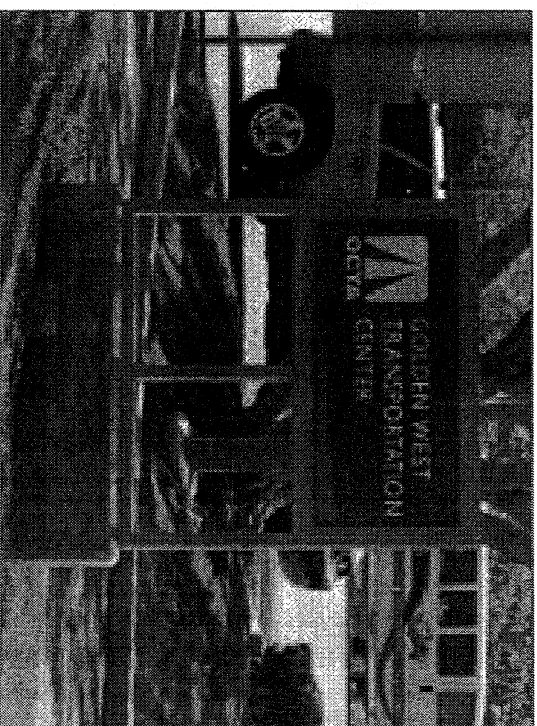
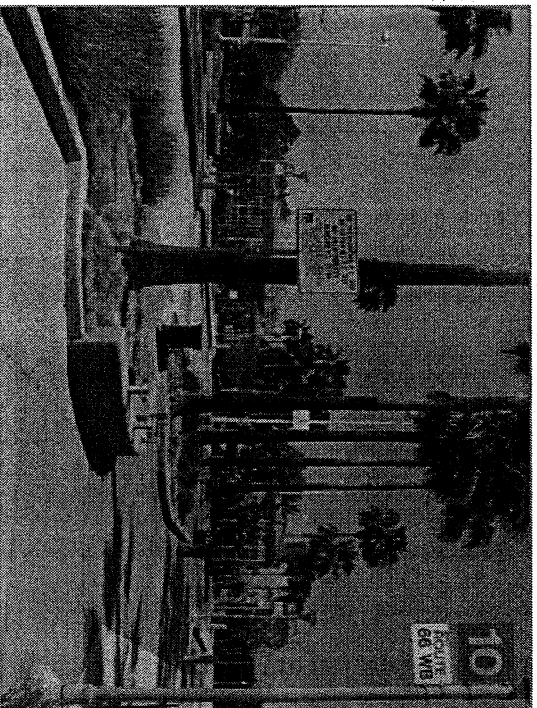
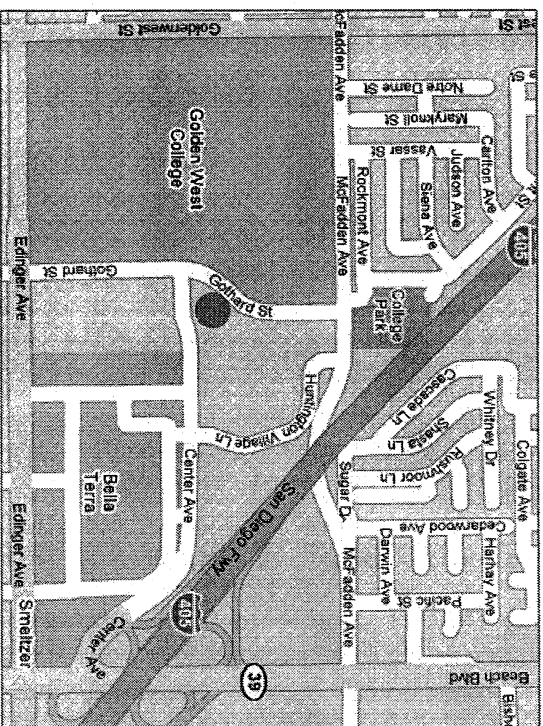
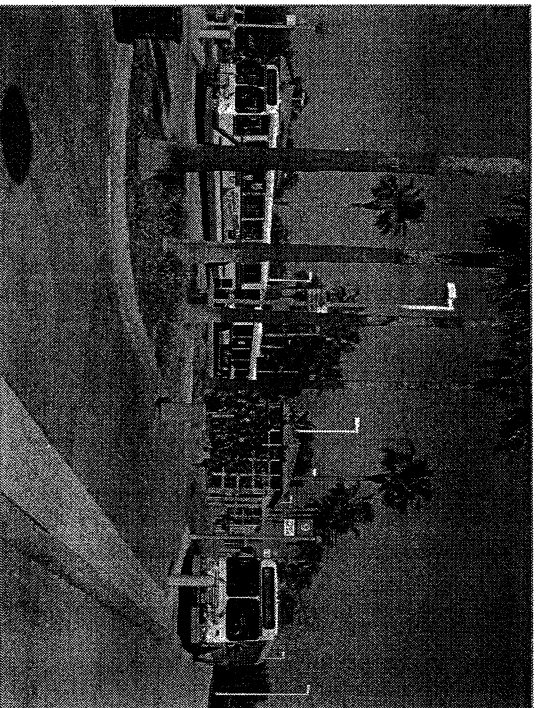


