

State of OC Transit Report

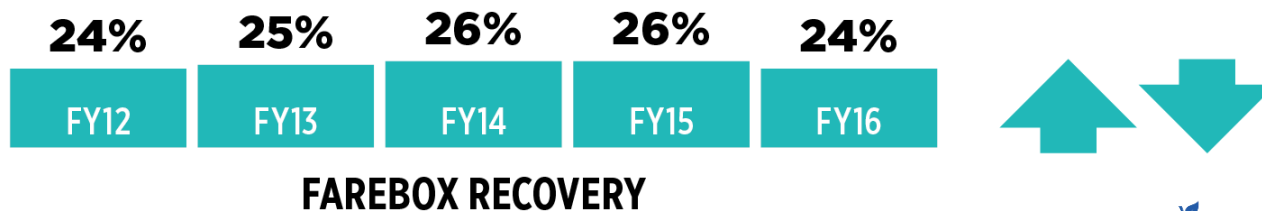
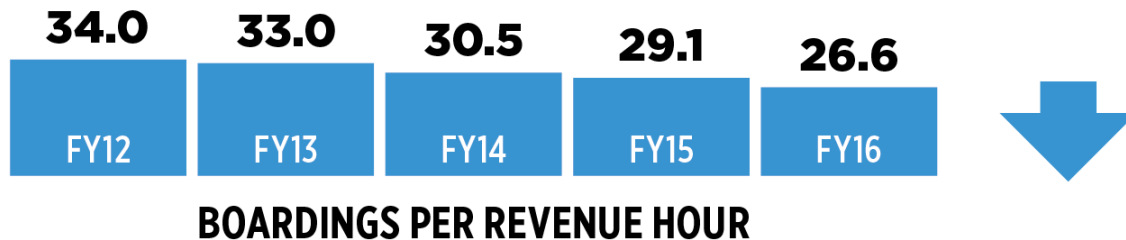
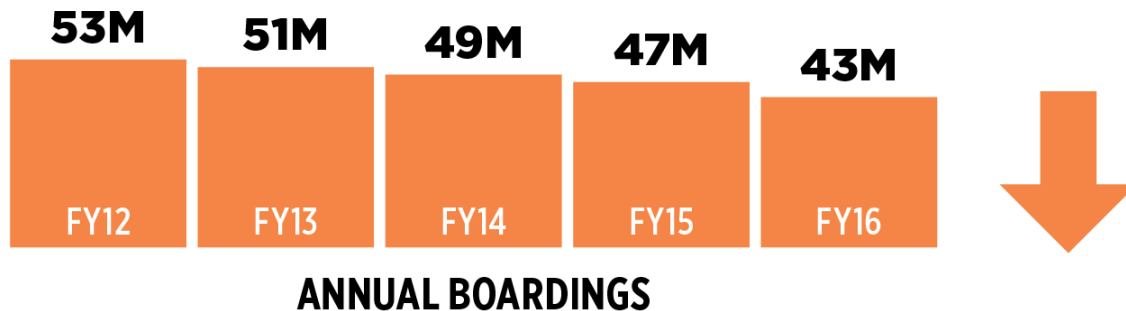


Contents

- **History of transit in OC**
- 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

