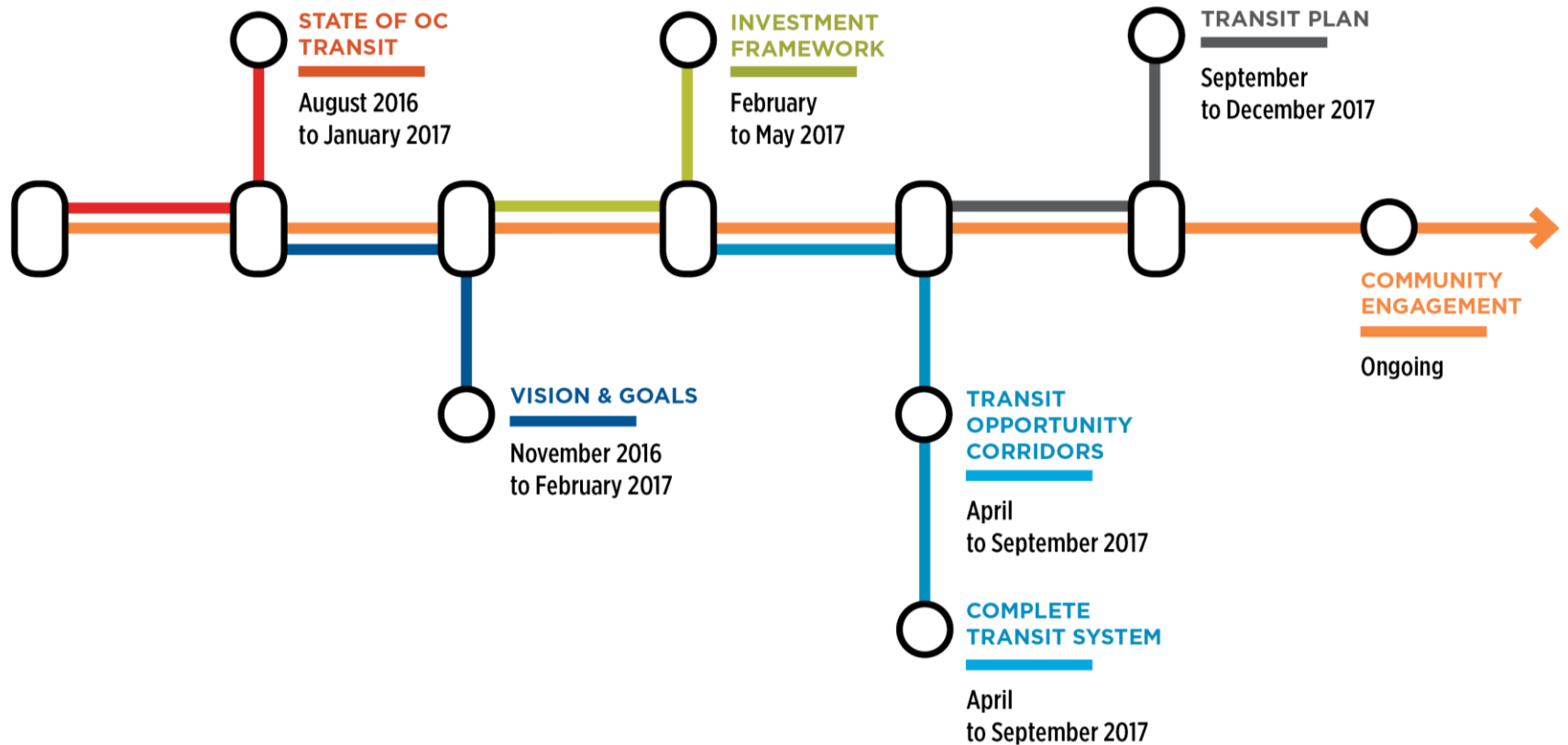


Transit Master Plan - State of OC Transit



Process

