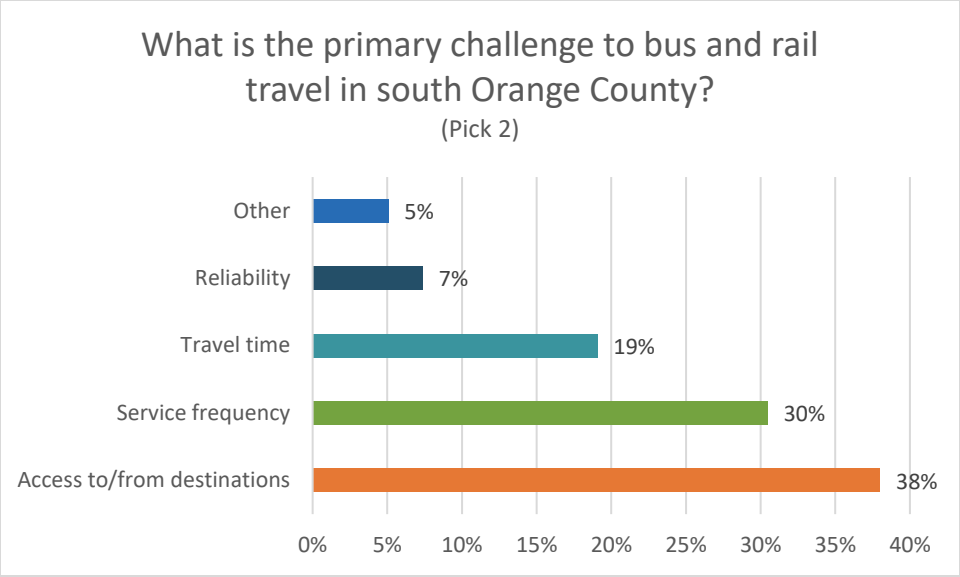
Five questions were asked to assess transportation challenges experienced when traveling in south Orange County to analyze what the community sees as a top concern.



Option	Total*
Traffic congestion on local streets and roads	149
Traffic congestion on freeways/highways	181
Greenhouse gases (addressing climate change)	79
Safety	68
Land-use planning (coordinating new development with transportation)	73
Not enough transportation choices (bus, rail, or on-demand microtransit service)	129

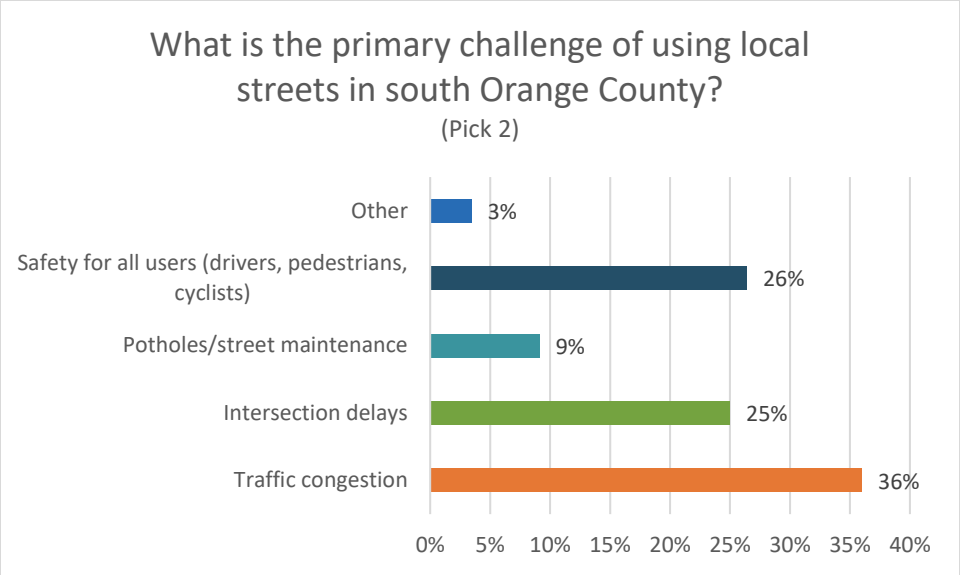
* Based upon 358 respondents

* Respondents allowed up to 2 choices



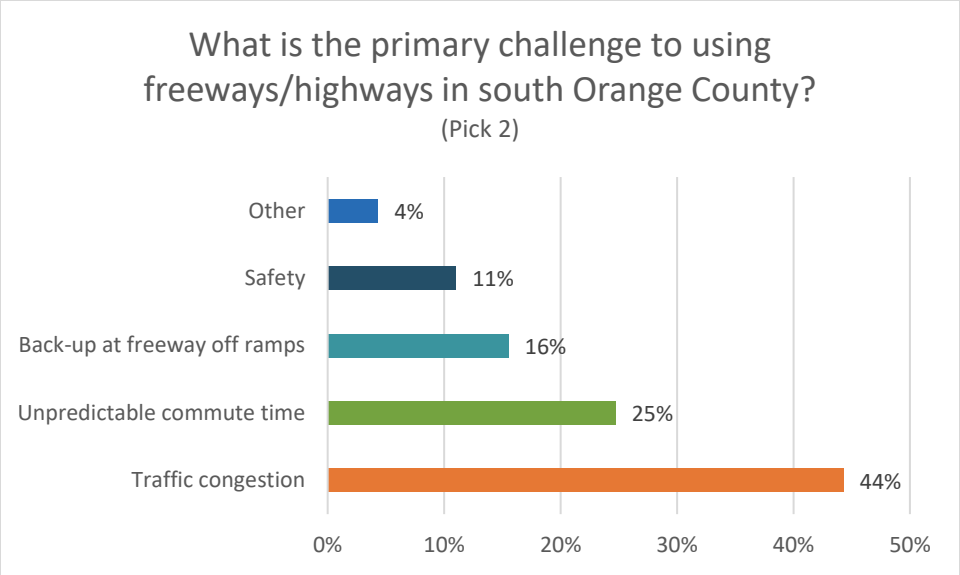
Option	Total*
Access to/from destinations	247
Service frequency	198
Travel time	124
Reliability	48
Other	33

* Based upon 354 respondents
* Respondents allowed to 2 choices



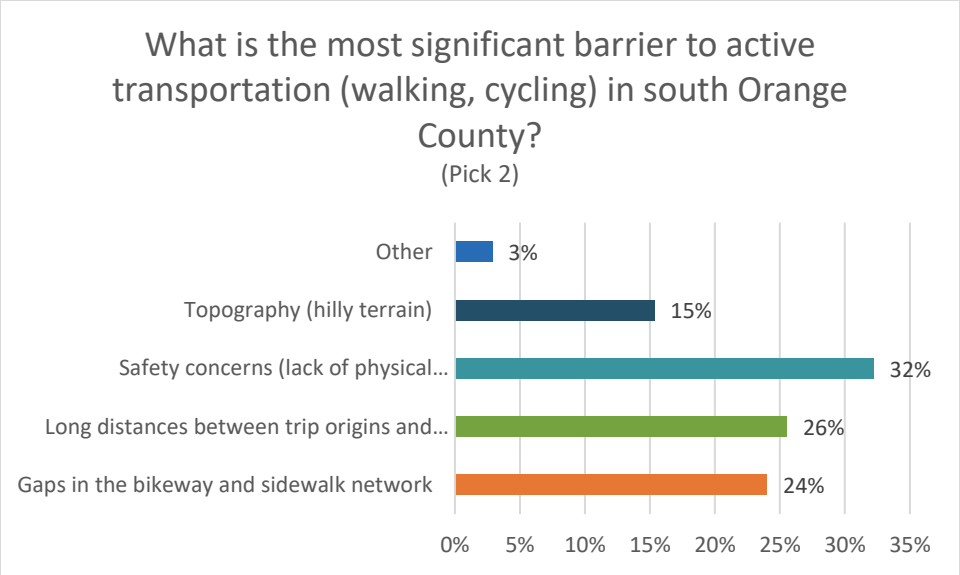
Option	Total*
Traffic congestion	229
Intersection delays	159
Potholes/street maintenance	58
Safety for all users (drivers, pedestrians, cyclists)	168
Other	22

* Based upon 358 respondents
* Respondents allowed up to 2 choices



Option	Total*
Traffic congestion	285
Unpredictable commute time	159
Back-up at freeway off ramps	100
Safety	71
Other	28

* Based upon 357 respondents
* Respondents allowed up to 2 choices

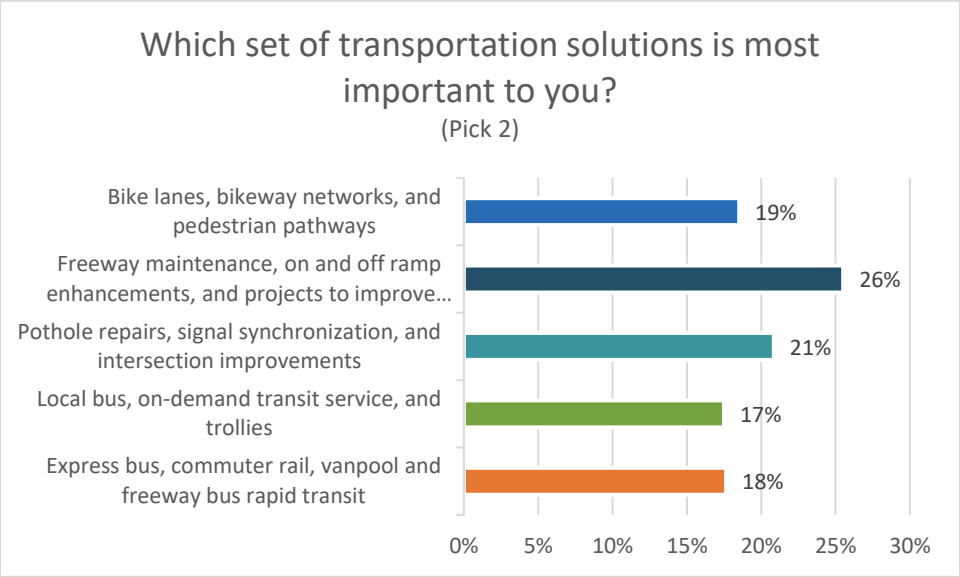


Option	Total*
Gaps in the bikeway and sidewalk network	158
Long distances between trip origins and destinations	168
Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)	212
Topography (hilly terrain)	101
Other	19

* Based upon 356 respondents
* Respondents allowed up to 2 choices

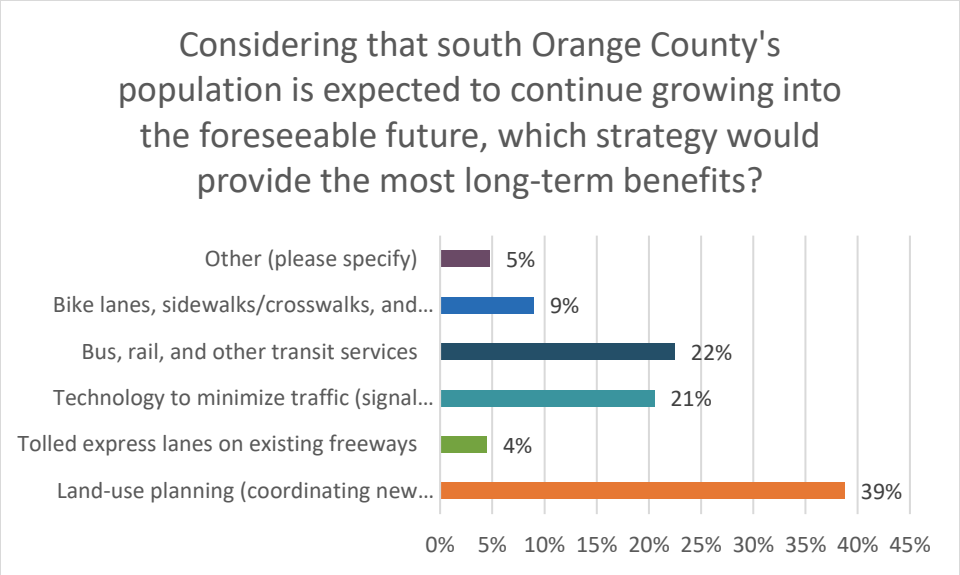
General Transportation Solutions

Two questions were asked to prioritize the top opportunities to improve transportation in Orange County overall.



Option	Total*
Express bus, commuter rail, vanpool, and freeway bus rapid transit	121
Local bus, on-demand transit service, and trollies	120
Pothole repairs, signal synchronization, and intersection improvements	143
Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow	175
Bike lanes, bikeway networks, and pedestrian pathways	127

* Based upon 357 respondents
* Respondents allowed up to 2 choices



Option	Total*
Land-use planning (coordinating new development with transportation)	138
Tolled express lanes on existing freeways	16
Technology to minimize traffic (signal synchronization, autonomous vehicles)	73
Bus, rail, and other transit services	80
Bike lanes, sidewalks/crosswalks, and paved trails	32
Other (please specify)	17

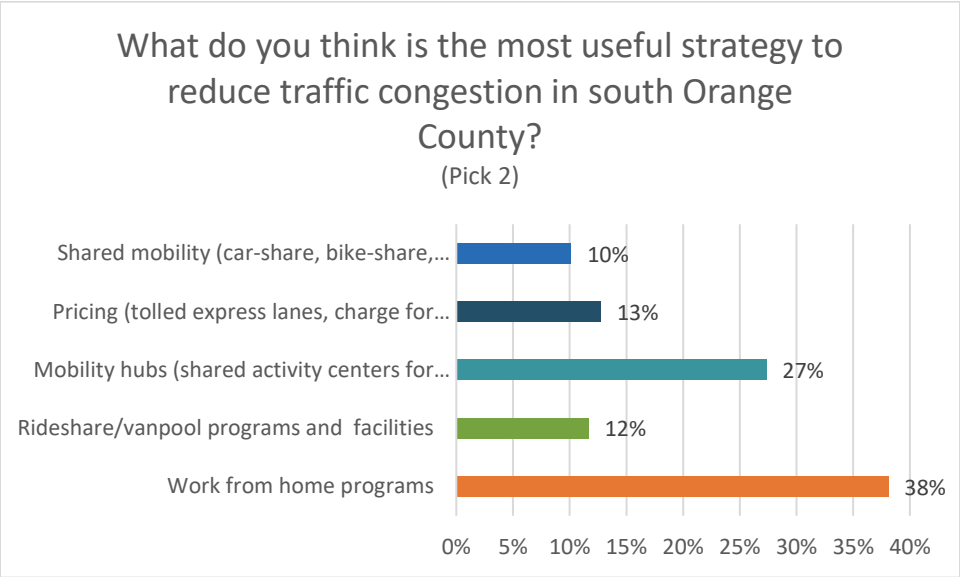
* Based upon 356 respondents

Common Other Responses Received	# of Responses per Topic
Work from home initiatives	2
Autonomous vehicles	2
Limit/ remove toll road or toll road cost	3
Reduce new development	2

* Based upon comments made two or more times by 17 respondents.

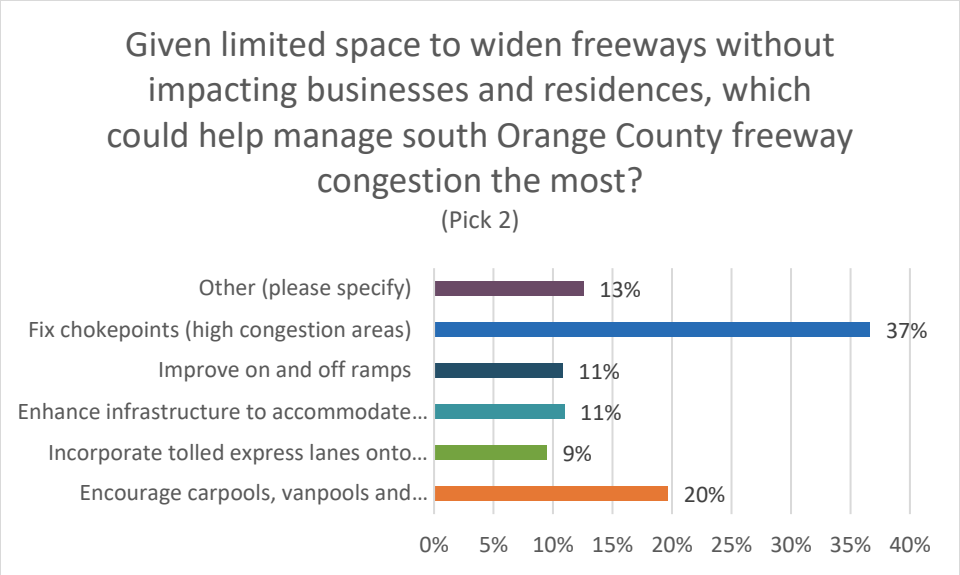
Traffic Congestion Solutions

Three questions were asked to determine the best strategies to improve traffic congestion in south Orange County. This offered insight on the respondents' top priorities and solutions.



Option	Total*
Work from home programs	248
Rideshare/vanpool programs and facilities	76
Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)	178
Pricing (tolled express lanes, charge for parking)	83
Shared mobility (car-share, bike-share, scooter-share)	66

* Based upon 351 respondents
* Respondents allowed up to 2 choices



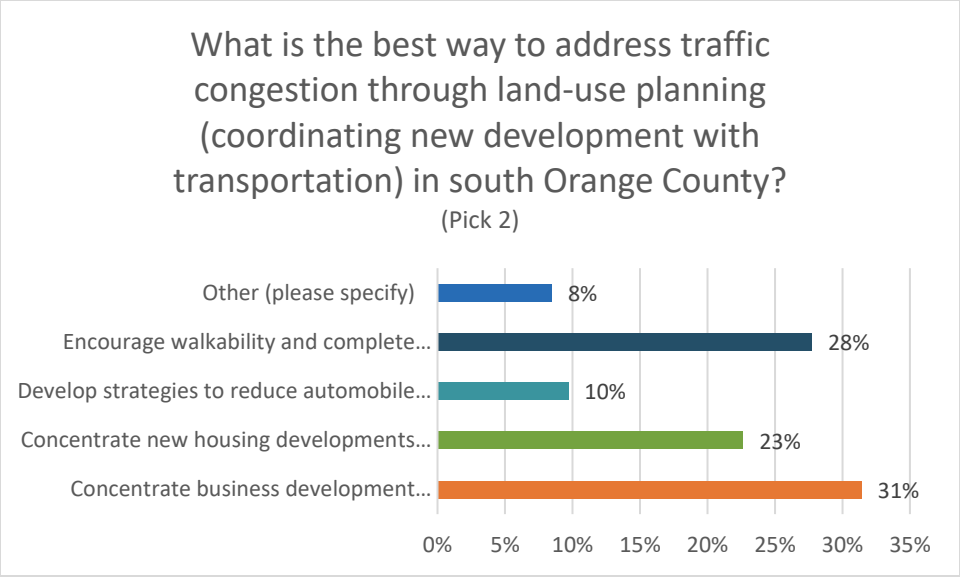
Option	Total*
Encourage carpools, vanpools, and ridesharing	133
Incorporate tolled express lanes onto existing freeways (91 Express Lanes)	64
Enhance infrastructure to accommodate autonomous (self-driving) vehicles	74
Improve on and off ramps	73
Fix chokepoints (high congestion areas)	248
Other (please specify)	85

* Based upon 351 respondents
* Respondents allowed up to 2 choices

Common Other Responses Received	# of Responses per Topic
Affordable public transit service	6
Increase/ improve overall trains/ bus service (especially light rail)	36
Expand bike parking	2
Double-stacked Freeways	2
Reduce construction	3
Decrease toll roads/ lanes	3

Common Other Responses Received	# of Responses per Topic
Increase multimodal options	10
Encourage toll road use/ reduce fees	2
Incentivize carpools, vanpools, or ridesharing	3
Existing roadway maintenance	3
Increase more accessibility/ public use of golf carts	3
Construct/ improve safety of cycling lanes	6
Complete roadway gaps	4
Encourage Work from Home Initiatives	3

* Based upon comments made two or more times by 85 respondents.



Option	Total*
Concentrate business development around transit (bus/rail) centers	204
Concentrate new housing developments around transit (bus/rail) centers	147
Develop strategies to reduce automobile dependency (i.e., charge for parking)	63
Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians)	180
Other (please specify)	55

* Based upon 356 respondents
* Respondents allowed up to 2 choices

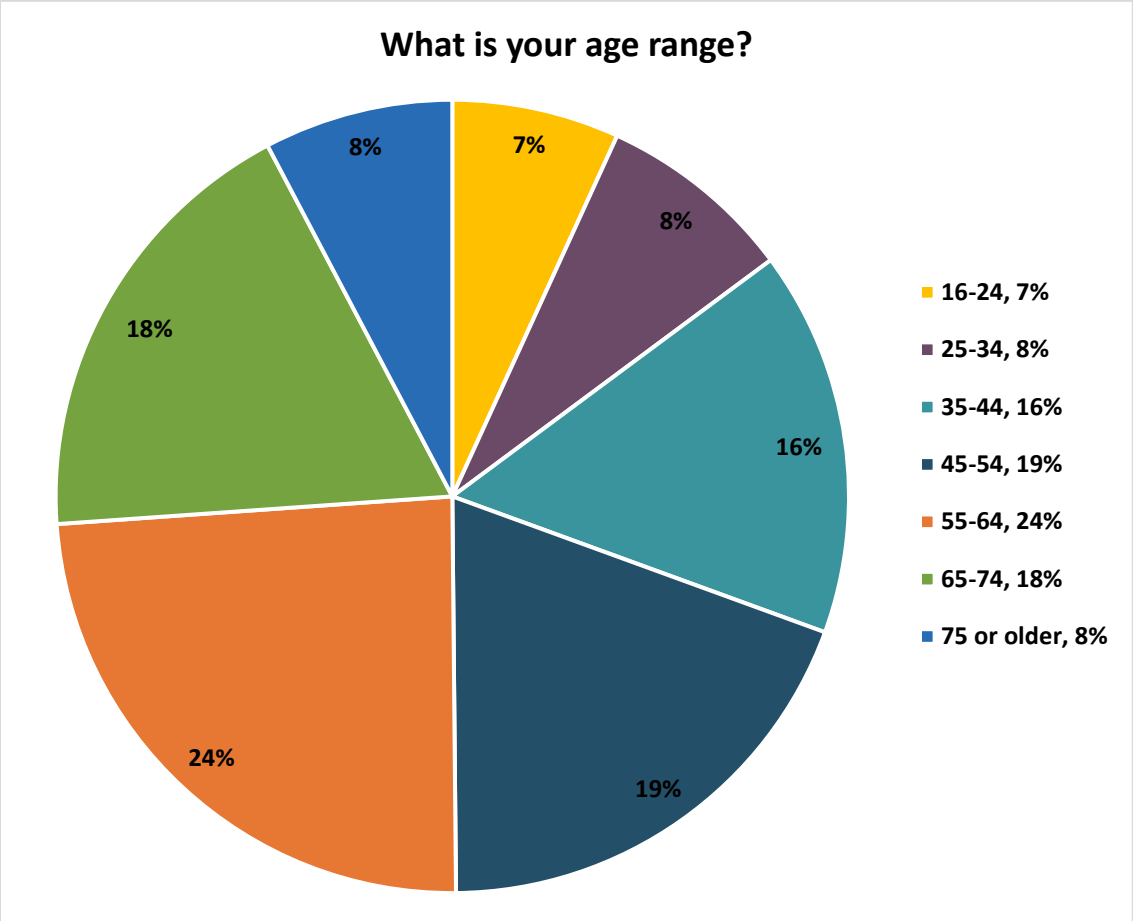
Common Other Responses Received	# of Responses per Topic
Rail service supplemented by local driving services	2
Eliminate parking/ toll road fees	6

Common Other Responses Received	# of Responses per Topic
Improve/ increase public transportation (bus, rail)	9
Incentivize carpools, vanpools, or ridesharing	1
Reduce residential/ commercial development	7
Create more multimodal roads (golf cart/ bike friendly)	2
Increase cost of new development	3
Encourage work from home environment	2

* Based upon comments made two or more times by 55 respondents.

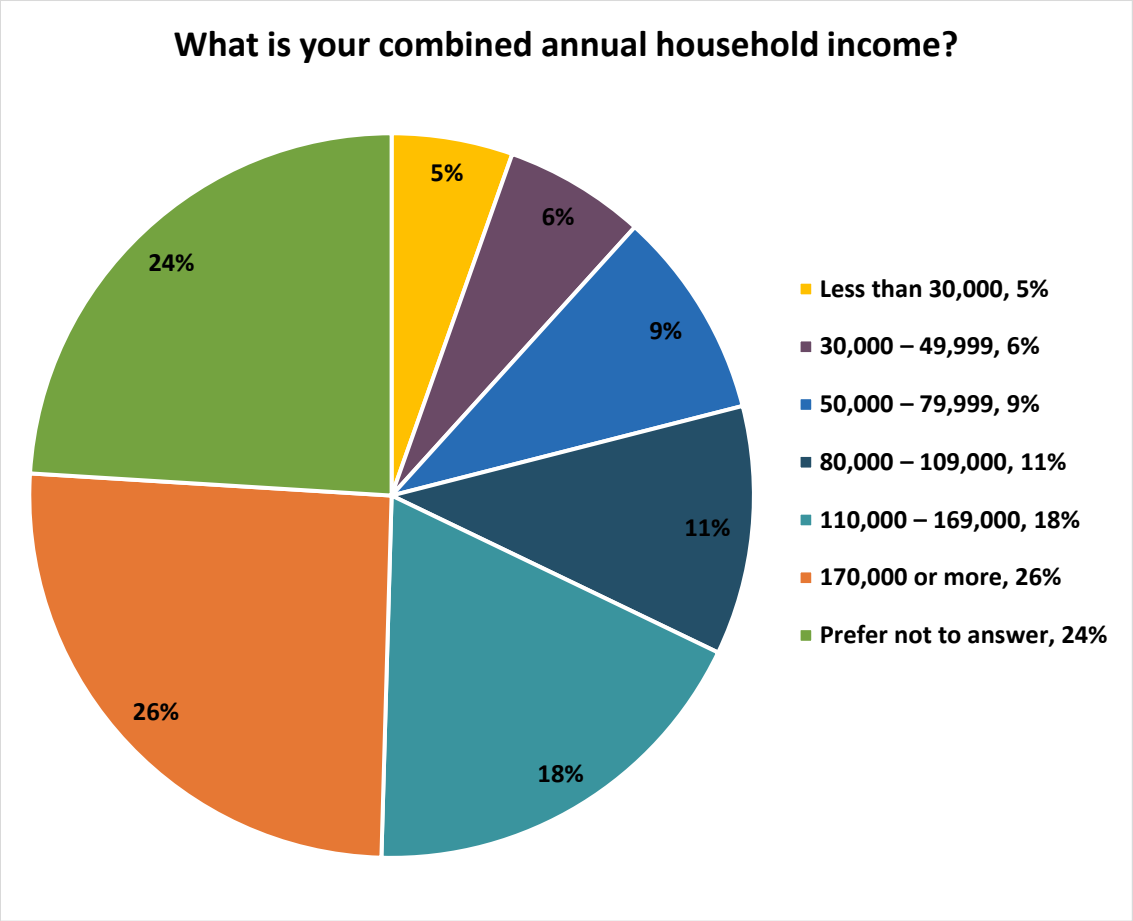
Demographics

Three questions were asked to assess the demographics of the respondents.



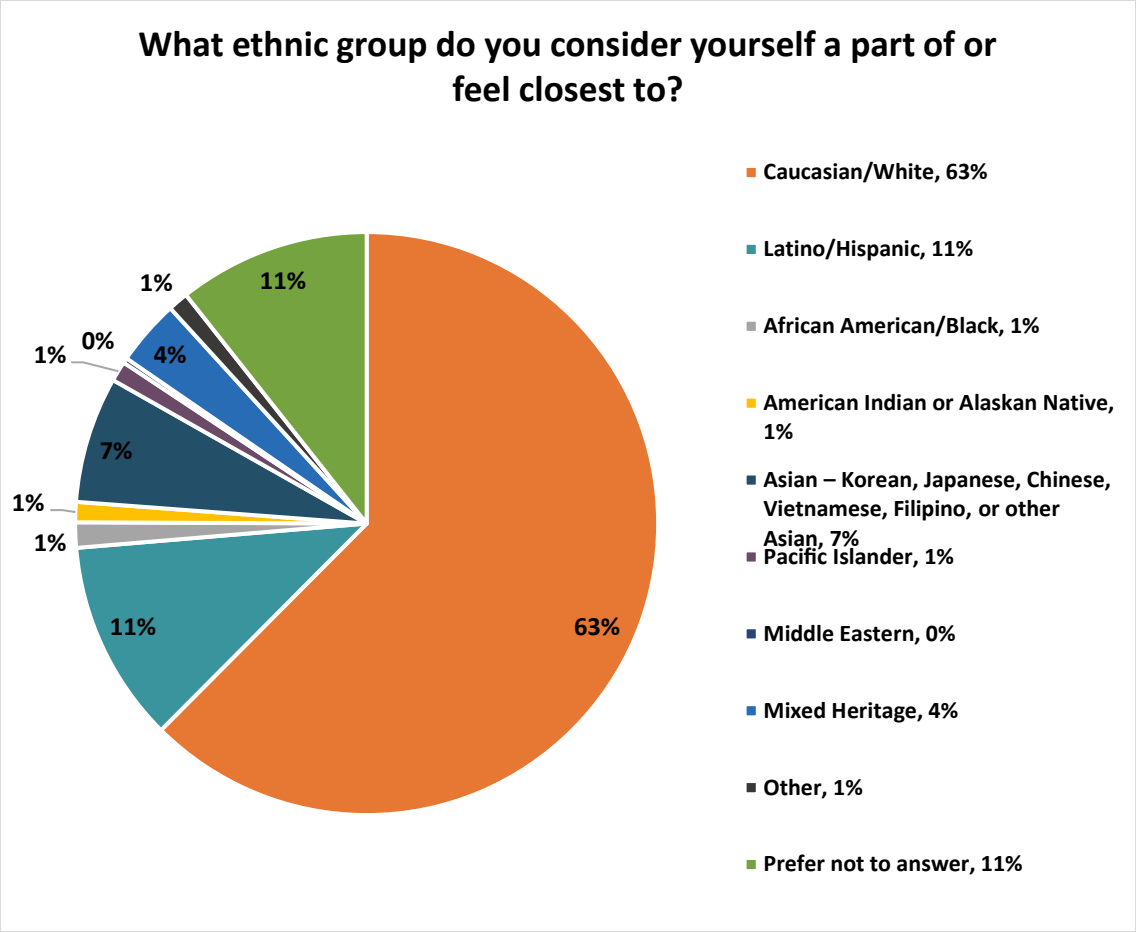
Option	Total*
16-24	23
25-34	27
35-44	53
45-54	65
55-64	81
65-74	62
75 or older	26

* Based upon 337 respondents



Option	Total*
Less than 30,000	18
30,000 – 49,999	21
50,000 – 79,999	31
80,000 – 109,000	37
110,000 – 169,000	61
170,000 or more	85
Prefer not to answer	80

* Based upon 333 respondents



Option	Total*
Caucasian/White	223
Latino/Hispanic	40
African American/Black	5
American Indian or Alaskan Native	4
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian	25
Pacific Islander	4
Middle Eastern	1
Mixed Heritage	13
Other	4
Prefer not to answer	38

* Based upon 357 respondents

Stay Involved

A total of 90 email contacts were received and were included in the Stakeholder Database to receive notifications, project updates, community meeting invites and to be included in outreach during Phase 2.

CONCLUSION

The collected survey results offered insight that showed respondents recognize the need to address transportation challenges and want to see an increase in alternative transportation frequency and accessibility, a reduction in traffic congestion, and overall safer conditions for all modes of travel. Analysis of the South Orange County Multimodal Transportation Study, along with strategic planning, will help address the various challenges of transportation accessibility while providing mobility opportunities to relieve transportation congestion and acclimating to the county's rising population. During Phase 2 of the PIP, OCTA will be presenting draft multimodal alternatives to the public for review and input. The feedback collected during Phase 2 combined with the public input collected during Phase 1 will provide OCTA a solid foundation to develop recommendations to address future south Orange County's mobility needs.

Appendices

Appendix A
Surveys

Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix A.2 Hard Copy Survey (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix A

Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

OCTA SOCMTS PUBLIC INPUT SURVEY

The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuter, and visitors in south Orange County. The South Orange County Multimodal Transportation Study (SOCMTS) will identify improvements for all modes of transportation, including streets, bus and rail transit, highways and bikeways through the year 2045.

Please take this short survey to provide your input and help OCTA improve transportation in south Orange County.

Take the survey in Spanish, Mandarin, Korean or Vietnamese.

1. What is your home zip code?

2. When you travel in and around Orange County, how do you normally get from place to place?
You may select up to three choices.

- [ ] Drive alone
- [ ] Carpool/vanpool
- [ ] Bus
- [ ] Metrolink/ Amtrak
- [ ] Bicycle
- [ ] Walk/jog/run
- [ ] Trollies/shuttles
- [ ] On-demand rideshare service (such as Uber or Lyft)
- [ ] ACCESS/paratransit service
- [ ] E-bike/e-scooter

3. What is the most important issue concerning transportation in south Orange County? (pick two)

- [ ] Traffic congestion on local streets and roads
- [ ] Traffic congestion on freeways/highways
- [ ] Greenhouse gases (addressing climate change)
- [ ] Safety
- [ ] Land-use planning (coordinating new development with transportation)
- [ ] Not enough transportation choices (bus, rail, or on-demand microtransit service)

4. What is the primary challenge to bus and rail travel in south Orange County? (pick two)

- [ ] Access to/from destinations
- [ ] Service frequency
- [ ] Travel time
- [ ] Reliability
- [ ] Other

5. What is the primary challenge of using local streets in south Orange County? (pick two)

- [ ] Traffic congestion
- [ ] Intersection delays
- [ ] Potholes/street maintenance
- [ ] Safety for all users (drivers, pedestrians, cyclists)
- [ ] Other

6. What is the primary challenge to using freeways/highways in south Orange County? (pick two)

- [ ] Traffic congestion
- [ ] Unpredictable commute time
- [ ] Back-up at freeway off ramps
- [ ] Safety
- [ ] Other

7. What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)

- [ ] Gaps in the bikeway and sidewalk network
- [ ] Long distances between trip origins and destinations
- [ ] Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)
- [ ] Topography (hilly terrain)
- [ ] Other

8. What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)

- [ ] Work from home programs
- [ ] Rideshare/vanpool programs and facilities
- [ ] Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)
- [ ] Pricing (tolled express lanes, charge for parking)
- [ ] Shared mobility (car-share, bike-share, scooter-share)

9. Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)

- [ ] Encourage carpools, vanpools and ridesharing
- [ ] Incorporate tolled express lanes onto existing freeways (91 Express Lanes)
- [ ] Enhance infrastructure to accommodate autonomous (self-driving) vehicles
- [ ] Improve on and off ramps
- [ ] Fix chokepoints (high congestion areas)
- [ ] Other (please specify)

10. Which set of transportation solutions is most important to you? (pick two)

- [ ] Express bus, commuter rail, vanpool and freeway bus rapid transit
- [ ] Local bus, on-demand transit service, and trollies
- [ ] Pothole repairs, signal synchronization, and intersection improvements
- [ ] Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow
- [ ] Bike lanes, bikeway networks, and pedestrian pathways

11. What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)

- [ ] Concentrate business development around transit (bus/rail) centers
- [ ] Concentrate new housing developments around transit (bus/rail) centers
- [ ] Develop strategies to reduce automobile dependency (i.e., charge for parking)
- [ ] Encourage walkability and complete streets
  (streets designed and operated safely for all users like drivers, cyclists, pedestrians)
- [ ] Other (please specify)

12. Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?

- ○ Land-use planning (coordinating new development with transportation)
- ○ Tolled express lanes on existing freeways
- ○ Technology to minimize traffic (signal synchronization, autonomous vehicles)
- ○ Bus, rail, and other transit services
- ○ Bike lanes, sidewalks/crosswalks, and paved trails
- ○ Other (please specify)

THANKS FOR YOUR INPUT! NOW, PLEASE TELL US A LITTLE ABOUT YOURSELF. (Optional)

13. What is your worksite zip code if you have one?

14. What is your age range?

- [ ] 16-24
- [ ] 25-34
- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65-74
- [ ] 75 or older

15. What is your combined annual household income?

- [ ] Less than 30,000
- [ ] 30,000 – 49,999
- [ ] 50,000 – 79,999
- [ ] 80,000 – 109,000
- [ ] 110,000 – 169,000
- [ ] 170,000 or more
- [ ] Prefer not to answer

16. What ethnic group do you consider yourself a part of or feel closest to?

- [ ] Caucasian/White
- [ ] Latino/Hispanic
- [ ] African American/Black
- [ ] American Indian or Alaskan Native
- [ ] Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian
- [ ] Pacific Islander
- [ ] Middle Eastern
- [ ] Mixed Heritage
- [ ] Other
- [ ] Prefer not to answer

17. Sign up to receive project updates and meeting invites

Stay in touch! Sign-up today at octa.net/SouthOCStudy to learn more about the study, upcoming meetings and to receive news updates.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

La Autoridad de Transporte del Condado de Orange (OCTA) está realizando un estudio sobre transporte que considerará las necesidades de transporte de los residentes, viajeros y visitantes en el condado de Orange del sur. El Estudio sobre el Transporte Multimodal del Condado de Orange del Sur (SOCMTS) identificará mejoras para todas las modalidades de transporte, incluyendo calles, tránsito, autopistas y bicisendas hasta el año 2045.

Por favor realice esta breve encuesta para darnos su opinión y ayudar a la OCTA a mejorar el transporte en el condado de Orange del sur.

1. ¿Cuál es su código postal?

2. Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro?

Puede seleccionar hasta tres opciones.

- ☐ Conduzco solo
- ☐ Viaje compartido en coche/van
- ☐ Autobús
- ☐ Metrolink/ Amtrak
- ☐ Bicicleta
- ☐ Caminar/trotar/correr
- ☐ Trolebuses/shuttles
- ☐ Servicio de viaje compartido a demanda (como Uber o Lyft)
- ☐ ACCESS/servicio de paratránsito
- ☐ Bicicleta eléctrica/scooter eléctrico

3. ¿Cuál es el problema de transporte más importante en el condado de Orange del sur? (seleccione dos)

- ☐ Congestión del tráfico en las calles locales y carreteras
- ☐ Congestión del tráfico en las autopistas
- ☐ Gases de efecto invernadero (resolución del cambio climático)
- ☐ Seguridad
- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)
- ☐ Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)

4. ¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur? (seleccione dos)

- [ ] Acceso a/desde los destinos
- [ ] Frecuencia de los servicios
- [ ] Tiempo de viaje
- [ ] Confiabilidad
- [ ] Otros

5. ¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur? (seleccione dos)

- [ ] Congestión del tráfico
- [ ] Demoras en las intersecciones
- [ ] Baches/mantenimiento de las calles
- [ ] Seguridad para todos los usuarios (conductores, peatones, ciclistas)
- [ ] Otros
- [ ] Other (please specify)

6. ¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur? (seleccione dos)

- [ ] Congestión del tráfico
- [ ] Tiempo de desplazamiento impredecible
- [ ] Asistencia en las salidas de las autopistas
- [ ] Seguridad
- [ ] Otros

7. ¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur? (seleccione dos)

- [ ] Deficiencias en la red de bicisendas y sendas peatonales
- [ ] Largas distancias entre el origen y destino de los viajes
- [ ] Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)
- [ ] Topografía (terreno montañoso)
- [ ] Otros

8. ¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur? (seleccione dos)

- [ ] Programas de trabajo en casa
- [ ] Programas de viaje compartido e instalaciones
- [ ] Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)
- [ ] Precios (carriles rápidos con peaje, estacionamiento de pago)
- [ ] Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)

9. Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur? (seleccione dos)

- [ ] Promover los viajes compartidos
- [ ] Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)
- [ ] Optimizar la infraestructura para acomodar los vehículos autónomos
- [ ] Mejorar las vías de entrada y salida de las autopistas
- [ ] Solucionar los cuellos de botella (zonas de alta congestión)
- [ ] Otros (por favor, especificar)

10. ¿Qué conjunto de soluciones de transporte es más importante para usted? (seleccione dos)

- [ ] Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista
- [ ] Servicio de autobuses locales, tránsito a demanda y trolebuses
- [ ] Reparación de baches, sincronización de señales y mejoras en las intersecciones
- [ ] Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general
- [ ] Carriles especiales para bicicletas, redes de bicisendas y sendas peatonales

11. ¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur? (seleccione dos)

- ☐ Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)
- ☐ Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)
- ☐ Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)
- ☐ Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)
- ☐ Otros (por favor especificar)

12. Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?

- ○ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el sistema de transporte)
- ○ Carriles exprés con peaje en las autopistas existentes
- ○ Tecnología para minimizar el tráfico (sincronización de señales, vehículos autónomos)
- ○ Bicisendas, sendas peatonales y sendas pavimentadas
- ○ Otros (por favor, especificar)

¡GRACIAS POR SUS COMENTARIOS! POR FAVOR CUÉNTENOS MÁS SOBRE USTED. (Opcional)

13. ¿Cuál es el código postal de su lugar de trabajo, si corresponde?

14. ¿Cuál es su rango de edad?

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 o más

15. ¿Cuál es el ingreso anual total de su hogar?

- ☐ Menos de 30,000
- ☐ 30,000 – 49,999
- ☐ 50,000 – 79,999
- ☐ 80,000 – 109,000
- ☐ 110,000 – 169,000
- ☐ 170,000 o más
- ☐ Prefiero no responder

16. ¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?

- ☐ Caucásico/Blanco
- ☐ Latino/Hispano
- ☐ Afroamericano/Negro
- ☐ Indio americano o nativo de Alaska
- ☐ Asiático – coreano, japonés, chino, vietnamita, filipino u otro
- ☐ Isleño del Pacífico
- ☐ Procedente de Medio Oriente
- ☐ Herencia mixta
- ☐ Otros
- ☐ Prefiero no responder

17. Suscríbase para recibir información actualizada sobre los proyectos e invitaciones a las reuniones

Manténgase en contacto. Suscríbase hoy en octa.net/SouthOCStudy para obtener más información sobre el estudio y las próximas reuniones, y para recibir noticias actualizadas.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

橙县交通管理局（**OCTA**）正在进行交通研究。这项研究将考虑橙县南部的居民、社区和访客的交通需要。橙县南部多式交通研究（**SOCMTS**）将确定所有交通模式的改进方案，包括到 **2045**年的街道、公共汽车和铁路公交、公路和自行车道。

请您完成这份简短的调查，提供您的意见，帮助 **OCTA** 改善橙县南部的交通。

1. 您的住家邮政编码是什么？

2. 您在橙县及其周围出行时，通常如何从一个地方到另一个地方？

您可以最多选择三项。

- ☐ 独自驾车
- ☐ 小车/面包车共乘
- ☐ 公共汽车
- ☐ **Metrolink/ Amtrak**
- ☐ 自行车
- ☐ 步行/慢跑/跑步
- ☐ 电车/班车
- ☐ 按需共乘服务（例如 **Uber** 或 **Lyft**）
- ☐ **ACCESS**/辅助运输服务
- ☐ 电动自行车/电动踏板车

3. 关于橙县南部的交通，最重要的问题是什么？（选择两个）

- ☐ 当地街道和道路上的交通拥堵
- ☐ 高速公路/公路上的交通拥堵
- ☐ 温室气体（应对气候变化）
- ☐ 土地利用规划（对新开发和交通进行协调）
- ☐ 交通运输选项不够（公共汽车，铁路或者按需的微型公交服务）

4. 在橙县南部，公共汽车和铁路面临的主要挑战是什么？（选择两个）

- ☐ 方便往返目的地
- ☐ 服务频率
- ☐ 旅行时间
- ☐ 可靠性
- ☐ 其他

5. 在橙县南部，使用当地街道的主要挑战是什么？（选择两个）

- ☐ 交通拥堵
- ☐ 交叉路口延误
- ☐ 坑洼/街道维修
- ☐ 所有使用者（驾驶人，行人，骑自行车的人）的安全
- ☐ 其他

6. 在橙县南部，使用高速公路/公路的主要挑战是什么？（选择两个）

- ☐ 交通拥堵
- ☐ 通勤时间不可预测
- ☐ 在高速公路出口匝道排队等候
- ☐ 安全
- ☐ 其他

7. 在橙县南部，积极交通（步行，骑自行车）的最大障碍是什么？（选择两个）

- ☐ 自行车道与人行道网络中的空隙
- ☐ 出发地与目的地自己的距离较远
- ☐ 安全问题（与汽车没有物理隔离，没有信任转让设施）
- ☐ 地形（丘陵地带）
- ☐ 其他

8. 您认为减少橙县南部交通拥堵的最有效策略是什么？（选择两个）

- ☐ 在家工作方案
- ☐ 共乘车/共乘方案和设施
- ☐ 移动中心（用于连接公共汽车/班车/共乘车的共享活动中心）
- ☐ 收费（收费高速公路，停车费）
- ☐ 共享出行（汽车共享，自行车共享，踏板车共享）

9. 在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最多程度地管理橙县南部高速公路的拥堵？（选择两个）

- ☐ 鼓励小车共乘，面包车共乘和拼车
- ☐ 把收费车道纳入现有的高速公路（91号公路快速车道）
- ☐ 加强基础设施以适用自动（自动驾驶）车辆
- ☐ 改善高速公路出入口坡道
- ☐ 疏通阻塞点（高拥挤区域）
- ☐ 其他（请具体说明）

10. 您认为哪一组交通运输解决方案最重要？（选择两个）

- ☐ 快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输
- ☐ 当地公共汽车、按需公交服务和电车
- ☐ 坑洼修复、信号同步和交叉路口改善
- ☐ 高速公路维护、出入口坡道改善和改善整体交通流量的项目
- ☐ 自行车道、自行车道网络和人行道

11. 在橙县南部，通过土地利用规划（对新开发和交通进行协调）解决交通拥堵的最佳方法是什么？（选择两个）

- ☐ 集中公交（公共汽车/铁路）中心周围的业务发展
- ☐ 集中公交（公共汽车/铁路）中心周围的住房开发
- ☐ 制定减少依赖汽车的策略（即收停车费）
- ☐ 鼓励步行和整条街道（为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道）
- ☐ 其他（请具体说明）

12. 考虑到橙县南部的人口预计在可以一键的将来会继续增长，哪种策略将提供最大的长期利益？

- ◯ 土地利益规划（对新开发和交通进行协调）
- ◯ 现有高速公路上的收费快车道
- ◯ 减少交通的技术（信号同步，自动驾驶车辆）
- ◯ 公共汽车、铁路和其他公交服务
- ◯ 自行车道、人行道/人行横道和铺面小径
- ◯ 其他（请具体说明）

谢谢您的意见！现在，请向我们稍微介绍一下您自己。（可选）

13. 如果有的话，您的工作地点的邮政编码是什么？

14. 您在哪个年龄段？

- ☐ **16-24** 岁
- ☐ **25-34** 岁
- ☐ **35-44** 岁
- ☐ **45-54** 岁
- ☐ **55-64** 岁
- ☐ **65-74** 岁
- ☐ **75** 岁以上

15. 您的家庭年总收入是多少？

- ☐ 低于**30,000**
- ☐ **30,000 – 49,999**
- ☐ **50,000 – 79,999**
- ☐ **80,000 – 109,000**
- ☐ **110,000 – 169,000**
- ☐ **170,000** 以上
- ☐ 不愿回答

16. 您认为自己属于或者最接近哪个种族？

- ☐ 高加索人/白人
- ☐ 拉丁裔/西班牙裔
- ☐ 非洲裔美国人/黑人
- ☐ 美洲印第安人或阿拉斯加原住民
- ☐ 亚裔 – 韩国人、日本人、中国人、越南人、菲律宾人或其他亚裔
- ☐ 太平洋岛民
- ☐ 中东人
- ☐ 混合族裔
- ☐ 其他
- ☐ 不愿回答

17. 注册接收项目更新资讯和会议邀请

保持联系。 今天就在**octa.net/SouthOCStudy**上注册，以了解有关该研究的更多信息、即将举行的会议并接收新闻更新。

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

OCTA SOCMTS PUBLIC INPUT SURVEY – Korean

오렌지 카운티 교통국(**OCTA**)은 지역 주민들, 통근자들 및 남부 오렌지 카운티 방문객들의 교통 요구를 고려하여 교통 연구를 수행하고 있습니다. 남부 오렌지 카운티 복합 교통수단 연구 (**SOCMTS**)는 **2045**년에 걸쳐 자동차 도로, 버스와 철도 대중 교통, 고속도로 및 자전거 도로를 포함한 모든 교통 수단에 대한 개선책들을 강구할 것입니다.

이 짧은 설문조사를 통해 의견을 주셔서 **OCTA**가 남부 오렌지 카운티의 교통을 개선하는데 도움을 주시기 바랍니다.

1. 집 우편번호는 어떻게 되나요**?**

2. 오렌지 카운티 안에서 또는 주위를 다닐 때 보통 한 곳에서 다른 곳으로 어떻게 이동하나요**?**

응답을 세 개까지 선택할 수 있습니다.

- ☐ 혼자 운전
- ☐ 카풀/밴풀
- ☐ 버스
- ☐ 메트로링크/앰트랙
- ☐ 자전거
- ☐ 걷기/조깅/달리기
- ☐ 트롤리/셔틀
- ☐ 차량 공유 서비스(예**: Uber** 또는 **Lyft)**
- ☐ **ACCESS/**보조 대중교통
- ☐ 전기 자전거/전자 스쿠터

3. 남부 오렌지 카운티의 교통과 관련하여 가장 중요한 문제는 무엇입니까**? (2** 개만 선택**)**

- ☐ 거리와 도로의 교통 체증
- ☐ 프리웨이/고속도로의 교통 체증
- ☐ 온실 가스 **(**기후 변화 원인**)**
- ☐ 안전
- ☐ 토지 사용 계획 **(**교통 수단 변화와 함께**)**
- ☐ 교통 수단 선택이 많지 않음 **(**버스**,** 철도 또는 초소형 교통 수단**)**

4. 남부 오렌지 카운티에서 버스와 철도를 사용할 때 가장 큰 문제는 무엇입니까**? (2** 개만 선택**)**

- ☐ 목적지까지/로부터 접근
- ☐ 서비스 빈도
- ☐ 여행 시간
- ☐ 신뢰도
- ☐ 기타

5. 남부 오렌지 카운티에서 지역내 도로를 사용할 때 가장 큰 문제는 무엇입니까**? (2** 개만 선택**)**

- ☐ 교통 체증
- ☐ 교차로 지연
- ☐ 포트홀/도로 관리
- ☐ 모든 사용자(운전자, 보행자, 자전거)들을 위한 안전
- ☐ 기타

6. 남부 오렌지 카운티에서 프리웨이/고속도로를 사용할 때 가장 큰 문제는 무엇입니까**? (2** 개만 선택**)**

- ☐ 교통 체증
- ☐ 예측할 수 없는 통근 시간
- ☐ 프리웨에서 램프 출구 교통 정체
- ☐ 안전
- ☐ 기타

7. 남부 오렌지 카운티에서 걷기나 자전거 탈 때 가장 큰 장벽은 무엇입니까**? (2** 개만 선택**)**

- [ ] 자전거 도로 또는 걷는 길이 끊어진다
- [ ] 출발지와 목적지 사이에 거리가 멀다
- [ ] 안전 문제 **(**자동차와의 물리적 분리 부족**,** 보행자 편의 시설 부족**)**
- [ ] 지형 **(**언덕이 많음**)**
- [ ] 기타

8. 남부 오렌지 카운티의 교통 혼잡을 줄이는데 가장 좋은 전략은 무엇이라고 생각하십니까**? (2** 개만 선택**)**

- [ ] 재택 근무
- [ ] 차량공유**/**밴풀 및 시설
- [ ] 이동수단 허브 **(**버스**/**셔틀**/**차량공유 등을 연결하는 활동 센터**)**
- [ ] 요금부과 **(**유료 익스프레스 레인**,** 유료 주차**)**
- [ ] 이동수단 공유 **(**자동차 공유**,** 자전거 공유**,** 스쿠터 공유**)**

9. 상점들과 주택에 영향을 주지 않고 프리웨이를 확장하는데 공간이 부족한 상황에서**,** 남부 오렌지 카운티 프리웨이 체증을 관리하는 데 가장 도움이 되는 것은**? (2** 개만 선택**)**

- [ ] 카풀**,** 밴풀 및 차량 공유를 장려한다
- [ ] 기존 프리웨이**(91** 익스프레스 레인**)**에 유료 익스프레스 레인을 통합한다
- [ ] 자율주행**(**셀프 드라이빙**)** 차량을 위해 인프라 강화한다
- [ ] 램프 진입 및 출구시 정체 개선
- [ ] 정체 구간 개선 **(**교통 체증 지역**)**
- [ ] 기타 **(**구체적으로 기재**)**

10. 귀하에게 가장 중요한 교통 수단은 무엇입니까**? (2** 개만 선택**)**

- ☐ 익스프레스 버스, 통근 전철, 밴풀, 프리웨이 급행 버스
- ☐ 지역 버스, 주문형 교통 서비스 및 트롤리
- ☐ 포트홀 수리, 신호 동기화 및 교차로 개선
- ☐ 프리웨이 유지 관리, 램프 진입 및 출구 개선, 전반적인 교통 흐름 개선 프로젝트
- ☐ 자전거 레인, 자전거 도로망, 보행자 길

11. 남부 오렌지 카운티의 토지 사용 계획**(**교통 수단 변화와 함께**)**을 통해 교통 체증을 해결하는 가장 좋은 방법은 무엇입니까**? (2** 개만 선택**)**

- ☐ 대중 교통**(**버스**/**철도**)** 센터 주변에 비즈니스 개발에 집중한다
- ☐ 대중 교통**(**버스**/**철도**)** 센터 주변에 새로운 주거지 개발에 집중한다
- ☐ 자동차 의존도를 줄이는 전략을 개발한다 **(**예**:** 유료 주차**)**
- ☐ 걷기 쉽고 운전자**,** 자전거**,** 보행자 모두에게 안전한 거리를 만든다
- ☐ 기타**(**구체적으로**)**

12. 남부 오렌지 카운티의 인구가 계속 증가할 것으로 예상되는 것을 고려할 때 장기적인 혜택을 위한 가장 좋은 전략은 무엇입니까**?**

- ○ 토지 사용 계획 **(**교통 수단 변화와 함께**)**
- ○ 기존 프리웨이에 유료 익스프레스 레인 설치
- ○ 교통량을 최소화 하는 기술**(**신호 동기화**,** 자율 주행 차**)**
- ○ 버스**,** 철도 및 기타 대중 교통 서비스
- ○ 자전거 도로**,** 인도**/**횡단 보도 및 포장된 트레일
- ○ 기타**(**구체적으로**)**

의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다. (선택)

13. 직장 우편번호는 어떻게 됩니까**?**

14. 연령대는 어떻게 되십니까**?**

- ☐ **16-24** 세
- ☐ **25-34** 세
- ☐ **35-44** 세
- ☐ **45-54** 세
- ☐ **55-64** 세
- ☐ **65-74** 세
- ☐ **75** 세 이상

15. 가계 총 소득은 얼마입니까**?**

- ☐ **30,000**불 미만
- ☐ **30,000 – 49,999** 불
- ☐ **50,000 – 79,999** 불
- ☐ **80,000 – 109,000** 불
- ☐ **110,000 – 169,000** 불
- ☐ **170,000** 불 이상
- ☐ 답하고 싶지 않음

16. 어떤 인종 그룹에 속하신다고 생각하십니까**?**

- ☐ 백인
- ☐ 라틴계/히스패닉
- ☐ 흑인
- ☐ 아메리칸 인디언 또는 알래스카 원주민
- ☐ 아시안 – 한국, 일본, 중국, 베트남, 필리핀 또는 기타 아시아
- ☐ 태평양 도서인
- ☐ 중동인
- ☐ 혼혈인
- ☐ 기타
- ☐ 답하고 싶지 않음

17. 프로젝트 업데이트 및 회의 초대를 받으려면 등록하십시오

참여 방법. 웹사이트 **octa.net/SouthOCStudy**에서 등록하신 다음 연구, 미팅들에 대해 자세히 알아보고 뉴스 업데이트도 받으십시오.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

OCTA SOCMTS PUBLIC INPUT SURVEY – Vietnamese

Cơ quan Giao thông Vận chuyển Quận Orange (OCTA), đang tiến hành một cuộc nghiên cứu về giao thông vận chuyển sẽ xem xét nhu cầu vận chuyển của cư dân, người đi làm và du khách ở khu vực phía nam Quận Cam. Cuộc Nghiên cứu Giao thông Vận chuyển Đa phương thức của Khu vực phía Nam Quận Orange (SOCMTS) sẽ xác định các cải tiến cho tất cả các phương thức vận chuyển, bao gồm các đường phố, các phương tiện xe buýt và đường sắt, đường cao tốc và đường dành cho xe đạp cho đến cuối năm 2045.

Xin vui lòng thực hiện cuộc khảo sát ngắn này để cung cấp ý kiến đóng góp của quý vị và trợ giúp OCTA cải thiện phương tiện đi lại ở khu vực phía nam Quận Orange.

1. Mã zip nhà của quý vị là gì?

2. Khi quý vị đi lại trong và xung quanh Quận Cam, quý vị thường đi từ nơi này đến nơi khác bằng cách nào?

Quý vị có thể chọn tối đa ba lựa chọn.

- [ ] Lái xe một mình
- [ ] Đi chung xe / xe van
- [ ] Xe buýt
- [ ] Metrolink / Amtrak
- [ ] Xe đạp
- [ ] Đi bộ / chạy bộ / chạy
- [ ] Xe điện (Trollies) / xe đưa đón
- [ ] Dịch vụ đi chung xe theo yêu cầu (chẳng hạn như Uber hoặc Lyft)
- [ ] TIẾP CẬN / dịch vụ vận chuyển phụ
- [ ] Xe đạp điện / xe tay ga điện

3. Vấn đề quan trọng nhất liên quan đến giao thông vận chuyển ở phía nam Quận Cam là gì? o (Chỉ chọn hai)

- [ ] Tắc nghẽn giao thông trên đường phố và đường địa phương
- [ ] Ùn tắc giao thông trên xa lộ / đường cao tốc
- [ ] Khí thải từ nhà kính (giải quyết biến đổi khí hậu)
- [ ] Sự an toàn
- [ ] Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận chuyển)
- [ ] Không có đủ các lựa chọn phương tiện đi lại (xe buýt, đường sắt hoặc dịch vụ đi lại vi mô theo yêu cầu)

4. Khó khăn chính đối với việc đi lại bằng xe buýt và đường sắt ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- [ ] Tiếp cận đến / đi từ các điểm đến
- [ ] Tần suất dịch vụ
- [ ] Thời gian du lịch
- [ ] Độ tin cậy
- [ ] Điều khác

5. Khó khăn chính của việc sử dụng các đường phố địa phương ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- [ ] Ùn tắc giao thông
- [ ] Chậm trễ tại giao lộ
- [ ] Ổ gà / bảo trì đường phố
- [ ] An toàn cho tất cả các người sử dụng (người lái xe, người đi bộ, người đi xe đạp)
- [ ] Khác

6. Thách thức chính đối với việc sử dụng xa lộ / đường cao tốc ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- [ ] Ùn tắc giao thông
- [ ] Thời gian đi làm không lường trước được
- [ ] Kẹt xe tại lối ra khỏi xa lộ
- [ ] Sự an toàn
- [ ] Khác

7. Rào cản quan trọng nhất đối với phương tiện giao thông tích cực (đi bộ, đi xe đạp) ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- [ ] Khoảng trống trong mạng lưới đường dành cho xe đạp và vỉa hè
- [ ] Khoảng cách xa giữa điểm xuất phát và điểm đến của chuyến đi
- [ ] Mối quan tâm về an toàn (thiếu ngăn cách vật thể đối với ô tô, thiếu tiện nghi cho người đi bộ)
- [ ] Địa hình (địa hình đồi núi)
- [ ] Điều khác

8. Quý vị nghĩ chiến lược hữu ích nhất để giảm tắc nghẽn giao thông ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- [ ] Các chương trình làm việc tại nhà
- [ ] Các chương trình và cơ sở đi chung xe / đi chung xe van
- [ ] Các trung tâm di động (các trung tâm hoạt động chung để kết nối xe buýt / xe đưa đón / đi chung xe / v.v.)
- [ ] Định giá (thu phí làn đường cao tốc, phí đậu xe)
- [ ] Di chuyển chung (chia sẻ ô tô, chia sẻ xe đạp, chia sẻ xe tay ga)

9. Với không gian hạn chế để mở rộng xa lộ mà không gây ảnh hưởng đến các doanh nghiệp và cư dân, điều nào có thể giúp quản lý vấn đề tắc nghẽn xa lộ ở phía nam Quận Cam nhiều nhất? (Chỉ chọn hai)

- [ ] Khuyến khích đi chung xe ô tô, xe van và đi chung xe kiểu tắc-xi
- [ ] Kết hợp các làn đường cao tốc có thu phí vào các đường cao tốc hiện có (Làn đường Tốc hành xa lộ 91)
- [ ] Tăng cường cơ sở hạ tầng để đáp ứng các phương tiện tự lái (tự lái)
- [ ] Cải thiện trên các lối vào và lối ra khỏi xa lộ
- [ ] Khắc phục các điểm tắc nghẽn (khu vực tắc nghẽn cao)
- [ ] Điều Khác (vui lòng nêu cụ thể)

10. Loạt giải pháp giao thông vận chuyển nào quan trọng nhất đối với quý vị? (Chỉ chọn hai)

- [ ] Xe buýt tốc hành, xe hỏa đưa đi làm, xe vanpool và xe buýt nhanh trên xa lộ
- [ ] Xe buýt địa phương, dịch vụ vận chuyển theo yêu cầu và xe điện
- [ ] Sửa chữa ổ gà, đồng bộ hóa đèn hiệu giao thông và cải tiến giao lộ
- [ ] Bảo trì đường cao tốc, cải tiến các lối ra vào xa lội và các dự án cải thiện luồng giao thông tổng thể
- [ ] Làn đường dành cho xe đạp, mạng lưới đường dành cho xe đạp và đường dành cho người đi bộ

11. Cách tốt nhất để giải quyết tình trạng tắc nghẽn giao thông thông qua quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải) ở phía nam Quận Cam là gì? (Chỉ chọn hai)

- ☐ Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Phát triển các chiến lược để giảm sự phụ thuộc vào ô tô (tức là phí đậu xe)
- ☐ Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế và vận hành an toàn cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)
- ☐ Điều khác (vui lòng ghi rõ)

12. Xem xét rằng dân số phía Nam Quận Cam dự kiến sẽ tiếp tục tăng trong tương lai gần, chiến lược nào sẽ mang lại lợi ích lâu dài nhất?

- ○ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải)
- ○ Dịch vụ xe buýt, đường sắt và các dịch vụ vận chuyển khác
- ○ Làn đường cao tốc có thu phí trên các xa lộ hiện hữu
- ○ Làn đường dành cho xe đạp, vỉa hè / lối đi bộ sang đường và lối mòn lát đá
- ○ Công nghệ giảm thiểu giao thông (đồng bộ hóa tín hiệu, xe tự hành)
- ○ Điều khác (vui lòng ghi rõ)

CẢM ƠN Ý KIẾN ĐÓNG GÓP CỦA QUÝ VỊ! NGAY BÂY GIỜ, HÃY NÓI CHO CHÚNG TÔI BIẾT ĐÔI CHÚT VỀ BẢN THÂN QUÝ VỊ. (Không bắt buộc)

13. Mã zip nơi làm việc của quý vị là gì nếu quý vị có?

14. Độ tuổi của quý vị là bao nhiêu?

- [ ] 16-24
- [ ] 25-34
- [ ] 35-44
- [ ] 45-54
- [ ] 55-64
- [ ] 65-74
- [ ] 75 tuổi trở lên

15. Tổng số thu nhập trong hộ gia đình hàng năm của quý vị là bao nhiêu?

- [ ] Dưới 30.000
- [ ] 30.000 - 49.999
- [ ] 50.000 - 79.999
- [ ] 80.000 - 109.000
- [ ] 110.000 - 169.000
- [ ] 170,000 trở lên
- [ ] Không thích trả lời

16. Quý vị coi mình là một phần của hoặc cảm thấy gần gũi nhất với nhóm dân tộc nào?

- [ ] Caucasian / Da trắng
- [ ] Người gốc La tinh / gốc Tây Ban Nha
- [ ] Người Mỹ gốc Phi châu / Da đen
- [ ] Người Mỹ Da đỏ hoặc thổ dân Alaska
- [ ] Người Á Châu - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines, hoặc người Châu Á khác
- [ ] Người đảo Thái Bình Dương
- [ ] Người Trung Đông
- [ ] Người Hợp chủng
- [ ] Khác
- [ ] Không thích trả lời

17. Đăng ký để nhận thông tin cập nhật về dự án và lời mời họp

GIỮ LIÊN LẠC. Đăng ký ngay hôm nay tại octa.net/SouthOCStudy để tìm hiểu thêm về cuộc nghiên cứu, các cuộc họp sắp tới và nhận các bản cập nhật tin tức.

Appendix A

Appendix A.2 Hard Copy Survey (English; Spanish; Mandarin; Korean; Vietnamese)

PUBLIC INPUT Survey

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

1 What is your home zip code?

_____

2 When you travel in and around Orange County, how do you normally get from place to place?
You may select up to three choices.

- ☐ Drive alone
- ☐ Carpool/vanpool
- ☐ Bus
- ☐ Metrolink/ Amtrak
- ☐ Bicycle
- ☐ Walk/jog/run
- ☐ Trollies/shuttles
- ☐ On-demand rideshare service (such as Uber or Lyft)
- ☐ ACCESS/paratransit service
- ☐ E-bike/e-scooter

3 What is the most important issue concerning transportation in south Orange County?
(pick one)

- ☐ Traffic congestion on local streets and roads
- ☐ Traffic congestion on freeways/highways
- ☐ Greenhouse gases (addressing climate change)
- ☐ Safety
- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Not enough transportation choices (bus, rail, or on-demand microtransit service)

4 What is the primary challenge to bus and rail travel in south Orange County? (pick one)

- ☐ Access to/from destinations
- ☐ Service frequency
- ☐ Travel time
- ☐ Reliability
- ☐ Other

5 What is the primary challenge of using local streets in south Orange County? (pick one)

- ☐ Traffic congestion
- ☐ Intersection delays
- ☐ Potholes/street maintenance
- ☐ Safety for all users (drivers, pedestrians, cyclists)
- ☐ Other

6 What is the primary challenge to using freeways/highways in south Orange County?
(pick one)

- ☐ Traffic congestion
- ☐ Unpredictable commute time
- ☐ Back-up at freeway off ramps
- ☐ Safety
- ☐ Other

7 What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick one)

- ☐ Gaps in the bikeway and sidewalk network
- ☐ Long distances between trip origins and destinations
- ☐ Safety concerns (lack of physical separation from cars, lack of pedestrian accommodations)
- ☐ Topography (hilly terrain)
- ☐ Other

8 What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick one)

- ☐ Work from home programs
- ☐ Rideshare/vanpool programs and facilities
- ☐ Mobility hubs (shared activity centers for connecting bus/shuttle/rideshare/etc.)
- ☐ Pricing (tolled express lanes, charge for parking)
- ☐ Shared mobility (car-share, bike-share, scooter-share)

Continued on other side →

9 **Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most?** (pick one)

- ☐ Encourage carpools, vanpools and ridesharing
- ☐ Incorporate tolled express lanes onto existing freeways (91 Express Lanes)
- ☐ Enhance infrastructure to accommodate autonomous (self-driving) vehicles
- ☐ Improve on and off ramps
- ☐ Fix chokepoints (high congestion areas)
- ☐ Other (please be specific)

_____

10 **Which set of transportation solutions is most important to you?** (pick one)

- ☐ Express bus, commuter rail, vanpool and freeway bus rapid transit
- ☐ Local bus, on-demand transit service, and trollies
- ☐ Pothole repairs, signal synchronization, and intersection improvements
- ☐ Freeway maintenance, on and off ramp enhancements, and projects to improve overall traffic flow
- ☐ Bike lanes, bikeway networks, and pedestrian pathways

11 **What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County?** (pick one)

- ☐ Concentrate business development around transit (bus/rail) centers
- ☐ Concentrate new housing developments around transit (bus/rail) centers
- ☐ Develop strategies to reduce automobile dependency (i.e., charge for parking)
- ☐ Encourage walkability and complete streets (streets designed and operated safely for all users like drivers, cyclists, pedestrians)
- ☐ Other (please specify)

_____

12 **Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?**

- ☐ Land-use planning (coordinating new development with transportation)
- ☐ Tolled express lanes on existing freeways
- ☐ Technology to minimize traffic (signal synchronization, autonomous vehicles)
- ☐ Bus, rail, and other transit services
- ☐ Bike lanes, sidewalks/crosswalks, and paved trails
- ☐ Other (please specify)

_____

THANKS FOR YOUR INPUT! NOW, PLEASE TELL US A LITTLE ABOUT YOURSELF. *(Optional)*

13 **What is your worksite zip code if you have one?**

_____

14 **What is your age range?**

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 or older

15 **What is your combined annual household income?**

- ☐ Less than 30,000
- ☐ 30,000 – 49,999
- ☐ 50,000 – 79,999
- ☐ 80,000 – 109,000
- ☐ 110,000 – 169,000
- ☐ 170,000 or more
- ☐ Prefer not to answer

16 **What ethnic group do you consider yourself a part of or feel closest to?**

- ☐ Caucasian/White
- ☐ Latino/Hispanic
- ☐ African American/Black
- ☐ American Indian or Alaskan Native
- ☐ Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian
- ☐ Pacific Islander
- ☐ Middle Eastern
- ☐ Mixed Heritage
- ☐ Other
- ☐ Prefer not to answer

17 **Sign up to receive project updates and meeting invites**

- ☐ Email Address _____

CONTACT INFORMATION:

Marissa Espino, *Community Relations Officer*

mespino@octa.net

833. 711. 8070

octa.net/SouthOCStudy

Encuesta sobre **OPINIÓN PÚBLICA**

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

1 **¿Cuál es su código postal?**

_____

2 **Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro?** Puede seleccionar hasta tres opciones.

- ☐ Conduzco solo
- ☐ Viaje compartido en coche/van
- ☐ Autobús
- ☐ Metrolink/ Amtrak
- ☐ Bicicleta
- ☐ Caminar/trotar/correr
- ☐ Trolebuses/shuttles
- ☐ Servicio de viaje compartido a demanda (como Uber o Lyft)
- ☐ ACCESS/servicio de paratránsito
- ☐ Bicicleta eléctrica/scooter eléctrico

3 **¿Cuál es el problema de transporte más importante en el condado de Orange del sur?** (seleccione uno)

- ☐ Congestión del tráfico en las calles locales y carreteras
- ☐ Congestión del tráfico en las autopistas
- ☐ Gases de efecto invernadero (resolución del cambio climático)
- ☐ Seguridad
- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)
- ☐ Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)

4 **¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur?** (seleccione uno)

- ☐ Acceso a/desde los destinos
- ☐ Frecuencia de los servicios
- ☐ Tiempo de viaje
- ☐ Confiabilidad
- ☐ Otros

5 **¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur?** (seleccione uno)

- ☐ Congestión del tráfico
- ☐ Demoras en las intersecciones
- ☐ Baches/mantenimiento de las calles
- ☐ Seguridad para todos los usuarios (conductores, peatones, ciclistas)
- ☐ Otros

6 **¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur?** (seleccione uno)

- ☐ Congestión del tráfico
- ☐ Tiempo de desplazamiento impredecible
- ☐ Asistencia en las salidas de las autopistas
- ☐ Seguridad
- ☐ Otros

7 **¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur** (seleccione una)

- ☐ Deficiencias en la red de bicisendas y sendas peatonales
- ☐ Largas distancias entre el origen y destino de los viajes
- ☐ Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)
- ☐ Topografía (terreno montañoso)
- ☐ Otros

8 **¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur?** (seleccione una)

- ☐ Programas de trabajo en casa
- ☐ Programas de viaje compartido e instalaciones
- ☐ Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)
- ☐ Precios (carriles rápidos con peaje, estacionamiento de pago)
- ☐ Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)

Continúa en el reverso →

9 **Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur?** (seleccione una)

- ☐ Promover los viajes compartidos
- ☐ Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)
- ☐ Optimizar la infraestructura para acomodar los vehículos autónomos
- ☐ Mejorar las vías de entrada y salida de las autopistas
- ☐ Solucionar los cuellos de botella (zonas de alta congestión)
- ☐ Otros (por favor, especificar)

_____

10 **¿Qué conjunto de soluciones de transporte es más importante para usted?** (selecciones uno)

- ☐ Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista
- ☐ Servicio de autobuses locales, tránsito a demanda y trolebuses
- ☐ Reparación de baches, sincronización de señales y mejoras en las intersecciones
- ☐ Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general
- ☐ Carriles especiales para bicicletas, redes de bicisendas y sendas peatonales

11 **¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur?** (seleccione uno)

- ☐ Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)
- ☐ Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)
- ☐ Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)
- ☐ Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)
- ☐ Otros (por favor especificar)

_____

12 **Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?**

- ☐ Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el sistema de transporte)
- ☐ Carriles exprés con peaje en las autopistas existentes
- ☐ Tecnología para minimizar el tráfico (sincronización de señales, vehículos autónomos)
- ☐ Bicisendas, sendas peatonales y sendas pavimentadas
- ☐ Otros (por favor, especificar)

_____

¡GRACIAS POR SUS COMENTARIOS! POR FAVOR CUÉNTENOS MÁS SOBRE USTED. (Opcional)

13 **¿Cuál es el código postal de su lugar de trabajo, si corresponde?**

_____

14 **¿Cuál es su rango de edad?**

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 o más

15 **¿Cuál es el ingreso anual total de su hogar?**

- ☐ menos de 30,000
- ☐ 30,000 – 49,999
- ☐ 50,000 – 79,999
- ☐ 80,000 – 109,000
- ☐ 110,000 – 169,000
- ☐ 170,000 o más
- ☐ Prefiero no responder

16 **¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?**

- ☐ Caucásico/Blanco
- ☐ Latino/Hispano
- ☐ Afroamericano/Negro
- ☐ Indio americano o nativo de Alaska
- ☐ Asiático – coreano, japonés, chino, vietnamita, filipino u otro
- ☐ Isleño del Pacífico
- ☐ Procedente de Medio Oriente
- ☐ Herencia mixta
- ☐ Otros
- ☐ Prefiero no responder

17 **Suscríbase para recibir información actualizada sobre los proyectos e invitaciones a las reuniones**

- ☐ Dirección de e-mail _____

INFORMACIÓN DE CONTACTO:

Marissa Espino, *Community Relations Officer*

mespino@octa.net

833.711.8070

octa.net/SouthOCStudy

民众意见调查

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

1 您的住家邮政编码是什么？

_____

2 您在橙县及其周围出行时，通常如何从一个地方到另一个地方？您可以最多选择三项。

- ☐ 独自驾车
- ☐ 小车/面包车共乘
- ☐ 公共汽车
- ☐ Metrolink/ Amtrak
- ☐ 自行车
- ☐ 步行/慢跑/跑步
- ☐ 电车/班车
- ☐ 按需共乘服务（例如 Uber 或 Lyft）
- ☐ ACCESS/辅助运输服务
- ☐ 电动自行车/电动踏板车

3 关于橙县南部的交通，最重要的问题是什么？

- ☐ 当地街道和道路上的交通拥堵
- ☐ 高速公路/公路上的交通拥堵
- ☐ 温室气体（应对气候变化）
- ☐ 土地利用规划（对新开发和交通进行协调）
- ☐ 交通运输选项不够（公共汽车，铁路或者按需的微型公交服务）

4 在橙县南部，公共汽车和铁路面临的主要挑战是什么？

- ☐ 方便往返目的地
- ☐ 服务频率
- ☐ 旅行时间
- ☐ 可靠性
- ☐ 其他

5 在橙县南部，使用当地街道的主要挑战是什么？（选一项）

- ☐ 交通拥堵
- ☐ 交叉路口延误
- ☐ 坑洼/街道维修
- ☐ 所有使用者（驾驶人，行人，骑自行车的人）的安全
- ☐ 其他

6 在橙县南部，使用高速公路/公路的主要挑战是什么？

- ☐ 交通拥堵
- ☐ 通勤时间不可预测
- ☐ 在高速公路出口匝道排队等候
- ☐ 安全
- ☐ 其他

7 在橙县南部，积极交通（步行，骑自行车）的最大障碍是什么？（选一项）

- ☐ 自行车道与人行道网络中的空隙
- ☐ 出发地与目的地自己的距离较远
- ☐ 安全问题（与汽车没有物理隔离，没有信任转让设施）
- ☐ 地形（丘陵地带）
- ☐ 其他

8 您认为减少橙县南部交通拥堵的最有效策略是什么？（选一项）

- ☐ 在家工作方案
- ☐ 共乘车/共乘方案和设施
- ☐ 移动中心（用于连接公共汽车/班车/共乘车的共享活动中心）
- ☐ 收费（收费高速公路，停车费）
- ☐ 共享出行（汽车共享，自行车共享，踏板车共享）

另一面续 →

橙县南部多式交通运输研究

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

9 在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最多程度地管理橙县南部高速公路的拥堵？(选一项)

- ☐ 鼓励小车共乘，面包车共乘和拼车
- ☐ 把收费车道纳入现有的高速公路(91号公路快速车道)
- ☐ 加强基础设施以适用自动(自动驾驶)车辆
- ☐ 改善高速公路出入口坡道
- ☐ 疏通阻塞点(高拥挤区域)
- ☐ 其他(请具体说明)

_____

10 您认为哪一组交通运输解决方案最重要？(选一项)

- ☐ 快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输
- ☐ 当地公共汽车、按需公交服务和电车
- ☐ 坑洼修复、信号同步和交叉路口改善
- ☐ 高速公路维护、出入口坡道改善和改善整体交通流量的项目
- ☐ 自行车道、自行车道网络和人行道

11 在橙县南部，通过土地利用规划(对新开发和交通进行协调)解决交通拥堵的最佳方法是什么？(选一项)

- ☐ 集中公交(公共汽车/铁路)中心周围的业务发展
- ☐ 集中公交(公共汽车/铁路)中心周围的住房开发
- ☐ 制定减少依赖汽车的策略(即收停车费)
- ☐ 鼓励步行和整条街道(为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道)
- ☐ 其他(请具体说明)

_____

12 考虑到橙县南部的人口预计在可以一键的将来会继续增长，哪种策略将提供最大的长期利益？

- ☐ 土地利益规划(对新开发和交通进行协调)
- ☐ 现有高速公路上的收费快车道
- ☐ 减少交通的技术(信号同步，自动驾驶车辆)
- ☐ 公共汽车、铁路和其他公交服务
- ☐ 自行车道、人行道/人行横道和铺面小径
- ☐ 其他(请具体说明)

_____

谢谢您的意见！现在，请向我们稍微介绍一下您自己．(可选)

13 如果有的话，您的工作地点的邮政编码是什么？

_____

14 您在哪个年龄段？

- ☐ 16-24 岁
- ☐ 25-34 岁
- ☐ 35-44 岁
- ☐ 45-54 岁
- ☐ 55-64 岁
- ☐ 65-74 岁
- ☐ 75 岁以上

15 您的家庭年总收入是多少？

- ☐ 低于30,000
- ☐ 30,000 – 49,999
- ☐ 50,000 – 79,999
- ☐ 80,000 – 109,000
- ☐ 110,000 – 169,000
- ☐ 170,000 以上
- ☐ 不愿回答

16 您认为自己属于或者最接近哪个种族？

- ☐ 高加索人/白人
- ☐ 拉丁裔/西班牙裔
- ☐ 非洲裔美国人/黑人
- ☐ 美洲印第安人或阿拉斯加原住民
- ☐ 亚裔 – 韩国人、日本人、中国人、越南人、菲律宾人或其他亚裔
- ☐ 太平洋岛民
- ☐ 中东人
- ☐ 混合族裔
- ☐ 其他
- ☐ 不愿回答

17 注册接收项目更新资讯和会议邀请

- ☐ 电子邮件地址 _____

联系信息：

Marissa Espino, *Community Relations Officer*

mespino@octa.net

833.711.8070

octa.net/SouthOCStudy

대중 의견 설문조사

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

1 집 우편번호는 어떻게 되나요?

_____

2 오렌지 카운티 안에서 또는 주위를 다닐 때 보통 한 곳에서 다른 곳으로 어떻게 이동하나요?
응답을 세 개까지 선택할 수 있습니다.

- ☐ 혼자 운전
- ☐ 카풀/밴풀
- ☐ 버스
- ☐ 메트로링크/앰트랙
- ☐ 자전거
- ☐ 걷기/조깅/달리기
- ☐ 트롤리/셔틀
- ☐ 차량 공유 서비스(예: Uber 또는 Lyft)
- ☐ ACCESS/보조 대중교통
- ☐ 전기 자전거/전자 스쿠터

3 남부 오렌지 카운티의 교통과 관련하여 가장 중요한 문제는 무엇입니까?
(하나만 선택)

- ☐ 거리와 도로의 교통 체증
- ☐ 프리웨이/고속도로의 교통 체증
- ☐ 온실 가스 (기후 변화 원인)
- ☐ 안전
- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 교통 수단 선택이 많지 않음 (버스, 철도 또는 초소형 교통 수단)

4 남부 오렌지 카운티에서 버스와 철도를 사용할 때 가장 큰 문제는 무엇입니까? (하나만 선택)

- ☐ 목적지까지/로부터 접근
- ☐ 서비스 빈도
- ☐ 여행 시간
- ☐ 신뢰도
- ☐ 기타

5 남부 오렌지 카운티에서 지역내 도로를 사용할 때 가장 큰 문제는 무엇입니까? (하나만 선택)

- ☐ 교통 체증
- ☐ 교차로 지연
- ☐ 포트홀/도로 관리
- ☐ 모든 사용자(운전자, 보행자, 자전거)들을 위한 안전
- ☐ 기타

6 남부 오렌지 카운티에서 프리웨이/고속도로를 사용할 때 가장 큰 문제는 무엇입니까?
(하나만 선택)

- ☐ 교통 체증
- ☐ 예측할 수 없는 통근 시간
- ☐ 프리웨에서 램프 출구 교통 정체
- ☐ 안전
- ☐ 기타

7 남부 오렌지 카운티에서 걷기나 자전거 탈 때 가장 큰 장벽은 무엇입니까?
(하나만 선택)

- ☐ 자전거 도로 또는 걷는 길이 끊어진다
- ☐ 출발지와 목적지 사이에 거리가 멀다
- ☐ 안전 문제 (자동차와의 물리적 분리 부족, 보행자 편의 시설 부족)
- ☐ 지형 (언덕이 많음)
- ☐ 기타

8 남부 오렌지 카운티의 교통 혼잡을 줄이는데 가장 좋은 전략은 무엇이라고 생각하십니까?
(하나만 선택)

- ☐ 재택 근무
- ☐ 차량공유/밴풀 및 시설
- ☐ 이동수단 허브 (버스/셔틀/차량공유 등을 연결하는 활동 센터)
- ☐ 요금부과 (유료 익스프레스 레인, 유료 주차)
- ☐ 이동수단 공유 (자동차 공유, 자전거 공유, 스쿠터 공유)

반대 쪽에 계속 →

SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

9 **상점들과 주택에 영향을 주지 않고 프리웨이를 확장하는데 공간이 부족한 상황에서, 남부 오렌지 카운티 프리웨이 체증을 관리하는 데 가장 도움이 되는 것은?** (하나만 선택)

- ☐ 카풀, 밴풀 및 차량 공유를 장려한다
- ☐ 기존 프리웨이(91 익스프레스 레인)에 유료 익스프레스 레인을 통합한다
- ☐ 자율주행(셀프 드라이빙) 차량을 위해 인프라 강화한다
- ☐ 램프 진입 및 출구시 정체 개선
- ☐ 정체 구간 개선 (교통 체증 지역)
- ☐ 기타 (구체적으로 기재)

_____

10 **귀하에게 가장 중요한 교통 수단은 무엇입니까?** (하나만 선택)

- ☐ 익스프레스 버스, 통근 전철, 밴풀, 프리웨이 급행 버스
- ☐ 지역 버스, 주문형 교통 서비스 및 트롤리
- ☐ 포트홀 수리, 신호 동기화 및 교차로 개선
- ☐ 프리웨이 유지 관리, 램프 진입 및 출구 개선, 전반적인 교통 흐름 개선 프로젝트
- ☐ 자전거 레인, 자전거 도로망, 보행자 길

11 **남부 오렌지 카운티의 토지 사용 계획(교통 수단 변화와 함께)을 통해 교통 체증을 해결하는 가장 좋은 방법은 무엇입니까?** (하나만 선택)

- ☐ 대중 교통(버스/철도) 센터 주변에 비즈니스 개발에 집중한다
- ☐ 대중 교통(버스/철도) 센터 주변에 새로운 주거지 개발에 집중한다
- ☐ 자동차 의존도를 줄이는 전략을 개발한다 (예:유료 주차)
- ☐ 걷기 쉽고 운전자, 자전거, 보행자 모두에게 안전한 거리를 만든다
- ☐ 기타(구체적으로)

_____

12 **남부 오렌지 카운티의 인구가 계속 증가할 것으로 예상되는 것을 고려할 때 장기적인 혜택을 위한 가장 좋은 전략은 무엇입니까?**

- ☐ 토지 사용 계획 (교통 수단 변화와 함께)
- ☐ 기존 프리웨이에 유료 익스프레스 레인 설치
- ☐ 교통량을 최소화 하는 기술(신호 동기화, 자율 주행 차)
- ☐ 버스, 철도 및 기타 대중 교통 서비스
- ☐ 자전거 도로, 인도/횡단 보도 및 포장된 트레일
- ☐ 기타(구체적으로)

_____

의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다. (선택)

13 **직장 우편번호는 어떻게 됩니까?**

_____

14 **연령대는 어떻게 되십니까?**

- ☐ 16-24 세
- ☐ 25-34 세
- ☐ 35-44 세
- ☐ 45-54 세
- ☐ 55-64 세
- ☐ 65-74 세
- ☐ 75 세 이상

15 **가계 총 소득은 얼마입니까?**

- ☐ 30,000 불 미만
- ☐ 30,000 – 49,999 불
- ☐ 50,000 – 79,999 불
- ☐ 80,000 – 109,000 불
- ☐ 110,000 – 169,000 불
- ☐ 170,000 불 이상
- ☐ 답하고 싶지 않음

16 **어떤 인종 그룹에 속하신다고 생각하십니까?**

- ☐ 백인
- ☐ 라틴계/히스패닉
- ☐ 흑인
- ☐ 아메리칸 인디언 또는 알래스카 원주민
- ☐ 아시안 – 한국, 일본, 중국, 베트남, 필리핀 또는 기타 아시아
- ☐ 태평양 도서인
- ☐ 중동인
- ☐ 혼혈인
- ☐ 기타
- ☐ 답하고 싶지 않음

17 **프로젝트 업데이트 및 회의 초대를 받으려면 등록하십시오**

☐ 이메일 주소 _____

연락 정보:

Marissa Espino, *Community Relations Officer*
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

KHẢO SÁT **Ý KIẾN ĐÓNG GÓP CỦA CÔNG CHÚNG**

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

1 **Mã zip nhà của quý vị là gì?**

_____

2 **Khi quý vị đi lại trong và xung quanh Quận Cam, quý vị thường đi từ nơi này đến nơi khác bằng cách nào?** Quý vị có thể chọn tối đa ba lựa chọn.

- ☐ Lái xe một mình
- ☐ Đi chung xe / xe van
- ☐ Xe buýt
- ☐ Metrolink/ Amtrak
- ☐ Xe đạp
- ☐ Đi bộ / chạy bộ / chạy
- ☐ Xe điện (Trollies) / xe đưa đón
- ☐ Dịch vụ đi chung xe theo yêu cầu (chẳng hạn như Uber hoặc Lyft)
- ☐ TIẾP CẬN / dịch vụ vận chuyển phụ
- ☐ Xe đạp điện / xe tay ga điện

3 **Vấn đề quan trọng nhất liên quan đến giao thông vận chuyển ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Tắc nghẽn giao thông trên đường phố và đường địa phương
- ☐ Ùn tắc giao thông trên xa lộ / đường cao tốc
- ☐ Khí thải từ nhà kính (giải quyết biến đổi khí hậu)
- ☐ Sự an toàn
- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận chuyển)
- ☐ Không có đủ các lựa chọn phương tiện đi lại (xe buýt, đường sắt hoặc dịch vụ đi lại vi mô theo yêu cầu)

4 **Khó khăn chính đối với việc đi lại bằng xe buýt và đường sắt ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Tiếp cận đến / đi từ các điểm đến
- ☐ Tần suất dịch vụ
- ☐ Thời gian du lịch
- ☐ Độ tin cậy
- ☐ Điều khác

5 **Khó khăn chính của việc sử dụng các đường phố địa phương ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Ùn tắc giao thông
- ☐ Chậm trễ tại giao lộ
- ☐ Ổ gà / bảo trì đường phố
- ☐ An toàn cho tất cả các người sử dụng (người lái xe, người đi bộ, người đi xe đạp)
- ☐ Khác

6 **Thách thức chính đối với việc sử dụng xa lộ / đường cao tốc ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Ùn tắc giao thông
- ☐ Thời gian đi làm không lường trước được
- ☐ Kẹt xe tại lối ra khỏi xa lộ
- ☐ Sự an toàn
- ☐ Khác

7 **Rào cản quan trọng nhất đối với phương tiện giao thông tích cực (đi bộ, đi xe đạp) ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Khoảng trống trong mạng lưới đường dành cho xe đạp và vỉa hè
- ☐ Khoảng cách xa giữa điểm xuất phát và điểm đến của chuyến đi
- ☐ Mối quan tâm về an toàn (thiếu ngăn cách vật thể đối với ô tô, thiếu tiện nghi cho người đi bộ)
- ☐ Địa hình (địa hình đồi núi)
- ☐ Điều khác

8 **Quý vị nghĩ chiến lược hữu ích nhất để giảm tắc nghẽn giao thông ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Các chương trình làm việc tại nhà
- ☐ Các chương trình và cơ sở đi chung xe / đi chung xe van
- ☐ Các trung tâm di động (các trung tâm hoạt động chung để kết nối xe buýt / xe đưa đón / đi chung xe / v.v.)
- ☐ Định giá (thu phí làn đường cao tốc, phí đậu xe)
- ☐ Di chuyển chung (chia sẻ ô tô, chia sẻ xe đạp, chia sẻ xe tay ga)

Tiếp tục ở phía bên kia →

9 **Với không gian hạn chế để mở rộng xa lộ mà không gây ảnh hưởng đến các doanh nghiệp và cư dân, điều nào có thể giúp quản lý vấn đề tắc nghẽn xa lộ ở phía nam Quận Cam nhiều nhất?** (chọn một)

- ☐ Khuyến khích đi chung xe ô tô, xe van và đi chung xe kiểu tắc-xi
- ☐ Kết hợp các làn đường cao tốc có thu phí vào các đường cao tốc hiện có (Làn đường Tốc hành xa lộ 91)
- ☐ Tăng cường cơ sở hạ tầng để đáp ứng các phương tiện tự lái (tự lái)
- ☐ Cải thiện trên các lối vào và lối ra khỏi xa lộ
- ☐ Khắc phục các điểm tắc nghẽn (khu vực tắc nghẽn cao)
- ☐ Điều Khác (vui lòng nêu cụ thể)

_____

10 **Loạt giải pháp giao thông vận chuyển nào quan trọng nhất đối với quý vị?** (chọn một)

- ☐ Xe buýt tốc hành, xe hỏa đưa đi làm, xe vanpool và xe buýt nhanh trên xa lộ
- ☐ Xe buýt địa phương, dịch vụ vận chuyển theo yêu cầu và xe điện
- ☐ Sửa chữa ổ gà, đồng bộ hóa đèn hiệu giao thông và cải tiến giao lộ
- ☐ Bảo trì đường cao tốc, cải tiến các lối ra vào xa lội và các dự án cải thiện luồng giao thông tổng thể
- ☐ Làn đường dành cho xe đạp, mạng lưới đường dành cho xe đạp và đường dành cho người đi bộ

11 **Cách tốt nhất để giải quyết tình trạng tắc nghẽn giao thông thông qua quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải) ở phía nam Quận Cam là gì?** (chọn một)

- ☐ Tập trung phát triển kinh doanh xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Tập trung các dự án phát triển nhà ở mới xung quanh các trung tâm vận chuyển (xe buýt / đường sắt)
- ☐ Phát triển các chiến lược để giảm sự phụ thuộc vào ô tô (tức là phí đậu xe)
- ☐ Khuyến khích khả năng đi bộ và đường phố hoàn chỉnh (đường phố được thiết kế và vận hành an toàn cho tất cả người dùng như người lái xe, người đi xe đạp, người đi bộ)
- ☐ Điều khác (vui lòng ghi rõ)

_____

12 **Xem xét rằng dân số phía Nam Quận Cam dự kiến sẽ tiếp tục tăng trong tương lai gần, chiến lược nào sẽ mang lại lợi ích lâu dài nhất?**

- ☐ Quy hoạch sử dụng đất (phối hợp phát triển mới với giao thông vận tải)
- ☐ Làn đường cao tốc có thu phí trên các xa lộ hiện hữu
- ☐ Công nghệ giảm thiểu giao thông (đồng bộ hóa tín hiệu, xe tự hành)
- ☐ Dịch vụ xe buýt, đường sắt và các dịch vụ vận chuyển khác
- ☐ Làn đường dành cho xe đạp, vỉa hè / lối đi bộ sang đường và lối mòn lát đá
- ☐ Điều khác (vui lòng ghi rõ)

_____

CẢM ƠN Ý KIẾN ĐÓNG GÓP CỦA QUÝ VỊ! NGAY BÂY GIỜ, HÃY NÓI CHO CHÚNG TÔI BIẾT ĐÔI CHÚT VỀ BẢN THÂN QUÝ VỊ.

13 **Mã zip nơi làm việc của quý vị là gì nếu quý vị có? (Không bắt buộc)**

_____

14 **Độ tuổi của quý vị là bao nhiêu?**

- ☐ 16-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75 tuổi trở lên

15 **Tổng số thu nhập trong hộ gia đình hàng năm của quý vị là bao nhiêu?**

- ☐ Dưới 30.000
- ☐ 30.000 – 49.999
- ☐ 50.000 – 79.999
- ☐ 80.000 – 109.000
- ☐ 110.000 – 169.000
- ☐ 170.000 trở lên
- ☐ Không thích trả lời

16 **Quý vị coi mình là một phần của hoặc cảm thấy gần gũi nhất với nhóm dân tộc nào?**

- ☐ Caucasian / Da trắng
- ☐ Người gốc La tinh / gốc Tây Ban Nha
- ☐ Người Mỹ gốc Phi châu/Da đen
- ☐ Người Mỹ Da đỏ hoặc thổ dân Alaska
- ☐ Người Á Châu - Hàn Quốc, Nhật Bản, Trung Quốc, Việt Nam, Philippines, hoặc ngườ Châu Á khác
- ☐ Người đảo Thái Bình Dương
- ☐ Người Trung Đông
- ☐ Người Hợp chủng
- ☐ Khác
- ☐ Không thích trả lời

17 **Đăng ký để nhận thông tin cập nhật về dự án và lời mời họp**

- ☐ Địa chỉ email _____

THÔNG TIN LIÊN LẠC:

Marissa Espino, *Community Relations Officer*

833. 711. 8070

mespino@octa.net

octa.net/SouthOCStudy

Appendix B
Survey Results

Appendix B.1 Compiled Survey Results
Appendix B.2 English Survey Results
Appendix B.3 Spanish Survey Results
Appendix B.4 Mandarin Survey Results

Appendix B

Appendix B.1 Compiled Survey Results

OCTA SOCMTS PUBLIC INPUT SURVEY

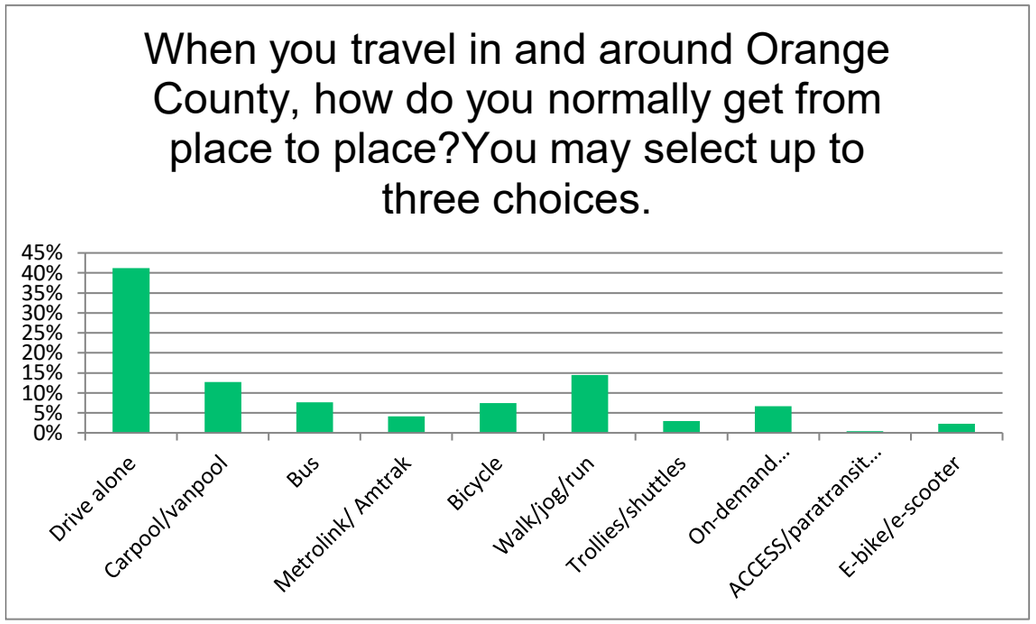
When you travel in and around Orange County, how do you normally get from place to place?You may select up to three choices.

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Drive alone	41%	306	1	1	308
Carpool/vanpool	13%	93	1	1	95
Bus	8%	50	7	0	57
Metrolink/ Amtrak	4%	29	2	0	31
Bicycle	7%	55	1	0	56
Walk/jog/run	14%	104	3	1	108
Trollies/shuttles	3%	22	0	0	22
On-demand rideshare service (such as Uber or Lyft)	7%	49	1	0	50
ACCESS/paratransit service	0%	3	0	0	3
E-bike/e-scooter	2.28%	17	0	0	17
Total	**100.00%**				**747**

Total Answered 747

Responding Participants

English	**Spanish**	**Mandarin**
Answered: 350	Answered: 8	Answered: 1
Skipped: 1	Skipped: 0	Skipped: 0

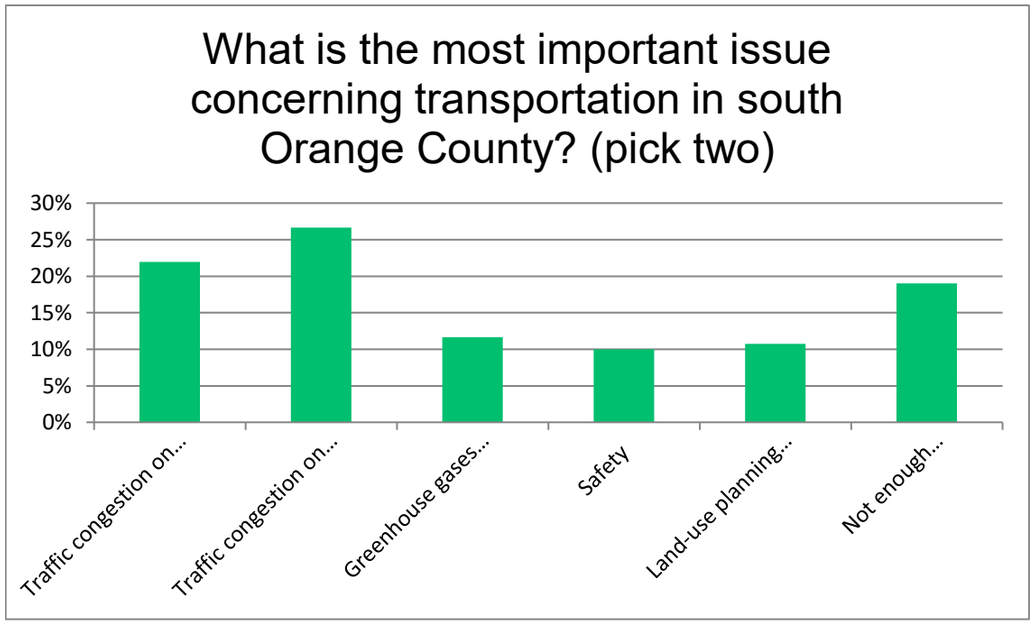


OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most important issue concerning transportation in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Traffic congestion on local streets and roads	22%	145	3	1	149
Traffic congestion on freeways/highways	27%	177	3	1	181
Greenhouse gases (addressing climate change)	12%	79	0	0	79
Safety	10%	66	2	0	68
Land-use planning (coordinating new development with transportati	11%	72	1	0	73
Not enough transportation choices (bus, rail, or on-demand microtra	19%	122	7	0	129
Total	**100.00%**				**679**

Total Answered	679	
Responding Participants		
English	Spanish	Mandarin
Answered: 349	Answered: 8	Answered: 1
Skipped: 2	Skipped: 0	Skipped: 0

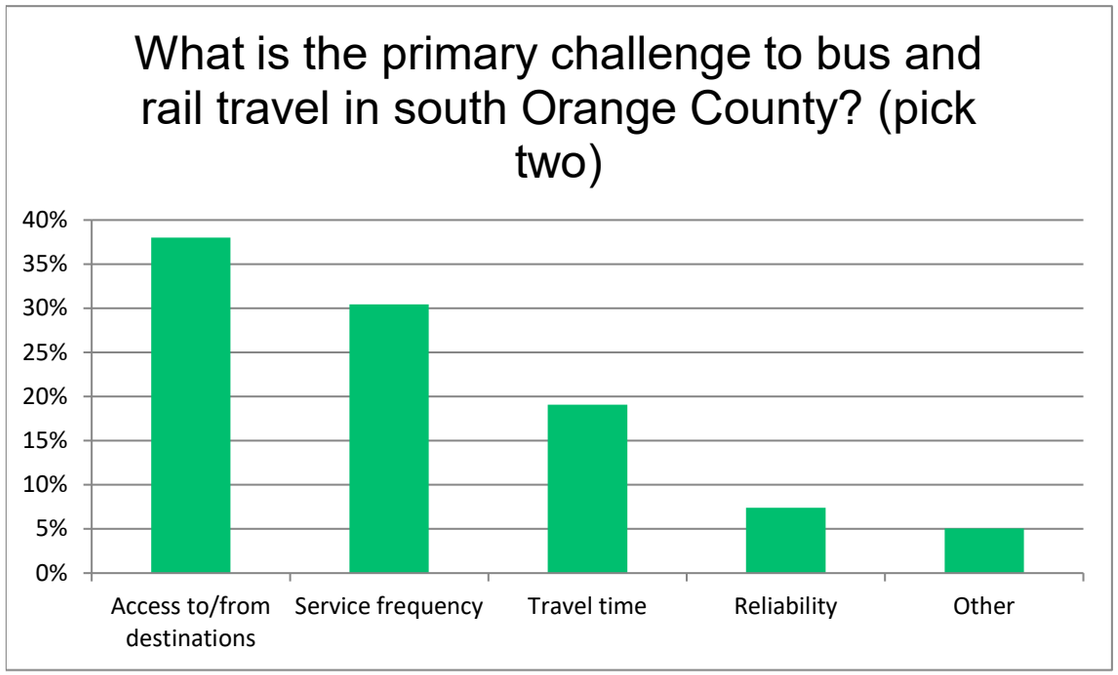


OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge to bus and rail travel in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Access to/from destinations	38%	241	5	1	247
Service frequency	30%	192	6	0	198
Travel time	19%	120	3	1	124
Reliability	7%	47	1	0	48
Other	5%	33	0	0	33
Total	**100.00%**				**650**

Total Answered	650	
Responding Participants		
English	Spanish	Mandarin
Answered: 345	Answered: 8	Answered: 1
Skipped: 6	Skipped: 0	Skipped: 0

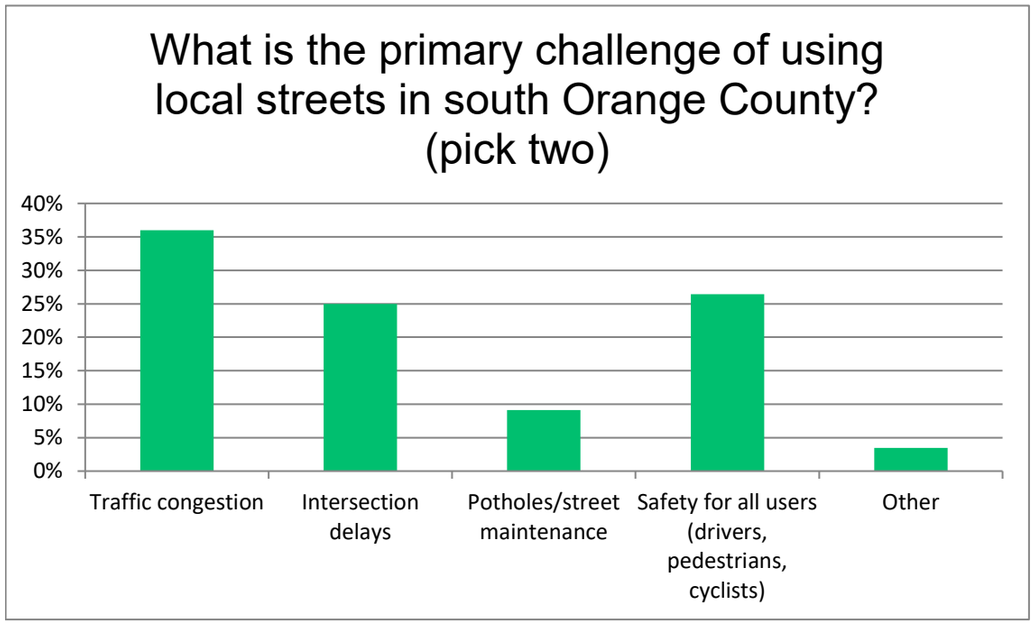


OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge of using local streets in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Traffic congestion	36%	227	2	0	229
Intersection delays	25%	153	6	0	159
Potholes/street maintenance	9%	54	3	1	58
Safety for all users (drivers, pedestrians, cyclists)	26%	165	2	1	168
Other	3%	21	1	0	22
Total	**100.00%**				**636**

Total Answered	636	
Responding Participants		
English	Spanish	Mandarin
Answered: 349	Answered: 8	Answered: 1
Skipped: 2	Skipped: 0	Skipped: 0



Respondents	Response Date	Other (please specify)	Tags

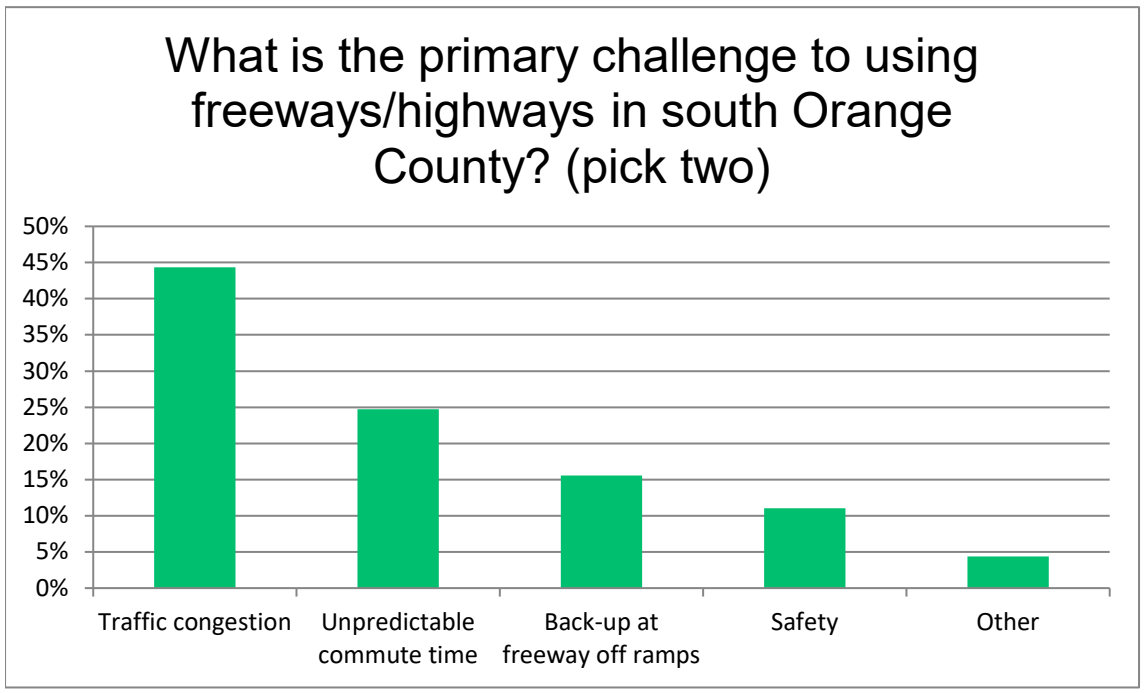
		1	Oct 29 2020 07:03 AM	(Spanish) There are homeless people who on the bus smell a lot of cigarettes or pee, sometimes they occupy several seats for their things, once under one of them and I sat on a seat and got my clothes wet because there was liquid.

OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge to using freeways/highways in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Traffic congestion	44%	279	5	1	285
Unpredictable commute time	25%	156	3	0	159
Back-up at freeway off ramps	16%	98	2	0	100
Safety	11%	68	2	1	71
Other	4%	28	0	0	28
Total	**100.00%**				**643**

Total Answ		643
Responding Participants		
English	Spanish	Mandarin
Answered:	Answered: 8	Answered: 1
Skipped: 3	Skipped: 0	Skipped: 0

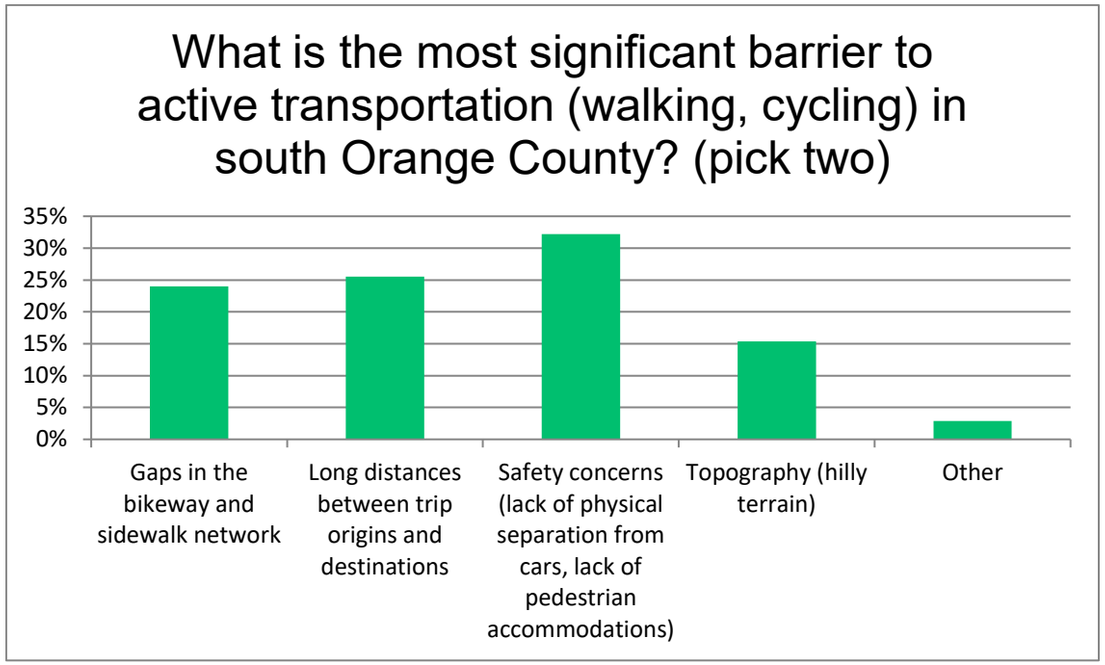


OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Gaps in the bikeway and sidewalk network	24%	154	3	1	158
Long distances between trip origins and destinations	26%	163	5	0	168
Safety concerns (lack of physical separation from cars, lac	32%	207	4	1	212
Topography (hilly terrain)	15%	101	0	0	101
Other	3%	19	0	0	19
Total	**100.00%**				**658**

Total Answered		658
Responding Participants		
English	Spanish	Mandarin
Answered: 347	Answered: 8	Answered: 1
Skipped: 4	Skipped: 0	Skipped: 0

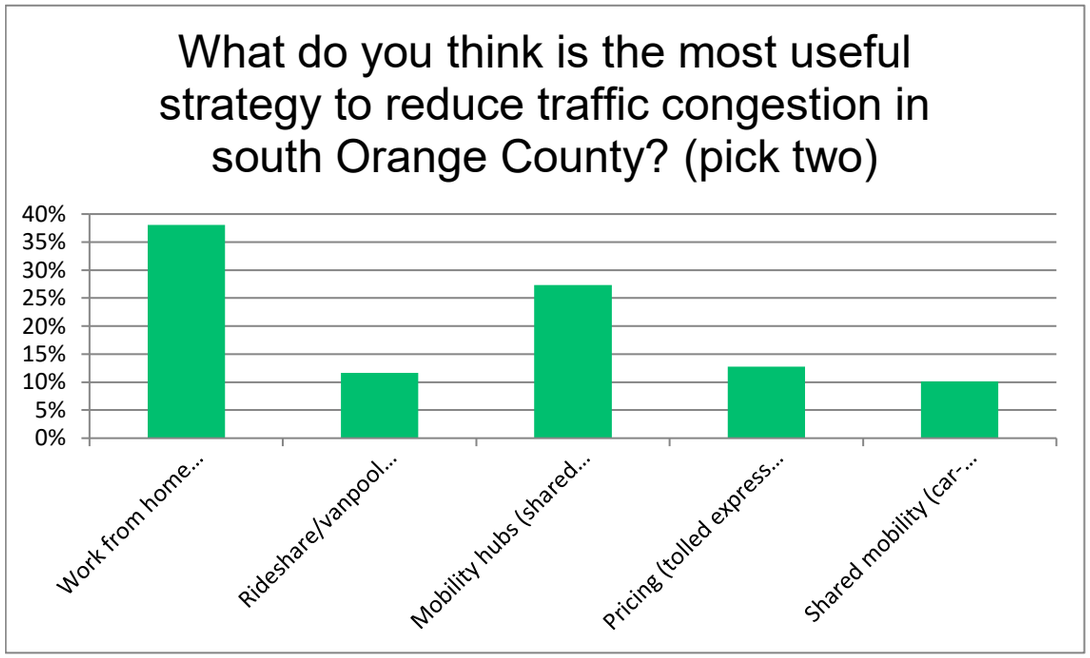


OCTA SOCMTS PUBLIC INPUT SURVEY

What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Work from home programs	38%	245	2	1	248
Rideshare/vanpool programs and facilities	12%	73	2	1	76
Mobility hubs (shared activity centers for connecting bu	27%	172	6	0	178
Pricing (tolled express lanes, charge for parking)	13%	81	2	0	83
Shared mobility (car-share, bike-share, scooter-share)	10%	63	3	0	66
Total	**100.00%**				**651**

Total Answered		651
Responding Participants		
English	Spanish	Mandarin
Answered: 342	Answered: 8	Answered: 1
Skipped: 9	Skipped: 0	Skipped: 0

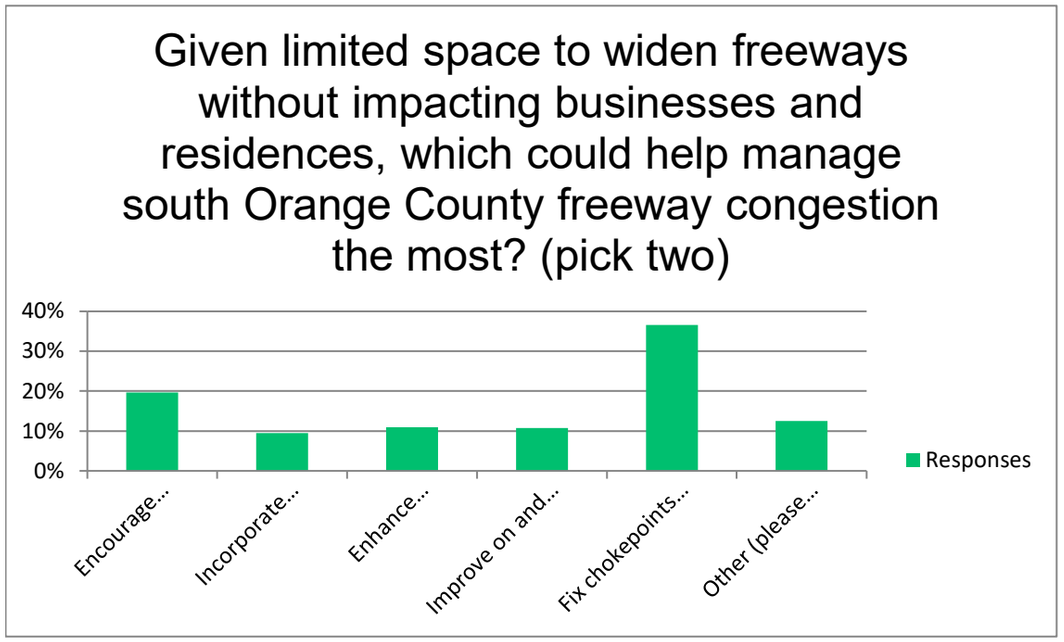


OCTA SOCMTS PUBLIC INPUT SURVEY

Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Encourage carpools, vanpools and ridesharing	20%	129	4	0	133
Incorporate tolled express lanes onto existing freeway	9%	61	2	1	64
Enhance infrastructure to accommodate autonomous	11%	73	1	0	74
Improve on and off ramps	11%	71	2	0	73
Fix chokepoints (high congestion areas)	37%	243	4	1	248
Other (please specify)	13%	85	0	0	85
Total	**100.00%**				**677**

Total Answered	677	
Responding Participants		
English	Spanish	Mandarin
Answered: 342	Answered: 8	Answered: 1
Skipped: 9	Skipped: 0	Skipped: 0



Respondents	Response Date	Other (please specify)	Tags
1	Oct 27 2020 06:59 PM	Express bus service on OC freeways linking OC and LA County.	

2	Oct 27 2020 04:18 PM	Work with business to gain extra dataset in terms of business hours # of employees ect
3	Oct 25 2020 10:42 PM	mass transit
4	Oct 25 2020 02:31 PM	More bus and train service
5	Oct 25 2020 02:14 PM	Restrict all commercial trucks to use between 8pm and 8am
6	Oct 23 2020 05:12 PM	trains for long distances to hubs with buses & cabs for local
7	Oct 23 2020 02:42 PM	Implement first and last mile mobility devices.
8	Oct 23 2020 01:14 PM	Double Track Railroad
9	Oct 22 2020 12:21 PM	Properly maintain existing roadways anticipating autonomous increases
10	Oct 22 2020 09:07 AM	Fix rail!
11	Oct 22 2020 09:05 AM	more public transportation - train at better prices and more frequency during the whole day. Think like big city!
12	Oct 21 2020 09:20 PM	More Metrolink!
13	Oct 21 2020 03:32 PM	Close bicycle facility gaps. Please.

14	Oct 21 2020 02:49 PM	Encouraging higher capacity use of toll roads to take pressure off the 5; example: reduced cost use for 3+ vehicles or free use by an OCTA BRT route. Also, expand neighborhood “leisure” public transportation in more communities (e.g. trollies in Laguna, Dana Point, San Clemente could be expanded to Laguna Niguel, Mission Viejo, Aliso Viejo, etc.). Land use planning that puts more jobs within walking distance of Metrolink stations.
15	Oct 21 2020 09:19 AM	Designate more lots where carpools could leave their cars. (eg. Walnut in Irvine near the 5 Fwy.)
16	Oct 21 2020 08:33 AM	more transit/rail infrastructure
17	Oct 21 2020 06:00 AM	Fix Metrolink and expand bike parking! A small residential area doesn't need bike share, but I would ride my bike to the trains station if I could keep it there safely for my commute!
18	Oct 20 2020 07:45 PM	eliminate toll fees so that all people including lower income utilize these underutilized lane resources

19	Oct 20 2020 12:23 PM	Better place bike parking (security of locked bikes) and ensure bike lanes on MSRs
20	Oct 20 2020 11:59 AM	Construct the 241-South Toll Rd, using the former Green Alignment, which was killed only due to a major mis-information campaign by environmental activists.
21	Oct 20 2020 11:00 AM	there is no other reasonable option to manage congestion, it is a shame folks from South County do not realize that. If there is an emergency, I-5 is the only lifeline, pretty shortsighted to not include Foothill south in every conceivable alternative if a real solution is desired. Carpools, vanpools and ridesharing have proven since the 1970s to not be a solution to manage congestion. Hanging your hat on autonomous vehicles would be very shortsighed, only a small proportion of vehicles by your horizon year would be autonomous. Fixing chokepoints and ramps is a bandaid that is not a true solution, sure those are helpful, but those do
22	Oct 20 2020 08:19 AM	Increased frequencies of trains and buses.

23	Oct 19 2020 03:48 PM	Incorporating a much better light-rail/subway type travel network
24	Oct 19 2020 09:39 AM	Make it easier for local traffic to choose ebike or golf cart
25	Oct 18 2020 10:47 AM	better public transit
26	Oct 18 2020 10:18 AM	eliminate car pool lanes
27	Oct 18 2020 09:20 AM	Work at home.
28	Oct 16 2020 08:01 PM	Connect Portola Parkway to minimize traffic on Sand Canyon and Bake/Alton
29	Oct 16 2020 05:07 PM	Use multi modal sidewalks for golf carts. No green house gas emissions, easy for seniors, require small parking footprint.
30	Oct 16 2020 04:48 PM	Develop and encourage public transit
31	Oct 16 2020 04:39 PM	Add more free public transportation options using the bus. Schedules must match route time more closely
32	Oct 15 2020 11:50 AM	municipal transportation lanes
33	Oct 15 2020 10:22 AM	DON'T continue building unless you have the space for roads to accommodate the new people. SIMPLE!
34	Oct 15 2020 09:45 AM	Shared cars at train stations
35	Oct 15 2020 09:31 AM	Don’t widen freeways ..constant construction worse
36	Oct 14 2020 04:01 PM	

37	Oct 14 2020 03:17 PM	Improve other modes of travel to compete with freeway
38	Oct 14 2020 11:44 AM	encourage work from home
39	Oct 13 2020 02:21 PM	More Trolley's. More Train Sprinters.
40	Oct 13 2020 11:38 AM	Incentivize carpools, vanpools, ridesharing with vouchers or something similar
41	Oct 12 2020 11:39 AM	more frequent, free, fast buses
42	Oct 10 2020 03:29 PM	Limit population growth commensurate with infrastructure capacity & efficiency.
43	Oct 10 2020 05:44 AM	don't do any of these -- you will only increase traffic. Consider congestion tolls
44	Oct 09 2020 10:45 PM	Improve public transportation as in europe
45	Oct 08 2020 09:38 PM	Light rail or dedicated bus service in center medians
46	Oct 08 2020 06:05 PM	add train / light rail alog I-5 and I-405 fwy corridors w/ connections to bus
47	Oct 08 2020 05:18 PM	limit new track home building in areas, thus creating chokepoints...
48	Oct 08 2020 08:58 AM	It’s impossible to get to airports using public transportation. This needs to be fixed. And the drop off point should be at the airport not 20 minutes away from it leaving you still trying to get there.

49	Oct 07 2020 10:16 PM	Better OCTA Service
50	Oct 07 2020 12:33 PM	Run public transportation along highway corridors get people to live near jobs; bring jobs to bedroom type communitites
51	Oct 06 2020 09:11 PM	
52	Oct 06 2020 07:43 PM	Light rail
53	Oct 06 2020 06:28 PM	Get people out of cars onto bikes and buses.
54	Oct 06 2020 11:20 AM	Public transportation intercity shuttles that start and end at metro link
55	Oct 05 2020 09:16 PM	
56	Oct 05 2020 03:21 PM	Truck Management: hours/lanes/$$
57	Oct 05 2020 11:12 AM	Create and improve safe cycling lanes and connecting bike paths
58	Oct 05 2020 11:00 AM	offer more public transit
59	Oct 05 2020 10:52 AM	Rail that is frequent
60	Oct 04 2020 01:24 PM	Make it easier and safer to travel by bike away from cars
61	Oct 04 2020 12:12 PM	Resurface the freeways as was paid for but not done!
62	Oct 04 2020 11:22 AM	Construct additional rail/subway commuter system that is user-friendly

63	Oct 04 2020 10:56 AM	Toll Lanes make traffic WORSE NOT BETTER! I used to live in Corona and saw the devastation they have caused on the 91. Why anyone is still pushing for them after the 91 debacle is beyond me.
64	Oct 04 2020 09:32 AM	self driving cars will mitigate most of the problems for a long time, but we have weird choke points where you lose 3 lanes suddenly. The toll roads are terrible because they generate massive jams where they terminate onto the freeways. No more toll roads.
65	Oct 02 2020 07:29 PM	Complete roadway gaps. Connecting La Pata to Antonio Parkway is the best example. The Portola Parkway gap should be expedited as a roadway and protected bikeway.
66	Oct 02 2020 06:56 PM	Increase quality of public transport (bus and rail travel)

67	Oct 02 2020 04:59 PM	Double deck freeways, Purchase land (e.g. not allow a person or business to privetly hold property within 200 yards of all freeways) along both sides of every freeway and rent back until enought land has been purchased to widen a freeway.
68	Oct 02 2020 04:20 PM	improve bus transport options
69	Oct 02 2020 09:43 AM	eliminate the tolls and carpool lanes. If the toll roads were free, then lower income people could use them, and traffic would be reduced on the "freeways", likewise a reduction in travel time average for all, if carpool lanes were available to all vehicles.
70	Oct 02 2020 08:30 AM	stop widespread development
71	Oct 01 2020 04:30 PM	Begin building and utilizing multi modal trails. We have over 1300 golf carts in our city. Great for seniors, ghg not used
72	Oct 01 2020 12:35 PM	More options for public transit with more time slots

73	Oct 01 2020 07:21 AM	better driver training, non-personal vehicles should only be allowed in the two rightmost lanes and the CHP should fine them for using other lanes. I'm constantly seeing big rigs SB 5 using the 3rd lane from the right.
74	Sep 30 2020 06:26 PM	Train - more light rail. Buses sit in the same traffic.
75	Sep 30 2020 04:27 PM	Encourage train and bicycle trips
76	Sep 30 2020 03:53 PM	Add carpool lanes on the 73 and 241
77	Sep 30 2020 02:33 PM	More busses
78	Sep 30 2020 01:43 PM	Add protected bicycle lanes
79	Sep 30 2020 12:57 PM	multi modal options
80	Sep 30 2020 11:30 AM	change work schedule to an earlier or later start work time.
81	Sep 30 2020 10:53 AM	Be like the bay area build a freeway on top of the freeway, get more bravo bus routes with less stops to destinations that people actually wanna go. More Light Rail would be cool as well.
82	Sep 30 2020 09:18 AM	Encourage more higher wage industries (not retail) to have locations in So. OC so people won't have to commute on freeways.

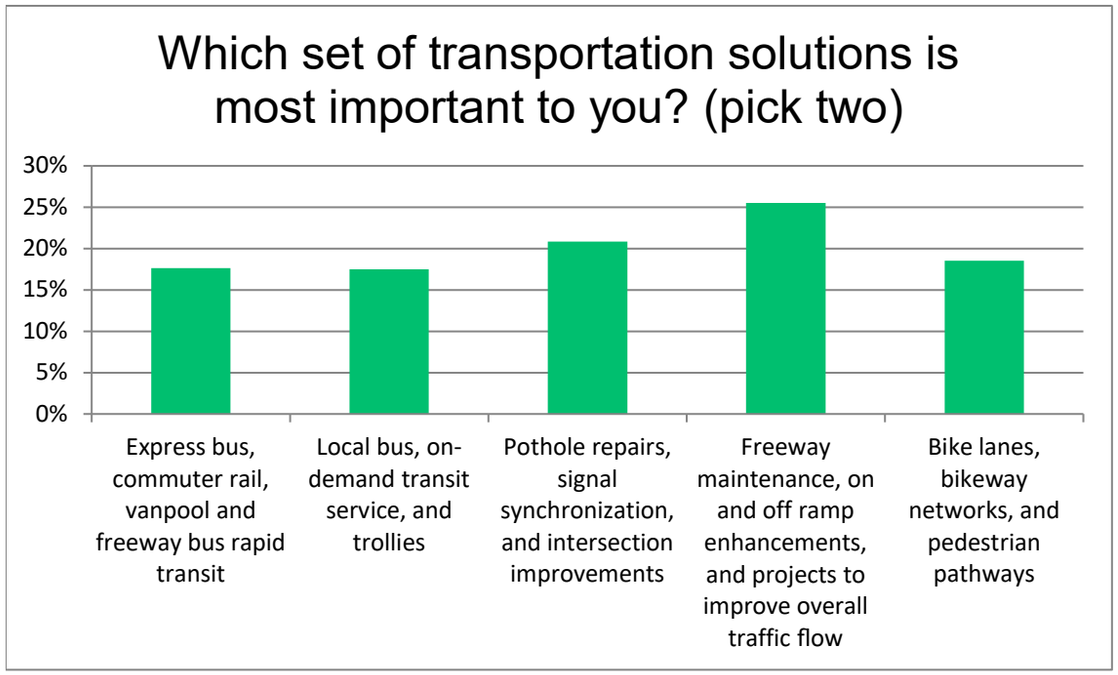
83	Sep 29 2020 10:32 AM	Finish the 241
84	Sep 28 2020 08:11 AM	build public transportation, light rail
85	Sep 26 2020 05:54 PM	Better bus and commuter rail service

OCTA SOCMTS PUBLIC INPUT SURVEY

Which set of transportation solutions is most important to you? (pick two)

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Express bus, commuter rail, vanpool and freeway bus	18%	119	2	0	121
Local bus, on-demand transit service, and trollies	17%	113	7	0	120
Pothole repairs, signal synchronization, and intersectio	21%	140	2	1	143
Freeway maintenance, on and off ramp enhancements	26%	172	2	1	175
Bike lanes, bikeway networks, and pedestrian pathway	19%	124	3	0	127
Total	**100.00%**				**686**

Total Responses		686
Responding Participants		
English	Spanish	Mandarin
Answered: 348	Answered: 8	Answered: 1
Skipped: 3	Skipped: 0	Skipped: 0



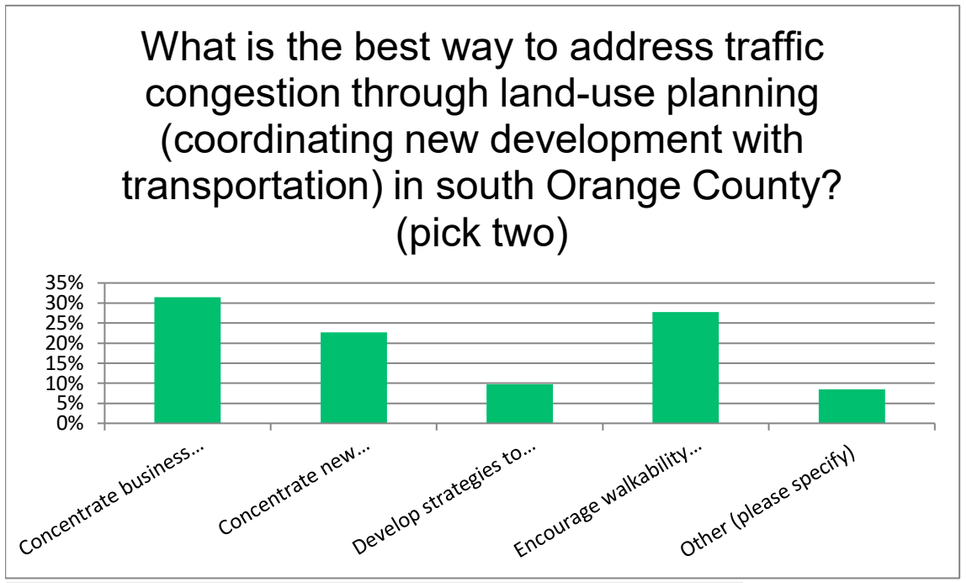
OCTA SOCMTS PUBLIC INPUT SURVEY

What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)

nswer Choice		Responses			
	%	English	Spanish	Mandarin	Total
Concentrate l	31%	198	5	1	204
Concentrate r	23%	143	3	1	147
Develop strat	10%	63	0	0	63
Encourage w	28%	175	5	0	180
Other (please	8%	54	1	0	55
Total	**100.00%**				**649**

Total Answered	649

Responding Participants		
English	Spanish	Mandarin
Answered: 347	Answered: 8	Answered: 1
Skipped: 4	Skipped: 0	Skipped: 0



Respondents	Response Date	Other (please specify)	Tags
1	Oct 29 2020 09:12 AM	let private parties determine how development works in their particular community	
2	Oct 28 2020 03:21 PM	You're too late. Too many communities have been developed that can ONLY utilize already established arterials meant for that community.	
3	Oct 24 2020 02:44 AM	Encourage bicycling, walking, jogging, alternatives to cars	

4	Oct 23 2020 05:12 PM	Not charge for parking. Trains supplemented by local cabs, etc
5	Oct 23 2020 01:14 PM	Improve rail by double tracking
6	Oct 22 2020 09:15 AM	Develop an Uber style service run by the OCTA
7	Oct 22 2020 09:07 AM	MIXED USE near rail :) Like the "One Paseo" development in North San Diego
8	Oct 21 2020 05:05 PM	Offer parallel roads to high traffic roads (eg.Ortega hwy) to alleviate high traffic and bottle necking (eg El Toro Rd has Los Aliso as an alternative when El Toro has excess traffic)
9	Oct 20 2020 07:45 PM	charging for parking favors affluent and harms lower income, eliminate the tolls from toll roads. toll free holidays and rush hours
10	Oct 20 2020 11:59 AM	Require developers to first construct an appropriately-sized road network that meets the projected vehicle capacity increase before a single building facility is approved for construction. No final project approval until the vehicle transportation network is in place.

		not a real option, sure some people ride metrolink but does someone really think transit in south county is the solution to anything? This is very shortsighted. Based on the last 100 years, it should be clear that land-use planning is market based and to think it will change is folly. This county is auto dependent and always will be, you cannot change the mindset of a vast majority of the population so why try? People that travel in south county that are impacted by congestion do not care about walkability or complete streets, if you get on the freeway, active modes are not an option for your trip to begin with, not hard to figure out. Charge for parking in south county?
11	Oct 20 2020 11:00 AM	expanding rail travel locations
12	Oct 19 2020 03:48 PM	reduce number of houses being built
13	Oct 19 2020 02:10 PM	More bikeways and golf cart friendly streets
14	Oct 19 2020 09:39 AM	raise cost of new development
15	Oct 18 2020 07:57 PM	
16	Oct 16 2020 07:12 PM	Build more roads
17	Oct 16 2020 05:07 PM	Work from home option
18	Oct 16 2020 04:39 PM	Add more public transportation
19	Oct 15 2020 09:45 AM	Read question #9. You need infrastructure before you bring more people and cars!

20	Oct 14 2020 02:20 PM	Make public transportation easy, safe and available
21	Oct 14 2020 11:44 AM	Not approving new development without water permits.
22	Oct 13 2020 11:38 AM	Construct transit centers around EXISTING housing development
23	Oct 10 2020 04:43 PM	Stop developing!
24	Oct 10 2020 02:00 PM	Encourage businesses to allow work-from-home and 4-day workweeks
25	Oct 08 2020 06:05 PM	Develop mixed use areas (vs. separate business and resident) that connect to transit
26	Oct 08 2020 05:18 PM	DON'T Charge for parking, then we can meet with others and carpool One parking charge is more than the gas to get there and back.
27	Oct 08 2020 02:12 PM	discontinue groups like you
28	Oct 07 2020 03:46 PM	Better bus routes, e.g. Aliso Creek (movie & shopping)
29	Oct 04 2020 05:41 PM	Get rid of toll lanes since the toll roads have been paid for than let people dive them without a toll
30	Oct 04 2020 03:07 PM	Always develop with wide lanes and room to grow/expand
31	Oct 04 2020 02:58 PM	Hyper-proximity cities (15-minute cities)
32	Oct 04 2020 01:09 PM	Restrict new development
33	Oct 04 2020 12:12 PM	End high density housing developments now!!

34	Oct 04 2020 10:56 AM	Have developer pay for arterial roads when developing an area and ONLY when studies show they are necessary (not BEFORE)
35	Oct 04 2020 10:13 AM	new main roads to accommodate new large developments
36	Oct 04 2020 09:32 AM	stop trying to price people from activities, like parking pricing, toll roads and the rest, it is a regressive tax, we already pay for the highways, stop tolling them. Stop throwing a ton of houses into areas without having gotten the infrastructure resolved first.
37	Oct 03 2020 03:37 PM	Limit new housing development!
38	Oct 03 2020 09:16 AM	Smart intersections, signal synchronization county-wide
39	Oct 02 2020 07:29 PM	Remove bikeways from streets by investing in pedestrian/bike bridges
40	Oct 02 2020 02:51 PM	limit growth.
41	Oct 02 2020 12:30 PM	Increasing density through unbridled development results in greater tripmaking and traffic. Control growth instead of merely attempting to acommodate growth.
42	Oct 02 2020 11:35 AM	Not a fan of restricting development rights.

43	Oct 02 2020 09:43 AM	enough with the charging to impact behavior. It adversely affects lower income people. Make parking free around train and bus terminals.
44	Oct 02 2020 08:30 AM	increase bus safety; people are afraid to ride mass transit
45	Oct 01 2020 06:16 PM	Stop development
46	Oct 01 2020 04:30 PM	Multi modal trails and small electronic mobility devices for individual housing on one end of (bus/rail) and business on the other end
47	Oct 01 2020 02:10 PM	Land use planning is not the issue. Most bus/rail centers are located in highly developed areas now. The key to reducing congestion is to move more cars through the freeway/toll roads more quickly. Congestion pricing will do more to reduce congestion than land use planning.
48	Oct 01 2020 10:25 AM	better synconized stop lights, similar stores on both sides of the street thus eliminating the need to turn left and interupting the flow of traffic in opposite direction.
49	Oct 01 2020 07:21 AM	Provide adequate thoroughfares in and around residential development
50	Sep 30 2020 02:32 PM	well lit bus and light rail service pick up and drop off points
51	Sep 30 2020 11:30 AM	

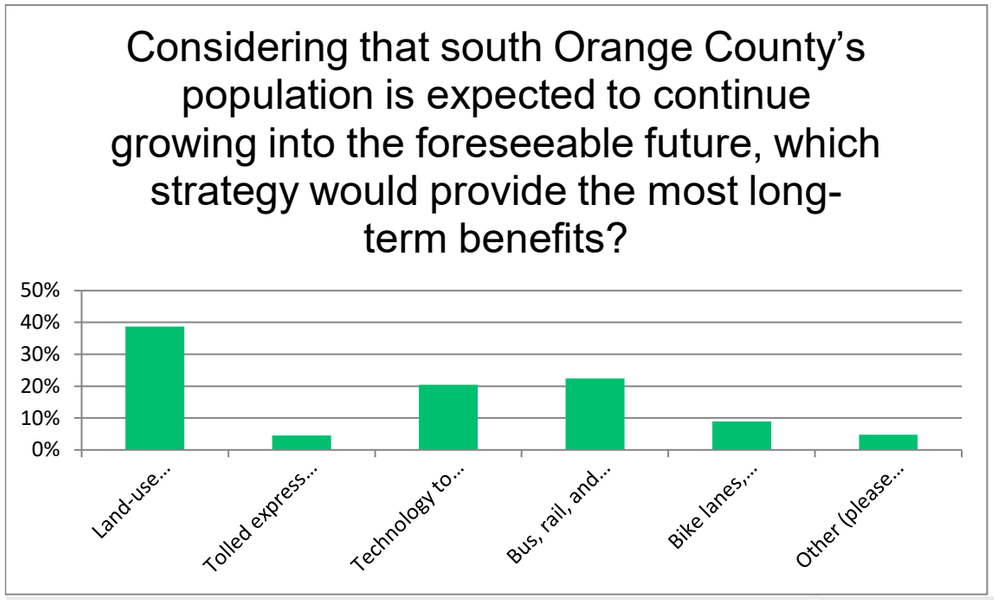
52	Sep 30 2020 10:53 AM	how about making pch into a toll road or build a toll road somewhere else extend the 241 already. Its only taken what 5 years. I live in the bay area now and almost dont wanna come back to oc cause it sucks for busses and trains worse than la.
53	Sep 26 2020 07:14 AM	City shuttle service
54	Sep 25 2020 12:35 PM	Affordable Senior transportation
55	Oct 27 2020 10:30 PM	(Spanish) More bus routes

OCTA SOCMTS PUBLIC INPUT SURVEY

Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?

Answer Choices	Responses				
	%	English	Spanish	Mandarin	Total
Land-use planning (coordinating new development with transportatio	39%	135	3	0	138
Tolled express lanes on existing freeways	4%	15	1	0	16
Technology to minimize traffic (signal synchronization, autonomous v	21%	72	1	0	73
Bus, rail, and other transit services	22%	80	0	0	80
Bike lanes, sidewalks/crosswalks, and paved trails	9%	28	3	1	32
Other (please specify)	5%	17	0	0	17
Total	**100.00%**				**356**

Total Answered	356	
Responding Participants		
English	Spanish	Mandarin
Answered: 347	Answered: 8	Answered: 1
Skipped: 4	Skipped: 0	Skipped: 0



Respondents	Response Date	Other (please specify)	Tags
1	Oct 22 2020 09:15 AM	Develop an uber style service	
2	Oct 20 2020 11:59 AM	See my response to the previous question.	
3	Oct 18 2020 09:20 AM	Work at home	
4	Oct 16 2020 07:12 PM	Build more roads, higway lanes and finish the 241	

5	Oct 15 2020 09:45 AM	I don't mind land use planning BUT you need to address capacity of the town or city.
6	Oct 14 2020 11:44 AM	Synchronization of lights, working at home benefits, & autonomous vehicles.
7	Oct 08 2020 06:05 PM	Encourage less dependence on vehicles, and more bike/walk to local destinations. Further destinations would use bus/rail. Freeways are so congested and don't trust Caltrans to manage budget, schedule or prioritize local community needs. Want to keep local funds to serve local needs.
8	Oct 08 2020 02:12 PM	Stop making the problem worst as you are doing.
9	Oct 07 2020 03:46 PM	Electric automobiles
10	Oct 04 2020 05:41 PM	Reduce the toll road cost. Lower the price dramatically
11	Oct 04 2020 12:12 PM	Resurface freeways. End all toll roads to improve utilization!
12	Oct 04 2020 10:56 AM	Again, Tolled express lanes are a horrible idea. Developers should build arterial roads when they build new communities WHERE THEY ARE NEEDED. NO MORE TOLL ROADS/NO MORE TOLL ROAD EXTENSIONS/NO MORE TOLL LANES!
13	Oct 03 2020 03:37 PM	Limit new housing development!

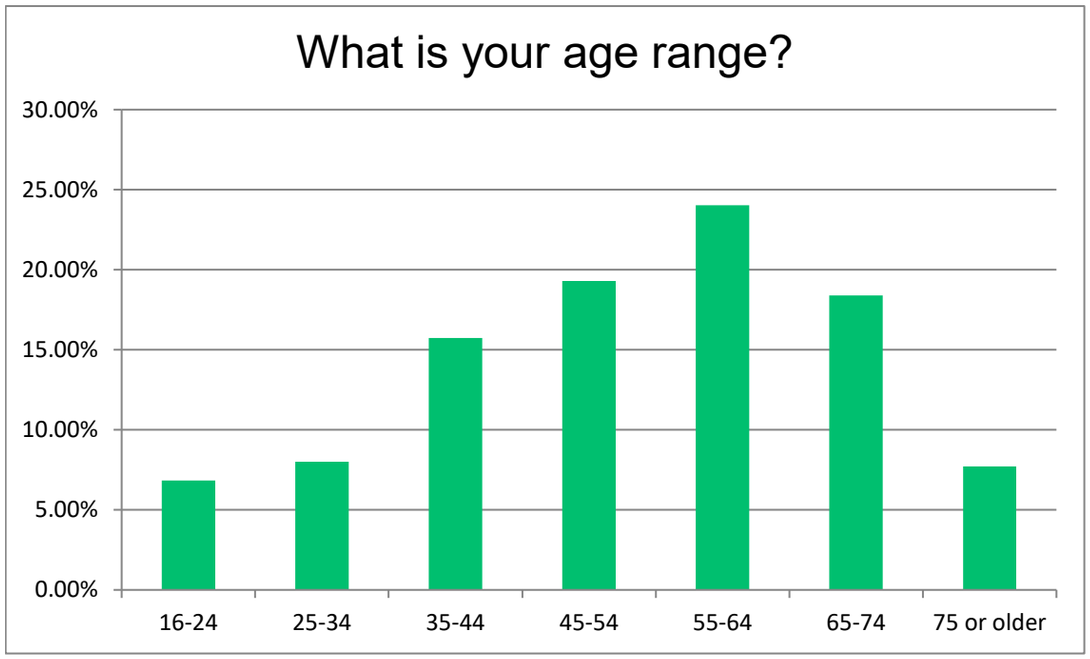
14	Oct 02 2020 12:30 PM	See response to previous question.
15	Oct 01 2020 07:21 AM	eliminate the toll on toll roads. I would use toll roads 261 and 241 instead of Jamboree if it was free.
16	Sep 30 2020 11:22 AM	Stop building on whatever is left of our open spaces. Educate people on rules of the road. Make bike lanes safer. We have a tandem that we would ride everywhere. We finally stopped riding due to people not paying attention while driving.
17	Sep 25 2020 12:35 PM	Affordable senior transportation

OCTA SOCMTS PUBLIC INPUT SURVEY

What is your age range?

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
16-24	6.82%	22	1	0	23
25-34	8.01%	26	1	0	27
35-44	15.73%	50	3	0	53
45-54	19.29%	61	3	1	65
55-64	24.04%	81	0	0	81
65-74	18.40%	62	0	0	62
75 or older	7.72%	26	0	0	26
Total	**100.00%**				**337**

Total Answered		337
Responding Participants		
English	Spanish	Mandarin
Answered: 328	Answered: 8	Answered: 1
Skipped: 23	Skipped: 0	Skipped: 0

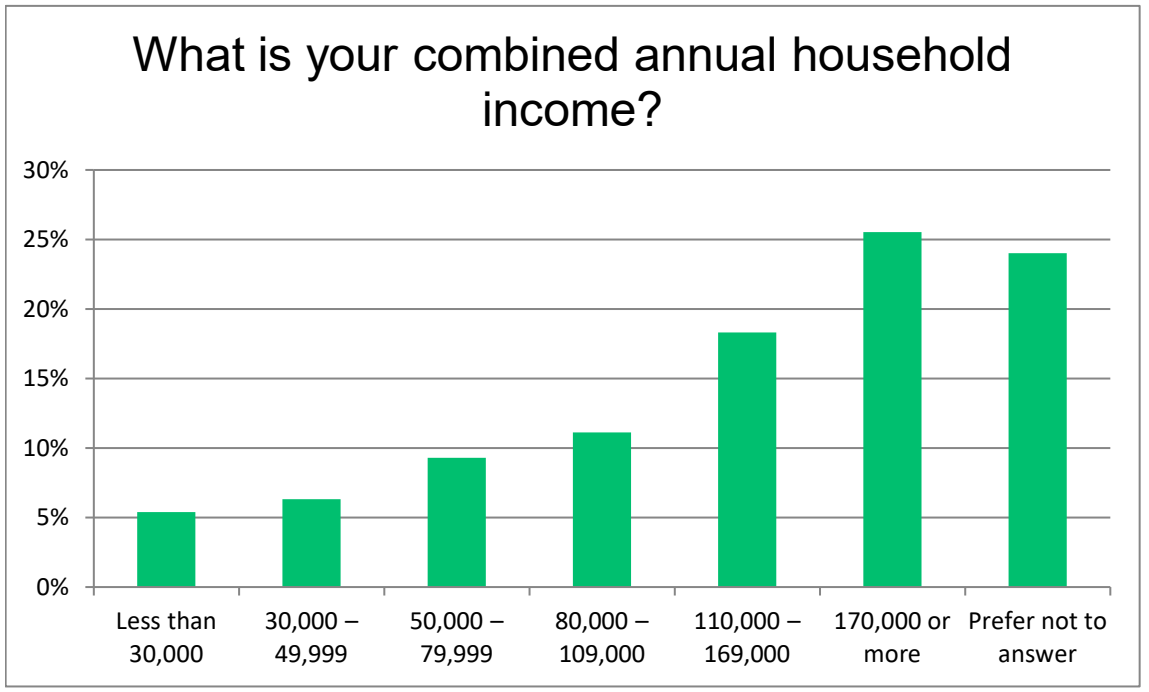


OCTA SOCMTS PUBLIC INPUT SURVEY

What is your combined annual household income?

Answer Choices	Responses				
	%	**English**	**Spanish**	**Mandarin**	**Total**
Less than 30,000	5%	14	3	1	18
30,000 – 49,999	6%	19	2	0	21
50,000 – 79,999	9%	30	1	0	31
80,000 – 109,000	11%	37	0	0	37
110,000 – 169,000	18%	61	0	0	61
170,000 or more	26%	85	0	0	85
Prefer not to answer	24%	78	2	0	80
Total	**100.00%**				**333**

Total Answered		333
Responding Participants		
English	Spanish	Mandarin
Answered: 328	Answered: 8	Answered: 1
Answered: 324	Answered: 8	Answered: 1
Skipped: 27	Skipped: 0	Skipped: 0

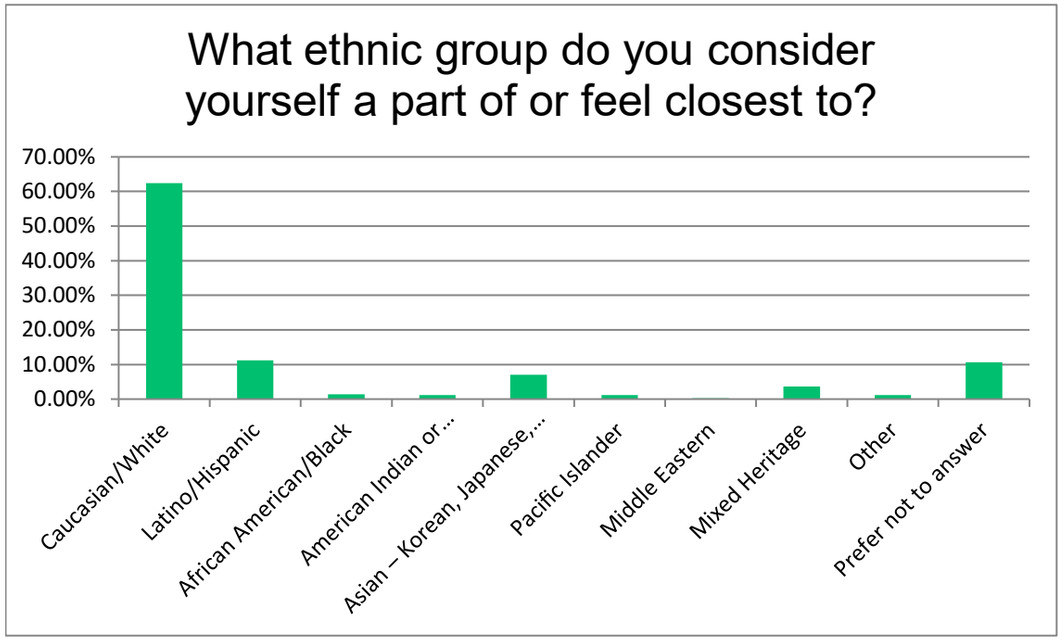


OCTA SOCMTS PUBLIC INPUT SURVEY

What ethnic group do you consider yourself a part of or feel closest to?

Answer Choices	Responses				
	English % Only	**English**	**Spanish**	**Mandarin**	**Total**
Caucasian/White	62.46%	223	0	0	223
Latino/Hispanic	11.20%	32	8	0	40
African American/Black	1.40%	5	0	0	5
American Indian or Alaskan Native	1.12%	4	0	0	4
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other	7.00%	24	0	1	25
Pacific Islander	1.12%	4	0	0	4
Middle Eastern	0.28%	1	0	0	1
Mixed Heritage	3.64%	13	0	0	13
Other	1.12%	4	0	0	4
Prefer not to answer	10.64%	38	0	0	38
Total	**100.00%**				**357**

Total Answered		357
Responding Participants		
English	Spanish	Mandarin
Answered: 328	Answered: 8	Answered: 1
Skipped: 23	Skipped: 0	Skipped: 0



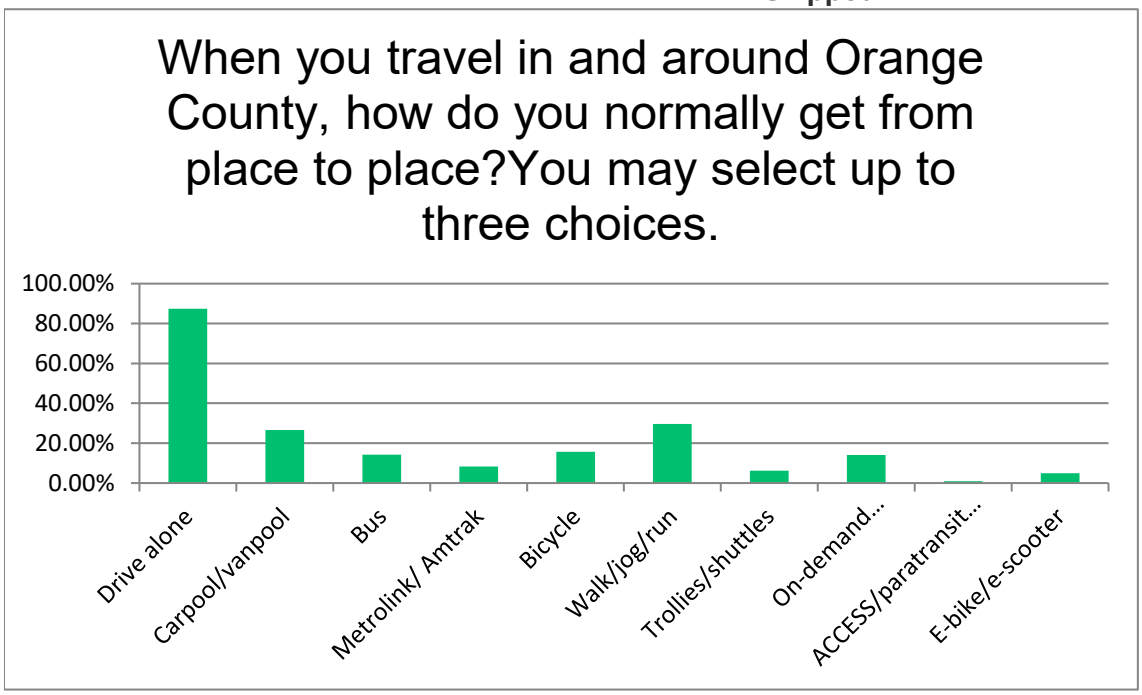
Appendix B

Appendix B.2 English Survey Results

OCTA SOCMTS PUBLIC INPUT SURVEY

When you travel in and around Orange County, how do you normally get from place to place?You may select up to three choices.

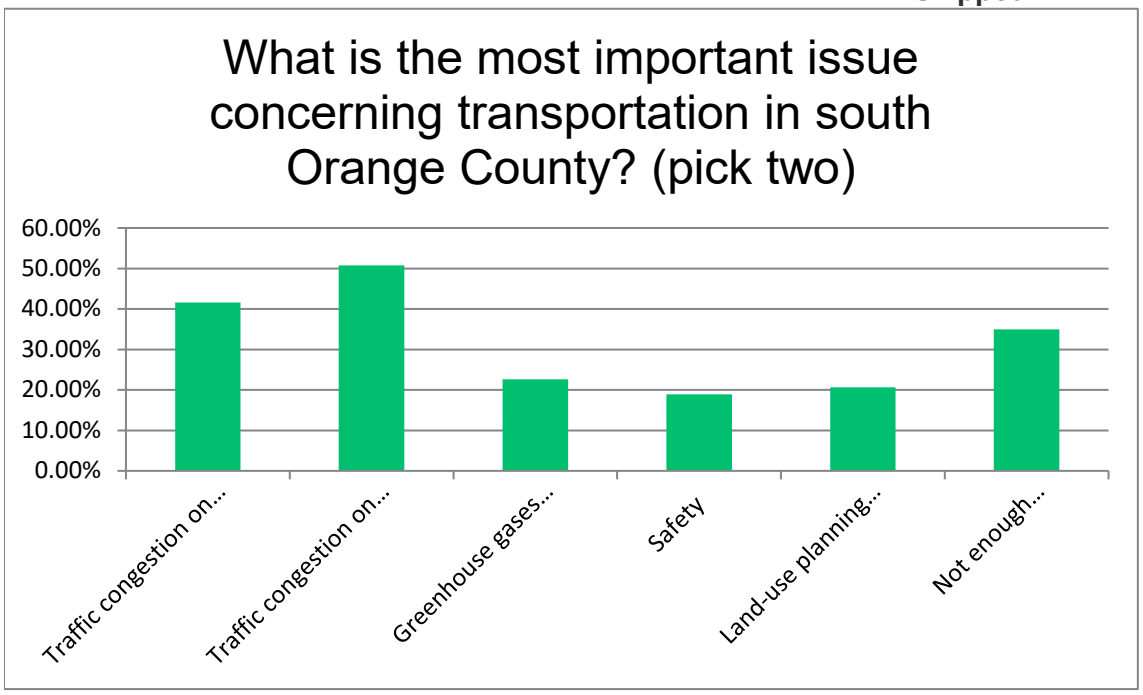
Answer Choices	Responses	
Drive alone	87.43%	306
Carpool/vanpool	26.57%	93
Bus	14.29%	50
Metrolink/ Amtrak	8.29%	29
Bicycle	15.71%	55
Walk/jog/run	29.71%	104
Trollies/shuttles	6.29%	22
On-demand rideshare service (such as Uber or Lyft)	14.00%	49
ACCESS/paratransit service	0.86%	3
E-bike/e-scooter	4.86%	17
	Answered	**350**
	Skipped	**1**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most important issue concerning transportation in south Orange County? (pick two)

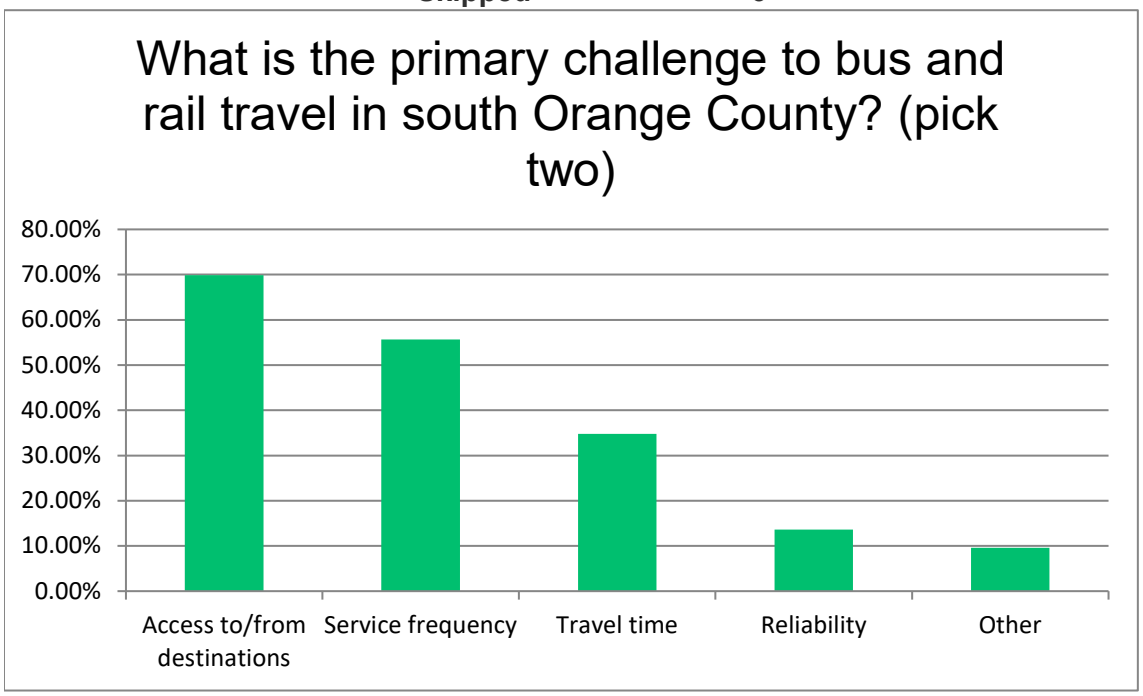
Answer Choices	Responses	
Traffic congestion on local streets and roads	41.55%	145
Traffic congestion on freeways/highways	50.72%	177
Greenhouse gases (addressing climate change)	22.64%	79
Safety	18.91%	66
Land-use planning (coordinating new development with transportatio	20.63%	72
Not enough transportation choices (bus, rail, or on-demand microtran	34.96%	122
	Answered	**349**
	Skipped	**2**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge to bus and rail travel in south Orange County? (pick two)

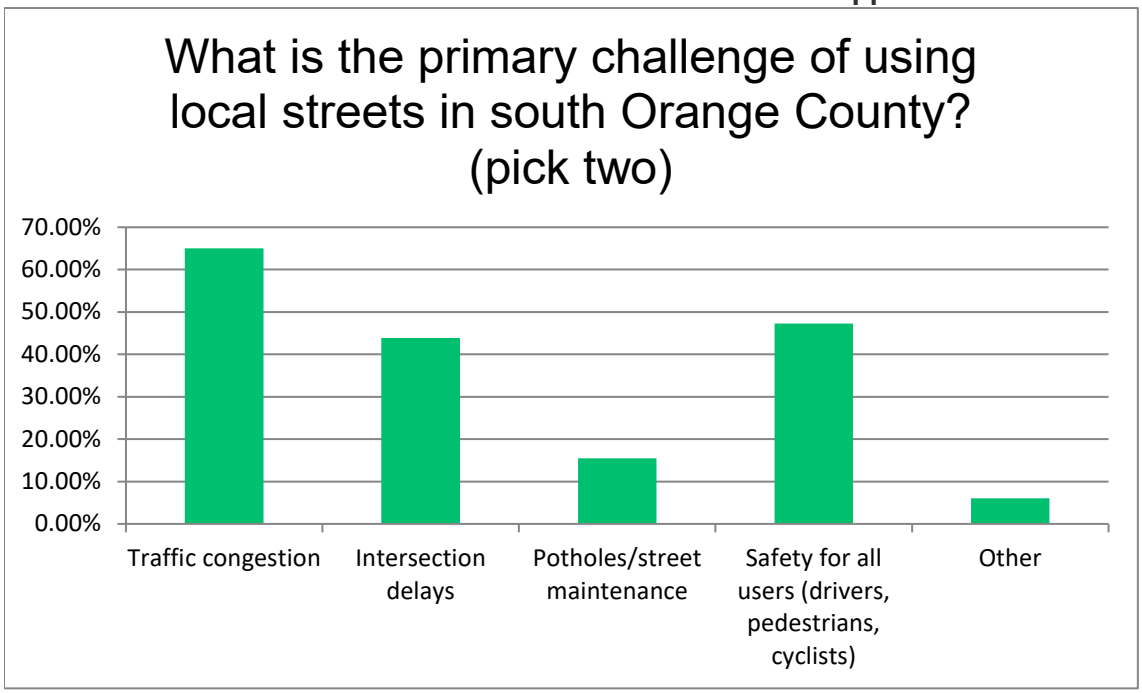
Answer Choices	Responses	
Access to/from destinations	69.86%	241
Service frequency	55.65%	192
Travel time	34.78%	120
Reliability	13.62%	47
Other	9.57%	33
	Answered	**345**
	Skipped	**6**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge of using local streets in south Orange County? (pick two)

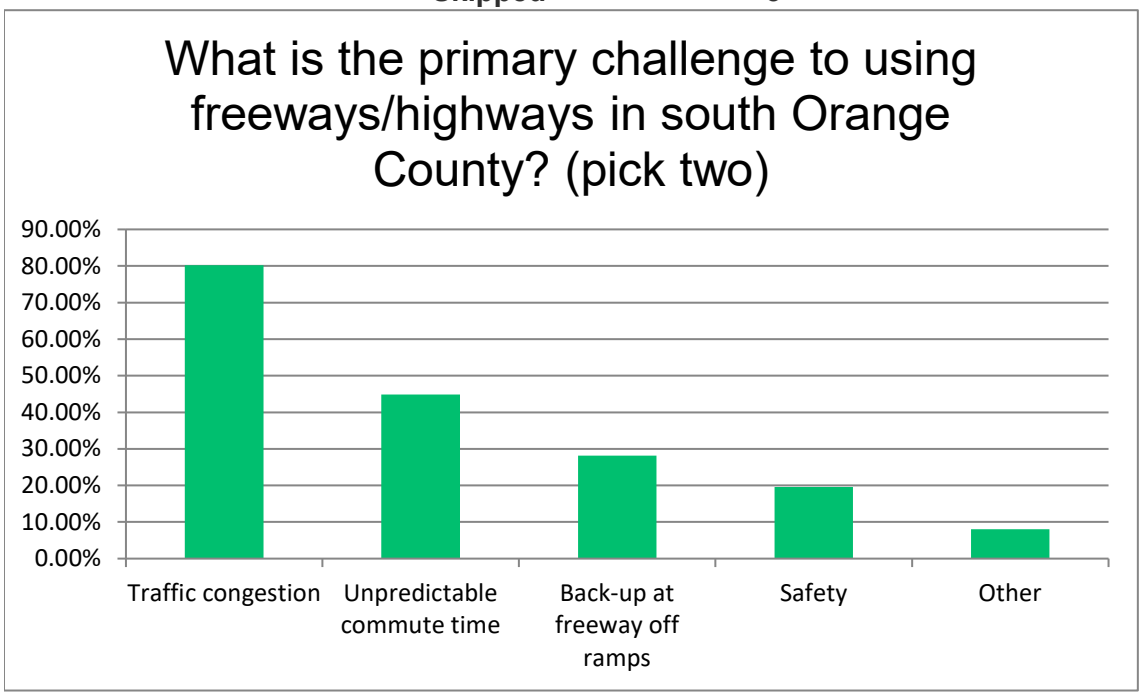
Answer Choices	Responses	
Traffic congestion	65.04%	227
Intersection delays	43.84%	153
Potholes/street maintenance	15.47%	54
Safety for all users (drivers, pedestrians, cyclists)	47.28%	165
Other	6.02%	21
	Answered	**349**
	Skipped	**2**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the primary challenge to using freeways/highways in south Orange County? (pick two)

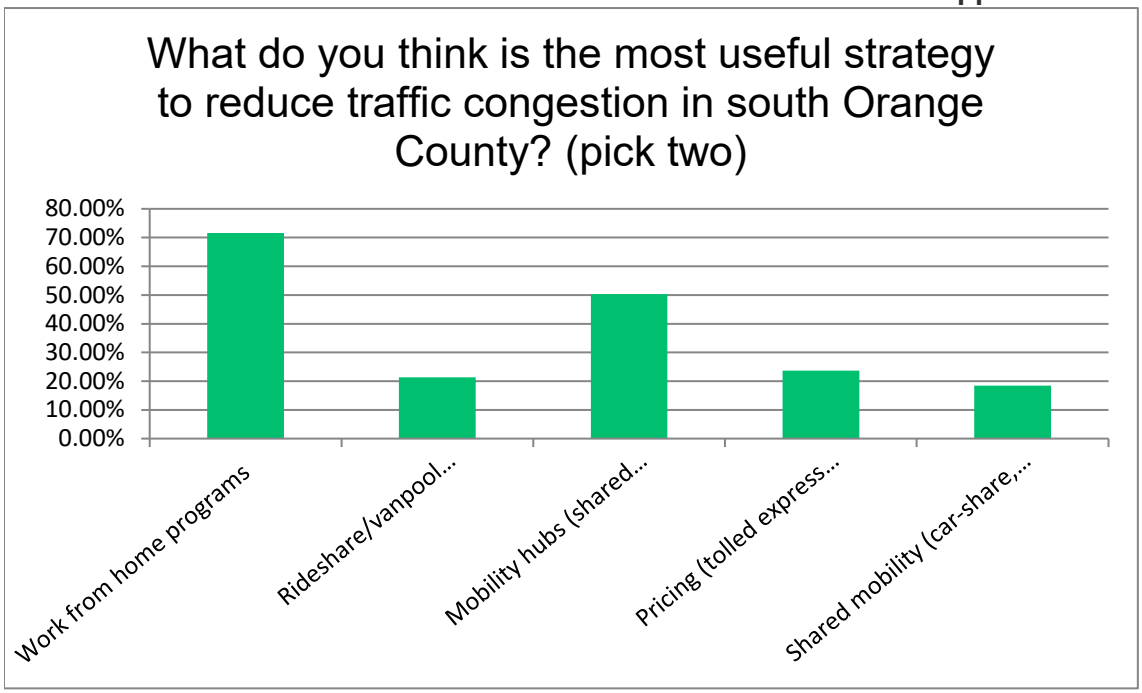
Answer Choices	Responses	
Traffic congestion	80.17%	279
Unpredictable commute time	44.83%	156
Back-up at freeway off ramps	28.16%	98
Safety	19.54%	68
Other	8.05%	28
	Answered	**348**
	Skipped	**3**



OCTA SOCMTS PUBLIC INPUT SURVEY

What do you think is the most useful strategy to reduce traffic congestion in south Orange County? (pick two)

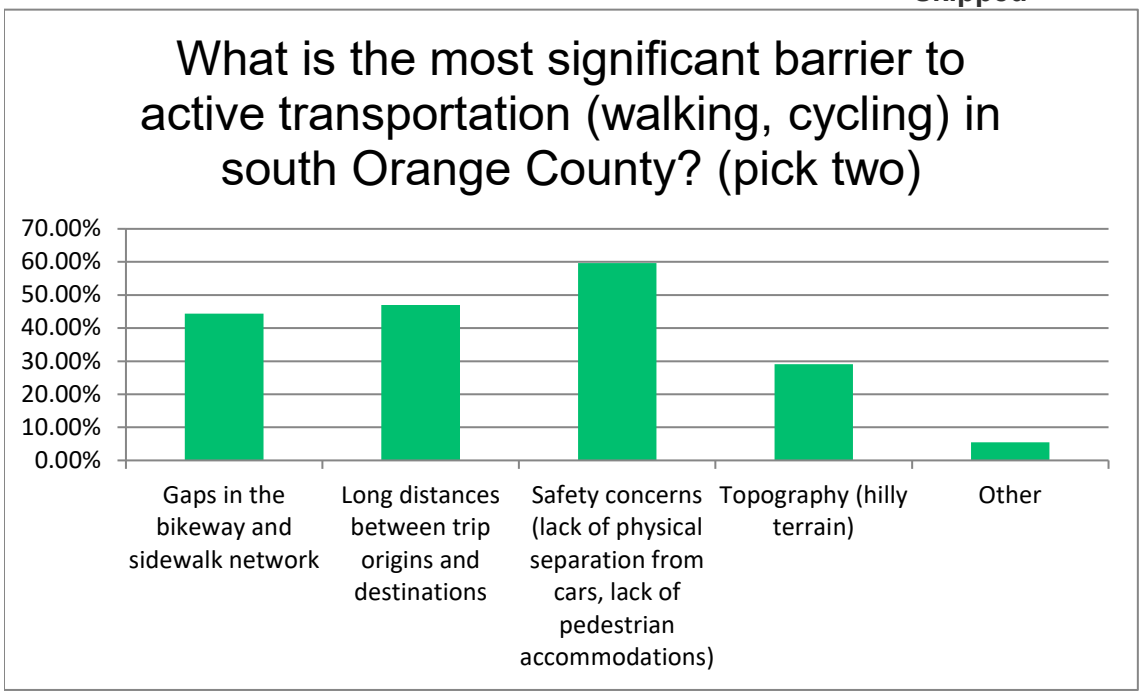
Answer Choices	Responses	
Work from home programs	71.64%	245
Rideshare/vanpool programs and facilities	21.35%	73
Mobility hubs (shared activity centers for connecting bus/shuttle/rides	50.29%	172
Pricing (tolled express lanes, charge for parking)	23.68%	81
Shared mobility (car-share, bike-share, scooter-share)	18.42%	63
	Answered	**342**
	Skipped	**9**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the most significant barrier to active transportation (walking, cycling) in south Orange County? (pick two)

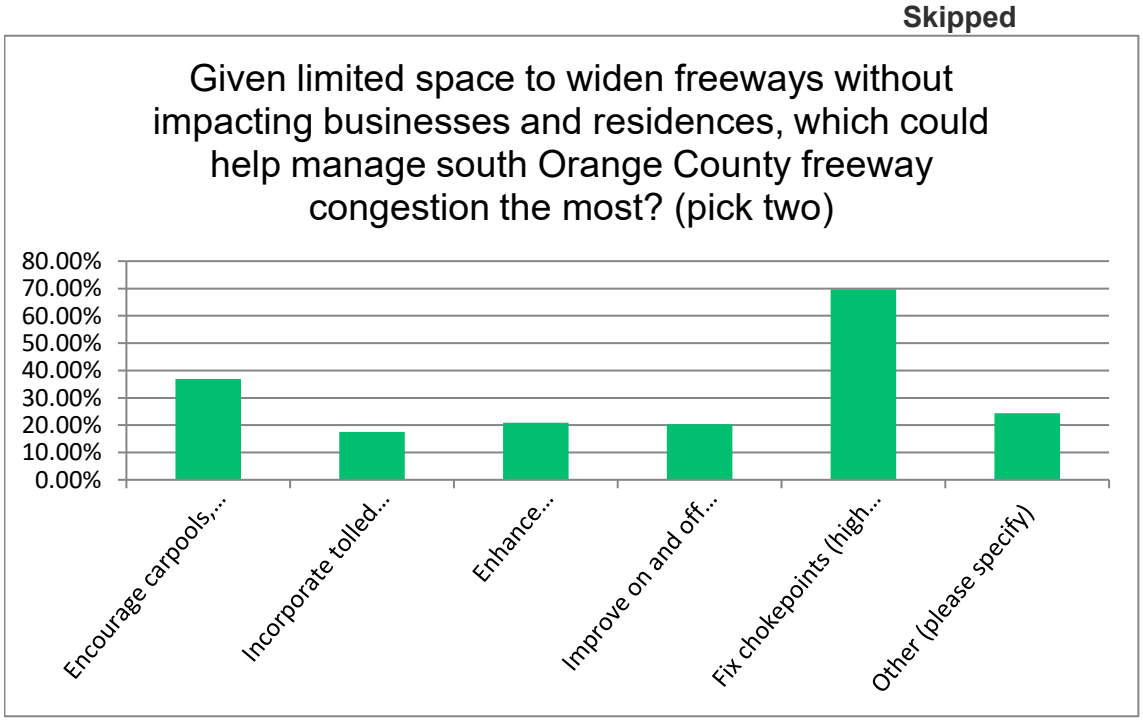
Answer Choices	Responses	
Gaps in the bikeway and sidewalk network	44.38%	154
Long distances between trip origins and destinations	46.97%	163
Safety concerns (lack of physical separation from cars, lack of pedes	59.65%	207
Topography (hilly terrain)	29.11%	101
Other	5.48%	19
	Answered	**347**
	Skipped	**4**



OCTA SOCMTS PUBLIC INPUT SURVEY

Given limited space to widen freeways without impacting businesses and residences, which could help manage south Orange County freeway congestion the most? (pick two)

Answer Choices	Responses	
Encourage carpools, vanpools and ridesharing	36.96%	129
Incorporate tolled express lanes onto existing freeways (91 Express	17.48%	61
Enhance infrastructure to accommodate autonomous (self-driving) v	20.92%	73
Improve on and off ramps	20.34%	71
Fix chokepoints (high congestion areas)	69.63%	243
Other (please specify)	24.36%	85
	Answered	**349**
	Skipped	**2**



Respondents	Response Date	Other (please specify)	Tags
1	Oct 27 2020 06:59 PM	Express bus service on OC freeways linking OC and LA County.	
2	Oct 27 2020 04:18 PM	Work with business to gain extra dataset in terms of business hours # of employees ect	
3	Oct 25 2020 10:42 PM	mass transit	
4	Oct 25 2020 02:31 PM	More bus and train service	
5	Oct 25 2020 02:14 PM	Restrict all commercial trucks to use between 8pm and 8am	
6	Oct 23 2020 05:12 PM	trains for long distances to hubs with buses & cabs for local	
7	Oct 23 2020 02:42 PM	Implement first and last mile mobility devices.	