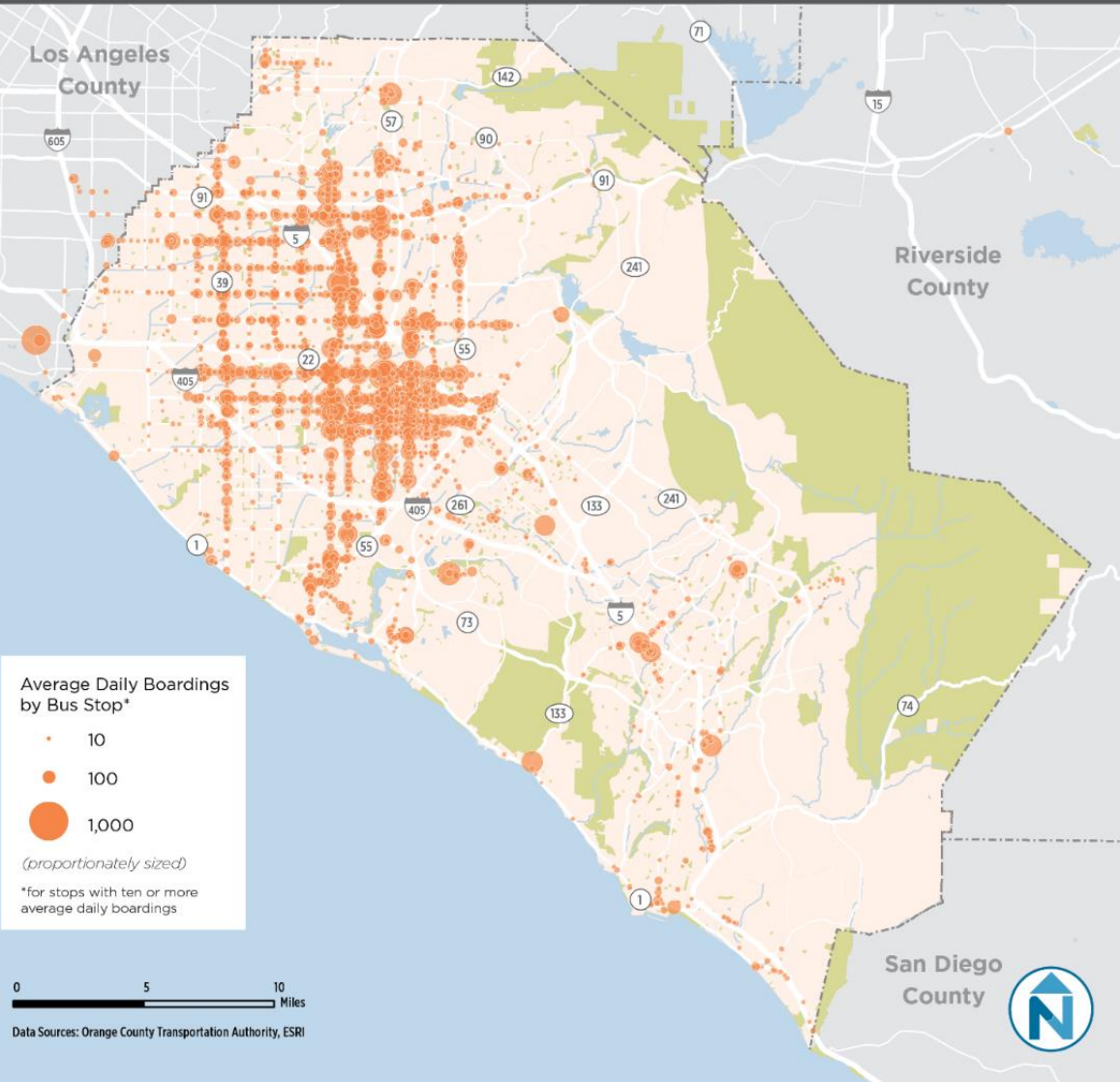


Existing System Analysis



Existing System Analysis

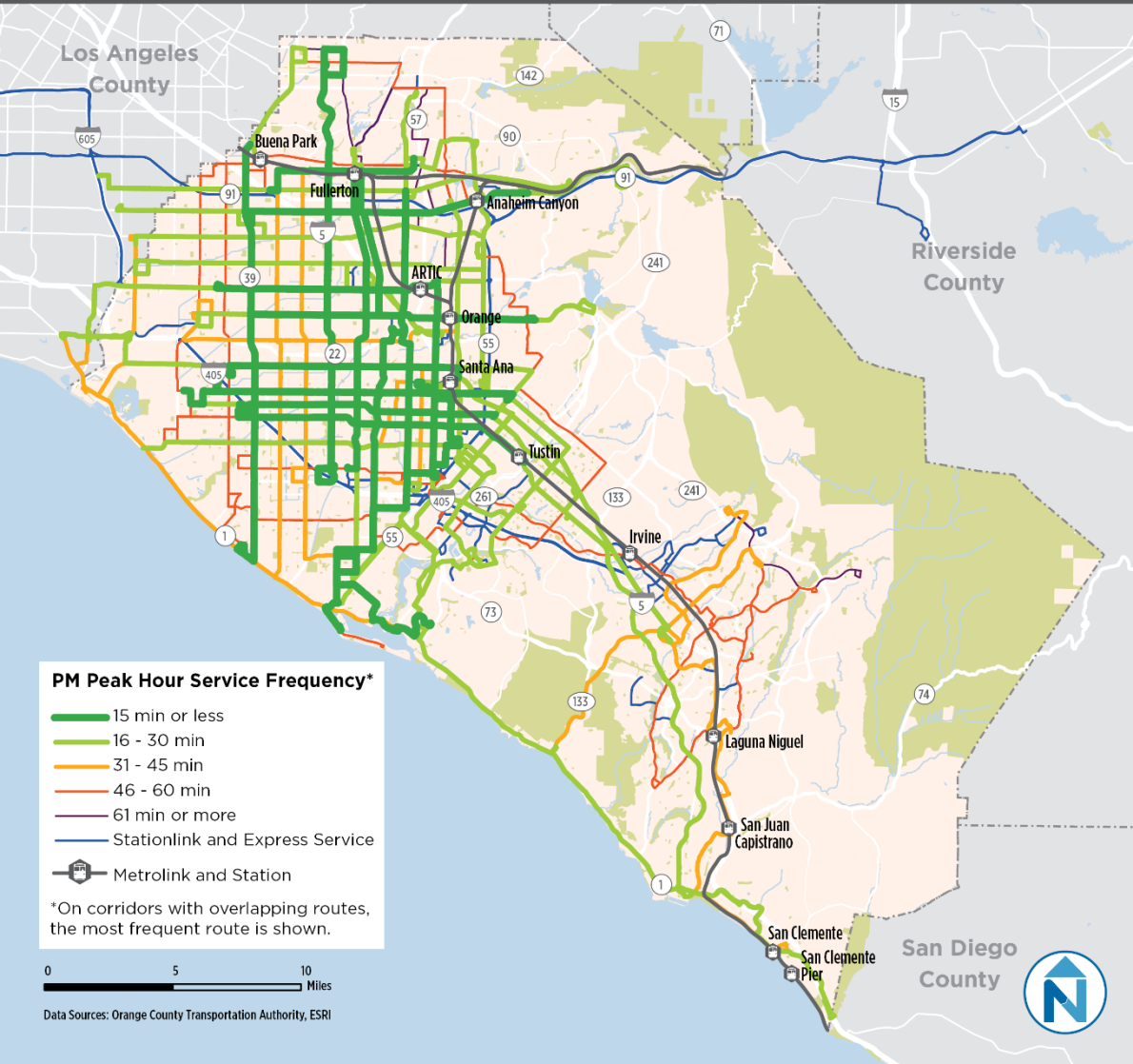
WEEKDAY BUS BOARDINGS