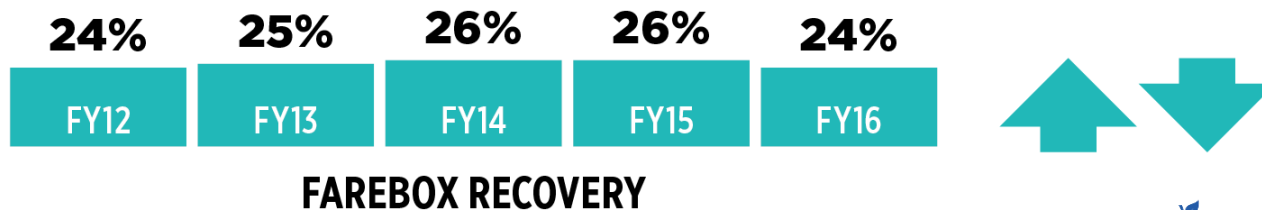
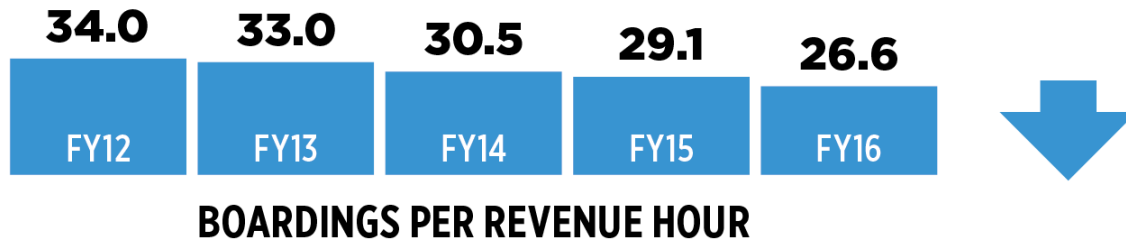
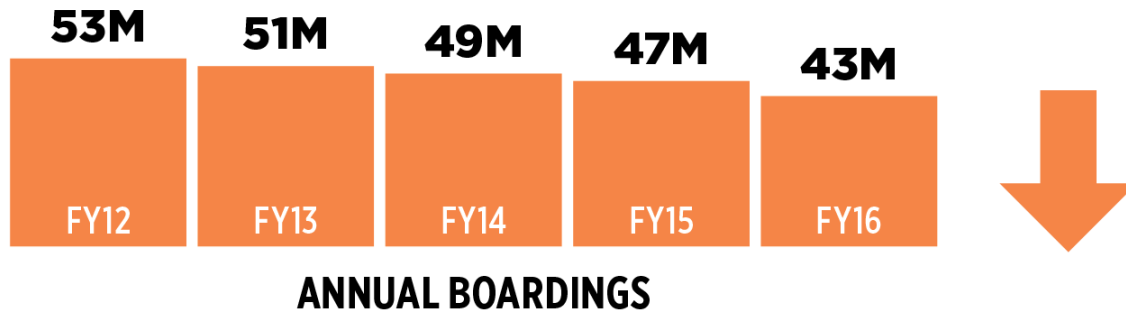