8	Oct 23 2020 01:14 PM	Double Track Railroad
9	Oct 22 2020 12:21 PM	Properly maintain existing roadways anticipating autonomous increases
10	Oct 22 2020 09:07 AM	Fix rail!
11	Oct 22 2020 09:05 AM	more public transportation - train at better prices and more frequency during the whole day. Think like big city!
12	Oct 21 2020 09:20 PM	More Metrolink!
13	Oct 21 2020 03:32 PM	Close bicycle facility gaps. Please.
14	Oct 21 2020 02:49 PM	Encouraging higher capacity use of toll roads to take pressure off the 5; example: reduced cost use for 3+ vehicles or free use by an OCTA BRT route. Also, expand neighborhood “leisure” public transportation in more communities (e.g. trollies in Laguna, Dana Point, San Clemente could be expanded to Laguna Niguel, Mission Viejo, Aliso Viejo, etc.). Land use planning that puts more jobs within walking distance of Metrolink stations.
15	Oct 21 2020 09:19 AM	Designate more lots where carpools could leave their cars. (eg. Walnut in Irvine near the 5 Fwy.)
16	Oct 21 2020 08:33 AM	more transit/rail infrastructure
17	Oct 21 2020 06:00 AM	Fix Metrolink and expand bike parking! A small residential area doesn't need bike share, but I would ride my bike to the trains station if I could keep it there safely for my commute!

18	Oct 20 2020 07:45 PM	eliminate toll fees so that all people including lower income utilize these underutilized lane resources
19	Oct 20 2020 12:23 PM	Better place bike parking (security of locked bikes) and ensure bike lanes on MSRs
20	Oct 20 2020 11:59 AM	Construct the 241-South Toll Rd, using the former Green Alignment, which was killed only due to a major mis-information campaign by environmental activists.
21	Oct 20 2020 11:00 AM	South, there is no other reasonable option to manage congestion, it is a shame folks from South County do not realize that. If there is an emergency, I-5 is the only lifeline, pretty shortsighted to not include Foothill south in every conceivable alternative if a real solution is desired. Carpools, vanpools and ridesharing have proven since the 1970s to not be a solution to manage congestion. Hanging your hat on autonomous vehicles would be very shortsighed, only a small proportion of vehicles by your horizon year would be autonomous. Fixing chokepoints and ramps is a bandaid that is not a true solution, sure those are helpful, but
22	Oct 20 2020 08:19 AM	Increased frequencies of trains and buses.
23	Oct 19 2020 03:48 PM	Incorporating a much better light-rail/subway type travel network

24	Oct 19 2020 09:39 AM	Make it easier for local traffic to choose ebike or golf cart
25	Oct 18 2020 10:47 AM	better public transit
26	Oct 18 2020 10:18 AM	eliminate car pool lanes
27	Oct 18 2020 09:20 AM	Work at home.
28	Oct 16 2020 08:01 PM	Connect Portola Parkway to minimize traffic on Sand Canyon and Bake/Alton
29	Oct 16 2020 05:07 PM	Use multi modal sidewalks for golf carts. No green house gas emissions, easy for seniors, require small parking footprint.
30	Oct 16 2020 04:48 PM	Develop and encourage public transit
31	Oct 16 2020 04:39 PM	Add more free public transportation options using the bus.
32	Oct 15 2020 11:50 AM	Schedules must match route time more closely
33	Oct 15 2020 10:22 AM	municipal transportation lanes
34	Oct 15 2020 09:45 AM	DON'T continue building unless you have the space for roads to accommodate the new people. SIMPLE!
35	Oct 15 2020 09:31 AM	Shared cars at train stations
36	Oct 14 2020 04:01 PM	Don’t widen freeways ..constant construction worse
37	Oct 14 2020 03:17 PM	Improve other modes of travel to compete with freeway
38	Oct 14 2020 11:44 AM	encourage work from home
39	Oct 13 2020 02:21 PM	More Trolley's. More Train Sprinters.
40	Oct 13 2020 11:38 AM	Incentivize carpools, vanpools, ridesharing with vouchers or something similar
41	Oct 12 2020 11:39 AM	more frequent, free, fast buses

42	Oct 10 2020 03:29 PM	Limit population growth commensurate with infrastructure capacity & efficiency.
43	Oct 10 2020 05:44 AM	don't do any of these -- you will only increase traffic. Consider congestion tolls
44	Oct 09 2020 10:45 PM	Improve public transportation as in europe
45	Oct 08 2020 09:38 PM	Light rail or dedicated bus service in center medians
46	Oct 08 2020 06:05 PM	add train / light rail alog I-5 and I-405 fwy corridors w/ connections to bus
47	Oct 08 2020 05:18 PM	limit new track home building in areas, thus creating chokepoints...
48	Oct 08 2020 08:58 AM	It’s impossible to get to airports using public transportation. This needs to be fixed. And the drop off point should be at the airport not 20 minutes away from it leaving you still trying to get there.
49	Oct 07 2020 10:16 PM	Better OCTA Service
50	Oct 07 2020 12:33 PM	Run public transportation along highway corridors
51	Oct 06 2020 09:11 PM	get people to live near jobs; bring jobs to bedroom type communitites
52	Oct 06 2020 07:43 PM	Light rail
53	Oct 06 2020 06:28 PM	Get people out of cars onto bikes and buses.
54	Oct 06 2020 11:20 AM	Public transportation
55	Oct 05 2020 09:16 PM	intercity shuttles that start and end at metro link
56	Oct 05 2020 03:21 PM	Truck Management: hours/lanes/$$
57	Oct 05 2020 11:12 AM	Create and improve safe cycling lanes and connecting bike paths

58	Oct 05 2020 11:00 AM	offer more public transit
59	Oct 05 2020 10:52 AM	Rail that is frequent
60	Oct 04 2020 01:24 PM	Make it easier and safer to travel by bike away from cars
61	Oct 04 2020 12:12 PM	Resurface the freeways as was paid for but not done!
62	Oct 04 2020 11:22 AM	Construct additional rail/subway commuter system that is user-friendly
63	Oct 04 2020 10:56 AM	Toll Lanes make traffic WORSE NOT BETTER! I used to live in Corona and saw the devastation they have caused on the 91. Why anyone is still pushing for them after the 91 debacle is beyond me.
64	Oct 04 2020 09:32 AM	self driving cars will mitigate most of the problems for a long time, but we have weird choke points where you lose 3 lanes suddenly. The toll roads are terrible because they generate massive jams where they terminate onto the freeways. No more toll roads.
65	Oct 02 2020 07:29 PM	Complete roadway gaps. Connecting La Pata to Antonio Parkway is the best example. The Portola Parkway gap should be expedited as a roadway and protected bikeway.
66	Oct 02 2020 06:56 PM	Increase quality of public transport (bus and rail travel)

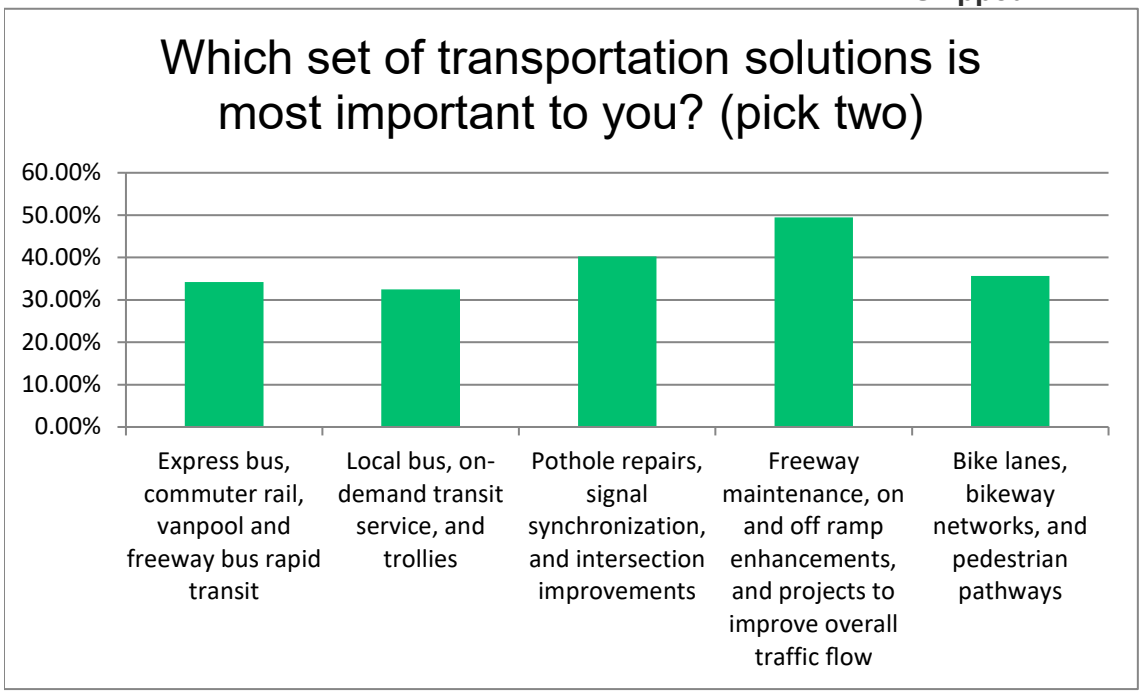
67	Oct 02 2020 04:59 PM	Double deck freeways, Purchase land (e.g. not allow a person or business to privetly hold property within 200 yards of all freeways) along both sides of every freeway and rent back until enought land has been purchased to widen a freeway.
68	Oct 02 2020 04:20 PM	improve bus transport options
69	Oct 02 2020 09:43 AM	eliminate the tolls and carpool lanes. If the toll roads were free, then lower income people could use them, and traffic would be reduced on the "freeways", likewise a reduction in travel time average for all, if carpool lanes were available to all vehicles.
70	Oct 02 2020 08:30 AM	stop widespread development
71	Oct 01 2020 04:30 PM	Begin building and utilizing multi modal trails. We have over 1300 golf carts in our city. Great for seniors, ghg not used
72	Oct 01 2020 12:35 PM	More options for public transit with more time slots
73	Oct 01 2020 07:21 AM	better driver training, non-personal vehicles should only be allowed in the two rightmost lanes and the CHP should fine them for using other lanes. I'm constantly seeing big rigs SB 5 using the 3rd lane from the right.
74	Sep 30 2020 06:26 PM	Train - more light rail. Buses sit in the same traffic.
75	Sep 30 2020 04:27 PM	Encourage train and bicycle trips
76	Sep 30 2020 03:53 PM	Add carpool lanes on the 73 and 241
77	Sep 30 2020 02:33 PM	More busses

78	Sep 30 2020 01:43 PM	Add protected bicycle lanes
79	Sep 30 2020 12:57 PM	multi modal options
80	Sep 30 2020 11:30 AM	change work schedule to an earlier or later start work time.
81	Sep 30 2020 10:53 AM	Be like the bay area build a freeway on top of the freeway, get more bravo bus routes with less stops to destinations that people actually wanna go. More Light Rail would be cool as well.
82	Sep 30 2020 09:18 AM	Encourage more higher wage industries (not retail) to have locations in So. OC so people won't have to commute on freeways.
83	Sep 29 2020 10:32 AM	Finish the 241
84	Sep 28 2020 08:11 AM	build public transportation, light rail
85	Sep 26 2020 05:54 PM	Better bus and commuter rail service

OCTA SOCMTS PUBLIC INPUT SURVEY

Which set of transportation solutions is most important to you? (pick two)

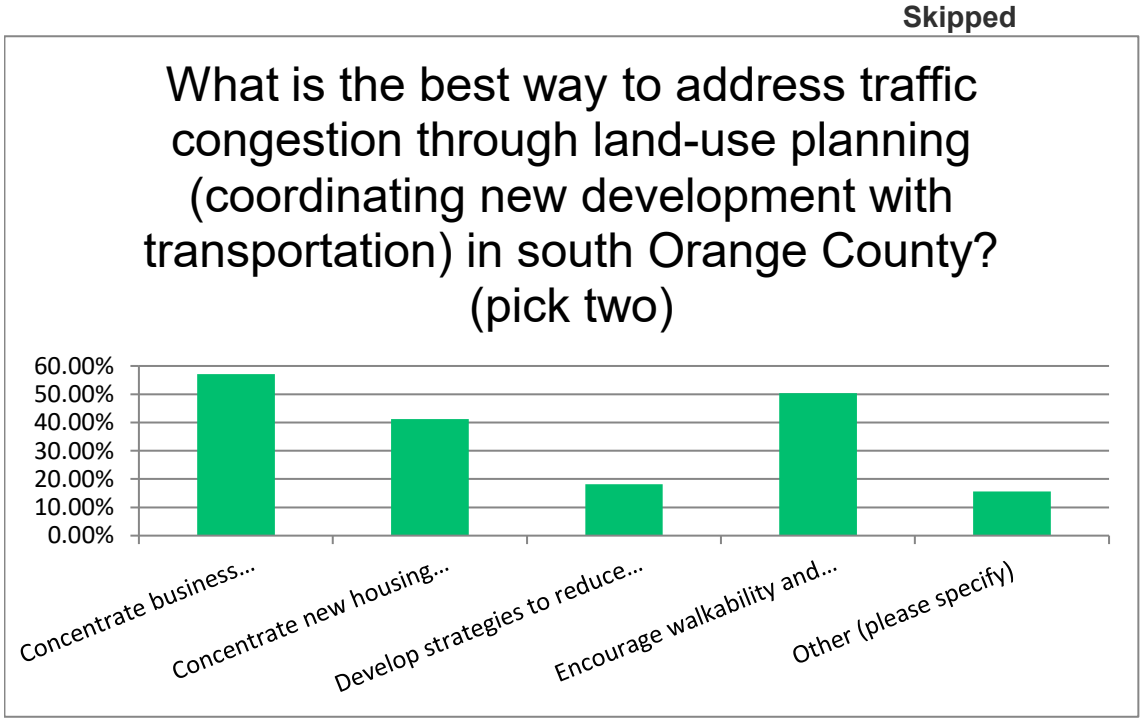
Answer Choices	Responses	
Express bus, commuter rail, vanpool and freeway bus rapid transit	34.20%	119
Local bus, on-demand transit service, and trollies	32.47%	113
Pothole repairs, signal synchronization, and intersection improvemen	40.23%	140
Freeway maintenance, on and off ramp enhancements, and projects	49.43%	172
Bike lanes, bikeway networks, and pedestrian pathways	35.63%	124
	Answered	**348**
	Skipped	**3**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is the best way to address traffic congestion through land-use planning (coordinating new development with transportation) in south Orange County? (pick two)

Answer Choices	Responses	
Concentrate business development around transit (bus/rail) centers	57.06%	198
Concentrate new housing developments around transit (bus/rail) cer	41.21%	143
Develop strategies to reduce automobile dependency (i.e., charge fc	18.16%	63
Encourage walkability and complete streets (streets designed and o	50.43%	175
Other (please specify)	15.56%	54
	Answered	**347**
	Skipped	**4**



Respondents	Response Date	Other (please specify)	Tags
1	Oct 29 2020 09:12 AM	let private parties determine how development works in their particular community	
2	Oct 28 2020 03:21 PM	You're too late. Too many communities have been developed that can ONLY utilize already established arterials meant for that community.	
3	Oct 24 2020 02:44 AM	Encourage bicycling, walking, jogging, alternatives to cars	
4	Oct 23 2020 05:12 PM	Not charge for parking. Trains supplemented by local cabs, etc	
5	Oct 23 2020 01:14 PM	Improve rail by double tracking	

6	Oct 22 2020 09:15 AM	Develop an Uber style service run by the OCTA
7	Oct 22 2020 09:07 AM	MIXED USE near rail :) Like the "One Paseo" development in North San Diego
8	Oct 21 2020 05:05 PM	Offer parallel roads to high traffic roads (eg.Ortega hwy) to alleviate high traffic and bottle necking (eg El Toro Rd has Los Aliso as an alternative when El Toro has excess traffic)
9	Oct 20 2020 07:45 PM	charging for parking favors affluent and harms lower income, eliminate the tolls from toll roads. toll free holidays and rush hours
10	Oct 20 2020 11:59 AM	Require developers to first construct an appropriately-sized road network that meets the projected vehicle capacity increase before a single building facility is approved for construction. No final project approval until the vehicle transportation network is in place.

11	Oct 20 2020 11:00 AM	Transit in south county is not a real option, sure some people ride metrolink but does someone really think transit in south county is the solution to anything? This is very shortsighted. Based on the last 100 years, it should be clear that land-use planning is market based and to think it will change is folly. This county is auto dependent and always will be, you cannot change the mindset of a vast majority of the population so why try? People that travel in south county that are impacted by congestion do not care about walkability or complete streets, if you get on the freeway, active modes are not an option for your trip to begin with, not hard to figure out.
12	Oct 19 2020 03:48 PM	expanding rail travel locations
13	Oct 19 2020 02:10 PM	reduce number of houses being built
14	Oct 19 2020 09:39 AM	More bikeways and golf cart friendly streets
15	Oct 18 2020 07:57 PM	raise cost of new development
16	Oct 16 2020 07:12 PM	Build more roads
17	Oct 16 2020 05:07 PM	Work from home option
18	Oct 16 2020 04:39 PM	Add more public transportation
19	Oct 15 2020 09:45 AM	Read question #9. You need infrastructure before you bring more people and cars!
20	Oct 14 2020 02:20 PM	Make public transportation easy, safe and available
21	Oct 14 2020 11:44 AM	Not approving new development without water permits.

22	Oct 13 2020 11:38 AM	Construct transit centers around EXISTING housing development
23	Oct 10 2020 04:43 PM	Stop developing!
24	Oct 10 2020 02:00 PM	Encourage businesses to allow work-from-home and 4-day workweeks
25	Oct 08 2020 06:05 PM	Develop mixed use areas (vs. separate business and resident) that connect to transit
26	Oct 08 2020 05:18 PM	DON'T Charge for parking, then we can meet with others and carpool One parking charge is more than the gas to get there and back.
27	Oct 08 2020 02:12 PM	discontinue groups like you
28	Oct 07 2020 03:46 PM	Better bus routes, e.g. Aliso Creek (movie & shopping)
29	Oct 04 2020 05:41 PM	Get rid of toll lanes since the toll roads have been paid for than let people dive them without a toll
30	Oct 04 2020 03:07 PM	Always develop with wide lanes and room to grow/expand
31	Oct 04 2020 02:58 PM	Hyper-proximity cities (15-minute cities)
32	Oct 04 2020 01:09 PM	Restrict new development
33	Oct 04 2020 12:12 PM	End high density housing developments now!!
34	Oct 04 2020 10:56 AM	Have developer pay for arterial roads when developing an area and ONLY when studies show they are necessary (not BEFORE)
35	Oct 04 2020 10:13 AM	new main roads to accommodate new large developments

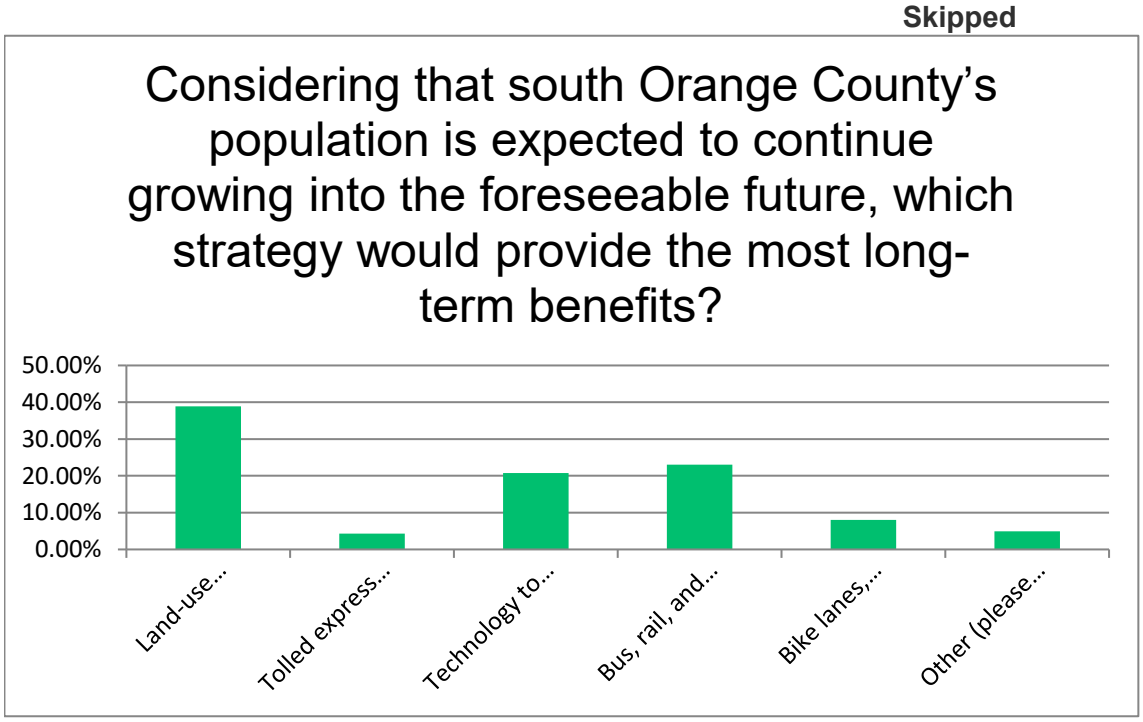
36	Oct 04 2020 09:32 AM	stop trying to price people from activities, like parking pricing, toll roads and the rest, it is a regressive tax, we already pay for the highways, stop tolling them. Stop throwing a ton of houses into areas without having gotten the infrastructure resolved first.
37	Oct 03 2020 03:37 PM	Limit new housing development!
38	Oct 03 2020 09:16 AM	Smart intersections, signal synchronization county-wide
39	Oct 02 2020 07:29 PM	Remove bikeways from streets by investing in pedestrian/bike bridges
40	Oct 02 2020 02:51 PM	limit growth.
41	Oct 02 2020 12:30 PM	Increasing density through unbridled development results in greater tripmaking and traffic. Control growth instead of merely attempting to acommodate growth.
42	Oct 02 2020 11:35 AM	Not a fan of restricting development rights.
43	Oct 02 2020 09:43 AM	enough with the charging to impact behavior. It adversely affects lower income people. Make parking free around train and bus terminals.
44	Oct 02 2020 08:30 AM	increase bus safety; people are afraid to ride mass transit
45	Oct 01 2020 06:16 PM	Stop development
46	Oct 01 2020 04:30 PM	Multi modal trails and small electronic mobility devices for individual
47	Oct 01 2020 02:10 PM	housing on one end of (bus/rail) and business on the other end

48	Oct 01 2020 10:25 AM	Land use planning is not the issue. Most bus/rail centers are located in highly developed areas now. The key to reducing congestion is to move more cars through the freeway/toll roads more quickly. Congestion pricing will do more to reduce congestion than land use planning.
49	Oct 01 2020 07:21 AM	better synconized stop lights, similar stores on both sides of the street thus eliminating the need to turn left and interupting the flow of traffic in opposite direction.
50	Sep 30 2020 02:32 PM	Provide adequate thoroughfares in and around residential development
51	Sep 30 2020 11:30 AM	well lit bus and light rail service pick up and drop off points
52	Sep 30 2020 10:53 AM	how about making pch into a toll road or build a toll road somewhere else extend the 241 already. Its only taken what 5 years. I live in the bay area now and almost dont wanna come back to oc cause it sucks for busses and trains worse than la.
53	Sep 26 2020 07:14 AM	City shuttle service
54	Sep 25 2020 12:35 PM	Affordable Senior transportation

OCTA SOCMTS PUBLIC INPUT SURVEY

Considering that south Orange County's population is expected to continue growing into the foreseeable future, which strategy would provide the most long-term benefits?

Answer Choices	Responses	
Land-use planning (coordinating new development with transportatic	38.90%	135
Tolled express lanes on existing freeways	4.32%	15
Technology to minimize traffic (signal synchronization, autonomous	20.75%	72
Bus, rail, and other transit services	23.05%	80
Bike lanes, sidewalks/crosswalks, and paved trails	8.07%	28
Other (please specify)	4.90%	17
	Answered	**347**
	Skipped	**4**



Respondents	Response Date	Other (please specify)	Tags
1	Oct 22 2020 09:15 AM	Develop an uber style service	
2	Oct 20 2020 11:59 AM	See my response to the previous question.	
3	Oct 18 2020 09:20 AM	Work at home	
4	Oct 16 2020 07:12 PM	Build more roads, higway lanes and finish the 241	
5	Oct 15 2020 09:45 AM	I don't mind land use planning BUT you need to address capacity of the town or city.	
6	Oct 14 2020 11:44 AM	Synchronization of lights, working at home benefits, & autonomous vehicles.	

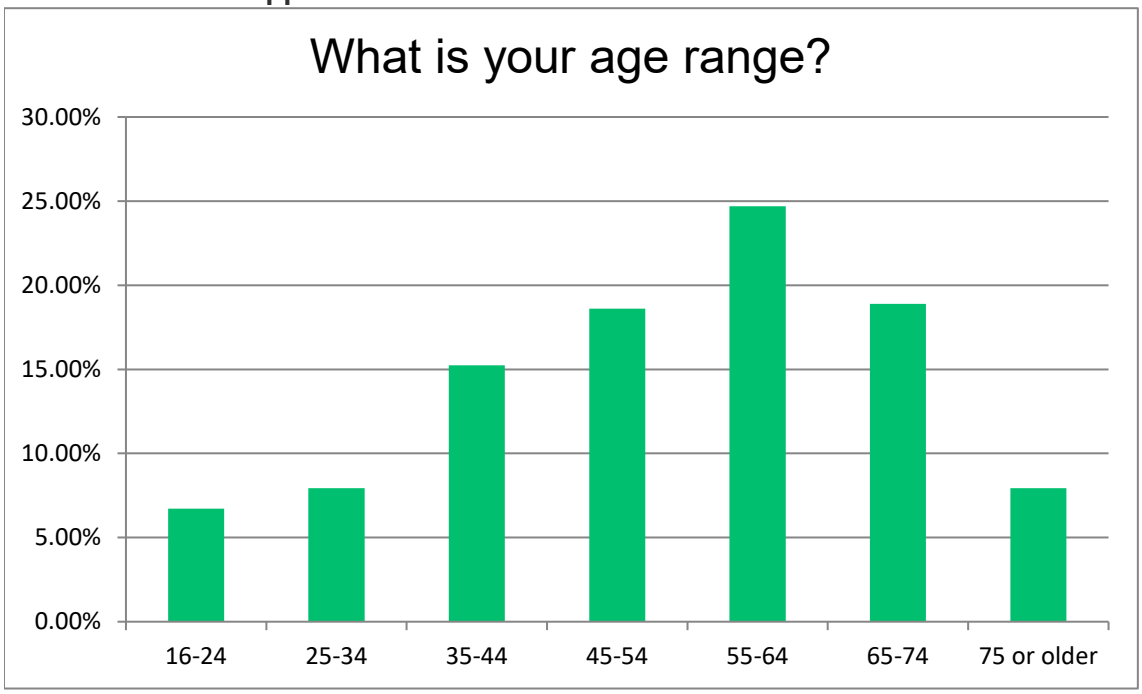
7	Oct 08 2020 06:05 PM	Encourage less dependence on vehicles, and more bike/walk to local destinations. Further destinations would use bus/rail. Freeways are so congested and don't trust Caltrans to manage budget, schedule or prioritize local community needs. Want to keep local funds to serve local needs.
8	Oct 08 2020 02:12 PM	Stop making the problem worst as you are doing.
9	Oct 07 2020 03:46 PM	Electric automobiles
10	Oct 04 2020 05:41 PM	Reduce the toll road cost. Lower the price dramatically
11	Oct 04 2020 12:12 PM	Resurface freeways. End all toll roads to improve utilization!
12	Oct 04 2020 10:56 AM	Again, Tolled express lanes are a horrible idea. Developers should build arterial roads when they build new communities WHERE THEY ARE NEEDED. NO MORE TOLL ROADS/NO MORE TOLL ROAD EXTENSIONS/NO MORE TOLL LANES!
13	Oct 03 2020 03:37 PM	Limit new housing development!
14	Oct 02 2020 12:30 PM	See response to previous question.
15	Oct 01 2020 07:21 AM	eliminate the toll on toll roads. I would use toll roads 261 and 241 instead of Jamboree if it was free.

16	Sep 30 2020 11:22 AM	Stop building on whatever is left of our open spaces. Educate people on rules of the road. Make bike lanes safer. We have a tandem that we would ride everywhere. We finally stopped riding due to people not paying attention while driving.
17	Sep 25 2020 12:35 PM	Affordable senior transportation

OCTA SOCMTS PUBLIC INPUT SURVEY

What is your age range?

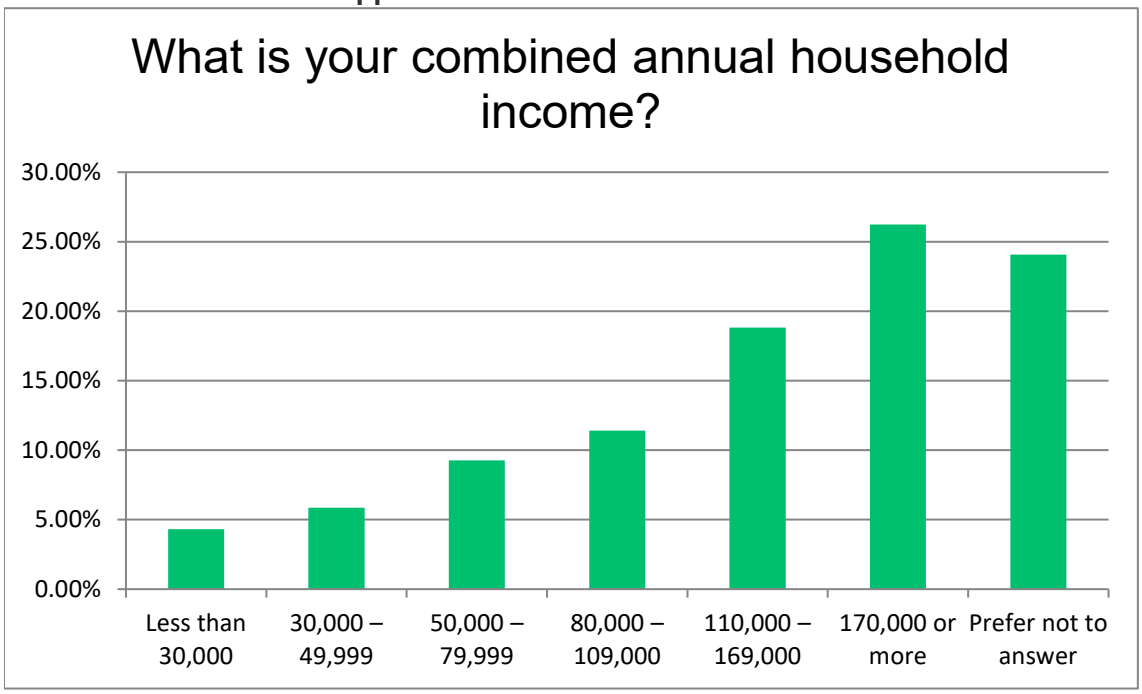
Answer Choices	Responses	
16-24	6.71%	22
25-34	7.93%	26
35-44	15.24%	50
45-54	18.60%	61
55-64	24.70%	81
65-74	18.90%	62
75 or older	7.93%	26
	Answered	**328**
	Skipped	**23**



OCTA SOCMTS PUBLIC INPUT SURVEY

What is your combined annual household income?

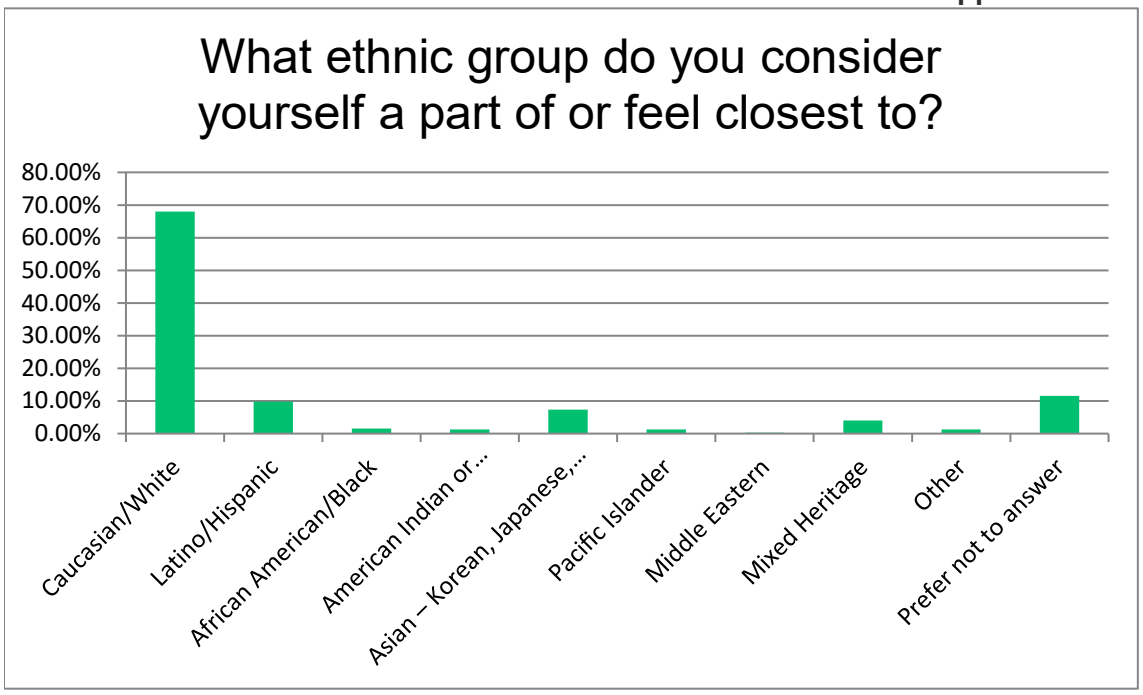
Answer Choices	Responses	
Less than 30,000	4.32%	14
30,000 – 49,999	5.86%	19
50,000 – 79,999	9.26%	30
80,000 – 109,000	11.42%	37
110,000 – 169,000	18.83%	61
170,000 or more	26.23%	85
Prefer not to answer	24.07%	78
	Answered	**324**
	Skipped	**27**



OCTA SOCMTS PUBLIC INPUT SURVEY

What ethnic group do you consider yourself a part of or feel closest to?

Answer Choices	Responses	
Caucasian/White	67.99%	223
Latino/Hispanic	9.76%	32
African American/Black	1.52%	5
American Indian or Alaskan Native	1.22%	4
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other A	7.32%	24
Pacific Islander	1.22%	4
Middle Eastern	0.30%	1
Mixed Heritage	3.96%	13
Other	1.22%	4
Prefer not to answer	11.59%	38
	Answered	**328**
	Skipped	**23**



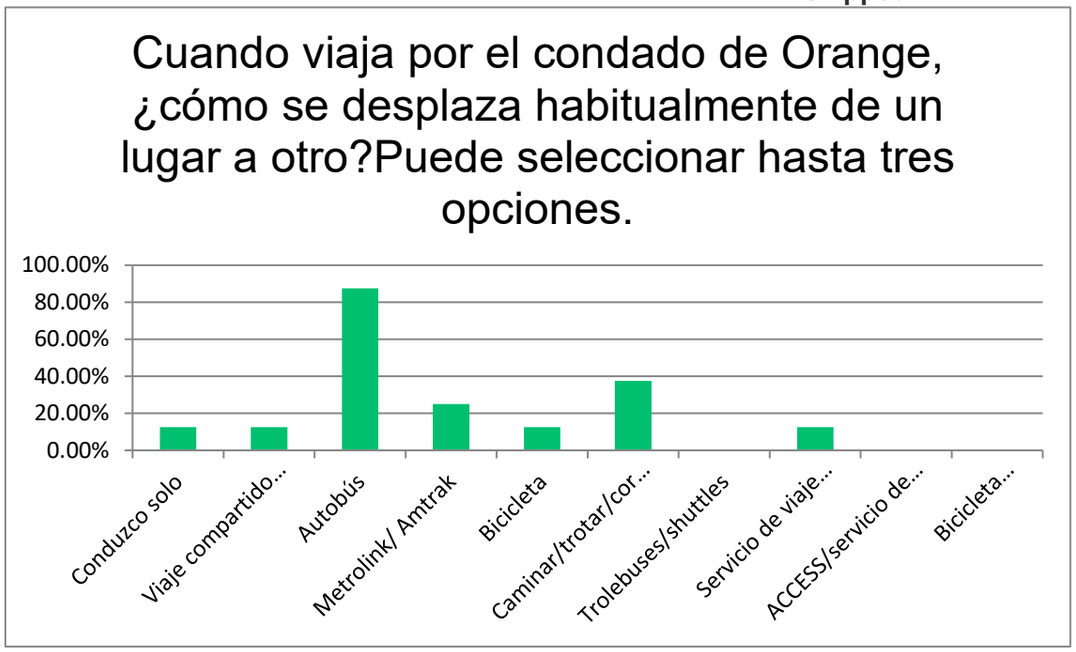
Appendix B

Appendix B.3 Spanish Survey Results

OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

Cuando viaja por el condado de Orange, ¿cómo se desplaza habitualmente de un lugar a otro?Puede seleccionar hasta tres opciones.

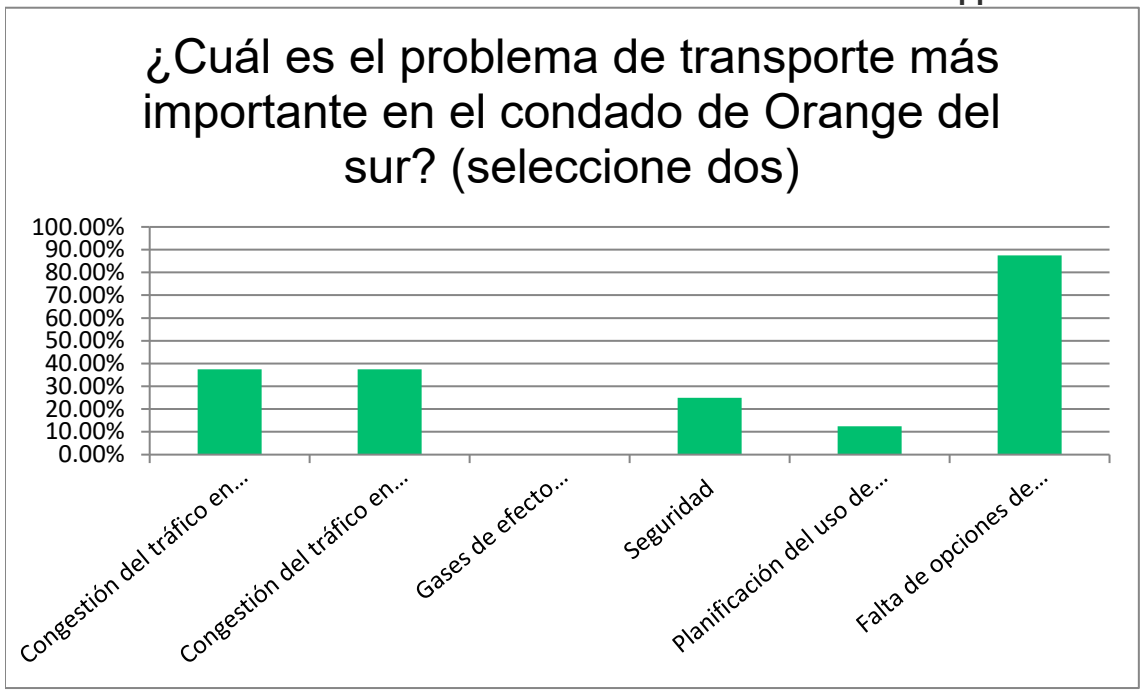
Answer Choices	Responses	
Conduzco solo	12.50%	1
Viaje compartido en coche/van	12.50%	1
Autobús	87.50%	7
Metrolink/ Amtrak	25.00%	2
Bicicleta	12.50%	1
Caminar/trotar/correr	37.50%	3
Trolebuses/shuttles	0.00%	0
Servicio de viaje compartido a demanda (como Uber o Lyft)	12.50%	1
ACCESS/servicio de paratránsito	0.00%	0
Bicicleta eléctrica/scooter eléctrico	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el problema de transporte más importante en el condado de Orange del sur? (seleccione dos)

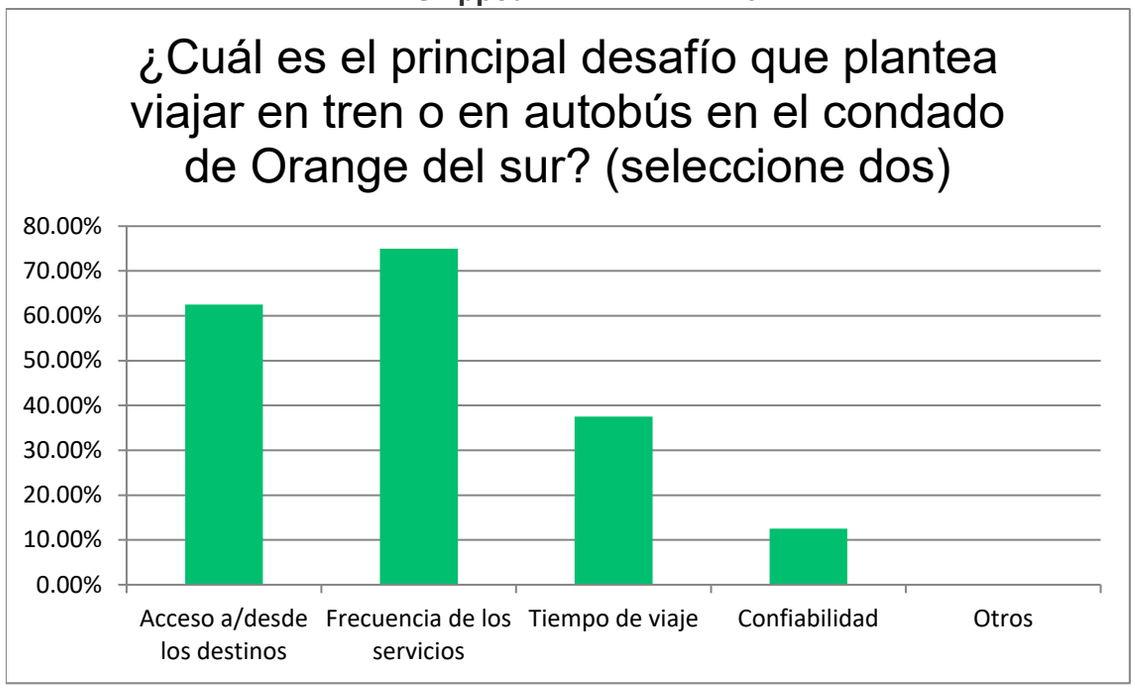
Answer Choices	Responses	
Congestión del tráfico en las calles locales y carreteras	37.50%	3
Congestión del tráfico en las autopistas	37.50%	3
Gases de efecto invernadero (resolución del cambio climático)	0.00%	0
Seguridad	25.00%	2
Planificación del uso de la tierra (coordinación de los nuevos desarrollos con el transporte)	12.50%	1
Falta de opciones de transporte suficientes (autobús, tren, o servicio de microtránsito a demanda)	87.50%	7
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el principal desafío que plantea viajar en tren o en autobús en el condado de Orange del sur? (seleccione dos)

Answer Choices	Responses	
Acceso a/desde los destinos	62.50%	5
Frecuencia de los servicios	75.00%	6
Tiempo de viaje	37.50%	3
Confiabilidad	12.50%	1
Otros	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el principal desafío a la hora de utilizar las calles locales en el condado de Orange del sur? (seleccione dos)

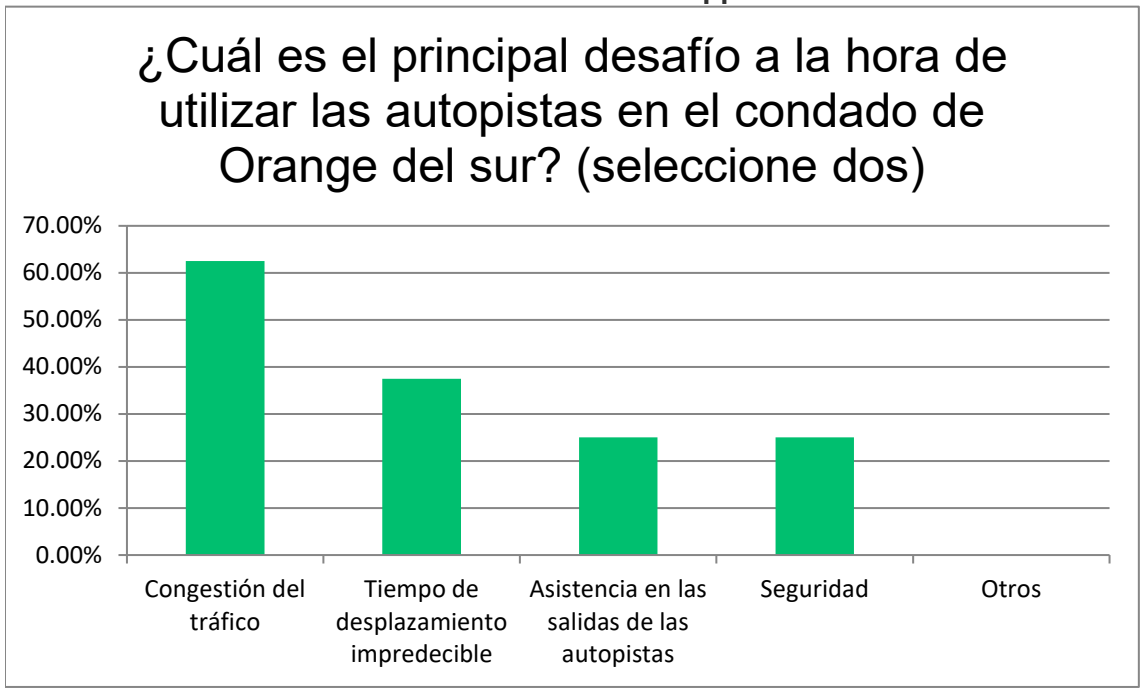
Answer Choices	Responses	
Congestión del tráfico	25.00%	2
Demoras en las intersecciones	75.00%	6
Baches/mantenimiento de las calles	37.50%	3
Seguridad para todos los usuarios (conductores, peatones, ciclistas)	25.00%	2
Otros	0.00%	0
Other (please specify)	12.50%	1
	Answered	**8**
	Skipped	**0**

Respondents	Response Date	Other (please specify)	Tags
1	Oct 29 2020 07:03 AM	desamparadas que en el bus huelen bastante a cigarro o a pipí ,aveces ocupan varios asientos para sus cosas,una vez bajo una de ellas y yo me senté en un asiento y se mojo mi ropa por que había líquido ay .	

OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el principal desafío a la hora de utilizar las autopistas en el condado de Orange del sur? (seleccione dos)

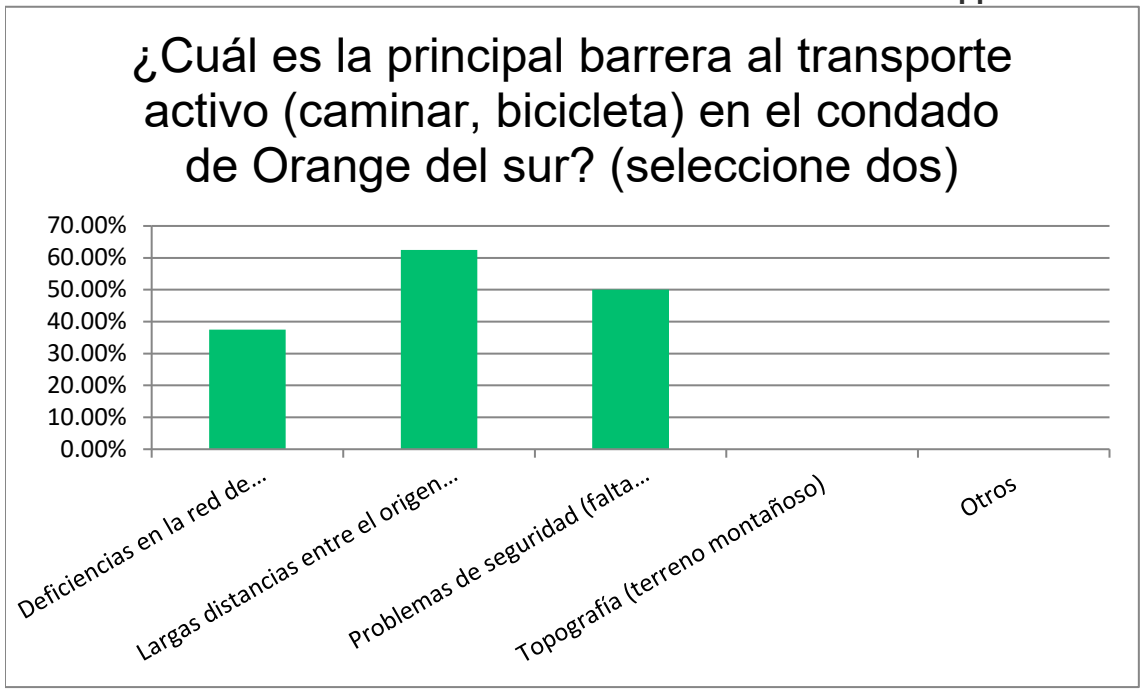
Answer Choices	Responses	
Congestión del tráfico	62.50%	5
Tiempo de desplazamiento impredecible	37.50%	3
Asistencia en las salidas de las autopistas	25.00%	2
Seguridad	25.00%	2
Otros	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es la principal barrera al transporte activo (caminar, bicicleta) en el condado de Orange del sur? (seleccione dos)

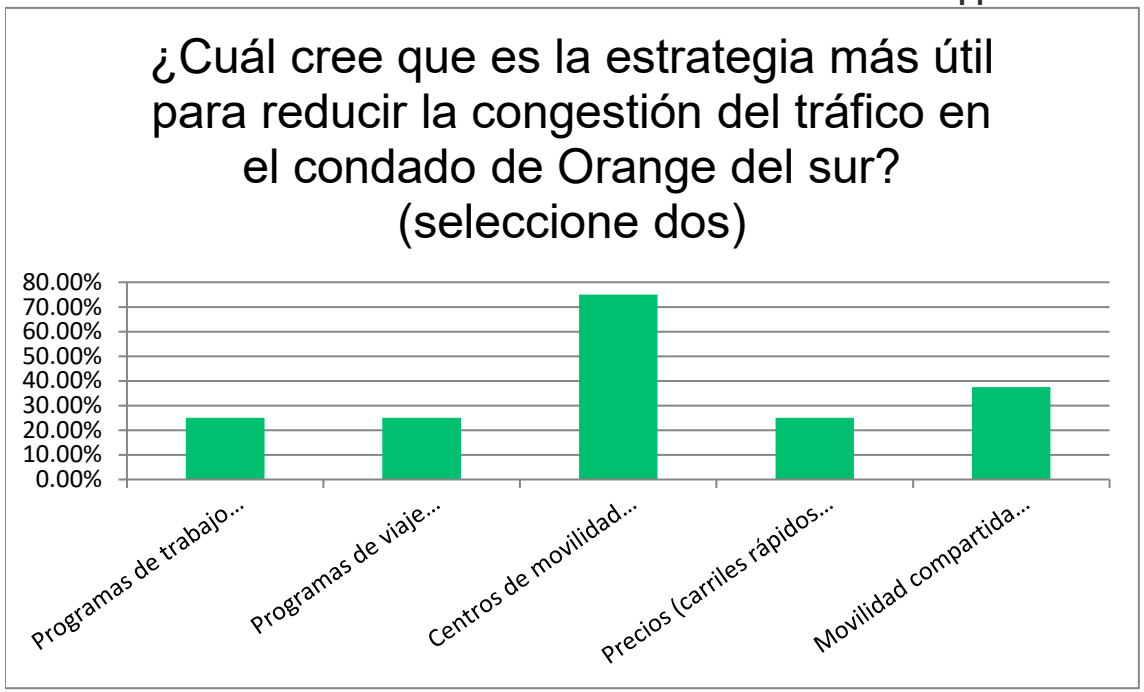
Answer Choices	Responses	
Deficiencias en la red de bicisendas y sendas peatonales	37.50%	3
Largas distancias entre el origen y destino de los viajes	62.50%	5
Problemas de seguridad (falta de separación física respecto de los vehículos, falta de adaptaciones para peatones)	50.00%	4
Topografía (terreno montañoso)	0.00%	0
Otros	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál cree que es la estrategia más útil para reducir la congestión del tráfico en el condado de Orange del sur? (seleccione dos)

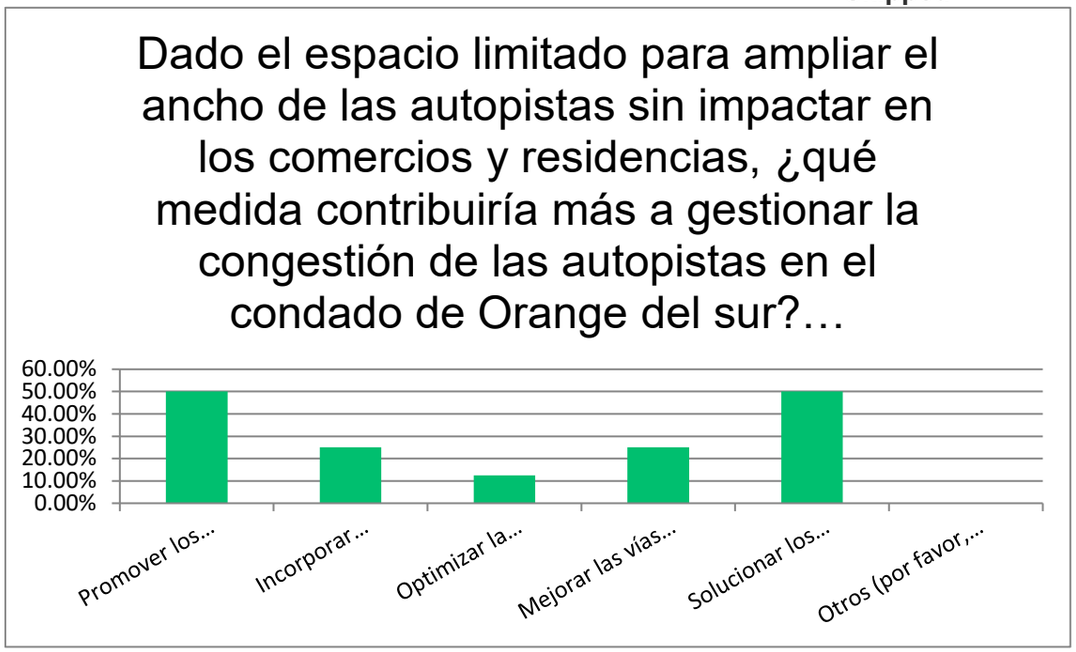
Answer Choices	Responses	
Programas de trabajo en casa	25.00%	2
Programas de viaje compartido e instalaciones	25.00%	2
Centros de movilidad (centros de actividad compartida para conectar los servicios de autobuses/viaje compartido, etc.)	75.00%	6
Precios (carriles rápidos con peaje, estacionamiento de pago)	25.00%	2
Movilidad compartida (servicio compartido de vehículos, bicicletas y scooters)	37.50%	3
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

Dado el espacio limitado para ampliar el ancho de las autopistas sin impactar en los comercios y residencias, ¿qué medida contribuiría más a gestionar la congestión de las autopistas en el condado de Orange del sur? (seleccione dos)

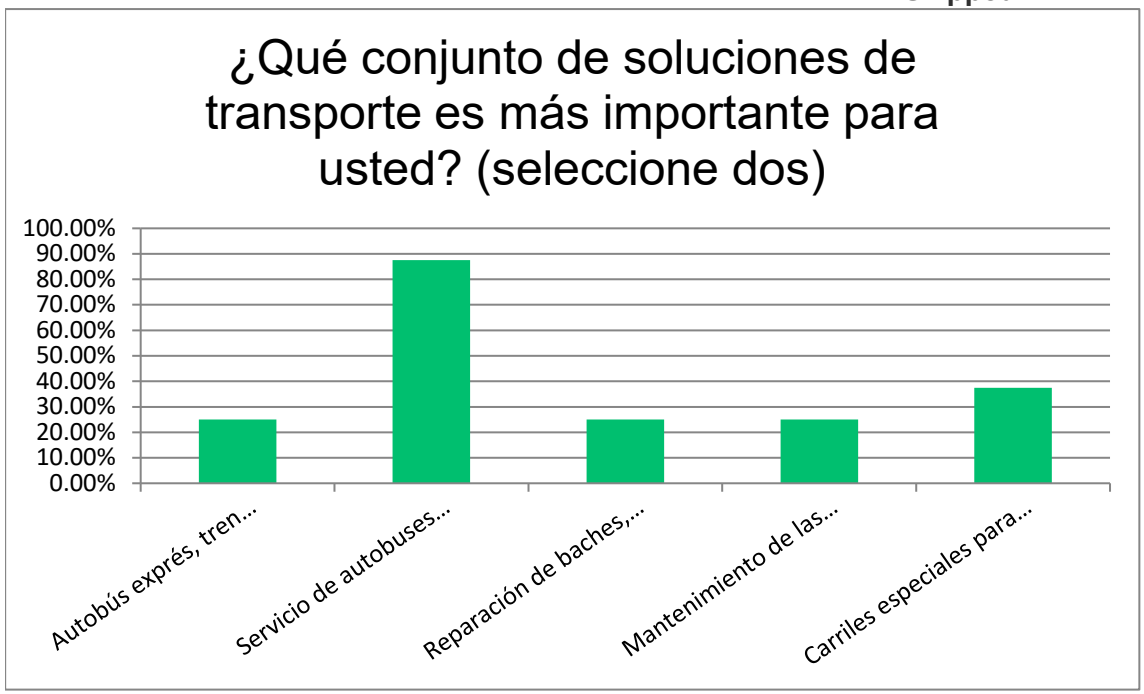
Answer Choices	Responses	
Promover los viajes compartidos	50.00%	4
Incorporar carriles exprés con peaje a las autopistas existentes (91 carriles exprés)	25.00%	2
Optimizar la infraestructura para acomodar los vehículos autónomos	12.50%	1
Mejorar las vías de entrada y salida de las autopistas	25.00%	2
Solucionar los cuellos de botella (zonas de alta congestión)	50.00%	4
Otros (por favor, especificar)	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Qué conjunto de soluciones de transporte es más importante para usted? (seleccione dos)

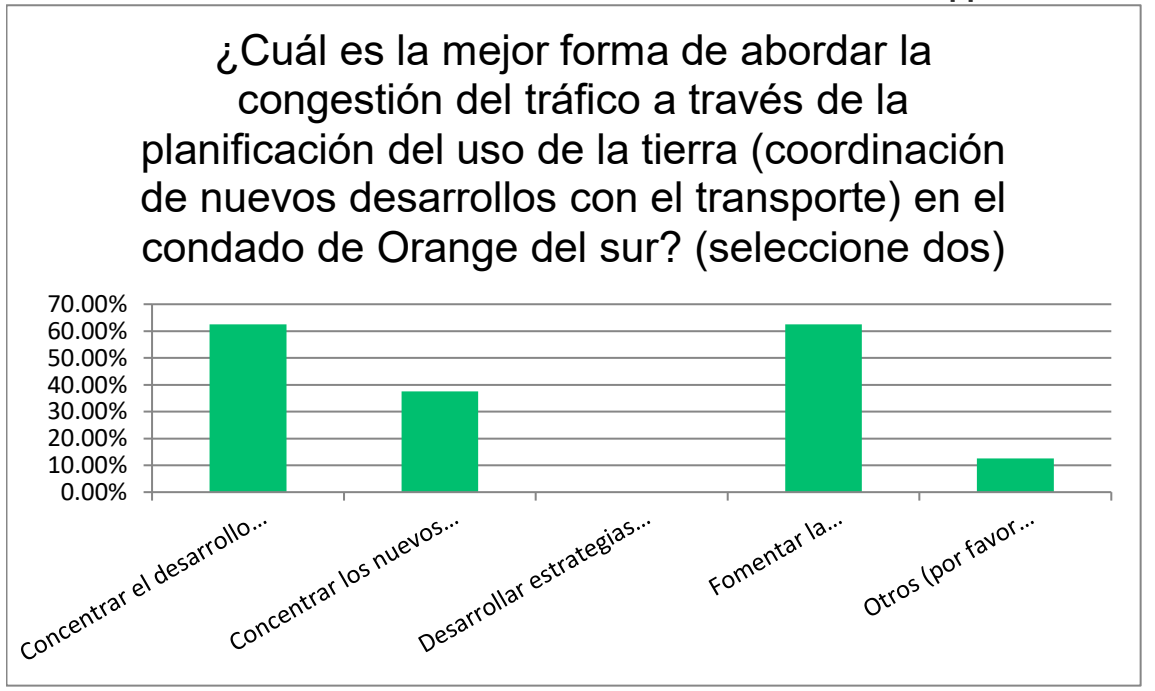
Answer Choices	Responses	
Autobús exprés, tren interurbano, viaje compartido en van y tránsito rápido de autobús por autopista	25.00%	2
Servicio de autobuses locales, tránsito a demanda y trolebuses	87.50%	7
Reparación de baches, sincronización de señales y mejoras en las intersecciones	25.00%	2
Mantenimiento de las autopistas, mejoras en las vías de entrada y salida y proyectos para optimizar el flujo del tráfico en general	25.00%	2
Carriles especiales para bicicletas, redes de bicisendas y sendas peatonales	37.50%	3
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es la mejor forma de abordar la congestión del tráfico a través de la planificación del uso de la tierra (coordinación de nuevos desarrollos con el transporte) en el condado de Orange del sur? (seleccione dos)

Answer Choices	Responses	
Concentrar el desarrollo de los negocios en torno a los centros de tránsito (autobús/tren)	62.50%	5
Concentrar los nuevos desarrollos de viviendas en torno a los centros de tránsito (autobuses/trenes)	37.50%	3
Desarrollar estrategias para reducir la dependencia al automóvil (es decir, estacionamiento de pago)	0.00%	0
Fomentar la infraestructura para caminar y finalizar las obras en las calles (calles diseñadas y operadas de manera segura para todos los usuarios, como conductores, ciclistas, peatones)	62.50%	5
Otros (por favor especificar)	12.50%	1
	Answered	**8**
	Skipped	**0**

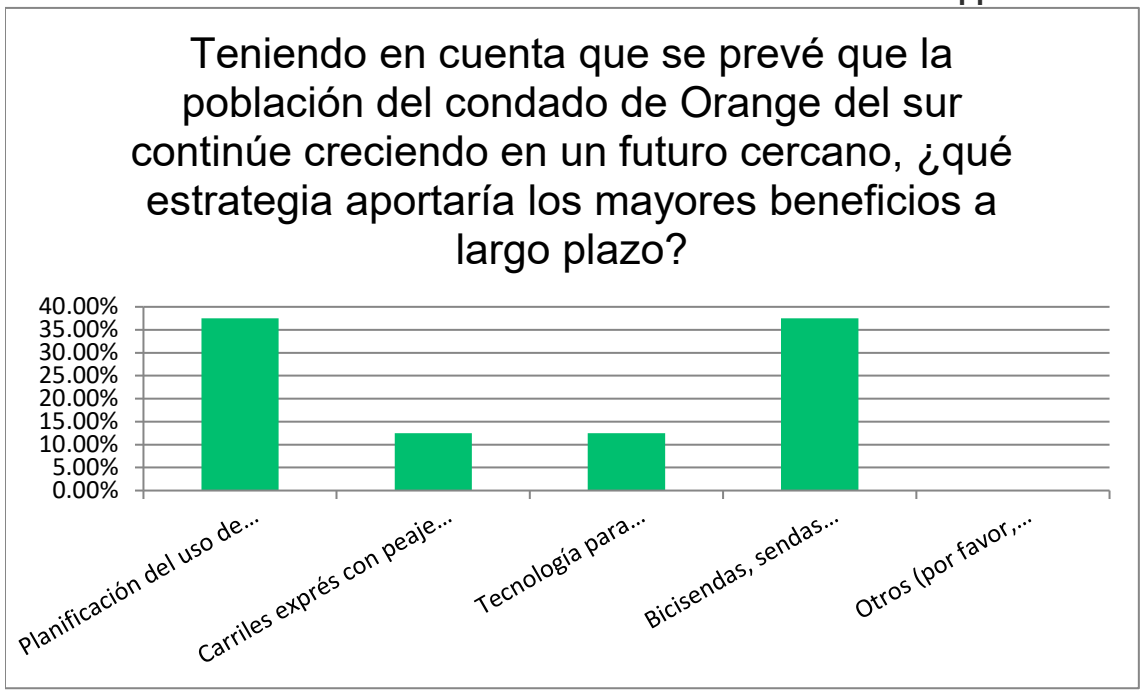


Respondents	Response Date	Otros (por favor especificar)	Tags
1	Oct 27 2020 1	Más rutas de los buses	

OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

Teniendo en cuenta que se prevé que la población del condado de Orange del sur continúe creciendo en un futuro cercano, ¿qué estrategia aportaría los mayores beneficios a largo plazo?

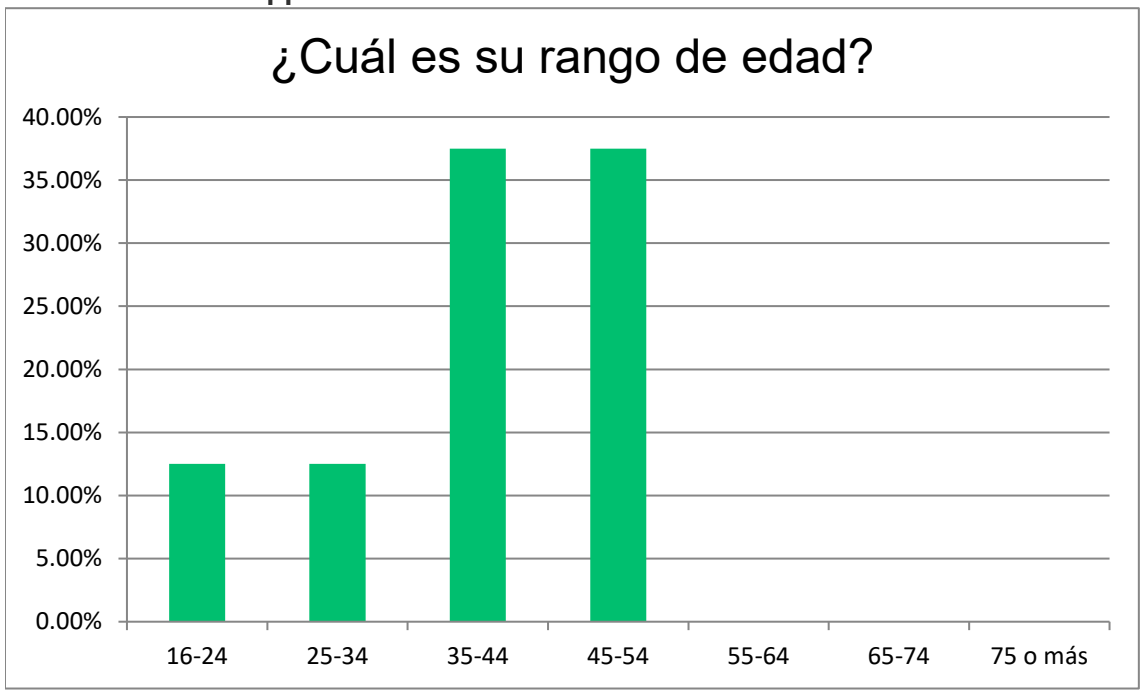
Answer Choices	Responses	
Planificación del uso de la tierra (coordinación de los nuevos desarro	37.50%	3
Carriles exprés con peaje en las autopistas existentes	12.50%	1
Tecnología para minimizar el tráfico (sincronización de señales, vehí	12.50%	1
Bicisendas, sendas peatonales y sendas pavimentadas	37.50%	3
Otros (por favor, especificar)	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es su rango de edad?

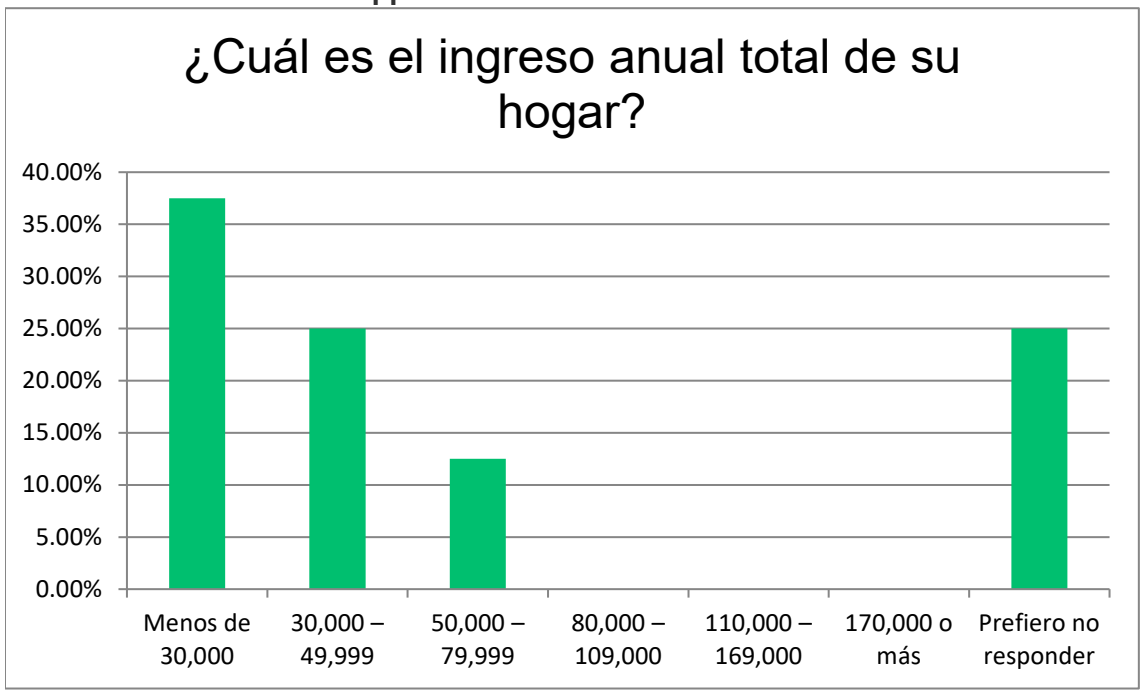
Answer Choices	Responses	
16-24	12.50%	1
25-34	12.50%	1
35-44	37.50%	3
45-54	37.50%	3
55-64	0.00%	0
65-74	0.00%	0
75 o más	0.00%	0
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿Cuál es el ingreso anual total de su hogar?

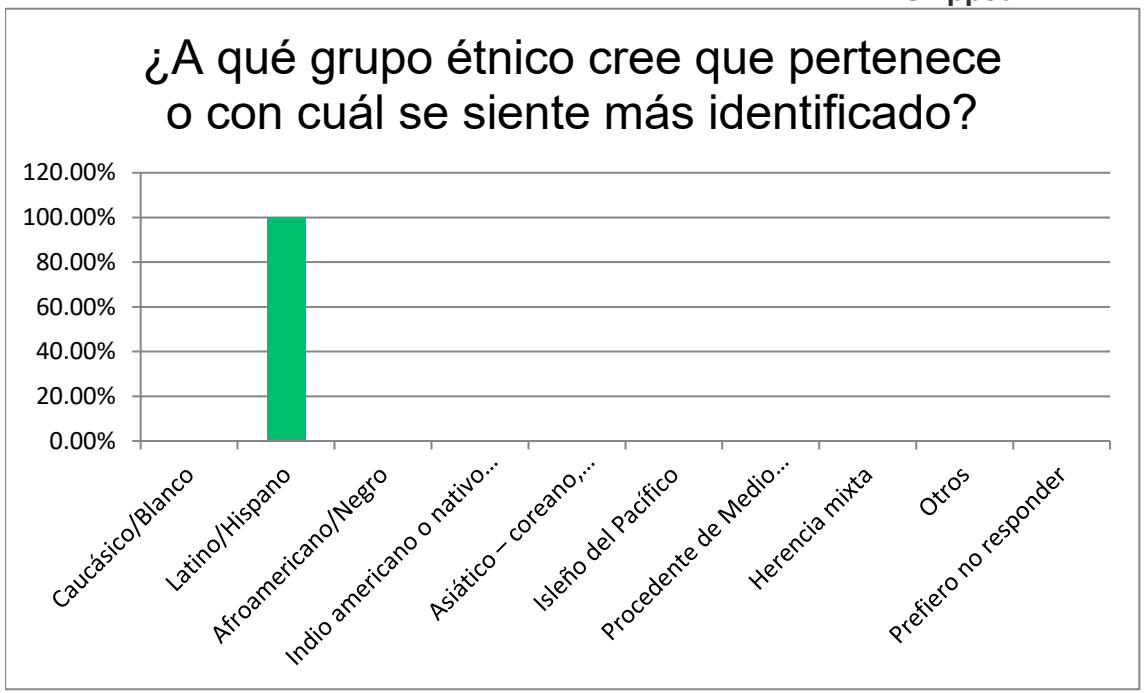
Answer Choices	Responses	
Menos de 30,000	37.50%	3
30,000 – 49,999	25.00%	2
50,000 – 79,999	12.50%	1
80,000 – 109,000	0.00%	0
110,000 – 169,000	0.00%	0
170,000 o más	0.00%	0
Prefiero no responder	25.00%	2
	Answered	**8**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Spanish

¿A qué grupo étnico cree que pertenece o con cuál se siente más identificado?

Answer Choices	Responses	
Caucásico/Blanco	0.00%	0
Latino/Hispano	100.00%	8
Afroamericano/Negro	0.00%	0
Indio americano o nativo de Alaska	0.00%	0
Asiático – coreano, japonés, chino, vietnamita, filipino u otro	0.00%	0
Isleño del Pacífico	0.00%	0
Procedente de Medio Oriente	0.00%	0
Herencia mixta	0.00%	0
Otros	0.00%	0
Prefiero no responder	0.00%	0
	Answered	**8**
	Skipped	**0**



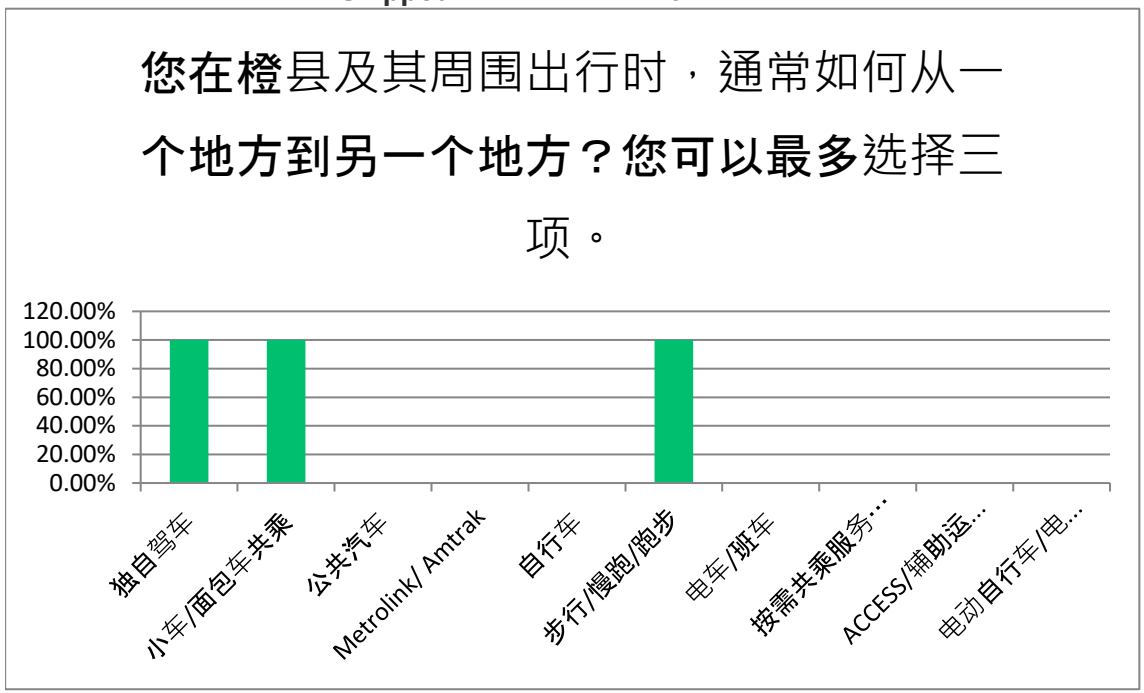
Appendix B

Appendix B.4 Mandarin Survey Results

OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您在橙县及其周围出行时，通常如何从一个地方到另一个地方？您可以最多选择三项。

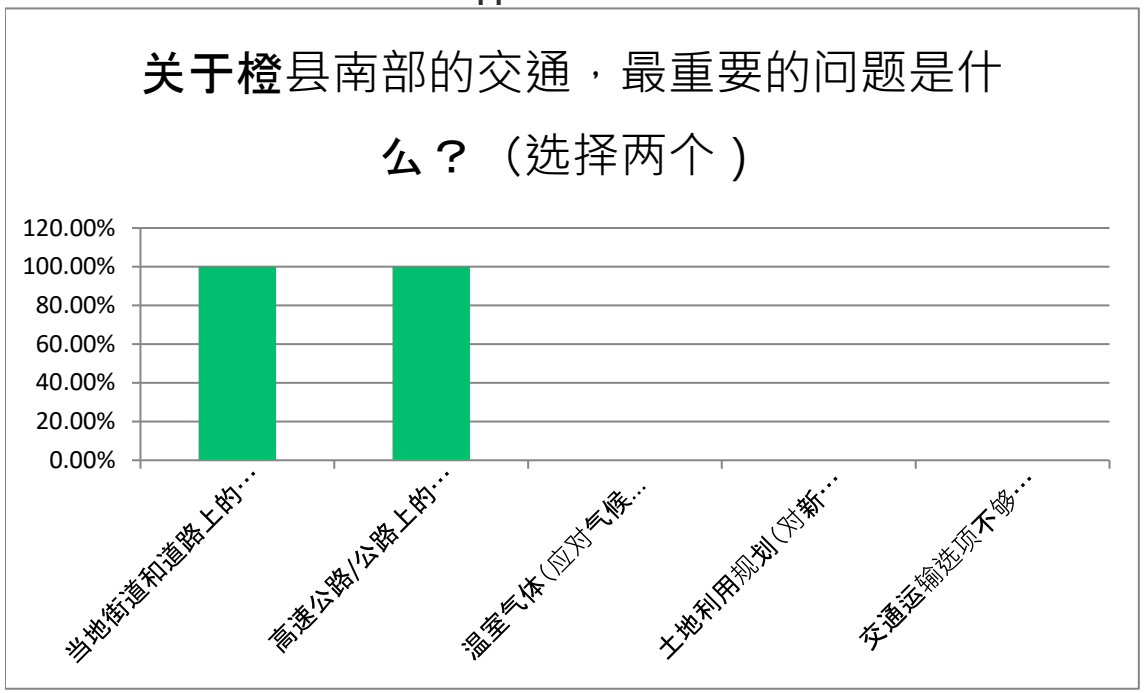
Answer Choices	Responses	
独自驾车	100.00%	1
小车/面包车共乘	100.00%	1
公共汽车	0.00%	0
Metrolink/ Amtrak	0.00%	0
自行车	0.00%	0
步行/慢跑/跑步	100.00%	1
电车/班车	0.00%	0
按需共乘服务（例如 Ube	0.00%	0
ACCESS/辅助运输服务	0.00%	0
电动自行车/电动踏板车	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

关于橙县南部的交通，最重要的问题是什么？（选择两个）

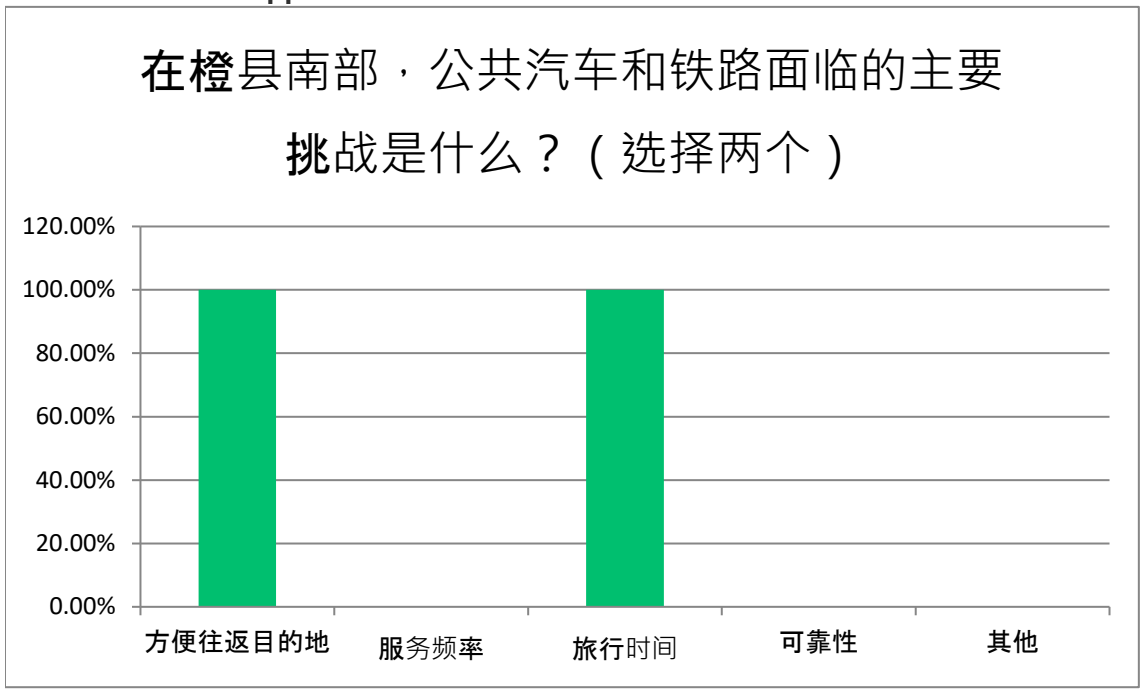
Answer Choices	Responses	
当地街道和道路上的交通拥堵	100.00%	1
高速公路/公路上的交通拥堵	100.00%	1
温室气体（应对气候变化）	0.00%	0
土地利用规划（对新开发和交通进行协调）	0.00%	0
交通运输选项不够（公共汽车，铁路或者按需的微型公交服务）	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，公共汽车和铁路面临的主要挑战是什么？（选择两个）

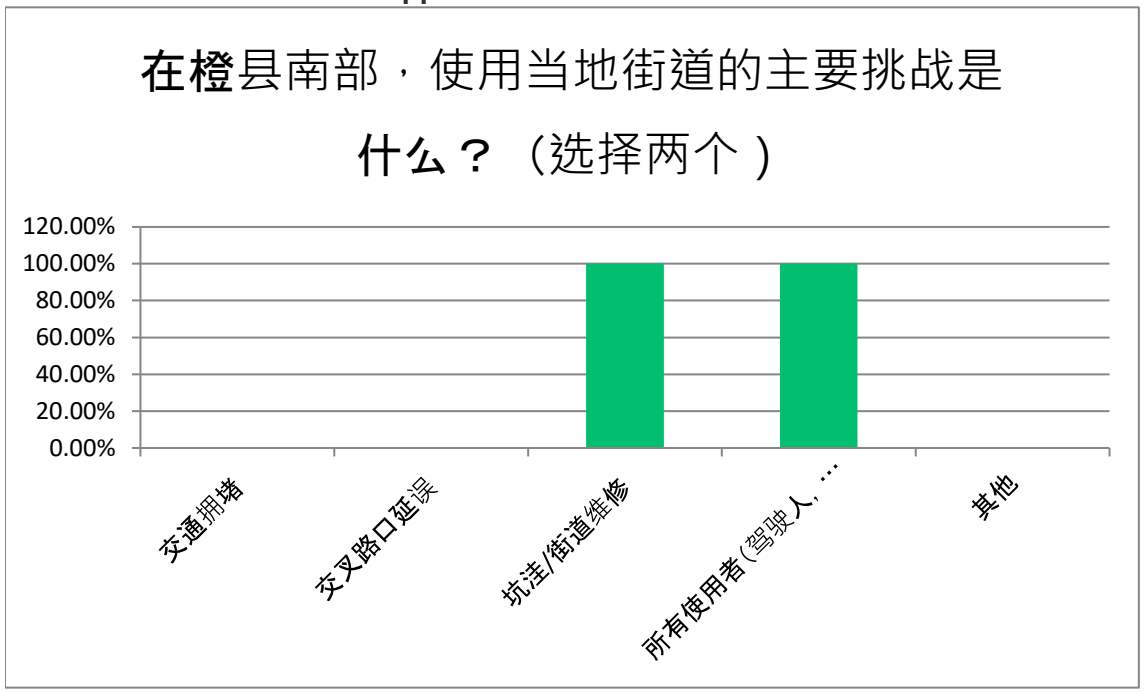
Answer Choices	Responses	
方便往返目的地	100.00%	1
服务频率	0.00%	0
旅行时间	100.00%	1
可靠性	0.00%	0
其他	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，使用当地街道的主要挑战是什么？（选择两个）

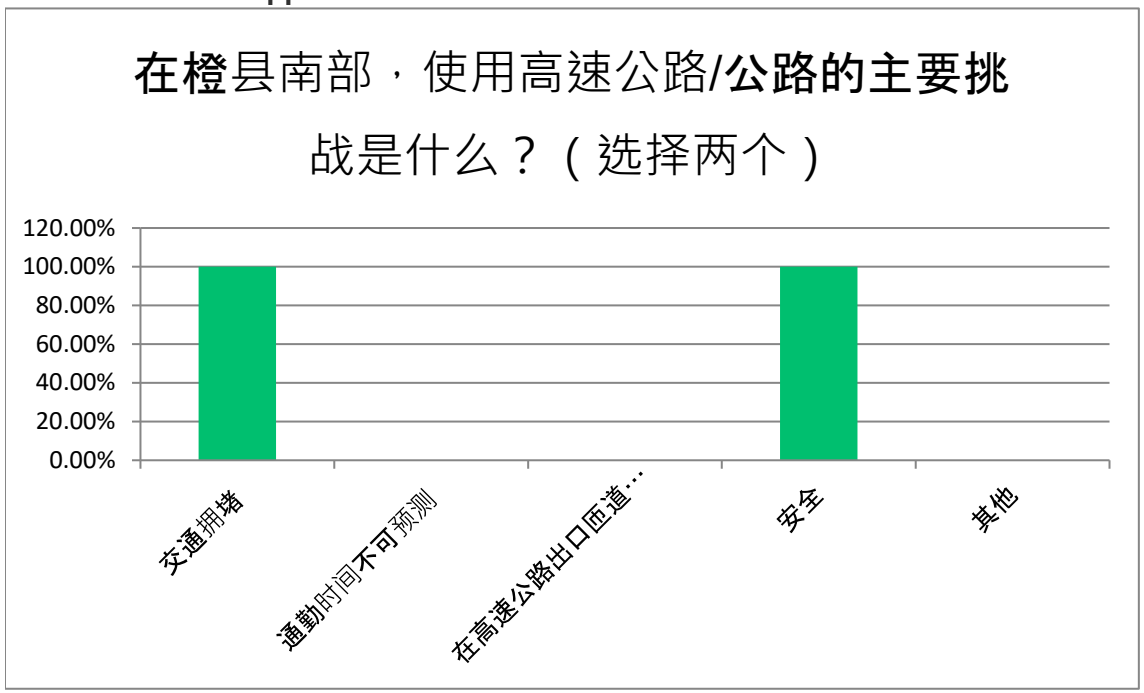
Answer Choices	Responses	
交通拥堵	0.00%	0
交叉路口延误	0.00%	0
坑洼/街道维修	100.00%	1
所有使用者（驾驶人，行人，骑自行车的人）的安全	100.00%	1
其他	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，使用高速公路/公路的主要挑战是什么？（选择两个）

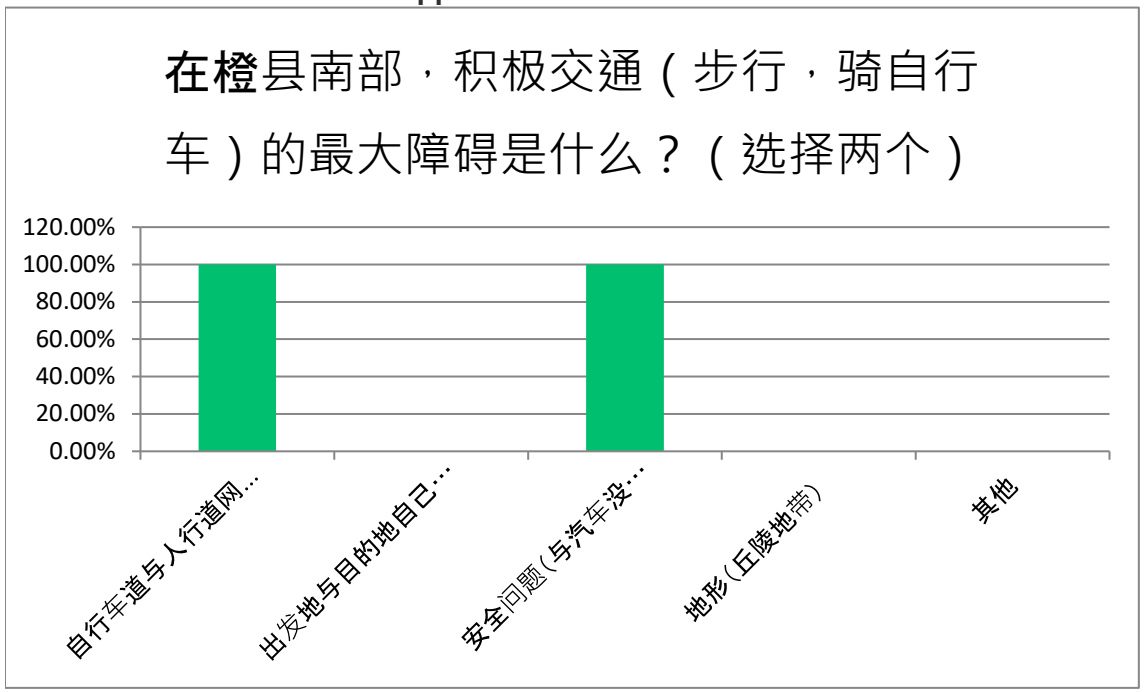
Answer Choices	Responses	
交通拥堵	100.00%	1
通勤时间不可预测	0.00%	0
在高速公路出口匝道排队等候	0.00%	0
安全	100.00%	1
其他	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，积极交通（步行，骑自行车）的最大障碍是什么？（选择两个）

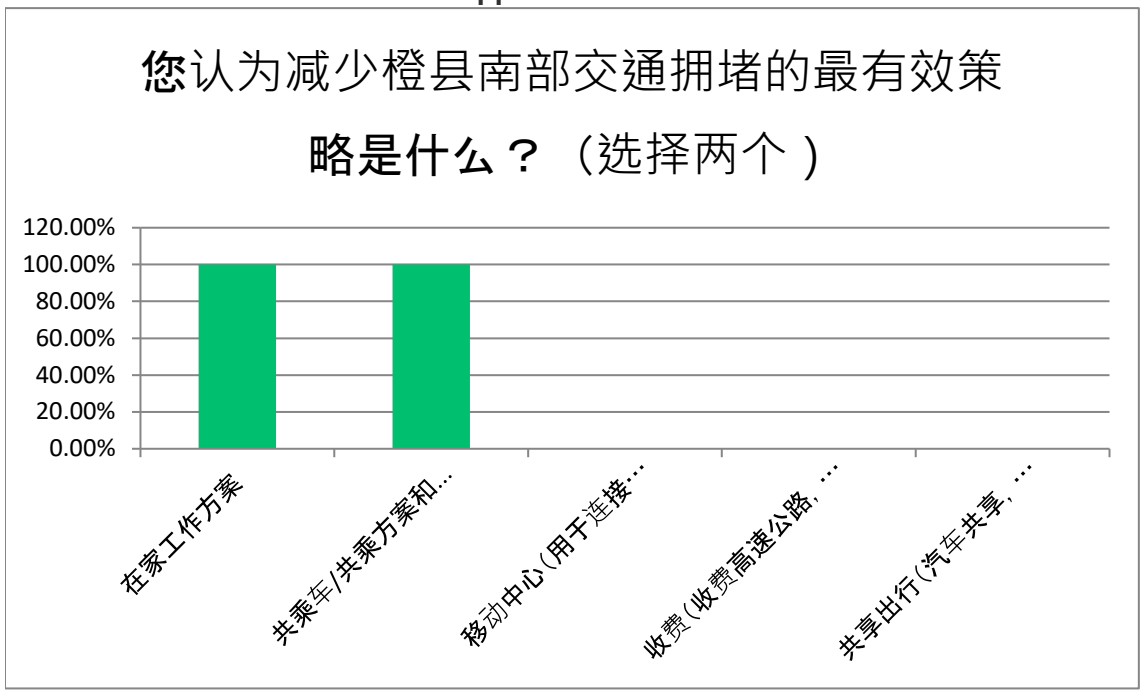
Answer Choices	Responses	
自行车道与人行道网络中的空隙	100.00%	1
出发地与目的地自己的距离较远	0.00%	0
安全问题（与汽车没有物理隔离，没有信任转让设施）	100.00%	1
地形（丘陵地带）	0.00%	0
其他	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为减少橙县南部交通拥堵的最有效策略是什么？（选择两个）

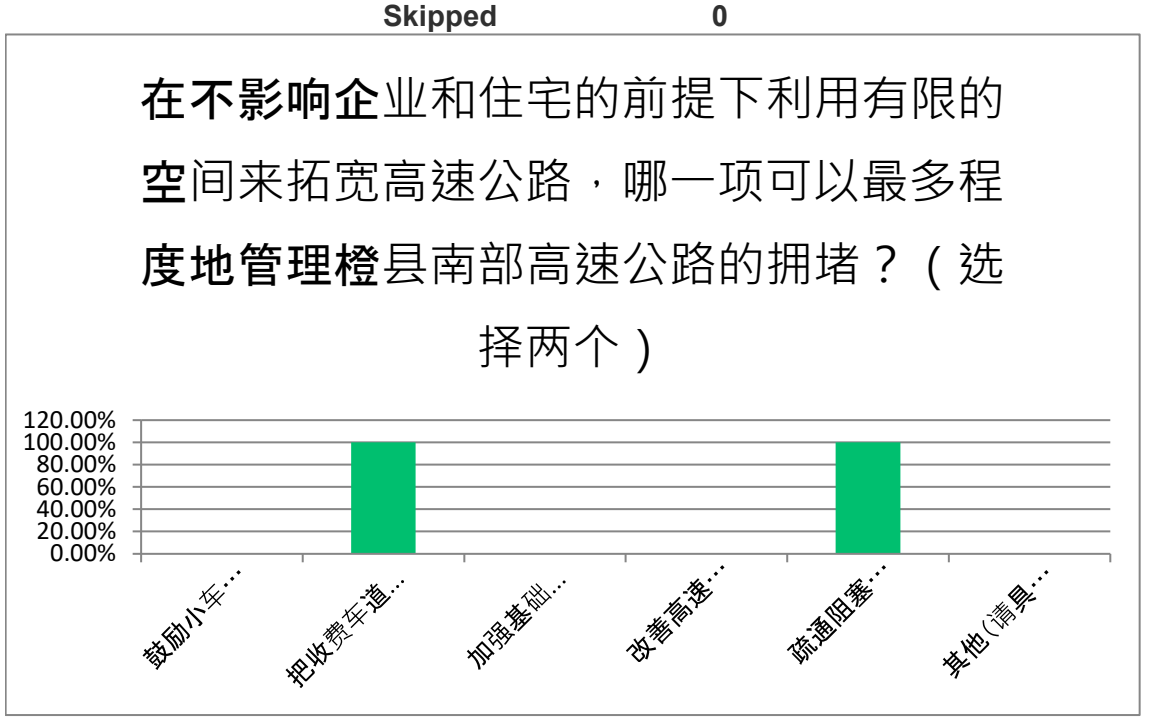
Answer Choices	Responses	
在家工作方案	100.00%	1
共乘车/共乘方案和设施	100.00%	1
移动中心（用于连接公共汽车/班车/共乘车的共享活动中心）	0.00%	0
收费（收费高速公路，停车费）	0.00%	0
共享出行（汽车共享，自行车共享，踏板车共享）	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在不影响企业和住宅的前提下利用有限的空间来拓宽高速公路，哪一项可以最多程度地管理橙县南部高速公路的拥堵？（选择两个）

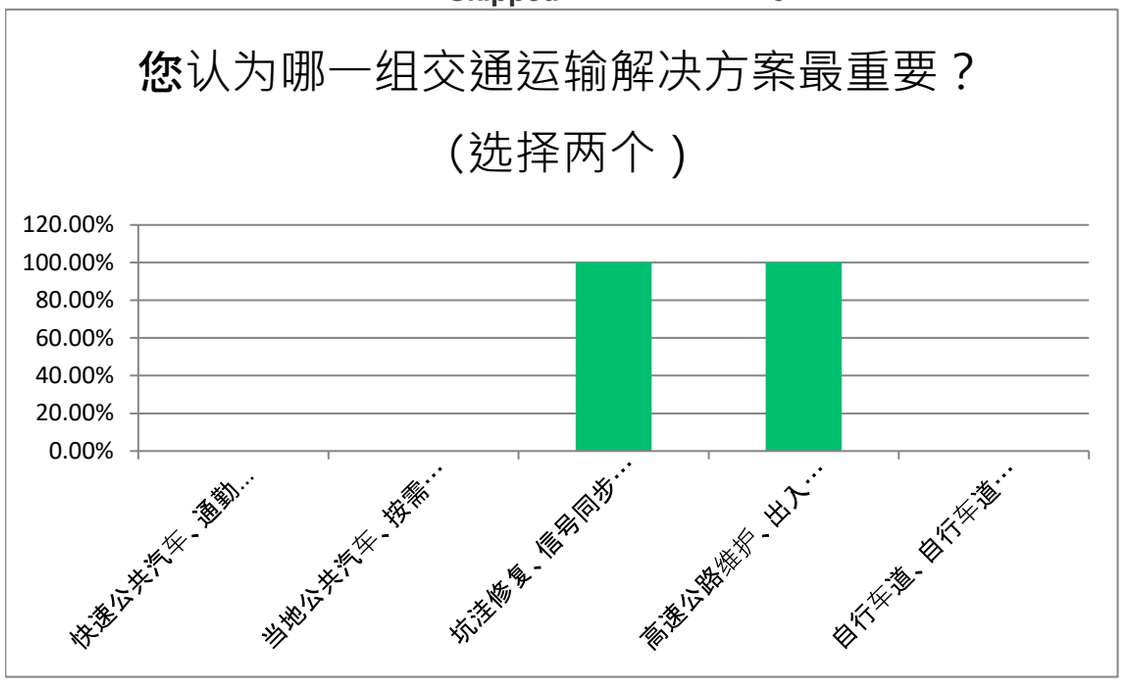
Answer Choices	Responses	
鼓励小车共乘，面包车共乘和拼车	0.00%	0
把收费车道纳入现有的高速公路（91号公路快速车道）	100.00%	1
加强基础设施以适用自动（自动驾驶）车辆	0.00%	0
改善高速公路出入口坡道	0.00%	0
疏通阻塞点（高拥挤区域）	100.00%	1
其他（请具体说明）	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为哪一组交通运输解决方案最重要？（选择两个）

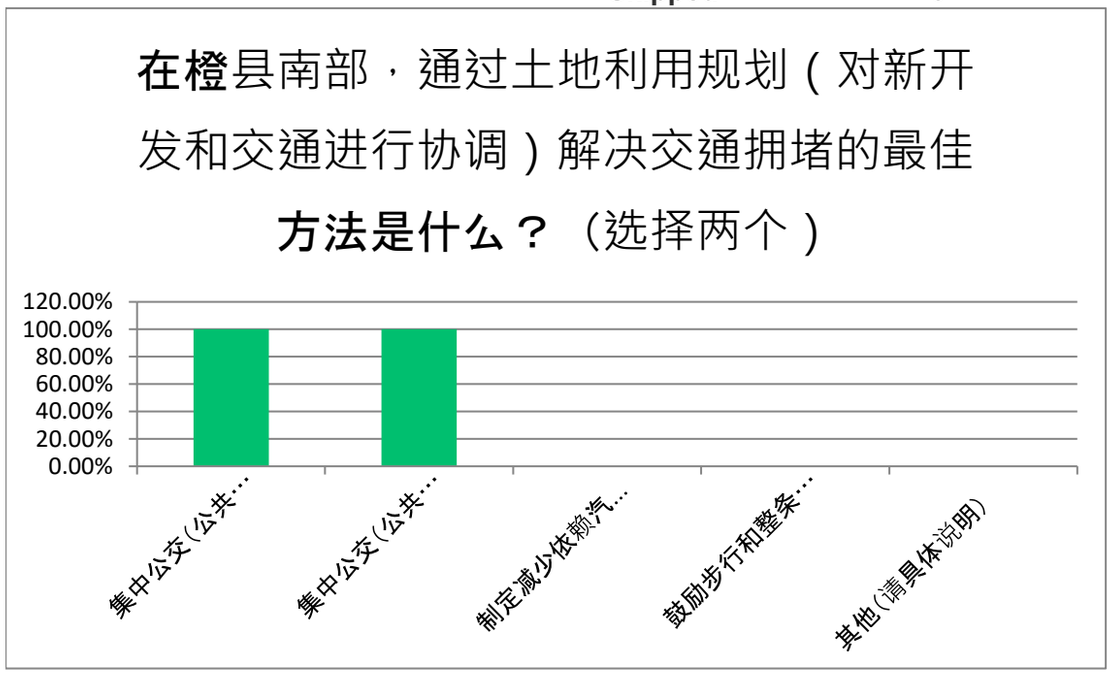
Answer Choices	Responses	
快速公共汽车、通勤铁路、面包车共乘和高速公路公共汽车快速运输	0.00%	0
当地公共汽车、按需公交服务和电车	0.00%	0
坑洼修复、信号同步和交叉路口改善	100.00%	1
高速公路维护、出入口坡道改善和改善整体交通流量的项目	100.00%	1
自行车道、自行车道网络和人行道	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

在橙县南部，通过土地利用规划（对新开发和交通进行协调）解决交通拥堵的最佳方法是什么？（选择两个）

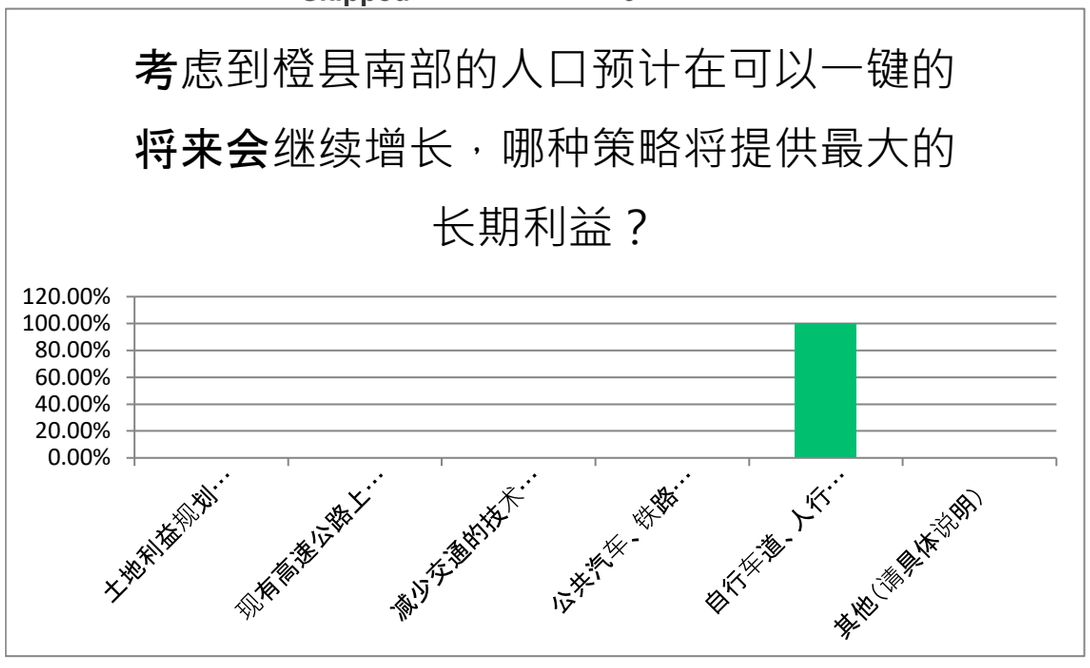
Answer Choices	Responses	
集中公交（公共汽车/铁路）中心周围的业务发展	100.00%	1
集中公交（公共汽车/铁路）中心周围的住房开发	100.00%	1
制定减少依赖汽车的策略（即收停车费）	0.00%	0
鼓励步行和整条街道（为驾驶人、骑自行车的人和行人等所有志愿者安全设计和运营的街道）	0.00%	0
其他（请具体说明）	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

考虑到橙县南部的人口预计在可以一键的将来会继续增长，哪种策略将提供最大的长期利益？

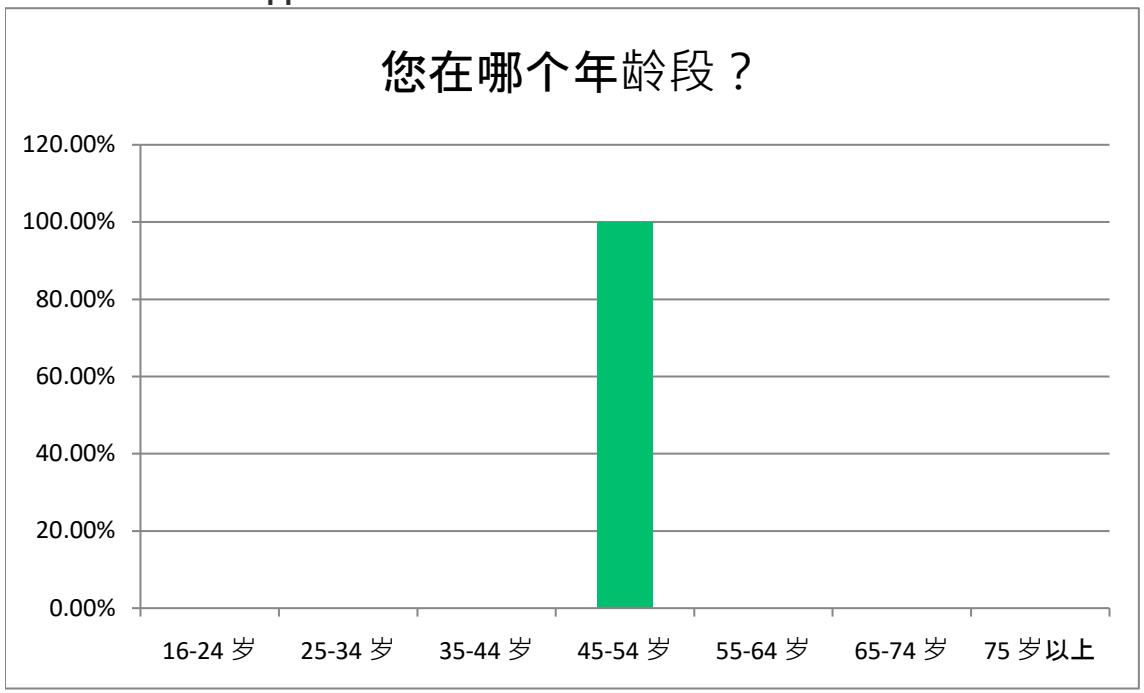
Answer Choices	Responses	
土地利益规划（对新开发和交通进行协调）	0.00%	0
现有高速公路上的收费快车道	0.00%	0
减少交通的技术（信号同步，自动驾驶车辆）	0.00%	0
公共汽车、铁路和其他公交服务	0.00%	0
自行车道、人行道/人行横道和铺面小径	100.00%	1
其他（请具体说明）	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您在哪个年龄段？

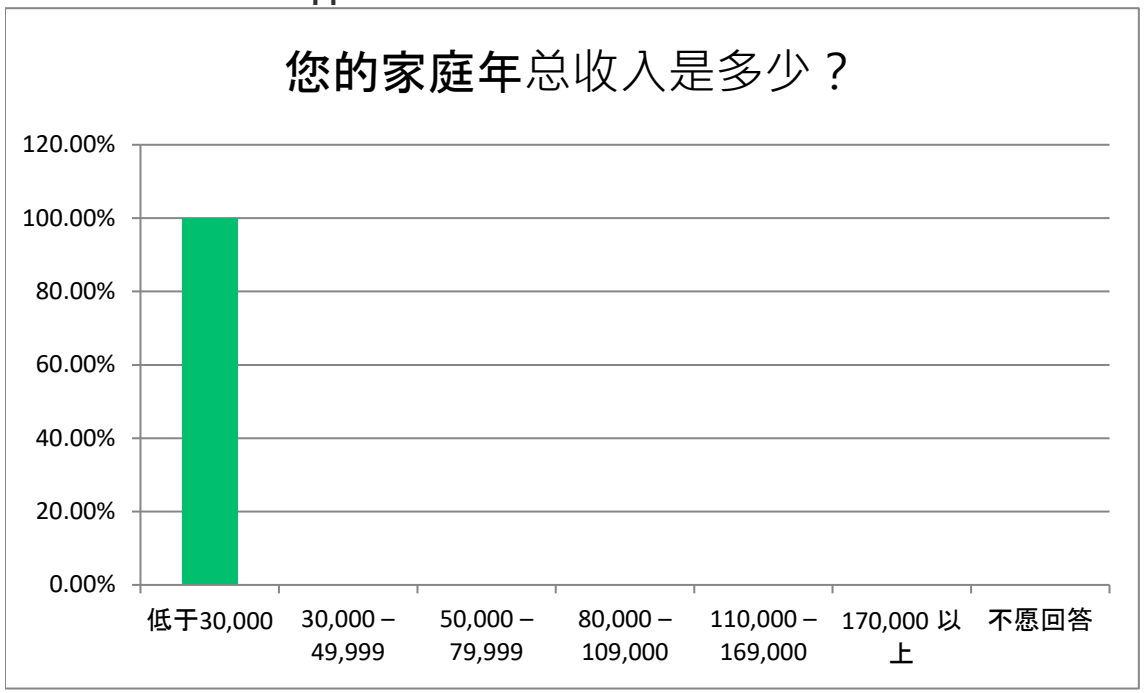
Answer Choices	Responses	
16-24 岁	0.00%	0
25-34 岁	0.00%	0
35-44 岁	0.00%	0
45-54 岁	100.00%	1
55-64 岁	0.00%	0
65-74 岁	0.00%	0
75 岁以上	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您的家庭年总收入是多少？

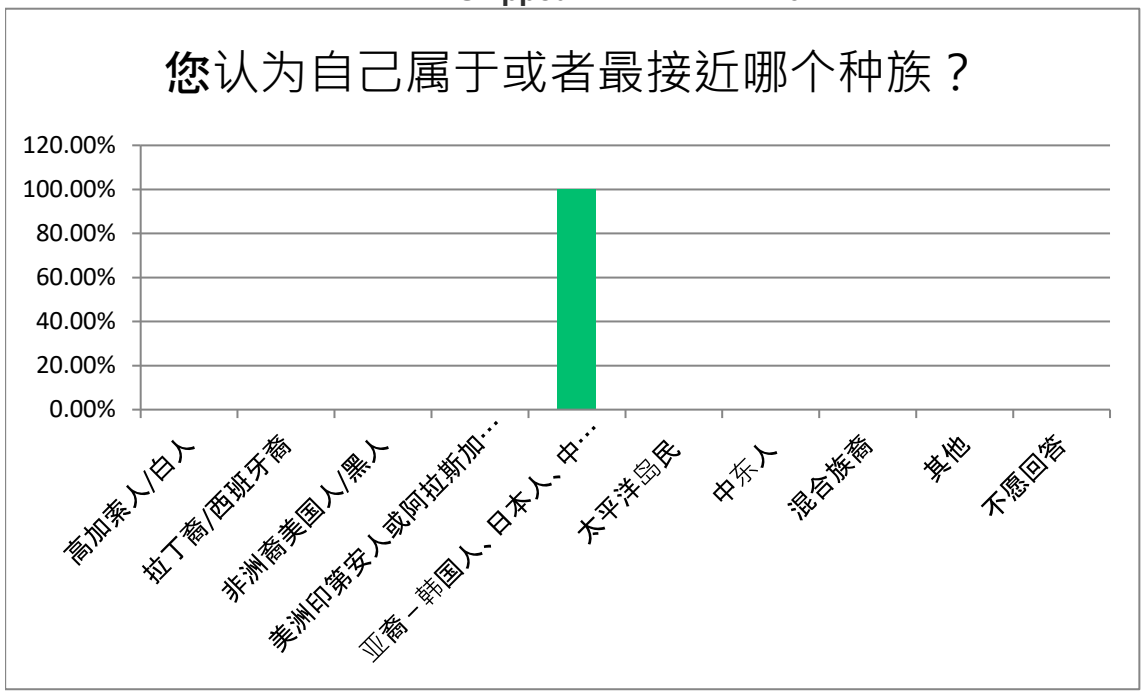
Answer Choices	Responses	
低于30,000	100.00%	1
30,000 – 49,999	0.00%	0
50,000 – 79,999	0.00%	0
80,000 – 109,000	0.00%	0
110,000 – 169,000	0.00%	0
170,000 以上	0.00%	0
不愿回答	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

您认为自己属于或者最接近哪个种族？

Answer Choices	Responses	
高加索人/白人	0.00%	0
拉丁裔/西班牙裔	0.00%	0
非洲裔美国人/黑人	0.00%	0
美洲印第安人或阿拉斯加原住民	0.00%	0
亚裔 – 韩国人、日本人、中国人、	100.00%	1
太平洋岛民	0.00%	0
中东人	0.00%	0
混合族裔	0.00%	0
其他	0.00%	0
不愿回答	0.00%	0
	Answered	**1**
	Skipped	**0**



OCTA SOCMTS PUBLIC INPUT SURVEY – Mandarin

注册接收项目更新资讯和会议邀请

Answered	**0**
Skipped	**1**

Appendix C
Notification Materials

Appendix C.1 Stakeholder Communications Toolkit

Appendix C.2 Study Website

Appendix C.3 News Release

Appendix C.4 Study Blog Article

Appendix C.5 On the Move Article

Appendix C.6 Eblast #1 — Community Meeting and Survey Invite

Appendix C.7 Eblast #2 —Survey Reminder

Appendix C.8 Community Meeting/Survey Postcard (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix C.9 Facebook Posts

Appendix C.10 Twitter Posts

Appendix C

Appendix C.1 Stakeholder Communications Toolkit

Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Dear Stakeholder,

The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuter, and visitors in south Orange County. The South Orange County Multimodal Transportation Study (SOCMTS) will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

As a key stakeholder, we are reaching out to you to offer optional methods for sharing project and community survey details with your community. These efforts are intended to complement the other public notification methods that OCTA is using to promote this project. Below are some *suggested options* on ways to share project and community survey details:

1. **Distribute electronically via email:** Share the community survey (*Survey Link Placeholder)* with your e-mail contacts. You can link to the survey HERE.
2. **Post to your website:** You can use the image provided in the email to post to your homepage. The image would then need to be linked to the following LINK for the project's webpage.
3. **Social media posting:** Download our OCTA image HERE, post it on your social media profiles (Facebook, Twitter, Instagram, etc.), and share the following link (*SouthOCStudysurvey.com)* on your post.
4. **Newsletter Announcement:** Provide information regarding the project and community survey via your organization's newsletter.

Please see the next page for simple copy-and-paste-ready text you may use to share this information with your community.

If you have any questions, please contact Marissa Espino at mespino@octa.net or at 714-560-5607. We thank you for your support and look forward to working with you in spreading the word about this project and capturing valuable survey results!

OCTA

ADDITIONAL INSTRUCTIONS

1. **Distribute electronically via email:**
   - **A.** You can use this image to share meeting information with your contacts/membership. Link the image to the following LINK.
   - **B.** Or copy and paste the following text into the body of an email:

     The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy.

2. **Post to your website:** You can use this image to post to your homepage. Link the image to the following LINK (*SouthOCStudysurvey.com*).

3. **Social media posting**: Post this LINK (*SouthOCStudysurvey.com*) on your social media page(s) or copy and paste the following text and this image into your social media accounts:

   - **A. Facebook:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at *SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy*.

   - **B. Twitter:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Tell us how to improve mobility in south OC at *SouthOCStudysurvey.com or call in at 833-711-8070. For more information, visit octa.net/SouthOCStudy*.

   - **C. Instagram:** @goOCTA is conducting a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at *SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy*.

4. **Newsletter Announcement**: Provide information regarding the project and the community survey via your organization's newsletter. Copy and paste the following text into the body of the newsletter:

   The Orange County Transportation Authority (OCTA), is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. We want your input on how to improve modes of transportation in south Orange County by taking a short community survey at SouthOCStudysurvey.com. For more information, visit octa.net/SouthOCStudy.

OCTA

Appendix C

Appendix C.2 Study Website

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Overview

Over the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County and more time lost in traffic if we don't plan ahead. Therefore, the Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the South Orange County Multimodal Transportation Study (SOCMTS) will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs beyond the year 2045.

Study objectives

- Work collaboratively with stakeholders
- Leverage all modes of transportation
- Address long-term mobility needs
- Develop consensus on a set of transportation improvements across all modes

Study area

The Study area covers about 40 percent of the County from State Route 55 to the San Diego County line and from the coast to the foothills.

Project Status

The study is to be completed in late 2021 and the public and key stakeholders will be involved throughout the study process.

Study Phases:

Phase 1
- Identify issues and opportunities
- Establish goals
- Develop strategy options

Phase 2
- Analyze strategy options
- Eliminate lower performing options

Phase 3
- Further analyze remaining options
- Recommend a Locally Preferred Strategy

If you have any questions or would like to share a comment about the study, email Community Relations Officer Marissa Espino(mailto:mespino@octa.net) or call the survey hotline at 833-711-8070.

SIGN-UP FOR UPDATES AND ALERTS

GET CONNECTED

(/GETCONNECTED)

STAY CONNECTED

(HTTP://WWW.FACEBOOK.COM/GOOCTA)

(HTTP://TWITTER.COM/GOOCTA)

Appendix C

Appendix C.3 News Release

FOR MORE INFORMATION:
Eric Carpenter (714) 560-5697
Megan Abba (714) 560-5671

FOR IMMEDIATE RELEASE:
Oct. 1, 2020

OCTA Welcoming Input on South Orange County Transportation Study

Study will examine potential improvements to streets, highways, transit and bikeways for next 25 years as transportation evolves and population and job growth continues

ORANGE – The Orange County Transportation Authority is launching a strategic transportation study to address south Orange County's transportation needs as the area continues to grow with new residents and jobs and as travel patterns and needs evolve.

The study, called the South Orange County Multimodal Transportation Study (SOCMTS), will examine a wide range of transportation needs over the next 25 years, including improvements to streets, bus and other transit options, highways and bikeways.

The area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

A virtual public meeting is planned from 5:30 to 6:30 p.m. on Tuesday, Oct. 6. Information about accessing the meeting online or by telephone is available at www.octa.net/SouthOCStudy.

A recording of the virtual meeting also will be available at that website following the meeting.

OCTA also welcomes comments through an online survey to hear from those who live, work and visit south Orange County. The brief 12-question survey, with a few additional optional questions, is available online in English, Spanish, Mandarin, Korean and Vietnamese.

"Developing solutions to meet the long-term transportation needs of South County can only succeed if we build community consensus for projects and that's why early input and opinions are tremendously important," said OCTA Chairman Steve Jones, also the mayor of Garden Grove. "We look forward to hearing your ideas to help shape the future of South County."

A link to the survey can be found at www.octa.net/SouthOCStudy or can be completed by calling toll-free to (833) 711-8070.

OCTA, which is Orange County's transportation planning agency, is responsible for providing a balanced and sustainable transportation system for the entire county. The focus

on south Orange County is necessary because over the next 25 years, projections show population growing by 170,000 residents and an additional 130,000 jobs are expected.

At the same time, travel patterns and transportation needs have continued to evolve since OCTA's last major transportation study of the area in 2008. The projects from that study have resulted in a more than $1.5 billion investment in the area, including the I-5 carpool lane project between San Juan Creek Road and Avenida Pico, and the I-5 widening between SR-73 and El Toro Road now under construction.

Since the 2008 study, other significant changes have occurred, including the elimination of the SR-241 Toll Road extension in favor of a non-tolled extension of Los Patrones Parkway, a decline in traditional transit ridership, the introduction of mobile transportation apps and on-demand services such as Uber and Lyft, as well as the introduction of community transit options like shuttles and trolleys.

The South County study will continue in phases through the end of 2021 and residents, business owners and other key stakeholders will be asked to participate throughout.

# # #

About OCTA: The Orange County Transportation Authority is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system that reflects the diverse travel needs of the county's 34 cities and 3.2 million residents. With the mission of keeping Orange County moving, this includes freeways and express lanes, bus and rail transit, rideshare, commuter rail and active transportation.

Appendix C

Appendix C.4 Study Blog Article

Help OCTA Plan for the future of Multimodal Transportation in South Orange County

Wednesday, October 7, 2020

Share Tweet Share

During the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County.

OCTA is conducting a strategic transportation study that will consider the future transportation needs of residents, commuters, and visitors. Through collaboration with local stakeholders, the study will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

"Developing solutions to meet the long-term transportation needs of South County can only succeed if we build community consensus for projects and that's why early input and opinions are tremendously important," said OCTA Chairman Steve Jones, also the mayor of Garden Grove. "We look forward to hearing your ideas to help shape the future of South County."

Your input is extremely valuable as we address south Orange County's mobility needs through the year 2045. Please take this online survey or dial in at 833-711-8070 until Oct. 30. The brief 12-question survey, with a few additional optional questions, is available in English, Spanish, Mandarin, Korean and Vietnamese.

In addition, a recording of a virtual meeting conducted earlier in October is available on the website.

For more information about the South Orange County Multimodal Transportation Study, click here.

Travel patterns and transportation needs have continued to evolve since OCTA's last major transportation study of the area in 2008. The projects from that study have resulted in a more than $1.5 billion investment in the area, including the I-5 carpool lane project between San Juan Creek Road and Avenida Pico, and the I-5 widening between SR-73 and El Toro Road now under construction.

Since the 2008 study, other significant changes have occurred, including the elimination of the SR-241 Toll Road extension in favor of a non-tolled extension of Los Patrones Parkway, a decline in traditional transit ridership, the introduction of mobile transportation apps and on-demand services such as Uber and Lyft, as well as the introduction of community transit options like shuttles and trolleys.

As Orange County's transportation planning agency, OCTA is responsible for providing a balanced and sustainable transportation system for the entire county.

Related Posts

Appendix C

Appendix C.5 On the Move Article

From: OCTA On the Move <onthemove@email-octa.net>
Sent: Thursday, October 8, 2020 12:01 PM
To: Marissa Espino <mespino@octa.net>
Subject: OCTA on the Move - October 8, 2020

OCTA Newsletter | October 8, 2020

For the past 29 years, OCTA has been recognized each year by the leading association of government finance professionals for excellence and transparency in financial reporting. The Government Finance Officers Association of the United States and Canada last month awarded OCTA the Certificate of Achievement for Excellence in Financial Reporting. OCTA prides itself on being transparent with the taxpayers of Orange County and this award is another clear indication that we are achieving that goal.

Darrell E. Johnson

Chief Executive Officer

Find recent Board Actions here

About OCTA

Help OCTA Plan for the future of Multimodal Transportation in South Orange County

This study will consider transportation needs in the area generally south of SR-55 to the San Diego County line, and from the coast to the foothills. Provide your input by taking an online survey.

Financial Reporting Award Indicative of OCTA's Transparency to Taxpayers

For the past 29 years, OCTA has been recognized each year by the leading association of government finance professionals for excellence and transparency in financial reporting.

Appendix C

Appendix C.6 Eblast #1 — Community Meeting and Survey Invite

View this email in your browser

Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

How would you improve streets, bus and rail transit, highways, and bikeways in south Orange County? The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all types of transportation through the year 2045.

We Want To Hear From You!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

Survey link:
surveymonkey.com/r/JDWFD25

Survey Phone Number:
(833) 711-8070

VIRTUAL MEETING

Join us for a virtual community meeting to learn more about the Study and ask questions.

WHEN

Date: Tuesday, October 6, 2020
Time: 5:30-6:30 p.m.
(virtual presentation to begin once the meeting starts)

A recording of the presentation will be available on the project website following the meeting.

WHERE

Online: bit.ly/2RBVOaX
US Phone: +1 669 900 9128
Webinar ID: 815 2472 5112
Passcode: 889572

Languages and Other Needs

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日（72小时）之前提出，请发送电子邮件至 mespino@octa.net 或致电 (833) 711-8070 与Marissa Espino联系。

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 언략처는 마리사 에스피노(Marissa Espino) mespino@octa.net 또는 전화 (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại mespino@octa.net hoặc (833) 711-8070.

Para ver la invitación en español, visite: octa.net/SouthOCStudy
以简体中文查看邀请，请访问：octa.net/SouthOCStudy
한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy
Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino, *Community Relations Officer*
Email: mespino@octa.net
Phone: 833.711.8070
Project Site: octa.net/SouthOCStudy

This email was sent to mespino@octa.net
why did I get this? unsubscribe from this list update subscription preferences
Orange County Transportation Authority · 550 S. Main Street · Orange, CA 92868 · USA

Appendix C

Appendix C.7 Eblast #2 — Survey Reminder

From: Marissa Espino <mespino@octa.net>
Sent: Wednesday, October 21, 2020 1:11 PM
To: Marissa Espino <mespino@octa.net>
Subject: Tell Us How to Improve Transportation in South County

Help us plan for
SOUTH ORANGE COUNTY'S
TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

WE VALUE YOUR INPUT!

How would you improve streets, bus and rail transit, highways, and bikeways in south Orange County? The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Please take this short survey **here** or by phone @ **(833) 711-8070** to provide your input and help OCTA improve transportation in south Orange County.

Learn more about the South Orange County Multimodal Transportation Study here.

Appendix C

Appendix C.8 Community Meeting/Survey Postcard (English; Spanish; Mandarin; Korean; Vietnamese)

Help us plan for **SOUTH ORANGE CONTY'S** TRANSPORTATION FUTURE

Help us plan for SOUTH ORANGE CONTY'S TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

WE VALUE YOUR INPUT! / *WE VALUE YOUR INPUT!*

The Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

*The Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.*

VIRTUAL MEETING / *VIRTUAL MEETING*

Join us for a virtual community meeting to learn more about the Study and ask questions.

Join us for an online community meeting to learn more about the Study and ask questions.

WHEN / *WHEN*

Date/*Date*: Tuesday, October 6, 2020
Martes 6 de Octubre de 2020

Time/*Time*: 5:30-6:30 p.m.

(virtual presentation to begin once the meeting starts)
(virtual presentation to begin once the meeting starts)

A recording of the presentation will be available on the project website following the meeting.
A recording of the presentation will be available on the project website following the meeting.

WHERE / *WHERE*

Online / *Online*: Webinar Link or webinar

We Want To Hear From You! / *We Want To Hear From You!*

Please take this short survey below to provide your valuable input and help OCTA improve mobility and transportation in south Orange County.

Please take this short survey below to provide your valuable input and help OCTA improve mobility and transportation in south Orange County.

Survey link / *Survey link:*
http://something.com

Survey Phone Number / *Survey Phone Number:*
123.456.7890

Languages and Other Needs / *Languages and Other Needs*

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

To view the invitation in Korean, please visit the project website: octa.net/XXX.

To view the invitation in Mandarin, please visit the project website: octa.net/XXX.

To view the invitation in Vietnamese, please visit the project website: octa.net/XXX.

Marissa Espino
Community Relations Officer
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

Help us plan for **SOUTH ORANGE CONTY'S** TRANSPORTATION FUTURE

Help us plan for SOUTH ORANGE CONTY'S TRANSPORTATION FUTURE

Orange County Transportation Authority
C/O Marissa Espino
550 S. Main Street
PO Box 14184
Orange, CA 92863-1584

PRESORTED STD
U.S. POSTAGE
PAID
Santa Ana, CA
Permit No. 1351

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, bus and rail transit, highways and bikeways through the year 2045.

La Autoridad de Transporte del Condado de Orange (OCTA) está realizando un estudio sobre transporte que ayudará a mejorar el transporte de los residentes, viajeros y visitantes en el condado de Orange del sur. El **Estudio sobre Transporte Multimodal del Condado de Orange del Sur (SOCMTS)** *identificará mejoras para todas las modalidades de transporte, incluyendo calles, tránsito, autopistas y bicisendas hasta el año 2045.*

We Want To Hear From You!
¡Queremos saber su opinión!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

Por favor realice esta breve encuesta para darnos su opinión y ayudar a la OCTA a mejorar el transporte en el condado de Orange del sur.

Survey link / *Enlace a la encuesta:*
www.surveymonkey.com/r/JDWFD25

Survey Phone Number / *Número de teléfono de la encuesta:*
(833) 711-8070

VIRTUAL MEETING
REUNIÓN VIRTUAL

Join us for a virtual community meeting to learn more about the Study and ask questions.

Acompáñenos en nuestra reunión virtual de la comunidad para conocer más acerca del estudio y hacer preguntas.

WHEN / *CUANDO*

Date / *Fecha*:
Tuesday, October 6, 2020
Martes 6 de Octubre de 2020

Time / *Horario*:
5:30-6:30 p.m.

(virtual presentation to begin once the meeting starts)

(la presentación virtual empezará una vez comience la reunión)

A recording of the presentation will be available on the project website following the meeting.

La grabación de la presentación estará disponible en el sitio en Internet del proyecto después de la reunión.

WHERE / *DÓNDE*

Online / *En línea*: https://bit.ly/2RBVOaX
US Phone: +1 669 900 9128
Webinar ID: 815 2472 5112
Passcode: 889572

Languages and Other Needs / *Idiomas y otras necesidades*

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy

以简体中文查看邀请，请访问：octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino
Community Relations Officer
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

DRAFT

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur.

OCTA

DRAFT

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

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PERMIT NO. 985

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

帮助我们为橙县南部的交通未来做好计划

SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

橙县交通管理局（OCTA）正在进行交通研究. 这项研究将有助于改善橙县南部居民、通勤者和游客的交通. 橙县南部多式交通研究（SOCMTS）将确定到2045年所有交通方式的改进，包括街道、公交、高速公路和自行车.

We Want To Hear From You!

我们希望收到您的来信！

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

请完成下面的这项简短调查，提供您的看法并且帮助OCTA改善橙县南部的交通。

Survey link / 调查链接：
www.surveymonkey.com/r/JDWFD25

Survey Phone Number / 调查电话号码：
(833) 711-8070

VIRTUAL MEETING

虚拟会议

Join us for a virtual community meeting to learn more about the Study and ask questions.

加入我们的虚拟社区会议，了解有关本研究的更多信息并提出问题。

WHEN / 何时

Date / 日期：
Tuesday, October 6, 2020
2020年10月6日星期二

Time / 时间：
5:30-6:30 p.m. / 下午5 时30分至6 时30 分

(virtual presentation to begin once the meeting starts)

（一旦会议开始，便开始虚拟演示）

A recording of the presentation will be available on the project website following the meeting.

会议结束后，将在项目网站上提供演示的记录.

WHERE / 地点

Online / 在线： https://bit.ly/2RBVOaX
US Phone: +1 669 900 9128
Webinar ID: 815 2472 5112
Passcode: 889572

Languages and Other Needs / 语言和其他需求

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日（72小时）之前提出，请发送电子邮件至mespino@octa.net或致电 (833) 711–8070与Marissa Espino联系.

Para ver la invitación en español, visite: octa.net/SouthOCStudy

한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập:octa.net/SouthOCStudy

Marissa Espino
Community Relations Officer
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

DRAFT

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

帮助我们为橙县南部的交通未来做好计划

OCTA

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

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Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

남부 오렌지 카운티의 교통 미래를 계획할 수 있도록 저희들을 도와주세요.

SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

오렌지 카운티 교통국(OCTA)은 남부 오렌지 카운티 주민들과 통근자들, 그리고 방문자들을 위해 교통수단 개선 연구를 하고 있습니다. 남부 오렌지 카운티 복합 교통수단 연구(SOCMTS)는 2045년에 걸쳐 자동차 도로, 대중 교통, 프리웨이 및 자전거 도로를 포함한 모든 교통 수단에 대한 개선책들을 강구할 것입니다.

We Want To Hear From You!

여러분들의 의견을 듣고 싶습니다!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

아래 짧은 설문조사에서 의견을 주시어 OCTA가 남부 오렌지 카운티의 교통을 개선하는데 도움을 주시기 바랍니다.

Survey link / 설문조사 링크:
www.surveymonkey.com/r/JDWFD25

Survey Phone Number / 설문조사 전화번호:
(833) 711-8070

VIRTUAL MEETING

화상 회의

Join us for a virtual community meeting to learn more about the Study and ask questions.

화상 커뮤니티 회의에 참여하여 이 연구에 대해 자세히 알아보고 질문하십시오.

WHEN / 언제

Date / 날짜:
Tuesday, October 6, 2020
2020년 10월 6일 화요일

Time / 시간:
5:30-6:30 p.m. / 오후 5시 30분 ~ 6시 30분

(virtual presentation to begin once the meeting starts)

(회의가 시작되면 화상 발표 시작)

A recording of the presentation will be available on the project website following the meeting.

회의 후 프로젝트 웹 사이트에서 녹화된 발표 자료를 보실 수 있습니다

WHERE / 장소

Online / 온라인 : https://bit.ly/2RBVOaX
US Phone: +1 669 900 9128
Webinar ID: 815 2472 5112
Passcode: 889572

Languages and Other Needs / 통역 및 기타 편의 제공

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 언락처는 마리사 에스피노(Marissa Espino) mespino@octa.net 또는 전화 (833) 711-8070.

Para ver la invitación en español, visite: octa.net/SouthOCStudy

以简体中文查看邀请，请访问：octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino
Community Relations Officer
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

DRAFT

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

남부 오렌지 카운티의 교통 미래를 계획할 수 있도록 저희들을 도와주세요.

OCTA

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

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DRAFT

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Hãy giúp chúng tôi lập kế hoạch cho TƯƠNG LAI VẬN CHUYỂN tron khu vực phía nam Quận Cam.

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) is conducting a transportation study that will consider transportation needs of residents, commuters, and visitors in south Orange County. The **South Orange County Multimodal Transportation Study (SOCMTS)** will identify improvements for all modes of transportation, including streets, transit, freeways and bikeways through the year 2045.

Cơ quan Vận chuyển Quận Cam (OCTA) đang tiến hành một cuộc nghiên cứu về vận chuyển và điều đó sẽ giúp cải thiện phương tiện đi lại cho các cư dân, người đi làm và du khách ở khu vực phía nam Quận Cam. Cuộc Nghiên cứu về Vận chuyển Đa phương thức (SOCMTS) sẽ xác định những cải tiến cho tất cả các phương thức giao thông, bao gồm đường phố, phương tiện công cộng, xa lộ và đường dành cho xe đạp cho đến hết năm 2045.

We Want To Hear From You!

Chúng Tôi Muốn Nghe Ý Kiến của Quý Vị!

Please take this short survey below to provide your input and help OCTA improve transportation in south Orange County.

Vui lòng tham gia cuộc khảo sát ngắn dưới đây để đóng góp ý kiến của quý vị và giúp OCTA cải thiện hoạt động vận chuyển ở phía nam Quận Cam.

Survey link / Liên kết khảo sát:
www.surveymonkey.com/r/JDWFD25

Survey Phone Number / Số Điện thoại Khảo sát:
(833) 711-8070

VIRTUAL MEETING

Cuộc Họp Trực tuyến (Virtual Meeting)

Join us for a virtual community meeting to learn more about the Study and ask questions.

Hãy tham gia một cuộc họp cộng đồng trực tuyến với chúng tôi để tìm hiểu thêm về Cuộc Nghiên cứu và nêu thắc mắc.

WHEN / Khi nào

Date / Ngày:
Tuesday, October 6, 2020
Thứ Ba, ngày 6 tháng 10 năm 2020

Time / Thời gian:
5:30 - 6:30 p.m. / 5:30 đến 6:30 chiều

(virtual presentation to begin once the meeting starts)

(bài thuyết trình trực tuyến sẽ bắt đầu khi cuộc họp bắt đầu)

A recording of the presentation will be available on the project website following the meeting.

Bản ghi âm của bài thuyết trình sẽ được đăng trên trang web của dự án sau cuộc họp.

WHERE / Địa điểm

Online / Trên mạng: https://bit.ly/2RBVOaX
US Phone: +1 669 900 9128
Webinar ID: 815 2472 5112
Passcode: 889572

Languages and Other Needs / Các Ngôn ngữ và các Nhu cầu Khác

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contact Marissa Espino at mespino@octa.net or (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại mespino@octa.net hoặc (833) 711-8070.

Para ver la invitación en español, visite:
octa.net/SouthOCStudy

한국어 초대장을 보시려면, 을문하십시오:
octa.net/SouthOCStudy

以简体中文查看邀请，请访问：
octa.net/SouthOCStudy

Marissa Espino
Community Relations Officer
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

DRAFT

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Hãy giúp chúng tôi lập kế hoạch cho TƯƠNG LAI VẬN CHUYỂN tron khu vực phía nam Quận Cam.

OCTA

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

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Appendix C

Appendix C.9 Facebook Posts

9/25 – Facebook Post

OCTA
Published by Liz Mazariegos · September 25 ·

OCTA is kicking off a study that will consider transportation needs of residents, commuters, and visitors in south Orange County. Tell us how to better connect south OC through a brief survey at SouthOCStudysurvey.com or call in at 833-711-8070. For more information, visit octa.net/SouthOCStudy.

Edit

9 1 Comment 2 Shares

Like Comment Share

Most Relevant

Nancy Freeman
It's about time.
Like · Reply · Message · 10w

Comment as OCTA

10/1- Facebook Advertisement English

OCTA
October 1 ·

We want to hear from you! OCTA is launching a study to improve transportation in south Orange County. Join us at a virtual community meeting on Tuesday, October 6 at 5:30-6:30pm to learn more about the study and provide your input. For more information on the meeting and to take our short survey, visit octa.net/SouthOCStudy.

10 4 Comments 4 Shares

Like Comment Share

Most Relevant

10/5 – Facebook Advertisement Spanish

OCTA
October 5 ·

¡Queremos escuchar de usted! OCTA está lanzando un estudio para mejorar el transporte en el sur del condado de Orange. Únase a nosotros en una reunión comunitaria virtual el martes, 6 de octubre a las 5:30-6:30 pm para aprender más acerca del estudio y brindar su opinión. Para obtener más información sobre la reunión y realizar nuestra breve encuesta, visite octa.net/SouthOCStudy.

> We want to hear from you! OCTA is launching a study to improve transportation in southern Orange County. Join us for a virtual community meeting on Tuesday, October 6 at 5:30-6:30 pm to learn more about the study and deliver your opinion. For more information about the meeting and taking our short survey, visit octa.net/SouthOCStudy.

· Hide original · Rate this translation

10/15 – Facebook Advertisement English

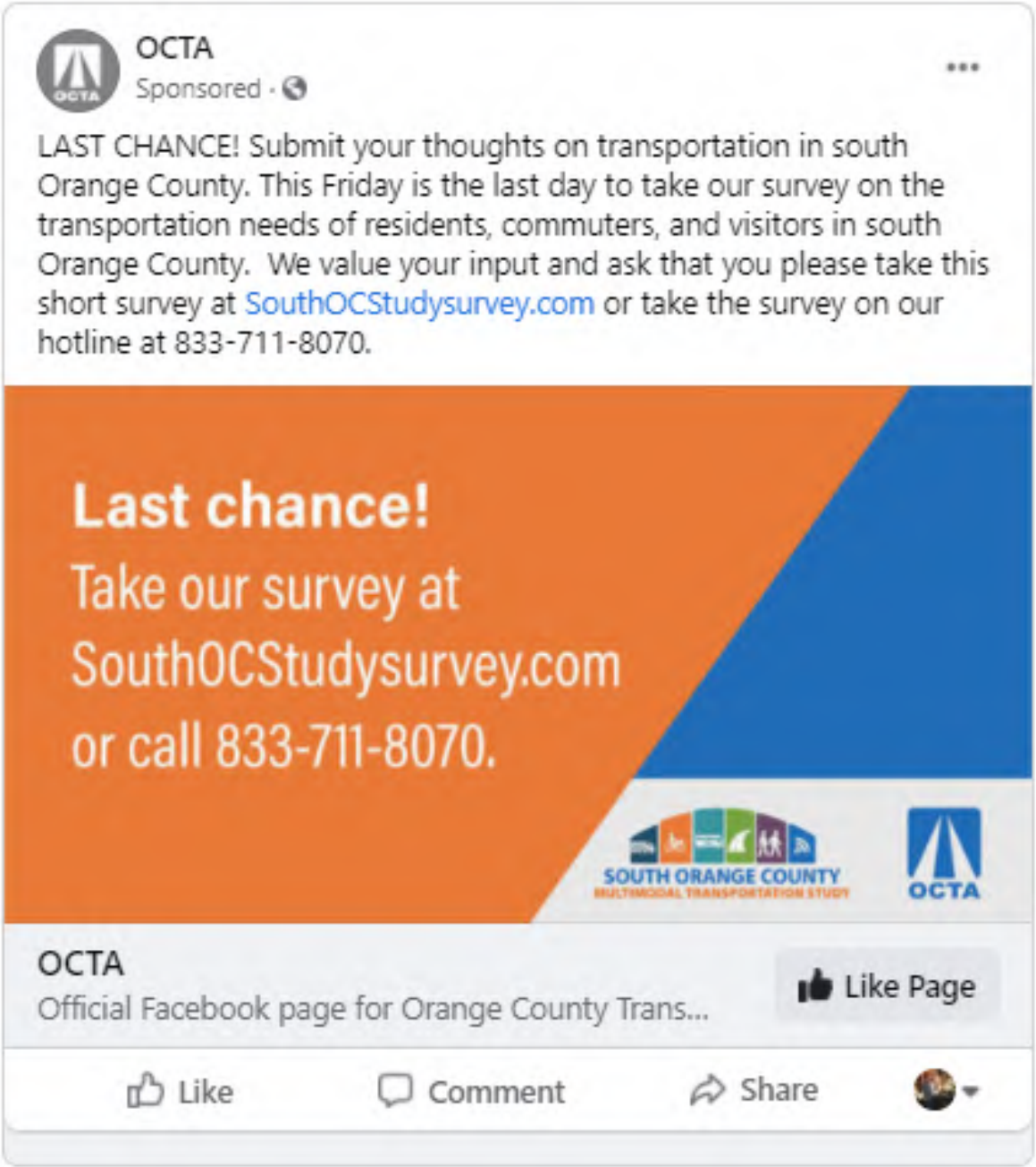
10/15 – Facebook Advertisement Spanish

10/15 – Facebook Advertisement Mandarin

10/15 – Facebook Advertisement Korean

10/15 – Facebook Advertisement Vietnamese

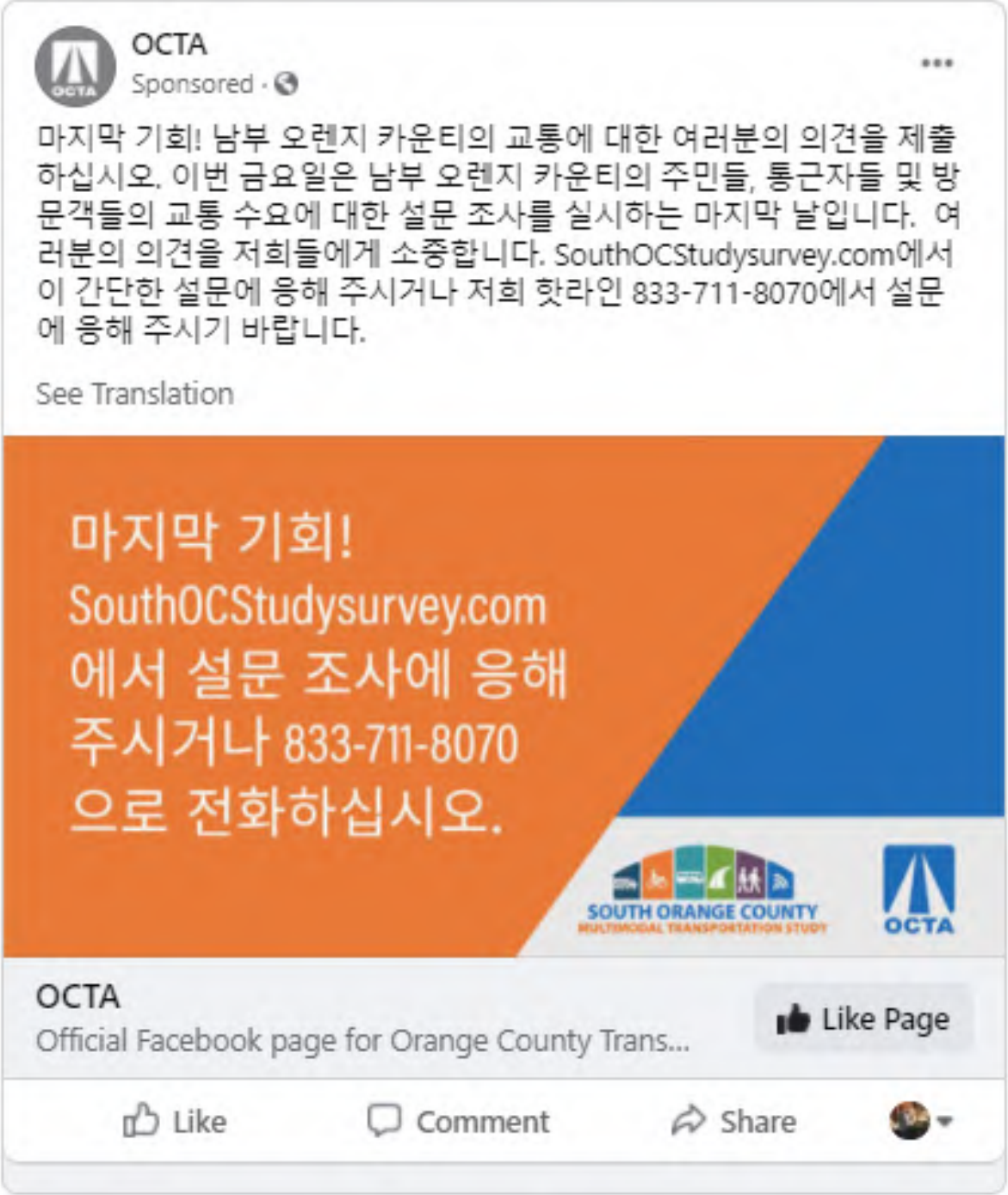
10/27 – Facebook Advertisement English



10/27 – Facebook Advertisement Spanish

10/27 – Facebook Advertisement Mandarin

10/27 – Facebook Advertisement Korean



10/27 – Facebook Advertisement Vietnamese

Appendix C

Appendix C.10 Twitter Posts

9/25- Twitter Post

OCTA
@goOCTA

OCTA is kicking off a study that will consider transportation needs of residents, commuters, and visitors in South Orange County. Tell us how to better connect South OC with a brief survey at SouthOCStudysurvey.com or call 833-711-8070. For more, visit octa.net/SouthOCStudy.

9:37 AM · Sep 25, 2020 · Sprinklr Publisher

1 Like

9/30- Twitter Post

OCTA
@goOCTA

Join us for a virtual community meeting on 10/6, 5:30-6:30 pm to learn more about the South OC transportation study and provide your input. For more information and to take our short survey, visit octa.net/SouthOCStudy.

9:40 AM · Sep 30, 2020 · Sprinklr Publisher

2 Retweets **5** Likes

10/6- Twitter Post

OCTA
@goOCTA

Join us tonight at the south Orange County Multimodal Transportation Study virtual meeting at 5:30! For more information and to access the virtual community meeting, visit octa.net/SouthOCStudy.

8:42 AM · Oct 6, 2020 · Sprinklr Publisher

1 Retweet **2** Likes

10/12- Twitter Post

OCTA
@goOCTA

We had our first virtual community meeting for the south OC Transportation Study! If you would like to view the meeting materials and meeting recording, please visit octa.net/SouthOCStudy.

10:44 AM · Oct 12, 2020 · Sprinklr Publisher

1 Retweet **2** Likes

10/20- Twitter Post

OCTA
@goOCTA

The study will consider future transportation needs south of SR-55 to the San Diego County line, and from the coast to the foothills. Please share your feedback.

Help OCTA Plan for the future of Multimodal Transportation in...
During the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 ...
blog.octa.net

8:00 AM · Oct 20, 2020 · Sprinklr Publisher

1 Retweet **1** Quote Tweet **2** Likes

10/27 Twitter Post

OCTA
@goOCTA

We need your input! Please take this short survey to help us improve transportation, including streets, transit, freeways and bikeways through the year 2045. Take the survey at SouthOCStudysurvey.com.

8:48 AM · Oct 27, 2020 · Sprinklr Publisher

4 Retweets **1** Like

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

South Orange County Multimodal Transportation Study

Public Involvement Program
Phase 2:

Summary of Survey Results

July 2021

OCTA

Prepared by:

MBI

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EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) recently completed the second phase of public involvement for the South Orange County Multimodal Transportation Study (**Study**). The Study is looking at a wide range of transportation needs and solutions in south Orange County beyond 2045, including improvements to streets, bus and other transit options, highways and bikeways. As part of this Study, OCTA is implementing a comprehensive Public Involvement Program (**PIP**) which includes outreach during the three different Study phases. Phase One of the PIP took place in fall 2020 and included engagement to stakeholders , residents and elected officials as well as a survey. The survey was designed to assess public perception of transportation challenges and improvement strategies in south Orange County. Among the survey findings, the respondents said that they would like to see:

- Reduced traffic congestion
- Increased frequency and accessibility of multimodal transportation
- Increased safety and efficiency for all modes of travel, and
- Increased alternative transportation frequency and accessibility.

Public Engagement Approach

Phase Two of the PIP took place in Summer 2021 and included a virtual stakeholders roundtable, elected official's roundtable, a public Telephone Townhall and a Virtual Meeting Room (VMR). The VMR simulated an in-person meeting with project boards and a feedback station and allowed participants to join at their convenience. In addition, a survey was conducted which was designed to assess the public's priorities on draft strategies and transportation solutions in south Orange County. The survey was available June 7 to July 12, 2021, both online as well as through the project information phone line with a live person answering and conducting the survey. The engagement methods to distribute information about the survey included various channels such as emails, postcards mailed specifically to low-income and disadvantaged communities, a communications toolkit sent to cities and stakeholders, targeted geofencing advertisements, and the OCTA Facebook and Twitter accounts.

To align with OCTA's diversity, equity, and inclusion goals, several outreach tactics were implemented in an effort to engage diverse and hard to reach communities to encourage meaningful engagement with all people regardless of ethnicity or socioeconomic backgrounds. An online survey and fact sheet were translated into Spanish, Vietnamese, Korean, and Mandarin. In addition, a helpline was available for people who prefer to call or do not have internet access so they could leave comments, ask questions and take a survey by phone. Multilingual speakers were available to help callers take the survey in language. Postcards were also mailed to identified disadvantaged and low-income communities in the South County area so they directly received information about the survey, helpline number and public meetings.

Communication tool kits were also sent to all south Orange County cities, key stakeholders and OCTA's Citizens Advisory Committee, Special Needs Advisory Committee and Diverse

Community Leaders Group. Targeted Facebook and geofencing ads were also placed in the aforementioned multiple languages.

Public Engagement Survey

The survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group's opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas.

The survey accomplished the following objectives:

- Solicited public input to include in the study findings report which will include a general analysis of survey results and general comments provided
- Disseminated study information and the online survey to a vast target audience

A total of 3,273 individuals visited the survey website, and 1,708 surveys were collected (1,706 English, 2 Spanish).

Key Findings

The survey respondents prioritized the various opportunities to improve future transportation and mobility challenges within south Orange County that were proposed in Phase 1 of the study. From the 1,700+ people surveyed – who reflect a wide range of demographics and preferences – a majority would like OCTA to:

- Increase availability and make improvements to public transit/ rail
- Provide more alternatives to driving and enhance accessibility (trollies, biking, light rail, walking, etc.)
- Offer flexible roadway pricing based on demand
- Not add more toll roads
- Focus on current roads and freeways to expand, improve and better connect paths for active transportation (pedestrian, bicycle, etc.)

The summary below presents the top-ranked results related to participants priorities on transportation and mobility strategies, improvements and goals. See Appendix B for the full survey results.

Table 1: Summary of Key Findings

Top Ranked	Second Ranked	Third Ranked
Priority Ranking – Transportation Needs (1,429 responses ranked a strategy as the top priority)		
Making public transit, bicycling, and walking more convenient and accessible	Protecting the environment and preserving transportation infrastructure	Decreasing the overall number of trips made each day

Top Ranked	Second Ranked	Third Ranked
28%	**26%**	**24%**
Set Your Budget – Transportation Strategy Budget Allocation **($100 budget allocation)**		
Reduce freeway bottlenecks **Average Amount: $23.99**	Make rail and transit improvements **Average Amount: $16.83**	Implement technology-based improvements **Average Amount: $13.48**
Effective Strategy Rating **(1-5 star rating scale)**		
Enhanced Train and Bus Service ***(1,677 individuals rated 5 stars)***		
More Train Service **34%**	Reliable Bus Service **26%**	Freeway Bus Routes **20%**
Efficient Roads and Freeways ***(1,832 individuals rated 5 stars)***		
Technology **37%**	Freeway Performance **37%**	Freeway Access **26%**
Improved Active Transportation ***(1,590 individuals ranked 5 stars)***		
Safety Improvements **38%**	Connect Paths **34%**	Road Space Reconfiguration **28%**
Reduced Car Dependency ***(1,590 individuals rated 5 stars)***		
Transit **24%**	Integrated Trip Planner **22%**	Biking and Walking Incentives **20%**
Pricing Strategies ***(687 individuals rated 5 stars)***		
User Pricing **37%**	Incentivize Toll Roads (e.g. 241 Toll Road) **33%**	Price-Managed Lanes (e.g. tolled 91 Express Lanes) **29%**
New Technologies ***(1,271 individuals rated 5 stars)***		
Broadband **40%**	Electric Vehicles **38%**	Self-Driving Vehicles **21%**

SURVEY OVERVIEW

Survey Format

The Phase 2 survey was offered in English, Spanish, Mandarin, Korean, and Vietnamese to accommodate the south Orange County population demographics. An online survey was created using MetroQuest to provide an interactive experience while collecting more detail responses. The survey was also offered through the project information telephone line with a live operator to conduct the survey verbally, making the survey accessible to a wider range of people. The operator was available to provide the survey in English and Spanish, and for the Vietnamese, Korean and Mandarin surveys, the operator would return the stakeholder's call. The survey had a total of 23 questions that focused on prioritizing the transportation strategies based off the study's results from Phase 1.

The survey included several pages with different formats to respond to questions. After the "Welcome" page, respondents were taken to the "Transportation Needs" question, where they could rank 4 transportation goals by what was most important to them. The third page of the survey contained the "Set Your Budget" question. This question allowed respondents to virtually allocate tokens to invest in the transportation strategies they prefer. Following this question was the "Strategy Rating" page. Survey participants were asked to give 1-5 stars to rate how effective they believe each strategy is for improving transportation in south Orange County.

The survey concluded with optional demographic questions related to age, ethnicity, and location, as well as a sign-up to receive project updates and a link to the study's website. Participants were able to take the survey through a desktop or on their mobile device.

Survey Outreach

Several channels were utilized to notify the south Orange County community of the survey. The engagement methods included targeted advertisement through geofencing and Facebook, mailed postcards, online tools, social media, and communication toolkits distributed to cites and stakeholders within the project area. Reference Appendix D for all outreach efforts.

Geofencing, a location-based online advertising tool, was utilized to promote the survey to a wide audience and allowed the Project Team to focus on specific south Orange County zip codes to ensure the survey reached the target audience. Bilingual advertisements were promoted in Spanish, Mandarin, Korean, and Vietnamese. The multi-lingual geofencing ad campaign led to 400,009 impressions, which is the indicator of how many users saw the ad. These impressions led to an overall clickthrough rate (CTR) of .13% in one month compared to an industry average of 2% which is accumulated over multiple months. In relation to geofencing, the CTR is the ratio showing how often individuals who saw the study's ad ended up clicking on it. The ad campaign's CTR resulted in a total of 538 clicks. The number of clicks is the measurement of how many people engaged with the ad. See Appendix C for the geofencing raw data results.

The virtual meeting room provided a supplementary interactive experience for those interested in the study. Participants could learn more about the study, submit comments, register for future project updates, and access the study's survey link. OCTA's Study VMR gave south Orange County residents an additional opportunity to provide more feedback outside of the survey format. The VMR was promoted along with the survey in social media posts, advertisements, and email outreach.

Through the various outreach methodologies, the online survey was successfully distributed to a wide target audience which provided quality data for an analysis of the results. Refer to Table 2 for an overview of the distribution channels.

Table 2: Summary of Survey Outreach

#.	Notification Method	Audience	Notes
1.	Community Meeting/Survey Postcard	• Low income community • Disadvantaged community • Stakeholder database (including Phase 1 participants, community organizations, city staff, major businesses, and facilities, etc.)	• Mailed postcards to over 13,200 stakeholders (English/ Spanish; interpretation was offered in Korean, Mandarin and Vietnamese) • Featured on project webpage
2.	Facebook Ads (also distributed through Facebook Messenger and Instagram) and Facebook Posts o 15 Facebook Ads o 4 Regular Posts	• South Orange County • Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population	• English Ads Statistics o Total Reach: 8,609 o Total Link Clicks: 91 • Spanish Ads Statistics o Total Reach: 7,940 o Total Link Clicks: 108 • Korean Ads Statistics o Total Reach: 4,994 o Total Link Clicks: 47 • Vietnamese Ads Statistics o Total Reach: 5,146 o Total Link Clicks: 53 • Mandarin Ads Statistics o Total Reach: 4,485 o Total Link Clicks: 52

#.	Notification Method	Audience	Notes
			• English Regular Post Statistics o Total Reach: 2,670 o Total Link Clicks: 62
3.	Twitter Posts	• OCTA Twitter Followers and General Public	• 5 Posts o Total Retweets: 7 o Total Likes: 8
4.	Geofencing Ads	• South Orange County • Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population	• English/Spanish Statistics o Total Impressions: 286,670 o Total Clicks: 368 • English/Korean Ads Statistics o Total Impressions: 26,667 o Total Clicks: 42 • English/Vietnamese Ads Statistics o Total Impressions: 26,672 o Total Clicks: 51 • English/Mandarin Ads Statistics o Total Impressions: 60,000 o Total Clicks: 77
5.	Communications Toolkit	• South county cities and the County • OCTA's Citizen's Advisory Committee, Special Needs Advisory Committee, and Diverse Community Leaders Group • Transportation partners • Environmental Community • HOAs • Chambers of Commerce	• Provided instructions to distribute the survey via electronically to the stakeholder's constituents.

#.	Notification Method	Audience	Notes
6.	Digital - Email Blasts - OCTA On the Move blog - Linking to project website and survey	• Stakeholder database (including Phase 1 participants, HOAs, community organizations, city staff, major businesses, and facilities, etc.)	• Eblast distributed to stakeholder database (over 800 stakeholders) and OCTA customer database (36,540). • Blog article distributed to 12,700 readers
7.	Announcement at meetings	• Stakeholder Roundtable • Technical Working Group meetings • Transportation Agency Working Group Meetings • Telephone Townhall Meeting • Presentation to the City of San Clemente, City of Lake Forest and South Orange County Economic Coalition • Public Webinar • Elected Officials Roundtable	• Survey link was provided at each meeting
8.	News Release	• Media outlets	• The release promoted the Telephone Townhall as well as the online survey, Virtual Meeting Room and project information phone line.
9.	Virtual Meeting Room	• South Orange County • Stakeholder database (including Phase 1 participants, HOAs, community organizations, city staff, major businesses, and facilities, etc.)	• 171 users, with an average of 1 minute and 20 seconds of engagement time per session • 14 registrations and 7 comment forms completed • Open for the entirety of Phase 2 • Survey link provided in VMR

SURVEY RESULTS ANALYSIS

The survey results were analyzed based on the 1,708 responses collected from the 23-question survey.

Geographic Distribution

Over half of the survey respondents indicated they both lived and worked in south Orange County.

Home Zip Code

Out of the 1,708 surveys collected, 76% of the respondents shared their home zip code (1,301) and 84% of those respondents shared they live within the project area as shown in Figure 1. 12% of the respondents indicated their home zip code was outside of the project area but still within Orange County, the majority being east of the project area (in Ladera Ranch) with some respondents immediately adjacent to the west of the project area. There was a higher concentration of survey participants in San Clemente, San Juan Capistrano, Laguna Niguel, Aliso Viejo and Rancho Santa Margarita. Although the responses are concentrated more in some areas than others, the responses collected are spread throughout the entire project area, especially when combined with the work zip codes.

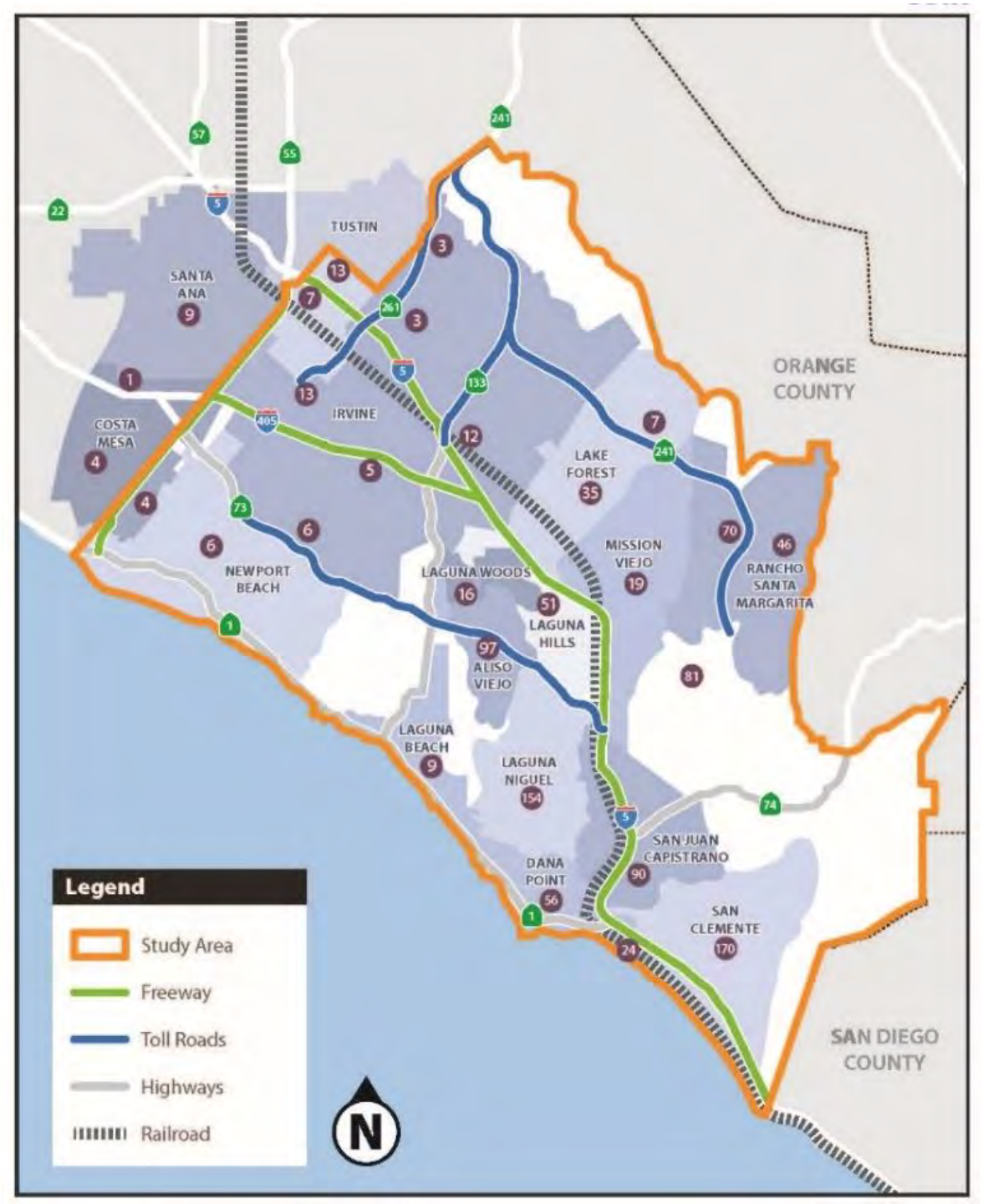


Figure 1: Survey Respondents - Home Zip Code

Work Zip Code

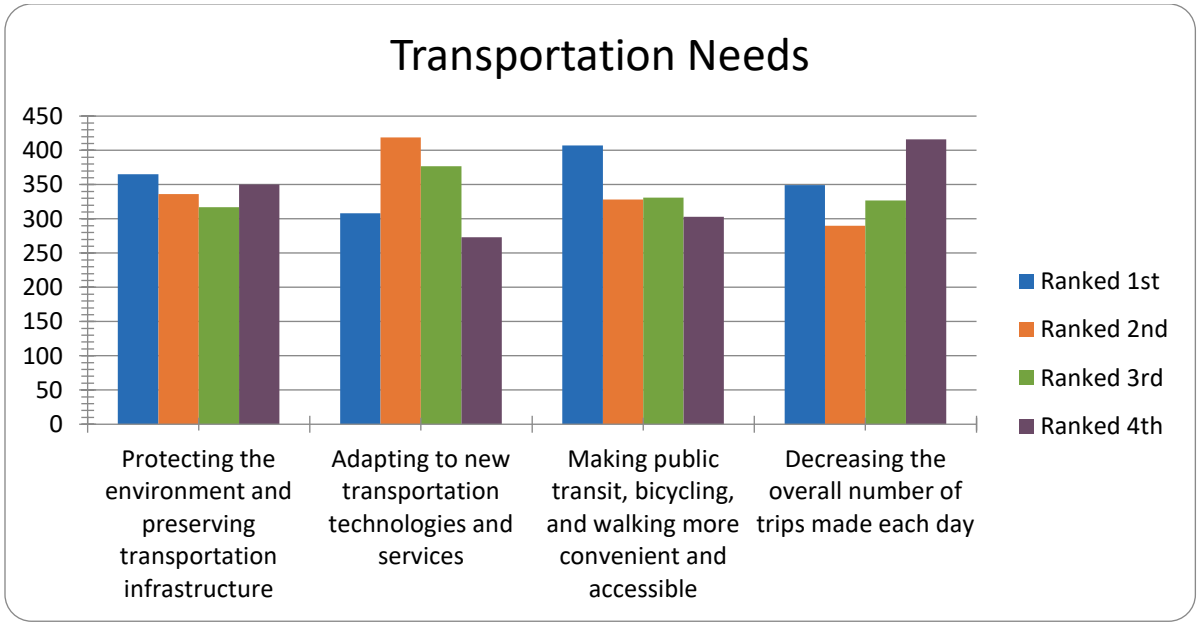
56% of the survey respondents (952) indicated their work zip code and from these respondents, 69% indicated their work zip code is within the project area. There was a higher concentration of survey participants in San Clemente, the south Irvine area, and Mission Viejo. The work zip codes varied from the home zip codes, having a higher number of respondents from the east project area. The overall number of work zip code responses collected are more evenly distributed throughout the entire project area compared to the home zip code distribution.

Figure 2: Survey Respondents - Work Zip Code

Priority Ranking - Transportation Needs

One question was asked to analyze the transportation needs most important to survey participants in south Orange County. The table below gives an overview of how many times each option was ranked in first, second, third, and fourth. Overall, the option "making public transit, bicycling, and walking more convenient and accessible" was ranked first the greatest number of times, revealing this was the most important transportation need to a majority of participants. Additional comments provided by survey participants on this question are also included in Appendix B.

Option	Ranked 1st (Top)	Ranked 2nd	Ranked 3rd	Ranked 4th
Protecting the environment and preserving transportation infrastructure ***Based on 1,368 respondents***	365	336	317	350
Adapting to new transportation technologies and services ***Based on 1,377 respondents***	308	419	377	273
Making public transit, bicycling, and walking more convenient and accessible ***Based on 1,369 respondents***	407	328	331	303
Decreasing the overall number of trips made each day ***Based on 1,382 respondents***	349	290	327	416

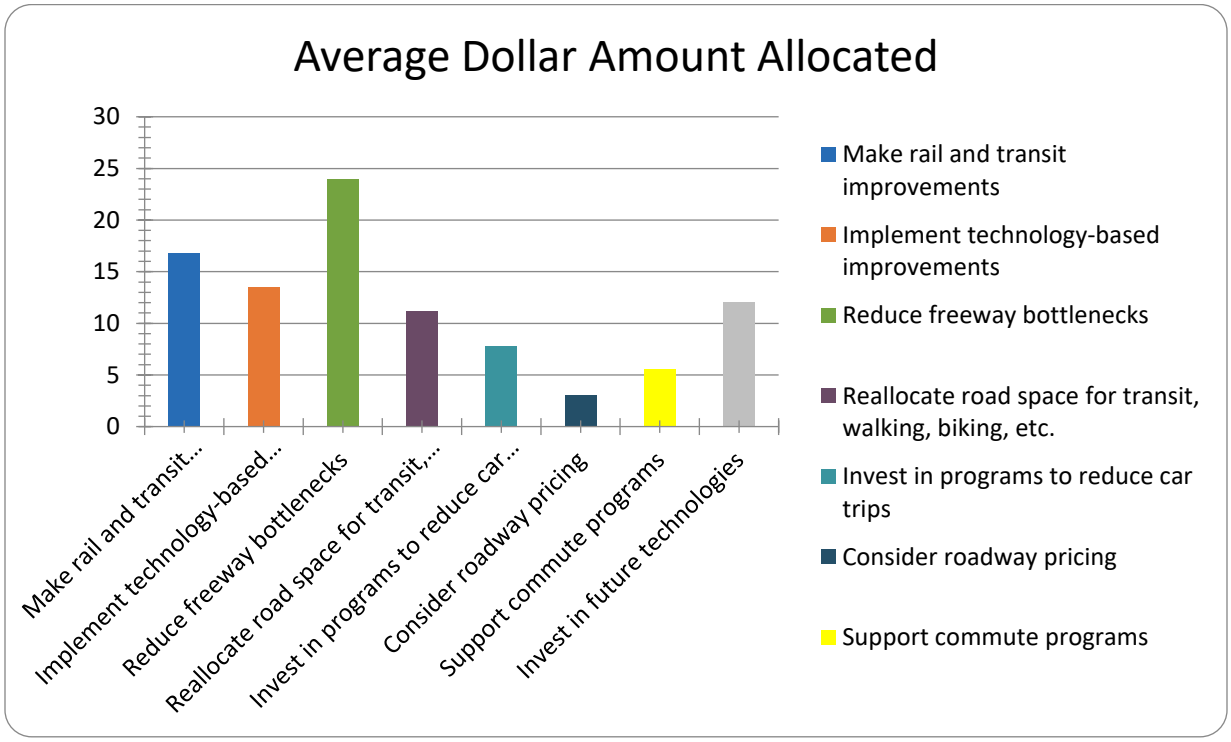


Set Your Budget – Transportation Strategy Budget Allocation

One question asked participants to allocate virtual tokens to represent the transportation strategies they believe should be invested in. Participants were allotted $100 to distribute. Results are based off of 1,439 English participants and 1 Spanish participant. Survey respondents gave precedent to reducing freeway bottlenecks, making rail and transit improvements, and implementing technology-based improvements. Additional comments can be viewed in Appendix B.