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

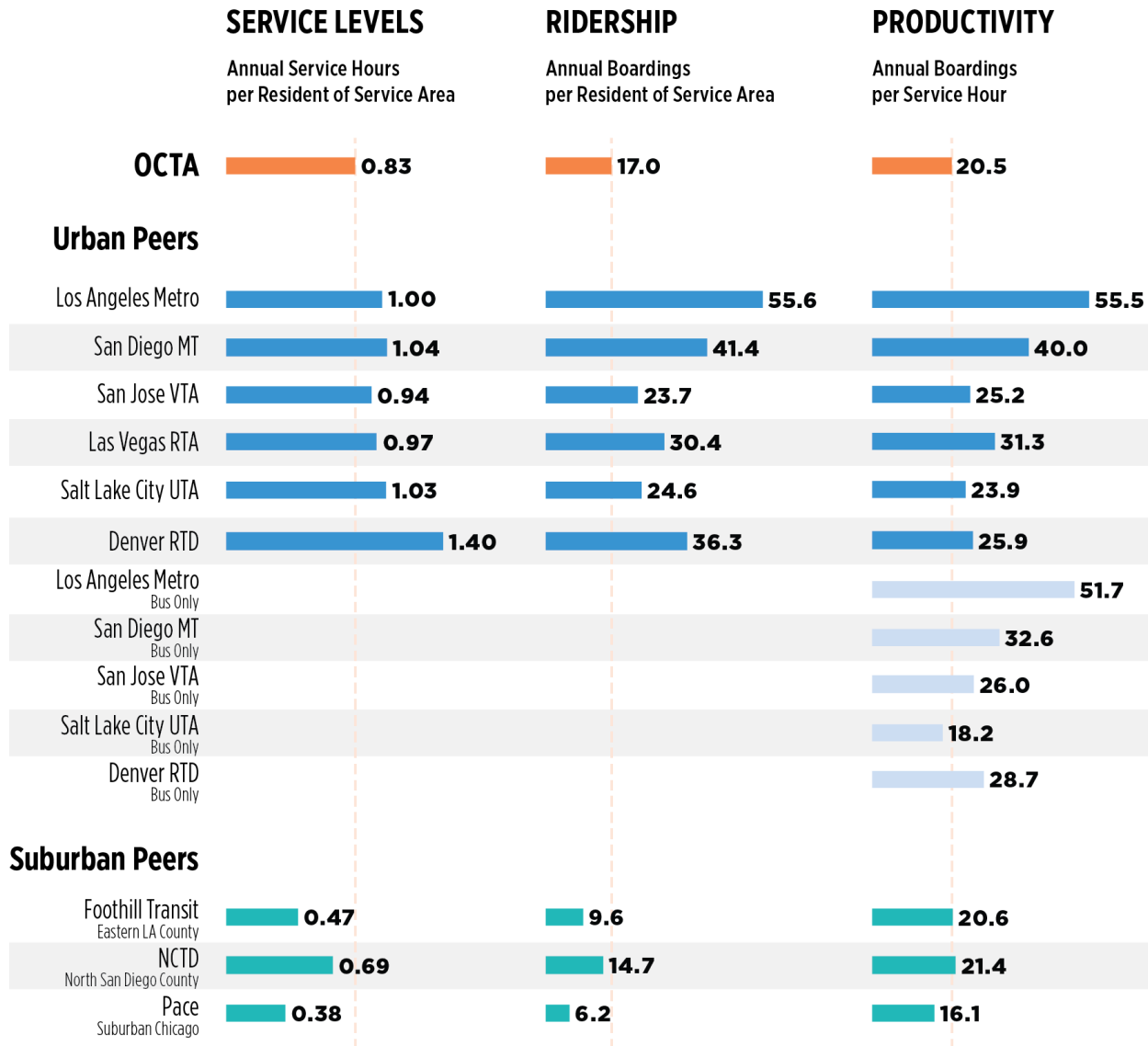
Existing System Analysis

WEEKDAY PM PEAK HOUR SERVICE FREQUENCY



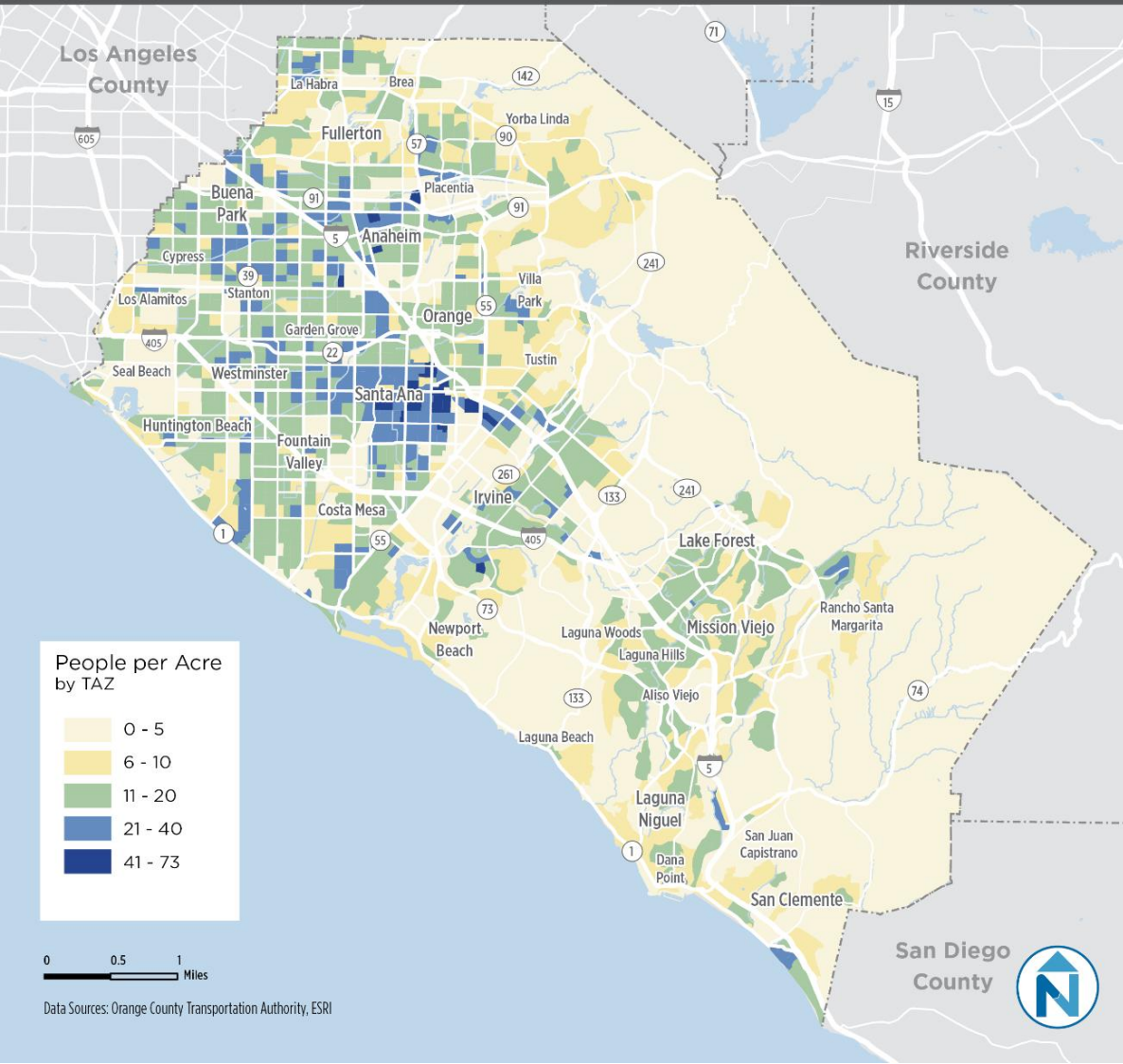
- Ridership partly a function of service levels – but service levels are largely a function of demand
- So, high frequency service is largely in:
 - North County
 - Select major corridors