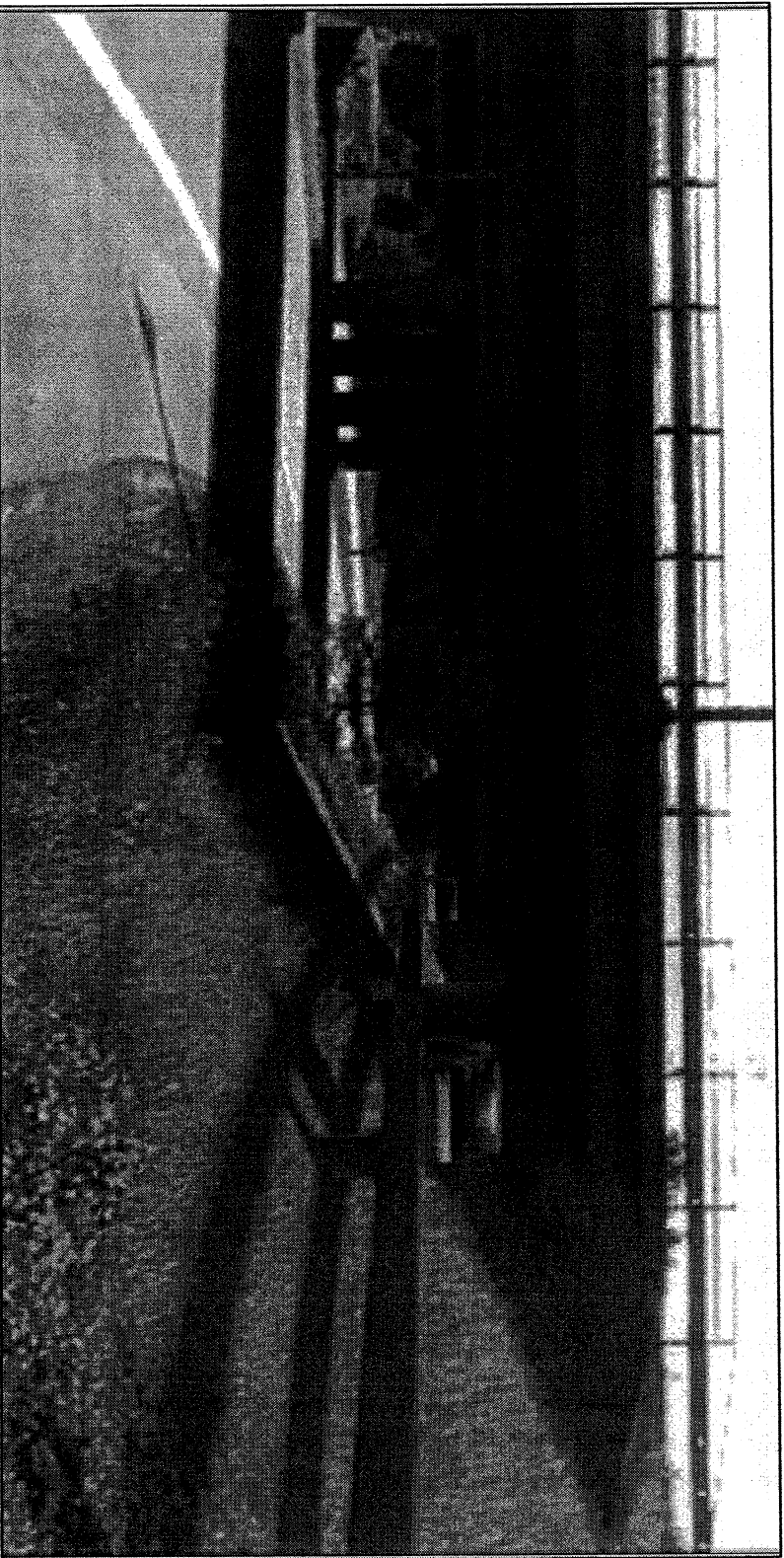
# OCTA Golden West Transportation Center



