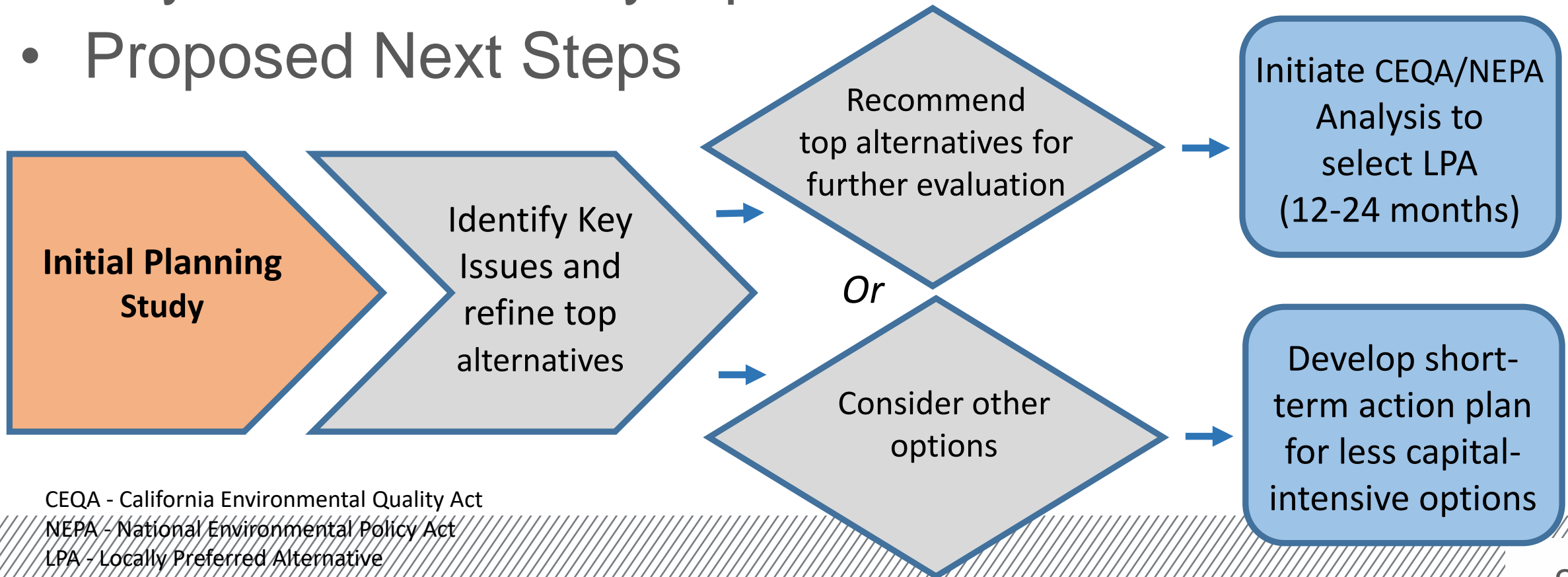


Central Harbor Boulevard Transit Corridor Study

Today's Update

- Performance Results for the 12 Alternatives
- City and Community Input Received to Date
- Proposed Next Steps



Study Phases and Schedule

- Purpose and Need August 2015 - December 2016
- Outreach 1 February - April 2016
- Alternatives Development February 2016 - April 2017
- Outreach 2 February - April 2017
- Alternatives Evaluation April - September 2017
- **Draft Final Report** **December 2017**
- Final Report Early 2018

Mode/Feature Options

Enhanced Bus



- Shares lanes with other cars
- Receives priority at traffic signals and uses bypass lanes at intersections
- Includes state-of-the-art stops with ticket machines
- Carries around 70 people
- Project Cost: \$

Bus Rapid Transit



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

Streetcar



- Shares lanes with cars but travels on its own track embedded in the road
- Powered by overhead wires
- Includes modern stops with ticket machines and allows riders to board from front or rear doors
- Carries up to 150 people (3x as much as regular buses)
- Project Cost: \$\$\$

