

7.4. APPENDIX D: OUTREACH ATTACHMENTS

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Orange County Transportation Authority

Central Harbor Boulevard Transit Corridor Study

Public Outreach Summary Report



FULLERTON



ANAHEIM



GARDEN GROVE



SANTA ANA

EXECUTIVE SUMMARY

The Orange County Transportation Authority (OCTA) is charged with maintaining and improving the complex transportation network that serves the residents, workers and visitors in California's third largest county. As car travel is ever more constrained by the growing population and increasing development densities, OCTA is working to identify and study opportunities to enhance multi-modal transit solutions.

Few corridors are as uniquely positioned for consideration of a multi-modal transit approach as the portion of Harbor Boulevard that travels through the cities of Santa Ana, Garden Grove, Anaheim and Fullerton from Westminster Avenue to Chapman Avenue. Today, Harbor Blvd. bears the distinction of being a major north-south connector for car traffic, is one of the busiest bus corridors in the County and demonstrates a unique mix of small business, resort, residential, industrial, education and mobility features. Additionally, Harbor Blvd. at Westminster Ave. will serve as the terminus for the OC Streetcar, slated to enter construction in 2018.

With this in mind, in 2015, OCTA launched the Central Harbor Blvd. Transit Corridor Study to consider how transit could be improved and enhanced in this vital area. The public outreach for the study was conducted in two phases, Phase 1 focused on introducing the Study and its goals, and establishing the criteria that would be used to develop and consider preliminary alternatives including transit technologies and routes. Phase 2 provided additional details on transit technologies/modes and its features, and options related to route alignments both on and adjacent to Harbor Blvd. including the Anaheim/Lemon route and an east-west connection along Katella Ave. to/from the Anaheim Regional Transportation Intermodal Center (ARTIC) and packaged them into 12 preliminary alternatives for consideration.

OCTA developed a comprehensive outreach strategy to provide stakeholders with the choice to engage in the manner most convenient for them. The outreach team facilitated meetings focused on the Study via key stakeholder workshops and open house meetings, presented to stakeholders via city council presentations and speakers bureau engagements, and reached out to transit users on buses along the corridor and nearby Metrolink stations. In addition, OCTA conducted online and social media outreach emphasizing the option of feedback through online surveys, which combined yielded more than 1,000 responses.

KEY FINDINGS

The overall feedback confirmed that Harbor Blvd. should be a focus for transit improvements. Following are the key findings:

- Stakeholders could see the benefit of offering transit options that are more efficient and convenient.
- Transit mode preference was mixed with an almost even split between streetcar and bus options.
- Route preference also was mixed and dependent on stakeholders' individual mobility needs and interests. However, the online survey results indicated the Harbor Blvd. corridor from Westminster Ave. to the Fullerton Transportation Center was most preferred.
- Most important transit characteristics are frequency of service, travel time compared to other modes, and convenient service hours, respectively.
- Primary activities participated in the study area included working, dining, and shopping, respectively.
- Attracting non-transit users is dependent on significant improvements that make transit more competitive with the ease of car travel.
- Generally, stakeholders are interested and generally supportive of transit investment, but need more information on the alternatives being considered to better indicate future preferences.

STUDY BACKGROUND

Harbor Boulevard is Orange County's busiest north/south transit corridor, carrying approximately eight percent of countywide bus ridership through some of the most densely populated and diverse areas of the County. Throughout the region and in close proximity to this corridor, efforts to improve transit service and mobility connections are taking place. Directly adjacent to this study is the OC Streetcar, connecting the Santa Ana Regional Transit Center (SARTC) through downtown Santa Ana to a planned terminus in Garden Grove at the intersection of Harbor Blvd. and Westminster Ave. OC Streetcar is in the development phase with design activities under way and construction anticipated to start in spring 2018. At the northern end of the Harbor Blvd. study area, the City of Fullerton completed the College Connector Study to evaluate options to improve connections between the transportation center, Downtown Fullerton and local college campuses, most notably Fullerton College and California State University, Fullerton.

Given the current and planned transit service in the corridor, the Study – through technical evaluation and stakeholder engagement – identified numerous alternatives to improve mobility. The alternatives include alignment options both on and adjacent to Harbor Blvd. and consider a variety of transit technologies. The Study Team, through technical evaluation and stakeholder feedback, will narrow down the initial 12 alternatives and will continue to study and refine these options during the next year.

During the course of the Study, traditional outreach opportunities were combined with a digital communication and social media program in order to reach the diverse stakeholder population interested in the future of transit on Harbor Blvd. Outreach was conducted in two phases based upon the technical milestones; Phase 1 - introducing and defining the study and its evaluation criteria and Phase 2 - presenting draft alternatives, including: alignment and technology options. During each outreach phase, a key stakeholder workshop was convened, open house meetings hosted and online survey offered. Stakeholder feedback has helped shape and further develop the alternatives being considered.

Targeted stakeholder audiences included: elected officials; representatives from the environmental, business, education, community, faith, transit and tourism industries; neighborhood and community based groups; transit users; social media audiences; and the general public.

OUTREACH: PHASE 1

TACTICS

Public outreach efforts supporting the first phase of the Harbor Study focused on introducing stakeholders to the study, establishing expectations related to the goals of the study, highlighting areas of study and what they could expect to learn, and identifying opportunities for their feedback to be heard.

Study Overview:

- OCTA is committed to improving transit in the Harbor Blvd. study area.
- As Orange County continues to grow along Harbor Blvd. mobility options need to be considered.
- This study is the first step in determining the future of transit in the corridor; alternatives will be developed for further study and later environmental review.

Introducing the Harbor Study:

- Defining the Corridor:
 - Harbor Blvd. is a unique corridor connecting the cities of Santa Ana, Garden Grove, Anaheim and Fullerton (and beyond).
 - Reflects the diversity of Orange County, with significant population density, busiest bus corridor, land uses including: multi-family units, single family homes, historic properties, small businesses and resort properties.
- Study Goals and Objectives
 - Develop a set of alternatives to improve transit on Harbor Blvd.

- Purpose and Need
- Route Options and Transit Modes
 - Consider both a Harbor Blvd. only route and a hybrid route that travels north on Harbor Blvd. and then veers east to run parallel traveling north on Anaheim Blvd./Lemon St.
 - Identify the transit modes being considered, including bus, bus rapid transit and streetcar options
- Public Participation
 - Stakeholder feedback from partner cities, key stakeholder organizations and the public is important in shaping the alternatives to improve transit and mobility in the study area.

To best share the Phase 1 tactics, the following outreach activities took place:

- Key Stakeholder Workshop
- City Council Presentations
- Open House Meetings
- Speaker Bureau Presentations
- Online Survey
- Earned Media and Email Blasts

KEY STAKEHOLDER WORKSHOP

In an effort to engage a diverse group of stakeholders in the study process, OCTA hosted a Key Stakeholder Workshop (KSW) on January 28, 2016. The KSW provides an opportunity for community leaders to receive information in advance of the general public and provide early feedback. This helped the study team confirm assumptions, identify possible areas of concern and reach deeper into the community by asking participants to share information with their constituents. Specifically, participants are asked to assist OCTA by sharing information about upcoming public meetings and online survey opportunities, and are encouraged to schedule a Speakers Bureau presentation to provide their members with study information.

OCTA invited more than 75 leaders to participate in the KSW representing organizations from the following fields: business, tourism, education, faith, neighborhood/HOA, community, health, multicultural, etc. Invitees received both a letter via mail and email, as well as a follow up phone call(s) to solicit RSVP. Approximately 19 stakeholders participated.

During the meeting, the study was introduced and information supporting the tactics outlined earlier in this report was shared. A PowerPoint presentation was provided and stakeholders were encouraged to ask questions and provide feedback throughout the workshop. Feedback from the KSW focused on:

- Congestion challenges facing Harbor Blvd. today, lack of existing capacity to accommodate what's there now.
- Heavy pedestrian traffic delaying vehicle traffic in the Resort Area (Garden Grove and Anaheim).
- Improvements to enhance active transportation options.

The KSW invitee list, invitation letter, meeting agenda, PowerPoint presentation and meeting notes can be found in Appendix A.

OPEN HOUSES

OCTA hosted two open houses in February 2016 to provide the public with an opportunity to learn about the Study, ask questions and provide feedback.

OCTA is committed to conducting comprehensive public outreach programs that inform and engage stakeholders. Given the diversity of the corridor, a variety of noticing strategies were utilized to reach and engage interested stakeholders including: mailing notices, counter flyer distribution, on-bus noticing, emails blasts, social media, media coverage, and study and community partner resources.

A. Mailing of Notices

Bilingual (English and Spanish) postcard notices with additional text in Vietnamese and Korean offering language services were developed to publicize the Community Open Houses. Meeting notices were mailed to approximately 7,600 owner/occupants. Addresses were identified based on proximity to Harbor Boulevard, and the Lemon Avenue/Anaheim Boulevard corridor option.

B. Counter Distribution and Extended Notification Efforts

Bilingual (English and Spanish) meeting notices were distributed at the public counters of all four city halls (Santa Ana, Garden Grove, Anaheim and Fullerton). Additional notices were provided to the City of Santa Ana's Com-Link Council and the City of Anaheim's Central and West Neighborhood District meetings. Meeting flyers were also designed and distributed on buses serving the Harbor Boulevard Study Area.

The four partner cities, elected official district offices, and more than 100 key stakeholder organizations were asked for their support to promote the meetings as well as the online survey through their respective electronic communication tools, including websites, e-newsletters, social media sites, and membership e-blasts. Sample language was provided for possible e-blasts and/or newsletter articles, as well as Facebook posts. In addition, an announcement about the open houses took place at two Anaheim Neighborhood Services meetings in January.

C. E-Blasts/Social Media

The electronic version of the flyer was distributed via OCTA's *On the Move* Blog to more than 3,000 email contacts included in OCTA's stakeholder database. The notice was sent out two weeks in advance of the start of the Open Houses and a reminder notice was sent out prior to the meetings. The second e-blast distribution also included an additional 1,179 stakeholders identified as Harbor Boulevard bus riders during outreach conducted for OCTA's bus service changes.

OCTA's Facebook page was also utilized to build awareness for the project and the open houses, with posts on February 16, 18 and 22. Facebook ads were also created utilizing images of proposed transit technologies and key destinations. The ads linked back to information on the open house meetings and later to the online survey. 11,647 stakeholders had access to the ads and 209 clicked for more information.

Copies of the meeting notices, flyers, emails blasts, Facebook posts can be found in Appendix B.

Meeting Format

The two Open Houses took place from 5:00 to 8:00 p.m. and featured information stations staffed by project team members. Each meeting provided Spanish language support by having a bilingual technical and outreach team member available to engage with stakeholders. A looping PowerPoint presentation was displayed throughout the meeting. Approximately 25 stakeholders attended the meetings.

A virtual meeting was made available following the meetings via the OCTA website and featured the full complement of information boards and looping presentation. Open House location information is shown below.

Open House Locations

Community	Date	Location/Address
Fullerton	Wednesday, February 24, 2016	Fullerton Community Center 340 W. Commonwealth Fullerton, CA
Garden Grove	Thursday, February 25, 2016	Garden Grove High School 11271 Stanford Ave. Garden Grove, CA

Project team members staffed the information stations based on their technical expertise. An overview of the stations, PowerPoint and materials can be found in Appendix C.

Media Coverage

OCTA Media Relations drafted and distributed a press release (Appendix D) introducing the project and publicizing the open houses. The release was distributed to the following media outlets:

- Orange County Register
- Fullerton News Tribune
- Anaheim Bulletin
- La Habra Star/Brea Progress
- Patch.com
- Los Angeles Times
- Daily Pilot
- Huntington Beach Independent
- Voice of OC
- Nguoi Viet Daily News
- La Opinión
- Rumores
- Excelsior
- KPCC
- KCRW
- KFI
- KNX

ONLINE SURVEY

OCTA provided stakeholders with an online survey option so the public could participate, gather additional information from the website and provide their thoughts related to the Study's goal of developing transit options for Harbor Blvd.

A link to the online survey was shared via the study website, email blasts, on tablets at the open house meetings, distributed by ride share coordinators for large employers and via Facebook ads.

The online survey, was provided in English, Spanish and Vietnamese. The survey garnered 603 unique visits and 413 responses, which equates to a 68.5 percent completion rate. The majority of respondents were commuters, employees and/or residents within the study area, with more than 60 percent using transit on a daily, weekly or monthly basis. Out of these individuals, 69 percent were between the ages of 25 and 54.

Survey Results

The following is a summary of the feedback received via the online survey.

Topic	Responses		
Biggest challenges for transit in the study area	Transit/roadway performance (27%)	Mode choices (25%)	Connectivity (17%)
Average rating for mode option preferences (Out of 10)	7.07 for streetcar	6.60 for bus rapid transit	6.10 for limited-stop bus
Most important transit characteristics (Able to choose multiple)	Frequency of service (59%)	Travel time compared to other modes (54%)	Convenient service hours (52%)
Most important connection within the study area	Disneyland Resort (39%)	Downtown Anaheim (17%)	Fullerton Transportation Center (13%)
Major activities participated within the study area (Able to choose multiple)	Working (64%)	Dining (54%)	Shopping (38%)

A copy of the online survey is provided in Appendix E.

IMPORTANT CONSIDERATIONS OF PHASE 1 PUBLIC FEEDBACK

Feedback from the aforementioned outreach activities yielded the following themes:

- Improve connectivity of transit services locally and regionally, first/last mile connection particularly important
- Maintain or improve pedestrian and bicycle access in the corridor
- Provide efficient linkages to key destinations
- Make sure service is expanded to serve the hours of Disneyland and sporting events
- Signal synchronization between jurisdictions to improve traffic flow for all vehicles
- Address congestion during peak times on Harbor Blvd., including long waits at intersections and behind buses

OUTREACH: PHASE 2

TACTICS

Public outreach efforts supporting the second phase of the Harbor Study focused on sharing and receiving feedback on the 12 draft alternatives developed to improve transit in the Study area. To help stakeholders better differentiate their alternative preference, messaging is focused on the two main differentiating factors: route and transit technology.

Study Overview:

- Remained consistent with what is identified in Phase 1.

12 Alternatives:

- The Alignment Options:
 - Harbor Long - connecting from Westminster Ave. in the south to Chapman Ave. in the north
 - Harbor Short - connecting from Westminster Ave. in the south to the Resort area in Anaheim
 - Anaheim/Lemon - connecting from Harbor Blvd. at Westminster Ave. in the south then traveling east to travel north on Anaheim/Lemon to the Fullerton Station area
 - Katella - connecting from Harbor Blvd. at Westminster Ave. in the south then traveling east on Katella Avenue to ARTIC
 - Katella/Anaheim/Lemon - connecting from Harbor Blvd. at Westminster Ave. in the south then traveling east on Katella Avenue to ARTIC then traveling west to travel north on Anaheim/Lemon to the Fullerton Station area
- Transit Modes:
 - Enhanced Bus
 - Bus Rapid Transit
 - Streetcar
 - Rapid Streetcar
- Public Participation
 - Stakeholder feedback from partner cities, key stakeholder organizations, and the public is important in shaping the alternatives to improve transit and mobility in the study area.

To best share the Phase 1 tactics, the following outreach activities took place:

- Key Stakeholder Workshop
- City Council Presentations
- Open House Meetings
- Speaker Bureau Presentations
- Online Survey
- Earned Media and Email Blasts

KEY STAKEHOLDER WORKSHOP

The second Key Stakeholder Workshop (KSW) was convened on March 9, 2017. Approximately 100 key stakeholders were invited to participate in the KSW, including stakeholders invited to

participate in the first meeting and additional stakeholders identified as representing the Katella corridor area were added to the invitation list. 21 stakeholders participated.

To share the 12 Alternatives, a PowerPoint presentation was used and stakeholders were encouraged to review a roll plot of the study area and information boards displaying route and transit technology options. Stakeholders were encouraged to ask questions and provide feedback throughout the Workshop.

Feedback from the KSW focused on:

- Developing additional information to weigh the benefit of adding transit that could impact or reduce the number of lanes available for other vehicle traffic.
- Consider improving pedestrian and bicycle access and use.
- Explore elevated transit or pedestrian corridor, particularly in the Resort Area in Anaheim.
- Partner with law enforcement agencies to improve safety at existing and future transit stops.

The KSW invitee list, invitation email, meeting agenda, PowerPoint presentation, information boards, sign-in sheet and meeting notes can be found in Appendix F.

OPEN HOUSES

OCTA hosted two Open Houses on March 30 and April 5, 2017 to provide the public with a Study update and an opportunity to ask questions and provide feedback. The notification approach used for Phase 1 was duplicated for this round of meetings. With the addition of mailing notices to those owner/occupants located in proximity to the Lemon Ave./Anaheim Blvd. and Katella Ave. corridor options.

E-Blasts/Social Media

The electronic version of the flyer and online survey link was distributed via OCTA's *On the Move* Blog to more than 3,000 email contacts included in OCTA's stakeholder database. The notice was sent out two times: the first notice was shared over one month in advance of the start of the Open Houses on February 18, the second meeting notice was distributed again on March 21 as a reminder for the following week's meeting in Garden Grove. A separate e-blast to the Harbor database's 4,800 contacts comprised of past survey respondents, Anaheim Rapid Connection contacts and bus customers was distributed on March 22 and April 11.

Facebook ads were also created utilizing images of proposed transit technologies and key destinations. The ads linked back to information on the open houses and later to the online

survey. More than 6,000 stakeholders had access to the ads and more than 320 users “clicked” for more information.

Copies of the meeting notices, flyers and emails blasts can be found in Appendix G.

Meeting Format

The two Open Houses took place from 5:00 to 7:00 p.m. and featured a large roll out of the (satellite) image of the corridor. Presentation boards focusing on the four route alignments and transit technologies were displayed and a comment station offered stakeholders the opportunity to complete the online survey, and/or a paper/electronic comment form. A presentation was provided and brief question and answer session took place. Team members were available to engage with stakeholders one-on-one throughout the meeting. Additionally, attendees were encouraged to indicate route, transit mode and origin/destination preferences using colored dot stickers; they were also invited to leave notes on the roll out for any location specific issues the study team should consider.

Unique to the meeting offered in Anaheim, a copy of the Anaheim City Council resolution opposing streetcar technology was available for stakeholders to review.

Since a presentation was provided, a Spanish language translator was available to assist non-English speakers. Approximately 25 stakeholders attended the meetings.

A virtual meeting was made available following the meetings via the OCTA website and featured the full complement of information boards and a presentation. Open House location information is shown below.

Open House Locations

Community	Date	Location/Address
Garden Grove	Thursday, March 30, 2017	Garden Grove Community Center 11300 Stanford Ave. Garden Grove, CA
Anaheim	Wednesday, April 5, 2017	Anaheim City Hall West Gordon Hoyt Conf. Rm. 201 S. Anaheim Blvd. Anaheim, CA

ONLINE SURVEY

Given the levels of response received during Phase 1 Outreach to the online survey, two surveys were developed for Phase 2 to share information about route and transit technology choice and solicit feedback. Two surveys were offered, a shorter version and a longer, more technical version that stakeholders could self-select based on their level of interest and time. A link to the online survey was shared via the open house notification efforts mentioned above, the study website, email blasts, on tablets at the open house meetings, rideshare coordinators for large employers, and Facebook ads. Online survey information was also shared with OCTA's Citizens Advisory Committee and Diversity Community Leaders Group during outreach presentations to both groups.

Survey Results

The survey garnered 683 responses, with 518 people completing the short survey and 165 respondents for the long survey. The overwhelming majority believe that transit should be improved and were evenly split between streetcar and bus, however rapid streetcar stood out as most preferred, as did the Harbor long route option.

Topic	Responses		
Mode preference	Rapid Streetcar (24%)	Enhanced Bus (20%)	Bus Rapid Transit (17%)
Route Preference	Harbor from Westminster Ave. to Chapman Ave (37%)	Harbor/Anaheim/Lemon (20%)	Harbor/Katella/Anaheim/Lemon (19%)
Most important transit characteristics (Able to choose multiple)*	Frequency of service (68%)	Hours of Operation (49%)	Overall Travel Time (41%)
How often transit is used	Never but would consider if improved (38%)	Daily (20%)	Weekly (9%)
Why travel along Harbor?	Work (26%)	Live (24%)	Commute (14%)
Major activities participated within the study area (Able to choose multiple)*	Dining (73%)	Working (63%)	Shopping/Recreational Activities (58%)

*Percentage of total respondents.

A copy of the online survey and survey results are provided in Appendix H.

TRANSIT USER OUTREACH

Transit users, especially those reliant on bus service, may face unique challenges to attend an open house meeting. To raise awareness for the Study and gather their valuable perspective on improving transit along the Harbor Blvd. Corridor, additional in person outreach was conducted on board several buses serving Harbor Blvd. and at the Fullerton Metrolink Station and ARTIC. Bus outreach was also supported by bilingual staff in Spanish and Vietnamese, study information shared and online surveys were completed.