Contents

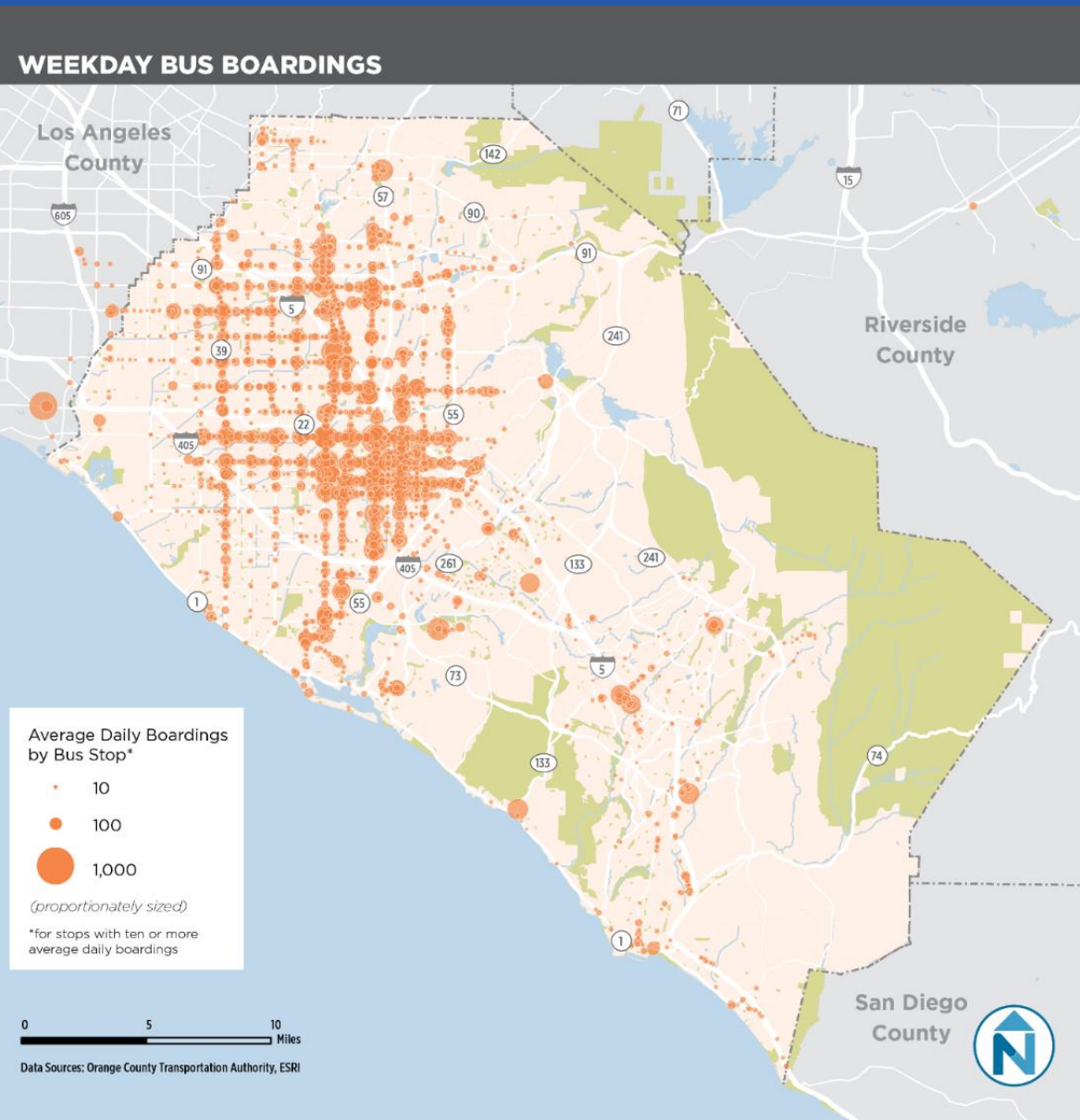
- History of transit in Orange County
- Description and analysis of existing system
- Summary of relevant plans and policies
- Recent trends in transit
- Best practices in modal selection, transit-supportive design, and funding
- Travel market analysis
- Initial stakeholder themes
- Synthesis of findings