“Rapid” Streetcar



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

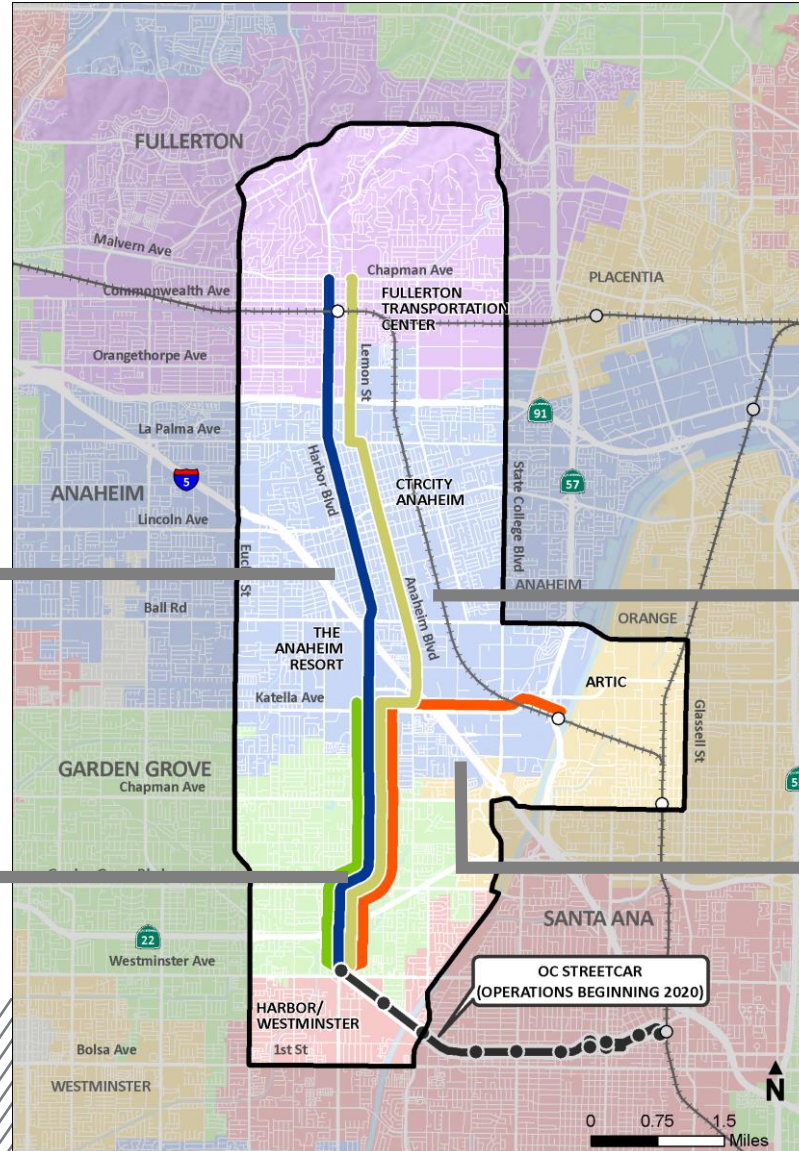
12 Conceptual Alternatives

HARBOR LONG

- H-2: Harbor Long Streetcar
- H-3: Harbor Rapid Streetcar
- H-4: Harbor Enhanced Bus
- H-5: Harbor Bus Rapid Transit (BRT)

HARBOR SHORT

- H-1: Harbor Short Streetcar



ANAHEIM/LEMON

- L-1: Anaheim/Lemon Streetcar
- L-2: Anaheim/Lemon Rapid Streetcar
- L-3: Anaheim/Lemon Enhanced Bus
- L-4: Anaheim/Lemon BRT

KATELLA

- K-1: Katella Streetcar
- K-2: Katella+ Anaheim/Lemon Enhanced Bus
- K-3: Katella + Harbor Hybrid

Evaluation Criteria

- Transit Performance (20%)
- Land Use (15%)
- Connectivity (18%)
- Constraints (15%)
- Mode Choices/User Experience (17%)
- Cost-Effectiveness (15%)
- City and Community Input (Qualitative)

Evaluation Scores

ALTERNATIVE	DESCRIPTION	Average Score						Total Score ²
		Transit Performance	Land Use	Connectivity	Constraints	Choice/User Experience	Cost Effectiveness	
H3	Harbor Rapid Streetcar ¹	18	11	14	7	14	11	74
H2	Harbor Long Streetcar	17	11	12	10	14	10	73
H5	Harbor BRT ^{1*}	17	11	12	8	12	14	73
L1	Anaheim-Lemon Streetcar	17	10	12	8	13	8	68
L4	Anaheim-Lemon BRT ^{1*}	14	11	12	6	12	12	66
L2	Anaheim-Lemon Rapid Streetcar ¹	15	10	14	5	14	8	65
K1	Harbor-Katella Streetcar*	16	11	10	11	12	6	65
H1	Harbor Short Streetcar*	17	9	8	13	10	8	64
K2	Katella + Anaheim-Lem Enhanced Bus	7	11	11	11	7	11	57
L3	Anaheim-Lemon Enhanced Bus*	10	10	9	11	5	11	56
K3	Katella + Harbor Hybrid	9	11	11	10	9	7	56
H4	Harbor Enhanced Bus*	9	10	10	13	4	9	55

¹Operates in a dedicated transit lane for at least 50% of the alignment.

