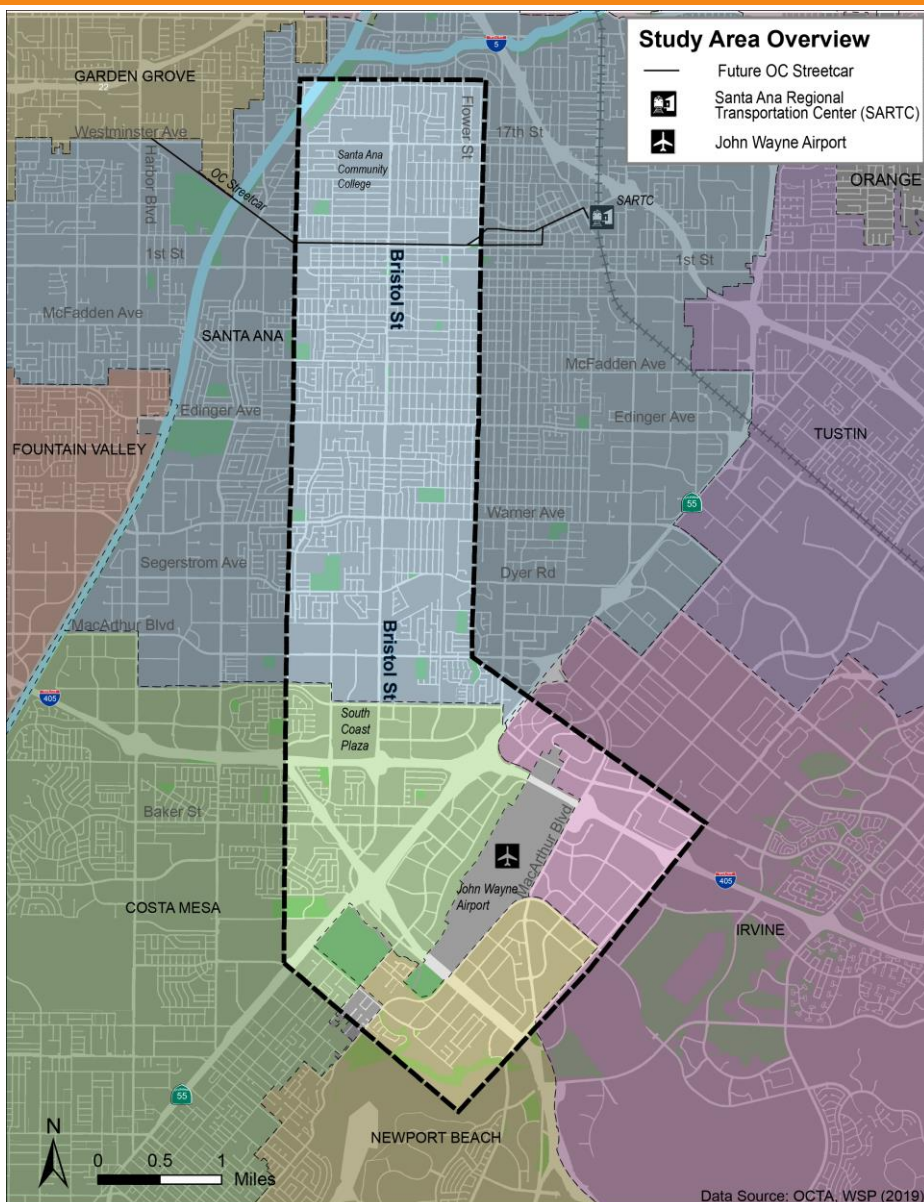


# Bristol Street Transit Corridor Study - Purpose and Need Update

September 4, 2019

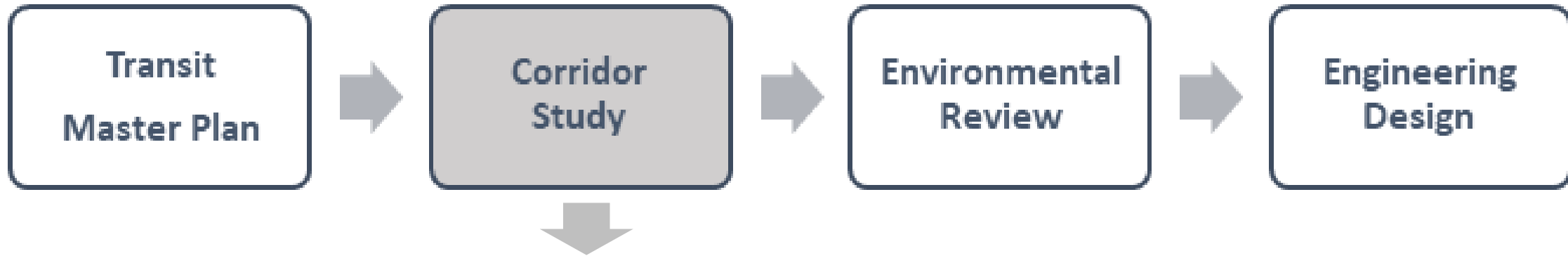


# Study Scope



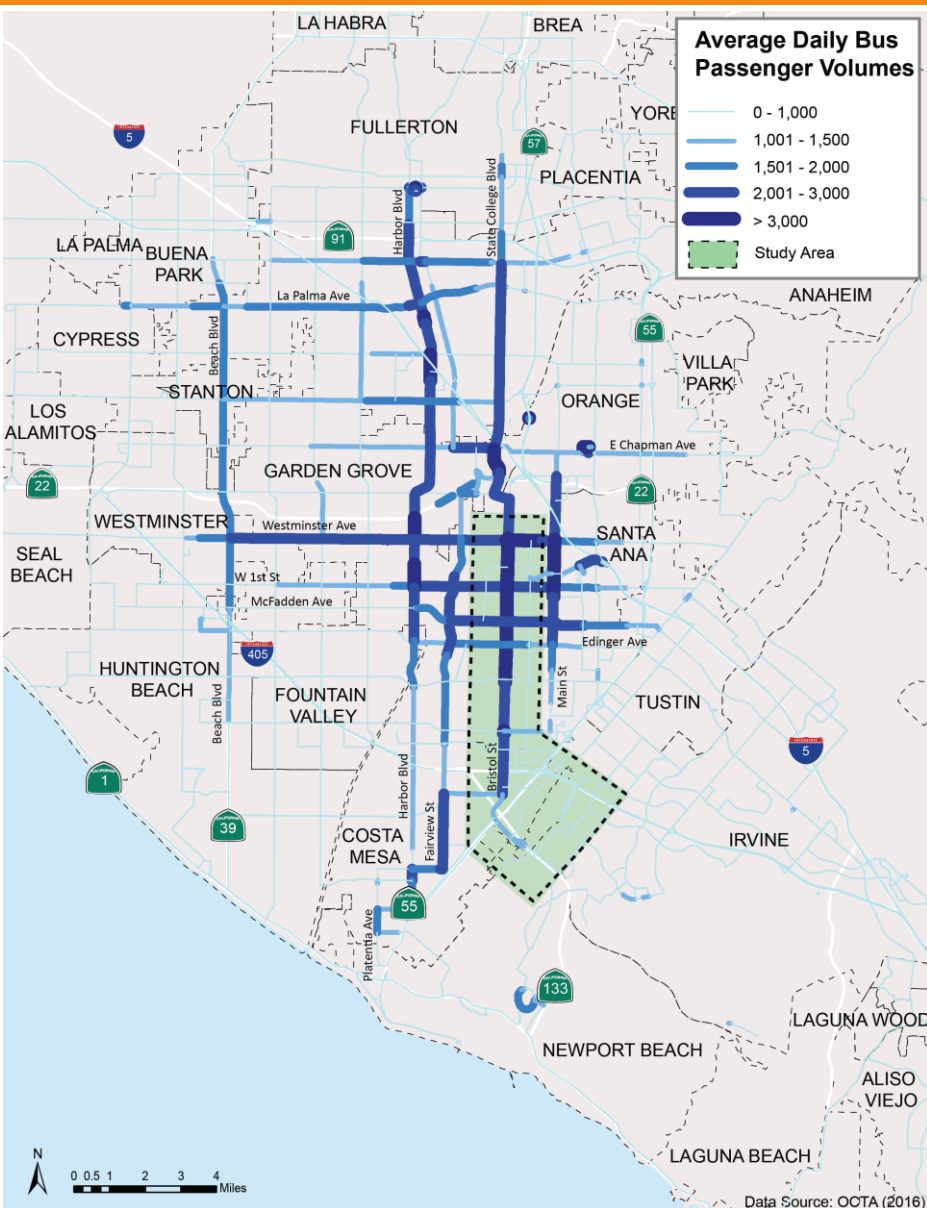
- Study limits: 17<sup>th</sup> Street to Baker Street and John Wayne Airport
- Includes cities of Costa Mesa, Irvine, Newport Beach, and Santa Ana
- Identify options for improving transit service
  - Various modes and alignments: bus, bus rapid transit, and streetcar
- Evaluate alternatives based on performance and community support
  - Ridership, cost, environmental benefits and impacts, system connectivity, and community input
- Collaborate throughout; work with project development team, stakeholder working group, and public
- Final report