Existing System Analysis



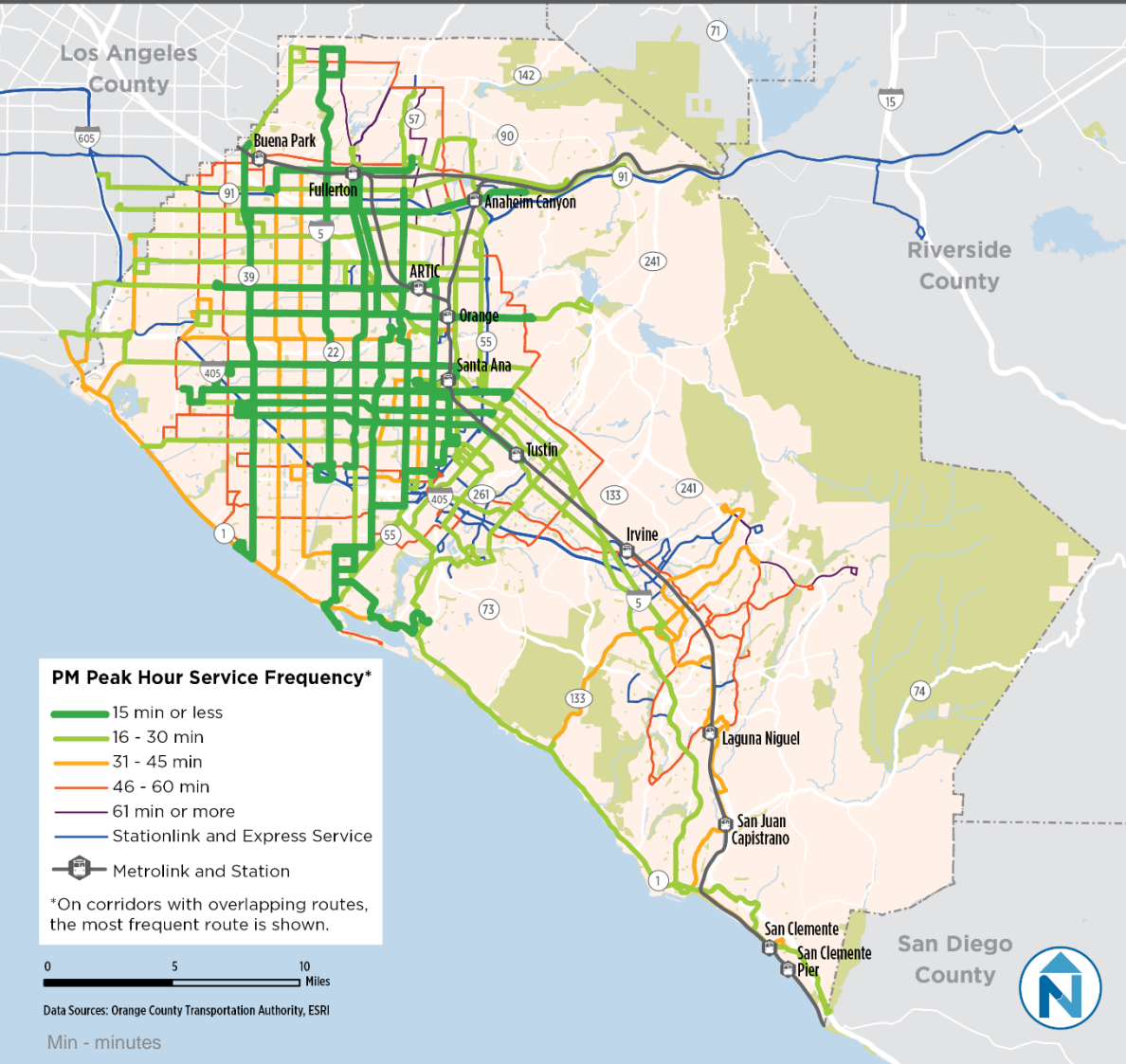
Existing System Analysis



- Existing ridership concentrated in North/Central County, around Santa Ana
- Harbor Boulevard, Bristol Street/ State College Boulevard, and 17th Street/Westminster Avenue corridors are 25 percent of ridership
- Isolated nodes in South County

