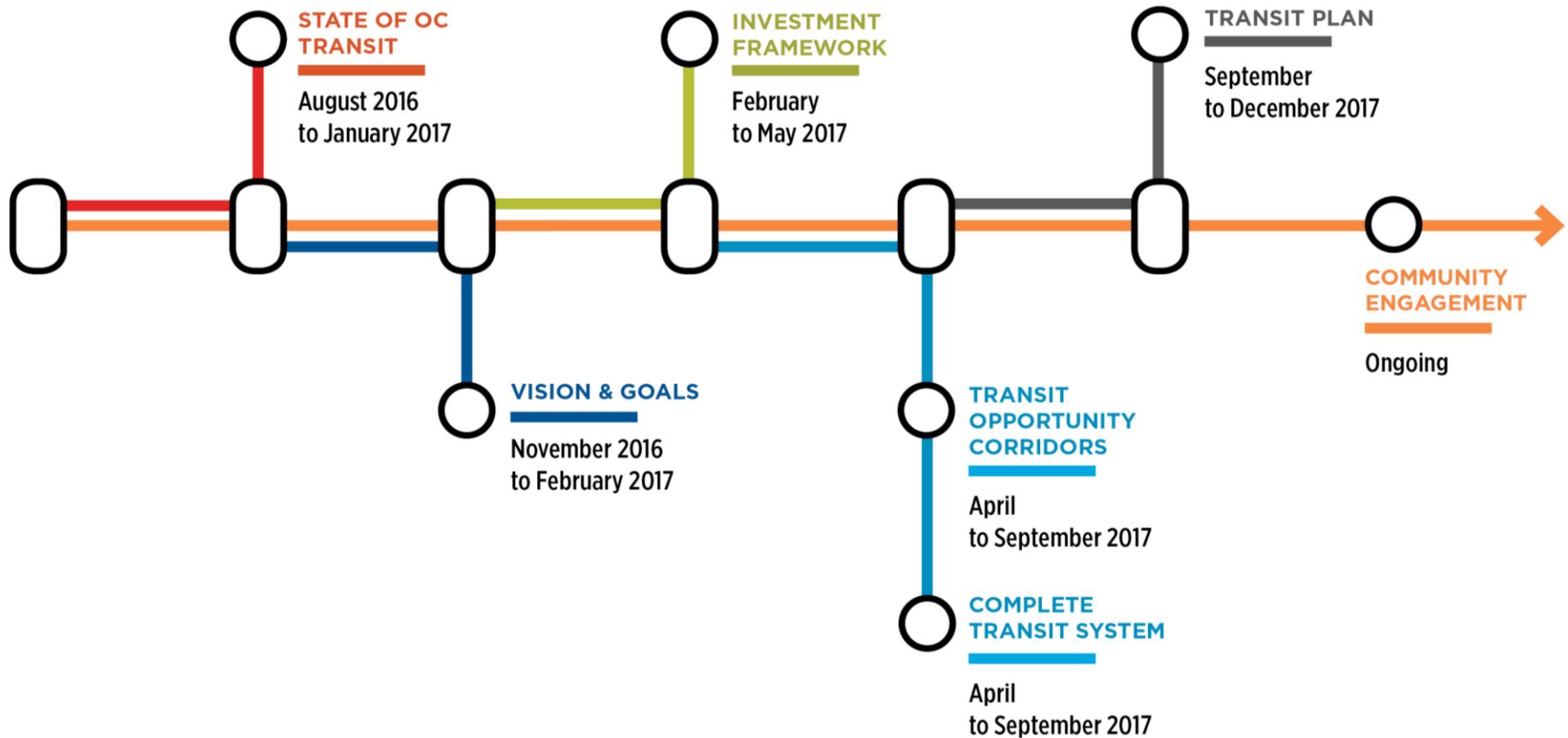


# OC Transit Vision Update



# Project Schedule



# Goals and Objectives

Provide compelling and competitive transit service that expands transportation choices for current riders, attracts new riders, and equitably supports immediate and long-term mobility in Orange County

## GOALS



### Enhance

Make it more desirable to take transit.