# Process and Schedule



Study Phase	Description	Timeline
I. Purpose and Need	Corridor Definition and Mobility Needs	April 2019
II. Alternatives Development	Develop six conceptual transit alternatives	Summer 2019
III. Alternatives Evaluation	Evaluate ridership, cost, environmental benefits, and community support	Winter 2020
IV. Final Report	Present report findings and community input received	Summer 2020

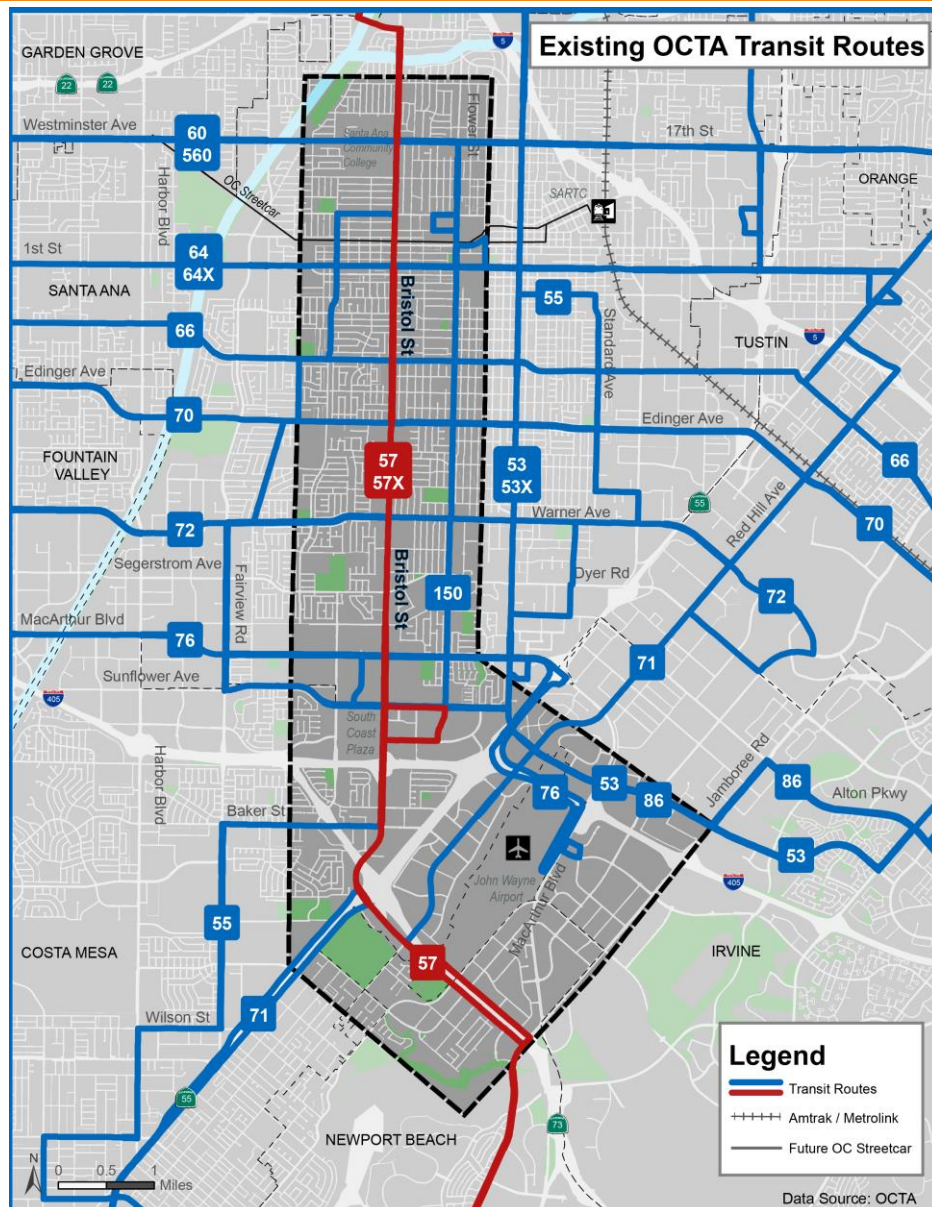
# Bristol Corridor Context



- Highest transit usage area
- Major trip generators
  - Irvine Business Complex
  - John Wayne Airport
  - Santa Ana Civic Center
  - Santa Ana College
  - South Coast Metro
- Regional connections
  - Five High Quality Transit Routes
  - OC Streetcar
  - Santa Ana Regional Transportation Center