Served by bus routes 70, 29 (reaches Buena Park Metrolink, HB Downtown and Pier), 62, 66, 211 & 701

## **PRT potentially operates under 405, 22 Freeways**

- Eliminates costly bridging
- Lessens visual impact, curiosity delay
- More easily, less expensively reaches Buena Park Metrolink station
  - No impact to limited OCTA parking resources
  - Fencing necessary

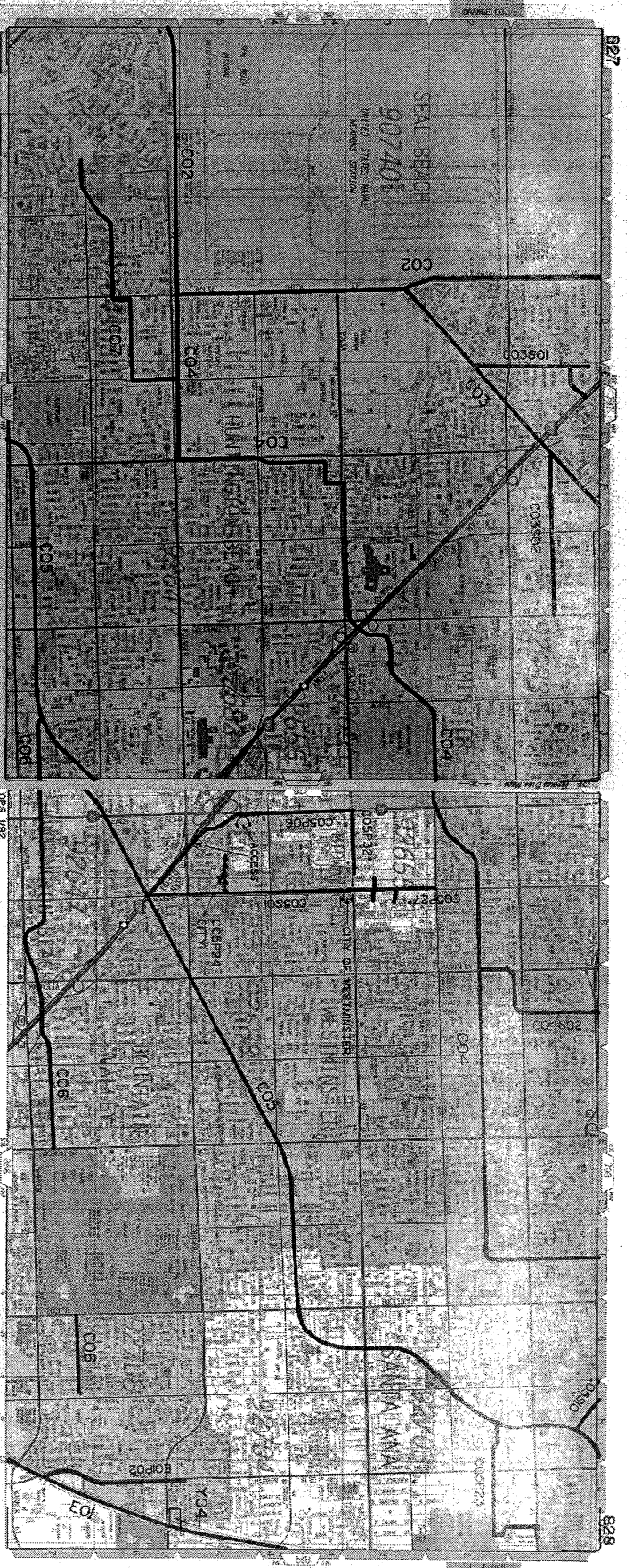


# UP Row NOT Suitable for Commuter or Light Rail



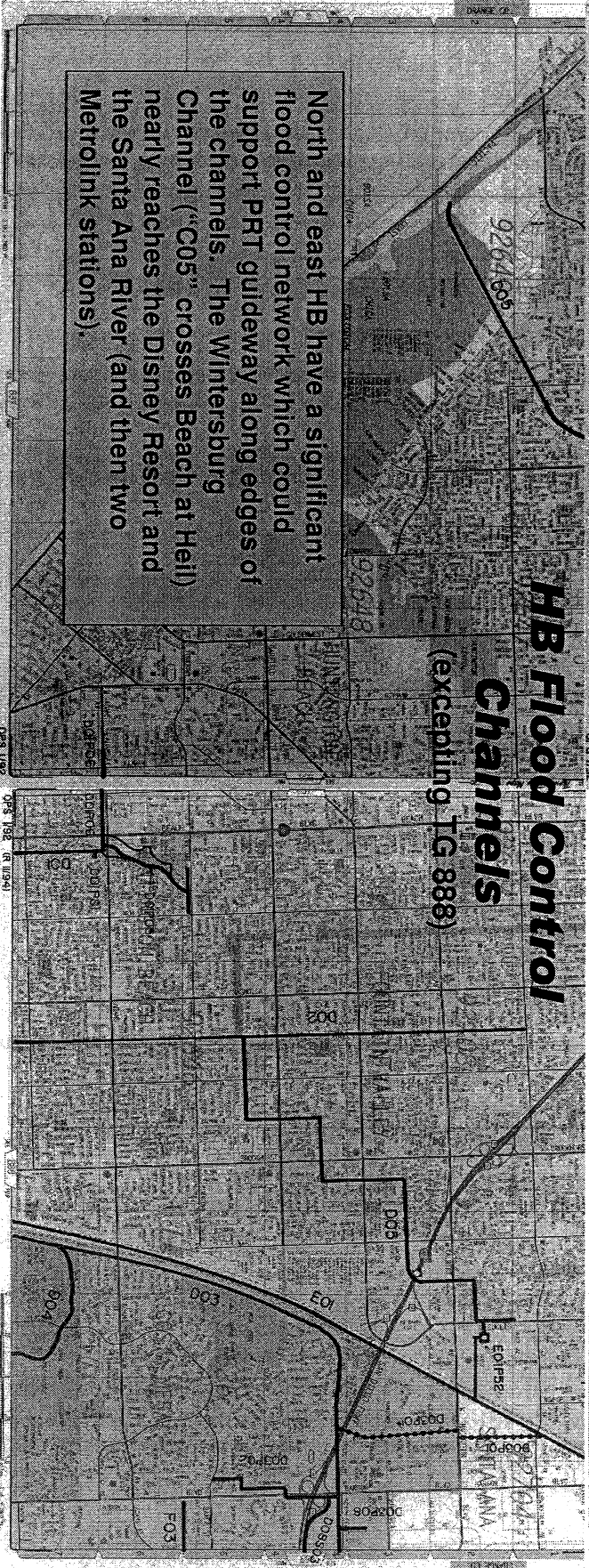
- Union Pacific not consulted re. Go Local use, would strenuously oppose
  - Single track
    - Too narrow for second bi-directional track
  - Not electrified
  - Never designed for passenger traffic
    - No station space allocated
- Total 17.5 mile alignment infeasible for moving tourists, commuters to/from Anaheim
  - 2.9 miles short of beach target from Ellis, connector required
  - Does not touch Disneyland, connector required
  - Significant use of surface streets in north Anaheim, nearby schools
- Very slow train movement necessary on freight-specific track (<10 mph)
- Station not likely built on Edison property at GWTC
- Significant NIMBY, realtor opposition to south
- Needs Anaheim, Stanton, Westminster buy-in
- Bella Terra station impinges on resident, Mall parking
- Numerous grade crossings slows automobile traffic
- Is more at-grade transit compatible with public concerns re. safety?
- Like Metrolink, would comingle traffic with freight
- With permissions, PRT could co-exist in UP Row, directly service GWTC