#	Option	Average Dollar Amount
1.	Make rail and transit improvements	$16.83
2.	Implement technology-based improvements	$13.48
3.	Reduce freeway bottlenecks	$23.99
4.	Reallocate road space for transit, walking, biking, etc.	$11.22
5.	Invest in programs to reduce car trips	$7.77
6.	Consider roadway pricing	$3.07
7.	Support commute programs	$5.57
8.	Invest in future technologies	$12.08

* Based upon 1,440 respondents

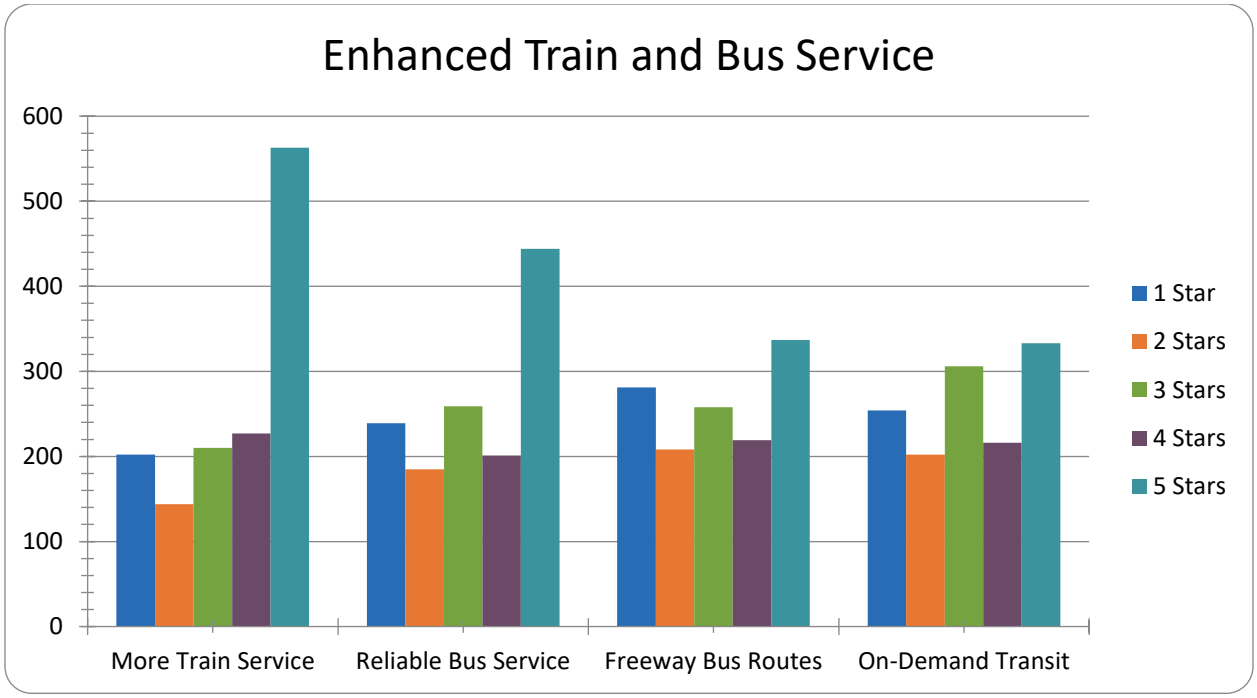


Effective Strategy Rating

Participants were asked to provide a 1-5 star rating, with 1 being the least, on how effective they think each strategy would be in improving travel in south Orange County. There was a total of 21 strategies to rate, organized by 6 categories. Only English participants provided feedback for this specific question.

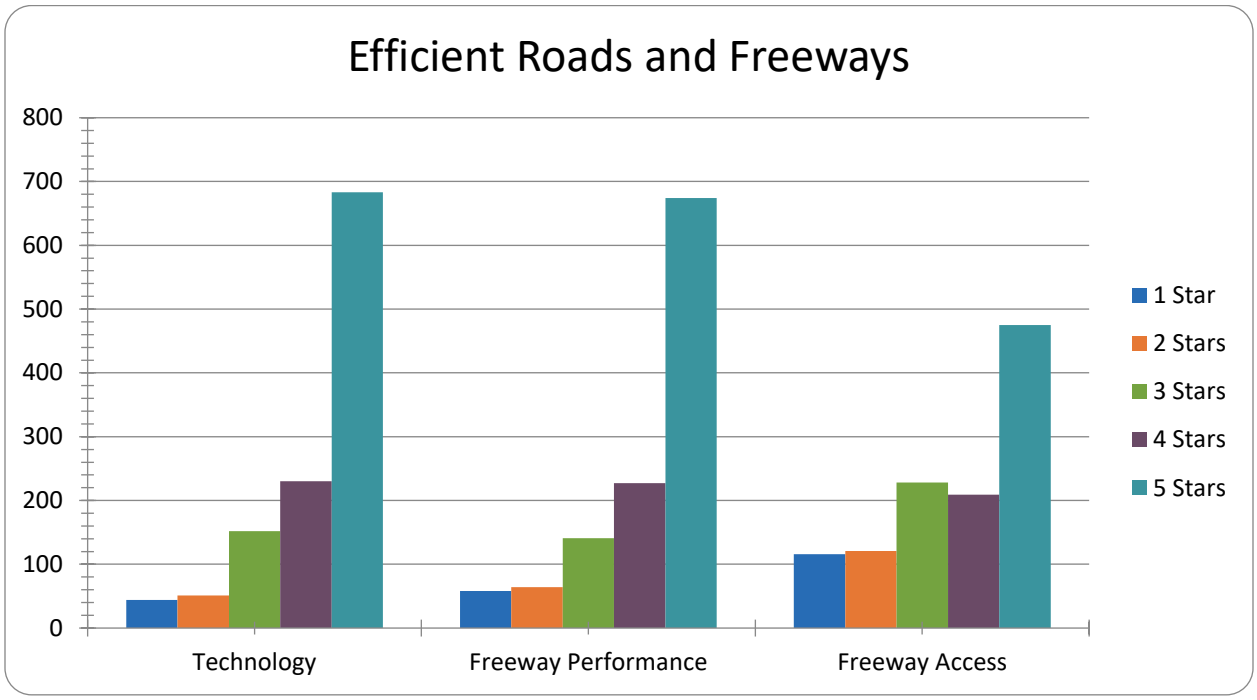
The rating of each option reveals the level of priority respondents believe each strategy should possess. The data from this question shows that the following from each category were rated 5 stars the most times: more train service, technology/ freeway performance, safety improvements, transit, price-managed lanes, and broadband. Survey participants believe focusing on these strategies would be the most beneficial to improving mobility. The bar graphs below provide detail on how many times each strategy was given a 1-5 star rating. Additional comments can be viewed in Appendix B.

Enhanced Train and Bus Service



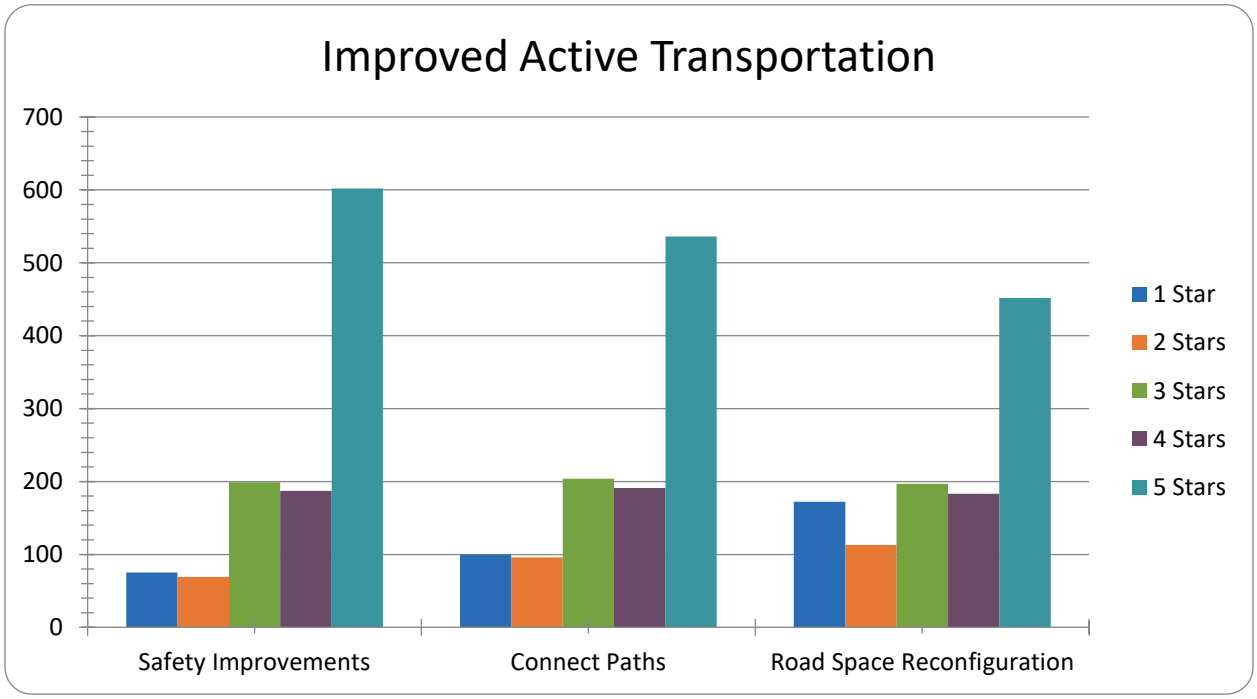
*Based upon 563 respondents

Efficient Roads and Freeways



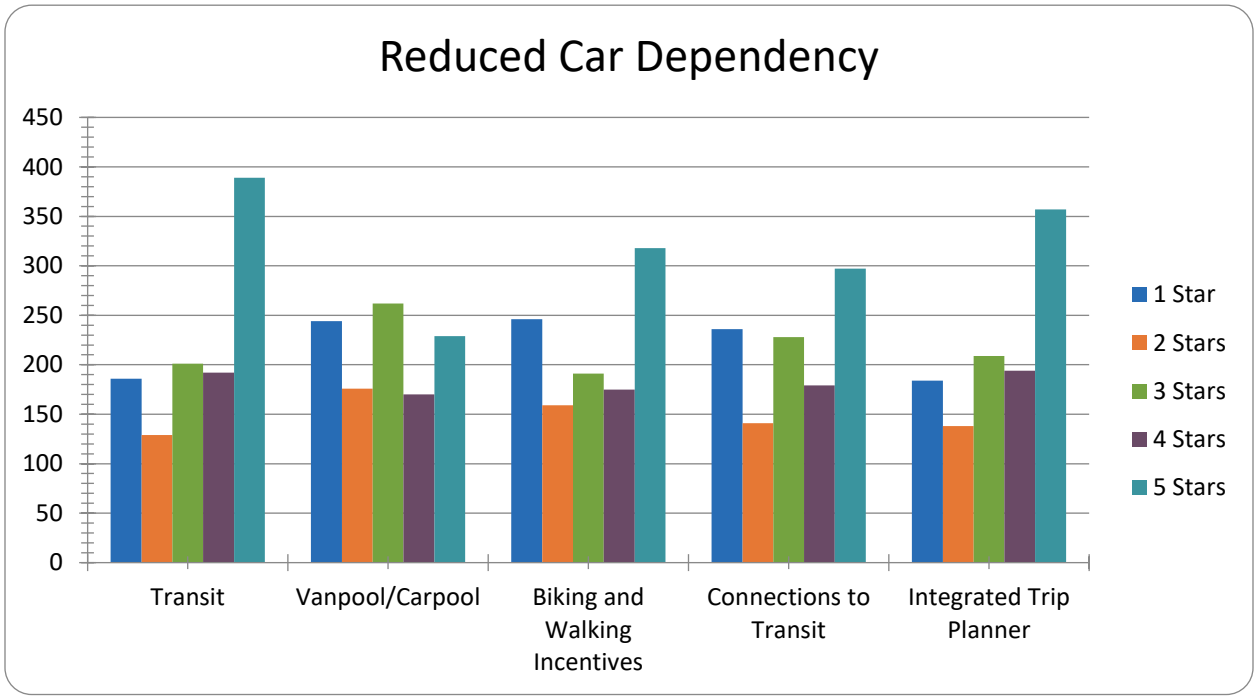
*Based upon 683 respondents

Improved Active Transportation



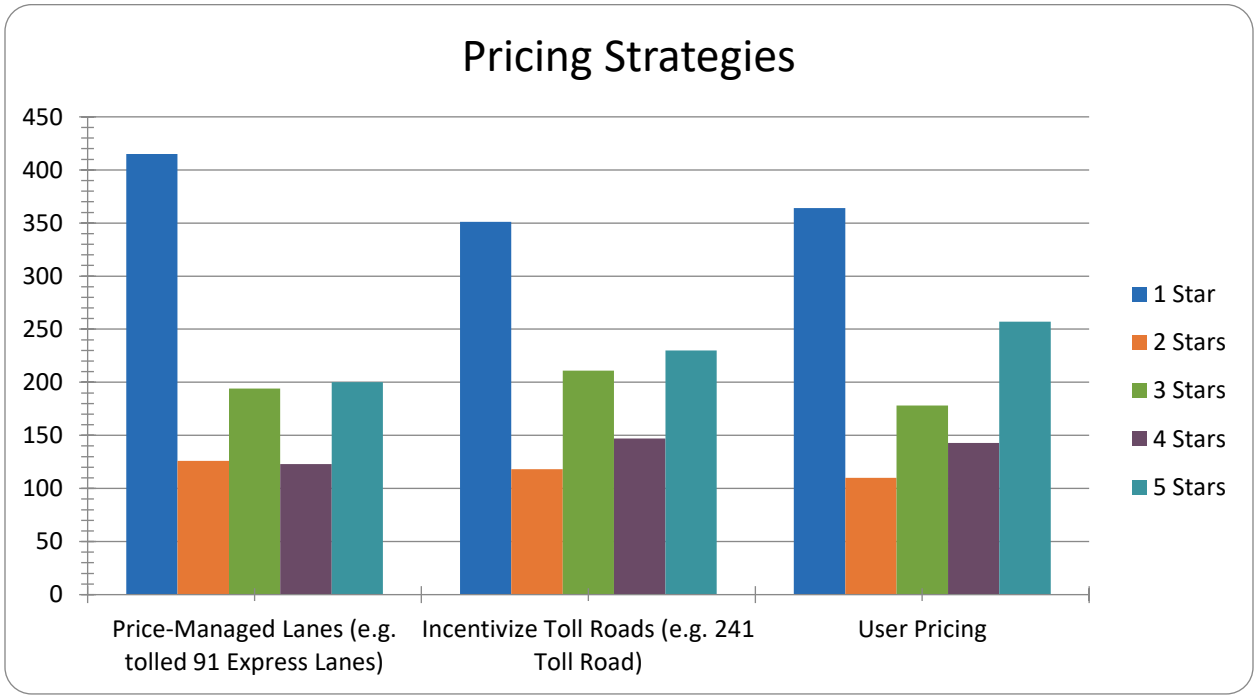
*Based upon 602 respondents

Reduced Car Dependency



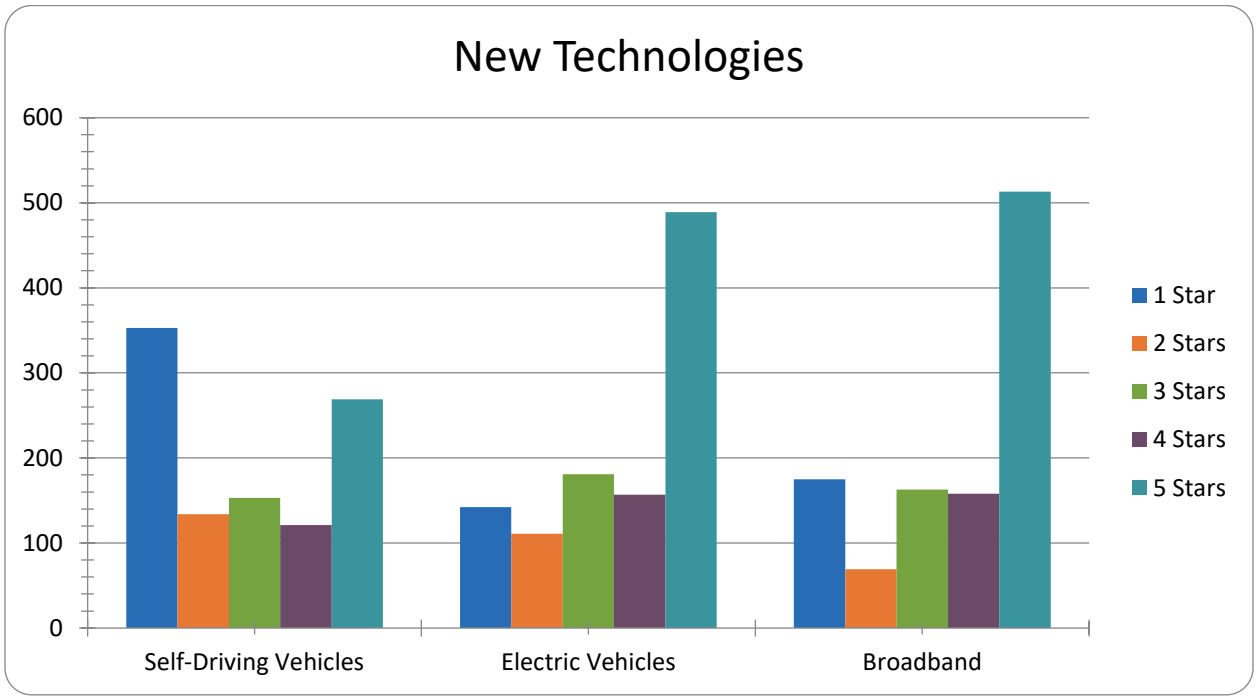
*Based upon 389 respondents

Pricing Strategies



*Based upon 415 respondents

New Technologies



*Based upon 513 respondents

Stay Involved

A total of 474 email contacts were received and were included in the Stakeholder Database to receive notifications, project updates, community meeting invites and to be included in outreach during Phase 3.

CONCLUSION

The ranking question format in this survey allows the Project Team to review a broader spectrum of detailed responses. The survey's compiled results showed respondents value the following: increasing availability and making improvements to public transit/ rail; making driving alternatives more accessible (biking, walking, etc.); offering flexible roadway pricing based on demand; not adding more toll roads; and focusing on current roads and freeways to expand and improve.

During Phase 3 of the PIP, OCTA will further analyze the remaining strategy options in order to recommend a Locally Preferred Strategy (LPS). Analysis of the feedback garnered during Phases 1 and 2 will aid OCTA in creating and proposing the LPS to effectively improve future transportation in south Orange County.

Appendices

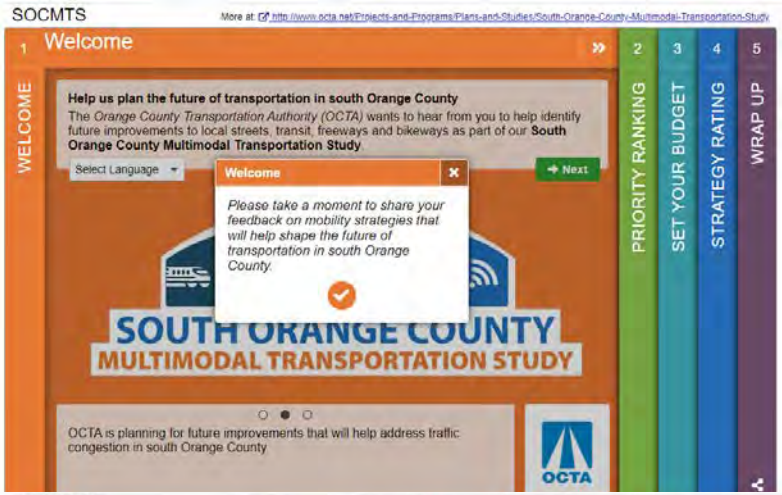
Appendix A
Surveys

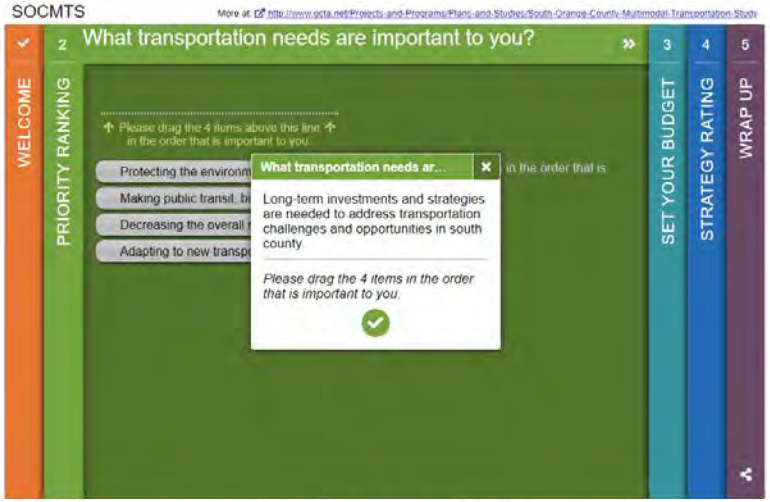
Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

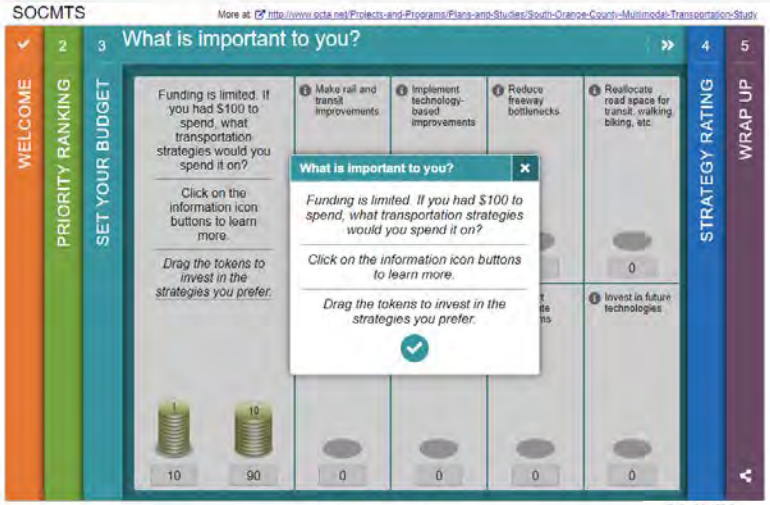
Appendix A.2 Phone Survey Script

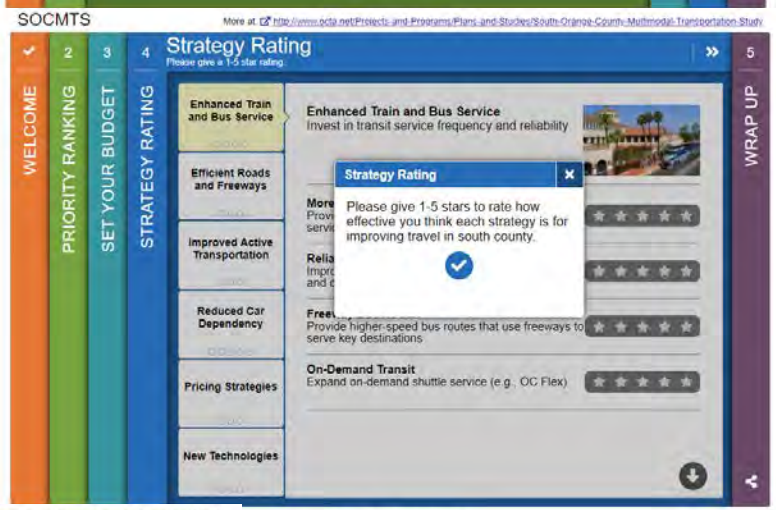
Appendix A

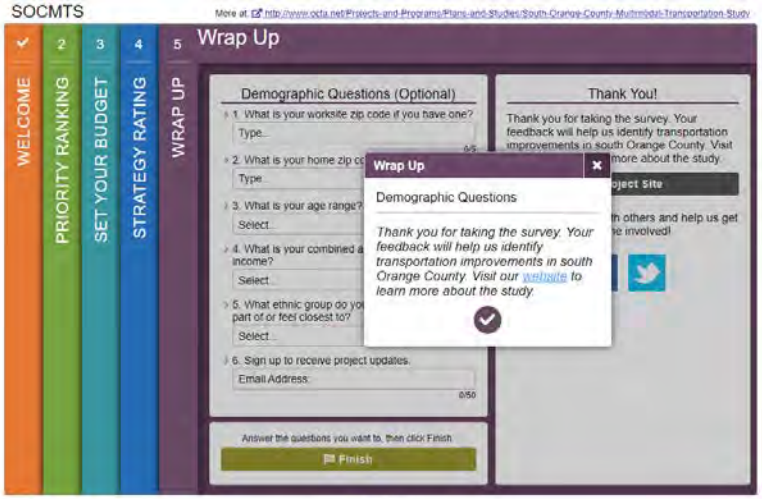
Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)


SOCMTS
More at: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
1 Welcome
WELCOME
2 PRIORITY RANKING
3 SET YOUR BUDGET
4 STRATEGY RATING
5 WRAP UP
Help us plan the future of transportation in south Orange County
The Orange County Transportation Authority (OCTA) wants to hear from you to help identify future improvements to local streets, transit, freeways and bikeways as part of our South Orange County Multimodal Transportation Study.
Select Language
Next
Welcome
Please take a moment to share your feedback on mobility strategies that will help shape the future of transportation in south Orange County.
SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY
OCTA is planning for future improvements that will help address traffic congestion in south Orange County
OCTA

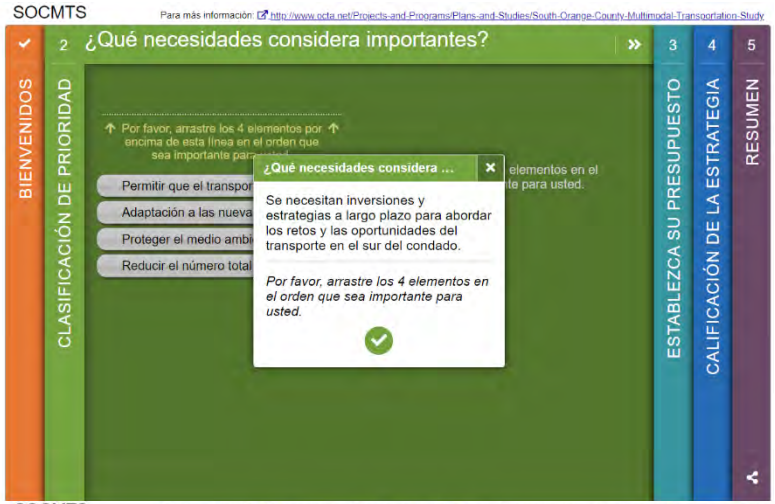

SOCMTS
More at: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
2 What transportation needs are important to you?
WELCOME
PRIORITY RANKING
3 SET YOUR BUDGET
4 STRATEGY RATING
5 WRAP UP
Please drag the 4 items above this line in the order that is important to you.
Protecting the environm
Making public transit, b
Decreasing the overall
Adapting to new transp
What transportation needs ar...
Long-term investments and strategies are needed to address transportation challenges and opportunities in south county.
Please drag the 4 items in the order that is important to you.

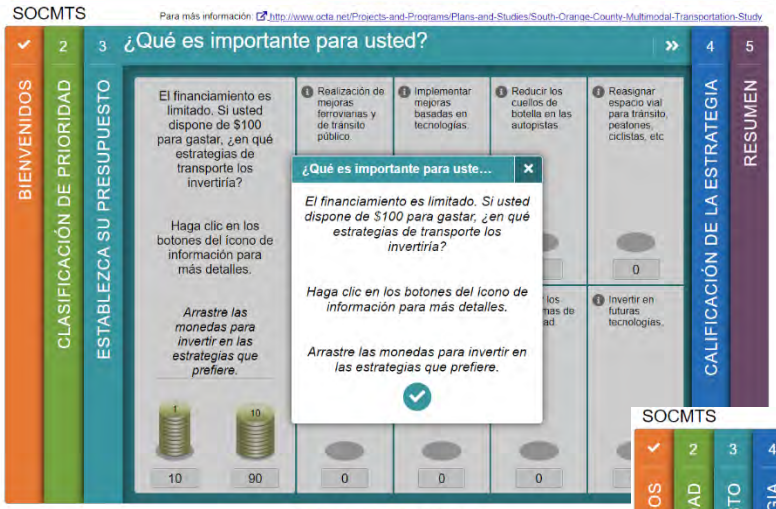

SOCMTS
More at: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
3 What is important to you?
WELCOME
2 PRIORITY RANKING
SET YOUR BUDGET
4 STRATEGY RATING
5 WRAP UP
Funding is limited. If you had $100 to spend, what transportation strategies would you spend it on?
Click on the information icon buttons to learn more.
Drag the tokens to invest in the strategies you prefer.
Make rail and transit improvements
Implement technology-based improvements
Reduce freeway bottlenecks
Reallocate road space for transit, walking, biking, etc.
Invest in future technologies
What is important to you?
Funding is limited. If you had $100 to spend, what transportation strategies would you spend it on?
Click on the information icon buttons to learn more.
Drag the tokens to invest in the strategies you prefer.
10
90
0
0
0
0
Privacy - About MetroQuest


SOCMTS
More at: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
4 Strategy Rating
Please give a 1-5 star rating.
WELCOME
2 PRIORITY RANKING
3 SET YOUR BUDGET
STRATEGY RATING
5 WRAP UP
Enhanced Train and Bus Service
Efficient Roads and Freeways
Improved Active Transportation
Reduced Car Dependency
Pricing Strategies
New Technologies
Enhanced Train and Bus Service
Invest in transit service frequency and reliability
Strategy Rating
Please give 1-5 stars to rate how effective you think each strategy is for improving travel in south county.
Provide higher-speed bus routes that use freeways to serve key destinations
On-Demand Transit
Expand on-demand shuttle service (e.g., OC Flex)
Privacy - About MetroQuest


SOCMTS
More at: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
5 Wrap Up
WELCOME
2 PRIORITY RANKING
3 SET YOUR BUDGET
4 STRATEGY RATING
WRAP UP
Demographic Questions (Optional)
1. What is your worksite zip code if you have one?
Type...
2. What is your home zip co
Type...
3. What is your age range?
Select...
4. What is your combined a income?
Select...
5. What ethnic group do yo part of or feel closest to?
Select...
6. Sign up to receive project updates.
Email Address:
0/50
Answer the questions you want to, then click Finish.
Finish
Thank You!
Thank you for taking the survey. Your feedback will help us identify transportation improvements in south Orange County. Visit more about the study.
Wrap Up
Demographic Questions
Thank you for taking the survey. Your feedback will help us identify transportation improvements in south Orange County. Visit our website to learn more about the study.
Privacy - About MetroQuest

SOCMTS
Para más información: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
1 Bienvenidos
BIENVENIDOS
2 CLASIFICACIÓN DE PRIORIDAD
3 ESTABLEZCA SU PRESUPUESTO
4 CALIFICACIÓN DE LA ESTRATEGIA
5 RESUMEN
Ayúdenos a planificar el transporte en el sur del condado de Orange
La Autoridad de Transporte del Condado de Orange (OCTA) desea conocer su opinión para ayudar a identificar futuras mejoras en las calles locales, el tránsito, autopistas y carriles de bicicleta como parte de nuestro Estudio sobre el Transporte Multimodal en el Sur del Condado de Orange.
Select Language
Próximo
Bienvenidos
Por favor dedique un momento a compartir sus comentarios sobre las estrategias de movilidad que ayudarán a dar forma al futuro del transporte en el sur del condado de Orange.
MULTIMODAL TRANSPORTATION STUDY
La OCTA está planificando futuras mejoras que ayudarán a resolver la congestión del tráfico en el sur del Condado de Orange.
OCTA


SOCMTS
Para más información: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
2 ¿Qué necesidades considera importantes?
BIENVENIDOS
CLASIFICACIÓN DE PRIORIDAD
Por favor, arrastre los 4 elementos por encima de esta línea en el orden que sea importante para usted.
Permitir que el transpor
Adaptación a las nueva
Proteger el medio ambi
Reducir el número total
¿Qué necesidades considera ...
Se necesitan inversiones y estrategias a largo plazo para abordar los retos y las oportunidades del transporte en el sur del condado.
Por favor, arrastre los 4 elementos en el orden que sea importante para usted.
ESTABLEZCA SU PRESUPUESTO
CALIFICACIÓN DE LA ESTRATEGIA
RESUMEN


SOCMTS
Para más información: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
3 ¿Qué es importante para usted?
BIENVENIDOS
2 CLASIFICACIÓN DE PRIORIDAD
ESTABLEZCA SU PRESUPUESTO
El financiamiento es limitado. Si usted dispone de $100 para gastar, ¿en qué estrategias de transporte los invertiría?
Haga clic en los botones del ícono de información para más detalles.
Arrastre las monedas para invertir en las estrategias que prefiere.
Realización de mejoras ferroviarias y de tránsito público.
Implementar mejoras basadas en tecnologías.
Reducir los cuellos de botella en las autopistas.
Reasignar espacio vial para tránsito, peatones, ciclistas, etc
Invertir en futuras tecnologías.
¿Qué es importante para uste...
El financiamiento es limitado. Si usted dispone de $100 para gastar, ¿en qué estrategias de transporte los invertiría?
Haga clic en los botones del ícono de información para más detalles.
Arrastre las monedas para invertir en las estrategias que prefiere.
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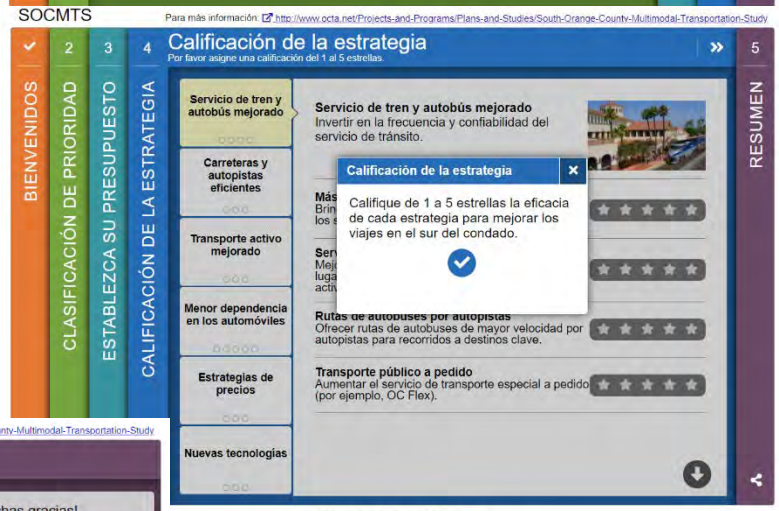
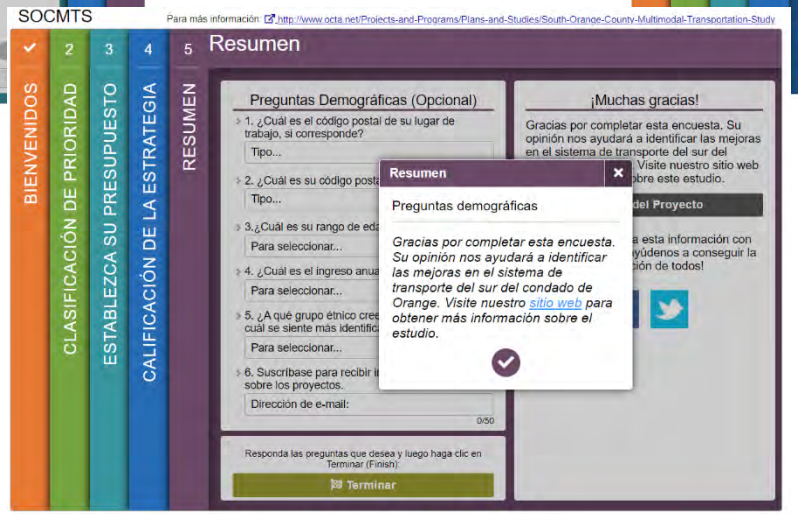
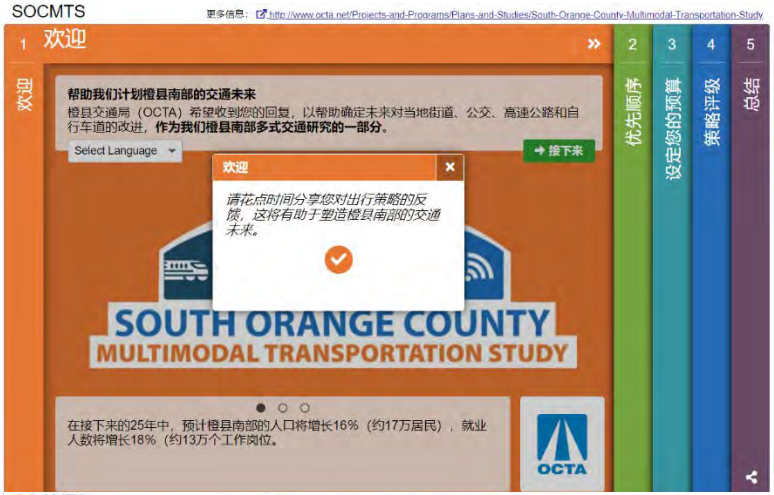
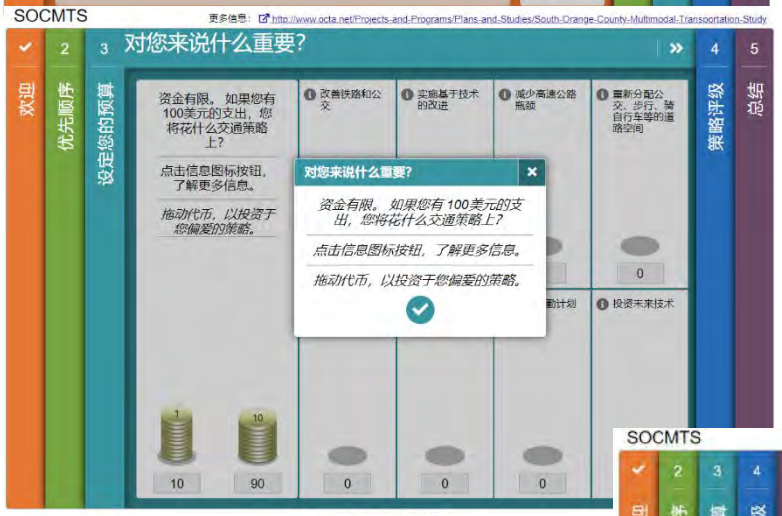
CALIFICACIÓN DE LA ESTRATEGIA
RESUMEN
Confidencialidad - Sobre MetroQuest


SOCMTS
Para más información: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
4 Calificación de la estrategia
Por favor asigne una calificación del 1 al 5 estrellas.
BIENVENIDOS
CLASIFICACIÓN DE PRIORIDAD
ESTABLEZCA SU PRESUPUESTO
CALIFICACIÓN DE LA ESTRATEGIA
Servicio de tren y autobús mejorado
Carreteras y autopistas eficientes
Transporte activo mejorado
Menor dependencia en los automóviles
Estrategias de precios
Nuevas tecnologías
Servicio de tren y autobús mejorado
Invertir en la frecuencia y confiabilidad del servicio de tránsito.
Calificación de la estrategia
Califique de 1 a 5 estrellas la eficacia de cada estrategia para mejorar los viajes en el sur del condado.
Rutas de autobuses por autopistas
Ofrecer rutas de autobuses de mayor velocidad por autopistas para recorridos a destinos clave.
Transporte público a pedido
Aumentar el servicio de transporte especial a pedido (por ejemplo, OC Flex).
RESUMEN
Confidencialidad - Sobre MetroQuest


SOCMTS
Para más información: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
5 Resumen
BIENVENIDOS
2 CLASIFICACIÓN DE PRIORIDAD
3 ESTABLEZCA SU PRESUPUESTO
4 CALIFICACIÓN DE LA ESTRATEGIA
RESUMEN
Preguntas Demográficas (Opcional)
1. ¿Cuál es el código postal de su lugar de trabajo, si corresponde?
Tipo...
2. ¿Cuál es su código posta
Tipo...
3. ¿Cuál es su rango de eda
Para seleccionar...
4. ¿Cuál es el ingreso anua
Para seleccionar...
5. ¿A qué grupo étnico cree cuál se siente más identific
Para seleccionar...
6. Suscríbase para recibir i sobre los proyectos.
Dirección de e-mail:
0/50
Responda las preguntas que desea y luego haga clic en Terminar (Finish):
Terminar
¡Muchas gracias!
Gracias por completar esta encuesta. Su opinión nos ayudará a identificar las mejoras en el sistema de transporte del sur del
Visite nuestro sitio web
bre este estudio.
del Proyecto
a esta información con
yúdenos a conseguir la
ión de todos!
Resumen
Preguntas demográficas
Gracias por completar esta encuesta. Su opinión nos ayudará a identificar las mejoras en el sistema de transporte del sur del condado de Orange. Visite nuestro sitio web para obtener más información sobre el estudio.
Confidencialidad - Sobre MetroQuest


SOCMTS
更多信息：http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
1 欢迎
2 优先顺序
3 设定您的预算
4 策略评级
5 总结
帮助我们计划橙县南部的交通未来
橙县交通局（OCTA）希望收到您的回复，以帮助确定未来对当地街道、公交、高速公路和自行车道的改进，作为我们橙县南部多式交通研究的一部分。
Select Language
接下来
欢迎
请花点时间分享您对出行策略的反馈，这将有助于塑造橙县南部的交通未来。
SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY
在接下来的25年中，预计橙县南部的人口将增长16%（约17万居民），就业人数将增长18%（约13万个工作岗位。
OCTA


SOCMTS
更多信息：http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
欢迎
优先顺序
设定您的预算
策略评级
总结
对您来说什么重要？
资金有限。如果您有100美元的支出，您将花什么交通策略上？
点击信息图标按钮，了解更多信息。
拖动代币，以投资于您偏爱的策略。
改善铁路和公交
实施基于技术的改进
减少高速公路瓶颈
重新分配公交、步行、骑自行车等的道路空间
投资未来技术
对您来说什么重要？
资金有限。如果您有100美元的支出，您将花什么交通策略上？
点击信息图标按钮，了解更多信息。
拖动代币，以投资于您偏爱的策略。
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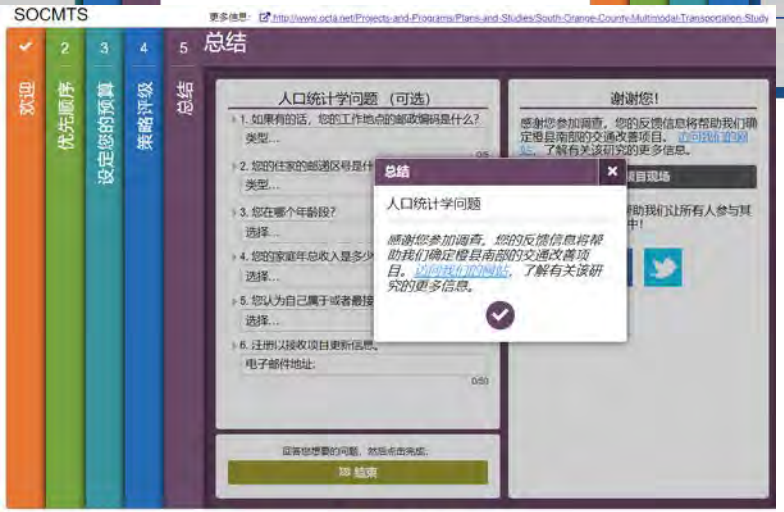
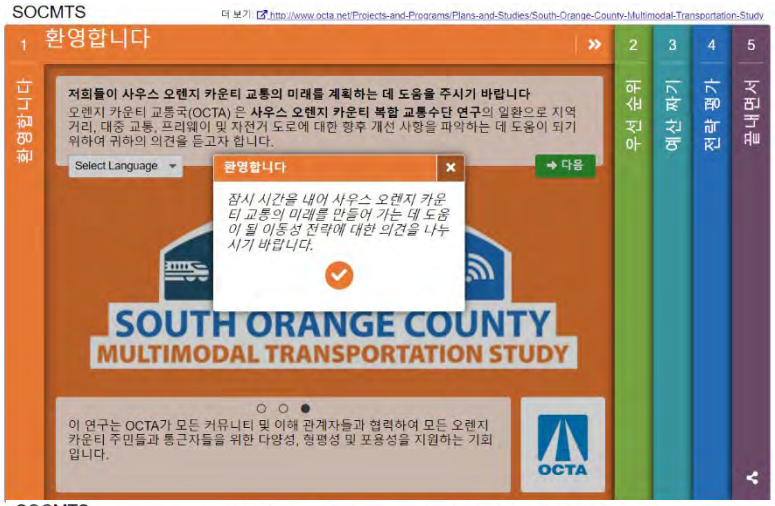
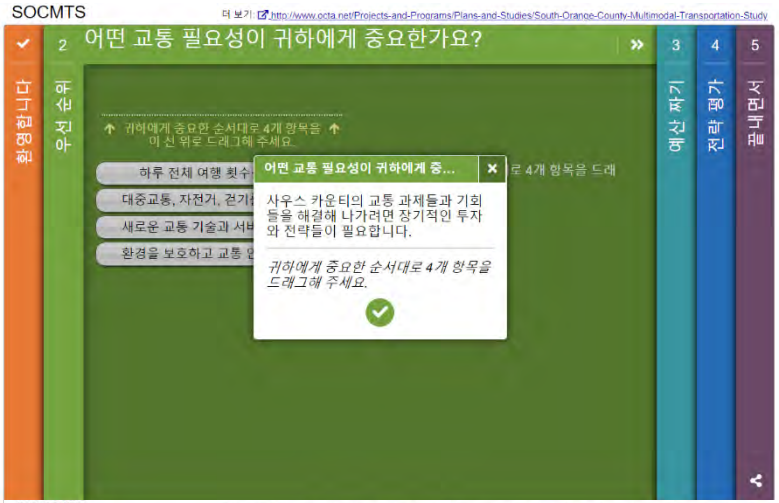
隐私 - 关于 MetroQuest

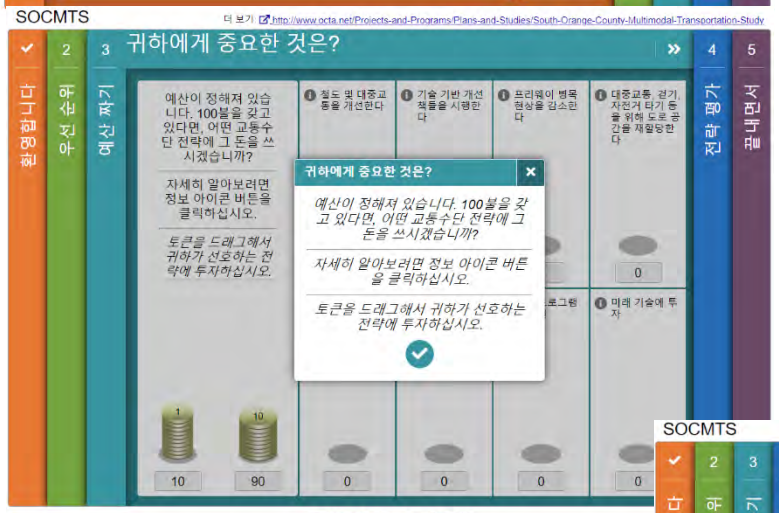
SOCMTS
更多信息：http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
欢迎
优先顺序
设定您的预算
策略评级
总结
哪些交通需求对您很重要？
请按照对您重要的顺序将这4个项目拖到该行上方。
适应新的交通技术
使公共交通、骑自行车和
保护环境和保护交通
减少每天的总出行
哪些交通需求对您很重要？
需要长期投资和策略来应对橙县南部的交通挑战和机遇。
请按照对您重要的顺序拖动4个项目。

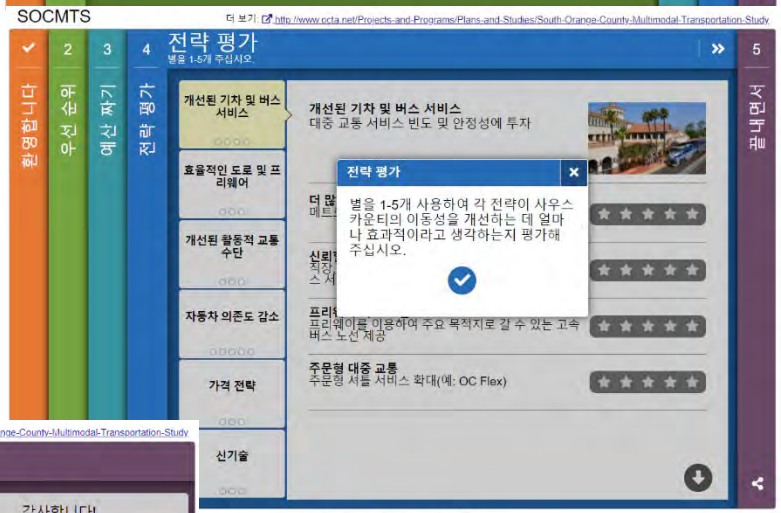
SOCMTS
更多信息：http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
欢迎
优先顺序
设定您的预算
策略评级
总结
策略评级
请给1到5颗星，以评估您认为每种策略对改善橙县南部旅行的效果。
增强的火车和巴士服务
高效的道路和高速公路
改善主动交通
减少汽车依赖
定价策略
新技术
增强的火车和巴士服务
投资公交服务的频率和可靠性
策略评级
请给1到5颗星，以评估您认为每种策略对改善橙县南部旅行的效果。
按需公交
扩展按需班车服务（例如OC Flex）
隐私 - 关于 MetroQuest

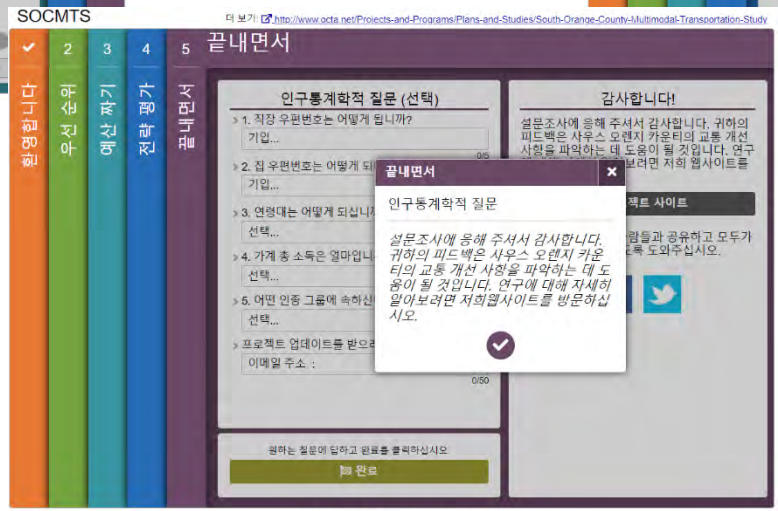

SOCMTS
更多信息：http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
欢迎
优先顺序
设定您的预算
策略评级
总结
总结
人口统计学问题（可选）
1. 如果有的话，您的工作地点的邮政编码是什么？
2. 您的住家的邮递区号是什
3. 您在哪个年龄段？
4. 您的家庭年总收入是多少
5. 您认为自己属于或者最接
6. 注册以接收项目更新信息。
电子邮件地址：
应答您想要的问题，然后点击完成。
结束
谢谢您！
感谢您参加调查。您的反馈信息将帮助我们确定橙县南部的交通改善项目。
总结
人口统计学问题
感谢您参加调查。您的反馈信息将帮助我们确定橙县南部的交通改善项目。了解有关该研究的更多信息。
隐私 - 关于 MetroQuest







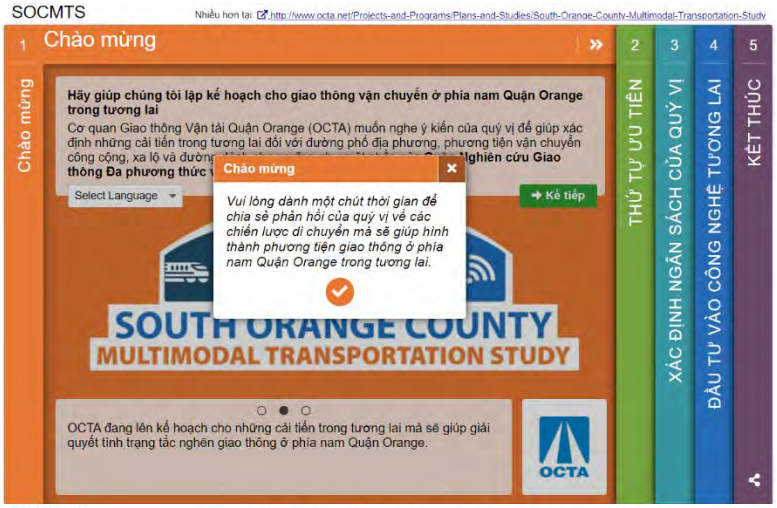




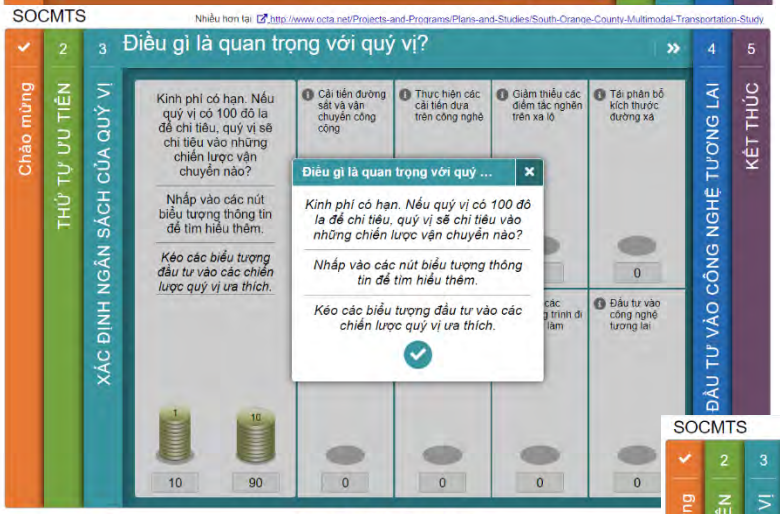
프라이버시 - MetroQuest에 대한

프라이버시 - MetroQuest에 대한

프라이버시 - MetroQuest에 대한


SOCMTS
Nhiều hơn tại: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
1 Chào mừng
2 THỨ TỰ ƯU TIÊN
3 XÁC ĐỊNH NGÂN SÁCH CỦA QUÝ VỊ
4 ĐẦU TƯ VÀO CÔNG NGHỆ TƯƠNG LAI
5 KẾT THÚC
Hãy giúp chúng tôi lập kế hoạch cho giao thông vận chuyển ở phía nam Quận Orange trong tương lai
Cơ quan Giao thông Vận tải Quận Orange (OCTA) muốn nghe ý kiến của quý vị để giúp xác định những cải tiến trong tương lai đối với đường phố địa phương, phương tiện vận chuyển công cộng, xa lộ và đường
Select Language
Kế tiếp
Chào mừng
Vui lòng dành một chút thời gian để chia sẻ phản hồi của quý vị về các chiến lược di chuyển mà sẽ giúp hình thành phương tiện giao thông ở phía nam Quận Orange trong tương lai.
SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY
OCTA đang lên kế hoạch cho những cải tiến trong tương lai mà sẽ giúp giải quyết tình trạng tắc nghẽn giao thông ở phía nam Quận Orange.
OCTA

SOCMTS
Nhiều hơn tại: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
2 Những Nhu Cầu Vận Chuyển Nào Quan Trọng Đối Với Bạn?
Vui lòng kéo 4 mục phía trên dòng này theo thứ tự quan trọng đối với quý vị.
Làm cho phương tiện v
Thích ứng với các công
Bảo vệ môi trường và b
Giảm thiểu tổng số các
Những Nhu Cầu Vận Chuyển Nào Qu...
Các chiến lược và đầu tư dài hạn là điều cần thiết để giải quyết các thách thức và các cơ hội giao thông vận chuyển ở vùng quận phía nam.
Vui lòng kéo 4 mục theo thứ tự quan trọng đối với quý vị.


SOCMTS
Nhiều hơn tại: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
3 Điều gì là quan trọng với quý vị?
Kinh phí có hạn. Nếu quý vị có 100 đô la để chi tiêu, quý vị sẽ chi tiêu vào những chiến lược vận chuyển nào?
Nhấp vào các nút biểu tượng thông tin để tìm hiểu thêm.
Kéo các biểu tượng đầu tư vào các chiến lược quý vị ưa thích.
Cải tiến đường sắt và vận chuyển công cộng
Thực hiện các cải tiến dựa trên công nghệ
Giảm thiểu các điểm tắc nghẽn trên xa lộ
Tái phân bổ kích thước đường xá
Đầu tư vào công nghệ tương lai
Điều gì là quan trọng với quý ...
Kinh phí có hạn. Nếu quý vị có 100 đô la để chi tiêu, quý vị sẽ chi tiêu vào những chiến lược vận chuyển nào?
Nhấp vào các nút biểu tượng thông tin để tìm hiểu thêm.
Kéo các biểu tượng đầu tư vào các chiến lược quý vị ưa thích.
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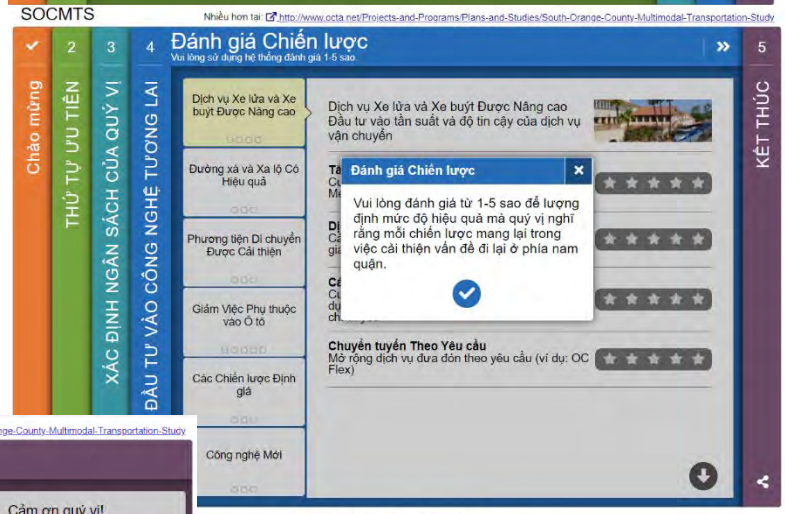
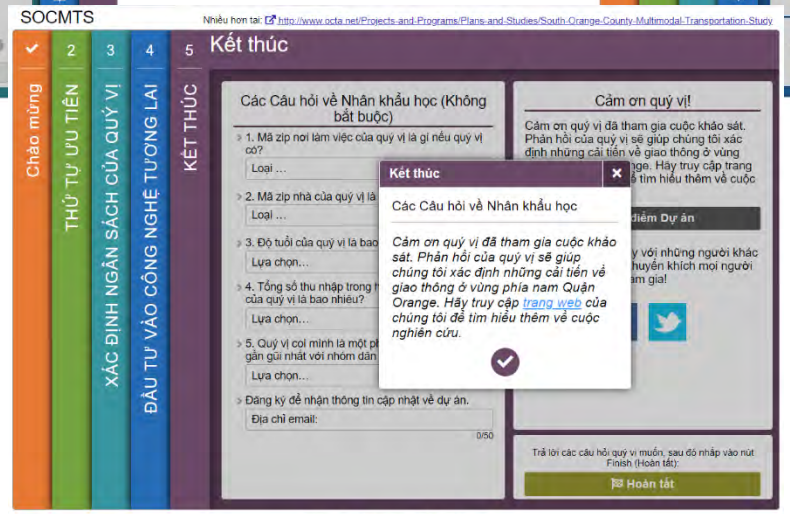
Riêng tư - Giới thiệu về MetroQuest


SOCMTS
Nhiều hơn tại: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
4 Đánh giá Chiến lược
Vui lòng sử dụng hệ thống đánh giá 1-5 sao.
Dịch vụ Xe lửa và Xe buýt Được Nâng cao
Đường xá và Xa lộ Có Hiệu quả
Phương tiện Di chuyển Được Cải thiện
Giảm Việc Phụ thuộc vào Ô tô
Các Chiến lược Định giá
Công nghệ Mới
Dịch vụ Xe lửa và Xe buýt Được Nâng cao
Đầu tư vào tần suất và độ tin cậy của dịch vụ vận chuyển
Đánh giá Chiến lược
Vui lòng đánh giá từ 1-5 sao để lượng định mức độ hiệu quả mà quý vị nghĩ rằng mỗi chiến lược mang lại trong việc cải thiện vấn đề đi lại ở phía nam quận.
Chuyển tuyến Theo Yêu cầu
Mở rộng dịch vụ đưa đón theo yêu cầu (ví dụ: OC Flex)
Riêng tư - Giới thiệu về MetroQuest


SOCMTS
Nhiều hơn tại: http://www.octa.net/Projects-and-Programs/Plans-and-Studies/South-Orange-County-Multimodal-Transportation-Study
5 Kết thúc
Các Câu hỏi về Nhân khẩu học (Không bắt buộc)
1. Mã zip nơi làm việc của quý vị là gì nếu quý vị có?
2. Mã zip nhà của quý vị là
3. Độ tuổi của quý vị là bao
4. Tổng số thu nhập trong
của quý vị là bao nhiêu?
5. Quý vị coi mình là một
gần gũi nhất với nhóm dân
Đăng ký để nhận thông tin cập nhật về dự án.
Địa chỉ email:
Kết thúc
Các Câu hỏi về Nhân khẩu học
Cảm ơn quý vị đã tham gia cuộc khảo sát. Phản hồi của quý vị sẽ giúp chúng tôi xác định những cải tiến về giao thông ở vùng phía nam Quận Orange. Hãy truy cập trang web của chúng tôi để tìm hiểu thêm về cuộc nghiên cứu.
Cảm ơn quý vị!
Cảm ơn quý vị đã tham gia cuộc khảo sát. Phản hồi của quý vị sẽ giúp chúng tôi xác định những cải tiến về giao thông ở vùng
Trả lời các câu hỏi quý vị muốn, sau đó nhấp vào nút Finish (Hoàn tất):
Hoàn tất
Riêng tư - Giới thiệu về MetroQuest

Appendix A

Appendix A.2 Phone Survey Script

<u>OCTA SOCMTS Phase 2 Live Answer Phone Survey Script</u>

English

Advise: "Thank you! The Orange County Transportation Authority (OCTA) is planning for future improvements that will help address traffic congestion in south Orange County. We want to hear from you to help identify future improvements to local streets, transit, freeways and bikeways as part of our study. I will now proceed with asking you the survey questions."
Ask VERBATIM: "Let's start by ranking the following transportation needs from most important to least important for you?"

A. Decreasing the overall number of trips made each day *(Freeways and the street system near freeway interchanges in south county are consistently congested. Population and employment growth are projected to increase by approximately 20% by 2045, which would worsen traffic.)*

B. Making public transit, bicycling, and walking more convenient and accessible *(The automobile-focused street network in south county present challenges for providing efficient transit service, meeting the travel needs of non-drivers, and supporting safe travel conditions for all users. Land use patterns that are dominated by single family housing separated from shopping and jobs are another challenge.)*

C. Adapting to new transportation technologies and services *(Advancements in technologies such as autonomous vehicles, high-speed electric vehicle charging, and e-bikes could change travel behaviors and how traffic operates. Increased levels of telework and telemedicine and lingering COVID-19 concerns could decrease travel overall.)*

D. Protecting the environment and preserving transportation infrastructure *(Vehicular emissions negatively affect air quality and contribute to climate change. Risks like rising sea level, extreme heat events, and increased frequency of wildfires threaten the transportation network)*
* Transportation Need (1st)
* Transportation Need (2nd)
* Transportation Need (3rd)
* Transportation Need (4th)
Ask VERBATIM: "Given funding is limited, which of the following transportation strategies are the most important to you? Please pick your top three. "

A. Make rail and transit improvements
B. Implement technology-based improvements
C. Reduce freeway bottlenecks
D. Reallocate road space for transit, walking, biking, etc.
E. Invest in programs to reduce car trips
F. Consider roadway pricing
G. Support commute programs
H. Invest in future technologies
* Transportation Strategy 1
* Transportation Strategy 2
* Transportation Strategy 3
Advise VERBATIM: "Please give 1-5 stars to rate how effective you think each strategy is for improving travel in south county."

Advise: "These first 4 strategies are in relation to Enhanced Train & Bus Service - Investing in transit service frequency and reliability."

1. More Train Service

Provide infrastructure needed to increase Metrolink service

* More Train Service # of Stars (1-5)

2. Reliable Bus Service

Improve bus service to jobs, education, shopping, and other activities

* Reliable Bus Service # of Stars (1-5)

3. Freeway Bus Routes

Provide higher-speed bus routes that use freeways to serve key destinations

* Freeway Bus Routes # of Stars (1-5)

4. On-Demand Transit

Expand on-demand shuttle service (e.g., OC Flex)

* On-Demand Transit # of Stars (1-5)

Advise: "These next 3 strategies are in relation to Efficient Roads and Freeways - Improving performance of roads."

1. Technology

Use signal timing and other technologies to reduce traffic congestion

* Technology # of Stars (1-5)

2. Freeway Performance

Implement strategies to address freeway bottlenecks

* Freeway Performance # of Stars (1-5)

3. Freeway Access

Add or improve freeway ramps to reduce congestion

* Freeway Access # of Stars (1-5)

Advise: "These next 3 strategies are in relation to Improved Active Transportation - Making bicycling and walking safer and more convenient."

1. Safety Improvements

Invest in safety improvements at locations with frequent accidents

* Safety Improvements # of Stars (1-5)

2. Connect Paths

Complete missing sidewalk and bike lane connections

* Connect Paths # of Stars (1-5)

3. Road Space Reconfiguration

Reconfigure some streets to provide safe facilities for pedestrians, bicyclists, and/or low-speed electric vehicles (e.g., e-bikes, electric scooters)

* Road Space Reconfig # of Stars (1-5)

Advise: "These next 5 strategies are in relation to Reduced Car Dependency - Encouraging transportation options other than driving alone."

1. Transit

Offer reduced fare programs to enhance access to bus and Metrolink services

* Transit # of Stars (1-5)

2. Vanpool/Carpool

Provide incentive and reward programs for vanpooling or carpooling

* Van/Carpool # of Stars (1-5)

3. Biking and Walking Incentives

Provide subsidies and education programs for people who use a form of active transportation

* Biking/Walking # of Stars (1-5)

4. Connections to Transit
Provide subsidies for rideshare services like Uber/Lyft to and from transit stations
* Connect to Transit # of Stars (1-5)
5. Integrated Trip Planner
Support smartphone apps that can plan, book, and pay for multiple mobility services (e.g., shared car or bike, train, bus) and get from point A to B based on preferred cost, time, and convenience
* Integrated Trip Planner # of Stars (1-5)
Advise: "These next 3 strategies are in relation to Pricing Strategies - Providing incentives or disincentives to manage use of roadways"
1. Price-Managed Lanes *(e.g. tolled 91 Express Lanes)*
Carpool lanes on freeways are free for vehicles with three or more persons, but others can use the lanes if they pay a toll
* Price-Managed Lanes # of Stars (1-5)
2. Incentivize Toll Roads *(e.g. 241 Toll Road)*
Provide incentives to encourage more drivers to use the toll roads.
* Incentivize Toll Roads # of Stars (1-5)
3. User Pricing
Charge drivers low or no fees at low-demand times and higher fees at high-demand times to ensure reliable travel conditions
* User Pricing # of Stars (1-5)
Advise: "These next 3 strategies are in relation to New Technologies - Supporting emerging transportation technologies and broadband infrastructure"
1. Self-Driving Vehicles
Require self-driving vehicles to operate in a designated freeway lane
* Self-Driving Vehicles # of Stars (1-5)
2. Electric Vehicles
Invest in charging infrastructure for electric vehicles
* Electric Vehicles # of Stars (1-5)
3. Broadband
Invest in broadband infrastructure to support increased work-from-home and new technologies like self-driving cars
* Broadband # of Stars (1-5)
Advise VERBATIM: "Thanks for your input! Now, please tell us a little about yourself. These next questions are optional so if you prefer not to answer a particular question then just let me know."
Ask VERBATIM: "What is your worksite zip code if you have one?"
* Worksite Zipcode
Ask VERBATIM: "What is your home zip code?"
* Home Zipcode
Ask VERBATIM: "What is your age range?"
* Age Range - Conditional:
16-24
25-34
35-44
45-54
55-64
65-74
75 or older
Prefer Not to Answer

Ask VERBATIM: "What is your combined annual household income?"
* Annual Household Income - Conditional:
Less than $30,000
$30,000 – $49,999
$50,000 – $79,999
$80,000 – $109,000
$110,000 – $169,000
$170,000 or more
Prefer Not to Answer
Ask VERBATIM: "What ethnic group do you consider yourself a part of or feel closest to?"
* Ethnic Group - Conditional:
Caucasian/White
Latino/Hispanic
African American/Black
American Indian or Alaskan Native
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian
Pacific Islander
Middle Eastern
Mixed Heritage
Other
Prefer Not to Answer
Ask VERBATIM: "Is there a good email address we can send any project updates to?"
* Email Address
Advise: "Thank you for your time and valuable input. Have a great day!"
Email (and DELIVER) Office (brad@mbimedia.com)

OCTA SOCMTS Phase 2 Live Answer Phone Survey Script

Spanish

"¡Gracias! La Autoridad de Transporte del Condado de Orange (OCTA) está planificando mejoras futuras que ayudarán a abordar la congestión del tráfico en el sur del Condado de Orange. Queremos saber de usted para ayudar a identificar mejoras futuras en las calles, el tránsito, las autopistas y las ciclovías locales como parte de nuestro estudio. Ahora procederé a hacerle las preguntas de la encuesta ".

"¿Empecemos a clasificar las siguientes necesidades de transporte de las más importantes a las menos importantes para usted?"

A. Reducir el número total de viajes que realiza cada día. *(Las autopistas y las calles próximas a los intercambiadores de autopistas en el sur del condado siempre están congestionadas. Para el año 2050 se prevé un 20% de crecimiento de la población y el empleo, lo cual empeorará las condiciones de tráfico.)*

B. Permitir que el transporte público, el uso de bicicletas y caminar resulten más cómodos y accesibles. *(La red de calles del sur del condado, centrada en el automóvil, presenta desafíos para proporcionar un servicio de tránsito eficiente, y satisfacer las necesidades de viaje de individuos que no conducen y apoyar las condiciones de viaje seguras para todos los usuarios. Los patrones de uso del suelo dominados por viviendas unifamiliares separadas de las tiendas y los puestos de trabajo son otro reto.)*

C. Adaptación a las nuevas tecnologías y servicios de transporte. *(Los avances tecnológicos, como los vehículos autónomos, la recarga ultra rápida de los vehículos eléctricos y las bicicletas eléctricas, podrían cambiar los comportamientos de viaje y el funcionamiento del tráfico. El aumento de los niveles de teletrabajo y telemedicina y la persistente preocupación por el COVID-19 podrían disminuir los transportes en general.)*

D. Proteger el medio ambiente y preservar las infraestructuras de transporte *(Las emisiones de los vehículos afectan negativamente la calidad del aire y contribuyen al cambio climático. Los riesgos como el aumento del nivel del mar, los eventos de calor extremo y una mayor frecuencia de los incendios forestales amenazan la red de transporte.)*

* Transportation Need (1st)
* Transportation Need (2nd)
* Transportation Need (3rd)
* Transportation Need (4th)

"Dado que los fondos son limitados, ¿cuál de las siguientes estrategias de transporte es la más importante para usted? Elija las tres principales".

A. Realice mejoras en los trenes y el tránsito
B. Implementar mejoras basadas en tecnología
C. Reducir los cuellos de botella de las autopistas
D. Reasignar el espacio de la carretera para tránsito, caminar, andar en bicicleta, etc.
E. Invierta en programas para reducir los viajes en automóvil
F. Considere los precios de las carreteras
G. Apoyar los programas de viajes cotidianos
H. Invierta en tecnologías futuras

* Transportation Strategy 1
* Transportation Strategy 2
* Transportation Strategy 3

"Por favor, dé de 1 a 5 estrellas para calificar qué tan efectiva cree que es cada estrategia para mejorar los viajes en el sur del condado".

"Estas primeras 4 estrategias están relacionadas con el servicio mejorado de trenes y autobuses: invertir en la frecuencia y confiabilidad del servicio de tránsito".

1. Más servicio de tren - *proporciona la infraestructura necesaria para aumentar el servicio de Metrolink*

* More Train Service # of Stars (1-5)
2. Servicio de autobús confiable - *Mejorar el servicio de autobús a trabajos, educación, compras y otras actividades.*
* Reliable Bus Service # of Stars (1-5)
3. Rutas de autobús de la autopista - *Proporcionar rutas de autobús de mayor velocidad que utilicen autopistas para dar servicio a destinos clave*
* Freeway Bus Routes # of Stars (1-5)
4. Tránsito a pedido - *Ampliar el servicio de transporte a pedido (por ejemplo, OC Flex)*
* On-Demand Transit # of Stars (1-5)
"Estas tres estrategias siguientes están relacionadas con carreteras y autopistas eficientes: mejora del rendimiento de las carreteras".
1. Tecnología - *Utilice la sincronización de la señal y otras tecnologías para reducir la congestión del tráfico.*
* Technology # of Stars (1-5)
2. Rendimiento de la autopista - *Implementar estrategias para abordar los cuellos de botella de las autopistas*
* Freeway Performance # of Stars (1-5)
3. Acceso a la autopista - *Agregue o mejore las rampas de la autopista para reducir la congestión*
* Freeway Access # of Stars (1-5)
"Estas siguientes 3 estrategias están relacionadas con la mejora del transporte activo: hacer que andar en bicicleta y caminar sea más seguro y conveniente".
1. Mejoras de seguridad - *Invierta en mejoras de seguridad en lugares con accidentes frecuentes*
* Safety Improvements # of Stars (1-5)
2. Conectar rutas - *Completar las conexiones faltantes de aceras y carriles para bicicletas*
* Connect Paths # of Stars (1-5)
3. Reconfiguración del espacio vial - *Reconfigurar algunas calles para proporcionar instalaciones seguras para peatones, ciclistas y / o vehículos eléctricos de baja velocidad (por ejemplo, bicicletas eléctricas, patinetes eléctricos).*
* Road Space Reconfig # of Stars (1-5)
"Estas cinco estrategias siguientes están relacionadas con la reducción de la dependencia del automóvil: fomentar opciones de transporte distintas de conducir solo".
1. Tránsito - *Ofrecer programas de tarifas reducidas para mejorar el acceso a los servicios de autobús y Metrolink*
* Transit # of Stars (1-5)
2. Vanpool / Carpool - *Proporcionar programas de incentivos y recompensas para viajes compartidos en furgoneta o viajes compartidos.*
* Van/Carpool # of Stars (1-5)
3. Incentivos para caminar y andar en bicicleta - *Proporcionar subsidios y programas educativos para las personas que utilizan una forma de transporte activo.*
* Biking/Walking # of Stars (1-5)
4. Conexiones al tránsito - *Proporcionar subsidios para servicios de viajes compartidos como Uber / Lyft hacia y desde estaciones de tránsito*
* Connect to Transit # of Stars (1-5)
5. Planificador de viajes integrado - *Admite aplicaciones de teléfonos inteligentes que pueden planificar, reservar y pagar múltiples servicios de movilidad (por ejemplo, automóvil o bicicleta compartidos, tren, autobús) y llegar del punto A al B según el costo, el tiempo y la conveniencia preferidos*
* Integrated Trip Planner # of Stars (1-5)

"Estas siguientes 3 estrategias están relacionadas con las estrategias de precios: proporcionar incentivos o desincentivos para administrar el uso de las carreteras"
1. Carriles con precio administrado *(por ejemplo, 91 carriles exprés con peaje) - Los carriles para viajes compartidos en las autopistas son gratuitos para vehículos con tres o más personas, pero otros pueden usar los carriles si pagan un peaje.*
* Price-Managed Lanes # of Stars (1-5)
2. Incentivar las carreteras de peaje *(por ejemplo, la carretera de peaje 241) - Brindar incentivos para alentar a más conductores a usar las carreteras de peaje.*
* Incentivize Toll Roads # of Stars (1-5)
3. Precios de usuario - *Cobrar a los conductores tarifas bajas o nulas en momentos de baja demanda y tarifas más altas en momentos de alta demanda para garantizar condiciones de viaje confiables*
* User Pricing # of Stars (1-5)
"Estas tres estrategias siguientes están relacionadas con las nuevas tecnologías: el apoyo a las tecnologías de transporte emergentes y la infraestructura de banda ancha".
1. Vehículos autónomos - *Exigir que los vehículos autónomos operen en un carril de autopista designado*
* Self-Driving Vehicles # of Stars (1-5)
2. Vehículos eléctricos - *Invertir en infraestructura de carga para vehículos eléctricos*
* Electric Vehicles # of Stars (1-5)
3. Banda ancha - *Invertir en infraestructura de banda ancha para respaldar un mayor trabajo desde casa y nuevas tecnologías como automóviles autónomos*
* Broadband # of Stars (1-5)
VERBATIM: "¡Gracias por tu aporte! Ahora, cuéntanos un poco sobre ti. Estas siguientes preguntas son opcionales, así que si prefieres no responder una pregunta en particular, házmelo saber".
VERBATIM: "¿Cuál es el código postal de su lugar de trabajo si tiene uno?
* Worksite Zipcode
VERBATIM: "¿Cuál es el código postal de su casa?"
* Home Zipcode
VERBATIM: "¿Cuál es su rango de edad?"
* Age Range - Conditional:
16-24
25-34
35-44
45-54
55-64
65-74
75 or older
Prefer Not to Answer
VERBATIM: "¿Cuál es su ingreso familiar anual combinado?"
* Annual Household Income - Conditional:
Less than $30,000
$30,000 – $49,999
$50,000 – $79,999
$80,000 – $109,000
$110,000 – $169,000
$170,000 or more
Prefer Not to Answer
VERBATIM: "¿De qué grupo étnico se considera parte o se siente más cercano?"
* Ethnic Group - Conditional:

Caucasian/White
Latino/Hispanic
African American/Black
American Indian or Alaskan Native
Asian – Korean, Japanese, Chinese, Vietnamese, Filipino, or other Asian
Pacific Islander
Middle Eastern
Mixed Heritage
Other
Prefer Not to Answer
VERBATIM: "¿Existe una buena dirección de correo electrónico a la que podamos enviar actualizaciones del proyecto?"
* Email Address
"Gracias por su tiempo y valiosos comentarios. ¡Que tenga un gran día!"
Email (and DELIVER) Office (brad@mbimedia.com;emazariegos@mbimedia.com)

Stop here

Appendix B
Survey Results

Appendix B.1 Compiled Survey Results

Appendix B

Appendix B.1 Compiled Survey Results

File contains all data collected as of July-13-2021 06:00:00-UTC. All data reported in UTC. Click the Refresh button in Data Center to download the latest dataset.

SiteVisited	Campaign	Visitors	Participants
st7h7p		3307	1707
st7h7p	fb	1	1

Item	# Inputs
Protecting the environment a	1369
Adapting to new transportatic	1377
Making public transit, bicyclin	1369
Decreasing the overall numbe	1383

Option	Ranked 1 (To	Ranked 2	Ranked 3	Ranked 4
Protecting th	365	336	317	350
Adapting to r	308	419	377	273
Making publi	407	328	331	303
Decreasing th	349	290	327	416

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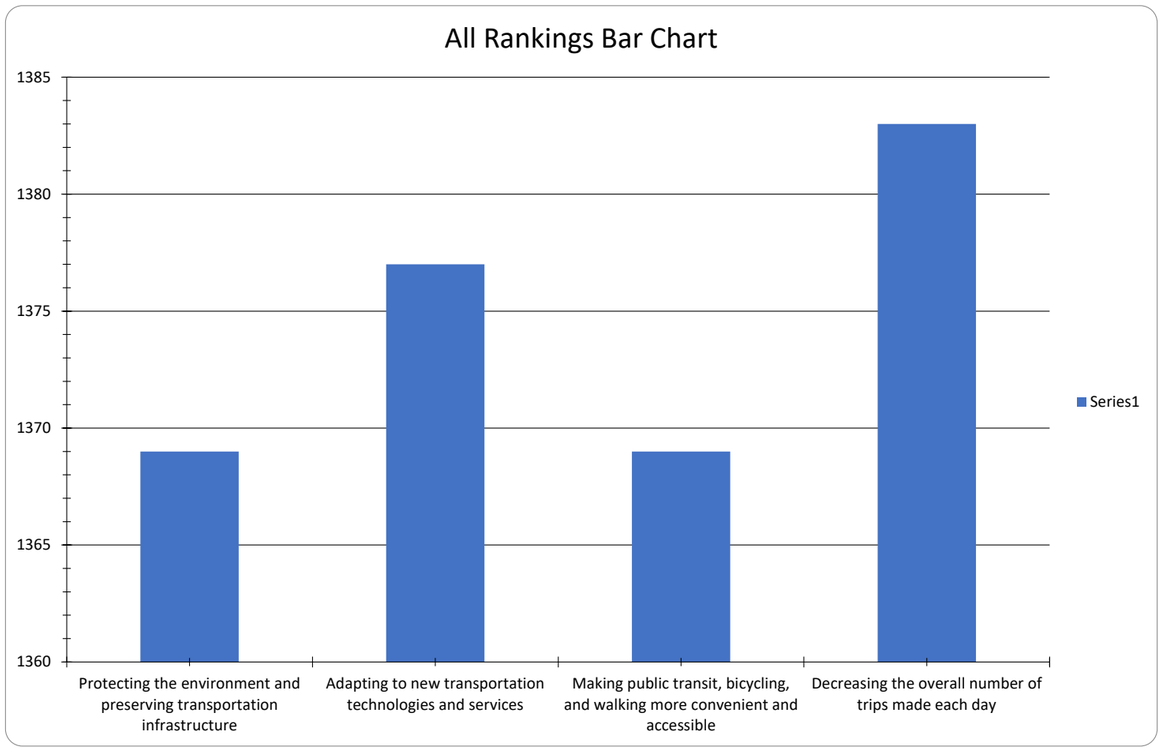
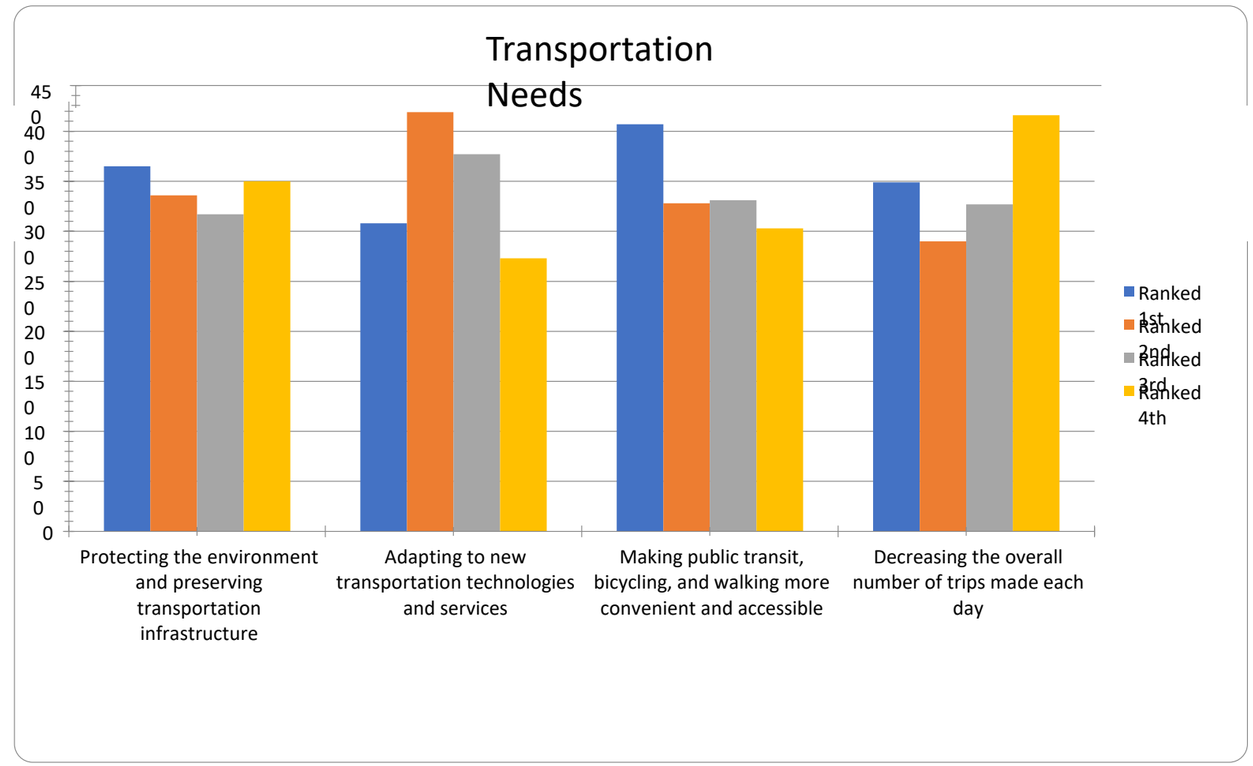




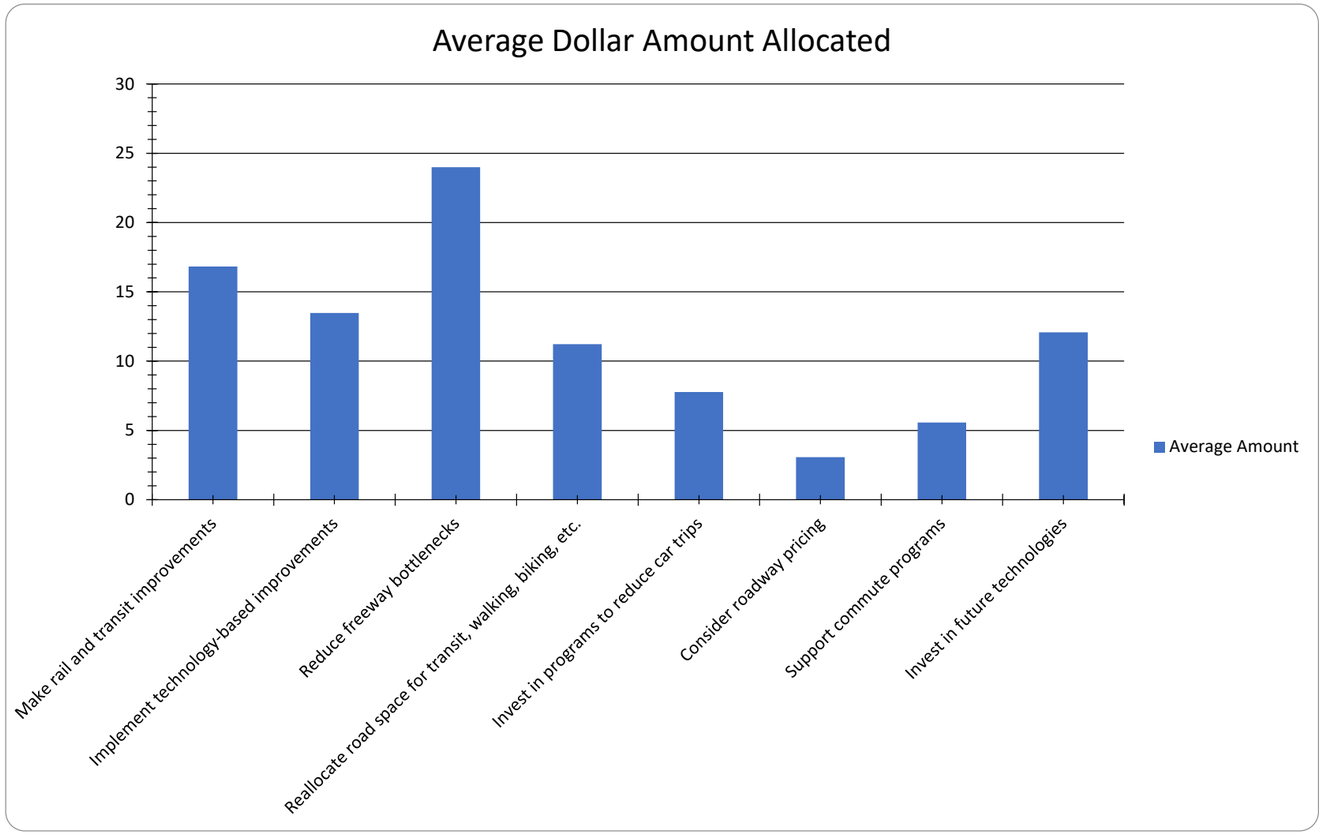
File contains all data collected as of July-13-2021 06:00:00-UTC. All data reported in UTC. Click the Refresh button in Data Center to download the latest dataset.

VisitID	VisitTime	SiteVisited	Campaign	Platform	Set	Item	Comment	Negative	Neutral	Positive
373782	7-6-2021 18:30:03	st7h7p		web	General Comment	General Comment	Bicycling (convenience, accessibility, andsafety) should be our number one priority.	2%	56%	42%
383791	12-6-2021 14:52:42	st7h7p		web	General Comment	General Comment	None of these needs address my needs. Improved bicycle/E-bike dedicated trails/lanes. Improved maintenance of automobile focused roadways/traffic signal coordination. Reduction of fuel costs/taxes/fees related to freedom of movement using personal vehicles that allow me to travel at my choice of time and destination and frequency. Retaining of single family housing developement.	4%	18%	78%
387108	15-6-2021 17:06:19	st7h7p		mobile	General Comment	General Comment	Cannot read any of these options in theirentirety. This quiz is poorly designed for mobile.	75%	21%	4%
392116	18-6-2021 19:33:15	st7h7p		web	General Comment	General Comment	Covid has changed work habits. Review needs now, before spending more money. OC has NEVER taken into account the pervasive expansion and revision of hwy 5 over the past 20 years. The simple fact that this highway has been constantly modified for the past 20 years has contributed to a SIGNIFICANT percentage of travel time.	62%	28%	10%
392265	18-6-2021 19:55:42	st7h7p		web	General Comment	General Comment	Please consider pedestrian bridges on Crown Valley Parkway between Medical Center Drive and Interstate 5. A bridge connecting The Shops at Mission Viejo with the Kaleidoscope center (with intermediate connection to the new restaurants next to the Chevron, would make the whole area more convenient and attractive for business and would reduce pedestrian-induced congestion on Crown Valley. A pedestrian bridge connecting Mission Hospital tothe other side of Crown Valley would help too.	3%	30%	67%
392430	18-6-2021 20:04:39	st7h7p		mobile	General Comment	General Comment	Can't read selections on cell phone, no way to enlarge sentence	97%	2%	1%
392417	18-6-2021 20:12:01	st7h7p		mobile	General Comment	General Comment	The statements need to be completed for meto respond rationally	24%	72%	4%
392528	18-6-2021 20:14:51	st7h7p		mobile	General Comment	General Comment	The statements need to be completed for meto reply rationally	27%	70%	3%
392773	18-6-2021 20:52:10	st7h7p		mobile	General Comment	General Comment	Why can I not choose none of these. Theseare horrible choices	100%	0%	0%
393157	18-6-2021 22:41:52	st7h7p		web	General Comment	General Comment	where is the option to just build bigger and better roads?	1%	8%	91%
393159	18-6-2021 22:52:26	st7h7p		web	General Comment	General Comment	I understand you need to limit the topics,though it is interesting what you pick.	1%	8%	91%
392392	18-6-2021 23:24:48	st7h7p		web	General Comment	General Comment	None of those are good solutions. Delivermore roadway options.	61%	1%	38%
395299	20-6-2021 14:10:37	st7h7p		web	General Comment	General Comment	The choices presented are incomplete and biased	100%	0%	0%

397208	22-6-2021 03:14:50	st7h7p	web	General Comment	General Comment	The 4 options are NOT most important to me. Automobiles are the only rational means to satisfying all the transportation needs in the area and should be the highest priority above all else.	2%	80%	18%
397289	22-6-2021 06:40:19	st7h7p	mobile	General Comment	General Comment	I can’t choose because I’m only getting a partial statement & when I tap a choice it doesn’t open	24%	76%	0%
398357	22-6-2021 21:14:47	st7h7p	web	General Comment	General Comment	I'm not sure what is meant by 'Decreasingthe overall number of trips made each day' as a 'need'.	6%	91%	3%
414666	30-6-2021 22:06:26	st7h7p	web	General Comment	General Comment	with the COV vaxx death toll coming freeways will not be anywhere NEAR as congested. Also, OC freeways are really not that congested...LA freeways are.	62%	6%	32%
424060	7-7-2021 18:11:21	st7h7p	web	General Comment	General Comment	These transportation needs are all of equal importance.	2%	86%	12%

Item	Average Dollar Amo	Count
Make rail and transit improvements	16.83	1439
Implement technology-based improvements	13.48	1440
Reduce freeway bottlenecks	23.99	1439
Reallocate road space for transit, walking, biking, etc.	11.22	1439
Invest in programs to reduce car trips	7.77	1439
Consider roadway pricing	3.07	1439
Support commute programs	5.57	1439
Invest in future technologies	12.08	1439

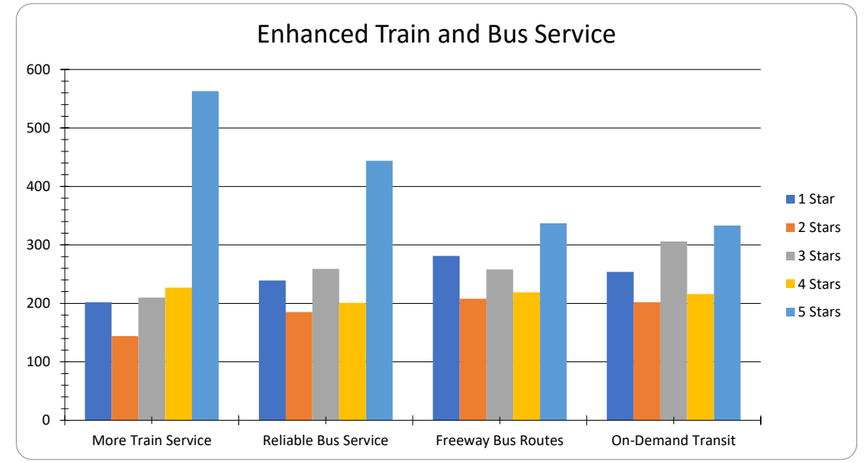
File contains all data collected as of July-13-2021 06:00:00-UTC. All data reported in UTC. Click the Refresh button in Data Center to download the latest dataset.

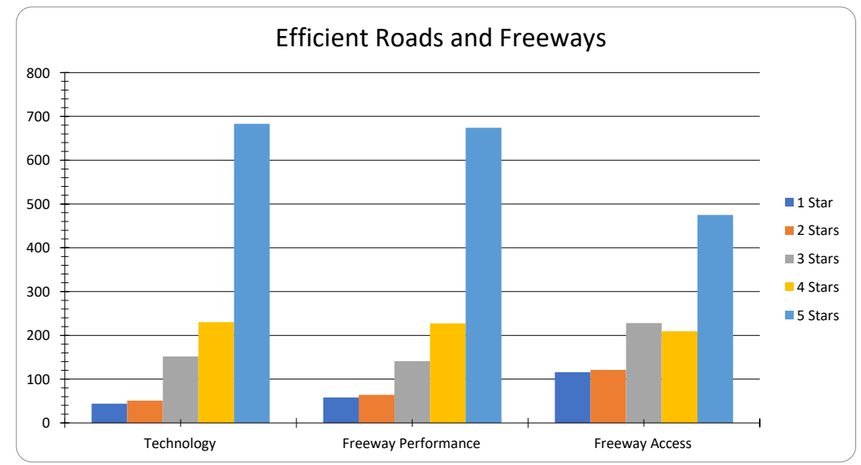


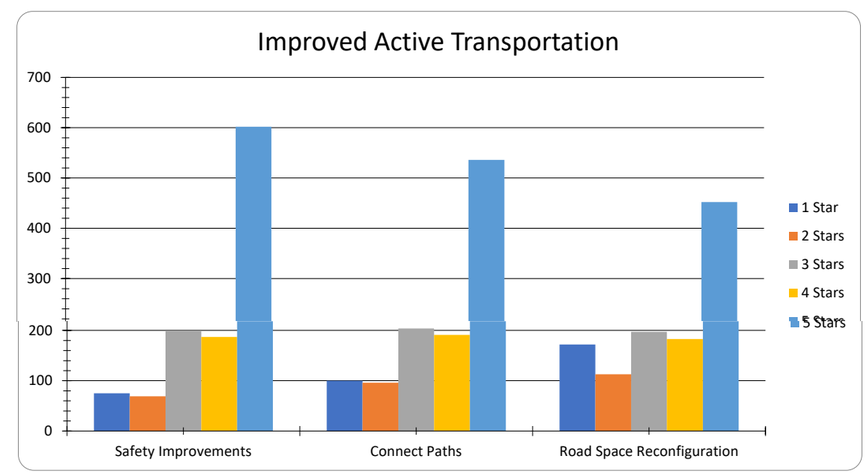
File contains all data collected as of July-13-2021 06:00:00-UTC. All data reported in UTC. Click the Refresh button in Data Center to download the latest dataset.

VisitID	VisitTime	SiteVisited	Campaign	Platform	Set	Item	Comment	Negative	Neutral	Positive
383791	12-6-2021 14:56:26	st7h7p		web	General Comment	General Comment	Would appreciate specifying what each itementails as far as implementation. Difficult to evaluate these without more information.	50%	2%	48%
386466	15-6-2021 03:15:45	st7h7p		mobile	General Comment	General Comment	Light rail and trollies	2%	92%	6%
391034	18-6-2021 01:09:55	st7h7p		web	General Comment	General Comment	90 cents should be spent on reducing freeway bottlenecks and the remainder on future technologies.	11%	86%	3%
392116	18-6-2021 19:55:55	st7h7p		web	General Comment	General Comment	NO MORE TOLL ROADS!!! The TCA has more debt than several Western STATES! I would choose to trust the children at my local lemonade stand rather than the TCA. We pay TOO MUCH TAX as is, and the dynamics of work are changing. I am working from home--right now--and my wife is on an international conference call downstairs. THIS is the future, not flex lanes.	59%	9%	32%
392265	18-6-2021 20:00:30	st7h7p		web	General Comment	General Comment	Future development and redevelopment should be designed around mixed use (commercial and residential) zoning and pedestrain, bicycle, and masstransit. Car-focused development should not be allowed.	11%	87%	2%
392342	18-6-2021 20:01:46	st7h7p		mobile	General Comment	General Comment	This survey is not convenient to use on aphone	100%	0%	0%
392452	18-6-2021 20:07:24	st7h7p		mobile	General Comment	General Comment	The allocation of funds part of your survey doesn't work. Like the toll roads	22%	63%	15%
392487	18-6-2021 20:17:04	st7h7p		web	General Comment	General Comment	It's interesting how common sense things,such as adding roads isn't even focused on this survey. The survey is so far heavily focused on impractical things that sound good on paper, but aren't practical for everyday, real life. People like to buy their car of choice and drive it on a road w/o tolls.	62%	26%	12%
393159	18-6-2021 22:50:41	st7h7p		web	General Comment	General Comment	You limit the choices that are not necessarily the best!! You do not stop building homes, but expect traffic reduction -	100%	0%	0%
393853	19-6-2021 07:49:55	st7h7p		mobile	General Comment	General Comment	We need public transportation to LAX: public bus or shuttle from different locations in OC	22%	69%	9%
397208	22-6-2021 03:20:40	st7h7p		web	General Comment	General Comment	Investments should go first to maximizingcapacity and speed from first to last mile. Biking and walking offer practically no capacity or speed benefit.	30%	12%	58%
406209	26-6-2021 14:48:09	st7h7p		mobile	General Comment	General Comment	Can’t pick answer	99%	1%	0%
414666	30-6-2021 22:07:38	st7h7p		web	General Comment	General Comment	with folks working from home...all is mute. Also, at last count, about 180,000 Californians have moved OUT OF state...for all the obvious reasons. SO, again, not seeing that big of an issue	84%	15%	1%

Set	Item	Rating	# Inputs
Enhanced Train and Bus Service	More Train Service	1 Star	202
Enhanced Train and Bus Service	Reliable Bus Service	1 Star	239
Enhanced Train and Bus Service	Freeway Bus Routes	1 Star	281
Enhanced Train and Bus Service	On-Demand Transit	1 Star	254
Enhanced Train and Bus Service	More Train Service	2 Stars	144
Enhanced Train and Bus Service	Reliable Bus Service	2 Stars	185
Enhanced Train and Bus Service	Freeway Bus Routes	2 Stars	208
Enhanced Train and Bus Service	On-Demand Transit	2 Stars	202
Enhanced Train and Bus Service	More Train Service	3 Stars	210
Enhanced Train and Bus Service	Reliable Bus Service	3 Stars	259
Enhanced Train and Bus Service	Freeway Bus Routes	3 Stars	258
Enhanced Train and Bus Service	On-Demand Transit	3 Stars	306
Enhanced Train and Bus Service	More Train Service	4 Stars	227
Enhanced Train and Bus Service	Reliable Bus Service	4 Stars	201
Enhanced Train and Bus Service	Freeway Bus Routes	4 Stars	219
Enhanced Train and Bus Service	On-Demand Transit	4 Stars	216
Enhanced Train and Bus Service	More Train Service	5 Stars	563
Enhanced Train and Bus Service	Reliable Bus Service	5 Stars	444
Enhanced Train and Bus Service	Freeway Bus Routes	5 Stars	337
Enhanced Train and Bus Service	On-Demand Transit	5 Stars	333
Efficient Roads and Freeways	Technology	1 Star	44
Efficient Roads and Freeways	Freeway Performance	1 Star	58
Efficient Roads and Freeways	Freeway Access	1 Star	116
Efficient Roads and Freeways	Technology	2 Stars	51
Efficient Roads and Freeways	Freeway Performance	2 Stars	64
Efficient Roads and Freeways	Freeway Access	2 Stars	121
Efficient Roads and Freeways	Technology	3 Stars	152
Efficient Roads and Freeways	Freeway Performance	3 Stars	141
Efficient Roads and Freeways	Freeway Access	3 Stars	228
Efficient Roads and Freeways	Technology	4 Stars	230
Efficient Roads and Freeways	Freeway Performance	4 Stars	227
Efficient Roads and Freeways	Freeway Access	4 Stars	209
Efficient Roads and Freeways	Technology	5 Stars	683
Efficient Roads and Freeways	Freeway Performance	5 Stars	674
Efficient Roads and Freeways	Freeway Access	5 Stars	475
Improved Active Transportation	Safety Improvements	1 Star	75
Improved Active Transportation	Connect Paths	1 Star	100
Improved Active Transportation	Road Space Reconfiguration	1 Star	172
Improved Active Transportation	Safety Improvements	2 Stars	69
Improved Active Transportation	Connect Paths	2 Stars	96
Improved Active Transportation	Road Space Reconfiguration	2 Stars	113
Improved Active Transportation	Safety Improvements	3 Stars	199
Improved Active Transportation	Connect Paths	3 Stars	204
Improved Active Transportation	Road Space Reconfiguration	3 Stars	197
Improved Active Transportation	Safety Improvements	4 Stars	187
Improved Active Transportation	Connect Paths	4 Stars	191
Improved Active Transportation	Road Space Reconfiguration	4 Stars	183
Improved Active Transportation	Safety Improvements	5 Stars	602
Improved Active Transportation	Connect Paths	5 Stars	536
Improved Active Transportation	Road Space Reconfiguration	5 Stars	452
Reduced Car Dependency	Transit	1 Star	186
Reduced Car Dependency	Vanpool/Carpool	1 Star	244
Reduced Car Dependency	Biking and Walking Incentives	1 Star	246
Reduced Car Dependency	Connections to Transit	1 Star	236







Reduced Car Dependency	Integrated Trip Planner	1 Star	184
Reduced Car Dependency	Transit	2 Stars	129
Reduced Car Dependency	Vanpool/Carpool	2 Stars	176
Reduced Car Dependency	Biking and Walking Incentives	2 Stars	159
Reduced Car Dependency	Connections to Transit	2 Stars	141
Reduced Car Dependency	Integrated Trip Planner	2 Stars	138
Reduced Car Dependency	Transit	3 Stars	201
Reduced Car Dependency	Vanpool/Carpool	3 Stars	262
Reduced Car Dependency	Biking and Walking Incentives	3 Stars	191
Reduced Car Dependency	Connections to Transit	3 Stars	228
Reduced Car Dependency	Integrated Trip Planner	3 Stars	209
Reduced Car Dependency	Transit	4 Stars	192
Reduced Car Dependency	Vanpool/Carpool	4 Stars	170
Reduced Car Dependency	Biking and Walking Incentives	4 Stars	175
Reduced Car Dependency	Connections to Transit	4 Stars	179
Reduced Car Dependency	Integrated Trip Planner	4 Stars	194
Reduced Car Dependency	Transit	5 Stars	389
Reduced Car Dependency	Vanpool/Carpool	5 Stars	229
Reduced Car Dependency	Biking and Walking Incentives	5 Stars	318
Reduced Car Dependency	Connections to Transit	5 Stars	297
Reduced Car Dependency	Integrated Trip Planner	5 Stars	357
Pricing Strategies	Price-Managed Lanes (e.g. tolled 91 Expr	1 Star	415
Pricing Strategies	Incentivize Toll Roads (e.g. 241 Toll Road	1 Star	351
Pricing Strategies	User Pricing	1 Star	364
Pricing Strategies	Price-Managed Lanes (e.g. tolled 91 Expr	2 Stars	126
Pricing Strategies	Incentivize Toll Roads (e.g. 241 Toll Road	2 Stars	118
Pricing Strategies	User Pricing	2 Stars	110
Pricing Strategies	Price-Managed Lanes (e.g. tolled 91 Expr	3 Stars	194
Pricing Strategies	Incentivize Toll Roads (e.g. 241 Toll Road	3 Stars	211
Pricing Strategies	User Pricing	3 Stars	178
Pricing Strategies	Price-Managed Lanes (e.g. tolled 91 Expr	4 Stars	123
Pricing Strategies	Incentivize Toll Roads (e.g. 241 Toll Road	4 Stars	147
Pricing Strategies	User Pricing	4 Stars	143
Pricing Strategies	Price-Managed Lanes (e.g. tolled 91 Expr	5 Stars	200
Pricing Strategies	Incentivize Toll Roads (e.g. 241 Toll Road	5 Stars	230
Pricing Strategies	User Pricing	5 Stars	257
New Technologies	Self-Driving Vehicles	1 Star	353
New Technologies	Electric Vehicles	1 Star	142
New Technologies	Broadband	1 Star	175
New Technologies	Self-Driving Vehicles	2 Stars	134
New Technologies	Electric Vehicles	2 Stars	111
New Technologies	Broadband	2 Stars	69
New Technologies	Self-Driving Vehicles	3 Stars	153
New Technologies	Electric Vehicles	3 Stars	181
New Technologies	Broadband	3 Stars	163
New Technologies	Self-Driving Vehicles	4 Stars	121
New Technologies	Electric Vehicles	4 Stars	157
New Technologies	Broadband	4 Stars	158
New Technologies	Self-Driving Vehicles	5 Stars	269
New Technologies	Electric Vehicles	5 Stars	489
New Technologies	Broadband	5 Stars	513

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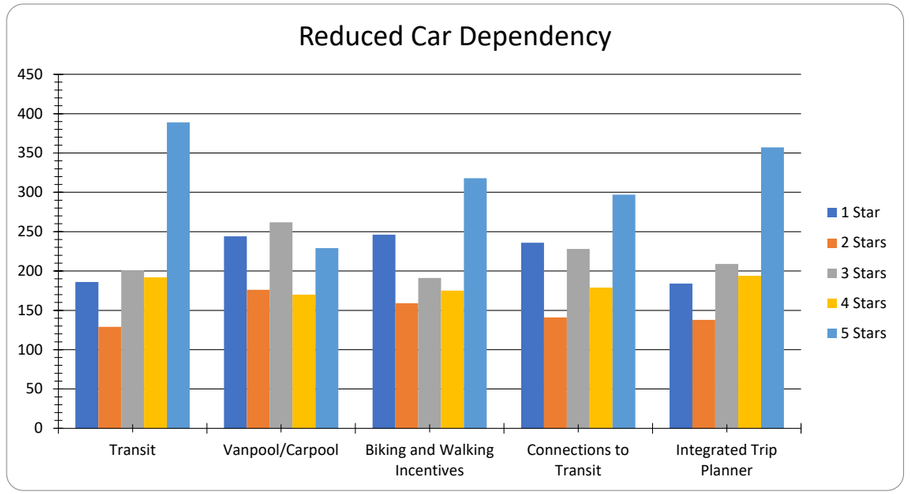

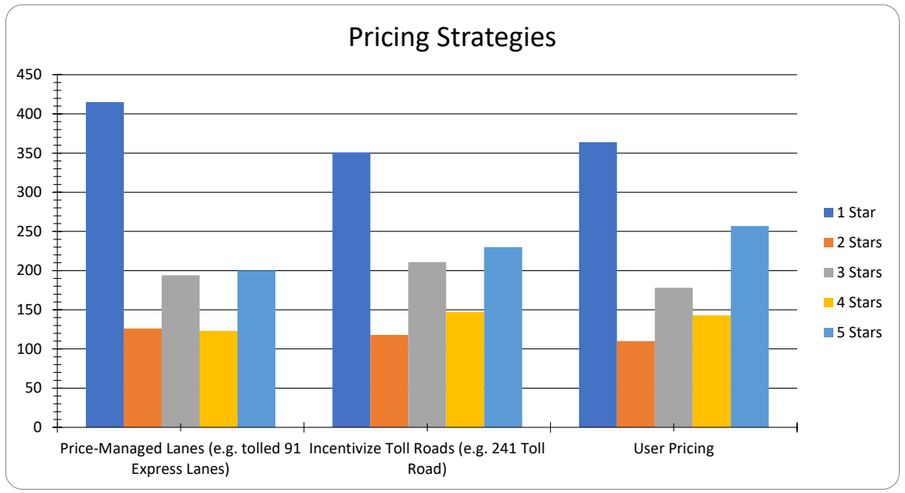

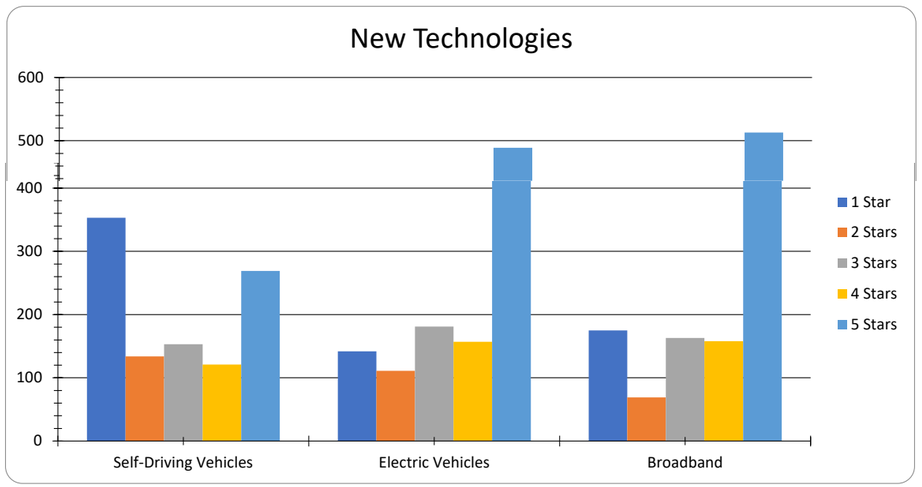

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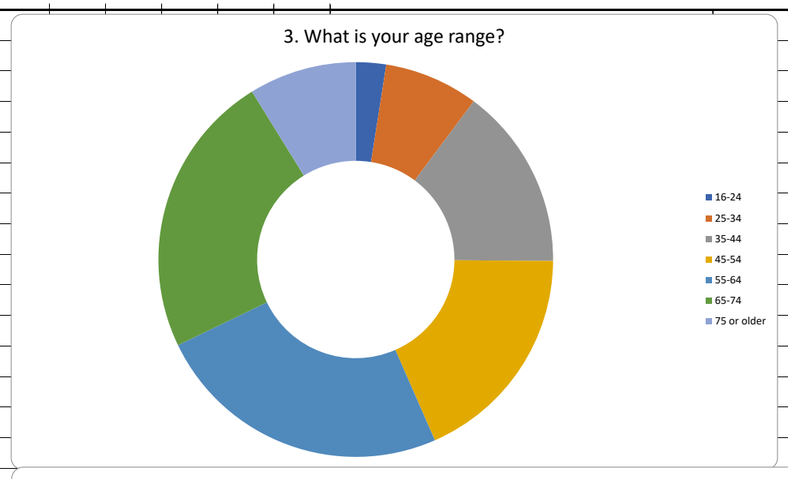
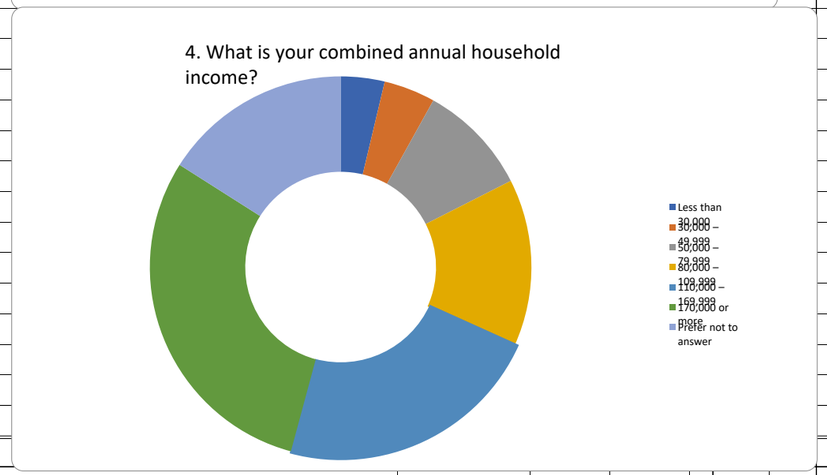
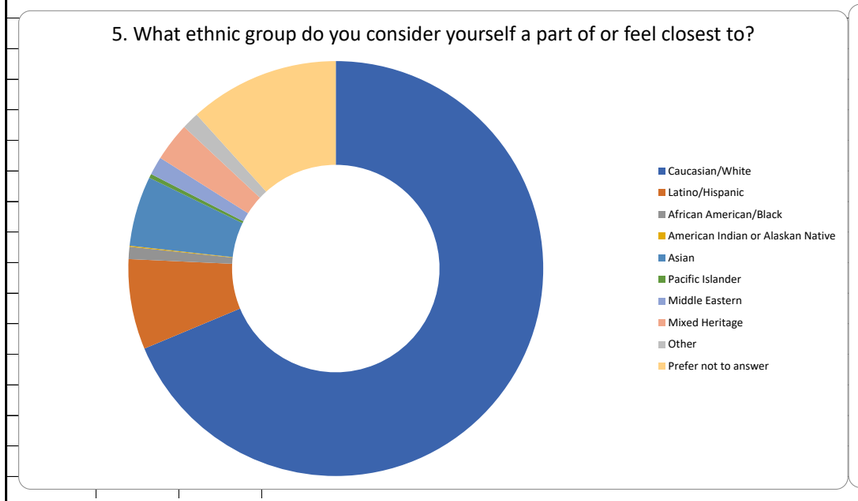
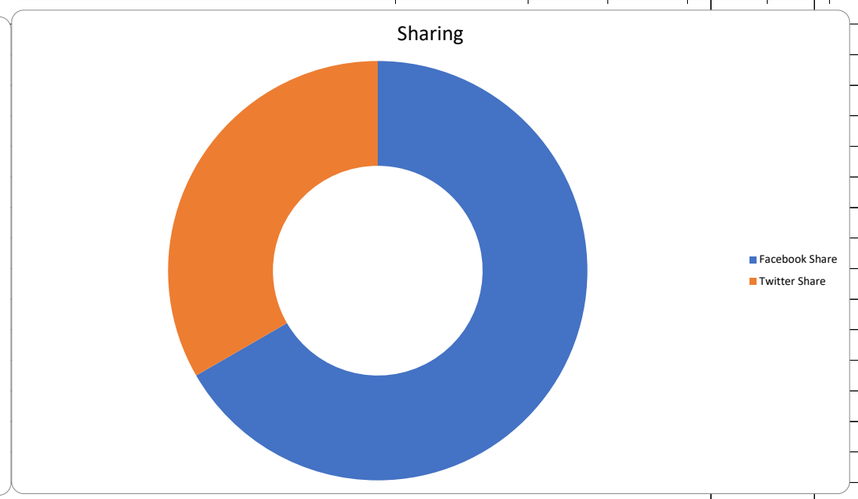
VisitID	VisitTime	SiteVisited	Campaign	Platform	Set	Item	Comment	Negative	Neutral	Positive
383791	12-6-2021 15:08:24	st7h7p		web	General Comment	General Comment	I disagree with relying on subsidies to get people to change behaviour. Would rather use money to finance physical improvements that make connections to transit , and Active transportation more convenient, safe, cost effective, and attractive. Without paying people directly. What incentives would be suggested to increase of toll roads? What percentage of workers work from home? What percentage of workers are required by the nature oftheir job to travel to a work location?	48%	4%	48%
384033	12-6-2021 18:48:11	st7h7p		web	General Comment	General Comment	Toll roads are inherently unequitable. They disenfranchise rural residents that frequent tolls by charging extra for essential travel. OrangeCounty does not need to be left behind when it comes to electric vehicles and broadband internet. Self-driving cars are also much safer than human operated.	0%	0%	100%
392116	18-6-2021 20:03:54	st7h7p		web	General Comment	General Comment	Any choices with a single star should actually be considered as ZERO. We PAY for our lanes now. ANY attempt to charge for roads that are already paid for with TAXES should not happen. Ridiculous. If the TCA is going to take another generation to pay itself off, it should at least experiment with more extreme flex charging (favoring the tax payer) and FREE use on holidays. They're supposed to be FREE now.	58%	19%	23%
392760	18-6-2021 20:56:44	st7h7p		web	General Comment	General Comment	Since it wasn't clear, I answered each ofthe Strategy Rating questions as it is TODAY, not as I wish it would work *someday*.	40%	55%	5%
393187	18-6-2021 22:55:43	st7h7p		web	General Comment	General Comment	Pricing Strategies effect those who need road access the most for affective living wages. Rich people could care less about pricing as the fees are negligible for their day-to-day expense.	12%	4%	84%
393159	18-6-2021 23:06:23	st7h7p		web	General Comment	General Comment	You should have increased both train and bus long before now!!!! As for freeway, toll lanes is not the answer. You hide the fees and not postthem so as not have the public comment. In the real world, you cause the public to pay a high fee and interesting how so many of the carpool lane are not fully used. Housing is built with out effective road support. High density house is built with NO road changes. Bikes do not have a place with cars - really!!! Flex alerts are happening now, elec cars??	72%	6%	22%
392392	18-6-2021 23:35:53	st7h7p		web	General Comment	General Comment	It's typically 1,000 F in southern California. Who wants to ride a bike in that? People respond to cost - some want to pay and others don't- they do what they want. That's best way to modulate traffic.	0%	0%	100%
429691	10-7-2021 19:08:14	st7h7p		web	General Comment	General Comment	I would rather live in a community with robust public transportation than one with self-driving vehicles.	7%	5%	88%

Set	Item	Count
3. What is your age range?	16-24	32
3. What is your age range?	25-34	100
3. What is your age range?	35-44	193
3. What is your age range?	45-54	237
3. What is your age range?	55-64	316
3. What is your age range?	65-74	302
3. What is your age range?	75 or older	114
4. What is your combined annual household income?	Less than 30,000	46
4. What is your combined annual household income?	30,000 – 49,999	54
4. What is your combined annual household income?	50,000 – 79,999	117
4. What is your combined annual household income?	80,000 – 109,999	176
4. What is your combined annual household income?	110,000 – 169,999	278
4. What is your combined annual household income?	170,000 or more	369
4. What is your combined annual household income?	Prefer not to answ	198
5. What ethnic group do you consider yourself a part of c	Caucasian/White	869
5. What ethnic group do you consider yourself a part of c	Latino/Hispanic	89
5. What ethnic group do you consider yourself a part of c	African American/	12
5. What ethnic group do you consider yourself a part of c	American Indian c	1
5. What ethnic group do you consider yourself a part of c	Asian	69
5. What ethnic group do you consider yourself a part of c	Pacific Islander	4
5. What ethnic group do you consider yourself a part of c	Middle Eastern	18
5. What ethnic group do you consider yourself a part of c	Mixed Heritage	38
5. What ethnic group do you consider yourself a part of c	Other	17
5. What ethnic group do you consider yourself a part of c	Prefer not to answ	148
Sharing	Facebook Share	2
Sharing	Twitter Share	1









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VisitID	VisitTime	SiteVisited	Campaign	Platform	Set	Item	Comment	Negative	Neutral	Positive
393088	18-6-2021 22:34:35	st7h7p		web	General Comment	General Comment	After studying the problem of traffic congestion on del Obispo and Camino Capistrano from the freeway at Ortega, we must have a freeway southexit off ramp at Stonehill. Follow the traffic on del Obispo, it goes almost and to Dana Point. Please put in a freeway exit going South at Stonehill. Thank you.	50%	1%	49%
395299	20-6-2021 14:18:37	st7h7p		web	General Comment	General Comment	This is a weak and biased survey. More waste of tax payer dollars	100%	0%	0%

File contains all data collected as of July-13-2021 06:00:00-UTC. All data reported in UTC. Click the Refresh button in Data Center to download the latest dataset.

VisitID	VisitTime	SiteVisited	Campaign	Platform	Set	Item	Answer				
393820	19-6-2021 07:37:56	st7h7p		web	Sharing	Twitter Share	Clicked				
393820	19-6-2021 07:38:40	st7h7p		web	Sharing	Facebook Share	Clicked				
429691	10-7-2021 19:09:24	st7h7p		web	Sharing	Facebook Share	Clicked				

Appendix C
Outreach Results and Analytics

Appendix C.1 Virtual Meeting Room Google Analytics

Appendix C.2 Geofencing Analytics

Appendix C.3 Telephone Townhall Raw Data

Appendix C.4 Comments Collected Matrix

Appendix C

Appendix C.1 Virtual Meeting Room Google Analytics

Analytics

Go to report

Acquisition overview

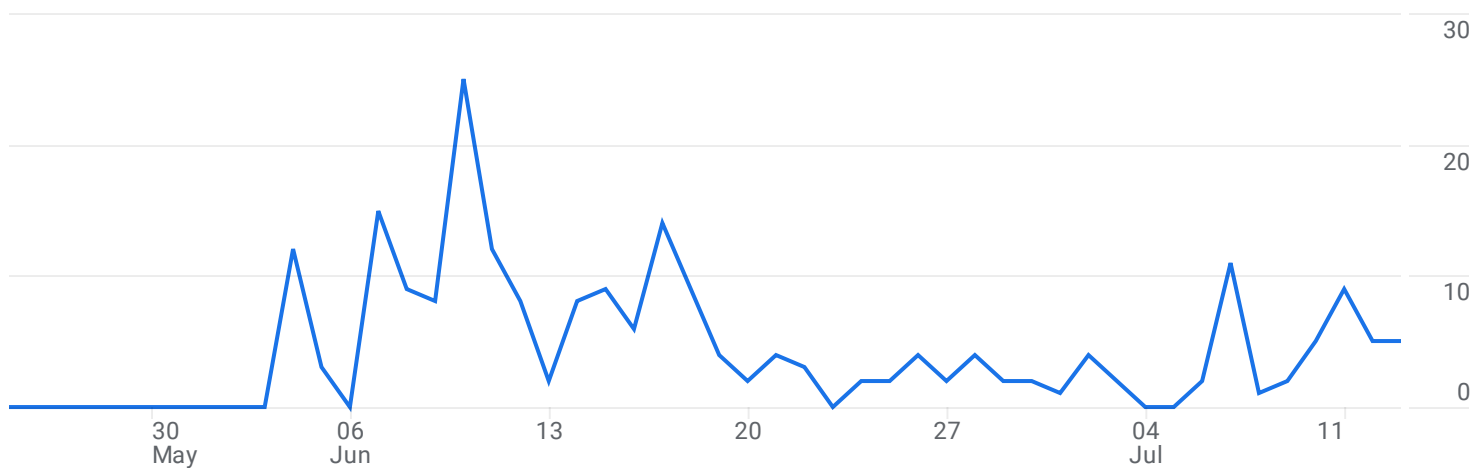
Custom May 25 - Jul 13, 2021

All Users

Add comparison

Users 170

New users 171



New users by User medium

FIRST USER MEDIUM	NEW USERS
referral	89
(none)	82

View user acquisition

Sessions by Session medium

SESSION MEDIUM	SESSIONS
referral	150
(none)	115

View traffic acquisition

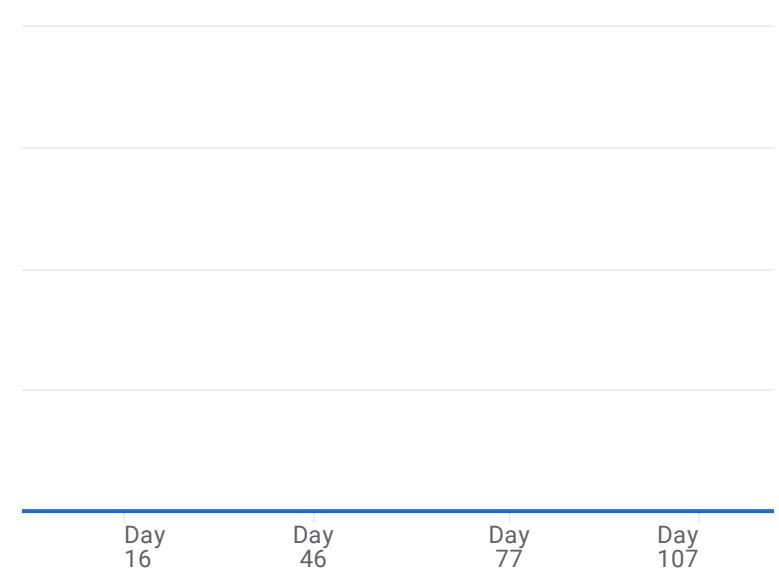
Sessions by Session campaign

SESSION CAMPAIG…	SESSIONS

No data available

View Google Ads campaigns

Lifetime value



Last 120 days ending Jul 13

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Analytics

Go to report

Engagement overview

Custom May 25 - Jul 13, 2021

All Users

Add comparison

Average engagement time
2m 05s

Engaged sessions per user
1.2

Average engagement time per session
1m 20s

Views
2K

Event count
4.3K

Event count by Event name

EVENT NAME	EVENT COUNT
page_view	2K
scroll	1.4K
user_engagement	532
session_start	265
first_visit	171

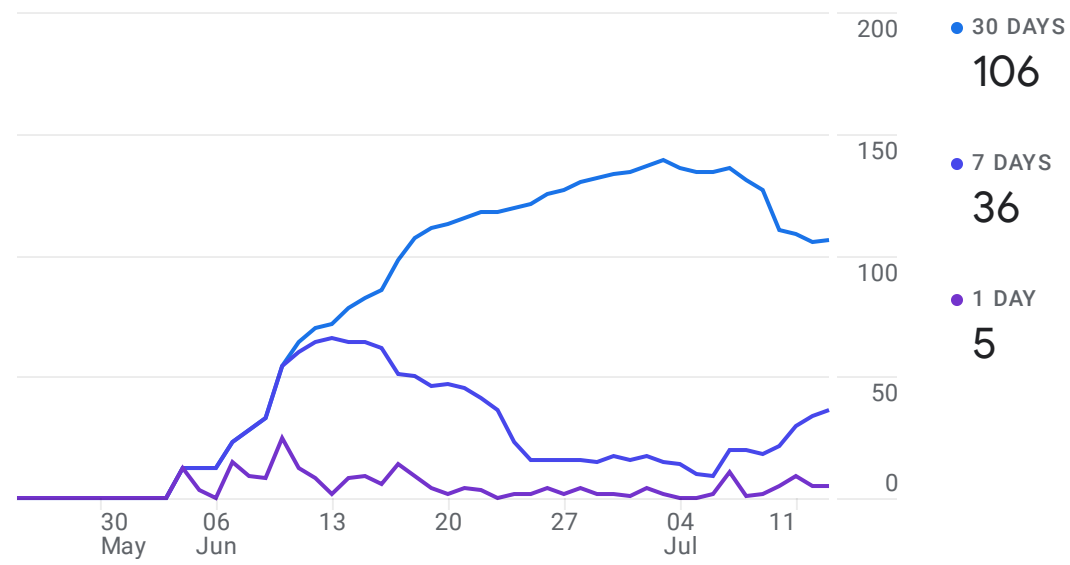
View events

Views by Page title and screen class

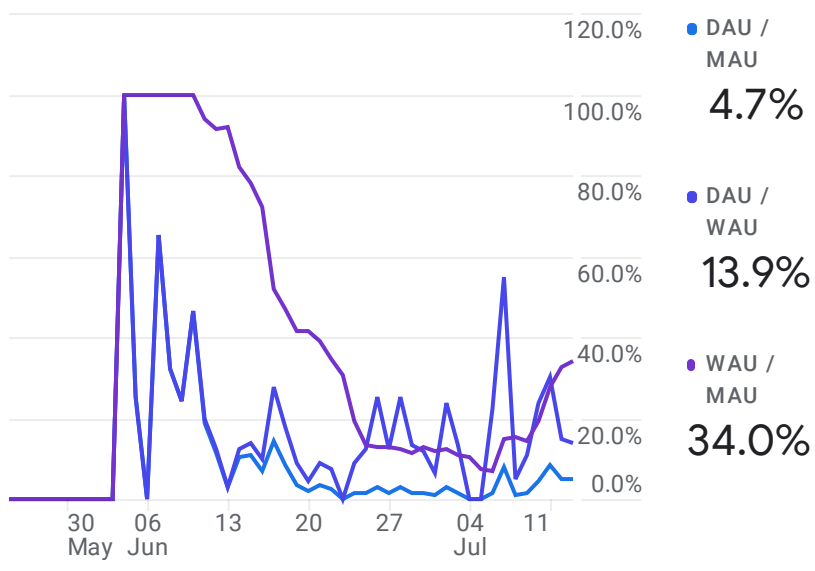
PAGE TITLE AND SCREEN CLASS	VIEWS
OCTA - Multimodal Transportation Study	1.7K
OCTA - SOCMTS	270

View pages and screens →

User activity over time



User stickiness



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Appendix C

Appendix C.2 Geofencing Analytics

| PROGRAMMATIC REVIEW - PAGE 1 |

Static Ad Performance

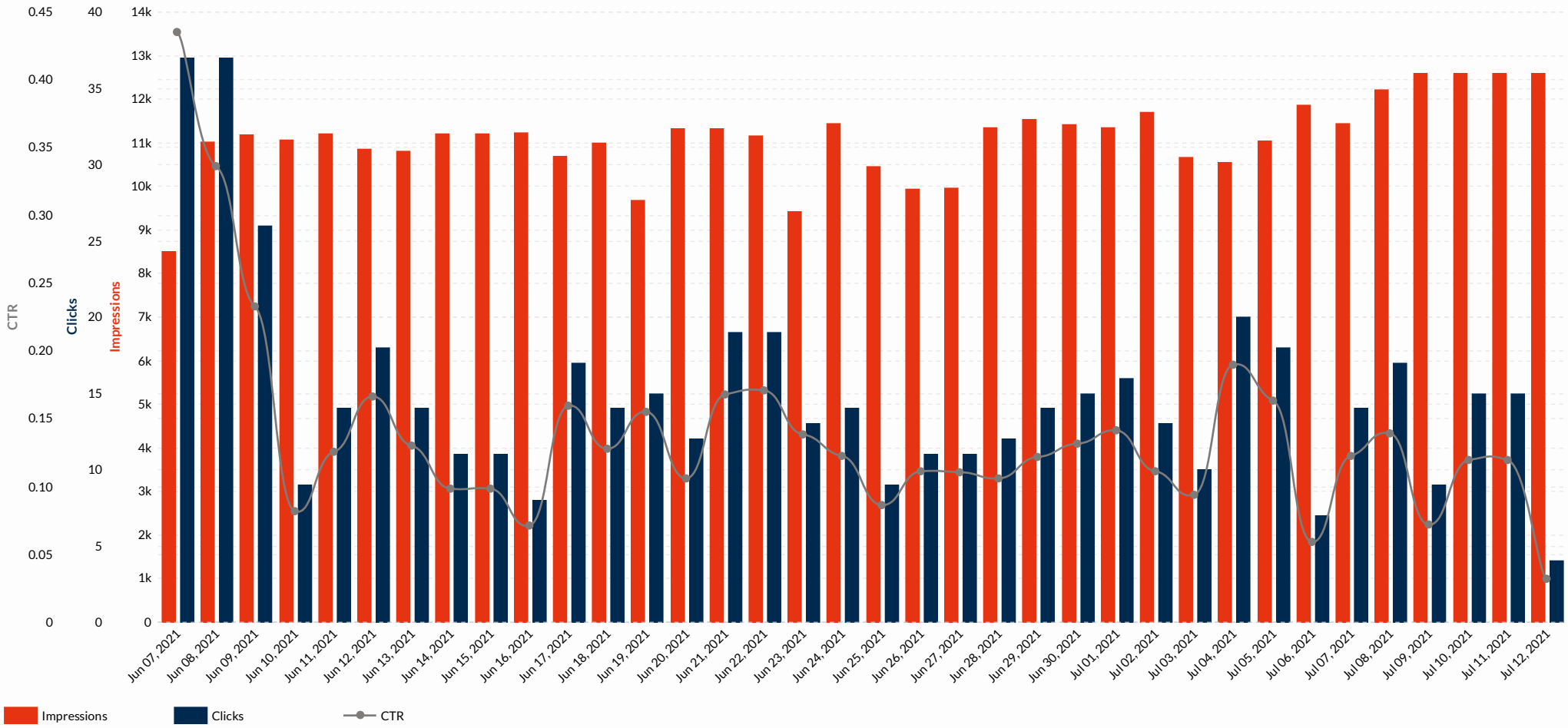
400,009	538	0.13%
Impressions	Clicks	CTR

Campaign Breakdown

Grid contains more rows, but they have been clipped.

Client	Campaign	Impressions	Clicks	CTR	Video Completion Rate
Total		**400,009**	**538**	**0.13%**	**-**
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	286,670	368	0.13%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	60,000	77	0.13%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_6/7-7/12/21	26,672	51	0.19%	-

Overall Programmatic Trending Data



Device Breakdown

Device Type	Impressions	Clicks	CTR
Total	**399,889**	**538**	**0.13%**
Mobile	244,246	354	0.14%
Desktops and Laptops	108,855	87	0.08%
Tablets	46,368	97	0.21%
Connected TV	420	0	0.00%

Android Performance

77.21K	113	0.15%
IMPRESSIONS	CLICKS	CTR

IOS Performance

322.80K	425	0.13%
IMPRESSIONS	CLICKS	CTR

What contextual categories of sites are my ads showing up in?

Grid contains more rows, but they have been clipped.

Context	Impressions	Clicks	CTR
Total	**364,571**	**496**	**0.14%**
Arts & Entertainment	111,583	165	0.15%
Hobbies & Special Interests	98,072	150	0.15%
News	38,059	46	0.12%
Computer & Video Games	25,752	39	0.15%
Technology & Computing	13,066	15	0.11%
Boardgame & Puzzles	12,690	18	0.14%
Sports	12,476	14	0.11%
Interpersonal Relations	9,160	9	0.10%
Food & Drink	6,659	9	0.14%
Music	3,383	1	0.03%
Humor	2,443	2	0.08%
Business	2,181	3	0.14%
Photography	2,072	1	0.05%
Weather	1,881	2	0.11%
Shopping	1,861	0	0.00%

| SUMMARY GRIDS |

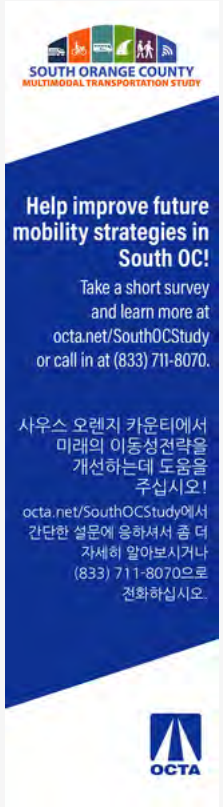
Zip+4 Performance

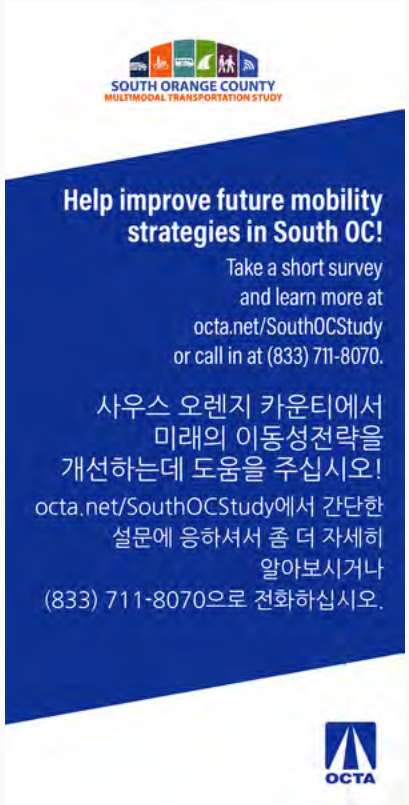
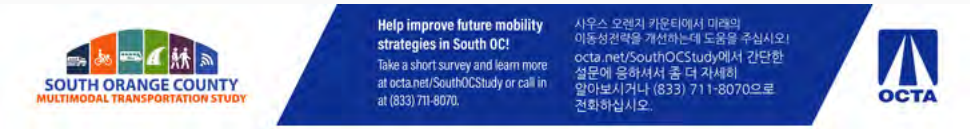
Campaign	Plat City	Plat Zip Code	Impressions	Clicks	CTR
Total			**400,009**	**538**	**0.13%**
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92612-0699	8,037	20	0.25%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Irvine	92602-2461	6,121	7	0.11%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92620-2501	5,971	4	0.07%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92602-2433	5,412	8	0.15%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92614-8567	4,981	10	0.20%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92620-3548	4,754	6	0.13%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92602-2464	4,195	3	0.07%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Newport Coast	92657-1516	3,755	3	0.08%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	San Clemente	92672-0000	3,728	9	0.24%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92602-2459	3,627	2	0.06%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Tustin	92780-5126	3,574	4	0.11%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92606-0829	3,532	8	0.23%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Lake Forest	92630-3746	3,182	2	0.06%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	Irvine	92618-1049	3,096	11	0.36%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Santa Ana	92701-4312	2,848	2	0.07%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92614-5429	2,621	1	0.04%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92606-0603	2,614	6	0.23%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Irvine	92604-8605	2,493	2	0.08%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92620-0243	2,467	3	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	Irvine	92614-0236	2,461	6	0.24%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	San Juan Capistrano	92675-2716	2,415	2	0.08%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Irvine	92614-5821	2,204	2	0.09%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Irvine	92604-3067	2,123	2	0.09%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Santa Ana	92701-6317	2,112	4	0.19%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	Irvine	92617-4028	1,881	2	0.11%

Apps and Domains Where Ads Were Served

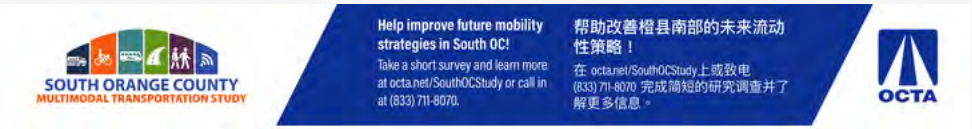
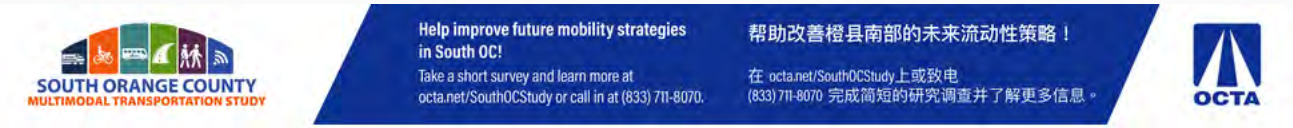
Campaign	Domain	Impressions	Clicks	CTR
Total		**400,009**	**538**	**0.13%**
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	https://www.dailymail.co.uk	18,499	18	0.10%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	1207472156	7,624	12	0.16%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	com.pixel.art.coloring.color.number	9,949	10	0.10%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	1407852246	6,576	9	0.14%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	357218860	4,202	8	0.19%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	418987775	3,568	8	0.22%
MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_6/7-7/12/21	https://blitz.gg	1,478	7	0.47%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	366247306	4,572	6	0.13%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	591560124	17,066	6	0.04%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	642831690	1,148	5	0.44%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	1299956969	1,135	5	0.44%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	500962489	1,790	5	0.28%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	com.americasbestpics	4,785	5	0.10%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_6/7-7/12/21	845422455	868	5	0.58%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	448999087	3,740	5	0.13%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	jp.ne.ibis.ibispaintx.app	1,516	4	0.26%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	com.dna.solitaireapp	2,013	4	0.20%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	puzzle.blockpuzzle.cube.relax	1,214	4	0.33%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	https://blitz.gg	10,597	4	0.04%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	com.europosit.pixelcoloring	1,032	4	0.39%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	285692706	2,139	4	0.19%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	495583717	2,153	4	0.19%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_6/7-7/12/21	com.pixel.art.coloring.color.number	2,826	4	0.14%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	game.puzzle.woodypuzzle	602	4	0.66%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_6/7-7/12/21	com.fivemobile.thescore	3,361	4	0.12%

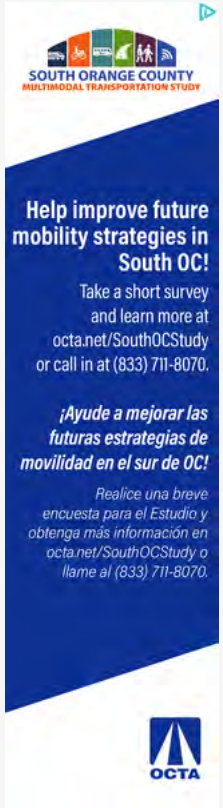
Programmatic Ad Performance

Preview	Size	Impressions	Clicks	CTR	Ad
Total		**400,009**	**538**	**0.13%**	
	160x600	3,391	2	0.06%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_160x600.jpg
	300x250	4,269	4	0.09%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_300x250.jpg
	300x50	1,089	3	0.28%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_300x50.jpg

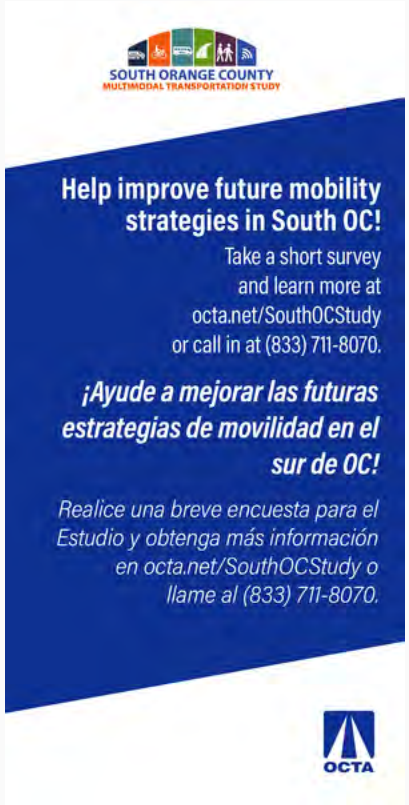
	300x600	491	2	0.41%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_300x600.jpg
	320x50	11,014	21	0.19%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_320x50.jpg
	728x90	5,993	9	0.15%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_728x90.jpg
	970x90	420	1	0.24%	OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-ver01_970x90.jpg

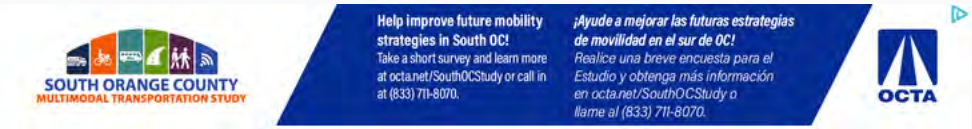
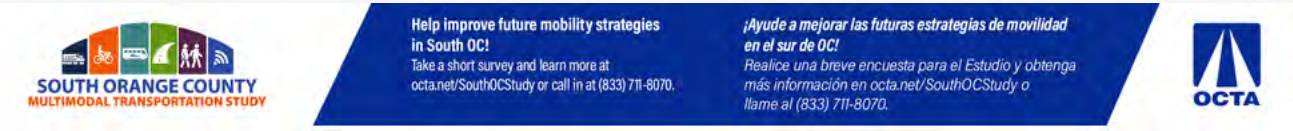
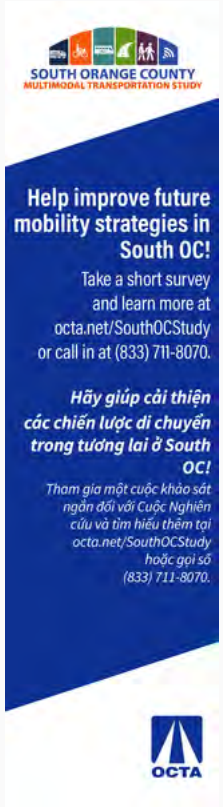
	160x600	7,248	4	0.06%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_160x600.jpg
	300x250	11,402	14	0.12%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_300x250.jpg
	300x50	2,085	4	0.19%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_300x50.jpg

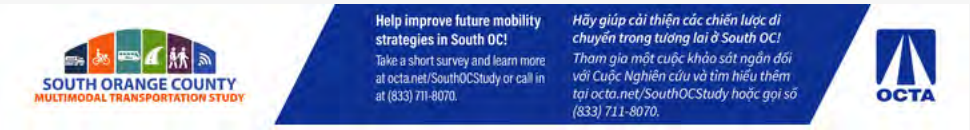
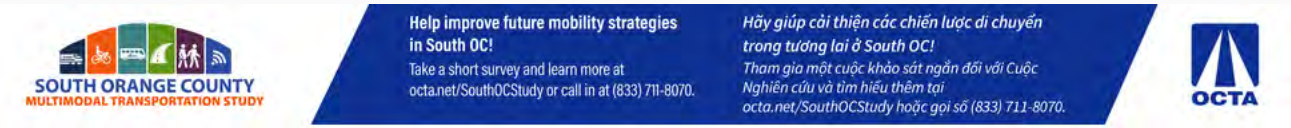
	300x600	1,202	7	0.58%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_300x600.jpg
	320x50	26,240	27	0.10%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_320x50.jpg
	728x90	10,920	18	0.16%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_728x90.jpg
	970x90	903	3	0.33%	OCTA-SOCMTS-ENG-MAND-Phase2-Geofencing-ver01_970x90.jpg



160x600	20,858	11	0.05%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01-08-160x600.jpg	

	300x600	5,800	4	0.07%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01-09-300x600.jpg
	300x250	43,861	34	0.08%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01_300x250.png
	300x50	13,586	54	0.40%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01_300x50.png
	320x50	144,593	180	0.12%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01_320x50.png

	728x90	53,463	83	0.16%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01_728x90.png
	970x90	4,509	2	0.04%	OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver01_970x90.png
	160x600	2,804	9	0.32%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_160x600.jpg
	300x250	4,036	3	0.07%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_300x250.jpg

	300x50	1,440	4	0.28%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_300x50.jpg
	300x600	502	4	0.80%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_300x600.jpg
	320x50	12,321	18	0.15%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_320x50.jpg
	728x90	5,129	11	0.21%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_728x90.jpg
	970x90	440	2	0.45%	OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver01_970x90.jpg

Appendix C

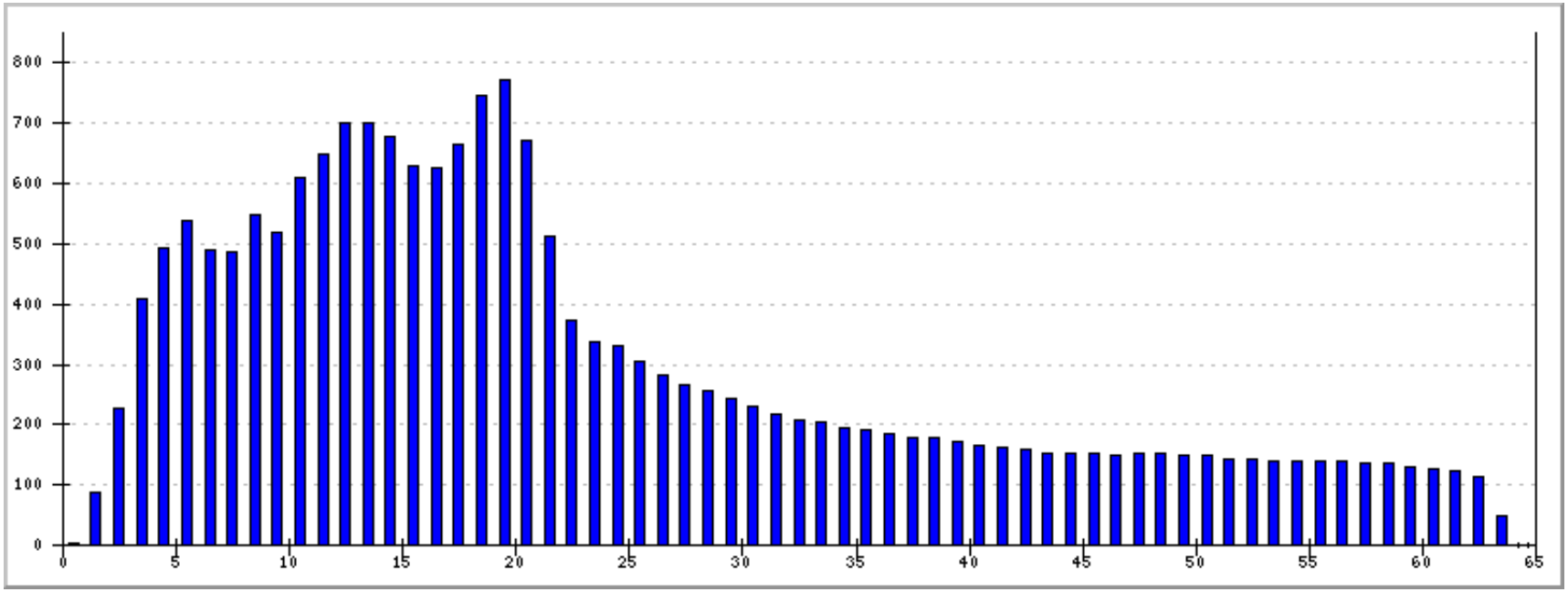
Appendix C.3 Telephone Townhall Raw Data

Started at 20:30:30, Duration 01:02:30
Average Acceptant Duration 3.69
MAX Number of People in Conference 797

Answered Calls

Name	Number
Selects For Event	99,723
Accepts	5,972
TF Calls	53
Toll Inbound Calls	0
Answering Machines	35,163
Declines	9,255
Total Answered Calls	50,390
Talked	17
Speaker Queue	46
Screener Queue	13
WEB Participants	0

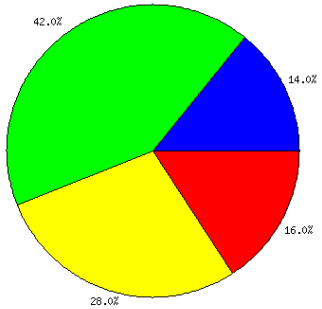
In Conference NOW / Conference Minutes



Polling Questions

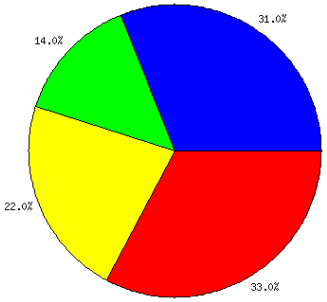
1 Which of these statements do you agree with the most?

ID	Answer	Responded	% of total
1	I'd like the ability to bike and walk more.	22	14
2	I'd like to see more bus and rail service improvements.	68	42
3	I can't imagine giving up the comfort of my car.	45	28
4	I'm supportive of teleworking and online shopping.	26	16



2 Which of the following is most important for addressing the transportation challenges in south Orange County?

ID	Answer	Responded	% of total
1	Making transit, bicycling, and walking more convenient and acces	25	31
2	Decreasing the overall number of car trips made each day	11	14
3	Protecting the environment from pollution and preserving our tra	18	22
4	Adapting to new transportation technologies and services like el	27	33



Non-Connects

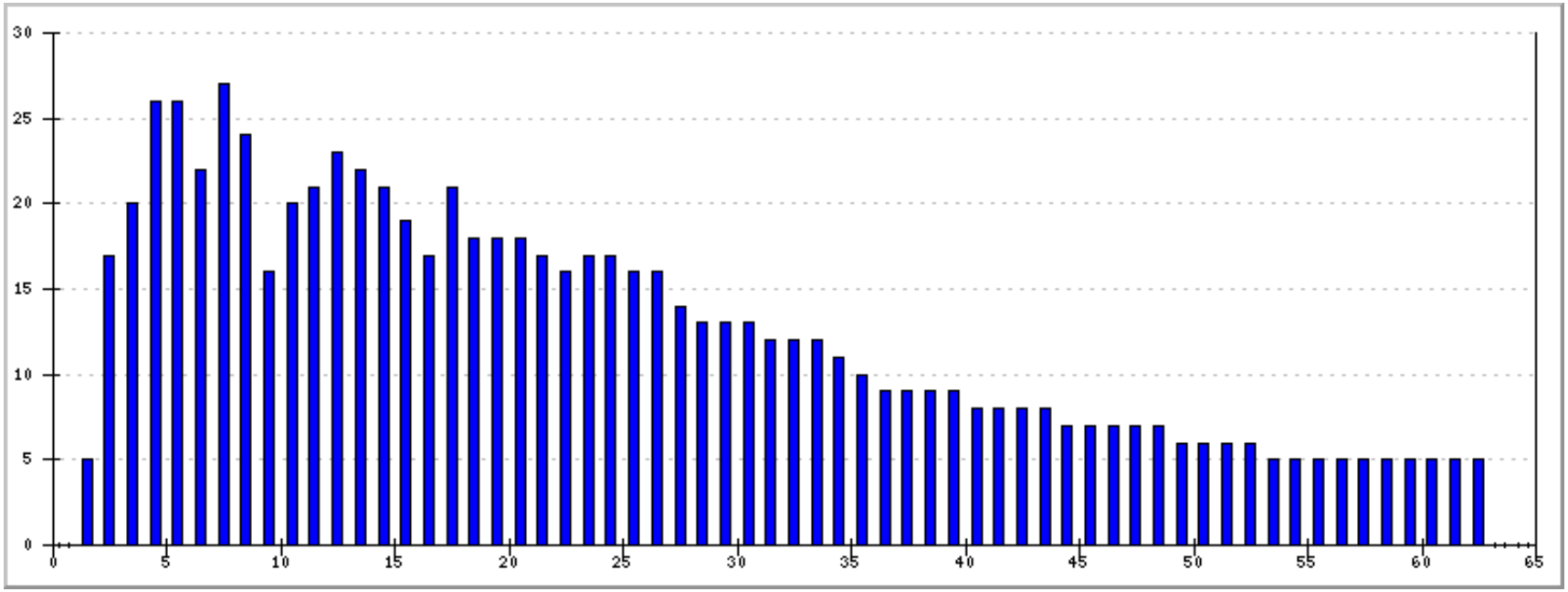
Name	Number
Non Connects	21,923
Faxes	152
Busy	574
No-answer	26,684

Started at 20:30:24, Duration 01:02:40
Average Acceptant Duration 6.30
MAX Number of People in Conference 37

Answered Calls

Name	Number
Selects For Event	125
Accepts	125
TF Calls	1
Toll Inbound Calls	0
Answering Machines	0
Declines	0
Total Answered Calls	125
Talked	1
Speaker Queue	4
Screener Queue	1
WEB Participants	0

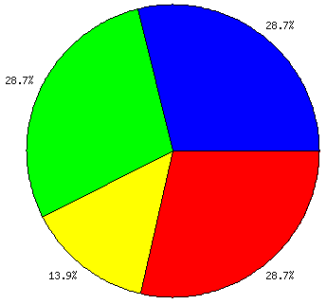
In Conference NOW / Conference Minutes



Polling Questions

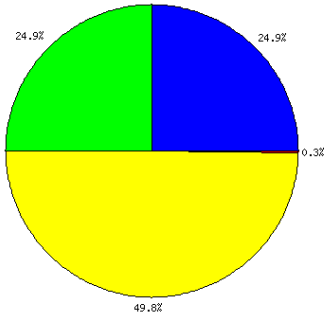
1 Which of these statements do you agree with the most?

ID	Answer	Responded	% of total
1	I'd like the ability to bike and walk more.	2	29
2	I'd like to see more bus and rail service improvements.	2	29
3	I can't imagine giving up the comfort of my car.	1	14
4	I'm supportive of teleworking and online shopping.	2	29



2 Which of the following is most important for addressing the transportation challenges in south Orange County?

ID	Answer	Responded	% of total
1	Making transit, bicycling, and walking more convenient and acces	1	25
2	Decreasing the overall number of car trips made each day	1	25
3	Protecting the environment from pollution and preserving our tra	2	50
4	Adapting to new transportation technologies and services like el	0	0



Non-Connects

Name	Number
Non Connects	0
Faxes	0
Busy	0
No-answer	0

Appendix C

Appendix C.4 Comments Collected Matrix

Organization	First Name	Last Name	Date	Time	Submission Type	Message
	Jackson	Hurst	06/07/21	4:38 PM	VMR Registration	
	Laura	Smith	06/07/21	10:47 PM	Online Comment Form VMR	Please keep the carpool lanes free and do not make them toll lanes as this makes the rest of the freeway more congested like the 91 freeway! It also discriminates against those of us that cant afford to pay the high price of the toll lanes! Also OCTA should be responsible for arterial roads Not TCA which needs to only pay down their existing bonds and go out of business since they are done building toll roads! Thank you
Capo Cares	David	Mann	06/08/21	5:28 PM	Online Comment Form VMR	In doing a survey of interest of different modes of transportation you did not separate buses and Metro trains. This provides no clear desire for bus services being separated from Metro train services and does not measure a separated desire for their services. Hence, will not get accurate information.
UCI Institute of Transportation Studies	Michael	McNally	06/09/21	11:01 AM	Online Comment Form VMR	What's presented is very good, but what's missing is very problematic. It's people, not vehicles, that demand travel. Given the essentially zero growth rate in California, issues of housing affordability, likely changes in travel and residential behavior as the pandemic recedes, and movement in Sacramento that the State would like a greater influence in local land use decisions, it would seem that proposals that either directly address growth and land use, or at least explicitly recognize their impact, should be a formal part of any long term planning effort. FYI. On my browser, it was difficult to see the full screen when three (versus two) display boards were shown. Also. the "i" info button to expand on these displays maybe should have been a bit more obvious?
	Sonia	Triana	06/10/21	1:32 PM	VMR Registration	
	Sharon	Calicdan	06/10/21	2:45 PM	Online Comment Form VMR	I live in south O.C. I work in Irvine. I commute by car and by bicycle. Safety is my main concern. My immediate comments are that currently there are no dedicated lanes with barriers to protect pedestrians and cyclists from cars. Cyclists are sharing bike lanes with e-bikes. Pedestrians are sharing sidewalks with cyclists, both motorized and human powered. Dedicated walking, dedicated e-bike, dedicated non-motorized bicycle, and automobile lanes are all needed and laws must be made to support their usage. Violations must be studied, documented, and addressed to provide safe alternatives to each type of user. None is more important than the other but each must provide a safety factor to improve usage. When connecting unfinished trails please consider these improvements.
Resident	Kate	M.	06/10/21	5:24 PM	Online Comment Form VMR	Hello, Please do not toll the carpool lanes on the freeways. This causes congestion in the other lanes and is economically unfair. We pay taxes for our roads to be maintained and free to use. Also please stop the TCA from involvement in any regional mobility studies. The TCA should pay down the bonds and go out of business as promised in the original agreement. The toll roads should be free for all residents and users. We have paid our fair share in taxes and development fees. This would alleviate traffic on the freeways and side streets as people avoid using the toll roads at such a high cost. Thank you, Kate M.
	Jason	Watts	06/12/21	9:45 AM	VMR Registration	
	Joseph	Wilmes	06/12/21	10:10 PM	VMR Registration	
	Ronald	Shepherd	06/13/21	4:49 PM	VMR Registration	
	Bruce	Becker	06/14/21	4:57 PM	VMR Registration	
OCTA	Charles	Larwood	06/17/21	10:00 AM	VMR Registration	
OCTA	Greg	Nord	06/17/21	10:00 AM	VMR Registration	
Dayle McIntosh Center	Ivan	Cortez	06/17/21	1:53 PM	VMR Registration	
County of Orange Office on Aging	Janette	Revilla	06/17/21	5:19 PM	VMR Registration	
Iteris, Inc.	Brandon	Gamboa	06/17/21	5:31 PM	VMR Registration	
Laguna Streets	Les	Miklosy	06/18/21	11:07 AM	Online Comment Form VMR	Dear SOCMTS Organizers, This is the best invitation I received in years, thank you for considering MTS solutions to SoCal mobility issues. Unfortunately I received the forum invitation during the forum and could not participate. I completed the survey and look forward to future notices on this topic. Please email me if you wish to discuss anything related to MTS for SoCal and Laguna Beach.
	PJ	Douglas	06/18/21	3:56 PM	Email	Hello Marissa, Please have OCTA Administration strongly consider putting in a South bound freeway off ramp at Stonehill. This would alleviate traffic on Camino Capistrano going to Capistrano Beach and del Obispo going to Dana Point. Follow the traffic and that where most of it ends up. Also the off ramp at Ortega to go West backs up onto the freeway. No safe at all. Thank you, PJDouglas [redacted] [redacted] [redacted]
Capistrano Bay Community Services District	Karen	Morris	06/22/21	9:20 PM	VMR Registration	
	Linda		06/28/21		Hotline Message	My name is Linda. My number is [redacted] please, call me. Thank you.
	Penelope	Mill	06/25/21		Hotline Message	Um hi my name is Penelope Mill. I'm the president of Can Do the Canyon Alliance of neighborhoods, assistance organization, and I had emailed on Friday about our participation in the South County Multimodal Transportation Round Table on the 23rd, giving you the name and email address of our representative Steve Tollef, will be participating on behalf of Can Do, but we, I did not hear back in response with, you know, the link to be able to join. So I'm hoping that you can send that to us either to see if his email address was included in the email that I sent you. So and it's [redacted] or email us, the organization, you can ema[redacted]. That's [redacted]. Sorry. That's .org. I[redacted] and and I will forward the link to Steve. So anyway, I didn't have the email RSVP but I did, it should have been clear. I had of it OCTA, Stakeholder Round Table Participation. So I'm I sent that on Friday as required. So anyway, please do get back to us Penny Mill [redacted] or to Steve Tollef's email. So, thank you very much. Bye.
	Pauline	Chesco	06/25/21		Hotline Message	Yes, my name is Pauline Jesco. I live here at the towers and I was wondering how I could avail myself of your services. We have our local service, transportation service, but there are times when I want to go out of our area here in Laguna Woods. And I'd like to avail myself of the Orange County Transportation System. If you give me a call, I'd appreciate it. My number is [redacted]. Thank you.
	Mark	A Torres	06/25/21		Hotline Message	Yes, my name is Mark A Torres and I was calling regarding the transportation study. I was online a couple of times trying to get through to complete the survey and that stopped at a couple of points and retried and retried. I keep getting hit in the same wall. So, My phone number is [redacted]. Again, that number is [redacted]. Thank you, goodbye.
	Heather	Gillon	06/29/21		Online Comment Form VMR	I work with many individuals who live in San Juan Capistrano. Is it possible to get a bus that goes directly to Walmart (where right now it takes a couple of hours to get there)?
	Chuck	Gildea	06/30/21		VMR Registration	
	Eileen	McCrickerd	06/17/21		TTH Comment	Is there any plan or can you foresee any extension of the transportation for access on weekends? Currently, I do not live near a fixed route bus line and so if I want to travel on Saturday or Sunday I have to get myself to a designated route stop that would be able to pick me up. Maybe extending door to door service for access members.
	Tony	Hay	06/17/21		TTH Comment	What's being done to implement smart traffic signals? Most operate on a fixed schedule. What we really need is a system that can change depending on traffic at specific times of the day. Anything like that in the works?
	Chuck	Gilday	06/17/21		TTH Comment	I occasionally take the train to San Diego. They have a flex service there that is much more extensive than the one we have here on south Orange County. I am an access passenger. I would like to see the flex schedule extended from Mission Viejo into my downtown - it would save us money here.
	Carolyn	Campbasso	06/17/21		TTH Comment	Orange County doesn't have enough transporation.
	Lea	Myers	06/17/21		TTH Comment	What kind of accommodations are there being made for the disabled community?
	Barbara	Rush	06/17/21		TTH Comment	1. I think that there is a city in Utah where they have left turn yellow blinking lights so that it doesn't slow traffic as much. This seems like a great improvement to have here. Sometimes, the red turn arrow prevents the flow of traffic when there is no oncoming traffic and that costs us all time. 2. I know there are extra funds in all of the cities - why not have them all contribute to opening up our toll roads? We could eliminate a lot of congestion on the freeways.
	Justin	Wong	06/17/21		TTH Comment	For the last few years, I noticed the bus services aren't very frequent there. They are more frequent in Anaheim. Will there be a freeway BRT in the future that goes from Laguna to Fullerton?
	Marla	Rajput	06/17/21		TTH Comment	Do we have a technology bot that counts cars passing over the signaled wire? How come we are still behind with technology? I'm disappointed with the appointment of all the Transportation committee members. They haven't done anything productive so far in the last 10 years.
	Dale	Nethery	06/17/21		TTH Comment	We only have two bus routes here in Rancho Santa Margarita. Are there any plans to expand the transportation system in this community?

Organization	First Name	Last Name	Date	Time	Submission Type	Message
	Carolyn	Boyd	06/17/21		TTH Comment	Is there anyway you can designate a lane for 18 wheelers so they don't cause a danger to other drivers?
	BriaN	Cox	06/17/21		TTH Comment	What specific steps do you invision need to be taken to incorporate bicycles into the transportation system?
	Jupi	Chen Kuo	06/17/21		TTH Comment	He is concern with people walking and no sidewalks.
	John	Garay	06/17/21		TTH Comment	I talked at last meeting about the poss. of local shuttles that utilizes the metro better in Tustin. Any developments?
	Constance	Duquette	06/17/21		TTH Comment	I hope traffic is controlled by AI because I'm a pedestrian and bicyclist and cars go through stop signs. People are not paying attention and it's too dangerous to walk and bike. I'd love to hear how you plan on making it safer for pedestrians and cyclists.
	Daniel	Wong	06/17/21		TTH Comment	Her husband had eye surgery, and the bus that picked her husband up after surgery had no shock absorbers.
	Lora	Williams	06/17/21		TTH Comment	I just lost my license at 85 years old. Is there a way to get my scooter on and off the city buses?
	Alfred	John Zucker	06/17/21		TTH Comment	No question
	Thomas	Zolan	06/17/21		TTH Comment	The bus system used to offer senior discounts on Fri, Sat, and Sun. to the fair. The buses don't offer this discount anymore. Why?
	Kathleen	Buck	06/17/21		TTH Comment	I live right by the Aliso exit on the 5 and I got a notice that they would be installing 100 pylons and widening the road over the creek. We have had a LOT of wildlife in our yards - ducks, squirrels, etc - and I am concerned for the environment as well as the community. We are getting duck eggs, rats, animals in the pools...is there any compensation planned for neighbors who are put out by this? We have extra cleaning, etc, to do because of this.
	Bill	Davis	06/17/21		TTH Comment	This is all a wonderful idea, but what's being done for our black and Mexican communities? Anything in the works to make transportation better in those communities?
	Elaine	Frank	06/17/21		TTH Comment	I appreciate the bus and train services from OCTA because I do not drive. In training some of the bus drivers, they don't keep a steady speed and that can cause motion sickness.
	Luis	Hernandez	06/17/21		TTH Comment	DNC
	Evelyn	Mccuistion	06/17/21		TTH Comment	no response
	Andrew	Avina	06/17/21		TTH Comment	No answer
	Irene	Bronson	06/17/21		TTH Comment	What are they doing to protect the low and middle class on paying for HOV lanes and Fast Track that are just for the rich?
	Karen	Gorman	06/17/21		TTH Comment	No response
	James	Pieratt	06/17/21		TTH Comment	no repsonse
	Cindy	Cross	06/17/21		TTH Comment	I've heard Laguna Woods lady raising questions about equity. I have a question about equity on the other end. Does OCTA have ideas for charging stations for the Joe Biden's of the world and their electric vehicles?
	Virginia	Bayliss	06/17/21		TTH Comment	With all the recent shootings on the freeways, will OCTA put more overhead cameras on the overpasses?
	Lori	Miller	06/17/21		TTH Comment	I take the access here in Rancho Santa Margarita. Will they ever run on the weekends?
	Brian	Grode	06/17/21		TTH Comment	What is the status of the 5 freeway plan at El toro?
	Lavinia	Wohlfert	06/17/21		TTH Comment	Can there be something done about the bus stops themselves? Sometimes it is really hot, there is no shade, and that is a great discouragement to riding the bus.
	Cassandra	Haggins	06/17/21		TTH Comment	I missed a doctors appointment do to there being another pickup added. What's being done to prioritize people and their trips based on importance and urgency? Also, I use a walker. I fell on my way out of the door, and the driver said he wasn't allowed to touch me. Is there a reason the drivers can't help someone who's fallen and can't get up?
	Theresa	Salisbury	06/17/21		TTH Comment	Drivers that pick me up - 360 taxis. I don't have to pay. I'm very grateful that I don't have to drive. I've had seizures.
	Kevin	Mcdermott	06/17/21		TTH Comment	no comment
	Carl	Koncz	06/17/21		TTH Comment	no comment
	John	Gregg	06/17/21		TTH Comment	Why aren't bicycles getting taxed for putting in the bike lanes?
	Kyvan	Zainabadi	06/17/21		TTH Comment	What is OC-FLEX and when will this be offered?
	Dana	Cornelius	06/17/21		TTH Comment	The highway overhead signs are being unlawfully used for messages. Is the county doing anything to correct this issue?
	Stephen	Johnson	06/17/21		TTH Comment	Is there any creative research being done on transportation? Such as Trolley, Train, etc.
	Robert	Macvicar	06/17/21		TTH Comment	There are some bus benches that aren't being used at the bus stop Laguna Miguel? Will they resume a bus services at that location?
	Beverly	Bernstein	06/17/21		TTH Comment	1. Most cyclists are very law abiding. I have had a couple that go down the middle of the lane when there is no bike lane. They won't go near the cars. One of them, when we pulled up at a signal together, he told me I am supposed to stay 6 feet behind him until he can get to a bike lane. Is this true? 2. When you keep building apartments, such as on Jamboree, are you going to widen the street at all? There is a lot more traffic there now. I am concerned about how long it takes to widen a street because University has taken so long.
	Maeve	Eisenberg	06/17/21		TTH Comment	If they do this expansion with the buses, are they taking away the carpool lane? There's no room on the 5 to expand.
	June	Lange	06/17/21		TTH Comment	No comment
	Catherine	Schreiner	06/17/21		TTH Comment	Is there ever going to be transportation for seniors in my community?
	Andrew	Graner	06/17/21		TTH Comment	I've lived in OC for over 30 years and I'm in an electric wheelchair - disabled. What are the plans for improving access to other places around here? Like in LA?
	Lisa	Talmage	06/17/21		TTH Comment	no comment
	Alice	Gharibjanians	06/17/21		TTH Comment	no comment
	Catherine	Young	06/17/21		TTH Comment	The access bus doesn't come down the side that I live on. Are there any plans to expand that route for us seniors?
	Ira	Gruber	06/17/21		TTH Comment	I have lived in Irvine close to 40 years. I have watched Irvine grow from a relatively quiet suburb into the economic powerhouse it is today. I don't own a car, I have not for many years. I choose to use the local bus service instead and where I live it is in a particular area of Irvine that my transportation options is pretty good. This isn't true in much of OC. I don't think we are running busses effectively - a lot of parts of S OC particularly, we need smaller, more frequent vehicles.How does that figure in to the plans and studies so far?
	Phillip	Rosen	06/17/21		TTH Comment	Lives in a senior building, Would like more transportation in his area. He has to take the same day taxi, and waits up to 4 hours. Why doesn't OCTA have but 2 taxi's in that area?
	Lisa	Staight	06/17/21		TTH Comment	I know bus drivers evaluated on their safety and skills, but what about their customer service? If a bus driver could help me navigate the system, I could rate them higher and be more comfortable using the system!
	David	Ramseyer	06/17/21		TTH Comment	Several years ago, they were considering extending the 241 S and meet up with the 5 south of San Clemente. One of the routes that I thought was the best went east of Pico Blvd and came out near the north end of Camp Pendleton. That was turned down because they thought it might disrupt some bird flight in that area.
	Pamela	Peery	06/17/21		TTH Comment	We have a lot of homeless that camp out at the train station at San Clemente, north beach. When will they come out and enforce anti loitering laws (or whatever they are called)?
	Louis	Kramer	06/17/21		TTH Comment	Considering that 42% of the current poll voters want to increase bus and rail transportation, how can OC increase rail transit between urban areas as OC is a traditionally rural/suburban area? We have downtown urban cores - how can orange county connect its downtowns together to create an urban loop?
	Edith	Bates	06/17/21		TTH Comment	I am 78, I need transportation to see my doctor and current services are very limited and strict . This is worrysome because people like me and other senior friends can not use services for doctors visits. I live Bristol/McCarthur and I take 55 but I need transfers and waiting time is very long also drivers are very rude, sometimes they see us running and close the door in our face even though we are seniors
	Jesus	Santillan	06/17/21		TTH Comment	I don't use public trasportation
	Lucina	Rivera	06/17/21		TTH Comment	no comment
	Carmen	Rosales	06/17/21		TTH Comment	I'm 84 and there's no one that gives me help with rent. I have help with transportation when I'm sick and things like that, but I don't have the help I need with other things. Why is that the people that are here for many many years, we can't get help. The government gives money to everyone else--people in other countries-- but not to people who have been here for years and years.
	Armando	Sardon	06/17/21		TTH Comment	Do you have transportation for when I need it'
Arcturus Marketing	Shannon	Martinez	07/07/21		VMR Registration	

Appendix D
Notification Materials

Appendix D.1	Stakeholder Communications Toolkit
Appendix D.2	Study Website
Appendix D.3	List of Organizations
Appendix D.4	Eblast #1 — Telephone Townhall Meeting, Survey and Virtual Meeting Room Invite
Appendix D.5	Eblast #2 — Survey and Virtual Meeting Room Reminder
Appendix D.6	Eblast #3 — Survey and Virtual Meeting Room Last Chance
Appendix D.7	Telephone Townhall Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)
Appendix D.8	Live Facebook Advertisement
Appendix D.9	Facebook Posts
Appendix D.10	Twitter Posts
Appendix D.11	News Release
Appendix D.12	Study Blog Article
Appendix D.13	One the Move Article

Appendix D

Appendix D.1 Stakeholder Communications Toolkit

Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Dear Stakeholder,

The Orange County Transportation Authority (OCTA) is entering Phase 2 of the South Orange County Multimodal Transportation Study (SOCMTS). The SOCMTS will identify improvements in south Orange County for all modes of transportation, including streets, transit, freeways and bikeways beyond the year 2045.