ADDITIONAL OUTREACH

To supplement the programmed outreach activities, OCTA also provided briefings and presentations to interested stakeholders and organizations. The following activities took place during Phase 2 outreach, from January through July 2017.

Date	Organization
January 15, 2017	Anaheim City Council
February 28, 2017	Garden Grove City Council
March 9, 2017	OCTA Diversity Community Leaders Group
March 22, 2017	Anaheim Resort Transportation Board of Directors
April 1, 2017	Garden Grove Open Streets Event
April 18, 2017	Santa Ana City Council
April 18, 2017	OCTA Citizen's Advisory Committee

IMPORTANT CONSIDERATIONS OF PHASE 2 PUBLIC FEEDBACK

Feedback from these activities yielded the following themes, some reiterated from Phase 1:

- Improve connectivity of transit services locally and regionally, first/last mile connection particularly important
- Maintain or improve pedestrian and bicycle access in the corridor
- Provide efficient linkages to key destinations
- Expand hours of service
- Concern regarding balancing stop amenities with homeless challenges
- Signal synchronization between jurisdictions to improve traffic flow for all vehicles
- Address congestion during peak times on Harbor Blvd., including long waits at intersections and behind buses, and east-west traffic flow
- Technology preference indicates significant interest in both streetcar and bus options
- Route preference focused on north-south connections

Attachment B:
Key Stakeholder
Workshop #1

Date

ADDRESS

Dear Name:

The Orange County Transportation Authority (OCTA), in partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, is moving forward with the Central Harbor Boulevard Transit Corridor Study (Study). Harbor Blvd. is Orange County's busiest north/south transit corridor and the study area contains many key activity centers. The study will develop and analyze several options to improve transit on Harbor Boulevard from roughly Westminster Boulevard in Santa Ana/Garden Grove to Commonwealth Avenue in Fullerton.

As a key stakeholder in the project area, we invite you or a representative of your organization to participate in the study's key stakeholder workshop. Stakeholder feedback will be an important component used to shape and evaluate the transit options. Workshop participants will have an opportunity to preview information, provide feedback and serve as a conduit between the study team and your constituents/members.

The study is anticipated to take approximately 15 months to complete, and the intent is to convene the Key Stakeholder Workshop approximately three times. Your participation will help contribute to the study's Final Conceptual Alternatives Report at the conclusion of the study.

The first meeting is scheduled as follows – ***lunch will be provided:***

Thursday, January 28, 2016
12:30 - 2:00 p.m.
OCTA – Room 103/104
600 S. Main St., Orange, CA

Please RSVP to Marissa Espino with the study outreach team via e-mail at mespino@octa.net or by calling 714-560-5607 by Friday, January 22 if you plan to attend.

Thank you for your time. We look forward to hearing from you and working with you throughout this process.

Sincerely,

Marissa Espino
Community Relations Officer

Harbor Transit Study
KSW #1 Invitation List

First	Last	Organization	City
Sandra	Sagert	Anaheim Beautiful	Anaheim
Sandy	Pantoja	Anaheim Central District Neighborhood Council	Anaheim
Todd	Ament	Anaheim Chamber of Commerce	Anaheim
Linda	Wagner	Anaheim City School District	Anaheim
Tom	Morton	Anaheim Convention Center	Anaheim
Kandee	Beas	Anaheim Historical Society	Anaheim
Mitch	Caldwell	Anaheim Neighborhood Association	Anaheim
Diana	Kotler	Anaheim Transportation Network	Anaheim
Michael	Matsuda	Anaheim Union High School District	Anaheim
Bill	Snyder	Anaheim/Orange County Hotel and Lodging Association	Fullerton
Tom	Nguyen	Asian Business Association of Orange County	Santa Ana
John & Fran	Wesson	Bali Hi Mobile Homes Lodge	Santa Ana
Bill	O'Connell	Best Western Stovalls Inn	Anaheim
Noelle	Nitz	Black Business Network of Orange County	Tustin
Cheryl	Casanova	Brookfield Homes	
Paul	Sanford	c/o Anabella Hotel	Anaheim
Barry	Cottle	C&C	Tustin
Kristen	Jasko	California State University, Fullerton Parking & Transportation	Fullerton
Bill	Arrington	Carl's Jr.	
Lonny	Myers	Central Neighborhood District, c/o Anaheim Sporn	Anaheim
Carrie	Nocella	Disneyland Resort	Anaheim
Devon	Reeves	Downtown Anaheim Association	Anaheim
Edwin	Baloloy	Filipino American Chamber of Commerce Of Orange County	Orange
Theresa	Harvey	Fullerton Chamber of Commerce (aka North Orange County Chamber)	Fullerton
Greg	Shultz	Fullerton College	Fullerton
Mike	Ritto	Fullerton Downtown Business Association	Fullerton
Ernie	Kelsey	Fullerton Heritage	Fullerton
Ron	Lebs	Fullerton Joint Union High School District	Fullerton
Robert	Pletka	Fullerton Unified School District	Fullerton
Cindy	Spindle	Garden Grove Chamber of Commerce	Garden Grove
Maureen	Blackmun	Garden Grove Neighborhood Association	Garden Grove
Gabriela	Mafi	Garden Grove School District	Garden Grove
Jim	Durslag	Garden Grove Tourism Improvement District	Garden Grove
Jerry	Alder	Garden Walk	
Fred	Brown	Hansji Corporation	Anaheim
Edward	Galigher	Integral Communities	Newport Beach
Sherry	Lin	Korean Chamber of Orange County	Garden Grove
Peter	Katz	Mar-Les Neighborhood Association	Santa Ana

Harbor Transit Study
KSW #1 Invitation List

Paul	Stover	Marshall B. Ketchum University	Fullerton
Daniel	Finley	MUZEO	Anaheim
Christina	Hernandez	National Latina Business Women's Association - OC	Orange
Gary	Meyers	NEC Harbor/Orangethorpe - Fullerton Town Center	
Robert	Eres	Nexus Companies	Santa Ana
Roy	Shahbazian	OCTA Citizen's Advisory Committee	
Mary Anne	Foo	Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Garden Grove
Bobby	MacDonald	Orange County Black Chamber	Santa Ana
Delaine	Moore	Orange County Business Council	Irvine
Ann	Werboff	Orange County Communities for Responsible Development	Garden Grove
Miguel	Hernandez	Orange County Congregation Community Organization (OCCCO)	Anaheim
Reuben	Franco	Orange County Hispanic Chamber of Commerce	Santa Ana
Leila	Mozaffari	Orange County Small Business Development Center	Santa Ana
Anita	Vanaman	Orange County Tourism Council	Fullerton
Rick	Margolis	Orangefair Marketplace, LLC	Santa Monica
Joseph	Luan	Our Lady of La Vang	Santa Ana
Chris	Bennett	Packing House/Lab	
Ajesh	Patel	Prospera Hotels, Inc.	Orange
Stacy L.	Short	RPAI Southwest Management LLC	Oak Brook
Lynnete	Guzman	Santa Ana Active Streets	
Dave	Elliott	Santa Ana Chamber of Commerce	Santa Ana
Rick	Miller	Santa Ana Unified School District	Santa Ana
Felipe	Guerrero	Santa Anita Neighborhood Association	Santa Ana
Paul	Durand	Scalzo Hospitality	Osceola
Arturo	Ferreras	South Neighborhood District, c/o Anaheim Sporn	Anaheim
Cameron	Irons	Sperry Van Ness	Fullerton
Andrew	Quinlan	St. Joseph Heritage Healthcare	Anaheim
Tracy	Bryars	St. Jude Medical Center	Fullerton
Jill	Kanzler	Support Our Anaheim Resort Area	Anaheim
Rashik	Patel	T2 Development	Newport Beach
Jason	Ballow	Trammell Crow Residential	Carlsbad
Gia	Ly	Vietnamese American Chamber of Commerce	Fountain Valley
Jay	Burress	Visit Anaheim	Anaheim
Efrem	Joelson	Watt Companies	Santa Monica
Julie & Roy	Melcher	Westend COP	Santa Ana
Jane	Reifer	Transit Advocates	Fullerton
Coleen	Kirnan		



Central Harbor Blvd Transit Corridor Study Key Stakeholder Workshop

**600 South Main Street
Orange, CA 92863
OCTA Conference Room 08/09**

**January 28, 2016
9:00 a.m. – 10:30 a.m.**

Agenda

1. Welcome/Introductions
 2. Study Goals and Objectives
 3. Corridor Definition
 4. Mobility Problem
 5. Purpose & Need
 6. Transit Modes and Route Options
 7. Public Participation
 8. Closing
-

OCTA Central Harbor Boulevard Transit Corridor Study Key Stakeholder Workshop #1 – 01/28/16 – Minutes

Date:	Time:
Thursday, January 28, 2016	12:30 PM – 2:00 PM
Location:	
OCTA 600 S Main St, Conference Room 103-04 Orange, CA 92863	
OCTA Attendees:	Project/PDT Team Attendees:
<ul style="list-style-type: none"> • Steve Jones, Boardmember • Kurt Brotcke • Eric Carlson • Marissa Espino • Charlie Larwood • Emily Mason • Andrea West 	<ul style="list-style-type: none"> • Heather Allen, City of Fullerton • Tyler Bonstead, STV • Alvaro Gomez, STV • Karl Hill, City of Garden Grove • Linda Johnson, City of Anaheim • Jennifer Labrado, Green Grass Com.
Stakeholders:	
<ul style="list-style-type: none"> • Mindy Abel, Visit Anaheim • Jerry Alder, Anaheim Garden Walk • Kandee Beas, Anaheim Historical Society • Margaret Brown, Garden Grove USD • Tracy Bryarts, St. Jude Medical Center • Grant Dandy, Walt Disney Co. • Cameron Irons, Sperry Van Ness/Vanguard • Peter Katz, Santa Ana Com-Link • Rick Lewis, Anaheim City School District 	<ul style="list-style-type: none"> • Lonny Myers, Anaheim Central District • Mary Pham, OCHSA • Todd Priest, ATN • Jane Reiger, Transit Advocates OC • Tom Rizzoti, Garden Grove USD • Roy Shahbazian, CAC • Peggy Younggren, Anaheim Convention Center

1. Welcome

2. Study Purpose and Scope

- Central Harbor Blvd connects Santa Ana, Garden Grove, Anaheim and Fullerton and has the distinction of being the busiest bus corridor in Orange County.
- Other transit projects connecting to and/or near Harbor Blvd like OC Streetcar, Anaheim Rapid Connector (ARC), Fullerton College Connector (FCC), etc. create a unique opportunity for transit developments.
- Team will identify and study the challenges facing transit on and near Harbor Blvd today and in the future
- Working collaboratively with the cities and stakeholders the team will develop goals and objectives for transit on/near Harbor Blvd
- The study will conclude by identifying a set of alternatives that consider possible routes and transit modes/technologies for further study.
- Futures studies and project development/construction will depend on securing additional project funding.

OCTA Central Harbor Boulevard Transit Corridor Study Key Stakeholder Workshop #1 – 01/28/16 – Minutes

Date:	Time:
Thursday, January 28, 2016	12:30 PM – 2:00 PM
Location:	
OCTA 600 S Main St, Conference Room 103-04 Orange, CA 92863	
OCTA Attendees:	Project/PDT Team Attendees:
<ul style="list-style-type: none"> • Steve Jones, Boardmember • Kurt Brotcke • Eric Carlson • Marissa Espino • Charlie Larwood • Emily Mason • Andrea West 	<ul style="list-style-type: none"> • Heather Allen, City of Fullerton • Tyler Bonstead, STV • Alvaro Gomez, STV • Karl Hill, City of Garden Grove • Linda Johnson, City of Anaheim • Jennifer Labrado, Green Grass Com.
Stakeholders:	
<ul style="list-style-type: none"> • Mindy Abel, Visit Anaheim • Jerry Alder, Anaheim Garden Walk • Kandee Beas, Anaheim Historical Society • Margaret Brown, Garden Grove USD • Tracy Bryarts, St. Jude Medical Center • Grant Dandy, Walt Disney Co. • Cameron Irons, Sperry Van Ness/Vanguard • Peter Katz, Santa Ana Com-Link • Rick Lewis, Anaheim City School District 	<ul style="list-style-type: none"> • Lonny Myers, Anaheim Central District • Mary Pham, OCHSA • Todd Priest, ATN • Jane Reiger, Transit Advocates OC • Tom Rizzoti, Garden Grove USD • Roy Shahbazian, CAC • Peggy Younggren, Anaheim Convention Center

1. Welcome

2. Study Purpose and Scope

- Central Harbor Blvd connects Santa Ana, Garden Grove, Anaheim and Fullerton and has the distinction of being the busiest bus corridor in Orange County.
- Other transit projects connecting to and/or near Harbor Blvd like OC Streetcar, Anaheim Rapid Connector (ARC), Fullerton College Connector (FCC), etc. create a unique opportunity for transit developments.
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Summary of Feedback:

- Consider connecting to bike and pedestrian trails
- Harbor is not safe for the common bike rider. Need to accommodate the regular bike rider; the experienced bike riders will ride anywhere but the common rider doesn't feel safe on Harbor.
- Need to alleviate traffic on Harbor Blvd. During rush hour, it is faster to walk from Westminster Ave to Garden Grove Blvd than use transit or a car.
- The study needs to look at how to make Harbor more walkable—segment by segment
- The study needs to look at enhancing corridors east, west, south, and north of the Anaheim Resort. These parallel routes need to be considered so that people traveling through can use other streets to avoid bottlenecking Harbor.
- The intersection of Harbor and the 91 freeway is really bad during rush hour.
- Study needs to look at options like traffic signal synchronization
 - OCTA: Some synchronization has already taken place but they can only go so far at Caltrans-controlled intersections and next to freeways.
- LA Metro and Airport buses are other transit resources in the area worth considering.
- Is the old Pacific Electric Right-of-Way being considered? And how will any historical resources in the area be impacted?
 - OCTA: The study will identify cultural resources in the area, in later studies the alternatives would be further studied and refined and an environmental study of impacts would be completed (pending future funding).
 - Director Jones: Garden Grove is interested in the areas north of the city for possible connections.

3. Corridor Definition

- The Study Area boundaries extend from Bastanchury Rd on the north, State College Blvd/Santa Ana River to the east, 1st St to the south, and Euclid St to the west.
- Majority of study area is dedicated to low-density residential (40.5%), while the rest is comprised of commercial (16.8%), high-density residential (13.1%), industrial (10.3%), and public facilities (9.1%)
- The study area has a population density of 9,253 residents per square mile and 4,949 jobs per square mile—both higher than the comparable figure for the rest of Orange County.
- Median income in the Study Area is below the median income (\$74,163) for the rest of Orange County

Summary of Feedback:

- No feedback on this item.

4. Mobility Problem

- Identifying the challenges facing transit on Harbor Blvd is the foundation for identifying and evaluating transit alternative developed later in the study.
- Six major “problems” identified:
 - Transit/Roadway Performance - Current traffic conditions limit the speed and reliability of existing transit service
 - Land Use - Some land uses prioritize automobile access over transit & pedestrian options
 - Connectivity - Connections to/from major activity centers are difficult for many users

- Infrastructure Constraints - Restricted street configuration supports auto use (limiting options for transit, bike, and pedestrian uses)
- User Experience - Inconsistent stop amenities, branding, and information create confusion
- Mode Choices - For many trips, few mode choices are competitive with the automobile

Summary of Feedback:

- Variation in signage is confusing for drivers and leads to traffic issues. Make signage uniform and more legible. Look at what was done on Santa Ana Ave and Bristol St.
- There are too many pedestrians in the Resort area and this creates choke points at intersections with drivers.
- Concerns over student safety and how we get kids and parents to take transit to school.
- What areas aren't transit supportive?
 - OCTA: This study will also consider strategies for working with cities and their plans on improving land uses and areas that aren't very transit supportive.
 - Given the sustainability initiatives and laws locally and regionally, cities and developers are looking at clustering development next to major transit assets.

5. Goals and Objectives

- Goals and objectives support the evaluation of alternatives by proposing different criteria by which to rank and score proposed project alternatives (once developed).
- Goals and Objectives include:
 - Transit/Roadway Performance – Improve speed and reliability of transit service and accommodate future demand
 - Land Use – Encourage transit supportive land uses to reduce auto dependence and minimize adverse effects from autos
 - Connectivity – Improve connections between major destinations and ease of transfers between routes
 - Corridor Constraints – Ensure roadway space is allocated equitably for all travel modes
 - User Experience – Improve stop amenities and information, branding, and fare purchasing options
 - Mode Choices – Provide convenient and realistic travel options for all users
 - Community Support – Pursue a project that has broad support from stakeholders
 - Cost Effectiveness – Pursue a project that offers a good balance between total costs and benefits

Summary of Feedback:

- No feedback on this item.

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- A total of nine alternatives will be developed through a combination of choices from four categories: mode, features, alignment, termini.

Mode:

- Limited-stop bus
- Bus rapid transit
- Streetcar

Feature:

- Signal improvements
- Shorter headways
- Queue jumpers
- Exclusive transit lanes
- Improved stations
- Improved vehicles

Alignment:

- Harbor Boulevard
- Anaheim Boulevard
- Lemon Street
- Various East-West connectors

Termini:

- Downtown Fullerton
- Center City Anaheim
- The Anaheim Resort
- Harbor/Westminster

Summary of Feedback:

- Many issues are only issues during certain times of day. Need to look into buses for Disney cast members, elevated lanes, and how to best funnel that traffic going into Disney to alleviate traffic.
- Consider special lanes going into the parking lots and other ancillary areas related to Disney.
- At certain hours, Harbor is impassible. The problem with streetcars is they either take a lane or share it with cars and they don't go any faster than the cars.
- Streetcars won't help poor people—the actual riders of the current system. It'll just be for tourists. Limited-stop buses are great. But if it's more expensive to build, then it'll cost more to ride.
 - OCTA: It would be comparable to the bus system, just like OC Streetcar.
- Look at pedestrian grade separations similar to the Las Vegas Strip.
- Need to consider passenger volumes and whether a streetcar is warranted.
- Streetcars in Santa Ana make total sense. The socioeconomic stigma attached to transit is not there. However, need to improve the safety of shelters for buses and provide lighting and protection from the elements.
- A grade separation over Harbor and Westminster will be great so it won't block traffic. Need to provide retail options there and other stuff to make it nicer for people who have to transfer.
- Don't do what LA Metro did with the Green Line in Norwalk—not connecting to the Metrolink station.
- The bigger question is how we build a system without having people still rely on cars. We don't need to build segments and hope that they might connect, we need to build a system.
- Need to use Metrolink trains and build east-west connections from those stations. Also need to find out if people are going to their jobs? Or is a Harbor bus duplicative of Metrolink service? Most companies want to locate next to transit. The last-mile connection is crucial for employees. What about shuttles? Fullerton should connect to St. Jude and CSU Fullerton.

- Need to include the train station in Orange for people coming on the Inland Empire-Orange County Metrolink line. Orange Station is very underutilized. Need to link Orange to the Resort and other parts of the corridor, too.
 - OCTA: The Chapman corridor is very important to the Orange Station.
- What we're seeing with mixed use developments and transit-oriented developments is that younger people of different incomes like to live there there, take trains, and set their lives along those routes. Companies want to locate there. Income differences come into play when people have families and they move to suburbs.
- We talk about TODs but we don't have much transit yet. If you move there before the transit, people arrange their lives around driving and never make the shift (when transit comes in). There needs to be an effort to get the transit improvements sooner.
 - OCTA: As part of this study, we're not going to change land use or zoning. The cities do it and they did it already in some cases to support transit. We want to complement the areas the cities have already targeted in their plans.
- In the end, it's all about cost, convenience, and making it easy. One seat is better. One universal pass is better. These are critical.

7. Public Participation

- Public open houses will be held on February 24 and 25 from 5:00 to 8:00 p.m. in Fullerton and Garden Grove, respectively. Would appreciate help in sharing meeting information.
- Online survey tool will also be made available.
- Next Key Stakeholder Workshop will be held in late spring.
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8. Next Steps

- Next meeting schedule tentatively for some time in spring.