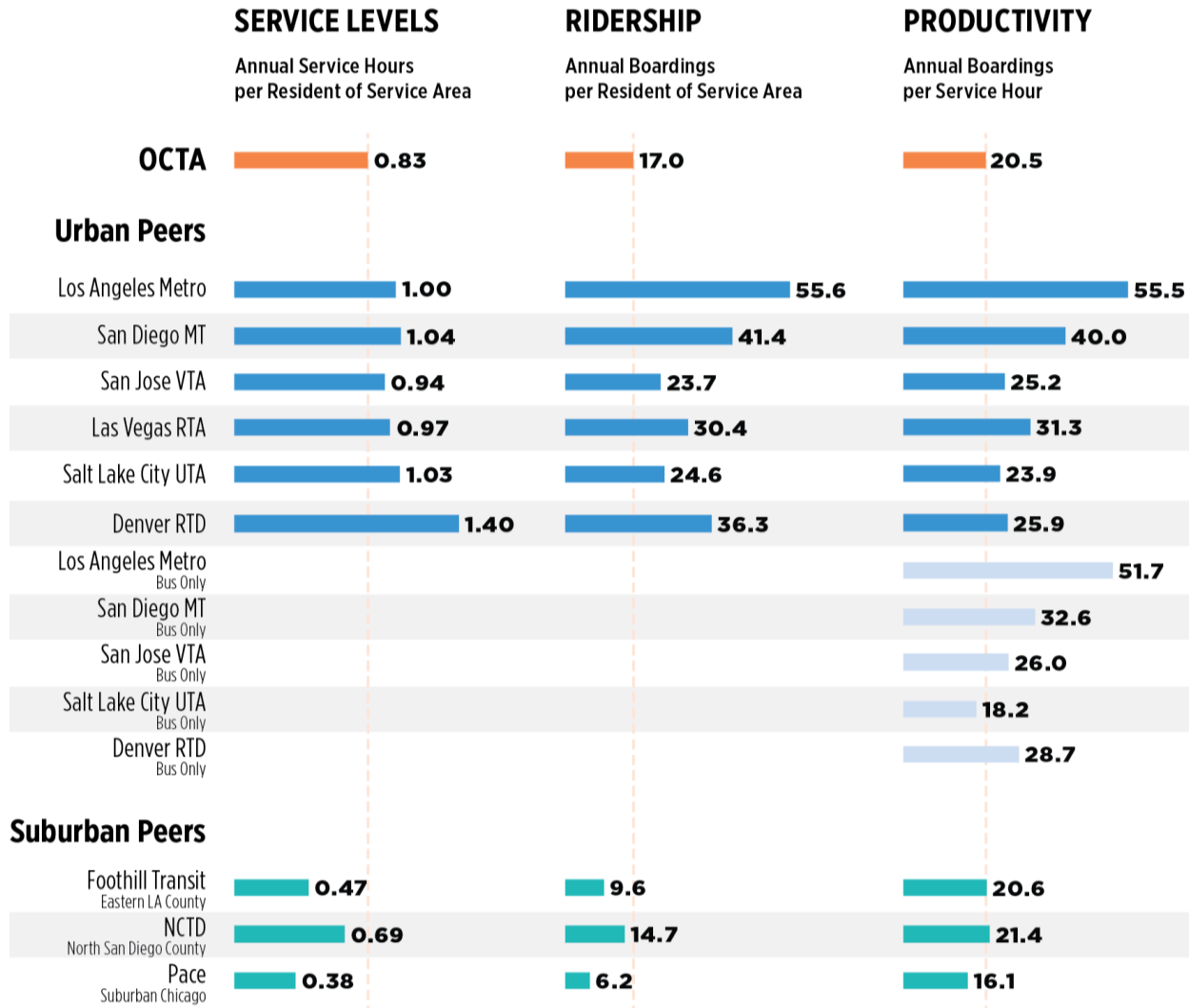
Existing System Analysis

WEEKDAY PM PEAK HOUR SERVICE FREQUENCY



- Ridership is partly a function of service levels, but service levels are largely a function of demand.
- High frequency service is largely in:
 - North County
 - Select major corridors