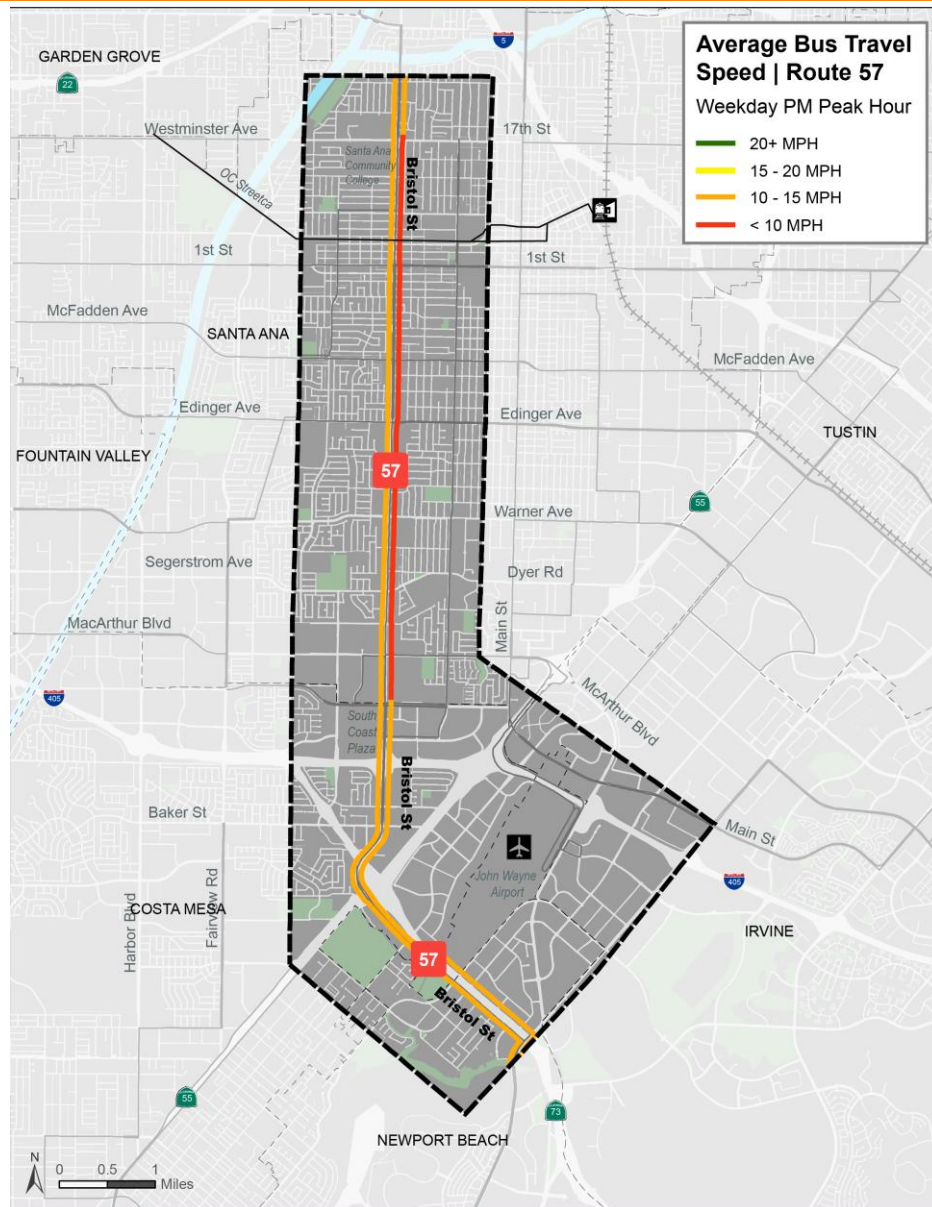
# Existing Transit Service



## Served by Route 57/57X

- Brea to Newport Center
- Frequency: 12 to 24 minutes
- High transfer rates to crosstown corridors
- Connections to 13 routes
- High ridership: 10,600 weekday boardings (eight percent of systemwide total)

# Transit Performance



## Average Bus Travel Speeds

- Less than ten mph during PM peak
- Operating in mixed-flow traffic
- High passenger loads (long dwell times)

mph – miles per hour

# Mobility Needs

1. Enhance transit mobility to local activity centers
2. Improve speed and reliability
3. Improve connectivity with crosstown routes
4. Support land-use planning
5. Enhance the customer experience and convenience