Existing System Analysis



Market Analysis

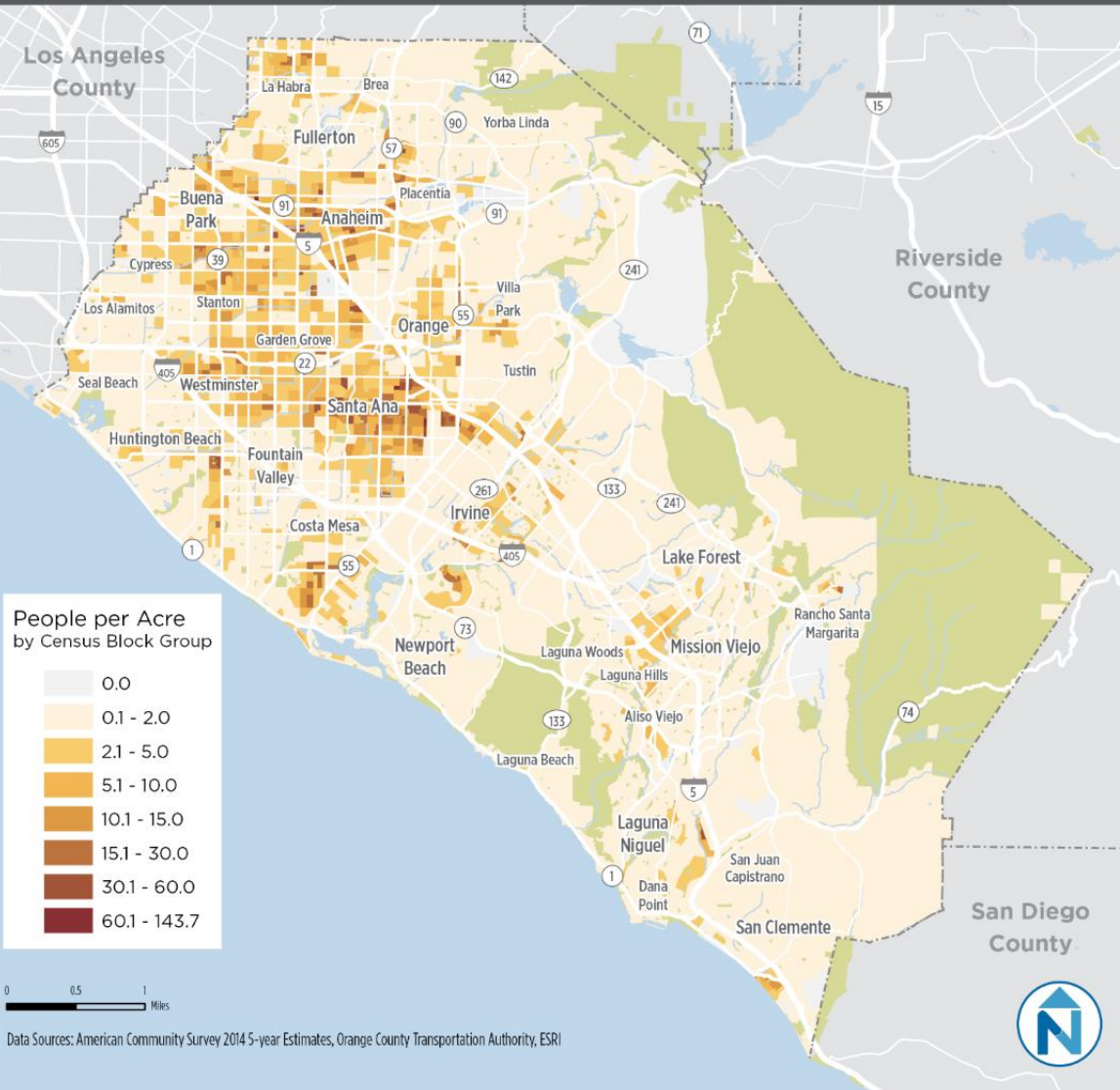
2010 POPULATION DENSITY



- Population density tracks with demographic characteristics favorable to transit use, and with existing ridership

Market Analysis

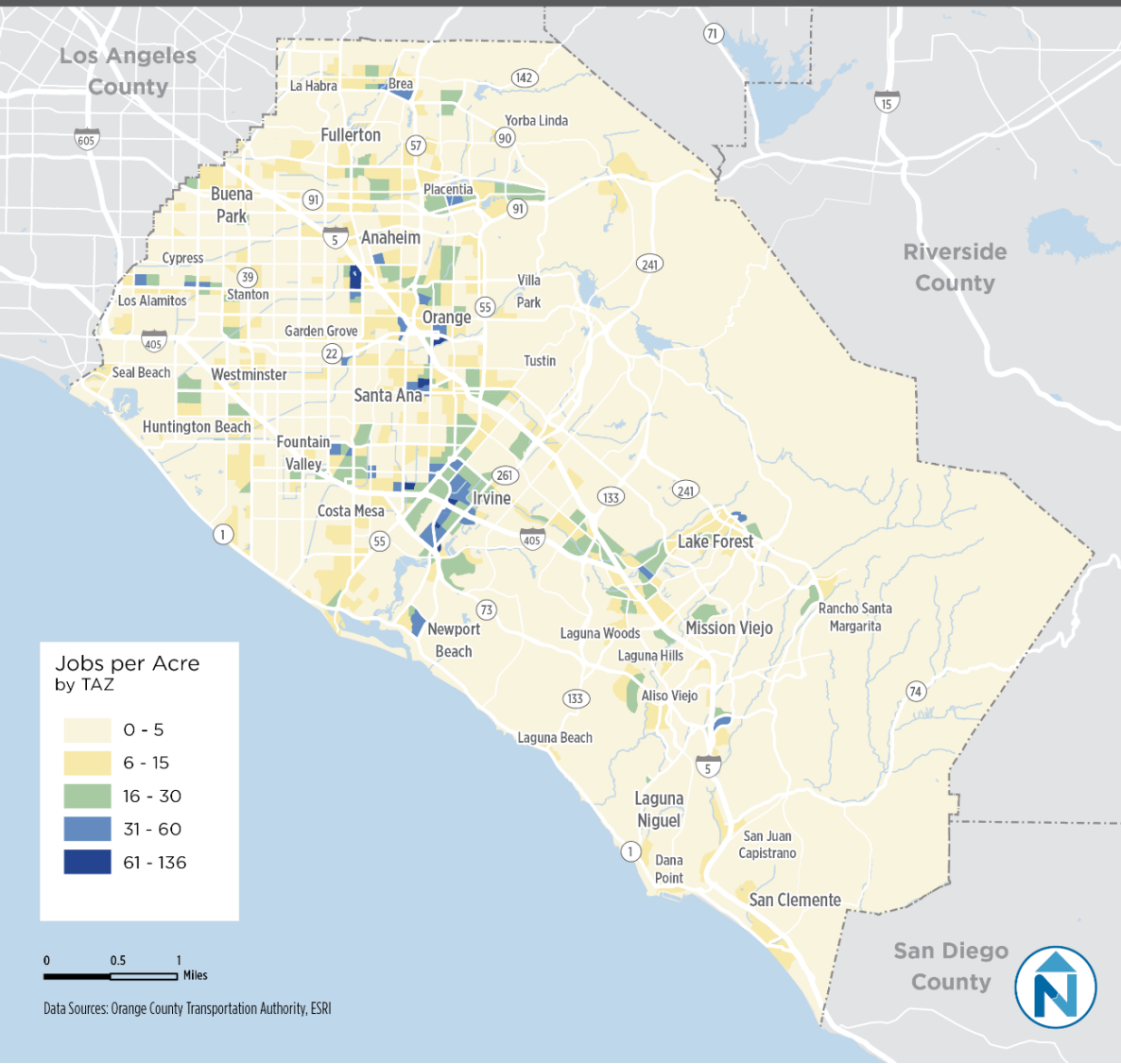
INCOME LESS THAN 150% OF THE POVERTY LEVEL



- Low income households are heavily concentrated in the core of North/Central County, especially in Santa Ana