During Phase 1 of the study in fall 2020, OCTA engaged with residents and stakeholders and completed a survey in multiple languages, including English, Spanish, Vietnamese, Korean and Mandarin.

Among the survey findings, the respondents said that they would like to see:

- Reduction in **traffic congestion**
- Increased frequency and accessibility of **multimodal transportation**
- Increased safety and efficiency for **all modes of travel**, and
- Increase in **alternative transportation** frequency and accessibility.

Phase 2 will be starting this spring/summer 2021 to present the draft transportation strategies. The community and stakeholders will be asked to participate to help prioritize transportation strategies and solutions.

As a key stakeholder, we are reaching out to you to offer optional methods for sharing project and public survey details with your community. These efforts are intended to complement the other public notification methods that OCTA is using to promote this project. The survey will be available through Monday, July 12, 2021. Below are some suggested options on ways to share project and community survey details:

1. **Distribute electronically via email:** Share the community survey (SouthOCStudysurvey.com) with your e-mail contacts. You can link to the survey HERE.
2. **Post to your website:** You can use this image to post to your homepage. The image would then need to be linked to the following LINK for the project's webpage.
3. **Social media posting:** Download our OCTA image HERE, post it on your social media profiles (Facebook, Twitter, Instagram, etc.), and share the following link (SouthOCStudysurvey.com) on your post.
4. **Newsletter Announcement:** Provide information regarding the project and community survey via your organization's newsletter.

Please see the next page for simple copy-and-paste-ready text you can use to share this information with your community.

If you have any questions, please contact Marissa Espino at mespino@octa.net or at 714-560-5607. We thank you for your support and look forward to working with you in spreading the word about this project and capturing valuable survey results!

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OCTA

ADDITIONAL INSTRUCTIONS

1. **Distribute electronically via email:**
   - **A.** You can use this image to share meeting information with your contacts/membership. Link the image to the following LINK.
   - **B.** Or copy and paste the following text into the body of an email:

     The Orange County Transportation Authority (OCTA) wants to hear your feedback on mobility strategies that will help identify future improvements to local streets, transit, freeways and bikeways for the Orange County Multimodal Transportation Study (SOCMTS). Through July 12th, please take a short survey online at SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy.

2. **Post to your website:** You can use this image to post to your homepage. Link the image to the following LINK (http://metroquestsurvey.com/st7h7p).

3. **Social media posting**: Post this LINK (*SouthOCStudysurvey.com)* on your social media page(s) or copy and paste the following text and this image into your social media accounts:

   - **A. Facebook:** *@goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback by taking a short community survey through July 12th at SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy.*
   - ***B.*** **Twitter:** *@goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback by taking a short community survey through July 12th at SouthOCStudysurvey.com or call in at 833-711-8070. For more information, visit octa.net/SouthOCStudy.*
   - **C. Instagram:** *@goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback by taking a short community survey through July 12th at SouthOCStudysurvey.com or call in at 833-711-8070. For more information, visit octa.net/SouthOCStudy.*

4. **Newsletter Announcement**: Provide information regarding the project and the community survey via your organization's newsletter. Copy and paste the following text into the body of the newsletter:

   The Orange County Transportation Authority (OCTA) wants to hear your feedback on mobility strategies that will help identify future improvements to local streets, transit, freeways and bikeways for the Orange County Multimodal Transportation Study (SOCMTS). Through July 12th, please take a short survey online at SouthOCStudysurvey.com or take the survey on our information line at 833-711-8070. For more information, visit octa.net/SouthOCStudy.

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Appendix D

Appendix D.2 Study Website

South Orange County Multimodal Transportation Study

PROJECT CONTACT

MARISSA ESPINO
Community Relations Officer
(714) 560-5607(tel:(714) 560-5607)
Mespino@octa.net(mailto:Mespino@octa.net)

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Overview

Over the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County and more time lost in traffic if we don't plan ahead. Therefore, the Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the South Orange County Multimodal Transportation Study (SOCMTS) will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs beyond the year 2045.

You're Invited

SURVEY
Please take a short survey online or by phone to share your feedback on mobility strategies that will help improve transportation in south Orange County in the future.

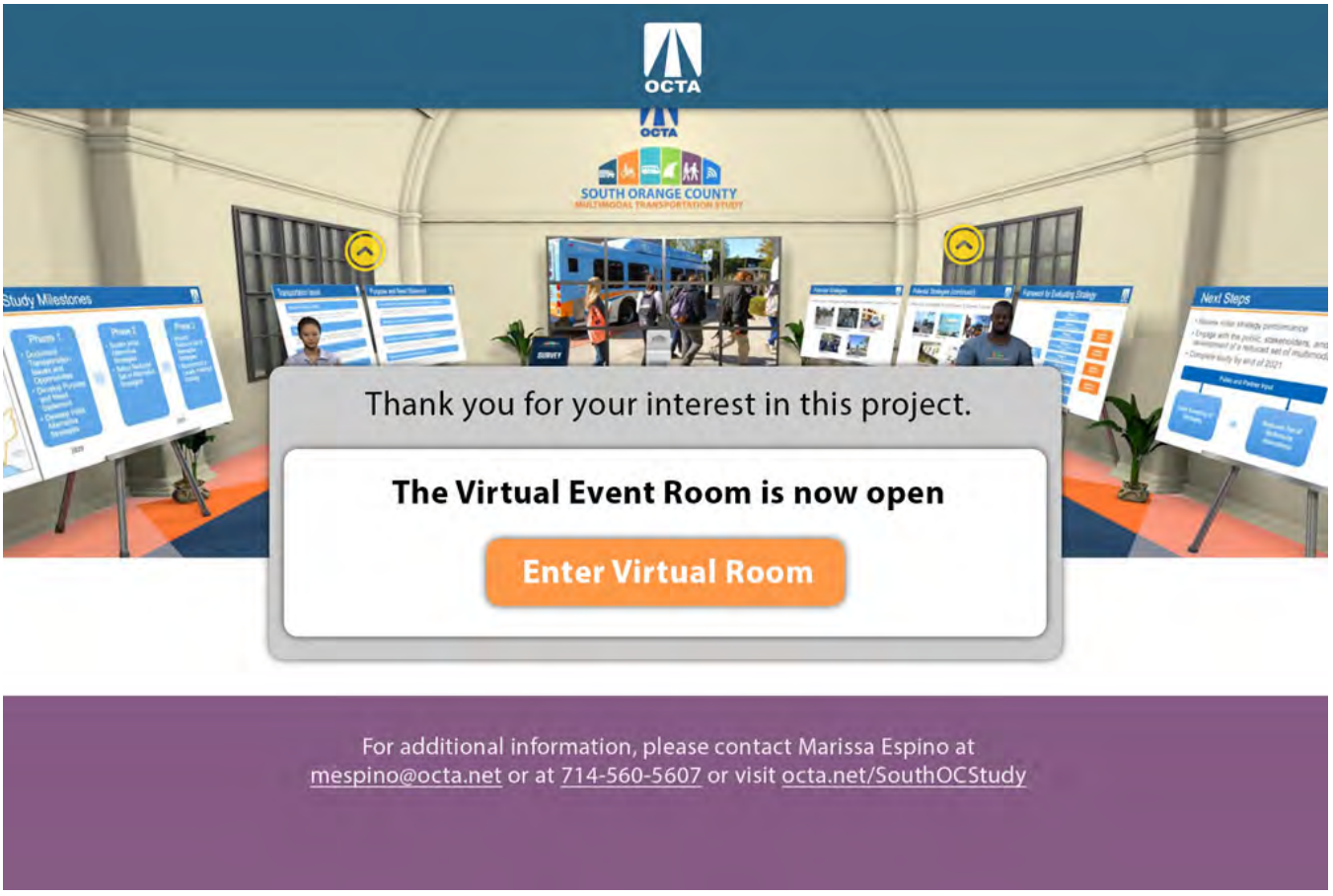
Survey Link: SouthOCStudysurvey.com(https://live.metroquestsurvey.com/?u=st7h7p#!/?p=web)

Survey Phone: (833) 711-8070

Telephone Town Hall

On June 17th, 2021, OCTA conducted a Telephone Town Hall to gain community input on the study. Recordings of the call can be found below:

- English Recording (/uploadedfiles/SOCMTS-TTHM-Recording-06-17-21-English.mp3)
- Spanish Recording (/uploadedfiles/SOCMTS-TTHM-Recording-06-17-21-Spanish.mp3)



(https://www.virtualeventroom.com/octa/socmts/)

Study objectives

- Work collaboratively with stakeholders
- Leverage all modes of transportation
- Address long-term mobility needs
- Develop consensus on a set of transportation improvements across all modes

Study area

The Study area covers about 40 percent of the County from State Route 55 to the San Diego County line and from the coast to the foothills.

Project Status

The study is to be completed in late 2021 and the public and key stakeholders will be involved throughout the study process.

Study Phases:

Phase 1
- Identify issues and opportunities
- Establish goals
- Develop strategy options

Phase 2
- Analyze strategy options
- Eliminate lower performing options

Phase 3
- Further analyze remaining options
- Recommend a Locally Preferred Strategy

If you have any questions or would like to share a comment about the study, email Community Relations Officer Marissa Espino(mailto:mespino@octa.net) or call the survey hotline at 833-711-8070.

SIGN-UP FOR UPDATES AND ALERTS

GET CONNECTED

(/GETCONNECTED)

STAY CONNECTED

(HTTP://WWW.FACEBOOK.COM/GOOCTA)

(HTTP://TWITTER.COM/GOOCTA)

(HTTP://WWW.YOUTUBE.COM/GOOCTA)

(HTTP://WWW.INSTAGRAM.COM/GOOCTA)

Orange County Transportation Authority

OCTA

BUS INFORMATION

(714) 636-7433(tel:714-636-7433)

Appendix D

Appendix D.3 List of Organizations

Organization	Organization	Organization
3000 The Plaza Irvine Homeowners Association	Harvest Community Church of Irvine	Orange County Health Care Agency
5th Marine Regiment Support Group	Headrick Medical Center	Orange County Hispanic Chamber of Commerce
AAA - Automobile Club of Southern California	Hearthstone Housing Foundation	Orange County Small Business Development Center
Acres of Love	Heritage Committee	Orange County United Way
Aegean Heights Homeowners Association	Heritage Hill Historic Park	Orange County Visitors Association
Affordable Housing Access Inc	Hilton Orange County/Costa Mesa	Orange County Women in Networking
Aliso Creek Church	Hoag Health Center	Orange County Youth Chamber of Commerce
Aliso Viejo Chamber of Commerce	Hoag Memorial Hospital Presbyterian	Our Father's Table
Aliso Viejo Community Association	Hotel Joaquin/ Laguna Beach Chamber of Commerce	Our Lady of Pillar Catholic Church
Aliso Viejo Country Club	I.C.A.R.E Dog Rescue	Outlets at San Clemente
Aliso Viejo Ranch	i-5 Freedom Network	Pacific Marine Mammal Center
Alliance for a Healthy Orange County	ICU Medical	PADI
Ambridge Maintenance Association (Accell Property Management)	Immaculate Heart of Mary Catholic Church	Palm Tree Communities
American Institute of Architects Orange County	Irvine Business Complex	Palmia Master Association
American Lung Association in California	Irvine Community Church	Panasonic Avionics Corporation
American Planning Association- Orange County Chapter	Irvine Company	Pedego Electric Bikes
Amtrak	Irvine First Chinese Baptist	Pet Project Foundation
Applied Medical	Irvine Kiwanis Club	Pinot's Palette
Aquatic Technologies	Irvine Ranch Water District	Pintar Investement Company
Arroyo Vista Elementary YMCA	Irvine Rotary Club	Plaza Tower
Arthritis Center of Southern Orange County	Irvine Spectrum Center	Promenade Villas Homeowners Association
Ashford Place Maintenance Association (Keystone Pacific)	Irvine Unified School District	Quest Software
Asian Business Association Orange County	Irvine Valley College	R.D. Olson Development
Assistance League of Laguna Beach	Jax Bicycle Center	Race 4 the Environment
ASU University	John Wayne Airport	Rancho Cielo Home Owners Association (Seabreeze Management Company)
Auburn Homeowners Association (Action Property Management)	Journey Christian Church	Rancho Mission Viejo
Avanir Pharmaceuticals Inc	Jubilee Presbyterian Church in Irvine	Rancho Mission Viejo, LLC
Aventura Sailing	Julie Laughton Design Build/ Laguna Beach Chamber of Commerce	Rancho San Clemente Community Association (Curtis Management Co.)
AYSO	Kaiser Permanente Orange County Irvine Medical Center	Rancho Santa Margarita Chamber of Commerce
Bay Laurel Homeowners Association	Kawamura College Advisement	Rancho Santa Margarita Landscape and Recreation Corporation
BAYSIDE VILLAGE HOA	Kawasaki Motors Corp., U.S.A.	Rancho Santa Margarita Library
BAYVIEW TERRACE HOA	Kiwanis Club of Laguna Woods Village	Redan Medical Inc.
Bayview/Baycrest Court HOA	Kiwanis Club of Mission Viejo	Relay for Life
BEACON BAY COMMUNITY ASSOC.	Kiwanis Club of San Clemente	Rock Harbor Church
Bell Fleur Homeowners Association	Knights of Columbus	Rotary Club of Irvine
Bellwether Financial Group	Korean Community Services	Rotary Club of Laguna Niguel
Best Best and Krieger LLP	Korean Resource Center (KRC) - Orange County Office	Rotary Club of Mission Viejo
Bicycle Club of Irvine	Korean Resource Center (KRC), Orange County Office	Saddleback Adult Education SJC Campus
Blue Lagoon HOA (Action Property Management)	La Mirage at Aliso Viejo HOA (Total Property Management)	Saddleback Church (Irvine South Campus)
Blue Lantern Inn	La Vista HOA (Powerstone Property Management)	Saddleback Church Dana Point
BLUFFS H. O. COMMUNITY ASSOC.	Laguna Aesthetics and Vein Center	Saddleback College
Boys & Girls Club of Capistrano Valley	Laguna Beach Canyon Alliance Neighborhood Defense Organization	Saddleback Family & Urgent Care
Boys & Girls Club of the South Coast Area	Laguna Beach Chamber of Commerce	Saddleback Valley Unified School District
Boys and Girls Club Newport Beach	Laguna Beach Community Clinic	Saint Thomas More Church
Braille Institute - Laguna Hills	Laguna Beach Company/ Laguna Beach Chamber of Commerce	Salvation Army Church
Brio Tuscany Grille	Laguna Beach Historical Society	SAMLARC (Rancho Santa Margarita Landscape and Recreation Corporation)
Buchalter/ Laguna Beach Chamber of Commerce	Laguna Beach Interfaith Council	San Clemente Arts Association
Building Industry Association	Laguna Beach Library	San Clemente Chamber of Commerce
Burnham Ward Properties	Laguna Beach Net Works Christian Church	San Clemente Community Center
C. J. Segerstrom & Sons	Laguna Beach Riviera Lions Club	San Clemente Downtown Business Association
Cabrillo Playhouse	Laguna Beach Rotary Club	San Clemente Exchange Club
Cal State Fullerton	Laguna Beach Saddleback	San Clemente Green
California Avocado Society Inc	Laguna Beach Seniors	San Clemente Junior Woman's Club
California Bank & Trust/ Le Tip of Irvine Spectrum	Laguna Beach Unified School District	San Clemente Library
Caltrans, District 12	Laguna Beach United Methodist Church	San Clemente Medical Group
Calvary Chapel Costa Mesa	Laguna Beach Visitors Center	San Clemente Sunrise Rotary Club
Camden Park HOA (Optimum Professional Property Management)	Laguna Board of Realtors	San Clemente Times & Dana Point Times
Camino Health Center	Laguna Canyon Foundation	San Diego Gas and Electric
Canyon Estates Community Association	Laguna Coast Wilderness Park	San Juan Capistrano Fiesta Association
Capistrano Beach Care Center	Laguna Crest Estates Community Association (Accell Property Management)	San Juan Capistrano Historical Society
Capistrano Unified School District	Laguna Dana Urgent Care	San Juan Capistrano Library
Capo Beach Church	Laguna Health & Wellness Center	San Juan Capistrano Rotary Club
Captain's Hill HOA (Dana Pacific Management Services)	Laguna Hills Anticoagulation Clinic	San Juan Chamber of Commerce
Car Sound Exhaust System, Inc.	Laguna Hills Chamber of Commerce	San Onofre Parks Foundation
Cardinal Property Management	Laguna Hills Technology	Santa Ana Active Streets
Casa Romantica Cultural Center & Gardens	Laguna Niguel Chamber of Commerce	Santa Ana Business Council, Inc.
Casa Romantica Cultural Center and Gardens	Laguna Niguel Library	Santa Ana Chamber of Commerce
Casino San Clemente	Laguna Niguel Lions Club	Santa Ana College (SAC)
Casta Del Sol HOA	Laguna Niguel Republican Women Federated	Santa Ana Main Public Library
Catalina Express	Laguna Niguel Woman's Club	Santa Ana Unified Adult Transition
Center for Spiritual Living Capistrano Valley & Executive Suites at Talega	Laguna Playhouse/ Laguna Beach Chamber of Commerce	Santa Ana Unified School District (SAUSD)
Chamber of Commerce Mission Viejo	Laguna Presbyterian Church	Santa Margarita Water District
Chapman University	Laguna Sur HOA (Seabreeze Management)	Sawdust Art Festival
Chief Strategy Officer	Laguna Woods Democratic Club	SCKE - Odyssey Medical Group
Child Guidance Center, Inc.	Laguna Woods History Center	Sea & Sage Audubon Society
Chinese Baptist Church of Central Orange County	Laguna Woods Library	Sea & Sage Audubon Society - Orange County Chapter
Church By the Sea	Laguna Woods Village - Community Civic Association	Seniors in Transit
Church in Irvine	Lake Forest Chamber of Commerce	Serrano Creek Community Park
Church of Scientology of Orange County	Lake Forest Community Association	Shorecliffs Golf Course
City Harvest Church Orange County	Lake Forest Community Association	Sierra Club - Orange County Conservation Committee
City of Aliso Viejo	Lake Forest Golf and Practice Center	Sikh Center of Orange County
City of Costa Mesa	Lake Forest II - Ranchwood	SoCal Gas Company
City of Dana Point	Lake Forest II Master Homeowners Association	Soka Performing Arts Center
City of Irvine	Lake Forest Keys HOA	Soka University
City of Laguna Beach	Lake Forest Shores	South Coast Global Medical Center
City of Laguna Hills	Lake Forest Village Shopping Center	South Coast Medical Group
City of Laguna Niguel	Las Flores Elementary/ Middle School YMCA	South Coast Metro Alliance
City of Laguna Woods	Latino Health Access	South Coast Plaza
City of Mission Viejo	Laurelwood Homeowners Association	South Coast Roadrunners
City of Newport Beach	League of United Latin American Citizens (LULAC)	South Coast Water District
City of Newport Beach	Liberty Park	South County Chamber of Commerce
City of Rancho Santa Margarita	LIDO SANDS COMMUNITY ASSOCIATION	South County Outreach
City of San Clemente	Lions Club	South Laguna Civic Association
City of San Juan Capistrano	Lion's Heart - Aliso Viejo	South Orange County Community College District
City of Santa Ana	Little Balboa Property Owners Association	South Orange County Economic Coalition
City of Tustin	Little League	South Shores Church
Coalition for Clean Air	Little Saigon Foundation	Special Camp
Community Health Centers	Lowe's	Spectrum Church Irvine
Coast Hills Church	Main Place Mall	Spectrumotion
Coastland University Rancho Santa Margarita	MAKO Educational Foundation	St Edward the Confessor Parish School
Coastline Community College-Newport Beach	Marblehead Community Association (FirstService Residential)	St Francis By The Sea Catholic Church
Colinas De Capistrano Community Association	Marconi Automotive Museum	St. Joseph Health
College-Environmental Tech	Mares Foundation	St. Mary's Episcopal Church Laguna Beach
Columbus Grove HOA - Ainsley Park	Marina Hills Planned Community Association (Keystone Pacific)	Stanbridge University, Orange County
Columbus Grove HOA - Clarendon	Marine Adoption Committee	Summer Place Homeowners Association
Community Action Partnership of Orange County	Mariners Church	Sunhollow HOA (Accell Property Management)
Community Management Corporation	Marinita Homeowners Association	Sunset Place of Laguna Hills Homeowners Association
Community Outreach Alliance	Marque Urgent Care	Surf Rider Orange County Chapter
Compass Bible Church	McDowell School	Surfing Heritage and Culture Center

Organization	Organization	Organization
Concentra Urgent Care	Medical Concierge Mental Health Center	Surfrider Foundation
Concord USA/ Le Tip of Irvine Spectrum	Melissa Data	SVUSD
Concordia University Irvine	Memorial Care Health System	Talega Maintenance Corporation
Cornerstone HOA	Metro Town Square	Temple Hills Community Association
CORONA HIGHLANDS POA	MicroVention Inc	Terrace View Homeowners Association
Corpus Christi Church	Milano HOA (Action Property Management)	The ALS Guardian Angels Foundation
Costa Brava at Rancho Niguel	Mission Hospital	The Capistrano Dispatch
Costa Mesa Chamber of Commerce	Mission Hospital - Laguna Beach	The Chamber Newport Beach
Costa Mesa Marriott	Mission Viejo Activities Committee	The Chronically Awesome Foundation
Coto de Caza News	Mission Viejo Chamber of Commerce	The District at Tustin Legacy
County of Orange	Mission Viejo Community Foundation	The Doyle Foundation
Crown Valley Highlands Community Association	Mission Viejo Rotary Club	The Ecology Center
Crystal Cay HOA	Mission Viejo Senior Activities Committee	The Hydration Room IV and Injection Therapy
Crystal Cove Conservancy	Mobility 21	The Kennedy Commission
Cyprus Shore Homeowners Association	Modjeska Playhouse	The LAB Holding Company
Dana Point 5th Marine Regiment Support Group	MOMS Resource Center	The Laguna Beach Community Foundation
Dana Point Chamber of Commerce	Monarch Bay Plaza	The Laguna Playhouse
Dana Point Coastal Arts	Monarch Beach Master HOA (Keystone Pacific)	The Marina at Dana Point
Dana Point Community Center	Monarch Beach Promenade	The OC Marathon
Dana Point Fine Arts Association	Monarch Beach Resort	The Orchard
Dana Point Harbor Partners	Monarch Beach Sunrise Rotary Club	The Outlets at Orange
Dana Point Historical Society	Monarch Summit I HOA	The Redwoods Homeowners Association
Dana Point Lantern District Alliance	Moulton Niguel Water District	The Reserve at Rancho Mission Viejo
Dana Point Library	Moulton Ranch III (Action Property Management)	The Shops at Mission Viejo
Dana Point Marina Inn	Multi-Ethnic Collaborative of Community Agencies (MECCA)	The Village at Laguna Hills
Dana Point Physical Therapy	Music Preserves Foundation	The Westin South Coast Plaza
Dana Point Women's Community House	Nadadores - Dive	Tijeras Creek Elementary YMCA
Dana Point Yacht Club	Nadadores - Swim	Tijeras Creek Golf Club
Dana Wharf Sportfishing & Whale Watching	Neck & Back Medical Center	Toastmasters of Laguna Beach
Dennis and Leslie Power Library, Laguna College of Art and Design	Neighborhood Congregational Church	Trabuco Highlands Community Association (Keystone Pacific)
Destination Irvine	Nellie Gail Ranch Owners Association	Trabuco Mesa Park
Discovered Money	New Life Irvine	Traditional Fine Arts Organization
Doheny State Beach Interpretive Association	New University Newspaper, University of California, Irvine	Trails 4 All
Doheny State Park	Newport Beach Chamber of Commerce	Transit Advocates of Orange County
Dove Canyon Country Club	Newport Beach Foundation	Transportation Corridor Agencies
Downtown, Inc.	Newport Center Toastmasters	Turtle Rock Glen Community Association (Keystone Pacific)
EASTBLUFF HOMEOWNERS COMMUNITY ASSOC.	Newport Church	Tustin Chamber of Commerce
Edwards Lifesciences Corporation	Newport/Irvine Rotary Club	Tustin Community Foundation
Efficient Power Conversion Corporation	Newport-Mesa-Irvine Interfaith Council	Tustin Host Lions Club
El Toro Water District	Niguel Botanical Preserve	Tustin Meadows - West
Elks of Mission Viejo	Niguel Shores Community Association	Tustin Ranch Golf Club
Evolution Haiti	Norman P. Murray Community and Senior Center	Tustin Unified School District
Exodus3	OC Fair	Tustin/Santa Ana Rotary Club
Expressions HOA (Accell Property Management)	OC Health Care Agency	Unidos South OC Inc
Festival of Arts and Pageant of the Masters	OC Register	Unitarian Universalist Church
Firebrand Media/ Laguna Beach Chamber of Commerce	Ocean View Plaza	University of California, Irvine
FivePoint	O'Connell Landscape	University of Phoenix
Fluidmaster Inc	Octane OC	University of Southern California
Foothill Communities Association, Inc.	O'Neill Regional Park	Villa Pacifica Homeowners Association (c/o South Coast Property Management)
Fredric H. Rubel Fine Jeweler/ Laguna Beach Chamber of Commerce	Orange Coast College	Village Church of Irvine
Friends of Harbors, Beaches, and Parks	Orange County	Villagio 1 Community Association (Curtis Management Co.)
Friends of the Dana Point Headlands	Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Vista La Cuesta Homeowners Association
Frisby Cellars Winery	Orange County Association of Realtors	Voyagers Bible Church
Future Leaders of Our Community	Orange County Bicycle Coalition	Vybed Out Radio
Gloria Dei Lutheran Church	Orange County Black Chamber of Commerce	Walmart Neighborhood Market
Good Shepard Lutheran Church	Orange County Business Council	We Rock The Spectrum Laguna Hills Kid's Gym
Grace City Church	Orange County Business Council (OCBC)	WIN-TEAM Racing
Great Opportunities	Orange County Coastkeeper	Women's Club of Laguna Beach
Greater Irvine Chamber of Commerce	for Responsible Development (OCCORD)	Woodbridge Community Church
Greater Light Family Church	Orange County Community Foundation	Wyland Foundation
Greater Orange County Lions Club	Orange County Council of Governments	Yesenia's Humanitarian Foundation
Harbor Christian Church	Orange County Department of Education	YMCA
HARBOR VIEW KNOLL COMMUNITY ASSN.	Orange County Fire Authority	Your Story Matters

Appendix D

Appendix D.4 Eblast #1 — Telephone Townhall Meeting, Survey and Virtual Meeting Room Invite

Kristyn Bogda

From: Marissa Espino <mespino@octa.net>
Sent: Monday, June 7, 2021 11:02 AM
To: Kristyn Bogda
Subject: Join our Telephone Townhall to Plan for South Orange County's Transportation Future

Follow Up Flag: Follow up
Flag Status: Flagged

View this email in your browser

The Orange County Transportation Authority (OCTA) wants to hear your feedback on the mobility strategies that will help identify future improvements to local streets, transit, freeways and bikeways for the **South Orange County Multimodal Transportation Study (SOCMTS)**.

We Want To Hear From You!

Please take this short survey below or by phone to share your feedback on mobility strategies that will help improve transportation in south Orange County in the future.

Join us for a Telephone Townhall to learn about study findings, provide input and ask questions.

Simulcast in Spanish.

Date: Thursday, June 17, 2021
Time: 5:30-6:30 p.m.
Registration URL: octa.net/TTHsignup

A recording of the presentation will be available on the project website following the meeting.

A Virtual Meeting Room will also be open from Monday, June 7 through

Survey link: SouthOCStudysurvey.com

Survey Phone Number: (833) 711-8070

Monday, July 12, 2021 to learn more about the study, make comments and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

Languages and Other Needs

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日（72小时）之前提出，请发送电子邮件至 mespino@octa.net 或致电 (833) 711-8070与Marissa Espino联系。

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 언략처는 마리사 에스피노(Marissa Espino) mespino@octa.net 또는 전화 (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại mespino@octa.net hoặc (833) 711-8070.

Para ver la invitación en español, visite: octa.net/SouthOCStudy

以简体中文查看邀请，请访问：octa.net/SouthOCStudy

한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino,*Principal Community Relations Specialist*

Email: mespino@octa.net

Phone: (833) 711-8070

Project Site: octa.net/SouthOCStudy

La Autoridad de Transporte del Condado de Orange (OCTA) quiere escuchar sus comentarios sobre las estrategias de movilidad que ayudarán a identificar futuras mejoras a las calles, tránsito, autopistas y ciclovías a nivel local para **el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS)**.

¡Queremos Saber Su Opinión!

Realice una breve encuesta en línea o por teléfono para compartir su opinión sobre las estrategias de movilidad que

Únase a nosotros para una reunión telefónica del ayuntamiento para aprender acerca de los hallazgos del estudio, proporcionar información y preguntar preguntas

Simulcast en español.

Fecha: Jueves, 17 de junio de 2021
Horario: 5:30-6:30 p.m.
Regístrese en: octa.net/TTHsignup

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.

ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Enlace a la Encuesta: SouthOCStudysurvey.com

Número de Teléfono de la Encuesta:
(833) 711-8070

También se abrirá una Sala de Reuniones Virtual desde lunes, 7 de junio al lunes, 12 de julio de 2021 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite octa.net/SouthOCStudy para acceder a la Sala de Reuniones Virtual.

Marissa Espino, *Principal Community Relations Specialist*
Email: mespino@octa.net
Phone: (833) 711-8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.5 Eblast #2 — Survey and Virtual Meeting Room Reminder

Kristyn Bogda

From: Marissa Espino <mespino@octa.net>
Sent: Wednesday, June 16, 2021 1:46 PM
To: Kristyn Bogda
Subject: REMINDER: Join our Telephone Townhall to Plan for South Orange County's Transportation Future

View this email in your browser

The Orange County Transportation Authority (OCTA) wants to hear your feedback on the mobility strategies that will help identify future improvements to local streets, transit, freeways and bikeways for the **South Orange County Multimodal Transportation Study (SOCMTS)**.

We Want To Hear From You!

Please take this short survey below or by phone to share your feedback on mobility strategies that will help improve transportation in south Orange County in the future.

Survey link: SouthOCStudysurvey.com

Join us for a Telephone Townhall to learn about study findings, provide input and ask questions.

Simulcast in Spanish.

Date: Thursday, June 17, 2021
Time: 5:30-6:30 p.m.
Registration URL: octa.net/TTHsignup

A recording of the presentation will be available on the project website following the meeting.

A Virtual Meeting Room will also be open from Monday, June 7 through Monday, July 12, 2021 to learn more about the study, make comments

Survey Phone Number:
(833) 711-8070

and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

Languages and Other Needs

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日（72小时）之前提出，请发送电子邮件至 mespino@octa.net 或致电 (833) 711-8070与Marissa Espino联系。

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 언략처는 마리사 에스피노(Marissa Espino) mespino@octa.net 또는 전화 (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại mespino@octa.net hoặc (833) 711-8070.

Para ver la invitación en español, visite: octa.net/SouthOCStudy

以简体中文查看邀请，请访问：octa.net/SouthOCStudy

한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino,*Principal Community Relations Specialist*

Email: mespino@octa.net

Phone: (833) 711-8070

Project Site: octa.net/SouthOCStudy

La Autoridad de Transporte del Condado de Orange (OCTA) quiere escuchar sus comentarios sobre las estrategias de movilidad que ayudarán a identificar futuras mejoras a las calles, tránsito, autopistas y ciclovías a nivel local para **el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS)**.

¡Queremos Saber Su Opinión!

Realice una breve encuesta en línea o por teléfono para compartir su opinión sobre las estrategias de movilidad que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Enlace a la Encuesta: SouthOCStudysurvey.com

Únase a nosotros para una reunión telefónica del ayuntamiento para aprender acerca de los hallazgos del estudio, proporcionar información y preguntar preguntas

Simulcast en español.

Fecha: Jueves, 17 de junio de 2021
Horario: 5:30-6:30 p.m.
Regístrese en: octa.net/TTHsignup

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.

Número de Teléfono de la Encuesta:
(833) 711-8070

También se abrirá una Sala de Reuniones Virtual desde lunes, 7 de junio al lunes, 12 de julio de 2021 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite octa.net/SouthOCStudy para acceder a la Sala de Reuniones Virtual.

Marissa Espino,*Principal Community Relations Specialist*
Email: mespino@octa.net
Phone: (833) 711-8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.6 Eblast #3 — Survey and Virtual Meeting Room Last Chance

Kristyn Bogda

From: Marissa Espino <mespino@octa.net>
Sent: Wednesday, July 7, 2021 11:00 AM
To: Kristyn Bogda
Subject: Last Chance to Take Our Survey for South Orange County's Transportation Future

View this email in your browser

Share your feedback on the transportation study by Monday, July 12.

Take our survey and check out our Virtual Meeting Room for the **South Orange County Multimodal Transportation Study**! Your input is valuable in helping OCTA develop strategies that will help identify future mobility improvements to south Orange County. The survey and Virtual Meeting Room will close this Monday, July 12th.

Survey

Please take this short survey below or by phone. The survey is available in English, Spanish, Korean, Mandarin and Vietnamese.

Survey link: SouthOCStudysurvey.com
Survey phone number:

Virtual Meeting Room

You can also fill out an online comment form through our Virtual Meeting Room to share your thoughts.

(833) 711-8070

Share the survey and Virtual Meeting Room with family, friends, neighbors, or colleagues who live, work, or visit south Orange County.

We look forward to hearing from you!

Marissa Espino, *Principal Community Relations Specialist*
Email: mespino@octa.net
Phone: 833.711.8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.7 Telephone Townhall Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) wants to hear your feedback on mobility strategies that will help identify future improvements to local streets, transit, freeways and bikeways for the **South Orange County Multimodal Transportation Study (SOCMTS)**.

*La Autoridad de Transporte del Condado de Orange (OCTA) quiere escuchar sus comentarios sobre las estrategias de movilidad que ayudarán a identificar futuras mejoras a las calles, tránsito, autopistas y ciclovías a nivel local para **el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS).***

We Want To Hear From You!

¡Queremos Saber Su Opinión!

Please take a short survey online or by phone to share your feedback on mobility strategies that will help improve transportation in south Orange County in the future.

Realice una breve encuesta en línea o por teléfono para compartir su opinión sobre las estrategias de movilidad que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Survey Link / *Enlace a la Encuesta:*
SouthOCStudysurvey.com

Survey Phone Number / *Número de Teléfono de la Encuesta:*
(833) 711-8070

TELEPHONE TOWNHALL
REUNIÓN PÚBLICA TELEFÓNICA

Join us for a Telephone Townhall to learn about study findings, provide input and ask questions.

Simulcast in Spanish.

Únase a nosotros para una reunión telefónica del ayuntamiento para aprender acerca de los hallazgos del estudio, proporcionar información y preguntar preguntas

Simulcast en español.

WHEN / *CUANDO*

Date / *Fecha*:
Thursday, June 17, 2021 / *Jueves, 17 de junio de 2021*

Time / *Horario*: 5:30-6:30 p.m.

Please register by going to **octa.net/TTHsignup**

*Regístrese en **octa.net/TTHsignup***

A recording of the presentation will be available on the project website following the meeting.

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.

VIRTUAL MEETING ROOM / *SALA DE REUNIONES VIRTUAL*

A Virtual Meeting Room will also be open from Monday, June 7 to Monday, July 12, 2021 to learn more about the study, make comments and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

También se abrirá una Sala de Reuniones Virtual desde lunes, 7 de junio al lunes, 12 de julio de 2021 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite octa.net/SouthOCStudy para acceder a la Sala de Reuniones Virtual.

Languages and Other Needs / *Idiomas y Otras Necesidades*

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

한국어 초대장을 보시려면, 을 방문하십시오:
octa.net/SouthOCStudy

以简体中文查看邀请，请访问: octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập:
octa.net/SouthOCStudy

Marissa Espino
Principal Community Relations Specialist
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur

OCTA

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

PRSRT STD
ECRWSS
U.S. POSTAGE
PAID
SANTA ANA, CA
PERMIT NO. 985

Appendix D

Appendix D.8 Live Facebook Advertisement

Last chance!
Take our survey at
SouthOCStudysurvey.com
or call 833-711-8070.
South OC Multimodal Transportation S...
Share your feedback on the transportati...

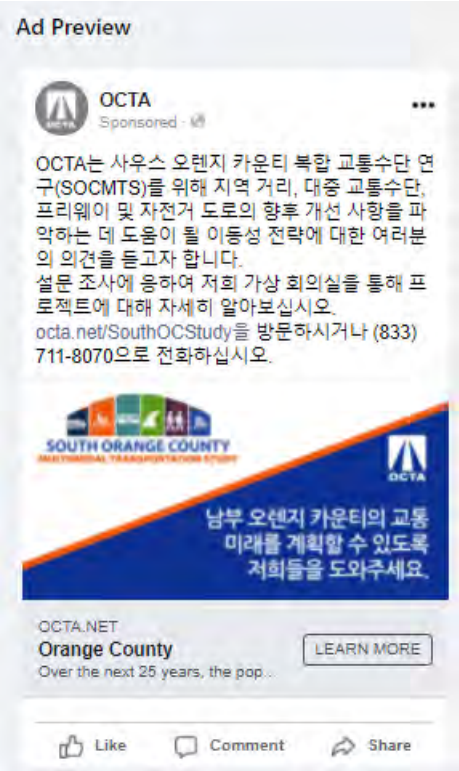
Appendix D

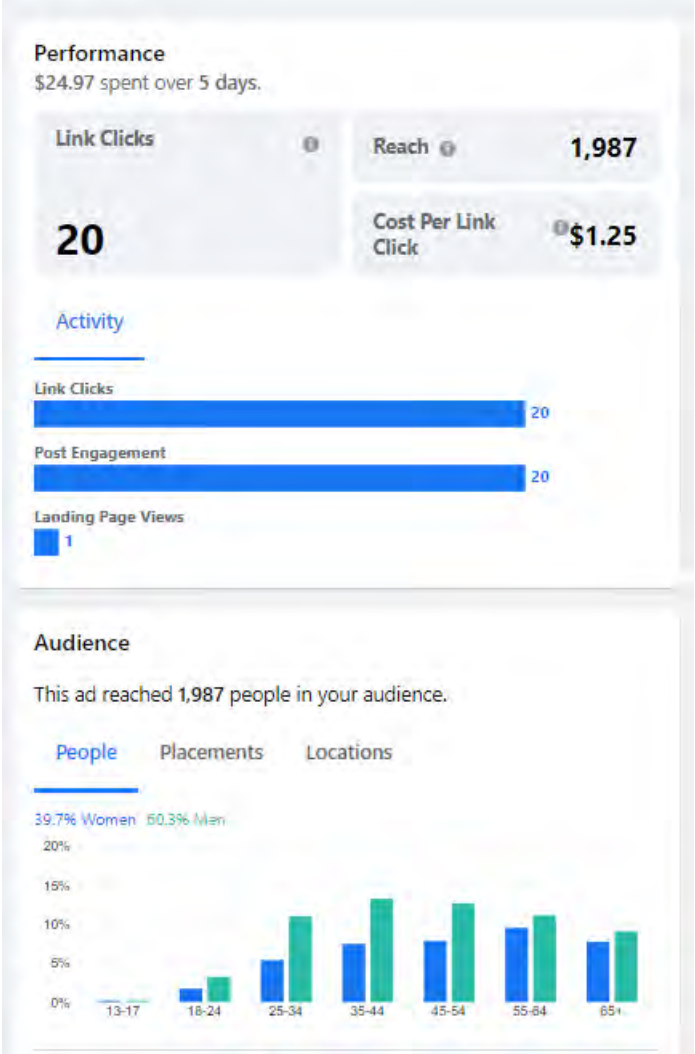
Appendix D.9 Facebook Posts

6/7/21 English Advertisement

6/8/21 Spanish Advertisement

6/8/21 Korean Advertisement

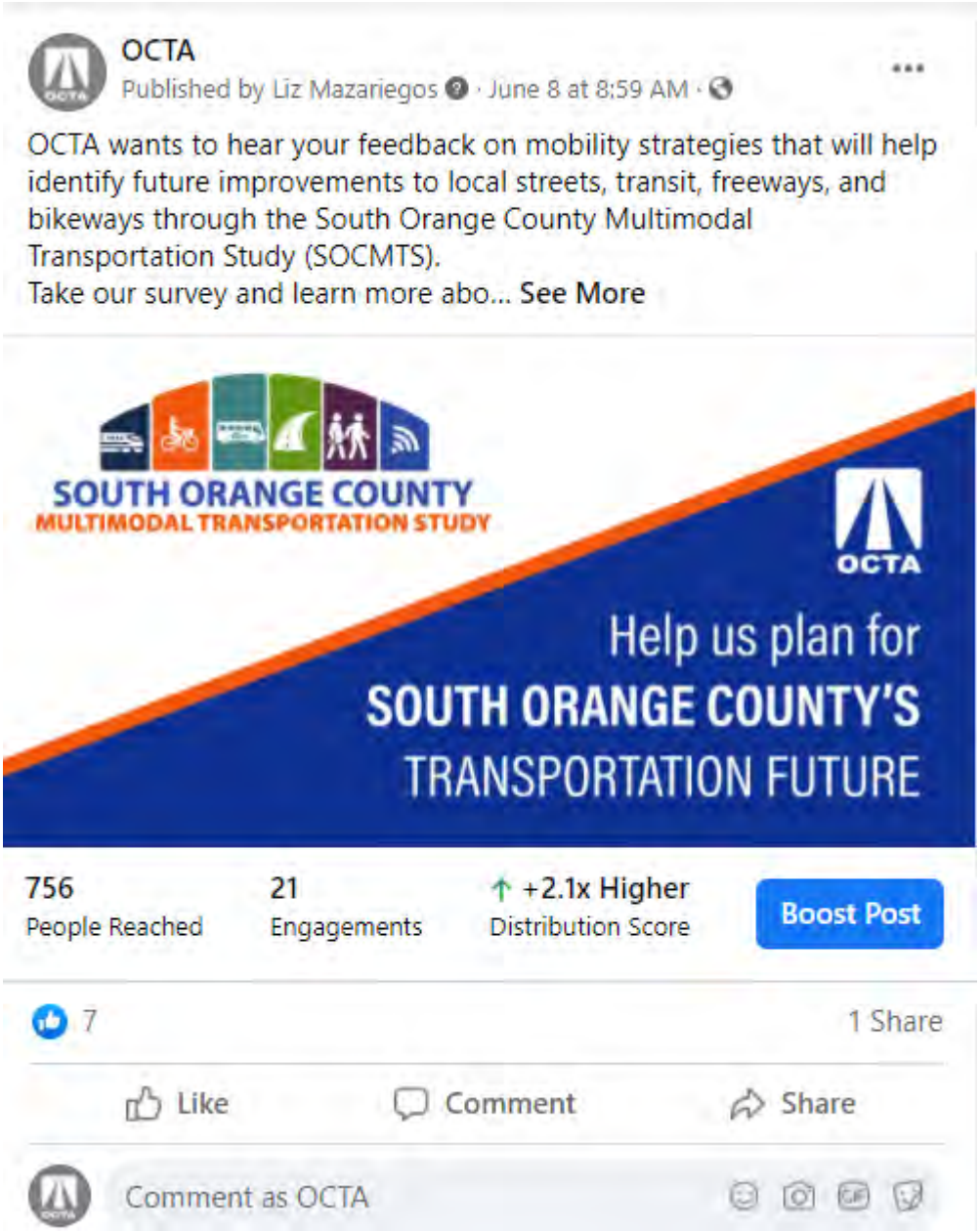




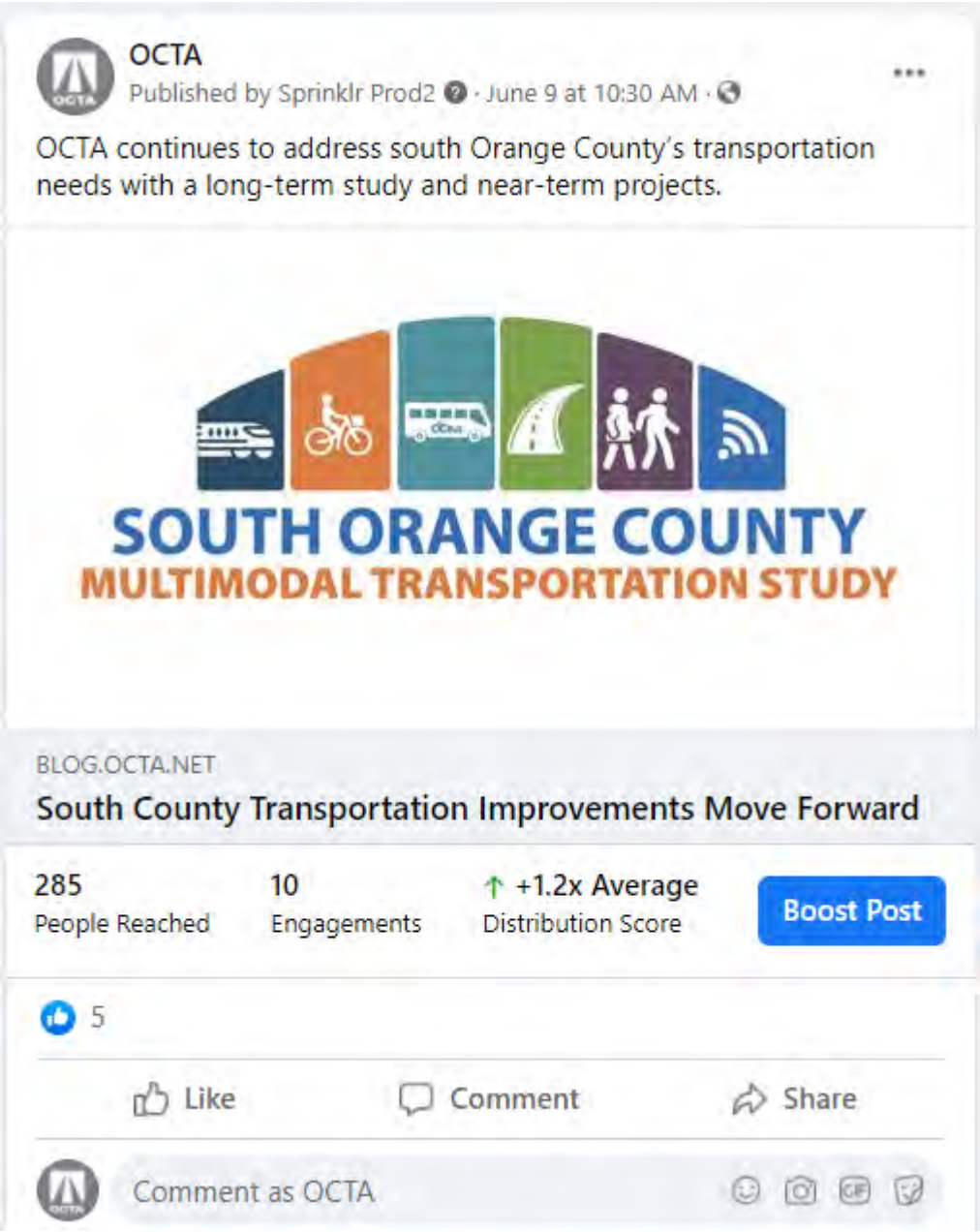
6/8/21 Vietnamese Advertisement

6/8/21 Mandarin Advertisement

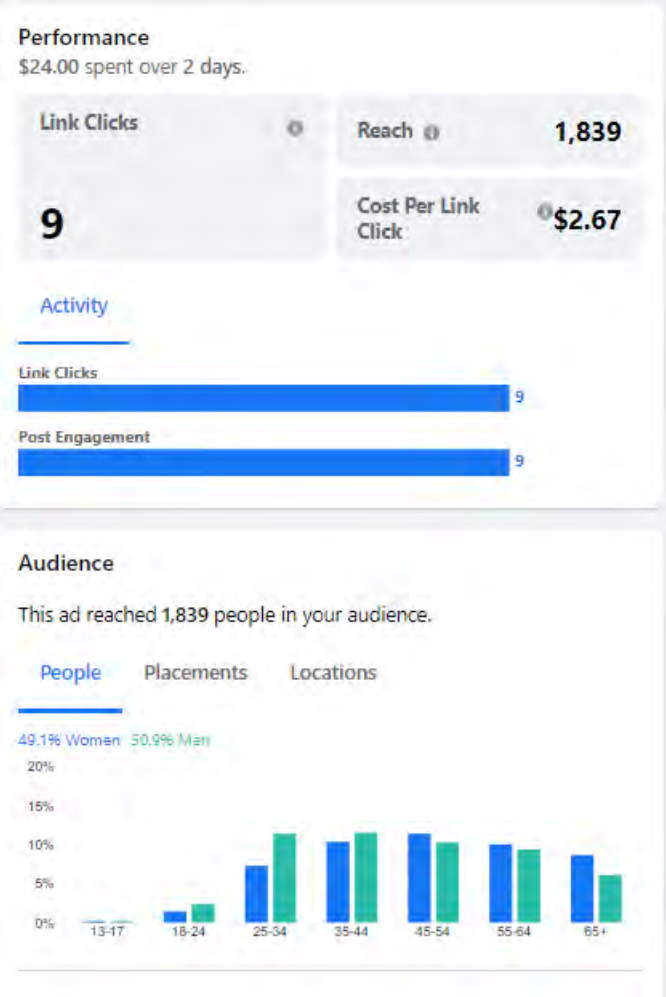
6/8/21 Regular Post



6/9/21 Regular Post (posted by OCTA)



6/14/21 English Advertisement



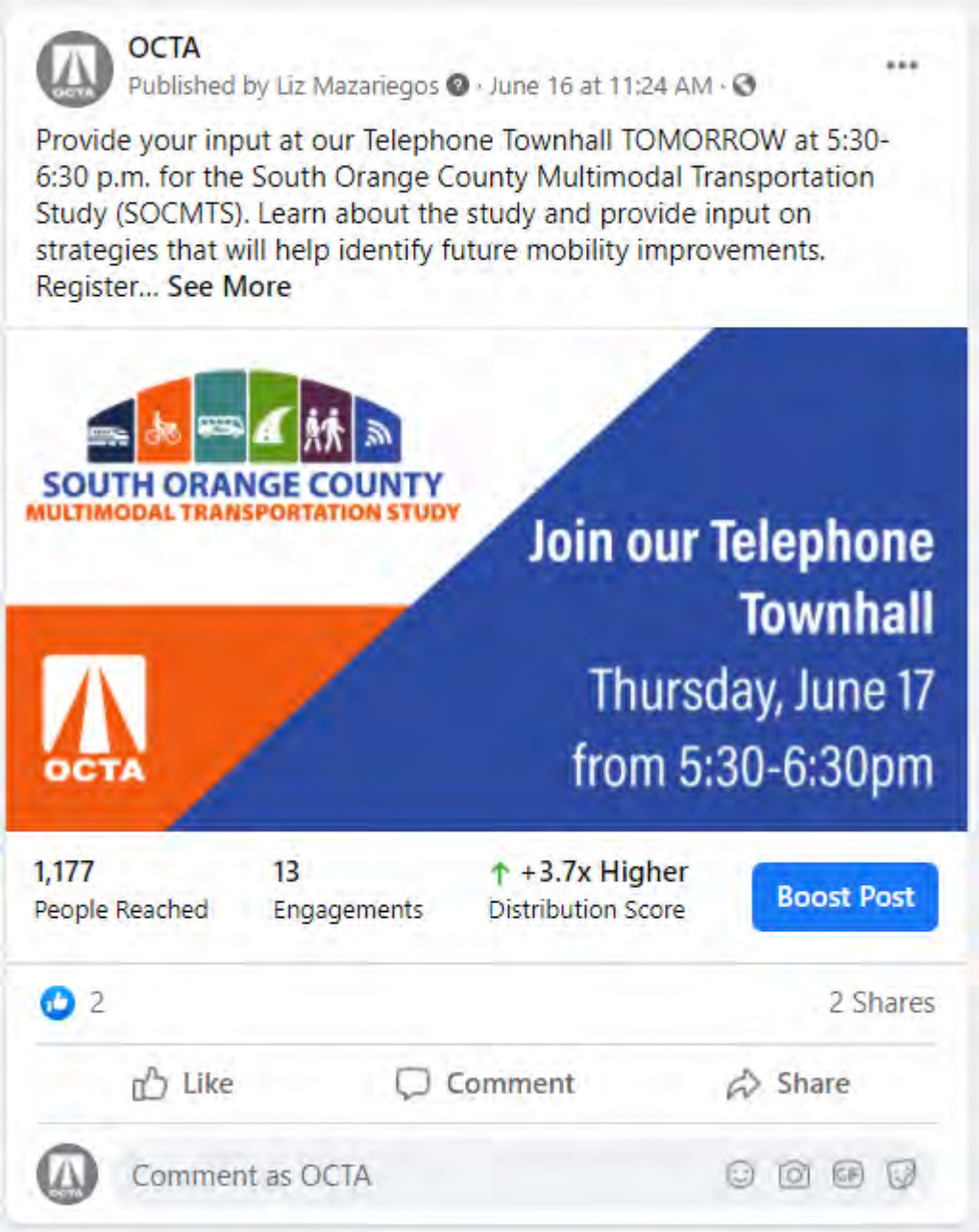
6/14/21 Spanish Advertisement

6/14/21 Korean Advertisement

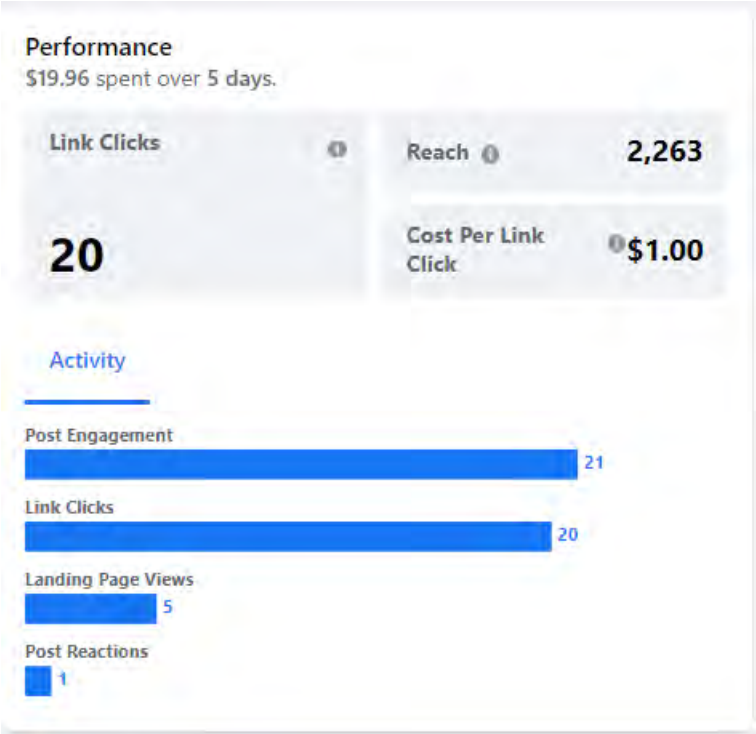
6/14/21 Vietnamese Advertisement

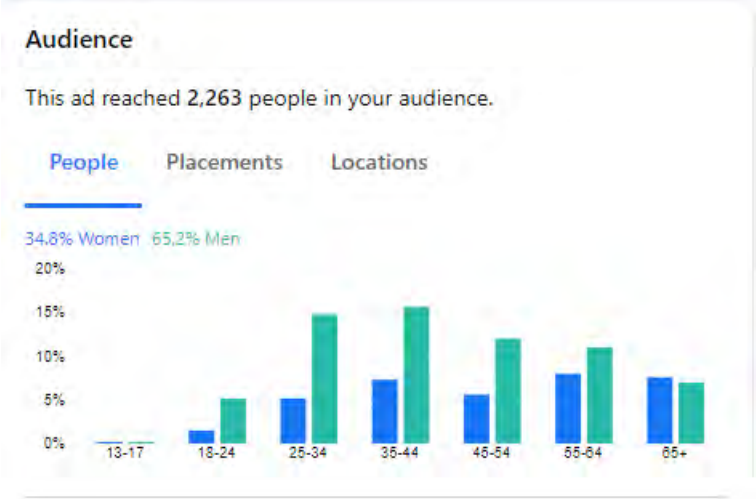
6/14/21 Mandarin Advertisement

6/16/21 Regular Post



7/7/21 English Advertisement





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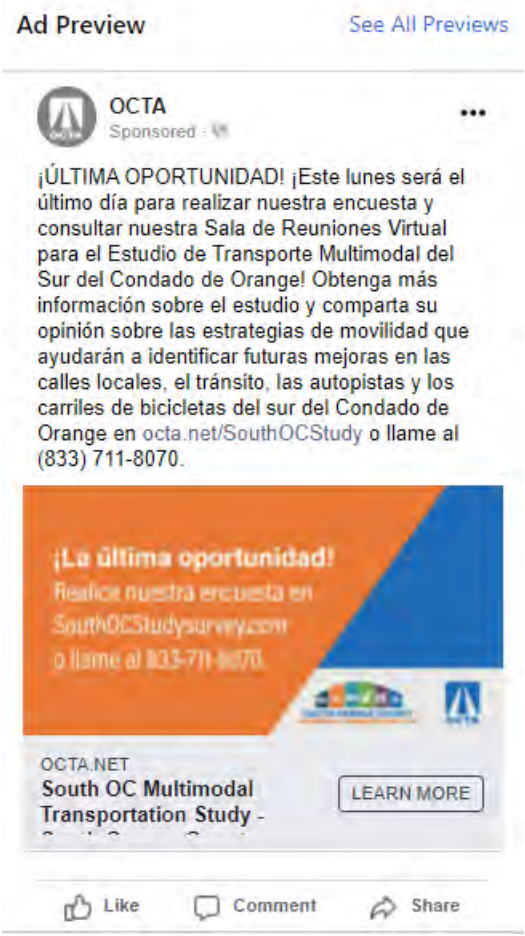

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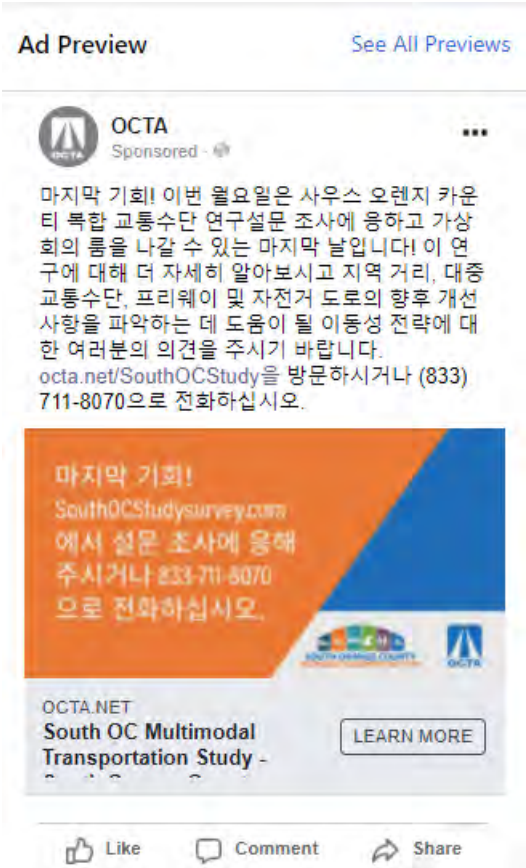
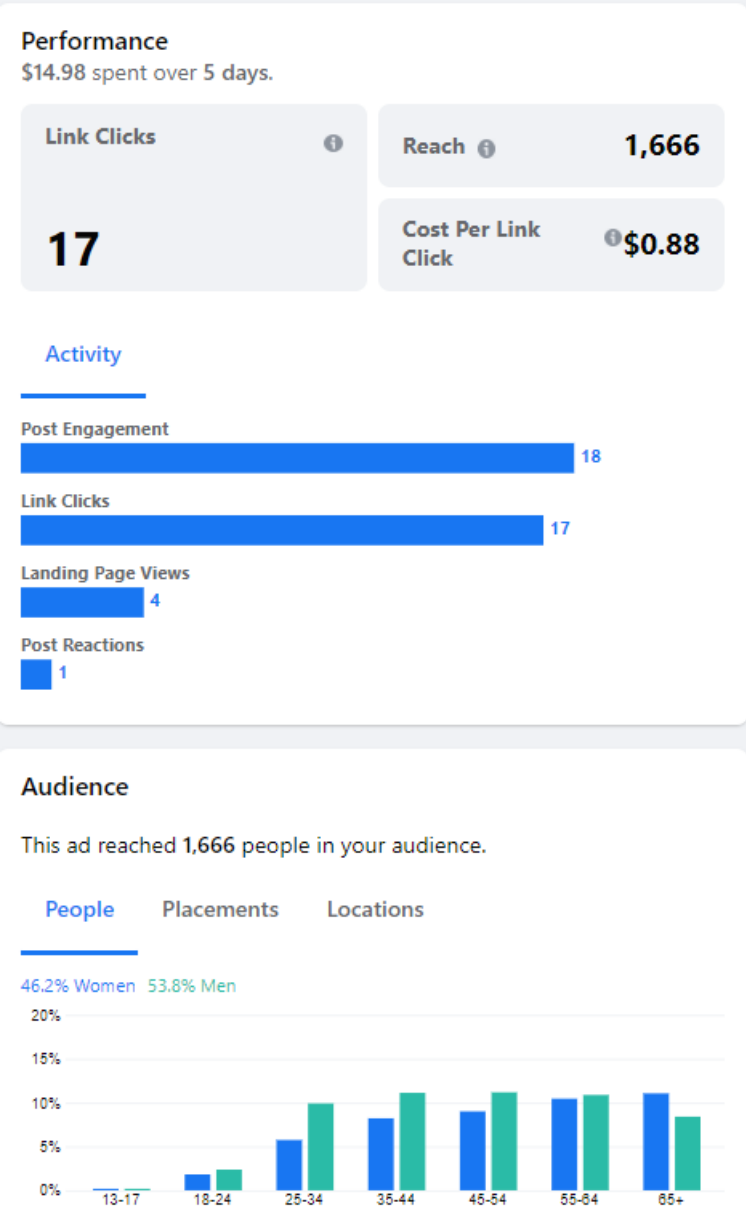
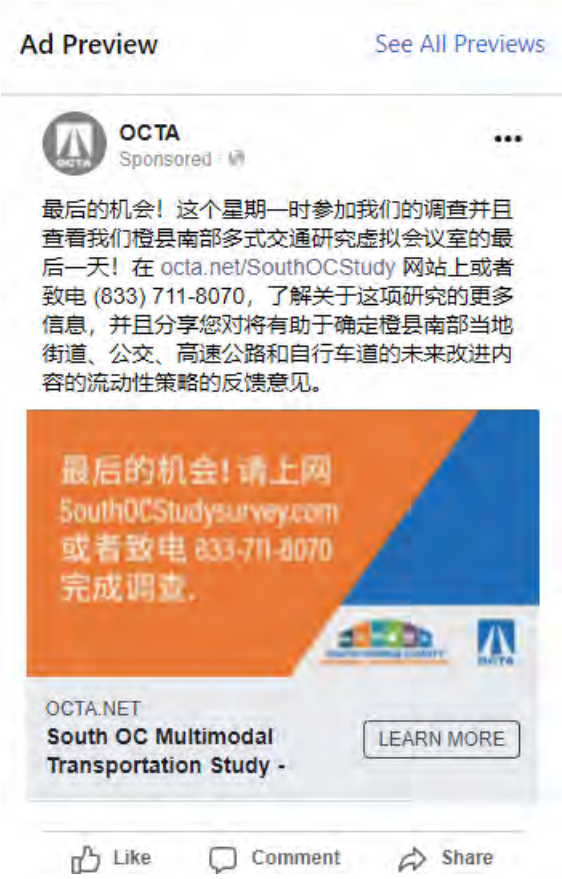
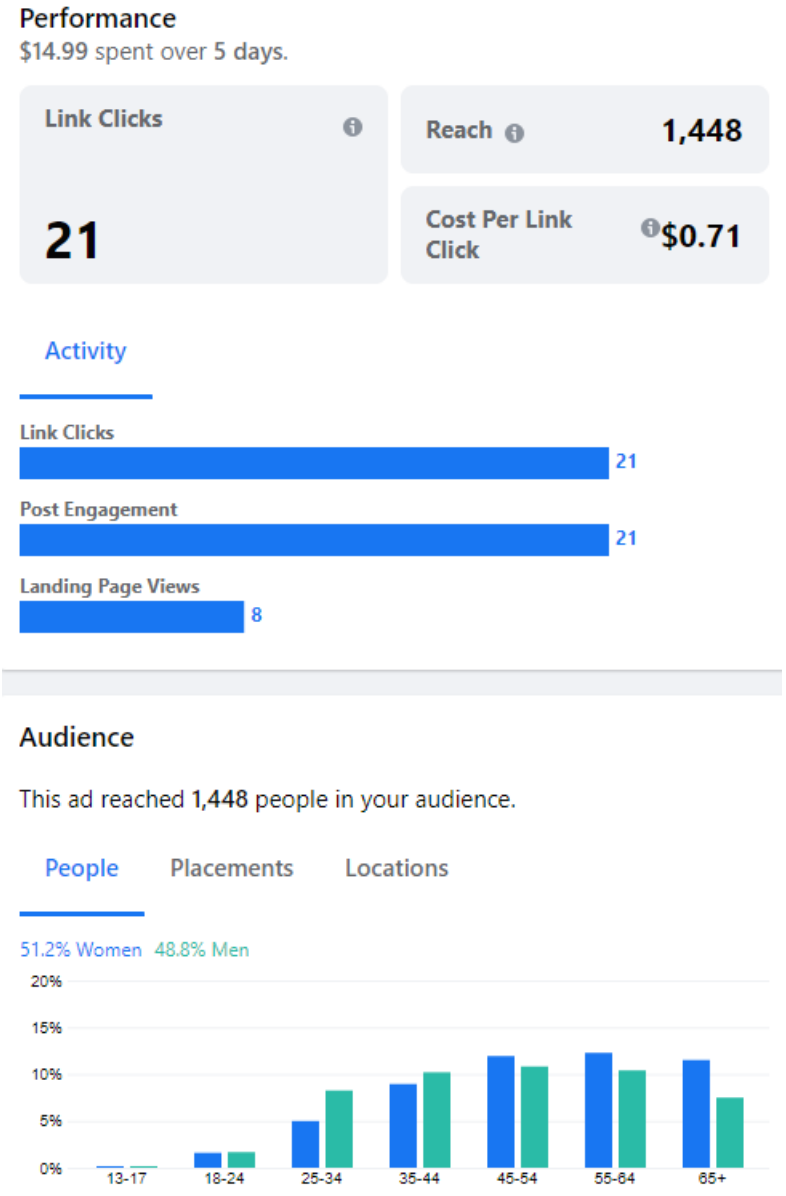




7/7/21 Vietnamese Advertisement

7/7/21 Mandarin Advertisement





7/7/21 Regular Post

OCTA
Published by Liz Mazariegos · July 7 at 1:41 PM ·

Share your feedback on the transportation study by Monday. Take our survey and check out our Virtual Meeting Room for the South Orange County Multimodal Transportation Study! Learn more and share your input on strategies that will help will identify future mobility improvements to south Orange County at octa.net/SouthOCStudy or call in at (833) 711-8070.

Reach More People With This Post
You could reach up to 781 people daily by boosting your post for $35.

316	18	-1.0x Average	Boost Post
People Reached	Engagements	Distribution Score	

6 2 Shares

Like Comment Share

Appendix D

Appendix D.10 Twitter Posts

6/7/21 Twitter Post

OCTA @goOCTA · Jun 7

We want your feedback on mobility strategies to help identify future improvements to local streets, transit, freeways, and bikeways.

Take our survey and learn more about the project through our Virtual Meeting Room at octa.net/SouthOCStudy or call in at (833) 711-8070.

1 1

6/10/21 Twitter Post

OCTA Retweeted

OCTA Media Team @OCTAnews · Jun 10

Help #OCTA with the next phase of a south Orange County #transportation study by taking a brief survey and joining a June 17 telephone townhall. South County traffic is expected to increase with 170,000 new residents over the next 25 years. Info: bit.ly/3wix8ao

2 2

6/14/21 Twitter Post

6/16/21 Twitter Post

7/7/21 Twitter Post

OCTA @goOCTA · Jul 7

LAST CHANCE! 7/12 is the last day to take our survey and view our Virtual Meeting Room for the South Orange County Multimodal Transportation Study.

Learn more and share your feedback on mobility strategies for South OC at octa.net/SouthOCStudy or call in at (833) 711-8070.

1 3

Appendix D

Appendix D.11 News Release

Marissa Espino
Principal Community Relations Specialist
Orange County Transportation Authority
714-560-5607
mespino@octa.net

From: Eric Carpenter <ecarpenter@octa.net> **On Behalf Of** Public Information Office
Sent: Thursday, June 10, 2021 9:50 AM
To: All OCTA <aocta@octa.net>
Subject: OCTA Press Release -- Help Shape South County's Transportation Future, Take Survey and Join OCTA Telephone Townhall

FOR MORE INFORMATION:
Eric Carpenter (714) 560-5697
Megan Abba (714) 560-5671

FOR IMMEDIATE RELEASE:
June 10, 2021

Help Shape South County's Transportation Future, Take Survey and Join OCTA Telephone Townhall

Study to address the long-term needs of South Orange County will continue through 2021

ORANGE – The Orange County Transportation Authority is seeking more public input during the next phase of a study to address south Orange County's transportation needs as the area continues to grow with new residents and jobs and as travel patterns evolve.

The study, called the South Orange County Multimodal Transportation Study, is looking at a wide range of transportation needs and solutions over the next 25 years, including improvements to streets, bus and other transit options, highways and bikeways.

The area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

For the next phase of the study, people who live, work or travel through the area are asked to participate in a brief online survey to gauge opinions on transportation priorities and how available funds should best be used.

The survey can be taken online at SouthOCStudySurvey.com or by phone at (833) 711-8070. The survey will be available through July 22.

Additionally, a telephone townhall is scheduled to discuss the study and gather additional public input from 5:30 to 6:30 p.m. on June 17. The telephone townhall will be in English and simulcast in Spanish. Participants are asked to register in advance at octa.net/TTHsignup.

During the first phase of the study conducted in fall 2020, the OCTA team engaged with residents and stakeholders and completed an initial survey. Among the initial survey findings, respondents said that they would like to see:

- Reduction in traffic congestion
- Increased frequency and accessibility of multimodal transportation, and
- Increased safety and efficiency for all modes of travel.

OCTA, Orange County's transportation planning agency, is responsible for providing a balanced and sustainable transportation system for the entire county. The study's focus on south Orange County is necessary because over the next 25 years, projections show population growing by 170,000 residents and an additional 130,000 jobs are expected.

The South County study is scheduled to continue through the end of 2021. Residents, business owners and other key stakeholders will be asked to participate throughout in order to develop community consensus on transportation solutions that should move forward for further development.

For more information on the study, please visit octa.net/southOCstudy.

# # #

About OCTA: The Orange County Transportation Authority is the county transportation planning commission, responsible for funding and implementing transit and capital projects for a balanced and sustainable transportation system that reflects the diverse travel needs of the county's 34 cities and 3.2 million residents. With the mission of keeping Orange County moving, this includes freeways and express lanes, bus and rail transit, rideshare, commuter rail, environmental programs and active transportation.

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Appendix D

Appendix D.12 Study Blog Article

Help Shape South County's Transportation Future, Take Survey and Join OCTA Telephone Townhall

June 10, 2021

Study to address the long-term needs of South Orange County will continue through 2021

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For the next phase of the study, people who live, work or travel through the area are asked to participate in a brief online survey to gauge opinions on transportation priorities and how available funds should best be used.

The survey can be taken online at SouthOCStudySurvey.com(https://live.metroquestsurvey.com/?u=st7h7p#!/?p=web) or by phone at (833) 711-8070. The survey will be available through July 22.

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The South County study is scheduled to continue through the end of 2021. Residents, business owners and other key stakeholders will be asked to participate throughout in order to develop community consensus on transportation solutions that should move forward for further development.

Appendix D

Appendix D.13 On the Move Article

Help Plan South Orange County's Transportation Future

Thursday, June 3, 2021

Share Tweet Share

OCTA is studying mobility strategies that will help identify future improvements to local

streets, transit, freeways and bikeways for South Orange County and would like your feedback.

There are several ways to participate in the South Orange County Multimodal Transportation Study (SOCMTS). Information will be provided in English and Spanish.

Telephone Townhall

On Thursday, June 17, 2021 from 5:30 p.m. to 6:30 p.m., join OCTA for a Telephone Townhall to learn about study findings, provide input and ask questions. The Townhall with be simulcast in Spanish. Please register here. A recording of the presentation will be available on the project website following the meeting.

Virtual Meeting Room

A Virtual Meeting Room will be open from Monday, June 7 to Monday, July 12, 2021 to help people learn more about the study, make comments and ask questions. Please visit here to access the Virtual Meeting Room.

Survey

Please take a short survey online or by phone (833-711-8070) to share your feedback on mobility strategies that will help improve transportation in south Orange County in the future.

South Orange County Multimodal Transportation Study

Public Involvement Program
Phase 3

April 2022

Prepared by:

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EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) recently completed the third and final phase of public involvement for the South Orange County Multimodal Transportation Study (**Study**). The Study is looking at a wide range of transportation needs and solutions in south Orange County beyond 2045, including improvements to streets, bus and other transit options, highways and bikeways. As part of this Study, OCTA has implemented a comprehensive Public Involvement Program (**PIP**) which included outreach during the three different Study phases. Phase One of the PIP took place in fall 2020 and Phase Two took place in summer 2021. Each phase included engagement with stakeholders, residents, and elected officials as well as a survey. Among Phase One and Phase Two survey findings, the respondents said that they would like to see:

Phase One

- Reduction in traffic congestion
- Increase frequency and accessibility of multimodal transportation
- Increase safety and efficiency for all modes of travel

Phase Two

- Increase availability of and improvements to public transit/ rail
- Provide more alternatives to driving and enhance accessibility (light rail, trolleys, biking, walking, mass transit, etc.)
- Offer flexible roadway pricing based on demand
- Not adding more toll roads
- Focus on current roads and freeways to expand, improve and better connect paths for active transportation (pedestrian, bicycle, etc.)

Phase 3 Public Engagement Approach

Phase Three of the PIP took place in winter/spring 2022 and included a virtual stakeholder roundtable, virtual elected official's roundtable, a virtual community meeting with a call-in feature for those without access to the internet, and a Virtual Meeting Room (VMR). The VMR simulated an in-person meeting with project boards and a feedback station and allowed participants to join at their convenience. In addition, a survey was conducted which was designed to assess the public's priorities on draft strategies and transportation solutions in south Orange County. The online survey was available March 14 to April 15, 2022. The engagement methods to distribute information about the survey included various channels such as emails, postcards mailed specifically to low-income and disadvantaged communities, a communications toolkit sent to cities and stakeholders, targeted geofencing advertisements, the OCTA Facebook and Twitter accounts, and attendance at local community events.

To align with OCTA's diversity, equity, and inclusion goals, several outreach tactics were implemented in an effort to engage diverse and hard-to-reach communities to encourage meaningful engagement with all people regardless of ethnicity or socioeconomic backgrounds. An online survey and fact sheet were translated into Spanish, Vietnamese, Korean, and

Mandarin. In addition, a helpline was available for people who prefered to call or do not have internet access so they could leave comments and ask questions. Postcards were also mailed to targeted disadvantaged and low-income communities in the South County area so they received information about the survey, helpline number and public meeting. Two local community events were also attended where the project team hosted an informational booth with the survey available in multiple languages and printed fact sheets in English and Spanish.

Communications toolkits were sent to all south Orange County cities, key stakeholders, local churches, school districts, higher education facilities and OCTA's Citizens Advisory Committee, Accessible Transit Advisory Committee and Diverse Community Leaders Group. Targeted Facebook and geofencing ads were also placed in the aforementioned multiple languages.

Public Engagement Survey

The survey research was qualitative, which means that results cannot be considered representative of the total population of interest. Informal research methods are useful to explore a group's opinions and views, allowing for the collection of verifiable data. This data can reveal information that may warrant further study and is often a cornerstone for generating new ideas.

The survey accomplished the following objectives:

- Solicited public input on draft transportation alternatives to include in the study findings report which will include a general analysis of survey results and general comments provided
- Disseminated study information and the printed and online survey to the general public

A total of 1,137 individuals visited the website (all languages combined), and 313 surveys were collected (307 English, 6 Spanish).

Key Findings

Phase 3 survey respondents further prioritized the various proposed strategies developed from participant feedback gathered in Phases 1 and 2 of the study to improve future transportation and mobility challenges within south Orange County. From the 300+ survey respondents – who reflect a wide range of demographics and preferences – a majority would like OCTA to:

- Improve bike and pedestrian pathways
- Increase frequency and accessibility of bus and train services

The summary below presents the top-ranked results related to participants' priorities on proposed transportation and mobility strategies, improvements and goals. See Appendix B for the full survey results.

Table 1: Summary of Key Findings

Survey Question	Top Ranked	Second Ranked	Third Ranked
1. Recognizing that future funding is limited, rank the following types of transportation services for funding priority. (Rank from highest to lowest priority.)	Improved bike and pedestrian paths/trails and bike amenities **26%**	More frequent and reliable train service **22%**	More frequent and reliable bus service **20%**
2. Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option. (Rank from most to least likely.)	Increased walking and biking safety measures, including separation from vehicle traffic **24%**	Universal fare pass that works across multiple transportation services **21%**	Easy connections between multiple transportation services (such as Metrolink to bikeshare) **19%**
3. Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets? (Ranked from very important to unimportant.) *	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic. **70%**	Bicycle lanes/paths that are safe for riders of all ages and experience levels. **69%**	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists. **43%**
4. Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? (Ranked from definitely to definitely not) *	Metrolink and bus pass subsidies **42%**	Telework subsidies **36%**	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies **24%**
5. Assume in the future that you are charged $10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? (Ranked from definitely to definitely not)*	Telework **47%**	Walk or bike **35%**	Take transit (such as Metrolink and bus) **32%**

*Percentages do not equal 100% because each question was ranked.

OUTREACH OVERVIEW

Through the various outreach methodologies, public input was collected and the online survey was successfully distributed to a wide target audience. Refer to Table 2 for an overview of the distribution channels.

Table 2: Summary of Outreach

#.	Notification Method	Audience	Notes

1.	Aliso Viejo Farmers Market
	Saturday, April 2, 2022
	8:00am-12:00pm
		• Local residents and stakeholders	• Surveys: 8
			  ○ 6 iPad surveys
			  ○ 2 QR code surveys
			• People talked to: 20
			• Spanish speakers: 0

2.	San Juan Capistrano's Spring Eggstravaganza
	Saturday, April 9, 2022
	10:00am-12:30pm
		• Local residents and stakeholders	• Surveys: 8
			  ○ 1 paper survey
			  ○ 2 iPad surveys (1 English, 1 Spanish)
			  ○ 6 QR code surveys
			• People talked to: 26
			  ○ Spanish speakers: 5

3.	Community Meeting/Survey Postcard	• Low-income community • Disadvantaged community • Stakeholder database (including Phase 1 and Phase 2 participants, community organizations, city staff, major businesses, and facilities, etc.)	• Mailed postcards to over 13,300 stakeholders (English/ Spanish; interpretation was offered in Korean, Mandarin and Vietnamese) • Featured on project webpage

4.	Facebook Ads (also distributed through Facebook Messenger and Instagram) and Facebook Posts
	• 11 Facebook Ads
	• 2 Regular Posts
		• South Orange County
		• Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population
			• English Ads Statistics (3)
			  ○ Total Reach: 9,148
			  ○ Total Link Clicks: 113
			• Spanish Ads Statistics (2)
			  ○ Total Reach: 5,349
			  ○ Total Link Clicks: 94
			• Korean Ads Statistics (2)
			  ○ Total Reach: 4,664

#.	Notification Method	Audience	Notes
			○ Total Link Clicks: 36 • Vietnamese Ads Statistics (2) ○ Total Reach: 5,504 ○ Total Link Clicks: 58 • Mandarin Ads Statistics (2) ○ Total Reach: 5,022 ○ Total Link Clicks: 43 • English Regular Post Statistics (2) ○ Total Reach: 457 ○ Total Engagements: 6
5.	Twitter Posts	• OCTA Twitter Followers and General Public	• 2 Posts ○ Total Retweets: 7 ○ Total Likes: 8
6.	Geofencing Ads	• South Orange County • Zip codes with a high Spanish, Korean, Vietnamese and Mandarin Population	• English/Spanish Statistics ○ Total Impressions: 270,304 ○ Total Clicks: 334 • English/Korean Ads Statistics ○ Total Impressions: 25,140 ○ Total Clicks: 39 • English/Vietnamese Ads Statistics ○ Total Impressions: 25,059 ○ Total Clicks: 46 • English/Mandarin Ads Statistics ○ Total Impressions: 56,573 ○ Total Clicks: 67
7.	Communications Toolkit	• South county cities and the County	• Provided instructions to distribute the survey via electronically to the

#.	Notification Method	Audience	Notes
		• OCTA's Citizen's Advisory Committee, Accessible Transit Advisory Committee, and Diverse Community Leaders Group • Transportation partners • Environmental Community • HOAs • Chambers of Commerce • Churches • Schools and School Districts	stakeholder's constituents.
8.	Digital • Email Blasts • OCTA On the Move blog • Linking to project website and survey	• Stakeholder database (including Phase 1 and Phase 2 participants, HOAs, community organizations, city staff, major businesses, and facilities, etc.)	• Eblast distributed to stakeholder database (over 1,300 stakeholders) and OCTA customer database (36,540). • Blog article distributed to 12,700 readers
9.	Announcement at meetings	• Stakeholder Roundtable • Technical Working Group meetings • Transportation Agency Working Group Meetings • OCTA's Citizen's Advisory Committee and Diverse Community Leaders Group • Virtual Community Meeting • Elected Officials Roundtable	• Survey link was provided at each meeting
10.	Virtual Meeting Room	• South Orange County • Stakeholder database (including Phase 1 and Phase 2 participants,	• 74 users, with an average of 1 minute and 21 seconds of engagement time per session

#.	Notification Method	Audience	Notes
		HOAs, community organizations, city staff, major businesses, and facilities, etc.)	• 4 registrations and 1 comment form completed • Open for the entirety of Phase 3 • Survey link provided in VMR

Survey Format

The Phase 3 survey was offered in English, Spanish, Mandarin, Korean, and Vietnamese to accommodate the south Orange County population demographics. An online survey was created using Typeform to provide participants the opportunity to personally rank the importance of proposed strategies and garner more qualitative responses. The survey had a total of 5 detailed questions that focused on prioritizing the transportation strategies based off the study's results from Phases 1 and 2. Participants also were asked to enter their work site and home zip code. These questions were optional.

The survey concluded with optional demographic questions related to age, ethnicity, and location, as well as a sign-up to receive project updates and a link to the study's website. Participants were able to take the survey via desktop or mobile device.

Survey Outreach

Several channels were utilized to notify the south Orange County community of the survey. The engagement methods included targeted advertisement through geofencing and Facebook, mailed postcards, online tools, social media, and communication toolkits distributed to cites, churches, school districts and stakeholders within the project area. Reference Appendix D for all outreach efforts.

Geofencing, a location-based online advertising tool, was utilized to promote the survey to a wide audience and allowed the Project Team to focus on specific south Orange County zip codes to ensure the survey reached the target audience. Bilingual advertisements were promoted in Spanish, Mandarin, Korean, and Vietnamese. The multilingual geofencing ad campaign led to 377,076 impressions, which is the indicator of how many users viewed the ad. These impressions led to an overall clickthrough rate (CTR) of .13% in one month compared to an industry average of 2% which is accumulated over multiple months. In relation to geofencing, the CTR is the ratio showing how often individuals who viewed the study's ad ended up clicking on it. The ad campaign's CTR resulted in a total of 486 clicks. The number of clicks is the measurement of how many people engaged with the ad. See Appendix C for the geofencing raw data results.

The virtual meeting room provided a supplementary interactive experience for those interested in the study. Participants could learn more about the study, submit comments, register for future project updates, and access the study's survey link. OCTA's Study VMR gave south Orange County residents an additional opportunity to provide more feedback outside of the survey format. The VMR was promoted along with the survey in social media posts, advertisements, and email outreach. The Virtual Meeting Room had a total of 74 users with an average time per session of one minute and twenty-one seconds.

Additionally, two in-person local community events were attended in the cities of Aliso Viejo and San Juan Capistrano to further disseminate the survey. The survey was offered through a presentation board with a QR code for participants to scan, displayed on iPads, and as hard copy (English) versions. At these events, staff educated interested parties on the project and encouraged attendees to take the survey, sign-up to be included on the project email list, and take a project fact sheet. All print surveys gathered at the events were entered by staff into the online survey. Reference Appendix E for all photos and the survey presentation board.

Figure 1: San Juan Capistrano Spring Eggstravaganza

SURVEY RESULTS ANALYSIS

The survey results were analyzed based on the 313 responses collected from the 5-question survey.

Geographic Distribution

Over half of the survey respondents indicated they both lived and worked in south Orange County.

Home Zip Code

Out of the 313 surveys collected, 93% of the respondents shared their home zip code (290) and 66% of those respondents shared they live within the project area as shown in Figure 2. 29% of the respondents indicated their home zip code was outside of the project area but still within Orange County, the majority being east of the project area (in Ladera Ranch) with some respondents immediately adjacent to the west of the project area in Costa Mesa, Santa Ana and Tustin. There was a higher concentration of survey participants in San Juan Capistrano, San Clemente, Mission Viejo and the Laguna Woods, Aliso Viejo area. Overall, the collected responses were spread throughout the entire project area, especially when combined with the work zip codes.

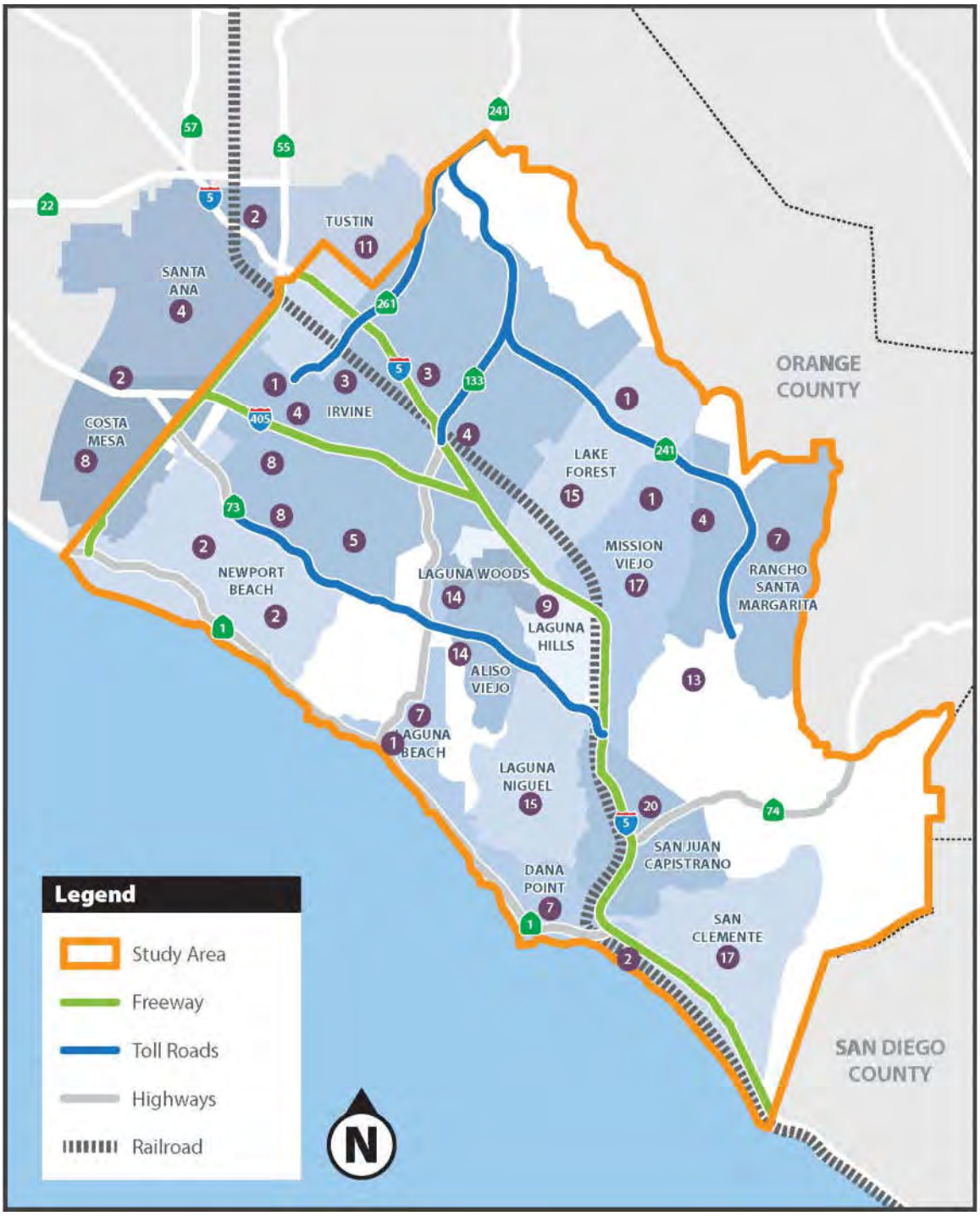


Figure 2: Survey Respondents - Home Zip Code

Work Zip Code

79% of the survey respondents (247) indicated their work zip code and from these respondents, 62% indicated their work zip code is within the project area. There was a higher concentration of survey participants in San Juan Capistrano, San Clemente, the south Irvine area, and Aliso Viejo.

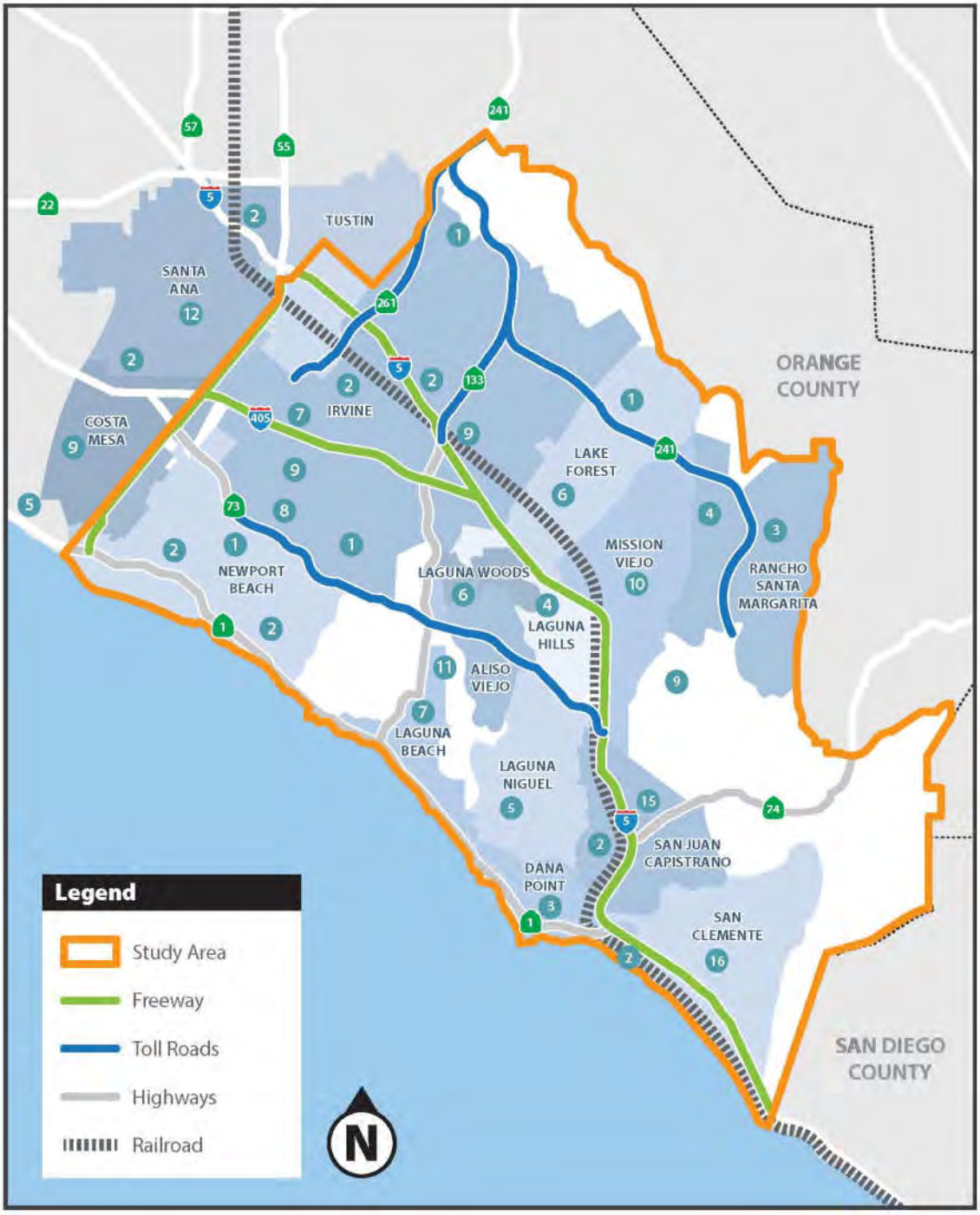
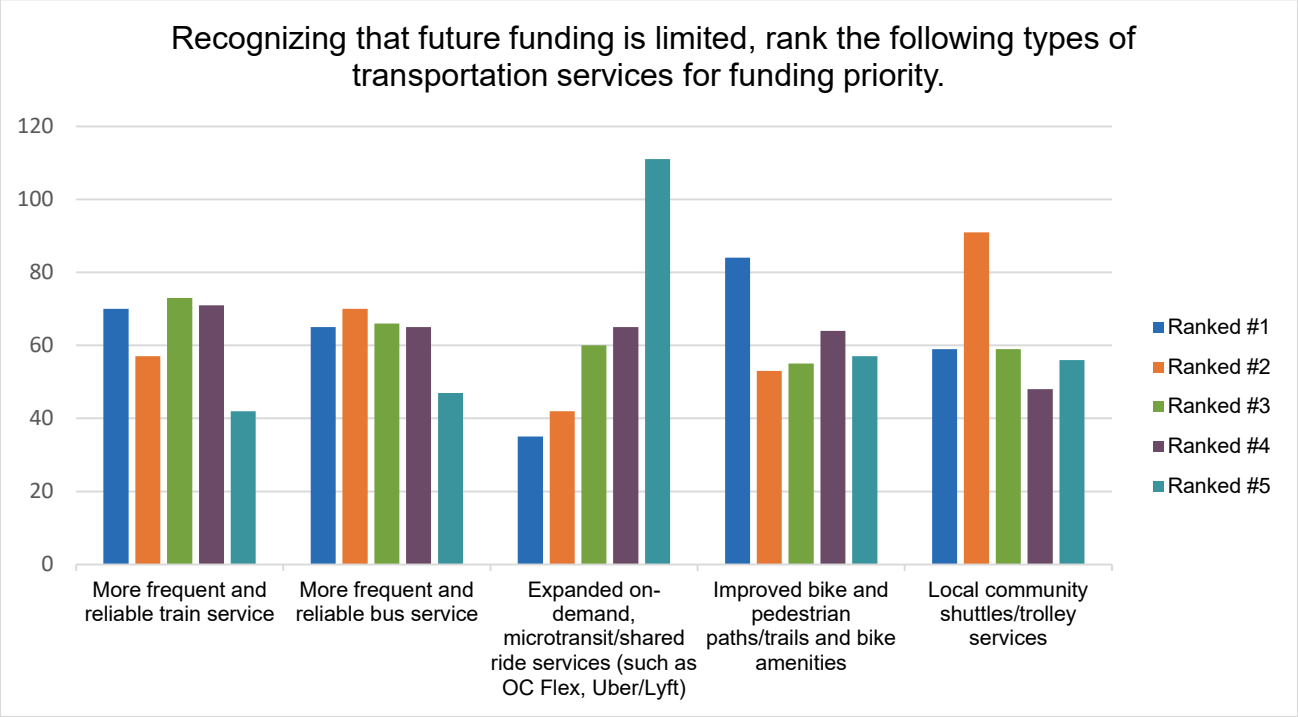


Figure 3: Survey Respondents - Work Zip Code

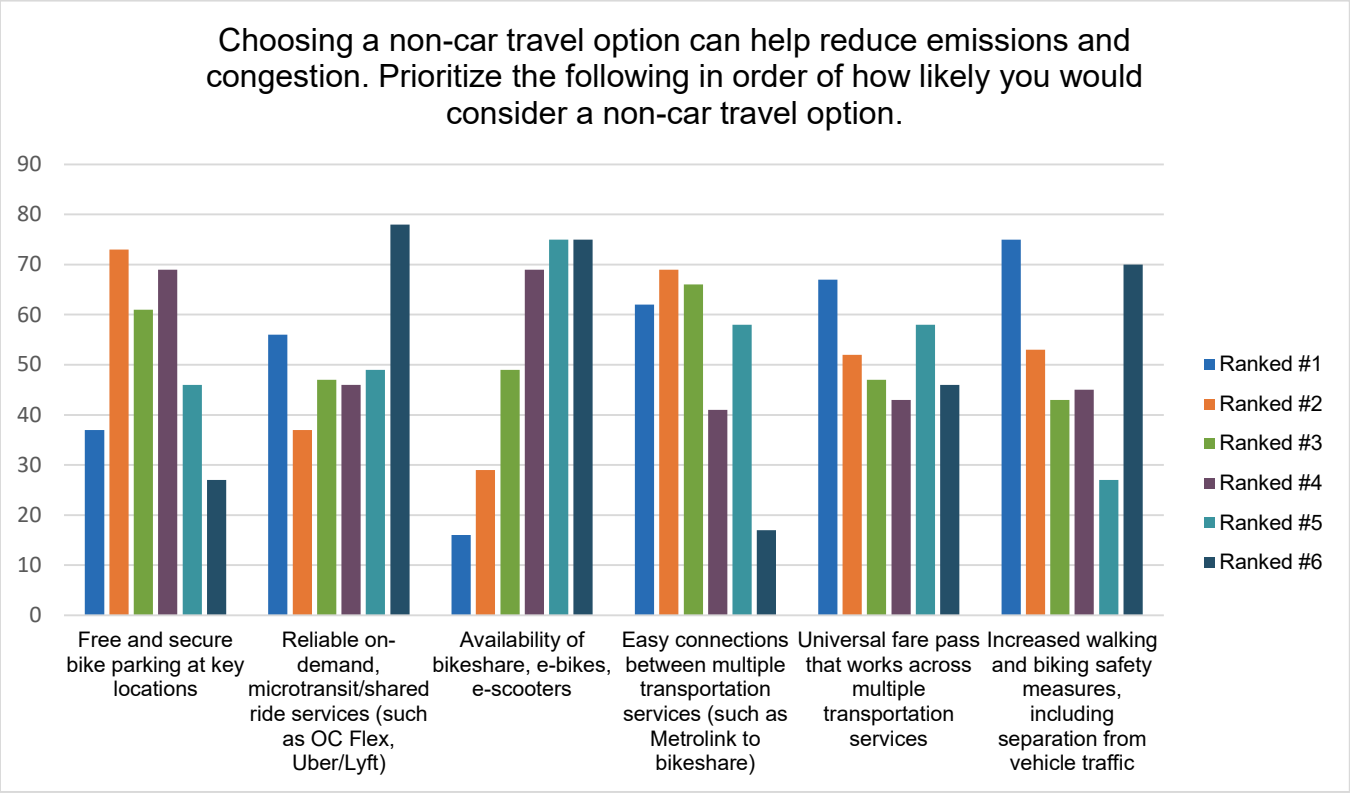
Priority Ranking

The first survey question asked participants to rank the types of transportation services for funding priority. The table below gives an overview of how many times each option was ranked by each priority level. Overall, the option "Improved bike and pedestrian paths/trails and bike amenities" was ranked first the greatest number of times, revealing this was the most valued transportation service.



	More frequent and reliable train service	More frequent and reliable bus service	Expanded on-demand, microtransit/ shared ride services (such as OC Flex, Uber/Lyft)	Improved bike and pedestrian paths/trails and bike amenities	Local community shuttles/trolley services
Ranked #1	70	65	35	**84**	59
Ranked #2	57	70	42	53	91
Ranked #3	73	66	60	55	59
Ranked #4	71	65	65	64	48
Ranked #5	42	47	111	57	56

The second priority ranking question focused on travel options that would help reduce emissions and traffic congestion. This question had participants prioritize the stated options by how likely they would consider the non-car travel options. Data shows that "Increased walking and biking safety measures, including separation from vehicle traffic" was the non-car travel option participants would most likely use, followed by a "Universal fare pass that works across multiple transportation services".

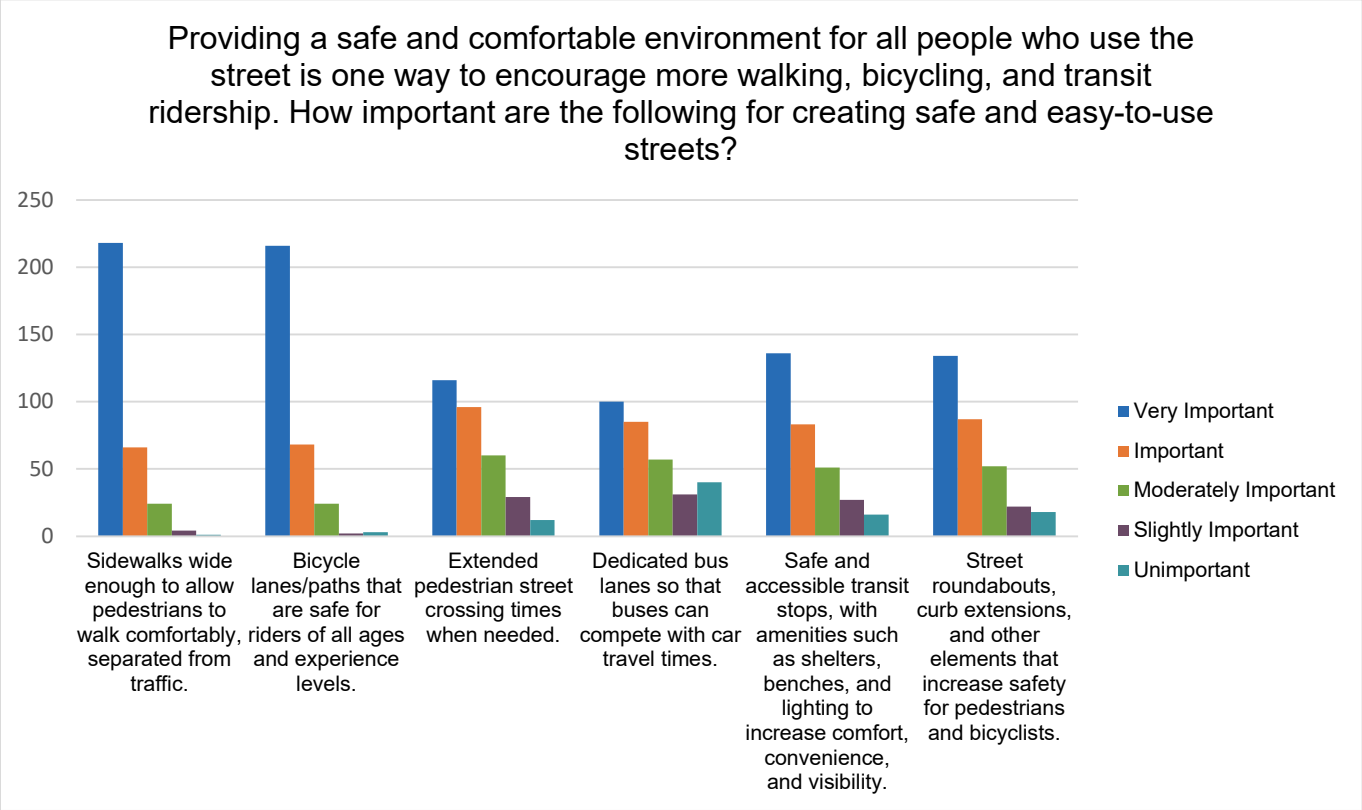


	Free and secure bike parking at key locations	Reliable on-demand, microtransit/ shared ride services (such as OC Flex, Uber/Lyft)	Availability of bikeshare, e-bikes, e-scooters	Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Universal fare pass that works across multiple transportation services	Increased walking and biking safety measures, including separation from vehicle traffic
Ranked #1	37	56	16	62	67	**75**
Ranked #2	73	37	29	69	52	53
Ranked #3	61	47	49	66	47	43
Ranked #4	69	46	69	41	43	45
Ranked #5	46	49	75	58	58	27
Ranked #6	27	78	75	17	46	70

Value Matrix

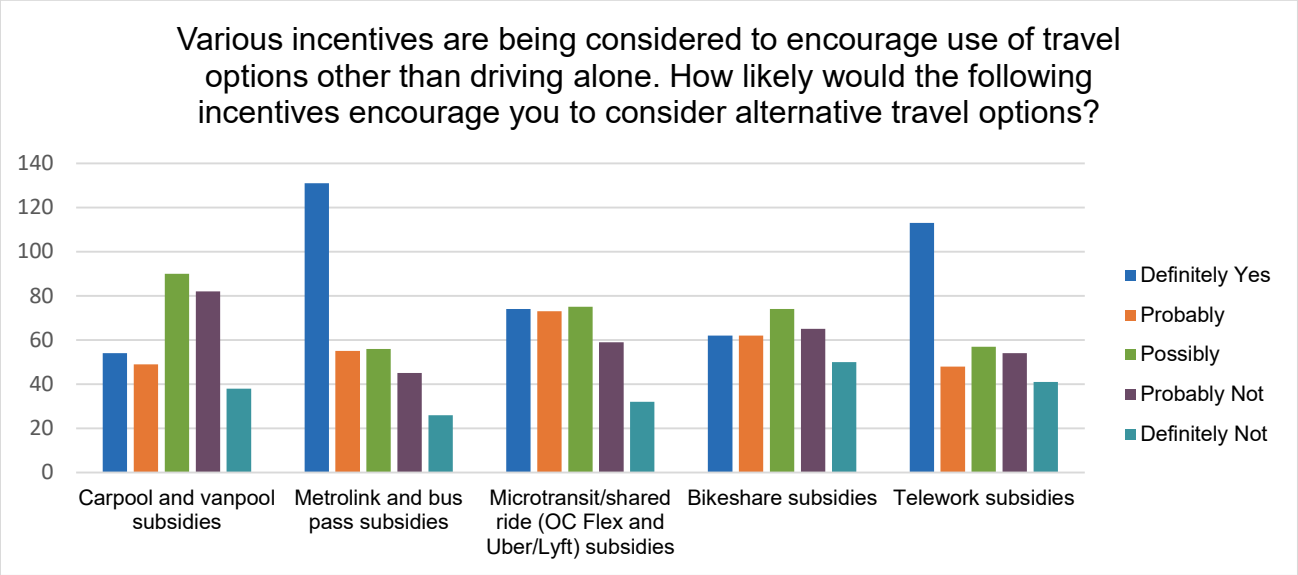
For the next three questions, participants were asked to individually assign a value to several options. Depending on the question, participants would assign a value based on a scale ranging from “very important” to “unimportant” or “definitely” to “definitely not”. The rating of each option reveals the level of priority respondents believe each strategy should possess.

The first question inquired how important certain transportation features are for creating safe and easy-to-use streets, to encourage more walking, bicycling, and transit ridership. For this question, surveyors most valued “Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic” and “Bicycle lanes/paths that are safe for riders of all ages and experience levels”.



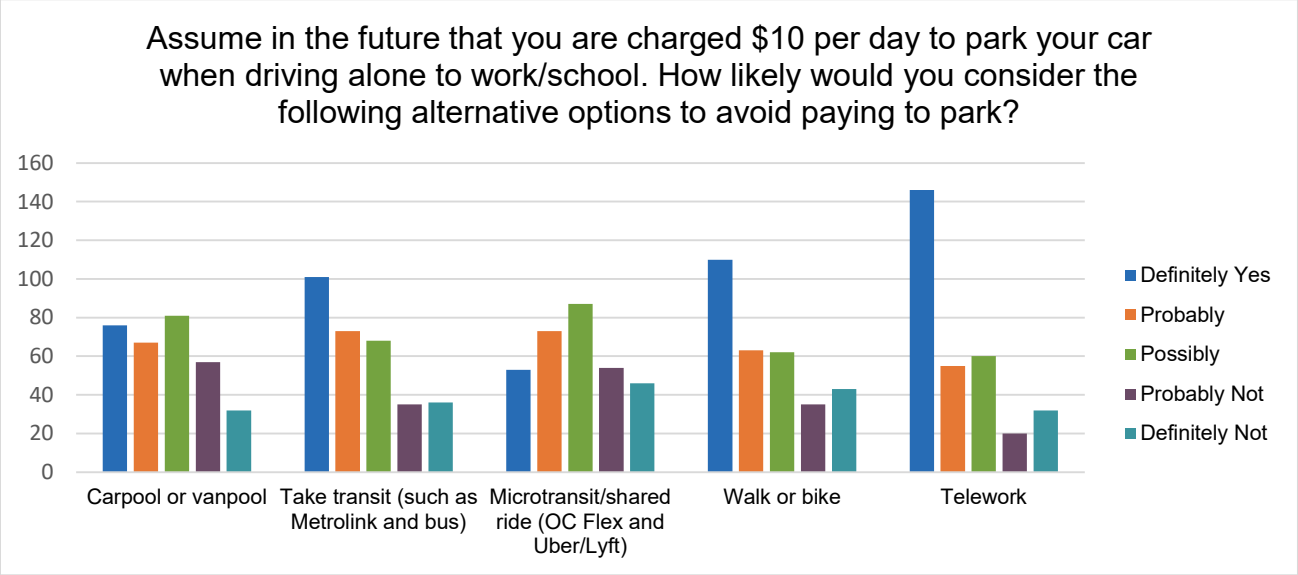
	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.
Very Important	**218**	216	116	100	136	134
Important	66	68	96	85	83	87
Moderately Important	24	24	60	57	51	52
Slightly Important	4	2	29	31	27	22
Unimportant	1	3	12	40	16	18

The second value matrix question covered the topic of multimodal transportation incentives to reduce individual car driving. Based on a scale of “definitely” to “definitely not,” participants chose how likely the stated incentive would encourage them to consider alternative travel options. Data shows that participants would most likely be encouraged by “Metrolink and bus pass subsidies” and “telework subsidies”.



	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies
Definitely Yes	54	**131**	74	62	113
Probably	49	55	73	62	48
Possibly	90	56	75	74	57
Probably Not	82	45	59	65	54
Definitely Not	38	26	32	50	41

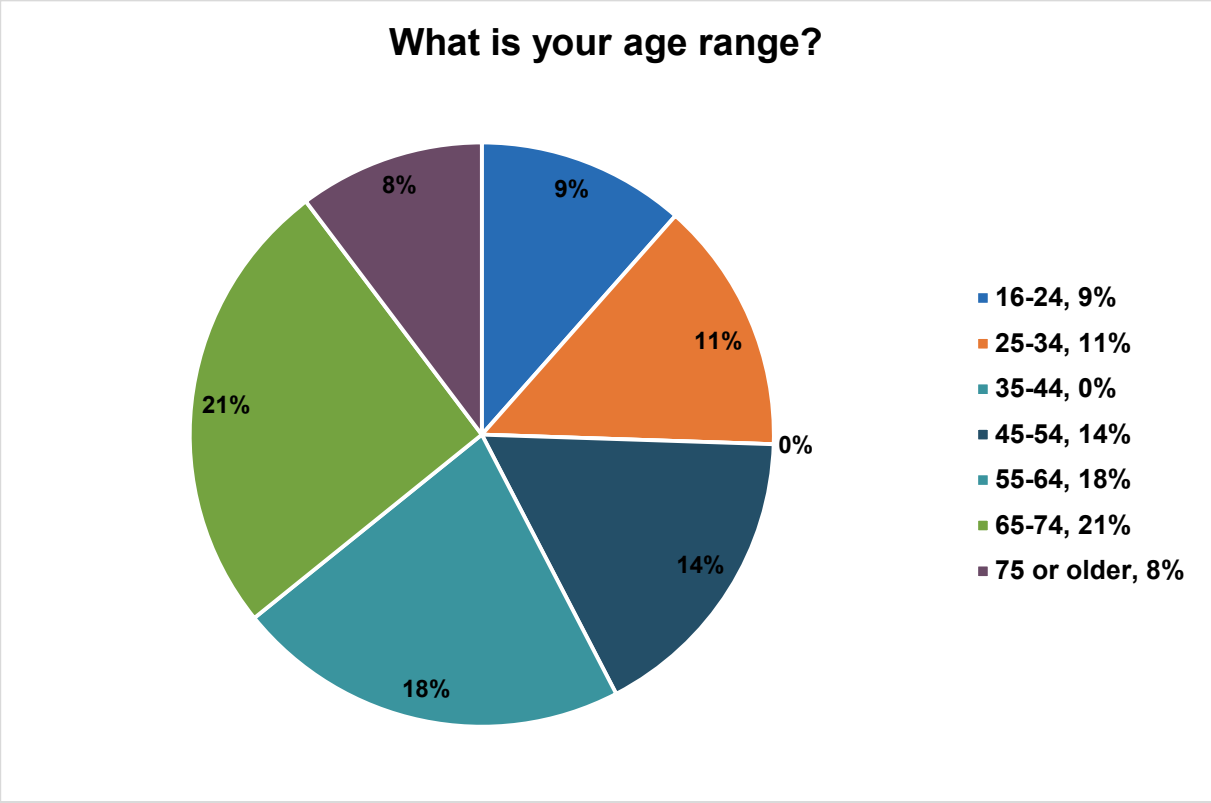
Finally, participants were asked to assume in the future that they are charged $10 per day to park their car when driving alone to work/school. They then had to rank how likely they would consider the stated alternative options to avoid paying for parking. Participants ranked “telework” and “walk or bike” as their preferred alternatives.



	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework
Definitely Yes	76	101	53	110	**146**
Probably	67	73	73	63	55
Possibly	81	68	87	62	60
Probably Not	57	35	54	35	20
Definitely Not	32	36	46	43	32

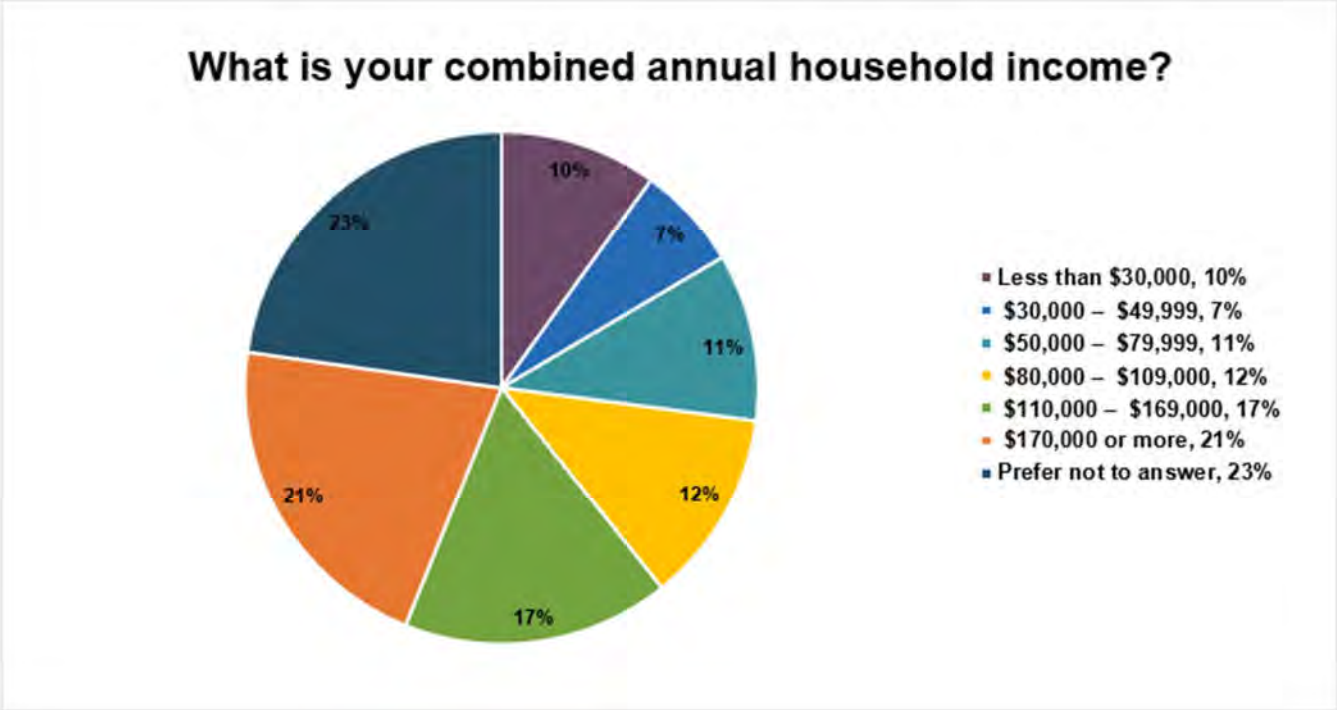
Demographics

The three following questions were asked to assess the demographics of the respondents.



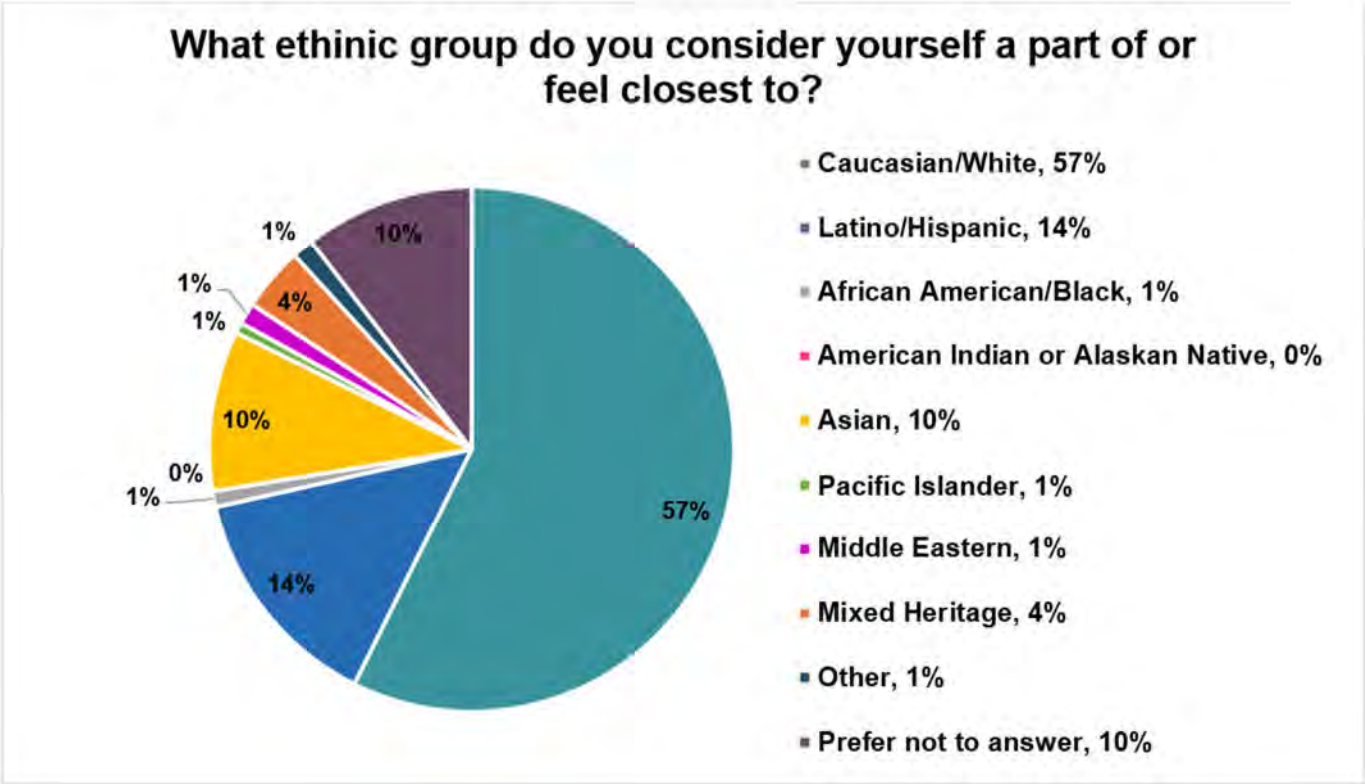
Option	Total*
16-24	28
25-34	34
35-44	0
45-54	41
55-64	53
65-74	62
75 or older	25

* Based upon 299 respondents



Option	Total*
Less than 30,000	30
30,000 – 49,999	20
50,000 – 79,999	32
80,000 – 109,000	37
110,000 – 169,000	51
170,000 or more	64
Prefer not to answer	69

* Based upon 303 respondents



Option	Total*
Caucasian/White	175
Latino/Hispanic	43
African American/Black	3
American Indian or Alaskan Native	0
Asian	30
Pacific Islander	2
Middle Eastern	4
Mixed Heritage	12
Other	4
Prefer not to answer	32

* Based upon 305 respondents

Stay Involved

A total of 146 email contacts were received and included in the Stakeholder Database to receive notifications, project updates, community meeting invites and to be included in future outreach.

CONCLUSION

During Phase 3 of the PIP, OCTA further analyzed the remaining strategy options in order to develop a recommendation for a Locally Preferred Strategy (LPS). The priority ranking format of Phase 3's survey allows the Project Team to assess a broader spectrum of detailed responses. The survey's compiled results showed respondents value increasing availability and affordability of public transit/rail and increasing and improving bike/pedestrian pathways.

Analysis of the feedback garnered during Phases 1 through 3 will aid OCTA in developing the LPS to effectively improve future transportation in south Orange County. The Locally Preferred Strategy will be presented to the OCTA Board in Summer 2022.

Appendices

Appendix A
Surveys

Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

Appendix A.2 Paper Survey (English)

Appendix A

Appendix A.1 Online Survey (English; Spanish; Mandarin; Korean; Vietnamese)

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The South Orange County Multimodal Transportation Study is looking at what kind of **transportation improvements** are needed by the year 2045 and beyond. The focus is on prioritizing **equity, safety,** and **moving people** rather than moving cars.

Please take this brief survey and share how we make the most out of the existing roadway footprint and what kinds of options you would find most beneficial for your travel needs.

Español
繁體中文
Tiếng Việt
한국어

Take 4 minutes

Continue press Enter ↵

---

1 → **Recognizing that future funding is limited, rank the following types of transportation services for funding priority.**
(Rank from highest to lowest priority.) *

**Answer required.*

Drag and drop to rank options

- More frequent and reliable train service
- More frequent and reliable bus service
- Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)
- Improved bike and pedestrian paths/trails and bike amenities
- Local community shuttles/trolley services

OK ✓

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2 → **Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.**
(Rank from most to least likely.) *

**Answer required.*

Drag and drop to rank options

- Free and secure bike parking at key locations
- Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)
- Availability of bikeshare, e-bikes, e-scooters
- Easy connections between multiple transportation services (such as Metrolink to bikeshare)
- Universal fare pass that works across multiple transportation services
- Increased walking and biking safety measures, including separation from vehicle traffic

OK ✓

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3 → **Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets?** *

**Answer required.* View in landscape for mobile devices.

	Very Important	Important	Moderately Important	Slightly Important	Unimportant
Sidewalks wide enough to allow pedestrians to walk comfortably separated from traffic	○	○	○	○	○
Bicycle lanes/paths that are safe for riders of all ages and experience levels	○	○	○	○	○
Extended pedestrian street crossing times when needed	○	○	○	○	○

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Dedicated bus lanes so that buses can compete with car travel times.	○	○	○	○	○
Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	○	○	○	○	○
Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	○	○	○	○	○

OK ✓

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4→ Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options? *

*Answer required. View in landscape for mobile devices.

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool and vanpool subsidies	○	○	○	○	○
Metrolink and bus pass subsidies	○	○	○	○	○
Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	○	○	○	○	○
Bike share subsidies	○	○	○	○	○
Telework subsidies	○	○	○	○	○

OK ✓

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5→ Assume in the future that you are charged $10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park? *

*Answer required. View in landscape for mobile devices.

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool or vanpool	○	○	○	○	○
Take transit (such as Metrolink and bus)	○	○	○	○	○
Microtransit/shared ride (OC Flex and Uber/Lyft)	○	○	○	○	○
Walk or bike	○	○	○	○	○
Telework	○	○	○	○	○

OK ✓

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→ Thanks for your input! Now, please tell us a little about yourself.

What is your worksite zip code if you have one?
(Optional)

Your answer

OK ✓ press Enter ↵

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7→ What is your home zip code?
(Optional)

Type your answer here...

OK ✓ press Enter ↵

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8→ What is your age range?
(Optional)

- A 16-24
- B 25-34
- C 35-44
- D 45-54
- E 55-64
- F 65-74
- G 75 or older

OK ✓

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9→ What is your combined annual household income?
(Optional)

- A Less than 30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,000
- E 110,000 - 169,000
- F 170,000 or more
- G Prefer not to answer

OK ✓

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10→ What ethnic group do you consider yourself a part of or feel closest to?
(Optional)

- A Caucasian/White
- B Latino/Hispanic
- C African American/Black
- D American Indian or Alaskan Native
- E Asian
- F Pacific Islander
- G Middle Eastern
- H Mixed Heritage
- I Other
- J Prefer not to answer

OK ✓

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11 → Sign up to receive project updates and meeting invites

(Optional)

name@example.com

Submit press Ctrl + Enter ↵

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

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SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

El Estudio de Transporte Multimodal del Sur del Condado de Orange tiene como objetivo analizar qué mejoras se necesitan en el sistema de transporte para el año 2045 y en adelante. El enfoque es de priorizar la equidad, la seguridad y el desplazamiento de las personas en lugar de los vehículos.

Por favor responda a esta breve encuesta y comparta con nosotros cómo podemos aprovechar al máximo la actual huella de carreteras y qué opciones considera que mejor servirían a sus necesidades de desplazamiento.

Continuar pulsa Enter ↵

Dura 4 minutos

---

1 → **Reconociendo que la financiación futura será limitada, clasifique los siguientes tipos de servicios de transporte según su prioridad de financiación.**
(Ordénelos de mayor a menor prioridad). *

*Respuesta requerida.

Arrastra y suelta para clasificar las opciones

- Servicio ferroviario más frecuente y fiable
- Servicio de autobús más frecuente y fiable
- Más servicios de vehículo compartido/microtransporte a demanda (como OC, Flex, Uber/Lyft)
- Mejores vías/senderos para peatones y bicicletas e infraestructura para bicicletas
- Servicios de shuttles/tranvía dentro de la comunidad local

Aceptar ✓

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2 → **Elegir una opción de desplazamiento distinta al automóvil puede ayudar a reducir las emisiones y la congestión. Priorice las siguientes opciones según la probabilidad de que usted consideraría una alternativa de desplazamiento distinta al automóvil.**
(Ordénelas de mayor a menor probabilidad). *

*Respuesta requerida.

Arrastra y suelta para clasificar las opciones

- Estacionamiento de bicicletas gratuito y seguro en puntos clave
- Servicios fiables de vehículo compartido/microtransporte a demanda (como OC Flex, Uber/Lyft)
- Disponibilidad de bicicletas compartidas, bicicletas eléctricas y scooters eléctricos
- Conexiones fáciles entre múltiples servicios de transporte (por ejemplo, entre Metrolink y los servicios de bicicletas compartidas)
- Un boleto universal que funcione en múltiples servicios de transporte
- Aumento de las medidas de seguridad para peatones y ciclistas, incluyendo la separación del tráfico de vehículos

Aceptar ✓

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3 → **Brindar un entorno seguro y cómodo para todas las personas que utilizan la calle es una forma de alentarlas a caminar más, a usar la bicicleta o el sistema de transporte. ¿Qué importancia tienen los siguientes aspectos para crear calles seguras y fáciles de usar?** *

Respuesta requerida. Ver en horizontal para dispositivos móviles.

	Muy importante	Importante	Moderadamente importante	Ligeramente importante	No importa
Las aceras lo suficientemente anchas permiten a todos los peatones caminar de manera cómoda y alejados del tráfico	○	○	○	○	○
Los carriles/sendas para bicicletas que sean seguros para las ciclistas de todas las edades y niveles de experiencia	○	○	○	○	○
Más tiempo para cruzar					

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Más tiempo para que los peatones puedan cruzar las calles cuando sea necesario	○	○	○	○	○
Carriles exclusivos para autobuses para que puedan competir con los tiempos de viaje de los automóviles	○	○	○	○	○
Paradas de transporte seguras y accesibles con infraestructura como marquesinas, bancas e iluminación para aumentar la comodidad, conveniencia y visibilidad.	○	○	○	○	○

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que puedan competir con los tiempos de viaje de los automóviles	○	○	○	○	○
Paradas de transporte seguras y accesibles con infraestructura como marquesinas, bancas e iluminación para aumentar la comodidad, conveniencia y visibilidad.	○	○	○	○	○
Glorietas en las calles, ampliación de las banquetas y otros elementos que permitan aumentar la seguridad de los peatones y ciclistas	○	○	○	○	○

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4 → **Se están considerando distintos incentivos para fomentar opciones de viaje distintas a conducir solo. ¿En qué medida los siguientes incentivos le animarían a considerar otras opciones de desplazamiento? ***

**Respuesta requerida. Ver en horizontal para dispositivos móviles.*

	Definitivamente sí	Probablemente sí	Tal vez	Probablemente no
Subvenciones para vehículos compartidos (carpool, vanpool)	○	○	○	○
Subvenciones para el boleto de Metrolínk y el autobús	○	○	○	○
Subvenciones para los viajes compartidos/microtránsito (OC Flex y Uber/Lyft)	○	○	○	○
Subvenciones para las bicicletas compartidas	○	○	○	○
Subvenciones al trabajo en remoto	○	○	○	○

Aceptar ✓

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5 → **Suponga que en el futuro le cobren $10 por día por estacionar su vehículo cuando viaje solo(a) al trabajo/a la escuela. ¿Con qué probabilidad consideraría las siguientes opciones alternativas para evitar pagar por estacionar? ***

**Respuesta requerida. Ver en horizontal para dispositivos móviles.*

	Definitivamente sí	Probablemente sí	Tal vez	Probablemente no
Carpool o vanpool	○	○	○	○
Transporte público (como Metrolínk y el autobús)	○	○	○	○
Viajes compartidos/microtránsito (OC Flex y Uber/Lyft)	○	○	○	○
Caminar o usar la bicicleta	○	○	○	○
Trabajo en remoto	○	○	○	○

Aceptar ✓

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¡Gracias por su aportación! Ahora, por favor cuéntenos más sobre usted.

¿Cuál es el código postal de su lugar de trabajo, si corresponde?
(Opcional)

Aceptar ✓ pulsa Enter ↵

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¿Cuál es su código postal de su domicilio?
(Opcional)

Escribe aquí tu respuesta

Aceptar ✓ pulsa Enter ↵

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¿Cuál es su rango de edad?
(Opcional)

- A 16-24
- B 25-34
- C 35-44
- D 45-54
- E 55-64
- F 65-74
- G 75 o más

Aceptar ✓

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¿Cuál es el ingreso anual total de su hogar?
(Opcional)

- A Menos de 30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,000
- E 110,000 - 169,000
- F 170,000 o más
- G Prefiero no responder

Aceptar ✓

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10→ ¿De qué grupo étnico se considera parte o se siente más cercano?

(Opcional)

- A Caucásico/Blanco
- B Latino/Hispano
- C Afroamericano/Negro
- D Indio americano o nativo de Alaska
- E Asiático
- F Isleño del Pacífico
- G Procedente de Medio Oriente
- H Herencia mixta
- I Otros
- J Prefiero no responder

Aceptar ✓

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11→ Inscríbase para recibir actualizaciones sobre el proyecto e invitaciones a reuniones

(Opcional)

Enviar pulse Ctrl + Enter ↵

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

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SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

橙县南部多式交通研究正在研究到 2045 年及以后需要什么样的交通改进。重点是优先考虑公平、安全和移动人员而不是移动汽车。

请参加这份简短的调查，并分享我们如何充分利用现有道路足迹，以及您发现哪些选项最适合您的出行需求。

继续 按 Enter ↵ 键

● 需要4分钟

---

1 → **认识到未来的资金有限，请将以下类型的交通服务按资助优先级别排序。（从最高优先级到最低优先级。）** *

*需要回答。

通过拖放对选项排序

- 更频繁、更可靠的列车服务
- 更频繁、更可靠的巴士服务
- 扩展的按需、微型交通/共享乘车服务（例如 OC Flex、Uber/Lyft）
- 改善自行车和人行道/步道和自行车设施
- 当地社区班车/电车服务

确定 ✓

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2 → **选择非汽车出行方式有助于减少排放和拥堵。根据您考虑非汽车出行选项的可能性，给下列各项进行优先排序。**（从最可能到最不可能排序。）*

*需要回答。

通过拖放对选项排序

- 在关键地点提供免费且安全的自行车停车场
- 可靠的按需、微型交通/共享乘车服务（例如 OC Flex、Uber/Lyft）
- 提供共享单车、电动自行车、电动滑板车
- 多种交通服务之间的轻松连接（例如 Metrolink 到自行车共享）
- 适用于多种交通服务的通用票价车票
- 增加步行和骑自行车的安全措施，包括与车辆交通分开

确定 ✓

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3 → **为所有使用街道的人提供安全舒适的环境是鼓励更多步行、骑自行车和公交出行的一种方式。以下内容对于创建安全且易于使用的街道有多重要？** *

*需要回答。在移动设备上横向查看。

	非常重要	重要	中等重要	有点重要	不重要
人行道足够宽，可以让行人舒适地行走，与车辆交通分开。	○	○	○	○	○
对所有年龄和经验水平的骑手都安全的自行车道/路径。	○	○	○	○	○
必要时延长步行穿越街道时间。	○	○	○	○	○
专用巴士车道，使巴士可以与汽车的出行时间竞争。	○	○	○	○	○

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车辆交通分开。					
对所有年龄和经验水平的骑手都安全的自行车道/路径。	○	○	○	○	○
必要时延长步行穿越街道时间。	○	○	○	○	○
专用巴士车道，使巴士可以与汽车的出行时间竞争。	○	○	○	○	○
安全便捷的公交站点，配备避雨棚、长椅和照明等便利设施，以提高舒适度、便利性和可见度。	○	○	○	○	○
街道环形交叉路口、路边延伸和其他增加行人和骑自行车者安全的元素。	○	○	○	○	○

确定 ✓

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4 → **正在考虑各种激励措施来鼓励使用独自驾驶以外的出行方式。以下激励措施鼓励您考虑替代出行选择的可能性有多大？** *

**需要回答。在移动设备上横向查看。*

	绝对会	很可能会	可能会	可能不会	绝对不会
轿车和面包车拼车补贴	○	○	○	○	○
Metrolink 和巴士车票补贴	○	○	○	○	○
微交通/拼车（OC Flex 和 Uber/Lyft）补贴	○	○	○	○	○
共享单车补贴	○	○	○	○	○
远程办公补贴	○	○	○	○	○

确定 ✓

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5 → **假设将来您独自开车去上班/上学时，停车费每天 10 美元。您考虑以下替代方案以避免付费停车的可能性有多大？** *

**需要回答。在移动设备上横向查看。*

	绝对会	很可能会	可能会	可能不会	绝对不会
轿车或面包车拼车	○	○	○	○	○
乘坐公交（如 Metrolink 和巴士）	○	○	○	○	○
微型交通/拼车（OC Flex 和 Uber/Lyft）	○	○	○	○	○
步行或骑自行车	○	○	○	○	○
远程办公	○	○	○	○	○

确定 ✓

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6 → **感谢您的意见！现在，请告诉我们一些关于您自己的事情。**

如果有的话，您的工作地点的邮政编码是什么？

（可选）

确定 ✓ 按 Enter ↵ 键

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7 → **您的住家的邮递区号是什么？**

(可选)

在此处键入答案

确定 ✓ 按 Enter ↵ 键

Powered by Typeform

8 → **您在哪个年龄段？**

(可选)

- A 16-24 岁
- B 25-34 岁
- C 35-44 岁
- D 45-54 岁
- E 55-64 岁
- F 65-74 岁
- G 75 岁以上

确定 ✓

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9 → **您的家庭年总收入是多少？**

(可选)

- A 低于30,000
- B 30,000 - 49,999
- C 50,000 - 79,999
- D 80,000 - 109,000
- E 110,000 - 169,000
- F 170,000 以上
- G 不愿回答

确定 ✓

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10 → **您认为自己属于或者最接近哪个种族？**

(可选)

- A 高加索人/白人
- B 拉丁裔/西班牙裔
- C 非洲裔美国人/黑人
- D 美洲印第安人或阿拉斯加原住民
- E 亚裔
- F 太平洋岛民
- G 中东人
- H 混合族裔
- I 其他
- J 不愿回答

确定 ✓

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11 → **注册以接收项目更新和会议邀请**

(可选)

someoody@example.com

提交 按 Ctrl + Enter ↵ 键

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

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SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

사우스 오렌지 카운티 복합 교통 연구는 2045년까지 그리고 그 이후 어떤 교통 개선이 필요한지 조사하고 있습니다. 자동차를 움직이기 보다는 형평성, 안전, 그리고 사람들을 이동시키는 데 중점을 두고 있습니다.

이 간단한 설문 조사에 참여하여 어떻게 하면 우리가 기존 도로를 최대로 활용하고 어떠한 교통 수단이 여러분에게 가장 좋은지 의견을 나누어 주십시오.

계속하다 Enter ↵를 누르십시오

4분 소요

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1 → **미래의 예산이 한정되어 있음을 인지하시고, 아래 어떤 교통 수단에 예산을 먼저 투입해야 하는지 순위를 정하시기 바랍니다.**
(가장 높은 순위부터 가장 낮은 순위로) *
*답변이 필요합니다.

선택지의 순위를 정하려면 드래그 앤드 드롭하세요

- 보다 자주 다니고 믿을 수 있는 철도 서비스
- 보다 자주 다니고 믿을 수 있는 버스 서비스
- 주문형, 마이크로트랜짓/승차 공유 서비스확대(예: OC Flex, Uber/Lyft 등)
- 개선된 자전거 및 보행자 전용 도로 및 자전거 편의시설
- 지역 커뮤니티 셔틀/트롤리 서비스

확인 ✓

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2 → **자동차 이외의 교통 수단을 선택하면 배기 가스와 교통 체증을 줄이는 데 도움이 될 수 있습니다. 아래 자동차 이외의 교통 수단들 중 선호하는 순위를 정하십시오.**
(가장 높은 순위부터 가장 낮은 순위로.) *
*답변이 필요합니다.

선택지의 순위를 정하려면 드래그 앤드 드롭하세요

- 주요 위치에 무료 자전거 주차장
- 믿을 수 있는 주문형, 마이크로트랜짓//승차 공유 서비스(예: OC Flex, Uber/Lyft 등)
- 자전거 공유, 전기 자전거, 전기 스쿠터 서비스
- 여러 교통 수단들 간에 손쉬운 연결(예: Metrolink에서 자전거 공유 서비스로)
- 여러 교통 수단에서 사용 가능한 유니버설 패스
- 차량 교통으로부터 분리를 포함한 더 강화된 걷기와 자전거 안전

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3 → **거리를 사용하는 모든 사람들을 위하여 안전하고 편안한 환경을 마련해 주는 것은 더 많은 사람들이 걷고, 자전거 타고, 대중 교통을 이용하도록 하기 위한 한 방법입니다. 안전하고 이용하기 쉬운 거리를 만들기 위해 아래 사항들이 얼마나 중요합니까?** *
답변이 필요합니다. 오버랩 장치에서 가로로 봅니다.

	매우 중요함	중요	어느정도 중요	약간 중요	중요하지 않음
보행자가 차량들과 분리되어 편안하게 걸을 수 있을 만큼 넓은 인도	○	○	○	○	○
모든 연령과 경험 수준의 라이더들에게 안전한 자전거 전용 도로들	○	○	○	○	○
횡단보도 보행자들이 짧 건너는 시간을 많음	○	○	○	○	○
버스가 자동차 이동 시간과 경쟁할 수 있도록 전용 버스 차선	○	○	○	○	○
라이트, 펜스 및 교량과 같은 환경 시설을 일관 안전하고 즐겁고 가능한 여행 교통 지원장치로 편안함과 편의성, 그리고 그 이상을 높인다	○	○	○	○	○
보행자에 자전거 이용자의 안전을 높이는 방법 교차로, 안전 휴식 및 시간 표소	○	○	○	○	○

확인 ✓

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4 → **나홀로 운전 이외의 이동 옵션을 권장하기 위해 다양한 인센티브가 고려되고 있습니다. 아래 인센티브로 다른 이동 옵션을 선택할 가능성이 얼마나 높은가요? ***

**답변이 필요합니다. 모바일 장치에서 가로로 봅니다.*

	매우 높다	꽤 높다	가능하다	높지 않다	전혀 없다
카풀 및 밴풀 보조금	○	○	○	○	○
Metrolink 및 버스 패스 보조금	○	○	○	○	○
마이크로트랜짓/승차 공유(OC Flex 및 Uber/Lyft) 보조금	○	○	○	○	○
자전거 공유 보조금	○	○	○	○	○
재택근무 보조금	○	○	○	○	○

확인 ✓

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5 → **직장이나 학교에 나홀로 운전할 때 주차하는 데 하루 10 달러를 내야 한다고 가정하겠습니다. 주차료를 지불하지 않기 위해 아래와 같은 대안을 고려할 가능성이 얼마나 높은가요? ***

**답변이 필요합니다. 모바일 장치에서 가로로 봅니다.*

	매우 높다	꽤 높다	가능하다	높지 않다	전혀 없다
카풀 또는 밴풀	○	○	○	○	○
대중교통 이용(메트로링크 및 버스 등)	○	○	○	○	○
마이크로트랜짓/승차 공유(OC Flex 및 Uber/Lyft)	○	○	○	○	○
걷기 또는 자전거	○	○	○	○	○
재택근무	○	○	○	○	○

확인 ✓

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6 → **의견을 주셔서 감사합니다! 본인에 대하여 좀 말씀해 주시기 바랍니다.**

직장 우편번호는 어떻게 됩니까?

(선택)

여기에 답변을 입력하십시오

확인 ✓ Enter ↵를 누르십시오

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7 → **집 우편번호는 어떻게 되나요?**

(선택)

여기에 답변을 입력하십시오

확인 ✓ Enter ↵를 누르십시오

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8 → **연령대는 어떻게 되십니까?**

(선택)

- A 16-24 세
- B 25-34 세
- C 35-44 세
- D 45-54 세
- E 55-64 세
- F 65-74 세
- G 75 세 이상

확인 ✓

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9 → **가계 총 소득은 얼마입니까?**

(선택)

- A 30,000불 미만
- B 30,000 - 49,999 불
- C 50,000 - 79,999 불
- D 80,000 - 109,000 불
- E 110,000 - 169,000 불
- F 170,000 불 이상
- G 답하고 싶지 않음

확인 ✓

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10 → **어떤 인종 그룹에 속하신다고 생각하십니까?**

(선택)

- A 백인
- B 라틴계/히스패닉
- C 흑인
- D 아메리칸 인디언 두는 알래스카 원주민
- E 아시안
- F 태평양 도서인
- G 중동인
- H 혼혈인
- I 기타
- J 답하고 싶지 않음

확인 ✓

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11 → **프로젝트 업데이트 및 미팅 초대를 받으려면 등록하십시오**

(선택)

somebody@example.com

제출 Ctrl + Enter 키를 누르십시오

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

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SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Nghiên Cứu về Chuyên Chở Đa Phương Thức của Nam Quận Cam (South Orange) muốn biết cần cải tiến điều gì cho chuyên chở đến năm 2045 và sau đó. Tập trung ưu tiên cho công bằng, an toàn, và chuyên chở cư dân thay cho đi lại bằng xe riêng.

Xin làm khảo sát ngắn này và chia sẻ cho chúng tôi biết cách tận dụng tốt nhất tuyến đường hiện có và những lựa chọn nào có lợi nhất cho nhu cầu đi lại của quý vị.

Takes 4 minutes

Tiếp tục press Enter ↵

1 → **Thực tế là việc cấp quỹ trong tương lai có giới hạn, hãy xếp hạng các loại dịch vụ chuyên chở sau đây theo mức độ ưu tiên cấp quỹ.**
(Xếp hạng từ mức ưu tiên cao nhất đến thấp nhất.) *

** Yêu cầu trả lời.*

Drag and drop to rank options

- Xe lửa phục vụ thường xuyên và tin cậy hơn
- Xe buýt phục vụ thường xuyên và tin cậy hơn
- Mở rộng dịch vụ theo yêu cầu, microtransit/đi chung xe (như OC Flex, Uber/Lyft)
- Cải tiến đường/lối đi cho xe đạp và người đi bộ và các tiện ích cho xe đạp
- Dịch vụ đưa đón/xe điện cộng đồng địa phương

OK ✓

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2 → **Chọn cách đi lại không dùng xe để giảm khí thải và tắc nghẽn. Xếp các mục sau đây theo mức độ quý vị khả dĩ ưu tiên chọn làm cách thức đi lại không dùng xe.**
(Xếp hạng từ mức khả dĩ ưu tiên nhiều nhất đến ít nhất.) *

** Yêu cầu trả lời.*

Drag and drop to rank options

- Bãi đậu xe đạp an toàn và miễn phí ở những địa điểm quan trọng
- Dịch vụ theo yêu cầu, microtransit/đi chung xe đáng tin cậy (như OC Flex, Uber/Lyft)
- Dễ dùng dịch vụ chia sẻ xe đạp, xe đạp điện, scooter điện
- Dễ kết nối giữa các dịch vụ chuyên chở (như Metrolink với chia sẻ xe đạp)
- Vé phổ thông dùng cho nhiều dịch vụ chuyên chở
- Tăng các biện pháp an toàn cho người đi bộ và đi xe đạp, bao gồm cả việc tách biệt khỏi các phương tiện đi lại

OK ✓

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3 → **Có môi trường an toàn và thoải mái cho tất cả những người đi trên đường phố là cách để khuyến khích mọi người đi bộ, đi xe đạp, và dùng phương tiện công cộng nhiều hơn. Những điều sau đây có vai trò quan trọng ra sao để mở mang các đường phố an toàn và dễ đi lại? ***

** Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.*

	Rất quan trọng	Quan trọng	Tương đối quan trọng	Hơi quan trọng	Không quan trọng
Vỉa hè rộng để người đi bộ có thể đi thoải mái, tách biệt khỏi động xe cộ.	○	○	○	○	○
Làn đường/lối đi cho xe đạp an toàn cho người đi ở mọi độ tuổi và khả năng đi xe.	○	○	○	○	○
Tăng thêm thời gian cho người đi bộ qua đường khi cần.	○	○	○	○	○
Làn đường dành riêng cho xe buýt để xe buýt có thể chạy tránh thời gian đi lại với xe riêng.	○	○	○	○	○

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Tăng thêm thời gian cho người đi bộ qua đường, khi cần.	○	○	○	○	○
Làn đường dành riêng cho xe buýt để xe buýt có thể cạnh tranh thời gian đi lại với xe riêng.	○	○	○	○	○
Các trạm dừng của phương tiện công cộng an toàn và dễ dùng, có các tiện ích như nhà tạm trú, ghế dài, và ánh sáng để tăng tiện nghi, tiện lợi, và tầm nhìn.	○	○	○	○	○
Vòng xuyến, mở rộng vỉa hè, và các yếu tố khác tăng an toàn cho người đi bộ và đi xe đạp.	○	○	○	○	○

OK ✓

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4→ **Nhiều biện pháp khích lệ đang được xem xét để khuyến khích cách đi lại khác việc lái xe một mình.**
Các biện pháp khích lệ sau đây có thể khuyến khích quý vị chọn cách đi lại thay thế ra sao? *

** Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.*

	Chắc chắn	Có lẽ	Có thể	Có lẽ không	Nhất định là không
Trợ cấp đi chung xe nhà và xe van	○	○	○	○	○
Trợ cấp cho Metrolink và xe buýt	○	○	○	○	○
Trợ cấp khi dùng dịch vụ microtransit/đi chung xe (OC Flex và Uber/Lyft)	○	○	○	○	○
Trợ cấp khi dùng dịch vụ cho thuê xe đạp	○	○	○	○	○
Trợ cấp cho làm việc từ xa	○	○	○	○	○

OK ✓

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5→ **Giả sử trong tương lai quý vị phải trả $10 phí mỗi ngày để đậu xe khi lái xe một mình đi làm/đi học. Quý vị có chọn cách thay thế sau đây để tránh phải trả tiền đậu xe không? ***

** Yêu cầu trả lời. Xem ở chế độ ngang dành cho thiết bị di động.*

	Chắc chắn	Có lẽ	Có thể	Có lẽ không	Nhất định là không
Đi chung xe nhà hoặc xe van	○	○	○	○	○
Dùng phương tiện công cộng (như Metrolink và xe buýt)	○	○	○	○	○
Microtransit/đi chung xe (OC Flex và Uber/Lyft)	○	○	○	○	○
Đi bộ hoặc xe đạp	○	○	○	○	○
Làm việc từ xa	○	○	○	○	○

OK ✓

Powered by Typeform

6→ **Cảm ơn quý vị cho biết ý kiến! Bây giờ, xin quý vị cho chúng tôi biết đôi chút về bản thân.**

Mã zip nơi làm việc của quý vị là gì nếu quý vị có?
(Tùy ý)

OK ✓ press Enter ↵

Powered by Typeform

7 → **Mã zip nhà của quý vị là gì?**

(Tùy ý)

Type your answer here...

OK ✓ press Enter ↵

Powered by Typeform

8 → **Độ tuổi của quý vị là bao nhiêu?**

(Tùy ý)

- A 16-24
- B 25-34
- C 35-44
- D 45-54
- E 55-64
- F 65-74
- G 75 tuổi trở lên

OK ✓

Powered by Typeform

9 → **Tổng số thu nhập trong hộ gia đình hàng năm của quý vị là bao nhiêu?**

(Tùy ý)

- A Dưới 30.000
- B 30.000 - 49.999
- C 50.000 - 79.999
- D 80.000 - 109.000
- E 110.000 - 169.000
- F 170.000 trở lên
- G Không thích trả lời

OK ✓

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10 → **Quý vị coi mình là một phần của hoặc cảm thấy gần gũi nhất với nhóm dân tộc nào?**

(Tùy ý)

- A Caucasian / Da trắng
- B Người gốc La tinh / gốc Tây Ban Nha
- C Người Mỹ gốc Phi châu / Da đen
- D Người Mỹ Da đỏ hoặc thổ dân Alaska
- E Á châu
- F Người đảo Thái Bình Dương
- G Người Trung Đông
- H Người Hợp chủng
- I Khác
- J Không thích trả lời

OK ✓

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11 → Ghi danh để được thông tin cập nhật về dự án và mời họp

(Tùy ý)

name@example.com

Submit press Ctrl + Enter ↵

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

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Appendix A

Appendix A.2 Paper Survey (English)

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The South Orange County Multimodal Transportation Study is looking at what kind of **transportation improvements** are needed by the year 2045 and beyond. The focus is on prioritizing **equity**, **safety**, and **moving people** rather than moving cars.

Please take this brief survey and share how we make the most out of the existing roadway footprint and what kinds of options you would find most beneficial for your travel needs.

1. **Recognizing that future funding is limited, rank the following types of transportation services for funding priority.** ***(Rank from highest to lowest priority, 1 being the highest.)***

    a. More frequent and reliable train service _____

    b. More frequent and reliable bus service _____

    c. Expanded on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft)_____

    d. Improved bike and pedestrian paths/trails and bike amenities _____

    e. Local community shuttles/trolley services _____

OCTA

2. **Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.** ***(Rank from most to least likely, 1 being the most likely.)***

   a. Free and secure bike parking at key locations

   b. Reliable on-demand, microtransit/shared ride services (such as OC Flex, Uber/Lyft) _____

   c. Availability of bikeshare, e-bikes, e-scooters _____

   d. Easy connections between multiple transportation services (such as Metrolink to bikeshare) _____

   e. Universal fare pass that works across multiple transportation services _____

   f. Increased walking and biking safety measures, including separation from vehicle traffic _____

3. **Providing a safe and comfortable environment for all people who use the street is one way to encourage more walking, bicycling, and transit ridership. How important are the following for creating safe and easy-to-use streets?** ***(Check the box that applies.)***

	Very Important	Important	Moderately Important	Slightly Important	Unimportant
Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.					
Bicycle lanes/paths that are safe for riders of all ages and experience levels.					
Extended pedestrian street crossing times when needed.					
Dedicated bus lanes so that buses can compete with car travel times.					
Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.					
Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.					