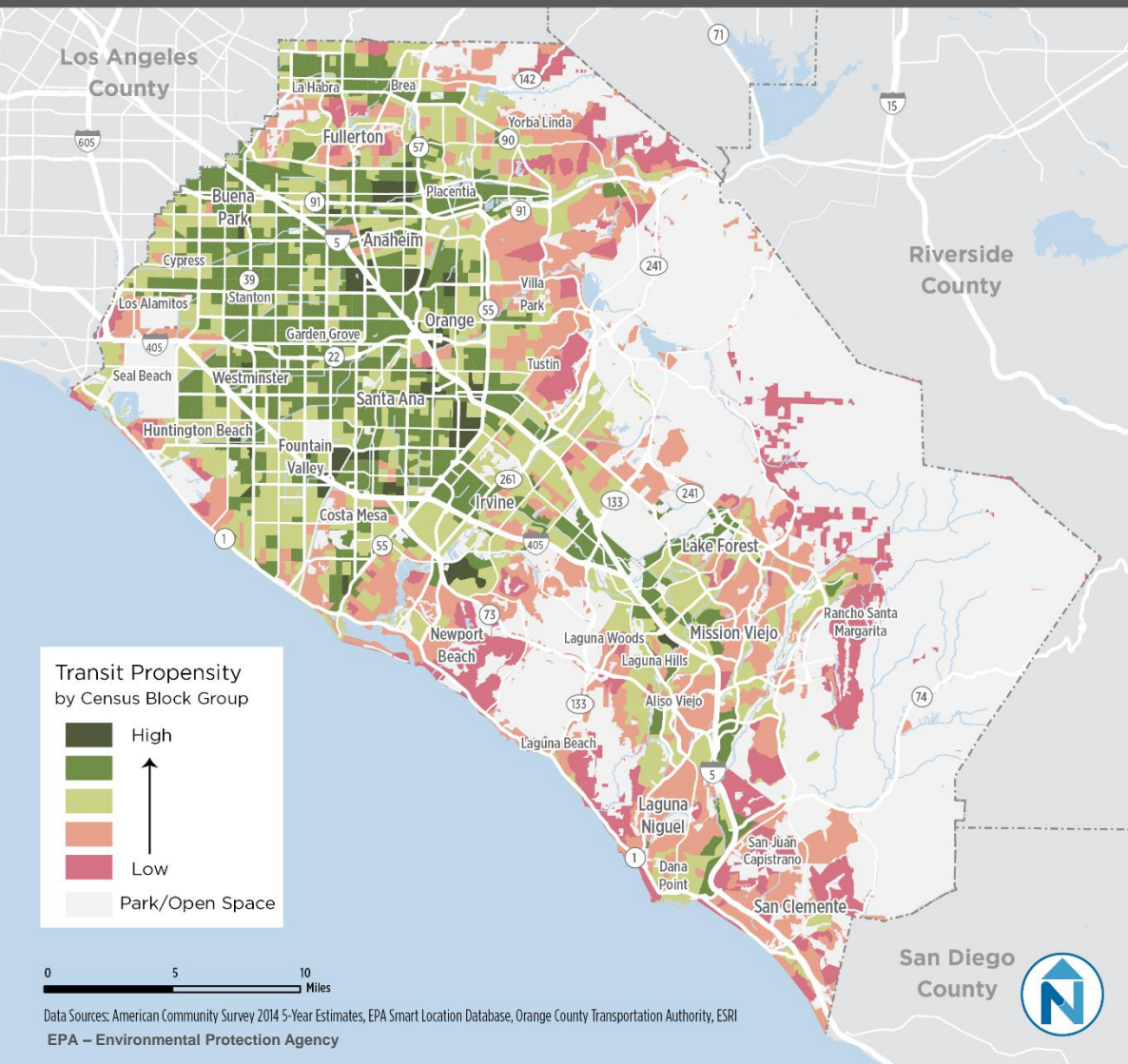
Existing System Analysis



OCTA – Orange County Transportation Authority, MT – Metropolitan Transit, VTA – Valley Transportation Authority, RTA – Riverside Transit Agency, UTA – Utah Transit Authority, RTD – Regional Transportation District, LA – Los Angeles, NCTD - North County Transit District

Market Analysis

TRANSIT PROPENSITY



- Factors identified by OCTA:
 - Per capita income
 - Total low-income households
 - Employment density
 - Total employment
 - Approach volumes at intersections
 - Intersection density (walkability)

Key Themes

- The majority of existing bus ridership is concentrated in a few key corridors.
- Bus service is focused on the weekday commuter market.
- Bus routes serve a select number of hubs, destinations and connection points.
- OCTA has begun taking steps to address recent ridership declines.
- Limited funding has constrained ridership growth.
- Land use and demographics present both challenges and opportunities for effective transit service.
- The overall transportation network presents both challenges and opportunities for effective transit service.
- Long-term transportation trends offer a mixed message.
- Transit use can support greenhouse gas reduction targets.
- The Bravo! lines and future OC Streetcar provide a template for ridership growth.
- Key stakeholder interviews indicate shifting trends.

Provide compelling and competitive transit service that expands transportation choices for current riders, attracts new riders, and supports 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

Next Steps

- Distribute State of OC Transit report to stakeholders.
- Finalize vision and goals.
- Return to the Transit Committee and Board of Directors in April/May with the draft Investment Framework.