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Central Harbor Boulevard
Transit Corridor Study

Stakeholder Workshop #1 – January 28, 2015



Agenda

- Welcome/Introductions
- Study Purpose & Scope
 - Corridor Definition
 - Mobility Problem
 - Goals & Objectives
 - Alternatives Development
- Public Participation
- Next Steps

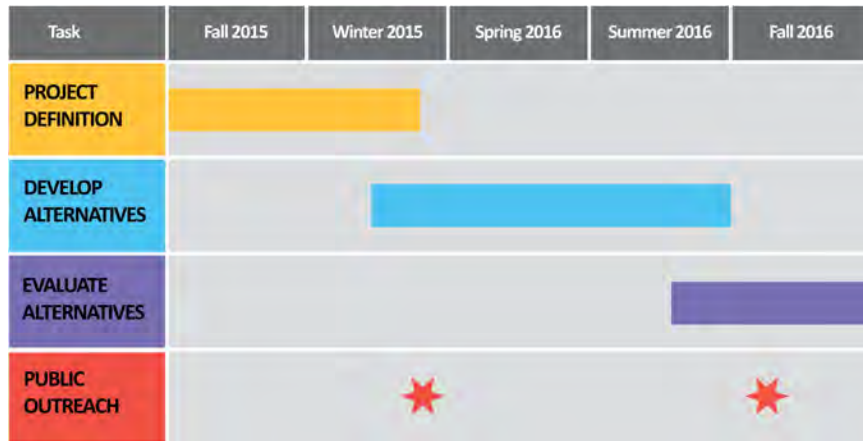
Study Purpose & Scope

- Purpose:
 - Identify transit improvement strategies for Harbor Blvd corridor
- Scope:
 - Study 8-mile stretch from Downtown Fullerton to Westminster Avenue in Garden Grove/Santa Ana
 - Consider connections to east-west corridors and OC Streetcar project
 - Work with corridor cities
 - Analyze Existing and Future travel demand
 - Develop up to 9 Alternatives for improving transit service including
 - Mode options (Enhanced Bus, Bus Rapid
 - alignment options, and
 - Feature options

What are your thoughts on the Study Scope?
Is there anything else that should be considered?

Study Phases & Schedule

Schedule:



Stakeholder Workshops

- Purpose:
 - Engage community leaders early in process
 - Solicit feedback
 - Participants serve as liaisons & encourage broader participation
- Proposed Schedule:
 - January 28 – Kickoff/Purpose & Need
 - Spring 2016 – Alternatives Development
 - Summer 2016 – Alternatives Evaluation

5

Why Harbor Blvd?

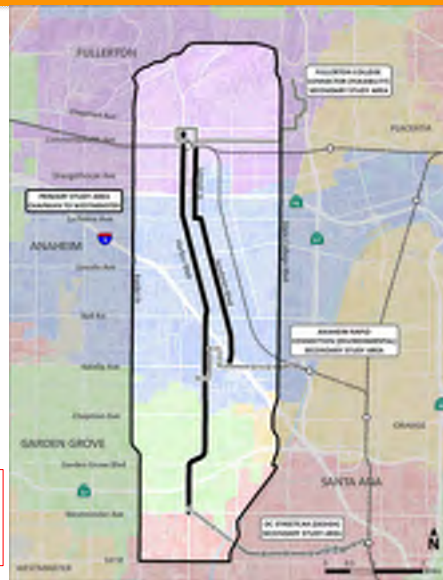
- Currently busiest bus corridor in Orange County
 - Over 10,000 riders per day
 - Local (43) and (47) + Bravo! (543) service, ART
 - FTC - regional rail station
- Integral part of core service network
- Transit connections under study:
 - OC Streetcar (In Design)
 - ARC (Environmental Study)
 - Fullerton College Connector (Feasibility)



Corridor Definition

- Dense population and employment...
- Variety of land uses
- Jobs-housing imbalance
- High traffic volumes and varying roadway widths
- High transit usage
- Major destinations
- Metrolink/Amtrak

Are there any other Study Area features we are missing?



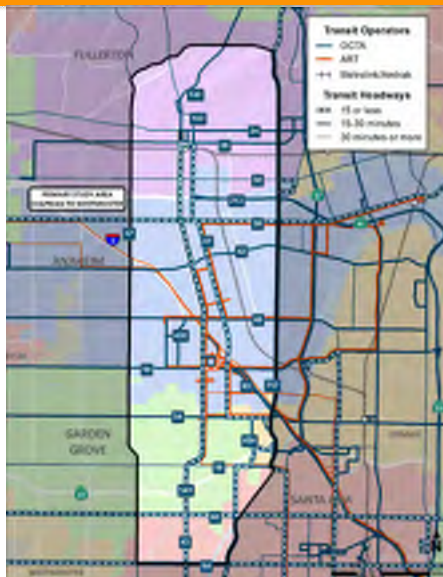
Corridor Definition

Existing Service:

- OCTA
 - Local: Rte 43 and 47
 - Limited Stop: Bravo! Rte 543
 - Bus every 7.5 minutes
- Anaheim Resort Transportation (ART)

Transit Riders & Surveys

- Age 18-54 (79%)
- No Auto available (41%, 82%)
- Walk to/from bus (90%)
- Low-income
- High Turnover (30% new riders)



Mobility Problem

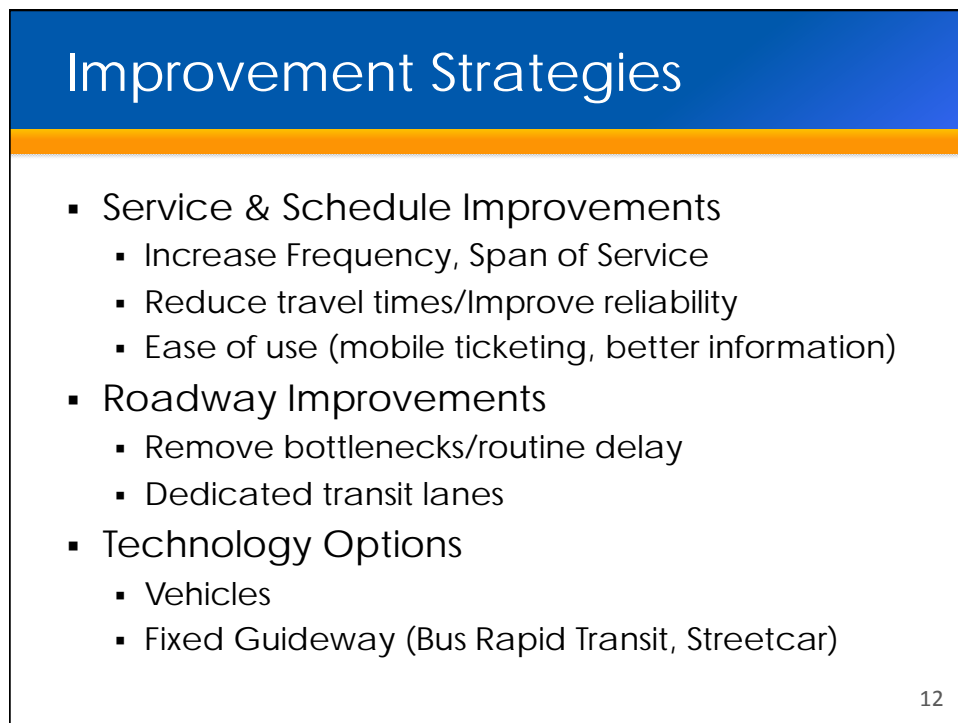
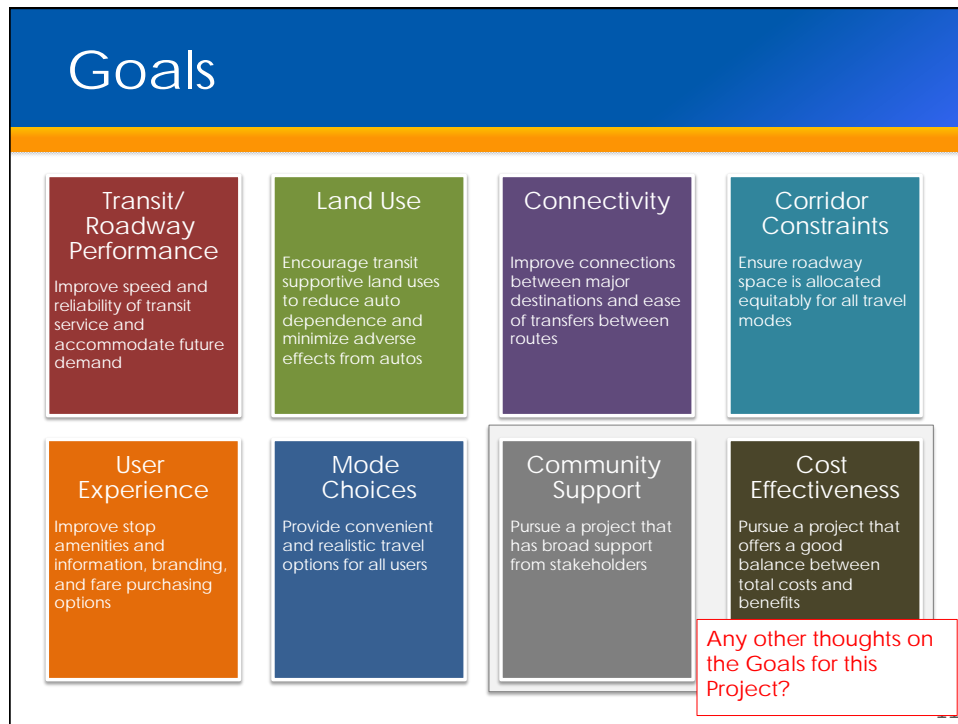
- Traffic conditions limit the speed and reliability of transit service
- Some land uses are not supportive of transit usage
- Roadway nearly fully dedicated to auto use
- Limited stop amenities and transit brand recognition



Mobility Problem

<p>Transit/Roadway Performance</p> <p>Traffic conditions limit the speed and reliability of transit service</p>	<p>Land Use</p> <p>Some land uses are not supportive of transit & other mode options (encourage more auto use)</p>	<p>Connectivity</p> <p>Connections to/from major activity centers are difficult for many users</p>
<p>Infrastructure Constraints</p> <p>Constrained corridor infrastructure is mainly allocated to auto uses (limiting transit, bike, and pedestrian uses)</p>	<p>User Experience</p> <p>Inconsistent stop amenities, branding, and information create confusion and degrade user experience</p>	<p>Mode Choices</p> <p>For many trips, few good mode choices other than auto</p>

Are there any other Mobility Problems we are missing?






Developing the Alternatives

- Up to 9 alternatives for improving transit service
- Alternatives must address mobility problems and meet transit rider needs

Does a particular option sound more/less appealing? Why?

Type	Options
MODE OPTIONS	Limited-stop bus Bus rapid transit (BRT) Streetcar
FEATURE OPTIONS	Signal Improvements Shorter Headways Queue Jumpers Exclusive Transit Lanes Improved Stations Improved Vehicles
ALIGNMENT OPTIONS	Harbor Boulevard Anaheim Boulevard Lemon Street Various East-West Connectors
TERMINUS OPTIONS	Downtown Fullerton CtrCity Anaheim The Anaheim Resort Harbor/Westminster

Mode/Feature Options

Limited-Stop Bus	Bus Rapid Transit	Streetcar
		
<ul style="list-style-type: none"> • Builds off of existing Bravo! line branding • Improves existing equipment and infrastructure • Features could include shorter headways • Stops farther apart and at major destinations and transfer centers • Low cost option 	<ul style="list-style-type: none"> • Premium bus service with distinct branding • Features could include dedicated bus lanes, traffic signal priority at intersections, defined stations, and short headways (less than 15 minutes) • Medium cost option 	<ul style="list-style-type: none"> • Highest economic development potential • Creates a sense of permanence • Features could include investment in the corridor, improved stations, traffic signal priority, and short headways • High cost option

Alignment Options

Route:

- Harbor Boulevard (Downtown Fullerton-Westminster Ave)
- Lemon St/Anaheim Blvd (Downtown Fullerton-Katella Ave)

Terminus Options:

- Downtown Fullerton
- CtrCity Anaheim
- The Anaheim Resort
- Harbor Blvd/Westminster Ave



Public Workshops

Two rounds of two workshops:

- February 2016
 - Wednesday, February 24, 5-8 PM, Fullerton Community Center
 - Thursday, February 25, 5-8 PM, Garden Grove High School
- September 2016
 - TBD

Public Workshops

Open House Notification:

- Direct Mail (Postcards) – To be mailed Feb. 5
- E-Blast – Save the Date plus two reminders
- Facebook
- Flyers at key community centers in Cities
- Cards on relevant OCTA buses
- Coordination through Cities

How can you help us reach your members?

Staying Involved

Online Tools:

- Project Website:
 - www.octa.net/harbor
- Online public engagement tool
- Information similar to what was presented at Open Houses
 - Public can comment on individual areas or project as a whole
 - “Virtual Open House”

Next Steps

- Finish Purpose & Need Statement
- Development of Alternatives
 - Stakeholder Workshop #2 – Late Spring
- Alternatives Evaluation
 - Stakeholder Workshop #3 - Summer
- Final Report

Orange County Transportation Authority
 Central Harbor Blvd. Transit Corridor Study
 Stakeholder Workshop - January 28, 2016

Sign-in Sheet

Name	Organization	Email	Phone
Rick Lewis	Anaheim City Schools	rlewis@ocsd.us	(714) 577-7544
Gene Reiter	TAC	on file	
Terry Alder	Anaheim Gas & Electric	aldert@arcthurusgrp.com	714-635-7400
Tracy Burgess	STJ Life Medical Ctr	tracy.burgess@stjoc.org	714-315-3581
Karl Hill	City of Garden Grove	KarlH@garden-grove.org	714 741 5323
Andrea Beard	Abraham's Memorial Society	Kandbeard@yahoo.com	714-397-9182
Sue Edwards	BUD Awake in Tim	sawards@awakeinim.com	714-774-1057
Peter A. Katz	CONLINK	Pete.Katz@CONLINK.COM	(714) 429-6026
Ray Shalburn	CTC	rs@batterman.com	714 744 4534
Todd Pringle	ATD - Curt Pringle	Todd@curtpringle.com	714 939-9070
Carmon Irons	SWV/Vanguard (Sentry agency)	carmon@sun.com	714 400-193 404 5256
Minky Abel	VISIT ANAHEIM	maabel@visitanaheim.org	714-765-8240

Orange County Transportation Authority
 Central Harbor Blvd. Transit Corridor Study
 Stakeholder Workshop - January 28, 2016

Sign-in Sheet

Name	Organization	Email	Phone
Tom Rizzuti	Garden Grove USD	Riz-tom@sgsdsd.us	714-663-0442
Lorrey Myers	Anaheim City Dist	lorrey.myers@pedell.net	714-309-4108
Gerrit Davison	The Urban Project Council	Gerrit.Davison@urbanproject.com	714-781-1264
Margaret Brown	Garden Grove ASD	mbrown@sgsd.us	714-603-6468
Peggy Younggren	Hawthorn Community Center	pyounggren@hawthorn.net	714-765-8769
Linda Johnson	City of Anaheim	LJohnson@cityofanaheim.net	714-765-4957
Heather Allen	City of Fullerton	heather@cityoffullerton.org	714-788-6884
Mary Plummer	OCOPA	mplummer@ocopa.com	(714) 234-0770

Attachment C:
Open House Noticing -
2016



Envision more transportation options along Harbor Blvd. Imagine más opciones de transporte a lo largo de Harbor Blvd.

Public Open House

Central Harbor Blvd Transit Corridor Study

Estudio del Corredor de Tránsito Central de Harbor Boulevard

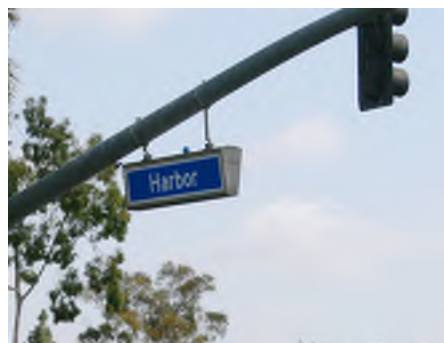


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Public Open House

Central Harbor Blvd Transit Corridor Study

Estudio del Corredor de Tránsito Central de Harbor Boulevard



The Orange County Transportation Authority (OCTA), in partnership with the cities of Fullerton, Anaheim, Garden Grove and Santa Ana, is leading a study to analyze and develop options to improve Harbor Blvd's transit services from Westminster Boulevard in Santa Ana to Chapman Avenue in Fullerton.

Please join us at an open house to learn more about the Study, ask questions and give us your thoughts. The Study will look at travel demand and mobility needs and identify potential transit options for improving travel within the corridor.

La Autoridad de Transporte del Condado de Orange (OCTA), en colaboración con las ciudades de Fullerton, Anaheim, Garden Grove y Santa Ana, llevará a cabo un estudio para analizar y desarrollar opciones para mejorar el sistema de transporte en Harbor Blvd., desde Westminster Boulevard en Santa Ana, hasta Chapman Avenue en Fullerton.

Por favor, acompáñenos en una reunión comunitaria para conocer más sobre el estudio, hacer preguntas y compartir sus comentarios. El estudio analizará la demanda de movilidad y las necesidades de viaje, e identificará las posibles opciones de transporte para mejorar los viajes en el corredor.

Wednesday, Feb. 24, 2016
Miércoles, 24 de febrero de 2016
5:00 – 8:00 p.m.

Fullerton Community Center
340 W. Commonwealth Ave.
Fullerton, CA 92832

Thursday, Feb. 25, 2016
Jueves, 25 de febrero de 2016
5:00 – 8:00 p.m.

Garden Grove High School – Multipurpose Room
11271 Stanford Ave.
Garden Grove, CA 92840

You are welcome to drop in anytime between 5 to 8 p.m. at either open house

Visítenos a cualquier hora entre las 5 y 8 de la tarde en cualquier de las dos reuniones

GET CONNECTED!
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Wednesday, Feb. 24, 2016
Miércoles, 24 de febrero de 2016
5:00 – 8:00 p.m.

Fullerton Community Center
340 W. Commonwealth Ave.
Fullerton, CA 92832

Thursday, Feb. 25, 2016
Jueves, 25 de febrero de 2016
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Envision more
transportation options
along Harbor Blvd.

Central Harbor Blvd Transit Corridor Study

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Imagine más opciones
de transporte a lo largo
de Harbor Blvd.

Estudio del Corredor de Tránsito Central de Harbor Boulevard

La Autoridad de Transporte del Condado de Orange (OCTA), en colaboración con las ciudades de Fullerton, Anaheim, Garden Grove y Santa Ana, llevará a cabo un estudio para analizar y desarrollar opciones para mejorar el sistema de transporte en Harbor Blvd., desde Westminster Boulevard en Santa Ana, hasta Chapman Avenue en Fullerton.

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특수편의 및 번역 서비스 가 필요 하신 경우, (714) 560-5607 로 연락 하시면 계 공될 수 있습니다. 요청 은 반드시 예정 된 모임 날짜 전 7 일 이내 에 하셔야 합니다.

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Help Us Improve Transit on Harbor Boulevard

sections

Thursday, February 18, 2016

Harbor Boulevard is Orange County's busiest north/south transit corridor, linking residents, businesses, schools and visitor destinations and carrying approximately 8 percent of bus ridership through some of the county's densest areas.

To envision the future of transit on this busy street, we're joining with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton to analyze and develop options to improve Harbor Boulevard's transit systems from Westminster Boulevard in Santa Ana to Chapman Avenue in Fullerton. The [Central Harbor Boulevard Transit Study](#) will assess the corridor along with the travel demands and mobility needs of those who live, work and play in the area and develop several alternatives for further study.



Please come to an open house to learn about the current challenges and future opportunities to improve transit on Harbor Boulevard. The content of both open houses will be the same, and you are welcome to drop in any time between 5 and 8 p.m.

Wednesday, February 24

5:00 to 8:00 p.m.

Fullerton Community Center

340 W. Commonwealth Ave.

Fullerton, CA

Thursday, February 25

5:00 to 8:00 p.m.

Garden Grove High School (Multipurpose Room)

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Garden Grove, CA

If you can't join us at one of the open houses, please review the information [here](#) and comment online starting February 24.

recent posts

[Ride the Rail, Then Bike the Santa Ana River Trail](#)

[Friendship and Romance Blossom on Metrolink Commute](#)

[Lunar New Year Celebration Began with OCTA and Metrolink](#)

[Metrolink Is Performing Nightly OC Track Maintenance through April 8](#)

[Orange County's Black History Celebration Served by Public Transportation](#)

Harbor Open House Notification via Facebook Posts

Posted on February 16, 18, 22 and 25

OCTA

February 16, 2016 ·

Help [OCTA](#) develop the transit vision for Central Harbor Blvd. by attending an open house on Wed., Feb. 24 at the Fullerton Community Center or Thurs., Feb. 25 at Garden Grove High School.

Learn more: octa.net/harbor




Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard is Orange County's busiest north/south transit corridor, carrying approximately eight percent of countywide bus ridership through some of the densest areas of the County. The Orange County Transportation Authority (OCTA)...