### Connect

Connect Orange County's people and places with effective transit



### Simplify

Make transit easier to use and more convenient



### Sustain

Create a system that is resilient over the long term

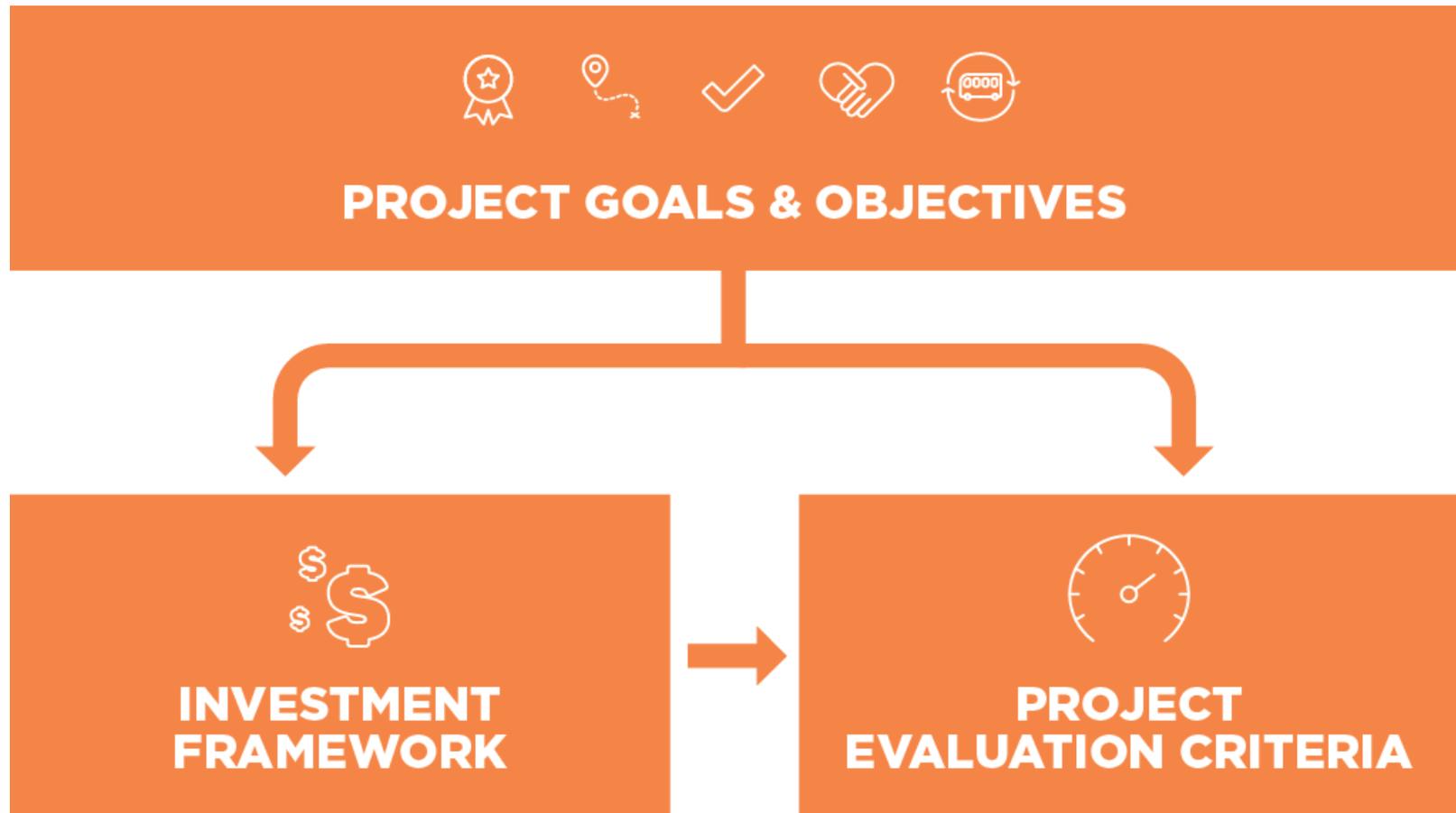


### Collaborate

Make Orange County a more attractive place to live, work, and visit by providing transit service that supports community priorities

