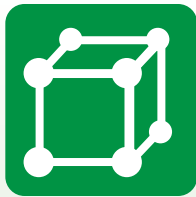


Transit Vision DRAFT



INCREASED COORDINATION



OCTA should expand its role as a region-wide facilitator and coordinator of transit, biking, and walking improvements.

TRANSIT ESSENTIALS

- **STANDARD INCLUSION:** The following travel modes need to specifically and consistently be treated as a standard part of *every* aspect of transportation and land use planning, and woven into the fabric of development — “Routine Accommodation / Standard Inclusion”:



Bus



Rail



Taxis



Biking



Walking

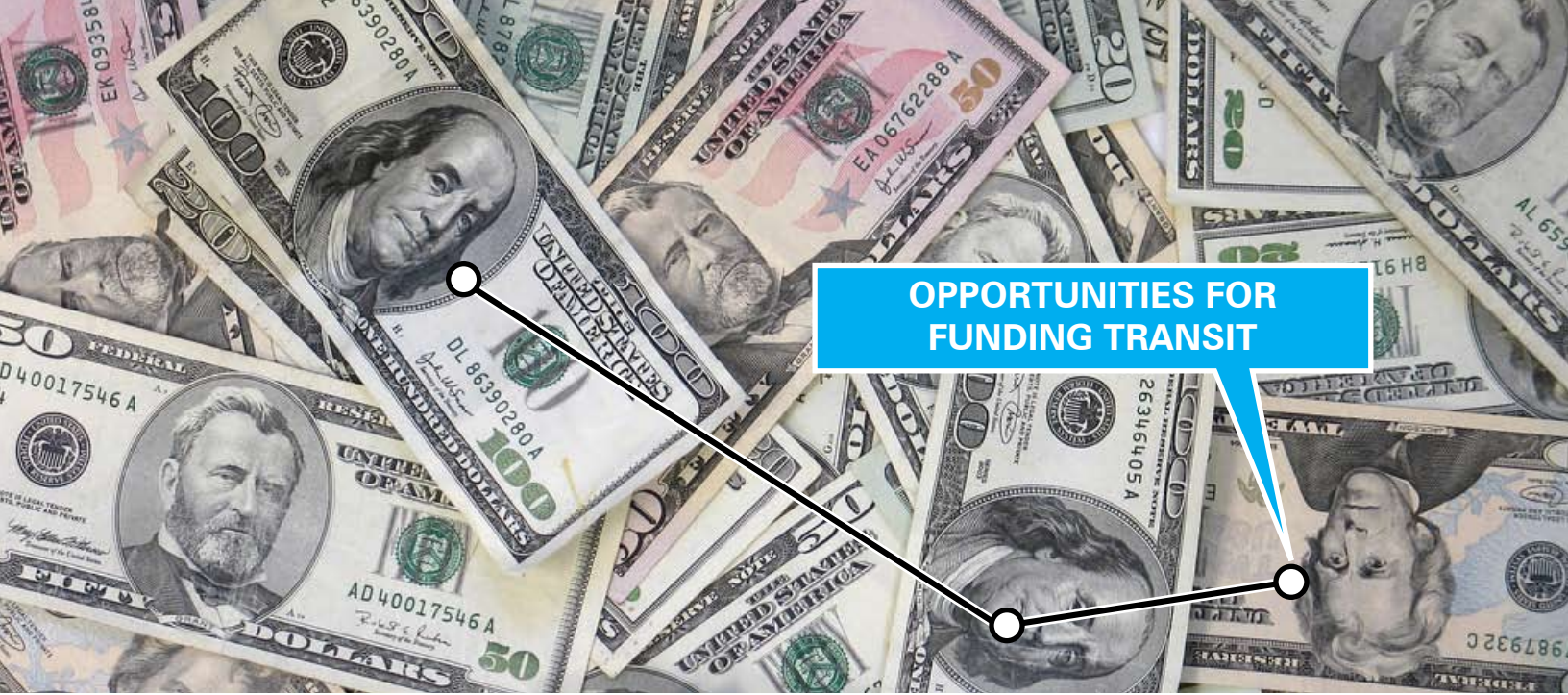


Minimize the Need to Travel



Special Needs

- **INFRASTRUCTURE IMPACT FEES:** Bus, rail, biking, and walking should be considered part of general civic infrastructure, and new developments should pay impact fees to cover the cost of the demand they induce, similar to their requirements to pay for new road, school, library, and park infrastructure. Parking costs should be fiscalized / “unbundled”.
- **FULL INTEGRATION:** All systems must be integrated and coordinated comprehensively amongst modes, agencies, and jurisdictions.
- **OCTA FACILITATION:** OCTA should expand its role as a region-wide facilitator and coordinator of transit, biking, and walking improvements, similar to its successful OCTAP / taxi program and its Go Local program coordination.
- **PROTECT EXISTING SERVICE:** New bus, rail, biking, and walking improvements should not be made at the expense of the existing core bus system. The core bus system recently suffered a 22% service cut. It must have “firewall” protection to prevent further service reductions.
- **FUNDING A FIRST-RATE TRANSIT SYSTEM:** Planning for world-class transit will motivate funding solutions.