OCTA.NET

Attachment D:
Open House Materials -
2016



Central Harbor Boulevard
Transit Corridor Study

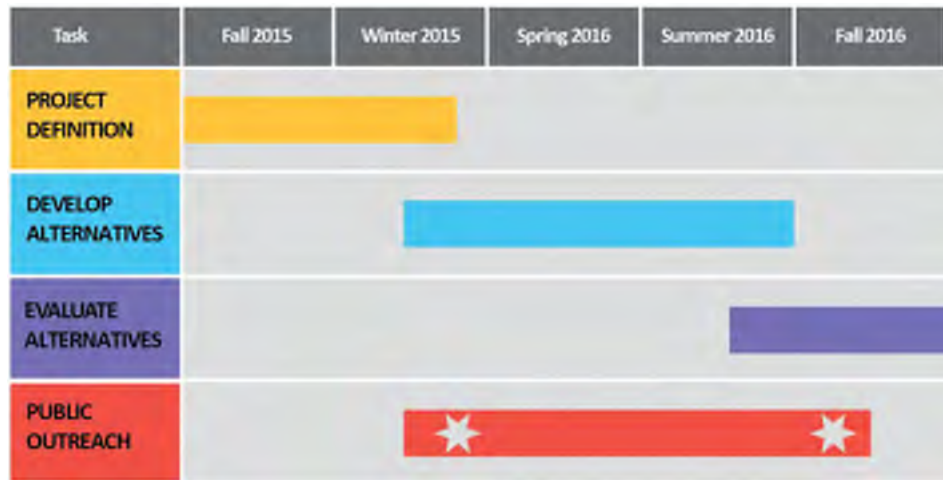
Public Open Houses – February 2016



Study Purpose

- Identify transit improvement strategies for Harbor Blvd corridor
- Study 8-mile stretch from Downtown Fullerton to Westminster Ave in Garden Grove/Santa Ana
- Consider east-west connections and OC Streetcar project
- Partner with corridor cities
- Analyze existing and future travel demand
- Develop up to 9 alternatives for improving transit service

Study Phases & Schedule



3

Why Harbor Blvd?

- Busiest bus corridor in Orange County
 - Over 10,000 riders per day
 - Local (Routes 43 & 47)
 - Limited Stop Bravo! (543)
 - Anaheim Resort Transportation (ART)
- Transit connections:
 - OC Streetcar (In Design)
 - Anaheim Rapid Connection (In Environmental Study)
 - Fullerton College Connector (In Feasibility Study)



Corridor Definition

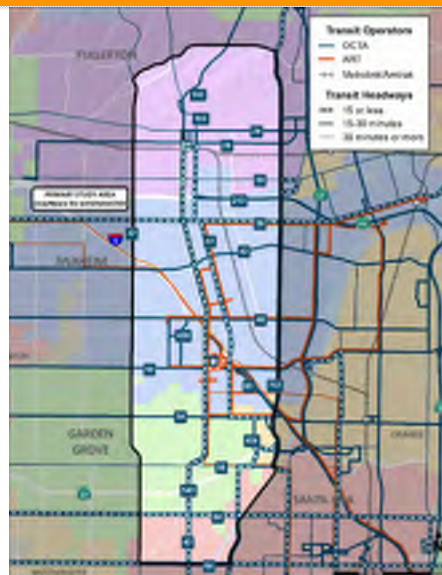
- High transit usage
- Dense population and employment
- Diverse land uses
- High motorist volumes and varying roadway widths
- High pedestrian/bicyclist usage
- Regional destinations
- Connections to Metrolink/Amtrak



OCTA Transit Customer Survey Results

- Age 18-54 (79%)
- No Auto in household (41%)
- Walk to/from bus (90%)
- New riders (30%)
- Lower income (69%)
- Most desired improvements:
 - Increased frequency of service
 - Shorter travel times

Source: OCTA On-Board Survey
December 2013



Mobility Problem

<p>Transit/Roadway Performance</p> <p>Current traffic conditions limit the speed and reliability of existing transit service.</p>	<p>Land Use</p> <p>Some land uses prioritize automobile access over transit & pedestrian options.</p>	<p>Connectivity</p> <p>Connections to/from major activity centers are difficult for many users.</p>
<p>Corridor Constraints</p> <p>Restricted street configuration supports auto use (limiting options for transit, bike, and pedestrian uses).</p>	<p>User Experience</p> <p>Inconsistent stop amenities, branding, and information create confusion.</p>	<p>Mode Choices</p> <p>For many trips, few mode choices are competitive with the automobile.</p>

7

Study Goals

<p>Transit/Roadway Performance</p> <p>Improve transit operating speed, reliability, and overall service.</p>	<p>Land Use</p> <p>Serve transit-supportive land uses, reduce overall emissions, and minimize impact to the environment.</p>	<p>Connectivity</p> <p>Improve connections to destinations and ensure major activity centers can be reached with one transfer.</p>	<p>Corridor Constraints</p> <p>Optimally allocate roadway space, improve safety, and optimize traffic operations.</p>
<p>User Experience</p> <p>Improve stop amenities and improve first and last-mile connections to and from corridor.</p>	<p>Mode Choices</p> <p>Reduce auto dependence by promoting transit usage and improve accessibility for all users.</p>	<p>Community Support</p> <p>Pursue a project that has support from stakeholders.</p>	<p>Cost Effectiveness</p> <p>Pursue a project that offers a good balance between total costs and benefits.</p>

8

Potential Improvement Strategies

- Service & Schedule Improvements
 - Increase frequency, span of service
 - Ease of use (mobile ticketing, better information)
- Roadway Improvements
 - Address bottlenecks/routine delay
 - Dedicate transit lanes
- Technology Options
 - Vehicles
 - Fixed guideway (bus rapid transit, streetcar)




9

Developing the Draft Alternatives

- Up to 9 alternatives will be identified to address project goals
- Alternatives need to address mobility challenges and customer needs

Type	Options
MODE OPTIONS	Limited-stop bus Bus rapid transit (BRT) Streetcar
FEATURE OPTIONS	Signal Improvements Shorter Headways Queue Jumpers Exclusive Transit Lanes Improved Stations Improved Vehicles
ALIGNMENT OPTIONS	Harbor Boulevard Anaheim Boulevard Lemon Street Various East-West Connectors
TERMINUS OPTIONS	Downtown Fullerton CtrCity Anaheim The Anaheim Resort Harbor/Westminster

Mode and Feature Options

Limited-Stop Bus	Bus Rapid Transit	Streetcar
		
<ul style="list-style-type: none"> • Builds off of existing Bravo! line branding • Improves existing equipment and infrastructure • Features could include shorter wait times • Stops farther apart and at major destinations and transfer centers 	<ul style="list-style-type: none"> • Premium bus service with district branding • Features could include dedicated bus lanes, traffic signal priority at intersections, defined stations, and short wait times (less than 15 minutes) 	<ul style="list-style-type: none"> • Highest economic development potential • Creates a sense of permanence • Features could include improved stations, traffic signal priority, and short wait times • Could stimulate investment in corridor

Alignment and Terminus Options

- Alignment Options
 - Harbor Boulevard (Downtown Fullerton-Westminster Ave)
 - Lemon St/Anaheim Blvd (Downtown Fullerton-Katella Ave)
- Terminus Options
 - Downtown Fullerton
 - CtrCity Anaheim
 - The Anaheim Resort
 - Harbor Blvd/Westminster Ave



Staying Involved

- Project Website: www.octa.net/harbor
 - Visit virtual open house
 - Take online survey – share with neighbors, friends and co-workers
 - Sign up for e-updates
 - Look for open houses in the fall to review draft alternatives

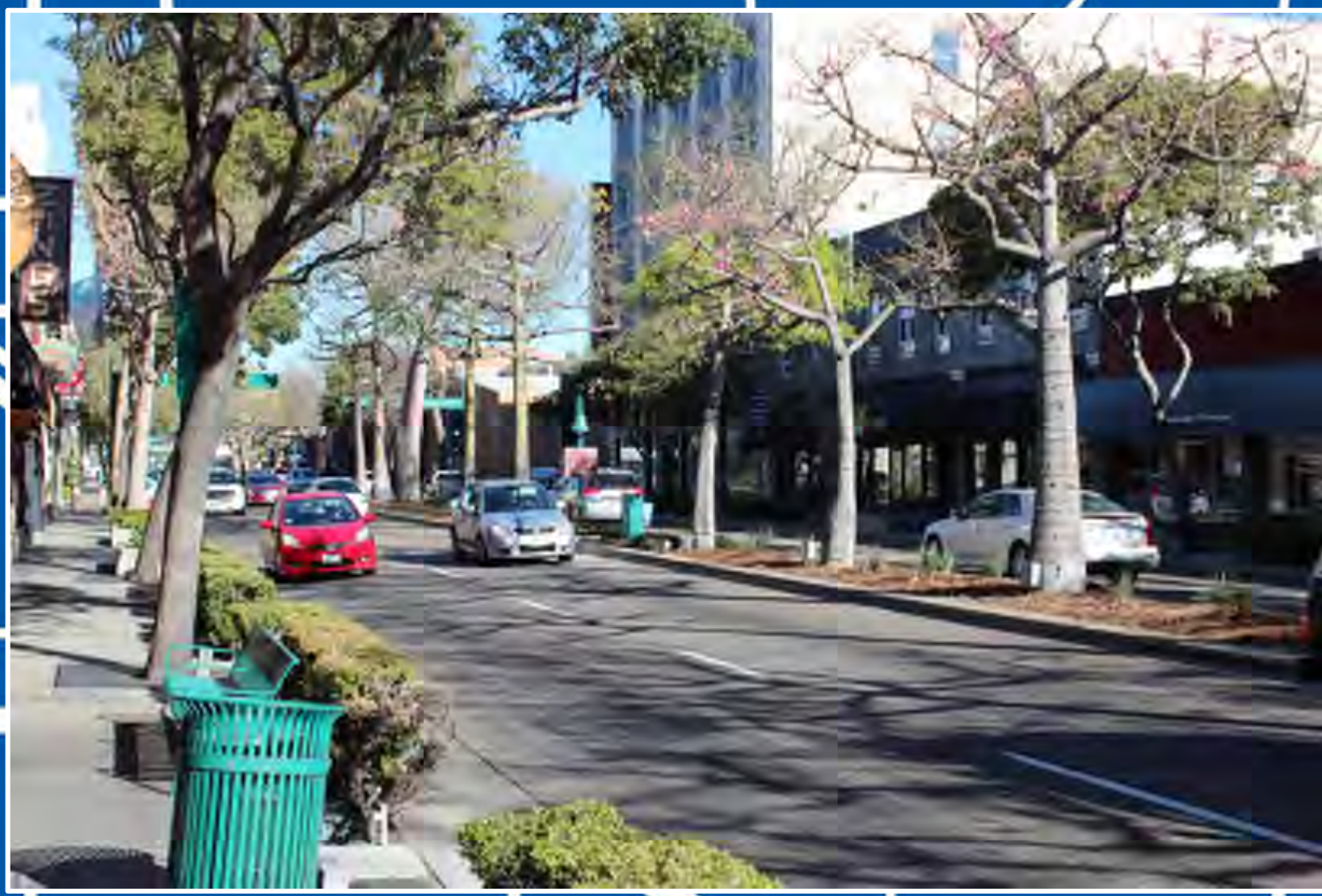


**Central Harbor Blvd. Transit Corridor Study
Open House Information Stations – February 2016**

Station	Description
Registration	Participants were greeted and asked to register using the sign-in sheets for inclusion in the Study’s stakeholder database, in order to receive study updates and subsequent public involvement opportunities. All meeting participants were provided with a study fact sheet and a sign was posted offering language support in Spanish.
Study Overview	Looping PowerPoint Presentation
Study Goals and Objectives	Introduced the Study and its purpose and process/timeline to identify possible alternatives to improve transit on and near Harbor Boulevard
Corridor Definition	Provided high-level demographic background and defined the study area. This station also featured a laminated map of the study area for participants to make notes and write on.
Transit Mode and Route Options	Possible route options using Harbor Boulevard, Anaheim Boulevard, and Lemon Ave. and transit technologies were identified. Feedback was encouraged and a flip chart and makers were also made available for participants.
Comments	A “comments station” was also made available to facilitate submittal of public comments. This station featured comment cards, pens, and comment boxes for submittal of comment forms. Laptops and smart tablets were made available to those stakeholders interested in completing the study’s online survey.

Orange County Transportation Authority

Central Harbor Boulevard Transit Corridor Study



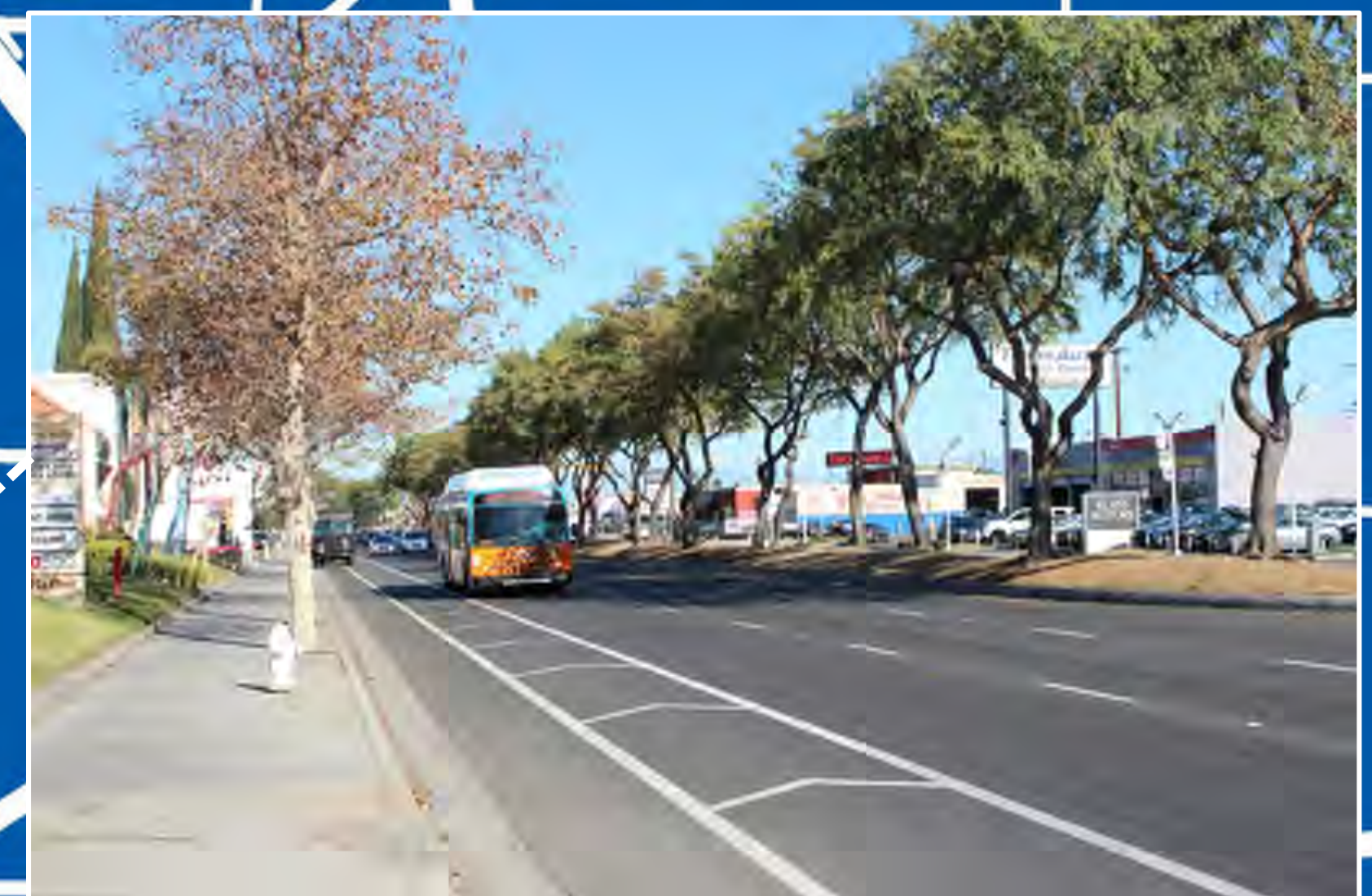
FULLERTON



ANAHEIM



GARDEN GROVE



SANTA ANA

Central Harbor Boulevard Transit Corridor Study

Open House Format

Welcome! The goal of this meeting is to provide information and receive feedback on the Central Harbor Boulevard Transit Corridor Study. Harbor Blvd is Orange County's busiest transit corridor. OCTA, in partnership with the cities of Fullerton, Anaheim, Garden Grove, and Santa Ana, is leading a study to develop options to improve transit service in this corridor between Westminster Ave in Santa Ana and Chapman Ave in Fullerton.

We're interested in hearing your comments and questions.

- Watch the presentation
- Visit the stations
- Talk to staff

Stay involved:

- Project website: www.octa.net/harbor
- Take online survey
- Sign-up for e-updates

Station 1

- Study Goals & Objectives

Station 2

- Corridor Map
- What Makes Harbor Blvd. a Great Transit Corridor?

Station 3

- Mobility Challenges

Station 4

- Purpose and Need

Station 5

- Corridor Map – Record your Comments!
- Transit Modes



Study Purpose

- Identify transit improvement strategies for Harbor Blvd and Anaheim Blvd/Lemon St corridors
- Study 8-mile stretch from Downtown Fullerton to Westminster Ave in Garden Grove/Santa Ana
- Consider connections to east-west corridors and OC Streetcar project
- Partner with corridor cities
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Central Harbor Boulevard Transit Corridor Study

STUDY SCHEDULE

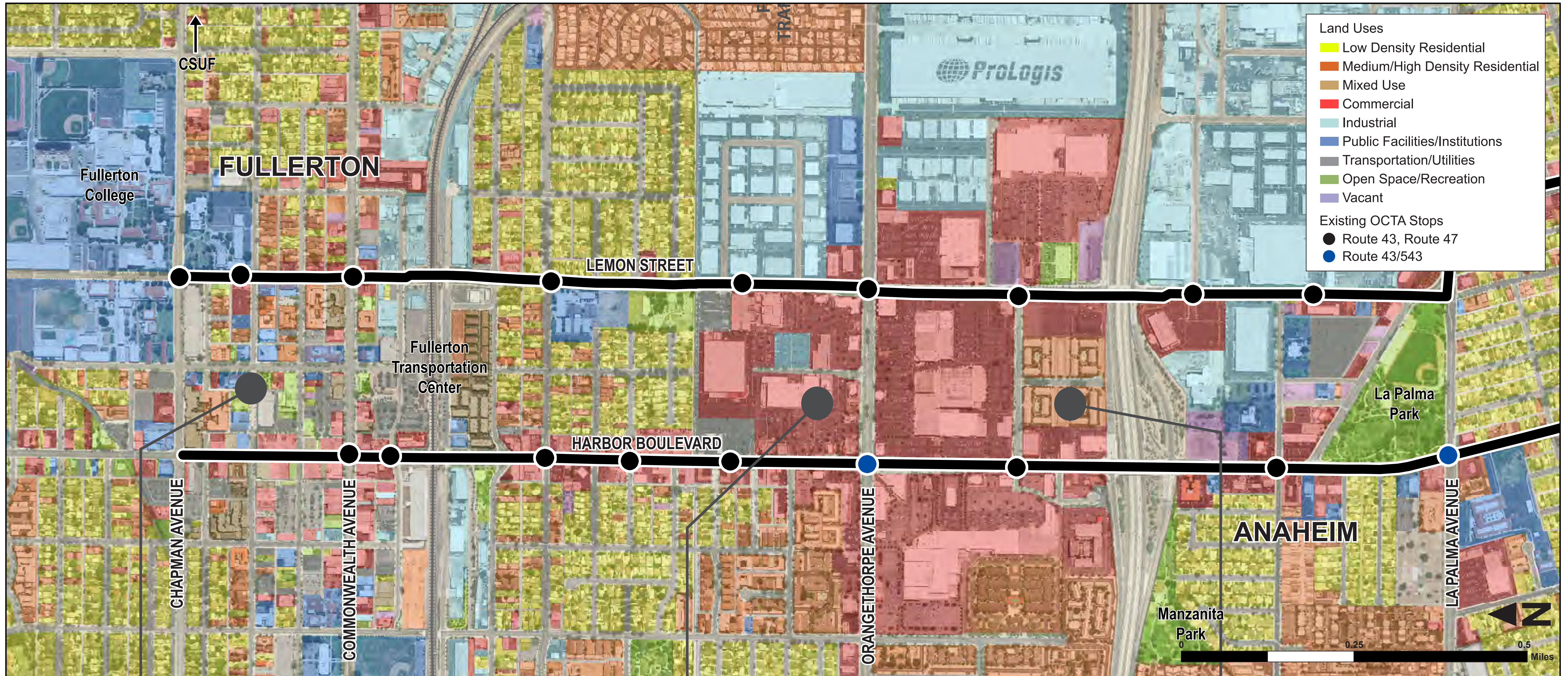
Task	Fall 2015	Winter 2015	Spring 2016	Summer 2016	Fall 2016
PROJECT DEFINITION	[Yellow bar spanning Fall 2015 to mid-Winter 2015]				
DEVELOP ALTERNATIVES	[Light blue bar spanning mid-Winter 2015 to mid-Summer 2016]				
EVALUATE ALTERNATIVES	[Purple bar spanning mid-Summer 2016 to Fall 2016]				
PUBLIC OUTREACH	[Red bar spanning Winter 2015 to Fall 2016 with two white stars]				