²Due to rounding, the total scores may not equal the sum of the category scores.

*Extends to MacArthur Boulevard, consistent with existing Bravo! Route 543 service area.

Technical Evaluation Summary

- Higher-capacity, higher-visibility modes offer significant ridership benefits and travel time improvements
 - Rapid streetcar, streetcar, and bus rapid transit
- Top five scoring alternatives:
 - H3 Harbor Rapid Streetcar
 - H2 Harbor Long Streetcar
 - H5 Harbor BRT
 - L1 Anaheim-Lemon Streetcar
 - L4 Anaheim-Lemon BRT

Technical Input on Alternatives

Key technical issues identified by city staff:

- Dedicated transit lanes
- Current and future street capacity (*Master Plan of Arterial Highways*)
- Center-running alignments with center stations – not supported
- Anaheim-Lemon as a viable transit corridor
- Underlying changes to bus service south of Westminster Avenue
- Consideration of complete streets concepts/avoidance of impacts to bike lanes

Council Input on Alternatives

- **Fullerton** – Requested a council presentation for January 2018
- **Anaheim** – Adopted Resolution in January 2017 stating opposition to a streetcar system
- **Garden Grove** – Council presentation provided in February, and general support for the study was noted
- **Santa Ana** – Council presentation provided in April, and general support for the study was noted

Community Input



Studies/Central-Harbor-Boulevard-Transit-Corridor-Study/?fcm=8969#StayInformed

PROJECTS AND PROGRAMS

PLANS AND STUDIES

- Overview
- Transit Master Plan
- Central Harbor Boulevard Transit Corridor Study
- OCTA Strategic Plan
- Long Range Transportation Plan
- Congestion Management Program
- Human Services Transit Coordination Plan
- Funding Programs
- Completed Studies
- POH Corridor Study

Online Surveys

OCTA is exploring opportunities to improve mobility in and around Harbor Boulevard as part of the Central Harbor Boulevard Transit Corridor Study. In partnership with Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. We need your help to narrow down the best options for transit in and around Harbor Boulevard!

Here are TVOQ survey options:

- If you would like to know which option best matches your ideas for improving service in the Harbor Boulevard area, please take this quick 2-minute survey.

WHAT TRANSIT ALTERNATIVE ARE YOU? >
- In this questionnaire you will provide feedback on how each option should be evaluated, what features are important, and how each vehicle and route should be ranked. This questionnaire will take you approximately 15 minutes to complete.

CENTRAL HARBOR BLVD. TRANSIT CORRIDOR STUDY QUESTIONNAIRE >

Open House Information

<p>Thursday, March 30 5 to 7 p.m. (Brief presentation at 5:30 p.m.) Garden Grove Community Center 11300 Stanford Ave., Garden Grove 92840</p>	<p>Wednesday, April 5 5 to 7 p.m. (Brief presentation at 5:30 p.m.) Gordon Hoyt Conference Room Anaheim City Hall West Tower 201 S. Anaheim Blvd., 2nd Floor Anaheim, CA 92805</p>	<p>Virtual Open House</p> <ul style="list-style-type: none"> PowerPoint Presentation Open House Exhibits
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Special accommodations and translations are available to the public by calling (714) 560-5607. Requests must be made within 7 days in advance of the scheduled meeting.

Adaptaciones especiales y traducciones están disponibles para el público. llamando al (714) 560-5607. Las solicitudes deben hacerse al menos 7 días antes de la fecha de la reunión programada.

특수권의 및 번역서비스가 필요하신 경우, (714) 560-5607로 연락 하시거나 연락하실 수 있습니다. 요청은 반드시 예정된 모임 날짜 7일이 내에 하셔야 합니다.

Các tiện ích đặc biệt hoặc các bản dịch đều có sẵn cho công chúng, xin vui lòng gọi (714) 560-5607. Các yêu cầu phải được gửi trong vòng 7 ngày trước khi cuộc họp dự kiến diễn ra.