OPPORTUNITIES FOR
FUNDING TRANSIT



Developing new funding is key to any future transit expansion, as new service should not cannibalize existing service.

FUNDING

Developing new funding is key to any future transit expansion, as new service should not cannibalize existing service. One of the reasons transit has been “left off the list” in infrastructure planning, is that although transit is part of transportation infrastructure, it’s unique in providing its benefit primarily through operations funding, rather than capital.

The following could develop new funding sources, recognizing that new developments should pay impact fees to cover the cost of the new transit demand they induce, an accepted practice to provide additional funding for new road, school, library, and park infrastructure.

- Development impact fees
- Measure M2
- Congestion Management Plan
- Assessment districts, BIDs
- Mello-Roos, HOAs
- Premium service
- Subscriptions
- Commercial sponsorship
- Advertising
- Adopt-a-Stop
- Jurisdictional Responsibility but with economies of scale (cities pay to clean bus stops, but OCTA contracts a less expensive service for all)
- College and university transportation
- Private shuttles
- Alcohol impact mitigation fees
- Unbundling or fiscalizing residential, business and retail parking (purchase / rent units with or without a parking space)
- Low-income fare stabilization
- Guaranteed Ride Home programs
- Interregional funding credit

Case studies: Anaheim Resort Transit, TUMF, Spectrumotion



INCREASED FREQUENCY



Improve door-to-door travel time. Expand area coverage. Make accurate, timely information available.

BUS

For all buses — not just OCTA's — improve:

DOOR-TO-DOOR TRAVEL TIME, through:

- Increased frequency
- Improved on-time performance reliability
(Service should run 95% on-time [no later than 5 minutes off schedule at each checkpoint] measured by route, not the entire system.)
- Expanded hours of service ("span")
- Implementing rapid bus transit program on major transit corridors
- Introduction of limited and express bus routes
- Passenger boarding time ("dwell time") reduction
- Signal priority
- Transfer reductions (reduced short-turn runs, longer routes)

No more than 2% of trips should take 2 hours

No more than 10% of trips take more than an hour

Improve weighted average of travel times (this will prioritize most common trips).

Compare and improve travel time ratios between motorist and transit trips.

All systems must be integrated and coordinated comprehensively amongst modes, agencies, and jurisdictions.

AREA COVERAGE: The key tension with the area coverage issue is the discrepancy between service in the older, more dense, grid-pattern areas of the county ("Core County" [including Irvine Business Complex and UC Irvine], and the newer, less dense, non-grid pattern areas, which also, often, are hilly areas ("Outer / Newer County") – south county plus Tustin Ranch, the Orange hills, Villa Park, Anaheim Hills, Yorba Linda and Brea. Despite lower density residential patterns, a huge portion of the county lives in these areas, and there are many service jobs in the commercial strips and residences. Many of these areas have now been in existence 30-40 years and have stable neighborhoods. TAOC would like to bring bus service to the "Newer" Orange County neighborhoods to serve non-drivers who live here and provide transportation for workers and visitors who need to access these areas. Service should be provided within a half-mile of building density of 4 or more residential or commercial structures, including gated communities. Case studies: Laguna Woods, Laguna Beach Transit, SLO/ Morro Bay, Fullerton Fountains

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INFORMATION AVAILABILITY: Make multi-agency information integrated and universally available. More so than for motorist transportation, information is an integral part of transit service.

- Ensure accuracy and timely announcement of all transit information including detours, service changes, and bus stop closures in the various places riders need them: on buses, at bus stops, in the Bus Book, on the website, coach operator knowledge, in the trip planners and at the Customer Information Center, etc.
- Improve Bus Book distribution and provide computer kiosks with trip planners, departure times, and

street/system maps at key locations, including high-tourism areas

- Publicize existing bus and train services even if they aren't OCTA-run. Include Metrolink, Amtrak, Metro, RTA, Anaheim Resort Transit, Go Local, non-emergency medical, senior day care, job program, and other interregional/intermodal information.
- Produce "talking" bus book and/or trip planner, available 24 hours.
- Provide customer support for all hours buses are in service.
- Provide bus stop #s on maps

BLUE SKY SCENARIO: It's important to do the exercise of considering what level of service would be needed to make transit a pleasure to use (competitive with driving). We've intentionally chosen a level of service that would inspire people. The 3 levels of service we studied are:

- Blue Sky (best possible)
- Minimum Service (useful level of service)
- Baseline (current conditions).