The Transit Corridor Study will include the following:

- Project Definition** - Analysis of baseline conditions, characterization of mobility issues in the Study Area, and definition of project goals and objectives
- Evaluate Alternatives** - Development of mode and alignment options
- Evaluate Alternatives** - Evaluation and recommendation of most preferred project based on project goals, cost effectiveness, stakeholder input, etc.
- Public Outreach** - Engagement with the public, stakeholders, and elected officials throughout all phases of the study

Central Harbor Boulevard Transit Corridor Study

CORRIDOR OVERVIEW: CHAPMAN AVENUE TO LA PALMA AVENUE



Downtown Fullerton

- Walkable environment with mix of commercial and residential uses
- City of Fullerton planning for increased density, with new high-density residential and mixed use projects
- Fullerton Transportation Center has highest train ridership in Orange County



Harbor/Orangethorpe

- Strong retail and commercial presence; three shopping centers includes Costco, Best Buy, Target, and other retail stores
- New commercial/retail development is planned for this intersection
- Vehicle-focused environment, with large parking lots, wide roadway, drive-through restaurants, and on-street parking
- The Harbor/Orangethorpe intersection is one of the busiest OCTA stops in Orange County

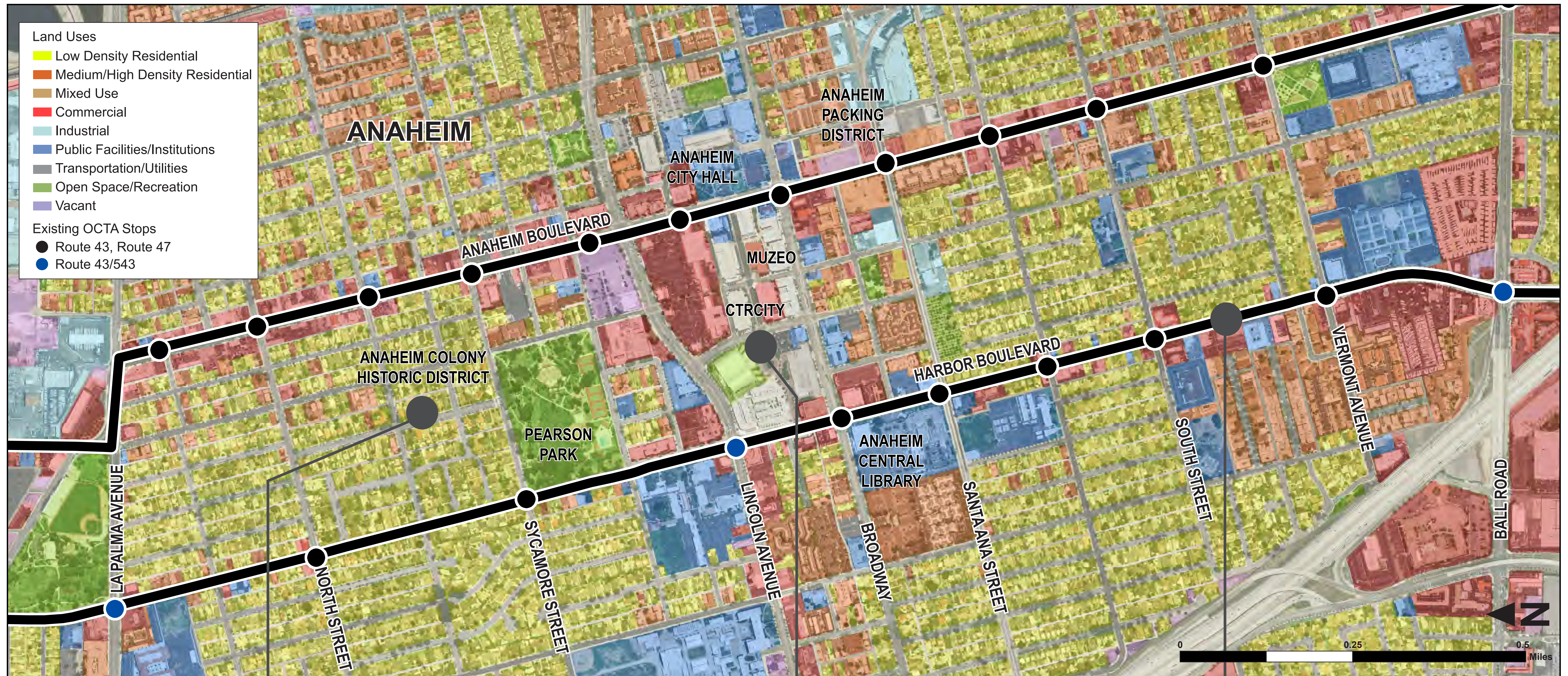


Gateway to Fullerton

- Area north of SR-91 falls under the Harbor Gateway Focus Area, which proposes high-density development and improved connectivity through multi-modal transportation
- Orangefair Specific Plan proposes denser, mixed-use development within the existing Orangefair Shopping Center

Central Harbor Boulevard Transit Corridor Study

CORRIDOR OVERVIEW: LA PALMA AVENUE TO BALL AVENUE



Historic District

- Anaheim Colony Historic District is the largest historic district in City of Anaheim
- High concentration of parks, shops, restaurants, and cultural centers
- Northern part of this area includes low-density residential land uses, with many historic homes



CtrCity Anaheim

- Downtown Anaheim is now known as CtrCity Anaheim, and has its own branding and wayfinding
- Many mixed-use and higher density projects being planned in this area, with focus on creating a walkable environment

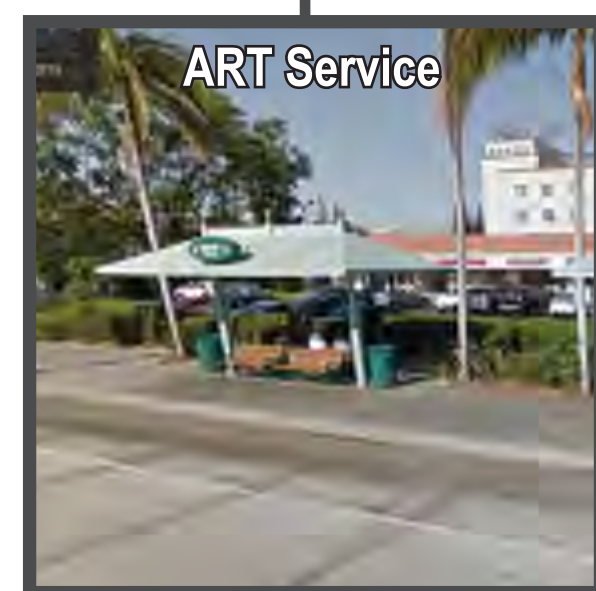
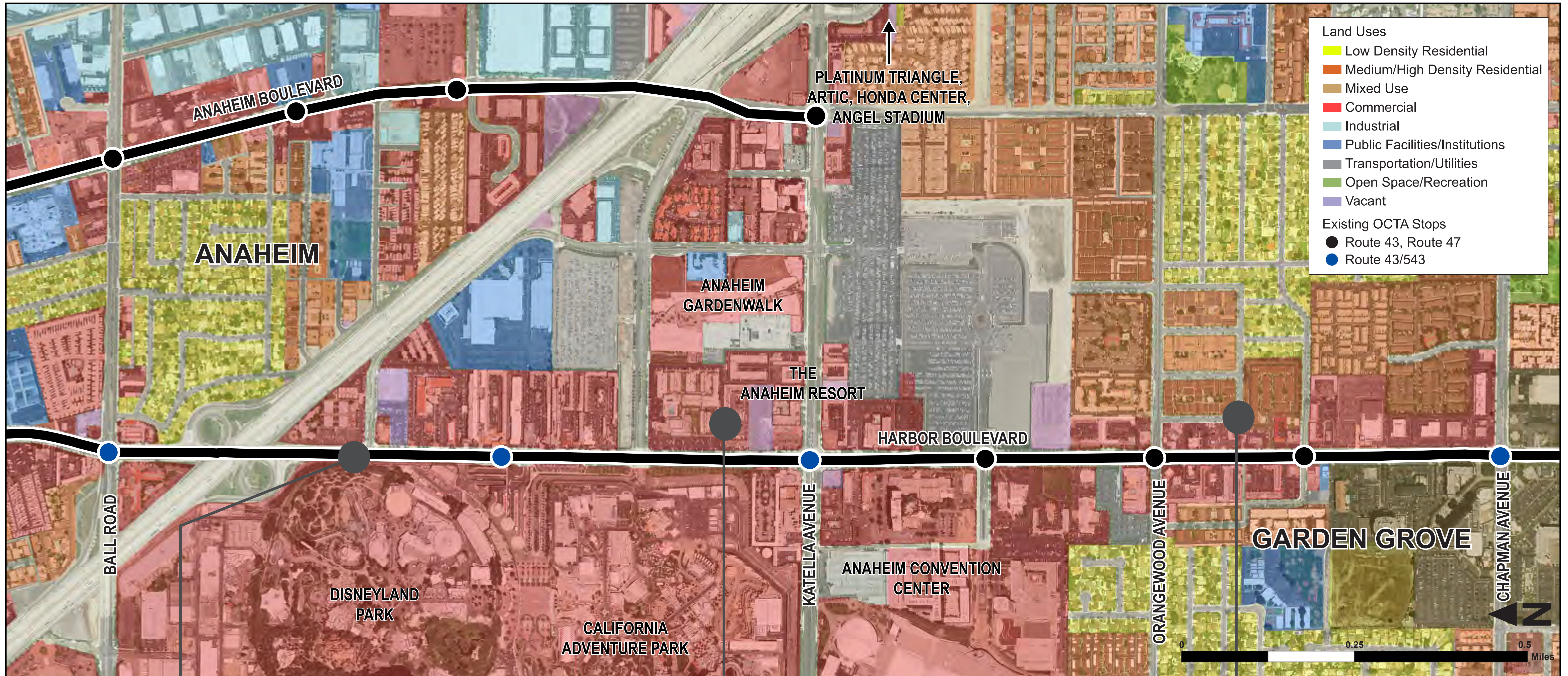


Constrained ROW

- The number of travel lanes along Harbor Boulevard vary considerably in this segment, ranging from 4 to 8.
- Harbor Boulevard between La Palma Avenue and Vermont is very constrained, with some stretches only 50 feet wide

Central Harbor Boulevard Transit Corridor Study

CORRIDOR OVERVIEW: BALL AVENUE TO CHAPMAN AVENUE



ART Service

- Twenty Anaheim Resort Transit (ART) lines provide service throughout Anaheim and to some locations in other cities
- ART bus stops have high levels of amenities, with shade structures, seating, and attractive branding
- ART and OCTA service overlap in this area, with some stops operating as combined ART/OCTA stops



The Anaheim Resort

- Major commercial and tourist center of Anaheim. Includes Disneyland parks, shopping centers, hotels, and restaurants
- Many new projects planned, including several hotels, expanded Convention Center, new Disney park, Disney parking lot shifts, Gardenwalk changes
- Potential terminus for the proposed Anaheim Rapid Connection transit project

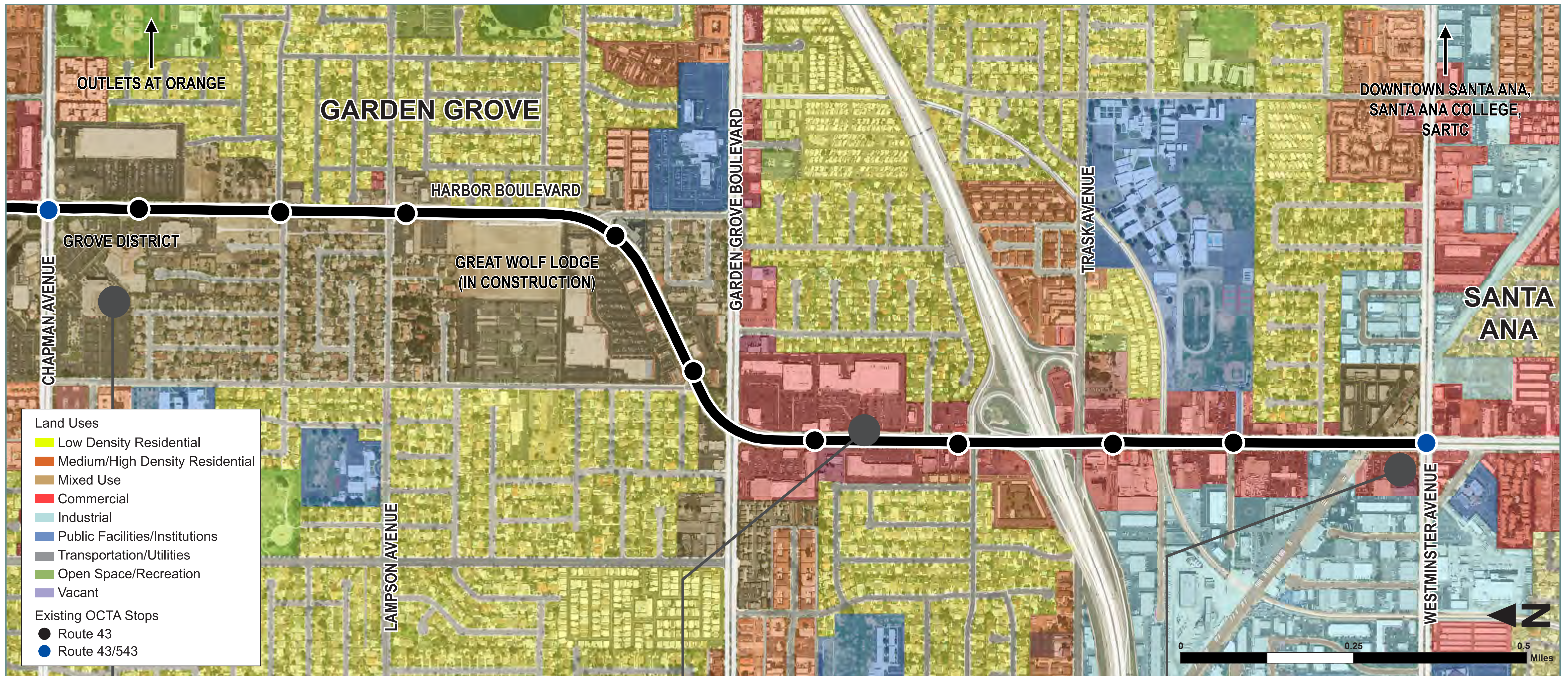


Major Development Projects Planned

- Area surrounding The Anaheim Resort is experiencing growth, with new hotels and restaurants
- Ex: Platinum Triangle may add a large mixed-use development which would greatly increase density

Central Harbor Boulevard Transit Corridor Study

CORRIDOR OVERVIEW: CHAPMAN AVENUE TO WESTMINSTER AVENUE



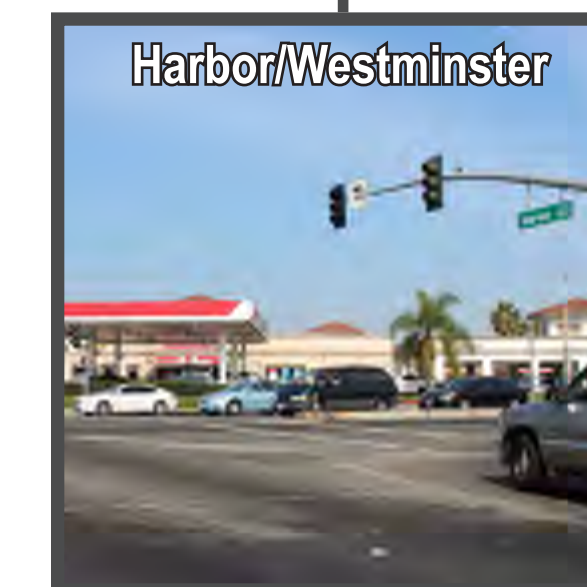
Grove District

- Grove District serves a significant portion of visitors from major attractions in Anaheim
- Area currently includes nine hotels and five popular restaurants. Planned projects include a water park resort and several other hotels
- Streetscape along Harbor Boulevard in this area is undergoing upgrades, and transit amenities are being improved



Distinct Segments Along Harbor

- Strong commercial presence north of Garden Grove Boulevard, with multiple development projects planned
- South of SR-22, land uses are mostly automotive and light industrial, which the City of Garden Grove wishes to maintain

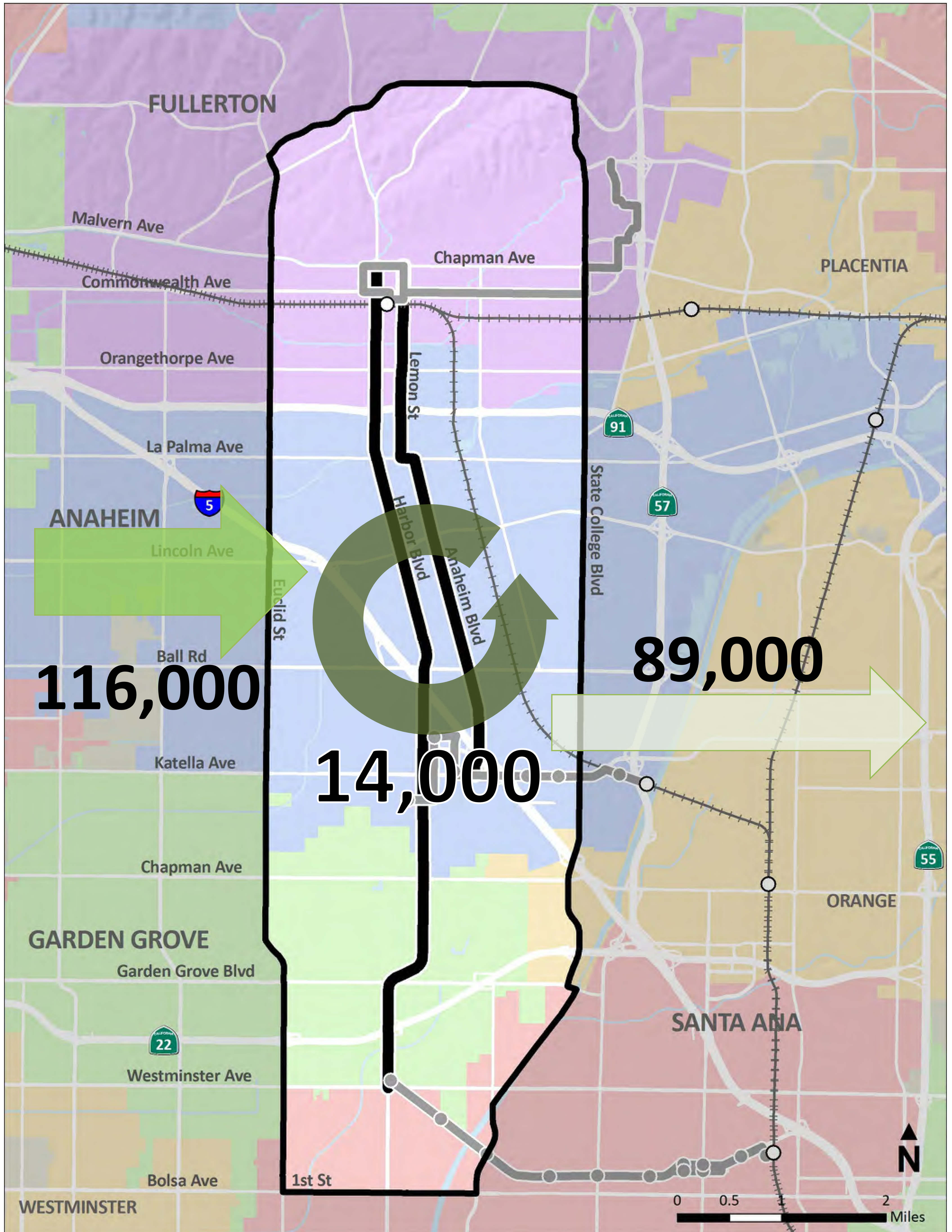


Harbor/Westminster

- Harbor/Westminster has high volume of bus transfers, and is potential terminus for OC Streetcar project
- South of Westminster, City of Santa Ana has a Mixed-Use Transit Corridor Plan, which promotes higher-density development and multi-modal transportation options