SUBMIT GENERAL COMMENTS >

SIGN-UP FOR UPDATES AND ALERTS

GET CONNECTED

STAY CONNECTED

Help Us Improve Harbor Boulevard

Harbor Boulevard, located in one of Orange County's busiest areas, is the busiest north-south transit corridor, providing a vital link for residents, businesses, schools and visitor destinations. The Orange County Transportation Authority (OCTA), with the cities of Fullerton, Anaheim, Garden Grove and Santa Ana, is holding a quick 2-minute transit options in the Harbor Blvd. Corridor area. The study extends south from Chapman Ave. to Fullerton, Westminster Blvd., Santa Ana with potential connections along Laguna St. or Anaheim Blvd. and could have east-west service to BNSF.

Please join us for an open house to learn about the 12 transit alternatives and provide your comments and priority suggestions.

Public Open House

Thursday, March 30
5:00 - 7:00 p.m.
Presentation: 5:30 p.m.

Garden Grove Community Center
11300 Stanford Avenue
Garden Grove, CA 92840

Wednesday, April 5
5:00 - 7:00 p.m.
Presentation: 5:30 p.m.

Gordon Hoyt Conference Room
Anaheim City Hall West Tower
201 S. Anaheim Blvd., 2nd Floor
Anaheim, CA 92805

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Các tiện ích đặc biệt hoặc các bản dịch đều có sẵn cho công chúng, xin vui lòng gọi (714) 560-5607. Các yêu cầu phải được gửi trong vòng 7 ngày trước khi cuộc họp dự kiến diễn ra.

Can't make a meeting?
Visit our website for more information or contact us at (714) 560-5607.

Ayúdenos a Mejorar Harbor Boulevard

Harbor Boulevard, ubicado en una de las zonas más densas del Condado de Orange, es el corredor de tránsito norte-sur más activo, brindando un servicio vital para los residentes, negocios, escuelas y destinos turísticos. La Autoridad de Tránsito del Condado de Orange (OCTA), con las ciudades de Fullerton, Anaheim, Garden Grove y Santa Ana, está organizando un programa para obtener las opiniones de los usuarios en el área del corredor de Harbor Boulevard. El estudio se extiende al sur desde Chapman Ave. hasta Fullerton, desde Westminster Blvd. hasta Santa Ana con conexiones potenciales a lo largo de Laguna St. o Anaheim Blvd. y podría tener servicio de línea de Anaheim hacia la estación de BNSF.

Por favor, acompañarnos en nuestra reunión para aprender acerca de las 12 alternativas de tránsito, hacer comentarios, hacer preguntas y proporcionar sus sugerencias.

Reunión Pública

Thursday, 30 de marzo
5:00 - 7:00 p.m.
Presentación: 5:30 p.m.

Centro Comunitario de Garden Grove
11300 Stanford Avenue
Garden Grove, CA 92840

Miércoles, 5 de abril
5:00 - 7:00 p.m.
Presentación: 5:30 p.m.

Salón de Conferencias Gordon Hoyt
Torre Oeste del Ayuntamiento de Anaheim
201 S. Anaheim Blvd., 2do piso
Anaheim, CA 92805

Adaptaciones especiales y traducciones están disponibles para el público llamando al (714) 560-5607. Las solicitudes deben hacerse al menos 7 días antes de la fecha de la reunión programada.