FREQUENCY GUIDELINES

"BLUE SKY" FREQUENCY

MINIMUM FREQUENCY

WEEKDAY

| Route Categories | Daytime Peak | Daytime Mid-day | Evening | Night Owl | Route Categories | Daytime Peak | Daytime Mid-day | Evening | Night Owl |
|------------------|--------------|-----------------|---------|-----------|------------------|--------------|-----------------|---------|-----------|
| Top 25% | 5 | 10 | 15 | 30 | Top 25% | 6 | 12 | 16 | 60 |
| Middle 50% | 10 | 12 | 20 | 60 | Middle 50% | 12 | 20 | 30 | - |
| Bottom 25% | 10 | 15 | 30 | - | Bottom 25% | 20 | 30 | 60 | - |

WEEKEND

| Route Categories | Daytime Peak | Daytime Mid-day | Evening | Night Owl | Route Categories | Daytime Peak | Daytime Mid-day | Evening | Night Owl |
|------------------|--------------|-----------------|---------|-----------|------------------|--------------|-----------------|---------|-----------|
| Top 25% | 10 | 10 | 15 | 30 | Top 25% | 12 | 15 | 15 | 60 |
| Middle 50% | 15 | 15 | 20 | 60 | Middle 50% | 15 | 20 | 30 | - |
| Bottom 25% | 20 | 20 | 30 | - | Bottom 25% | 30 | 60 | 60 | - |

SPAN (HOURS OF SERVICE) GUIDELINES

"BLUE SKY" HOURS OF SERVICE

MINIMUM HOURS OF SERVICE

| Route Categories | Daytime Peak | Route Categories | Daytime Peak |
|------------------|---|------------------|--|
| Top 25% | 24 hours a day / 7 days a week | Top 25% | 24 hours a day / 7 days a week |
| Middle 50% | 24 hours a day / 7 days a week | Middle 50% | 5 am – 1 am / 7 days a week (same ending times 7 days a week, unified weekend schedules) |
| Bottom 25% | 5 am – Midnight, 7 days a week (same ending times 7 days a week, unified weekend schedules) | Bottom 25% | 6 am – 11pm / 7 days a week (same ending times 7 days a week, unified weekend schedules) |



ACTUAL BICYCLE LANES



TAXI

- Improve pick-up times by routing calls to nearest driver instead of first responder
- Stop the practice of requiring exact addresses for pick-ups, particularly at popular locations
- Encourage and publicize the existence of more designated taxi-stands at strategic, high-need locations, especially train stations and busy commercial areas
- Encourage the use of taxis and shared taxis as a transit use complement



BICYCLING

- Implement Commuter Bikeways Strategic Plan
- Continuous bike boulevards or Class 1 bike facilities every 5 miles
- Class 3 bike facilities every 2 miles
- Improve Class 3 bike facility signage
- All transportation and land use planning should address project impacts on biking, including buildings, driveways, grade separations, and freeway ramps



RAIL

- Improve existing intracounty and intercounty train service.
- Expand train service, but not at the expense of existing service.
- Provide adequate connecting services, but not at the expense of existing service.



WALKING

- Develop a Sidewalk and Walkway Master Plan including a sidewalk and walkway inventory
- All transportation and land use planning should address project impacts on walking
- Every new development should have direct pedestrian access from intersections, sidewalks and bus stops to building entrances, including near driveways and through parking lots.
- Promote new pedestrian cut-throughs



MINIMIZE THE NEED TO TRAVEL

Encourage the development of, and publicize the availability of:

- Neighborhood essential services such as markets, dry cleaners, copy shops, etc.
- Delivery services, mobile markets, store rides home
- Telecommuting



SPECIAL NEEDS

- Special needs accommodation must be included as a standard part of every aspect of transportation and land use planning, and woven into the fabric of development.



[t] (714) 607-0012
 [e] taoc@earthlink.net
 [w] www.TransitAdvocatesOC.org
 [f] facebook.com/TransitAdvocatesOC

Transit Advocates of Orange County is an all-volunteer group that works to improve bus, rail, biking and walking in Orange County. We believe that a well-run transit system with a combination of "choice" and "dependent" riders could change the nature of traffic patterns, and therefore livability, in our county.