OCTA

4. **Various incentives are being considered to encourage use of travel options other than driving alone. How likely would the following incentives encourage you to consider alternative travel options?** ***(Check the box that applies.)***

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool and vanpool subsidies					
Metrolink and bus pass subsidies					
Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies					
Bikeshare subsidies					
Telework subsidies					

5. **Assume in the future that you are charged $10 per day to park your car when driving alone to work/school. How likely would you consider the following alternative options to avoid paying to park?** ***(Check the box that applies.)***

	Definitely	Probably	Possibly	Probably Not	Definitely Not
Carpool or vanpool					
Take transit (such as Metrolink and bus)					
Microtransit/shared ride (OC Flex and Uber/Lyft)					
Walk or bike					
Telework					

Thanks for your input! Now, please tell us a little about yourself. (Optional)

1. What is your worksite zip code if you have one?
2. What is your home zip code?
3. What is your age range?
    a. 16-24
    b. 25-34
    c. 35-44
    d. 45-54
    e. 55-64
    f. 65-74
    g. 75 or older

OCTA

4. What is your combined annual household income?
    a. Less than 30,000
    b. 30,000 – 49,999
    c. 50,000 – 79,999
    d. 80,000 – 109,000
    e. 110,000 – 169,000
    f. 170,000 or more
    g. Prefer not to answer

5. What ethnic group do you consider yourself a part of or feel closest to?
    a. Caucasian/White
    b. Latino/Hispanic
    c. African American/Black
    d. American Indian or Alaskan Native
    e. Asian
    f. Pacific Islander
    g. Middle Eastern
    h. Mixed Heritage
    i. Other
    j. Prefer not to answer

6. Sign up to receive project updates and meeting invites
    a. Email Address_____

OCTA

Appendix B
Survey Results

Appendix B.1 Compiled Survey Results

Appendix B

Appendix B.1 Compiled Survey Results

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
l6joyknrqlkkgjuq6tl6joykn9wmaliq	More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Very Important	Slightly Important	Important	Very Important	Slightly Important	Definitely	Definitely	Definitely	Probably Not	Possibly	Possibly	Definitely	Definitely	Probably Not	Definitely	92614	92691	25-34	170,000 or more	Caucasian/White		4/15/2022 23:50	4/15/2022 23:54	16ffe21f1f
83ok9tsvfy9xng2983ok4nvryyodj3wv	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Important	Probably Not	Probably Not	Probably Not	Probably Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	92656	92653	25-34	110,000 â€“ 169,000	Latino/Hispanic		4/15/2022 23:38	4/15/2022 23:43	d263056de7
58xjcqytp5nqyp76iv58xjch8isjb7hm	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Important	Important	Probably Not	Definitely	Probably Not	Definitely	Probably Not	Probably Not	Definitely	Probably Not	Definitely	Possibly	92870	92870	16-24	50,000 â€“ 79,999	Caucasian/White	katetoller10@gmail.com	4/15/2022 6:16	4/15/2022 6:20	a00496026f
in4o4hzvti7nsuzxnxin4o846jk43cuz	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Probably Not	Definitely	Probably	Definitely Not	Definitely	Possibly	Definitely	Probably	Definitely Not	Definitely	92612	92612	55-64	170,000 or more	Caucasian/White		4/14/2022 21:17	4/14/2022 21:20	8e64d85b5d
cntkf74uu60ukvcntkf7j7untlsb6oaw	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Moderately Important	Moderately Important	Moderately Important	Important	Important	Possibly	Definitely	Probably	Possibly	Probably	Probably Not	Possibly	Probably Not	Definitely	Probably	92603		35-44	110,000 â€“ 169,000	Caucasian/White		4/14/2022 21:15	4/14/2022 21:19	4dbfe52c52
kgnmr6ecoi4tfo5jbkgnmrb1zsll8htj	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Important	Moderately Important	Moderately Important	Slightly Important	Moderately Important	Possibly	Possibly	Possibly	Possibly	Definitely	Possibly	Probably	Probably Not	Probably Not	Definitely	92653	92612	25-34	30,000 â€“ 49,999	Asian		4/14/2022 4:17	4/14/2022 7:06	6ed4428888
zsbw1sugfphrpj90zsbw9z21mn78s55m	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Very Important	Important	Very Important	Definitely	Probably	Probably	Possibly	Possibly	Definitely	Probably	Probably	Probably	Probably	92624	92624	75 or older	Prefer not to answer	Asian		4/14/2022 5:42	4/14/2022 5:46	f7537374d0
6etq6b72gbezrp1u3rzqtgeb6etq6b7l	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Moderately Important	Moderately Important	Moderately Important	Very Important	Very Important	Very Important	Possibly	Probably	Possibly	Definitely	Probably Not	Probably	Definitely	Possibly	Definitely	Possibly	92627	92627	16-24	Less than 30,000	Latino/Hispanic	rocioantonio81890@yahoo.com	4/13/2022 23:31	4/13/2022 23:38	7c82da3735
nlihc6d9814mvj2wrukt3qnlihc6987i	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Important	Very Important	Slightly Important	Unimportant	Slightly Important	Important	Probably Not	Possibly	Probably	Probably	Definitely	Possibly	Probably Not	Probably Not	Probably	Definitely	92693	92675	45-54	170,000 or more	Caucasian/White	mbalsamo@ranchomv.com	4/13/2022 19:52	4/13/2022 20:00	3a965899bd
kfx9vqy94rs173idrhbkfx9vlzij58rk	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Moderately Important	Moderately Important	Very Important	Important	Probably Not	Probably	Definitely	Probably Not	Definitely Not	Definitely	Probably	Definitely	Possibly	Probably Not	92672	92672	75 or older	170,000 or more	Caucasian/White		4/13/2022 1:55	4/13/2022 2:07	da8893e89d
j7hvx1bcp6dr6al7wlvrcj7hvx1nxgpb	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Important	Very Important	Important	Very Important	Important	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Probably	Probably	Probably	90071	92706	65-74	80,000 â€“ 109,000	Asian		4/13/2022 1:15	4/13/2022 1:23	b8909a3c6e
vjyu2emum9avtdg7rcvjyuewek7tcmts	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Slightly Important	Very Important	Very Important	Probably	Definitely	Definitely	Probably	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92637	92675	65-74	170,000 or more	Caucasian/White		4/13/2022 0:03	4/13/2022 0:09	b6c34d45cd
33npn1swidyuvam133nc9vgdvhgh5dln	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Important	Slightly Important	Unimportant	Important	Unimportant	Possibly	Probably	Possibly	Possibly	Possibly	Probably Not	Probably	Probably	Definitely	Definitely			45-54	80,000 â€“ 109,000	Caucasian/White	helpmewithit@live.com	4/12/2022 21:17	4/12/2022 21:31	e956218357
qqff7vssn5tx8zt1qqffpjqrijfqh82d	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Important	Important	Moderately Important	Moderately Important	Probably Not	Probably	Definitely	Possibly	Probably Not	Probably Not	Possibly	Definitely	Probably Not	Possibly		94109	45-54	Less than 30,000	Caucasian/White		4/12/2022 20:01	4/12/2022 20:06	398f52a82c
ddybc8w2qvwi4i08ddybelf0orrjvntd	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Very Important	Moderately Important	Important	Important	Moderately Important	Definitely	Probably	Definitely	Possibly	Possibly	Probably	Probably	Probably	Possibly	Possibly	92630	92691	75 or older	80,000 â€“ 109,000	Caucasian/White	OTC@cms4visa.com	4/12/2022 18:46	4/12/2022 18:51	93dbab7648
m5l40kdu8agzqtebp3j4aim5l40kdui1	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Slightly Important	Slightly Important	Moderately Important	Important	Probably Not	Probably Not	Probably Not	Possibly	Probably	Probably Not	Probably Not	Probably Not	Possibly	Definitely	92614	92705	65-74	170,000 or more	Caucasian/White		4/12/2022 18:41	4/12/2022 18:46	d8c46a9065
4k598u6qw6427b73204ymwo4k598u69q	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably Not	Definitely	Probably	Possibly	Definitely Not	Probably Not	Probably	Probably	Probably	Definitely Not	91501	92656	45-54	Prefer not to answer	Caucasian/White		4/12/2022 16:41	4/12/2022 16:52	a55f449de8
2n6jsupzhzud90re8e2n6juhu2u8hqt2	Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Moderately Important	Very Important	Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Probably	Probably	Possibly	Definitely	92673	92673	45-54	170,000 or more	Caucasian/White	kbswebb@live.com	4/12/2022 16:30	4/12/2022 16:35	da0aec0cdc
64g9ctxm2cif33p64g9cwhtvy2ofa17i	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Unimportant	Moderately Important	Unimportant	Moderately Important	Unimportant	Definitely Not	Definitely Not	Probably Not	Definitely Not	Possibly	Probably Not	Definitely Not	Possibly	Probably Not	Probably	92672	92673	65-74	170,000 or more	Caucasian/White	JohnBrantuk@msn.com	4/12/2022 15:09	4/12/2022 15:13	1a96d660c1
mvtrrvkmj3n3u0dhemvtx66quzztg965	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Moderately Important	Slightly Important	Moderately Important	Slightly Important	Moderately Important	Definitely	Possibly	Probably	Probably Not	Probably Not	Probably	Definitely	Definitely	Definitely	Possibly		92677	75 or older	50,000 â€“ 79,999	Prefer not to answer		4/12/2022 14:55	4/12/2022 15:10	62b0889608
oexzmd9qvatj6ithfoexzf3mi01521ey	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Moderately Important	Unimportant	Very Important	Unimportant	Probably Not	Possibly	Possibly	Probably Not	Probably Not	Probably Not	Possibly	Possibly	Probably Not	Possibly	90007	92603	55-64	80,000 â€“ 109,000	Caucasian/White	jloper@palmtreecommunities.com	4/12/2022 7:05	4/12/2022 7:09	b85e03a4a4
r2jyz7czxlgyk34d3r2jypm4f9avtw0p	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters	Important	Very Important	Important	Moderately Important	Important	Moderately Important	Possibly	Possibly	Probably	Possibly	Probably Not	Possibly	Possibly	Probably	Possibly	Possibly	92672	92672	75 or older	170,000 or more	Caucasian/White	JACKIE@JLANDRETH.COM	4/12/2022 3:31	4/12/2022 3:39	c905251c24
ak33y1hwvqgnvxkcak33y1ev3hxyqe9h	Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Possibly	Definitely	Definitely	Definitely Not	Definitely Not	Probably	Definitely	Definitely	Possibly	Definitely Not		92637	75 or older	Prefer not to answer	Caucasian/White	rvevelyn@comline.com	4/12/2022 2:52	4/12/2022 2:58	9976f4e71c
319y2uo7ewydwmirg8oh319y280z8ws9	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Probably Not	Definitely	Possibly	Possibly	Probably Not	Probably Not	Definitely	Probably Not	Definitely	Definitely Not	92675	92675	65-74	30,000 â€“ 49,999	Caucasian/White	mjwernet50@gmail.com	4/12/2022 1:45	4/12/2022 1:46	ab0dd170d0
x0xem5l5crk4w7t0wix0xempmf81ocy3	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations	Important	Important	Moderately Important	Very Important	Very Important	Very Important	Probably Not	Definitely	Probably Not	Probably	Probably	Probably	Definitely	Probably	Possibly	Possibly	92679	92637	55-64	110,000 â€“ 169,000	Caucasian/White	ecoprincess2@gmail.com	4/12/2022 0:53	4/12/2022 1:01	5da252098f
ah4t7nrtctb5kbpfyaah4t7l2yotry0r	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Important	Important	Possibly	Definitely	Possibly	Probably	Probably Not	Probably	Definitely	Probably	Definitely	Probably	92801	92801	45-54	Less than 30,000	Latino/Hispanic	uzpichin@gmail.com	4/12/2022 0:29	4/12/2022 0:36	51d66c1de7
469z0uvb94typa5i585469z0uvwohyzd	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Important	Important	Slightly Important	Unimportant	Moderately Important	Moderately Important	Possibly	Possibly	Probably	Definitely Not	Definitely Not	Probably Not	Probably Not	Probably	Probably	Definitely Not	92672	92672	65-74	Prefer not to answer	Caucasian/White		4/11/2022 23:40	4/11/2022 23:47	e2838969b7
fgj9r95pqqzrsnbz3tp7efgj9r95pjrr	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Important	Very Important	Unimportant	Possibly	Possibly	Definitely	Probably Not	Definitely	Possibly	Possibly	Definitely	Possibly	Definitely	92672	92672	75 or older	Prefer not to answer	Caucasian/White	offline-repay-0p@icloud.com	4/11/2022 23:15	4/11/2022 23:21	35d3f300b7
b1dnraayx1hyyekw0ib1dnrazx3beoet	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Very Important	Important	Important	Definitely Not	Probably Not	Possibly	Probably Not	Definitely Not	Possibly	Possibly	Possibly	Possibly	Possibly	92701	92677	35-44	110,000 â€“ 169,000	Caucasian/White		4/11/2022 21:49	4/11/2022 23:07	c33a591881
yb84ey894pv3pue7lyb84gfmqdiyxju3	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Moderately Important	Slightly Important	Moderately Important	Important	Probably	Definitely	Probably	Probably Not	Probably Not	Definitely	Probably	Probably	Possibly	Possibly	92675	92675	65-74	170,000 or more	Caucasian/White		4/11/2022 22:59	4/11/2022 23:03	c2503b48df
9b09yjjk1ow8xhd1fej8av9b09yjjk4i	More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Moderately Important	Important	Slightly Important	Slightly Important	Slightly Important	Unimportant	Definitely Not	Probably	Probably	Definitely Not	Definitely Not	Definitely Not	Possibly	Probably Not	Possibly	Definitely	92630	92630	65-74	110,000 â€“ 169,000	Caucasian/White	mwick01@earthlink.net	4/11/2022 22:44	4/11/2022 22:56	28e6e480d3
qjajdu387uru27jv1qjajdusfx96a8wt	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Important	Important	Important	Very Important	Probably Not	Probably Not	Probably Not	Definitely	Probably Not	Possibly	Possibly	Possibly	Definitely	Possibly	92704	92802	25-34	30,000 â€“ 49,999	Caucasian/White		4/11/2022 22:51	4/11/2022 22:55	6efc8ced38
nt4pen7gpsakn9a05j9ernt4penyb4io	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Important	Important	Moderately Important	Important	Important	Probably	Possibly	Definitely	Probably	Definitely	Definitely	Probably	Probably	Definitely	Definitely	90731	92672	55-64	110,000 â€“ 169,000	Latino/Hispanic	drenotme@hotmail.com	4/11/2022 22:47	4/11/2022 22:55	2c08937ce9
2tleyf8mmp5tflaa3g12tleyw00xemq5	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Probably	Probably	Definitely	Possibly	Definitely	Probably	Definitely	Definitely	92677	92677	25-34	30,000 â€“ 49,999	Mixed Heritage		4/11/2022 22:33	4/11/2022 22:36	9b1a818d35
e7g8e47wmfnona7hx28te7g8lxt9m4f5	Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Important	Very Important	Very Important	Very Important	Important	Moderately Important	Probably Not	Probably Not	Probably Not	Definitely Not	Possibly	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	92678	92678	45-54	50,000 â€“ 79,999	Mixed Heritage	surfinfoool@yahoo.com	4/11/2022 22:16	4/11/2022 22:22	b814c31caa
3x7bk2ipr12o93x7i57zj1mx29sh1i3c	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Important	Very Important	Probably Not	Definitely	Possibly	Probably	Probably Not	Possibly	Probably	Possibly	Probably	Probably	92672	92672	55-64	110,000 â€“ 169,000	Mixed Heritage		4/11/2022 22:12	4/11/2022 22:16	04d5c2f6cc
sh0a7i5513lmnicsh0a3o7k6c98x0rgv	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Possibly	Definitely	Definitely	Definitely	Possibly	Definitely	Possibly	Probably	Definitely	92697	92679	45-54	Prefer not to answer	Caucasian/White		4/11/2022 22:06	4/11/2022 22:09	c834a62d34
f1xwlqs5fdrbzk3u8f1xwzk2seckcjwu	More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations	Very Important	Very Important	Very Important	Very Important	Important	Important	Probably Not	Probably Not	Definitely	Probably Not	Definitely Not	Probably Not	Possibly	Definitely	Probably Not	Definitely	92657	92657	65-74	80,000 â€“ 109,000	Caucasian/White		4/11/2022 21:56	4/11/2022 22:06	47b91ce942

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
nweg4xww0qh5sz3fdlxnweg4xx456o2s	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Important	Important	Moderately Important	Important	Probably Not	Probably Not	Possibly	Probably Not	Probably	Probably	Possibly	Probably	Possibly	Definitely	92656	92695	35-44	170,000 or more	Asian	ssumitani@pm.me	4/11/2022 21:41	4/11/2022 21:44	f4eb00e1f2
r69acodxglywxl7hlu8r69acegxgcymr	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Possibly	Definitely	Probably	Possibly	Possibly	Possibly	Definitely	Probably	Definitely	Probably		62675	65-74	50,000 â€“ 79,999	Caucasian/White		4/11/2022 21:18	4/11/2022 21:41	5eedc7bf62
qdzomiit5eogmsth3tggqdzom31bbvhv	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Moderately Important	Very Important	Important	Very Important	Probably	Possibly	Definitely	Probably Not	Probably	Probably	Probably	Definitely	Probably Not	Definitely	92693	92660	35-44	Prefer not to answer	Caucasian/White		4/11/2022 18:52	4/11/2022 21:26	3a965899bd
15qz5t4scius5lcu15qmlb27w6qisnml	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Slightly Important	Slightly Important	Very Important	Very Important	Probably Not	Probably Not	Definitely Not	Possibly	Definitely	Possibly	Definitely Not	Definitely Not	Probably Not	Definitely Not	92691	92614	35-44	80,000 â€“ 109,000	Caucasian/White	manns@svusd.org	4/11/2022 20:59	4/11/2022 21:02	5306c5ff4e
no99lz3wjfd7rbzr1gsno996sc34gwdx	More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Moderately Important	Very Important	Important	Possibly	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	Probably	Probably	Possibly	92618	92618	65-74	30,000 â€“ 49,999	Asian	tdtran1208@yahoo.com	4/11/2022 20:56	4/11/2022 21:02	8469d9668a
c9u5qq2uarhmsp6umc9u5qkdlep3sbn6	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Slightly Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Definitely	Possibly	92697	92617	35-44	170,000 or more	Caucasian/White	barb.jusiak@gmail.com	4/11/2022 20:54	4/11/2022 21:00	dbdde22f3d
orolc27kt2a7y5xuqnnorolctmm67stc	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Moderately Important	Important	Very Important	Possibly	Probably	Probably	Definitely	Definitely	Probably	Probably	Probably	Definitely	Definitely	92612	92691	55-64	170,000 or more	Caucasian/White	trawl-oblong-0v@icloud.com	4/11/2022 20:45	4/11/2022 20:49	705b14a1cf
k6rfwrm28vp0q0wrogb7btlsk6rfws8a	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Very Important	Very Important	Very Important	Possibly	Probably	Probably	Definitely	Possibly	Probably	Definitely	Possibly	Definitely	Probably	92617	92612	16-24	Less than 30,000	Asian	fongjl1@uci.edu	4/11/2022 20:32	4/11/2022 20:35	49924b939c
u8onv0yitdvrjh7u8owtxhbq4nf1t1we	Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Very Important	Important	Very Important	Probably Not	Possibly	Probably	Probably	Definitely	Definitely	Possibly	Possibly	Possibly	Definitely	92673	92673	75 or older	Prefer not to answer	Caucasian/White	maryanncomes@gmail.com	4/11/2022 20:25	4/11/2022 20:31	3387b14c7d
fz6ivqfc9jc4cscckj1w8fz6ivqfaiho	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Moderately Important	Important	Important	Possibly	Definitely	Probably Not	Possibly	Definitely	Probably	Probably	Probably Not	Probably	Probably	92629	92675	45-54	110,000 â€“ 169,000	Latino/Hispanic		4/11/2022 20:27	4/11/2022 20:30	d7b0a465a7
iayiy0f1cww1gxpypqsiayiy0fezahue	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Important	Important	Very Important	Definitely	Definitely	Probably	Definitely	Definitely	Definitely	Definitely	Possibly	Definitely	Possibly	92647	92647	45-54	30,000 â€“ 49,999	Latino/Hispanic	malehuerta@hotmail.com	4/11/2022 20:04	4/11/2022 20:14	21e7828343
cd2iukxxqdgmwd6yc9mcd2iuyf4nag5e	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Possibly	Definitely	Possibly	Possibly	Possibly	Probably Not	Possibly	Probably Not	Probably	Probably	92677	92677	65-74	110,000 â€“ 169,000	Caucasian/White	xxtrasafe@yahoo.com	4/11/2022 20:05	4/11/2022 20:07	4954f1de97
e6elkkdbkmurs9vow5ne6el5isgru74j	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services	Very Important	Important	Moderately Important	Slightly Important	Moderately Important	Important	Probably Not	Probably Not	Possibly	Probably Not	Probably	Probably Not	Definitely Not	Probably	Probably Not	Probably	92675	92692	55-64	170,000 or more	Mixed Heritage	yatesjim082@gmail.com	4/11/2022 19:56	4/11/2022 20:03	3a965899bd
wcy1d964mgpd8d2dwcy1dago19jvi0e0	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Slightly Important	Important	Important	Moderately Important	Possibly	Definitely	Possibly	Definitely Not	Probably	Possibly	Definitely	Probably Not	Definitely Not	Definitely	92703	92679	55-64	110,000 â€“ 169,000	Prefer not to answer		4/11/2022 19:55	4/11/2022 20:00	b96a33377b
om0gm3egsa808a2zgjmvupxom0gm3exl	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services	Important	Very Important	Important	Important	Important	Very Important	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Probably	Probably		92673	65-74	170,000 or more	Caucasian/White		4/11/2022 19:47	4/11/2022 19:51	b755c8e33f
1q9y1wwryqc256w9ooa1q9y1nvjale0j	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Very Important	Important	Important	Moderately Important	Moderately Important	Important	Probably Not	Probably Not	Probably	Probably Not	Possibly	Probably	Possibly	Definitely	Possibly	Probably	92673	92673	65-74	170,000 or more	Caucasian/White	registrations@ranewkirk.com	4/11/2022 19:38	4/11/2022 19:44	2cb009ff9d
m4bggpsymstjpviykijewm4bgg1uivek	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Very Important	Important	Very Important	Important	Probably	Definitely	Definitely	Probably Not	Definitely	Probably	Definitely	Definitely	Probably Not	Definitely		92692	75 or older	Prefer not to answer	Caucasian/White	nxkingston@cox.net	4/11/2022 19:36	4/11/2022 19:43	b7597c7346
demj1zbiqp88flx6smskrdemj1zfzo02	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Moderately Important	Very Important	Very Important	Moderately Important	Important	Possibly	Probably	Probably Not	Possibly	Definitely	Possibly	Probably Not	Possibly	Possibly	Definitely		92629	75 or older	110,000 â€“ 169,000	Caucasian/White		4/11/2022 19:14	4/11/2022 19:17	c0279ce145
xwd135eko37e7m1tu04h28vwxwd135ek	Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Slightly Important	Moderately Important	Slightly Important	Important	Very Important	Very Important	Definitely Not	Possibly	Probably	Definitely Not	Definitely	Probably Not	Possibly	Probably Not	Possibly	Definitely	92691	92691	55-64	170,000 or more	Caucasian/White	d.j.campbell1961@gmail.com	4/11/2022 19:01	4/11/2022 19:07	73f74705db
r9f9aclv0lghegt8r9f9ahg8xdo8pe3p	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Moderately Important	Moderately Important	Slightly Important	Slightly Important	Slightly Important	Moderately Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	3						4/11/2022 18:50	4/11/2022 19:02	4b6452b8b8
1c77sqt2ue65pdkb1c77sh37p077gt4r	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Moderately Important	Important	Very Important	Very Important	Very Important	Moderately Important	Probably	Definitely	Possibly	Possibly	Definitely	Probably	Definitely	Probably Not	Possibly	Definitely			65-74	50,000 â€“ 79,999	Caucasian/White		4/11/2022 18:53	4/11/2022 19:00	b80b4a8439
e8oucbyia3bxush9j9ie8oucbwm8cx7t	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Slightly Important	Moderately Important	Unimportant	Unimportant	Unimportant	Slightly Important	Definitely Not	Definitely Not	Possibly	Possibly	Possibly	Definitely Not	Definitely Not	Probably	Probably	Probably	92629	92629	45-54	Prefer not to answer	Middle Eastern		4/11/2022 18:46	4/11/2022 18:49	793f1b350f
ettffbhapn61pblettff2nvgkpzq1ro2	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Moderately Important	Important	Slightly Important	Possibly	Probably	Probably	Possibly	Definitely	Probably Not	Probably	Possibly	Definitely Not	Definitely	92885	92692	45-54	170,000 or more	Caucasian/White	tarambarri@gmail.com	4/11/2022 18:37	4/11/2022 18:41	5c41ecba5a
j847wwzvh6uyo0a830j847wyprz5yv0c	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Important	Very Important	Very Important	Possibly	Possibly	Definitely	Probably	Probably	Definitely Not	Definitely Not	Definitely Not	Definitely	Definitely	92656	92656	55-64	170,000 or more	Other		4/11/2022 18:13	4/11/2022 18:20	c4ef14569b
ejiz3ia1yw71ahyfciwk0ejiz3pre5vk	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Unimportant	Moderately Important	Unimportant	Unimportant	Slightly Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Probably Not			75 or older	Less than 30,000	Prefer not to answer		4/11/2022 18:12	4/11/2022 18:19	effd43a245
hwuqemoh4saekfrud0hwuqerfbdi3gr5	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Unimportant	Moderately Important	Unimportant	Unimportant	Very Important	Slightly Important	Probably Not	Possibly	Probably	Definitely Not	Definitely Not	Possibly	Probably Not	Possibly	Definitely Not	Possibly		92676	65-74	Prefer not to answer	African American/Black		4/11/2022 18:12	4/11/2022 18:16	01d99a9c3f
ytubx0g4sdijytub41eu34gi7s87s41e	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Moderately Important	Important	Moderately Important	Possibly	Probably Not	Probably Not	Possibly	Probably Not	Possibly	Probably Not	Probably Not	Possibly	Probably	92672	92672	55-64	170,000 or more	Caucasian/White	susangoggins@gmail.com	4/11/2022 18:05	4/11/2022 18:14	2e4167545d
betu89804bt9dapbetu89pc32y5jbvgu	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Important	Very Important	Slightly Important	Slightly Important	Slightly Important	Very Important	Probably Not	Possibly	Definitely	Probably	Probably	Possibly	Possibly	Definitely	Probably	Definitely	92675	92675	75 or older	Prefer not to answer		larrykramerccl@gmail.com	4/11/2022 18:08	4/11/2022 18:13	a723d0fd02
krfkjpp6ug7p83b34krrc21uowu3ykth	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Moderately Important	Very Important	Important	Probably Not	Definitely	Possibly	Probably	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Definitely Not		92694	65-74	Prefer not to answer	Caucasian/White	lori.galvin91@gmail.com	4/11/2022 18:06	4/11/2022 18:11	c6cf049308
9nwh8lubhv3jzt395ca9nwh8lebb5u1r	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Important	Moderately Important	Moderately Important	Unimportant	Unimportant	Unimportant	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Possibly	Possibly	92672	92677	45-54	Prefer not to answer	Prefer not to answer	asickmf@hotmail.com	4/11/2022 17:59	4/11/2022 18:03	4ebe86e254
2clh9scn06fkjmca9i2clh9vxh50atei	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Important	Moderately Important	Important	Unimportant	Important	Unimportant	Probably Not	Definitely	Definitely	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Definitely Not	92660	92677	45-54	80,000 â€“ 109,000	Prefer not to answer		4/10/2022 2:32	4/10/2022 2:44	8715aa5d40
iap4hw7xkbxm4i74osojiap458mgr05j	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Very Important	Very Important	Very Important	Very Important	Unimportant	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely Not	Definitely Not	Definitely Not	Possibly	Definitely	92688	92679	65-74	50,000 â€“ 79,999	Caucasian/White	PIFA@ATT.NET	4/9/2022 21:34	4/9/2022 21:44	857d008dfe
tgwrzn74tnxfmouo2fisdtgwrz67wi1f	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Probably	Probably	Probably	Probably	Probably	92868	92868	25-34	80,000 â€“ 109,000	Latino/Hispanic	joelh9063111@gmail.com	4/9/2022 18:50	4/9/2022 18:53	6b03d5d96c
ha139ond36gifdb8r1qiha139onazl69	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Important	Important	Definitely	Probably	Definitely	Possibly	Possibly	Possibly	Probably	Possibly	Possibly	Definitely		90732	45-54	170,000 or more	Caucasian/White	ore.barley0n@icloud.com	4/9/2022 18:43	4/9/2022 18:45	b264d6f756
m7khl1iy9rz59aqxlum7khl1nddjblej	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Very Important	Very Important	Important	Important	Very Important	Definitely	Probably Not	Possibly	Probably	Probably Not	Definitely	Probably Not	Probably Not	Definitely	Definitely Not	92677	92677	16-24	Less than 30,000	Latino/Hispanic		4/9/2022 18:31	4/9/2022 18:35	f4ea651894
ku4v1495i5nwogeniwku4v140gzf0s19	Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Probably Not	Probably Not	Definitely	Probably	Definitely	Probably	Definitely	Definitely	92675	92675	35-44	170,000 or more	Caucasian/White		4/9/2022 18:23	4/9/2022 18:29	391953de17
3u5srltmjyqlol0etbv13u5sr1p815yz	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Important	Very Important	Moderately Important	Possibly	Definitely	Possibly	Definitely	Definitely	Definitely	Definitely	Possibly	Definitely	Definitely	92675	92675	65-74	50,000 â€“ 79,999	Asian	niplated@yahoo.com	4/9/2022 18:00	4/9/2022 18:07	be5b26b8fd
ollajvk3ig1b4d35funq7ollajvivg3j	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Possibly	Probably	Definitely	Definitely	Probably	Possibly	Probably Not	Definitely	92705	92612	25-34	170,000 or more	Asian		4/9/2022 3:11	4/9/2022 3:14	cc09227ffc

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
1jv9tchrq9000f5qwd41jv9tchepabzh	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Moderately Important	Very Important	Moderately Important	Possibly	Definitely	Definitely	Probably Not	Definitely	Possibly	Probably	Possibly	Definitely Not	Probably	92623	92831	45-54	80,000 â€" 109,000	Caucasian/White	psgordon@uci.edu	4/8/2022 21:34	4/8/2022 21:39	500981ba91
rry69eenfqfb9o19iy5grry69eus1htd	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Unimportant	Slightly Important	Important	Possibly	Probably Not	Probably Not	Definitely Not	Possibly	Probably Not	Probably Not	Probably Not	Probably Not	Definitely	92697	92692	55-64	Prefer not to answer	Prefer not to answer	clindsel@uci.edu	4/8/2022 20:33	4/8/2022 20:37	95de0b44c2
jsj081y5hu13j4li6vezhjsj081yxew6	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Important	Very Important	Important	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Definitely	Definitely	Definitely	92697	92780	35-44	50,000 â€" 79,999	Asian		4/8/2022 20:25	4/8/2022 20:29	372408ddfe
bqrxe5zi3tebqrf5lg5l8uf3hxfuzg2m	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Moderately Important	Very Important	Slightly Important	Very Important	Definitely Not	Definitely	Definitely Not	Definitely	Definitely Not	Definitely	Definitely	Definitely	Definitely	Definitely	92617	92617	25-34	80,000 â€" 109,000	Caucasian/White	NKOUCHEK@UCI.EDU	4/8/2022 18:38	4/8/2022 18:43	47558666b4
n1nhmcez8pbzp2v5in1nhmqlvk9govwi	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Important	Important	Very Important	Moderately Important	Possibly	Probably	Probably	Probably	Definitely	Possibly	Probably	Definitely	Probably	Definitely	92623	92627	35-44	50,000 â€" 79,999	Caucasian/White		4/8/2022 17:57	4/8/2022 18:01	2280b221ea
zdzpth4z411j355ozdzpt9rdbdk6mkxf	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Very Important	Important	Very Important	Probably Not	Definitely Not	Definitely Not	Definitely	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	92612	92617	55-64	Prefer not to answer	Caucasian/White		4/8/2022 17:56	4/8/2022 17:58	99b0e98a4e
nmyt1k1bhuf4q1b6zpugnmyt1ygyhw9f	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Important	Important	Very Important	Probably	Definitely Not	Probably	Definitely	Definitely	Definitely	Definitely Not	Possibly	Definitely	Definitely			55-64	50,000 â€" 79,999	Caucasian/White		4/8/2022 17:47	4/8/2022 17:52	cf2040ed4e
qgnx47k9y0zuqw4qgnx49wfsk6gw0g0e	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Moderately Important	Very Important	Unimportant	Slightly Important	Slightly Important	Unimportant	Possibly	Probably	Probably	Definitely Not	Probably	Probably	Possibly	Probably Not	Definitely	Definitely	92617	92617	16-24	Less than 30,000	Caucasian/White		4/8/2022 17:09	4/8/2022 17:12	d63b48c0a4
7pk08yfnbd96id6hn17pk08yqt1j3s6k	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Important	Important	Very Important	Probably Not	Probably Not	Possibly	Probably Not	Definitely	Possibly	Possibly	Possibly	Possibly	Definitely	92623	92651	45-54	80,000 â€" 109,000	Caucasian/White		4/8/2022 16:59	4/8/2022 17:03	3db4eece5c
4m6evwgqdy95wqmv7yb4m6evtfgedc3q	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Moderately Important	Important	Moderately Important	Possibly	Definitely	Probably Not	Probably Not	Definitely	Possibly	Probably	Probably Not	Definitely Not	Definitely	92697	92688	35-44	110,000 â€" 169,000	Asian		4/8/2022 16:01	4/8/2022 16:07	3d109cad3c
sdwh8uv6djuhpno569sdwhks0s7wye2e	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Possibly	Definitely Not	Definitely Not	Probably	Definitely	Possibly	Definitely	Definitely	92617	92617	55-64	170,000 or more	Latino/Hispanic		4/8/2022 15:46	4/8/2022 15:51	7c82bb5c49
ixxca8ba6sdbng5gjb2ixxca85vr88z8	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Important	Very Important	Possibly	Definitely	Probably	Probably	Probably Not	Definitely	Definitely	Possibly	Definitely	Probably Not	92697	92617	16-24	50,000 â€" 79,999	Caucasian/White	osheppar@uci.edu	4/8/2022 15:45	4/8/2022 15:49	0facec5a1e
ejyumk5n2i9btwz6esq4ejyumk5v659n	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Very Important	Very Important	Important	Important	Important	Moderately Important	Probably Not	Definitely Not	Probably Not	Definitely Not	Definitely	Probably Not	Definitely Not	Definitely Not	Definitely Not	Probably	92697	92630	35-44	170,000 or more	Caucasian/White		4/8/2022 15:28	4/8/2022 15:31	abbeda3888
c6k2cjux1qg5hgjlzc6k2cj1yov3iudo	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably Not	Possibly	Probably Not	Possibly	Definitely	Possibly	Possibly	Probably Not	Definitely	Definitely							4/8/2022 15:25	4/8/2022 15:28	50393f721e
6p4ttlf77xp2cyryz85o6p4qb5owfbos	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Moderately Important	Moderately Important	Very Important	Moderately Important	Probably	Definitely	Possibly	Probably	Definitely	Probably	Probably	Possibly	Possibly	Definitely	92697	92688	55-64	50,000 â€" 79,999	Mixed Heritage	gverdugo@uci.edu	4/8/2022 15:10	4/8/2022 15:16	33736a0be2
p9yo1v1rsaeuf9zzvssu7jrzp9yo1v16	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Moderately Important	Moderately Important	Slightly Important	Unimportant	Slightly Important	Slightly Important	Probably Not	Possibly	Probably Not	Probably Not	Probably	Probably Not	Probably Not	Definitely Not	Definitely Not	Probably	92697	92010	45-54	Prefer not to answer	Prefer not to answer		4/8/2022 13:57	4/8/2022 14:02	c07bbb2c7b
akma8lxwhpwfi1uak2xjakma8lx8o6ci	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Very Important	Very Important	Important	Very Important	Very Important	Important	Probably	Definitely	Definitely	Probably	Definitely	Probably	Probably	Probably	Probably	Definitely	92697	92612	25-34	Prefer not to answer	Prefer not to answer	nainabest8@gmail.com	4/8/2022 5:47	4/8/2022 5:51	7af77abf57
pi936tflwga45709ym5qpi93615ex9h0	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Moderately Important	Very Important	Very Important	Slightly Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Probably Not	Definitely		92805	35-44	50,000 â€" 79,999	Middle Eastern		4/8/2022 1:32	4/8/2022 1:42	628f3fc153
j26k24mo5cjhcvif9rio7dj26k24moqp	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Probably	Definitely	Definitely	Probably	Definitely	Possibly	Probably	Definitely Not			16-24		Mixed Heritage		4/8/2022 1:33	4/8/2022 1:38	9102df2d9c
xhyo3ks9v58xkae68v61exhyo3khz0nv	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably	Definitely	Probably	Possibly	Probably Not	Probably	Probably	Probably Not	Possibly	Probably			16-24	Prefer not to answer	Asian		4/8/2022 1:31	4/8/2022 1:37	39c351fab8
s3c4zrncqaa6vjcznyt5is3c4zrpiypw	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Slightly Important	Very Important	Very Important	Possibly	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Definitely	Possibly	Probably Not	92617	92376	16-24	Less than 30,000	Latino/Hispanic		4/8/2022 1:15	4/8/2022 1:20	bf098634a8
00j39d5u909mdvzuk5fo300j39h1dpvd	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Important	Important	Possibly	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Probably Not	Possibly	Definitely Not	Probably Not	92612	92683	35-44	50,000 â€" 79,999	Caucasian/White		4/8/2022 0:51	4/8/2022 0:56	060f28f690
d8n9ucm443p7ittxoaohd8n9ucmrr22d	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Important	Important	Very Important	Very Important	Important	Probably Not	Probably	Definitely Not	Possibly	Definitely	Probably Not	Probably	Definitely Not	Probably	Definitely	92697	92618	45-54	80,000 â€" 109,000	Caucasian/White	kmccanna@uci.edu	4/8/2022 0:43	4/8/2022 0:47	d1fb82ba97
8nq5ek3abmuatr0s8nq5ek3fjs4hi76r	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Moderately Important	Very Important	Very Important	Very Important	Probably Not	Definitely	Probably Not	Definitely	Definitely	Probably Not	Definitely	Probably Not	Possibly	Possibly	92612	92679	16-24	50,000 â€" 79,999	Middle Eastern	nausirfiras@gmail.com	4/8/2022 0:34	4/8/2022 0:38	f3c24c9849
8h1qhh7jg8hgx7b6euutuu9gx7b6d00y	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service	Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Definitely	Definitely	Probably	Definitely	Probably	Possibly	Definitely	Possibly	Probably	Possibly	92612	92612		Prefer not to answer	Asian		4/8/2022 0:34	4/8/2022 0:38	46899bd348
j8s8luu3df9wpc66j8s8lu9bou6ay16b	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Moderately Important	Possibly	Definitely	Probably	Probably	Possibly	Probably Not	Definitely	Possibly	Probably	Definitely		92620	65-74	80,000 â€" 109,000	Asian		4/7/2022 21:24	4/7/2022 21:34	c7eea1cb59
43j973nt7fq0jq6y7l143j971i8r0pxo	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Unimportant	Unimportant	Unimportant	Very Important	Definitely Not	Definitely Not	Possibly	Probably	Definitely	Possibly	Probably Not	Possibly	Definitely	Definitely	92694	92694	45-54	80,000 â€" 109,000		todd.stearns@yahoo.com	4/7/2022 18:48	4/7/2022 18:54	14b6c999ff
dnreqcndyyqgkghdw8ildnreqc7dykad	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Slightly Important	Very Important	Very Important	Moderately Important	Definitely Not	Definitely	Probably Not	Definitely Not	Probably Not	Definitely Not	Possibly	Definitely Not	Definitely Not	Possibly	92688	92887	25-34	50,000 â€" 79,999	Caucasian/White	hewilson@ucdavis.edu	4/7/2022 6:38	4/7/2022 6:44	f8801b562a
jl070vpvq0y5zvtjl07vm8edr38y76dg	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Moderately Important	Very Important	Important	Important	Moderately Important	Probably	Probably Not	Definitely	Probably Not	Probably Not	Probably	Possibly	Probably	Definitely Not	Probably Not	92637	92637	65-74	Prefer not to answer	Caucasian/White		4/5/2022 22:26	4/5/2022 22:34	001d7ff6d5
erft6xrxdrudka5fayft4erft6xravea	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Important	Moderately Important	Possibly	Definitely	Definitely	Definitely Not	Possibly	Probably	Definitely	Definitely	Probably Not	Possibly	92691		55-64	170,000 or more	Caucasian/White	sassyfax@gmail.com	4/5/2022 22:03	4/5/2022 22:07	50db6b5a91
e09z2zw895yogcqcje01lkzopqzzw5fg	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Important	Probably Not	Possibly	Definitely Not	Possibly	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Probably	92604	92604	65-74	Prefer not to answer	Caucasian/White		4/5/2022 18:06	4/5/2022 18:11	3d73831a19
efzidk6li16468axxefzidk638kdy11v	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Very Important	Moderately Important	Very Important	Possibly	Possibly	Definitely Not	Probably Not	Probably Not	Possibly	Possibly	Definitely Not	Possibly	Probably	92807	92835	25-34	80,000 â€" 109,000	Caucasian/White		4/5/2022 17:58	4/5/2022 18:01	13c5db4632
tojm6z6xgml9oevh04ptojm68wakjn54	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably	Probably	Probably Not	Definitely	Definitely	Definitely	Possibly	Probably Not	Definitely	Definitely	92656	92656	45-54	110,000 â€" 169,000	Caucasian/White	shannonbryant@me.com	4/5/2022 9:34	4/5/2022 9:39	81857aafe2
vtrguy4ibxbr5jj6f5s2vtrguy0083uh	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters	Important	Important	Important	Important	Very Important	Very Important	Possibly	Possibly	Possibly	Probably Not	Possibly	Possibly	Possibly	Possibly	Definitely Not	Possibly		92869	45-54	Prefer not to answer	Latino/Hispanic		4/5/2022 1:18	4/5/2022 1:24	257d1e0f0e
kir4w1j9guny8tqt2rvkir4wbmek0dxb	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Very Important	Very Important	Important	Important	Moderately Important	Possibly	Probably	Definitely	Probably	Possibly	Probably	Definitely	Definitely	Probably	Possibly		92675	75 or older	170,000 or more	Caucasian/White		4/4/2022 5:33	4/4/2022 5:41	5f29f872d3
ucc40ha2y2wiwt8cncucc44jvszged36	Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Important	Important	Very Important	Very Important	Very Important	Probably	Definitely	Definitely	Probably	Probably	Possibly	Definitely	Definitely	Possibly	Possibly		92637	75 or older	Prefer not to answer	Caucasian/White	rvevelyn@comline.com	4/4/2022 0:00	4/4/2022 0:05	9976f4e71c
j067s5h0titl8ahj0650m3cbt410o977	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Very Important	Important	Moderately Important	Probably Not	Definitely	Probably Not	Definitely	Definitely	Possibly	Definitely	Probably Not	Definitely	Definitely	92614	92614	55-64	110,000 â€" 169,000	Caucasian/White		4/3/2022 19:11	4/3/2022 19:16	7ec4e7398b
y3rjahmg3dhy5nnx04y3rjv2oof1du6c	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Important	Very Important	Very Important	Important	Possibly	Definitely	Probably	Possibly	Possibly	Possibly	Definitely	Probably	Probably	Possibly	92692	92692	16-24	Less than 30,000	Caucasian/White		4/2/2022 19:17	4/2/2022 19:21	1a169233b9

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
avi0pvbrtehx184fmzavi0pcp6fzwb8h	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Definitely	Definitely	Definitely	Definitely	92656	92656	55-64	110,000 â€“ 169,000	Asian		4/2/2022 19:00	4/2/2022 19:00	59f7674330
h16z7j4fwkoujxw42h16zgyf95sx0tse	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92804	92652	65-74	Prefer not to answer	Caucasian/White		4/2/2022 18:37	4/2/2022 18:44	59f7674330
zj3hunl18ylzjiunl80gvtjhzj3hunl5	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Moderately Important	Important	Important	Definitely	Definitely	Possibly	Possibly	Possibly	Definitely	Possibly	Probably Not	Definitely	Probably Not	92656	92656	45-54	Prefer not to answer	Asian		4/2/2022 18:03	4/2/2022 18:08	f2b29ae490
jewnpoko2akgilasx00njewnpz0jzfz2	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Important	Very Important	Moderately Important	Unimportant	Unimportant	Unimportant	Probably	Probably	Definitely Not	Definitely	Probably	Probably	Probably	Probably	Definitely	Possibly	92656	92656	45-54	110,000 â€“ 169,000	Caucasian/White		4/2/2022 18:05	4/2/2022 18:08	517749e19e
ul850bws656dr7dvkul850byihc93bmm	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Important	Important	Important	Important	Moderately Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Probably	Probably	Possibly	Possibly	92656	92656	45-54	50,000 â€“ 79,999	Middle Eastern		4/2/2022 17:47	4/2/2022 17:53	f2b29ae490
tdztx1oqhis7mhpvkmz22sgqtdztx1oq	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services	Moderately Important	Important	Important	Slightly Important	Important	Very Important	Probably	Probably	Definitely	Probably	Definitely	Definitely	Probably	Probably	Probably	Definitely		92637	35-44	Prefer not to answer	Caucasian/White		4/2/2022 16:12	4/2/2022 16:31	f2b29ae490
e3mys4qugpw57ge3mysh3r5bln9lhtbp	More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Important	Important	Moderately Important	Slightly Important	Moderately Important	Moderately Important	Probably	Probably	Probably	Possibly	Definitely	Probably	Probably	Probably Not	Definitely	Definitely			25-34	30,000 â€“ 49,999	Caucasian/White		4/2/2022 14:59	4/2/2022 16:22	f2b29ae490
1r13b74489l18w1r13b7jkf9c2uour1r	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Very Important	Important	Very Important	Possibly	Definitely	Definitely	Probably Not	Probably	Possibly	Definitely	Probably	Definitely	Definitely	90017	92606	45-54	110,000 â€“ 169,000	Caucasian/White		4/2/2022 0:05	4/2/2022 0:11	a23079d98d
lith86ai7e5hlvrlith888jsyg2ej9q4	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Moderately Important	Moderately Important	Possibly	Definitely	Possibly	Probably	Probably	Possibly	Probably	Possibly	Possibly	Possibly	92673	92629	45-54	170,000 or more	Latino/Hispanic		4/1/2022 21:01	4/1/2022 21:18	cbcdebc294
efs3yhoiiamxomfj3kefs3kzq9f164ri	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Slightly Important	Unimportant	Important	Very Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably	Definitely Not	Probably	Definitely Not	92780	92780	55-64	110,000 â€“ 169,000	Caucasian/White	kimkeelin@yahoo.com	4/1/2022 14:19	4/1/2022 14:37	5caf3f8d68
4xh65a46ktm0p6x805g24xh65m3r00w4	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Important	Important	Very Important	Very Important	Definitely Not	Definitely	Definitely Not	Definitely	Definitely	Definitely Not	Definitely	Definitely Not	Definitely	Definitely			55-64	Prefer not to answer	Prefer not to answer		3/31/2022 21:22	3/31/2022 21:26	462a6a07d2
uym86b43noif5qgx1tbuym85jujif4z3	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Unimportant	Unimportant	Very Important	Definitely Not	Probably Not	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Definitely Not	92870	92870	55-64	Prefer not to answer	Caucasian/White	david_m_moore@roadrunner.com	3/31/2022 16:23	3/31/2022 16:27	3317ad3d70
uutnb1zr1o2g8kv1iuutnb4bzq0xyjim	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Very Important	Probably Not	Possibly	Possibly	Definitely	Probably Not	Probably Not	Probably	Possibly	Definitely	Definitely		92691	55-64	80,000 â€“ 109,000	Other	ross.perotoss@gmail.com	3/31/2022 14:13	3/31/2022 14:17	7c9f14b247
4jwy02p8ruy7060t64jwy0m1z27w8dme	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Important	Very Important	Important	Definitely	Probably	Probably	Probably	Definitely	Definitely	Definitely	Probably	Probably	Definitely		92694	65-74	80,000 â€“ 109,000	Caucasian/White	Cynthia_mccarthy@swbell.net	3/31/2022 7:19	3/31/2022 7:23	69f87ddf05
8dj56chocn66jyjwfoml8dj56choh6gi	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Very Important	Important	Important	Important	Probably	Probably	Possibly	Probably	Definitely	Definitely	Probably	Possibly	Definitely	Definitely	92866	92866	55-64	110,000 â€“ 169,000	Caucasian/White	rNewcomb@socal.rr.com	3/31/2022 6:05	3/31/2022 6:14	3810690aa1
ckbo41uvjl0xjhmbdwmpckbo41yq5xmo	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Important	Important	Very Important	Possibly	Probably	Probably Not	Definitely	Definitely	Probably	Definitely	Possibly	Probably	Definitely	92612	92630	35-44	Prefer not to answer	Asian	eykimura@ucla.edu	3/31/2022 4:03	3/31/2022 4:07	a210f5644b
fjnl9mof6mp7m6fjnbuxtg6qt7651f07	More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Very Important	Moderately Important	Important	Moderately Important	Important	Probably	Probably	Definitely	Possibly	Definitely	Probably	Definitely	Definitely	Probably	Definitely	92618	92656	45-54	80,000 â€“ 109,000	Mixed Heritage	Pellizzon@gmail.com	3/31/2022 2:56	3/31/2022 3:04	41900b3220
nn2ag2bvvm8pltdnn2aal2tqhsoz7j8w	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Important	Moderately Important	Moderately Important	Moderately Important	Moderately Important	Probably	Probably	Probably	Possibly	Possibly	Probably	Probably	Possibly	Probably	Possibly	92694	92694	65-74	110,000 â€“ 169,000	Caucasian/White	mark.m@calvarysouthoc.com	3/31/2022 2:39	3/31/2022 2:43	7cb799c63a
zrosadievw8z9nezryrbz0ufzv61x9n7	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Important	Moderately Important	Moderately Important	Important	Probably Not	Probably	Probably	Definitely	Definitely	Probably Not	Possibly	Possibly	Definitely	Definitely	92651	92651	65-74	Less than 30,000	Caucasian/White	lagunastreets@gmail.com	3/31/2022 1:48	3/31/2022 1:57	c11d03d0ee
mby1igmf6ok4r7ibbmby16nfjxbg6xb4	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Important	Very Important	Definitely Not	Possibly	Definitely Not	Possibly	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	92620	92672	35-44	80,000 â€“ 109,000	Caucasian/White	shbesseling@outlook.com	3/31/2022 0:53	3/31/2022 0:56	3b0048dfdf
el31g8hw9qg4y7crel31gy26joww3w1s	More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Moderately Important	Very Important	Very Important	Definitely Not	Definitely Not	Definitely	Definitely Not	Probably	Possibly	Definitely Not	Probably	Definitely Not	Definitely		92673	45-54	Prefer not to answer	Prefer not to answer	rebeckynelson@hotmail.com	3/31/2022 0:08	3/31/2022 0:12	04f882092c
m7tf4uc1n3igs6w0km1m7tf32nz5cz9m	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Important	Moderately Important	Important	Important	Important	Possibly	Possibly	Possibly	Probably	Probably	Possibly	Possibly	Possibly	Probably	Possibly	92697	92620	25-34	110,000 â€“ 169,000	Other		3/30/2022 22:14	3/30/2022 22:46	8477eafbaa
bvgwim1ke0rdr9dxy2s8wbvgwim1s5g2	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Slightly Important	Very Important	Moderately Important	Probably Not	Definitely	Definitely	Possibly	Possibly	Possibly	Definitely	Definitely	Possibly	Possibly	92868	92653	55-64	Prefer not to answer	Caucasian/White		3/30/2022 22:30	3/30/2022 22:38	b78e227849
1kv9v3r82fir94a1kvrtj24chbed8jbq	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92626	92626	35-44	170,000 or more	Latino/Hispanic	andreamarr@gmail.com	3/30/2022 21:08	3/30/2022 21:10	f71972316a
9pdt84b7bmune4kxifs9pdtkx2xn3y8l	More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Probably Not	Possibly	Probably Not	Probably Not	92637	92691	75 or older	110,000 â€“ 169,000	Latino/Hispanic	tanyamc4re@gmail.com	3/30/2022 20:55	3/30/2022 20:59	072114b9cc
3pnuybxvgli3qoyy4wm3pnuyb4z2e62x	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Important	Important	Important	Important	Possibly	Possibly	Probably	Possibly	Definitely	Probably	Possibly	Probably	Possibly	Definitely	90045	92708	25-34	170,000 or more	Latino/Hispanic		3/30/2022 17:36	3/30/2022 17:40	0c6c150142
8qlw2s2z0kpt35jpj6iy8qlw2s29d5xu	More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Definitely	Definitely	Probably	Definitely	Probably	Probably	Possibly	Possibly	Definitely	Definitely	92663	92663	65-74	Prefer not to answer	Caucasian/White	alandiner@yahoo.com	3/30/2022 17:29	3/30/2022 17:33	7a1294f70c
zniu4feojfqmbtflzniuues3xc8qk863	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Definitely	Possibly	Possibly	Probably Not	Definitely	Definitely	Definitely	Definitely	92653	92653	75 or older	Less than 30,000	Caucasian/White	emg0892@aol.com	3/30/2022 16:45	3/30/2022 16:51	8a4306c5b1
bn17qegpvstz3ybn17qe2lswkvq4yj3u	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Slightly Important	Important	Moderately Important	Moderately Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Definitely Not	Definitely Not	Probably	Definitely	92620	92620	65-74	170,000 or more	Caucasian/White		3/30/2022 16:33	3/30/2022 16:39	31d64dc3c7
reiim8a0ug5q9jo7h5greiim8rhe98s4	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Important	Moderately Important	Slightly Important	Unimportant	Unimportant	Slightly Important	Definitely Not	Definitely Not	Possibly	Probably Not	Probably	Probably Not	Definitely Not	Possibly	Possibly	Probably	92691	92691	55-64	110,000 â€“ 169,000	Caucasian/White	hrhaslett@yahoo.com	3/30/2022 15:47	3/30/2022 15:56	0d520ad11a
kcy0prnkios4v7rmzykcy0pr4lyegpw3	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Important	Important	Moderately Important	Unimportant	Slightly Important	Important	Definitely Not	Definitely Not	Probably Not	Probably Not	Probably Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Probably Not	92675	92675	45-54	Prefer not to answer	Prefer not to answer		3/29/2022 23:10	3/29/2022 23:14	ce87fa97f0
rhxusk6q3z4f42sqc0rhxuspbsfmsui1	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Slightly Important	Very Important	Slightly Important	Unimportant	Unimportant	Very Important	Definitely	Possibly	Possibly	Possibly	Definitely	Definitely	Possibly	Possibly	Definitely	Definitely	92821	92629	45-54	110,000 â€“ 169,000	Prefer not to answer	dzaveski@yahoo.com	3/29/2022 22:04	3/29/2022 22:45	0b97346b26
2b08sejvtizsdofn8y2r2b08sejvyipf	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Possibly	Definitely	Probably Not	Probably	Definitely Not	Definitely Not	Probably	Definitely Not	Definitely	Possibly	92604	92868	35-44	50,000 â€“ 79,999	African American/Black		3/29/2022 22:26	3/29/2022 22:34	9a0b56579a
3ikhn3fwwg2lgs22t3ikhtj642qq5iyh	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Moderately Important	Important	Moderately Important	Moderately Important	Important	Probably Not	Probably	Probably	Definitely Not	Possibly	Probably Not	Possibly	Possibly	Probably Not	Definitely	90620	90620	65-74	170,000 or more	Caucasian/White	retireddivision@gmail.com	3/29/2022 22:02	3/29/2022 22:06	98afd0ce31
0xwa5o68mgw0xhj6o64olqip08hj6o6e	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations	Very Important	Very Important	Very Important	Important	Important	Important	Probably	Probably	Definitely	Probably	Definitely	Definitely	Probably	Definitely	Possibly	Definitely	92703	92694	45-54	170,000 or more	Prefer not to answer		3/29/2022 21:39	3/29/2022 21:45	16b92c7974
v42qz1hz8una56av42qz1w30r1ysi32u	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Moderately Important	Slightly Important	Moderately Important	Important	Probably Not	Probably Not	Probably Not	Possibly	Probably	Possibly	Possibly	Probably Not	Possibly	Possibly	90846	92677	55-64	170,000 or more	Caucasian/White	ryonan@netscape.net	3/29/2022 3:40	3/29/2022 3:46	71fa9814fb
yz87e8o5kd0lqvalh81lsyz87e8o5kgg	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Moderately Important	Very Important	Moderately Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Probably Not	Probably Not	Possibly	Possibly	Possibly	Possibly	Possibly	90680	92677	45-54	Prefer not to answer	Caucasian/White	dirk@urbanunited.CO	3/28/2022 22:11	3/28/2022 22:58	9b23ee9222
huducg647yq9jtlhudtni2rl0dlb7bcc	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Moderately Important	Moderately Important	Very Important	Important	Probably Not	Possibly	Possibly	Possibly	Probably	Probably	Probably	Possibly	Probably	Probably	92694	92694	65-74	110,000 â€“ 169,000	Caucasian/White		3/28/2022 20:29	3/28/2022 20:33	271e2b36b7

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
erqb0ak83k6hsg0qsujerqb0agr5kmp9	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Slightly Important	Moderately Important	Very Important	Very Important	Possibly	Definitely	Probably Not	Definitely	Probably	Probably	Probably	Probably Not	Definitely	Probably	92627	92627	35-44	50,000 â€“ 79,999	Latino/Hispanic		3/28/2022 0:09	3/28/2022 0:16	e8aaa90e05
judpw9hczrrohek1m4g70hjudp8u10wu	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Moderately Important	Important	Moderately Important	Moderately Important	Probably Not	Probably	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	Possibly	Possibly	92692	92692	75 or older	Prefer not to answer	Caucasian/White		3/27/2022 16:28	3/27/2022 16:35	37c8abbb17
83m5zg7hf2zygvg5y83m5zgm0w59dtmb	Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Important	Very Important	Very Important	Very Important	Possibly	Definitely	Definitely	Definitely	Definitely Not	Definitely	Definitely	Definitely	Definitely	Probably	90631	90631			Latino/Hispanic	tmij2011@gmail.com	3/27/2022 8:35	3/27/2022 8:40	13b252bb01
0mr2m83key9zvh3pt0mr2kvr2ya7ce61	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Very Important	Very Important	Moderately Important	Very Important	Very Important	Very Important	Possibly	Probably Not	Probably	Definitely Not	Definitely	Probably	Possibly	Definitely	Probably Not	Definitely	92618	92673	55-64	110,000 â€“ 169,000	Caucasian/White		3/27/2022 3:03	3/27/2022 3:10	84d039f8b9
sc0yq7k92ghsxlr8sc0yq78ytp400q8m	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Moderately Important	Very Important	Very Important	Very Important	Probably Not	Possibly	Probably Not	Probably	Possibly	Possibly	Probably	Probably Not	Probably	Probably		92629	16-24	30,000 â€“ 49,999	Caucasian/White		3/27/2022 2:39	3/27/2022 3:04	b568be9589
9mo459mubw6z9p0vvs3s9mo45mx9vgfj	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Important	Important	Moderately Important	Moderately Important	Very Important	Possibly	Possibly	Probably	Possibly	Definitely	Possibly	Possibly	Probably	Probably	Definitely	92675	92603	35-44	110,000 â€“ 169,000	Caucasian/White		3/26/2022 22:40	3/26/2022 23:04	a5fdca6292
xv0wnwgk86tnlyzxv0wbiq76j6haeh9h	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely Not	Definitely	Possibly	Definitely Not	Probably Not	Probably Not	Possibly	Probably Not	Probably	Probably	92629	92629	65-74	Prefer not to answer	Caucasian/White		3/26/2022 21:05	3/26/2022 21:12	a2dc1e8e2d
mp1xc7qe0at87fwhzi4673lmp1xcmicm	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Moderately Important	Slightly Important	Unimportant	Unimportant	Slightly Important	Slightly Important	Possibly	Possibly	Definitely	Probably	Possibly	Probably	Probably Not	Probably	Definitely Not	Definitely Not	92677	92677	55-64	30,000 â€“ 49,999	Prefer not to answer	poeskeconstruction@gmail.com	3/26/2022 19:24	3/26/2022 19:33	3dbe37e052
2wpo0pnh2ft3o70xxo5dh0n2wpo0msnq	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Slightly Important	Moderately Important	Very Important	Probably Not	Definitely	Probably	Definitely Not	Definitely Not	Possibly	Definitely	Probably	Probably Not	Definitely Not	92614	92629	65-74	80,000 â€“ 109,000	Caucasian/White		3/26/2022 16:39	3/26/2022 16:43	127514411a
i44fe6uvasjzq142hi44fenqimr1tmfa	Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Very Important	Moderately Important	Important	Important	Very Important	Probably	Definitely	Probably	Probably Not	Definitely	Possibly	Definitely	Definitely	Possibly	Definitely	92618	92653	25-34	Less than 30,000	Latino/Hispanic		3/26/2022 13:04	3/26/2022 13:14	12c9b5908a
5nfm5lj2glyftcd5nkg4w56px24ntdn3	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Very Important	Very Important	Very Important	Important	Very Important	Possibly	Definitely	Possibly	Possibly	Definitely	Possibly	Possibly	Probably Not	Probably Not	Definitely		92637	65-74	Less than 30,000	Other	ddd8281@yahoo.com	3/26/2022 10:08	3/26/2022 10:23	dec981e611
zqgw5l0h7u3jhx7u20zqgw53p4rxwnfv	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92780	92780	16-24	Less than 30,000	Asian		3/26/2022 4:25	3/26/2022 4:28	65d7203ee3
v86iwbh5ozrlqz9sdptux2v86iwlb5j6	Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Important	Very Important	Possibly	Probably	Probably Not	Probably	Possibly	Definitely	Definitely	Possibly	Definitely	Definitely	92691	92691	35-44	Prefer not to answer	Caucasian/White		3/26/2022 3:00	3/26/2022 3:03	ecf2c8535c
tapupo0p00sy64xy0tapup7geb1biehg	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Moderately Important	Moderately Important	Unimportant	Moderately Important	Very Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely	92691	92653	55-64	Prefer not to answer	Caucasian/White		3/26/2022 2:35	3/26/2022 2:44	86b569d9f5
yrxxcimqe8wa8q8ay07yrxxy5oknsh1f	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Moderately Important	Very Important	Unimportant	Unimportant	Slightly Important	Very Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely	Probably Not	Definitely Not	Definitely Not	Definitely Not	Definitely	92679	92679	45-54	170,000 or more	Latino/Hispanic	justw8asec@gmail.com	3/26/2022 2:22	3/26/2022 2:27	56ac008226
uva1mlym5gpxhuvh6pan74wmiqnv6kuh	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Possibly	Definitely	Possibly	Probably Not	Probably Not	Probably	Probably Not	Probably Not	Probably	Definitely	92626	92646	55-64	Prefer not to answer	Caucasian/White		3/26/2022 2:15	3/26/2022 2:20	3c2fad8d33
src6tvfh9ren9bqt69src646qfvsbr3l	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Definitely Not	Definitely	Definitely	Definitely	Definitely	Definitely Not	Definitely	Definitely		92691	16-24	80,000 â€“ 109,000	Caucasian/White	colorjuice14@gmail.com	3/26/2022 1:28	3/26/2022 1:31	44daae1cb1
spfgunh4eod0spfn1svikrvzuuz3foqn	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Very Important	Moderately Important	Moderately Important	Important	Moderately Important	Definitely	Probably	Probably	Possibly	Probably	Definitely	Probably Not	Probably Not	Probably	Definitely		92656	65-74	Prefer not to answer	Prefer not to answer	prettyslik@aol.com	3/26/2022 0:50	3/26/2022 0:57	6c8708eef1
gab9qqs1bagik21vafj2gab9qqs1bthx	More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service	Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations	Moderately Important	Very Important	Very Important	Important	Very Important	Important	Possibly	Probably	Definitely	Possibly	Possibly	Possibly	Possibly	Definitely	Probably	Probably	92704	92603	65-74	170,000 or more	Caucasian/White	a42nada@gmail.com	3/26/2022 0:34	3/26/2022 0:41	2e013e1847
xc3v9c3qyy1gjsn1hk3xc3v9c8z3mzds	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Very Important	Important	Very Important	Probably	Probably	Definitely	Probably	Definitely	Probably	Probably	Definitely	Probably	Definitely	92694	92694	65-74	110,000 â€“ 169,000	Caucasian/White		3/26/2022 0:26	3/26/2022 0:30	722cccb166
5eq4rvqwo4rmvbg8c85eq4rvq5zh1cfg	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Important	Very Important	Important	Very Important	Important	Definitely Not	Possibly	Possibly	Probably Not	Definitely Not	Possibly	Possibly	Probably	Probably Not	Probably		92637	75 or older	Prefer not to answer	Caucasian/White		3/26/2022 0:22	3/26/2022 0:25	b2516f3b6d
dhr5qauj05b5lcn0cssnkdhr5qauy9gu	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Moderately Important	Moderately Important	Important	Important	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Probably	Possibly		92675	35-44	50,000 â€“ 79,999	Caucasian/White		3/26/2022 0:09	3/26/2022 0:13	b97b7f576e
rnfed1kf31f8fs578ofbrnfed18c2kpo	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Moderately Important	Definitely Not	Definitely	Probably Not	Possibly	Definitely Not	Definitely Not	Possibly	Definitely Not	Possibly	Definitely Not	92808	92870	45-54	170,000 or more	Latino/Hispanic		3/25/2022 20:49	3/25/2022 20:55	8945e6e4c1
sy1u18rl9peg7rcmsy1u1596yxg0srz4	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Important	Very Important	Moderately Important	Probably	Definitely	Probably	Possibly	Probably Not	Probably	Definitely	Probably	Definitely	Possibly		92604	65-74	170,000 or more	Caucasian/White	bamspoker@yahoo.com	3/25/2022 17:56	3/25/2022 18:12	397f4f9df3
xr0ncoj189bbag9unxr0no6vldph8f6b	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Important	Important	Moderately Important	Slightly Important	Unimportant	Slightly Important	Probably	Definitely	Probably	Possibly	Probably	Definitely	Probably	Possibly	Probably	Probably		92807	65-74	80,000 â€“ 109,000	Caucasian/White		3/25/2022 15:19	3/25/2022 15:24	9643675a05
i6fe2fft9km9h03wts7ci6fe2fh6haxy	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Important	Important	Very Important	Possibly	Possibly	Possibly	Possibly	Possibly	Probably	Probably	Probably	Definitely	Definitely		92677	55-64	80,000 â€“ 109,000	Caucasian/White		3/25/2022 0:33	3/25/2022 0:39	074a55759e
l3la6dn2yvvjtyr013l3la6deoncrftz	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Moderately Important	Slightly Important	Important	Slightly Important	Slightly Important	Slightly Important	Probably Not	Possibly	Probably	Probably Not	Probably Not	Possibly	Possibly	Possibly	Possibly	Possibly	92780	92807	25-34	170,000 or more	Caucasian/White		3/24/2022 22:23	3/24/2022 22:42	4a1eea0780
2hwkys3f9opi8ltf6i2hwkysguo9qza6	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Important	Very Important	Very Important	Very Important	Very Important	Definitely	Probably Not	Definitely Not	Definitely Not	Definitely	Definitely	Probably	Possibly	Definitely Not	Definitely	92881	951			Prefer not to answer	adwilson@fullerton.edu	3/24/2022 20:55	3/24/2022 21:09	4858e83b8a
lvddbj75gl931lvddnpm0hcbuy4tsio1	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Moderately Important	Important	Very Important	Important	Definitely	Possibly	Probably	Possibly	Definitely	Definitely	Probably	Probably	Possibly	Definitely	92831	92683	16-24	80,000 â€“ 109,000	Latino/Hispanic	andreaaguilera@fullerton.edu	3/24/2022 15:32	3/24/2022 15:53	3efc883fff
v75ob1jsnhujvuej82v75ob12jb9vgq3	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Moderately Important	Important	Very Important	Possibly	Definitely	Probably	Possibly	Possibly	Possibly	Probably	Probably	Definitely	Possibly	92869	92869	75 or older	50,000 â€“ 79,999	Caucasian/White	lficaro@gmail.com	3/24/2022 15:19	3/24/2022 15:24	d78bc3a530
uoilpotrpw7ep84n2vkuoily8app7icr	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Very Important	Very Important	Very Important	Probably	Definitely	Possibly	Possibly	Possibly	Probably	Definitely	Probably	Definitely	Definitely Not	92868	92604		Prefer not to answer	Prefer not to answer		3/24/2022 12:54	3/24/2022 13:04	7b6ffff793
mxa7if9ju6s3b25m4jvs5ermxa7if9k3	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Important	Moderately Important	Slightly Important	Important	Probably Not	Probably	Possibly	Definitely	Definitely	Definitely	Probably	Possibly	Definitely	Definitely	92648	92646	45-54	110,000 â€“ 169,000	Pacific Islander	ewching@socal.rr.com	3/24/2022 12:50	3/24/2022 12:58	a3e6fadbc4
gra6eqbo55mt4rrqgpv18cgra6eqbpjg	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely Not	Definitely	Possibly	Definitely	Definitely	Definitely Not	Definitely	Possibly						tdeviljr@earthlink.net	3/24/2022 8:32	3/24/2022 8:37	c13f9e7766
ajjfyc24sj93p4llajjfycxe6o00hot5	Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Very Important	Very Important	Slightly Important	Probably Not	Definitely	Probably Not	Probably Not	Possibly	Probably Not	Possibly	Probably Not	Probably Not	Probably Not	92704	92704	35-44	110,000 â€“ 169,000	Latino/Hispanic	csdkrew@gmail.com	3/24/2022 3:34	3/24/2022 3:37	82b77d89a2
0viqmyzh08tz9dc0vija68thut2nlnql	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Very Important	Important	Moderately Important	Possibly	Probably	Possibly	Probably Not	Probably Not	Probably	Definitely	Possibly	Definitely	Possibly		92648	25-34	50,000 â€“ 79,999	Asian	pinkrosecat@gmail.com	3/24/2022 2:20	3/24/2022 2:26	fc5be99f12
zj5lgir4hgqmqxhg1jbzj5lgir410trj	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Important	Very Important	Important	Important	Important	Definitely	Definitely	Definitely	Definitely	Definitely	Probably	Definitely	Probably	Definitely	Probably Not	92647	92647	45-54	Less than 30,000	Latino/Hispanic	malehuerta@hotmail.com	3/24/2022 2:03	3/24/2022 2:14	21e7828343
1etvpst83l9hxlyl9ne1etsyn51wljou	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Important	Slightly Important	Unimportant	Very Important	Moderately Important	Probably	Possibly	Probably	Probably Not	Definitely	Definitely	Probably	Probably	Definitely Not	Definitely	90808	90808	55-64	50,000 â€“ 79,999	Caucasian/White	lisanobleconsults@gmail.com	3/24/2022 1:27	3/24/2022 1:31	4473c76d76
th1xig849kp6th1xd4sojia2bcveg758	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Unimportant	Unimportant	Very Important	Probably Not	Definitely Not	Possibly	Probably Not	Definitely	Possibly	Definitely Not	Definitely Not	Definitely	Definitely	92673	92656	35-44	80,000 â€“ 109,000	Prefer not to answer		3/24/2022 0:44	3/24/2022 0:48	3e1f073ced

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
019pdzxfdncpzy019md7lf8242zs2p55	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Moderately Important	Important	Important	Important	Very Important	Probably	Probably	Probably	Definitely	Probably	Probably	Definitely	Probably	Definitely	Possibly	92706	92843	16-24	80,000 â€“ 109,000	Latino/Hispanic	nietzdaf@hotmail.com	3/23/2022 23:54	3/23/2022 23:58	2dd193c332
dgluq9xdt8iuedsqzwar8dgluq93bqq8	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Moderately Important	Important	Moderately Important	Very Important	Probably Not	Probably Not	Probably	Definitely	Definitely	Probably Not	Probably	Probably	Definitely	Definitely	92618	92603	45-54	170,000 or more	Caucasian/White		3/23/2022 23:28	3/23/2022 23:33	a6600756df
y8z111cipl43nswzgn0oiy8z12zijc26	More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Moderately Important	Slightly Important	Moderately Important	Slightly Important	Possibly	Probably	Possibly	Possibly	Possibly	Possibly	Probably Not	Probably Not	Probably Not	Probably Not		92649	65-74	Prefer not to answer	Mixed Heritage		3/23/2022 22:41	3/23/2022 22:49	5723c998ad
jfevcno0km8ikpzr8sjfevcn6s6a6x58	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92804	93101	55-64	Prefer not to answer	Asian	kraushoward1@gmail.com	3/23/2022 22:40	3/23/2022 22:43	c972bf4ac5
05sw8hakge9u7g20nmsy05sw8uxgt492	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Important	Important	Moderately Important	Very Important	Probably Not	Probably	Probably Not	Possibly	Probably	Possibly	Definitely	Probably Not	Definitely	Probably	92627	92627	25-34	50,000 â€“ 79,999	Caucasian/White		3/23/2022 22:35	3/23/2022 22:39	bebdd059d7
g7rgf285x7kcyjg7r34guctes15w32ac	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Important	Very Important	Very Important	Probably Not	Possibly	Possibly	Probably Not	Definitely Not	Probably Not	Possibly	Possibly	Possibly	Probably Not	92806	92806	65-74	Prefer not to answer	Caucasian/White	eleanorekaufman@gmail.com	3/23/2022 22:30	3/23/2022 22:33	3593690dcd
b4p83eqyk82ieo70vnb4p83eq8hbkm9b	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Moderately Important	Important	Important	Very Important	Possibly	Definitely	Probably	Definitely	Possibly	Probably	Probably	Probably	Definitely	Probably	92658	92603	65-74	Less than 30,000	Asian		3/23/2022 22:14	3/23/2022 22:19	59b728a862
f201t07l82ijwx9j3aif201tzw08wuln	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Important	Very Important	Very Important	Very Important	Probably	Probably	Probably Not	Definitely	Definitely	Possibly	Possibly	Definitely Not	Definitely	Definitely Not	92844	92649	35-44	Less than 30,000	Caucasian/White	lanenkar@gmail.com	3/23/2022 22:02	3/23/2022 22:06	4103f4933e
6sa1y2bbll0t2e0ru6sa1y2ho8myih84	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Moderately Important	Very Important	Unimportant	Very Important	Very Important	Important	Possibly	Definitely	Definitely	Probably	Probably	Possibly	Definitely	Definitely	Probably	Probably	90012	92802	25-34	30,000 â€“ 49,999	Latino/Hispanic	r.aguilar4121@gmail.com	3/23/2022 21:45	3/23/2022 21:54	abaee3a133
v9u030hneorjyii8rv9u038xi24sqv7b	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Important	Moderately Important	Very Important	Important	Very Important	Probably Not	Possibly	Probably Not	Probably Not	Definitely	Probably Not	Probably Not	Probably Not	Probably	Definitely	92673	92673	55-64	170,000 or more	Caucasian/White		3/23/2022 21:42	3/23/2022 21:48	48a3a7c809
s5xmarxtt0v9njnds5xmaf17m6otgt7k	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Unimportant	Very Important	Slightly Important	Probably Not	Definitely	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	Possibly	Probably	92868	92653	55-64	Prefer not to answer	Caucasian/White		3/23/2022 20:57	3/23/2022 21:00	e0e94f2049
ka78gweo6h1jjemnyka78gwki2e4krek	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Very Important	Very Important	Important	Probably Not	Definitely	Possibly	Probably	Probably Not	Possibly	Probably	Probably	Definitely	Probably Not	92651	92651	16-24	Prefer not to answer	Caucasian/White		3/23/2022 20:46	3/23/2022 20:49	029bf17e8f
id5ryofw89u0hwp102y3id5rb087kxtk	More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Important	Very Important	Important	Possibly	Definitely	Definitely	Possibly	Definitely	Possibly	Definitely	Probably	Definitely Not	Definitely	92831	92553	55-64	Prefer not to answer	African American/Black		3/23/2022 20:29	3/23/2022 20:34	3563acee7a
jbqt818aud0604gjqjbqt811kfqowkel	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Very Important	Very Important	Important	Probably Not	Probably Not	Probably	Probably Not	Probably	Possibly	Probably Not	Possibly	Definitely Not	Possibly	92648	90620	35-44	110,000 â€“ 169,000	Pacific Islander	nicole@surfcityusa.com	3/23/2022 20:26	3/23/2022 20:31	f192a1d565
tu80osmrcgc6dftu8gslwpf7k6qsyc5b	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Important	Important	Important	Slightly Important	Important	Definitely	Possibly	Definitely	Probably Not	Definitely	Definitely	Probably Not	Probably	Possibly	Definitely	92675	92694	45-54	110,000 â€“ 169,000	Prefer not to answer		3/23/2022 20:26	3/23/2022 20:30	6e64796b75
fnsohi66l3hdsbl5tfns0l4f6yqximhn	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Important	Important	Important	Moderately Important	Important	Very Important	Possibly	Probably	Probably	Probably	Definitely	Possibly	Probably Not	Possibly	Definitely	Definitely	92867	92867	65-74	170,000 or more	Prefer not to answer		3/23/2022 20:22	3/23/2022 20:29	ec6dedb5a1
wgmlxobk9eplegcm2cowgmlxoxsyqas1	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Moderately Important	Moderately Important	Very Important	Moderately Important	Possibly	Probably Not	Probably Not	Definitely	Definitely	Probably	Possibly	Probably Not	Definitely	Definitely			65-74	80,000 â€“ 109,000	Caucasian/White		3/23/2022 20:01	3/23/2022 20:12	d3a7efdcce
pzesvpxx2opq0x4nzqdg6pzesvpoz1k1	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Unimportant	Very Important	Unimportant	Moderately Important	Definitely	Definitely	Definitely	Probably Not	Possibly	Definitely	Definitely	Definitely	Probably Not	Possibly	92704	91762	45-54	80,000 â€“ 109,000	Mixed Heritage	tjohnson@octa.net	3/23/2022 19:44	3/23/2022 19:54	b78e227849
m3ykmwiss8fi25sm3yphs79386g1zv75	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Important	Important	Important	Important	Possibly	Probably	Possibly	Possibly	Possibly	Probably	Probably	Possibly	Probably	Possibly	92781	92780	65-74	30,000 â€“ 49,999	Caucasian/White	tjm9940@hotmail.com	3/23/2022 19:40	3/23/2022 19:47	bb5629df9c
1cf1ju2wle43e1cf1eieggaw6vu2g4sr	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	90095	90034	45-54	Prefer not to answer	Asian	ric25214@gmail.com	3/23/2022 19:43	3/23/2022 19:47	510b323812
c58ufelzxry6uv9fc58w4407z8owddol	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Moderately Important	Very Important	Important	Definitely	Definitely	Definitely	Possibly	Possibly	Definitely	Definitely	Definitely	Probably	Definitely	92802	92802	25-34	30,000 â€“ 49,999	Latino/Hispanic	icortez@daylemc.org	3/23/2022 19:35	3/23/2022 19:43	5a1fb131a2
5teb9cu4dqsanh5ndxvt75teb9f7z6dc	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service	Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	92602	92833	25-34	30,000 â€“ 49,999	Prefer not to answer	acastrojr87@gmail.com	3/23/2022 19:31	3/23/2022 19:39	a8426ca578
41725ak9fgexi3l5x741725aflicm7h5	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Important	Important	Very Important	Very Important	Important	Very Important	Possibly	Definitely	Probably	Probably	Probably	Probably	Definitely	Probably	Definitely	Probably	90620	92805	55-64	Less than 30,000	Latino/Hispanic		3/23/2022 19:17	3/23/2022 19:24	fe20fab628
1gxj7r43chq7v1gxjcc1i5o6v607bkcs	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Moderately Important	Very Important	Moderately Important	Moderately Important	Important	Very Important	Possibly	Definitely	Probably	Probably	Definitely	Possibly	Probably	Probably	Definitely	Definitely	92708	92708	45-54	80,000 â€“ 109,000	Caucasian/White	octa@eaisolutions.co.uk	3/23/2022 19:09	3/23/2022 19:17	5183e0f0f8
pkxizp7i9awhwfugv645qpkxizpiofaw	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Important	Moderately Important	Slightly Important	Very Important	Probably	Probably	Probably Not	Definitely	Definitely	Possibly	Probably	Definitely Not	Definitely	Definitely	92805	92835	35-44	170,000 or more	Latino/Hispanic		3/23/2022 18:55	3/23/2022 19:06	24a4732bff
utpxwubi9khn9hkjgutpxwumjh4q2kcz	More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Important	Important	Very Important	Very Important	Definitely	Definitely	Possibly	Probably	Probably	Definitely	Definitely	Possibly	Probably	Possibly	92801		45-54	Prefer not to answer	Prefer not to answer	mariami3555@hotmail.com	3/23/2022 18:49	3/23/2022 19:03	d94928cbef
885piflfjcfpkn9hj885pifsslzru9ga	Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Important	Moderately Important	Moderately Important	Moderately Important	Possibly	Definitely	Possibly	Probably Not	Probably Not	Possibly	Definitely	Possibly	Definitely	Possibly	92688	92688	65-74	110,000 â€“ 169,000	Asian	george_lew@msn.com	3/23/2022 18:52	3/23/2022 18:56	2fbc447175
mb7y6b9qf3p5m4k84mb7y6tby606bdr5	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Probably	Possibly	Probably	Definitely	Probably	Probably	Probably	Definitely	Definitely	92831	92805	25-34	80,000 â€“ 109,000	Latino/Hispanic	rbrt.rdrgz1@gmail.com	3/23/2022 18:48	3/23/2022 18:54	dee8d3ac7d
hq1aimts6bh6xcha8hq1aim2i48qib4x	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Very Important	Very Important	Moderately Important	Definitely	Definitely	Possibly	Probably Not	Probably Not	Probably	Probably	Possibly	Possibly	Probably Not	92702	92780	65-74	Prefer not to answer	Caucasian/White		3/23/2022 18:22	3/23/2022 18:27	6a4f04200f
9059i9ja4ngs9alk39059i9j5uzoyi2g	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Probably	Definitely	Probably	Definitely	Definitely	Definitely	Definitely	Probably	Definitely	Definitely	92626	92780	35-44	50,000 â€“ 79,999	Latino/Hispanic	princessdeleon@hotmail.com	3/23/2022 16:58	3/23/2022 17:01	82a5d6d726
cuobkucmccm3zpsecuobpzcksvj0z4ew	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Moderately Important	Important	Moderately Important	Important	Probably	Probably Not	Probably	Possibly	Definitely Not	Probably	Probably Not	Possibly	Probably Not	Definitely Not	92701	92780	25-34	170,000 or more	Caucasian/White		3/23/2022 16:57	3/23/2022 17:00	5fee92dcce
0e552vru5xmn2jvsf08h0e552vruce18	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Definitely	Definitely	Definitely	Probably	Probably	Definitely	Probably	Probably	Probably	Possibly	92630	92630	35-44	30,000 â€“ 49,999	Latino/Hispanic	richardrod28@gmail.com	3/23/2022 8:11	3/23/2022 8:15	cf15bc6b04
76de18to7bl2zb81gws9v76de18tvykp	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Moderately Important	Important	Very Important	Very Important	Moderately Important	Definitely	Definitely	Definitely	Probably	Possibly	Definitely	Definitely	Definitely	Probably	Probably	92630	92630	65-74	Less than 30,000	Mixed Heritage	jac.hutchings@aol.com	3/23/2022 2:38	3/23/2022 2:47	5c79cf5006
fsmn5dwm3019s16o5jmkofsmn5ftv7b3	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Important	Important	Very Important	Very Important	Very Important	Probably	Definitely	Definitely	Definitely	Possibly	Definitely	Definitely	Probably	Probably	Probably							3/23/2022 0:58	3/23/2022 1:02	7c4cc4eca7
uyn4na7oinl7ie0xurtb1yuyn4il12lw	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Possibly	Probably	Definitely	Probably	Definitely	Possibly	Definitely	Definitely	92614	92614	16-24	110,000 â€“ 169,000	Latino/Hispanic		3/22/2022 23:24	3/22/2022 23:24	feffaaf4b6
9tr2yu30zfkjr50v19tr2sx9abbkoqhl	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Very Important	Important	Probably Not	Definitely	Possibly	Definitely	Probably Not	Probably	Definitely	Possibly	Definitely	Definitely	92610	92610	55-64	80,000 â€“ 109,000	Caucasian/White		3/22/2022 20:16	3/22/2022 20:22	380f17263b
gbbynir42jd1juspfpgbbyniwt28lsgr	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Very Important	Important	Very Important	Important	Definitely	Probably	Definitely	Probably	Definitely	Definitely	Probably	Definitely	Probably	Definitely	92679	92679	55-64	Prefer not to answer	Latino/Hispanic		3/22/2022 18:46	3/22/2022 18:49	e97f4ea34d
tnm8ftn0s1pvt71ltnm8f01kdrf7stxi	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Moderately Important	Important	Very Important	Very Important	Probably Not	Probably	Possibly	Probably	Probably	Possibly	Probably	Probably Not	Possibly	Definitely	92657	92657	25-34	170,000 or more	Asian		3/22/2022 18:11	3/22/2022 18:14	6a99ce2ba6

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
v381dxtlueqcfa5yxq5v381t1wj3wfql	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Important	Important	Moderately Important	Important	Important	Probably Not	Possibly	Possibly	Possibly	Definitely	Possibly	Possibly	Possibly	Probably	Definitely		90631	25-34	Prefer not to answer	Caucasian/White		3/22/2022 18:04	3/22/2022 18:07	0a85896b5a
ql8xks5acmih6og16wzsql8xks5ao1go	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Very Important	Very Important	Important	Very Important	Probably	Probably	Probably Not	Probably	Definitely Not	Probably	Definitely	Probably Not	Definitely	Definitely Not			16-24	170,000 or more	Caucasian/White		3/22/2022 16:18	3/22/2022 16:23	ce6f683ac9
abakaiktgcrliz3x1abag62rksfqor7o	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations	Very Important	Very Important	Important	Unimportant	Moderately Important	Moderately Important	Probably Not	Probably Not	Probably	Probably Not	Possibly	Probably Not	Probably Not	Definitely	Probably	Probably	92691	92630	35-44	110,000 â€“ 169,000	Caucasian/White		3/22/2022 13:17	3/22/2022 13:22	7d55f4f226
5prswr9owimmw02o05prswrt4rf2wg9b	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Slightly Important	Moderately Important	Important	Probably Not	Possibly	Possibly	Possibly	Probably	Definitely Not	Probably	Probably Not	Definitely	Possibly	92618	92618	25-34	110,000 â€“ 169,000	Asian	shinyoungjoon@hotmail.com	3/22/2022 6:37	3/22/2022 6:44	ab46940e27
8u13reldy9v6u8u13b6g9v81f33tofj4	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Very Important	Very Important	Important	Possibly	Definitely	Possibly	Possibly	Definitely	Possibly	Definitely	Possibly	Possibly	Definitely		92630	35-44	110,000 â€“ 169,000	Caucasian/White		3/22/2022 3:37	3/22/2022 3:41	a71d194a28
rjwnvyejyup0epyiozzgxrjwnvyd1hj4	More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Moderately Important	Slightly Important	Important	Very Important	Slightly Important	Probably Not	Definitely	Probably Not	Probably Not	Probably Not	Definitely	Definitely	Probably Not	Probably Not	Definitely Not	92656						3/22/2022 1:57	3/22/2022 2:03	c2d04815a9
ufcbsboctgqdy2wcdufcbsypyxjd1jsu	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Slightly Important	Important	Moderately Important	Unimportant	Probably Not	Definitely	Possibly	Possibly	Definitely	Possibly	Definitely	Probably	Definitely	Definitely	92780	92630	35-44	110,000 â€“ 169,000	Caucasian/White	philliproyce@gmail.com	3/22/2022 1:44	3/22/2022 1:53	839ddab7c5
esmdsjy2cyp7esmcc8t0h8xjms799lnd	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic	Moderately Important	Important	Unimportant	Unimportant	Slightly Important	Unimportant	Probably Not	Definitely Not	Definitely Not	Definitely Not	Possibly	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	92840	92653	55-64	110,000 â€“ 169,000	Prefer not to answer		3/22/2022 1:43	3/22/2022 1:48	cd904eba8e
0msz9354hiejne0mnpsn5frcb5a89bsv	More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Moderately Important	Very Important	Very Important	Important	Probably	Definitely	Definitely	Possibly	Definitely	Probably	Definitely	Possibly	Possibly	Possibly		24533	16-24	30,000 â€“ 49,999	Asian	zhangirbotabekov@lcad.edu	3/21/2022 22:28	3/21/2022 22:37	23df549bcf
dt2fu0s9v6d45l8f2dt2fu0s96fp5im4	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Very Important	Slightly Important	Very Important	Very Important	Slightly Important	Definitely Not	Probably Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Possibly	Possibly	Definitely Not	Definitely Not	92802	92336	25-34	50,000 â€“ 79,999	Latino/Hispanic		3/21/2022 21:31	3/21/2022 21:42	345f2ed85d
dy2n0kkj8pu5quw3s15dy2n0kkjrgxip	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Moderately Important	Very Important	Important	Very Important	Moderately Important	Very Important	Definitely	Definitely	Possibly	Probably	Definitely	Definitely	Definitely	Possibly	Possibly	Definitely	92651	92656	25-34	Less than 30,000	Prefer not to answer		3/21/2022 21:36	3/21/2022 21:41	57e41dfa0d
u4cvjsg1rurku4cmmpz7ffphhf9mmpzv	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Very Important	Important	Slightly Important	Slightly Important	Important	Probably Not	Probably Not	Probably Not	Possibly	Definitely	Probably	Probably	Probably	Probably	Definitely	92694	92694	25-34	170,000 or more	Latino/Hispanic		3/21/2022 20:46	3/21/2022 20:55	fc746295a9
8jcqmn8zxjhxgdajdtb8jcqp106aset5	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Important	Important	Important	Very Important	Moderately Important	Probably	Definitely	Definitely	Possibly	Possibly	Definitely	Probably	Probably	Probably	Probably			16-24	Less than 30,000	Caucasian/White		3/21/2022 20:45	3/21/2022 20:51	fe959861ca
3p8akzpeeub2hk3p8akqfzmg8rnl2dun	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Moderately Important	Very Important	Very Important	Very Important	Important	Possibly	Definitely	Probably Not	Definitely Not	Probably Not	Possibly	Definitely	Definitely	Possibly	Probably Not	92651	92656	16-24	Less than 30,000	Asian		3/21/2022 20:33	3/21/2022 20:36	fe959861ca
f8oyqq22ns1726ln3f8oyfjokinqwone	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Slightly Important	Very Important	Very Important	Possibly	Definitely	Definitely	Definitely Not	Definitely Not	Definitely	Definitely	Definitely	Probably Not	Definitely Not		92630	55-64	50,000 â€“ 79,999	Caucasian/White	minwulff@gmail.com	3/21/2022 20:00	3/21/2022 20:07	763f7da26c
pxpjul5c8qooh9pxpjnabr74kxyxzzls	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Very Important	Very Important	Very Important	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely	Definitely	Definitely	Definitely Not	Definitely	Definitely	92651		16-24	80,000 â€“ 109,000	Caucasian/White		3/21/2022 19:19	3/21/2022 19:24	be5c944e8e
8bph9n9o4oq0u6x41r8yn5w8bph9nfm6	More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Moderately Important	Moderately Important	Very Important	Very Important	Possibly	Definitely	Possibly	Possibly	Possibly	Probably Not	Probably	Definitely Not	Probably	Possibly	92651	92651	16-24	Less than 30,000	Caucasian/White		3/21/2022 18:26	3/21/2022 18:30	3a4b3f3bf8
3q2lb5kbd3jf8gbma3q2lb5d8y3003kp	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Important	Important	Very Important	Very Important	Very Important	Probably Not	Definitely	Probably	Definitely	Definitely	Probably Not	Probably	Possibly	Definitely Not	Possibly		92651	16-24	Less than 30,000	Caucasian/White	kiraking2001@gmail.com	3/21/2022 18:21	3/21/2022 18:25	af4d4a0da4
vqzgejn5epl0uynnsy3vqzgejn6l5nth	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely Not	Definitely	Definitely	Definitely	Definitely	Definitely Not	Probably	Probably	Definitely	92624	92624	65-74	170,000 or more	Caucasian/White		3/21/2022 18:06	3/21/2022 18:09	0e032bba49
0pw5v7xvf8k3ma8n7e75h0ku0pw5v7x6	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Slightly Important	Moderately Important	Unimportant	Unimportant	Unimportant	Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	92618	92630	35-44	Prefer not to answer	Prefer not to answer		3/21/2022 17:44	3/21/2022 17:48	1e8489a15a
gnajdnya3wd7uay2ykgna0un9tb11l0g	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Moderately Important	Unimportant	Moderately Important	Important	Probably Not	Possibly	Possibly	Definitely Not	Probably	Probably	Possibly	Possibly	Definitely Not	Definitely	92675	92677	55-64	110,000 â€“ 169,000	Caucasian/White		3/21/2022 17:32	3/21/2022 17:35	a90c98180a
hkjnznowrl2x3mqluanrrbdfhkjnznoq	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Moderately Important	Slightly Important	Moderately Important	Very Important	Possibly	Possibly	Probably	Definitely	Definitely	Probably	Possibly	Probably	Definitely	Definitely		92630	35-44	80,000 â€“ 109,000	Caucasian/White		3/21/2022 17:19	3/21/2022 17:24	1ceb1e5cae
jtc806yywkvea6wjozyjtc806y5apdan	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Unimportant	Important	Very Important	Possibly	Possibly	Possibly	Possibly	Definitely	Probably Not	Probably	Probably	Possibly	Definitely	92630	92630	25-34	80,000 â€“ 109,000	Caucasian/White		3/21/2022 17:18	3/21/2022 17:20	a34749a3e9
cjalj3u81925xn0cjalzfmfkpelg4iyh	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Important	Very Important	Slightly Important	Unimportant	Slightly Important	Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Definitely Not	Definitely Not	Definitely	Probably	92630	92630	25-34	170,000 or more	Caucasian/White		3/21/2022 15:49	3/21/2022 16:20	190727386f
0obll8hx71fn675bl4g30obllm4a8oi6	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Very Important	Important	Moderately Important	Important	Very Important	Probably Not	Probably Not	Probably Not	Probably	Probably	Probably Not	Possibly	Probably Not	Definitely	Probably	92688	92688	45-54	170,000 or more	Caucasian/White	ckuta@cityofrsm.org	3/21/2022 15:47	3/21/2022 15:50	805b1b2662
a5rbs9px4zzi0va9qryst3z8wa5rbs9p	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Important	Very Important	Important	Very Important	Important	Possibly	Possibly	Probably	Possibly	Definitely	Possibly	Possibly	Possibly	Possibly	Definitely	92626	92707	35-44	170,000 or more	Caucasian/White	iceprincessk25@aol.com	3/21/2022 13:40	3/21/2022 13:43	f7617f99af
2rljiljya6zlj32rljb7vq2cu6c2ff9y	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Important	Moderately Important	Moderately Important	Slightly Important	Moderately Important	Slightly Important	Probably Not	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Possibly	Possibly	Definitely	Definitely		92821	45-54	170,000 or more	Caucasian/White		3/21/2022 12:34	3/21/2022 12:39	08b42eb9f5
pkzyzsntnefcl72py7x01amfkpkzyzsn	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations	Important	Important	Important	Moderately Important	Very Important	Important	Possibly	Probably Not	Possibly	Definitely Not	Probably	Definitely	Probably Not	Probably	Definitely Not	Definitely	92656	92630	55-64	Less than 30,000	Caucasian/White	bherrin1@cox.net	3/21/2022 0:31	3/21/2022 0:45	d9dc1e72aa
io178bnbjgsq9szio178t48p9xqsxn9v	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Moderately Important	Moderately Important	Important	Important	Definitely Not	Possibly	Probably Not	Definitely Not	Definitely Not	Probably Not	Probably Not	Definitely Not	Definitely Not	Definitely		92677	65-74	Prefer not to answer	Prefer not to answer	gregory.clements@me.com	3/20/2022 21:55	3/20/2022 22:00	b58833a387
m67q87z6lqxvd2sefecm67qcdn6uku6r	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely		92675	75 or older	Less than 30,000	Caucasian/White		3/20/2022 20:16	3/20/2022 20:26	3e1294acc5
yegnnj8ho7mzxl3yegnbum9arpvc5sbw	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Important	Very Important	Important	Moderately Important	Moderately Important	Important	Probably	Probably	Probably	Probably Not	Possibly	Probably	Probably	Probably	Definitely	Possibly	92675	92675	75 or older	50,000 â€“ 79,999	Caucasian/White		3/20/2022 19:08	3/20/2022 19:13	389129fc90
6e4hz2lakezbe27gm6e4hz58ndmtkdog	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic	Very Important	Very Important	Important	Moderately Important	Important	Important	Probably	Definitely	Possibly	Probably Not	Possibly	Probably	Probably	Possibly	Possibly	Definitely		92637	65-74	110,000 â€“ 169,000	Caucasian/White	cjbonar@outlook.com	3/20/2022 17:38	3/20/2022 17:44	5507c75594
7l9kx4tve0hbg4xerb7l9kxwv5mgbd64	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services	Very Important	Very Important	Slightly Important	Slightly Important	Unimportant	Very Important	Definitely Not	Definitely Not	Possibly	Definitely Not	Probably	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably	92694	92694		Prefer not to answer	Prefer not to answer	jennifer.c.powers@gmail.com	3/19/2022 22:58	3/19/2022 23:02	4a37928c28
cl4xjztgzfse1ymgcl4xk01d5megdhcx	More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Moderately Important	Moderately Important	Important	Slightly Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Probably Not	Possibly	Probably Not	Probably Not	Probably	92626	92612	75 or older	110,000 â€“ 169,000	Caucasian/White	ljewing@uci.edu	3/19/2022 22:47	3/19/2022 22:56	0fb4c345a3
91gatoslg1faiii43efns91gad035qz3	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Important	Unimportant	Slightly Important	Important	Probably	Possibly	Definitely	Probably	Probably	Definitely	Possibly	Possibly	Probably	Possibly	92694	92694	45-54	170,000 or more	Caucasian/White	jennibalck@hotmail.com	3/19/2022 16:52	3/19/2022 16:58	039a8046ff
uss6lzy4qwoxrzgnz7dguss6lyqeyw3g	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Slightly Important	Slightly Important	Slightly Important	Moderately Important	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Possibly	Probably Not	Probably Not	Definitely Not	Probably Not	Definitely	92694	92694	45-54	170,000 or more	Caucasian/White		3/19/2022 15:05	3/19/2022 15:10	3064236c05
vf516ugyyv9oi1pjvc7vf5129d71rdri	Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Very Important	Unimportant	Unimportant	Important	Definitely Not	Possibly	Possibly	Probably	Definitely Not	Probably Not	Probably Not	Probably Not	Definitely	Definitely	92694	92694	35-44	170,000 or more	Caucasian/White		3/19/2022 15:02	3/19/2022 15:05	4e64f4e849
nys72zfb6cr66tz0xiljxfnys72zfs4t	More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters	Important	Very Important	Very Important	Moderately Important	Moderately Important	Moderately Important	Probably Not	Probably	Possibly	Definitely Not	Definitely Not	Probably Not	Possibly	Probably Not	Definitely	Definitely Not	92697	92617	75 or older	Prefer not to answer	Asian		3/19/2022 14:50	3/19/2022 14:54	8bc6efc793

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)
mhn4czwrmsc7o5e0mxjew1qmhn4czwck	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
9d4a24uakmz1049d4fntnpy29n6x3qr7	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service	Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic
erh2v2ettu5inho8uvxerh2v2ekp6hp5	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters
aowep5t1tk5aqhmf4aowepbcjalsi9if	Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic
1zxngezagexv3bcs5ymt11zxngezayzf	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Local community shuttles/trolley services	Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters
weddotkpjtmpx8a9weddotnn4h0k74wa	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
jc96kthv380dvx1x2xcjc96kom3ijxib	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services
149bxc8zxvd3klpq149bok3on3q6mzd4	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services
4kqkgiprc05pmux7do6f0g4kqkgr0y7y	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic
w3eghrc0jfao1bxw3eghk8ammckvzenp	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters
zm5xs36aulxwyrwrue5abzm5xsprsn4z	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters
hxare8sc27ai5ddxhxat04vrymioil2p	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations
944nixy6bc8943lurybql1f75inbhh3l	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations
g4vpv635yz8gfiuevg4vph1e564oda8y	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
l3bqnl9124hmqmebal3bqnl0wf7ne7iw	Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters
m74bvsoihgc3yqv9zm74bvhpjahxoio6	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic
wbujuf0vbtwpsvdzthwbujuar002owns	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
98mwvdw1pz1709e9l698mwvdj0z87l5j	More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations
g3dw9q8x6dl4tc5a3vv7g3dw9qo40qb6	More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic
6o01z85ig1v4ple6jny86o01z8z2pgpd	More frequent and reliable train service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic
bgqxr116ydboly3n3frzbgqxr1ggrd50	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare)
zed4w5ih7lpilzedcznqutmop2c91sjr	More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic
b13ic905r8rsnqpub5fib13ic9z7etie	More frequent and reliable bus service,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic
9aazezok5dn4hixf549aa13a786oxwtk	More frequent and reliable train service,Local community shuttles/trolley services,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations
8xr4obdmkjxbgoklg8xr4ojzi2bahzol	More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations,Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Availability of bikeshare\, e-bikes\, e-scooters
ekwq2umcg9cmzuekwqhvf1tk9fsn4a47	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
u48jtbkqlfhh6u48jtbw77eun9g1qr9v	Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters
oztqqo3mf1f39m0345idoztqqo6yhytm	Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Increased walking and biking safety measures\, including separation from vehicle traffic
y1xreyq1nakulyb89hku1iy1xreyq181	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters
gp2zwugx3wc4dj8rgp2zywzov0h6juxb	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services
7vgumwk9qptdy0nihj7vgeuuj02j3dt8	Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service	Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare)
0775qwqwx9v9fm0774a6l910b3s1iuye	More frequent and reliable train service,More frequent and reliable bus service,Improved bike and pedestrian paths/trails and bike amenities,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Free and secure bike parking at key locations
q64nkyvmijsf5ecvkqq64nkyhw2gu3y1	Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services
5e4f1gd638aphlze0bq5e4f18b0gjhrb	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services
tsk0zieka8lgpcrktsk0zunvac6jdhwb	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Easy connections between multiple transportation services (such as Metrolink to bikeshare),Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
972wff580j22fugx8wix972wfgld7qj3	More frequent and reliable train service,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable bus service,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)
kroupxqfhq2fzkroup0koapodw91foiw	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services
twuxa2tw3c297kktwuxa26elgghhwi0j	Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,More frequent and reliable bus service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Local community shuttles/trolley services	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)

ENGLISH & SPANISH #	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
mhn4czwrmsc7o5e0mxjew1qmhn4czwck	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Probably Not	Probably Not	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely		92626	35-44	Prefer not to answer	Caucasian/White		3/19/2022 6:49	3/19/2022 6:58	68e82e6783
9d4a24uakmz1049d4fntnpy29n6x3qr7	Moderately Important	Moderately Important	Moderately Important	Unimportant	Unimportant	Unimportant	Definitely Not	Probably Not	Probably Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Possibly	Possibly	Probably Not	92649	92649	45-54	Prefer not to answer	Mixed Heritage		3/19/2022 5:13	3/19/2022 5:19	4bfea597a4
erh2v2ettu5inho8uvxerh2v2ekp6hp5	Very Important	Important	Very Important	Slightly Important	Slightly Important	Very Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Possibly	Possibly	Possibly	Possibly	Possibly	92614	92614	45-54	170,000 or more	Caucasian/White	davefry@smallfry.us	3/19/2022 4:07	3/19/2022 4:15	37a6513964
aowep5t1tk5aqhmf4aowepbcjalsi9if	Very Important	Very Important	Very Important	Very Important	Very Important	Moderately Important	Definitely Not	Probably	Definitely Not	Definitely Not	Definitely	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely		92675	65-74	Less than 30,000	Caucasian/White		3/19/2022 3:19	3/19/2022 3:25	76d8b279d6
1zxngezagexv3bcs5ymt11zxngezayzf	Moderately Important	Very Important	Very Important	Important	Moderately Important	Slightly Important	Definitely	Definitely	Definitely	Definitely	Definitely	Probably Not	Probably	Probably	Probably	Definitely	92831	92831	55-64	Prefer not to answer	Prefer not to answer	mvillaire@iha4health.org	3/18/2022 20:09	3/18/2022 22:54	bb46ccb484
weddotkpjtmpx8a9weddotnn4h0k74wa	Very Important	Very Important	Very Important	Important	Important	Very Important	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Probably	Definitely	Definitely		92870	65-74	50,000 â€“ 79,999	Caucasian/White		3/18/2022 20:33	3/18/2022 20:40	ae09c5c491
jc96kthv380dvx1x2xcjc96kom3ijxib	Very Important	Very Important	Very Important	Important	Important	Moderately Important	Probably Not	Probably Not	Probably Not	Probably Not	Definitely	Probably Not	Probably Not	Probably Not	Definitely Not	Definitely	92701	92692	35-44	170,000 or more	Caucasian/White		3/18/2022 17:27	3/18/2022 17:32	b384e6a78c
149bxc8zxvd3klpq149bok3on3q6mzd4	Important	Very Important	Important	Slightly Important	Moderately Important	Very Important	Possibly	Probably Not	Possibly	Probably	Definitely	Probably	Probably Not	Possibly	Probably	Definitely	92675	92675	65-74	50,000 â€“ 79,999	Caucasian/White		3/18/2022 15:59	3/18/2022 16:12	7e4b1dec40
4kqkgiprc05pmux7do6f0g4kqkgr0y7y	Important	Important	Very Important	Very Important	Very Important	Very Important	Definitely	Definitely	Definitely	Probably Not	Definitely	Definitely	Possibly	Possibly	Definitely Not	Possibly	92805	92656	55-64	Prefer not to answer	Caucasian/White		3/18/2022 15:21	3/18/2022 15:26	c7219a2f5e
w3eghrc0jfao1bxw3eghk8ammckvzenp	Very Important	Very Important	Very Important	Important	Important	Important	Definitely	Definitely	Probably Not	Definitely	Definitely	Definitely	Probably	Probably Not	Definitely	Definitely	92675	92675	65-74	110,000 â€“ 169,000	Caucasian/White		3/18/2022 14:40	3/18/2022 14:47	0d343a1b39
zm5xs36aulxwyrwrue5abzm5xsprsn4z	Very Important	Very Important	Unimportant	Unimportant	Slightly Important	Unimportant	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	92675	92675	55-64	110,000 â€“ 169,000	Prefer not to answer	debnew@cox.net	3/18/2022 4:45	3/18/2022 4:50	fcc6c5a3a8
hxare8sc27ai5ddxhxat04vrymioil2p	Important	Moderately Important	Important	Moderately Important	Very Important	Moderately Important	Definitely Not	Possibly	Probably	Definitely Not	Definitely	Definitely Not	Possibly	Probably Not	Probably Not	Probably	92677	92637	55-64	50,000 â€“ 79,999	Caucasian/White	badair1042@gmail.com	3/18/2022 2:30	3/18/2022 2:40	57cc6ae2da
944nixy6bc8943lurybql1f75inbhh3l	Very Important	Important	Very Important	Important	Very Important	Important	Probably Not	Definitely	Possibly	Definitely Not	Definitely Not	Possibly	Possibly	Possibly	Probably Not	Definitely		92675	65-74	30,000 â€“ 49,999	Prefer not to answer		3/18/2022 1:45	3/18/2022 1:54	e0c92eb33a
g4vpv635yz8gfiuevg4vph1e564oda8y	Very Important	Very Important	Very Important	Important	Important	Very Important	Probably	Probably	Probably Not	Probably	Possibly	Definitely	Definitely	Possibly	Definitely	Definitely	92653	92653	55-64	170,000 or more	Caucasian/White	gregoryburnham@hotmail.com	3/17/2022 20:36	3/17/2022 20:40	6f8265213a
l3bqnl9124hmqmebal3bqnl0wf7ne7iw	Important	Unimportant	Moderately Important	Unimportant	Slightly Important	Unimportant	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not							3/17/2022 18:39	3/17/2022 18:48	a90008b924
m74bvsoihgc3yqv9zm74bvhpjahxoio6	Important	Moderately Important	Very Important	Unimportant	Important	Moderately Important	Possibly	Possibly	Possibly	Probably Not	Possibly	Probably Not	Definitely Not	Possibly	Definitely Not	Possibly	92656	92630		Prefer not to answer	Prefer not to answer		3/17/2022 18:04	3/17/2022 18:14	3ac8762f18
wbujuf0vbtwpsvdzthwbujuar002owns	Very Important	Very Important	Important	Very Important	Important	Important	Probably	Definitely	Probably Not	Definitely	Possibly	Probably	Definitely	Possibly	Definitely	Possibly		92617	16-24	170,000 or more	Caucasian/White	micah@lakeskay.com	3/17/2022 1:49	3/17/2022 1:55	ce6f683ac9
98mwvdw1pz1709e9l698mwvdj0z87l5j	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Probably	Definitely	Possibly	Possibly	Possibly	Probably	Probably	Possibly	Definitely Not	Probably		92637	75 or older	Prefer not to answer	Caucasian/White		3/17/2022 1:40	3/17/2022 1:46	9976f4e71c
g3dw9q8x6dl4tc5a3vv7g3dw9qo40qb6	Very Important	Very Important	Important	Important	Important	Important	Definitely	Possibly	Definitely	Probably Not	Possibly	Definitely	Probably	Possibly	Probably	Possibly	92637	92637	75 or older	170,000 or more	Caucasian/White	arnoldschwartz@fastmail.net	3/17/2022 0:24	3/17/2022 0:30	82035f8dbb
6o01z85ig1v4ple6jny86o01z8z2pgpd	Important	Very Important	Slightly Important	Slightly Important	Moderately Important	Very Important	Possibly	Possibly	Probably	Probably	Probably	Possibly	Possibly	Probably	Possibly	Definitely	92637	92637	65-74	Prefer not to answer	Prefer not to answer	tpginger@aol.com	3/16/2022 23:53	3/17/2022 0:01	8a6412f9d4
bgqxr116ydboly3n3frzbgqxr1ggrd50	Very Important	Very Important	Unimportant	Unimportant	Unimportant	Unimportant	Probably Not	Definitely Not	Probably Not	Definitely Not	Definitely	Possibly	Probably Not	Probably Not	Possibly	Definitely	92612	92612	55-64	30,000 â€“ 49,999	Caucasian/White		3/16/2022 23:40	3/16/2022 23:45	69ed12cbe8
zed4w5ih7lpilzedcznqutmop2c91sjr	Important	Very Important	Very Important	Slightly Important	Moderately Important	Important	Probably Not	Definitely	Probably	Definitely	Probably Not	Probably	Definitely	Probably	Probably	Definitely		92637			Asian		3/16/2022 22:01	3/16/2022 22:10	665e0dc3a4
b13ic905r8rsnqpub5fib13ic9z7etie	Very Important	Very Important	Very Important	Important	Very Important	Very Important	Probably	Definitely	Definitely	Possibly	Probably Not	Definitely	Definitely	Probably	Probably	Probably		92637	65-74	Prefer not to answer	Caucasian/White		3/16/2022 21:59	3/16/2022 22:04	f4bd91970c
9aazezok5dn4hixf549aa13a786oxwtk	Important	Important	Important	Unimportant	Important	Moderately Important	Definitely Not	Probably Not	Definitely Not	Definitely Not	Probably Not	Definitely Not	Probably Not	Definitely Not	Definitely Not	Possibly	90670	92675	65-74	110,000 â€“ 169,000	Caucasian/White		3/16/2022 21:16	3/16/2022 21:20	0b440e9de9
8xr4obdmkjxbgoklg8xr4ojzi2bahzol	Very Important	Very Important	Very Important	Very Important	Moderately Important	Slightly Important	Possibly	Probably Not	Definitely Not	Probably Not	Probably Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not	Definitely Not			65-74	Prefer not to answer	Caucasian/White		3/16/2022 20:21	3/16/2022 20:26	fa758ca4d0
ekwq2umcg9cmzuekwqhvf1tk9fsn4a47	Very Important	Very Important	Important	Moderately Important	Important	Moderately Important	Probably Not	Probably	Probably Not	Probably	Definitely Not	Probably Not	Probably	Possibly	Definitely	Definitely	92618	92618	45-54	170,000 or more	Asian	pearlcorcoran@gmail.com	3/16/2022 19:49	3/16/2022 19:53	08c950119f
u48jtbkqlfhh6u48jtbw77eun9g1qr9v	Very Important	Important	Important	Moderately Important	Slightly Important	Unimportant	Possibly	Probably Not	Possibly	Probably Not	Probably Not	Possibly	Possibly	Probably Not	Possibly	Probably Not	92637	92653	55-64	110,000 â€“ 169,000	Caucasian/White		3/16/2022 17:51	3/16/2022 17:55	873ded0645
oztqqo3mf1f39m0345idoztqqo6yhytm	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Definitely	Probably	Definitely	Possibly	Probably Not	Possibly	Probably Not	Possibly	Probably Not	Probably Not	92704	92677	55-64	110,000 â€“ 169,000	Caucasian/White	alliance@southcoastmetro.com	3/16/2022 17:38	3/16/2022 17:45	b37c089c7d
y1xreyq1nakulyb89hku1iy1xreyq181	Very Important	Very Important	Slightly Important	Very Important	Moderately Important	Very Important	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Definitely	Probably	92011	92656	25-34	Prefer not to answer	Asian	jpsprinter94@yahoo.com	3/16/2022 12:10	3/16/2022 12:13	8a0d1f4bd8
gp2zwugx3wc4dj8rgp2zywzov0h6juxb	Very Important	Very Important	Important	Unimportant	Slightly Important	Important	Probably Not	Possibly	Definitely	Possibly	Definitely	Probably Not	Possibly	Definitely	Possibly	Definitely	92612	92677	35-44	170,000 or more	Caucasian/White	ryan.aeh@gmail.com	3/16/2022 5:17	3/16/2022 5:24	3979a0589f
7vgumwk9qptdy0nihj7vgeuuj02j3dt8	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Possibly	Possibly	Possibly	Possibly	Definitely	Possibly	Probably	Probably	Definitely	92626	92626	65-74	110,000 â€“ 169,000	Caucasian/White		3/16/2022 3:39	3/16/2022 3:43	591c5a6c90
0775qwqwx9v9fm0774a6l910b3s1iuye	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Definitely	Possibly	Possibly	Probably Not	Possibly	Definitely	Possibly	Definitely	Definitely Not	92675	92675	65-74	30,000 â€“ 49,999	Caucasian/White		3/16/2022 2:11	3/16/2022 2:18	ab0dd170d0
q64nkyvmijsf5ecvkqq64nkyhw2gu3y1	Important	Very Important	Important	Moderately Important	Moderately Important	Moderately Important	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Probably Not	Definitely	Probably Not	Definitely	Probably	92865	92627	25-34	110,000 â€“ 169,000	Caucasian/White	charlesincharge35@gmail.com	3/16/2022 1:23	3/16/2022 1:27	a3a15aa023
5e4f1gd638aphlze0bq5e4f18b0gjhrb	Very Important	Very Important	Moderately Important	Moderately Important	Very Important	Moderately Important	Probably	Probably	Probably	Probably Not	Definitely Not	Definitely	Definitely	Definitely	Definitely	Definitely	92651	92651	65-74	110,000 â€“ 169,000	Caucasian/White		3/16/2022 1:14	3/16/2022 1:20	42770dbab1
tsk0zieka8lgpcrktsk0zunvac6jdhwb	Very Important	Very Important	Important	Very Important	Moderately Important	Important	Possibly	Definitely	Probably	Definitely	Possibly	Possibly	Definitely	Definitely Not	Definitely	Definitely	92614	92704	16-24	110,000 â€“ 169,000	Latino/Hispanic		3/16/2022 0:07	3/16/2022 0:11	5d66f60512
972wff580j22fugx8wix972wfgld7qj3	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Probably	Definitely	Definitely	Definitely	Probably Not	Definitely	Definitely	Definitely	Definitely	Definitely	92692	92692	45-54	80,000 â€“ 109,000	Mixed Heritage	marcv@cmabs.org	3/15/2022 23:52	3/15/2022 23:57	e21b558571
kroupxqfhq2fzkroup0koapodw91foiw	Very Important	Very Important	Very Important	Very Important	Very Important	Very Important	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	Possibly	30144	30144	16-24	170,000 or more	Caucasian/White	ghostlightmater@yahoo.com	3/15/2022 23:19	3/15/2022 23:22	e166f828e0
twuxa2tw3c297kktwuxa26elgghhwi0j	Very Important	Very Important	Very Important	Moderately Important	Important	Very Important	Probably Not	Probably Not	Probably Not	Probably	Definitely	Probably Not	Possibly	Possibly	Possibly	Definitely	92618	92870	35-44	Prefer not to answer	Caucasian/White		3/15/2022 21:54	3/15/2022 21:57	79b62ca7f5

ENGLISH & SPANISH #	*Recognizing that future funding is limited, rank the following types of transportation services for funding priority.* (Rank from highest to lowest priority.)	*Choosing a non-car travel option can help reduce emissions and congestion. Prioritize the following in order of how likely you would consider a non-car travel option.* (Rank from most to least likely.)	Sidewalks wide enough to allow pedestrians to walk comfortably, separated from traffic.	Bicycle lanes/paths that are safe for riders of all ages and experience levels.	Extended pedestrian street crossing times when needed.	Dedicated bus lanes so that buses can compete with car travel times.	Safe and accessible transit stops, with amenities such as shelters, benches, and lighting to increase comfort, convenience, and visibility.	Street roundabouts, curb extensions, and other elements that increase safety for pedestrians and bicyclists.	Carpool and vanpool subsidies	Metrolink and bus pass subsidies	Microtransit/shared ride (OC Flex and Uber/Lyft) subsidies	Bikeshare subsidies	Telework subsidies	Carpool or vanpool	Take transit (such as Metrolink and bus)	Microtransit/shared ride (OC Flex and Uber/Lyft)	Walk or bike	Telework	*Thanks for your input! Now, please tell us a little about yourself. * * What is your worksite zip code if you have one?*	*What is your home zip code?*	*What is your age range? *	*What is your combined annual household income? *	*What ethnic group do you consider yourself a part of or feel closest to? *	*Sign up to receive project updates and meeting invites *	Start Date (UTC)	Submit Date (UTC)	Network ID
0x4klpu7f5e1fl0x4kd9ggrjo0yuyg5f	More frequent and reliable bus service,Local community shuttles/trolley services,Improved bike and pedestrian paths/trails and bike amenities,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Increased walking and biking safety measures\, including separation from vehicle traffic,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Very Important	Important	Slightly Important	Slightly Important	Very Important	Slightly Important	Probably	Probably	Possibly	Possibly	Definitely	Possibly	Possibly	Probably Not	Probably	Probably	92653	92679	45-54	80,000 â€“ 109,000	Latino/Hispanic		3/15/2022 21:29	3/15/2022 21:34	d26789d234
rqjyo4kh1lo9ldg8is9rqjyglny6zi3v	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),More frequent and reliable train service,More frequent and reliable bus service	Increased walking and biking safety measures\, including separation from vehicle traffic,Free and secure bike parking at key locations,Availability of bikeshare\, e-bikes\, e-scooters,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Easy connections between multiple transportation services (such as Metrolink to bikeshare),Universal fare pass that works across multiple transportation services	Very Important	Very Important	Moderately Important	Slightly Important	Moderately Important	Very Important	Possibly	Probably Not	Probably	Probably	Probably Not	Possibly	Possibly	Probably	Definitely	Probably Not	92673	92672	25-34	80,000 â€“ 109,000	Caucasian/White		3/15/2022 21:13	3/15/2022 21:16	3a2ed80d91
1yuu4lpu41x3ndf1yuvtn452mn96zvts	Improved bike and pedestrian paths/trails and bike amenities,Local community shuttles/trolley services,More frequent and reliable bus service,More frequent and reliable train service,Expanded on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft)	Increased walking and biking safety measures\, including separation from vehicle traffic,Universal fare pass that works across multiple transportation services,Easy connections between multiple transportation services (such as Metrolink to bikeshare),Free and secure bike parking at key locations,Reliable on-demand\, microtransit/shared ride services (such as OC Flex\, Uber/Lyft),Availability of bikeshare\, e-bikes\, e-scooters	Very Important	Important	Very Important	Moderately Important	Important	Unimportant	Possibly	Possibly	Definitely Not	Possibly	Possibly	Probably	Probably	Definitely Not	Possibly	Definitely	92672	92651		170,000 or more	Caucasian/White		3/15/2022 21:09	3/15/2022 21:16	bd8fb24327
0dalyfemeqgwxh3k2zeje0dalyfv69ag	MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft),Servicio ferroviario mÃ¡s frecuente y fiable ,Servicio de autobÃºs mÃ¡s frecuente y fiable ,Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,Servicios de shuttles/tranvÃa dentro de la comunidad local	Un boleto universal que funcione en mÃºltiples servicios de transporte,Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft),Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas),Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos,Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Estacionamiento de bicicletas gratuito y seguro en puntos clave	Muy importante	Muy importante	Muy importante	Importante	Importante	Muy importante	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Definitivamente sÃ-	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	92705	92705	35-44	50,000 â€“ 79,999	Latino/Hispano	andytrevinoandandy@yahoo.com	4/12/2022 16:29	4/12/2022 16:34	f0312d30ce
sf7vlzn31mx891sf7vhinraozwa2eehb	Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,Servicio de autobÃºs mÃ¡s frecuente y fiable ,Servicio ferroviario mÃ¡s frecuente y fiable ,MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft),Servicios de shuttles/tranvÃa dentro de la comunidad local	Un boleto universal que funcione en mÃºltiples servicios de transporte,Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos,Estacionamiento de bicicletas gratuito y seguro en puntos clave,Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft),Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas)	Muy importante	Muy importante	Importante	Importante	Muy importante	Importante	Definitivamente no	Probablemente no	Probablemente no	Probablemente no	Definitivamente no	Definitivamente no	Definitivamente no	Definitivamente no	Definitivamente no	Definitivamente no	92701	92701	45-54	30,000 â€“ 49,999	Latino/Hispano	patyscool@hotmail.com	4/10/2022 5:49	4/10/2022 5:56	66cfb76fca
2e26hrqov5xl9697hxc2e267ltsfrtoa	Servicio ferroviario mÃ¡s frecuente y fiable ,Servicios de shuttles/tranvÃa dentro de la comunidad local,Servicio de autobÃºs mÃ¡s frecuente y fiable ,Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft)	Estacionamiento de bicicletas gratuito y seguro en puntos clave,Un boleto universal que funcione en mÃºltiples servicios de transporte,Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas),Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos,Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft)	Importante	Importante	Importante	Importante	Muy importante	Muy importante	Probablemente	Definitivamente sÃ-	Probablemente	Probablemente	Probablemente	Definitivamente sÃ-	Definitivamente sÃ-	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	926975	926975	45-54	Menos de 30,000	Latino/Hispano		4/9/2022 17:06	4/9/2022 17:16	868c1251d4
l69zy8xkik4b91eel6p0za9jho1ekand	Servicio de autobÃºs mÃ¡s frecuente y fiable ,Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,Servicios de shuttles/tranvÃa dentro de la comunidad local,Servicio ferroviario mÃ¡s frecuente y fiable ,MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft)	Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas),Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Estacionamiento de bicicletas gratuito y seguro en puntos clave,Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft),Un boleto universal que funcione en mÃºltiples servicios de transporte,Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos	Muy importante	Muy importante	Muy importante	Importante	Muy importante	Muy importante	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	Probablemente	Definitivamente sÃ-	Probablemente	92647	92647	45-54	30,000 â€“ 49,999	Latino/Hispano	malehuerta@hotmail.com	3/30/2022 18:02	3/30/2022 18:13	21e7828343
p7md3bvzvjcjtnyp7map71z2td2sv9ma	Servicio de autobÃºs mÃ¡s frecuente y fiable ,Servicio ferroviario mÃ¡s frecuente y fiable ,Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft),Servicios de shuttles/tranvÃa dentro de la comunidad local	Estacionamiento de bicicletas gratuito y seguro en puntos clave,Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos,Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas),Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft),Un boleto universal que funcione en mÃºltiples servicios de transporte	Muy importante	Muy importante	Importante	Importante	Importante	Muy importante	Probablemente	Definitivamente sÃ-	Probablemente	Probablemente	Probablemente	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Probablemente		92703	45-54	Menos de 30,000	Latino/Hispano	riverarocio0512@gmail.com	3/26/2022 14:42	3/26/2022 14:50	05b9c95caf
scqi33a04khkxa7q9scqi33kqyoz5f5m	Servicio de autobÃºs mÃ¡s frecuente y fiable ,Mejores vÃas/senderos para peatones y bicicletas e infraestructura para bicicletas,MÃ¡s servicios de vehÃculo compartido/microtransporte a demanda (como OC\, Flex\, Uber/Lyft),Servicio ferroviario mÃ¡s frecuente y fiable ,Servicios de shuttles/tranvÃa dentro de la comunidad local	Estacionamiento de bicicletas gratuito y seguro en puntos clave,Disponibilidad de bicicletas compartidas\, bicicletas elÃ©ctricas y scooters elÃ©ctricos,Conexiones fÃ¡ciles entre mÃºltiples servicios de transporte (por ejemplo\, entre Metrolink y los servicios de bicicletas compartidas),Servicios fiables de vehÃculo compartido/microtransporte a demanda (como OC Flex\, Uber/Lyft),Un boleto universal que funcione en mÃºltiples servicios de transporte,Aumento de las medidas de seguridad para peatones y ciclistas\, incluyendo la separaciÃ³n del trÃ¡fico de vehÃculos	Muy importante	Muy importante	Muy importante	Muy importante	Muy importante	Muy importante	Probablemente	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Probablemente	Definitivamente sÃ-	Probablemente	92833	92833	55-64	Menos de 30,000	Latino/Hispano		3/23/2022 21:23	3/23/2022 21:27	3c20c6ef85

Appendix C
Outreach Results and Analytics

Appendix C.1 Virtual Meeting Room Google Analytics

Appendix C.2 Geofencing Analytics

Appendix C.3 Comments Collected Matrix

Appendix C

Appendix C.1 Virtual Meeting Room Google Analytics

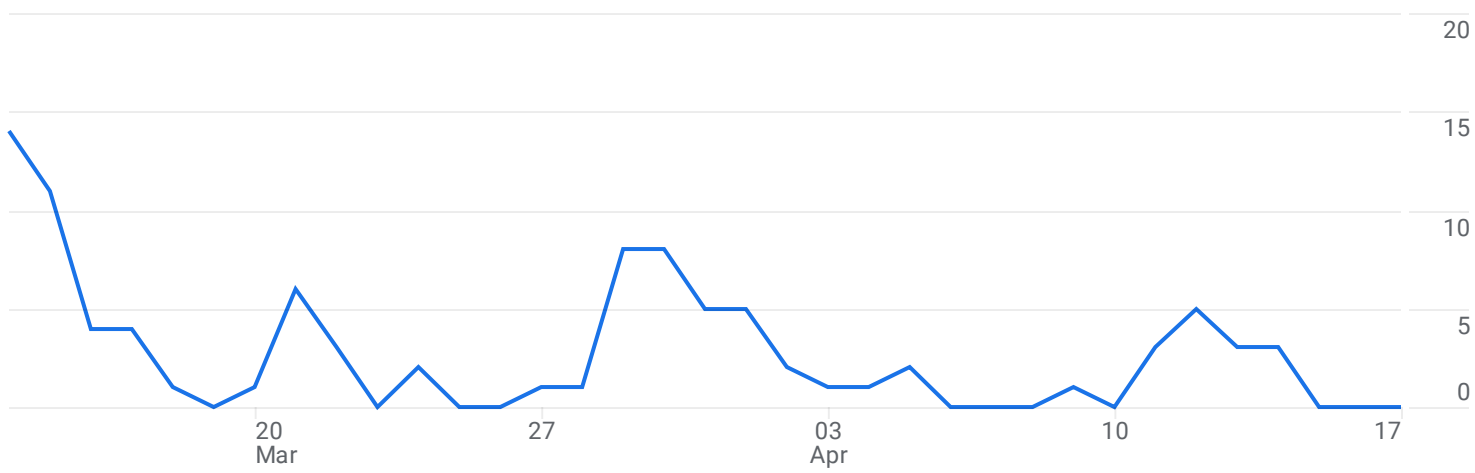
Acquisition overview

Custom Mar 14 - Apr 17, 2022

All Users | Add comparison

Users 74

New users 68



New users by
First user default channel grouping

FIRST USER DEFAULT CH...	NEW USERS
Referral	43
Direct	25

View user acquisition →

Sessions by
Session default channel grouping

SESSION DEFAULT CHAN...	SESSIONS
Referral	64
Direct	59
Unassigned	2

View traffic acquisition →

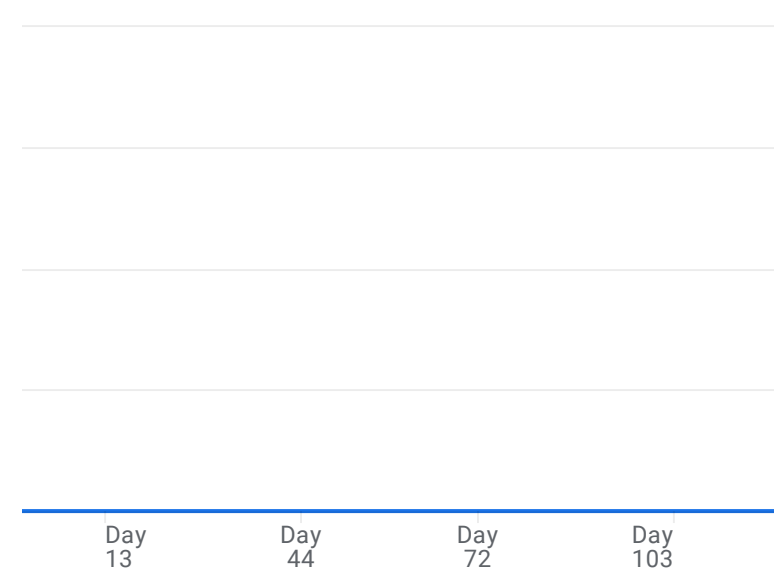
Sessions by
Session Google Ads campai...

SESSION GOOGLE ...	SESSIONS

No data available

View Google Ads campaigns →

Lifetime value



Last 120 days ending Apr 17

Analytics

Go to report

Engagement overview

Custom Mar 14 - Apr 17, 2022

All Users

Add comparison

Average engagement time
2m 16s

Engaged sessions per user
1.3

Average engagement time per session
1m 21s

Views
1.4K

Event count
3K

Event count by Event name

EVENT NAME	EVENT COUNT
page_view	1.4K
scroll	1.1K
user_engagement	371
session_start	123
first_visit	68
click	7

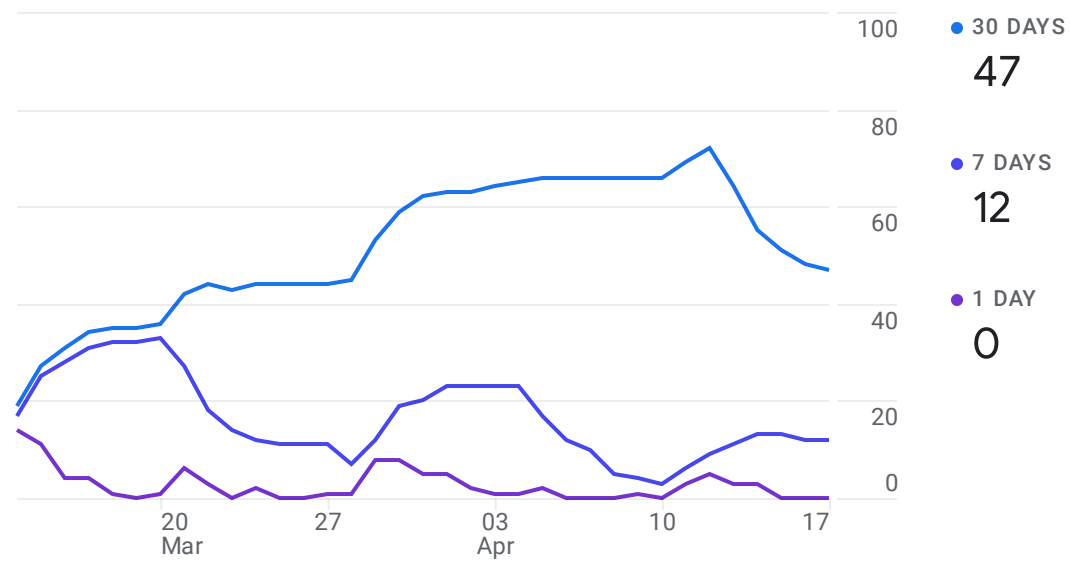
View events →

Views by Page title and screen class

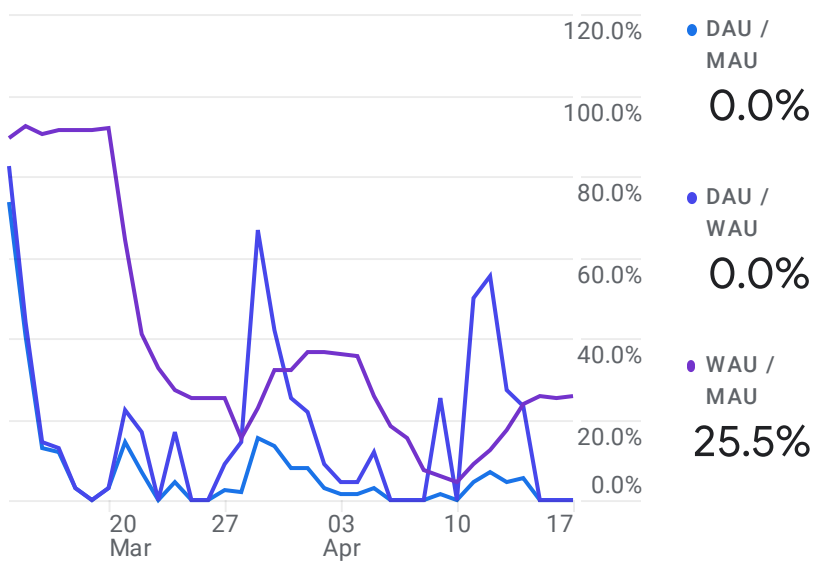
PAGE TITLE AND SCREEN CLASS	VIEWS
OCTA - Multimodal Transportation Study	1.1K
OCTA - SOCMTS	243

View pages and screens →

User activity over time



User stickiness



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Appendix C

Appendix C.2 Geofencing Analytics

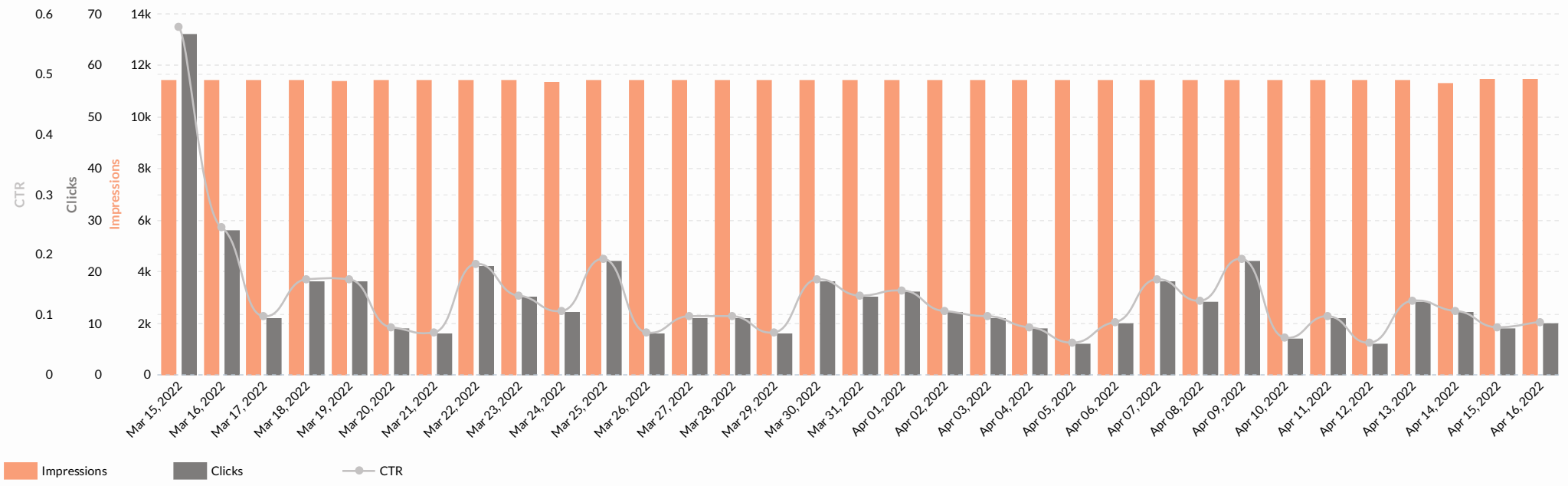
Static Ad Performance

377,076	486	0.13%
Impressions	Clicks	CTR

Campaign Breakdown

Client	Campaign	Impressions	Clicks	CTR	Video Completion Rate
Total		**377,076**	**486**	**0.13%**	**-**
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	270,304	334	0.12%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	56,573	67	0.12%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	25,140	39	0.16%	-
Orange County Transportation Authority	MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	25,059	46	0.18%	-

Overall Programmatic Trending Data



Geotargeted Locations

Grid contains more rows, but they have been clipped.

City	Impressions	Clicks	CTR
Total	**377,076**	**486**	**0.13%**
Aliso Viejo	8,449	14	0.17%
Capistrano Beach	1,487	1	0.07%
Corona del Mar	2,050	3	0.15%
Costa Mesa	18,935	22	0.12%
Dana Point	5,879	6	0.10%
Foothill Ranch	5,895	13	0.22%
Huntington Beach	24,901	42	0.17%
Irvine	140,785	177	0.13%
Laguna Beach	6,141	10	0.16%
Laguna Hills	6,409	5	0.08%
Laguna Niguel	19,216	20	0.10%
Laguna Woods	4,704	8	0.17%
Lake Forest	16,744	22	0.13%
Mission Viejo	17,921	23	0.13%
Newport Beach	14,770	12	0.08%
Newport Coast	2,510	4	0.16%
San Clemente	21,321	21	0.10%
San Juan Capistrano	10,691	9	0.08%
Santa Ana	18,168	27	0.15%
Silverado	252	0	0.00%

Device Breakdown

Device Type	Impressions	Clicks	CTR
Total	**375,783**	**486**	**0.13%**
Mobile	220,847	319	0.14%
Desktops and Laptops	117,383	103	0.09%
Tablets	37,413	62	0.17%
Connected TV	140	2	1.43%

Android Performance

96.08K	141	0.15%
IMPRESSIONS	CLICKS	CTR

IOS Performance

281.00K	345	0.12%
IMPRESSIONS	CLICKS	CTR

What contextual categories of sites are my ads showing up in?

Context	Impressions	Clicks	CTR
Hobbies & Special Interests	74,151	119	0.16%
Arts & Entertainment	73,552	82	0.11%
News	44,866	55	0.12%
Computer & Video Games	41,965	54	0.13%
Boardgame & Puzzles	12,305	20	0.16%
Technology & Computing	8,718	20	0.23%
Food & Drink	7,623	20	0.26%
Sports	7,416	6	0.08%
Interpersonal Relations	5,159	4	0.08%
Music	5,036	1	0.02%
Education	4,490	7	0.16%
Shopping	2,296	4	0.17%
Business	1,965	0	0.00%
Politics	1,639	0	0.00%
Personal Finance	1,445	5	0.35%

| SUMMARY GRIDS |

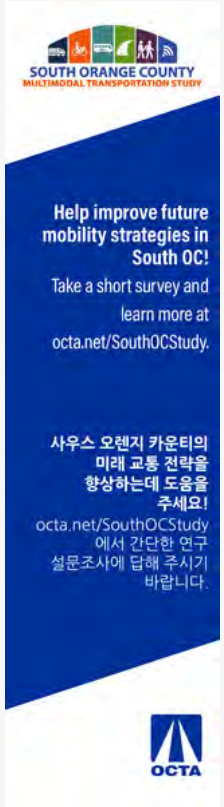
Zip+4 Performance

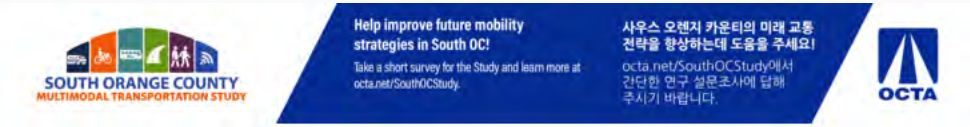
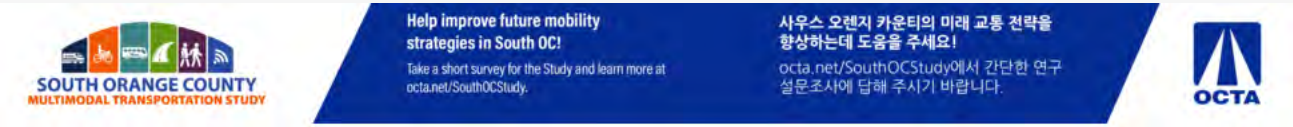
Campaign	Plat City	Plat Zip Code	Impressions	Clicks	CTR
Total			**377,076**	**486**	**0.13%**
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-1049	6,775	5	0.07%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2461	5,415	8	0.15%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2464	5,171	5	0.10%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-0243	4,833	10	0.21%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-4501	4,580	6	0.13%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92612-0699	4,405	3	0.07%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92614-8567	4,155	5	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-0829	3,755	5	0.13%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	San Clemente	92672-0000	3,472	4	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-1303	3,463	7	0.20%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-2501	3,334	14	0.42%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-5126	3,317	1	0.03%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-6364	3,251	5	0.15%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92620-3548	2,753	2	0.07%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2433	2,639	7	0.27%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92606-1790	2,443	5	0.20%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92612-5691	2,429	4	0.16%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Huntington Beach	92646-7335	2,176	2	0.09%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	San Juan Capistrano	92675-2716	2,145	3	0.14%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92602-2459	2,069	1	0.05%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Tustin	92780-2706	2,006	7	0.35%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92604-8605	1,940	1	0.05%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92618-0301	1,888	3	0.16%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Costa Mesa	92626-2342	1,742	3	0.17%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Laguna Niguel	92677-1225	1,669	2	0.12%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	Irvine	92614-5429	1,652	2	0.12%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Corona Del Mar	92625-1113	1,640	0	0.00%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Newport Beach	92660-7129	1,633	0	0.00%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Newport Coast	92657-1516	1,457	2	0.14%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	Irvine	92617-4040	1,435	0	0.00%

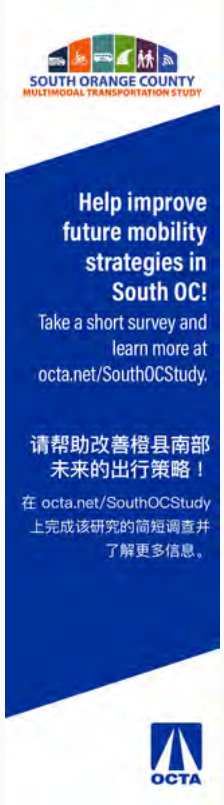
Apps and Domains Where Ads Were Served

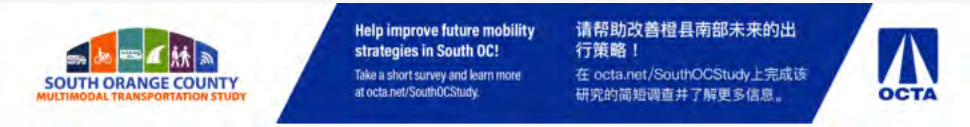
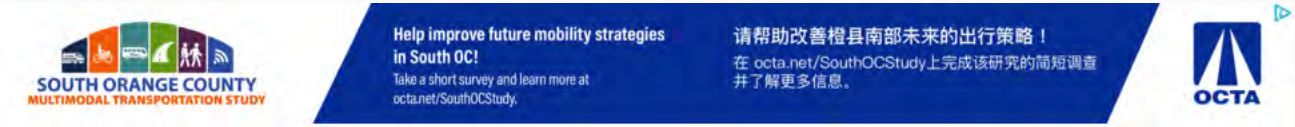
Campaign	Domain	Impressions	Clicks	CTR
Total		**377,076**	**486**	**0.13%**
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.pixel.art.coloring.color.number	6,488	19	0.29%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://eldenring.wiki.fextralife.com	14,912	10	0.07%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1407852246	3,588	8	0.22%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	https://eldenring.wiki.fextralife.com	5,655	7	0.12%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1466197423	708	7	0.99%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1163786766	3,172	7	0.22%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.onelouder.baconreader	3,117	6	0.19%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	1163786766	1,307	6	0.46%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.americasbestpics	2,902	6	0.21%
MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	jp.gocro.smartnews.android	312	5	1.60%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.easybrain.jigsaw.puzzles	1,805	5	0.28%
MBI Media_Orange County Transportation Authority_Korean Language_AGF_Static_3/15/22-4/18/22	1207472156	203	5	2.46%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.the-sun.com	2,015	5	0.25%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	366247306	3,006	5	0.17%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	642831690	1,152	5	0.43%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1207472156	3,777	4	0.11%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	com.peoplefun.wordsearch	674	4	0.59%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	block.puzzle.sudoku.free.game.classic.offline	501	4	0.80%
MBI Media_Orange County Transportation Authority_Mandarin Language_AGF_Static_3/15/22-4/18/22	https://www.newsnow.co.uk	265	4	1.51%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.dailymail.co.uk	13,769	4	0.03%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	com.gma.water.sort.puzzle	827	4	0.48%
MBI Media_Orange County Transportation Authority_Vietnamese Language_AGF_Static_3/15/22-4/18/22	336580901	130	3	2.31%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	495583717	554	3	0.54%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	1313561414	842	3	0.36%
MBI Media_Orange County Transportation Authority_Spanish Language_AGF_Static_3/15/22-4/18/22	https://www.chess.com	2,087	3	0.14%

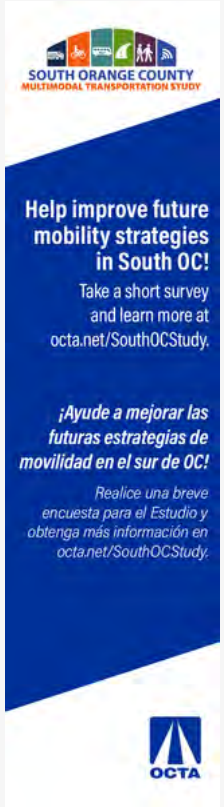
Ad Performance

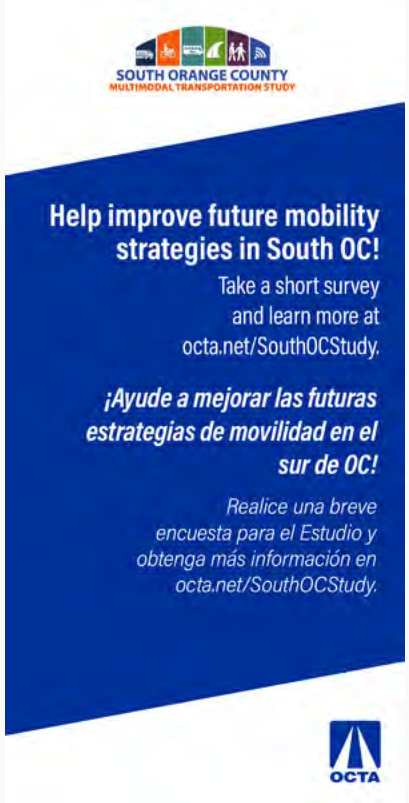
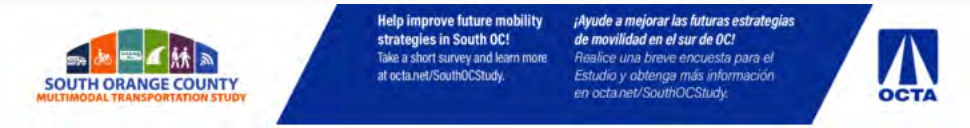
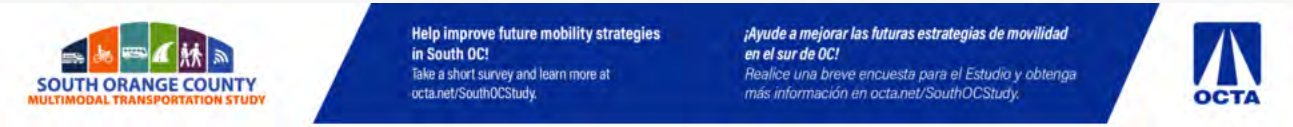
Ad	Preview	Impressions	Clicks	CTR
Total		**377,076**	**486**	**0.13%**
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-160x600.jpg		1,039	4	0.38%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x250.png		6,577	5	0.08%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x50.png		1,291	7	0.54%

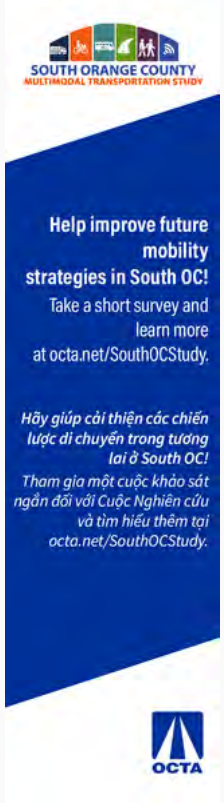
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-300x600.jpg		647	2	0.31%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-320x50.png		9,394	8	0.09%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-728x90.png		5,821	12	0.21%
OCTA-SOCMTS-ENG-KOREAN-Phase2-Geofencing-970x90.png		371	1	0.27%

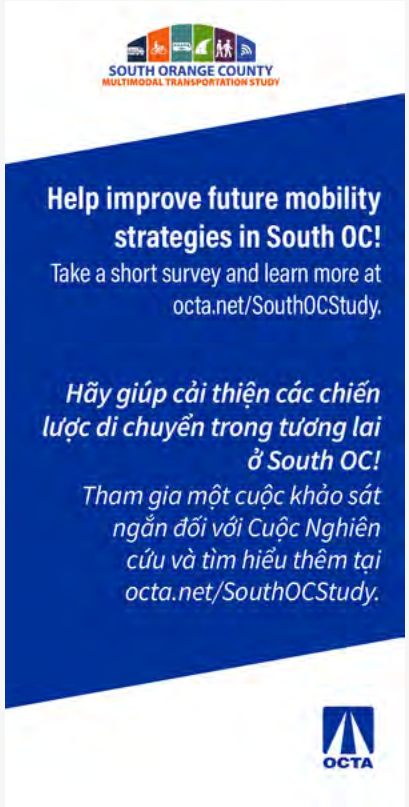
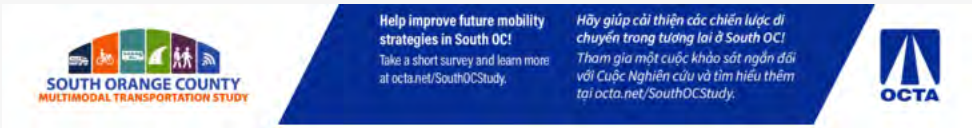
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-160x600.jpg			5,208	8	0.15%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x250.png			13,327	10	0.08%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x50.png			2,374	4	0.17%

OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-300x600.jpg		1,197	1	0.08%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-320x50.png		20,612	36	0.17%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-728x90.png		12,581	7	0.06%
OCTA-SOCMTS-ENG-Simplified-Chinese-Phase2-Geofencing-970x90.png		1,274	1	0.08%

OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-160x600.jpg		11,250	12	0.11%
OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x250.png		55,542	52	0.09%
OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x50.png		15,107	27	0.18%

OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-300x600.jpg		6,298	9	0.14%
OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-320x50.png		120,894	135	0.11%
OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-728x90.png		57,641	92	0.16%
OCTA-SOCMTS-ENG-SPAN-Phase2-Geofencing-ver02-970x90.png		3,572	7	0.20%

OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_160x600.jpg		1,888	2	0.11%
OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x250.png		6,306	16	0.25%
OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x50.png		1,115	3	0.27%

OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_300x600.jpg		778	3	0.39%
OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_320x50.png		8,420	7	0.08%
OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_728x90.png		6,116	14	0.23%
OCTA-SOCMTS-ENG-VIET-Phase2-Geofencing-ver02_970x90.png		436	1	0.23%

Appendix C

Appendix C.3 Comments Collected Matrix

#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
#	Phase 3 (03/15-4/15)						
1		Pat	Douglas	03/20/22	2:12 PM	Email	Hello, Please consider funneling traffic inland to the 15. Our freeway and streets reached full capacity years ago. We cannot ride bikes, which have "bike lanes", on streets like del Obispo or Camino Capistrano as cars come too close. If they don't hit you the wind knocks you off balance. Last time I took the bus a lady got up to leave and left a puddle on the seat. Never rode the bus again. BTW, busses tie up traffic always. Don't ever get stuck riding a bike near the rear of a bus. The exhaust is awful. The only way to turn left from Denaults on del Obispo in SJC most times is to drive through parking lots to get to Camino Cap and hopefully be able to get onto that street, cross lanes, to hopefully make it to the left turn lane for del Obispo. Just wears you out. No more developments. No more extra lanes on freeways. No more toll roads or extensions. No more funneling toll roads to the 5 at Camp Pendleton for a gigantic bottle neck. That is just an excuse to get the public to beg for more public roads through the Base. Exactly what drooling pols and developers have wanted for years as they want to develop the Base. American safety be damned - they want money. Send traffic to the 15, please! We pray more folks move to Texas, Florida, anywhere. Sincerely, PJDouglas
2		Michael	Young Shin	03/22/22	12:05 AM	VMR Registration	N/A
3		Michael	Young Shin	03/22/22	2:50 AM	Online Comment Form VMR	Instead of subsidies for rideshare, I would rather see the money go towards more substantive improvements such as the expansion of the public transportation network like more bus routes, better/protected bike lanes, etc. The Irvine train station is inaccessible from the North, and the nearest rail crossings are far away. This is a very wide obstacle for pedestrian and cyclist travel around the station, especially from the station to the Great Park, a major destination. Another major destination near the station is the Irvine Spectrum. If there isn't already some shuttle service from the train station to the Irvine Spectrum, that would be useful especially on the weekends. Many road bridges that I've crossed in Irvine lack bicycle lanes. On the typical approach to bridges, the bicycle lane abruptly stops, and then the right-most lane is a highway on-ramp, which splits off the to the right, so the cyclist has to make 2+ lane-changes into high-speed car traffic to continue onto the bridge. Cycling on the bridge has an extra risk, where the cyclist might be obscured from the driver's vision by the curve of the bridge. In 2020, a young lady cyclist was murdered by a hit-and-run car driver near the on-ramp to the 405 Freeway at Jeffrey Road. Because of these reasons, I tend to go on the sidewalk to cross the bridges. Dedicated bicycle parking is lacking in many strip malls. For example, I could not find bicycle parking at the Laguna Hills DMV. All destinations should have bicycle parking (not the bad bike parking spots where it's hard to lock the bike frame against the parking structure). The few times that I wanted to ride a bus (weekend leisure trips >30 mins on bike), I couldn't because Route 86, which could take me to my destinations, didn't run on the weekends. Car congestion is an issue on the Laguna Canyon Road between Irvine and Laguna. I see that there is a Laguna Beach Summer Breeze Trolley, but it only runs in the summer. It should instead run year-round (perhaps with less frequent service during lower-use seasons). Its route should be extended to the Irvine train station to give residents of Laguna Beach access to the train network, and to give residents on the train network access to Laguna Beach. The trolley could also get new stops on the Laguna Coast Wilderness Park hiking trail entrances/staging areas. We need to reverse the suburban sprawl and transform cities into dense, walkable urbanist community-scale cities, especially around transport corridors- e.g. tall condos and amenities around the Irvine train station.
4		Bill	Sellin	03/23/22		Written Comment at Public Meeting	How many ‘participants’ many are here?
5		Bill	Sellin	03/23/22		Written Comment at Public Meeting	Can you show suervey responses?
6		Michael	Shin	03/23/22		Written Comment at Public Meeting	Michael. In the online survey, there was a reference to a telework subsidy. How would that work?
7		Anonymous Attendee		03/23/22		Written Comment at Public Meeting	What is OC Transit doing for those that utilize OC Access services to cut ride times and increase reliability? I have heard stories from several OC Access riders that have experienced several hour delays, multi-hour trips, and Access vans that do not show up and deeming the trip a “no-show” on the Access rider.
8		Steven		03/23/22		Written Comment at Public Meeting	What is OCTA doing in response to measures (such as measure M) that might create systemic barriers to better public transit? context: I believe one of the presenters mentioned commitments required that may or may not be beneficial for the public
9		John	Garay	03/23/22		Written Comment at Public Meeting	could credits to super shuttle also be a option?
10		Michael	Shin	03/23/22		Written Comment at Public Meeting	Has OCTA, or could it, use its studies to make recommendations to the city planning committees to encourage dense urbanist development around transportation corridors that will ameliorate transportation issues?
11		Ana	Salgado	03/23/22		Written Comment at Public Meeting	Que pueden hacer, para mejorar la terminal de Newport Beach? En la tarde noche hay muchos desamparados durmiendo aquí, y si da un poco de miedo , especialmente ya muy tarde cuando venimos de trabajo VERBAL FROM INTERPRETER: What can you do to improve the Newport Beach Terminal? In the evening there is a lot of homeless that sleep in here and it's a little scary. Especially late at night when we come home from work.

#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
12		Ana	Salgado	03/23/22		Written Comment at Public Meeting	Me gustaría un poco de mejoras en el autobús #1 viajan demasiados desamparados , justo en este bus tome hace una hora, venían sin tapabocas, cambiándose la ropa, es incómodo VERBAL FROM INTERPRETER: I would like to see some improvements in the #1 bus. There is too many homeless people traveling. I just took this bus an hour ago and they came without masks and were changing their clothing there. It's uncomfortable.
13		John	Garay	03/23/22		Written Comment at Public Meeting	does OCTA have a role or plan on getting the 73. 261 and 241 deb paid off to make them public freeways.
14		Anonymous Attendee		03/23/22		Written Comment at Public Meeting	Esto no es una pregunta , es un agradecimiento por la oferta de los pases autobuses, por darnos bajo precio , VERBAL FROM INTERPRETER: This is not a question, it is a thank you for giving us the bus pass offer at a low price.
15		María		03/23/22		Written Comment at Public Meeting	What is going to be done so people know about the improvements and the options that are out there for the transportation instead of their own cars? Because I found it very interesting hearing from you that it is very important that everyone is aware of it
16		Michael	Shin	03/23/22		Written Comment at Public Meeting	Will the recording of this meeting be made available publicly? I had to step away for a while.
17		María	Shin	03/23/22		Written Comment at Public Meeting	Thank you
18		Bill	Sellin	03/23/22		Verbal Comment at Public Meeting	Hi this is Bill, I figured out how to unmute now. The survey results were not being displayed so we couldn't see the hard numbers come in. I also don't know how many people are here besides me. It seemed like my scores were winning at least every time.
19		Maria		03/23/22		Verbal Comment at Public Meeting	Hi, thank you for including me in this program. For me it's important the questions because I have low visions and I am legally blind. For me I can walk but sometimes I need to take the bus when the distance is far. Sometimes, for example today, I had a medical appointment and took around 5 hours to take four buses and the distance was 2.5 miles. I needed to wait one hour for the next bus and it is difficult for me to walk because it's dangerous but it is so hard to wait an hour for one bus and another bus. This is my opinion.
20		John	Garay	03/23/22		Verbal Comment at Public Meeting	Good afternoon. For the long-term stuff, OC Flex I'm curious if there is a report on how successful it is so far. So far it's limited to a few cities. If we were to advocate for the expansion in our city, what would be required of us to speak to our City Council members? Work from home credits, will that be an established program or something we would go to HR and advocate for as well? My next question is the same thing as last time with the 71 route, I feel there is a missed opportunity not to have a small modification every other bus or something into John Wayne Airport. Especially on Red Hill off of McFadden on the Main Street corridor. I feel this a major loss of revenue for OCTA, especially since the two endpoints are Newport and Yorba Linda. Thank you for your time.
21		Steven		03/23/22		Verbal Comment at Public Meeting	FOLLOW UP FROM WRITTEN COMMENT: I just moved to Orange County and I'm trying to understand funding. I guess my question is not so much for Measure M, specifically for different transit authorities they have different sources of funding and different requirements for that funding. Sometimes it will be funded for things that voters often think are very beneficial for transit, like adding extra lanes that might induce traffic, and other times it might actually help transit. My question is how does OCTA function in that role? Is it more like an executive role where they execute the law as is or is there more of a feedback period? How does that work? This is more of a concern and don't know if it should be highlighted or not. Maybe an example of a project that is well intentioned maybe didn't benefit the public as much as it was projected. Personally I believe there is a better way to spend this money. Aside from this, I know with Orange County the Quiet Zones have been heavily funded here, I believe some through SCRRA, and I don't know if some of that came from OCTA but the concern is a lot of that spending is a noise control solution rather than a public transit solution. A concern moving forward into the 2045 mark is with the voters or constituents not using public transit how do we get them to get on board with understanding that yes your car is fine and dandy but in order to reduce the traffic on the roads we need some of you to use something else. I'm more highlighting an issue there with the constituents rather than a solution.

#	Organization	First Name	Last Name	Date	Time	Submission Type	Message
22		Thomas L	Garner JD	03/25/22	1:30 PM	Email	MARISSA, I'm responding to your email reference feedback on 23 March 2022, unfortunately I was out of pocket and missed the meeting South Orange County Multimodal Transportation Study (SOCMTS), but I would like to input some information that may be of assistance. I would ask you to pass this on to the appropriate individual collecting this information so it can be added to the myriad of suggestions you already have. My background was on the Transportation Authority advisory board for supervisor John Moorlach and was there when the road improvements for South County at various on and off ramps were instituted. Also, was a sheriff's Lt at OCSD and workede traffic during my career, so I take note of traffic issues! One of the things that I noted then and one of the things that I will note here when they were working on the Avery offramp trying to reduce the congestion that accumulates at Avery due to people coming from the beach areas from the area of Laguna Niguel, over the farmers bridge then making a left-hand turn to the Avery intersection in order to, in many cases, go North on the eye five on ramp at that location. I noted then, and I will note in this document that the logistics of Avery are such that nothing can do will fix the physical dimension of that intersection so it is always going to be congested unless you provide an alternative route to the I –5 freeway as vehicles come off the farmers bridge coming from Laguna Niguel. "Here is that suggestion, when one comes off the farmers bridge you end up initially on Camino Capistrano which was the original and only road to San Juan Capistrano before the I –5 freeway was built. The road not only goes to Avery as you turned south, but also goes north to where it dead ends near Oso Parkway. That road is still viable and has utility as an egress coming off the farmers bridge, but instead of going left to Avery preceding North on Camino And eventually getting on the freeway at Oso Pkwy., North bound I –5 .what is missing is a vehicle bridge from El Camino Real to Cabot Road somewhere around merit circle. When the freeway was built, Camino Capistrano was cut off and no bridge over the railroad tracks was ever built. However just north of that location an access bridge was built to facilitate the shopping center area just north of Oso Parkway on the ocean side of the freeway. A bridge such as the one built for the shopping center would allow vehicles to go North on Camino and then exit onto Cabot in order to catch the I –5 freeway, north. Once that bridge is installed the congestion of vehicles coming out of Laguna Niguel over the farmers bridge trying to get on to I –5 freeway would somewhat alleviate the traffic problem. Further, it would assist many of the businesses along Camino Capistrano with an easier means to access the commercial areas. I took it upon myself to talk to many of the business owners in that location and they were very much in favor of such a bridge, this would include Allen Cadillac. Since this bridge would again opened up Camino Capistrano at the north end and allow vehicles to cross over the Caltrans and Santa Fe railroad tracks there probably are some other funding sources from these two institutions to help facilitate the construction of such a thoroughfare. If you look at Google maps you'll see exactly what I'm talking about, north of Oso Parkway at the freeway you'll see a bridge crossing the road tracks and going into the shopping center, a bridge similar to that on the south side of the tracks that again connects Camino Capistrano to Cabot would be ideal." You're asking for suggestions, this one's mind hopefully it's helpful Thank you in advance for your assistance passing this on to the proper individual. Thomas L Garner JD
23		Kelly	Buchanan	03/30/22	3:40 PM	VMR Registration	N/A
24		Evelyn	Suskin	04/03/22	4:59 PM	VMR Registration	N/A
25		Carol	Church	04/05/22	3:00 PM	VMR Registration	N/A
26		Geneviève	Escure	04/11/22	1:39 PM	Email	Dear Marissa, We need public transportation to travel from S Orange County to airports and particularly to LAX. Taxis are too expensive for frequent travelers like myself. Why have Express Airport buses been discontinued? Please add this option to your survey. Thank you,

Appendix D
Notification Materials

Appendix D.1	**Stakeholder Communications Toolkit**
Appendix D.2	**Study Website**
Appendix D.3	**List of Organizations**
Appendix D.4	**Eblast #1 — Virtual Community Meeting, Survey and Virtual Meeting Room Invite**
Appendix D.5	**Eblast #2 — Thank You for Joining Our Virtual Community Meeting, Survey and Virtual Meeting Room Reminder**
Appendix D.6	**Eblast #3 — Survey and Virtual Meeting Room Last Chance**
Appendix D.7	**Virtual Community Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)**
Appendix D.8	**Facebook Posts**
Appendix D.9	**Twitter Posts**
Appendix D.10	**Study Blog Article**
Appendix D.11	**One the Move Article**

Appendix D

Appendix D.1 Stakeholder Communications Toolkit

Help us plan for SOUTH ORANGE COUNTY'S TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Dear Stakeholder,

The Orange County Transportation Authority (OCTA) is entering the third and final phase of the South Orange County Multimodal Transportation Study (SOCMTS). The SOCMTS will identify improvements in south Orange County for all modes of transportation, including streets, transit, freeways and bikeways beyond the year 2045.

OCTA is seeking public feedback on alternative travel options that could help improve transportation in south county, and OCTA will be promoting an online survey and public webinar to gather the feedback.

As a key stakeholder, we are reaching out to you to offer optional methods for sharing project and public survey details with your community. These efforts are intended to complement the other public notification methods that OCTA is using to promote this project. The survey will be available through Friday, April 15, 2022. Below are some suggested options on ways to share project and community survey details:

1. **Distribute electronically via email:** Share the community survey (SouthOCStudysurvey.com) with your e-mail contacts. You can link to the survey HERE.
2. **Post to your website:** You can use this image to post to your homepage. The image would then need to be linked to the following LINK for the project's webpage.
3. **Social media posting:** Download our OCTA image HERE, post it on your social media profiles (Facebook, Twitter, Instagram, etc.), and share the following link (SouthOCStudysurvey.com) on your post.
4. **Newsletter Announcement:** Provide information regarding the project and community survey via your organization's newsletter.

Please see the next page for simple copy-and-paste-ready text you can use to share this information with your community.

If you have any questions, please contact Marissa Espino at mespino@octa.net or at 714-560-5607. We thank you for your support and look forward to working with you in spreading the word about this project and capturing valuable survey results!

DRAFT

OCTA

ADDITIONAL INSTRUCTIONS

1. **Distribute electronically via email:**
   - **A.** You can use this image to share meeting information with your contacts/membership. Link the image to the following LINK.
   - **B.** Or copy and paste the following text into the body of an email:

     The Orange County Transportation Authority (OCTA) wants to hear your feedback on alternative travel options that could help improve transportation in south Orange County. Through April 15, please take a short survey online at SouthOCStudysurvey.com. For more information, visit octa.net/SouthOCStudy.

2. **Post to your website:** You can use this image to post to your homepage. Link the image to the following LINK (*SouthOCStudysurvey.com).*

3. **Social media posting**: Post this LINK (*SouthOCStudysurvey.com)* on your social media page(s) or copy and paste the following text and this image into your social media accounts:

   - **A. Facebook:** *@goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback on alternative travel options that could help improve transportation in the area by taking a short community survey through April 15th at SouthOCStudysurvey.com or for more information, visit octa.net/SouthOCStudy.*
   - **B. Twitter:** *@goOCTA is seeking feedback on alternative travel options that could help improve transportation in south Orange County. Take a short community survey through April 15th at SouthOCStudysurvey.com or for more information, visit octa.net/SouthOCStudy.*
   - ***C.*** **Instagram:** *@goOCTA is considering mobility strategies and solutions in south Orange County. Share your feedback on alternative travel options that could help improve transportation in the area by taking a short community survey through April 15th at SouthOCStudysurvey.com or for more information, visit octa.net/SouthOCStudy.*

4. **Newsletter Announcement**: Provide information regarding the project and the community survey via your organization's newsletter. Copy and paste the following text into the body of the newsletter:

   The Orange County Transportation Authority (OCTA) wants to hear your feedback on alternative travel options that could help improve transportation in south Orange County. Through April 15th, please take a short survey online at SouthOCStudysurvey.com. For more information, visit octa.net/SouthOCStudy.

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Appendix D

Appendix D.2 Study Website

South Orange County Multimodal Transportation Study

PROJECT CONTACT

MARISSA ESPINO
Community Relations Officer
(714) 560-5607(tel:(714) 560-5607)
Mespino@octa.net(mailto:Mespino@octa.net)

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

Overview

Over the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County and more time lost in traffic if we don't plan ahead. Therefore, the Orange County Transportation Authority (OCTA) is conducting a strategic transportation study that will consider transportation needs of residents, commuters, and visitors to the area. Through collaboration with local stakeholders, the South Orange County Multimodal Transportation Study (SOCMTS) will identify a broad range of improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The study will address south Orange County's mobility needs beyond the year 2045.

PUBLIC WEBINAR

Did you have a chance to attend the March 23 public webinar? If not, check it out here:

- SOCMTS Webinar: https://www.youtube.com/watch?v=f0qHLfGMlLc(https://www.youtube.com/watch?v=f0qHLfGMlLc)
- SOCMTS Webinar (Spanish): https://www.youtube.com/watch?v=sHlbV4c7yp4(https://www.youtube.com/watch?v=sHlbV4c7yp4)

Study objectives

- Work collaboratively with stakeholders
- Leverage all modes of transportation
- Address long-term mobility needs
- Develop consensus on a set of transportation improvements across all modes

Study area

The Study area covers about 40 percent of the County from State Route 55 to the San Diego County line and from the coast to the foothills.

Project Status

The study is to be completed in spring 2022 and the public and key stakeholders will be involved throughout the study process.

Study Phases:

Phase 1
- Identify issues and opportunities
- Establish goals
- Develop strategy options

Phase 2
- Analyze strategy options
- Eliminate lower performing options

Phase 3
- Further analyze remaining options
- Recommend a Locally Preferred Strategy

If you have any questions or would like to share a comment about the study, email Community Relations Officer Marissa Espino(mailto:mespino@octa.net) or call the survey hotline at 833-711-8070.

SIGN-UP FOR UPDATES AND ALERTS

GET CONNECTED

(/GETCONNECTED)

Appendix D

Appendix D.3 Stakeholder Email Database

Organization	Organization	Organization
3000 The Plaza Irvine Homeowners Association	Harvest Community Church of Irvine	Orange County Health Care Agency
5th Marine Regiment Support Group	Headrick Medical Center	Orange County Hispanic Chamber of Commerce
AAA - Automobile Club of Southern California	Hearthstone Housing Foundation	Orange County Small Business Development Center
Acres of Love	Heritage Committee	Orange County United Way
Aegean Heights Homeowners Association	Heritage Hill Historic Park	Orange County Visitors Association
Affordable Housing Access Inc	Hilton Orange County/Costa Mesa	Orange County Women in Networking
Aliso Creek Church	Hoag Health Center	Orange County Youth Chamber of Commerce
Aliso Viejo Chamber of Commerce	Hoag Memorial Hospital Presbyterian	Our Father's Table
Aliso Viejo Community Association	Hotel Joaquin/ Laguna Beach Chamber of Commerce	Our Lady of Pillar Catholic Church
Aliso Viejo Country Club	I.C.A.R.E Dog Rescue	Outlets at San Clemente
Aliso Viejo Ranch	i-5 Freedom Network	Pacific Marine Mammal Center
Alliance for a Healthy Orange County	ICU Medical	PADI
Ambridge Maintenance Association (Accell Property Management)	Immaculate Heart of Mary Catholic Church	Palm Tree Communities
American Institute of Architects Orange County	Irvine Business Complex	Palmia Master Association
American Lung Association in California	Irvine Community Church	Panasonic Avionics Corporation
American Planning Association- Orange County Chapter	Irvine Company	Pedego Electric Bikes
Amtrak	Irvine First Chinese Baptist	Pet Project Foundation
Applied Medical	Irvine Kiwanis Club	Pinot's Palette
Aquatic Technologies	Irvine Ranch Water District	Pintar Investement Company
Arroyo Vista Elementary YMCA	Irvine Rotary Club	Plaza Tower
Arthritis Center of Southern Orange County	Irvine Spectrum Center	Promenade Villas Homeowners Association
Ashford Place Maintenance Association (Keystone Pacific)	Irvine Unified School District	Quest Software
Asian Business Association Orange County	Irvine Valley College	R.D. Olson Development
Assistance League of Laguna Beach	Jax Bicycle Center	Race 4 the Environment
ASU University	John Wayne Airport	Rancho Cielo Home Owners Association (Seabreeze Management Company)
Auburn Homeowners Association (Action Property Management)	Journey Christian Church	Rancho Mission Viejo
Avanir Pharmaceuticals Inc	Jubilee Presbyterian Church in Irvine	Rancho Mission Viejo, LLC
Aventura Sailing	Julie Laughton Design Build/ Laguna Beach Chamber of Commerce	Rancho San Clemente Community Association (Curtis Management Co.)
AYSO	Kaiser Permanente Orange County Irvine Medical Center	Rancho Santa Margarita Chamber of Commerce
Bay Laurel Homeowners Association	Kawamura College Advisement	Rancho Santa Margarita Landscape and Recreation Corporation
BAYSIDE VILLAGE HOA	Kawasaki Motors Corp., U.S.A.	Rancho Santa Margarita Library
BAYVIEW TERRACE HOA	Kiwanis Club of Laguna Woods Village	Redan Medical Inc.
Bayview/Baycrest Court HOA	Kiwanis Club of Mission Viejo	Relay for Life
BEACON BAY COMMUNITY ASSOC.	Kiwanis Club of San Clemente	Rock Harbor Church
Bell Fleur Homeowners Association	Knights of Columbus	Rotary Club of Irvine
Bellwether Financial Group	Korean Community Services	Rotary Club of Laguna Niguel
Best Best and Krieger LLP	Korean Resource Center (KRC) - Orange County Office	Rotary Club of Mission Viejo
Bicycle Club of Irvine	Korean Resource Center (KRC), Orange County Office	Saddleback Adult Education SJC Campus
Blue Lagoon HOA (Action Property Management)	La Mirage at Aliso Viejo HOA (Total Property Management)	Saddleback Church (Irvine South Campus)
Blue Lantern Inn	La Vista HOA (Powerstone Property Management)	Saddleback Church Dana Point
BLUFFS H. O. COMMUNITY ASSOC.	Laguna Aesthetics and Vein Center	Saddleback College
Boys & Girls Club of Capistrano Valley	Laguna Beach Canyon Alliance Neighborhood Defense Organization	Saddleback Family & Urgent Care
Boys & Girls Club of the South Coast Area	Laguna Beach Chamber of Commerce	Saddleback Valley Unified School District
Boys and Girls Club Newport Beach	Laguna Beach Community Clinic	Saint Thomas More Church
Braille Institute - Laguna Hills	Laguna Beach Company/ Laguna Beach Chamber of Commerce	Salvation Army Church
Brio Tuscany Grille	Laguna Beach Historical Society	SAMLARC (Rancho Santa Margarita Landscape and Recreation Corporation)
Buchalter/ Laguna Beach Chamber of Commerce	Laguna Beach Interfaith Council	San Clemente Arts Association
Building Industry Association	Laguna Beach Library	San Clemente Chamber of Commerce
Burnham Ward Properties	Laguna Beach Net Works Christian Church	San Clemente Community Center
C. J. Segerstrom & Sons	Laguna Beach Riviera Lions Club	San Clemente Downtown Business Association
Cabrillo Playhouse	Laguna Beach Rotary Club	San Clemente Exchange Club
Cal State Fullerton	Laguna Beach Saddleback	San Clemente Green
California Avocado Society Inc	Laguna Beach Seniors	San Clemente Junior Woman's Club
California Bank & Trust/ Le Tip of Irvine Spectrum	Laguna Beach Unified School District	San Clemente Library
Caltrans, District 12	Laguna Beach United Methodist Church	San Clemente Medical Group
Calvary Chapel Costa Mesa	Laguna Beach Visitors Center	San Clemente Sunrise Rotary Club
Camden Park HOA (Optimum Professional Property Management)	Laguna Board of Realtors	San Clemente Times & Dana Point Times
Camino Health Center	Laguna Canyon Foundation	San Diego Gas and Electric
Canyon Estates Community Association	Laguna Coast Wilderness Park	San Juan Capistrano Fiesta Association
Capistrano Beach Care Center	Laguna Crest Estates Community Association (Accell Property Management)	San Juan Capistrano Historical Society
Capistrano Unified School District	Laguna Dana Urgent Care	San Juan Capistrano Library
Capo Beach Church	Laguna Health & Wellness Center	San Juan Capistrano Rotary Club
Captain's Hill HOA (Dana Pacific Management Services)	Laguna Hills Anticoagulation Clinic	San Juan Chamber of Commerce
Car Sound Exhaust System, Inc.	Laguna Hills Chamber of Commerce	San Onofre Parks Foundation
Cardinal Property Management	Laguna Hills Technology	Santa Ana Active Streets
Casa Romantica Cultural Center & Gardens	Laguna Niguel Chamber of Commerce	Santa Ana Business Council, Inc.
Casa Romantica Cultural Center and Gardens	Laguna Niguel Library	Santa Ana Chamber of Commerce
Casino San Clemente	Laguna Niguel Lions Club	Santa Ana College (SAC)
Casta Del Sol HOA	Laguna Niguel Republican Women Federated	Santa Ana Main Public Library
Catalina Express	Laguna Niguel Woman's Club	Santa Ana Unified Adult Transition
Center for Spiritual Living Capistrano Valley & Executive Suites at Talega	Laguna Playhouse/ Laguna Beach Chamber of Commerce	Santa Ana Unified School District (SAUSD)
Chamber of Commerce Mission Viejo	Laguna Presbyterian Church	Santa Margarita Water District
Chapman University	Laguna Sur HOA (Seabreeze Management)	Sawdust Art Festival
Chief Strategy Officer	Laguna Woods Democratic Club	SCKE - Odyssey Medical Group
Child Guidance Center, Inc.	Laguna Woods History Center	Sea & Sage Audubon Society
Chinese Baptist Church of Central Orange County	Laguna Woods Library	Sea & Sage Audubon Society - Orange County Chapter
Church By the Sea	Laguna Woods Village - Community Civic Association	Seniors in Transit
Church in Irvine	Lake Forest Chamber of Commerce	Serrano Creek Community Park
Church of Scientology of Orange County	Lake Forest Community Association	Shorecliffs Golf Course
City Harvest Church Orange County	Lake Forest Community Association	Sierra Club - Orange County Conservation Committee
City of Aliso Viejo	Lake Forest Golf and Practice Center	Sikh Center of Orange County
City of Costa Mesa	Lake Forest II - Ranchwood	SoCal Gas Company
City of Dana Point	Lake Forest II Master Homeowners Association	Soka Performing Arts Center
City of Irvine	Lake Forest Keys HOA	Soka University
City of Laguna Beach	Lake Forest Shores	South Coast Global Medical Center
City of Laguna Hills	Lake Forest Village Shopping Center	South Coast Medical Group
City of Laguna Niguel	Las Flores Elementary/ Middle School YMCA	South Coast Metro Alliance
City of Laguna Woods	Latino Health Access	South Coast Plaza
City of Mission Viejo	Laurelwood Homeowners Association	South Coast Roadrunners
City of Newport Beach	League of United Latin American Citizens (LULAC)	South Coast Water District
City of Newport Beach	Liberty Park	South County Chamber of Commerce
City of Rancho Santa Margarita	LIDO SANDS COMMUNITY ASSOCIATION	South County Outreach
City of San Clemente	Lions Club	South Laguna Civic Association
City of San Juan Capistrano	Lion's Heart - Aliso Viejo	South Orange County Community College District
City of Santa Ana	Little Balboa Property Owners Association	South Orange County Economic Coalition
City of Tustin	Little League	South Shores Church
Coalition for Clean Air	Little Saigon Foundation	Special Camp
Community Health Centers	Lowe's	Spectrum Church Irvine
Coast Hills Church	Main Place Mall	Spectrumotion
Coastland University Rancho Santa Margarita	MAKO Educational Foundation	St Edward the Confessor Parish School
Coastline Community College-Newport Beach	Marblehead Community Association (FirstService Residential)	St Francis By The Sea Catholic Church
Colinas De Capistrano Community Association	Marconi Automotive Museum	St. Joseph Health
College-Environmental Tech	Mares Foundation	St. Mary's Episcopal Church Laguna Beach
Columbus Grove HOA - Ainsley Park	Marina Hills Planned Community Association (Keystone Pacific)	Stanbridge University, Orange County
Columbus Grove HOA - Clarendon	Marine Adoption Committee	Summer Place Homeowners Association
Community Action Partnership of Orange County	Mariners Church	Sunhollow HOA (Accell Property Management)
Community Management Corporation	Marinita Homeowners Association	Sunset Place of Laguna Hills Homeowners Association
Community Outreach Alliance	Marque Urgent Care	Surf Rider Orange County Chapter
Compass Bible Church	McDowell School	Surfing Heritage and Culture Center

Organization	Organization	Organization
Concentra Urgent Care	Medical Concierge Mental Health Center	Surfrider Foundation
Concord USA/ Le Tip of Irvine Spectrum	Melissa Data	SVUSD
Concordia University Irvine	Memorial Care Health System	Talega Maintenance Corporation
Cornerstone HOA	Metro Town Square	Temple Hills Community Association
CORONA HIGHLANDS POA	MicroVention Inc	Terrace View Homeowners Association
Corpus Christi Church	Milano HOA (Action Property Management)	The ALS Guardian Angels Foundation
Costa Brava at Rancho Niguel	Mission Hospital	The Capistrano Dispatch
Costa Mesa Chamber of Commerce	Mission Hospital - Laguna Beach	The Chamber Newport Beach
Costa Mesa Marriott	Mission Viejo Activities Committee	The Chronically Awesome Foundation
Coto de Caza News	Mission Viejo Chamber of Commerce	The District at Tustin Legacy
County of Orange	Mission Viejo Community Foundation	The Doyle Foundation
Crown Valley Highlands Community Association	Mission Viejo Rotary Club	The Ecology Center
Crystal Cay HOA	Mission Viejo Senior Activities Committee	The Hydration Room IV and Injection Therapy
Crystal Cove Conservancy	Mobility 21	The Kennedy Commission
Cyprus Shore Homeowners Association	Modjeska Playhouse	The LAB Holding Company
Dana Point 5th Marine Regiment Support Group	MOMS Resource Center	The Laguna Beach Community Foundation
Dana Point Chamber of Commerce	Monarch Bay Plaza	The Laguna Playhouse
Dana Point Coastal Arts	Monarch Beach Master HOA (Keystone Pacific)	The Marina at Dana Point
Dana Point Community Center	Monarch Beach Promenade	The OC Marathon
Dana Point Fine Arts Association	Monarch Beach Resort	The Orchard
Dana Point Harbor Partners	Monarch Beach Sunrise Rotary Club	The Outlets at Orange
Dana Point Historical Society	Monarch Summit I HOA	The Redwoods Homeowners Association
Dana Point Lantern District Alliance	Moulton Niguel Water District	The Reserve at Rancho Mission Viejo
Dana Point Library	Moulton Ranch III (Action Property Management)	The Shops at Mission Viejo
Dana Point Marina Inn	Multi-Ethnic Collaborative of Community Agencies (MECCA)	The Village at Laguna Hills
Dana Point Physical Therapy	Music Preserves Foundation	The Westin South Coast Plaza
Dana Point Women's Community House	Nadadores - Dive	Tijeras Creek Elementary YMCA
Dana Point Yacht Club	Nadadores - Swim	Tijeras Creek Golf Club
Dana Wharf Sportfishing & Whale Watching	Neck & Back Medical Center	Toastmasters of Laguna Beach
Dennis and Leslie Power Library, Laguna College of Art and Design	Neighborhood Congregational Church	Trabuco Highlands Community Association (Keystone Pacific)
Destination Irvine	Nellie Gail Ranch Owners Association	Trabuco Mesa Park
Discovered Money	New Life Irvine	Traditional Fine Arts Organization
Doheny State Beach Interpretive Association	New University Newspaper, University of California, Irvine	Trails 4 All
Doheny State Park	Newport Beach Chamber of Commerce	Transit Advocates of Orange County
Dove Canyon Country Club	Newport Beach Foundation	Transportation Corridor Agencies
Downtown, Inc.	Newport Center Toastmasters	Turtle Rock Glen Community Association (Keystone Pacific)
EASTBLUFF HOMEOWNERS COMMUNITY ASSOC.	Newport Church	Tustin Chamber of Commerce
Edwards Lifesciences Corporation	Newport/Irvine Rotary Club	Tustin Community Foundation
Efficient Power Conversion Corporation	Newport-Mesa-Irvine Interfaith Council	Tustin Host Lions Club
El Toro Water District	Niguel Botanical Preserve	Tustin Meadows - West
Elks of Mission Viejo	Niguel Shores Community Association	Tustin Ranch Golf Club
Evolution Haiti	Norman P. Murray Community and Senior Center	Tustin Unified School District
Exodus3	OC Fair	Tustin/Santa Ana Rotary Club
Expressions HOA (Accell Property Management)	OC Health Care Agency	Unidos South OC Inc
Festival of Arts and Pageant of the Masters	OC Register	Unitarian Universalist Church
Firebrand Media/ Laguna Beach Chamber of Commerce	Ocean View Plaza	University of California, Irvine
FivePoint	O'Connell Landscape	University of Phoenix
Fluidmaster Inc	Octane OC	University of Southern California
Foothill Communities Association, Inc.	O'Neill Regional Park	Villa Pacifica Homeowners Association (c/o South Coast Property Management)
Fredric H. Rubel Fine Jeweler/ Laguna Beach Chamber of Commerce	Orange Coast College	Village Church of Irvine
Friends of Harbors, Beaches, and Parks	Orange County	Villagio 1 Community Association (Curtis Management Co.)
Friends of the Dana Point Headlands	Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Vista La Cuesta Homeowners Association
Frisby Cellars Winery	Orange County Association of Realtors	Voyagers Bible Church
Future Leaders of Our Community	Orange County Bicycle Coalition	Vybed Out Radio
Gloria Dei Lutheran Church	Orange County Black Chamber of Commerce	Walmart Neighborhood Market
Good Shepard Lutheran Church	Orange County Business Council	We Rock The Spectrum Laguna Hills Kid's Gym
Grace City Church	Orange County Business Council (OCBC)	WIN-TEAM Racing
Great Opportunities	Orange County Coastkeeper	Women's Club of Laguna Beach
Greater Irvine Chamber of Commerce	for Responsible Development (OCCORD)	Woodbridge Community Church
Greater Light Family Church	Orange County Community Foundation	Wyland Foundation
Greater Orange County Lions Club	Orange County Council of Governments	Yesenia's Humanitarian Foundation
Harbor Christian Church	Orange County Department of Education	YMCA
HARBOR VIEW KNOLL COMMUNITY ASSN.	Orange County Fire Authority	Your Story Matters

Appendix D

Appendix D.4 Eblast #1 — Virtual Community Meeting, Survey and Virtual Meeting Room Invite

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Help us plan for
SOUTH ORANGE COUNTY'S
TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

WE VALUE YOUR INPUT

The Orange County Transportation Authority (OCTA) wants to hear your feedback on how to improve streets, transit, freeways and bikeways in south Orange County in the future. Join us for our final virtual community meeting to get an update about the **South Orange County Multimodal Transportation Study (SOCMTS)** and ask questions.

We Want To Hear From You!

Please take a short survey online to share your feedback on alternative travel options that could help improve transportation in south county.

Survey Link: *SouthOCStudysurvey.com*

VIRTUAL MEETING ROOM

A Virtual Meeting Room will be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit octa.net/SouthOC Study to access the Virtual Meeting Room.

WHEN

Date: Wednesday, March 23, 2022
Time: 5:30 – 6:30 p.m.

A recording of the presentation will be available on the project website following the meeting.

WHERE

Online: https://bit.ly/3oVpj8z

US Phone: 1 669 900 6833

Webinar ID: 863 5463 2775

Passcode: 525228

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

所有有关合理便利设施和/或语言服务的要求必须在预定的会议召开日期的三个工作日（72小时）之前提出，请发送电子邮件至 mespino@octa.net 或致电 (833) 711-8070 与Marissa Espino联系。

장애자를 위한 편의 제공이나 통역 요청은 반드시 회의 예정일 3 영업일(72시간) 전에 해야 합니다. 언략처는 마리사 에스피노(Marissa Espino) mespino@octa.net 또는 전화 (833) 711-8070.

Tất cả các yêu cầu về tiện nghi hợp lý và / hoặc dịch vụ ngôn ngữ phải được thông báo ba ngày làm việc (72 giờ) trước ngày họp được ấn định bằng cách liên lạc với Marissa Espino tại mespino@octa.net hoặc (833) 711-8070.

Para ver la invitación en español, visite: octa.net/SouthOCStudy
以简体中文查看邀请，请访问：octa.net/SouthOCStudy
한국어 초대장을 보시려면, 을 방문하십시오: octa.net/SouthOCStudy
Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino,*Principal Community Relations Specialist*
Email: mespino@octa.net
Phone: (833) 711-8070
Project Site: octa.net/SouthOCStudy

Ayudenos a planificar el
FUTURO DEL TRANSPORTE
DEL CONDADO DE ORANGE DEL SUR

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

VALORAMOS SU OPINIÓN

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar sus comentarios sobre opciones de viaje alternativas que podrían ayudar a mejorar el transporte en el sur del Condado de Orange. Únase a nosotros para una reunión comunitaria virtual para obtener más información sobre **el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS)** y hacer preguntas.

¡Queremos Saber Su Opinión!

Realice una breve encuesta en línea para compartir sus comentarios sobre las alternativas multimodales propuestas que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Enlace a la Encuesta: *SouthOCStudysurvey.com*

SALA DE REUNIONES VIRTUAL

También se abrirá una Sala de Reuniones Virtual desde lunes, 14 de marzo a viernes, 15 de abril de 2022 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite octa.net/SouthOC Study para acceder a la Sala de Reuniones Virtual.

CUANDO

Fecha: Miércoles, 23 de marzo de 2022
Horario: 5:30 - 6:30 p.m.

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.

DÓNDE

En línea: https://bit.ly/3oVpj8z

U.S. Phone: 1 669 900 6833

Webinar ID: 863 5463 2775

Passcode: 525228

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Email: mcspine@octa.net
Phone: (833) 711-8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.5 Eblast #2 — Thank You for Joining Our Virtual Community Meeting, Survey and Virtual Meeting Room Reminder

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THANK YOU FOR JOINING US!

Thank you for virtually attending our **South Orange County Multimodal Transportation Study (SOCMTS)** Community Meeting on March 23rd! We had great dialogue on transportation alternatives in south Orange County and enjoyed answering your questions about the study. If you were unable to attend the meeting, you can view the recording and presentation materials here on the project website.

Check out our Virtual Meeting Room and complete our survey by **April 15, 2022**! Your input is valuable in helping OCTA identify future mobility improvements in south Orange County.

Survey

Please take this short survey below. The survey is available in English, Spanish, Korean, Mandarin and Vietnamese.

Survey Link:
SouthOCStudysurvey.com

Virtual Meeting Room

Visit our Virtual Meeting Room to view project boards, make comments and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

Share the survey and Virtual Meeting Room with family, friends, neighbors, or colleagues who live, work, or visit south Orange County.

We look forward to hearing from you!

Email: mespino@octa.net
Phone: 833.711.8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.6 Eblast #3 — Survey and Virtual Meeting Room Last Chance

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LAST CHANCE TO TAKE OUR SURVEY!

The **South Orange County Multimodal Transportation Study (SOCMTS)** final phase is coming to an end, this is your last chance to take our survey and to visit our Virtual Meeting Room! Your input is valuable in helping OCTA identify future mobility improvements in south Orange County. The survey and Virtual Meeting Room will be closing this **Friday, April 15, 2022**.

Survey

Please take this short survey below. The survey is available in English, Spanish, Korean, Mandarin and Vietnamese.

Survey Link:
SouthOCStudysurvey.com

Virtual Meeting Room

Visit our Virtual Meeting Room to view project boards, make comments and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

Share the survey and Virtual Meeting Room with family, friends, neighbors, or colleagues who live, work, or visit south Orange County.

We look forward to hearing from you!

Marissa Espino, *Principal Community Relations Specialist*
Email: mespino@octa.net
Phone: 833.711.8070
Project Site: octa.net/SouthOCStudy

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Appendix D

Appendix D.7 Virtual Community Meeting, Survey and Virtual Meeting Room Postcard (English; Spanish; Mandarin; Korean; Vietnamese)

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur

SOUTH ORANGE COUNTY MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) wants to hear your feedback on proposed multimodal alternatives that would improve streets, transit, freeways and bikeways for the **South Orange County Multimodal Transportation Study (SOCMTS)**. Join us for a virtual community meeting to learn more about the Study and ask questions.

La Autoridad de Transporte del Condado de Orange (OCTA, por sus siglas en inglés) quiere escuchar sus comentarios sobre opciones de viaje alternativas que podrían ayudar a mejorar el transporte en el sur del Condado de Orange. Únase a nosotros para una reunión comunitaria virtual para obtener más información sobre ***el Estudio de Transporte Multimodal del sur del Condado de Orange (SOCMTS)*** *y hacer preguntas.*

We Want To Hear From You!

¡Queremos Saber Su Opinión!

Please take a short survey online to share your feedback on proposed multimodal alternatives that will help improve transportation in south Orange County in the future.

Realice una breve encuesta en línea para compartir sus comentarios sobre las alternativas multimodales propuestas que ayudarán a mejorar el transporte en el sur del Condado de Orange en el futuro.

Survey Link / *Enlace a la Encuesta: SouthOCStudysurvey.com*

VIRTUAL MEETING ROOM / *SALA DE REUNIONES VIRTUAL*

A Virtual Meeting Room will also be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit octa.net/SouthOCStudy to access the Virtual Meeting Room.

También se abrirá una Sala de Reuniones Virtual desde lunes, 14 de marzo a viernes, 15 de abril de 2022 para aprender más sobre el estudio, hacer comentarios y hacer preguntas. Visite octa.net/SouthOCStudy para acceder a la Sala de Reuniones Virtual.

WHEN / *CUANDO*

Date / *Fecha*:

Wednesday, March 23, 2022 /
Miércoles, 23 de marzo de 2022

Time / *Horario*: 5:30-6:30 p.m.

A recording of the presentation will be available on the project website following the meeting.

Una grabación de la presentación estará disponible en el sitio web del proyecto después de la reunión.

WHERE / *DÓNDE*

Online / En línea: https://bit.ly/3oVpj8z

US Phone: 1 669 900 6833

Webinar ID: 863 5463 2775

Passcode: 525228

Languages and Other Needs / *Idiomas y Otras Necesidades*

All requests for reasonable accommodations and/or language services must be made three working days (72 hours) in advance of the scheduled meeting date by contacting Marissa Espino at mespino@octa.net or (833) 711-8070.