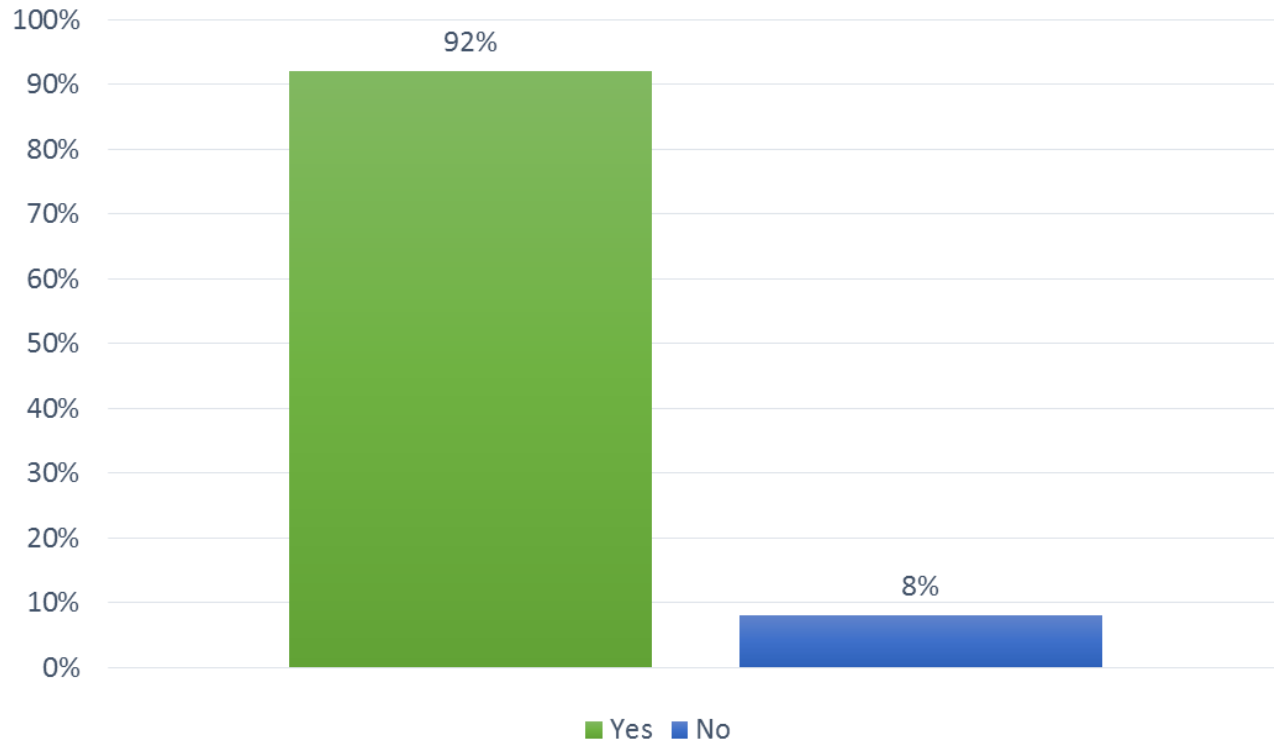
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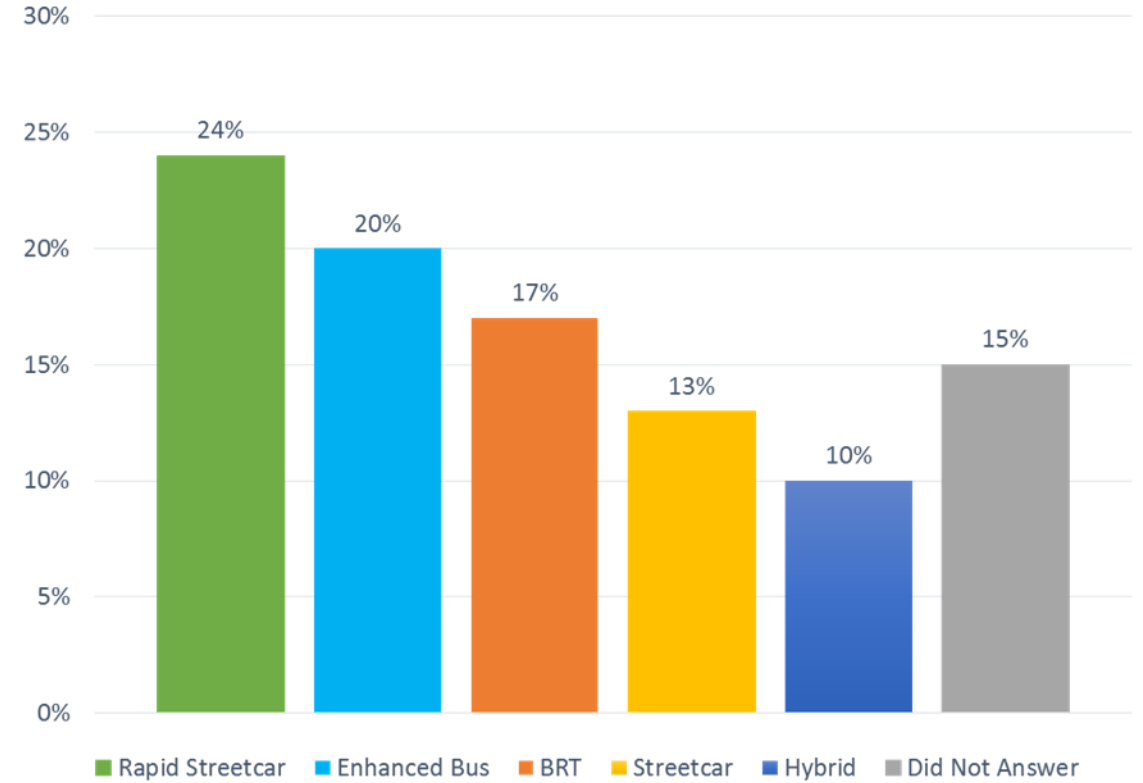
¿No puede asistir a la reunión?
Visite nuestro sitio web para obtener más información o llámenos al (714) 560-5607.