Market Analysis

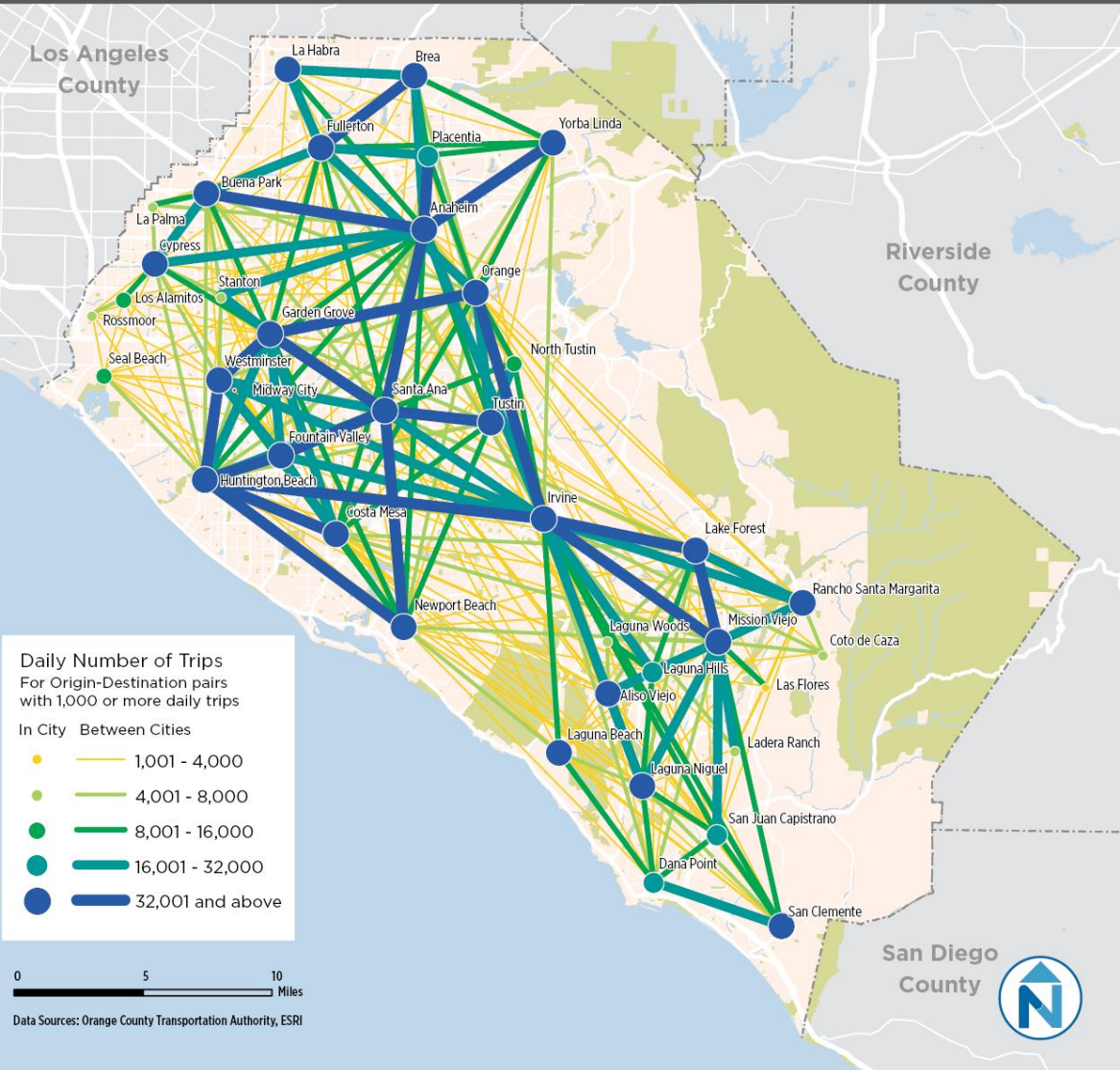
2010 EMPLOYMENT DENSITY



- Employment density much more dispersed, harder to serve
- Largest cluster (Irvine Business Complex/John Wayne) adjacent to high transit demand area – but less pedestrian access, service