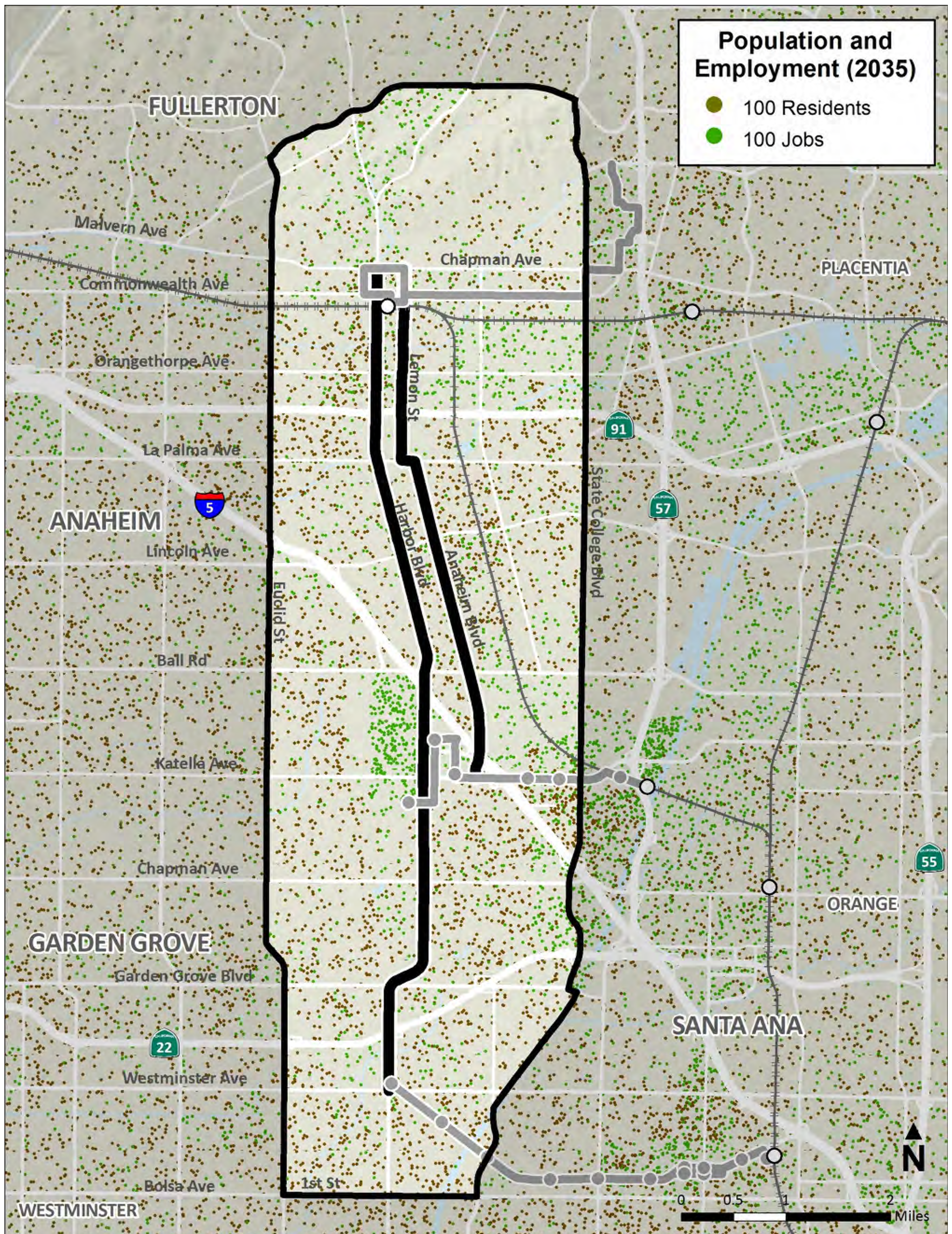
Central Harbor Boulevard Transit Corridor Study

Daily Commute Patterns Into, Within, and Out of Study Area



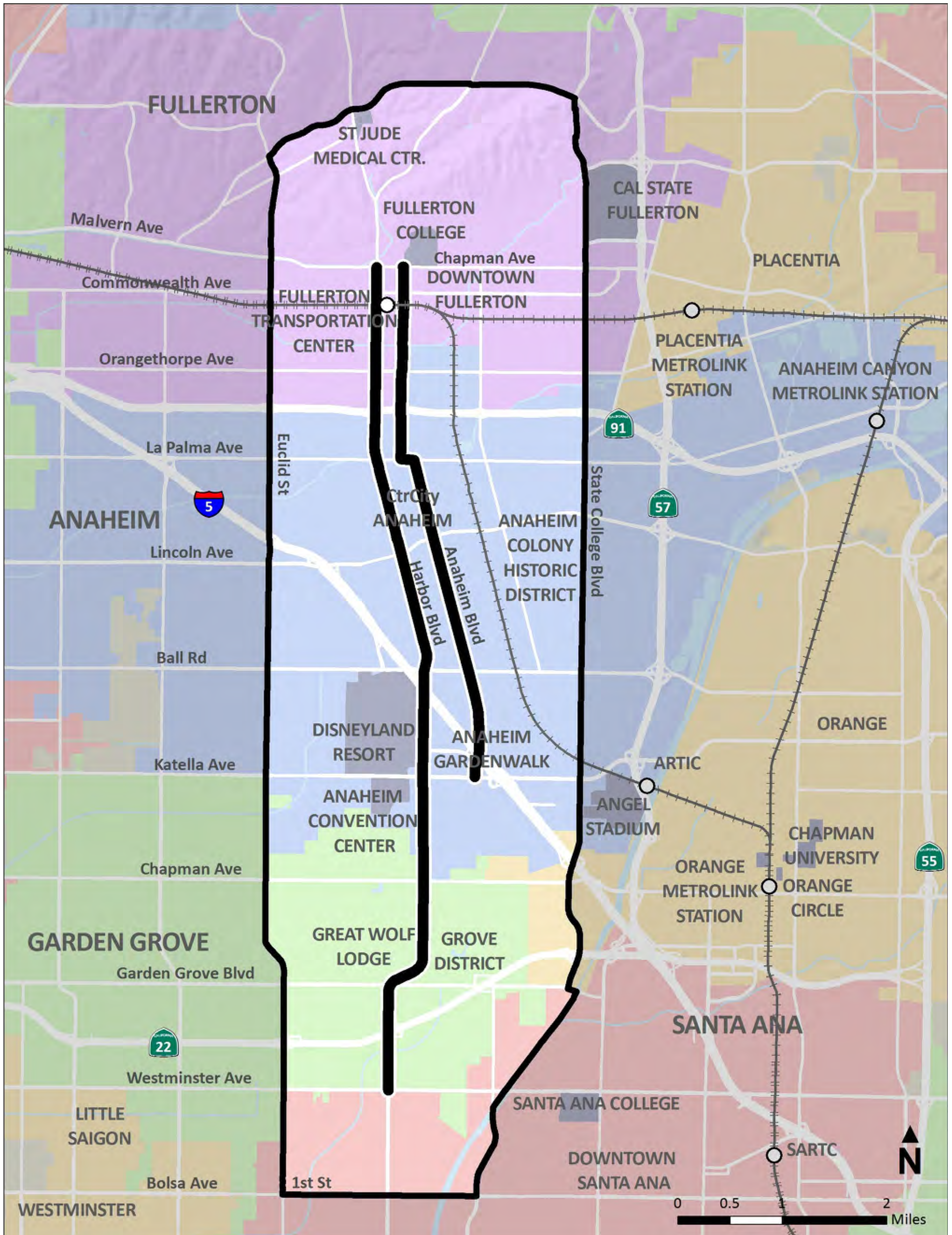
Central Harbor Boulevard Transit Corridor Study

Population and Employment within Study Area (2035)



Central Harbor Boulevard Transit Corridor Study

Local and Regional Activity Centers within Study Area



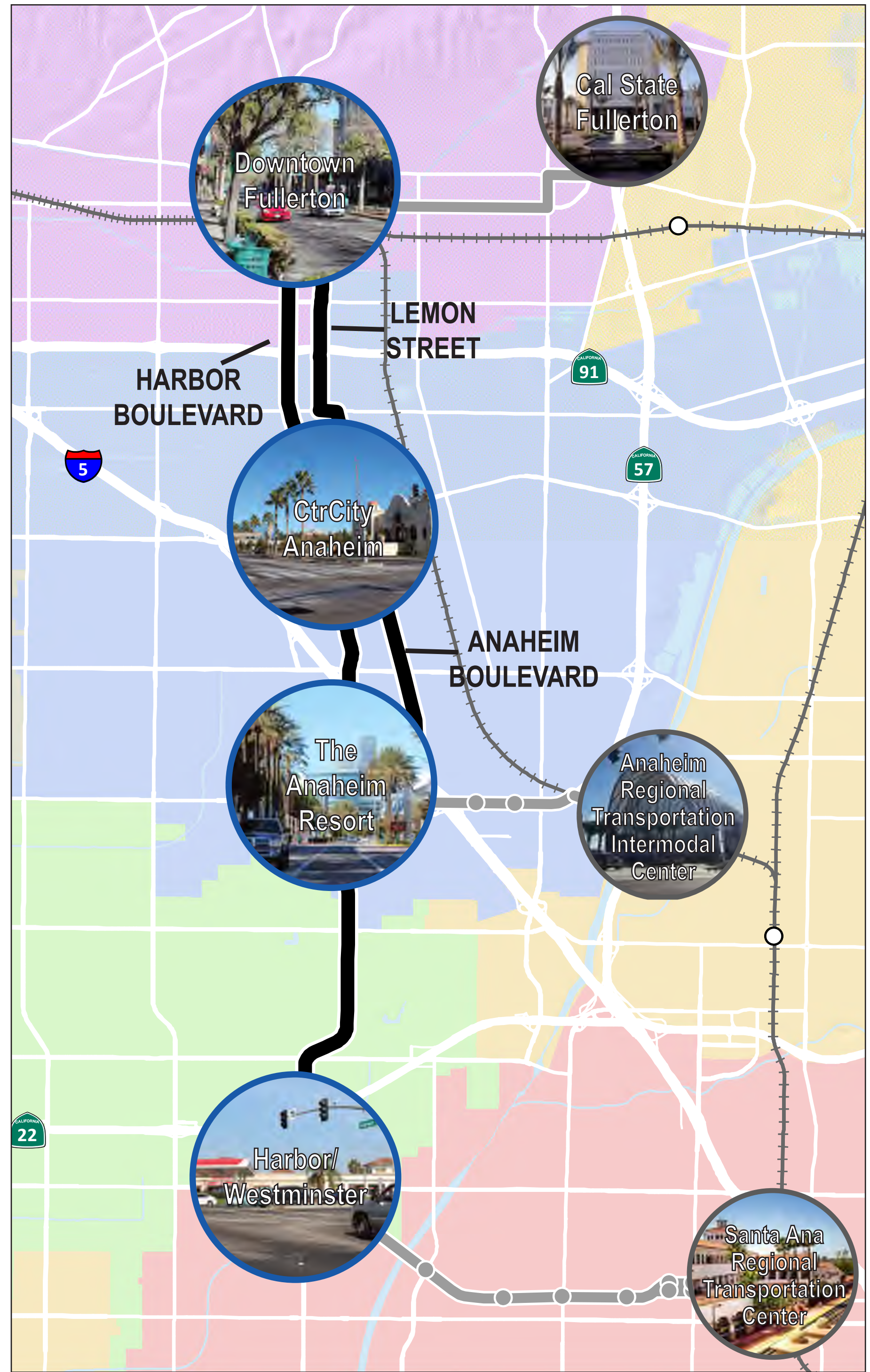
Central Harbor Boulevard Transit Corridor Study

ALTERNATIVE OPTIONS

Option Summary

Type	Options
MODE OPTIONS	Limited-stop bus Bus rapid transit (BRT) Streetcar
FEATURE OPTIONS	Signal Improvements Shorter Headways Queue Jumpers Exclusive Transit Lanes Improved Stations Improved Vehicle
ALIGNMENT OPTIONS	Harbor Boulevard Anaheim Boulevard Lemon Street Various East-West Connectors
TERMINUS OPTIONS	Downtown Fullerton CtrCity Anaheim The Anaheim Resort™ Harbor/Westminster

Terminus Options



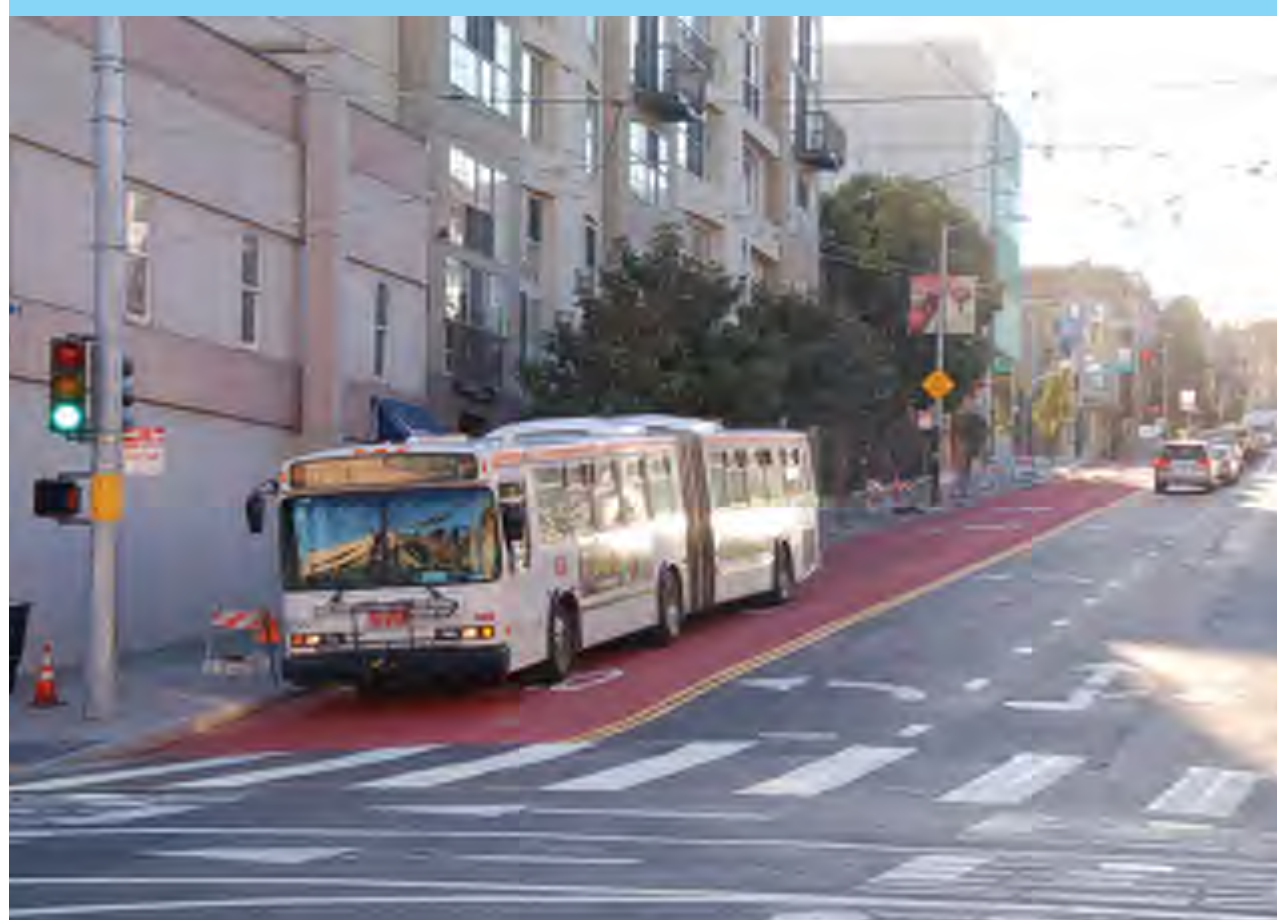
EXAMPLES OF MODES AND FEATURES

Limited-Stop Bus



- Builds off of existing Bravo! line branding
- Improves existing equipment and infrastructures
- Features could include shorter wait times
- Stops farther apart and at major destinations and transfer centers

Bus Rapid Transit



- Premium bus service with district branding
- Features could include dedicated bus lanes, traffic signal priority at intersections, defined stations, and short wait times (less than 15 minutes)

Streetcar



- Highest economic development potential
- Creates a sense of permanence
- Features could include improved stations, traffic signal priority, and short wait times
- Could stimulate investment in corridor

Central Harbor Boulevard Transit Corridor Study

CORRIDOR-WIDE GOALS AND OBJECTIVES

Transit/ Roadway Performance

Improve transit operating speed, reliability, and overall service.

Land Use

Encourage transit-compatible land uses and reduce overall emissions & other environmental effects.

Connectivity

Improve connections to major destinations and ensure major activity centers can be reached with one-transfer.

Corridor Constraints

Optimally allocate roadway space, improve safety, and optimize traffic operations.

User Experience

Improve stop amenities and improve first and last mile connections to and from corridor.

Mode Choices

Reduce auto-dependence by promoting transit usage and improve accessibility for all users.

Community Support

Pursue a project that has broad support from stakeholders.

Cost Effectiveness

Pursue a project that offers a good balance between total costs and benefits.

Central Harbor Boulevard Transit Corridor Study

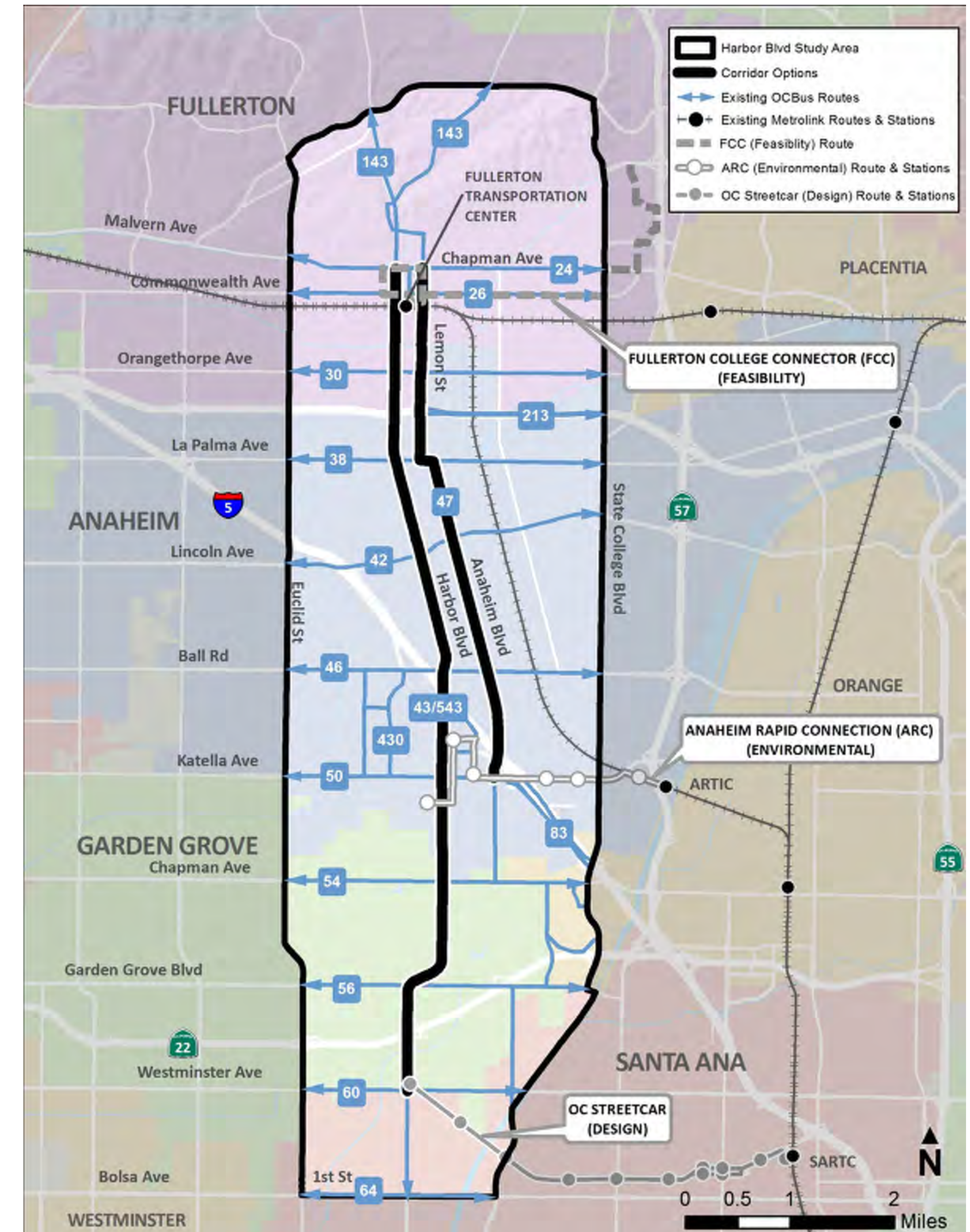
Why Harbor Boulevard?