Online Survey

Improvements to Transit Desired

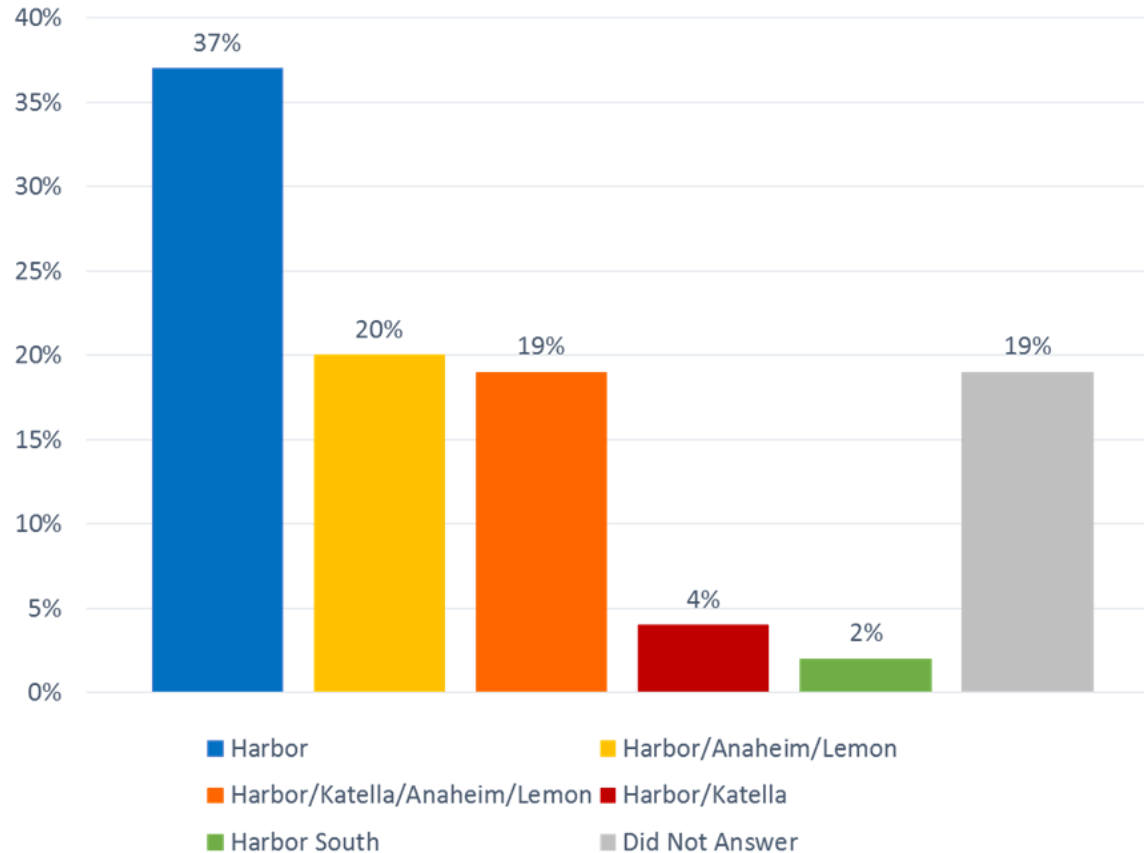


Mode Preference



Online Survey

Route Preference



Most Preferred Transit Characteristics

Frequency of Service	(68%)
Hours of Operation	(49%)
Overall Travel Time	(41%)
Stop Locations	(29%)
Cost to Ride	(28%)
Real-Time Information	(24%)

Next Steps

- A. Offer council presentations to each of the corridor cities for further input
- B. Continue to work with corridor cities technical staff to identify key issues for any subsequent efforts
- C. Finalize the report and incorporate feedback received from the cities, stakeholders, and public; and report feedback to the Board of Directors