Todas las solicitudes sobre adaptaciones razonables a necesidades especiales y/o servicios deben realizarse tres días laborales (72 horas) antes de la reunión programada, contactando a Marissa Espino por correo electrónico (mespino@octa.net) o llamando al (833) 711-8070.

한국어 초대장을 보시려면, 을 방문하십시오:

octa.net/SouthOCStudy

以简体中文查看邀请，请访问: octa.net/SouthOCStudy

Để xem lời mời bằng tiếng Việt, xin vui lòng truy cập: octa.net/SouthOCStudy

Marissa Espino
Principal Community Relations Specialist
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy

Help us plan for **SOUTH ORANGE COUNTY'S** TRANSPORTATION FUTURE

Ayúdenos a planificar el FUTURO DEL TRANSPORTE del condado de Orange del sur

OCTA

Orange County Transportation Authority
C/O Marissa Espino
PO Box 14184
Orange, CA 92863-1584

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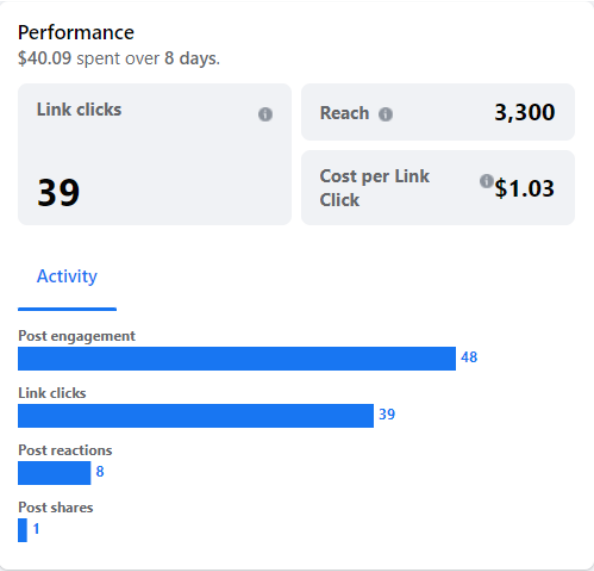
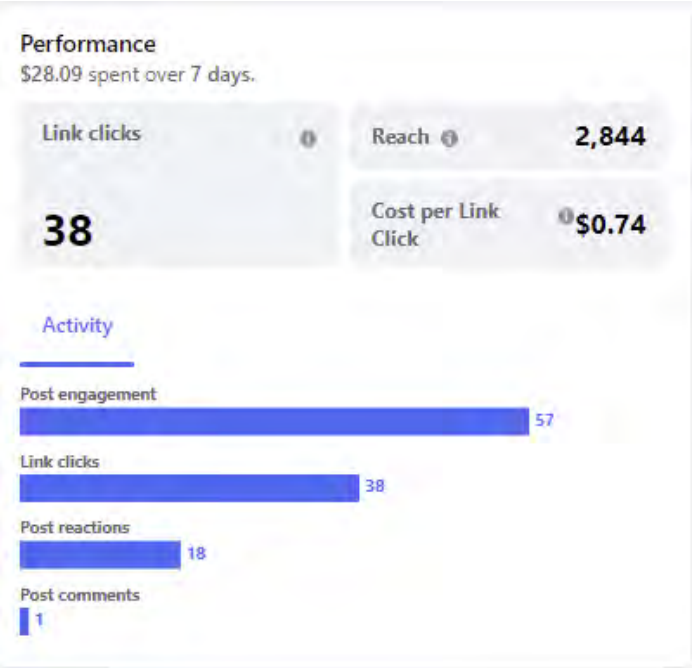
Appendix D

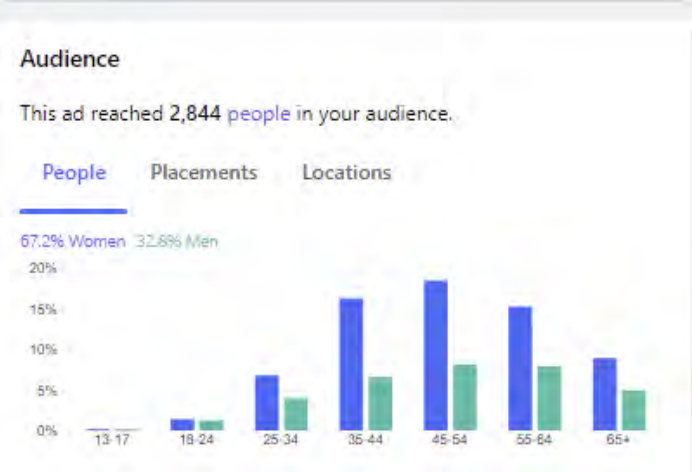
Appendix D.8 Facebook Posts

3/15/22 English Advertisement



3/15/22 Spanish Advertisement





3/15/22 Korean Advertisement

3/15/22 Chinese Advertisement

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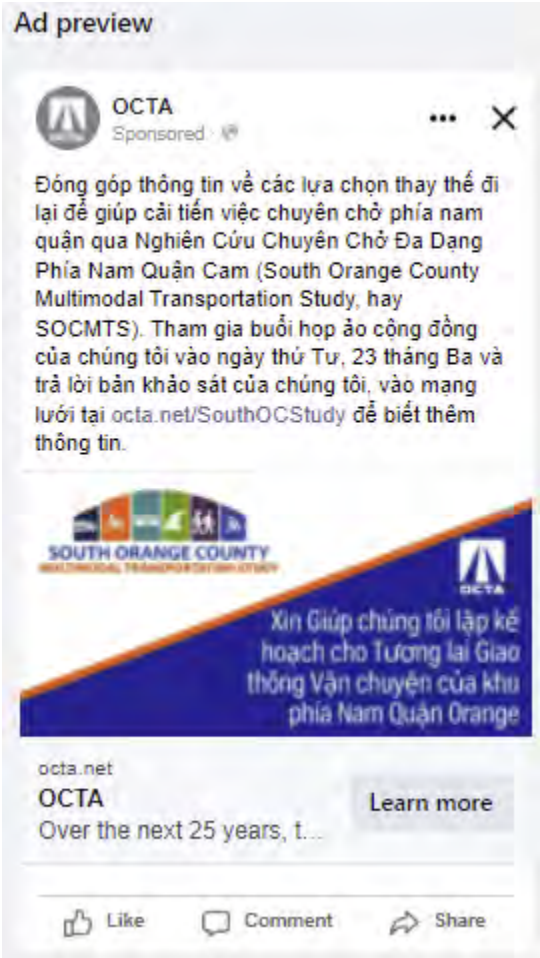

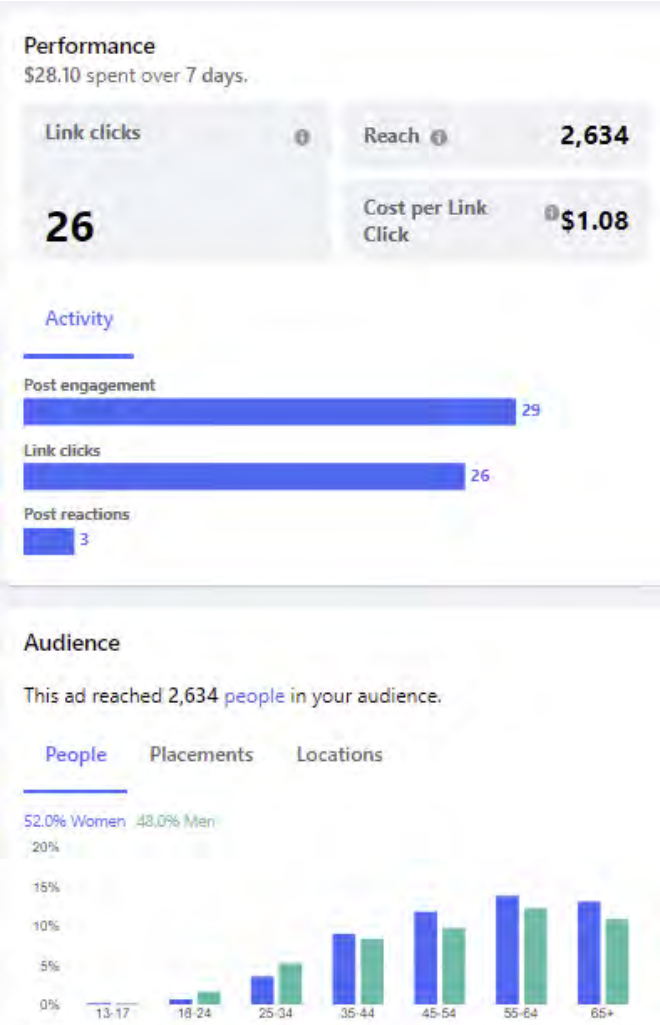

3/22/2022 Regular Post

OCTA
Published by Sprinklr Prod2 · March 22 ·

Join our virtual community meeting tomorrow from 5:30 to 6:30 p.m. for the South Orange County Multimodal Transportation Study (SOCMTS). Learn more about alternative travel options that could improve mobility in south Orange County at octa.net/SouthOCStudy.

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South OC Multimodal Transportation Study
This study will consider the transportation needs of residents and v...

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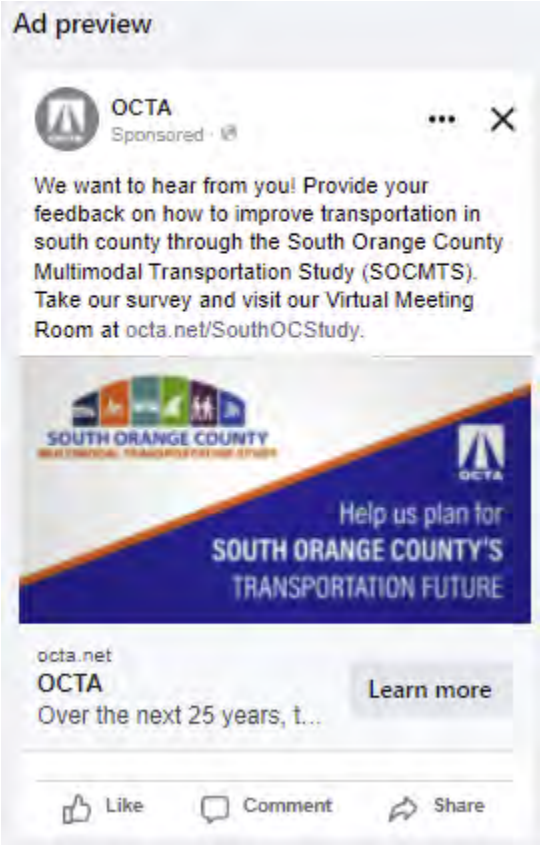
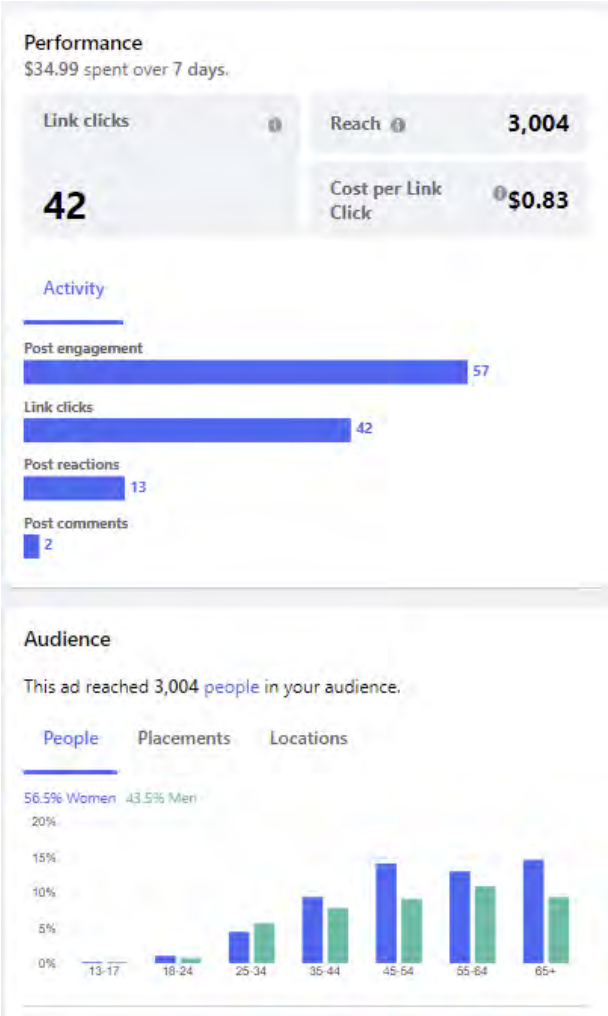
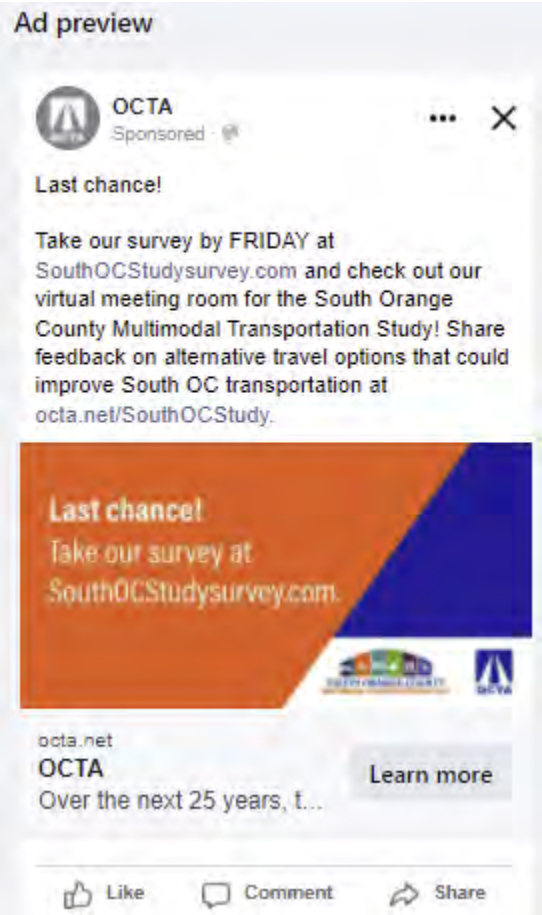
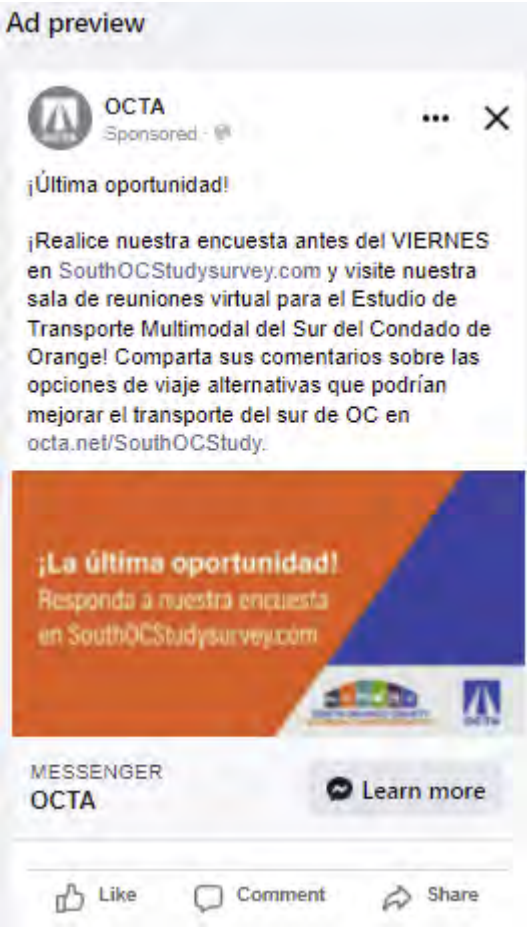




4/8/22 English Advertisement



4/8/22 Spanish Advertisement



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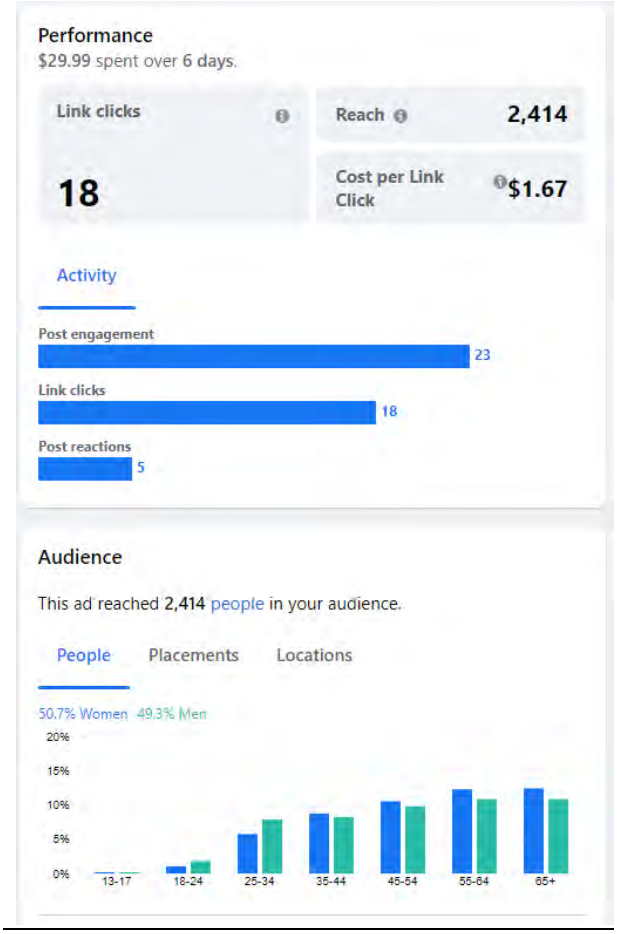

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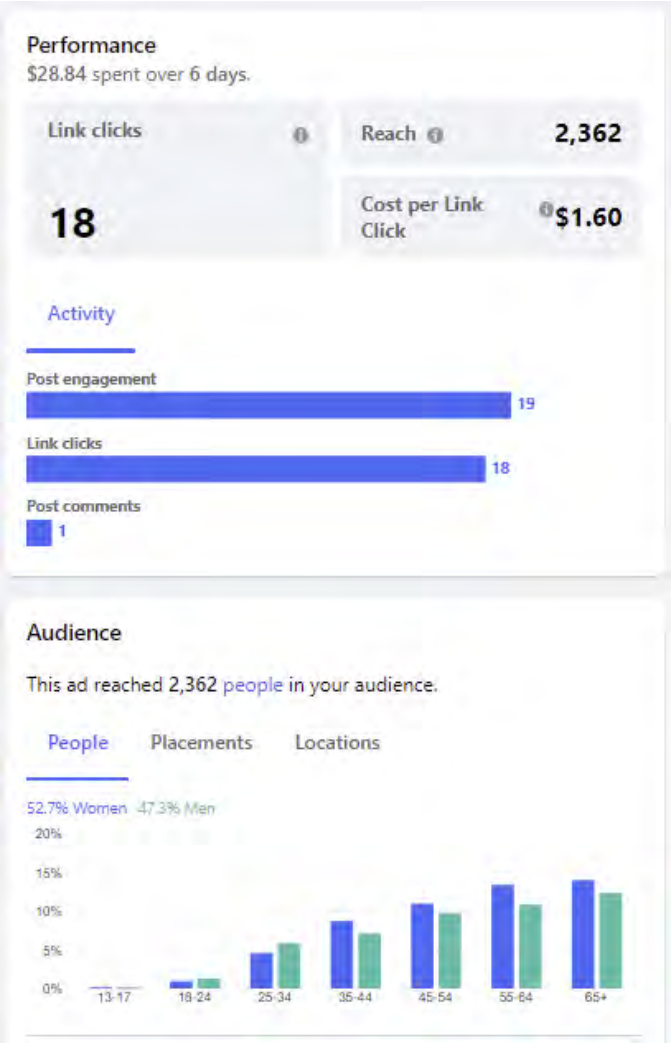
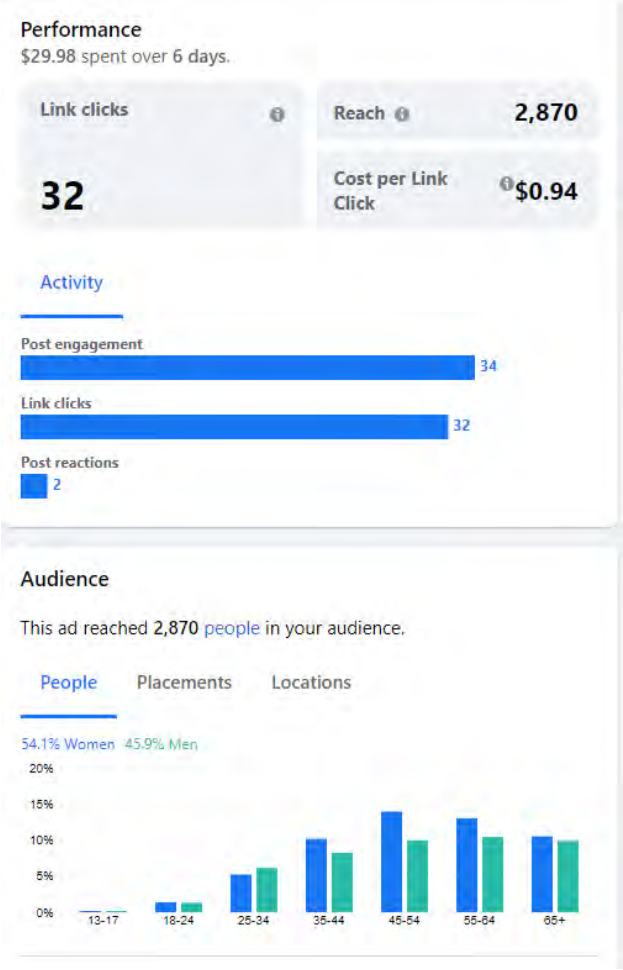
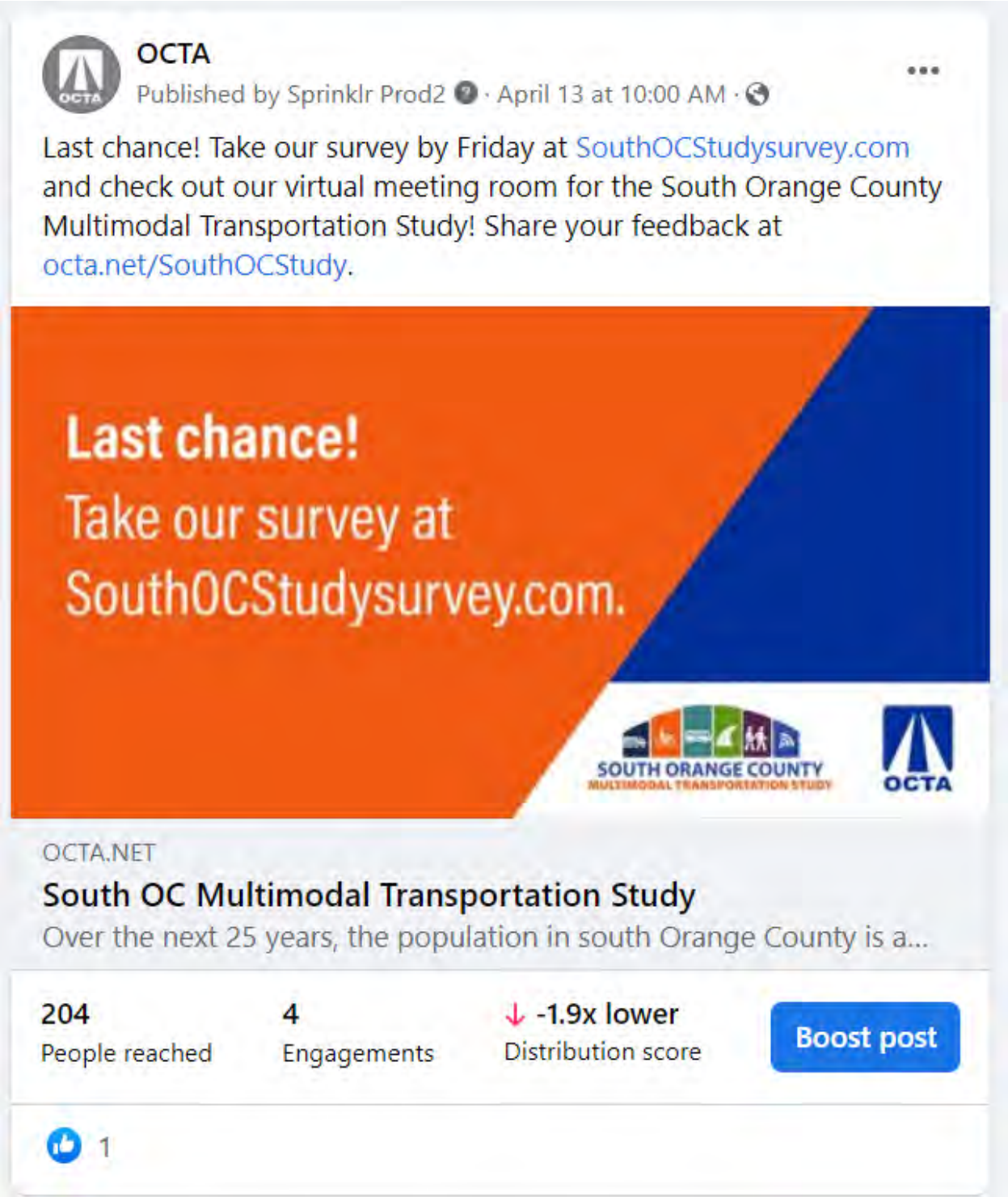


4/8/22 Vietnamese Advertisement



4/13/2022 Regular Post



Appendix D

Appendix D.9 Twitter Posts

3/22/22 Twitter Post

OCTA @goOCTA · Mar 22

Join our virtual community meeting tomorrow from 5:30 to 6:30 p.m. for the South Orange County Multimodal Transportation Study (SOCMTS). Learn more about alternative travel options that could improve mobility in south Orange County at octa.net/SouthOCStudy.

5 7

4/13/22 Twitter Post

OCTA @goOCTA · Apr 13

Last chance! Take our survey by Friday at SouthOCStudysurvey.com and check out our virtual meeting room for the South Orange County Multimodal Transportation Study! Share your feedback at octa.net/SouthOCStudy.

2 1

Appendix D

Appendix D.10 OCTA Eblast

Help us plan for
SOUTH ORANGE COUNTY'S
TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

The Orange County Transportation Authority (OCTA) wants to hear your feedback on how to improve streets, transit, freeways and bikeways in south Orange County in the future. Join us for our final virtual community meeting to get an update about the South Orange County Multimodal Transportation Study (SOCMTS) and ask questions.

Attend Tonight's Virtual Community Meeting

Date: Wednesday, March 23, 2022
Time: 5:30-6:30 P.M.

Online: https://bit.ly/3oVpj8z
US Phone: 1 669 900 6833
Webinar ID: 863 5463 2775
Passcode: 525228

(A recording of the presentation will be available on the project website following the meeting.)

We Want to Hear From You!

Please take a short survey online to share your feedback on alternative travel options that could help improve transportation in south county.

Survey Link: SouthOCStudysurvey.com.

Virtual meeting Room

A Virtual Meeting Room will be open from Monday, March 14 to Friday, April 15, 2022 to learn more about the study, make comments and ask questions. Please visit octa.net/SouthOC Study to access the Virtual Meeting Room.

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Appendix D

Appendix D.11 On the Move Article

Help Plan South Orange County's Transportation Future

Thursday, March 24, 2022

Share Tweet Share

During the next 25 years, the population in south Orange County is anticipated to grow by 16 percent (about 170,000 residents), and employment is expected to grow by 18 percent (about 130,000 jobs). This growth will result in more people traveling throughout south Orange County.

OCTA is studying future transportation needs and identifying improvement recommendations for all modes of transportation, including streets, transit, freeways and bikeways. The area covered by the study encompasses about 40 percent of Orange County, generally south of State Route 55 to the San Diego County line, and from the coast to the foothills.

Please take a short survey to share your feedback on alternative travel options that could help improve travel in south Orange County.

To learn more about the South Orange County Multimodal Transportation Study (SOCMTS), ask questions and make comments, visit the virtual meeting room through April 15. You can access the meeting room through the study website.

Related Posts

Celebrating Diversity All Year

During Celebrating Diversity Month in April and throughout the year, OCTA embeds diversity, equity and inclusion into everything

Last Chance! Apply by May 2 for Taxpayer Oversight Committee

Help uphold the integrity of OC Go by ensuring that all revenue is spent on voter-approved transportation projects.

Applications Due May 2 for Taxpayer Oversight Committee

Help ensure transportation projects specified in OC Go are built as promised.

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OCTA

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Appendix E
Local Community Events

Appendix E.1 Survey Presentation Board

Appendix E.2 Aliso Viejo Farmers Market Photos

Appendix E.3 San Juan Capistrano Spring Eggstravaganza Photos

Appendix E

Appendix E.1 Survey Presentation Board

Help us plan for
SOUTH ORANGE COUNTY'S
TRANSPORTATION FUTURE

SOUTH ORANGE COUNTY
MULTIMODAL TRANSPORTATION STUDY

We Want To Hear From You!

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Survey Link:
SouthOCStudysurvey.com

Visit our Virtual Meeting Room!

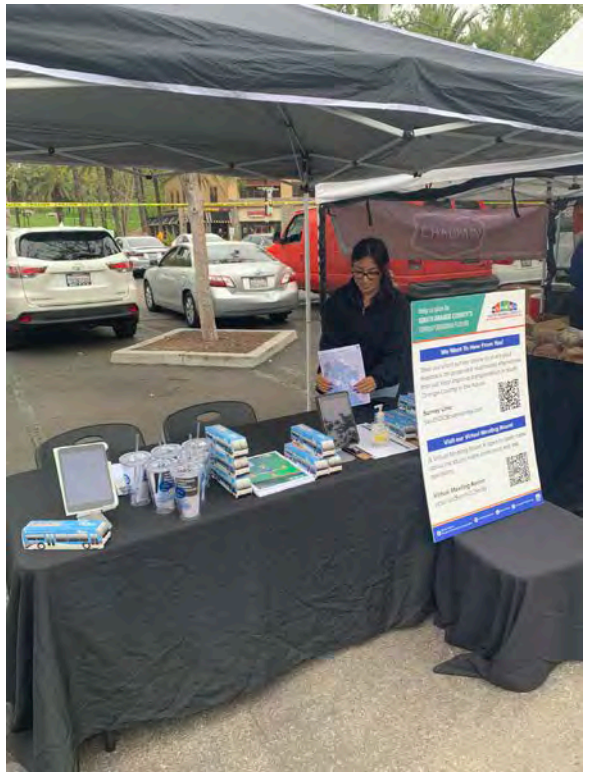
A Virtual Meeting Room is open to learn more about the study, make comments and ask questions.

Virtual Meeting Room:
octa.net/SouthOCStudy

Marissa Espino
Principal Community Relations Specialist
mespino@octa.net
833.711.8070
octa.net/SouthOCStudy
OCTA

Appendix E

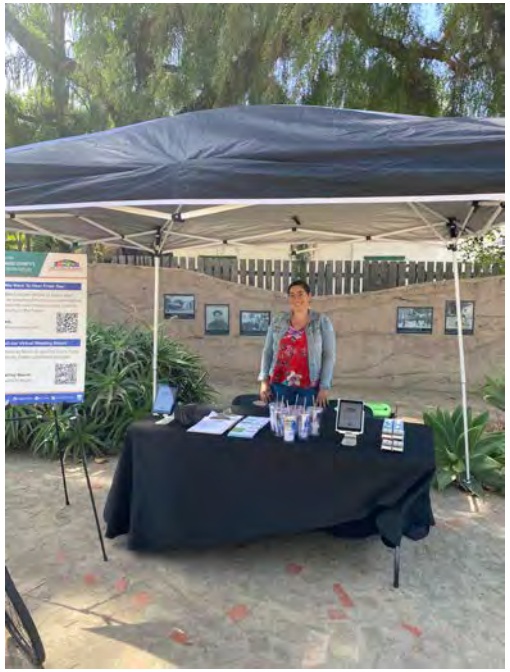
Appendix E.2 Aliso Viejo Farmers Market Photos



Appendix C

Appendix C.3 San Juan Capistrano Spring Eggstravaganza Photos

Help us plan for
SOUTH ORANGE COUNTY'S
TRANSPORTATION FUTURE
We Want To Hear From You!
Take our short survey online to share your feedback on proposed multimodal alternatives that will help improve transportation in south Orange County in the future.
Survey Link:
SouthOCStudySurvey.com
Visit our Virtual Meeting Room!
A Virtual Meeting Room is open to learn more about the study, make comments and ask questions.
Virtual Meeting Room:
vote.mm/SouthOCStudy



South Orange County Multimodal Transportation Study

Appendix B. Task 2 Existing Conditions and Future No-Build Performance Assessment Memo

Orange County Transportation Authority (OCTA)

November 2022

In Association with:

Alta Planning + Design
Land CM
Nelson Nygaard
PlaceWorks
System Metrics Group
UrbanTrans
VCS Environmental

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Task 2 Existing Conditions and Future No-Build Performance Assessment Memo

South Orange County Multimodal Transportation Study (SOCMTS)

June 15, 2020

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1.0 Background

The purpose of the Orange County Transportation Authority (OCTA) South Orange County Multimodal Transportation Study (SOCMTS) is to update the 2008 South Orange County Major Investment Study by identifying a range of potential multimodal transportation improvements for south Orange County, and adopting a new locally preferred strategy to set the stage for future transportation project development in south Orange County. Findings from the SOCMTS will also provide input to OCTA's 2022 Long-Range Transportation Plan (LRTP) and SCAG's 2024 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

2.0 Task Objective

The objective of this technical memorandum is to document existing and future demographic, land use, and multimodal transportation system conditions within the south Orange County study area. This information is intended to help identify and understand critical transportation issues and constraints affecting the study area; these issues and constraints will be identified in the study's next technical memorandum.

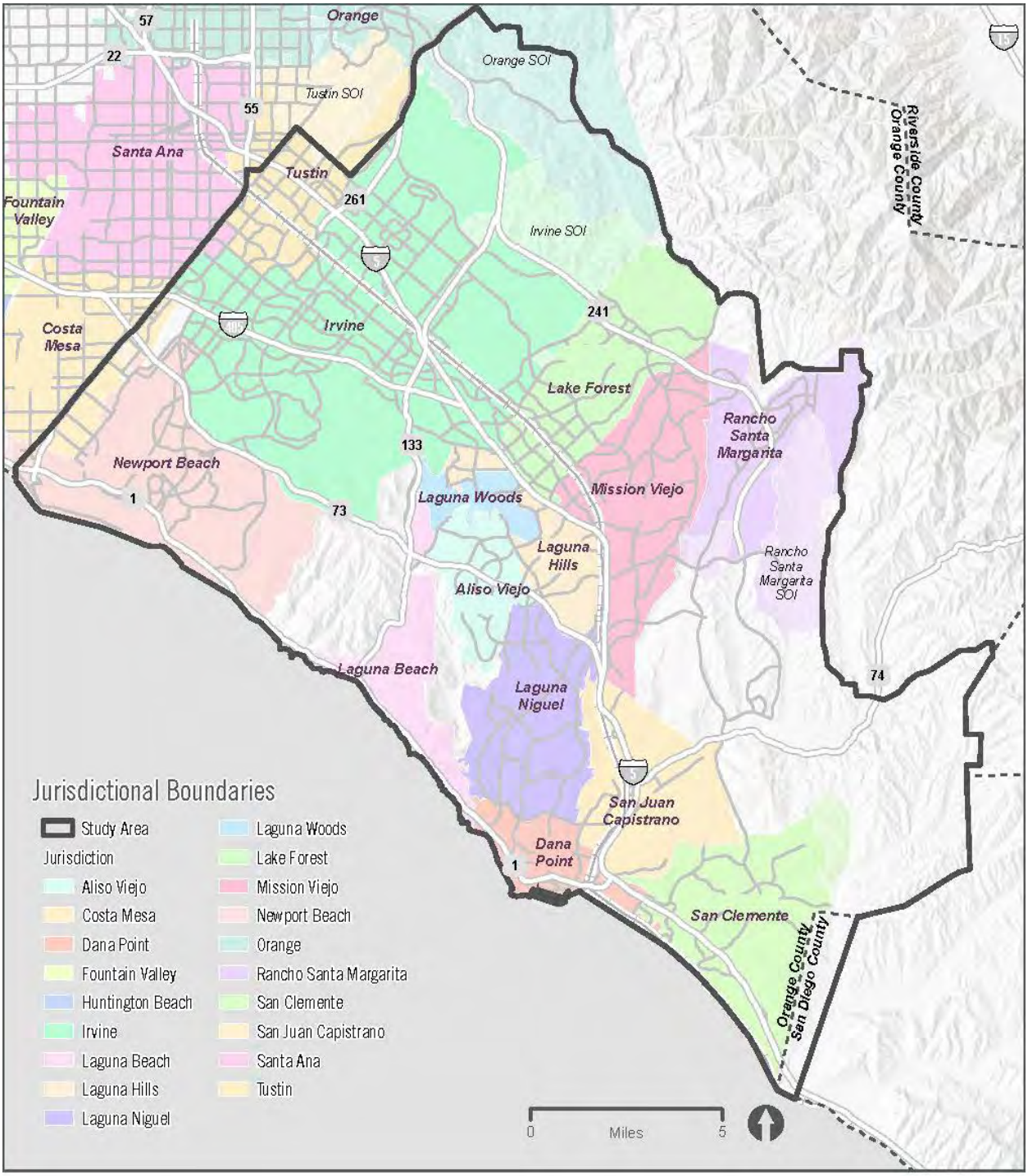
3.0 Study Area

The south Orange County study area is generally bounded by State Route (SR) 55 to the north, Santiago Canyon Road to the east, the San Diego County Line to the south, and the Pacific Ocean coastline to the west. The south Orange County study area includes (in whole or in part) the following cities:

- City of Aliso Viejo
- City of Costa Mesa
- City of Dana Point
- City of Irvine
- City of Laguna Beach
- City of Laguna Hills
- City of Laguna Niguel
- City of Laguna Woods
- City of Lake Forest
- City of Mission Viejo
- City of Newport Beach
- City of Rancho Santa Margarita
- City of San Clemente
- City of San Juan Capistrano
- City of Santa Ana
- City of Tustin
- Unincorporated Orange County

A map of the south Orange County study area is shown in Figure 3-1.

Figure 3-1. South Orange County Study Area



Source: Orange County Local Agency Formation Commission (OC LAFCO), 2020

4.0 Existing and Future No-Build Conditions in the Study Area

4.1 Demographics and Land Use

This section describes existing and future demographics and land use within the study area.

4.1.1 Population

Table 4-1 provides a summary of population within the study area between 2016 and 2045, which was provided by OCTA based on Orange County Projections (OCP) 2018. The population in Orange County as a whole is anticipated to grow by 11 percent from 3,179,626 people in 2016 to 3,534,620 people in 2045. The population within the south Orange County study area is anticipated to grow by 16 percent from 1,112,381 in 2016 to 1,286,002 in 2045. The population within the south Orange County study area comprises approximately 35 percent of the entire county's population, and the City of Irvine has the largest population within the study area. Irvine's population is forecast to increase by approximately 25 percent between 2016 and 2045, which is greater than the forecast growth in the south Orange County study area as a whole. The existing and forecast population density is lower in the south Orange County study area than Orange County as a whole.

Table 4-1. Study Area Population

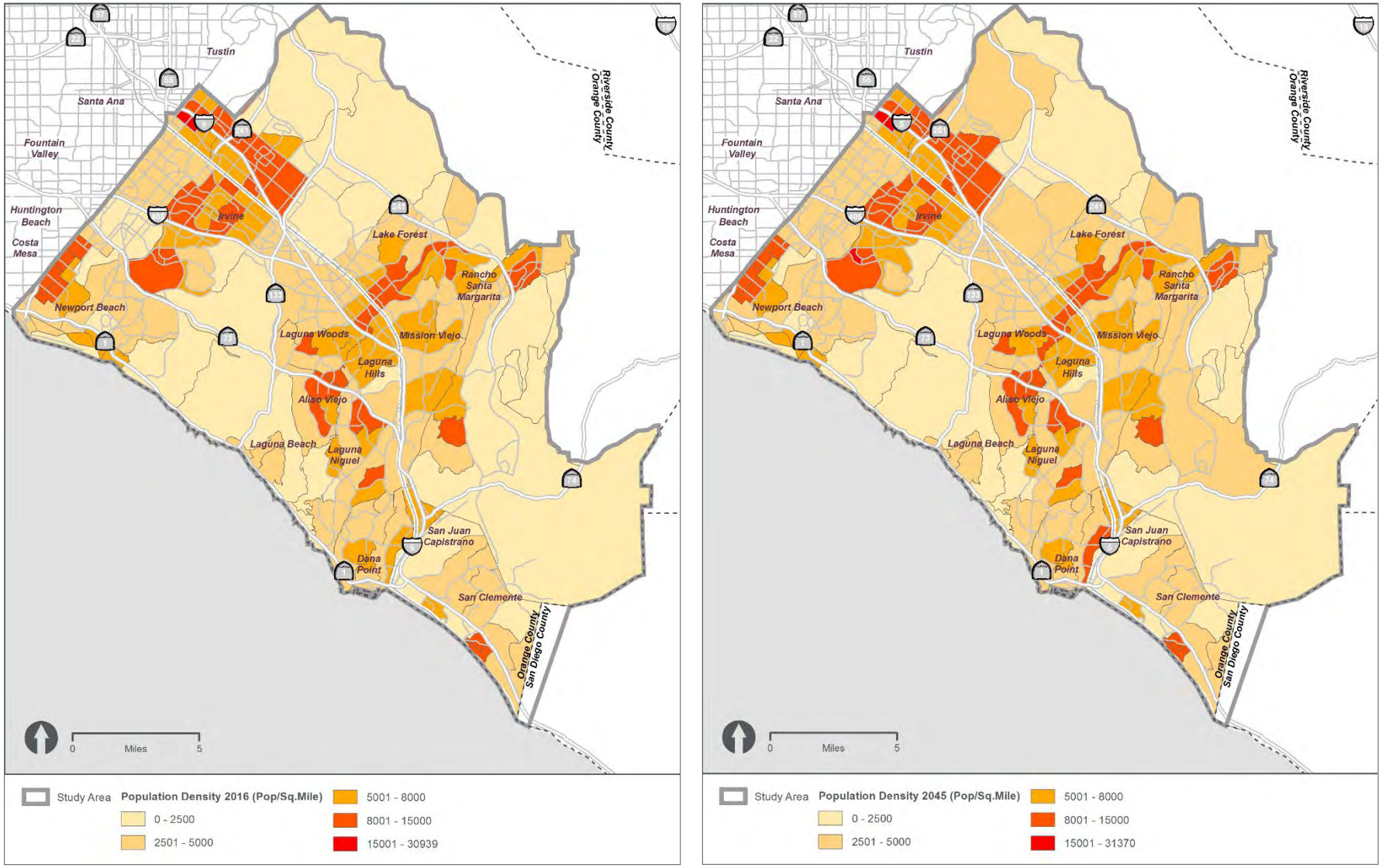
Population	2016	2045	% Change
Orange County	3,179,626	3,534,620	11%
South Orange County Study Area	1,112,381	1,286,002	16%
Study Area as a Percent of the Total County	35%	36%	-
Population per Square Mile	**2016**	**2045**	**% Change**
Orange County	3,980	4,424	11%
South Orange County Study Area	2,225	2,572	16%

Source: Orange County Projections (OCP) 2018

Figure 4-1 presents the growth in population density within the south Orange County study area between 2016 and 2045. Areas projected to experience increases in population density include:

- Irvine Business Complex
- Orchard Hills/Northwood (North Irvine)
- East Orange
- Laguna Hills
- San Juan Capistrano
- Rancho Mission Viejo

Figure 4-1. Study Area Population Density (2016–2045)



Source: OCP 2018

4.1.2 Employment

Table 4-2 provides a summary of employment within the study area between 2016 and 2045. The employment data was provided by OCTA based on OCP 2018. Employment in Orange County as a whole is anticipated to grow by 16 percent from 1,710,147 jobs in 2016 to 1,980,433 jobs in 2045. Employment within the south Orange County study area is anticipated to grow by 18 percent from 759,599 jobs in 2016 to 893,184 jobs in 2045. Thus, similar to the population growth rate, the employment growth rate in the south Orange County study area is forecast to be slightly greater than that of Orange County as a whole. Employment in the south Orange County study area comprises approximately 45 percent of the entire county's total employment, and is largely concentrated in the Irvine area. The existing and forecast employment density is lower in the south Orange County study area than Orange County as a whole.

Table 4-2. Study Area Employment

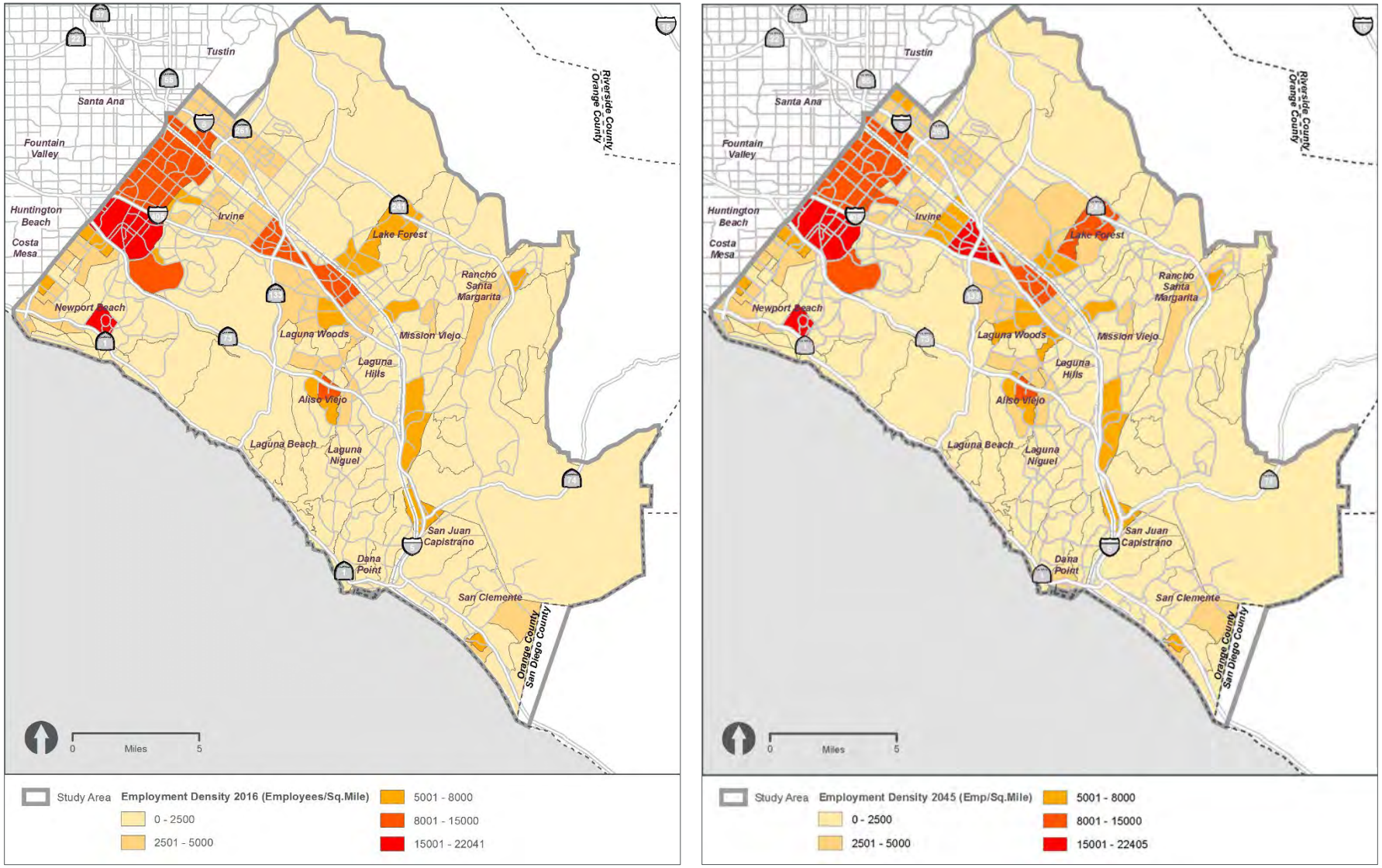
Employment	2016	2045	% Change
Orange County	1,710,147	1,980,433	16%
South Orange County Study Area	759,599	893,184	18%
Study Area as a Percent of the Total County	44%	45%	-
Employment per Square Mile	**2016**	**2045**	**% Change**
Orange County	2,140	2,479	16%
South Orange County Study Area	1,519	1,786	18%

Source: Orange County Projections (OCP) 2018

Figure 4-2 presents the growth in employment density within the south Orange County study area between 2016 and 2045. Areas projected to experience increases in density include:

- Tustin Legacy
- Irvine Business Complex
- East Irvine
- Irvine Spectrum
- Irvine Great Park
- Lake Forest
- Dana Point

Figure 4-2. Study Area Employment Density (2016–2045)

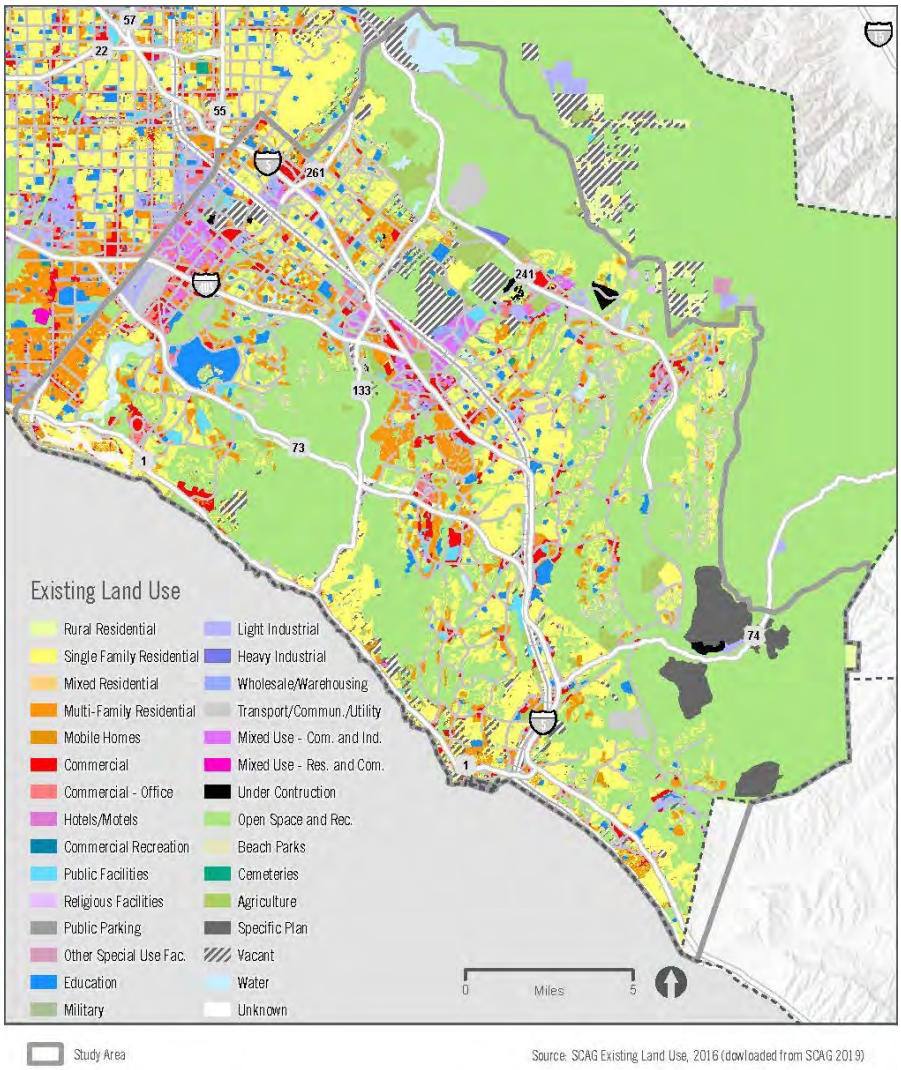


Source: OCP 2018

4.1.3 Land Use

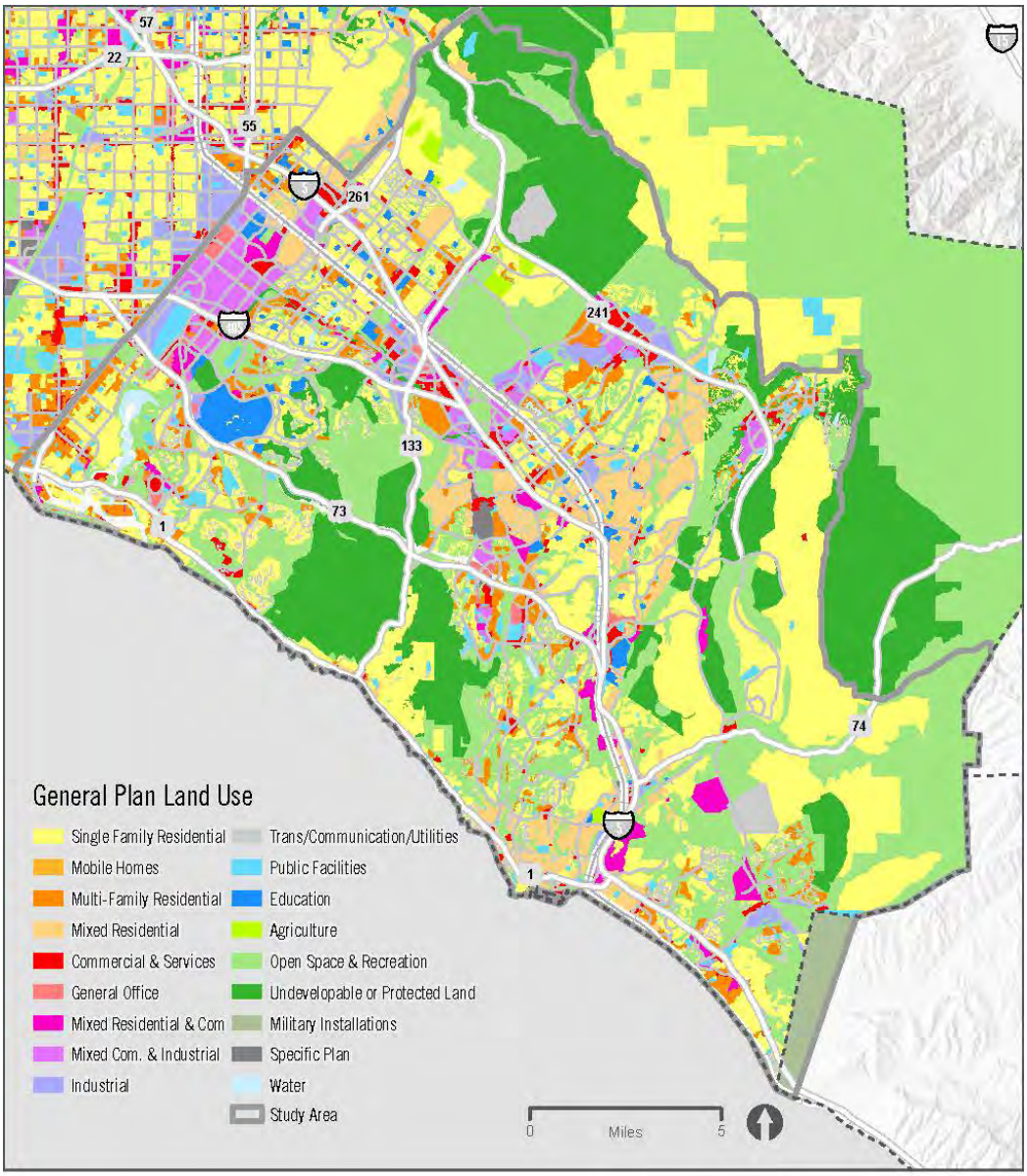
Existing land use within the study area is shown in Figure 4-3. Within the built environment, residential uses comprise the largest number of acres, with single-family being the largest residential type with over 33,000 acres devoted to it, or 16 percent of the study area. Multifamily residential is dispersed throughout south Orange County, but there are predominant nodes in Irvine, within the Irvine Business Complex (IBC) and Spectrum areas, in Costa Mesa east of State Route (SR) 55, and portions of Aliso Viejo and Laguna Niguel. Commercial and office nodes are found in every jurisdiction and are generally clustered along major arterials and freeway corridors. Industrial uses and Mixed-Use Commercial and Industrial areas only comprise 2.5 percent of the study area. The largest concentrations are found in Santa Ana and Tustin, east of SR-55, in Irvine within the IBC and Spectrum areas, and in Lake Forest. Land that is currently vacant and/or being planned for development represents a total of 11,390 acres or 5.3 percent of the study area.

Figure 4-3. Existing Land Use



General Plan land use within the study area provides the long-term vision for build-out of each community (over a typical 20-year horizon). A compilation of General Plan land use categories for each jurisdiction has been comprised by the Southern California Association of Governments (SCAG) and is shown in Figure 4-4. Table 4-3 identifies the total acreage assigned to existing and future land use categories within the study area.

Figure 4-4. SCAG General Plan Land Use



Source: SCAG General Plan Land Use - county codes 2016

Table 4-3. Existing and Future Land Use

Land Use	Existing Acreage	Future Acreage
Rural Residential	316.8	-
Single Family Residential	33,229.4	50,670.7
Mixed Residential	1,278.0	9,765.5
Multi-Family Residential	12,909.7	10,165.4
Mobile Homes	640.5	97.5
Commercial	6,237.5	5,024.7
Commercial-Office	2,459.5	1,517.7
Public Facilities	2,577.4	3,867.0
Education	4,445.3	3,112.0
Military	2,645.2	2,571.2
Industrial	2,970.4	3,586.2
Transportation/Communication/Utility	6,732.9	4,267.9
Mixed-Use (Commercial & Industrial)	2,522.2	4,744.4
Mixed-Use (Residential and Commercial)	130.5	3,444.1
Under Construction	624.1	-
Open Space & Recreation	68,875.5	51,293.4
Agriculture	4,367.2	752.7
Specific Plan	4,313.4	407.6
Vacant	7,076.7	-
Water	2,456.9	794.9
Undevelopable or Protected Land	20,695.4	31,356.2
Unknown	29.4	94.9
Sub-Total	187,534.1	187,534.1

Source: SCAG 2016

Areas of change from existing land use include the development of vacant lands and the intensification/change of uses in other areas. There are several new master-planned communities under construction in the County located along Ortega Highway and northeast of Talega. These will be a mix of single-family and multi-family residential uses with small commercial nodes. Both Tustin Legacy and lands within and around the former El Toro Marine Base will continue to develop with a mix of uses, including single-family, multi-family, office, educational, entertainment, and commercial uses. These represent more intense nodes of development with access to transit. Vacant lands along the coast will mostly be low-density single-family uses.

There are areas within south Orange County that are undergoing a change and intensification of use. These include lands east of SR-55 in Santa Ana and Irvine that will ultimately be a more intense mix of industrial, office, and high-density multi-family. There will also be development of underutilized and vacant buildings, including the proposed mixed-use project at the former Laguna Hills Mall, which is anticipated to ultimately include 1,500 dwelling units and over 1.5 million square feet of office, entertainment and retail uses. Opportunities to repurpose retail centers or infill within parking lots along major corridors are another location where multi-family residential and other uses are likely to emerge overtime. It is important to note that each jurisdiction is required to update their Housing Elements by 2021, based on the draft Regional Housing Needs Assessment (RHNA) allocated to each jurisdiction (Table 4-4). This will require the identification of sites in the study area that can accommodate a total of 42,824 housing units suitable for Very Low, Low, Moderate, and Above-Moderate income housing. Additional changes to General Plan and Zoning are expected to accommodate this need.

Table 4-4. Draft Regional Housing Needs Assessment Allocation for 2021–2029

Jurisdiction	Total	Very Low	Low	Moderate	Above Moderate
Irvine	23,555	6,379	4,225	4,299	8,652
Newport Beach	4,832	1,451	927	1,048	1,406
Laguna Woods	992	125	135	191	541
Lake Forest	3,229	953	541	558	1177
Laguna Hills	1,979	565	3,562	353	709
Mission Viejo	2,211	671	400	396	744
Rancho Santa Margarita	679	208	120	125	227
Aliso Viejo	1,193	388	213	205	386
Laguna Beach	393	117	80	79	118
Laguna Niguel	1,205	347	201	223	435
San Juan Capistrano	1,052	268	172	183	428
Dana Point	529	146	84	101	199
San Clemente	975	279	162	186	347

Note: Allocations for Costa Mesa, Tustin and Santa Ana are not included here because only a small portion of these jurisdictions are within the study area.

For purposes of this analysis, a list of major planned/proposed projects within the study area has been prepared (see Table 4-5). Major projects are defined as including over 250 dwelling units and/or 100,000 square feet. Table 4-5 was compiled from lists maintained by each jurisdiction and located on their websites, as well as other known projects currently in the planning stages. The numbers in Table 4-5 correspond to the numbers presented in Figure 4-5 which identifies the general locations of these projects. There is a total of over 28,000 new residential units in the planning stages, as well as nearly 9 million square feet of industrial, office, and some retail uses. Of the 20 jurisdictions within the study area, 10 contain

development that is significant. The City of Irvine is the leader in new development, with 34 projects in the form of infill on vacant lands, and redevelopment of underutilized properties.

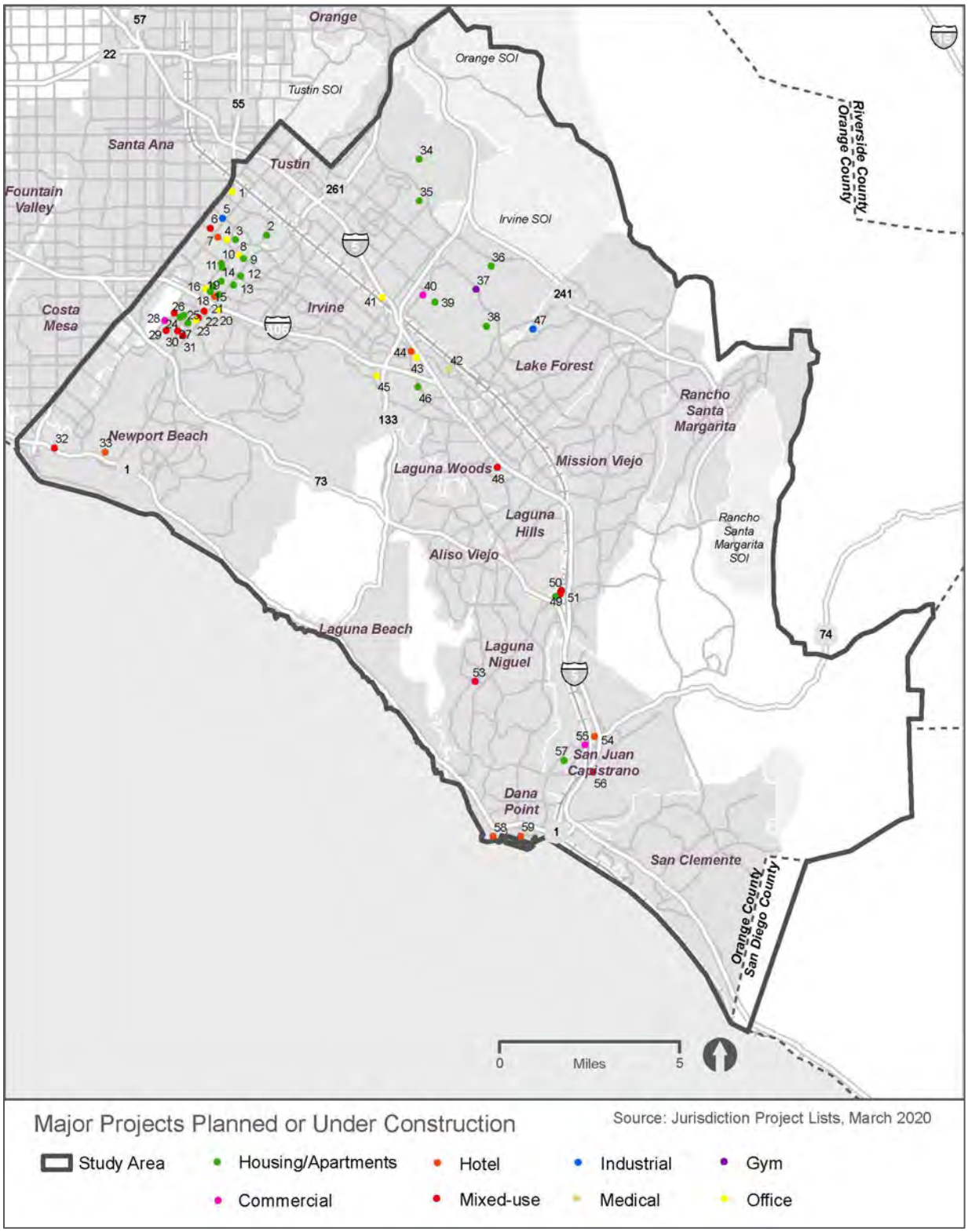
Table 4-5. Major Projects Planned or Under Construction in the Study Area

#	Name	City	Use
1	SchoolsFirst Federal Credit Union Headquarters	Tustin	Office, parking
2	Levity at Tustin Legacy	Tustin	Residential
3	Brookfield at Tustin Legacy	Tustin	Residential
4	The Flights at Tustin Legacy	Tustin	Office
5	The Bowery	Santa Ana	Industrial, warehouse, office
6	The Heritage	Santa Ana	Mixed use
7	Staybridge Hotel	Irvine	Hotel
8	2400 Barranca Parkway	Irvine	Office
9	Congregate Care Facility	Irvine	Congregate housing
10	2152-2182 Alton	Irvine	Affordable housing
11	Irvine Gateway	Irvine	Apartment
12	2501 Alton Apartment	Irvine	Apartment
13	360 Fusion	Irvine	Apartment
14	Pistoia Apartments	Irvine	Apartment
15	2525 Main Street	Irvine	Apartment
16	17850 Von Karman	Irvine	Office
17	Metropolis	Irvine	Apartment
18	Towneplace Hotel	Irvine	Hotel
19	Main & Jamboree Apartment	Irvine	Apartment
20	Park Place Office Building	Irvine	Office
21	Central Park West	Irvine	Housing, retail
22	Banc Hotel & Office	Irvine	Mixed use
23	Boardwalk	Irvine	Office
24	Landmark	Irvine	Mixed use
25	Trilogy Residential	Irvine	Apartment
26	Milani Apartments	Irvine	Apartment
27	Elements	Irvine	Apartment
28	Airport Village	Newport Beach	Office, commercial, industrial
29	Newport Crossing Mixed-Use	Newport Beach	Mixed use
30	The Koll Center Residences	Newport Beach	Mixed use
31	One Uptown Newport	Newport Beach	Mixed use

Table 4-5. Major Projects Planned or Under Construction in the Study Area

#	Name	City	Use
32	Newport Village Mixed-Use	Newport Beach	Mixed use
33	Bayside Family Resort Hotel	Newport Beach	Hotel
34	Orchard Hills Village	Irvine	Residential
35	Eastwood	Irvine	Residential
36	Planning Area 6	Irvine	Residential
37	Life Time Athletic	Irvine	Gym
38	District 5 North	Irvine	Residential
39	Great Park	Irvine	Residential
40	Five Point X	Irvine	Mixed commercial
41	Innovation Park	Irvine	Office
42	City of Hope	Irvine	Medical office
43	400 Spectrum Center Drive Master Plan	Irvine	Office
44	Marriott Hotel	Irvine	Hotel
45	Spectrum Terrace Office Campus	Irvine	Office
46	Los Olivos Phase 2	Irvine	Apartment and condominiums
47	Self-storage Facility	Lake Forest	Industrial
48	The Village at Laguna Hills	Laguna Hills	Mixed use
49	Forbes Road Apartment	Laguna Niguel	Mixed use
50	Broadstone Cavora in Laguna Niguel	Laguna Niguel	Mixed use
51	Forbes Road Mixed Use Project	Laguna Niguel	Mixed use
52	Picerne Group Apartment Project	Laguna Niguel	Apartment
53	Laguna Niguel Town Center	Laguna Niguel	Mixed use
54	Inn at the Mission	San Juan Capistrano	Hotel
55	Riverstreet Commercial	San Juan Capistrano	Commercial village
56	Distrito La Novia/San Juan Meadows	San Juan Capistrano	Mixed use
57	The Farms at Del Obispo	San Juan Capistrano	Residential
58	Headlands Luxury Hotel	Dana Point	Hotel/Mixed Use
59	Dana Point Harbor Hotel	Dana Point	Hotel

Figure 4-5. Major Project Planned or Under Construction in the Study Area



Source: Office of Environmental Health Hazard Assessment (OEHHA) 2018

4.2 Study Area Travel Patterns

This section summarizes the existing and projected future patterns of travel through south Orange County. The analysis of future conditions in this document assumes a future no-build scenario, which does not include any new transportation investments. It includes estimates of total daily trip-making and miles of travel, as well as data on the travel patterns of trips generated in different parts of South Orange County.

4.2.1 Total Daily Travel

Total daily travel indicators are summarized in Table 4-6. The data represent total daily trip-making on a typical weekday in south Orange County. Total trip-making is projected to increase by 18 percent between 2016 and 2045, while vehicle trip-making is projected to increase by 19 percent assuming no changes in the transportation system. VMT is projected to increase by 16 percent, and vehicle hours of travel (VHT) is projected to increase by 15 percent. Average trip length is projected to decrease between 2016 and 2045, and the ratio of person travel to vehicle travel is projected to decrease.

Table 4-6. Study Area Trip-Making

Trip Generation and VMT	2016	2045 No-Build	% Change
Total Daily Person-Trips	77,609,853	91,691,380	18%
Total Daily Vehicle Trips	47,671,584	56,650,325	19%
Total Daily Vehicle-Miles of Travel (VMT)	28,563,595	33,178,741	16%
Total Daily Vehicle-Hours of Travel (VHT)	1,349,975	1,549,110	15%
Average miles per person trip	0.37	0.36	-1.7%
Average miles per vehicle trip	0.60	0.59	-2.3%
Average person-trips per vehicle trip	1.63	1.62	-0.6%

Source: Orange County Transportation Analysis Model (OCTAM)

4.2.2 Subarea Travel Patterns

For the purpose of evaluating subregional travel patterns the study area was divided into nine subareas to represent areas similarly situated relative to the regional transportation facilities. OCTAM travel data were used to summarize the nine subareas' trip pattern characteristics for total trips and commute trips (which tend to cover longer distances and are more concentrated during peak travel hours of the day). Figure 4-6 illustrates the nine subareas used for trip pattern analysis; each of the subareas includes:

1. Newport Beach
2. Irvine Business Complex, John Wayne Airport, UC Irvine
3. Tustin, Tustin Legacy, Irvine Northwood
4. Irvine Spectrum, Great Park
5. Lake Forest, Mission Viejo, Rancho Santa Margarita
6. Laguna Hills, Laguna Woods, Northern Aliso Viejo
7. Southern Aliso Viejo, Laguna Niguel, Laguna Beach
8. Southern Mission Viejo, Ladera Ranch, Rancho Mission Viejo
9. San Clemente, Dana Point, San Juan Capistrano

Figure 4-6. Study Area Subareas

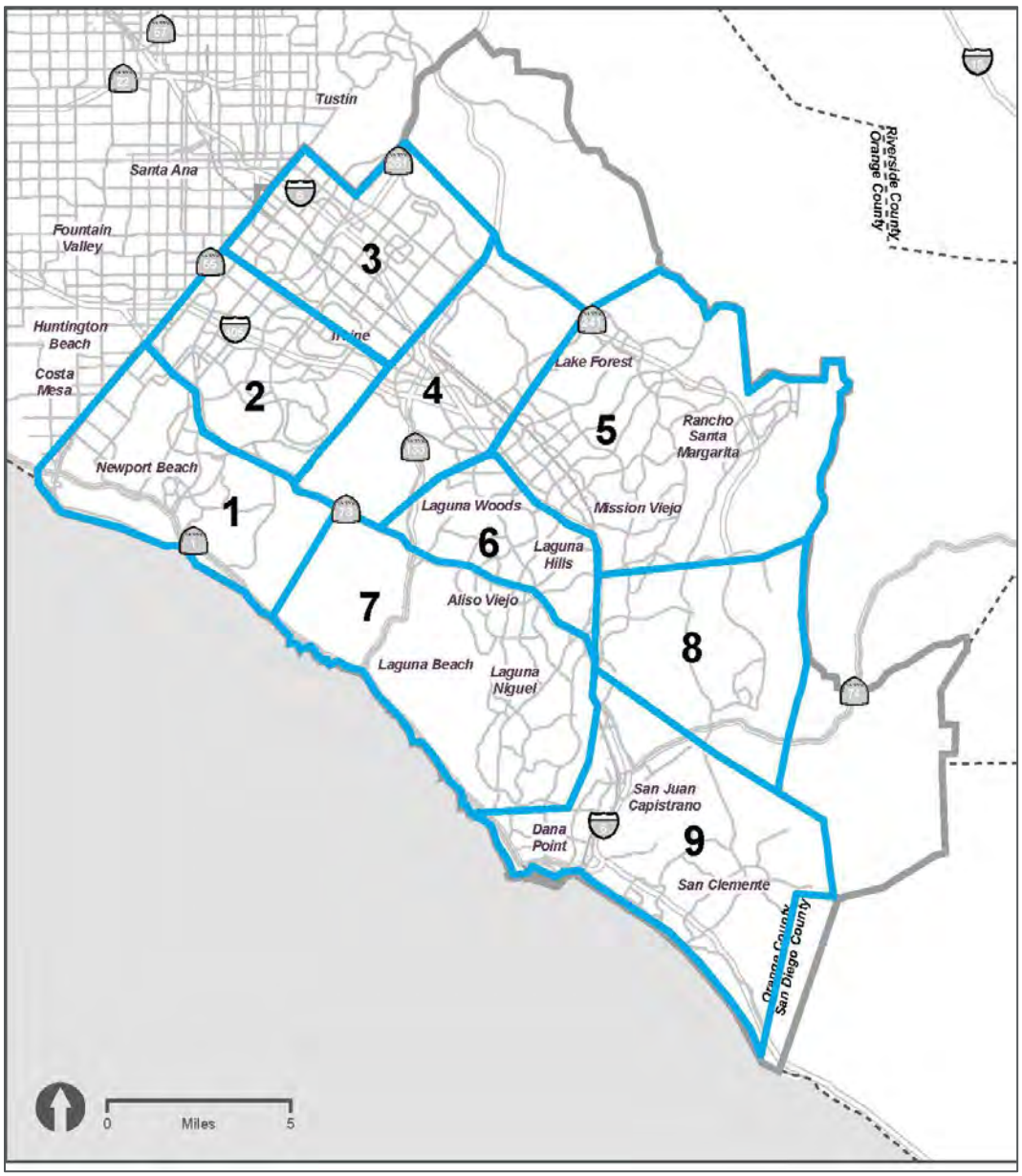


Figure 4-7 and Figure 4-8 show the geographic distribution of total trips and of commute trips for each of the subareas. The trip pattern data are summarized in Table 4-7 and Figure 4-8. Trip pattern data have only been shown for 2016 because the 2045 no-build trip patterns are similar to the 2016 patterns.

Key observations from the trip pattern analysis are as follows:

- Higher percentages of commute trips are oriented to/from north Orange County (north of SR-55, outside of the study area) and other counties than the percentages for total trips. Since commute trips are concentrated during peak hours, these longer-distance trips occur most often during the times of day when the transportation system is busiest.
- Subarea 9 has a much higher percentage of local (internal) trips than the other subareas (66 percent overall and 43 percent of commute trips). Subareas 2, 3, and 4 have lower percentages of local (internal) trips than the other subareas (under 25 percent overall and under 15 percent of commute trips).
- Subareas 4 and 8 have the highest percentage of trips that are either within the subarea or to an adjacent subarea (83 percent overall). Subarea 8 has the highest percentage of commute trips that are either within the subarea or to/from an adjacent subarea (71 percent).
- Subarea 3 has a much stronger connection to north Orange County than any of the other subareas (43 percent overall).

Overall, in current conditions 77 percent of the 32.9 million trips generated in south Orange County on a typical weekday remain within south Orange County while 19 percent are oriented to north Orange County and 5 percent are oriented outside Orange County. By 2045, under a no-build scenario, this is projected to change slightly, with 78 percent of the 40.4 million trips remaining within south Orange County, 18 percent of the trips oriented toward north Orange County, and 5 percent of the trips oriented outside Orange County

.

Figure 4-7. Geographic Distribution of All Weekday Trips (2016)

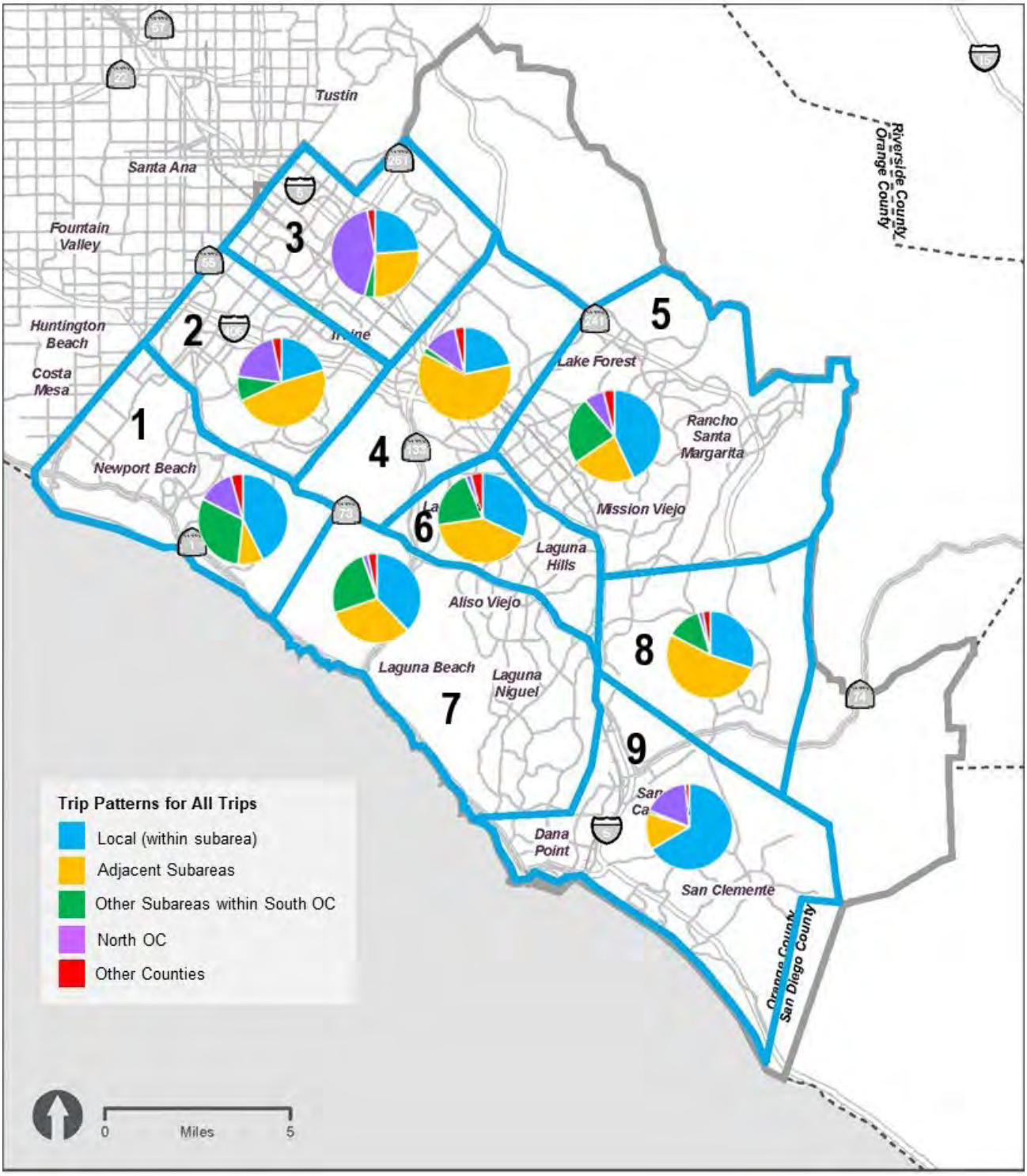


Figure 4-8. Geographic Distribution of All Commuter Trips (2016)

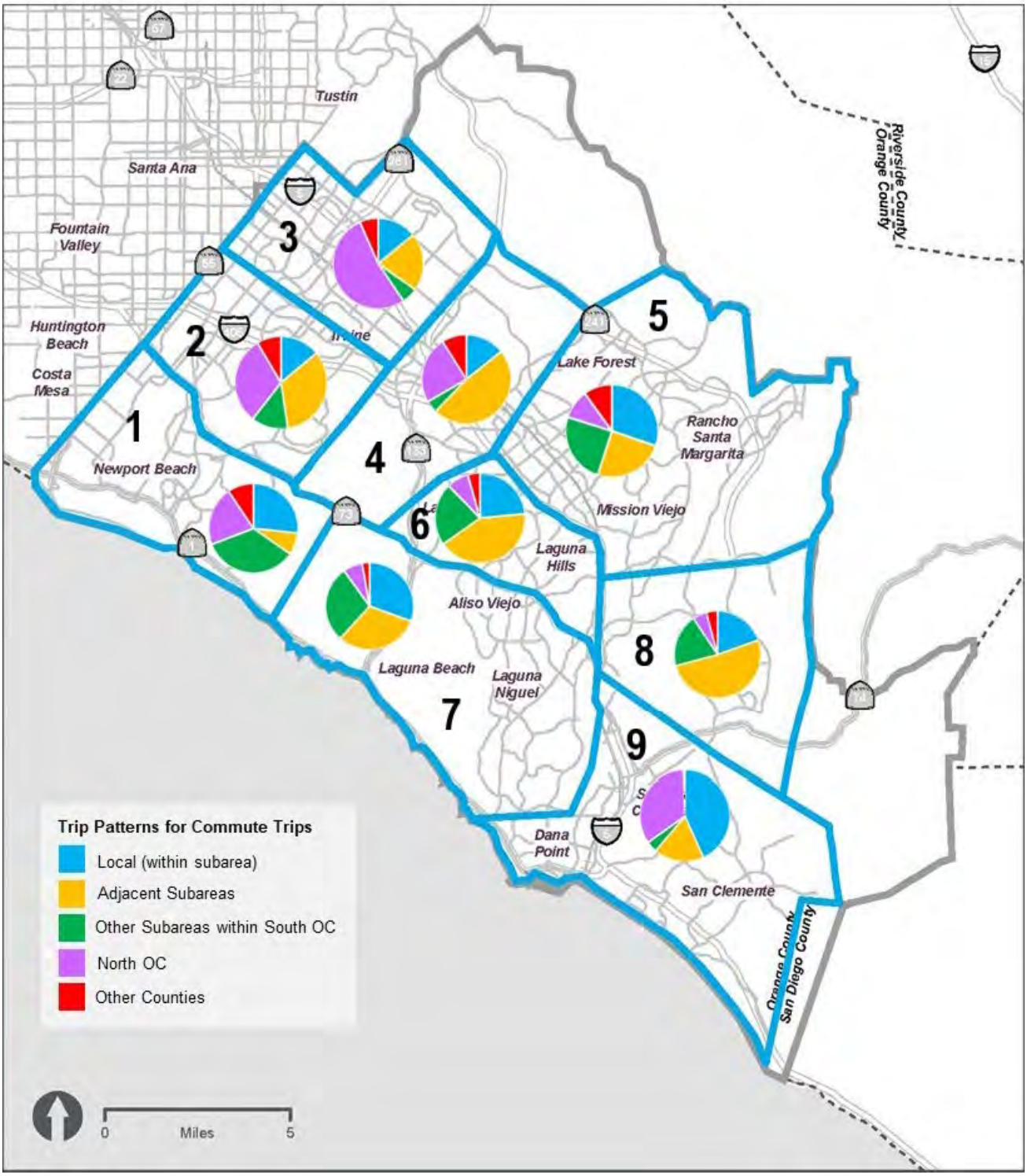


Table 4-7. South Orange County Distribution of Total Person Trips (2016)

Sub-area	Local (within subarea)	Adjacent Subareas	Other South OC	North OC	LA/ Ventura	SB	RIV	SD	2016 Total Trips	2045 No-Build Total Trips
1	43%	9%	31%	13%	2%	1%	2%	0%	**5,293,124**	**7,359,072**
2	20%	48%	9%	19%	3%	0%	0%	0%	**5,777,878**	**6,555,641**
3	24%	26%	4%	43%	2%	0%	0%	0%	**5,769,393**	**6,528,398**
4	22%	61%	2%	12%	3%	0%	0%	0%	**4,151,429**	**4,724,096**
5	43%	22%	24%	7%	2%	1%	1%	0%	**9,110,644**	**11,419,307**
6	32%	41%	21%	2%	1%	0%	3%	0%	**3,411,044**	**4,558,852**
7	38%	32%	25%	2%	2%	0%	1%	0%	**3,765,441**	**4,566,843**
8	30%	53%	13%	2%	1%	1%	1%	0%	**2,842,533**	**3,666,416**
9	66%	14%	1%	17%	1%	0%	0%	0%	**3,038,270**	**3,478,587**

Notes: LA: Los Angeles County; OC: Orange County; SB: San Bernardino County; RIV: Riverside County; SD: San Diego County

Table 4-8. South Orange County Distribution of Commute Trips (2016)

Sub-area	Local (within subarea)	Adjacent Subareas	Other South OC	North OC	LA/ Ventura	SB	RIV	SD	2016 Total Trips	2045 No-Build Total Trips
1	27%	8%	34%	21%	7%	2%	1%	0%	**938,721**	**1,401,655**
2	14%	34%	13%	31%	7%	1%	1%	0%	**1,159,140**	**1,379,307**
3	14%	21%	6%	53%	5%	1%	1%	0%	**1,204,351**	**1,435,848**
4	14%	48%	4%	24%	8%	1%	0%	0%	**849,305**	**1,011,351**
5	30%	25%	25%	10%	8%	1%	1%	0%	**1,682,357**	**2,283,502**
6	24%	42%	23%	8%	3%	1%	0%	0%	**567,739**	**828,058**
7	31%	31%	28%	7%	2%	0%	0%	0%	**664,862**	**866,489**
8	20%	51%	20%	5%	3%	1%	0%	0%	**498,699**	**708,419**
9	43%	18%	4%	34%	0%	0%	0%	0%	**655,189**	**791,173**

Notes: LA: Los Angeles County; OC: Orange County; SB: San Bernardino County; RIV: Riverside County; SD: San Diego County

4.3 Highways and Toll Roads

This section summarizes travel conditions and system performance on the highway and toll road facilities within the study area, including an assessment of existing and future no-build traffic volumes, existing travel speeds and travel time reliability, existing traffic congestion, and existing collision incidents.

4.3.1 Description of the Highway and Toll Road Network

The existing freeway and toll road network in the study area is shown in Figure 4-9 and described in Table 4-9.

Figure 4-9. Study Area Freeway and Toll Road Corridors

Table 4-9. Freeways and Toll Roads in Study Area

Route	Corridor Name	Facility Description/ Geometrics (per Direction)	Corridor Distance (mi.)	Analysis Limits
I-5	Santa Ana Freeway	Interstate Highway (3-6 GP, 1 HOV)	30.3	Orange/San Diego County Line to SR-55 (Tustin)
I-405	San Diego Freeway	Interstate Highway (3-6 GP, 1 HOV)	8.2	I-5 (Irvine) to SR-55 (Costa Mesa)
SR-73	Corona del Mar Freeway	Toll Limited Access Freeway (3 GP lanes) Limited Access Freeway (3-4 GP)	17.3	I-405 (Laguna Niguel/Mission Viejo/San Juan Capistrano to I-405 (Costa Mesa)
SR-133 (2 segments)	Laguna Canyon Road	Conventional Highway (2 GP)	3.7	SR-73 (Laguna Beach) to Pavona Road (Irvine)
	Laguna Freeway	Tolled Limited Access Freeway (2 GP)	5.8	Pavona Road (Irvine) to SR-241 (Irvine)
SR-241	Foothill Transportation Corridor	Tolled Limited Access Freeway (2-4 GP)	24.5	Oso Parkway (Rancho Santa Margarita) to SR-91 (Anaheim)
SR-261	Eastern Transportation Corridor	Tolled Limited Access Freeway (1-3 GP)	6.2	Walnut Avenue (Irvine) to SR-241 (Orange)

GP= general purpose; HOV= high-occupancy vehicle

The travel and system performance data were evaluated for each of the freeway corridors described above:

- Traffic Volumes – Average daily traffic (ADT) and truck traffic for 2019. ADT estimates are based on data from Caltrans Performance Measurement System (PeMS). Truck traffic volumes are derived from data obtained from the Caltrans Division of Traffic Operations Traffic Census for the most recent year available (2018). Hourly Caltrans Census truck traffic data for 2018 was analyzed for one location in the study area.
- Travel speeds/times and travel time reliability for 2019. INRIX data provided by OCTA was used for this analysis.
- Traffic congestion measured by vehicle-hours of delay for 2019. Vehicle-hours of delay results were averaged from Caltrans PeMS data.
- Safety measured by fatal and injury traffic collisions. Traffic collision data is from the University of California at Berkeley SafeTREC Transportation Injury Mapping System (TIMS) for the years 2016 through 2018.

Where appropriate and where data was available, the evaluation results are presented for average non-holiday weekdays and weekends/holidays during the spring (March through May), summer (June through August), and fall (September through November) of 2019.

4.3.2 Traffic Volumes

Existing

Vehicular Traffic Volumes

Table 4-10 shows existing vehicular ADT by major freeway segment in the study area.

Table 4-10. 2019 ADT by Major Freeway Segment

Route	Corridor Name	Between		Mainline Lanes	Existing ADT	Existing Throughput (ADT/lane)
I-5	Santa Ana Freeway	San Diego County Line	Avenida Pico	8+0	178,000	22,250
		Avenida Pico	SR-1	8+2	194,000	24,250
		SR-1	SR-73	8+2	281,000	28,100
		SR-73	Alicia Pkwy	8+2	299,000	29,900
		Alicia Pkwy	I-405	10+4	361,000	25,786
		I-405	SR-133	8+2	246,000	24,600
		SR-133	Culver Dr.	10+2	306,000	25,500
		Culver Dr.	SR-55	10+2	330,000	27,500
I-405	San Diego Freeway	I-5	SR-133	9+2	207,000	23,000
		SR-133	Culver Dr.	8+2	255,000	31,875
		Culver Drive	SR-55	10+2	277,000	27,700
SR-73	Corona del Mar Freeway	I-5	SR-133	7	56,500	8,071
		SR-133	Newport Coast Dr.	8	77,000	9,625
		Newport Coast Dr.	SR-55	7	129,000	18,429
SR-133	Laguna Canyon Road	SR-73	I-405	4	48,000	12,000
	Laguna Freeway	I-405	I-5	5	52,000	10,400
		I-5	SR-241	6	68,000	11,333
SR-241	Foothill Transportation Corridor	Oso Pkwy	Santa Margarita Pkwy	4	8,000	2,000
		Santa Margarita Pkwy	Alton Pkwy	5	36,000	7,200
		Alton Pkwy	SR-133	6	53,000	8,833
		SR-133	SR-261	5	54,000	10,800
SR-261	Eastern Transportation Corridor	Walnut Ave.	Irvine Blvd.	4	48,000	12,000
		Irvine Blvd.	SR-241	4	28,000	7,000

Table 4-11 summarizes existing corridor ADT estimates calculated from PeMS general purpose and HOV lane detectors during the spring, fall, and summer of 2019.

Table 4-11. 2019 Corridor Average Daily Traffic (ADT) by Weekday and Season

Corridor Description			Weekday			Weekend/Holiday		
Route	Corridor Name	Dist.(mi.)	Spring	Summer	Fall	Spring	Summer	Fall
I-5	Santa Ana Freeway	30.3	247,000	257,200	246,200	239,100	250,400	239,800
I-405	San Diego Freeway	8.7	245,300	250,800	248,100	201,500	204,400	209,400
SR-73	Corona del Mar Freeway	16.6	71,200	71,000	70,600	44,300	45,600	44,100
SR-133	Laguna Canyon Road	3.7	59,500	58,400	56,400	44,500	46,200	46,800
	Laguna Freeway	5.8	52,000	51,800	50,500	34,500	35,200	33,400
SR-241	Foothill Transportation Corridor	18.6	36,200	36,800	36,800	24,000	23,900	23,700
SR-261	Eastern Transportation Corridor	6.2	25,000	24,600	24,500	11,600	12,600	10,900

Source: Caltrans Performance Measurement System (PeMS)

Figure 4-10 and Figure 4-11 show these results graphically. The first chart represents average non-holiday weekday ADT by season, and the second chart shows weekend/holiday average ADT by season.

Figure 4-10. Corridor Average Weekday ADT by Season

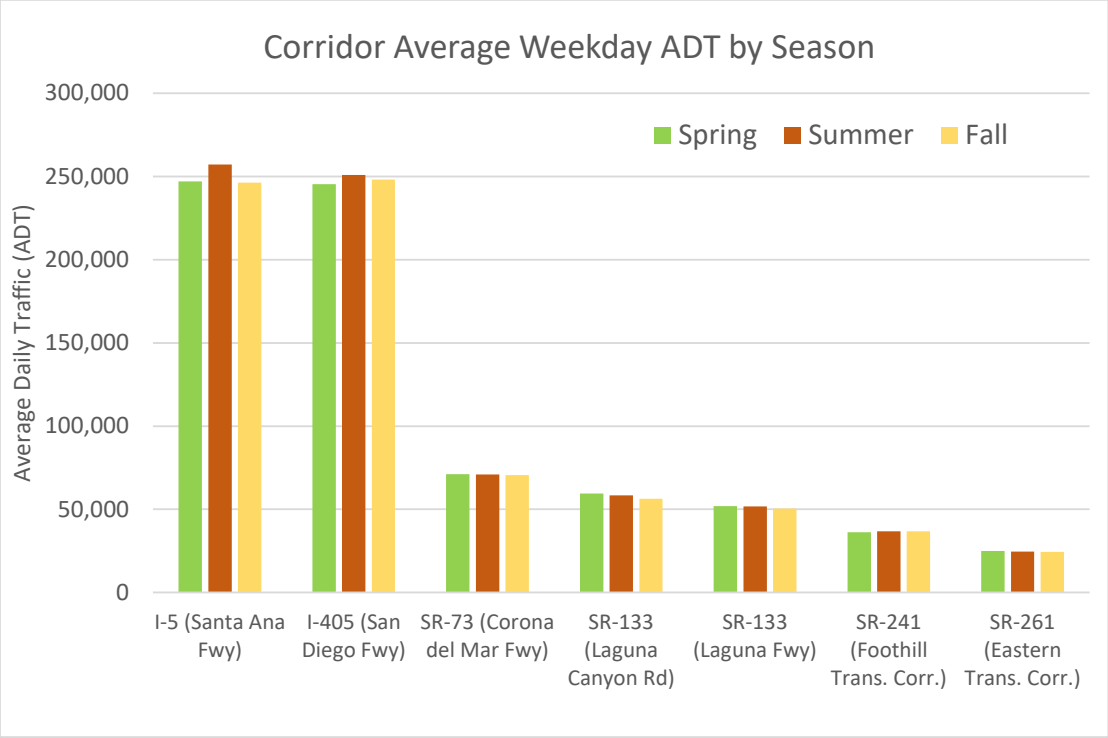
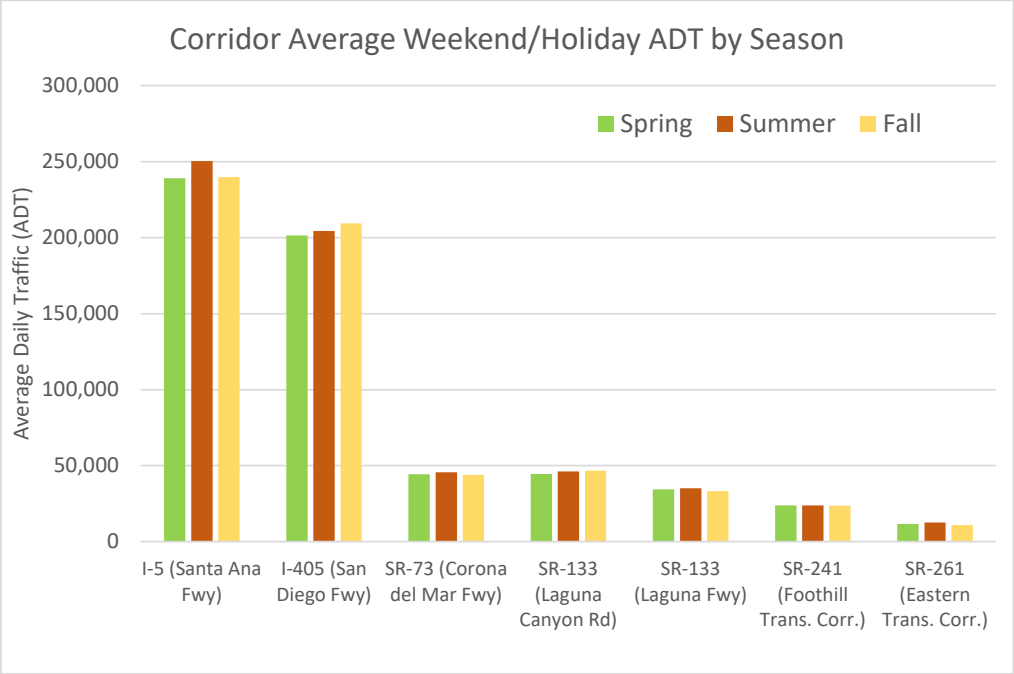


Figure 4-11. Corridor Average Weekend/Holiday ADT by Season



Non-Holiday Weekday ADT

I-5 and I-405 are the two most heavily traveled freeways in the south Orange County study area. Both interstate highways were estimated to have non-holiday weekday ADTs in the 250,000 vehicles per day range with the highest ADT of 257,000 on I-5 during the summer and the lowest at approximately 245,000 on I-405 during the spring.

The other corridors carried far fewer average daily vehicles than I-5 and I-405. SR-73 carried approximately 70,600 and 71,200 vehicles on weekdays depending on the season. SR-241 had the lowest weekday volumes carrying between 36,200 (spring) and 36,800 (fall) vehicles.

Overall, variations in weekday daily traffic varied modestly from season to season with spring and summer traffic typically higher than fall traffic on all corridors. Traffic on SR-133 along Laguna Canyon Road varied by as much as 6 percent between spring and fall of the year, with I-5 described above having a seasonal variation of around 4 percent ADT between summer and fall. No other corridor had weekday variations of more than 3 percent among seasons.

Weekend/Holiday ADT

I-5 experienced insignificant differences in daily traffic volumes between weekdays and weekends/holidays with weekday volumes being around 3 percent higher than weekend volumes. In contrast, weekday ADTs on SR-261 were more than twice as high as the weekend volumes, indicating that this corridor primarily serves commuter traffic. Other weekday “commuter” corridors include SR-73, SR-133 (Laguna Freeway), and SR-73 where weekend traffic was approximately two-thirds of weekday traffic volumes. I-405 and SR-133 (Laguna Canyon Road) both experience

weekend volumes that were between 75 percent and 85 percent of weekday volumes depending on the season.

As with weekday ADT, weekend/holiday ADT had modest seasonal variations ranging by approximately 4-5 percent with the summer season generally having the highest volumes. I-5 ranged from around 250,000 ADT in the summer to around 239,000 ADT in the spring and fall (approximately a 5 percent difference). SR-261 traffic had the highest percentage variation between summer and fall having declined from 12,600 ADT to 10,900 ADT (13 percent decrease).

ADT and Hourly Flows by Direction and Facility

Table 4-12 summarizes the locations where PeMS reports the highest ADTs by direction and facility. Locations are reported by day of week and season.

Table 4-12. Highest 2019 Directional ADT Locations by Day of Week and Season

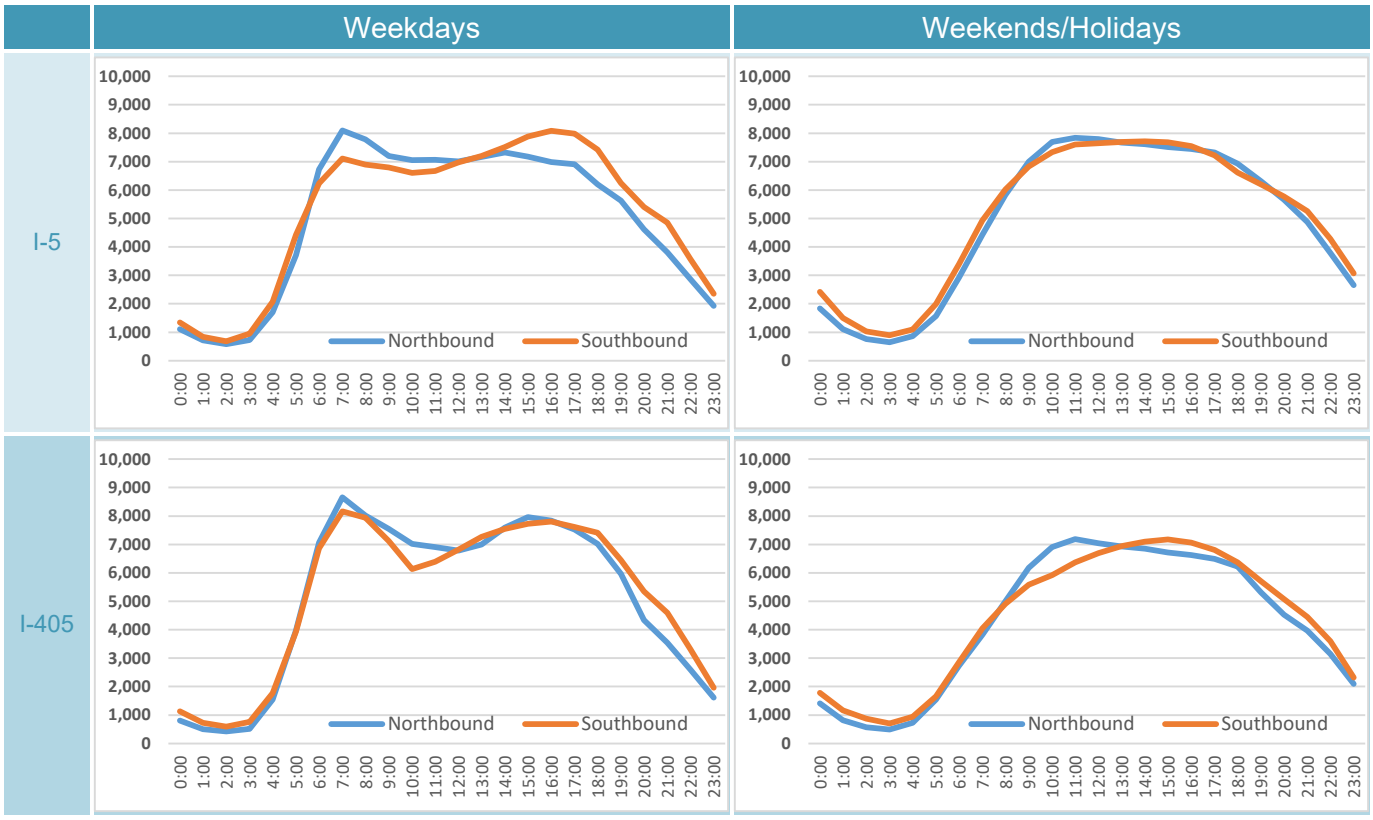
Route	Direction	Facility	Weekday		Weekend	
			Approximate Location	Maximum ADT (Season)	Approximate Location	Maximum ADT (Season)
I-5	N	HOV	Jeffrey Rd/Culver Dr (AbsPM 98.1)	30,400 (Summer)	Lake Forest Dr/Bake Pkwy (AbsPM 92.5)	29,600 (Summer)
		GP	Los Alisos Blvd/El Toro Rd (AbsPM 90.4)	160,700 (Summer)	SR-55 (AbsPM 102.4)	149,900 (Fall)
	S	HOV	SR-55 (AbsPM 102.4)	18,900 (Fall)	SR-55 (AbsPM 102.4)	20,600 (Spring)
		GP	SR-55 (AbsPM 102.4)	165,300 (Spring)	SR-55 (AbsPM 102.4)	146,700 (Summer)
SR-73	N	GP	Birch St (AbsPM 15.5)	72,500 (Spring)	Birch St (AbsPM 15.5)	57,700 (Summer)
	S		Jamboree Rd (AbsPM 15.5)	76,200 (Spring)	Jamboree Rd (AbsPM 15.5)	52,300 (Summer)
SR-133	N		Irvine Blvd (AbsPM 11.7)	41,000 (Summer)	I-405 (AbsPM 7.7)	27,300 (Summer)
	S		I-5 (AbsPM 10.7)	57,300 (Summer)	I-5 (AbsPM 10.7)	37,900 (Spring/ Summer)
SR-241	N		SR-261/Chapman Ave (AbsPM 18.8)	36,000 (Summer)	SR-261/Chapman Ave (AbsPM 18.8)	24,200 (Summer)
	S		SR-261/Chapman Ave (AbsPM 18.4)	28,900 (Summer)	SR-261/SR-133 (AbsPM 15.9)	20,400 (Summer)
SR-261	N		I-5/Irvine Blvd (AbsPM 0.9)	14,500 (Fall)	Portola Pkwy (AbsPM 2.7)	7,300 (Summer)
	S		I-5/Irvine Blvd (AbsPM 0.9)	14,600 (Fall)	SR-241 (AbsPM 5.0)	7,300 (Summer)
I-405	N	HOV	University Ave/Culver Dr (AbsPM 4.8)	25,800 (Summer)	University Ave/Culver Dr (AbsPM 4.8)	20,300 (Summer)

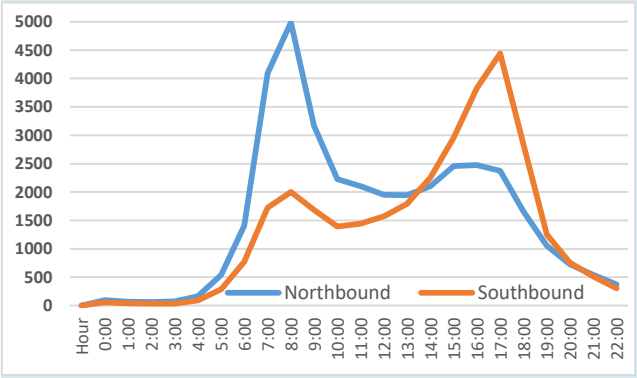
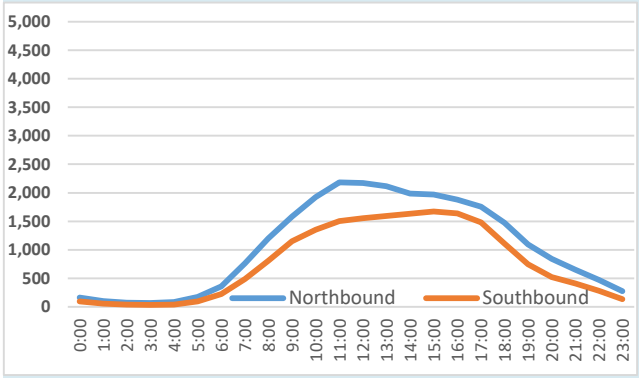
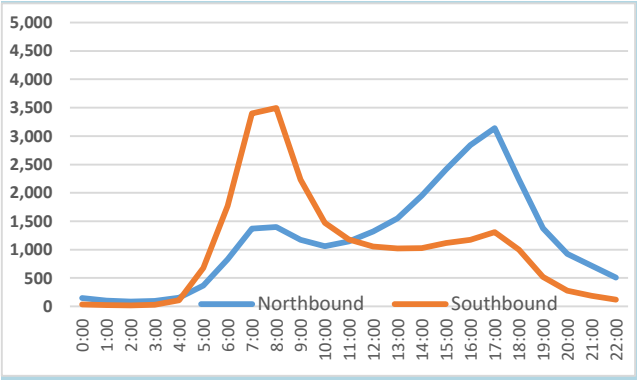
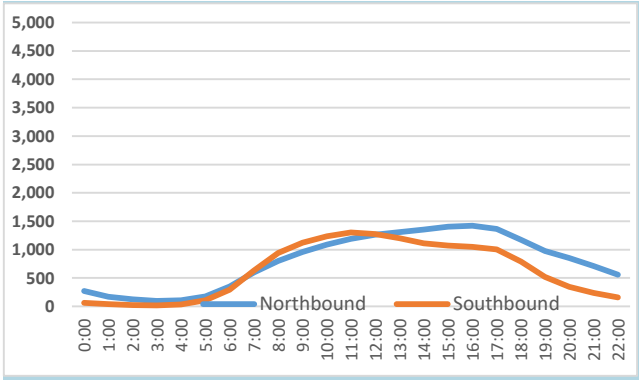
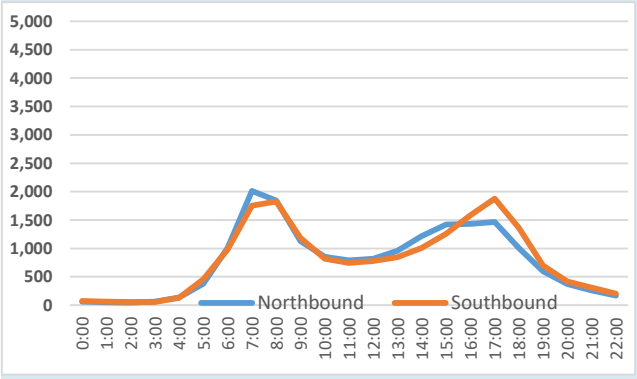
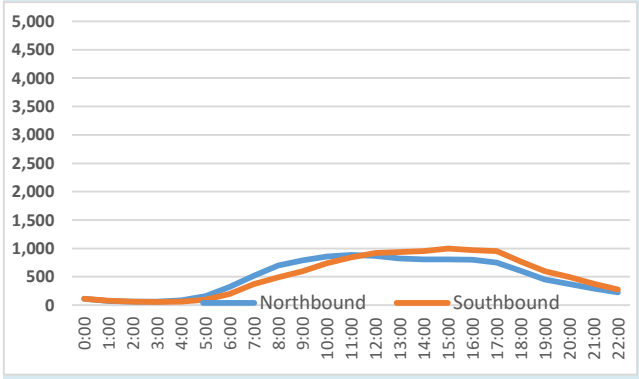
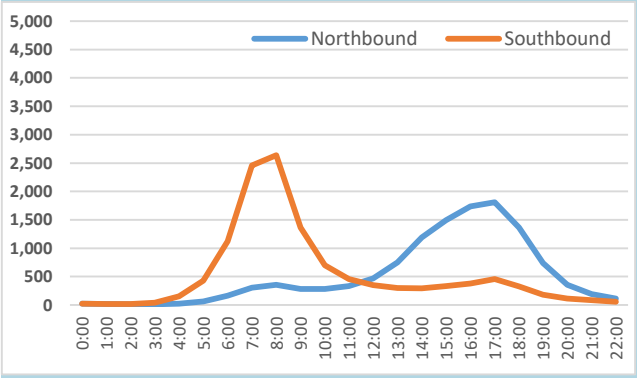
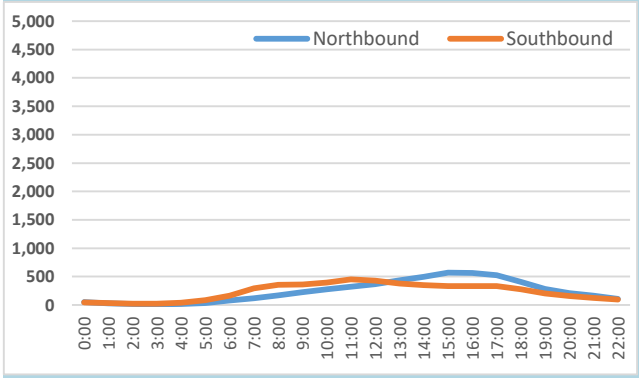
Table 4-12. Highest 2019 Directional ADT Locations by Day of Week and Season

Route	Direction	Facility	Weekday		Weekend	
			Approximate Location	Maximum ADT (Season)	Approximate Location	Maximum ADT (Season)
		GP	SR-55 (AbsPM 8.0)	178,900 (Spring)	SR-55 (AbsPM 8.0)	146,400 (Summer)
	S	HOV	Sand Canyon Ave (AbsPM 2.6)	31,500 (Summer)	Sand Canyon Ave (AbsPM 2.6)	25,800 (Summer)
		GP	SR-55 (AbsPM 8.0)	159,000 (Summer)	SR-55 (AbsPM 8.0)	122,300 (Summer)

Figure 4-12 presents average hourly flows by direction for each of the six freeway and toll road corridors. Two charts are provided for each freeway, showing the hourly flows by weekday and weekend/holiday for the fall season (to represent a “typical” condition throughout the year). The charts show typical weekday peaking characteristics with the northbound directions showing AM peaking and the southbound directions showing PM peaking. The exceptions to this are SR-133 (Laguna Freeway) and SR-261 where the southbound direction shows higher AM peak period flows and the northbound direction showing higher PM peak period flows.

Figure 4-12. Hourly Average Vehicular Flows by Day of Week (Fall Season)



	Weekdays	Weekends/Holidays
SR-73		
SR-133		
SR-241		
SR-261		

Truck Traffic

This section summarizes truck traffic on five of the study corridors where the Caltrans Division of Traffic Operations reports truck annual average daily traffic (TAADT). In addition, Caltrans traffic census data for one location on I-5 (Jeffrey Road) was analyzed for 2016 (the latest year available for that data source) to identify hourly truck traffic trends.

The highest truck volumes in the south Orange County study area are on I-5 and I-405, as shown in Table 4-13 Table 4-14. The highest truck volumes were reported at the I-5 and SR-55 interchange area with approximately 18,700 TAADT (7,800 5+ axle TAADT). Approximately 5% of all traffic on I-5 in 2018 was truck traffic, with I-405 reporting 4%. No other corridor averages more than 3% trucks (SR-133).

Table 4-13. 2019 Truck ADT by Major Freeway Segment

Route	Corridor Name	Between		Existing ADT
I-5	Santa Ana Freeway	San Diego County Line	SR-1	10,000
		SR-1	SR-73	11,000
		SR-73	Alicia Pkwy	14,000
		Alicia Pkwy	I-405	9,500
		I-405	SR-133	11,400
		SR-133	Culver Dr.	15,000
		Culver Dr.	SR-55	15,000
I-405	San Diego Freeway	I-5	SR-133	9,800
		SR-133	Culver Dr.	14,000
		Culver Drive	SR-55	14,000
SR-73	Corona del Mar Freeway	I-5	SR-133	700
		SR-133	Newport Coast Dr.	1,200
		Newport Coast Dr.	SR-55	1,300
SR-133	Laguna Canyon Road	SR-73	I-405	400
	Laguna Freeway	I-405	I-5	1,300
		I-5	SR-241	1,500
SR-241	Foothill Transportation Corridor	Oso Pkwy	Santa Margarita Pkwy	1,000
		Santa Margarita Pkwy	Alton Pkwy	651
		Alton Pkwy	SR-133	1,200
		SR-133	SR-261	1,100
SR-261	Eastern Transportation Corridor	Walnut Ave.	Irvine Blvd.	N/A
		Irvine Blvd.	SR-241	N/A

Table 4-14. 2018 Truck Traffic by Corridor

Corridor	Corridor Average Truck Volumes				Highest Truck Volumes				Lowest Truck Volumes			
					All Trucks		5+ Axle Trucks		All Trucks		5+ Axle Trucks	
	Avg TAADT	5+ Axle TAADT	Avg % Trucks	% Trucks Range	TAADT	Location	TAADT	Location	TAADT	Location	TAADT	Location
I-5	11,150	4,905	5%	3% - 7%	18,689	Jct Rte 55	7,776	Jct Rte 55	9,503	Jct Rte 405	4,355	Jct Rte 405
I-405	11,360	4,340	4%	3% - 5%	13,426	Jct Rte 133	4,780	Jct Rte 133	9,573	Jct Rte 39 (Beach Blvd)	3,677	Jct Rte 5
SR-73	1,390	160	2%	1% - 2%	2,606	Jct Rte 405	339	Jct Rte 405	352	Jct Rte 5	26	Jct Rte 55
SR-133	1,030	105	3%	1% - 5%	1,635	Jct Rte 405	262	Jct Rte 405	441	El Toro Rd	32	El Toro Rd
SR-241	990	150	2%	2% - 6%	1,275	Alton Pkwy	180	County Line	651	Los Alisos Blvd	116	Los Alisos Blvd

Source: Caltrans Division of Traffic of Operations

Future No-Build

Vehicular Traffic Volumes

This section summarizes future vehicular traffic volume forecasts for the study area highways and toll roads, based on OCTAM future no-build scenario results. The future no-build network is the same as the Base Year 2016 baseline network. The vehicular volumes for the 2045 no-build condition are developed based on the future employment, land-use, population, commercial development and other demographic factors. The average daily traffic volumes for the highways in the study area are shown in Table 4-15 (broken down by segment) and Table 4-16, and illustrated in Figure 4-13. As shown in Table 4-16, there is approximately an average 20 percent increase in vehicular volumes in the 2045 No Build Condition when compared to the existing condition.

Table 4-15. 2045 No-Build ADT by Major Freeway Segment

Route	Corridor Name	Between		Existing ADT	Existing (Future No-Build) Mainline Lanes	Future (No-Build) ADT	Projected Throughput (ADT/lane)
I-5	Santa Ana Freeway	San Diego County Line	Avenida Pico	178,000	8	184,000	23,000
		Avenida Pico	SR-1	194,000	8+2	227,000	22,700
		SR-1	SR-73	281,000	8+2	315,000	31,500
		SR-73	Alicia Pkwy	299,000	8+2	342,000	34,200
		Alicia Pkwy	I-405	361,000	10+4	438,000	31,286
		I-405	SR-133	246,000	8+2	282,000	28,200
		SR-133	Culver Dr.	306,000	10+2	329,000	27,417

Table 4-15. 2045 No-Build ADT by Major Freeway Segment

Route	Corridor Name	Between		Existing ADT	Existing (Future No-Build) Mainline Lanes	Future (No-Build) ADT	Projected Throughput (ADT/lane)
		Culver Dr.	SR-55	330,000	10+2	357,500	29,792
I-405	San Diego Freeway	I-5	SR-133	207,000	9+2	241,000	26,778
		SR-133	Culver Dr.	255,000	8+2	285,000	35,625
		Culver Drive	SR-55	277,000	10+2	315,700	31,570
SR-73	Corona del Mar Freeway	I-5	SR-133	56,500	7	64,000	9,143
		SR-133	Newport Coast Dr.	77,000	8	85,000	10,625
		Newport Coast Dr.	SR-55	129,000	7	153,000	21,857
SR-133	Laguna Canyon Road	SR-73	I-405	48,000	4	49,200	12,300
	Laguna Freeway	I-405	I-5	52,000	5	57,100	11,420
		I-5	SR-241	68,000	6	76,500	12,750
SR-241	Foothill Transportation Corridor	Oso Pkwy	Santa Margarita Pkwy	8,000	4	9,600	2,400
		Santa Margarita Pkwy	Alton Pkwy	36,000	5	68,000	13,600
		Alton Pkwy	SR-133	53,000	6	88,000	14,667
		SR-133	SR-261	54,000	5	69,200	13,840
SR-261	Eastern Transportation Corridor	Walnut Ave.	Irvine Blvd.	48,000	4	49,000	12,250
		Irvine Blvd.	SR-241	28,000	4	35,700	8,925

Table 4-16. 2045 No-Build Corridor Average Daily Traffic (ADT) Volumes

Corridor Description			Volumes		
Route	Corridor Name	Distance (mi.)	ADT	AM Peak Hour Volume	PM Peak Hour Volume
I-5	Santa Ana Freeway	30.3	320,000	57,000	72,000
I-405	San Diego Freeway	8.7	310,000	46,000	61,000
SR-73	Corona del Mar Freeway	16.6	74,000	26,000	30,000
SR-133	Laguna Canyon Road	3.7	70,000	14,000	17,000
	Laguna Freeway	5.8	58,000	15,000	20,000
SR-241	Foothill Transportation Corridor	18.6	70,000	25,000	29,000
SR-261	Eastern Transportation Corridor	6.2	33,000	10,000	9,000

Source: OCTAM

Figure 4-13. 2045 Future No-Build Condition Average Daily Vehicular Volumes

Source: OCTAM

Truck Traffic Volumes

This section summarizes future no-build truck traffic on the freeway and toll road corridors. The future truck traffic volumes and percentages are extracted from the 2045 no-build OCTAM model network. The truck ADT by major freeway segment is shown in Table 4-17, and truck percentage and truck volumes in the study area are shown in Table 4-18. There is an average increase of 31 percent in truck volumes in the 2045 no-build condition compared to the existing condition.

Table 4-17. 2045 No-Build Truck ADT by Major Freeway Segment

Route	Corridor Name	Between		Existing ADT	Future (No-Build) ADT
I-5	Santa Ana Freeway	San Diego County Line	SR-1	10,000	15,810
		SR-1	SR-73	11,000	16,320
		SR-73	Alicia Pkwy	14,000	17,820
		Alicia Pkwy	I-405	9,500	21,240
		I-405	SR-133	11,400	14,100
		SR-133	Culver Dr.	15,000	17,340
		Culver Dr.	SR-55	15,000	20,400
I-405	San Diego Freeway	I-5	SR-133	9,800	11,000
		SR-133	Culver Dr.	14,000	16,680
		Culver Drive	SR-55	14,000	15,200
SR-73	Corona del Mar Freeway	I-5	SR-133	700	828
		SR-133	Newport Coast Dr.	1,200	1,480
		Newport Coast Dr.	SR-55	1,300	4,000
SR-133	Laguna Canyon Road	SR-73	I-405	400	440
	Laguna Freeway	I-405	I-5	1,300	1,710
		I-5	SR-241	1,500	1,980
SR-241	Foothill Transportation Corridor	Oso Pkwy	Santa Margarita Pkwy	1,000	1,200
		Santa Margarita Pkwy	Alton Pkwy	651	1,020
		Alton Pkwy	SR-133	1,200	2,310
		SR-133	SR-261	1,100	2,040
SR-261	Eastern Transportation Corridor	Walnut Ave.	Irvine Blvd.	N/A	N/A
		Irvine Blvd.	SR-241	N/A	N/A

Table 4-18. 2045 No-Build Condition Average Daily Truck Volumes by Corridor

Corridor		Future (No-Build) Average Truck Volumes			
		Avg. TAADT	5+ Axle TAADT	Avg. % Truck	Truck %
I-5	Santa Ana Freeway	15,000	6,599	5%	3% - 7%
I-405	San Diego Freeway	12,400	4,737	5%	3%-7%
SR-73	Corona del Mar Freeway	1,480	170	2%	1% - 4%
SR-133	Laguna Freeway	2,100	214	3%	1% - 5%
SR-241	Eastern Transportation Corridor	2,800	424	4%	2% - 6%

Source: OCTAM 2045

4.3.3 Travel Speeds/Time and Travel Time Reliability

This section summarizes performance results for study area freeways based on an analysis of INRIX data that provides speed and travel time data. A buffer index percentage (indicating the extra travel time that needs to be budgeted to ensure on-time arrival most of the time) and planning time index (which will represent the worst-case total travel time that should be planned for an on-time arrival most of the time) is used to assess travel time reliability.

Existing

Table 4-19 summarizes key performance measures for non-holiday weekdays during the spring, summer, and fall seasons, respectively. The table reports the slowest speeds and travel times for each directional corridor and reports on the time during which that condition occurred in 2019. The worst reliability along each directional corridor is also reported. The worst planning time (and time during which that planning time occurred) and the worst buffer index are also reported. Only the I-5 and I-405 corridors are presented in the table since these corridors have the highest congestion and travel time variability during daylight hours. Other corridors (SR-73, SR-133, SR-241, and SR-261) are virtually free-flow with little variation in travel times.
Table 4-20 reports the same information but for weekends/holidays. Figure 4-14 and Figure 4-15 show the free –flow, median, and planning travel times by 15-minute intervals by direction and by day of week (weekdays, weekends/holidays) for each season for I-5 and I-405.

Table 4-19. 2019 Weekday Speed, Travel Time and Reliability Performance Measure Summary by Directional Corridor and Season

		I-5		I-405	
		N	S	N	S
	Performance Measure	30.3 miles		8.7 miles	
Spring	Slowest Average Speed (mph)	40	51	32	26
	Longest Avg Travel Time (min)	45.1	35.6	16.3	19.7
	Occurs at Time	16:15	17:15	17:15	17:30
	Worst Planning Time (min)	56.5	41.4	22.9	24.7
	Occurs at Time	16:15	17:15	17:15	17:30
	Worst Buffer Index (%)	42%	40%	91%	59%
	Occurs at Time	16:15	17:15	17:15	17:30
Summer	Slowest Speed (mph)	40	48	31	28
	Longest Avg Travel Time (min)	45.5	37.5	17.0	18.5
	Occurs at Time	16:15	17:30	17:15	17:30
	Worst Planning Time (min)	55.0	42.8	23.8	22.1
	Occurs at Time	16:15	17:30	17:30	17:30
	Worst Buffer Index (%)	39%	38%	73%	74%

Table 4-19. 2019 Weekday Speed, Travel Time and Reliability Performance Measure Summary by Directional Corridor and Season

	Performance Measure	I-5		I-405	
		N	S	N	S
		30.3 miles		8.7 miles	
	Occurs at Time	8:15	14:30	1:45*	2:30*
Fall	Slowest Speed (mph)	41	47	30	27
	Longest Avg Travel Time (min)	44.1	38.4	17.3	19.1
	Occurs at Time	17:30	17:30	17:30	17:30
	Worst Planning Time (min)	58.2	47.7	24.9	23.8
	Occurs at Time	17:30	16:30	17:45	17:30
	Worst Buffer Index (%)	40%	47%	115%	37%
	Occurs at Time	13:30	15:15	1:45*	14:30

*Occurrences in the middle of the night are due to overnight construction activity and/or insufficient data samples causing distortions in the data.

Table 4-20. 2019 Weekend/Holiday Speed, Travel Time and Reliability Performance Measure Summary by Directional Corridor and Season

	Performance Measure	I-5		I-405	
		N	S	N	S
		30.3 miles		8.7 miles	
Spring	Slowest Average Speed (mph)	55	60	60	63
	Longest Avg Travel Time (min)	33.2	30.4	8.7	8.3
	Occurs at Time	14:45	14:30	2:30*	4:45*
	Worst Planning Time (min)	44.7	51.3	13.1	13.9
	Occurs at Time	12:15	12:00	2:45*	3:00*
	Worst Buffer Index (%)	47%	96%	72%	91%
	Occurs at Time	12:15	12:00	2:45*	3:00*
Summer	Slowest Speed (mph)	52	62	63	64
	Longest Avg Travel Time (min)	35.0	29.4	8.2	8.2
	Occurs at Time	16:15	3:45	11:15	4:45
	Worst Planning Time (min)	45.3	39.0	11.4	11.3
	Occurs at Time	13:45	10:30	3:45*	3:30*
	Worst Buffer Index (%)	38%	49%	46%	47%

Table 4-20. 2019 Weekend/Holiday Speed, Travel Time and Reliability Performance Measure Summary by Directional Corridor and Season

	Performance Measure	I-5		I-405	
		N	S	N	S
		30.3 miles		8.7 miles	
	Occurs at Time	13:45	9:45	3:45*	3:30*
Fall	Slowest Speed (mph)	55	61	61	61
	Longest Avg Travel Time (min)	33.2	29.9	8.6	8.5
	Occurs at Time	15:45	5:15*	2:45*	5:00*
	Worst Planning Time (min)	47.7	44.5	11.2	14.1
	Occurs at Time	17:45	9:30	17:15	17:30
	Worst Buffer Index (%)	53%	70%	47%	82%
	Occurs at Time	17:45	9:30	17:15	17:30

*Occurrences in the middle of the night are due to overnight construction activity and/or insufficient data samples causing distortions in the data.

Figure 4-14. I-5 Weekday and Weekend/Holiday Hourly Average Travel and Planning Time by Season and Direction

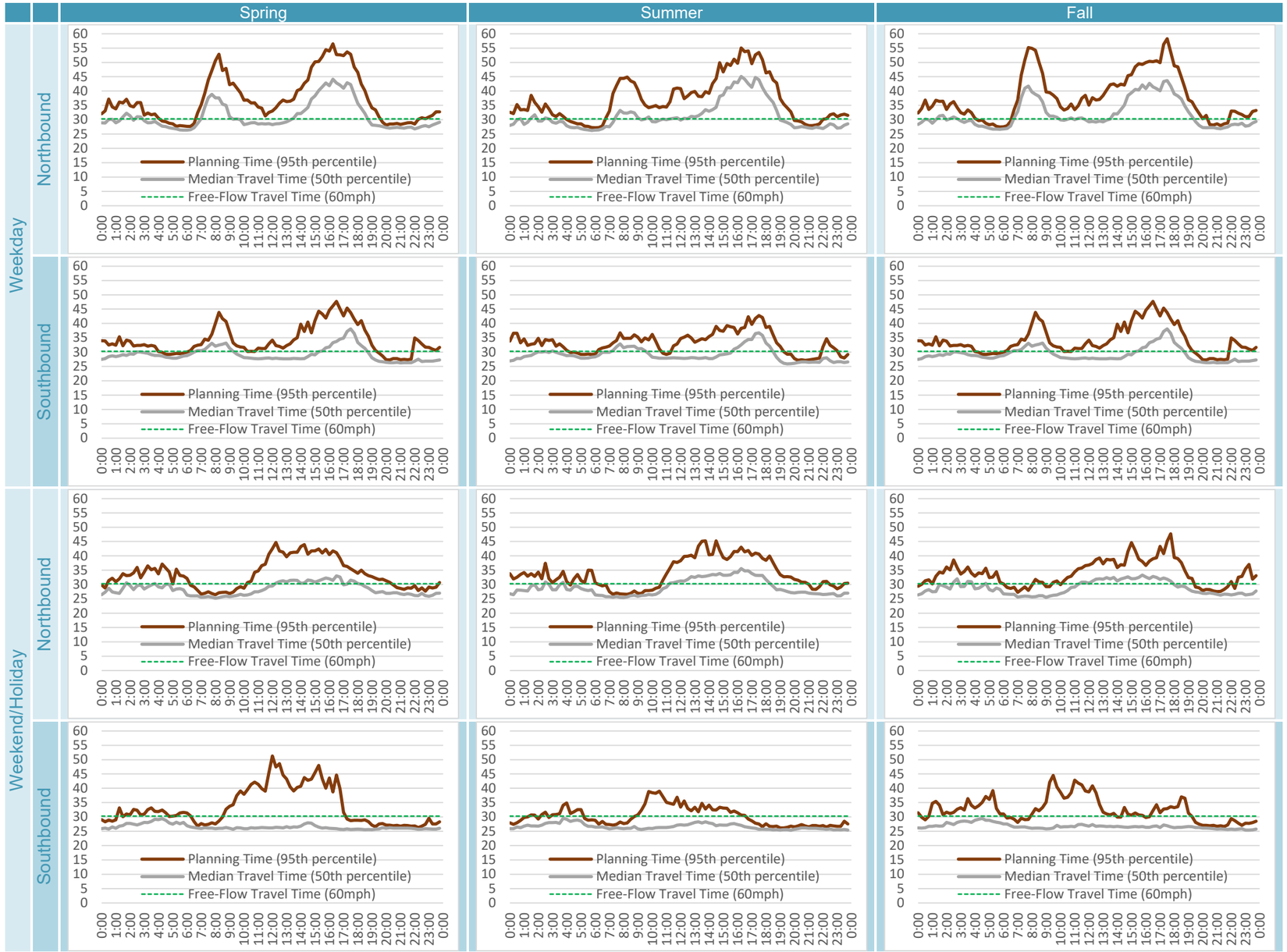
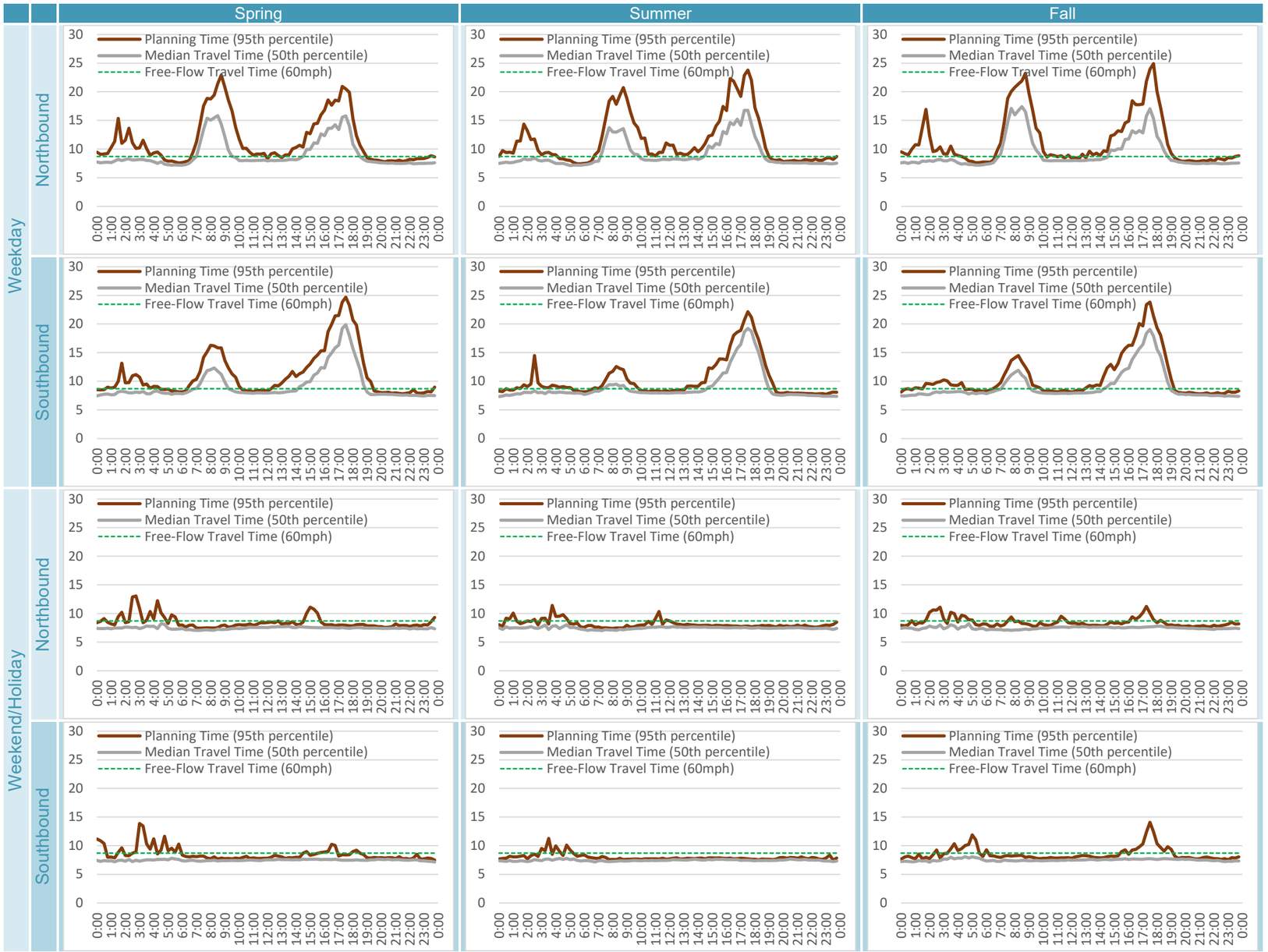


Figure 4-15. I-405 Weekday and Weekend/Holiday Hourly Average Travel and Planning Time by Season and Direction



Future No-Build

This section presents the 2045 future no-build travel speeds for highways in the south Orange County study area. The future no-build travel speeds for the corridors are extracted from the 2045 OCTAM model network. The lowest AM and PM peak hour travel speeds, along with average corridor speeds, are presented in Table 4-21. The lowest speeds for the corridors occurred during peak hours, and the majority of the lowest speeds for the AM peak hour occurred on northbound segments. The majority of the lowest speeds in the PM peak hour occurred on southbound segments.

Table 4-21. 2045 No-Build Weekday, Travel Speed Summary by Corridor

Performance Measures (mph)	I-5	I-405	SR-73	SR-133		SR-241	SR-261
	30.3 miles	8.7 miles	16.6 miles	3.7 miles	5.8 miles	18.6 miles	6.2 miles
Lowest AM Peak Hour Speed	11	17	14	18	38	22	45
Lowest PM Peak Hour Speed	14	19	29	27	42	20	45
AM Peak Hour Avg. Speed of Corridor	43	43	44	35	55	56	56
PM Peak Hour Avg. Speed of Corridor	45	44	45	37	57	58	57

Source: OCTAM

4.3.4 Traffic Congestion

This section summarizes traffic congestion on study area corridors based on an analysis of Caltrans PeMS data for the spring, summer, and fall of 2019. This analysis presents average daily and hourly results for hours of delay on non-holiday weekdays and weekends/holidays.

Table 4-22 summarizes average daily vehicle-hours of delay using 60mph as a speed threshold. Table 4-23 normalizes daily congestion to delay per mile—a measure of the intensity of congestion. For example, I-5 has nearly twice the amount of total delay of I-405 in Table 4-22. However, the I-5 corridor in the study area is more than 30-miles long. I-405, has much more intense congestion on the 8.7 miles in the study area (shown in Table 4-23). Figure 4-16 shows two charts that present the delay per mile results graphically. The first chart represents average non-holiday weekday delay by season, and the second chart shows weekend/holiday average delay.

SR-73 experienced approximately one-half of the overall congestion of I-405, but only around a fifth of the congestion per mile. Other corridors experience negligible congestion in 2019 compared to I-5, I-405, or SR-73.

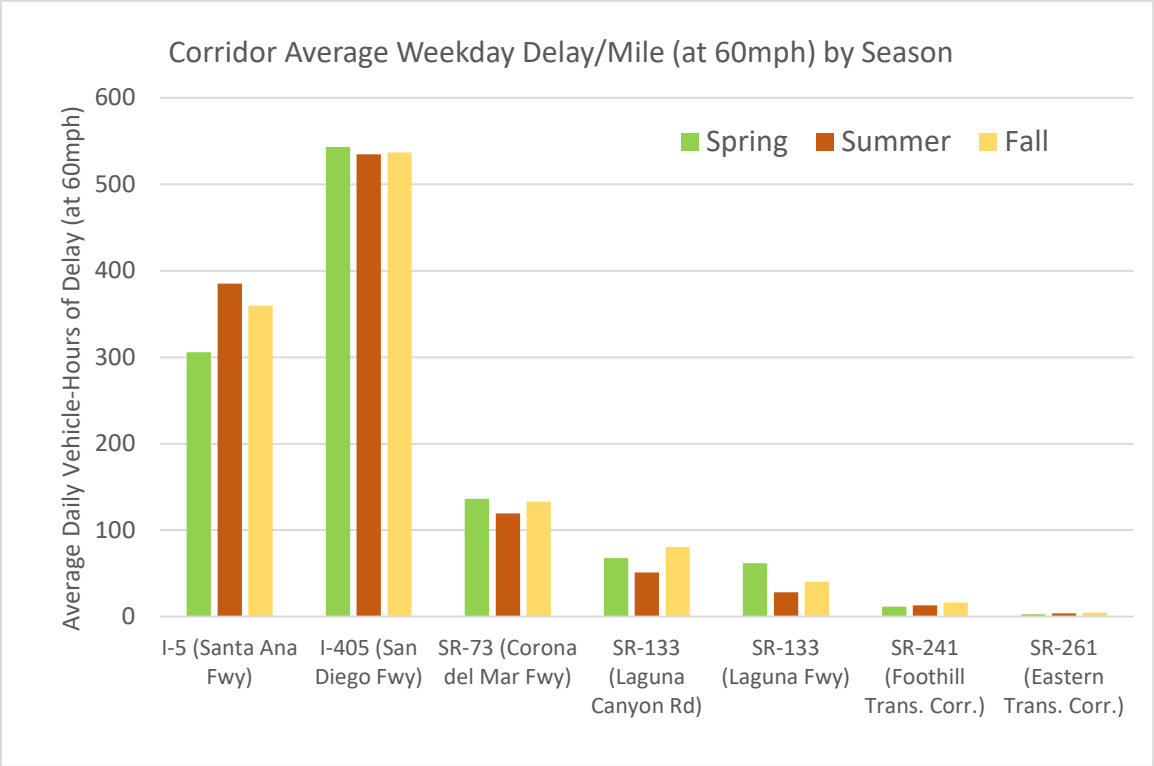
Table 4-22. 2019 Corridor Average Daily Vehicle-Hours of Delay (at 60 mph) by Weekday and Season

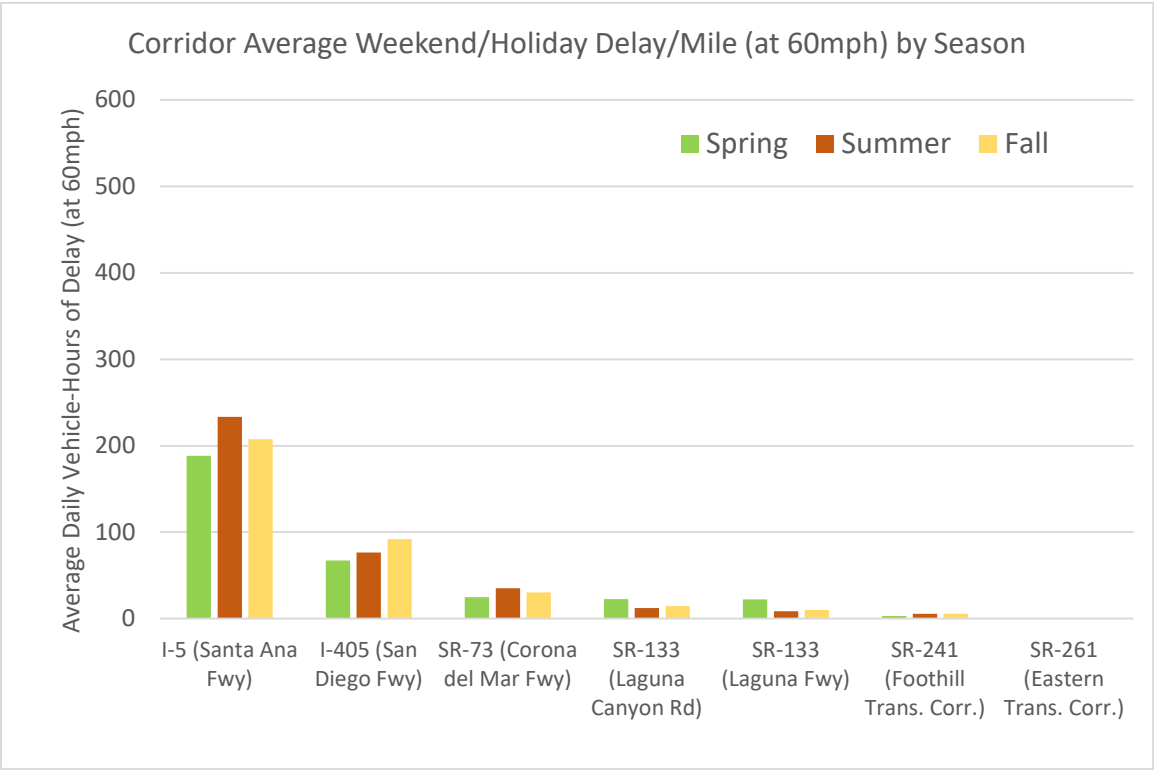
Corridor Description			Weekday			Weekend/Holiday		
Route	Corridor Name	Dist.(mi.)	Spring	Summer	Fall	Spring	Summer	Fall
I-5	Santa Ana Freeway	30.3	9,262	11,671	10,900	5,712	7,068	6,291
I-405	San Diego Freeway	8.7	4,724	4,650	4,670	586	665	800
SR-73	Corona del Mar Freeway	16.6	2,264	1,979	2,211	412	587	507
SR-133	Laguna Canyon Road	3.7	250	189	298	84	45	54
	Laguna Freeway	5.8	359	164	235	129	51	59
SR-241	Foothill Transportation Corridor	18.6	212	243	305	57	103	103
SR-261	Eastern Transportation Corridor	6.2	16	23	29	1	3	3

Table 4-23. 2019 Corridor Average Daily Vehicle-Hours of Delay (per mile) by Weekday and Season

Corridor Description			Weekday			Weekend/Holiday		
Route	Corridor Name	Dist.(mi.)	Spring	Summer	Fall	Spring	Summer	Fall
I-5	Santa Ana Freeway	30.3	306	385	360	189	233	208
I-405	San Diego Freeway	8.7	543	534	537	67	76	92
SR-73	Corona del Mar Freeway	16.6	136	119	133	25	35	31
SR-133	Laguna Canyon Road	3.7	68	51	80	23	12	14
	Laguna Freeway	5.8	62	28	40	22	9	10
SR-241	Foothill Transportation Corridor	18.6	11	13	16	3	6	6
SR-261	Eastern Transportation Corridor	6.2	3	4	5	0	0	1

Figure 4-16. Corridor Average Weekday and Weekend/Holiday VHD60 per Mile by Season





4.3.5 Safety – Fatal and Injury Collisions

This section summarizes fatal and injury collisions on study area corridors over the three-year period from 2016 to 2018 (the latest year for which data was available). The data used for this analysis was downloaded from the University of California at Berkeley SafeTREC Transportation Injury Mapping System (TIMS).

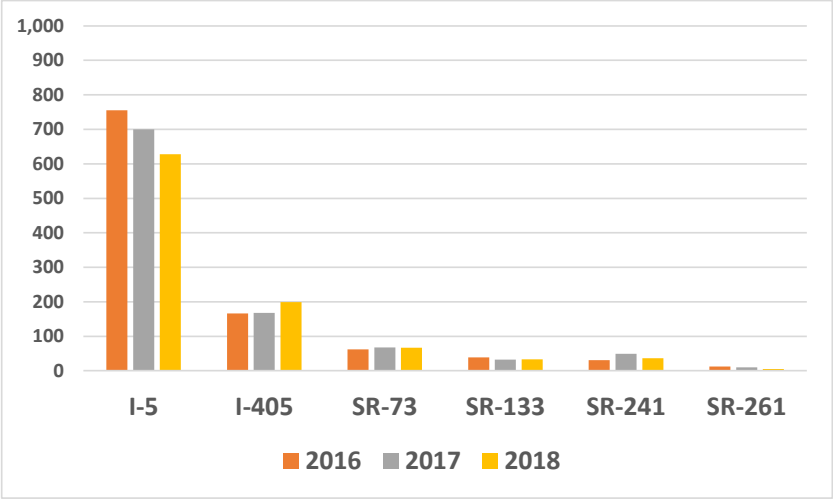
Table 4-24 and Figure 4-17 summarize the fatal and injury collisions in the study area. Over the three-year period, over 3,000 fatal and injury collisions occurred on study area freeways, with over 2,000 of those occurring on the 30-mile I-5 freeway. Table 4-24 also identifies approximate high incident locations. The heat map in Figure 4-18 highlights the locations with the highest occurrences over the three-year period.

Table 4-24. 2016–2018 Total Fatal and Injury Collisions by Corridor

Route	Fatal Collisions			Injury Collisions			Total Collisions			3-Year Total Collisions	Approximate High Incident Locations (Cities)
	2016	2017	2018	2016	2017	2018	2016	2017	2018		
I-5	5	4	9	750	696	619	755	700	628	**2,083**	• SR-55 (Tustin) • El Toro Rd (Lake Forest/Laguna Hills) • SR-261/Jamboree Rd/Culver Dr (Irvine)
I-405	1	3	2	165	165	197	166	168	199	**533**	• SR-55 (Costa Mesa/Irvine) • Culver Dr (Irvine)
SR-73	1	0	2	61	68	65	62	68	67	**197**	• b/n University Dr and SR-55 (Costa Mesa/Irvine/Newport Beach)
SR-133	1	2	1	38	30	32	39	32	33	**104**	• I-405 (Irvine) • I-5 (Irvine)
SR-241	2	4	1	29	45	35	31	49	36	**116**	
SR-261	0	0	1	12	10	4	12	10	5	**27**	
Totals	**10**	**13**	**16**	**1,055**	**1,014**	**952**	**1,065**	**1,027**	**968**	**3,060**	

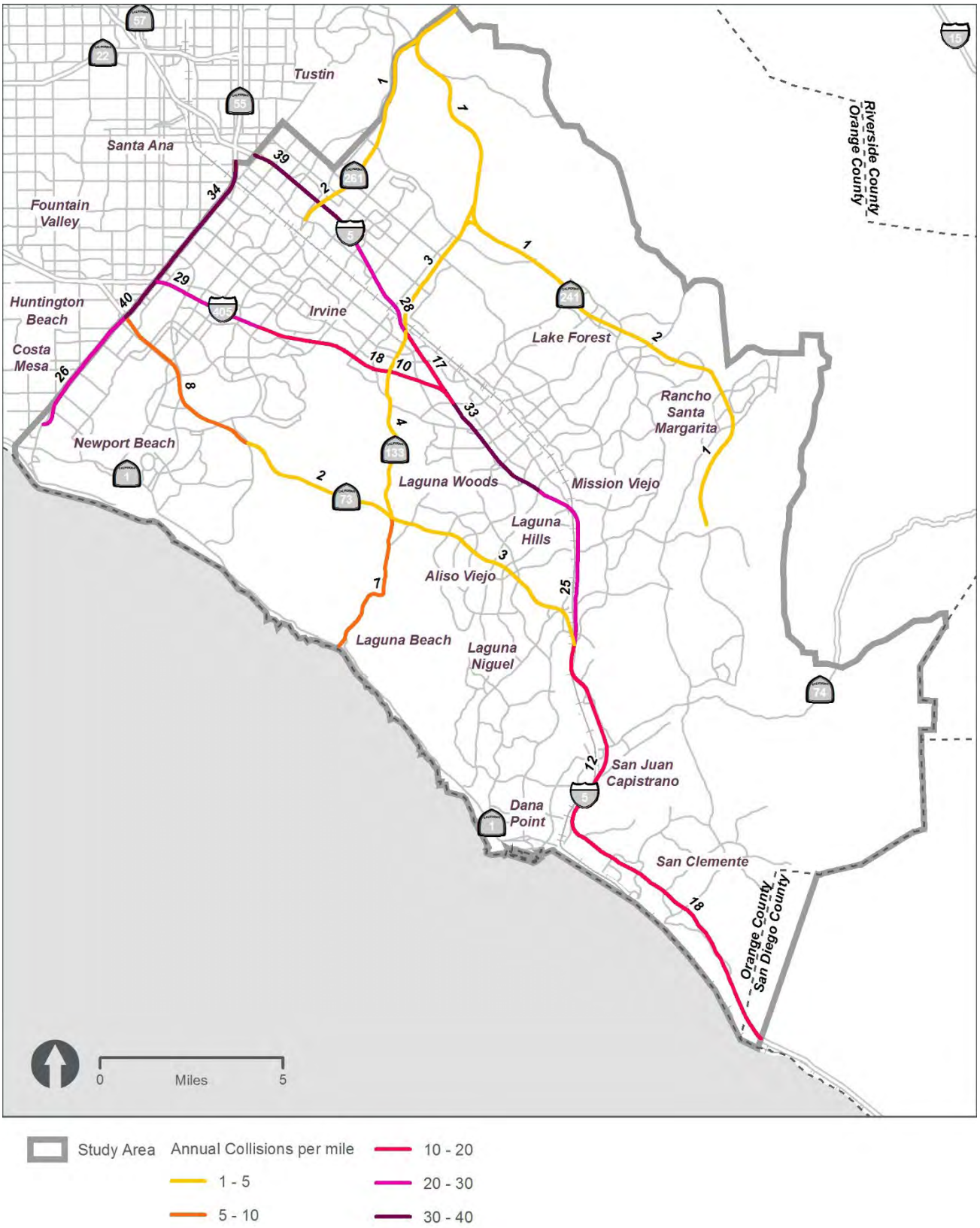
Source: University of California at Berkeley SafeTREC Transportation Injury Mapping System (TIMS)

Figure 4-17. Total Annual Fatal and Injury Collisions by Freeway (2016–2018)



Source: University of California at Berkeley SafeTREC Transportation Injury Mapping System (TIMS)

Figure 4-18. Fatal and Injury Collision Rate per Mile



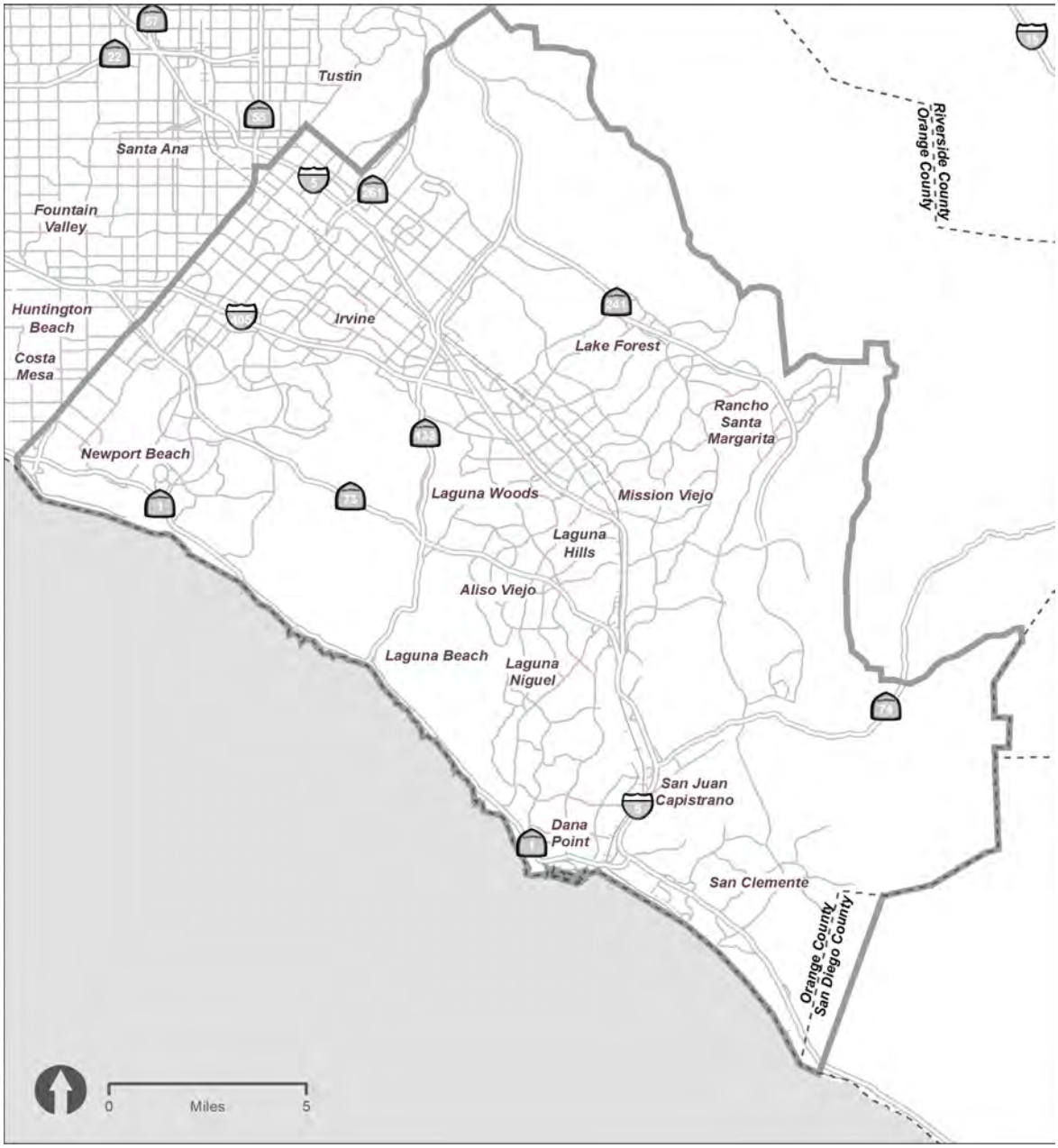
4.4 Arterials

This section summarizes travel conditions and system performance on the arterials within the study area, including an assessment of existing and future no-build traffic volumes, existing travel speeds, existing traffic congestion, and existing collision incidents.

4.4.1 Description of the Arterial Network

The existing arterial network in the study area is shown in Figure 4-19.

Figure 4-19. Arterial Network in South Orange County



4.4.2 Traffic Volumes

Existing

The existing traffic volumes for the arterials are collected from the Orange County Master Plan for Arterial Highways (MPAH). The ADT volumes are evaluated to identify the pattern of the traffic volumes in the study area. The existing number of lanes per arterial is shown in Figure 4-20. The existing average daily traffic volumes for the major arterials in the study area are listed in Table 4-25, and shown in Figure 4-22. The east-west arterials carry a significant volume of the arterial traffic in the study area.

Future No-Build

The MPAH-planned number of lanes per arterial is shown in Figure 4-20, and the arterial segments with a change in number of lanes between existing and MPAH-planned conditions is identified in Figure 4-21. The future no-build daily traffic volumes for the study area arterial network were extracted from OCTAM. The future no-build traffic volumes for the major arterials in the study area are listed in Table 4-25 and shown in Figure 4-22

Table 4-25. Existing and Future No-Build Traffic Volumes

Roadway Name	Existing ADT	Future No-Build ADT
Jamboree Road	83,700	98,349
Culver Drive	45,767	64,618
Newport Avenue	55,000	75,353
Laguna Canyon Road	35,000	70,460
Bake Parkway	49,300	76,469
Alicia Parkway	53,300	57,164
Antonio Parkway	39,511	66,381
Crown Valley Parkway	60,700	76,354
Jeffrey Road	52,143	62,498
MacArthur Boulevard	69,233	98,015

Source: Orange County MPAH, OCTAM

Figure 4-20. Existing and MPAH-Planned Number of Lanes on Arterials in South Orange County

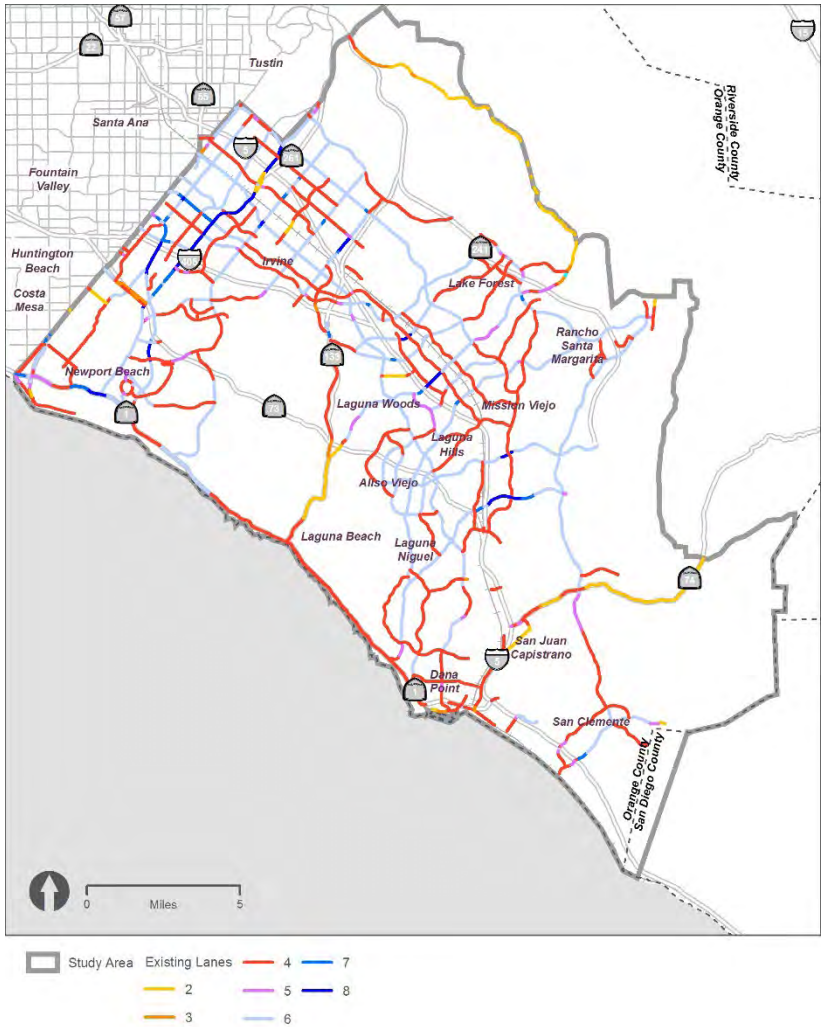


Figure 4-21. Difference between Existing and MPAH-Planned Number of Lanes on Arterials

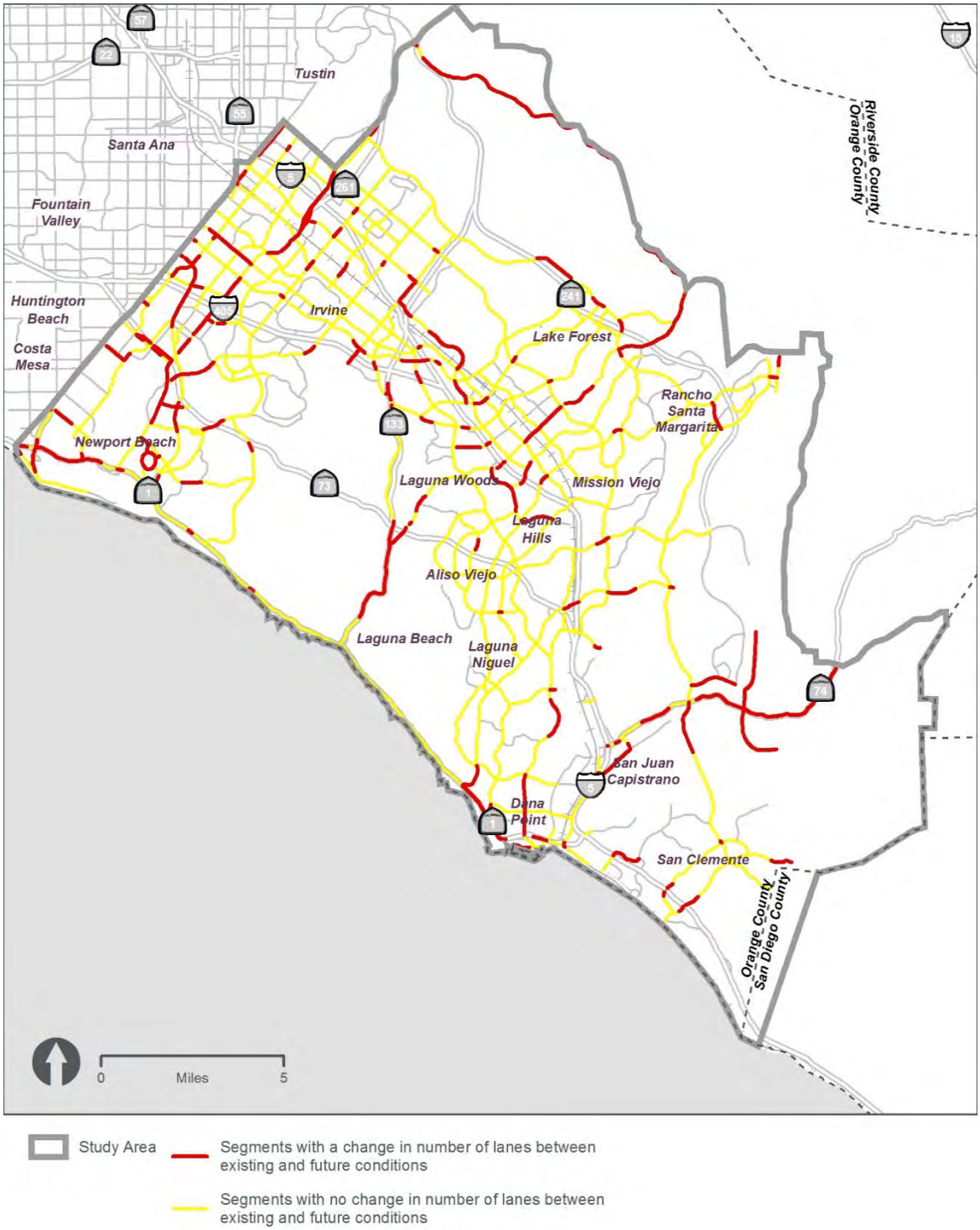
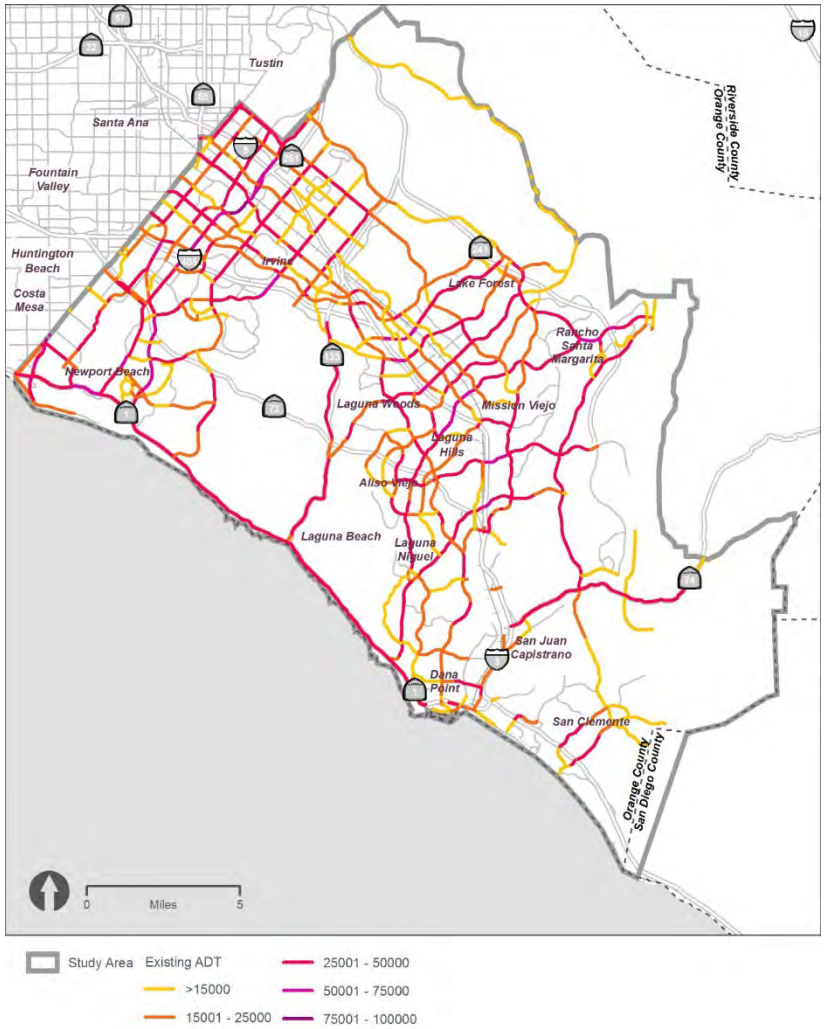
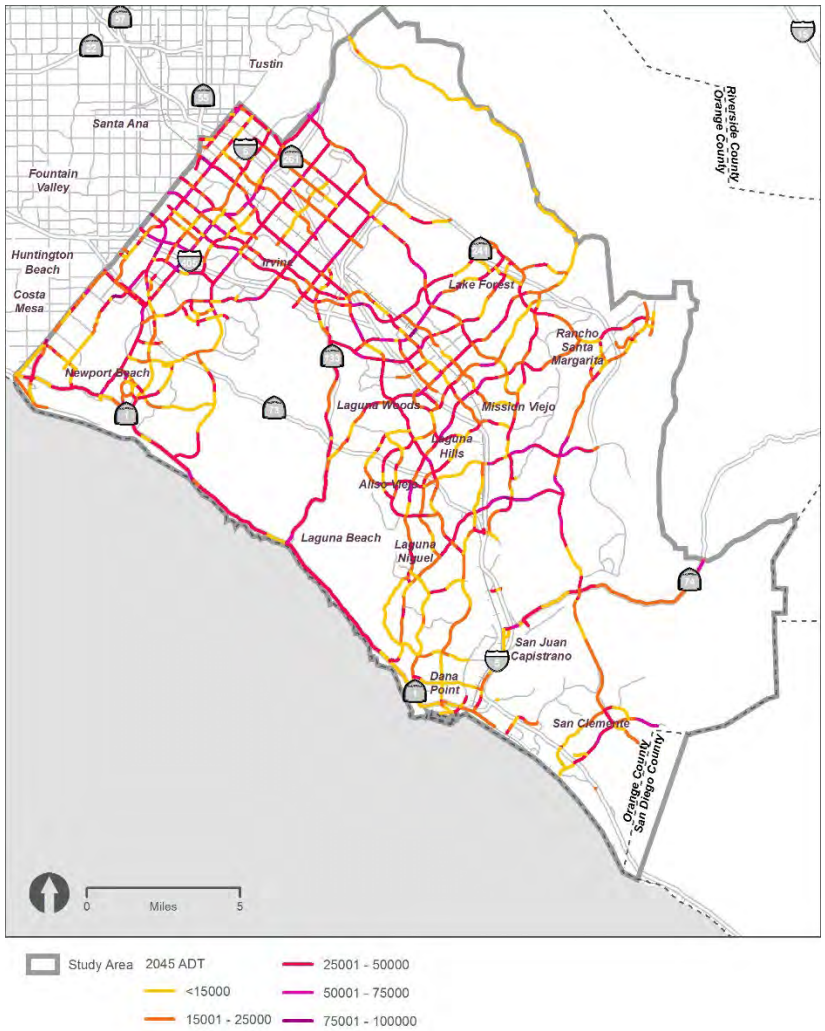


Figure 4-22. Existing and Future No-Build Traffic Volumes on Arterials in South Orange County





4.4.3 Travel Speeds

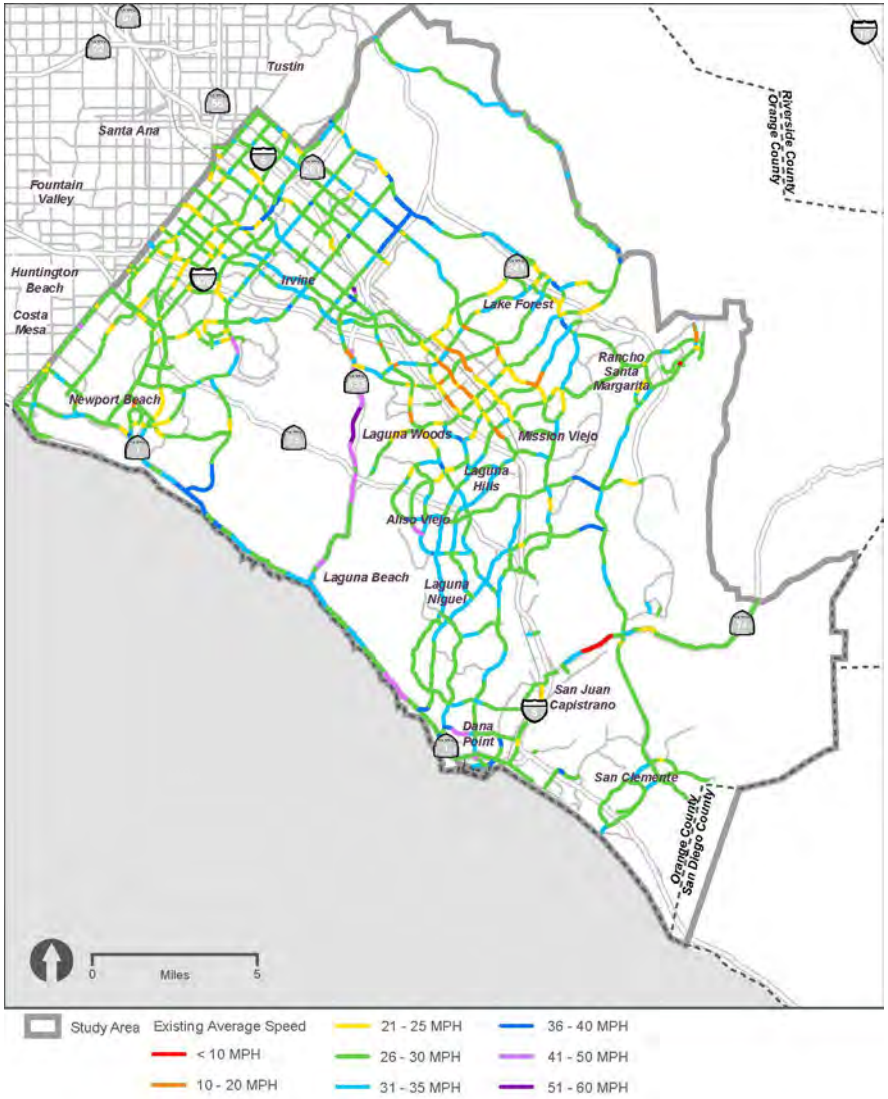
The travel speeds for the arterials in the south Orange County study area were extracted from OCTAM. The travel speeds are useful for identifying the congested arterial segments in the study area. Table 4-26 shows the percentage change in existing and future no-build average speeds for the key arterials in the study area. As shown in the table, there is a reduction in average travel speeds in the future no-build condition. Figure 4-23 shows the existing and future no-build roadway speeds for arterials within the study area.