Market Analysis

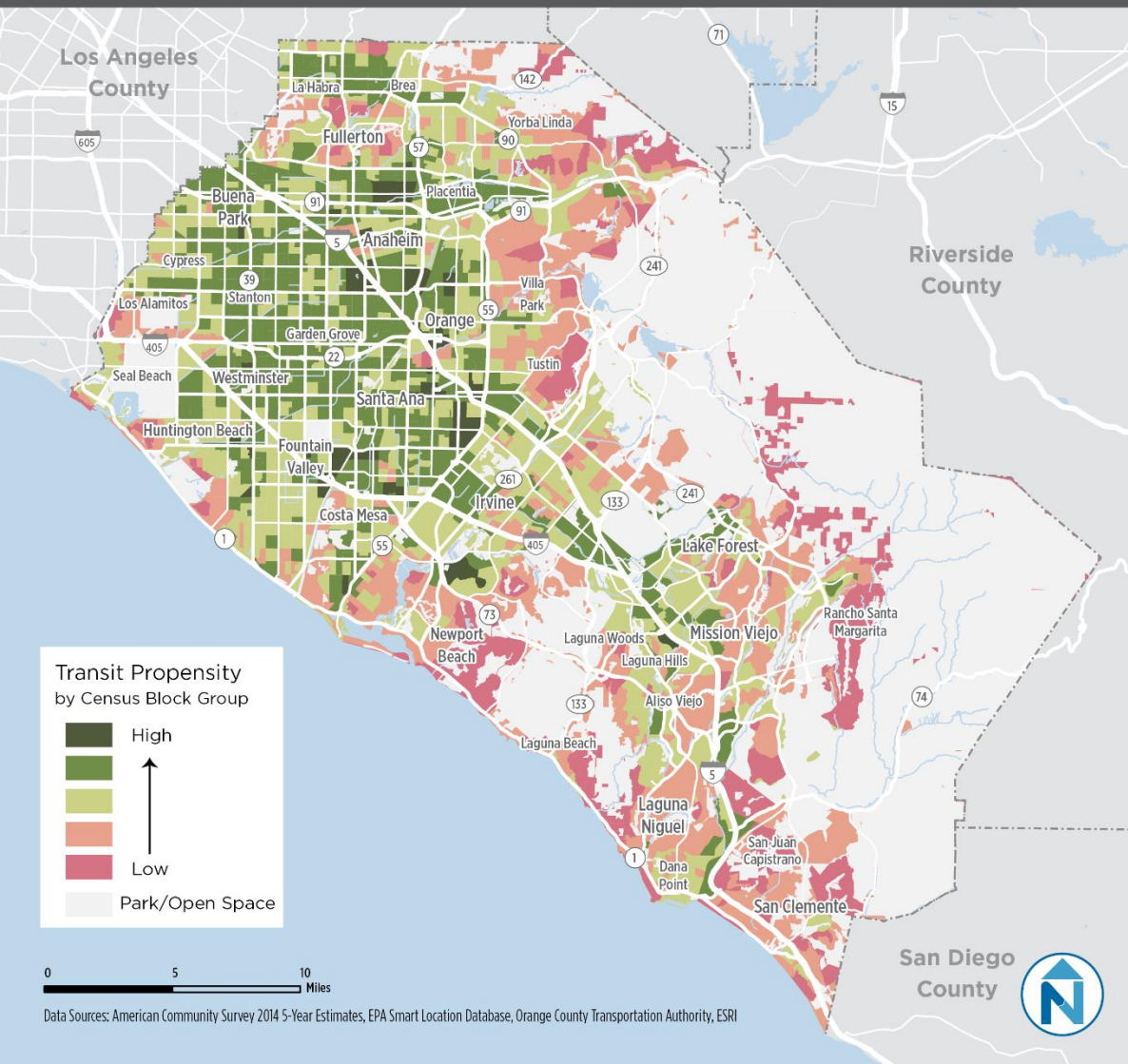
TRIPS FOR ALL PURPOSES 2010



- Population and employment density, as well as demographic factors largely reflected in travel patterns