Busiest bus corridor in Orange County:

- Over 10,000 riders per day
- Local (Routes 43 & 47)
- Limited Stop Bravo! (543)
- Anaheim Resort Transportation (ART)

Transit connections:

- OC Streetcar (In Design)
- ARC (In Environmental Study)
- Fullerton College Connector (In Feasibility Study)



CENTRAL HARBOR BOULEVARD TRANSIT CORRIDOR STUDY



AT A GLANCE

- CITIES:** Fullerton, Anaheim, Garden Grove and Santa Ana
- COMMUNITY OUTREACH:** Marissa Espino
Community Relations Officer
(714) 560-5607
mespino@octa.net
- WEBSITES:** octa.net/Harbor

Fact Sheet Updated 2/9/17

16F_033

OVERVIEW

The Orange County Transportation Authority (OCTA) is conducting the Central Harbor Blvd. Transit Corridor Study (Study) to envision the future of transit on Harbor Blvd., from Chapman Ave. in Fullerton to Westminster Blvd. in Santa Ana. This vital north-south connection links residents, businesses, schools and visitor destinations and has the distinction of being the busiest bus transit corridor in Orange County.

BACKGROUND

The OC Streetcar, which will serve the cities of Santa Ana and Garden Grove, is currently in the design phase and will connect the Santa Ana Regional Transportation Center (SARTC) to Harbor Blvd. and Westminster Ave. at its western terminus. The City of Fullerton recently completed the College Connector Study, which evaluated options for improving transit connections between Fullerton Downtown, the transportation center and local college campuses.

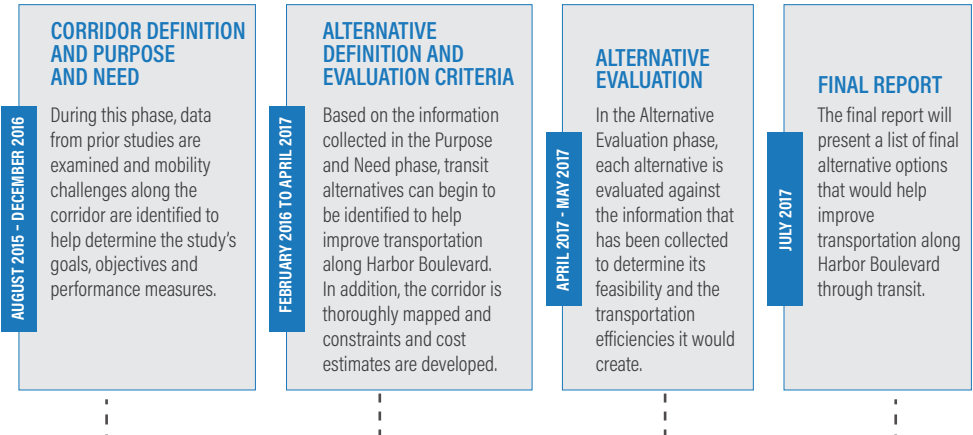


Given the current and planned transit services connecting to and along Harbor Blvd., the Study will assess current and future travel demands, consider a variety of transit technologies, including bus rapid transit (BRT) and streetcar options, and evaluate improvements to alternative parallel streets. In partnership with the cities of Santa Ana, Garden Grove, Fullerton and Anaheim, OCTA will ultimately identify a range of transit alternatives for further study to determine the appropriate solution to enhance or expand upon current transit services in the area.

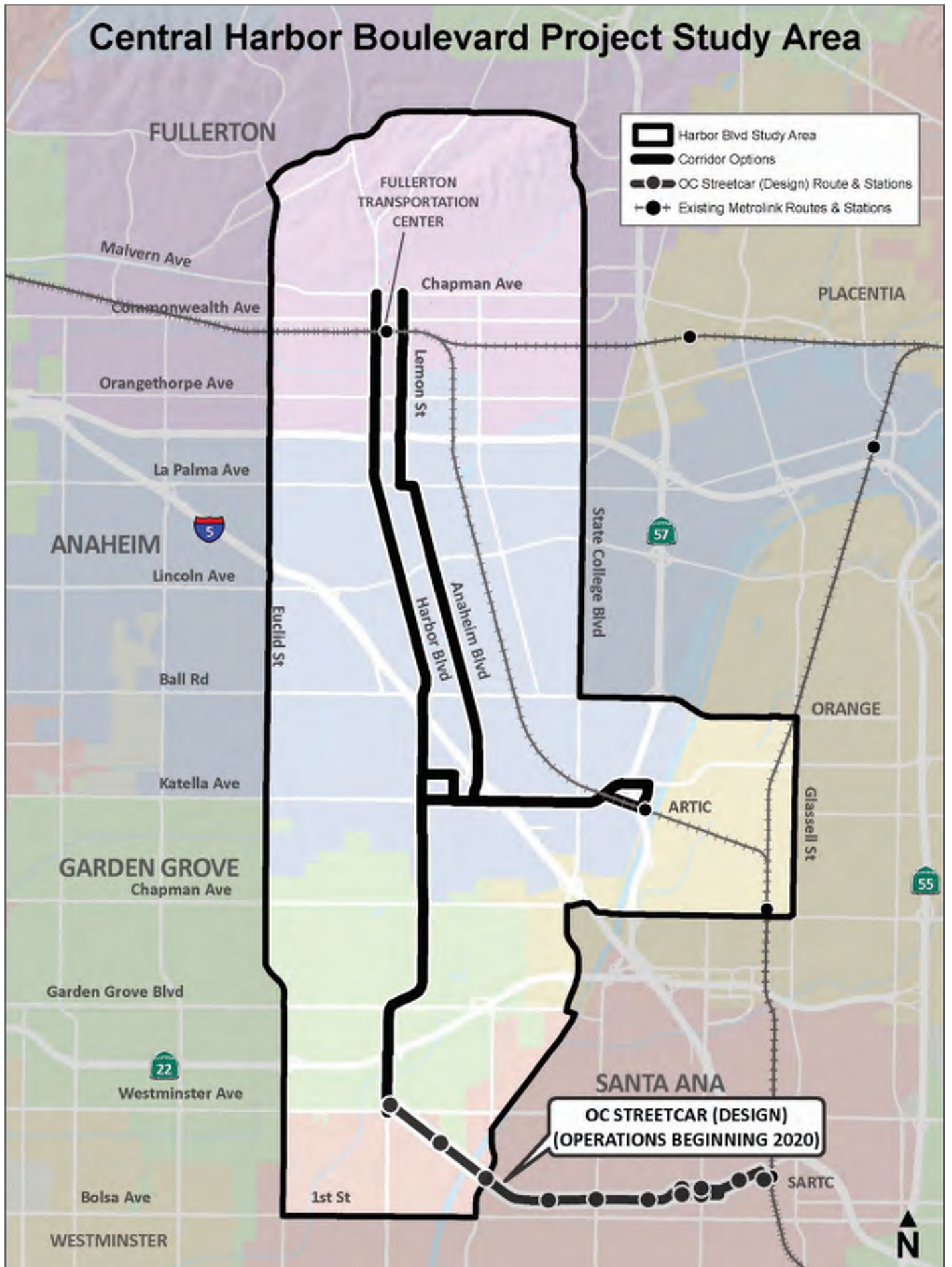
SCHEDULE



Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net



Central Harbor Boulevard Project Study Area



ESTUDIO DEL CORREDOR DE TRÁNSITO DE HARBOR BLVD. CENTRAL



DE UN VISTAZO

CIUDADES: Fullerton, Anaheim, Garden Grove y Santa Ana

ALCANCE A LA COMUNIDAD: Marissa Espino
Oficial de Relaciones con la Comunidad
(714) 560-5607
mespino@octa.net

SITIOS DE INTERNET: octa.net/Harbor

Hoja Informativa Actualizada 3/6/2017

16F_033

VISTAZO GENERAL

Orange County Transportation Authority (OCTA) está llevando a cabo el Estudio del Corredor de Tránsito del Harbor Blvd. Central (Estudio) para visualizar el futuro del tránsito en Harbor Blvd., desde Chapman Ave. en Fullerton hasta Westminster Blvd. en Santa Ana. Esta conexión vital de norte a sur enlaza a los residentes, negocios, escuelas y destinos de visitantes y tiene la distinción de ser el corredor de tránsito de autobuses más ocupado del condado de Orange.

FONDO

El Tranvía OC, el cual servirá a las ciudades de Santa Ana y Garden Grove, está actualmente en la fase de diseño y conectará el Centro de Transporte Regional de Santa Ana (SARTC) a Harbor Blvd. y Westminster Ave. en su término oeste. La ciudad de Fullerton recientemente completó el estudio de conector universitario, que evalúa las opciones para mejorar las conexiones de tránsito entre Fullerton Downtown, el centro de transporte, y universitarios locales.



Dados los servicios de tránsito actuales y planeados que se conectan con y a lo largo de Harbor Blvd., el Estudio evaluará exigencias actuales y futuras de viajes, considerará una variedad de tecnologías de tránsito, incluyendo tránsito rápido de autobuses (BRT) y opciones de tranvía, y evaluará mejoras a calles alternativas paralelas. En asociación con las ciudades de Santa Ana, Garden Grove, Fullerton y Anaheim, OCTA a resumidas cuentas identificará una gama de alternativas de tránsito para estudio adicional para determinar la solución apropiada para realzar o aumentar los servicios de tránsito actuales en el área.

CALENDARIO

DEFINICIÓN DEL CORREDOR Y PROPÓSITO Y NECESIDAD

AGOSTO 2015 - DICIEMBRE 2016
Durante esta fase, datos de estudios anteriores se examinarán y retos de movilidad a lo largo del corredor se identifican para ayudar a determinar las metas, objetivos y medidas de ejecución del estudio.

DEFINICIÓN ALTERNATIVA Y CRITERIOS DE EVALUACIÓN

FEBRERO 2016 - ABRIL 2017
En base a la información recopilada en la fase de Propósito y Necesidad, las alternativas de tránsito pueden empezar a ser identificadas para ayudar a mejorar el transporte a lo largo de Harbor Boulevard. Además, se levanta un mapa completo y las limitaciones y presupuestos de costos se desarrollan.

EVALUACIÓN ALTERNATIVA

ABRIL 2017 - MAYO 2017
En la fase de Evaluación Alternativa, cada alternativa se evalúa en comparación con la información que se ha recopilado para determinar su viabilidad y las eficiencias de transporte que crearía.

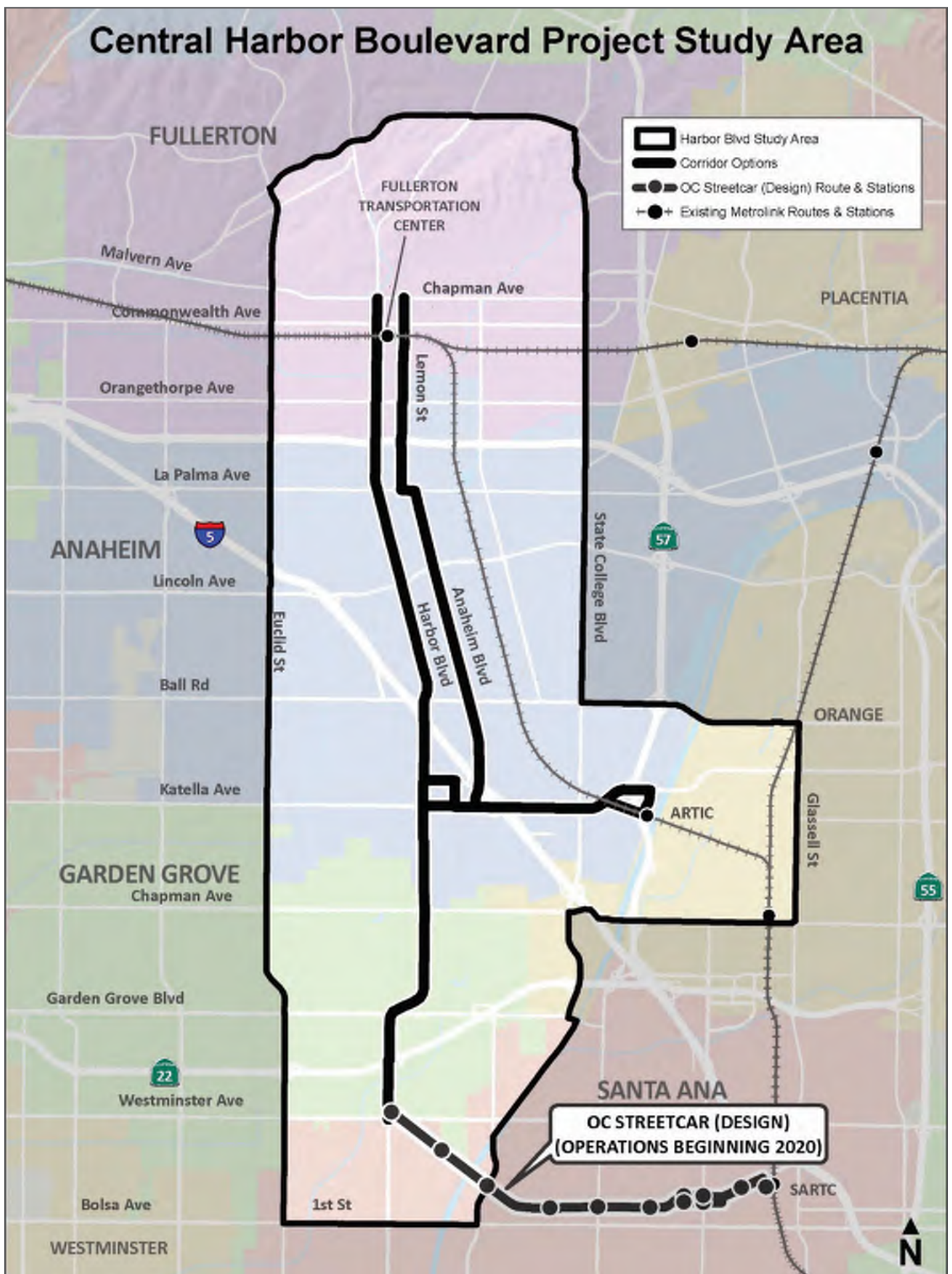
REPORTE FINAL

JULIO 2017
El reporte final presentará una lista de opciones alternativas finales que ayudarían a mejorar el transporte a lo largo de Harbor Boulevard de tránsito de paso.



Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net

Central Harbor Boulevard Project Study Area



KHẢO CỨU HÀNH LANG LANG VẬN CHUYỂN CENTRAL HARBOR BOULEVARD



XEM NHANH

THÀNH PHỐ: Fullerton, Anaheim, Garden Grove và Santa Ana

**GIAO TIẾP
CỘNG ĐỒNG:** Marissa Espino
Nhân viên Giao tiếp
Cộng đồng
(714) 560-5607
mespino@octa.net

ĐỊA CHỈ WEB: octa.net/Harbor

Thông tin Cập nhật hóa 3/6/2017

16F_033

KHÁI QUÁT

Cơ quan Vận chuyển Quận Cam (OCTA) đang tiến hành một cuộc Khảo cứu Hành lang Giao thông trên Central Harbor Blvd. (Khảo cứu) để có một viễn tượng cho sự giao thông trên Harbor Blvd., từ Chapman Ave. ở Fullerton cho đến Westminster Blvd. ở Santa Ana. Điểm kết nối Bắc-Nam quan trọng này nối kết cư dân, doanh nghiệp, trường học và các điểm đến viếng thăm và có đặc điểm là hành lang giao thông xe buýt bận nhất ở Quận Cam.

BỐI CẢNH

Xe điện OC (OC Streetcar), mà sẽ phục vụ các thành phố Santa Ana và Garden Grove, hiện đang trong giai đoạn thiết kế và sẽ kết nối Trung tâm Giao thông Vùng Santa Ana (SARTC) với Harbor Blvd. và Westminster Ave. ở trạm phía tây cuối cùng của xe điện. Thành phố Fullerton vừa hoàn tất bản nghiên cứu College Connector. Chương trình này nhằm tìm những phương án để cải tiến những tuyến đường kết nối giữa trung tâm thành phố Fullerton, trung tâm giao thông vận chuyển và những trường đại học trong vùng.



Với các dịch vụ giao thông hiện tại và dự kiến kết nối và chạy dọc Harbor Blvd., cuộc Khảo cứu sẽ đánh giá nhu cầu lưu thông hiện tại và trong tương lai, xem xét các công nghệ vận chuyển khác nhau, kể cả các lựa chọn xe buýt nhanh (BRT) và xe điện, và giám định các cải tiến cho đường thay thế chạy song song. Trong quan hệ đối tác với các thành phố Santa Ana, Garden Grove, Fullerton và Anaheim, OCTA cuối cùng sẽ xác định một loạt các lựa chọn giao thông thay thế để nghiên cứu thêm và xác định giải pháp thích hợp hầu tăng cường và bành trướng các dịch vụ vận chuyển hiện tại trong khu vực.

THỜI KHÓA BIỂU

ĐỊNH NGHĨA HÀNH LANG VÀ MỤC ĐÍCH VÀ NHU CẦU

Trong giai đoạn này, dữ liệu từ các khảo cứu trước được duyệt xét và các khó khăn cho sự di động dọc theo hành lang được nhận định để giúp xác định các mục tiêu, mục đích và biện pháp thực hiện của khảo cứu.

ĐỊNH NGHĨA SỰ THAY THẾ VÀ TIÊU CHÍ GIÁM ĐỊNH

Dựa trên thông tin thu thập được trong giai đoạn Mục đích và Nhu cầu, sự vận chuyển thay thế có thể bắt đầu được xác định để giúp cải tiến giao thông dọc Harbor Boulevard. Ngoài ra, hành lang được lập bản đồ đầy đủ và những hạn chế và chi phí dự toán được thiết lập.

GIÁM ĐỊNH SỰ THAY THẾ

Trong giai đoạn Giám định sự Thay thế, mỗi sự thay được giám định theo thông tin đã được thu thập để xác định tính khả thi của sự thay thế và hiệu quả của phương tiện vận chuyển được tạo ra.

BÁO CÁO CUỐI CÙNG

Báo cáo cuối cùng sẽ đưa ra một danh sách các lựa chọn thay thế cuối cùng có thể giúp cải tiến phương tiện vận chuyển dọc Harbor Boulevard qua giao thông.

THÁNG TÂM 2015 - THÁNG MƯỜI HAI 2016

THÁNG TÂM 2015 - THÁNG MƯỜI HAI 2016

THÁNG TƯ 2017 - THÁNG NĂM 2017

THÁNG BẢY 2017



Orange County Transportation Authority
550 S. Main Street
P.O. Box 14184
Orange, CA 92863-1584
(714) 560-OCTA
www.octa.net



Central Harbor Blvd. Transit Corridor Study
 Wednesday, February 24, 2016
 5:00-8:00 p.m.

Fullerton Community Center: 340 W. Commonwealth Ave, Fullerton, CA 93232

Name	Title (if any)	Organization (if any)	Street Address	City	Zip Code	Phone Number	Email Address
Elizabeth Hansburg		City of Fullerton Transportation Citizen Committee	218 S. Harrington Dr.	Fullerton	92831	714 872 1418	ehansburg@gmail.com ^{JWG AP2}
Jesse Greene	writer / photographer	Fullerton Observer		Fullerton	92832	714.300-3118	Jesse@FirePhoto.Co
Richard Kohlenberger			224 E. Commonwealth Ave # 214 Fullerton CA			657-217 1129	richard3333@roadrunner.com
Peter Wama			P.O. Box 270 HANFORD			93232	ospme@comcast.net
Lisa Young		Resident	1191 Innisfree Ct Fullerton		92831	714-768-5242	lmyoung@gmail.com
Les Young			21040 Diego Dr Diamond Bar	D.B	91765	909 786-9741	leyoung@gmail.com
Heather Young		The Bicycle Tree / SAA5	821 N. Minter Santa Ana	Santa Ana	92701	714.365.1394	heather@thebicycletree.org
Suzanne Kalmbach		PHFE-WIC program	12701 Schabarum Ave Lewindale, CA 91706 clinics in Santa Ana	Santa Ana		626-856-6650	suzanne@phfewic.org
Jane Rands		Fullerton BUSC	716 W Wilshire Ave Fullerton		92832	714 325-5223	jrands@earthlink.net
Roy Shahbazian		OCTA LAC	655 S Main St #141 92868			714 744 4534	rs@bettercommute.org



Central Harbor Blvd. Transit Corridor Study
 Thursday, February 25, 2016
 5:00-8:00 p.m.