# Modes and Features

## 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: \$\$\$

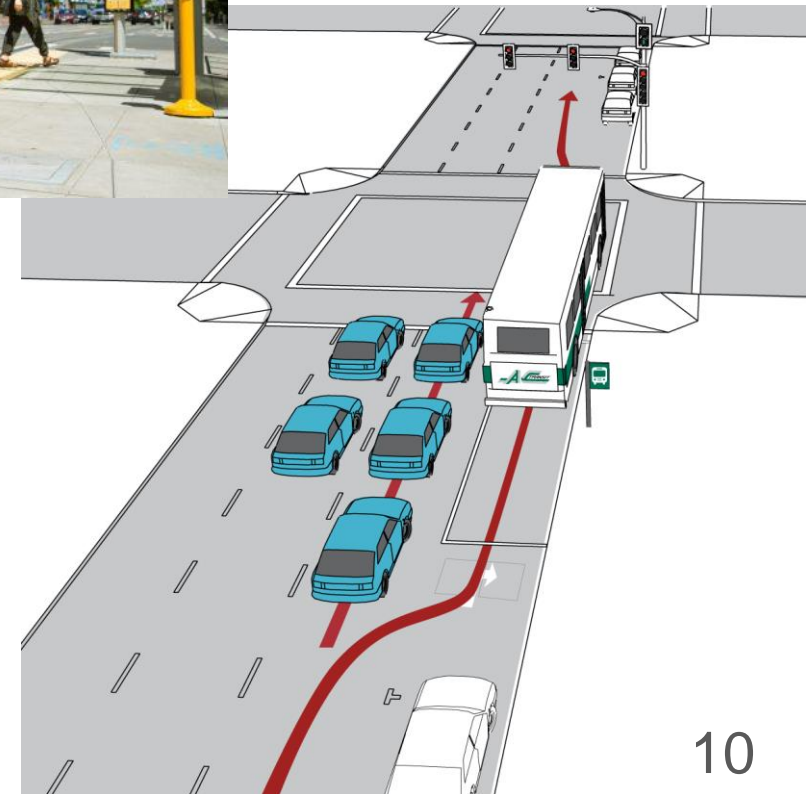
## “Rapid” Streetcar



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

# Improving Travel Times

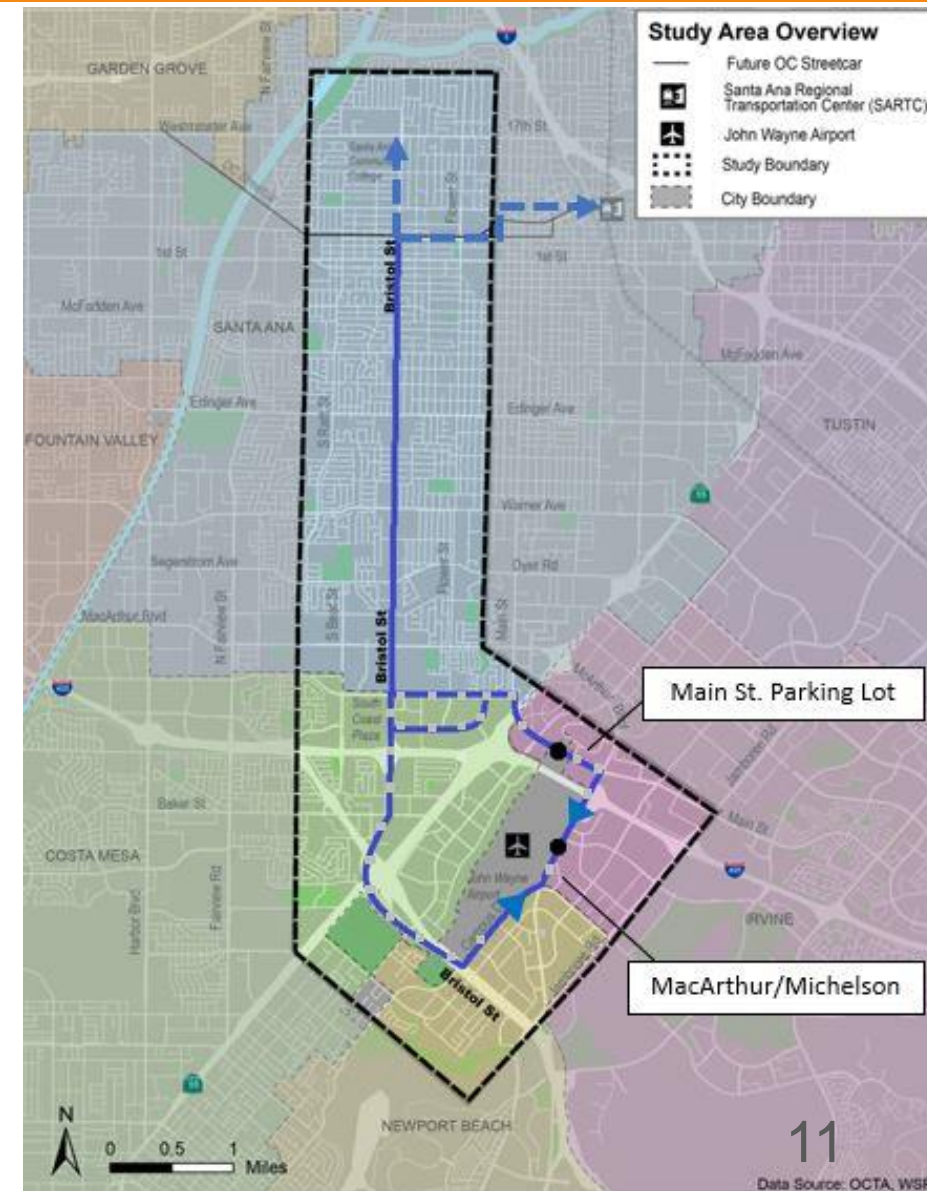
- Frequent service
- Reduced dwell times
  - Stop spacing
  - Off-board ticketing
  - All-door boarding
- Transit prioritization at strategic locations
  - Traffic signal priority
  - Queue jumps
  - Dedicated transit lanes





# Emerging Issues

- Bristol Street Widening Project
  - 17<sup>th</sup> Street to Warner Avenue – added width
  - Existing/planned active transportation improvements and potential transit concepts
- John Wayne Airport (JWA) access points
  - At terminal
  - Near entrance at Michelson Drive/MacArthur Boulevard
  - At Main Street parking lot
- Anton Boulevard vs. Sunflower Avenue routing options
- Traffic congestion concerns
  - Near South Coast Metro area and JWA



# Stakeholder and Public Participation

## Stakeholder engagement

- Project development team meetings
- One-to-one agency meetings
- Stakeholder workshops (3)
- Open houses and community events
- Online survey and social media
- Translations for engaging diverse communities



## Outreach Phases

- Corridor definition and mobility needs – April 2019
- Alternatives development – Summer 2019
- Alternatives evaluation – Winter 2020



# Next Steps

- Conduct initial round of outreach
- Hold one-to-one agency meetings
- Develop conceptual alternatives
- Return to Board of Directors in late summer with draft alternatives

Bristol Study webpage:  
*[www.octa.net/bristol](http://www.octa.net/bristol)*

# Existing Population and Employment

- Population density
- Employment density
- Local land use
  - Increased density and mixed-use development planned