Market Analysis

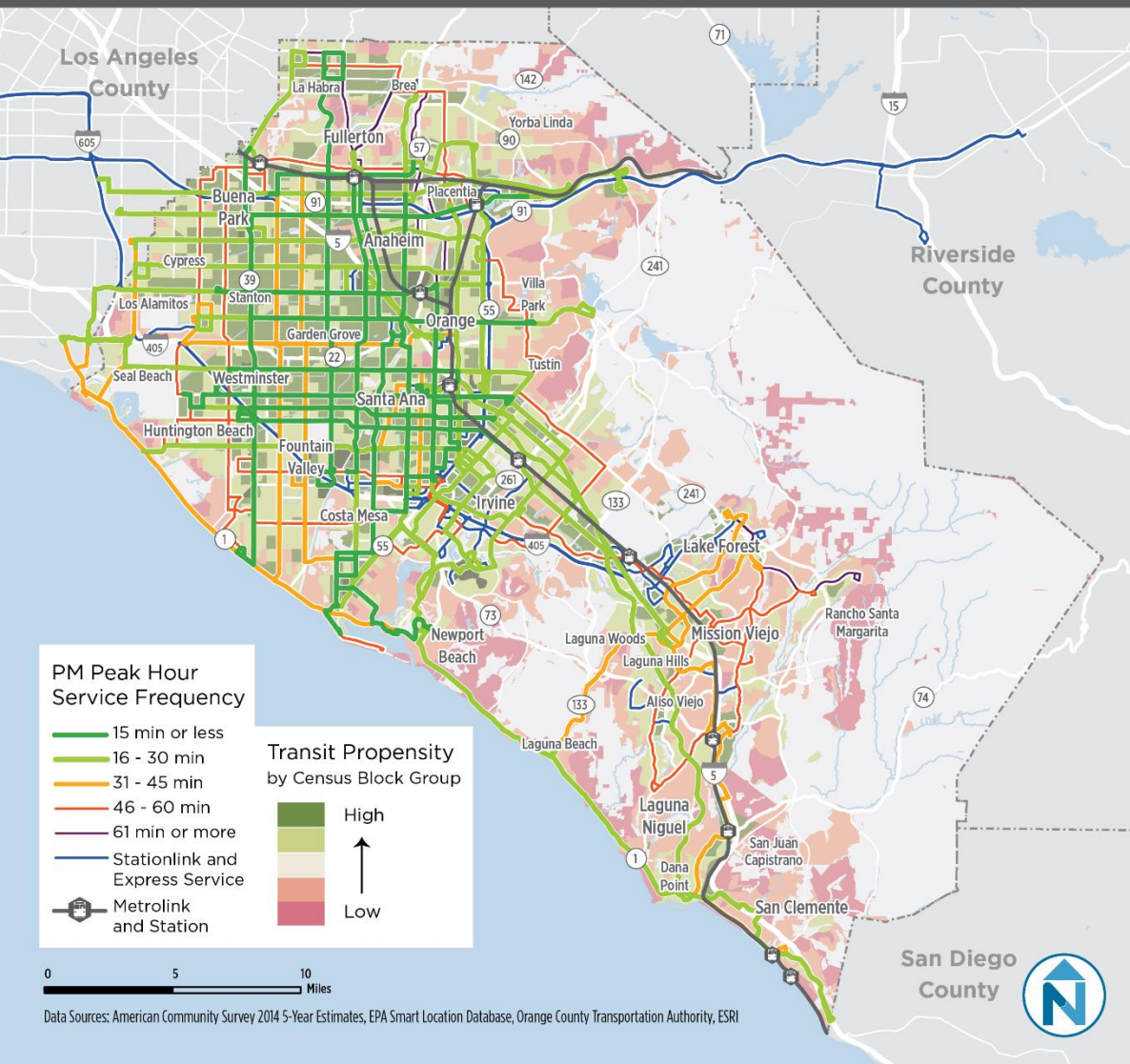
TRANSIT PROPENSITY



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

Market Analysis

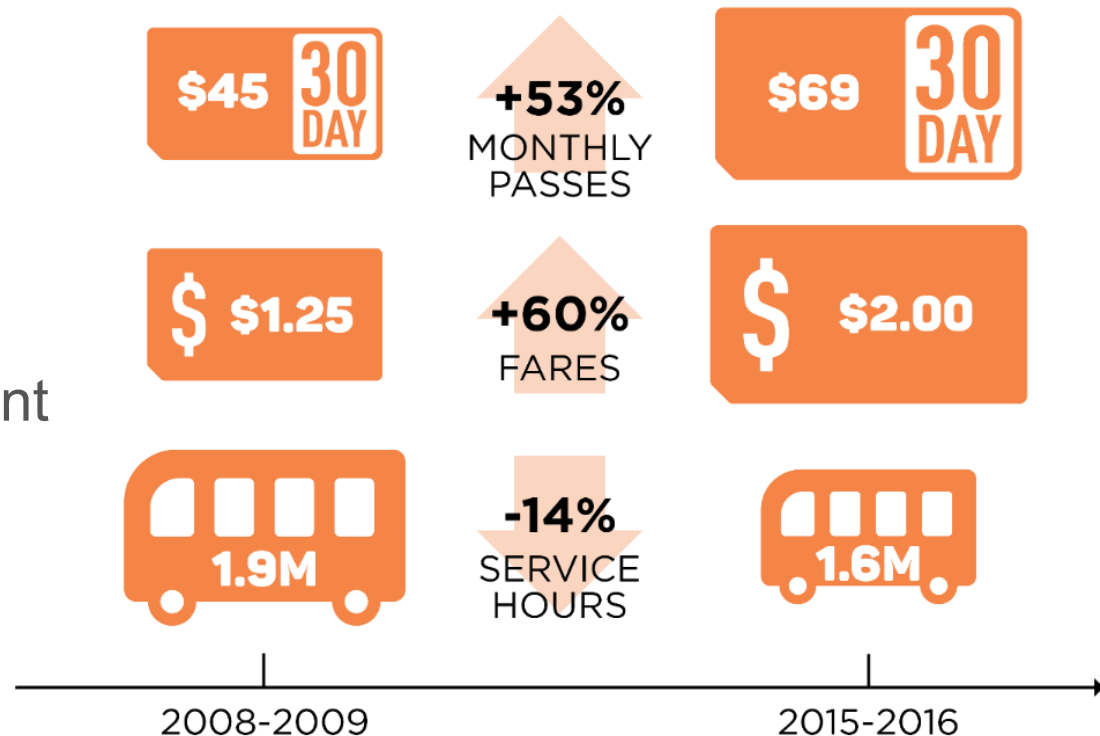
TRANSIT PROPENSITY AND WEEKDAY PM PEAK HOUR SERVICE FREQUENCY



- Service generally matches existing demand
- Potential opportunity along I-5 in South County

Key Themes

- Existing OC Bus ridership is:
 - Concentrated in a few corridors
 - Focused on weekdays
 - Focused on a select number of hubs
- OCTA's response to recent ridership declines is promising
- Limited funding has constrained ridership growth



Key Themes

- Challenges and opportunities for effective transit service
 - Land uses
 - Demographics
 - Transportation network
- Long-term trends offer mixed message
- Additional transit use can support GHG reduction targets
- OC Streetcar and Bravo! lines provide a template for future ridership growth



Next Steps

STATE OF OC TRANSIT

The State of OC Transit documents existing conditions of the transit system, evaluates future transit markets, and provides statistics and trends that will help lay the groundwork to develop the vision for the next 20 years of transit in Orange County.

August 2016 – January 2017

INVESTMENT FRAMEWORK

The Transit Investment Framework will outline where and when it makes sense to invest in transit service. Grounded in the vision and goals, the investment framework will explore the land use, policy, and funding supports needed to make transit work.

February – May 2017

TRANSIT PLAN

The OC Transit Vision will establish a long-term vision for transit in Orange County. The plan will document operating, capital, and programmatic priorities; funding and implementation strategies; and land use and other policies to support the growth of OCTA's transit services.

September – December 2017

COMMUNITY ENGAGEMENT

Community engagement will occur throughout the project to guide the vision for transit in Orange County and ensure the plan meets the community's needs.

Ongoing

VISION & GOALS

A project vision, supported by goals and measures of success, will guide project decisions and recommendations, with input from the OCTA Board, the Citizens Advisory Committee, stakeholders, and the community.

November 2016 – February 2017

TRANSIT OPPORTUNITY CORRIDORS

The Transit Vision will identify existing and future priority transit corridors and evaluate them for necessary investments. The project will explore potential modes of transit—rail, bus rapid transit, local bus—for each corridor along with capital projects that can make transit service work better.

April – September 2017

COMPLETE TRANSIT SYSTEM

To ensure the priority corridors are successful, the Transit Vision will identify approaches to integrating the many transit services in Orange County and develop recommendations to support first/last mile connections to transit. This will include recommendations for transit-supportive land uses as well as transit options for lower-demand areas.

April – September 2017

 OC Transit VISION