# Transit Investment Framework

# Built on Goals and Objectives



# OCTA Investment Framework



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



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

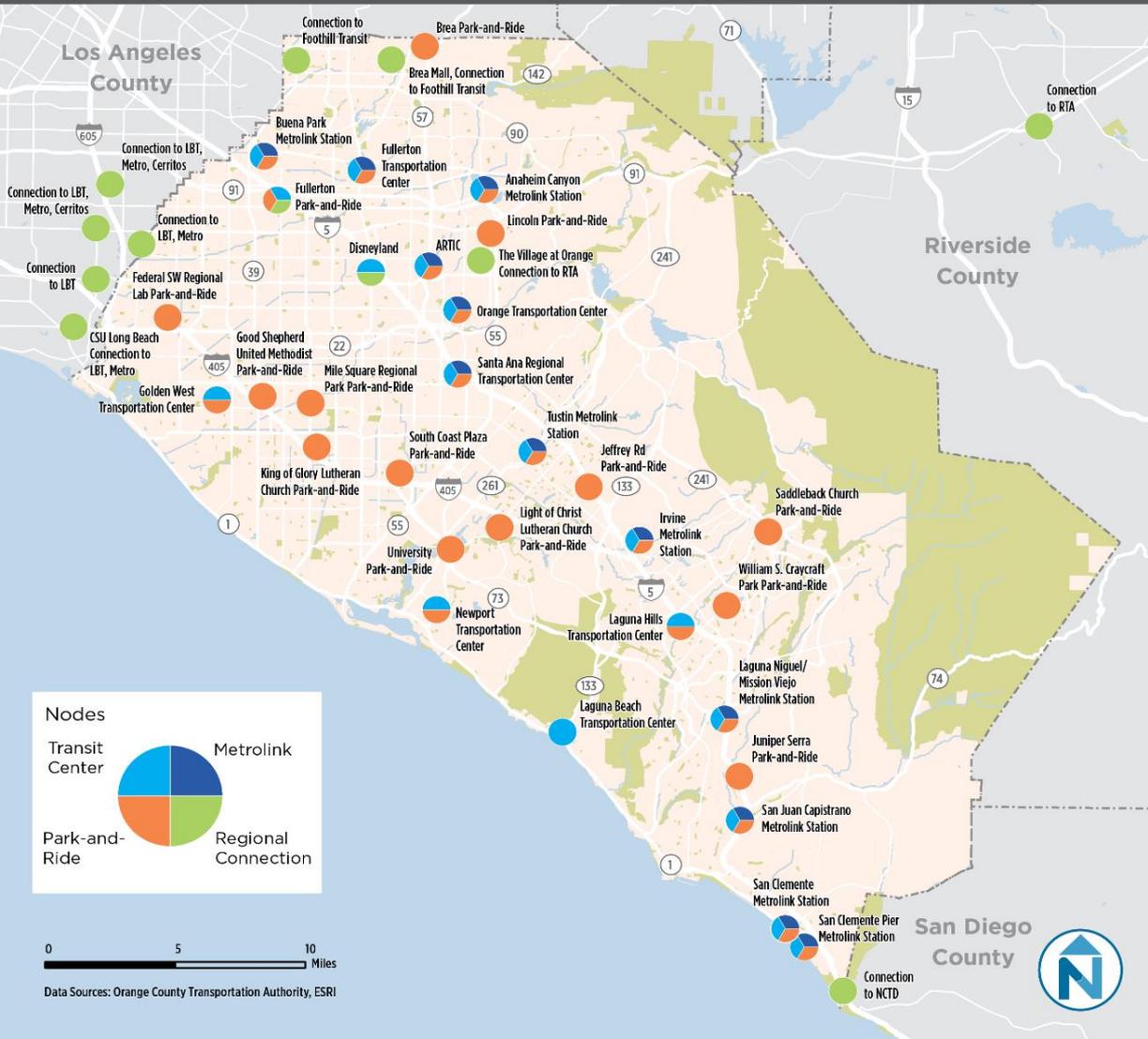
- Existing Bus Route Investments
- High-Capacity Transit Investments



**Corridor Evaluation Criteria:** support evaluation of corridors for future investment

# Service Allocation

## ORANGE COUNTY TRANSIT NODES



## Based on 7 corridor characteristics

- Residential density
- Employment and college/university student density
- Other trip generators
- Traffic volumes
- Density of low-income residents
- Transit connectivity
- Intersection density