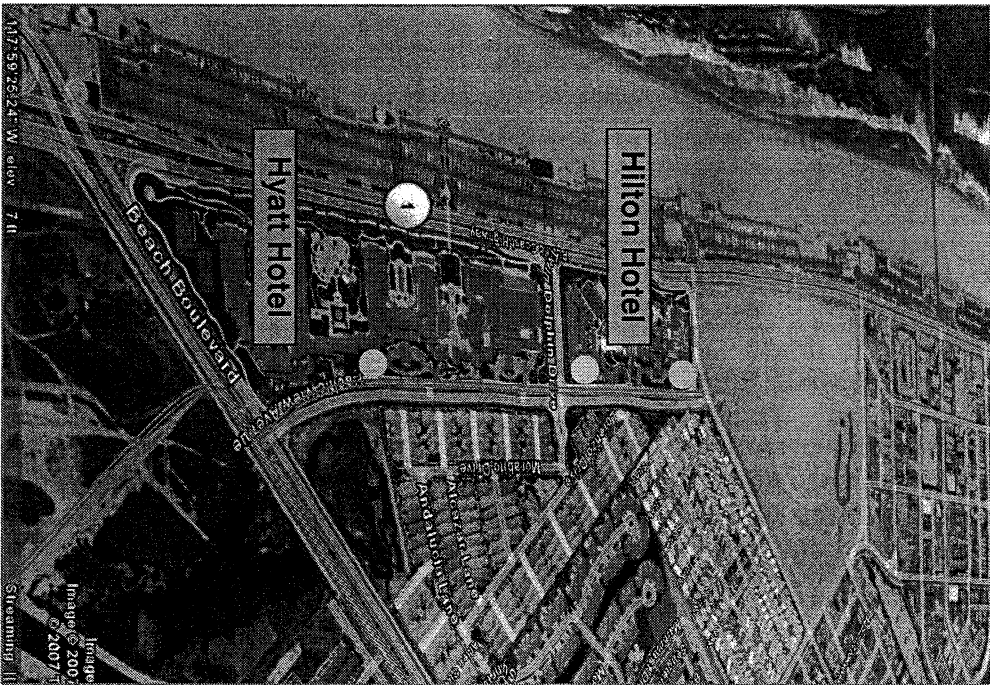


North and east HB have a significant flood control network which could support PRT guideway along edges of the channels. The Wintersburg Channel ("C05" crosses Beach at Heil) nearly reaches the Disney Resort and the Santa Ana River (and then two Metrolink stations).