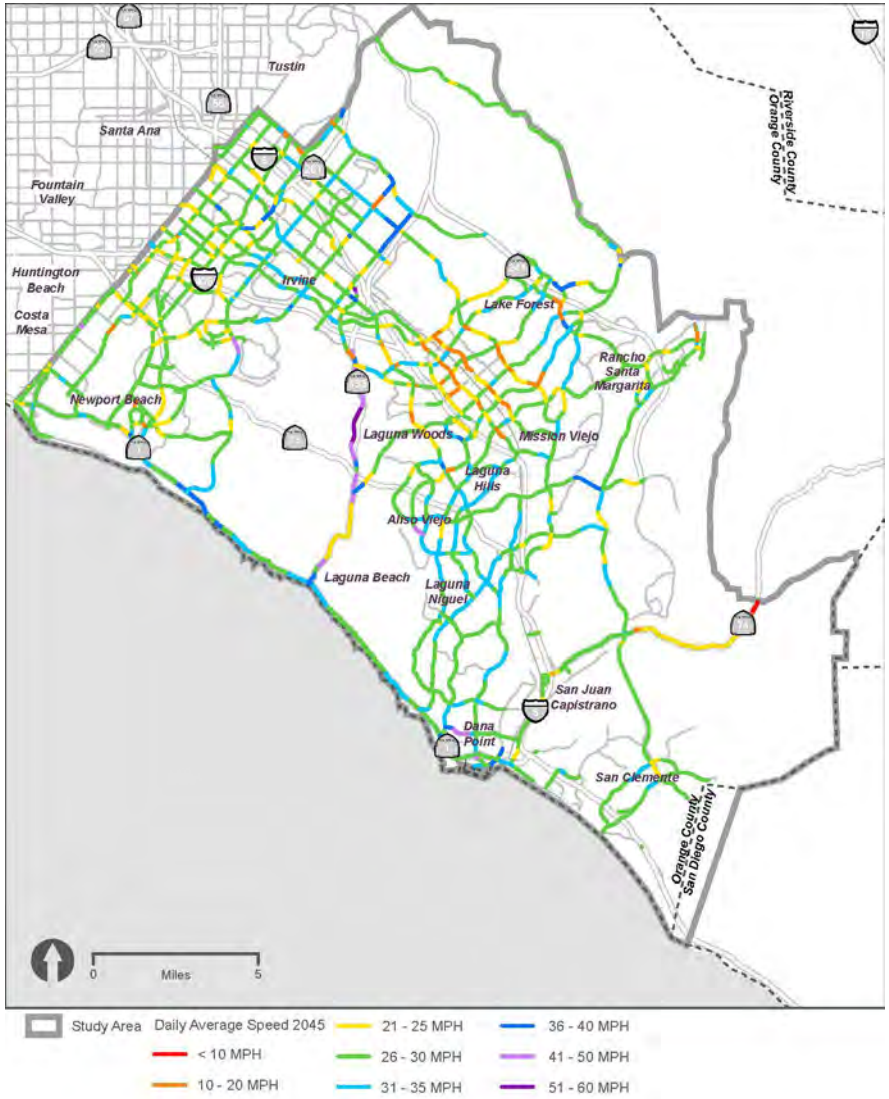
Table 4-26. Change in Average Speed Existing (2016) vs Future No-Build (2045) Condition

Roadway Name	% Change in Average Speed (AM Peak Hour)	% Change in Average Speed (PM Peak Hour)
Jamboree Road	-5%	-6%
Culver Drive	-5%	-4%
Newport Avenue	-2%	-1%
Laguna Canyon Road	0%	-9%
Bake Parkway	-5%	-3%
Alicia Parkway	-2%	-2%
Antonio Parkway	-11%	-11%
Crown Valley Road	-4%	-2%
Jeffrey Road	0%	-8%
MacArthur Boulevard	-3%	-4%

Source: OCTAM

Figure 4-23. Existing and Future No-Build Travel Speeds

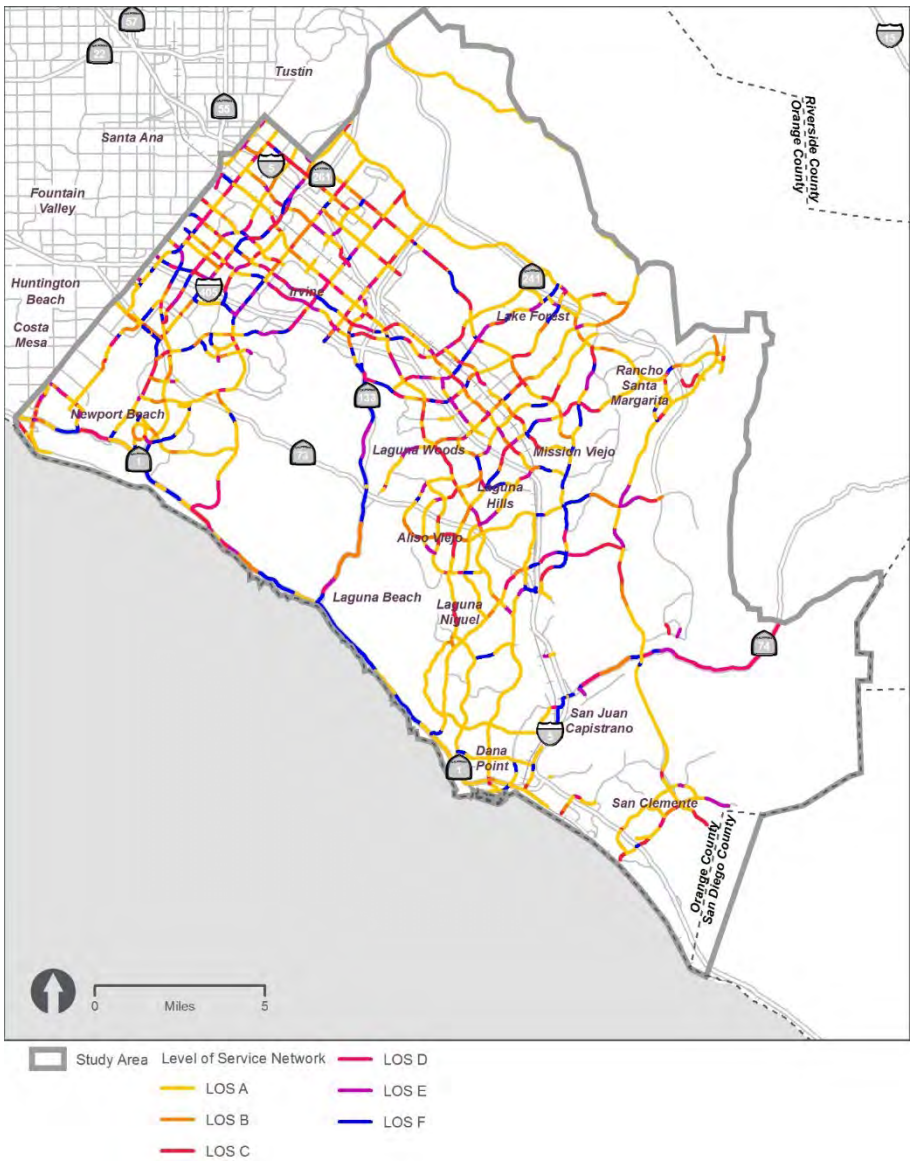




4.4.4 Traffic Congestion

This section summarizes traffic congestion on arterials within the study area. Traffic congestion is expressed in terms of level of service (LOS). The level of service for the arterials varies from LOS A to LOS F, where LOS A represents free-flow traffic with individual users virtually unaffected by the presence of others in the traffic stream, whereas LOS F represents forced traffic flow in which the amount of traffic approaching a point exceeds the amount that can be served. The volume/capacity (V/C) ratio methodology is used to determine the level of service for the arterials in the study area. The V/C ratio for the roadway segments, estimated based on total ADT and capacity, are extracted from OCTAM. Figure 4-24, shows the level of service for the existing condition for the arterial segments in the study area.

Figure 4-24. Roadway Level of Service for Existing Condition

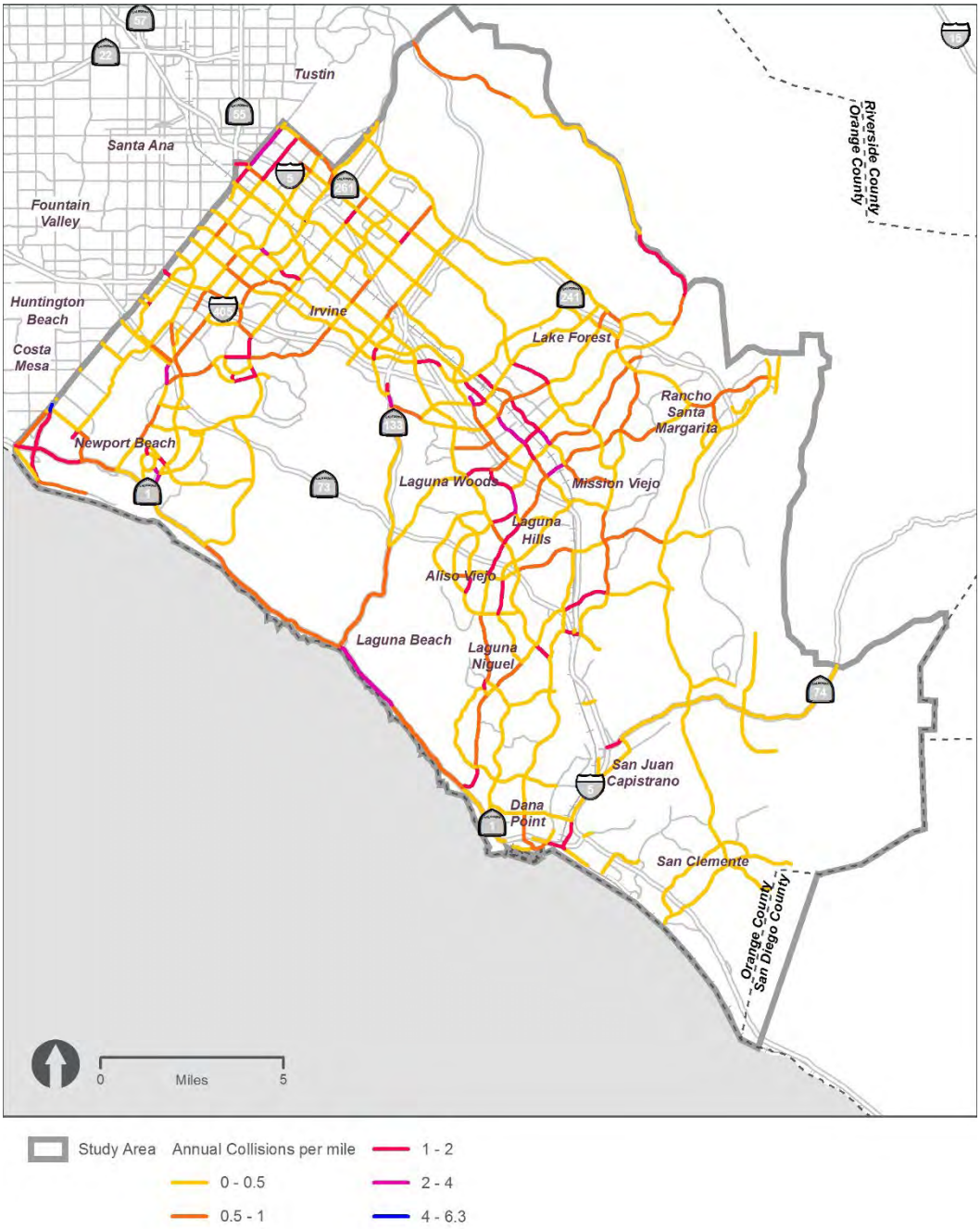


Source: OCTAM

4.4.5 Safety – Fatal and Injury Collisions

This section summarizes accident data for the study area. The data on fatal and injury collisions are collected from the Statewide Integrated Traffic Records System (SWITRS) and TIMS for the period from 2016 to 2018. Figure 4-25 shows the fatal and severe collision hot spots in the study area. Table 4-27 presents the details of high injury corridors in the study area.

Figure 4-25. Arterial Fatal and Severe Collisions per Mile



Source: TIMS and SWITRS

Table 4-27. Transportation Injury Corridors Fatal and Severe Collision Details

Roadway	Fatal	Severe Injury	Pedestrian Collisions	Bicycle Collisions	Motorcycle Collisions	Truck Collisions
Coast Highway	5	38	10	3	13	
Alicia Parkway	4	26	2	3	7	1
El Toro Road	3	23	2	1	8	
Jamboree Road	4	22	1	1	9	
Santiago Canyon Road	9	9	2	4	11	1
Crown Valley Parkway	2	14	3		2	
Jeronimo Road	2	12	1	2	4	
Lake Forest Drive	7	7	3	2	1	
Laguna Canyon Road	2	12	1	4	3	3
Alton Parkway	2	11	2			
MacArthur Boulevard	2	9			3	1
Marguerite Parkway	1	10	1	1	2	
Muirlands Boulevard	3	8	2		2	
Oso Parkway	2	9	1		3	
Antonio Parkway	1	9		2		
Bake Parkway	3	7	1		1	
Irvine Boulevard	3	7	1		3	
Newport Boulevard	5	15	9	2	4	
Paseo De Valencia	1	8	3	1		
Red Hill Avenue	2	6	2	1	1	
University Drive	1	7			3	
Street of the Golden Lantern	2	5	2		2	
Trabuco Road	1	6	2		3	
Live Oak Canyon Road	2	4			4	
Camino Capistrano	1	4			2	
Main Street	2	3	1	1	2	
Moulton Parkway	1	4		1		
Niguel Road	2	3	2	1		
Camino Del Avion	1	3		1		
La Paz Road	1	3	1		1	
Harvard Avenue	1	2			1	1
E Baker Street	2				2	

Table 4-27. Transportation Injury Corridors Fatal and Severe Collision Details

Roadway	Fatal	Severe Injury	Pedestrian Collisions	Bicycle Collisions	Motorcycle Collisions	Truck Collisions
Pacific Island Drive	1	1		1		
West Balboa Boulevard	1	1	1	1		
Balboa Boulevard	1			1		
Cherry Avenue	1					
La Plata	1		1			
Lanzarote	1					
Ortega Highway	1	2				1
Westcliff Drive	1			1		
TOTAL	**88**	**308**	**57**	**35**	**97**	**8**

Note: Only lists the arterials that had at least one fatality in the 3-year period from 2016-2018.

Pedestrian and bicycle collisions account for 25 percent of the total number of fatal and severe collisions.

4.5 Transit

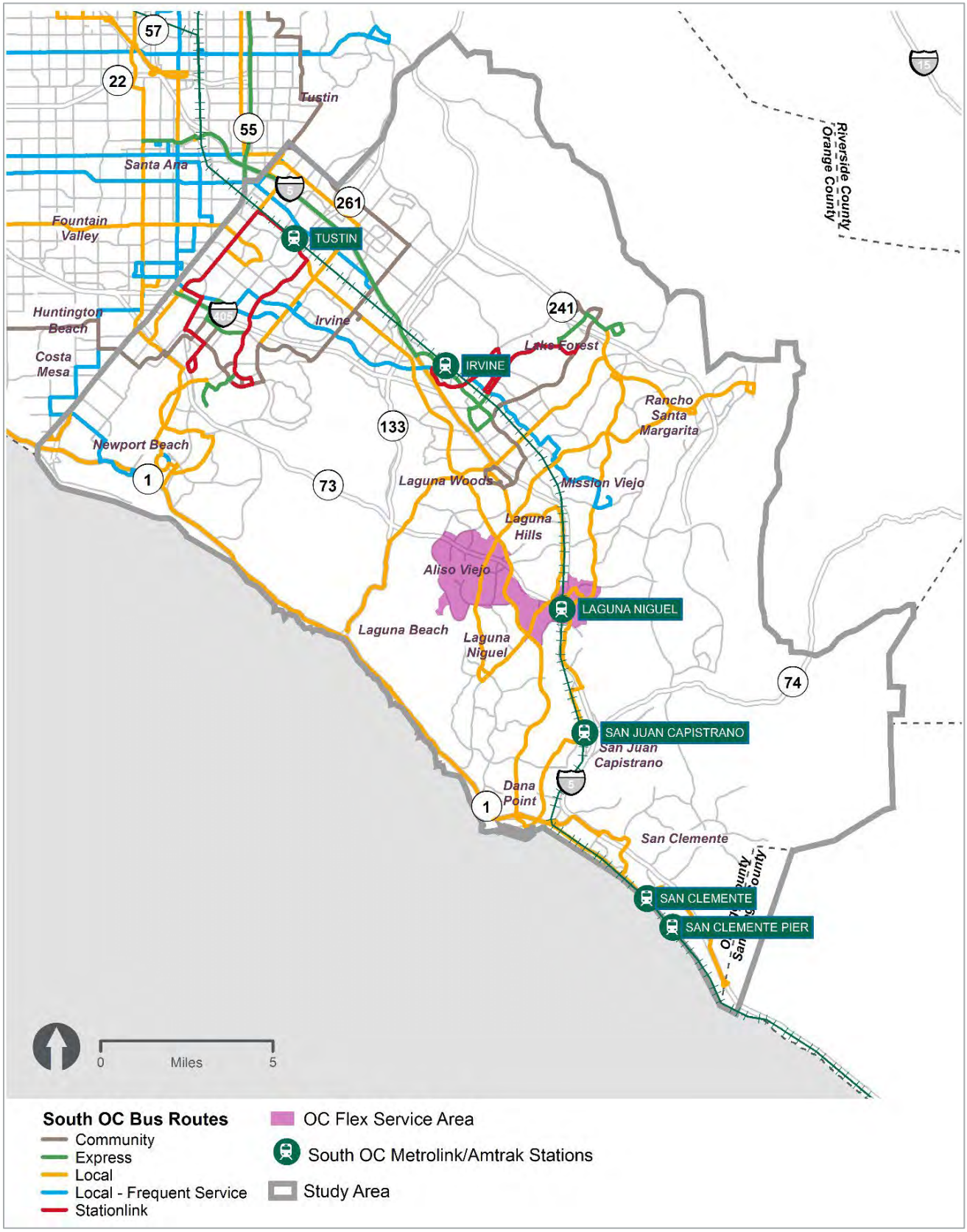
This section provides an overview of the bus and rail transit systems serving the south Orange County study area (shown in Figure 4-26). The analysis tracks the operations and performance of OCTA's local and express bus services, Metrolink Orange County and Inland Empire-Orange County Lines, and the Amtrak Pacific Surfliner. The period for historic analysis is from 2014 through 2019. Identifying the relationships between the operations of these systems will provide additional context on their relevance in the study area.

OCTA facilitated operations data of its fixed route bus system via its QuikView Analytics Tool (OCTA Dashboard).[1] Meanwhile, rail operations data was obtained from Metrolink's Annual Adopted Budget Reports and Amtrak's Budget and Business.[2]

[1] The consultant team retrieved data from the Ridership Dashboard and TransitDB for the period 2014-2019, at route level and stop level for fixed routes in South Orange County.

[2] Metrolink, "FY Adopted Budget", years: 2015-2016, 2016-2017, 2017-2018, 2018-2019, 2019-2020. Retrieved from: https://metrolinktrains.com/about/financial-reports/
Amtrak, "FY 2016 Budget and Business Plan", also years: 2015 and 2014. Retrieved from: https://www.amtrak.com/about-amtrak/reports-documents.html

Figure 4-26. South Orange County Fixed Route Transit Network



4.5.1 Mode Assessment

Transit and commuter rail currently account for approximately 1.2 percent of all trips in south Orange County and 1.5 percent of all commute trips (estimates from OCTAM). The parts of south Orange County that are closer to north Orange County and have more trip interaction with north Orange County also have higher shares of transit travel. Table 4-28 summarizes the mode share by south Orange County subarea.

Table 4-28. Existing Transit and Commuter Rail Mode Share in South Orange County Subareas

Subarea (see Figure 4-6 for subarea map)		Total Trips	Commute Trips
1	Newport Beach	0.9%	1.2%
2	IBC / John Wayne Airport / UCI	1.5%	1.9%
3	Tustin / Tustin Legacy / Irvine Northwood	2.5%	3.1%
4	Irvine Spectrum / Great Park	1.5%	1.9%
5	Lake Forest / Mission Viejo /Rancho Santa Margarita	0.9%	1.1%
6	Laguna Hills / Laguna Woods / Northern Aliso Viejo	0.4%	0.5%
7	Southern Aliso Viejo / Laguna Niguel / Laguna Beach	0.5%	0.6%
8	Southern Mission Viejo / Ladera Ranch / Rancho Mission Viejo	0.7%	0.9%
9	San Clemente / Dana Point / San Juan Capistrano	0.3%	0.5%

4.5.2 Service Availability

Transit service in south Orange County is composed primarily of local buses, express buses to job markets and regional rail systems providing access to Metrolink commuter rail and Amtrak intercity rail. Table 4-29 shows the systems and the route types included in the existing conditions assessment.

Table 4-29. Service Routes by Type and Days of Operation

Route No.	Route Name	Service Type	Days of Operations	20-minute or better weekday service frequency	
				Peak	Non-peak
1	Long Beach - San Clemente	Local	All week	✗	✗
53	Orange - Irvine	Local	All week	✓	✗
54	Garden Grove - Orange	Local	All week	✓	✓
55	Santa Ana - Newport Beach	Local	All week	✓	✗

Table 4-29. Service Routes by Type and Days of Operation

Route No.	Route Name	Service Type	Days of Operations	20-minute or better weekday service frequency	
				Peak	Non-peak
57	Brea - Newport Beach	Local	All week	✗	✗
66	Huntington Beach - Irvine	Local	All week	✓	✓
71	Yorba Linda - Newport Beach	Local	All week	✗	✗
72	Sunset Beach - Tustin	Local	All week	✗	✗
79	Tustin - Newport Beach	Local	All week	✗	✗
79	Tustin - Newport Beach	Local	Weekdays only	✗	✗
82	Mission Viejo - Rancho Santa Margarita	Local	All week	✓	✗
83	Anaheim - Laguna Hills	Local	Weekdays only	✗	✗
85	Mission Viejo - Dana Point	Local	Weekdays only	✗	✗
86	Costa Mesa - Mission Viejo	Local	Weekdays only	✗	✗
87	Rancho Santa Margarita - Laguna Niguel	Local	All week	✗	✗
89	Lake Forest - Laguna Beach	Local	All week	✗	✗
90	Tustin - Dana Point	Local	All week	✗	✗
91	Mission Viejo - Laguna Hills	Local	Weekdays only	✗	✗
167	Anaheim - Irvine	Community	Weekdays and Saturday	✗	✗
177	Foothill Ranch - Laguna Hills	Community	Weekdays only	✗	✗
178	Huntington Beach - Irvine	Community	Weekdays only	Express service with only four daily trips	
206	Santa Ana - Lake Forest	OC Express	Weekdays only	Express service with only six daily trips	
213	Brea - Fullerton - Placenta - Irvine	OC Express	Weekdays only	✗	No service
472	Tustin Metrolink Station to Irvine	Metrolink Stationlink	Weekdays only	✗	No service
473	Tustin Metrolink Station to UCI	Metrolink Stationlink	Weekdays only	✗	No service
480	Irvine Metrolink Station - Irvine Spectrum	Metrolink Stationlink	All week	✗	No service

Table 4-29. Service Routes by Type and Days of Operation

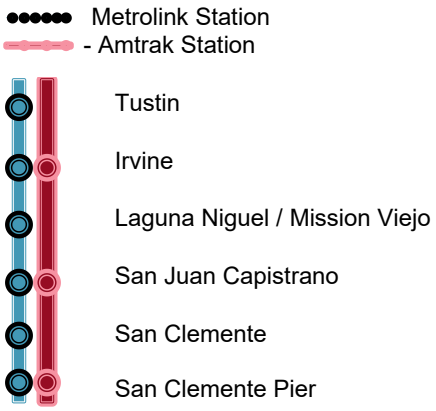
Route No.	Route Name	Service Type	Days of Operations	20-minute or better weekday service frequency	
				Peak	Non-peak
64	Huntington Beach - Tustin	Xpress stop	All week	On-demand service available within area of coverage from 6 a.m. to 9 p.m.	
OC Flex	Mission Viejo, Aliso Viejo, Laguna Hills	On-demand, curb-to-curb	All week	Longer than 30 minutes frequency service	
Metrolink	Inland Empire-Orange County Line	Commuter Rail	All week	8 northbound trains, 8 southbound trains daily	
Metrolink	Orange County Line	Commuter Rail	All week	14 northbound trains, 13 southbound trains daily	
Amtrak	Pacific Surfliner	Intercity Rail	All week	13 northbound trains, 13 southbound trains daily	

Facilities

The facilities supporting transit services include transit centers, rail stations and park-and-ride lots. The key facilities in the study area are shown in Figure 4-27. OC Bus Transportation Centers are major points of access and transfer to the OC Bus system. There are three major transit centers in the study area: Laguna Hills Transportation Center, Laguna Beach Bus Station, and Newport Transportation Center.

- Located between Irvine and Mission Viejo along the I-5 corridor, the Laguna Hills Transportation Center serves OCTA routes 83, 89, 91, and 177 facilitating local circulation as well as connectivity to regional rail stations and employment centers.
- The Laguna Beach Bus Station serves the surrounding beach community as the hub for six city-operated year-round fixed routes, multiple seasonal beach trolleys in the summer months, as well as inland connections to bus and rail service via OCTA route 89.
- Located adjacent to regional trip attractors at the Newport Center, the OCTA Newport Transportation Center provides a critical hub between coastal communities in north and south Orange County via routes 1 and 55; while routes 57 and 79 provide inland connections to destinations and regional rail service in the Irvine/Costa Mesa area.

The Los Angeles – San Diego – San Luis Obispo (LOSSAN) rail corridor serves south Orange County at six station locations. These stations are configured to serve both Amtrak and Metrolink rail lines and provide access to the backbone rail service connecting south Orange County with the Los Angeles and San Diego metro areas. Metrolink operates the Orange County Line and Inland Empire-Orange County Line commuter rail services, while the Amtrak Pacific Surfliner provides long-distance passenger rail service within the study area. The LOSSAN regional rail stations within south Orange County are listed below.



Park-and-ride facilities provide vital transit access and collection points that enable commuters to connect with regional bus and rail services. The public park-and-ride facilities within south Orange County are operated by OCTA as well as Caltrans. LOSSAN rail corridor stations also offer park-and-ride amenities. The number of available spaces offered at park-and-ride facilities varies by location.

- Amtrak/Metrolink: Laguna Niguel/Mission Viejo (460 spaces), Tustin (932 spaces), Irvine (1,650 spaces), San Juan Capistrano (179 spaces), San Clemente (142 spaces), San Clemente Pier (144 spaces)
- OCTA: Newport Transportation Center park-and-ride (349 spaces), Laguna Hills Transportation Center park-and-ride (117 spaces)
- Caltrans: Jeffrey Road park-and-ride (581 spaces), Saddleback Church park-and-ride (62 spaces), Light of Christ Lutheran Church park-and-ride (90 spaces), University park-and-ride (41 spaces), William S. Craycraft Park park-and-ride (38 spaces), Junipero Serra North/South park-and-ride (110 spaces)

Figure 4-27. South Orange County Transit Facilities

Note: Laguna Hills and Newport Beach Transit Centers include a Park-and-Ride

Additional Services

In 2010, the OCTA Board of Directors approved an agreement between the agency and the City of Irvine for 30 years of funding for the Irvine Shuttle (iShuttle), a city bus system that links the Tustin Metrolink train station with the Irvine Business Complex. The agreement is possible because of a funding swap between OCTA and the City involving Proposition 116, a statewide initiative that funds rail-line construction and improvements. Today, the iShuttle has six routes in operation and is managed by OCTA through this funding agreement between the City of Irvine and LOSSAN rail corridor. A contracted service provider operates the direct bus service from the Tustin and Irvine Metrolink stations to local employment centers.

There is also an OCTA-operated on-demand microtransit service (known as OC Flex) which provides shuttle service in two zones throughout Orange County. Within the south Orange County study area, OC Flex operates in parts of Aliso Viejo, Laguna Niguel, and Mission Viejo. Outside of the study area, OC Flex operates in parts of Huntington Beach and Westminster. OC Flex operates seven days per week and is intended to provide first and last-mile connections to other transit services. OCTA also partners with the seaside village of Laguna Beach to contract bus service operations for seven fixed routes and trolleys. The service operates on a discounted weekday fare structure and features two free routes operating along the Pacific Coast Highway on weekends to encourage alternative mobility connections to popular beaches.

A number of community-based circulators (funded by OC Go or Measure M2 Project V) offer seasonal, special event, demand-response local transit services within the south Orange County study area. The Project V-funded local circulators that are currently funded and/or active and operating within the study area include:

- County of Orange Local Circulator and Special Event Service (OC Ranch Ride)
- Dana Point Summer Trolley and Seasonal Shuttle (and Expansion)
- Dana Point Pacific Coast Highway and Special Event Trolley
- Irvine iShuttle services
- Laguna Beach Summer/Weekend Trolley and Seasonal Service
- Laguna Beach Summer Breeze Bus Service
- Lake Forest Commuter Vanpool Service
- Mission Viejo Local Community Circulator
- Newport Beach Balboa Peninsula Seasonal Trolley (and Expansion)
- San Clemente Summer Weekend Trolley and Seasonal Service (and Expansion)
- San Clemente Demand Response Service

- San Juan Capistrano Special Event and Weekend Summer Trolley Service

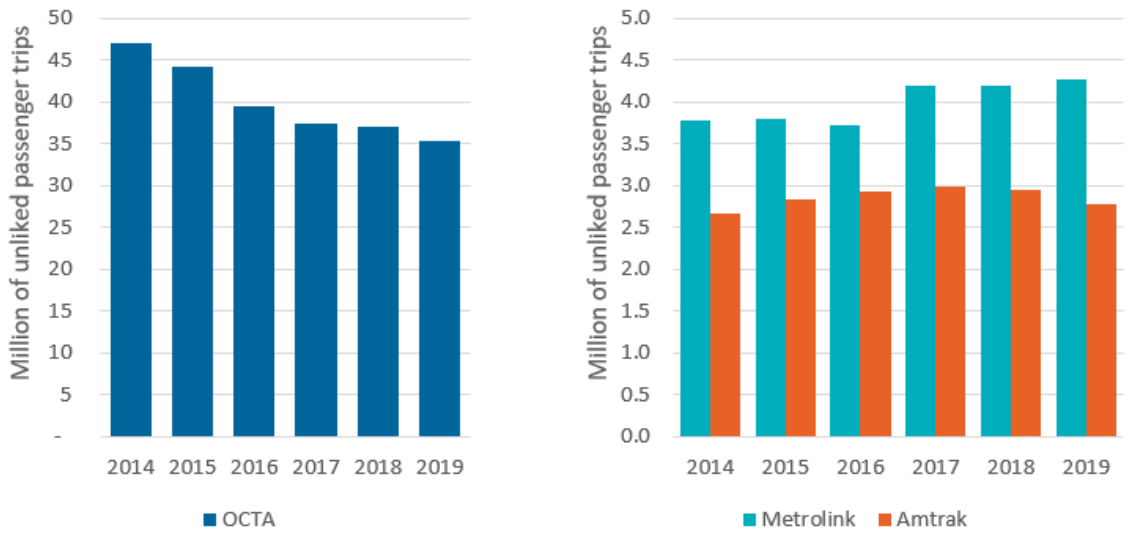
Mobility services for seniors are funded through Measure M2 Project U, and currently include the following programs in the study area:

- Fare Stabilization Program – provides discounted fares for bus services and specialized ACCESS services for seniors and persons with disabilities
- Senior Mobility Program – allows individual cities to identify the specific mobility needs of the seniors in their communities and develop transportation programs to meet those needs.
- Senior Non-emergency Medical Transportation Program – fills a gap in senior transportation services by providing trips for seniors who cannot use ACCESS service.

4.5.3 Operating Metrics

Figure 4-28 shows unlinked passenger trips[3] for each agency that provides transit service within the south Orange County study area. From 2014 to 2019, OCTA ridership has steadily decreased by 4.6 percent annually, resulting in a drop of almost 25 percent in six years. In 2018, Metrolink and Amtrak trips combined represented 16 percent of unlinked passenger trips for the three-system total. From 2014 to 2019, total ridership increased by 10 percent and 6.5 percent for Metrolink and Amtrak, respectively.

Figure 4-28. Annual Unlinked Passenger Trips by Agency (2014–2019)



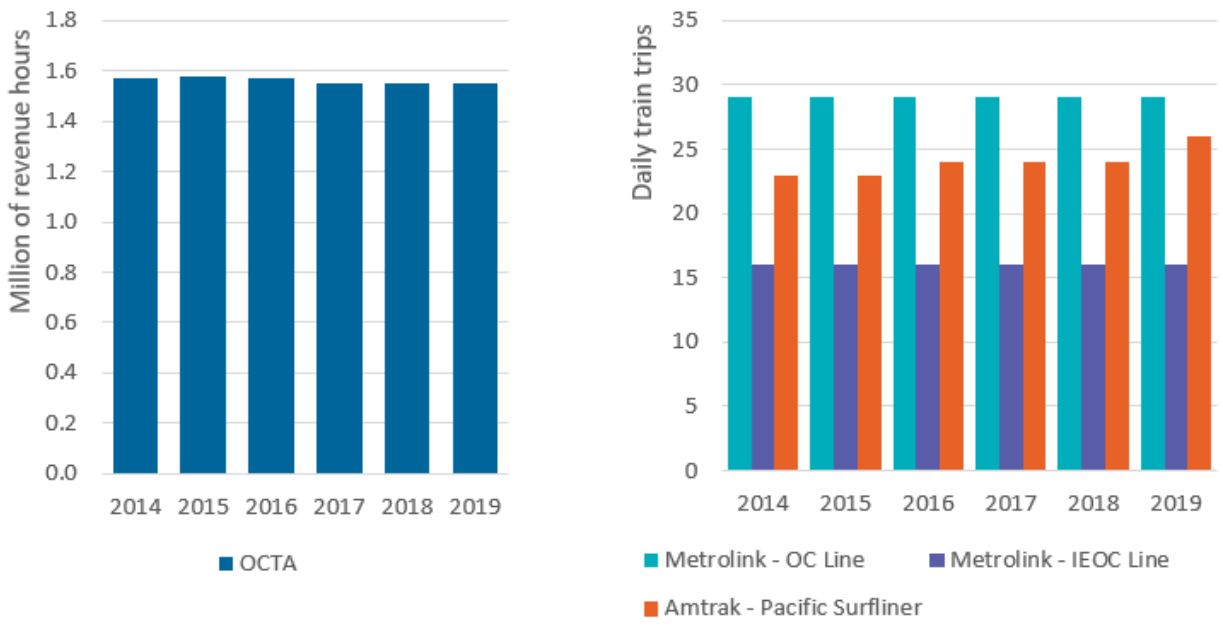
Note: Metrolink ridership by line was estimated for 2019, based on total 2019 ridership and the share of ridership for each line in 2018.

[3] An 'unlinked passenger trip' represents a single boarding of a transit vehicle. Passengers that board an OCTA bus and then transfer to Metrolink, for example, are counted as two unlinked passenger trips.

Annual revenue hours is a common measure of the amount of service provided by a transit agency. For OCTA's bus service, annual revenue hours (Figure 4-29) fluctuated slightly from 2014 to 2019, around 1.5 million revenue hours and an average annual growth rate of -0.2 percent. In other words, the amount of bus service provided by OCTA has remained constant.

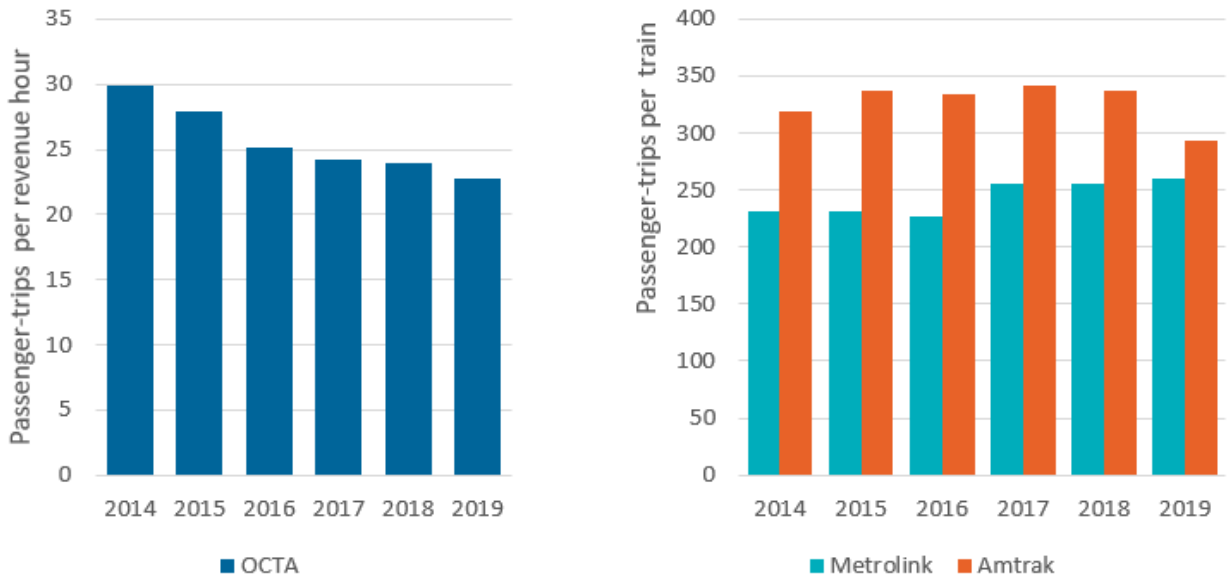
Because of train capacity and service frequency, rail service can be measured with the number of daily train-trips offered by transit agencies. Figure 4-29 shows the number of daily train-trips offered by Metrolink and Amtrak operating within south Orange County. The number of trains offered on the Metrolink Orange County Line and Inland Empire – Orange County Line has remained constant from 2014 to 2019, with 29 and 16 daily trains, respectively. Amtrak's Pacific Surfliner corridor added two trains-trips during 2014 to 2019 in the busiest part of the corridor. Currently, the Pacific Surfliner offers 26 trains trips (13 round trips) between San Diego and Los Angeles. Ten of those train trips extend service to Santa Barbara/Goleta and four to San Luis Obispo.

Figure 4-29. Service Levels by Agency (2014–2019)



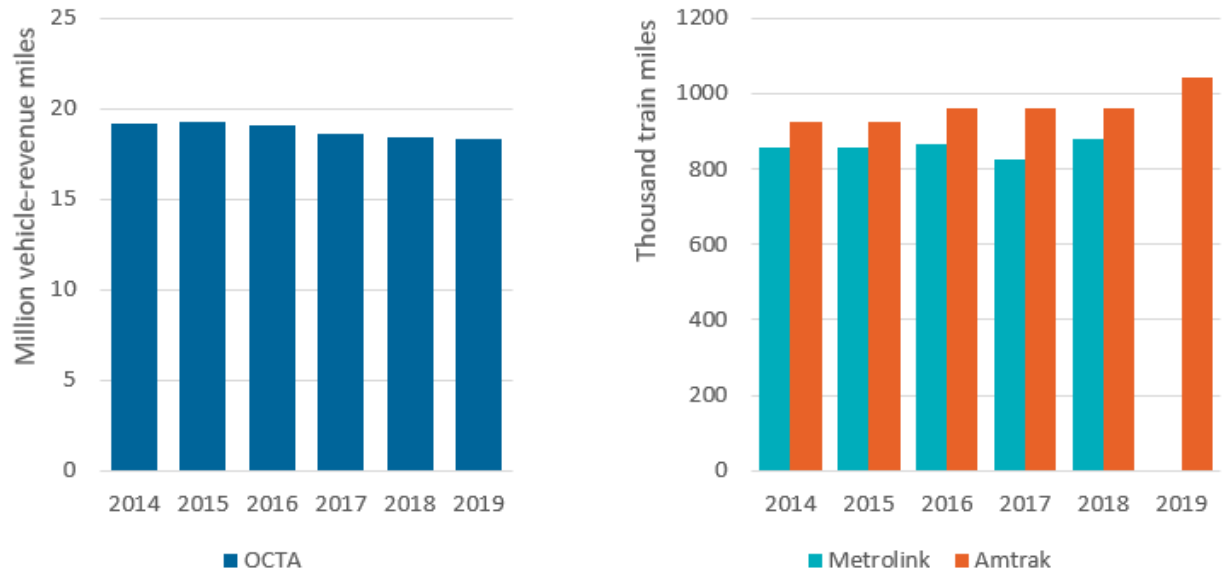
Passenger trips per revenue hour is a commonly used measure of service efficiency; providing more trips per hour can mean a transit service is using its resources more efficiently. Since OCTA service hours have remained constant, the decrease in ridership reduced the number of trips per revenue hour (Figure 4-30) at a rate of 4.5 percent annually. Similarly, passenger trips per train provide insight into rail service efficiency. Figure 4-30 shows that Metrolink's Orange County Line and Inland Empire-Orange County Line combined grew by almost 13 percent, going from 231 passenger trips per train in 2014 to 260 passenger trips per train in 2019. Meanwhile, the Pacific Surfliner corridor remained relatively constant during 2014 to 2018 at around 330 passenger trips per train, but it had a significant decline to 293 passenger trips per train in 2019. This represents an absolute decrease of eight percent for 2014 to 2019.

Figure 4-30. Passenger Trips per Revenue Hours by Agency (2014–2019)



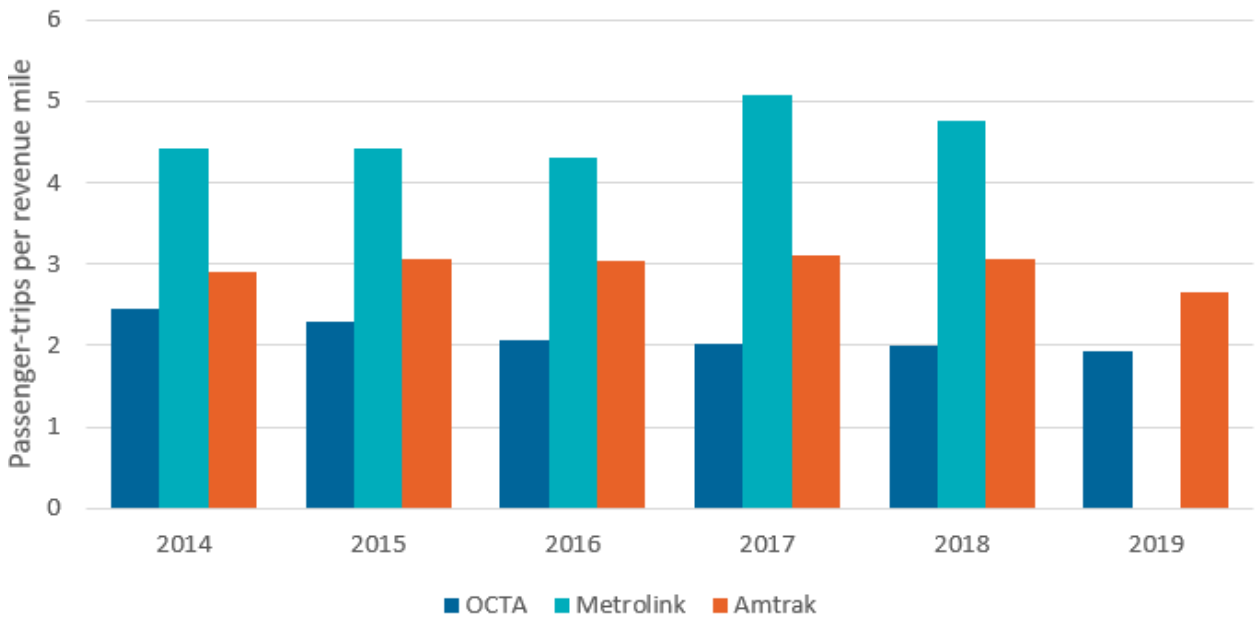
Revenue miles operated is a similar measure to revenue hours operated, proxying for the total amount of service a transit agency offers. In the case of OCTA, the revenue miles remained relatively constant at 19 million annual revenue miles per year. In the case of Metrolink, Figure 4-31 shows that train miles (Orange County Line and Inland Empire-Orange County Line) also remained stable at 850,000 revenue miles per year. The two added trips to the Pacific Surfliner service resulted in a 13 percent increase in annual train miles from 2014 to 2019.One caveat is that the amount of service offered by a train-mile is larger than a bus-mile, since train passenger capacity is larger.

Figure 4-31. Annual Revenue Miles by Agency (2014–2019)



Like passenger trips per revenue hour, passenger trips per revenue mile is a helpful metric for assessing a transit agency's efficiency. Figure 4-32 shows a decrease of 21 percent in trips per revenue hours in OCTA system from 2014 to 2019. From 2014 to 2018, Metrolink increased trips per train miles by just under 8 percent. Although Metrolink's trips per revenue miles are approximately double that of OCTA, a direct comparison may lead to inaccurate conclusions, since a train traveling one mile is able to provide more transportation than a bus moving one mile. Amtrak's Pacific Surfliner passenger trips per revenue mile remained relatively constant until 2018, however the increase in service in 2019 outpaced the growth in ridership, netting a decrease in passenger trips per revenue mile of 8 percent.

Figure 4-32. Passenger Trips per Revenue Mile by Agency (2014–2019)



Note: OCTA annual revenue miles refer to vehicle-miles, this is the total number of buses providing service in a year multiplied by the total mileage they traveled during service. Metrolink and Amtrak revenue miles refer to annual train-miles, this is the total number of trains providing service in a year multiplied by the total mileage they traveled during service.

Figure 4-33 shows on-time performance (OTP) data for the south Orange County study area transit systems by service operator. OTP compares the scheduled bus departure time with the actual departure time at defined timepoints along fixed routes. Trips were considered "early" if they departed at a timepoint more than one minute earlier than scheduled, or "late" if they departed at a timepoint more than five minutes later than scheduled, and "on time" otherwise.

On weekdays, an average of 75 percent of the buses departed on-time, 6 percent early and 19 percent late. Figure 4-33 shows that Route 473 of the stationlink service was late 37 percent, followed by stationlink Route 472 (30 percent late), Route 86 (28 percent late) and Route 71 (26 percent late). Only two routes were on time 85 percent or better, Route 85 and Route 177.

Figure 4-33. Weekday On-Time Performance by Route (2019)

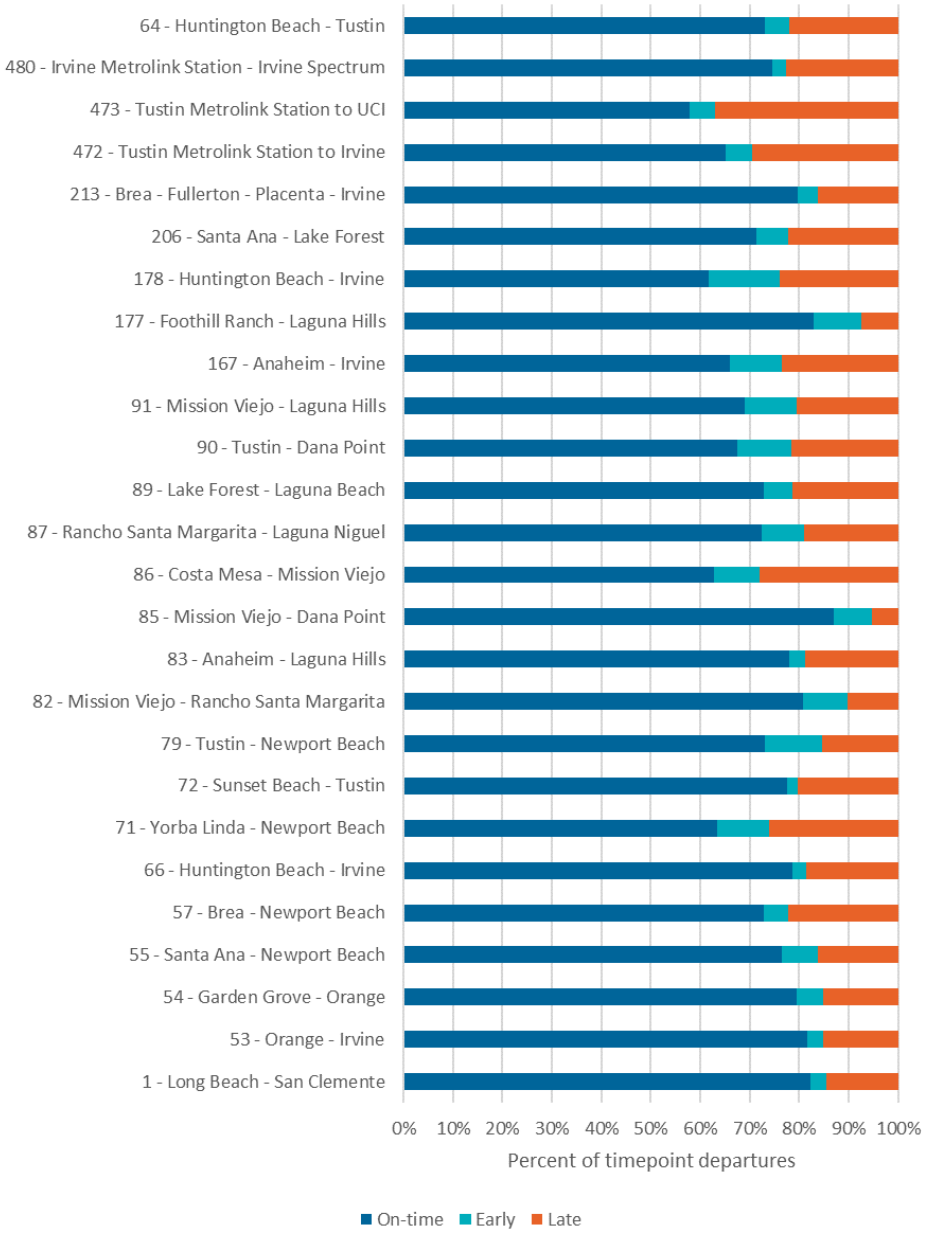


Figure 4-34 shows Saturday OTP. As expected, an average of 77 percent of all routes were on-time on Saturdays, which is slightly better than weekdays. The two most significant changes with respect to weekdays is that Route 1 and Route 177 were late more times on Saturdays than on weekdays.

Figure 4-34. Saturday On-Time Performance by Route (2019)

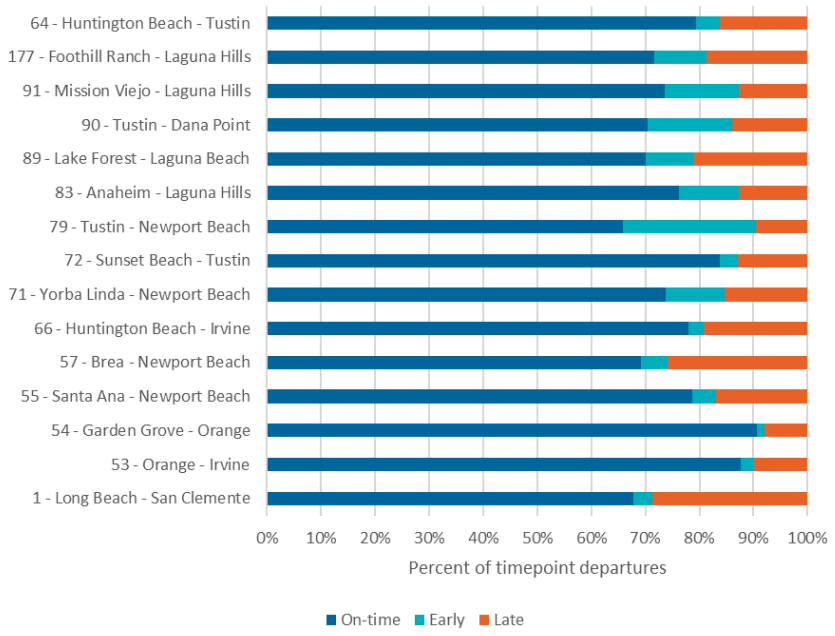
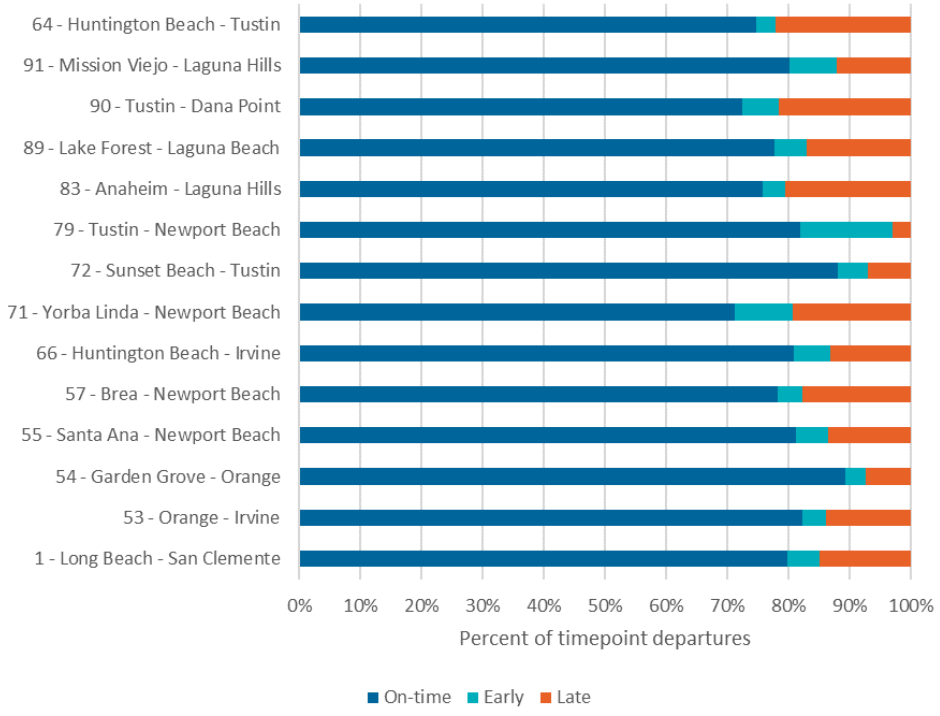


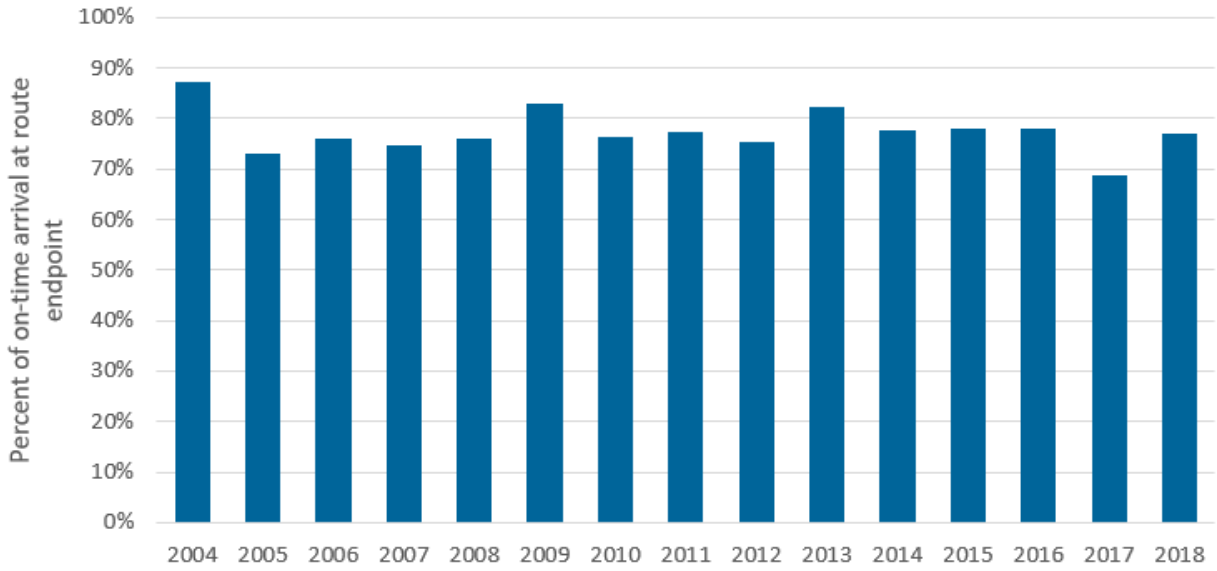
Figure 4-35 presents the OTP results for OCTA's Sunday service. Most of the routes during Sunday service have similar on-time thresholds than during weekdays, if not better. On average, 80 percent of the buses arrived on time, 5 percent early and 15 percent late.

Figure 4-35. Sunday On-Time Performance by Route (2019)



OTP for intercity rail service is slightly different from fixed-route bus service. In the case of Amtrak's Pacific Surfliner corridor, a train is considered on-time if it arrives within 10 minutes of scheduled arrival for trips up to 250 miles, and within 15 minutes of scheduled arrival for trips between 251 and 300 miles. Figure 4-36 shows historic annual OTP performance for the Pacific Surfliner corridor during 2004 to 2018. The OTP has fluctuated between 70 percent and 80 percent most years, with no clear trend. Amtrak's OTP in this corridor is below the 90 percent OTP goal set by the California State Transportation Agency (CalSTA).

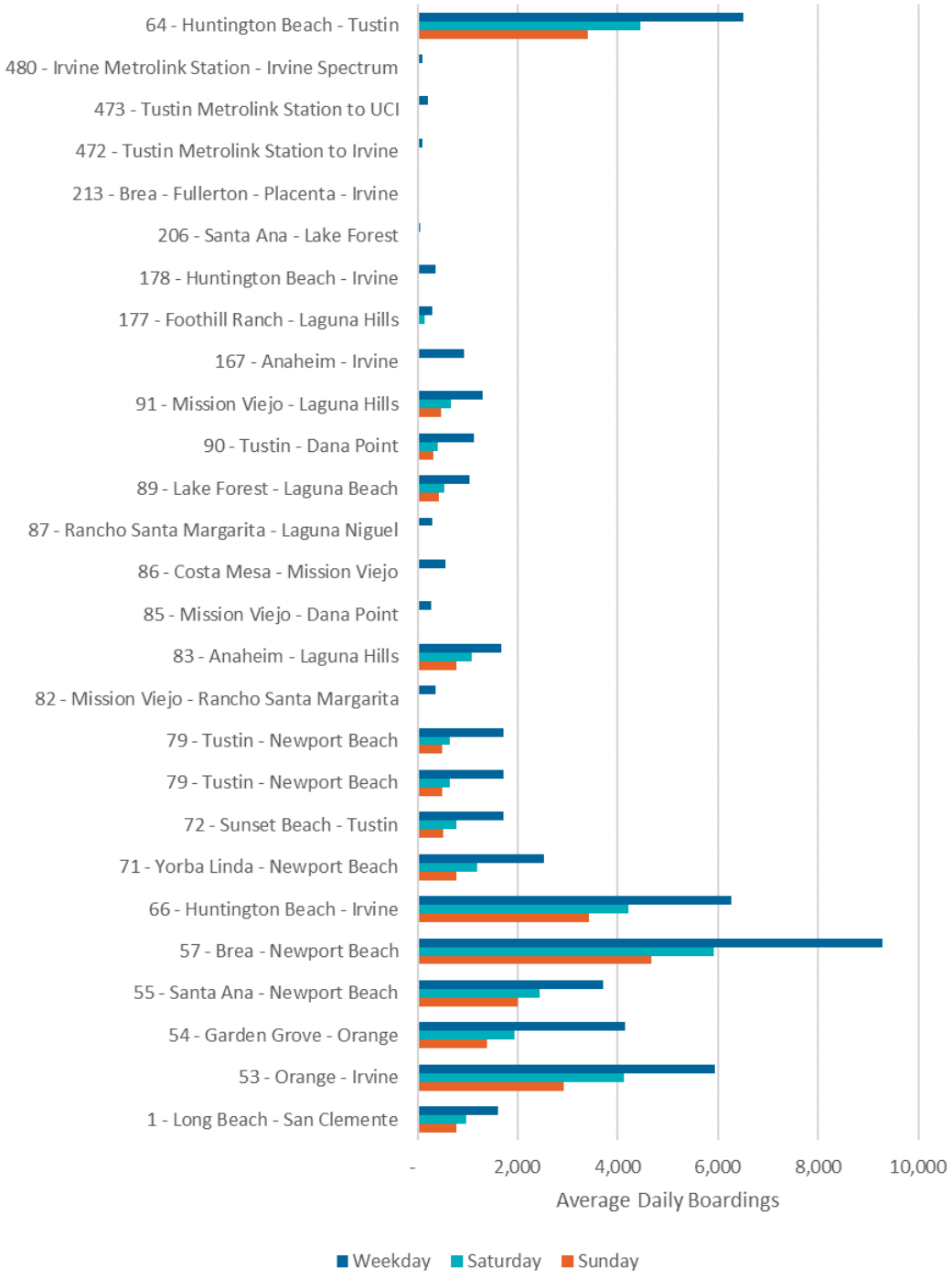
Figure 4-36. Historic On-Time Performance of Amtrak's Pacific Surfliner (2004–2018)



4.5.4 Ridership

The top four OC Bus routes in south Orange County (Route 53, Route 57, Route 64, and Route 66) carry about 50% of the total daily passengers in the routes analyzed (Figure 4-37). Although ridership decreases significantly on weekends, the same routes are still the busiest.

Figure 4-37. Average Daily Boardings by Route by Service Day Type



Metrolink's Orange County Line and Inland Empire – Orange County Line service five stations in south Orange County (San Juan Capistrano Pier is a sixth station only served on weekends). Figure 4-38 shows the average 2019 weekday passenger activity by station in the south Orange County study area. The busiest stations are Irvine with approximately 2,800 daily boardings/alightings followed by Tustin with about 2,400 boarding/alighting. Together these two stations account for slightly more than 80 percent of Metrolink's daily passenger activity in south Orange County.

Figure 4-38. Metrolink Average Weekday Boardings/Alightings by Station (2019)

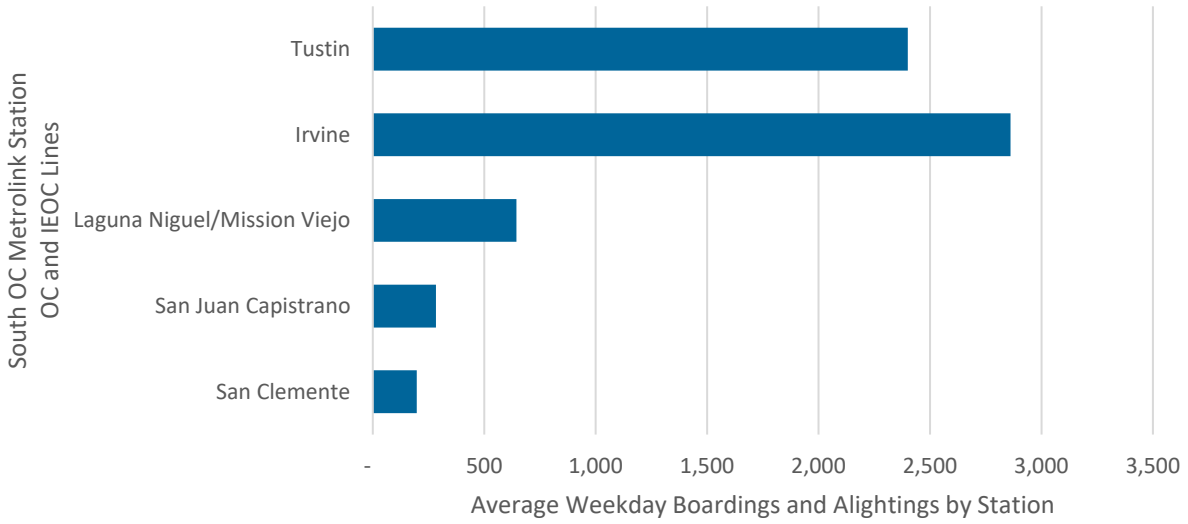
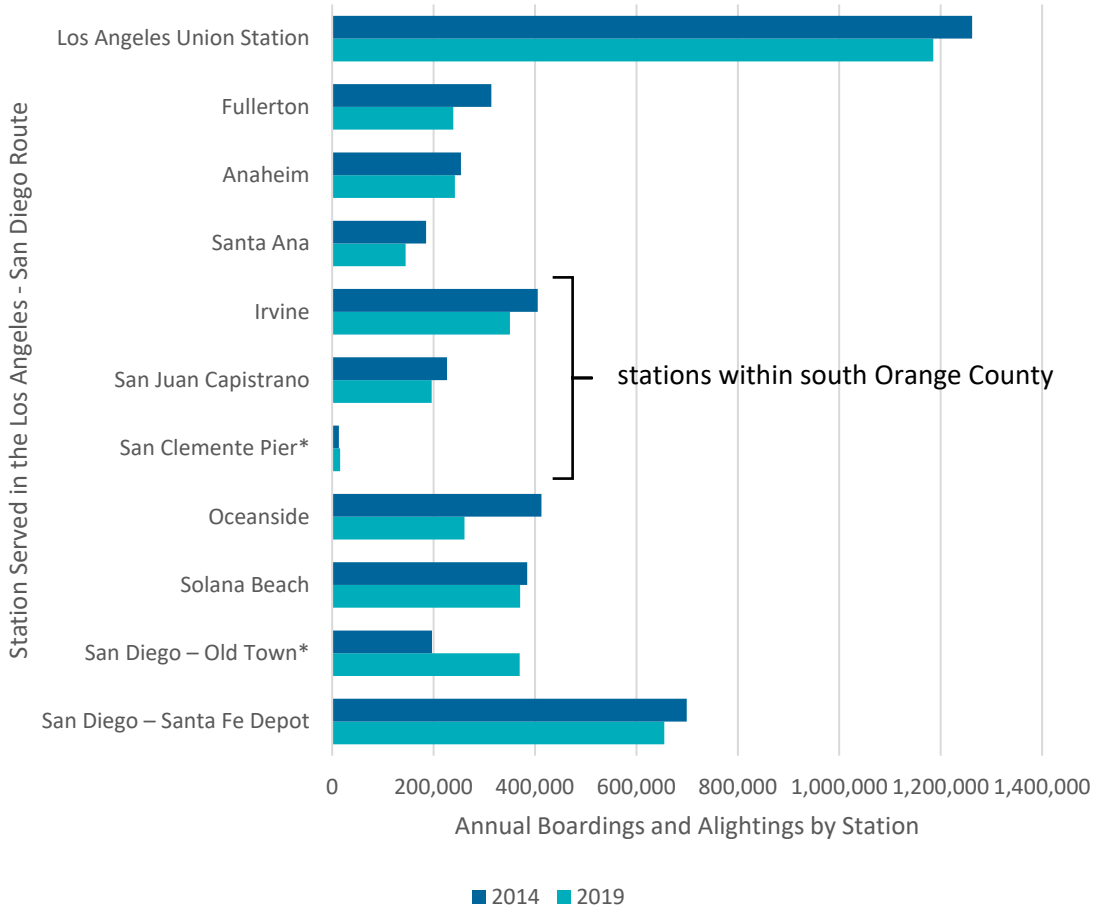


Figure 4-39 shows passenger activity (boardings and alightings) on the Pacific Surfliner by station on the LOSSAN corridor. This is the main service corridor with 26 trains daily, and with three stations (Irvine, San Juan Capistrano, and San Clemente Pier) serving the south Orange County study area There are three stations in south Orange County that serve the Pacific Surfliner: Irvine, San Juan Capistrano, and San Clemente Pier. Irvine station has the most activity with 350,000 boarding/alightings in 2019, and comparable to most of the other stations in the entire Pacific Surfliner corridor. San Juan Capistrano followed with approximately 225,000 boardings/ alightings in 2019, representing a 13 percent decrease from 2014. San Clemente Pier has the least passenger activity along the corridor with 16,000 boardings/alightings in 2019.

Figure 4-39. Metrolink Average Weekday Boardings/Alightings by Station (2019)



4.5.5 Transit Market Overview

An overview of the transit market within the south Orange County study area is provided in this section, Demographic evaluation was conducted for populations within ½ mile of fixed route bus or 1-mile of regional rail stations, as illustrated in Figure 4-40 through Figure 4-44. The key findings are as follows:

- Key destinations: Most of the destinations (such as hospitals, schools, shopping centers and community centers) are located along the I-5 corridor, which is also the central transit corridor served by OC Bus and Amtrak and Metrolink rail services.
- Population: OCTA fixed route service in the south Orange County area is concentrated in the more densely populated cities and communities along the SR-55 corridor, such as Tustin, Irvine, and Newport Beach. As population density decreases farther south, the transit service transitions to provide intercity connections from the beach communities and interior part of the county to the LOSSAN rail corridor and I-5 commuter express services.

- Employment: Employment density is concentrated near Irvine, particularly at John Wayne Airport, which is served by OCTA fixed route services. Other areas of employment density such as Aliso Viejo, Lake Forest and Rancho Santa Margarita have different transit service levels. Lake Forest is served by OCTA's Stationlink service and Alison Viejo area is not fully served by fixed route services, but it is served by OCTA Flex on-demand service.

- Median Income: OCTA fixed route service covers most areas with low-income households in the northwest part of the study area near Irvine. Although there are some areas where median income is low, such as the southeastern portion of the study area and the central area near Shady Canyon, these are mostly rural areas with very low population density.

- Household Car Ownership: Overall, transit service reaches most census tracts where there is a high proportion of zero-car households.

- People with Disabilities: Areas with a higher proportion of people with disabilities are located near Newport, Laguna Hills, Dana Point, and Rancho Santa Margarita. Most of these areas are served by OCTA fixed route service; however, most of them are not close to rail stations, which can limit the regional mobility of these populations.

Figure 4-40. South Orange County Transit Access by Population Density

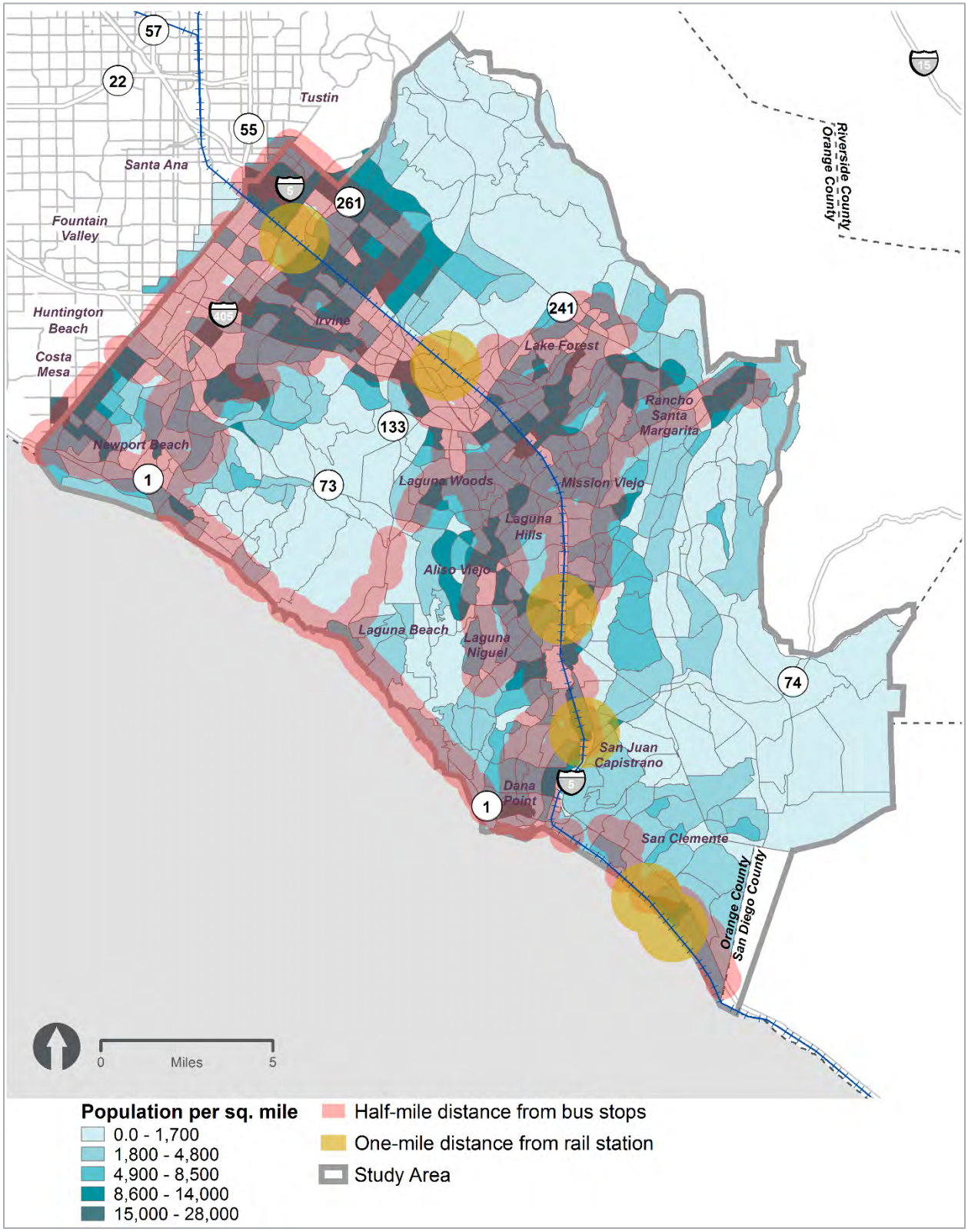


Figure 4-41. South Orange County Transit Access by Employment Density

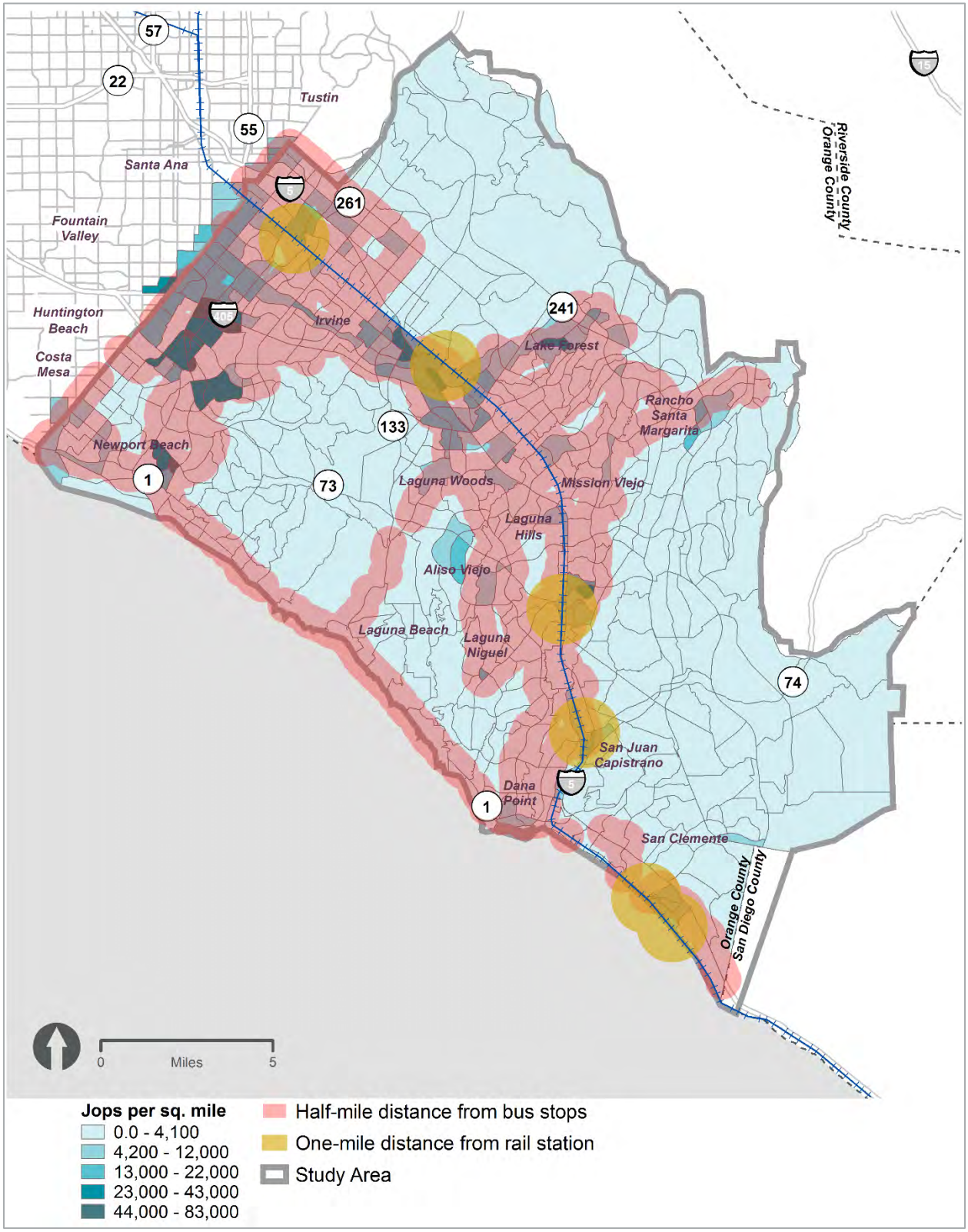


Figure 4-42. South Orange County Transit Access by Median HH Income

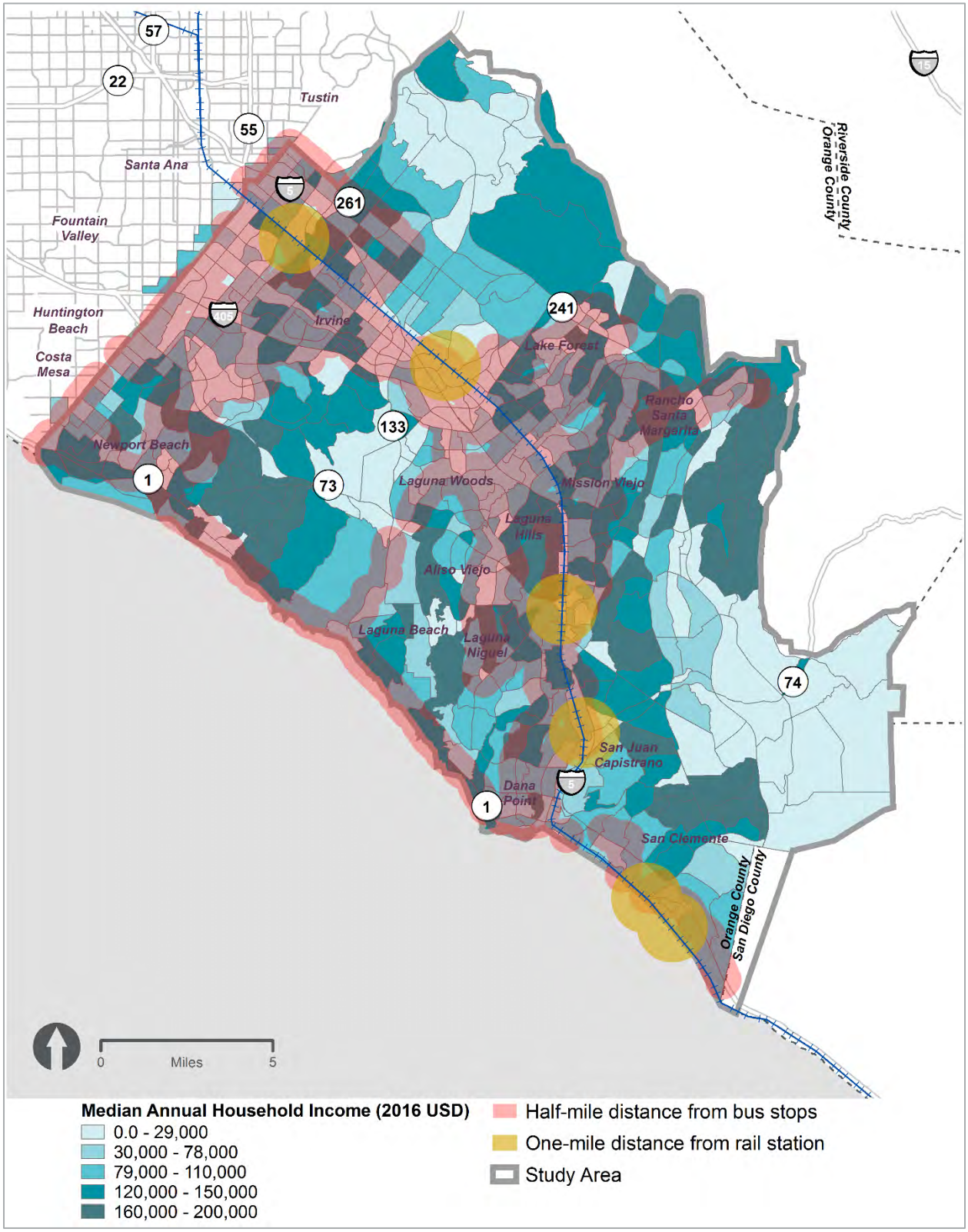


Figure 4-43. South Orange County Transit Access by Zero-Car Households

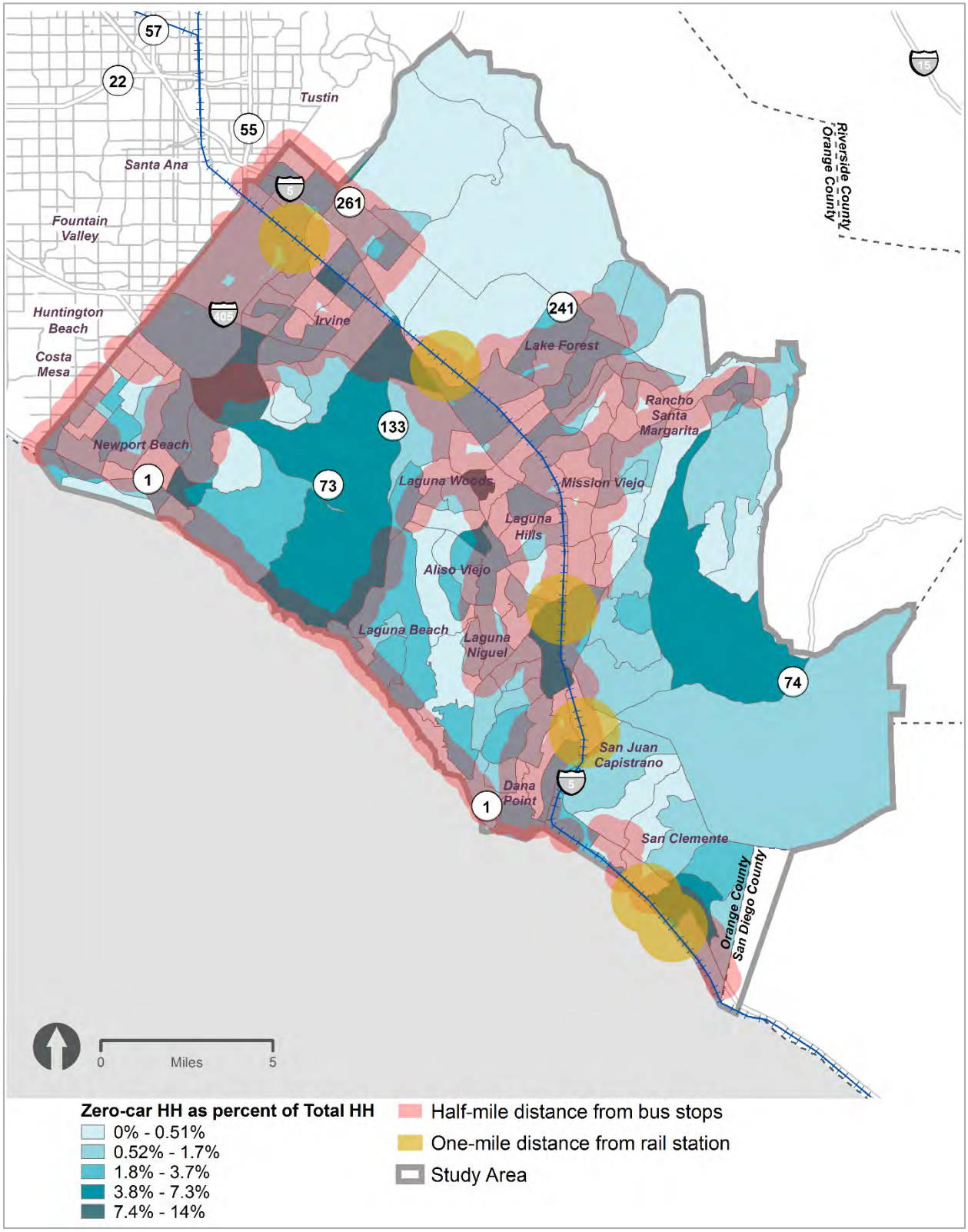
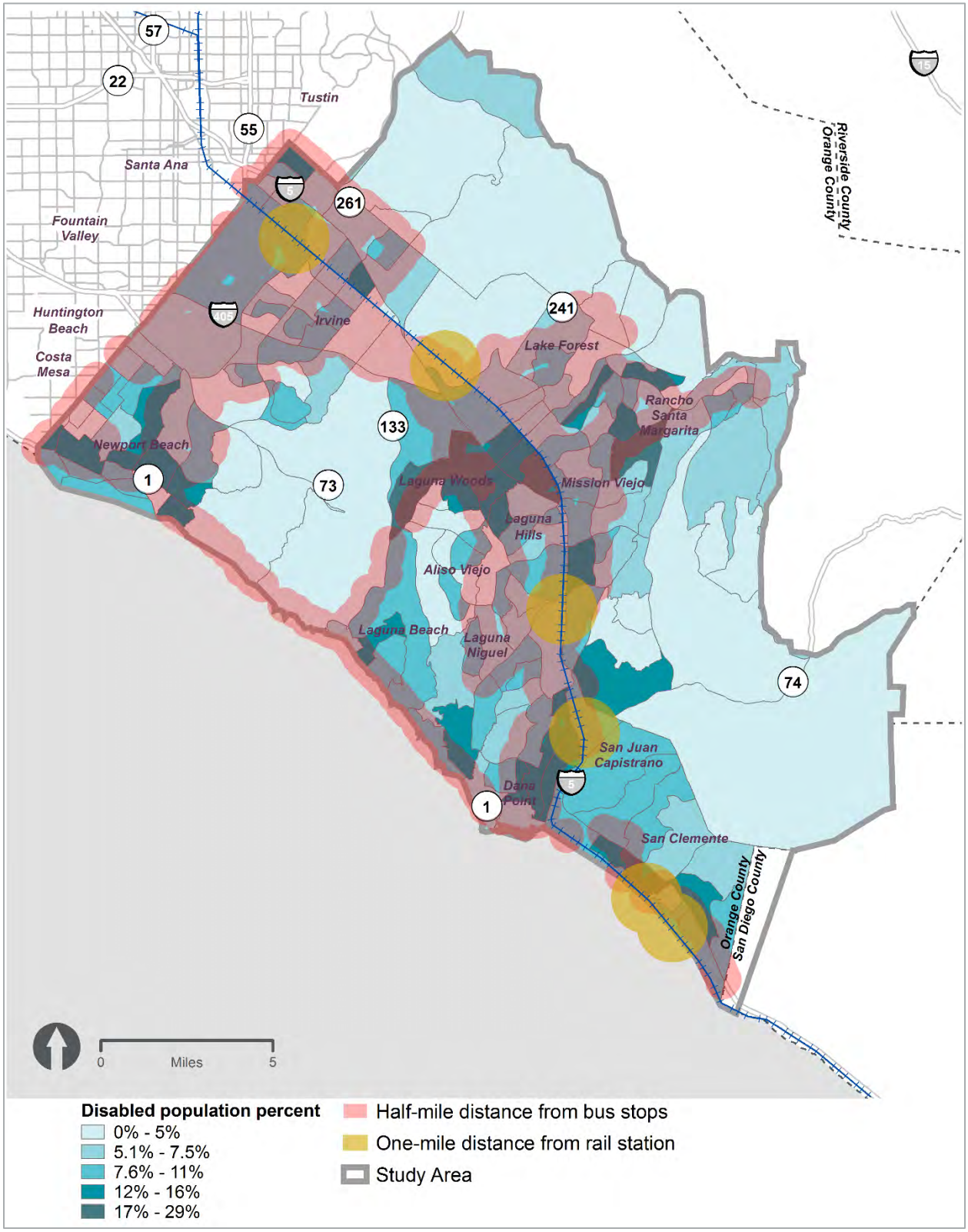


Figure 4-44. South Orange County Transit Access by Disability Population Density



4.6 Active Transportation

Active transportation refers to all modes of transportation that are non-motorized as well as electric and electric-assist micro-transit devices. Active transportation includes but is not limited to bicycling, walking, rollerblading, skateboarding and scootering. For this memorandum, the focus will be on walking and bicycling infrastructure; however, sidewalks and bicycle facilities enable access for all active transportation users. This section provides an overview of the active transportation conditions within the study area, including an assessment of available facilities, usage of the facilities, and gaps in the active transportation infrastructure.

4.6.1 Existing Facilities

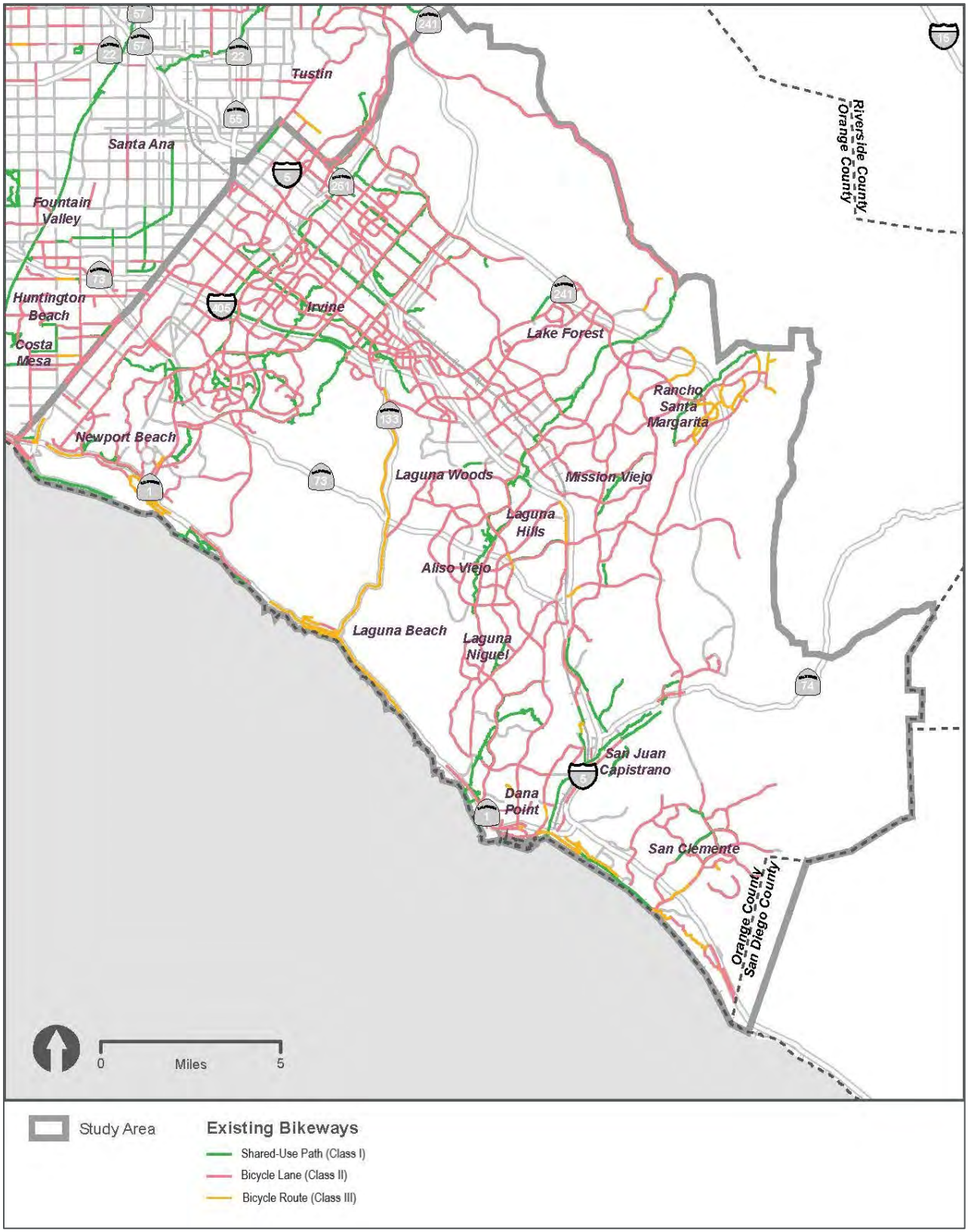
The study area has an extensive bicycle network with hundreds of miles of bike lanes and shared-use paths. Table 4-30 provides mileage per type of facility. These facilities provide residents, visitors, employees, and others ample opportunities to use bicycles or other active transportation devices to traverse the region.

Table 4-30. Existing Bicycle Facility Mileage by Type

Shared-Use Path (Class I)	152 miles
Bike Lane (Class II)	447 miles
Bike Route (Class III)	44 miles
Source: SCAG Regional Bikeways GIS Data, 2019	

Figure 4-45 depicts all of the existing bikeways in the study area. Bikeways exist throughout the entire region laying the foundation for a robust network to support active transportation.

Figure 4-45. Existing Bikeways

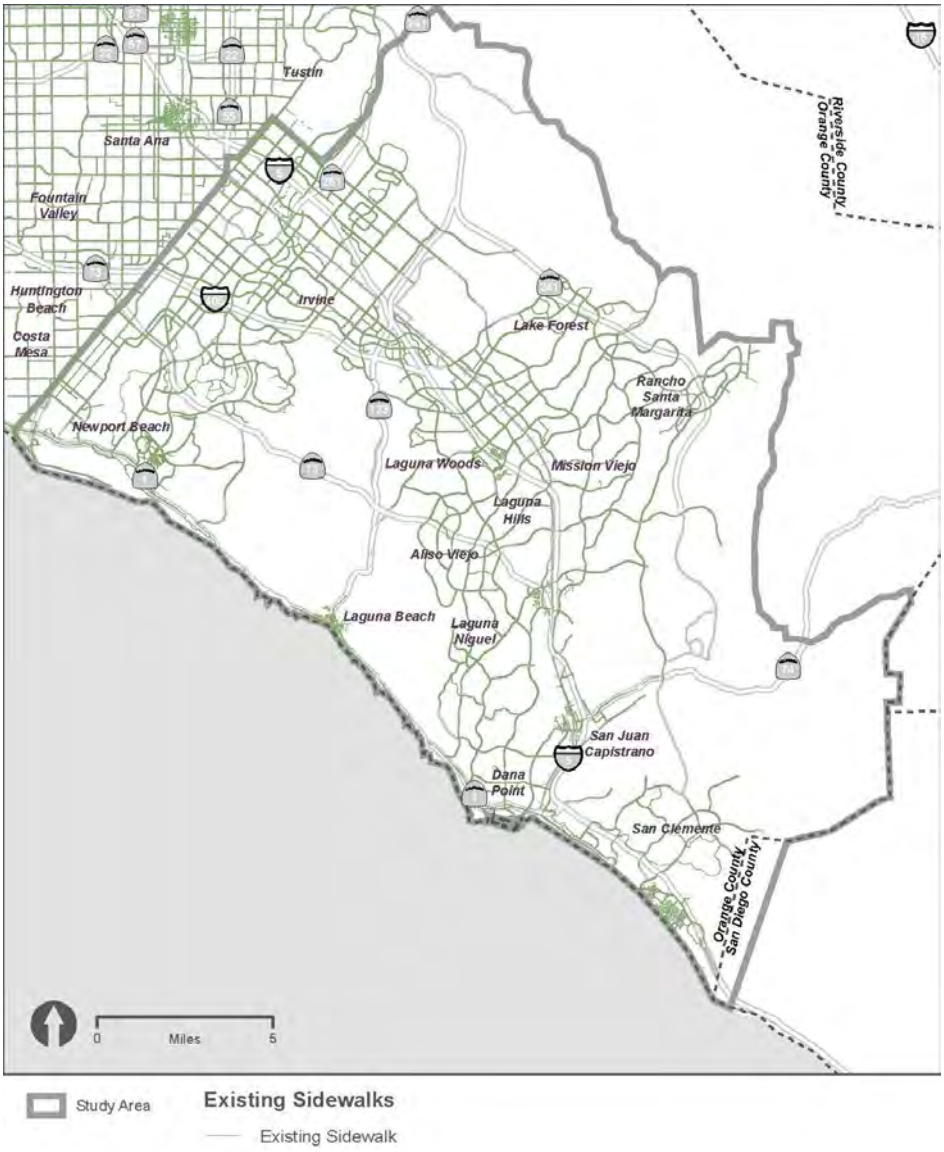


Source: SCAG Regional Bikeways GIS Data, 2019

The study area has a sufficient sidewalk network to facilitate walking trips, as seen using aerial imagery. The sidewalk network is complimented by shared-use paths in the study area providing connectivity within neighborhoods, downtowns, and employment centers. While the sidewalk network is extensive, there are still major gaps along major regional corridors.

Figure 4-46 illustrates the location and approximate length of those gaps. The sidewalk data was collected though interpretation of aerial photo imagery dated from May 2015 through April 2016. The primary purpose was to acquire information about the presence and absence of sidewalks along regionally significant roadways in Orange County. It is important to note some of the areas identified are along highways through challenging typograph and may not be suitable for sidewalks.

Figure 4-46. Existing Sidewalk Network

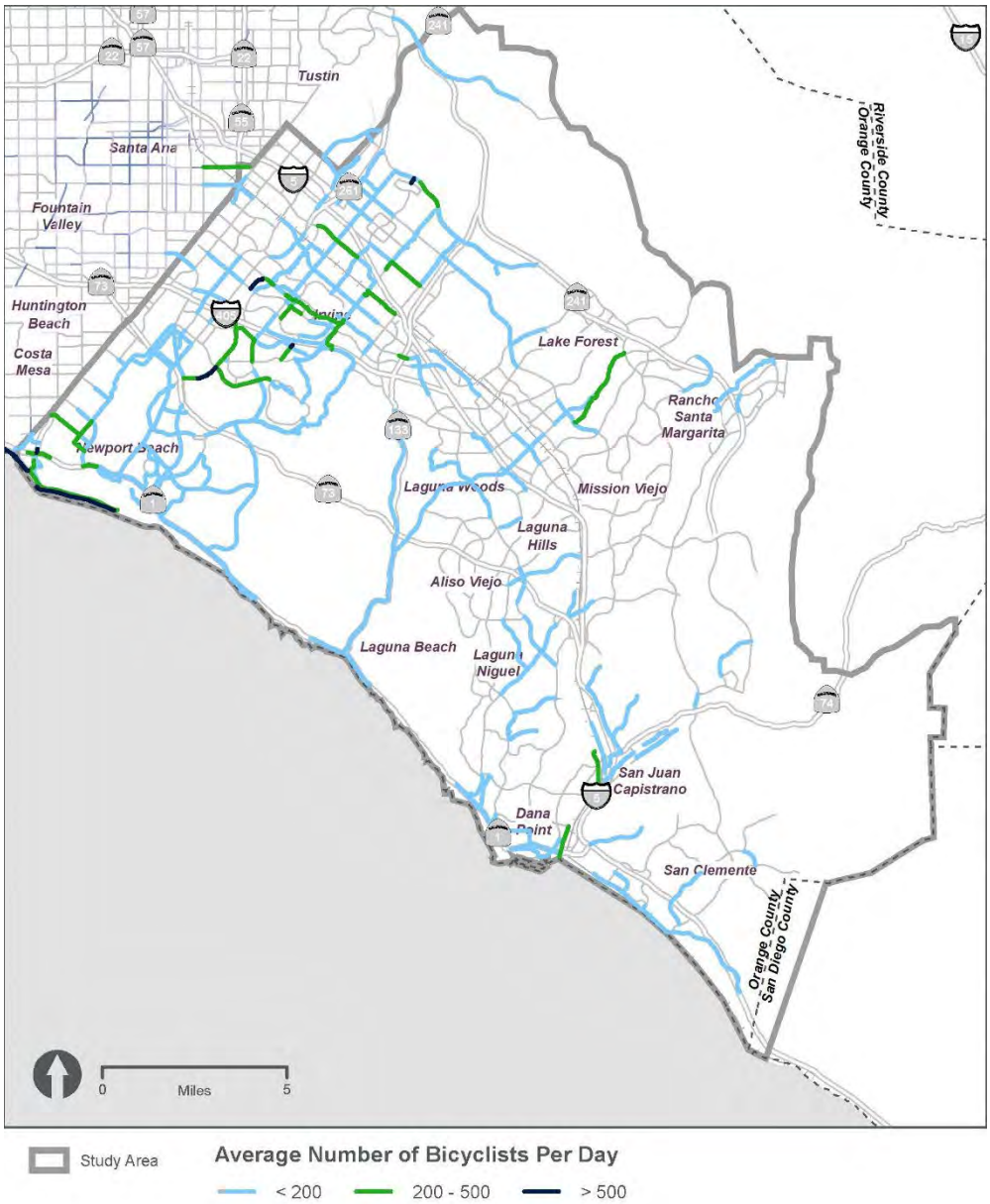


Source: SCAG Regional Bikeways GIS Data, 2019

4.6.2 Existing Count Information

There is existing active transportation count information within the study area. There are two types of counts data utilized as part of the existing count information. The first type of data is bike flow data. Figure 4-47 illustrates the bicycle usage along a number of major corridors in the Study Area. The second type of count data is project-specific before and after counts.

Figure 4-47. Bike Flow Count Data



Source: OCTA Bike Count Data, 2020

The before and after counts from two projects; 1) the installation of a bike lane in Newport Beach and 2) the upgrade of a facility from a bike lane with adjacent walking path to a physically separated shared-use path in San Clemente. Both projects were built in 2018/19, with before

counts conducted in 2017 and after counts conducted in 2019. These counts were conducted using Southern California Association of Governments (SCAG) recommended methodology which require counts to be conducted during a weekday morning, a weekday evening and a weekend midday. Counts used in Table 4-31 are totals from all three count periods, showing an aggregated comparison.

Table 4-31. Bicycle Counts

Before (2017)	After (2019)
Newport Beach (32nd Bike Lane Project)	
250	508
San Clemente (Shared-Use Path)	
307 (Bicycle)	428 (Bicycle)
109 (Pedestrians)	183 (Pedestrians)

*Source: **Before and After Counts Project for OCTA, 2019***

The count data show an increase in active transportation usage once the implementation of new or improved facilities were built. The increase in usage was significant in both cases and indicates that the implementation of more and improved infrastructure can have positive outcomes for users.

4.6.3 Gaps in Infrastructure and Challenges to Active Transportation

While the study area has an extensive active transportation network, there are still numerous gaps and opportunities to improve the active transportation environment in south Orange County. Figure 4-48 illustrates the 40 miles of gaps within the existing bikeways network. Gaps in the network are missing segments on a clearly defined and otherwise well-connected bikeway. Major barriers standing between destinations and clearly defined routes also represent connection gaps. Examples include bicycle lanes on a major street “dropping” for several blocks to make way for on-street parking, or a freeway standing between a major bicycle route and a school.

Figure 4-49 highlights the gaps within the existing sidewalk network. Similar to the network gaps for bicycles, the gaps in the network are missing sidewalk segments or paths. In some cases, these gaps are adjacent to highways without destinations or have topographically issues.

Figure 4-48. Existing Gaps in the Bikeways Network

Source: SCAG Regional Bikeways GIS Data, 2019

Figure 4-49. Existing Gaps in the Sidewalk Network

Source: OCTA Sidewalk Inventory Data, 2015-2016

4.6.4 Active Transportation Planning and Proposed Facilities

OCTA plays a significant role in active transportation planning for the region, conducting multiple bikeways studies as well as creating encouragement initiatives to increase active transportation in the study area.

OCTA is divided into five districts for bikeways planning. The study area contains sections of three of the districts, Districts 2, 3 and 5. District 3 is also known as the Orange County Foothills. To help plan bikeways throughout the region, OCTA led the following planning studies:

- Orange County Foothills Bikeways Strategy Report
- District 5 Bikeways Strategy Report
- District 1 and 2 Bikeways Strategy Report

To fully address the overall active transportation system in Orange County, OCTA completed the OC Active: Orange County's Bike and Pedestrian Plan in 2019.The planning initiative maps out a better plan for walking, rolling, and bicycling. This is the first comprehensive countywide effort to identify transportation needs and opportunities for both walking and bicycling. The collaborative effort incorporated detailed work already conducted by local cities and identify pedestrian and bicycle improvement areas throughout Orange County, which includes our study area. The plan helps address pedestrian and bicyclist needs by supporting the development of more sustainable, livable, and efficient mobility in our communities.

In addition to planning studies OCTA leads safety and encouragement efforts to support active transportation. These efforts include:

- *Brake the Cycle* – provides information to prevent bicycle and motor vehicle collisions.
- *Bright* – provides tips and information to bicyclists and pedestrians on how to be seen and why it is important.
- *Wrong-Way Riding* – provides information on why it is essential for bicyclists to follow the flow of traffic while riding.
- *3 Feet for Safety* – informs drivers that they must give bicyclists a minimum of three feet while driving next to them or passing.
- *Play it Safe* – an online video game to help drivers understand how to be safe in the presence of bicyclists and pedestrians.

As mentioned previously, OCTA is not alone in its active transportation planning efforts. Table 4-32 shows all of the active transportation plans that cities with the study area have developed to plan and promote walking and biking in their communities. Typically, active transportation planning documents are Active Transportation Plans (ATP), Bicycle Master Plans (BMP) and Pedestrian Master Plans (PMP) but in some cases, cities adopt the OCTA bikeways plans as their own or use the circulation portions of general plans or other documents to guide active transportation in their city. This information does not include all of the programs provided by cities and the County.

Table 4-32. City Active Transportation Planning

City	ATP	BMP	PMP	GP/OCTA/Other
Aliso Viejo	No	No	No	OCTA
Dana Point	No	No	No	Trails Master Plan
Irvine	No (in development)	Yes	No	
Laguna Beach	Yes	No	No	
Laguna Hills	No	No	No	General Plan
Laguna Niguel	No	No	No	General Plan
Laguna Woods	No	Yes	Yes	in the General Plan
Lake Forest	No	No	No	OCTA
Mission Viejo	No	No	No	General Plan
Newport Beach	No	Yes	No	General Plan
Rancho Santa Margarita	No	No	No	General Plan
San Clemente	Yes	No	No	
San Juan Capistrano	No	No	No	Trails Map

Source: City Websites, 2020

4.7 Transportation Demand Management

Transportation Demand Management (TDM) is the use of strategies that shift the how, when, and where of people's travel to increase system efficiency, reduce single-occupancy vehicle trips, and achieve specific planning goals. TDM strategies must be specific to the demographics, travel resources, and travel behaviors of their target audience. Data highlighted in this and other sections will allow the project team to determine which strategies are most effective within the study area and what their likely impacts would be on vehicle trip generation.

Applicable types of data include:

- Location of large employers (Section 4.7.1)
- Employment data (Section 4.7.1)
- Areas with high levels of transit access (Section 4.5.5)
- Areas with high levels of access to bicycle infrastructure (Section 4.6.1)
- Roadway facilities/areas with high levels of congestion (Sections 4.3.4 and 4.4.4)
- Presence of carpool/toll facilities (Section 4.3.1)
- Commute patterns (Section 4.7.2)

4.7.1 Location of Large Employers

Employment patterns in the study area will determine the type of TDM strategies that are most suitable and effective. For example, parts of the study area with a high concentration of employment will require strategies built around employment services and the standard work hours while those in residential areas focus on flexible travel options for trips of different purposes throughout the day. Data on employer size within the study area was retrieved from the ReferenceUSA business database, and the total number of jobs and industry type was retrieved from U.S. Census Bureau Employment Statistics Data.

As shown in Table 4-33, the study area has four employers with over 5,000 workers, 25 companies that employ 1,000 to 4,999 workers, 40 companies that employ 500 to 999 workers, and 121 companies that employ 250 to 499 workers.

Table 4-33. Employer Count by Number of Employees

Number of Employees	Count
5,000+	4
1000 to 4,999	25
500 to 999	40
250 to 499	121

As of 2017, the total number of jobs in the study area was 619,312, and this includes both primary and private jobs. The study area has a diverse economic base with jobs in many sectors. The top jobs by North American Industry Classification System (NAICS) industry sectors are presented in Table 4-34 below.

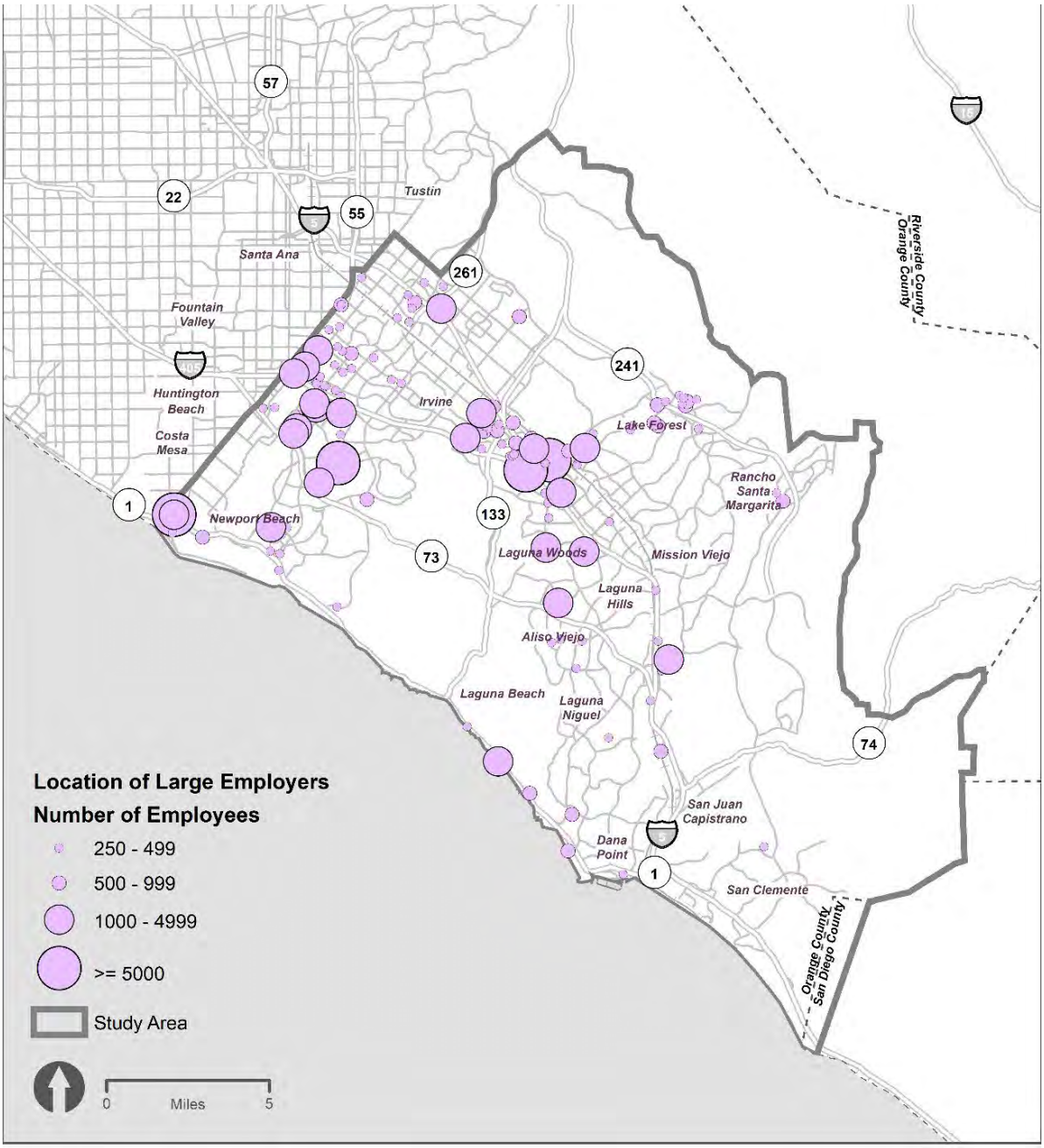
Table 4-34. Jobs by NAICS Industry Sector

NAICS Industry Sector	Count	%
Professional, Scientific, and Technical Services	79,371	12.8%
Health Care and Social Assistance	64,076	10.3%
Accommodation and Food Services	62,368	10.1%
Manufacturing	57,934	9.4%
Retail Trade	51,399	8.3%
Administration & Support, Waste Management and Remediation	46,780	7.6%
Finance and Insurance	46,377	7.5%
Educational Services	42,443	6.9%
Wholesale Trade	35,670	5.8%
Construction	32,667	5.3%

Source: U.S. Census Bureau. (2020). LEHD Origin-Destination Employment Statistics (2002-2017)

The delivery of TDM services is most efficient where employers are clustered together. A large proportion of employers are clustered in the City of Irvine, with pockets of employment in Newport Beach, Aliso Viejo, and Lake Forest (Figure 4-50).

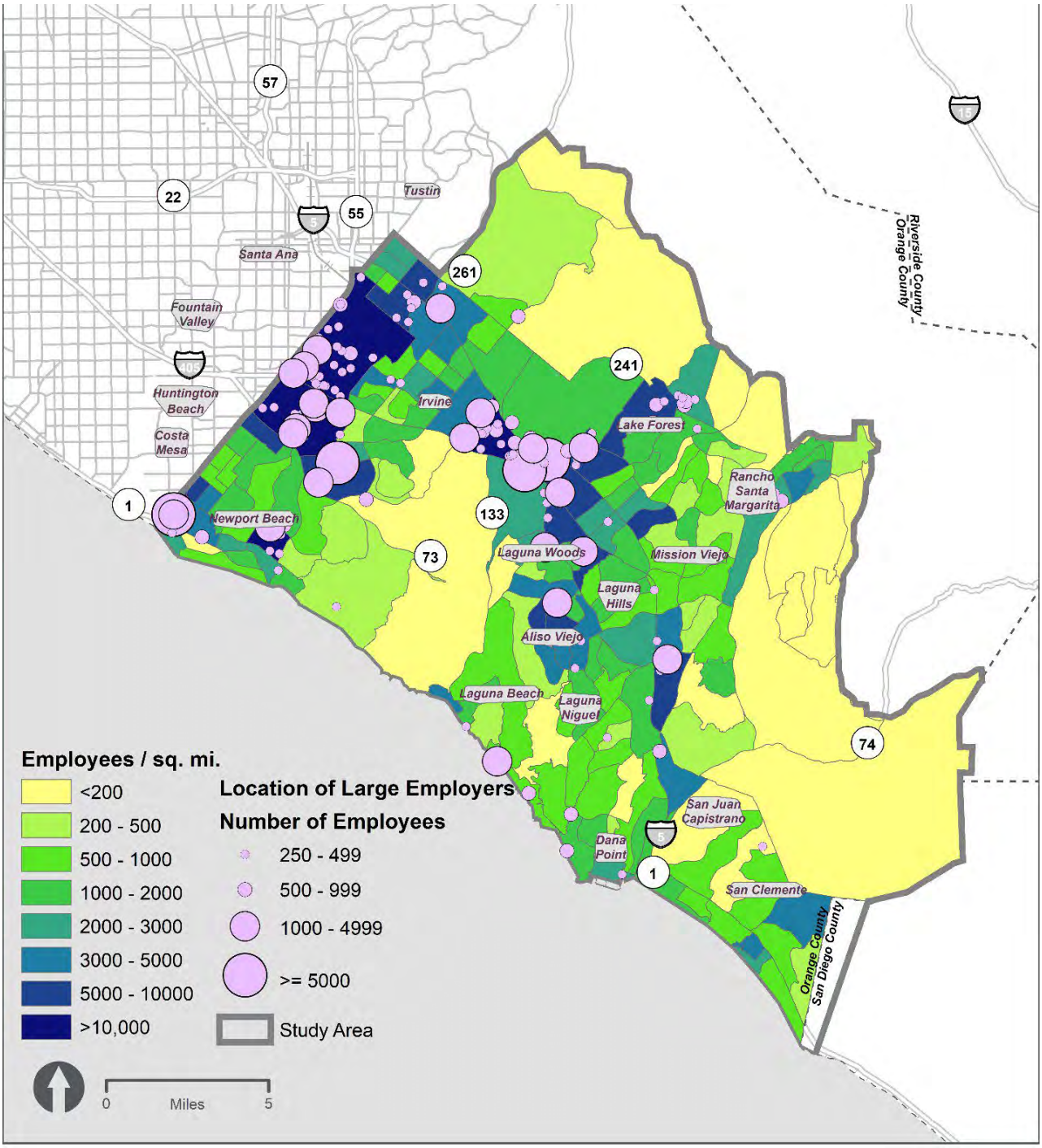
Figure 4-50. Locations of Large Employers in the Study Area



Source: U.S. Infogroup, Inc. (2020) ReferenceUSA database" for Reference USA.

As shown in Figure 4-51, the job density mirrors that of the location of large employers. Census tracts in Irvine have a higher job density per square mile compared to those in the rest of the study area.

Figure 4-51. Combined Employment Density with Employer Locations



Source: U.S. Census Bureau; American Community Survey, 2016 American Community Survey 5-Year Estimates Infogroup, Inc. (2020) ReferenceUSA database for Reference USA

4.7.2 Commute Patterns

Understanding commute patterns is important when developing effective TDM strategies. The location of people's residence and place of employment, commute distance, and proximity to transit routes all influence specific strategy recommendations. For example, if a large portion of employees will be traveling greater distances to get to work, a commuter shuttle or vanpooling may be appropriate. OCTA currently operates a commuter vanpool program (known as OC Vanpool) which provides monthly subsidies to commuters and employers as an incentive to encourage vanpooling and reduce single-occupancy vehicle trips. In addition to providing a financial incentive, OCTA assists by forming vanpool groups with a common schedule and workplace destination. These vanpool groups typically meet at a centrally located park-and-ride facility. The OC Vanpool program is only open to commuters who have a workplace within Orange County.

Census data at the tract level was used to determine where workers who are employed in the study area live, and where workers who live in the study area are employed (Figure 4-52 and Figure 4-53). Many workers live close to areas of high job density in Irvine.

4.7.3 Broadband Access

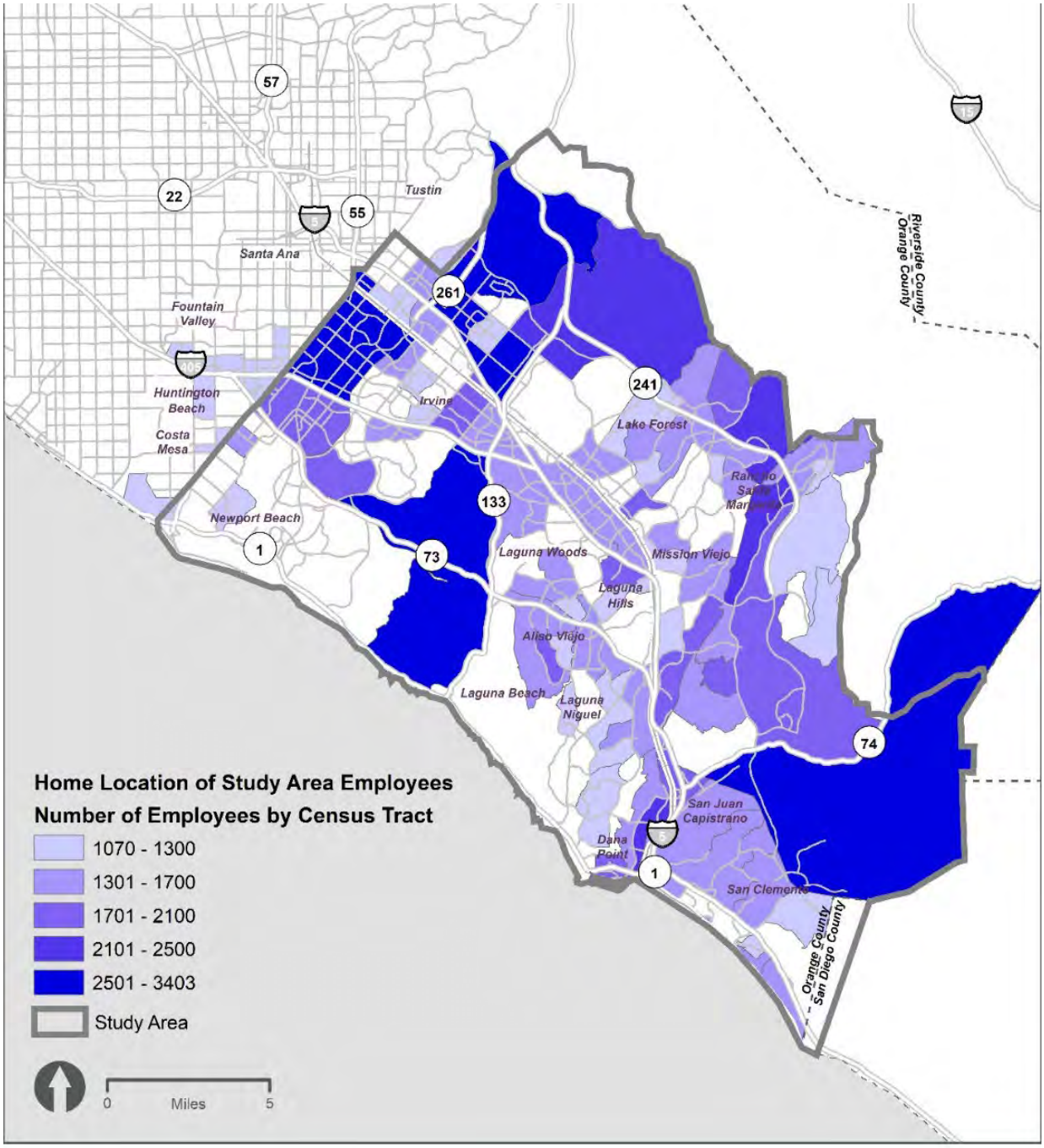
The study area is largely served with wired broadband internet. Internet speeds for households are largely between 100 and 500 megabits per second (Figure 4-54). This is slightly slower than northern parts of Orange County or of Los Angeles County, where gigabit-speed internet is generally available. The availability of broadband internet is a key requirement for study area residents to work from home.

4.7.4 Working from Home

Somewhat unique among commute modes, by working from home employees eliminate commute trips entirely. The COVID-19 pandemic has recently highlighted this commute mode by allowing businesses to maintain essential operations and employees to stay safe while working. The study area has a comparatively high work-from-home mode share with coastal areas often exceeding 10 percent and inland areas mostly between 4 percent and 10 percent. This compares to a 5.5 percent average work from home mode share for the Los Angeles – Long Beach – Anaheim metropolitan statistical area. Work from home frequency likely increased as a result of the COVID-19 pandemic, but recent data for the study area is not available.

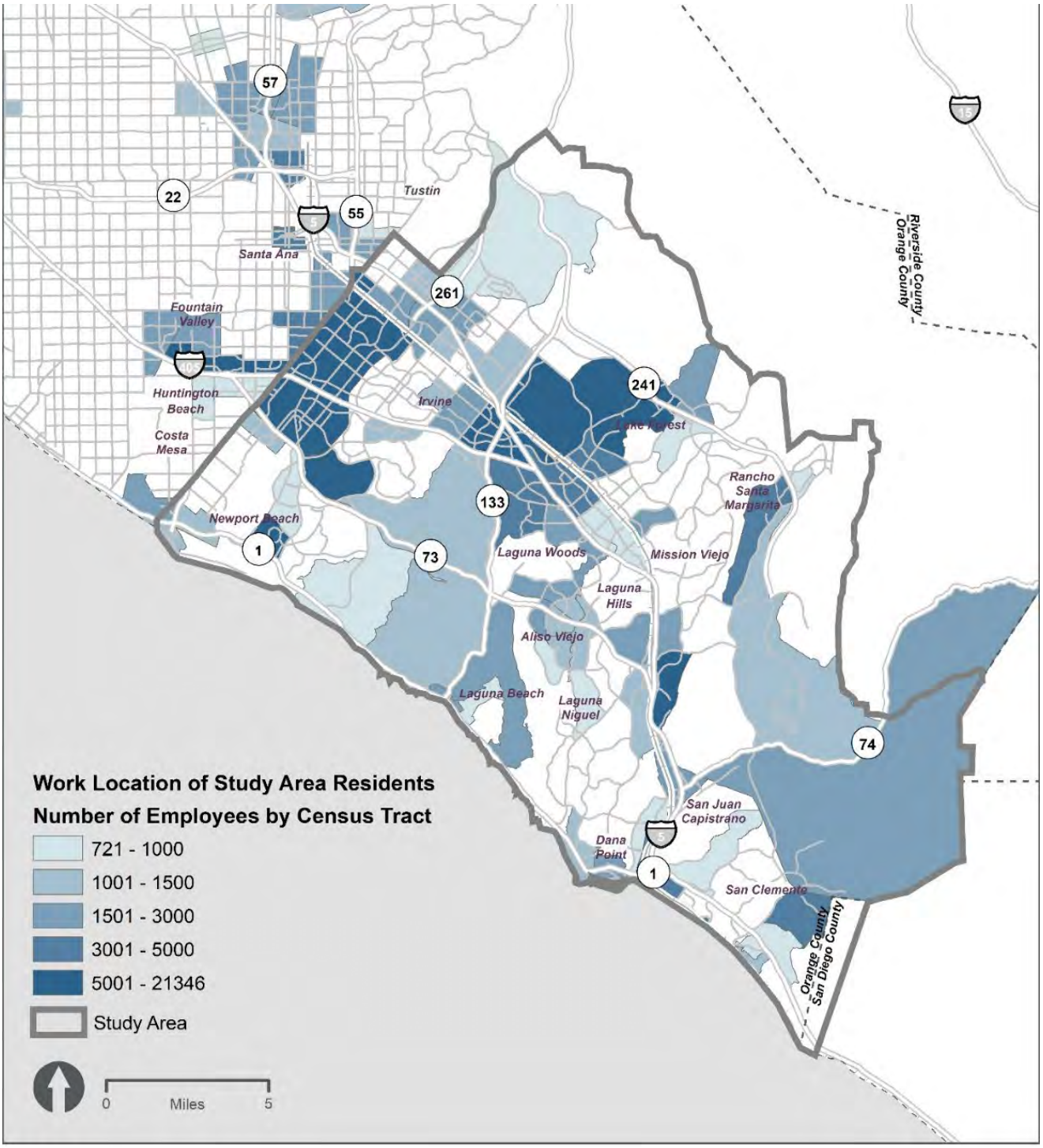
The referenced data will be used to develop tailored TDM solutions for the study area. Employment-specific data in combination with congestion and infrastructure information referenced in other chapters allow the identification for priority areas for TDM. For instance, the Irvine Business Complex and the larger area around John Wayne Airport has high employment density and a high number of large employers. These conditions allow for the implementation of efficient commuter programs with the highest likelihood of encouraging alternative transportation use.

Figure 4-52. Home Location of Study Area Employees



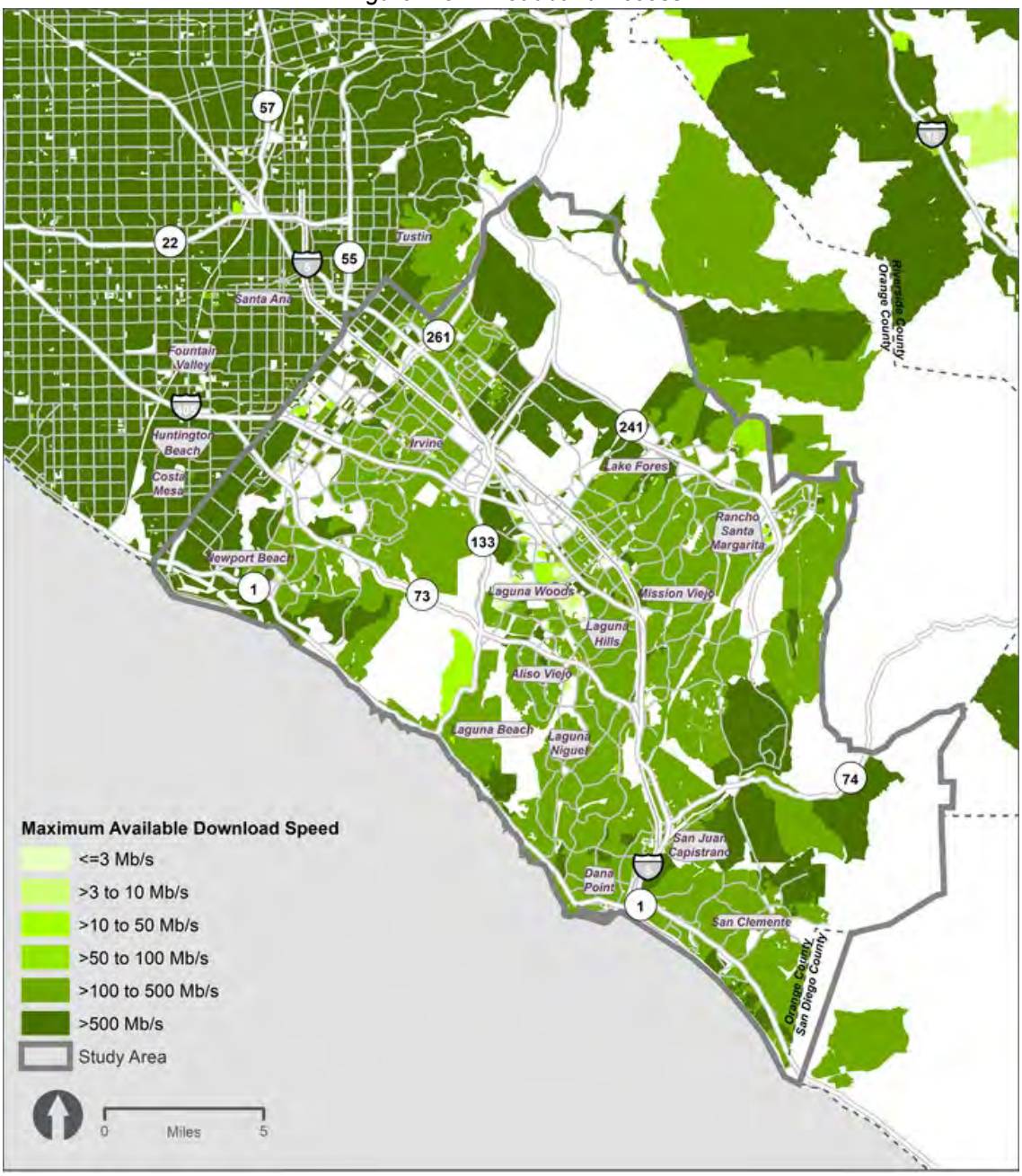
Source: U.S. Census Bureau. (2020). LEHD Origin-Destination Employment Statistics (2002–2017)

Figure 4-53. Work Location of Study Area Residents



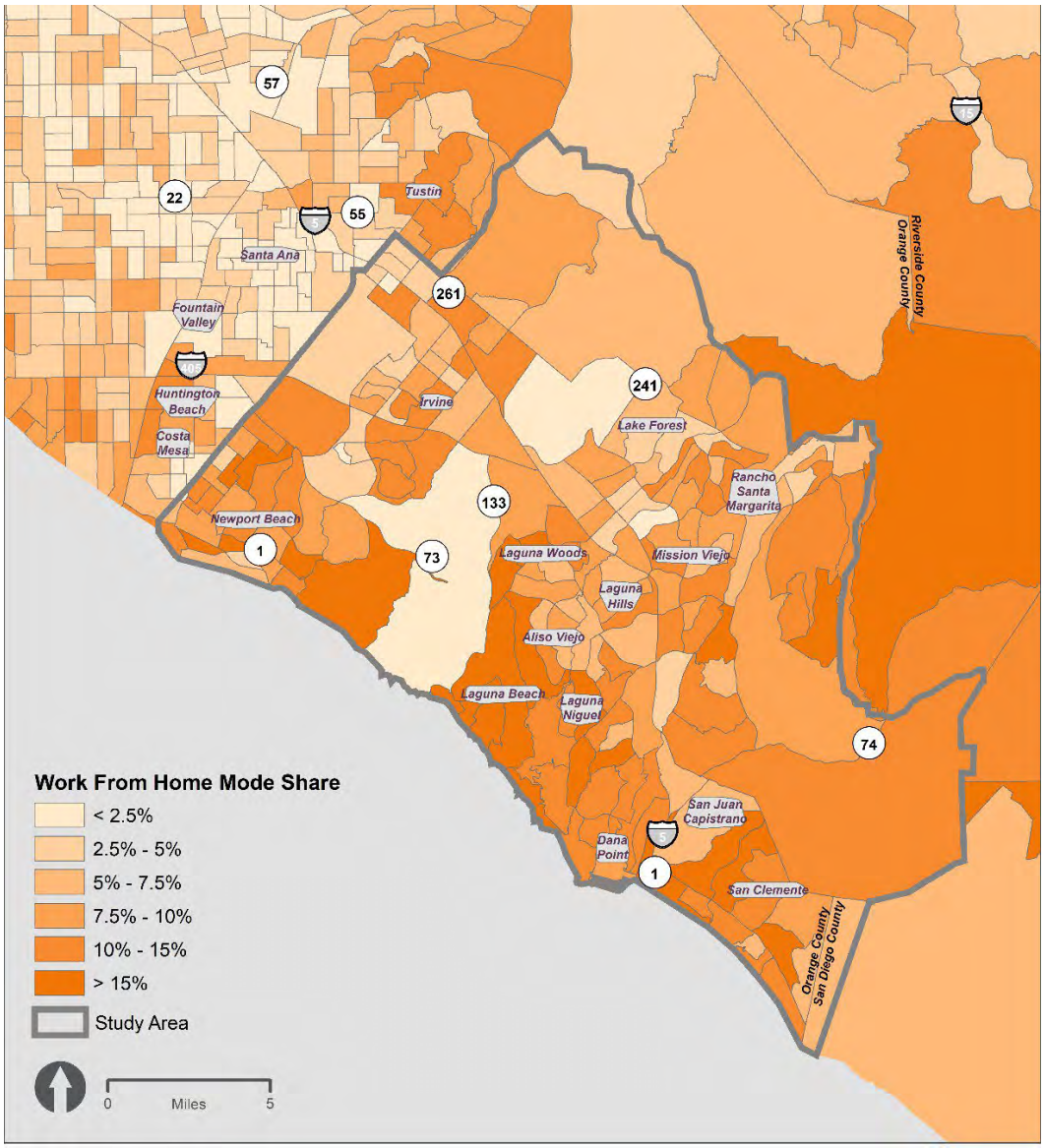
Source: U.S. Census Bureau. (2020). LEHD Origin-Destination Employment Statistics (2002–2017)

Figure 4-54. Broadband Access



Source: California Public Utilities Commission (2020). Fixed Downstream Deployment

Figure 4-55. Residents Work from Home Mode Share



Source: U.S. Census Bureau (2020). 2018 American Community Survey 5-Year Estimates

5.0 Conclusion

The information presented in this existing conditions and future no-build assessment memo will be used as the technical basis for understanding transportation deficiencies and constraints affecting mobility in the study area. However, we must assume that the future baseline of a post-COVID-19 world is likely to be different than the future baseline conditions outlined in this memo. The transportation deficiencies memo will consider how the post-COVID-19 world might be different than the SOCMTS future baseline and outline an approach for the study to deal with the unknowns and uncertainty.

South Orange County Multimodal Transportation Study

Appendix C. Multimodal Strategies Development and Evaluation

Orange County Transportation Authority (OCTA)

November 2022

In Association with:

Alta Planning + Design
Land CM
Nelson Nygaard
PlaceWorks
System Metrics Group
UrbanTrans
VCS Environmental

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Multimodal Strategies Development and Evaluation

South Orange County Multimodal Transportation Study (SOCMTS)

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Appendix B. Existing and Future Conditions

Appendix C. Initial Screening Report

Appendix D. Off-Model Adjustment Procedures

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1 Development of Multimodal Strategies

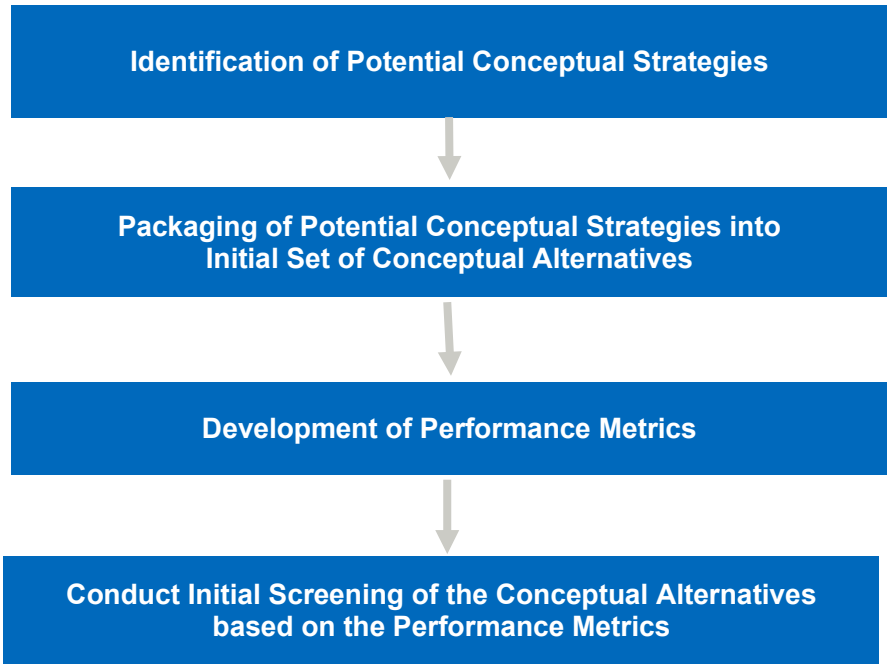
Multimodal strategies were developed to add to the Core Elements and create an integrated multimodal strategy that would fully address the SOCMTS Purpose and Need statement. This document describes the process used for developing and evaluating the multimodal strategies. This section describes the first step in the process, in which a number of mode-based conceptual strategies were identified and packaged into an initial set of conceptual alternatives. A set of multimodal-focused performance measures were also developed to compare the performance of the conceptual alternatives and determine which strategies to carry forward into the detailed evaluation of multimodal strategies.

1.1 Methodology

The methodology used to conduct the initial screening includes the following tasks (also represented in a flowchart in Figure 1-1).

- **Identification of Potential Conceptual Strategies:** Identify a broad range of conceptual improvement strategies that would address the Study Purpose.
- **Packaging into Initial Set of Conceptual Alternatives:** Package the broad range of conceptual improvement strategies into an initial set of modal-based conceptual alternatives that will undergo initial screening.
- **Development of Performance Metrics:** Define the performance metrics that use outputs from OCTAM and off-model tools, as needed, to analyze how well the initial set of conceptual alternatives address the Study Purpose.
- **Initial Screening of Conceptual Alternatives:** Use the results of the performance metrics to determine which strategies to include in the detailed evaluation of multimodal alternatives.

Figure 1-1. Initial Screening Methodology



1.2 Initial Conceptual Alternatives

A list of numerous potential improvement strategies was identified for consideration, and included elements such as bike lane improvements, low-speed lanes for neighborhood electric vehicles, incentives to shift commute travel times, priced managed lanes, increased commuter rail service frequencies, mobility hubs, and dedicated lanes for connected and autonomous vehicles. Rather than evaluating these strategies on an individual level, the strategies were packaged into ten conceptual alternatives for initial screening.

The conceptual alternatives for initial screening are not intended to be cumulative and are not necessarily multimodal in nature. They build on the 2045 Baseline scenario, which includes the existing transportation system plus the Core Elements projects. For the purposes of initial screening, the intent was to understand how the specific improvements and strategies identified within each alternative would affect travel in south Orange County and address the Study Purpose. The results of the initial screening were used to create multimodal scenarios for more detailed evaluation in subsequent study tasks.

- **Alternative 1 (Maximize Rail and Transit):** Alternative 1 emphasizes investments in the local and regional transportation system that will maximize rail and transit mobility and accessibility both within and through south Orange County. Local investments could include first/last-mile connections, mobility hubs, and expansion of on-demand/ microtransit services. Regional investments could include track improvements to increase Metrolink commuter rail service frequencies. The intent of Alternative 1 is to examine how the increased availability and convenience of transit could attract new passengers, encourage greater use of non-single occupant vehicle travel modes, and enhance overall transportation system performance.

- **Alternative 2 (Revise Roadway System Operations):** Alternative 2 includes operational improvements that are focused on maximizing the efficiency of the roadway system and managing congestion without building new capacity. This alternative is aimed at controlling traffic flow on the roadway in real time and optimizing operations of the full transportation system. The intent of Alternative 2 is to examine how strategies to revise roadway system operations (e.g., signal synchronization, integrated corridor management) could help manage travel demand and increase travel reliability in south Orange County.
- **Alternative 3 (Eliminate Roadway Bottlenecks):** Alternative 3 includes capacity enhancements that are specifically focused on eliminating key bottlenecks in the transportation system. This alternative could include strategies such as the addition of auxiliary lanes and elimination of lane drops on freeways. The intent of Alternative 3 is to examine to what extent the elimination of bottlenecks improves travel in south Orange County.
- **Alternative 4 (Repurpose Road Space – Enhance Active Transportation):** Alternative 4 is focused on repurposing road space to enhance opportunities for active transportation (i.e., Complete Streets treatment on select arterials). This alternative could also consider targeted MPAH-buildout for greater implementation of active transportation improvements on the roadway.
- **Alternative 5A (Demand Management – Support Tele-everything):** Alternative 5A includes policies or improvements aimed at managing travel demand by expanding the capability to "tele-everything" within south Orange County (e.g., use of roadway right-of-way for fiber/communications lines, work-from-home support/guidance for employers).
- **Alternative 5B (Demand Management – Emphasize User Pricing and Managed Lanes):** Alternative 5B is focused on using pricing strategies and managed lanes as the primary means of either reducing the number of vehicles on the roadway or redistributing trips to less congested periods of the day, with the ultimate goal of relieving traffic congestion. This alternative could include policies such as congestion pricing or high occupancy toll lanes on all highways in the study area. This alternative considers how the implementation of user pricing strategies would change travel behaviors and affect travel demand in south Orange County. For the purposes of OCTAM modeling and understanding the specific impacts of using pricing as a means of demand management, Alternative 5B has been further divided into the following:
    - **Alternative 5B-1:** emphasize managed lanes (i.e., convert HOV 3+ to HOT 3+)
    - **Alternative 5B-2:** emphasize user pricing (i.e., increase auto operating cost broadly for all users)
- **Alternative 5C (Demand Management – Subsidize Mode Shift):** While Alternative 5B is focused on using pricing strategies as a method of managing travel demand, Alternative 5C is focused on using incentives to change travel behaviors or encourage a shift in travel modes. Alternative 5C may include strategies such as employer subsidies for transit or subsidies for micro-mobility and TNCs. This alternative considers how the use of subsidies and incentives would change travel behaviors and affect travel demand in south Orange County.

- **Alternative 6 (Maximize Emerging Technologies):** Alternative 6 includes strategies and investments associated with technologies such as connected and autonomous vehicles. The improvements and actions contained within this alternative are focused on accommodating and better adapting to upcoming changes and trends in transportation technology, in addition to addressing human-error safety concerns. The intent of Alternative 6 is to examine the impact of emerging technologies on mobility in south Orange County.

1.3 Performance Metrics

Eight performance metrics were developed to evaluate the effectiveness of each conceptual alternative relative to the SOCMTS goals and objectives and purpose and need. They are described below, and Table 1-1 summarizes their relation to elements of the study purpose.

- **Percentage of trips made by non-single occupant vehicle (SOV) modes:** This metric considers the extent to which the alternatives provide travel options that are competitive to solo driving.
- **Access to transit and active transportation:** This metric considers which alternatives provide convenient connections between different travel modes by increasing the availability and improving the convenience of using transit and active transportation.
- **Total daily vehicle trips:** This metric considers the impact each alternative has upon the number of vehicle trips made per day.
- **Peak period vehicle trips:** This metric considers the impact each alternative has upon the number of vehicle trips made specifically during peak periods.
- **Travel time savings or reduction in vehicle hours of delay:** This metric considers the extent to which the alternatives enhance the efficiency of travel on the transportation system by reducing travel time.
- **VMT reduction:** This metric considers the extent to which the alternatives support a reduction in VMT.
- **Ease of implementation:** This metric qualitatively evaluates the likelihood of implementation for each alternative, considering factors such as cost and public and political support or opposition.

1.4 Screening Analysis

1.4.1 Modeling Approach

For initial screening, the conceptual alternatives were tested in the OCTAM travel forecasting model and/or with an off-model approach, as shown in Table 1-2.

1.4.2 Initial Screening and Findings

The following discussion, organized by performance metric, summarizes the results of the screening analysis. A summary of the screening results is provided in Table 1-3.

Table 1-1. Performance Metrics and Study Purpose

	Make public transit, bicycling, and walking more convenient and accessible	Decrease the overall number of trips made each day and improve safety and efficiency	Protect the environment and preserve transportation infrastructure	Adapt to new transportation technologies and services
Percentage of Trips Made by Non-SOV Modes	X			
Access to Transit and Active Transportation	X			
Total Daily Vehicle Trips		X		
Peak Period Vehicle Trips		X		
Travel Time Savings or Reduction in Vehicle Hours of Delay		X		
VMT Reduction			X	
Ease of Implementation				X

Table 1-2. Modeling Approach

Alternatives Modeled Using OCTAM vs. Off-Model
OCTAM
2045 Baseline
Alternative 1 – Maximize Rail and Transit (to determine the impact of investments in Metrolink commuter rail service, freeway BRT, and local bus service)
Alternative 3 – Eliminate Roadway Bottlenecks (to determine the impact of targeted improvements at freeway chokepoint locations)
Alternative 4 – Repurpose Road Space – Enhance Active Transportation (to determine the impact of lane reductions on four-lane arterials)
Alternative 5B-1 – Demand Management – Emphasize Managed Lanes (to determine the impact of implementing HOT3+ managed lanes on all highways in Orange County)
Alternative 5B-2 – Demand Management – Emphasize User Pricing (to determine the impact of implementing a roadway use fee)
Alternative 5C – Demand Management – Subsidize Mode Shift (to determine the impact of shadow tolls)
Alternative 6 – Maximize Emerging Technologies (to determine the impact of connected/autonomous vehicles (CAVs) on the freeway)
Off-Model
Alternative 1 – Maximize Rail and Transit (to determine the impact of mobility hubs and expanded OC Flex service)
Alternative 2 – Revise Roadway System Operations
Alternative 4 – Repurpose Road Space – Enhance Active Transportation (to determine potential active transportation impacts with varying levels of investment)
Alternative 5A – Demand Management – Support Tele-Everything (to determine the impact of sustained work-from-home, e-commerce, and telehealth)
Alternative 5C – Demand Management – Subsidize Mode Shift (to determine the impact of varying levels of investment in TDM strategies)

Table 1-3. Summary of Initial Screening

Performance Metrics	Conceptual Alternatives									
	Baseline	1	2	3	4	5A	5B-1	5B-2	5C	6
Higher percentage of trips made by non-SOV modes	◑	◑	◑	◑	●	N/A	◑	●	◑	○
Access to transit and active transportation	◑	●	◑	◑	●	◑	◑	◑	◑	◑
Reduced total daily vehicle trips	◑	◑	◑	◑	●	●	○	●	◑	○
Travel time savings (person hours/day) or reduction in vehicle hours of delay	◑	●	●	◑	○	N/A	○	●	◑	●
VMT reduction	◑	◑	◑	◑	●	●	○	●	◑	○
Ease of implementation - cost	-	$$$	$	$$$	$$	$	+$	+$$$	$	$
Ease of implementation – environmental effects	◑	○	●	○	●	●	○	●	◑	○
Ease of implementation – political support	◑	○	●	○	○	◑	◑	○	◑	●

Notes:
Alt 1 – maximize rail and transit, Alt 2 – revise roadway system operations, Alt 3 – eliminate roadway bottlenecks, Alt 4 – repurpose road space-enhance active transportation, Alt 5A – demand management-tele-everything, Alt 5B-1 – demand management-emphasize managed lanes, Alt 5B-2 – demand management-emphasize user pricing, Alt 5C – demand management-subsidize mode shift, Alt 6 – maximize emerging technologies

Legend:
○ = Worse than Baseline, ◑ = Similar to Baseline, ● = Better than Baseline
$$$ = substantial cost, $$ = moderate cost, $ = low cost, +$ = generates small amount of revenue, +$$$ = generates substantial revenue

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Percentage of Trips Made by Non-SOV Modes

In the 2045 Baseline, approximately 51 percent of trips are made by non-SOV modes. In Alternative 4, the highest level of active transportation investment (i.e., substantially increasing active transportation mode share by repurposing road space on four-lane arterials for protected bike lanes and other bike/pedestrian enhancements) is expected to increase non-SOV mode share by an additional 1.3 percentage points, representing the highest improvement among the alternatives.

Access to Transit and Active Transportation

Alternative 1 would include new microtransit and freeway BRT, along with significant rail service expansion, expanding job access via transit. Alternative 4 would expand the active transportation network, putting more jobs closer to bicycle and pedestrian facilities. Compared to the 2045 Baseline, the remaining alternatives do not include new transit or active transportation facilities.

Total Daily Vehicle Trips

In the 2045 Baseline, the model forecasts approximately 11.6 million daily vehicle trips in Orange County. The ranking of alternatives generally follows that of the non-SOV mode share. The highest level of investment in active transportation (Alternative 4) is expected to reduce this by approximately 300,000 trips per day, the highest of the alternatives, followed by roadway pricing (Alternative 5B-2) and the TDM “tele-everything” alternative (5A). HOV to HOT conversion (Alternative 5B-1) and CAV technology (Alternative 6) increase functional capacity of the roadway system and are thus expected to increase vehicle trips.

Travel Time Savings

Travelers in Orange County are forecast to spend 3.4 million person-hours traveling in the 2045 Baseline alternative. Roadway pricing (Alternative 5B-2) shows the strongest reduction, followed by transit and CAV technology. Bottleneck improvements and shadow tolling provide modest travel time savings, while HOT conversion (Alternative 5B-1) shows an increase in travel time.

While person hours traveled were not assessed for roadway operational enhancement (Alternative 2), off-model analysis showed a significant reduction in vehicle hours traveled compared to the 2045 Baseline, stronger than the reduction achieved through roadway pricing. Since travel time for other modes is unlikely to increase in Alternative 2, this suggests strong potential for reducing person hours traveled.

OCTAM analysis of lane reductions included in Alternative 4 showed an increase in person hours traveled; however, this does not account for congestion relief from the large mode shift shown in the off-model analysis of investments in active transportation. Given that non-motorized modes have lower speeds, mode shift is not likely to have a net travel time savings.

VMT Reduction

In the 2045 Baseline alternative, Orange County roadways are forecast to support 84.6 million vehicle miles traveled per day. Directly pricing VMT (Alternative 5B-2) demonstrated the strongest

reduction of over 740,000 miles per day. Bottleneck improvements (Alternative 3) resulted in a modest increase in VMT, while HOV to HOT conversion (Alternative 5B-1) and CAV technology (Alternative 6), which increase functional capacity of the roadway system, resulted in large increases in VMT.

The off-model analysis of investments in active transportation (Alternative 4) did not assess VMT, but it is reasonable to assume a strong mode shift to non-motorized modes would correspond to a large VMT reduction. Roadway operations improvements in Alternative 2 were not modeled but are expected to have no change in this metric.

Ease of Implementation

The ease of implementation for each alternative was assessed for three factors: cost relative to the baseline assumptions, environmental impacts and constraints, and level of political support or opposition.

Cost

The rail and transit expansion and highway bottleneck improvement alternatives (Alternatives 1 and 3, respectively) include major capital projects with substantial cost. Expanding active transportation (Alternative 4) infrastructure would entail significant, but comparatively modest capital investment. Alternatives 2 (roadway operations improvements), 5A (tele-everything), 5C (shadow tolls), and 6 (CAV technology) would involve small amounts of additional expenditure. In contrast, pricing strategies would increase revenue. HOV to HOT conversion (Alternative 5B-1) would apply only to SOV drivers using select lanes on freeways, resulting in small increases in revenue. Broad roadway pricing (Alternative 5B-2), on the other hand, would generate substantial revenue that could improve fiscal sustainability of the transportation system.

Environmental Effects

By reducing vehicle travel, active transportation investment and roadway pricing (Alternatives 4 and 5B-2, respectively) would reduce environmental impacts of the transportation system. Improving roadway operations (Alternative 2) would be beneficial for air quality by reducing vehicle idling. While rail and transit expansion would result in a modest reduction in vehicle travel, the railroad capacity expansion required would impact environmentally sensitive areas, and the continued use of diesel locomotives could worsen air quality. Alternative 3 would also have significant impacts to surrounding properties in order to ameliorate freeway bottlenecks and would increase VMT. Alternatives 5B-1 (HOV to HOT conversion) and 6 (CAV technology) would have a negative environmental impact by encouraging more vehicle travel. In Alternative 5C, shadow tolling would have a negative impact by increasing VMT, but this would be mitigated with TDM measures to reduce VMT.

Political Support

Roadway operational improvements (Alternative 2) that deliver increased efficiency with low cost have public support and are expected to have strong political support. Similarly, the public is generally supportive of futuristic CAV technology and investments in new technologies (Alternative 6). HOV to HOT conversion (Alternative 5B-1) would provide SOV drivers more functional roadway capacity, but tolls are generally unpopular. Shadow tolls (Alternative 5C) are

likely to garner strong support among existing or potential toll road users but would require the public to identify additional funds with which to subsidize drivers, contrary to state policy priorities and the interests of the majority of the public, which do not use the toll roads.

As discussed in Section 1.5 below, some local residents have voiced strong opposition to the rail capacity expansion required for Alternative 1, and the broader public has little enthusiasm for enhanced rail service. Similarly, although the public has identified a desire to address freeway bottlenecks, the bottleneck improvements in Alternative 3 would likely garner local opposition, and the high cost of improvements will be a barrier for broader support. If reductions in travel lanes on arterials are necessary to implement active transportation improvements in Alternative 4, strong opposition would be expected from drivers. In Alternative 5B-2, a VMT fee high enough to change travel behavior would likely be met with strong opposition by drivers.

Key Findings

Overall, the results support the following key findings:

- Incentives affect behavior
  - Road user pricing results in positive mode shifts

    Alternative 5B-2 (roadway user pricing) shows the best results in terms of shifting trips away from single-occupant vehicle modes. Alternative 4 (repurposing road space for active transportation) also shows positive results for shifting relatively short trips away from SOV, but substantially increasing active transportation mode share would likely require repurposing road space for protected bike lanes and other safety enhancements, and the reallocation of road space may worsen local traffic congestion.
  - Subsidizing driving results in unfavorable mode shifts

    Alternative 5C, specifically incentivizing a shift in traffic from the non-tolled freeways to the toll road through the use of shadow tolls, could reduce delay but would increase driving and VMT.
  - TDM measures support positive mode shifts

    Other elements of Alternative 5C – incentivizing use of non-SOV modes – result in positive mode shifts, though the magnitude of the shift depends on the type and magnitude of the incentives.
- Improving transit service and active transportation infrastructure encourages positive mode shifts, but cost effectiveness varies based on the how supportive the location is.
  - Alternative 1 (maximizing rail and transit), shows some potential for achieving mode shift, but with the alternative's emphasis on improving regional rail the benefits are primarily in the areas with good access to rail stations. Alternative 4 (repurposing road space for active transportation) also shows potential for mode shift, but the potential benefits are particularly in areas that have a higher percentage of short trips (less than three miles) that could be shifted from driving to active transportation.
- Increasing the physical or functional capacity of the highway system encourages more driving

- Alternative 6 (maximizing emerging technologies) results in more vehicle trips, more VMT, and a higher percentage of SOV trips because autonomous and connected vehicles increase the vehicle carrying capacity of the highway system. Conversely, the introduction of connected and autonomous vehicles would provide benefits in terms of reduced congestion and reduced delay due to improved efficiency of highway operations and increased safety with fewer incidents.

Impacts of Tele-everything

The COVID-19 pandemic briefly offered a glimpse of a world with both reduced vehicle travel and high levels of telecommuting and offered hope that sustained telework could result in sustained reductions in vehicle travel. However, the travel changes during the pandemic cannot solely be attributed to telework, as voluntary or government-mandated social distancing also contributed to changes in travel behavior. After declining significantly early in the pandemic, VMT has rebounded and now exceeds the pre-pandemic baseline, despite the continuation of telecommuting at a higher rate (BTS 2021).

Increased telework has the potential to modestly reduce vehicle travel and its resulting impacts. Approximately 2 in 3 California workers cannot perform their jobs remotely, and work trips account for only 27.5 percent of Orange County person trips in vehicles. As a result, recent analyses by SANDAG and KPMG estimate the impact of drastic increases in telecommuting (i.e., permanent and occasional telework rates at 25 percent and 13 percent, respectively) to provide approximately a 5 percent reduction in overall VMT, with moderate increases in telecommuting (i.e., permanent and occasional telework rates at 9 percent and 12 percent, respectively) resulting in a VMT reduction of approximately 1 to 2 percent (SANDAG 2021; KPMG 2020).

The effects of telework are complicated by compensatory effects, such as residential choice. Workers that do not need to commute on a daily basis may choose to live farther from their workplaces in more auto-oriented areas, increasing the distance of non-work trips and work trips that do occasionally occur. In households with multiple workers, one telecommuter can be offset by another household member that commutes a longer distance. These factors explain the counterintuitive finding in several prior analyses of National Household Travel Survey data that telecommuters in fact drive more miles than in-person workers (Chakrabarti 2018; Zhu & Mason 2014; Zhu et. al. 2018).

In summary, telecommuting may be a powerful tool to reduce the frequency of home-based trips, but this can be offset by increases in distance of both work-based and non-work-based trips. Future land use policy will likely also influence the interplay between commuting and residential choice, and thus determine the impact that telecommuting may have on travel behavior.

1.5 Stakeholder and Public Input

This section summarizes the feedback received during public outreach and multiple meetings with elected officials, regional transportation agencies, study area cities, and local stakeholders. The purpose of the outreach was to get a sense of each groups' priorities relative to the SOCMTS purpose and need, understand what types of projects each group would invest in to address transportation deficiencies in south Orange County, and gather input on priority projects the

various groups would like to see in their jurisdiction. Feedback received from each group is summarized below.

1.5.1 Transportation Working Group

The Transportation Working Group (TWG) consists of staff representatives from the County and cities within the study area, which includes the cities of Aliso Viejo, Costa Mesa, Dana Point, Irvine, Laguna Beach, Laguna Hills, Laguna Niguel, Laguna Woods, Lake Forest, Mission Viejo, Newport Beach, Rancho Santa Margarita, San Clemente, San Juan Capistrano, Santa Ana, and Tustin. Following is a summary of feedback received from the TWG in May 2021:

- The top priority from the SOCMTS purpose and need is making transit, bicycling, and walking more convenient and accessible, followed by decreasing overall travel demand
- Investing in freeway and roadway operational improvements would be most effective at addressing the transportation challenges within south Orange County
- Invest in programs aimed at changing travel behaviors and reducing overall travel demand
- Prioritize investments in OC Flex-type services over infrastructure improvements for increased Metrolink service
- Invest in freeway bottleneck improvements and spot capacity enhancements to improve travel reliability
- Prioritize addressing gaps in the bikeway network over reconfiguring road space to provide safe facilities for shared use by bicyclists, pedestrians, and/or low-speed neighborhood electric vehicles
- Prioritize providing incentives for carpool/vanpool and mobility-as-a-service (MaaS) over subsidies for transportation network companies (such as Uber and Lyft) providing first/last-mile trips
- HOT 3+ would be the most effective means of managing travel demand
- Support increased work-from-home

1.5.2 Transportation Agency Working Group

The Transportation Agency Working Group (TAWG) consists of representatives from regional transportation agencies in the area, including Caltrans District 12, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Transportation Corridor Agencies (TCA), Southern California Association of Governments (SCAG), San Diego Association of Governments (SANDAG), Southern California Regional Rail Authority (SCRRA/Metrolink), and North County Transit District (NCTD). Following is a summary of feedback received from the TAWG in May 2021:

- The top priority from the SOCMTS purpose and need is making transit, bicycling, and walking more convenient and accessible, followed by protecting the environment and transportation infrastructure

- Using roadway pricing to manage demand or investing in programs aimed at changing travel behaviors would be most effective at addressing the transportation challenges within south Orange County
- Prioritize investments in infrastructure needed to increase Metrolink service frequencies
- Prioritize investments in spot capacity enhancements and technology-based operational improvements over the construction or reconfiguration of ramps to improve travel reliability
- Prioritize the reconfiguration of certain streets to provide safe facilities for shared use by bicyclists, pedestrians, and/or low-speed neighborhood electric vehicles
- Provide MaaS-type investments and offer reduced fare programs to enhance bus and Metrolink services
- HOT 3+ would be the most effective means of managing travel demand
- Support for increased work-from-home

1.5.3 Elected Officials

The Elected Officials group consists of OCTA Board Members and councilmembers or representatives from the County and cities within the study area. Following is a summary of feedback received from the Elected Officials in June 2021:

- The top priority from the SOCMTS purpose and need is adapting to new technologies and services, followed by decreasing the overall number of vehicle trips made each day
- Investing in new technologies and improvements focused on protecting the environment are the most important strategies to the elected officials and their constituents
- Using roadway pricing to manage demand would be the most difficult strategy to implement in south Orange County, followed by emphasizing investments on rail and transit
- Support for e-bikes as a potential alternative mode, but there are safety concerns with existing facilities
- OC Go Project V shuttle services have been well received
- Support for increased work-from-home
- South Orange County travel patterns are influenced by what happens in northern San Diego County
- Look for realistic solutions within south Orange County and remain cognizant that south Orange County citizens prefer to drive (rather than walk or bike)
- Consider improving connections for OC Flex services to target short, non-work trips from city to city

1.5.4 Local Stakeholders and the Public

Following is a summary of feedback received from local stakeholders and the public in June-July 2021:

- The general public's top priority from the SOCMTS purpose and need is adapting to new technologies and services, followed closely by making transit, walking, and biking more accessible
- Support for smart traffic signals/signal improvements
- Support for improving rail and bus service
- Interest in seeing expanded OC Flex service
- Cost and equity concerns regarding the toll roads
- Provide more sidewalks, walkways, and active transportation connectivity
- Local stakeholders (including representatives from cities, local community organizations, and local school district) indicated the top priority from the SOCMTS purpose and need is making transit, bicycling, and walking more convenient and accessible, followed by adapting to new transportation technologies and services
- Make sure the transit-dependent population has access to high quality transit service
- Interest in seeing better transit connectivity to schools/colleges
- Concerns about safety with e-bikes and existing bike path facilities
- Make sure the destination of a bike trip is convenient, safe, and reliable (e.g., safe bike parking)
- Interest in toll roads and roadway pricing, but there are concerns about inequities

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2 Multimodal Vision Alternatives

Select elements of the conceptual alternatives analyzed in the initial screening were carried forward into the Multimodal Vision Alternatives. Table 2-1 summarizes how the individual strategies were identified and carried forward into the Multimodal Vision Alternatives for further analysis. The inclusion or exclusion of select elements in the multimodal alternatives was determined based on the technical screening results, stakeholder and public feedback, and the degree of control that OCTA could have over a given strategy.

Two Multimodal Vision Alternatives were developed and evaluated, with the objective of selecting one as the multimodal basis for the Locally Preferred Strategy (LPS). The strategies included in each are the same, but the alternatives are differentiated by intensity, level of investment, and assumptions about future travel patterns. Multimodal Vision Alternative A represents a moderate level of investment in some strategy elements and less optimistic assumptions about participation in TDM programs and telework, whereas Multimodal Vision Alternative B represents higher investment in some strategies and more aggressive assumptions.

2.1 Multimodal Strategies Carried Forward

The multimodal elements carried forward into the Multimodal Vision Alternatives are summarized in Table 2-2. As described in Table 2-1, these elements of the Multimodal Vision Alternatives were selected based on the screening results described above, support from stakeholders and the public, and existing policy commitment.

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Table 2-1. Disposition of Strategies from Modal Alternatives

Alternative	Key strategy elements	Screening results		Use in multimodal alternative strategy
		Favorable	Unfavorable	
1: Improve Rail and Transit	Increased rail service frequencies	Travel time savings and improved accessibility via transit. Political support for microtransit. Increases the availability and convenience of non-SOV modes.	High capital and operating costs. Adverse emissions impacts unless diesel locomotives can be replaced. Low political support for double-tracking LOSSAN corridor.	Include proposed increases in Metrolink service enabled by the SCORE Program in the Multimodal Vision Alternatives
	Increased rail service to San Diego County			Consider major rail system capacity improvement to accommodate higher service levels to San Diego County as a potential strategy if other strategies do not achieve performance objectives.
	Increased freeway BRT			Include freeway BRT on I-5 and SR 55 in the Multimodal Vision Alternatives, consistent with LRTP
	Expand microtransit / community shuttles			OC Flex and local circulator expansion will be included in the Multimodal Vision Alternatives
2: Improve System Operations	Operations Improvements – TSM / ITS / ICM	Reduced vehicle travel times and vehicle hours of delay. Reduced emissions of criteria pollutants. Relatively low cost improvement strategies. Political support for operational improvements.	Does not increase the availability or convenience of using non-SOV modes.	Include technology-based operational improvements in the Multimodal Vision Alternatives
3: Eliminate Bottlenecks	Freeway bottleneck improvements	Reduced vehicle travel times and vehicle hours of delay.	High cost to improve high impact bottlenecks. Negative effect in reducing VMT and GHG. Potential impacts to adjacent communities. Low political support for high impact bottleneck improvements.	Include spot capacity enhancements in the Multimodal Vision Alternatives
	High impact bottleneck improvements			Consider major bottleneck improvements as a potential strategy only if other strategies do not achieve performance objectives.
4: Repurpose Road Space	Active Transportation: Gap closures, complete streets, etc.	Improved accessibility via active transportation. Reduction in vehicle trips, VMT, and GHG.	Repurposing existing traffic lanes would increase vehicle travel times and vehicle hours of delay. Low political support for repurposing existing traffic lanes.	Include active transportation investment to support walking, bike, e-bike, NEVs in the Multimodal Vision Alternatives. Target short trips.
	Active Transportation: Repurpose existing traffic lanes			Eliminate repurposing of existing traffic lanes as a *general* strategy; keep the strategy as a potential AT improvement for *appropriate* situations where sensitive to the context.
5A: Support Tele-everything	TDM: Support tele-work, tele-other	Increased tele-everything reduces vehicle trips, VMT, and GHG emissions. Public/political support for increased telework opportunities.	OCTA would have limited ability to significantly influence telecommuting rates	Consider potential policy recommendations only, rather than a specific element of the Multimodal Vision Alternatives
5B: Emphasize User Pricing	User Pricing	Pricing strategies would generate revenue. With user pricing there is a reduction in vehicle trips, travel time, VMT.	Politically difficult to implement. HOV to HOT conversion increases functional roadway capacity for SOVs.	Consider roadway user pricing as a potential strategy only if other strategies do not achieve performance objectives
	Convert HOV 3+ to HOT 3+			Include conversion of HOV 3+ to HOT 3+ in the Multimodal Vision Alternatives, consistent with LRTP.
5C: Subsidize Mode Shift	TDM: Mode shift incentives	Public support for TDM strategies (carpool support, transit subsidies) and reduction in tolls. Investing in TDM is a relatively low-cost improvement strategy.	Cost to finance the reduced tolls. Increase in vehicle trips, VMT, and GHG emissions by subsidizing driving via shadow tolls.	Include TDM mode shift incentives in the Multimodal Vision Alternatives
	TDM: Reduce road tolls with shadow tolls			Eliminate shadow tolls from further consideration
6: Maximize Emerging Technologies	Support Emerging Technologies	Public/political support for adapting and investing in new technologies. Travel time savings.	Increased functional roadway capacity could result in increased VMT. OCTA would have limited ability to significantly influence CAV technology improvements	Consider potential policy recommendations only, rather than a specific element of the Multimodal Vision Alternatives (e.g., encourage the development of an EV fleet for all transit vehicles)

Table 2-2. Summary of Elements in Multimodal Vision Alternatives

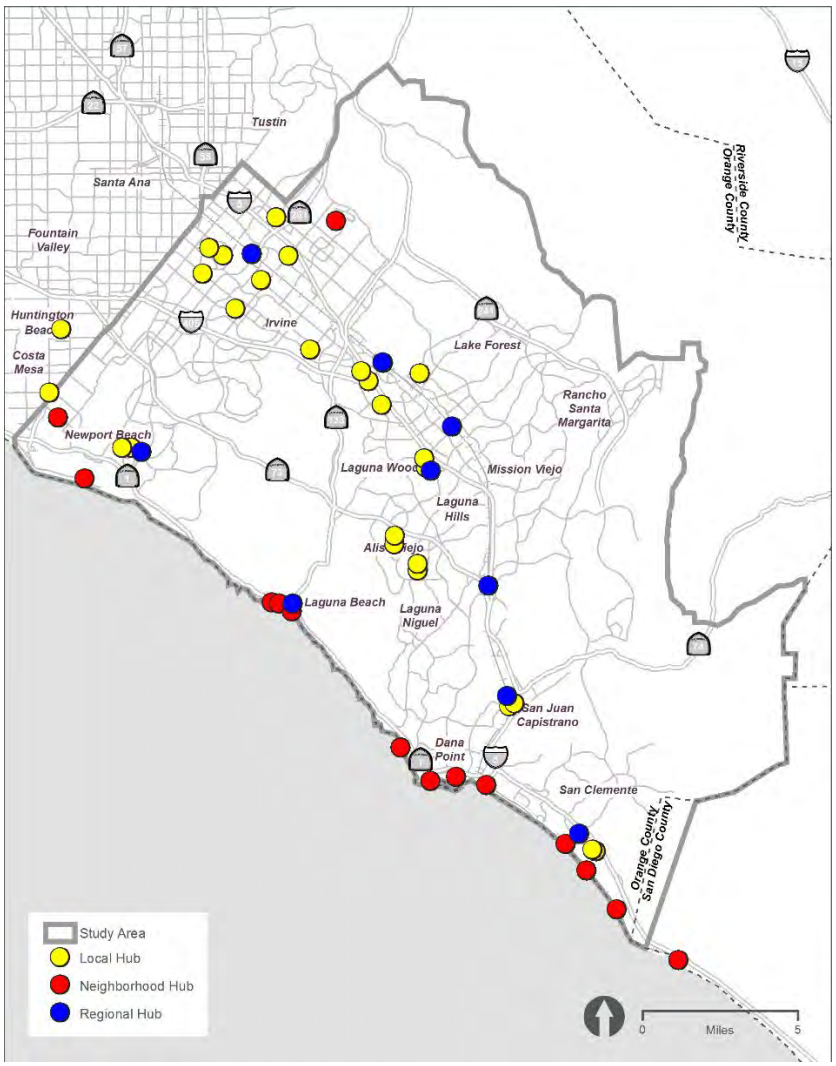
Multimodal Element	Multimodal Vision Alternative A	Multimodal Vision Alternative B
Local Circulators/Shuttles	Current and previous Project V circulators/shuttles, expansion of these services, introduction of new services	Current and previous Project V circulators/shuttles, expansion of these services, introduction of new services
Roadway Operations Improvements	ATMS, TSMO, ITS, ICM	ATMS, TSMO, ITS, ICM
High Frequency Transit	Freeway BRT on I-5 and SR-55 Extension of Bravo! Service Increased frequency on Routes 86, 89, 91 Hourly all-day service for Pacific Surfliner Increased Metrolink frequency	Freeway BRT on I-5 and SR-55 Extension of Bravo! Service Increased frequency on Routes 86, 89, 91 Hourly all-day service for Pacific Surfliner Increased Metrolink frequency
Mobility Hubs	Regional, Neighborhood, Local	Regional, Neighborhood, Local
Bottleneck Improvements	Braided ramps to/from I-5 at Alton/SR-133 Northbound truck climbing lane on I-5 in San Clemente	Braided ramps to/from I-5 at Alton/SR-133 Northbound truck climbing lane on I-5 in San Clemente
Conversion of HOV3+ to HOT3+	Convert all HOV3+ managed lanes in South OC to HOT3+	Convert all HOV3+ managed lanes in South OC to HOT3+
Microtransit/OC Flex	Existing zone plus three new zones	Existing zone plus eight new zones
Active Transportation	Improvements in areas with high or medium volumes of trips 3 miles or shorter	Improvements in areas with high, medium, and low volumes of trips 3 miles or shorter
TDM Investment	Support for carpool, vanpool, schoolpool, transit $4 million annually for TDM incentives	Support for carpool, vanpool, schoolpool, transit $6 million annually for TDM incentives
Telework and e-commerce	Telework increase 30% compared to pre-COVID levels E-commerce reduces shopping trips by 14%	All employees who can (42% of workforce) telework part-time or full- time E-commerce reduces shopping trips by 28%

The following elements were included in both Multimodal Vision Alternative A and B at the same level of investment.

- **Local circulators/shuttles:** Although the effects of local circulators/shuttles, such as those funded by Project V, were not specifically analyzed as part of the initial screening analysis, a lot of support was voiced for these services during outreach. The Multimodal Vision Alternatives will include consideration of both currently operating and previously operating Project V circulators/shuttles (some services were suspended due to COVID), as well as expansion of these services or introduction of new services. Services exist or were previously operated in the following cities:
    - Dana Point
    - Irvine
    - Laguna Beach
    - Mission Viejo
    - Newport Beach
    - San Juan Capistrano
    - Laguna Niguel
    - Lake Forest
- **Roadway operations improvements:** The Multimodal Vision Alternatives include roadway operational improvements (ATMS/TSMO/ITS/ICM) that can deliver increased roadway efficiency with relatively low cost. Support for this type of investment was heard during the working group/roundtable/public outreach meetings.
- **High frequency transit:** The high frequency transit included in the Multimodal Vision Alternatives will be consistent with the high frequency transit vision identified in OCTA's Transit Master Plan and Metrolink's SCORE Program, including:
    - Freeway BRT on I-5 between the Fullerton Park and Ride and Laguna Niguel/Mission Viejo Metrolink station and on SR 55 between Santa Ana Transportation Center and Hoag Hospital (Newport Beach)
    - Extension of Bravo! Service south on Harbor Boulevard to Hoag Hospital (Newport Beach)
    - Increased frequency on OC Bus Routes 86, 89, and 91
    - Hourly All-Day service for Amtrak Pacific Surfliner trains
    - Trains every 30 minutes on the Metrolink Orange County and Inland Empire-Orange County (IEOC) Lines north of Laguna Niguel, for combined frequency of every 15 minutes, and hourly service south of Laguna Niguel on the IEOC Line
- **Mobility Hubs:** Mobility hubs are intermodal placemaking improvements at local and regional activity centers providing convenient connections between different public and private transportation modes including (but not limited to) rail service, bus/shuttle routes, and local on-demand, rideshare, and bike/scooter/car share services. These hubs can be

located at transit/transportation stations or locations that generate higher number of trips such as employment centers, commercial/retail centers, community centers, educational facilities, or entertainment/leisure areas. Figure 2-1 illustrates the potential types and geographic distribution of mobility hubs that might be appropriate for enhancing modal connections in South Orange County.

Figure 2-1. Conceptual Mobility Hub Strategy



- **TDM investment:** TDM measures include strategies applicable to south Orange County, such as support for carpool/vanpool/schoolpool, and transit subsidies.
- **Bottleneck improvements:** The Multimodal Vision Alternatives include spot capacity enhancements on the freeway to address specific known bottlenecks that will not be addressed by OC Go projects. The bottleneck improvements considered for the Multimodal Vision Alternatives include key improvements identified in the 2018 Orange County Freeway Study and 2008 SOCMIS:
    - Braiding the southbound SR 133 to southbound I-5 ramp with the southbound I-5 off-ramp to Alton Pkwy
    - Truck climbing lane on I-5 from Avenida Pico to Avenida Vaquero

- **Conversion of HOV3+ to HOT3+:** The Multimodal Vision Alternatives will include conversion of HOV3+ to HOT3+, consistent with the LRTP.