# Capital: Existing Bus Investment

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



# Capital: Bus Investments by Service

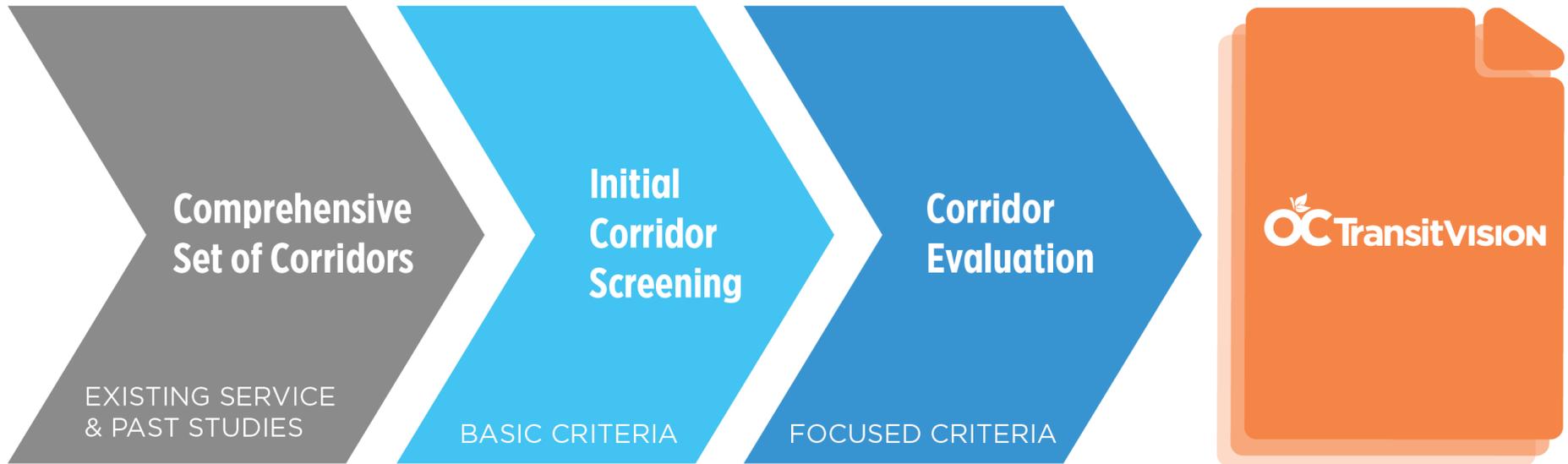
Service Type	Investment Level	Investment Types
Major	High	<ul style="list-style-type: none"> <li>Higher-capacity vehicles</li> <li>Vehicle branding (Bravo! routes only)</li> <li>All types of transit-priority treatments</li> <li>Operational improvements to and enhanced amenities at stops</li> <li>Off-vehicle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

# Capital: High-Capacity Investments

- Rail and BRT infrastructure is expensive—investment must be warranted
- Population and employment density thresholds vary (but scale with investment)
- Current ridership and support for transit can inform decision
- Major destinations and trip generators are needed
- Mix of destinations and transit-supportive land uses are critical
- Access (especially for pedestrians) is also key



# Corridor Evaluation Process



# Build Your Own System Survey

# Build Your Own System

YOUR BENEFITS				YOUR COSTS
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<b>\$20</b>
Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Total Cost (Max \$100)

## TRANSIT SERVICE

Service	Speed and Reliability	Passenger Experience	Accessibility	Grow Ridership	Cost
<input type="checkbox"/>  <b>Faster Bus Service with Fewer Stops</b> Fewer stops allow buses to make faster trips, but some riders will need to walk further.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$5</b>
<input checked="" type="checkbox"/>  <b>More Frequent Service on Major Routes</b> Buses come more often on the busiest routes, improving convenience and allows for less standing.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$15</b>
<input type="checkbox"/>  <b>More Weekend Service</b> More routes run on weekends, and routes that already operate on weekends run more often or for longer hours.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$5</b>
<input checked="" type="checkbox"/>  <b>More Early-Morning and Late-Night Service</b> Routes start earlier and run later.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$5</b>
<input type="checkbox"/>  <b>More Freeway Express Service</b> More service from park-and-ride lots to job centers during rush hours, using freeways and carpool lanes where possible.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$5</b>
<input type="checkbox"/>  <b>More Special Event Service</b> More service to special events such as Angels games and the OC Fair.	▬▬▬	▬▬▬	▬▬▬	▬▬▬	<b>\$5</b>

# Spread the Word

- Business cards
- Social media
- Email blasts
- Newsletter and website posts
- Event booths
- Bus cards

**OC TransitVISION**



**Help us build  
the transit system  
of the future.**

Take a short survey at  
[octransitvision.com](http://octransitvision.com)



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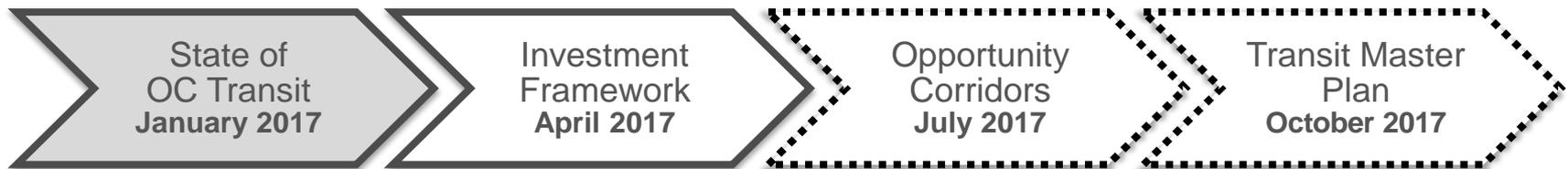


**OC TransitVISION**

# Next Steps

# Next Steps

- Finalize vision and goals
- Engage public with Build Your Own System survey
- Take draft Investment Framework to Board
- Begin corridor identification and screening



 OC Transit VISION