# **HB Flood Control Channels** (excepting TG 888)



**Example PRT guideway alignment with arbitrary station placement in Downtown and Pier area. Guideway avoids PCH by advantaging flood control channels.**



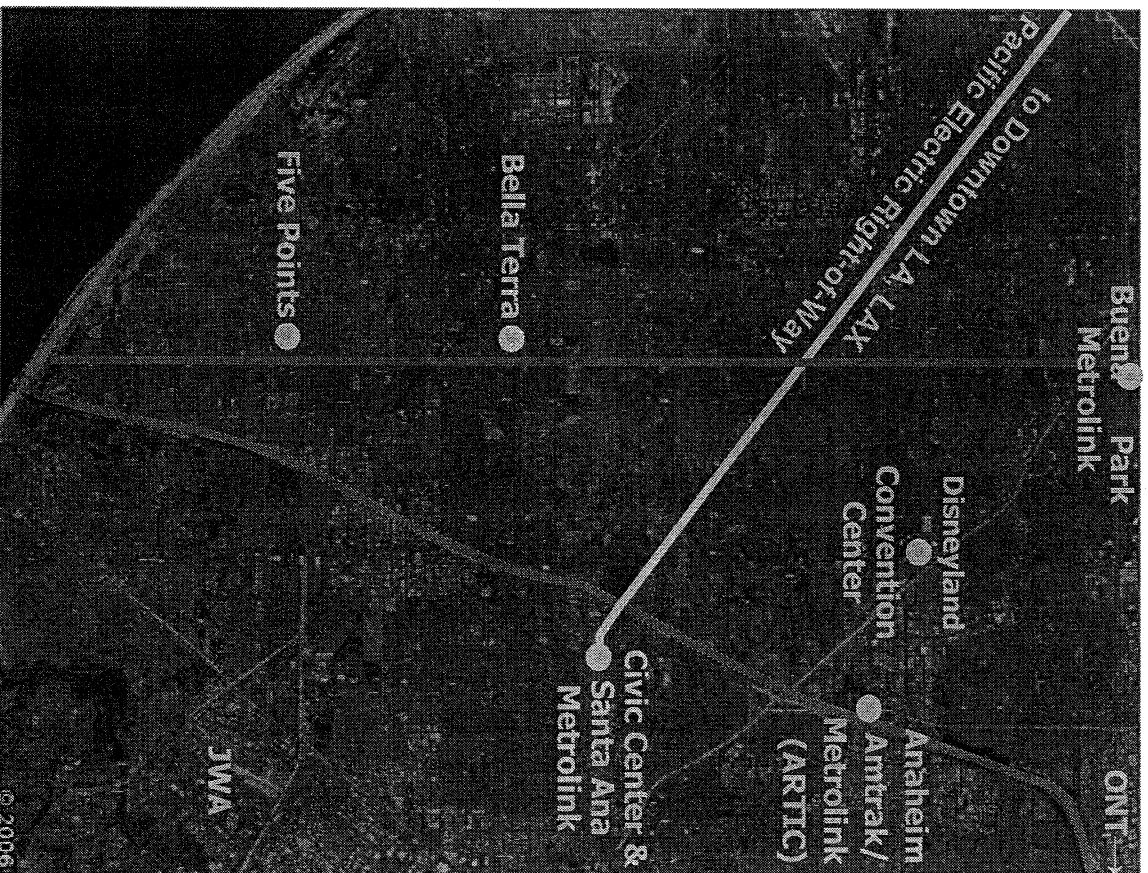
**Downtown**

**Stakeholders:**

- Downtown Merchants & BID
- Hilton Hotel
- Hyatt Hotel
- HB Conference and Visitors Bureau
- Pacific City (Makar)
- The Strand (DJM)



No single transportation project in this decade would have the impact of implementing a Personal Rapid Transit System to create the business opportunities recommended here



Fundable by  
Measure M, TOD  
and Public/Private  
Partnerships

PRT is "Ready for  
Primetime"  
-- City of San Jose

**Thank you for your attention and interest!**

*"Fresh thinking will be rewarded."*

--- Renewed Measure M Transit Overview, page 21  
<http://www.octa.net/mplan2/transit.pdf>

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