2.1.1 Multimodal Vision Alternative A

- **Microtransit/OC Flex:** A travel market analysis was conducted by looking at trip pattern data to identify potential microtransit service areas in South Orange County in addition to the existing OC Flex zone in Aliso Viejo/Mission Viejo. Multimodal Vision Alternative A includes the three highest potential zones:
  - Tustin/Irvine
  - Irvine Spectrum
  - San Clemente
- **Active transportation:** Multimodal Vision Alternative A includes targeted active transportation improvements in areas where travel modeling indicates high or medium active transportation trip potential (number of trips three miles or less).
- **TDM investment:** TDM measures include strategies applicable to south Orange County, such as support for carpool/vanpool/schoolpool, and transit subsidies. The TDM measures considered are aimed at reducing roadway congestion and demand by redistributing trips to alternative modes, times, and/or routes.

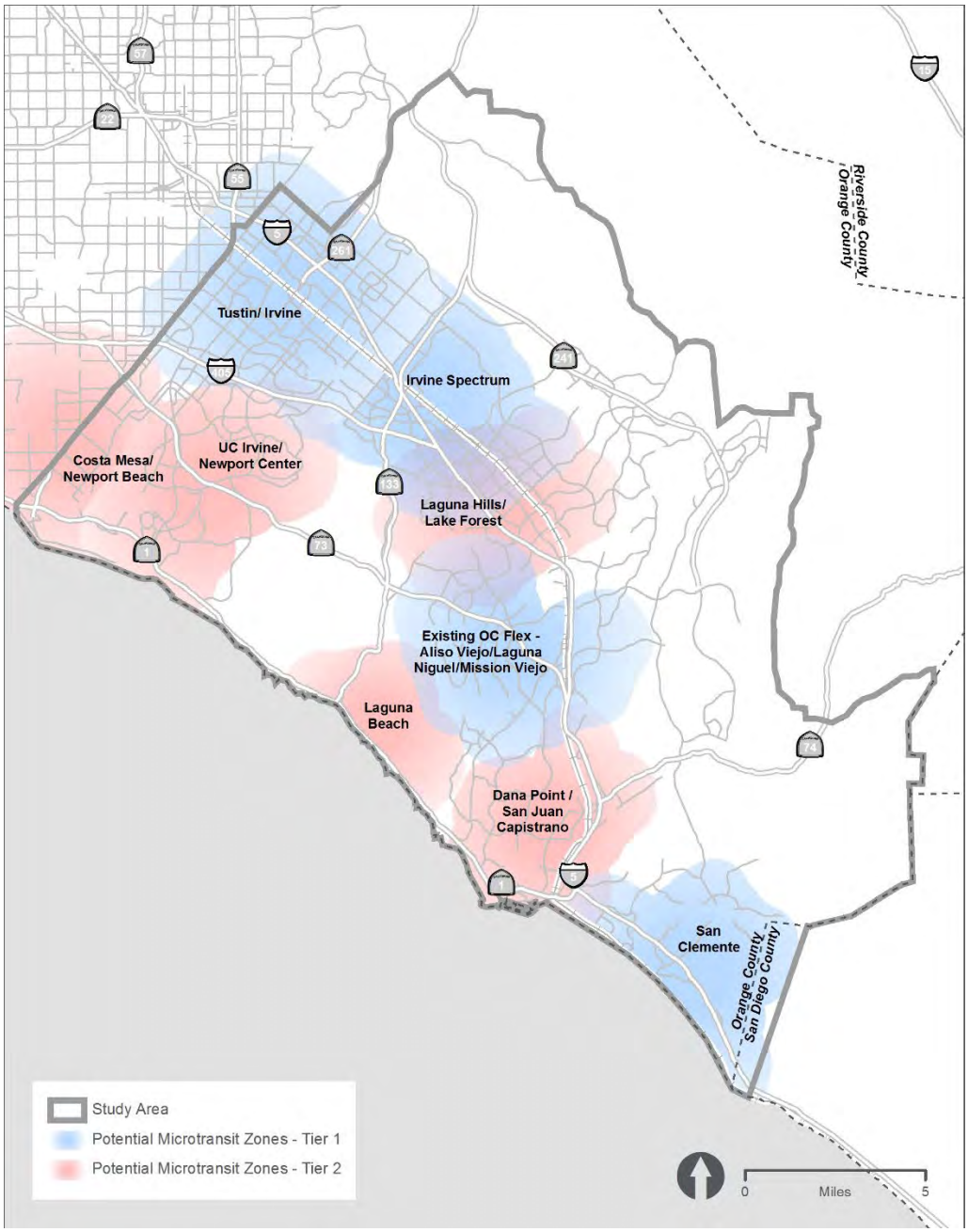
  TDM investment levels between $1 million and $10 million were considered; Multimodal Vision Alternative A assumes spending a moderate $4 million annually in incentives.
- **Telework and E-Commerce:** Multimodal Vision Alternative A assumes that the teleworking rate will increase 30 percent compared to pre-COVID levels and that e-commerce will eliminate 14 percent of shopping trips.

2.1.2 Multimodal Vision Alternative B

- **Microtransit/OC Flex:** A travel market analysis was done (by looking at trip pattern data) to identify potential microtransit service areas in addition to the existing OC Flex zone in Aliso Viejo/Mission Viejo. Multimodal Vision Alternative B includes the three zones in Alternative A (Tustin/Irvine, Irvine Spectrum and San Clemente), and the following:
  - Laguna Beach
  - UC Irvine/Newport Center
  - Laguna Hills/Lake Forest
  - Newport Beach/Costa Mesa
  - Dana Point/San Juan Capistrano

  Figure 2-2 shows illustrative service areas for potential microtransit zones evaluated in Vision Alternatives A and B.

Figure 2-2. Potential Microtransit Zones



- **Active transportation:** In addition to TAZs with high or medium active transportation trip potential, Multimodal Vision Alternative B includes targeted active transportation improvements in TAZs with low trip potential.
- **TDM investment:** TDM measures include strategies applicable to south Orange County, such as support for carpool/vanpool/schoolpool, and transit subsidies. Multimodal Vision Alternative B assumes that participation in TDM programs will be sufficient to spend $6 million annually in incentives.
- **Telework and E-Commerce:** Multimodal Vision Alternative B assumes that virtually all employees capable of work from home (approximately 42 percent of the 641,000 jobs and

452,000 workers within the study area1) will do so and that e-commerce will eliminate 28 percent of shopping trips.

2.2 Strategies Eliminated from Consideration

Two strategies were eliminated from consideration based on the results of the initial screening and were not included in the Multimodal Vision Alternatives:

- **Repurposing travel lanes for active transportation:** Modeling of lane reductions on all four-lane arterials, as was considered in Alternative 4, showed potential for an increase in total travel time, although this did not account for potential congestion benefits of the active transportation mode shift estimated off-model. Taking away travel lanes currently reserved for drivers is likely to meet substantial political opposition, and it is assumed that many active transportation investments could be made without repurposing travel lanes. Therefore, removal of travel lanes from all four-lane arterials in the study area was carried forward into the Multimodal Vision Alternatives.
- **Shadow tolling:** Reducing toll rates via shadow tolls serves as an incentive to drive, thus increasing vehicle trips, SOV mode share, and VMT. While encouraging drivers to shift from highways that are congested, non-tolled freeways to longer routes using toll roads provides some congestion reduction and travel time savings, it is inconsistent with the goal of reducing VMT. Therefore, shadow tolls were carried forward into the Multimodal Vision Alternatives.

2.3 Additional Elements for Potential Further Consideration

Three strategies considered in the initial screening were found to have potential benefits to the transportation network, but also face substantial barriers to implementation. If the elements of the Multimodal Vision Alternatives do not achieve the performance targets for the transportation system, these strategies could be considered to help meet the targets and address the Purpose and Need:

- **Significant Rail Expansion to San Diego County:** The modeling for Alternative 1 demonstrated that increased rail service could attract many new riders, resulting in reduced SOV mode share and VMT. However, significant increases in Metrolink service south of Dana Point are constrained by an infrastructure bottleneck along the Pacific Coast. Increases in service between Orange County and Oceanside beyond that planned in the SCORE Program would require a second track along the environmentally sensitive coastline or relocation of the rail alignment inland, which would likely involve construction of a costly tunnel with potential for significant environmental impact. The rail relocation

[1] Data on jobs and workers in the study area provided by the U.S. Census Bureau's On The Map tool https://onthemap.ces.census.gov/; data on the percentage of workers able to work from home by industry provided by The University of Chicago's June 2020 white paper "How Many Jobs Can Be Done at Home"? https://bfi.uchicago.edu/wp-content/uploads/BFI_White-Paper_Dingel_Neiman_3.2020.pdf.

option would have the added benefit of addressing the climate change resiliency issue of having the rail line adjacent to the coast through Dana Point and San Clemente.

- **Major Freeway Bottleneck Improvements:** Modeling for Alternative 3 demonstrated potential for travel delay reduction resulting from congestion relief at major freeway bottlenecks but also forecasts an increase in VMT if these bottlenecks are alleviated. While these improvements are likely to garner support among drivers that use these freeways, major bottleneck improvements would have significant impacts to surrounding properties and would involve significant capital expenditure. OCTA is currently conducting a countywide Freeway Chokepoint Improvement study which will identify and prioritize locations for improvement in coming years.
- **Increasing Roadway User Pricing:** Directly pricing driving is the strategy that showed the most consistently positive modeling results for improving the functioning of the transportation system. However, stakeholder input was mixed, with many acknowledging that user pricing could be effective reducing vehicle trips, vehicle delay, and VMT but would be politically difficult to implement as a local transportation improvement strategy.

3 Evaluation Findings

3.1 Evaluation Approach

3.1.1 Performance Measures

As Table 3-1 shows, seven performance measures were identified with which to evaluate the Multimodal Vision Alternatives. For quantitative travel behavior metrics, targets were identified by referencing the California Transportation Plan (CTP) 2050, SCAG's Connect SoCal 2020 (2020 RTP/SCS), and OCTA's LRTP as guides.

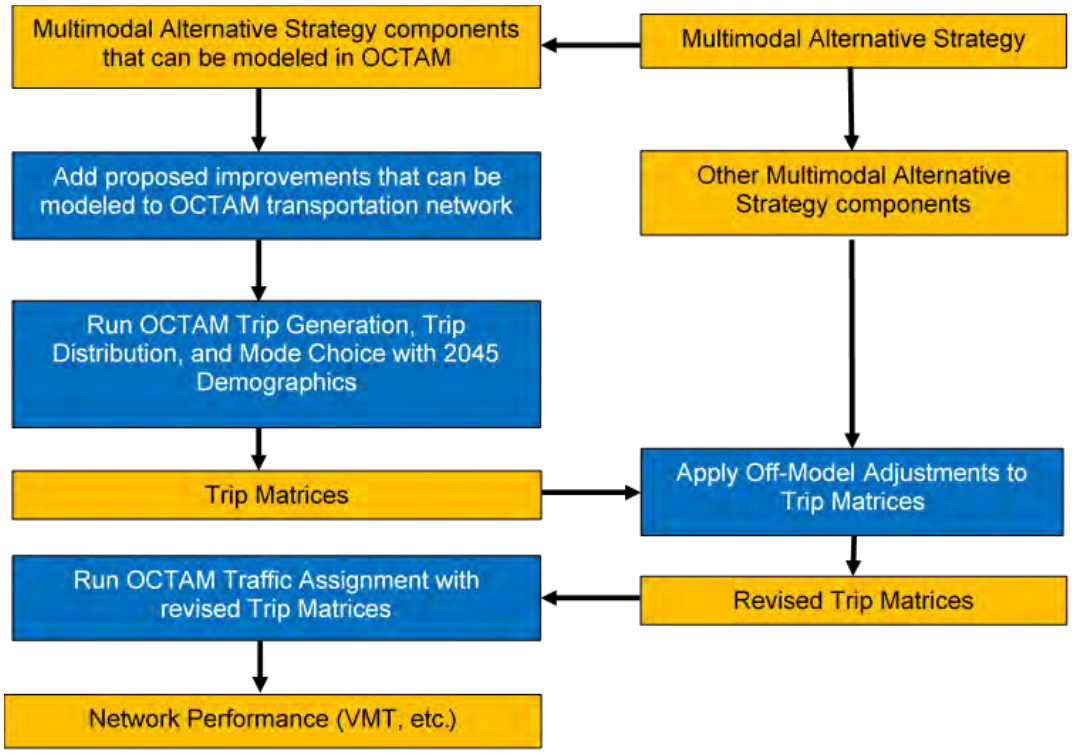
Table 3-1. Performance Measures and Targets

Performance Measure	Target
Non-SOV mode share	60.5%
VMT per capita	8% reduction from 2016
GHG emissions	13% reduction from 2016
PHD per capita	14% reduction from 2016
VHD per capita	14% reduction from 2016
Qualitative measure of climate change resiliency	N/A
Cost effectiveness	N/A

3.1.2 Travel Forecasting

For performance measures directly relating to travel behavior, such as mode share and VMT, travel forecasting was conducted using OCTAM; several strategies that could not be modeled within OCTAM were analyzed off-model, and results were then fed back into OCTAM as adjustments to the trip matrices prior to traffic assignment. Topics analyzed off model include trip reductions and/or mode shifts resulting from telework and e-commerce, new microtransit service, implementation of mobility hubs, active transportation investment, and travel demand management (TDM). The overall modeling process is as follows, and additional detail on the off-model adjustment procedure is included in Figure 3-1.

Figure 3-1. Multimodal Alternatives Modeling Process



3.1.3 Greenhouse Gas Emissions

Reductions in greenhouse gas emissions from transportation were estimated based on the change in VMT and increase in rail operations in each scenario. Emissions from on-road vehicles were estimated by multiplying VMT by emissions factors from the California Air Resources Board's EMFAC2021 model using a weighted average of light duty vehicle classifications and fuel types for the 2016 baseline and 2045 horizon years (California Air Resources Board 2021). Rail emissions were calculated based on a fuel efficiency of 3.07 gallons per mile based on 2019 Metrolink National Transit Database (NTD) reporting and United States Environmental Protection Agency emission factors per gallon of diesel fuel consumed (NTD 2021a, NTD 2021b, United States Environmental Protection Agency EPA 2009).

3.1.4 Climate Change Resiliency

The analysis referenced the OCTA Rail Defense Against Climate Change Plan and Draft Hazard Mitigation Plan to identify climate change-related hazards relevant to the SOCMTS study area. These climate hazards include coastal flooding/sea level rise, wildfire, extreme heat, and inland flooding, and potentially affected facilities include the coastal rail alignment, roadways, bus routes, rail stations, bus stops, active transportation facilities, and signal and communications infrastructure.

The Draft Hazard Mitigation Plan lists mitigation actions that could be implemented to reduce or eliminate losses resulting from the climate-related hazards, several of which are relevant to SOCMTS:

- Implement measures to protect coastal rail infrastructure as appropriate (e.g., relocating the rail line away from the coast)
- Expand microtransit service as a potential option for providing transit services during a disaster event
- Train station amenities to help riders during extreme heat and other severe weather events (e.g., shaded or covered areas and seating)
- Assess and implement engineering options at OCTA bus bases for hardening fuel storage and fueling facilities against seismic and other hazards.

Although the mitigation actions related to train station amenities and hardening of fueling facilities are relevant considerations for SOCMTS, they are not differentiating factors between alternatives (i.e., all alternatives should assume greater weather protection at train stations and electric buses/ OC Flex vehicles). Therefore, these mitigation actions and their associated climate-related hazards were not included for consideration in the qualitative measure of climate change vulnerability and instead were considered within the Constraints Analysis. As such, only two of the mitigation actions listed above were considered in the qualitative measure of climate change vulnerability for the multimodal alternatives. Each action was scored from low to high, and then these scores were combined into an overall score. The scoring criteria for each mitigation action are:

- Implement measures to protect coastal rail infrastructure as appropriate (e.g., relocating the rail line away from the coast)
    - Low: the alternative does not include an element to address coastal rail infrastructure
    - Medium: n/a
    - High: the alternative includes an element to address coastal rail infrastructure
- Expand microtransit service as a potential option for providing transit services during a disaster event
    - Low: the alternative includes only existing OC Flex service levels/availability of OC Flex vehicles
    - Medium: the alternative has a moderate increase in OC Flex service levels/availability of OC Flex vehicles
    - High: the alternative has a substantial increase in OC Flex service levels/availability of vehicles

3.2 Evaluation Results

Table 3-2 shows the results of each Multimodal Vision Alternative for each performance metric in comparison to the 2016 Conditions. The 2045 No Build and 2045 Baseline scenarios are also provided for comparison, along with the results of sensitivity testing by adding roadway pricing to each Multimodal Vision Alternative.

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Table 3-2. Performance of Each Multimodal Vision Alternative

Performance Metrics	Target	Existing (2016)	2045 No Build	2045 Baseline	Alternative A	Alternative B	Alternative A with Pricing	Alternative B with Pricing
Non-SOV mode share	60.5%	51.7%	51.1%	51.1%	53.6%	55.9%	54.6%	56.8%
Percent Change in VMT per capita	-8%	0.0%	-2.7%	-0.6%	-4.5%	-9.6%	-6.5%	-11.4%
GHG reduction per capita (metric tons of CO_2e per year)	-13% from 2016 levels	0%	-34%	-32%	-34%	-37%	-34.0%	-37.4%
Person hours of delay (PHD) per capita	-14%	0%	-7%	3%	-25%	-52%	-31%	-56%
Vehicle hours of delay (VHD) per capita	-14%	0%	-6%	3%	-25%	-52%	-31%	-56%
Qualitative measure of climate change resiliency	N/A	Low	Low	Low	Medium	Medium	Medium	Medium
Legend:	Meets Target	Improves relative to 2016	Degrades relative to 2016					

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The 2045 No Build and Baseline forecasts both fail to meet the majority of performance targets, with the exception of GHG emissions, which fall significantly in all scenarios due to increasingly stringent fuel economy standards for passenger vehicles. Multimodal Vision Alternative A meets three of the five quantified performance targets and Multimodal Vision Alternative B meets four. For both Multimodal Vision Alternatives, roadway pricing improves performance in all measures, but not sufficiently to change the number of targets that are met for each scenario.

For climate change resiliency, 2045 No Build and 2045 Baseline are scored low, because they do not address the relevant strategies identified in Section 3.1.4. Multimodal Vision Alternatives A and B both include enhanced OC Flex service, but do not include measures to protect coastal rail infrastructure. Therefore, both are scored Medium for enhancing resiliency to climate change.

3.3 Stakeholder and Public Input

Public engagement during the detailed evaluation phase included a virtual stakeholder roundtable, virtual elected officials' roundtable, a virtual community meeting with a call-in feature for those without access to the internet, and a Virtual Meeting Room (VMR). The VMR simulated an in-person meeting with project boards and a feedback station and allowed participants to join at their convenience.

In addition, a survey was conducted which was designed to assess the public's priorities on draft strategies and transportation solutions in south Orange County. The online survey was available March 14 to April 15, 2022. From the 300+ survey respondents, who reflect a wide range of demographics and preferences, a majority would like OCTA to improve bike and pedestrian pathways and increase frequency and accessibility of bus and train services. When asked to prioritize strategies, improved active transportation infrastructure was most commonly ranked highest, while microtransit was most commonly ranked last.

In the elected officials' roundtable, a plurality of respondents ranked increased walking and biking safety measures as most likely to encourage non car travel. Minor bottleneck improvements, local circulators, microtransit, and active transportation improvements were rated as priorities for the communities of many of the elected officials, with few rating high frequency transit or mobility hubs as priorities.

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4 Conceptual Cost Estimates and Cost-Effectiveness Analysis

High-level rough order-of-magnitude (ROM) estimates of costs for capital improvements and operations and maintenance were developed for the purpose of comparing the relative cost-effectiveness of Multimodal Vision Alternatives A and B. This section describes the approach to developing the cost estimates and the cost-effectiveness analysis results.

4.1 Capital Cost Methodology

4.1.1 Highways and Roads

Capital costs for highway improvements were estimated based on typical unit costs for comparable projects by type of improvement. For braiding SR 133 and I-5, unit costs assumed were $40 per square foot for the pavement component and $400 per square foot for the bridge component. A per mile cost for the truck climbing lane in San Clemente was derived based on the cost of the Lambert to Tonner Canyon project included in the Next10 Delivery Plan. The cost of converting HOV3+ to HOT3+ was derived from the Caltrans District 12 Manages Lanes Feasibility Study and prorated by lane miles on study area freeways (SR 55, I-5, and I-405 within the study area boundaries). For roadway operational improvements, a cost of $250,000 per lane mile was assumed based on the ITS component of a recent express lane project and applied to the number of lane miles of arterial highways in the study area.

Both Multimodal Vision Alternatives A and B assume the same highway improvements.

4.1.2 Transit and Mobility Hubs

Freeway BRT and High Frequency Bus costs were estimated based on per mile costs of $11.5 million and $3.4 million, respectively, from the OC Transit Vision. Potential amenities (e.g., bike lockers, bus shelters, etc.) and a range of their quantities were identified for three mobility hub typologies (regional, local, and neighborhood). Based on unit costs and quantity for each amenity, a range of cost for each typology was developed. For the purposes of this study, the midpoint of the range is assumed. Both Multimodal Vision Alternatives assume 11 regional, 30 local, and 23 neighborhood mobility hubs. Microtransit costs were estimated using a unit cost of $72,000 per vehicle based on a 2020 OCTA procurement and the assumed number of vehicles in each proposed zone.

4.1.3 Active Transportation

In reviewing recent costs for installing separated bikeways, a range of $311,000 to $2,313,000 per mile was found, with design determining costs. For this study, the low-end application of the separated treatment was assumed, which features flex posts and painted buffer as the barrier device and green conflict striping. The higher cost projects feature pour curbs or other constructed barriers. For the purposes of this analysis, the cost of $351,000 will be used for restriping costs for the three travel lanes, and bicycle lanes are estimated at $25,000 to $40,000 per mile, depending

on the amount of lane lines that need to be repainted. Using these costs, it was determined that a cost of $391,000 per mile would be used for the analysis.

The number of miles of roadway with active transportation improvements was identified for three investment scenarios: High, Medium, and Low. Multimodal Vision Alternative A assumed the Medium level of investment (267 centerline miles), and Multimodal Vision Alternative B assumed High investment (536 centerline miles).

4.1.4 Rail

The capital cost to construct a new rail station was estimated by averaging the cost of three proposed or recently constructed Metrolink stations: the planned Placentia station, the Vista Canyon Metrolink station currently under construction, and the San Bernardino Transit Center completed in 2015 (OCTA 2016, Vista Canyon 2020, Carter 2016).

Unfunded SCORE cost was estimated by subtracting the amount of funding secured from the total cost listed in the SCAG Regional Transportation Plan/Sustainable Communities Strategy Project List (Los Angeles County Metropolitan Transportation Authority 2021, SCAG 2020). An Orange County share was then derived by prorating the cost based on the estimated number of construction jobs in Orange County projected to be created by the SCORE Program (Los Angeles County Economic Development Corporation n.d.).

Additional LOSSAN rolling stock needs were estimated based on the increase in daily train miles between Los Angeles and San Diego, divided by the average daily mileage of trainsets in daily service in LOSSAN's proposed equipment rotation for operating a third round-trip to San Luis Obispo. Trainsets were assumed to be composed of one locomotive and six passenger cars, as currently operated, and minimum 20 percent spare ratio was assumed. Unit costs and consist composition assumptions are shown in Table 4-1. The total cost was then prorated by the portion of train miles within Orange County to estimate the share of the cost attributable to the county.

4.1.5 Escalation

Costs were escalated to 2022 dollars at a rate of 3 percent per year.

Table 4-1. Pacific Surfliner Consist Composition Assumptions

Equipment Type	Count	Cost (2020 Dollars)
Diesel-Electric Locomotive	1	$7,200,000
Bi-Level Coach Car	2	$4,000,000
Bi-Level Coach Café Car	1	$4,800,000
Bi-Level Business Class Car	2	$4,500,000
Bi-Level Coach Baggage Cab Car	1	$4,900,000

4.2 Capital Cost Summary

Table 4-2, below, shows the capital cost estimates for each multimodal vision element. Completion of the SCORE Program to enable expansion of Metrolink and Amtrak service to and from south Orange County is the largest cost, accounting for over half of capital expenditure for both Multimodal Vision Alternatives. The Multimodal Vision Alternatives include identical strategies for most modes, and only microtransit and active transportation network improvements differ between the Alternatives. Thus, the capital cost for Alternative B is only slightly (2.3 percent) higher than that of Alternative A. Costs represent the incremental expenditure above what is assumed to take place in the 2045 Baseline scenario, which assumes completion of all OC Go projects as well as the Los Patrones Parkway extension, Ortega Highway widening, and extension of HOV lanes on I-5 from Avenida Pico to the San Diego County line.

4.3 Operating and Maintenance Costs

Estimated annual operating and maintenance (O&M) costs for each multimodal element are presented in Table 4-3. O&M costs for bus and microtransit service were estimated based on incremental revenue hours and unit costs of $176.45 and $117.88 per revenue hour, respectively, based on OCTA's FY22 budget. Rail O&M costs were based on incremental train miles and the existing costs per train mile for Metrolink and the Pacific Surfliner. A cost of $95.25 was derived from the SCRRA FY22 Budget, and a cost of $78.49 for the Pacific Surfliner was estimated based on the January 2022 Amtrak Performance Report. Transportation demand management spending is assumed to be $4 and $6 million in Alternatives A and B, respectively. Highway and active transportation improvements are assumed to reconfigure existing roadways without significantly expanding the footprint of the roadway network. Therefore, incremental O&M costs for highways and active transportation infrastructure is assumed to be negligible.

Table 4-2. Capital Costs by Multimodal Vision Element

Multimodal Vision Element	Multimodal Vision Alternative A	Multimodal Vision Alternative B
Highway		
Braid SB SR-133 with SB I-5 to Alton Pkwy ramp	$44,646,714	$44,646,714
I-5 Truck Climbing Lane from Avenida Pico to Avenida Vaquero	$134,341,760	$134,341,760
Convert HOV3+ to HOT3+ on all freeways	$283,491,391	$283,491,391
ATMS/ITS/TSMO/ICM	$558,115,000	$558,115,000
Transit		
Freeway BRT	$660,786,222	$660,786,222
High Frequency Bus	$373,420,728	$373,420,728
Mobility Hubs	$13,960,350	$13,960,350
Microtransit	$1,432,706	$2,790,007
Active Transportation		
Active transportation and low speed lane network	$107,528,910	$215,863,280
Rail		
New Passenger Rail Station	$31,695,340	$31,695,340
Unfunded SCORE Program	$2,481,306,545	$2,481,306,545
LOSSAN Rolling Stock	$52,935,263	$52,935,263
Total	**$4,743,660,930**	**$4,853,352,601**

Table 4-3. Annual Operating and Maintenance Costs by Multimodal Vision Element (2022 dollars)

Multimodal Vision Element	Multimodal Vision Alternative A	Multimodal Vision Alternative B
High Frequency Bus	$20,527,350	$20,527,350
OC Flex	$12,719,000	$23,014,000
Metrolink Expansion	$48,659,437	$48,659,437
LOSSAN Expansion	$8,595,021	$8,595,021
Transportation Demand Management	$4,000,000	$6,000,000
Total Annual O&M Costs	**$94,500,808**	**$106,795,808**

4.4 Cost Effectiveness

Table 4-4 shows the cost effectiveness of each multimodal vision alternative in reducing VMT, PHT, and SOV trips. Cost effectiveness is expressed as the cost over the 20-year period divided by the average weekday VMT, PHT, or SOV trips in 2045. Multimodal Vision Alternative B shows substantially greater reduction in each of these transportation metrics but is only slightly higher in cost. As a result, it has significantly better cost effectiveness. It should be noted that the transportation metric improvements in Multimodal Vision Alternative B are largely due to more aggressive assumptions about future levels of telework and e-commerce, which result in lower estimates of future travel demand but are not attributable to investments or policies of OCTA and other public agencies. Realizing the full benefits of Alternative B will require the South Orange County region to achieve the assumptions for increased teleworking, which are largely outside of OCTA's direct sphere of influence.

Table 4-4. Cost Effectiveness of Multimodal Alternatives

Evaluation Factors	Multimodal Vision Alternative A	Multimodal Vision Alternative B
Cost		
Total Capital Cost (2022$)	$4,743,660,930	$4,853,352,601
Incremental Annual Operating Cost (2022$)	$94,500,808	$106,795,808
Incremental Operating Cost of 20 Years (2022$)	$1,890,016,164	$2,135,916,164
Total Cost over 20 Years (2022$)	**$6,633,677,095**	**$6,989,268,765**
Transportation Outcomes Compared to 2045 Baseline		
Reduction in daily VMT	1,202,801	2,743,350
Reduction in daily PHT	52,853	103,631
Reduction in daily SOV trips	676,182	1,672,165
Cost Effectiveness		
Cost per daily VMT reduced	**$5,515**	**$2,548**
Cost per daily PHT reduced	**$125,512**	**$67,444**
Cost per daily SOV trip reduced	**$9,810**	**$4,180**

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5 Constraints Analysis

A constraints analysis was conducted to identify the potential physical, financial, and policy constraints that could affect the feasibility and successful implementation of the multimodal solutions considered within Multimodal Vision Alternatives. Potential constraints for each multimodal solution are described below.

5.1 Microtransit

Microtransit service like OC Flex is conceptually an affordable, on-demand public travel option operating within defined zones (local short trips) providing increased geographical transit accessibility and connections to rail and transit services; however, it is still a developing concept. The potential benefits and sustainability of micro-transit service in south Orange County need to be realistic, especially when it might impact other existing transit options.

The proposed microtransit service areas also overlap with local circulator/shuttle service. The potential conflict in ridership needs to be addressed between existing local transit and proposed on-demand micro-transit service.

Microtransit zones may have existing congestion or alternative multimodal transportation options that impact the success of these on-demand services, especially during peak-hour traffic.

Microtransit expansion may also face cost and technology constraints in scaling up service.

5.2 Local Circulators

Ongoing financial and technical support needs to be maintained beyond the expiration of OC Go. Project V Comprehensive Transportation Funding Program (CTFP) guidelines do not currently support expansions of funded Project V services, limiting the ability of municipalities to respond quickly to increasing service demands. Local agencies need resources to market, monitor, and adjust local transit services to maintain ridership. Individual service provider contracts between Project V grant recipients (cities/municipalities) and vendors do not facilitate information sharing and trip planning between connected communities operating similar local circulator services.

5.3 Mobility Hubs

The private ownership of parcels at potential mobility hub locations may create challenges for placemaking and implementation of recommended mobility elements. Local agencies may want to limit public mobility options at some potential neighborhood locations to minimize intrusions into residential areas.

5.4 Active Transportation Strategies

Implementation of a “slow streets” network could have impacts to vehicular traffic. Narrowed lanes/ slowed traffic can impact buses and truck traffic. On-street parking and lack of available right-of-way could limit implementation. There is limited funding for active transportation improvements.

Challenging topography (steep roadway or sidewalk grades) in south Orange County areas impact the expansion of active transportation use. The mix of conventional bikes and e-bikes on proposed active transportation facilities could present a challenge.

5.5 Roadway Operations Improvements

The rapid pace of emerging transportation technologies impacts the implementation and longevity of the various management systems. Technology and feasibility are key factors in selecting systems that are not out-of-date before they are implemented.

The automation of these operating systems and expanded multimodal monitoring/management requires skilled staffing, interagency cooperation, and field support. Better coordination with all agencies in implementing and managing these systems is needed, especially relating to incident management.

5.6 Bottleneck Improvements

Freeway construction projects often face physical restrictions, prohibitive costs, and/or political issues.

5.7 Managed Lane Operations

Continuing inflation, and higher gas prices in particular, might impact public acceptance of HOT lanes as an additional cost burden.

5.8 High-Frequency Transit

The improved passenger rail service frequencies are dependent on the completion of rail capacity improvements and availability of sufficient operating revenue. Improved passenger travel times on freeway BRT routes depends on the expansion of managed/HOV lanes and construction of direct access ramps and park-and-ride lots.

5.9 Transportation Demand Management

Availability of funding constrains annual TDM spending. Sufficient staffing and other resources will be required to implement the TDM recommendations. Securing adequate participation from employers and travelers can be difficult. Achieving the assumed telework rates in either Multimodal Vision Alternative will depend on the conduciveness of jobs to telework and willingness of employers to allow remote work. Based on the share of workers by industry and estimates of the share of jobs in each industry that can be done remotely, it is estimated that less than 42 percent of jobs in south Orange County or held by workers living in south Orange County are conducive to telework. However, these exceed the shares of jobs that are conducive to telework in Orange County as a whole or held by Orange County residents. While the share of telecommute-friendly jobs is similar for workers living in the study area and those that work in the study area, it will be important to consider both populations, because only 28.5 percent of jobs in the study area are held by study area residents; 33.2 percent commute from north Orange County, and the remaining 38.2 percent commute from other counties. See Table 5-1.

Table 5-1. Share of Jobs that Can be Done Remotely

Geographic Groupings	Total Jobs	Remote-Friendly Jobs	% Remote-Friendly Jobs
Study Area			
Jobs in the study area	640,743	267,444	41.74%
Workers living in the study area	452,059	188,130	41.62%
Orange County			
Jobs in Orange County	1,685,286	636,099	37.74%
Workers living in Orange County	1,496,107	570,326	38.12%

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6 Environmental Scan

To develop an understanding and planning for the level of environmental compliance effort involved in implementing the various multimodal solutions, an environmental scan of the nine elements included in the Multimodal Vision Alternatives was conducted. It also assessed two additional solutions: increased vehicle operating costs and coastal rail realignment. The level of environmental compliance effort varies substantially across the different solutions, and OCTA may use this information to prioritize project and program development in consideration of available resources, scheduling projections, and program goals and objectives. The scan considers the anticipated environmental documentation required for compliance with the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA), as well as anticipated stakeholder controversy.

6.1 Microtransit

Expansion of microtransit service like the OC Flex program would result in additional shuttles on existing roadways covering new service areas in Orange County but is not anticipated to result in a physical change to the environment. Expansion of microtransit service like the OC Flex program would be considered a ministerial action or a “project” that qualifies for an exemption/exclusion under CEQA/NEPA. Need for technical studies is not anticipated due to the relatively simple nature of proposed activities. No regulatory permits are anticipated for expansion of microtransit service like OC Flex. A microtransit service like OC Flex is anticipated to be low in public controversy and low in environmental review requirements. Increased environmental review and potential regulatory permit requirements could be needed if a project component includes new or expanded facilities (e.g., new maintenance and storage areas for the shuttles/fleet) of notable size or that encroaches into regulated jurisdictional waters.

6.2 Local Circulators

Like expansion of microtransit, expansion of local circulators would result in additional shuttles on existing roadways but is not anticipated to result in a physical change to the environment and is anticipated to be considered a ministerial action or a “project” that qualifies for an exemption/ exclusion under CEQA/NEPA. No technical studies or regulatory permits are anticipated to be required. Controversy and environmental compliance requirements are anticipated to be low. Increased environmental review and potential regulatory permit requirements could be needed if a project component includes new or expanded facilities (e.g., new maintenance and storage areas for the shuttles/fleet or a larger transit facility) of notable size (i.e., greater than 10,000 square feet) or that encroach into regulated jurisdictional waters.

6.3 Mobility Hubs

Expansion of existing mobility hubs or construction of new hubs would result in a physical change to the environment. Small expansions of less than 10,000 square feet, minor modifications to existing facilities, construction of accessory structures (e.g., shade structures, congregating areas, EV charging infrastructure), bicycle lanes in existing right-of-way, and some infill development would

be expected to qualify for an exemption/exclusion under CEQA/NEPA. Technical studies may be required by the NEPA lead agency for the NEPA CE if the project requires federal approval or funding. Larger hubs or facilities may require preparation of a CEQA Initial Study/Mitigated Negative Declaration (IS/MND) and NEPA Environmental Assessment/Finding of No Significant Impact (EA/FONSI) with technical studies. Regulatory permits would be required if jurisdictional waters or sensitive species are within or near the proposed project and cannot be avoided. Mobility hubs are anticipated to be low to moderate in potential controversy, environmental review, and regulatory permitting requirements depending on project-specific details. Some public controversy over the implementation of e-bike and e-scooter sharing is anticipated, but these components are not considered an environmental impact under CEQA/NEPA.

6.4 Active Transportation Strategies

Modifications to existing roadways would result in a physical change to the environment; however, minor modifications to existing facilities and construction of accessory structures or bicycle lanes in existing right-of-way would be expected to qualify for an exemption/exclusion under CEQA/NEPA. If the project requires a federal approval or funding, technical studies may be required by the NEPA lead agency for the NEPA CE. New pedestrian bridges over waterways or improvements requiring substantial right-of-way acquisitions may trigger the need for preparation of a CEQA IS/MND or NEPA EA/FONSI. Regulatory permits are not anticipated for most active transportation strategies. Regulatory permits would be required in instances where there are temporary or permanent impacts to regulated jurisdictional waters or sensitive vegetation. Examples would include bridge crossings over waterways and culvert extensions/modifications along transit corridors. The active transportation strategies are anticipated to have a low to moderate level of environmental review and regulatory permitting requirements depending on project-specific details. The potential for public controversy is considered moderate to high based on anticipated public interest in changing vehicle roadway capacity, but this would not constitute a potential environmental impact under CEQA/NEPA.

6.5 Roadway Operations Improvements

Assumptions for this multimodal solution include traffic signal synchronization, transportation systems management and operations, active traffic management strategies, intelligent transportation systems, and integrated corridor management. Such improvements would entail the installation of upgraded technologies and operational programs to improve efficiencies of the existing roadway system and accommodate evolving technologies, including for connected and autonomous vehicles. Physical improvements are anticipated to be relatively small in scale and predominantly within existing right-of-way. No notable changes to the physical environment are anticipated. The roadway operational improvements are anticipated to be considered ministerial actions or “projects” that qualify for an exemption/exclusion under CEQA/NEPA. Need for technical studies is anticipated to be not applicable or limited due to the relatively simple nature of proposed activities. No regulatory permits are anticipated. The roadway improvements element is anticipated to be low in public controversy and low in environmental review requirements.

6.6 Bottleneck Improvements

Both projects considered in the Multimodal Vision Alternative, braiding the southbound SR-133 to I-5 ramp with the Alton Parkway off ramp and a truck climbing lane in San Clemente, were included based on their potential ability to be completed within existing freeway right-of-way. Additional analysis, including coordination with the ongoing environmental analysis of the I-5 HOV lane project between Avenida Pico and San Diego County line, will be required to ensure that community impacts can be addressed. Both projects would result in a physical change in the environment but are anticipated to be predominantly within existing roadway right-of-way. Both projects are anticipated to require preparation of a CEQA IS/MND with NEPA EA/FONSI. If substantial right-of-way acquisitions and/or changes in roadway alignment or vehicle capacity occur, the environmental documentation could be elevated to a CEQA Environmental Impact Report (EIR) with NEPA Environmental Assessment (EA) or CEQA EIR with NEPA Environmental Impact Statement (EIS). A full suite of technical studies is anticipated for both projects. Regulatory permits would be required if natural or human made drainage features, which are deemed jurisdictional, are impacted. The bottleneck improvements element is anticipated to be moderate in public controversy and moderate to high in environmental review requirements.

OCTA is currently in the process of conducting a Freeway Chokepoint Improvement Study, which may identify additional or different bottleneck improvements in south Orange County. The improvements that emerge from the ongoing study could involve larger freeway bottleneck projects than the two considered in SOCMTS. Like the bottleneck projects discussed above, other bottleneck improvement projects are anticipated to require *mid-level* to *high-level* environmental documentation depending on project-specific details.

6.7 Managed Lane Operations

Relatively minor physical improvements would be needed to accommodate toll gantries required to convert HOV lanes to HOT lanes. No substantial widening or roadway modifications are anticipated. Proposed modifications may qualify for an exemption/exclusion under CEQA/NEPA, but the potential for public controversy and/or work that requires right-of-way acquisitions may trigger the need for preparation of a CEQA IS/MND or NEPA EA/FONSI with technical studies. Potential technical studies may include but are not limited to those for community impacts, environmental justice, noise, and/or air quality. The need for regulatory permits is not anticipated due to the location of work being within the existing road right-of-way. The managed lanes solution is anticipated to require a low to moderate level of environmental review. The potential for public controversy is considered high based on anticipated public interest in tolling fees and perceived equity issues, but this may not constitute a potential environmental impact under CEQA/NEPA.

6.8 High-Frequency Transit

Expansion of services would result in operation of additional trains and buses on existing rail lines and roadways but most activities under this element are not anticipated to result in a physical change to the environment.

To support the proposed Amtrak and Metrolink frequencies, a 1.2-mile section of OCTA-owned railroad between Victoria Boulevard and Beach Road in Dana Point is currently being studied by the Southern California Regional Rail Authority for the proposed Serra Siding Extension Project. This proposed improvement would add a new siding track in this section to reduce train delays and provide more reliable and efficient service. The project is in the environmental review and preliminary design phase, with the Draft EIR expected to be released for public review this summer. Consistent with past OCTA positions, no assumptions of double tracking along the OCTA-owned rail right-of-way south of Beach Road are under consideration. Expansion of services that do not require physical changes are anticipated to be considered ministerial actions or "projects" that qualify for an exemption/exclusion under CEQA/NEPA. Need for technical studies is not anticipated due to the relatively simple nature of proposed activities. No regulatory permits are anticipated. Where accommodated by existing infrastructure, expansion of Amtrak, Metrolink, and bus rapid transit service is anticipated to be low in public controversy and low in environmental review requirements. Increased environmental review such as preparation of a CEQA IS/MND and NEPA EA/FONSI may be required for projects with physical improvements (e.g., new maintenance and storage areas, passing siding projects requiring right-of-way acquisitions, construction of freeway bus rapid transit freeway ramps).

6.9 Transportation Demand Management

The TDM investment element is not anticipated to result in a physical change to the environment. TDM programs would be considered ministerial actions or "projects" that qualify for an exemption/ exclusion under CEQA/NEPA. Need for technical studies is not anticipated due to the relatively simple nature of proposed activities. No regulatory permits are anticipated for implementing TDM programs. The TDM investment element is anticipated to be low to moderate in public controversy and low in environmental review requirements.

6.10 Solutions for Sensitivity Testing

Two additional potential multimodal solutions were effective in contributing to performance objectives in the SOCMTS analysis but are not included as part of the multimodal vision alternatives, in part due to concerns over environmental review and public controversy.

Increased Auto Operating Costs

Recognizing that the state has been exploring future implementation of roadway pricing, sensitivity testing was conducted as part of SOCMTS to understand the potential impacts of an increase in auto operating cost on travel and mode share in south Orange County. However, this solution is not a SOCMTS recommended strategy. An increased auto operating cost strategy would not be anticipated to result in a physical change to the environment and would be considered a ministerial action or "project" that qualifies for an exemption/exclusion under CEQA/NEPA. Need for technical studies is not anticipated due to the relatively simple nature of proposed activities. No regulatory permits are anticipated for implementing increased auto operating cost. However, increased auto operating cost is anticipated to be high in public controversy and low in environmental review requirements.

Coastal Rail Realignment

Coastal rail realignment is not included in the SOCMTS Multimodal Vision Alternatives but could be a future project to enhance rail service capacity to San Diego County and address climate change resiliency. This solution would entail partial realignment of the LOSSAN Rail Corridor in Orange County, between San Juan Capistrano and south of the San Diego County line. The location of the new alignment is to be determined and would likely be double-tracked to allow for uninterrupted simultaneous travel in both directions, with some or all of the alignment in tunnels. Any potential rail realignment would result in a notable physical change in the environment and would require substantial changes-in and/or acquisition-of right-of-way. Due to the large scale of the project, the anticipated environmental documentation would be a CEQA EIR/NEPA EIS with a full suite of technical studies.

Need for regulatory permits is anticipated for impacts to drainage features, culverts, and bridge crossings over water (e.g., San Mateo Creek). In addition, the project would also require approval of a Coastal Development Permit (CDP) from the California Coastal Commission (CCC) and may require a Biological Opinion (BO) from the United States Fish and Wildlife Service (USFWS) and/or Incidental Take Permit (ITP) from the California Department of Fish and Wildlife (CDFW) depending on the new alignment's proximity to sensitive habitat and species. The CCC is responsible for managing Environmentally Sensitive Habitat Areas (ESHA) under the California Coastal Act. ESHA designations are usually based on the presence of plants, animals, or habitat types that have been designated as "rare" by CDFW or other authority. There are designated critical habitat areas for coastal California gnatcatcher, Riverside fairy shrimp, and steelhead in the cities of San Juan Capistrano and San Clemente. The new alignment should avoid or minimize impacts to these areas to the greatest extent feasible.

Any coastal rail realignment is anticipated to be high in public controversy and high in environmental review requirements due to its relatively large size, proximity to natural resources, proximity to urbanized sensitive uses (i.e., residential communities), and number of stakeholder agencies involved (City of San Juan Capistrano, City of San Clemente, Marine Corps Base Camp Pendleton, Caltrans, Federal Railroad Administration, etc.).

6.11 Program Summary

Table 6-1 provides an overall summary of anticipated environmental documentation, regulatory permits, and extent of technical studies anticipated for projects within each element of the Multimodal Vision Alternatives.

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Table 6-1. Overview of Environmental Considerations by Multimodal Element

Multimodal Solutions	Description of Element	Potential Controversy	Environmental Review Effort	Anticipated Environmental Document	Anticipated Technical Studies	Potential Permits[1]
Recommended Solutions						
Micro-transit	Micro-transit	Micro-transit	Micro-transit	Micro-transit	Micro-transit	Micro-transit
Local Circulators/ Shuttles	Continuation or expansion of funding programs to cities and communities to operate local circulators/shuttles to meet local demands and integrate with other multimodal solutions.	Low	Low	Ministerial or CE-CE	None	Not Anticipated
Mobility Hubs	Distribution of mobility hubs based on linkages to micro-transit, transit, infrastructure connectivity, and surrounding land uses.	Low – Moderate/High (e-bike and e-scooter)	Low (Existing) – Moderate/High (New Facilities)	CE-CE to IS/MND-EA/FONSI	None (existing facilities). Yes (new facilities)	Avoid or 404, 401, 1602
Active Transportation	Slow streets network. These traffic-calmed facilities may take multiple forms as local jurisdictions determine the exact design of these corridors and what is most appropriate for each community.	Moderate – High (concerns with vehicle access/LOS)	Low (Within ROW) – Moderate (Outside ROW)	CE-CE to IS/ MND-EA/FONSI	Yes, depending on activity	Avoid or 404, 401, 1602
Roadway Operations Improvements	Traffic signal synchronization, transportation systems management and operations, active traffic management strategies, intelligent transportation systems, and integrated corridor management.	Low	Low	Ministerial or CE-CE	Limited	Not Anticipated
Bottleneck Improvements	• Braid southbound SR-133 to southbound I-5 with the southbound I-5 to Alton Parkway ramp. • I-5 truck climbing lane from Avenida Pico to Avenida Vaquero.	Moderate	Moderate - High	IS/MND-EA/FONSI to EIR/EIS	Yes	Avoid or 404, 401, 1602

Table 6-1. Overview of Environmental Considerations by Multimodal Element

Multimodal Solutions	Description of Element	Potential Controversy	Environmental Review Effort	Anticipated Environmental Document	Anticipated Technical Studies	Potential Permits[1]
Managed Lane Operations	Caltrans will consider converting degraded HOV-2+ lanes to HOT 3+ in all Orange County to meet federal performance requirements.	High (equity and pricing)	Low	CE-CE to IS/ MND-EA/FONSI	Yes	Avoid or 404, 401, 1602
High Frequency Transit	Expansion of passenger rail, freeway bus rapid transit, and high-frequency OC Bus service.	Low	Low	Ministerial or CE-CE to IS/MND EA/FONSI	Limited	Not Anticipated
TDM Investment	Transportation Demand Management subsidies/incentive programs.	Low - Moderate	Low	Ministerial or CE-CE	None	Not Anticipated
Solutions for Sensitivity Testing						
Increased Auto Operating Cost	Increased Auto Operating Cost	Increased Auto Operating Cost	Increased Auto Operating Cost	Increased Auto Operating Cost	Increased Auto Operating Cost	Increased Auto Operating Cost
Coastal Rail Realignment	Sensitivity testing of coastal rail realignment.	High	High	EIR/EIS	Yes	404, 401, 1602, CDP, BO, ITP

Notes:
1. "Avoid" means the project can be designed to not impact a resource or is not located in an area with a resource. Resources may include jurisdictional Waters of the United States, Waters of the State, Threatened or Endangered Species, or other sensitive habitat or vegetation community (e.g., riparian channels or coastal sage scrub).
2. NEPA documentation is only required for projects with a federal nexus, i.e., requires a discretionary approval or permit from a federal agency and/or the project is receiving federal funding. Potential NEPA Lead Agencies include Caltrans (on behalf of Federal Highway Administration (FHWA) under NEPA assignment) and the Federal Railroad Administration (FRA).
3. CE-CE = CEQA Categorical Exemption and NEPA Categorical Exclusion.
4. IS/MND-EA/FONSI = CEQA Initial Study/Mitigated Negative Declaration and NEPA Environmental Assessment/Finding of No Significant Impact.
5. EIR/EIS = CEQA Environmental Impact Report and NEPA Environmental Impact Statement.
6. 404 = Section 404 of the Clean Water Act, U.S. Army Corps of Engineers Section 404 permit.
7. 401 = Section 401 of the Clean Water Act, Regional Water Quality Control Board 401 Water Quality Certification or Waste Discharge Requirement.
8. 1602 = Section 1602 Fish and Game Code, California Department of Fish and Wildlife 1602 Streambed Alteration Agreement.
9. CDP = Coastal Development Permit.
10. BO = Biological Opinion.
11. ITP = Incidental Take Permit.

South Orange County Multimodal Transportation Study

Appendix D. SOCMTS – Off Model Analysis for Detailed Screening of Alternative Strategies

Orange County Transportation Authority (OCTA)

November 2022

In Association with:

Alta Planning + Design
Land CM
Nelson Nygaard
PlaceWorks
System Metrics Group
UrbanTrans
VCS Environmental

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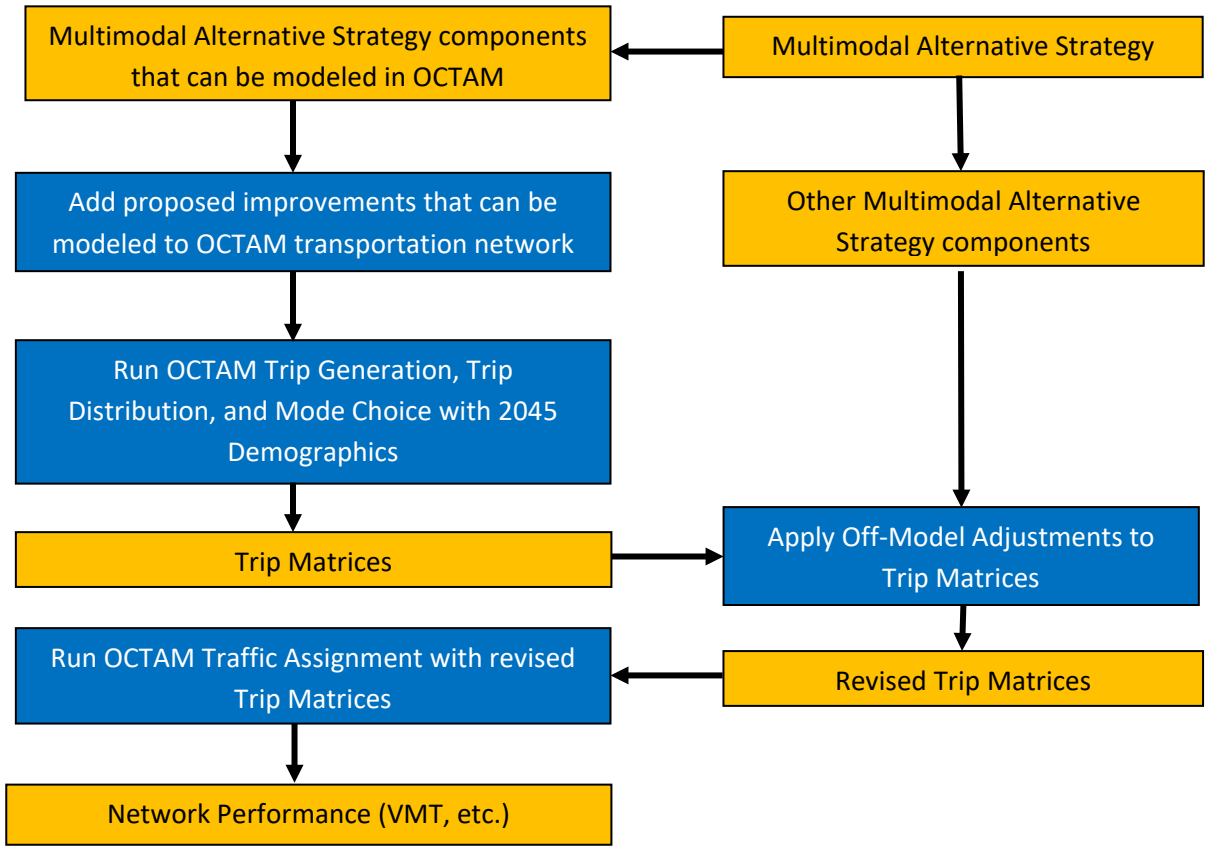
Technical Memorandum

Date:	11/5/21
Project:	South Orange County Multimodal Transportation Study (SOCMTS)
To:	Warren Whiteaker, OCTA
From:	HDR
Subject:	**SOCMTS – Off Model Analysis for Detailed Screening of Alternative Strategies**

1.0 Introduction

The following provides a description of the assumptions and methodology for off-model analysis of components of the Initial and Optimistic Multimodal Alternative Strategies that could not be modeled within the Orange County Transportation Analysis Model (OCTAM). Topics analyzed off model include trip reductions and/or mode shifts resulting from telework and e-commerce, new microtransit service, implementation of mobility hubs, active transportation investment, and travel demand management (TDM).

This analysis is meant to complement OCTAM analysis by using outputs from initial steps in the OCTAM process, adjusting them, and then feeding back into OCTAM. The overall modeling process is as follows:



2.0 Telework and E-commerce

As demonstrated during the COVID-19 pandemic, information technology can allow some economic activities to occur without workers or consumers leaving their homes. The Initial and Optimistic Multimodal Alternative Strategies assumes greater adoption of telework, which would reduce commute trips, and increased e-commerce market share, which would reduce shopping trips.

2.1 Assumptions and Methodology

2.1.1 Telework

South Orange County is assumed to have a similar proportion of jobs that are appropriate for telework as San Diego County. Therefore, the SOCMTS analysis utilizes the telework assumptions from SANDAG's draft *Technical Methodology to Estimate Greenhouse Gas Emissions for San Diego Forward*[1]. This methodology includes three levels of telework capture rate:

- Existing: 10% full time telework equivalent (7% fully remote, 8% occasional telework)
- Moderate: 13% full time telework equivalent (9% fully remote, 12% occasional telework)
- Maximum: 31% full time telework equivalent (25% fully remote, 13% occasional telework)

The moderate level represents a 30% increase in the share of employees working from home. The maximum level reflects a combined permanent and occasional telework rate of 38%, or almost quadruple the fulltime equivalent of the pre-pandemic telework percentage, which represents 95% of the estimated 40% of the workforce with jobs appropriate for telework. This reflects an upper limit of the potential for remote work to reduce commuting.

The moderate and maximum levels of telework were assumed for the Initial and Optimistic Multimodal Alternative Strategies, respectively, and then compared to the existing rate to generate an adjustment factor by dividing the change in telecommuting rate (projected rate minus existing 10% rate) by the share of full-time equivalent workers not already telecommuting (excluding the existing 10% of full-time equivalents not generating work trips):

- Initial: (13-10) / (100-10) = 1/30 = ~3.33% reduction
- Optimistic (31-10) / (100-10) = 7/30 = ~23.33% reduction

Telework may change the type, frequency, time, or length of non-commute trips for some new tele-employees. However, it does not seem likely that in aggregate the number and nature of non-commute work-related trips in the study area would change significantly. Therefore, only home-based work (HBW) trips will be adjusted in OCTAM to reflect the effects of increased telecommuting.

[1] SANDAG, *Draft Technical Methodology to Estimate Greenhouse Gas Emissions for San Diego Forward: The 2021 Regional Plan and Sustainable Communities Strategy from the San Diego Association of Governments*. February 2021.

2.1.2 E-Commerce

Growth in e-commerce, particularly online purchases of goods, has the potential to alter travel patterns related to shopping. Replacing shopping trips with deliveries could reduce total trips and VMT if delivery routes are more efficient than multiple customers separately travelling to retail stores. However, if e-commerce results in an increase in consumption or frequency of purchases, reduction in customer trips could be offset by increases in delivery trips.

In the report titled *Automotive's new reality: Fewer trips, fewer miles, fewer cars?*, KPMG forecasts a reduction in shopping trips of 14% to 28% as a result of increased e-commerce penetration.[2] To generate an adjustment factor for HBO trips, it is assumed that 39.4% of HBO trips are shopping related, based on the 2017 National Household Travel Survey. Therefore, the 14% and 28% reductions in shopping trips for the Initial and Optimistic Multimodal Alternative Strategies would result in decreases in total home-based other (HBO) trips of 5.5% and 11%, respectively.

2.2 OCTAM Adjustment Procedure

2.2.1 Initial Multimodal Alternative Strategy

For telework: apply 1/30th reduction (~3.33%) to all HBW trips with origins or destinations in the study area, for all modes.

For e-commerce: apply a 5.5% reduction to HBO trips with origins or destinations in the study area, for all modes.

2.2.2 Optimistic Multimodal Alternative Strategy

For telework: apply 7/30^{ths} reduction (~23.33%) to all HBW trips with origins or destinations in the study area, for all modes.

For e-commerce: apply an 11% reduction to HBO trips with origins or destinations in the study area, for all modes.

3.0 Transportation Demand Management

TDM includes a variety of strategies to change travel behavior through incentives and education. This section outlines a procedure to integrate previously identified vehicle trip reduction estimates attributable to implementation of TDM strategies into modifications for an OCTAM model run.

3.1 Assumptions and Methodology

To calculate the impact of increasing TDM spending beyond OCTA's existing TDM programs, UrbanTrans identified a number of strategies that are likely to be applicable across the study area. Vehicle trip

[2] KPMG, *Automotive's new reality: Fewer trips, fewer miles, fewer cars?*, September 2020.

reductions for a given spending level were estimated by allocating the spending among the strategies and dividing each allocation by the estimated cost per vehicle trip eliminated for the respective strategy.

Likely impacts on travel behavior for each strategy were calculated using data from multiple sources that included guidance from the California Air Pollution Control Officers Association (CAPCOA), case studies of similar efforts in other geographies, and data from various agencies including the Federal Highway Administration, the Denver Regional Council of Governments, and the American Public Transportation Association.

TDM strategies considered in the analysis are:

- Metrolink and bus pass incentives (local, express, and regional)
- Additional vanpool subsidies
- Carpool formation incentives
- New resident travel behavior program
- Subsidizing TNC rides to transit
- Schoolpool coordination
- E-bike subsidies and libraries
- Trip planning
- Employer transit pass program subsidies

UrbanTrans assessed spending levels ranging from $1 to $10 million annually. Since TDM is based on incentivizing behavior, spending is limited by participation in programs. It is considered to be unlikely that enough participants could be secured for the upper range of spending. Therefore, lower spending assumptions are recommended for the Initial and Optimistic Multimodal Alternative Strategies: $4 million in annual TDM spending for the Initial Multimodal Alternative Strategy and $6 million for the Optimistic Multimodal Alternative Strategy.

Vehicle trip reductions associated with Schoolpool are assumed to exclusively impact home-based school (HBSC) trips. Other strategies target primarily commute trips, so 80% of vehicle trips eliminated are assumed to be home-based work (HBW) trips, with the remainder spread among other trip purposes. The estimated daily reductions in single-occupant vehicle (SOV) trips are shown in Table 3-1. Schoolpool incentives are estimated to be the most cost effective of the proposed TDM strategies; therefore, the maximum level of schoolpool incentive spending and associated trips reductions are assumed in both the Initial and Optimistic Multimodal Alternative Strategies.

Table 3-1. SOV Trip Reduction from TDM (Year 2045)

Trip Purpose	Initial	Optimistic
HBSC	3,575	3,575
HBW	10,291	15,572
Other	2,573	3,892
Total	**16,439**	**23,039**

3.2 Considerations

Unlike off-model adjustments described elsewhere in the document, which are largely assumed to impact trip making or mode choice on a percentage basis, the TDM adjustments are made on an absolute count basis. Since TDM is strategies are incentive based, specific behavior change is tied to receipt of the incentive. Therefore, the spending levels assumed translate directly to counts, rather than a broad percent change that scales with increased overall growth in travel demand.

3.3 OCTAM Adjustment Procedure

Identify total Drive Alone trips for HBSC, HBW, and other purposes within the study area. Determine percentage reduction that the trip counts below represent compared to the remaining (after telework/e-commerce adjustment) total Drive Alone trips within the study area for the respective purpose. Apply the respective percentage reduction to Drive Alone flows within the study area for each purpose.

3.3.1 Initial Multimodal Alternative Strategy

Reduce Drive Alone trips for each purpose by the following amounts:

- HBSC trips: 3,575
- HBW trips: 10,291
- All other (non-HBSC, non-HBW) trips: 2,573

3.3.2 Optimistic Multimodal Alternative Strategy

Reduce Drive Alone trips for each purpose by the following amounts:

- HBSC trips: 3,575
- HBW trips: 15,572
- All other (non-HBSC, non-HBW) trips: 3,892

4.0 Microtransit

OCTA currently operates OC Flex microtransit serving parts of Aliso Viejo, Laguna Niguel, and Mission Viejo (known as the "Orange Zone"). OC Flex provides on-demand access as an overlay to existing fixed route transit within the designated service area using a combination of curbside service and virtual stop locations to complement dynamic routing and trip booking applications. Expansion of OC Flex is recommended in the Initial and Optimistic Multimodal Alternative Strategies. This section outlines a procedure to integrate microtransit trip estimates into modifications for an OCTAM model run.

4.1 Assumptions and Methodology

Nine potential zones were assessed for potential microtransit expansion or introduction: Irvine-Spectrum, Irvine-Tustin, San Clemente, Cost Mesa, Dana Point/ San Juan Capistrano, Mission Viejo/Aliso Viejo, Laguna Beach, Laguna Woods/Aliso Viejo, and Newport Center/UC Irvine. Three were recommended as priority areas: Irvine-Tustin, Irvine-Spectrum, and San Clemente. The three service areas were compared to the service areas with prior OC Flex performance data: Mission Viejo/Aliso Viejo (Orange Zone) and Huntington Beach (Blue Zone). Since OC Flex service in Mission Viejo/Aliso Viejo has seen growing ridership while service in Huntington Beach was ultimately suspended due to low ridership, it is assumed that areas that have attributes more similar to Mission Viejo/Aliso Viejo will likely have higher ridership and areas with attributes more similar to Huntington Beach may have lower ridership. Factors considered include population, population density, presence of rail stations, daily rail ridership, commute mode share, and neighborhood scores such as WalkScore.

The Initial Multimodal Alternative Strategy assumes implementation of microtransit service in the three recommended priority areas. The Optimistic Multimodal Alternative Strategy assumes implementation of microtransit service in all nine service areas.

An adjustment factor was applied to the 2019 ridership achieved in the existing Orange and Blue OC Flex zones to approximate potential microtransit ridership. The resulting estimates were averaged to determine the midpoint of the ridership estimate, and then a 25% adjustment was applied in each direction to calculate a low to high range. These ranges, based on 2019 conditions, were then inflated based on anticipated growth in travel demand in 2045. The results are shown in Table 4-1.

Table 4-1. Estimated Average Daily Microtransit Trips (2045)

	Low	High	Midpoint
Irvine-Spectrum	290	480	385
Irvine-Tustin	300	500	400
San Clemente	70	120	95
Costa Mesa	160	270	215
Dana Point / San Juan Capistrano	160	270	215
Mission Viejo / Aliso Viejo	130	210	170
Laguna Beach	150	250	200
Laguna Woods / Aliso Viejo	160	270	215
Newport Center / UC Irvine	160	270	215
Total, Initial	660	1,110	880
Total, Optimistic	1,580	2,640	2,110

4.2 OCTAM Adjustment Procedure

4.2.1 Initial Multimodal Alternative Strategy

Identify trip flows internal to the Irvine-Spectrum, Irvine-Tustin, and San Clemente OC Flex zones. Determine percentage reduction that 880 trips represent compared to the remaining (after adjustments for telework, e-commerce, TDM and mobility hubs) total internal Drive Alone trips for the three zones. Apply that percentage reduction to Drive Alone flows between TAZs within each OC Flex zone.

4.2.2 Optimistic Multimodal Alternative Strategy

Identify trip flows internal to each of the nine OC Flex zones. Determine percentage reduction that 2,110 trips represent compared to the remaining (after adjustments for telework, e-commerce, TDM and mobility hubs) total internal Drive Alone trips for all nine OC Flex zones. Apply that percentage reduction to Drive Alone flows between TAZs within each OC Flex zone.

5.0 Mobility Hubs

Mobility hubs provide enhanced amenities for emerging mobility services that provide access to alternative first-last mile travel modes, including microtransit, micro mobility, and shared mobility resources. Implementation of mobility hubs is recommended in the Initial and Optimistic Multimodal Alternative Strategies. This section outlines a procedure to integrate mobility hub vehicle trip reduction estimates into modifications for an OCTAM model run.

5.1 Assumptions and Methodology

68 potential mobility hub locations were identified and, for the purpose of analysis, grouped according to the nine potential microtransit service areas identified previously. Estimates of vehicle trip reduction were developed based on CAPCOA guidance for three categories of transportation strategies:

- LUT-4 Increase Destination Accessibility
- TRT-9 Implement Car-Sharing Program
- TRT-12 Implement Electric Bike-Sharing and Scooter-Sharing Programs

The estimated reduction in vehicle trips as a result of mobility hub implementation in each service area is shown in Table 5-1.

Table 5-1. Estimated Vehicle Trip Reduction from Mobility Hub Implementation by Microtransit Service Area (Year 2045)

Service Area	Total (Internal) Service Area Trips	LUT-4 Increase Destination Accessibility	TRT-9 Implement Car-Sharing Program	TRT-12 Implement Bike-Sharing Programs	Total Vehicle Trip Reduction	% Reduction
Costa Mesa	225,948	12,451	768	1,094	14,313	6%
Dana Point / San Juan Capistrano	93,896	6,750	514	677	7,942	8%
Mission Viejo / Aliso Viejo	217,986	12,392	1,000	1,424	14,816	7%
Irvine - Spectrum	300,217	26,018	902	3,094	30,013	10%
Irvine - Tustin	402,329	25,479	1,094	3,071	29,645	7%
Laguna Beach	19,016	1,371	175	102	1,647	9%
Laguna Woods / Aliso Viejo	125,809	21,080	2,183	2,481	25,744	20%
Newport Center / UC Irvine	163,244	15,884	555	1,586	18,024	11%
San Clemente	100,503	6,903	612	504	8,020	8%
Total	**1,648,948**	**128,328**	**7,803**	**14,033**	**150,164**	**9%**

While the above estimates were based on specific geographic areas, the number of mobility hubs and uncertainty in the siting and features of each hub do not allow high confidence in geographic targeting within OCTAM. Therefore, mode shifts will be applied broadly to simplify the off-model adjustment.

Since mobility hubs function as a network, implementation of all mobility hubs is recommended in the Initial Multimodal Alternative Strategy. No additional mobility hubs are assumed in the Optimistic Multimodal Alternative Strategy; therefore, the same reduction in trips is assumed in both the Initial and Optimistic Multimodal Alternative Strategies.

5.2 OCTAM Adjustment Procedure

For both the Initial and Optimistic Multimodal Alternative Strategies, identify trip flows under three miles. Determine percentage reduction that 150,164 trips represent compared to the remaining (after adjustments from telework, e-commerce, and TDM) total Drive Alone trips under three miles in each Multimodal Alternative Strategy. Apply the respective percentage reduction to Drive Alone flows between TAZs with distances under three miles for each Multimodal Alternative Strategy.

6.0 Active Transportation

Active transportation refers to all modes of transportation that are non-motorized as well as electric and electric-assist bicycles, scooters, skateboards, and other devices. This section outlines a procedure to integrate active trip estimates into modifications for an OCTAM model run.

6.1 Assumptions and Methodology

The procedure outlined provides an approach to model the active transportation strategies developed by Alta to improve usage and safety. To better understand the impacts of implementing improved active transportation infrastructure, different implementation scenarios were developed ranging from high, medium, and low levels of investment in 2045.

The 2045 trip information was developed by the OCTAM model which provides a variety of data points to estimate trip generation, trip distribution, modal choice, and trip assignment. The model provides an estimate of non-motorized/active transportation trips. Alta's Transportation Analysis memo outlined that in 2045, the model (which includes areas outside of Orange County including Los Angeles, Riverside, San Bernardino, and Ventura Counties) estimates that approximately 11% of all of the trips made within the modeling area were active transportation/nonmotorized trips. In addition to where these trips occur, the length of a trip can also be determined.

The length of trips helps determine the active transportation potential within the study area and specific TAZs. Since most trips made by active transportation modes are three miles long or less, for purposes of this analysis it is assumed that all trips under three miles are potential active transportation trips. (Three

miles is approximately a 20-minute bike ride for the average American.)[3] Approximately 40% of all trips in the study area are three miles or less.

From this analysis, the change in active trips was estimated based on three scenarios of investment defined by number of TAZs in which investments would be made. In the low scenario, only the TAZs with the highest active trip potential are included, and each other scenario adds additional TAZs with progressively lower potential. The estimates of potential changes in active trips were translated into the adjustment factors to OCTAM's trip tables shown in Table 6-1, assuming the improvements would be reflected broadly for trips less than three miles. While the improvement recommendations were more geographically targeted, these broad modification factors provide modelers reasonable adjustment factors that would adjust based on changes in future land use (potential increases in short trips), and other model assumptions (tolls or transit fares). The rationale for using a broad, rather than geographically targeted, adjustment is discussed further in Section 6.3.

Table 6-1: Active Transportation Investment Scenario Results (Year 2045)

	High	Medium	Low
Baseline Active Transportation Trips	645,168	449,138	136,190
Post Implementation Active Transportation Trips	1,064,528	741,077	224,714
Change	419,360	291,939	88,524
Total Short Trips (<3 Miles)	2,715,119	2,715,119	2,715,119
Change as a Percent of Short Trips	15.4%	10.8%	3.3%
Recommended Model Reduction Factors for Trips < 3 Miles	**15%**	**10%**	**3%**

6.2 OCTAM Adjustment Procedure

The modeling procedure recommended is as follows:

1. Identify all short trips less than three miles for all trip purposes in the OCTAM trip tables.
2. For the Initial Multimodal Alternative Strategy, reduce Drive Alone flows for trips less than three miles by the percentage adjustment factors for Alta's Medium estimate results (10%).
3. For the Optimistic Multimodal Alternative Strategy, reduce Drive Alone flows for trips less than three miles by the percentage adjustment factors for Alta's High estimate results (15%).

[3] Torsha Bhattacharya, Ph.D.; Kevin Mills, J.D.; and Tiffany Mulally, Ph.D., Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity (Washington, D.C.: Rails-to-Trails Conservancy, 2019). P.3.

4. Aggregate and process trip data using adjusted flows.
5. Provide number of trips eliminated in each scenario for subsequent off-model calculations of person hours traveled.

6.3 Considerations

While these modeling assumptions could be made far more complex to include the geographic constraints by TAZ, the more simplified procedure above will reflect important model characteristics and keep modeling assumptions easy to explain. Additionally, it is not known whether the geographic targeting for active transportation improvements would necessarily be achieved as Alta's estimates assumed, so a more diffuse adjustment to all trips less than three miles seems more reasonable. This assumption would still cluster reductions in locations with many short trips and would reflect any changing model assumptions regarding infrastructure, future land use, or other policy variables.

7.0 Off-Model Assessment of Impacts to Receiving Modes

While telework and e-commerce represent complete elimination of trips across modes, the other strategies represent mode shifts. However, given high level of uncertainty, the estimates of vehicle trip reduction did not precisely assess the specific modes being shifted from or to. For simplicity, the OCTAM adjustments for mode shifts are assumed to eliminate Drive Alone (i.e., SOV) trips rather than carpool trips. For the calculation of some performance measures, such as non-SOV mode share and person hours travelled (PHT), the modes to which these trips are shifted must also be considered, but these shifts do not need to be fed into OCTAM for the purposes of modeling highway performance. Instead, to reduce the complexity of OCTAM adjustments, mode shift adjustments are recommended solely as reductions to the Drive Alone mode and the new non-SOV trips will be accounted for off-model in assessing impact to non-SOV mode share and PHT.

For non-SOV mode share, the number of Drive Alone trips eliminated will be added to both the numerator and denominator derived from OCTAM. To calculate PHT, the number of Drive Alone trips eliminated will be multiplied by an average travel time for non-SOV modes, and this will be added to the total PHT derived from OCTAM.

Table 7-1 shows the increases for non-SOV modes associated with each strategy assessed off-model.

Table 7-1. Mode Shifts for Subsequent Performance Measure Calculations

Strategy	Initial	Optimistic
Microtransit	880	2,110
Mobility Hubs	150,164	150,164
Active Transportation	TBD*	TBD*
TDM	16,439	23,039
Total	**167,483 + TBD**	**175,413 + TBD**

*Active transportation usage will be identified as part of OCTAM adjustment.

8.0 Summary of Off-Model Adjustments

The overall recommended OCTAM adjustment procedures for the Initial and Optimistic Multimodal Alternative Strategies, beginning with trip matrices derived from the Mode Choice model, are as follows:

Initial Multimodal Alternative Strategy

1. Telework: Reduce HBW trips in the study area (all modes) by 2.33%
2. E-commerce: Reduce HBO trips in the study area (all modes) by 5.5%
3. TDM: Reduce HBSC Drive Alone trips in the study area by 3,575
4. TDM: Reduce HBW Drive Alone trips in the study area by 10,291
5. TDM: Reduce non-HBSC, non-HBW Drive Alone trips in the study area by 2,573
6. Mobility hubs: Reduce Drive Alone trips under 3 miles by 150,164
7. Microtransit: In the Irvine-Tustin, Irvine-Spectrum, and San Clemente microtransit service areas, reduce internal Drive Alone trips by 880
8. Active transportation: For all OD pairs in the study area with trip distance under 3 miles, reduce Drive Alone trips by 10%. Provide absolute number for subsequent off model estimates.

Optimistic Multimodal Alternative Strategy

1. Telework: Reduce HBW trips in the study area (all modes) by 23.33%
2. E-commerce: Reduce HBO trips in the study area (all modes) by 11%
3. TDM: Reduce HBSC Drive Alone trips in the study area by 3,575
4. TDM: Reduce HBW Drive Alone trips in the study area by 15,572
5. TDM: Reduce non-HBSC, non-HBW Drive Alone trips in the study area by 3,892
6. Mobility Hubs: Reduce Drive Alone trips under 3 miles by 150,164
7. Microtransit: In all nine potential microtransit service areas, reduce internal Drive Alone trips by 2,110
8. Active transportation: For all OD pairs in the study area with trip distance under 3 miles, reduce Drive Alone trips by 15%. Provide absolute number for subsequent off model estimates.

Since some adjustments are percentage based, while others are numerical estimates, the order of applying adjustments will affect the results. If an absolute number of trips is subtracted from the total prior to a multiplicative adjustment, the net effect will be smaller than doing so after, because the base of vehicle trips to which a percentage decrease is applied will be smaller. For this reason, the percentage reductions for active transportation are last in the procedure above, to be conservative. Telework and e-commerce are fundamentally different from the other adjustments, since they reflect a change to total trips generated rather than mode choice. Therefore, they have been placed first in the procedure.

South Orange County Multimodal Transportation Study

Appendix E. SOCMTS – Equity Analysis Report

Orange County Transportation Authority (OCTA)

November 2022

In Association with:

Alta Planning + Design
Land CM
Nelson Nygaard
PlaceWorks
System Metrics Group
UrbanTrans
VCS Environmental

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MEMORANDUM

To: **Warren Whiteaker (OCTA)**

From: **Jimi Mitchell, Associate Principal (Nelson\Nygaard)**

Date: July 13, 2022

Subject: **SOCMTS – Equity Analysis Report [DRAFT]**

Starting from a recognition that the transportation system may be inequitable as a result of past decisions, the purpose of this memorandum is to document an approach to identifying populations within the study area that may lack equitable access, assessing potential benefits of mobility solutions targeted to improving access to Pilot Areas, and evaluating if the study recommendations comprehensively perpetuate existing inequities.

One of the stated purposes of SOCMTS is to increase the availability and improve the convenience of using non-single occupant vehicle (SOV) modes, particularly to address the travel needs of "Equity Focus Communities" (Focus Communities) in South Orange County. Performance measure #2 is specifically focused on increasing equity by improving mobility and accessibility from homes to activity centers (e.g., jobs, schools/universities, hospitals, recreational areas, and retail/services, etc.) by modes other than SOV.

The study team developed alternative visions for the overall multimodal network of south Orange County, which included two proposed implementation strategies for SOCMTS transit and emerging mobility network recommendations: **SOCMTS Multimodal Vision Alternative A and Alternative B.**

- Fixed route OC Bus service recommendations are assumed in both multimodal alternatives A and B. Frequency on routes 86, 89, 91 is improved, BRAVO! rapid bus service would be expand south to Costa Mesa, and new Freeway BRT service would begin on I-5 and SR-55, replacing Route 83.
- Multimodal Alternative A considers OC Flex service in 4 service areas -- the existing Orange Zone and expansion to three (of nine possible) priority areas: Irvine-Tustin, Irvine-Spectrum, and San Clemente. Alternative B expands OC Flex service to the remaining six proposed service areas in: Dana Point/San Juan Capistrano, Newport Beach, Costa Mesa, Laguna Beach, and Laguna Woods / Aliso Viejo.
- Following a comprehensive process for prioritization, development, funding and implementation, over 60 proposed Mobility hubs would be incrementally implemented under both multimodal alternatives.
- No significant LOSSAN corridor modifications.

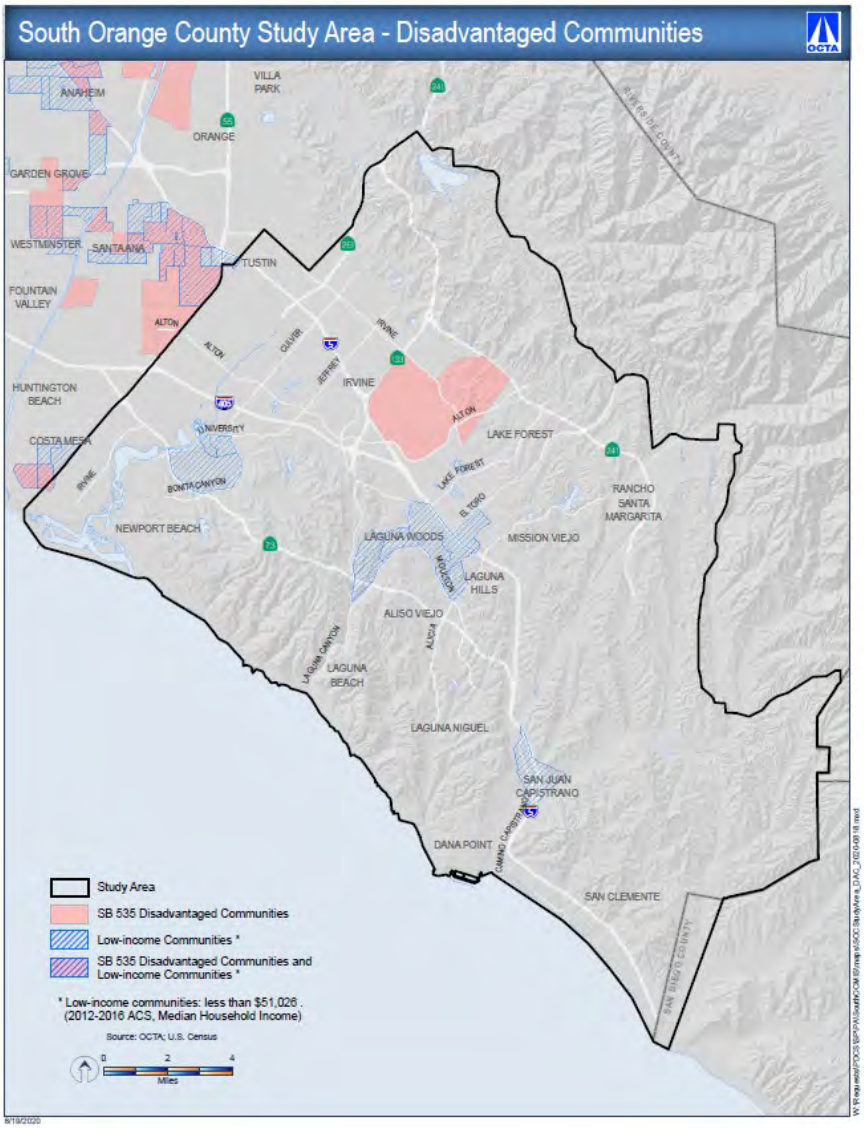
Additional descriptions of proposed SOCMTS Transit and Emerging Mobility network improvements are provided in Appendix E.

The purpose of this memo is to outline the proposed approach for identifying Focus Communities and how the SOCMTS Transit and Emerging Mobility network recommendations will be assessed for potential impacts and benefits to equity Focus Communities.

BACKGROUND

The South Orange County study area contains a few low-income communities (near UC Irvine, Laguna Woods, and San Juan Capistrano) and SB535 disadvantaged communities (in Irvine, north of Lake Forest) as shown in Figure 1. However, the South Orange County study area tends to have a higher median household income and lesser burden from environmental pollutants than Orange County as a whole.

Figure 1 South Orange County Study Area Disadvantaged Communities



For the purposes of analyzing potential increases in mobility, accessibility, and equity in South Orange County as part of SOCMTS, the study team began by suggesting that the following additional demographic indicators be considered in defining Focus Communities:

- AB 1550 Low Income
- Zero-car households
- Disability population
- Senior population (65+)
- Limited English proficiency (linguistic isolation)
- Single-parent households
- Residents of Color

These demographic indicators represent communities that are more likely to be dependent on access to mobility options, which presents an opportunity for making meaningful transit investments in areas with a higher propensity for using them.

For reference, geographic areas that currently have higher proportions of populations meeting equity indicators are shown in **APPENDIX A** (using data from the U.S. Census/ACS and U.S. EPA). Qualitative assessments of demographic distributions found:

- Areas with a higher proportion of zero-car households are located in parts of Irvine, Laguna Woods, and Rancho Santa Margarita.
- Areas with a higher proportion of people with disabilities are located near Laguna Woods, Newport, Laguna Hills, Dana Point, San Juan Capistrano, and Rancho Santa Margarita.

Most of these areas are served by OCTA fixed route service, however most of them are not close to rail stations, which can limit the regional mobility of these populations.

- Areas with a higher proportion of the senior population are located near Laguna Woods and Rancho Santa Margarita.
- Areas with a higher proportion of limited English-speaking households are located in parts of Irvine, Laguna Woods, and San Juan Capistrano. (note: certain census tracts do not contain data and therefore show up as gray in the map).
- Areas with a higher proportion of single-parent households are located in parts of Irvine, San Juan Capistrano, and San Clemente.

While assessment of mobility needs viewed through the individual lenses of the demographic indicators above provides some insights, these factors may have disproportionate corollary effects or interdependencies to one another. For example, through visual inspection of density maps of each individual indicator (as illustrated in the table below), identifying Focus Communities directly as the areas with the highest population concentrations across the most indicators may overlook other key land use, travel market, and mobility network connectivity conditions that are significant or relevant to improving access to mobility services.

Table 1 Individual Potential Equity Assessment Metrics

South Orange County Community	SB 535	AB 1550 Low-income	Zero-car HH	Disability Pop	Senior Pop	Limited English Proficiency	Single-parent HH
UC Irvine		X	X	some			
San Juan Capistrano		X		some		X	some
Irvine	E Irvine			some		N Irvine, DT Irvine	W Irvine, N Irvine
Lake Forest						X	some
Spectrum Area	X						
Laguna Woods		X	X	X	X	X	some
Laguna Hills		some		some			

South Orange County Community	SB 535	AB 1550 Low-income	Zero-car HH	Disability Pop	Senior Pop	Limited English Proficiency	Single-parent HH
Newport Beach				some			
Mission Viejo				some			some
Rancho Santa Margarita				some	some	some	some
Dana Point				some			some
Laguna Beach				some			
San Clemente				some			some

During detailed analysis of SOCMTS scenarios, the study team developed a multi-step process to consistently analyze demographic data to identify communities in South Orange County with potentially high concentrations of residents likely to use transit and alternative mobility services. The approach was also intended to identify potential qualitative and quantitative methodologies to assess potential network gaps, impacts, and benefits of multimodal projects and programs on Focus Communities countywide.

EQUITY INDEX ANALYSIS

Approach

The study team considered various demographic and socioeconomic data indicators to identify populations in the study area with potentially limited transit and/or mobility service access, and communities having concentrated populations with potential special mobility needs (i.e. seniors). Areas with greater concentrations of populations with these characteristics were labeled Pilot Areas.

Potential Equity Sub Areas

Pilot Areas were identified through assigned weighting to each of the demographic characteristics noted in Table 1 to develop a composite ***equity index rating***. Since forecasting future population distributions does not include detailed demographic equity indicators such as but not limited to age, ability, income, etc.., 2019 demographic data at the Census block group level for the entire county was used to normalize potential Pilot Areas in North versus South County.

Table 2 SOCMTS Equity Index Factors and Weighting

Demographic Data at Census Block Group	Weighting
Low Income	0.25
Zero-car households	0.25
Disability population	0.10
Senior population (65+)	0.10

Demographic Data at Census Block Group	Weighting
Limited English proficiency (linguistic isolation)	0.05
Single-parent households	0.15
Communities of Color (non-white)	0.10
	1.00

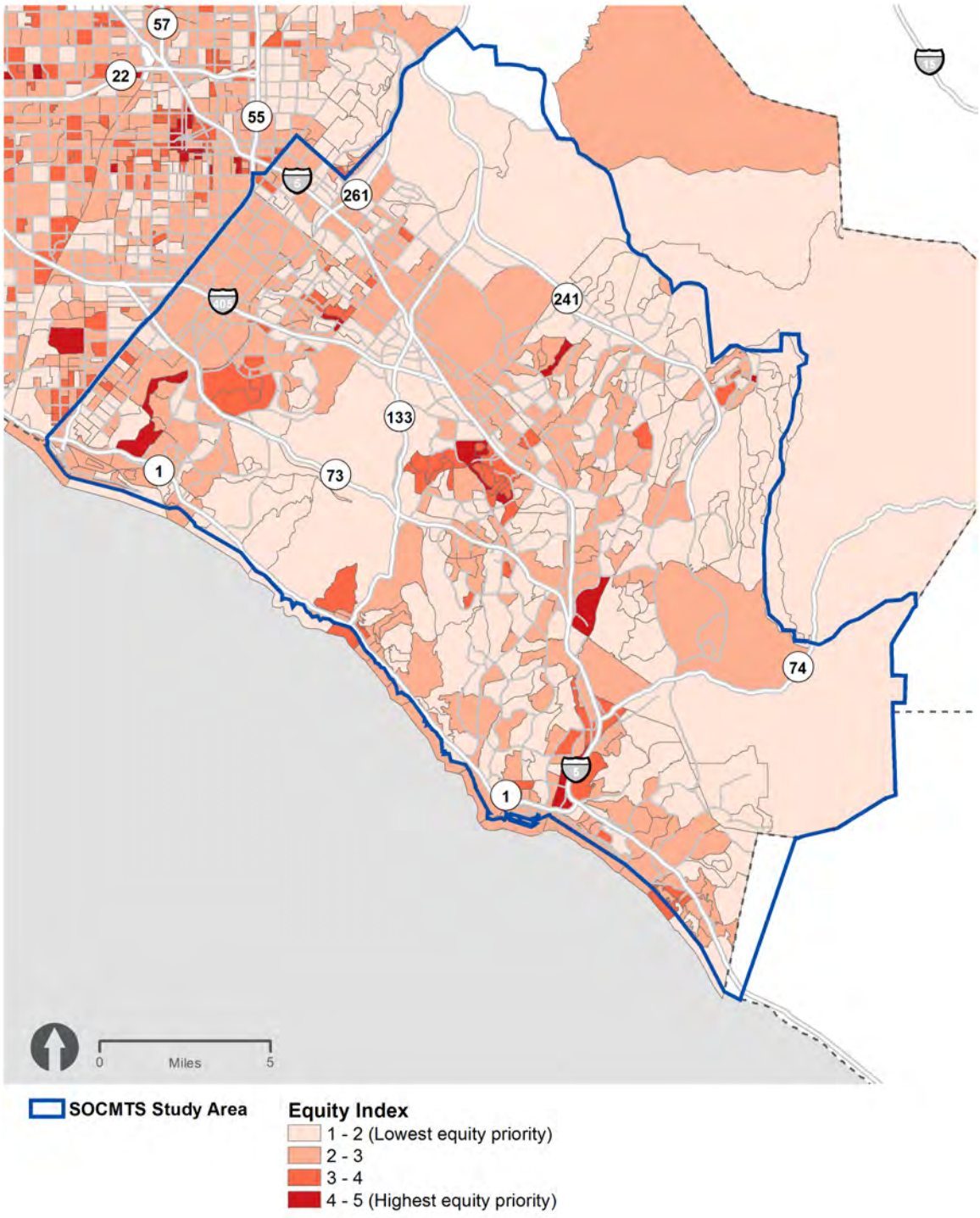
Of the potential equity indicators, low-income and zero car households bear the strongest influence toward personal access to mobility options and were therefore be prioritized among weighted values. A normalized equity index rating (1 to 5) was assigned to each block group and visually mapped (see Figure 3).

Thresholds to determining the most vulnerable communities within each demographic indicator were be based on post-processing statistical analyses. The mean equity index value for all of Orange County was 2.37, and the standard deviation (sd) was 0.67. Census block groups with an equity value equal to or greater than the mean plus 1sd for a threshold index value of approximately 3 were identified as potential equity areas. (a tolerance was allotted for block groups above 2.9).

Initial Screening

South Orange County regional sub areas potentially home to Focus Communities were identified based on visual inspection of block group concentrations. The initial assessment of potential equity communities through use of the equity index was consistent with the AB 1550 and SB 535 communities while also identified several additional areas with high proportions of residents meeting demographic indicators. Consistent with the general land use and population density trends throughout Orange County, higher concentrations of communities with potential mobility needs were identified in North County than South County.

Figure 2 SOCMTS Equity Index Ratings (by census block group)



Sub areas where high equity index values indicated a potential need for transit and alternative mobility services included, but were not limited to communities in:

- Costa Mesa
- Ladera Ranch
- Laguna Beach
- Laguna Woods / Acacia Knolls
- Lake Forest
- Rancho Santa Margarita
- San Clemente Pier
- San Juan Capistrano
- Tustin Legacy, Westpark / Woodbridge
- UC Irvine

Initial observations through desktop review of sub area land uses and development patterns found several areas in South County contained communities having concentrations of resident with potential access limitations and/or special mobility needs. These atypically high or outlier populations of ***special mobility markets*** such as senior residents and/or college students, including: UC Irvine and planned senior communities in Laguna Woods and the East Bluff community of Newport Beach.

While senior residents and college students are still in need of mobility services, they may have special mobility demands or travel patterns when compared with travel markets of the demographically diverse populations in other Pilot Areas.

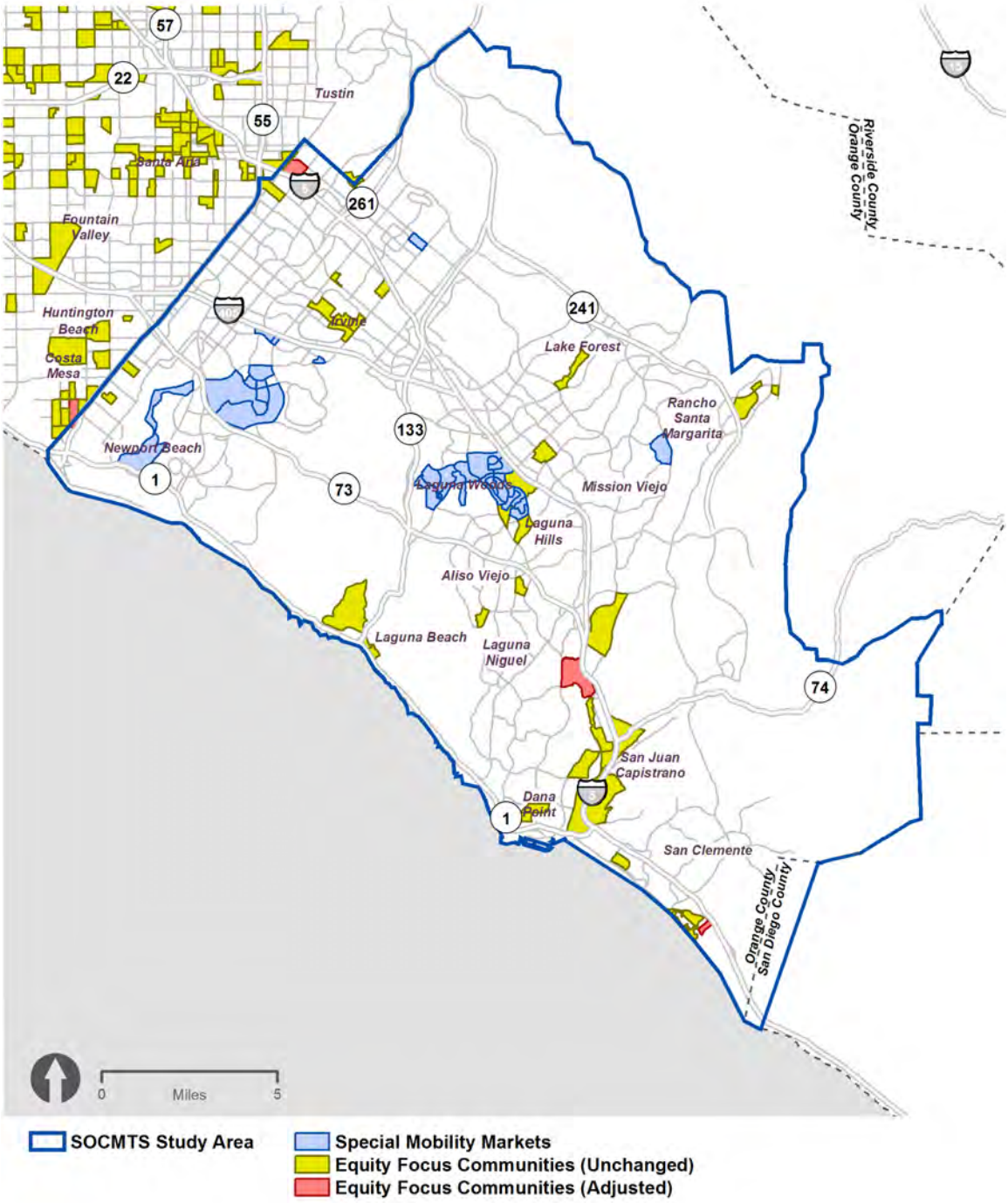
See Appendix B for an summary matrix of initial equity sub area characteristics as well as additional information on demographic, land use, travel market patterns for the potential sub areas.

Secondary Screening

To refine the focus on areas other than the special mobility markets identified, the equity index analysis was recalibrated (excluding college student and senior-heavy Census block groups) to normalize the comparative assessment of communities having the highest equity index scores. Census block groups where the equity index values rose when senior and college student areas were excluded.

Most equity sub areas identified through the initial screening were unaffected by exclusion of planned senior communities and college student populations, however, a few new potential Pilot Areas were identified. As shown in Figure 4, the adjusted equity analysis highlighted previously unidentified block groups and clarified trends in potential equity focused community concentrations in Costa Mesa, Tustin, Laguna Niguel/Mission Viejo, and North Orange County.

Figure 3 SOCMTS Adjusted Equity Analysis and Potential Focus Communities



EQUITY FOCUS COMMUNITIES

Accounting for noted special mobility market clusters of Census block, the revised equity index identified distinct patterns of Census block groups having potentially high mobility needs. These areas were typically oriented in **Compact Communities** or along **Corridors**, shown in Figure 5.

An overview of the Pilot Areas boundaries and key transportation infrastructure is provided below. The study team also developed "example" community profile descriptions (Appendix D) for three (3) Focus Communities which include insights of existing land use and community demographic trends, as well as existing and proposed transit and/or emerging mobility services (OC Flex-microtransit and Mobility Hubs) that may be available to residents or visitors.

Compact Communities

Compact communities are block groups clustered in low density residential areas and adjacent neighborhoods. Geographies often reflect similar demographic patterns of underinvested communities having development patterns and topographical barriers to operating high frequency or high-capacity transit service. Example areas with high equity index scores include the following areas:

- Communities in western **Costa Mesa** bounded by the SR-55 freeway to the east, and the Santa Ana River to the west, and I-5 Freeway on the north.
- **East Irvine** residents who live east of the Irvine Business Complex and Tustin Legacy development, between the I-405 and I-5 freeways, particularly along the Barranca Pkwy corridor.
- Legacy communities in southern **Laguna Beach** as well as the foothills near the primary inland-coastal connector (SR-133 / Canyon Road).
- **Rancho Santa Margarita** residents constrained in the foothills of the Santa Ana mountains are primarily accessed from the coast by Antonio Pkwy, or from adjacent valleys via Santa Margarita Pkwy and SR-133.
- The legacy roadway network near **Trabuco Hills** along Lake Forest Drive, north of Trabuco Road continues to be influenced by the (former) US Marine Corp El Toro Air Station, now site of the Orange County Great Park redevelopment.
- **West Tustin** communities located near the SR-55 and I-5 freeway interchange as well as along the parallel arterials.

Corridors

Focus Communities were also observed oriented along established transportation corridors, including railroads and freeways where major infrastructure projects may represent historically intentional social barriers between residents. Example areas with high equity index scores are described as follows:

I-5 Corridor

Primarily serving communities in Dana Point, San Juan Capistrano and oriented north/south between PCH and Crown Valley Pkwy, the equity focus corridor is bisected by I-5 freeway and LOSSAN rail corridor between Dana Point and Aliso Viejo / Mission Viejo.

Along the west side of the freeway and rail corridors, between PCH and Junipero Sierra Rd, the communities follow development patterns along the frontage of Del Obispo Rd and Camino Capistrano. The Focus Communities on the east side of transportation corridor area accessed by Valle Rd and San Juan Creek Road in the south, and Rancho Viejo Road north of SR-74 to the SE quadrant of the I-5 and SR-73 interchange, South of Crown Valley Pkwy.

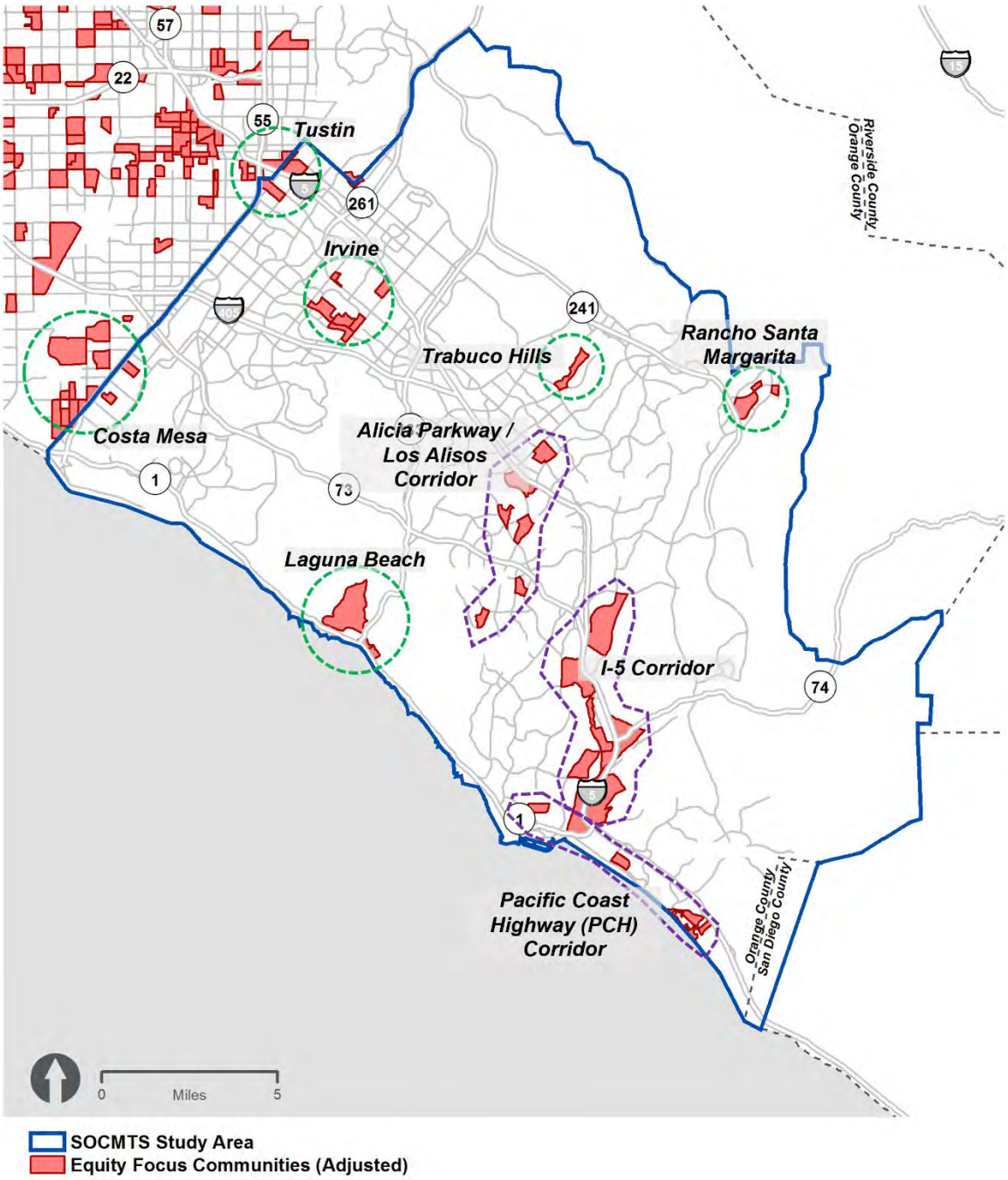
Alicia Parkway / Los Alisos Corridor

The Alicia Parkway corridor travels north-south between approximately Aliso Creek Rd and the Jeronimo Rd. Divided by the SR-73 and I-5 freeways, it serves areas in Laguna Niguel, Aliso Viejo, and the Acacia Hills community of Laguna Hills. South of SR-73, the Pilot Areas include Laguna Niguel / Mission Viejo communities along Aliso Creek Rd and La Paz Rd, in the vicinity of the Holifield Federal Building. Between SR-73 and Jeronimo Rd, communities on either side of Alicia Parkway as well as the parallel north-south arterials of Los Alisos Blvd and El Toro Rd were identified.

Pacific Coast Highway (PCH) Corridor

Communities along the PCH corridor are located approximately between San Clemente and Dana Point, serving the downtown centers of these beach communities and offset by many legacy neighborhoods. Concentrations in San Clemente are oriented along N El Camino Real segment of the PCH (south of Avenida Pico), while equity focus in San Juan Capistrano were oriented Southeast of the I-5 and Camino De Estrella interchange. Communities in Dana point were identified between PCH and Stonehill Dr, as well as between San Juan Creek, I-5 Freeway and PCH.

Figure 4 SOCMTS Equity Focus Communities and Corridors



Special Markets

In addition to the compact communities and corridors noted above, the analysis retains the special travel needs markets defined by concentration of senior communities as well as colleges students, such as UC Irvine.

Residents of age-restricted communities such as Laguna Woods, East Bluff community of Newport Beach, and Casta del Sol in Mission Viejo create may experience greater personal ability and/or mobility challenges that extend beyond those of typical transit riders. The private or planned communities may also be gated or have limited roadway network connectivity with the surrounding (public) grid, limiting the ability to be effectively served by transit.

Potential mobility solutions for similar concentrations of seniors are often enhanced on-demand services or internal shuttle/circulator services facilitated by the local development/property management authority or incorporated municipality and operated by 3rd party vendors.

Although not necessarily a systemically disadvantaged community, higher education campuses are often home to a transient population that is constantly renewed through regular enrolment periods. Many may have limited access to a personal vehicle and may have lower income levels than surrounding residents. The limited earning ability of students combined with the concentration of student housing occupied at or near campuses is a permanent condition requiring a non-traditional approach to resolving the ensuing personal mobility challenges.

Fixed route or alternative mobility solutions operated by regional authorities, such as OCTA, may connect to campuses at key development nodes or access/egress portals around the periphery, supporting connectivity to internal (shuttle) circulation via campus mobility services operated by 3rd party vendors. Mobility hubs providing access to shared (bike, scooter, auto) and dockless mobility solutions are also recommended for the high volume of short trips occurring throughout a campus.

Identification of Pilot Areas

The study team identified a subset of Focus Communities (Pilot Areas) to conduct a pilot qualitative analyses methodology aimed at understanding the potential benefits and impacts of SOCMTS transit and emerging mobility network recommendations to target communities. The study team selected three (3) Pilot Areas to provide geographic diversity, as well as representation from one of each established typology: Compact Communities, Corridors, and Special Mobility Markets.

- **Laguna Woods / Laguna Hills Communities** – includes high senior community and adjacent high equity areas, as well as communities with high adjusted equity index values along segments of Aliso Pkwy equity corridor.
- **I-5 Corridor Communities** – serves multiple communities that may have diverse travel patterns (Dana Point, San Juan Capistrano, Mission Viejo)

- **Costa Mesa Communities** – potentially dispersed travel markets to high employment along the PCH between Huntington Beach - Newport Beach vs Urban inland centers.

Due to resource constraints, the SOCMTS study team was unable for each of the Compact Communities and Corridors. The following section describes the approach for inspection of pilot areas to assess potential gaps, impacts and benefits of the SOCMTS enhanced network scenarios.

SOCMTS SCENARIO BENEFITS AND IMPACTS

To better understand how the Pilot Area community residents may directly benefit from the study recommendations, the study team conducted a qualitative assessment of potential increase in mobility and accessibility based on the following:

- Demographic Indicators: Who are the community members likely to use transit here? What may be driving the equity index value?
- Transit + Emerging Mobility network coverage: Does recommended network address existing gaps?
- Assessment of (existing and proposed) network connectivity for Pilot Areas to highest trip generators O-D markets, and connectivity to local job centers, particularly those with high concentrations of low-wage jobs.

The assessment began by documenting the existing the community and land use characteristics, demography, travel patterns, and available transportation / mobility services within each Pilot Area. It also included a GIS overlay of Pilot Area census block groups, the existing transit network services, as well as a separate overlay of the proposed fixed route network and emerging mobility improvements.

Employment Centers

In addition to the identification of Pilot Areas that address communities and concentrations of residents having potentially higher mobility needs or transportation burdens, this study seeks to understand the relative level of service and connectivity that the existing and proposed transit and emerging mobility networks may provide to job and activity centers in the study and countywide.

Using the most recent available Census Longitudinal Employer-Household Dynamics data sets (November 2019), the study team will identify Census block groups within Orange County supporting the highest density (top 20% - quantile) of employees; as well as similarly high concentrations of jobs in the two lowest categorically reported wage ranges, paying less than approximately $1,333 per month.

Of the 10 incorporated cities with the highest concentrations of employment in Orange County, four are located within the SOMTS study area – Costa Mesa, Irvine, Newport Beach, and Tustin. With the exception of Irvine, most of the South OC cities have a similar proportion of low-income workers as other high employment areas.

See **Appendix C** for further information.

City	SOCMTS Study Area	All Workers	Low Income workers as % of all workers†
Irvine	**Y**	**274,315**	**35%**
Santa Ana	N	161,086	49%
Anaheim	N	119,346	93%
Orange	N	118,924	51%
Costa Mesa	**Y**	**91,607**	**50%**
Newport Beach	**Y**	**85,073**	**46%**
Huntington Beach	N	78,141	56%
Fullerton	N	63,507	58%
Garden Grove	N	57,262	64%
Tustin	**Y**	**51,574**	**56%**

† - Low income identified as earning less than approximately $1333 per month

Equity Focus Community Travel Patterns

Understanding the current Pilot Areas travel patterns and associated mobility needs of equity focused communities and corridors is critical to the assessment of potential impacts and benefits.

Travel patterns were identified using Replica, an urban data platform that uses what it calls “synthetic” data to provide clients with information on mobility behaviors, spending habits, and land-use patterns. The datasets come from de-identified mobile location data, and census demographic data, among other sources. These datasets are used to create a synthetic population in a given region, which behavior models are then applied to. The model outputs are calibrated against ground-truth data (e.g. auto and freight volumes, transit ridership, and bike and ped counts).

The study team used Replica to derive the top ten work destination (home-based work, HBW) and top ten “other” destination block groups for the three Focus Communities (Figure 6). Data came from a set that models an average Thursday between March and June of 2021. The platform provides a ranking of block groups by the number of trips ending in each, and the ability to filter by trip purpose. “Other” destinations are an compilation of the Shop, School, Eat, Recreation, Errand, and Social trip purposes.

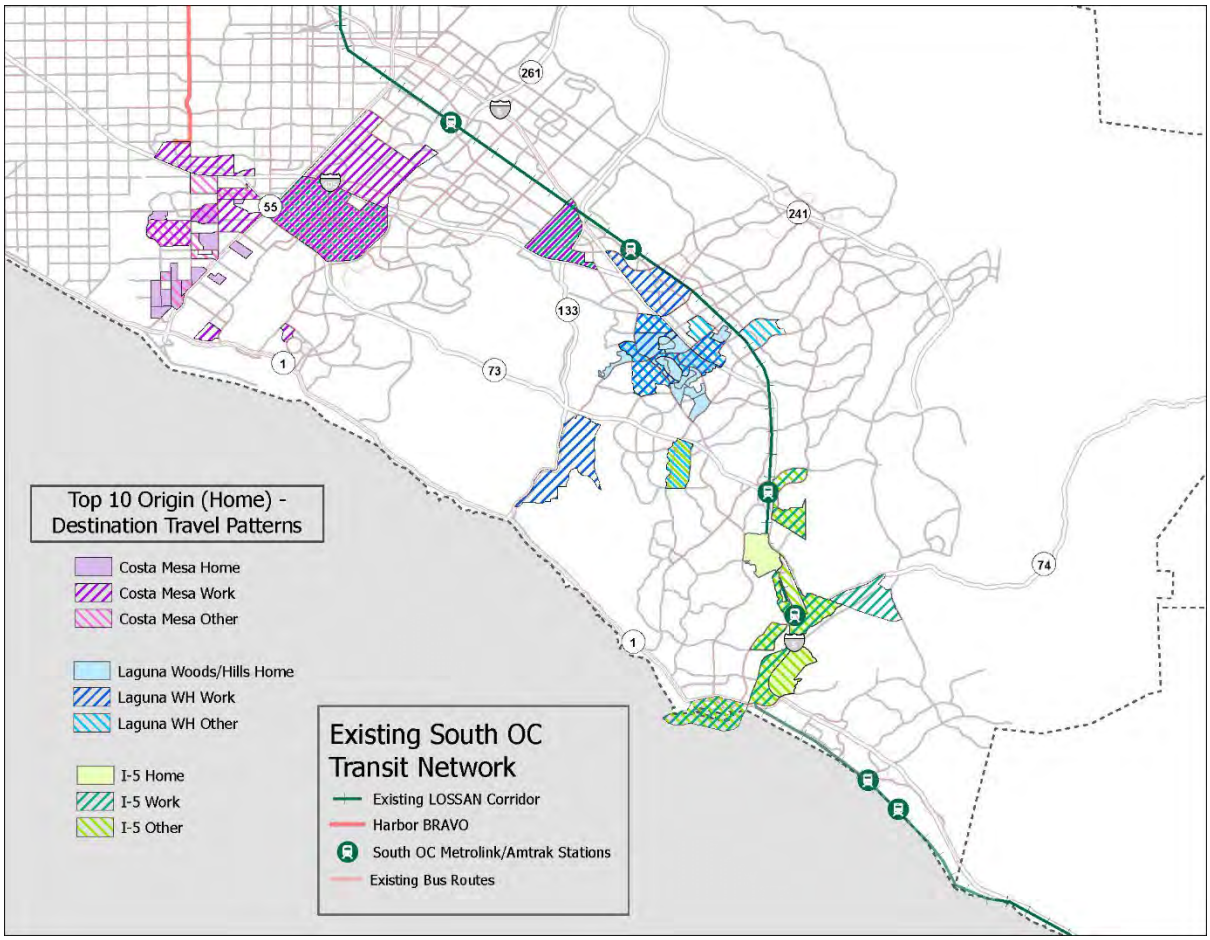
The physical distance separating Pilot Areas communities and (roadway) network constraints caused by the local topography are strong influences to the travel patterns and mobility demands. As the areas are predominantly residential (with light commercial and retail) land uses, many of the top trip generators for each area are subregional destinations approximately within the surrounding (+/-) 10 miles.

- **Costa Mesa** communities showed strong travel flows to nearby jobs and activities driven by Orange Coast College, nearby OC Fair & Event Center, as well as John Wayne Airport and surrounding support facilities. Additional employment opportunities at the Irvine Medical and Science complex as well as Newport Center and adjacent harbor were identified.
- **Laguna Woods / Laguna Hills** community travel flows included major local generators at the Saddleback Medical Center and surrounding commercial developments, as well as regional draws at the Irvine Spectrum and Aliso Viejo/Laguna Niguel.
- In addition to local generators, **I-5 Corridor c**ommunities had the farthest-reaching employment trip patterns to the Irvine Spectrum and John Wayne Airport areas. Residents also showed multiple diverse trips to social and recreational activities from Aliso Viejo/Mission Viejo, though San Juan Capistrano and into Dana Point.

In some cases, however, major employers or “Other” commercial/retail/service centers were strong trip generators for more than one Pilot Areas. Two (2) of the top 10 work destination block groups for trips originating in the I-5 corridor were shared with Costa Mesa. The Laguna Woods / Laguna Hills and I-5 corridors also shared top commercial and retail “Other” destinations in Laguna Niguel.

See **Appendix D** for individual mobility profiles developed for Pilot Areas Communities and Corridors using the pilot analysis methodology described within this document. The data points, metrics, and takeaways identified in Pilot Areas profiles are preliminary in nature and may be revised in future equity-centered planning and project development efforts.

Figure 5 SOCMTS Pilot Areas: Top 10 O-D Trip Patterns



Additional Considerations

The effort to identify Equity Focus Communities in South Orange County took place following development of Multimodal Scenario assumptions and preferred scenario recommendations. Therefore, Focus Communities and travel markets may not explicitly align with Transit and Emerging Mobility network recommendations.

Limitations

Replica data is “an average Thursday” between March-May 2021. They have not updated their geographies to use 2020 block groups yet, still using 2010 boundaries. This caused a few of the block group boundaries shown in illustrations of Pilot Areas travel markets (Figure 6and Appendix D) to shift a bit from the boundaries of 2019 ACS demographic data used for identification of Pilot Areas (Figures 3 through 5). This did not cause significant distortions to Pilot Areas block groups, nor to the representations of top 10 “Work” trip generators and “Other” activity centers.

In addition, the objective for limiting assessment to the top 10 destinations was to identify the highest volume travel patterns as potential opportunities to have greatest impacts on mobility. The top 10 destinations for each trip type only represented anywhere from approximately 24% to 40% of all trips originating in the Pilot Area block groups (see Table 2 and Table 3).

Table 3 Pilot Areas Top 10 "Work" Trip Production

Pilot Areas	Daily Trips to Top 10 "Work" Destinations	Daily Pilot Areas "Work" Trips	Top 10 "Work" Destination %
Costa Mesa	1,400	5,800	24%
I-5 Corridor	1,035	3,400	30%
Laguna Woods / Laguna Hills	2,375	5,900	40%

Table 4 Pilot Areas Top 10 "Other" Trip Production

Pilot Areas	Daily Trips to Top 10 "Other" Destinations	Daily Pilot Areas "Other" Trips	Top 10 "Other" Destination %
Costa Mesa	8,105	32,000	25%
I-5 Corridor	7,575	20,000	38%
Laguna Woods / Laguna Hills	11,515	32,000	36%

The pilot methodology for analyzing potential gaps, impacts and benefits of the SOCMTS network improvements did not do an in-depth analysis of all (work + other) trips originating in the equity focus are block groups.

- Additional study is recommended to evaluate all travel patterns and demands for all trips originating in the Pilot Areas in order to discern subregional and intercity travel trends, as well as local mobility solutions needed for circulation to local destinations and activity centers.

Analysis of the low-wage job concentrations among South Orange County was limited to employers within incorporated city boundaries.

- Additional overlay analyses of census block groups within the city boundaries is recommended to correlate the locations of low wage jobs with the travel work-related patterns of Pilot Area community members.

This pilot analysis methodology did not directly calculate the incremental increase of "equity focus community" residents' accessibility to high frequency transit and emerging mobility network recommendations and active transportation investments.

- The study recommends further analysis of incremental benefits to Pilot Area residents within a particular catchment area of enhanced or high-frequency mobility services. (ex – within 5 miles of a regional rail station, 0.25 mile of a OC Bus service operating at 20-minute frequency, or any microtransit service area)

This analysis did not include assessment of the potential cumulative benefits of connectivity between transit and emerging mobility network recommendations and active transportation investments. (ex – microtransit and mobility hub connectivity to existing / proposed low-stress active transportation facilities)

- Further analyses should consider appropriate catchment areas for transit and emerging mobility improvements that reflect a realistic mobility access-shed, considering the type of transit or emerging mobility investment / service, as well as network walkability, active transportation facility connections

Unknowns

Recent and ongoing chances to the housing market are a significant driver of transportation patterns and the need for corollary mobility services. The housing affordability challenges and population of legacy homeowners aging in place in Orange County may indicate a coming shift to mobility needs of the study area residents within the SOCMTS 2045 planning horizon.

RECOMMENDED NEXT STEPS

OCTA should develop a Diversity, Equity, Inclusion, and Justice Team/Division/Department charged with creating an equity in transportation Vision Statement for Orange County, as well as develop processes, protocols, and accountability measures that formalize their commitment to transportation equity in both capital investments and service operations.

The SOCMTS study did not conduct significant community engagement with residents of the Pilot Areas identified through this process. This study team recommends Assess current engagement practices with Pilot Areas community members and consider incorporating community ambassadors, CBOs, NPOs, advocacy groups, etc. in the transportation decision-making process (developing grassroots mobility initiatives and solutions).

OCTA should expand on the equity analysis methodology applied within SOCMTS to further assess the travel demands and patterns of “mobility equity” communities, addressing the limitations and considerations noted in the previous section.

APPENDIX A SOUTH ORANGE COUNTY DEMOGRAPHICS

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Figure 2: South Orange County Study Area Zero-Car Households

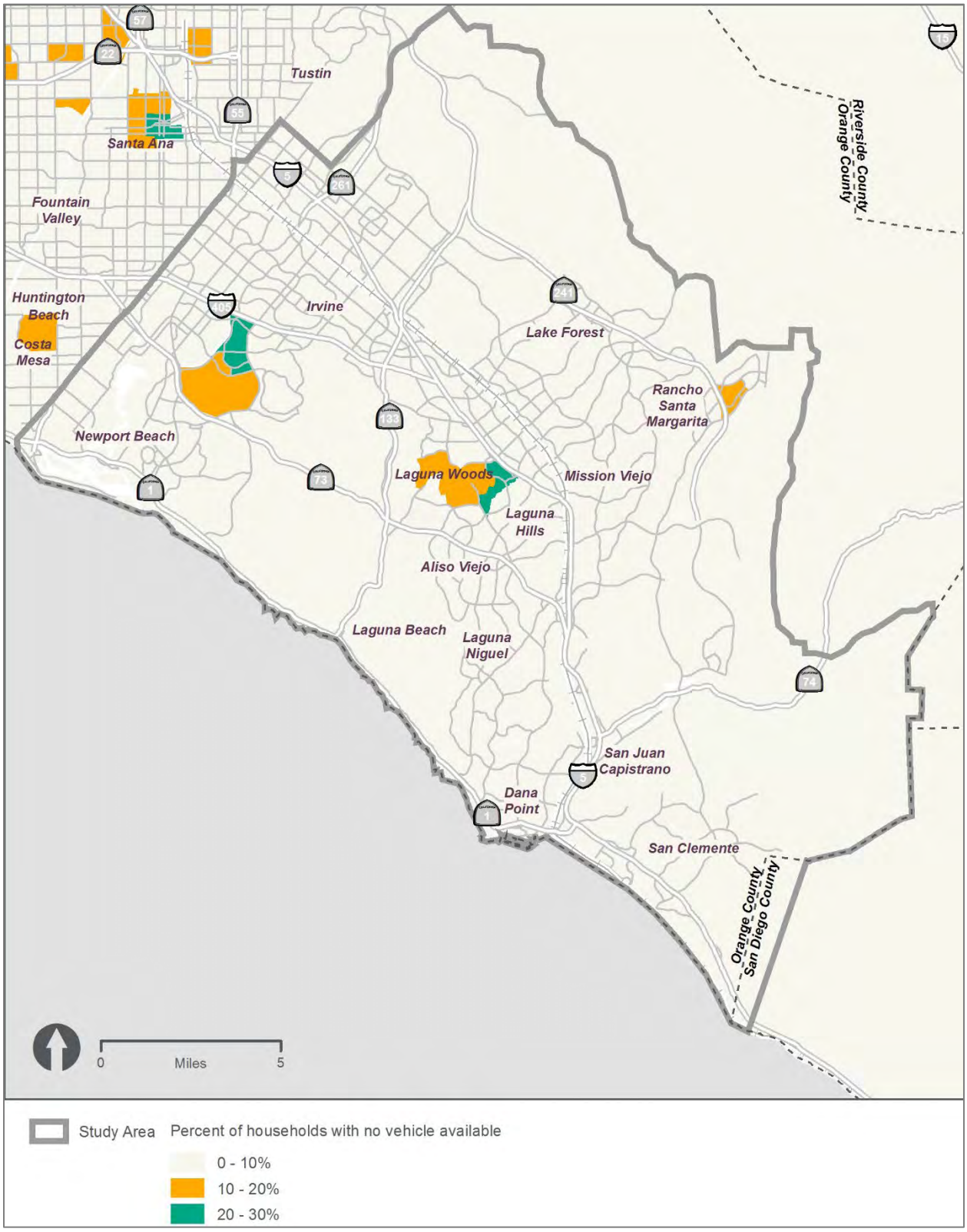


Figure 3: South Orange County Study Area Disability Population

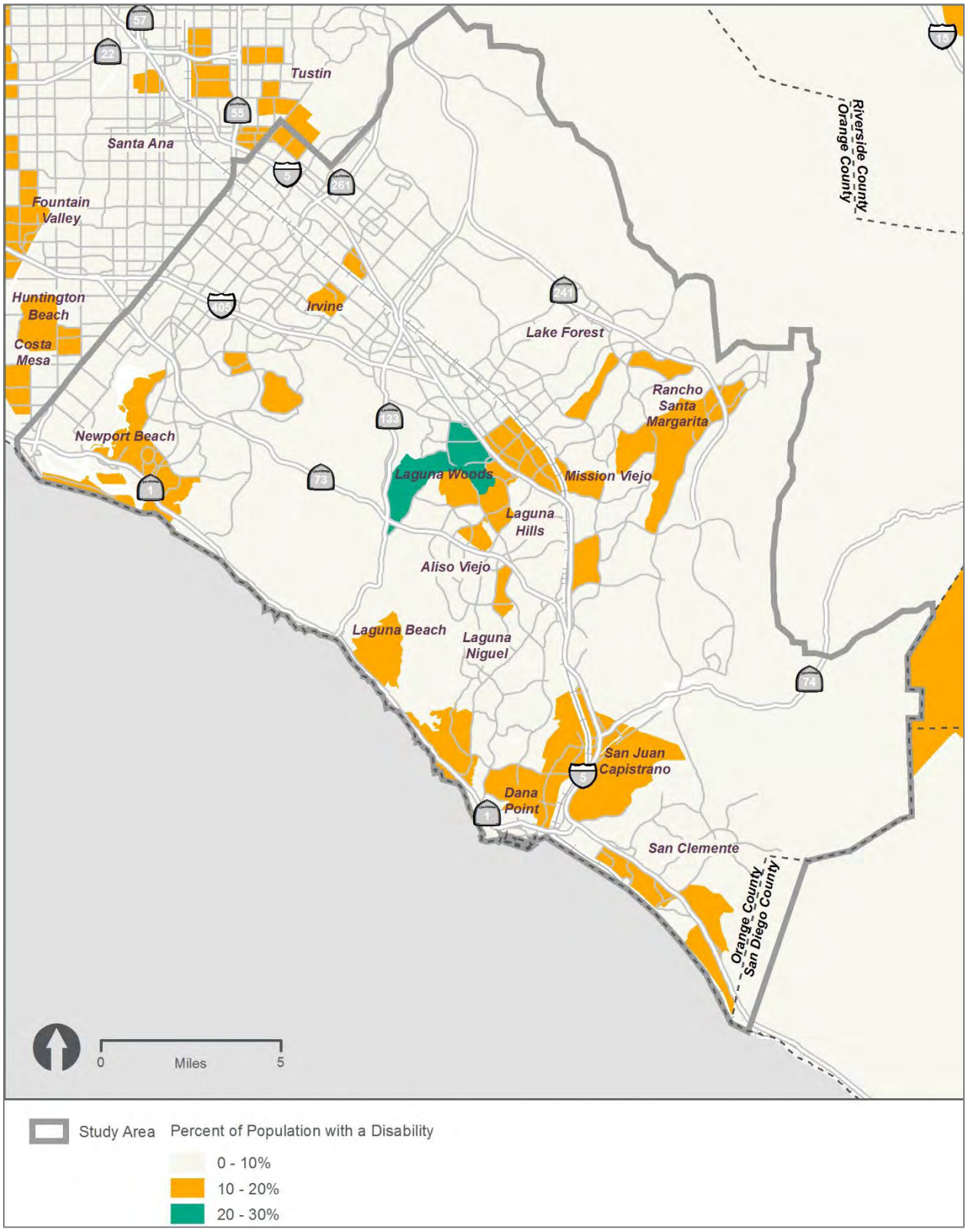


Figure 4: South Orange County Study Area Senior Population

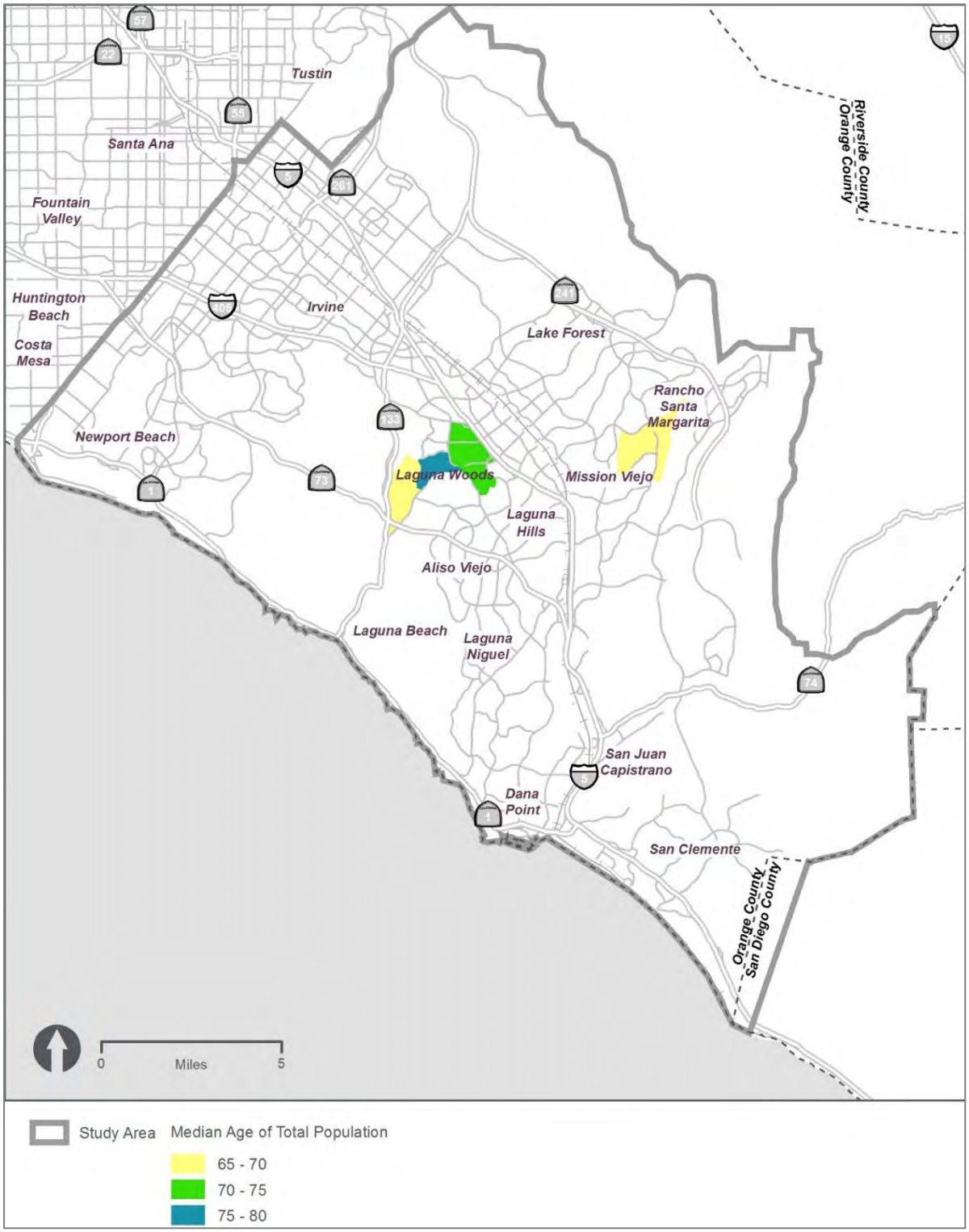


Figure 5: South Orange County Study Area Linguistic Isolation Population

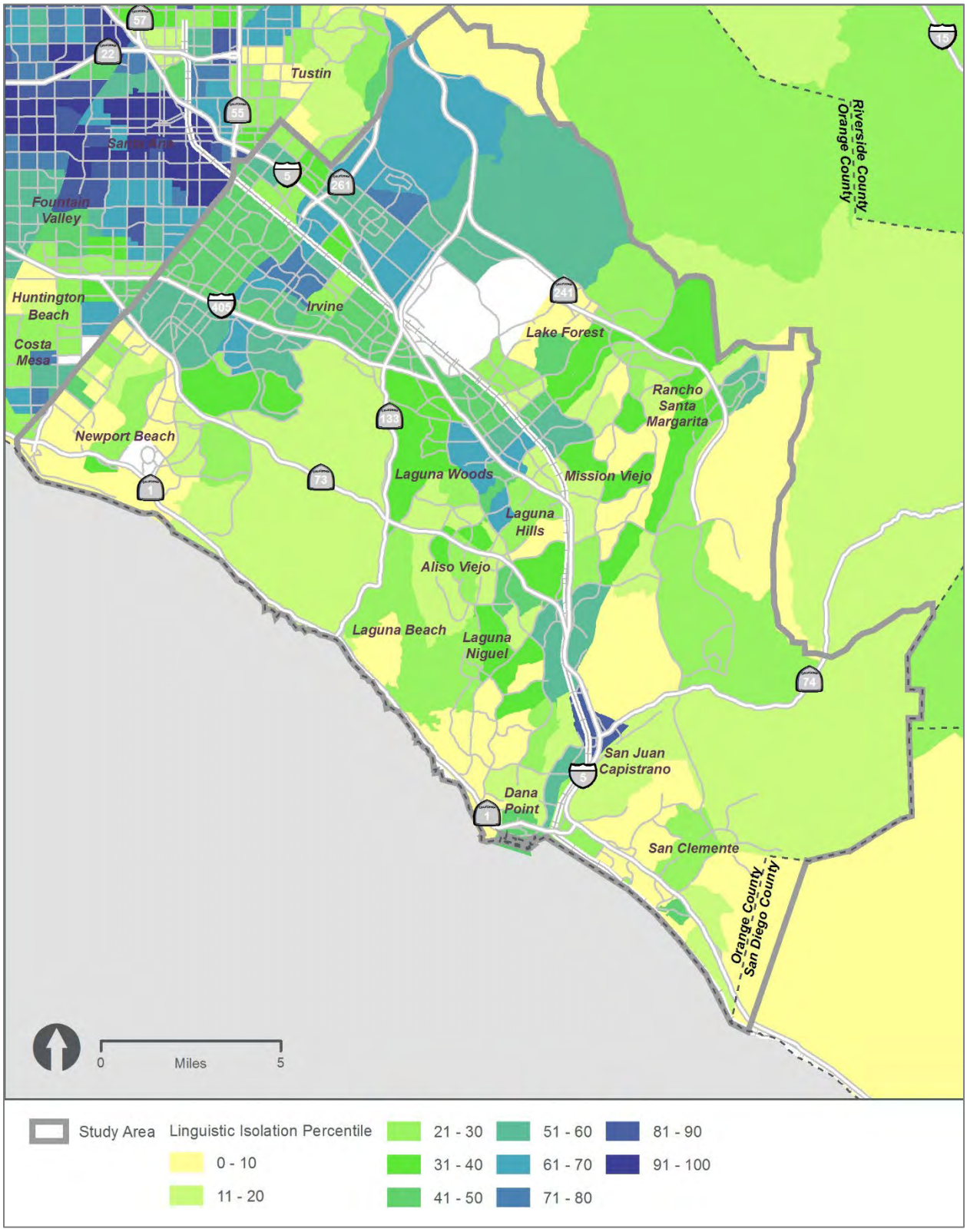
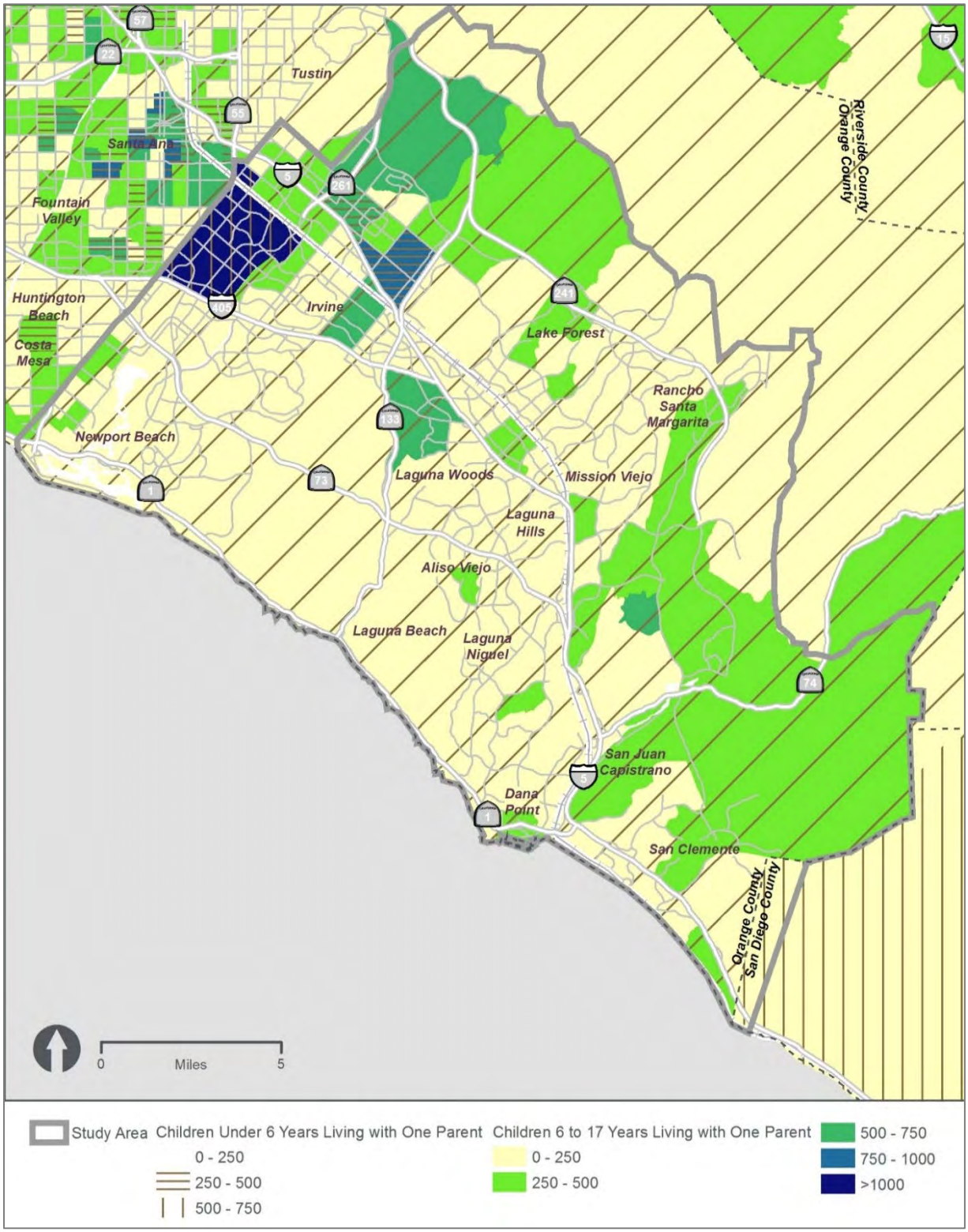


Figure 6: South Orange County Study Area Single Parent Households



APPENDIX B POTENTIAL EQUITY SUB AREAS SUMMARY

Figure 6 SOCMTS Equity Sub Area Characteristics

Sub Area	Land Use Character	Demographic Character	**Existing Transit** and Emerging Mobility **Services**	**(proposed) Transit** and Emerging Mobility **Services**
Costa Mesa	Fringe communities of Suburban grid w/low transit penetration	Mixed-income (MHI - $50k), higher % of population below poverty line relative to other sub areas	OCTA local service Local frequent service,	BRAVO extension along Harbor Dr Shuttle and Circulator Service, SR-55 BRT, Local frequent service, mobility Hubs
Laguna Beach	Residential communities in foothills west of SR 133, and E of Laguna Beach High School (Temple Hills)	Mixed-income (MHI - $94k), higher proportion of seniors (65+) than other sub areas	OC Bus, Laguna Beach fixed route Project V - Laguna Beach Off-Season Weekend Trolley,	Mobility hubs, microtransit

Sub Area	Land Use Character	Demographic Character	**Existing Transit** and Emerging Mobility **Services**	**(proposed) Transit** and Emerging Mobility **Services**
Laguna Woods / Laguna Hills	Suburban area bisected by open space / recreational areas; multifamily units in the eastern extents	Lots of seniors / assisted living facilities, zero car households, and linguistically isolated	OC Bus,	I-5 BRT, Laguna Hills and mission Viejo Shuttles, Laguna Woods / Aliso Viejo microtransit
Lake Forest	Suburban with big box retailers on the northern and southern edges of the area	Mixed-income, high owner to renter occupied	Metrolink (technically in Irvine), OCTA local service, Lake Forest microtransit	Connectivity to proposed LOSSAN infill station, Lake Forest Shuttle and Circulator Service Areas, mobility hubs
Rancho Santa Margarita	Isolated by topography	Major neighborhoods are maintained by large HOAs, high owner to renter occupied ratio, moderate to high-income (MHI - $104k)	Local service	Mission Viejo Shuttle and Circulator Service,
San Clemente Pier	Suburban communities west of I-5 with nearby recreational facilities	Generally moderate to high-income (MHI of $101k) with high owner to renter occupied	San Clemente microtransit, OCTA local service, San Clemente Beach Trolley	Connectivity to proposed LOSSAN infill station, LOSSAN realignment, mobility hubs,

Sub Area	Land Use Character	Demographic Character	**Existing Transit** and Emerging Mobility **Services**	**(proposed) Transit** and Emerging Mobility **Services**
San Juan Capistrano	Suburban, hillside communities east of I-5; major commercial development and recreational uses west of I-5	Mixed income (MHI - $75k) with higher proportion of population living below FPL	Metrolink, San Juan Capistrano Trolley, Dana Pt / San Juan Cap microtransti, OCTA local service	Mobility hubs, OCTA local service alternative
Tustin Legacy, Westpark / Woodbridge	Major redevelopment at Tustin Legacy	High concentrations of residents with disabilities, limited English proficiency, and Single parent households	Metrolink, Tustin microtransit, OCTA local service,	IShuttle Routes, I-5 BRT, mobility hubs
UC Irvine	Campus environment surrounded by residential neighborhoods	Transient student population	OCTA local service, Intracounty	iShuttle Routes, I-5 BRT, mobility hubs, express service, stationlink

APPENDIX C LOW WAGE EMPLOYMENT DISTRIBUTION

U.S. Census Bureau. LEHD Origin-Destination Employment Statistics (2002-2019) [computer file]. Washington, DC: U.S. Census Bureau, Longitudinal-Employer Household Dynamics Program, accessed on January 2022 at https://onthemap.ces.census.gov. LODES 7.5

Figure 7 Assessment of Existing Orange County Low Wage Jobs (by City)

City	SOCMTS Study Area	All Workers	Employment Total (tiered rating)	Total Low Income Workers	LI Workers (% of all workers)
Irvine	N	274,315	1 - Very High	95,030	35%
Santa Ana	N	161,086	1 - Very High	79,270	49%
Anaheim	N	119,346	1 - Very High	111,016	93%
Orange	N	118,924	1 - Very High	60,428	51%
Costa Mesa	Y	91,607	2 - High	45,419	50%
Newport Beach	Y	85,073	2 - High	38,860	46%
Huntington Beach	N	78,141	2 - High	44,037	56%
Fullerton	N	63,507	2 - High	36,965	58%
Garden Grove	N	57,262	2 - High	36,924	64%
Tustin	Y	51,574	2 - High	28,826	56%
Lake Forest	Y	38,858	3 - Moderate	18,621	48%
Buena Park	N	36,545	3 - Moderate	22,882	63%
Mission Viejo	Y	31,481	3 - Moderate	18,146	58%
Fountain Valley	N	31,322	3 - Moderate	15,938	51%
San Clemente	Y	25,454	4 - Low	15,398	60%
Westminster	N	24,512	4 - Low	17,085	70%
Yorba Linda	N	21,645	4 - Low	15,058	70%

City	SOCMTS Study Area	All Workers	Employment Total (tiered rating)	Total Low Income Workers	LI Workers (% of all workers)
Aliso Viejo	Y	20,797	4 - Low	7,700	37%
Placentia	N	18,032	4 - Low	9,464	52%
Laguna Hills	Y	17,467	4 - Low	9,851	56%
Rancho Santa Margarita	Y	16,085	4 - Low	8,220	51%
Laguna Niguel	Y	14,723	5 - Very Low	8,612	58%
San Juan Capistrano	Y	14,097	5 - Very Low	7,584	54%
Stanton	N	7,812	5 - Very Low	5,123	66%
La Palma	N	5,326	5 - Very Low	2,500	47%
Laguna Woods	Y	3,198	5 - Very Low	2,185	68%
Ladera Ranch	Y	3,046	5 - Very Low	1,851	61%
Rossmoor	N	1,647	5 - Very Low	1,165	71%
Las Flores	Y	634	5 - Very Low	421	66%

Total Employment Tiers	Rating
100,000+	1 - Very High
50,000 - 99,999	2 - High
30,000 - 49,999	3 - Moderate
15,000 - 29,999	4 - Low
below 15,000	5 - Very Low

APPENDIX D EQUITY PILOT AREA PROFILES

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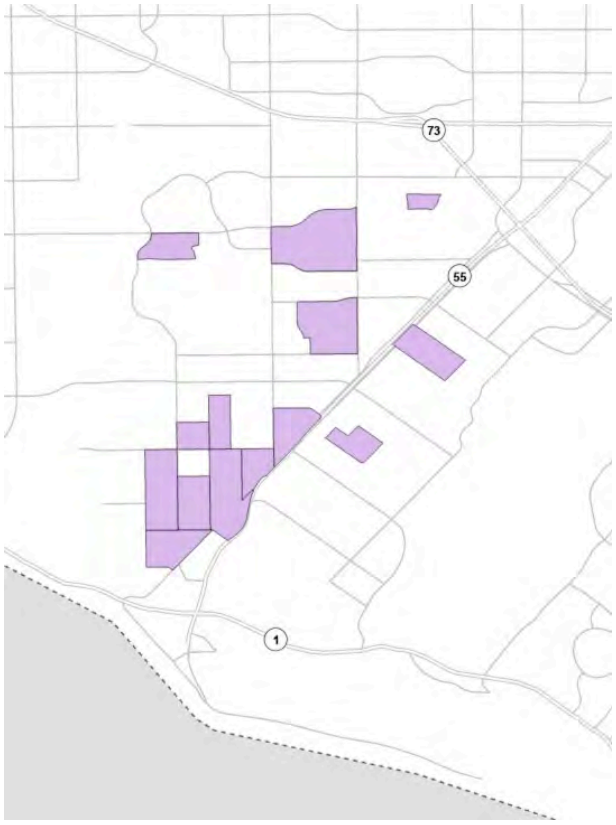
EXAMPLE -- COSTA MESA



Land Use, Demographic Character, and Travel Markets

The Costa Mesa equity area consists of 14 block groups with low transit penetration. The population is 44% Hispanic, compared to 33% of the city of Costa Mesa as a whole, and 6% of residents do not have access to a vehicle, compared to 2.5% of Costa Mesa. 1.1% of car-free residents primarily get around using public transportation, compared to 0.1% of all equity area residents.

The land uses in the highlighted block groups are primarily retail, multi-family residential and single-family residential. The area is primarily concentrated immediately North of SR-55, which may represent a historic mobility and accessibility barrier for residents. The average and median household incomes are also lower than the average for the city of Costa Mesa.

Indicator	Pilot Area	Orange County
Population	19,300	3,170,000
Zero car HHs	6.1%	2.6%
1-vehicle HHs	20.3%	16.2%
Avg HH Income	$92.8K	$135K
Source: Replica urban planning tool -- https://replicahq.com/		

The destination with the highest proportion of work trips is block group 626102, where John Wayne Airport is located. This block group is served by the SR-55 BRT, although only four of the 14 home block groups are located along the BRT line.

The remaining work destination block groups are home to the Irvine Business Complex, Newport Harbor High School, Newport Center, Costa Mesa High School, Orange Coast College, the Irvine Spectrum Center, and various retail. The six “other” block groups not included in the work destinations are heavily retail; a mix of stand-alone stores, strip malls, and large shopping centers with big-box retailers.

Existing Transit Services

OC Bus Route 43 most directly serves the equity communities in and around downtown Costa Mesa, as it connects residents to Orange Coast College and employment destinations between Costa Mesa and Fullerton.

Routes 47, 55 provide higher frequency connections to equity communities near Fairview Rd in northern Contra Costa, connecting them with Orange Coast College, the OC Fair & Event Center, and activity centers in Newport Beach, as well as Santa Ana and Fullerton.

Route 71 parallels the SR-55, connecting equity communities along the freeway frontage to activity centers West Irvine and Tustin, including John Wayne Airport and adjacent destinations.

Circulator route 178 provides important connections to Orange Coast College and UC-Irvine through equity communities in Northern Costa Mesa (thought only operating on weekdays).

The current southern terminus of BRAVO 543 is in Santa Ana and does not currently serve north of Costa Mesa Focus Communities.

OC Bus Route	Pk / Off-Pk Frequency*
43 - Fullerton - Costa Mesa (via Harbor)	25 min all day
47 - Fullerton - Balboa	20 / 30 min
55 - Santa Ana - Newport Beach	25 min all day
71 - Yorba Linda - Newport Beach	50 min all day
178 - Huntington Beach - (UC) Irvine	70 min all day

*All day service frequencies may be longer in early morning or evening near start/end of service

Source: OCTA, February 2022

SOCMTS Enhanced Transit and Emerging Mobility Connections

Proposed Transit and Emerging Mobility network improvements affecting the residents in the Costa Mesa Pilot Area are shown in Figure 8. Recommendations within and adjacent to the identified Costa Mesa Focus Community include:

- BRAVO 543 extension south along Harbor Dr, to 19th St in Costa Mesa
- OC Flex microtransit zone implementation
- Deployment of approximately 9 Mobility Hubs: (3) type-2 local; and (6) type-3 neighborhood.

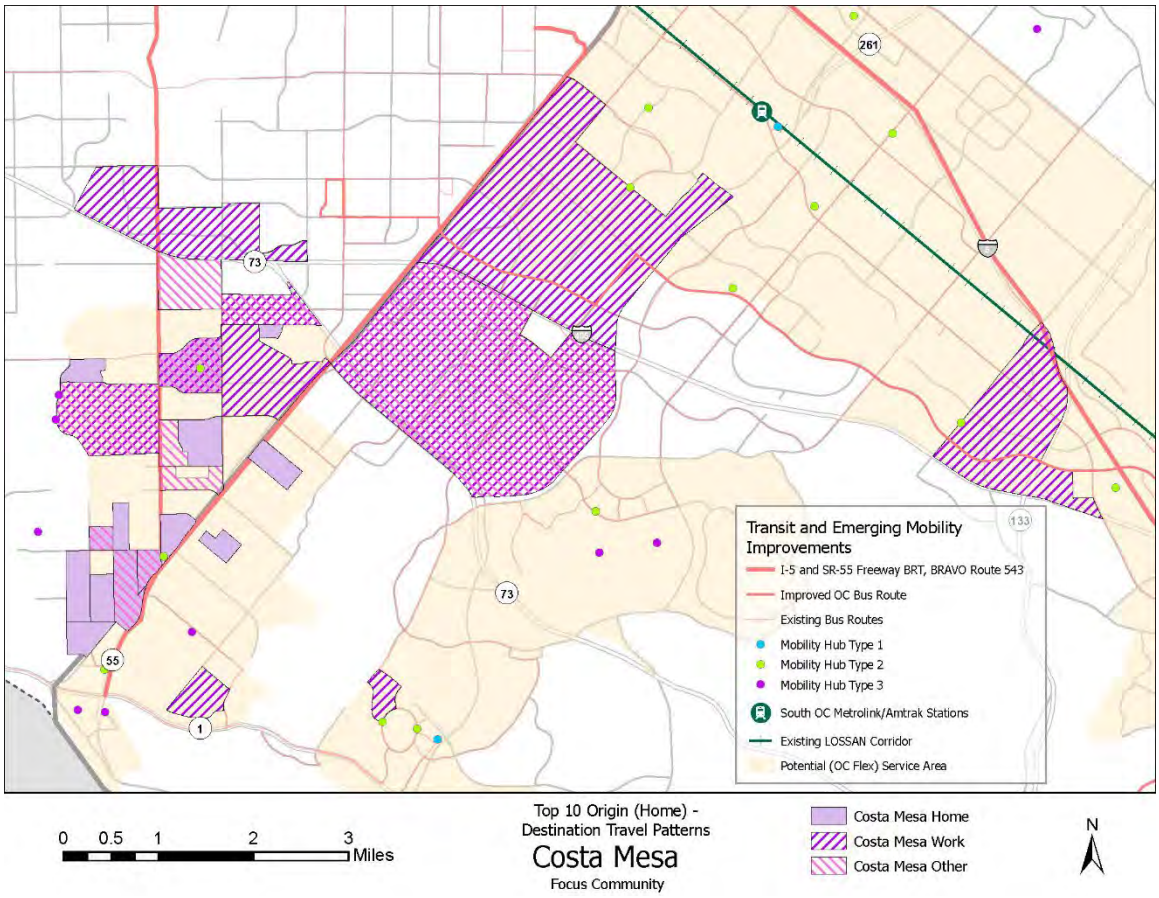
Transit service to equity communities would be directly improved by the SR-55 Freeway BRT and extension of BRAVO 543. Bravo service south along Harbor Boulevard improves quality to the existing Route 43 for communities surrounding downtown Costa Mesa. Freeway BRT service improves regional connectivity to jobs and other destinations for activities of daily living for these residents as well. Regional connectivity

may also benefit from improved frequency on Route 86 (service to Mission Viejo) connections at the South Coast Plaza, just outside the area.

The preliminary OC Flex service area boundary serves 12 out of the 14 home block groups for Focus Community residents. However, microtransit does not to directly serve John Wayne Airport where restricted access and circulation are not conducive to the on-demand service. Some of the higher volume work and retail trips from Costa Mesa to parts of the Newport Beach, Irvine Business Complex, and Spectrum Center would also benefit from proposed OC Flex services in those regional sub areas to support firs/last mile connectivity. Future refinements to potential OC Flex service area boundaries will consider connections to additional Focus Communities.

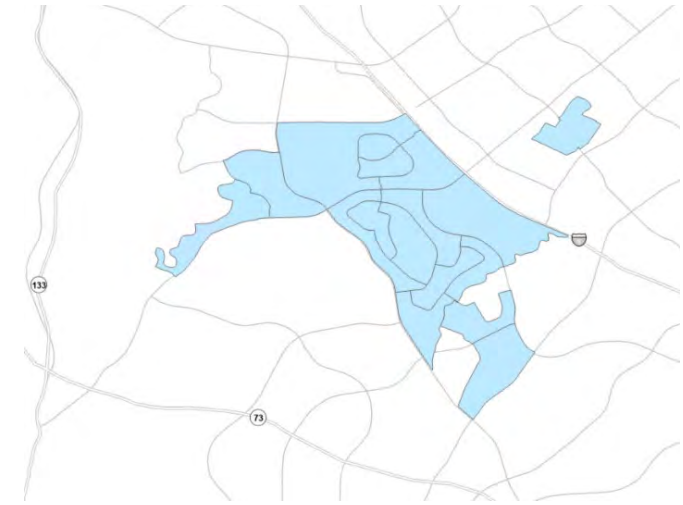
Several identified equity community home block groups are served by local mobility hubs, five of the top destination block groups are served by local mobility hubs, and one destination block group is served by a neighborhood mobility hub. The downtown recreation center, the Costa Mesa Library, the Costa Mesa Historical Society and Lions Park are among top “other” destinations. This block group is served by the Freeway BRT route, OC Flex zone and one type-2 Local mobility hub. The two local mobility hubs within the home block groups– off of Newport Boulevard and on the Orange Coast College Campus– are also uniquely positioned to serve a large proportion of residents and their destinations outside the Pilot Area.

Figure 8 Costa Mesa Focus Area Home Based Trips and SOCMTS Network Improvements



Note: The top 10 block group destinations for work trips and other trips represent 24% and 25%, respectively, of the total work and other trip production from the Focus Communities.

EXAMPLE – LAGUNA HILLS/LAGUNA WOODS



Land Use, Demographic Character, and Travel Markets

The Laguna Woods/Laguna Hills equity area consists of 17 block groups with a high senior population and several assisted living facilities. The eastern most home block groups also overlap with the Los Alisos/Alicia Pkwy Focus Area, which includes many low-income residents of color who may have greater need for alternative mobility access. The land use in the highlighted block groups is primarily multi-family residential and open space. Commercial and retail land uses generating the majority of local and regional trips are centered around the Saddleback Medical Center, Laguna Hills Mall, and of variety of industries located just east of the Irvine Spectrum Center.

Indicator	Pilot Area	Orange County
Population	18,400	3,170,000
Zero car HHs	10.1%	2.6%
1-vehicle HHs	44.1%	16.2%
Avg HH Income	$75,200	$135,000
Source: Replica urban planning tool -- https://replicahq.com/		

The population of the home block groups has about 15% less people of color than Orange County on average and has more than double the percentage of residents not in the labor force. 7.5% of car-free residents primarily get around using public transportation, compared to 1% of all equity area residents.

Existing Transit Services

Located central to South County study area, the Laguna Hills Transportation Center is the focal point of regional transit service and connectivity in the Pilot Area. The Transportation Center acts as the regional hub for (spokes) OC Bus Routes 83, 86, 90, 91, and 177 to connect the coastal, inland and southern most communities of the county, both to one another and North County.

- Route 83 (freeway express) and Route 91 provide the most frequent service in the Pilot area (every 30 minutes), connecting residents to regional employment opportunities in Anaheim as well as retail and social activities in Laguna Niguel/Mission Viejo, respectively.
- Route 86 bypasses the Transportation Center to stay north of the I-5 freeway through the Pilot Area but serves equity communities along Jeronimo Pkwy between El Toro Rd and Alicia Pkwy.

- Route 87 directly serves equity communities along the along segments of the Los Alisos/Alicia Pkwy Equity Focus Corridor that intersect with this Pilot Area. However, the route serves as a direct connection between Rancho Santa Margarita and Laguna Niguel, bypassing connectivity opportunities at the Transportation Center and requiring inline transfer to Routes 86, 90, and 91 to make other regional connections.
- Route 90 operating along Moulton Pkwy, infrequently connects the various senior and adjacent residential communities of Laguna Woods on its way between Dana Point and Tustin.
- Route 177 directly serves equity communities along Los Alisos Blvd, north of the I-5 freeway, as it connects corporate office park jobs in Lake Forest with Laguna Hills Transportation Center.

OC Bus Route	Pk / Off-Pk Frequency*
Route 83 - Anaheim - Laguna Hills	30 min all day
Route 86 - Costa Mesa - Mission Viejo	65 min all day†
Route 87 - Rancho Santa Margarita - Laguna Niguel	65 min all day
Route 90 - Tustin - Dana Point	45 min all day
Route 89 - Lake Forest - Laguna Beach	35 / 60 min
Route 91 - Mission Viejo - Laguna Hills	30 min all day
177 - Foothill Ranch - Laguna Hills	45 min all day†

*All day service frequencies may be longer in early morning or evening near start/end of service
† - weekday service only
Source: OCTA, February 2022

SOCMTS Enhanced Transit and Emerging Mobility Connections

Proposed Transit and Emerging Mobility network improvements affecting the residents in the Pilot Area are shown in Figure 9. Recommendations within and adjacent to the Focus Community include:

- Improved frequencies to existing Routes 86, 89, and 91
- Implement Freeway BRT on I-5 from Fullerton to Laguna Niguel-Mission Viejo, replacing Route 83
- OC Flex microtransit zone implementation
- Investment in the existing type-1 regional mobility hub (Laguna Hills Transportation Center) and deployment of up to 3 additional hubs: (1) type-1 and (2) type-2 local hubs.

The Laguna Woods/Laguna Hills Focus Community benefits from recommended implementation of the I-5 Freeway BRT (replacement to Route 83), improved Routes 86 and 91, the Mobility Hubs, and the Microtransit Zones. Improved OC bus routes directly serve 10 out of 17 of the home block groups, seven of the top ten work destinations, and six out of top ten of the other destinations. The destinations with the highest proportion of work and other trips for the Laguna Woods/Hills equity area are retail-heavy block groups that include Laguna Hills Mall and several other shopping centers, served by improved Route 91. In addition to having the second highest work destination and the top "other" destination, the block group is also home to many Focus Community residents having alternative mobility needs for local circulation and regional connectivity.

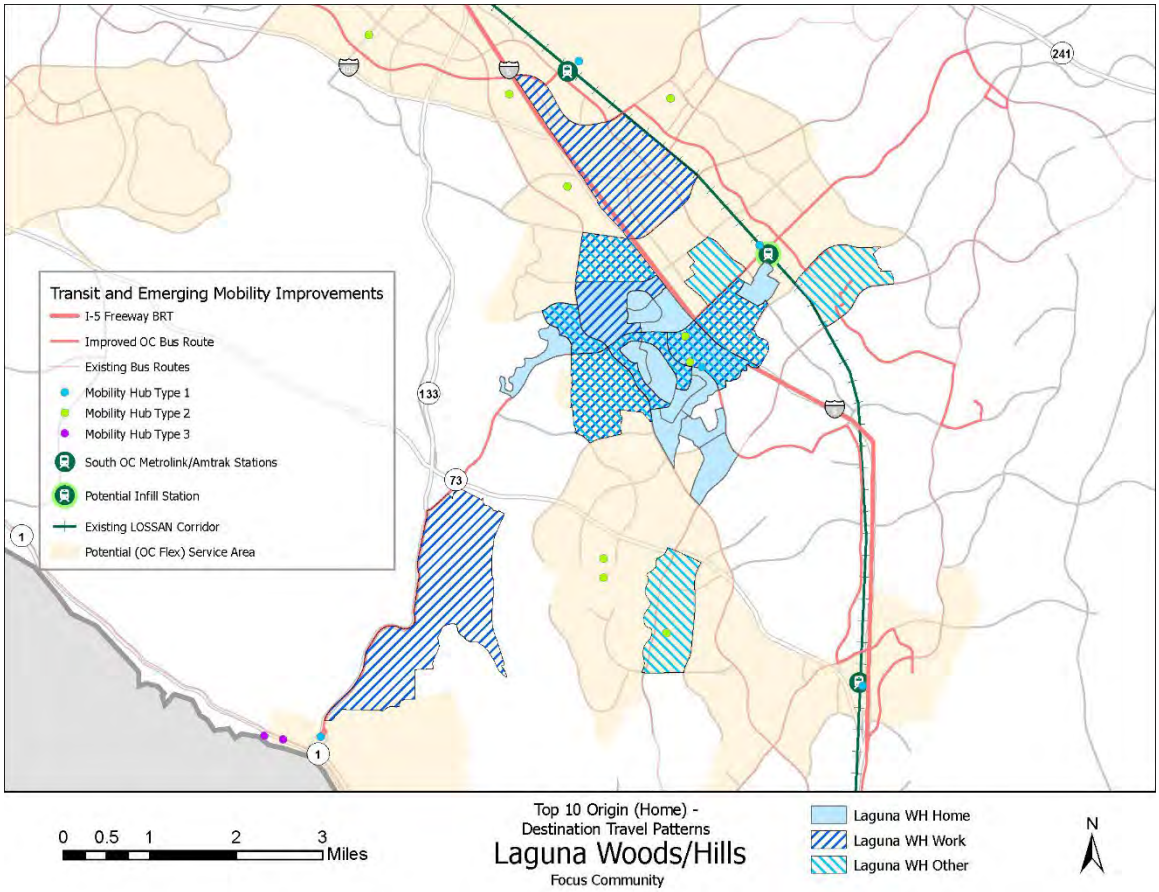
Block groups with outdoor recreational destinations, civic institutions, and religious institutions may also be trip generators served by improved Routes 86 and 89. Regional connectivity to all the nearby destinations is supported by the I-5 Freeway BRT service. Strong travel flows to the office parks of the Irvine Spectrum and east Irvine Industrial Complex are served by the I-5 Freeway BRT (Irvine Spectrum station), and to a lesser extent by the improved Route 90.

The Pilot Area is oriented in between the current boundary of the OC Flex Orange Zone (serving Laguna Niguel/Aliso Viejo/Mission Viejo) and the preliminary boundaries of proposed OC Flex microtransit Irvine-Spectrum zone. Combined, the two microtransit zones serves 11 of the equity community home block groups, three of the top work destinations, and five of the top other destinations. However, OC Flex service is not currently configured to serve travel demands between zones. Future considerations of local travel markets and demands for Focus Communities of Laguna Woods / Laguna Hills should consider appropriate adjustments to current and proposed service area boundaries prior to implementation of Irvine-Spectrum OC Flex service.

The major trip attractors at Saddleback Medical Center and Laguna Hills Mall are served by both type-2 local and type-1 regional (existing Laguna Hills Transportation Center) mobility hubs, in addition to providing potential first/last mile mobility solutions for BRT and improved OC Bus route passengers. A type-1 regional hub is also under consideration for future investment in the form of a potential infill rail station in Lake Forest.

Senior resident communities in Laguna Woods have identified special travel needs that are not well served by traditional fixed route transit. OC ACCESS and other forms of local shuttle services are coordinated for the majority of their daily mobility needs.

Figure 9 Top 10 Laguna Woods/Hills Focus Area Home Based Trips and SOCMTS Network Improvements



Note: The top 10 block group destinations for work trips and other trips represent 40% and 36%, respectively, of the total work and other trip production from the Focus Communities.

EXAMPLE – I-5 CORRIDOR

Land Use, Demographic Character, and Travel Markets

The I-5 Corridor Focus Community is made up of 7 block groups along I-5, between the SR-73 and SR-1 (PCH) interchanges. 11% of residents do not have access to a vehicle, compared to 2.5% of Orange County as a whole. 5% of car-free residents primarily get around using public transportation, compared to 0.5% of all equity area residents.

The land use in the highlighted block groups is primarily retail and single-family residential, but contains activity centers that include Capistrano Valley High School, Saddleback College, the Shops at Mission Viejo, and Mission Hospital. Communities are frequently isolated or bounded by major transportation infrastructure such as SR-1, I-5, SR-73, and LOSSAN rail corridor which limit roadway network connectivity and creates transportation bottlenecks (occasionally), limiting efficient fixed route transit connectivity or requiring circuitous or out of direction travel.

Indicator	Pilot Area	Orange County
Population	10,800	3,170,000
Zero car HHs	11.1%	2.6%
1-vehicle HHs	14.4%	16.2%
Avg HH Income	$118,000	$135,000
Source: Replica urban planning tool -- https://replicahq.com/		

Existing Transit Services

A roadway network constrained by surrounding topography major capital infrastructure (I-5 Freeway and LOSSAN rail corridor), results in long fixed route alignments, travel times, and limited service frequency to equity communities.

- Route 85 only serves I-5 equity community destinations at the northern extents of the Focus Area, but deviates toward Laguna Niguel and Aliso Viejo as travels south and does not connect the concentrations of residents with potential mobility needs in San Juan Capistrano and Dana Point.
- Route 90 connects jobs at the Irvine Spectrum Center to equity residents along the west side of the I-5 freeway between Laguna Niguel and Dana Point.
- Route 91 connects equity focused work and other destinations in Mission Viejo to equity communities on the East side of I-5 in south Mission Viejo and communities west of the freeway in San Juan Capistrano, south of the rail station.
- The LOSSAN Laguna Niguel Station is located near equity focus community work and other trip destinations. The San Juan Capistrano Station connects surrounding equity communities home block groups to regional transit service and trip attractors.
- The current OC Flex Orange Zone service area boundary provides on-demand last mile trip connectivity with major commercial, retail, and employment to equity community destinations in Mission Viejo, as well as other trip attractors in Laguna Niguel.

OC Bus Route	Pk / Off-Pk Frequency*
Route 85 - Mission Viejo - Dana Point	60 min all day †
Route 90 - Tustin - Dana Point	45 min all day
Route 91 - Mission Viejo - Laguna Hills	30 min all day
LOSSAN-Laguna Niguel/Mission Viejo; San Juan Capistrano Stations	14 NB/SB peak trains
OC Flex Orange Zone (microtransit)	On demand

*All day service frequencies may be longer in early morning or evening near start/end of service

† - weekday service only

Source: OCTA, February 2022

SOCMTS Enhanced Transit and Emerging Mobility Connections

Proposed Transit and Emerging Mobility network improvements affecting the residents in the Pilot Area are shown in Figure 10. Recommendations within and adjacent to the Focus Community include:

- Improved frequencies to existing Route 91
- Implement Freeway BRT on I-5 from Fullerton to Laguna Niguel-Mission Viejo, replacing Route 83
- OC Flex microtransit zone expansion
- Investment in the two existing type-1 regional hubs (LOSSAN rail corridor stations) and deployment of up to 4 additional hubs: (1) type-2 neighborhood, and (3) type-2 local hubs.

The I-5 Corridor equity communities are most directly benefited by the improved Route 91 in particular serves six out of seven of the home block groups, nine out of ten of the work destinations, and eight out of ten of the other destinations. Block groups with the highest proportion of work trips are retail heavy and served by the improved Route 91.

Improvements to Route 86 would not directly benefit equity community residents who all live south of the route terminus, requiring transfer from Route 85 to access local bus connections to destinations further north along the I-5 corridor. The I-5 BRT terminates at the Laguna Niguel-Mission Viejo rail station, which is a destination for Focus Community residents, but does not meet residents where they live (though it may provide additional, indirect regional connectivity benefits).

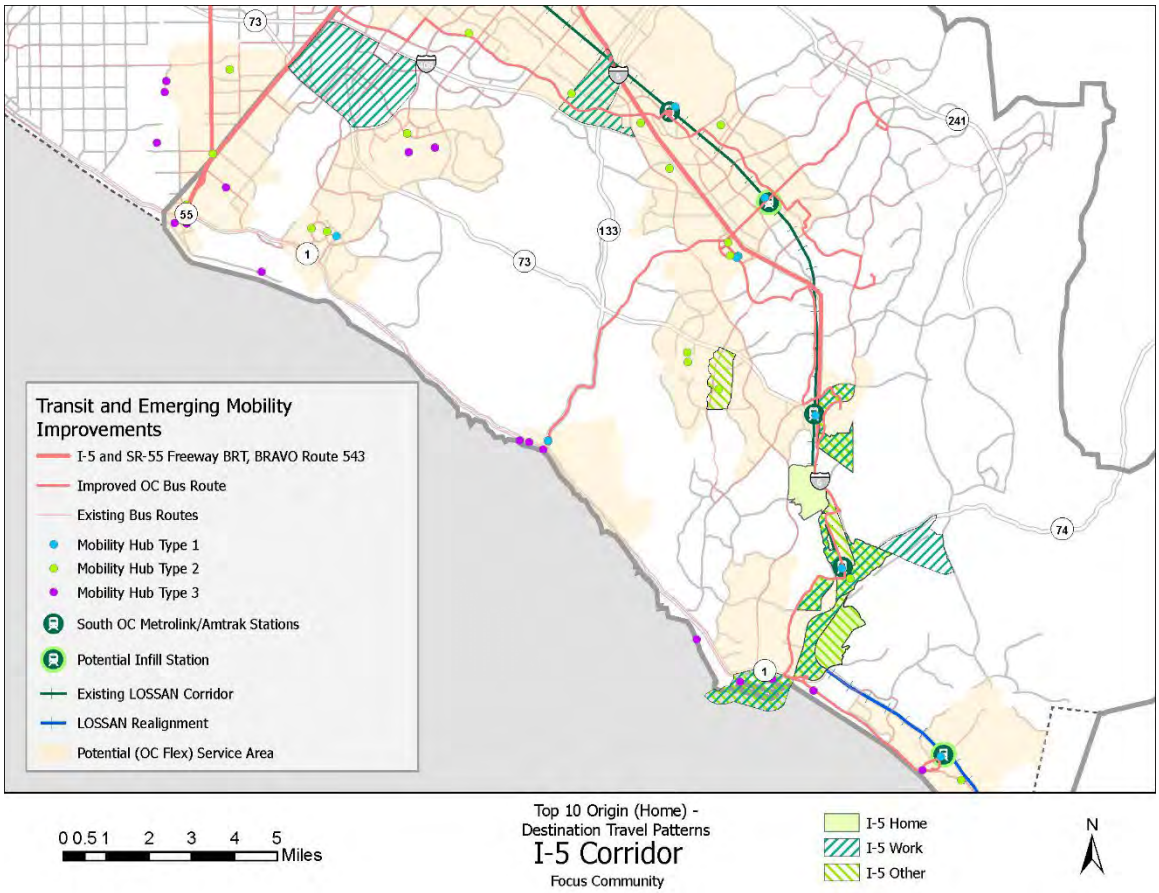
The I-5 Corridor equity community is unique in that two of the top ten work destinations are a significant distance from the home area. These locations contain John Wayne Airport and the Irvine Spectrum Center, respectively. The I-5 BRT connects one home block group to the Irvine Spectrum Center, plus additional home origins connected by the improved OC bus routes. However, none of the service improvements connect to John Wayne Airport.

Proposed OC Flex Zone in San Juan Capistrano would serve the majority of equity community home block groups. However, future planning for implementation of microtransit service may consider augmenting boundaries in order to better serve the equity focus community travel patterns along the I-5 corridor as well as other local circulation demands.

First/last mile connectivity and amenity investments recommended at the existing San Juan Capistrano rail stations and proposed type 1 regional mobility hub would directly benefit equity community home block groups near the station. Indirect benefits for residents traveling to the vicinity of the Laguna Niguel-Mission Viejo rail station and type 1 mobility hub may experience indirect first/last mile connectivity benefits as well. Hotels and regional recreational activities, in addition to retail along the coastline, would also be served by neighborhood mobility hubs in Dana Point.

Potential connectivity and accessibility impacts of One home block group connects to the LOSSAN corridor realignment and station relocation between Laguna Niguel and San Clemente are not considered in this assessment.

Figure 10 I-5 Corridor Focus Area Home Based Trips and SOCMTS Network Improvements



Note: The top 10 block group destinations for work trips and other trips represent 30% and 38%, respectively, of the total work and other trip production from the Focus Communities.

APPENDIX E SOCMTS TRANSIT AND EMERGING MOBILITY NETWORK RECOMMENDATIONS

706 SOUTH HILL STREET, SUITE 1200 LOS ANGELES, CA 90014 213-785-5500 FAX 503-228-2320
www.nelsonnygaard.com

Figure 11 Existing South Orange County Transit and Emerging Mobility Network

Figure 12 | SOCMTS Regional Transit and Emerging Mobility Network Recommendations

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Route	2022 (Pk/Off-Pk) Frequency	SOCMTS Recommendations	Approx. % Frequency Increase
BRAVO 543: South Harbor Dr.	25	Peak / Off-Peak frequency: 15 min / 15 min; Route extension to 19th St.	38%
Route 83: Anaheim - Laguna Hills	30	Route Eliminated (replaced with I-5 Freeway BRT)	N/A
Route 86: Costa Mesa - Mission Viejo	65	Increase Peak / Off-Peak frequency: 30 min / 60 min	22%
Route 89: Laguna Beach - Lake Forrest	35/60	Increase Peak / Off-Peak frequency: 30 min / 30 min	30%
Route 91: Mission Viejo - Laguna Hills	30	Increase Peak / Off-Peak frequency: 20min / 30 min	13%
I-5 Freeway BRT: Fullerton - Laguna Niguel-Mission Viejo Metrolink (new)	n/a	Peak / Off-Peak frequency: 15 min / 15 min	New
SR-55 Freeway BRT: SARTC - Newport (new)	n/a	Peak / Off-Peak frequency: 15 min / 15 min	New

NOTE: LOSSAN Corridor investments -- double track and relocation of infrastructure between Laguna Niguel and Oceanside stations; infill station at Lake Forest -- are considered part of the Major Investment Sensitivity analysis and will not be considered within this assessment.

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