Garden Grove High School Multipurpose Room: 11271 Stanford Ave, Garden Grove, CA 92840

Name	Title (if any)	Organization (if any)	Street Address	City	Zip Code	Phone Number	Email Address
PETER KATZ	VP COM-LINK	CITY of SA.	1314 N. MAR LES DR	S.A.	92706	(714) 429-6236	PeteKatz9@GMAIL.COM
Ben Piper			19322 Sierra Bello Rd	Irvine	92603	949 751-7275	benjaminpughpiper@yqho.com
BRENDA MILLER		PEDal AAOC				619 787876A	brenda@myfeetfirst.org
Theron Anson		CITY of ANAHEIM	1316 No. NORWOOD ST.	ANAHEIM	92806	(714) 269 1039	-
Rafael Delgado	Director Transportation	FJUHSD	1021 S. Lexie St LA HABRA CA 90631				rdelgado@FJUHSD.ORG
Karl Hill	Planning Services Manager	City of Garden Grove	11222 Acacia Pkwy 92842	G.G.	92842	714 741 5323	KarlH@gardengrove.org
Kyle Swarts	Policy Advisor	County of Orange	333 W. Santa Ana Blvd	Santa Ana	92701	714-834 3110	Kyle.Swarts@ocgov.com
ERIN WEBB	Senior Planner	City of G.G.	11222 Acacia Pkwy 92842	G.G.	92842	714-741-5313	erinw@ci.gardengrove.ca.us
Laura Cruz			155 S. Angelina Dr. #173 F Placentia ca 92870	Pl			
TAIB HIGGINS		SANTA ANA				714 647-5071	thiggins@santa-ana.org



Central Harbor Boulevard Transit Corridor Study

Open House – Comment Sheet

Name: Jane Rands Organization: Fullerton Bicycle Users
Sub Committee

Address: 716 W Wilshire Ave

Email: jrandse@earthlink.net Phone: 714-325-5223

Which Meeting Did You Attend?

Fullerton

Garden Grove

Please share your thoughts on the challenges and opportunities facing transit along and near Harbor Blvd., and consider which transit mode and route alternatives you would prefer to see implemented.

As a bicyclist and transit user I would like to be sure transit improvements do not negatively impact bike ways. I would also hope that some bike way improvements could be incorporated into the transit infrastructure. I would like better connectivity to public transit in LA as well.

Thank you,
Jane



Central Harbor Boulevard Transit Corridor Study

Open House – Comment Sheet

Name: LES YOUNG Organization: _____

Address: 21040 Riego Dr

Email: lyoung@gmail Phone: _____

Which Meeting Did You Attend? Fullerton Garden Grove

Please share your thoughts on the challenges and opportunities facing transit along and near Harbor Blvd., and consider which transit mode and route alternatives you would prefer to see implemented.

57 Fwy / 22 / 5 Fwy extremely congested
Alternative transportation needed to
eliminate ~~some~~ or reduce automobiles
going a few miles East and West of
57 Fwy.

An efficient train connecting points
such as Disneyland, Cal State Fullerton,
Santa Ana College, downtown Fullerton is
sorely needed.

Comments from 2016 Open Houses

From: Sabrina Williams [mailto: Sabrina.Williams@stjoe.org]

Sent: Friday, March 04, 2016 11:46 PM

To: Marissa Espino

Subject: Central Harbor Boulevard Transit Corridor Study

Hello,

I have filled out the study questionnaire regarding the Central Harbor Boulevard Transit Corridor Study.

I also wanted to add that as an employee of St. Jude Medical Center, there is **A LOT** of people that commute to work and from work.

We receive calls from our patients, visitors, and our families coming to the hospital and/or the various medical facilities in the area for doctor appointments, rehabilitation, and educational classes, etc. calling for bus and routes information, which we try to assist as much as possible.

Please extend the route on Harbor Blvd up to Whittier Blvd, that's available from 12 midnight to 11:59 p.m., running every 45 minutes to an hour with a few stops along the way. One major bus stop at the Brea Mall terminal.

Thank you for your time.

Sabrina R. Williams

Attachment E:
Media - 2016



FOR MORE INFORMATION:
Joel Zlotnik (714) 560-5713
Eric Carpenter (714) 560-5697

FOR IMMEDIATE RELEASE:
Feb. 18, 2016

Public Asked to Weigh in on Harbor Boulevard Study that Explores Transit Options

Open houses are planned for Feb. 24 in Fullerton and Feb. 25 in Garden Grove to discuss Harbor Boulevard Transit Corridor Study

ORANGE – The Orange County Transportation Authority, in partnership with the cities of Fullerton, Anaheim, Garden Grove and Santa Ana, is hosting two open houses this month to begin getting public input on how to improve transportation along a busy stretch of Harbor Boulevard between Fullerton and Santa Ana.

OCTA has launched the Central Harbor Boulevard Transit Corridor Study to look at how to improve the transit system along Harbor Boulevard between Westminster Boulevard in Santa Ana and Chapman Avenue in Fullerton.

Harbor Boulevard is Orange County's busiest north/south transit corridor, carrying about 8 percent of the county's bus riders through some of the most densely populated areas of the county.

Several other transit projects are being planned or discussed that would connect to Harbor Boulevard, including the OC Streetcar in Santa Ana/Garden Grove and a streetcar in Anaheim between ARTIC and the Anaheim Resort.

At the northern end, Fullerton is also looking at options for improving transit connections between Downtown Fullerton, the transportation center and college campuses, including Fullerton College and Cal State University, Fullerton.

The Harbor study will take a comprehensive look at all the current and potential connections to Harbor Boulevard and analyze existing and future travel demands. The study, expected to be completed by the end of the year, also will develop goals and identify options for improving transit along the street.

Members of the public will have several chances to provide input as the study progresses. The first two options are at the open houses planned for:

- 5 to 8 p.m. Wednesday, Feb. 24 at the Fullerton Community Center, 340 W. Commonwealth Ave., Fullerton, CA 92832
- 5 to 8 p.m. Thursday, Feb. 25 at Garden Grove High School, 11271 Stanford Ave., Garden Grove, CA 92840

OCTA staff will be in attendance during the open houses to talk about the study, answer questions and receive public comments.

The final phase of the study will analyze and recommend potential alternatives for improving Harbor Boulevard. Those alternatives could include a variety of transit technologies, including bus rapid transit and fixed-guideway options, as well as making improvements to streets that run parallel to Harbor. Ultimately, the study's findings will provide OCTA and the cities with strategies to make traveling the corridor more efficient.

To learn more about the study, visit www.octa.net/Harbor.

###



FULLERTON'S ONLY INDEPENDENT NEWS • Est.1978 (printed on 20% recycled paper) • YEAR 38 #4 • EARLY MARCH 2016
Submissions: observernews@earthlink.net • Contact: (714) 525-6402 • Read Online at: www.fullertonobserver.com

WHATEVER HAPPENED TO EL NIÑO?

by Frances Mathews

As February ends and March begins El Nino still hasn't given us the promised downpours. There is still time throughout March and maybe into April, so it's too soon to stop watching skies and weather maps for southerly flowing jet streams with their low pressures and rain clouds.

Looking around Fullerton, more and more lawns are being replaced with beautiful and drought tolerant shrubs and succulents. Other lawns are looking quite green and healthy. Maybe those folks are optimistically thinking the drought is over since snow has fallen in the Sierras. But, in truth, the drought hasn't ended and we may be in for a new dry normal.

You often hear people say that climate prognosticators don't know much and their models are wrong, but that is not true. The models can't say exactly where and when any given change will happen, or what the temperatures will be, or sea levels, at any given time.

Continued on page 19



Take Flight First Place Winners *Marcus Green, Justin Trujillo, and Jacob Vasquez won the first place trophy for their school in the annual Take Flight competition held this year at the Fullerton Airport. photo by Jere Greene (more page 10 & 14)*

January 2016 was the hottest January on record. It's clear that things are changing.

END OR REOPENING OF HUNT BRANCH LIBRARY?

BOARD SAYS FUND IT OR SELL
by Jane Rands

The Hunt Branch Library is nestled into a mostly forgotten corner of Southwest Fullerton, disconnected from the north by railroad tracks, hidden behind a behemoth of a church to the west, and denigrated by a dog park to the south. This once cherished William Pereira designed structure is named for the Hunt Foods Foundation, which donated the building to the City of Fullerton for use as a library. After nearly 50 years of operation, 2011 funding cuts rendered the Hunt nearly useless, only operating two days a week.

In 2012 homeless people began living in the area surrounding the library. Portable toilets were delivered and maintained and Fullerton Police trained as Homeless Liaisons frequently visited the enclave.

However, library staff felt unsafe in this environment prompting the Library Board to vote in favor of a temporary closure of the Hunt Branch at an emergency meeting on March 28, 2013.

Police eventually began searching, citing, and finally evicting residents of the tent city on the tracks and on the steps of the Hunt. By October of that same year the City Council approved a lease agreement with neighboring Grace Ministries International (GMI). The multi-story former library was rented for the same rate as a single bedroom apartment, \$1,500 a month. In exchange, GMI has secured and maintained the prop-

Sueling Chen noted that the lack of library resources in southwest Fullerton coincides with the argument for council members being elected by district.

erty while using it for office space.

"The lease is now nearing the end of its term and we request direction for the use/disposition of the Hunt Branch Library," read an agenda letter submitted to the Library Board of Trustees by Library Director Maureen Gebelein at the regularly scheduled February 25 meeting. The Director's letter reiterated the conclusion of the Ad Hoc Committee tasked with assessing library assets over a 6 month period between October 2012 and April 2013, "The Hunt Branch is not a viable option for delivery of library services to Southwest Fullerton."

Continued on page 5

OCTA M2 Grant-Purchased Open Space Properties

As the City of Fullerton seeks grant funding for purchase of open space property in West Coyote Hills consideration should be given to encouraging Chevron to come up with fair prices on the sites it is willing to sell.

At right are properties that have been purchased with OCTA M2 grant funding over the last few years compared to Chevron's asking price.

See related "Is Chevron Charging too Much for Coyote Hills?" page 13

NAME	ACRES	TOTAL COST IN MILLIONS	SALE DATE	LOCATION	SELLER
Hayashi	296	\$ 2.9	5/2011	Carbon Canyon Rd	Leo & June Hayashi Trust
Ferber Ranch	399	12.7	5/2011	Trabuco Oaks Rose Canyon	Trabuco Canyon Co., LLC
O'Neill Oaks	119	4.3	5/2011	Trabuco Oaks/Live Oaks	O'Neill Oaks 136, LLC
Saddle Creek	84	3.2	4/2011	Live Oaks Canyon Rd	Rutter Santiago LP
Hafen	48	1.7	11/2011	Live Oaks Canyon Rd	The CA Land Conservancy
MacPherson	204	2.5	12/2013	Silverado/Ladd Canyon Rds	MacPherson/Fitzpatrick Trust
Aliso Canyon	149	2.2	4/2015	adjacent Barracuda Way	Driftwood Properties, LLC
Compare to Chevron's Asking Price Below for Parcels in West Coyote Hills					
Site # 1	10	\$ 9.6	?	WEST COYOTE HILLS	CHEVRON-PCH
Site #3	14	20.0	?	WEST COYOTE HILLS	CHEVRON-PCH

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Central Harbor Blvd. Transit Corridor Study

by Jane Rands

The Orange County Transportation Authority (OCTA) is halfway through the Central Harbor Blvd. Transit Corridor Study to decide how to improve transportation along an eight mile stretch of Harbor Blvd. The study area begins at Chapman Ave. in Fullerton and continues south through Anaheim, Garden Grove, and Santa Ana, ending at Westminster Blvd. OCTA hosted one of two public workshops to inform the public and gather input at Fullerton's Community Center from 5 to 8 p.m. on February 24 but few people from Fullerton attended.

The study area has the most used public transit service in the county with over 10,000 riders. This is not surprising as one of the region's largest centers of employment, the Disneyland resort area, is on the 43/543 bus routes that run on Harbor. Significant destinations in Fullerton accessed within or by passing through the study area include St. Jude Medical Center, Fullerton College (FC), CSUF,

the Fullerton Transportation Center (FTC), and Downtown Fullerton.

There are three main public transportation options under consideration in this study, including a fixed rail or trolley similar to that proposed under the Fullerton College Connector Study. But based on one of the goals of the Harbor Connector

Fixed Rail, Limited Bus Stop and Bus Rapid-Transit are among ideas being considered to improve transportation.

Study, to strike a balance between cost and benefits, this option may not pan out for the same reason as the proposed trolley in Fullerton.

Fullerton's City Council were not convinced that the capital outlay required to build infrastructure and maintain a trolley in Fullerton was the best solution to move people

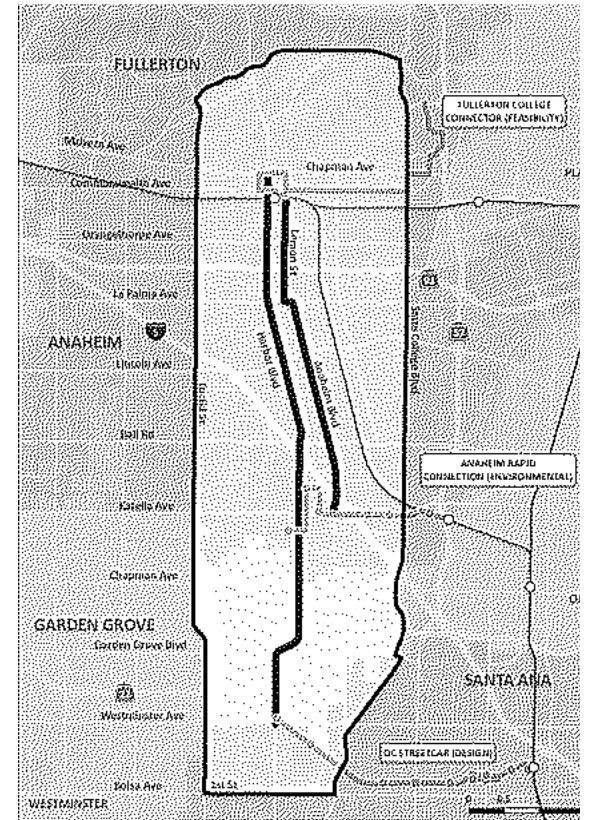
between the FTC and FC and CSUF compared to "rubber tired" transportation. However, Santa Ana and Anaheim are each pursuing local fixed rail transit. Santa Ana's "OC Streetcar" on the old Pacific Electric right of way and Anaheim's "Anaheim Rapid Connector" (ARC) will connect the respective city transportation centers to the Central

Harbor Transit Corridor.

There are two other alternatives besides fixed rail being studied for the Harbor Corridor that are based on improving bus service to be more reliable, with shorter travel times, and increased hours of operation (span). The "limited bus stop" option is already in use by Bravo! (543). Limited-stop service improves transit time by only stopping at major destinations or connections to other public transit. If this option is selected, Bravo! service would become more frequent by simply adding more buses to the route.

The second bus option is "bus rapid-transit." This option is an improved version of the limited-stop option that would add dedicated bus lanes and/or traffic signal prioritization along with limited-stops and more buses along the corridor.

OCTA is continuing to gather feedback from the community through March 31. Visit www.octa.net/harbor to review the study area location and all the options being considered. Complete an extensive survey on transit usage and



desired improvements and sign up to receive updates. Look for OCTA to present their evaluation of the alternatives back to the public for further input sometime this summer.

Do You Speak English? by Sinh Dang

Have you ever driven into a parking space that you thought was available only to find out that a shopping cart was sitting in the middle of it? And how much did you wish that someone would take the cart away for you, especially when you are driving alone?

Well, I have been there many times, so in the spirit of "Do unto others what you would like them to do for you," I often, with a smile on my face, walk over and pull the cart away for a driver. And I often receive a warm thank you in return.

One day, as my sister and I exited our vehicle in the shopping center on Malvern, I saw a lone driver

pull her van into a handicapped parking space that was occupied by a shopping cart. Naturally, I walked over and moved it out of the way (with a smile of course).

The driver exited the van and asked me in a commanding voice, "Do you speak English?" I was a little surprised, "Yes," I said. She then raised her voice and scolded me: "If I were to download a handicapped person, this cart would have blocked my way. This is not the right way to place a shopping cart!"

My smile disappeared and my jaw dropped "Huh?" I said, "I was doing you a favor by pulling the cart out of your way, but it seems like I wasted my time." As I walked away my sister asked me what the lady had said. I repeated her words, and she was also shocked. We walked to the store and rationalized that the driver must have been having a bad day.

Another time, I had just finished filling up gas and was ready to get in my car and leave when a truck pulled up behind, and the woman driver asked me, "Do you speak English?" I smiled, "Yes." She then commanded, "I need money for gas, can you give me some?" I gave her a couple dollars and the change I had in my hand, but she didn't say anything. I guess that was not enough to make her happy. I then drove away and wondered how I should answer next time if someone asked me the same question "Do you speak English?"

When I am not home, my family tells me that our phone rings a lot, but they don't answer it because they don't know how to handle the caller's questions or

demands. So when I am home, I try to answer as many calls as I can, in hopes of preventing the repeated calls. To the people who specialize in remodeling, I say we have remodeled everything from the bathroom, kitchen, to the garage. To the people who do construction, I say I have already had an addition, brick wall, concrete, everything I need done. To the people offering landscaping services, I say I already have a great gardener. Besides, our

I laughed at myself for being intimidated by rude people.

number is on the national-do-not-call list, so please remove it from your database and we appreciate you not calling us again, etc.

One day as I picked up the phone and said "Hello?" A woman's voice asked me, "Do you speak English?" Here we go again! After having bad experience twice with that question, I immediately said "No". The woman said, "Okay," and hung up the phone. I laughed at myself for being intimidated by rude people.

In the old days when my family and I were newcomers to the US, not knowing English sometimes got us out of trouble. My friends told each other that if we were stopped by police, we should say "Officer, me no English" which could draw some sympathy, and the officer might cut us some slack.

Once, my sister was riding her bike in a hurry, and was a little distracted. She dangerously ran a red light! She was immediately stopped by police. She was extremely nervous but remembered to say exactly what we had been told, "Officer, me no English." The Fullerton police officer pointed at the traffic light and said to her, "When the light is red, stop. When it is green, go. You don't need to know English to ride a bike." And he was kind enough not to give her a ticket.

As time went by our answer to the question eventually changed from "Me no English" to "A little bit" or "Working on it." And now after being here for a long time and even though I still speak English with an accent, I am proud to say "Yes" if someone asks me if I speak the language.

Though I have recently decided that from now on, if someone asks me that question, my answer will definitely depend on their tone of voice.

California Safe Schools Requests Moratorium on Synthetic Turf Installations

A video recording of the Feb. 8th California EPA expert panel on the health issues of synthetic turf (especially those products made of crumb rubber made from recycled tires) is available at <http://www.oehha.ca.gov/SyntheticTurf01122016.mp4>.

The focus of the discussion was on the design of the study which will characterize issues related to small inhalable VOCs and particulate released from the crumb rubber, risk from multiple chemical exposures, evaluation of take home exposures for both players (especially children) and those on the sidelines, elevated temperatures on synthetic turf fields, physical abrasion risk, chemical vapor, and compare risks to those from natural turf, and those from made from other infill products including thermoplastic elastomer, ethylene propylene diene monomer, coconut fiber, and cork.

Characterization of chemicals of concern from samples collected from fields will be done. More than 200 chemicals will be studied to narrow in on what should be targeted in the \$2.2 million study.

Public comment included a request

from California Safe Schools that a comprehensive study be done of cumulative effects and a moratorium be placed on current crumb rubber (and the newer zeolite) fields and installation of new fields until the study is completed. Recycled tires are considered a toxic waste too dangerous to be placed in landfills.

Healthy Soccer San Francisco asked that young cancer patients be included in the study. In over 200 cases crumb rubber associated cancer cases exceeded other causes by six times. Another speaker suggested that use of synthetic turf in public parks also be considered along with endocrine disrupters. Another commentator asked that animals be included in the risk studies.

Staff said they are not including studies on existing cancer cases because of the complexity and time issues, and financial resources available. Instead they are focusing on the risk of known cancer causing chemicals and pathways of exposure of the material used on fields. The expert panel suggested that staff consider including an epidemiological study in the future.

Comments and questions can be sent to SyntheticTurf@OEHA.ca.gov

ATTENTION SPRING CLEANERS Pathways of Hope Clothing Drive thru March 31

Pathways of Hope is partnering with Savers Thrift Store to gather gently used clothing donations. Pathway's receives a percentage of the retail value.

DROP OFF ITEMS AT PATHWAYS OFFICES

•Saturdays, 9am-12pm: 611 S. Ford Ave, Fullerton

•Monday-Friday, 10am-2pm: 514 W. Amerige Ave., #C, Fullerton

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Attachment F:
Online Survey - 2016



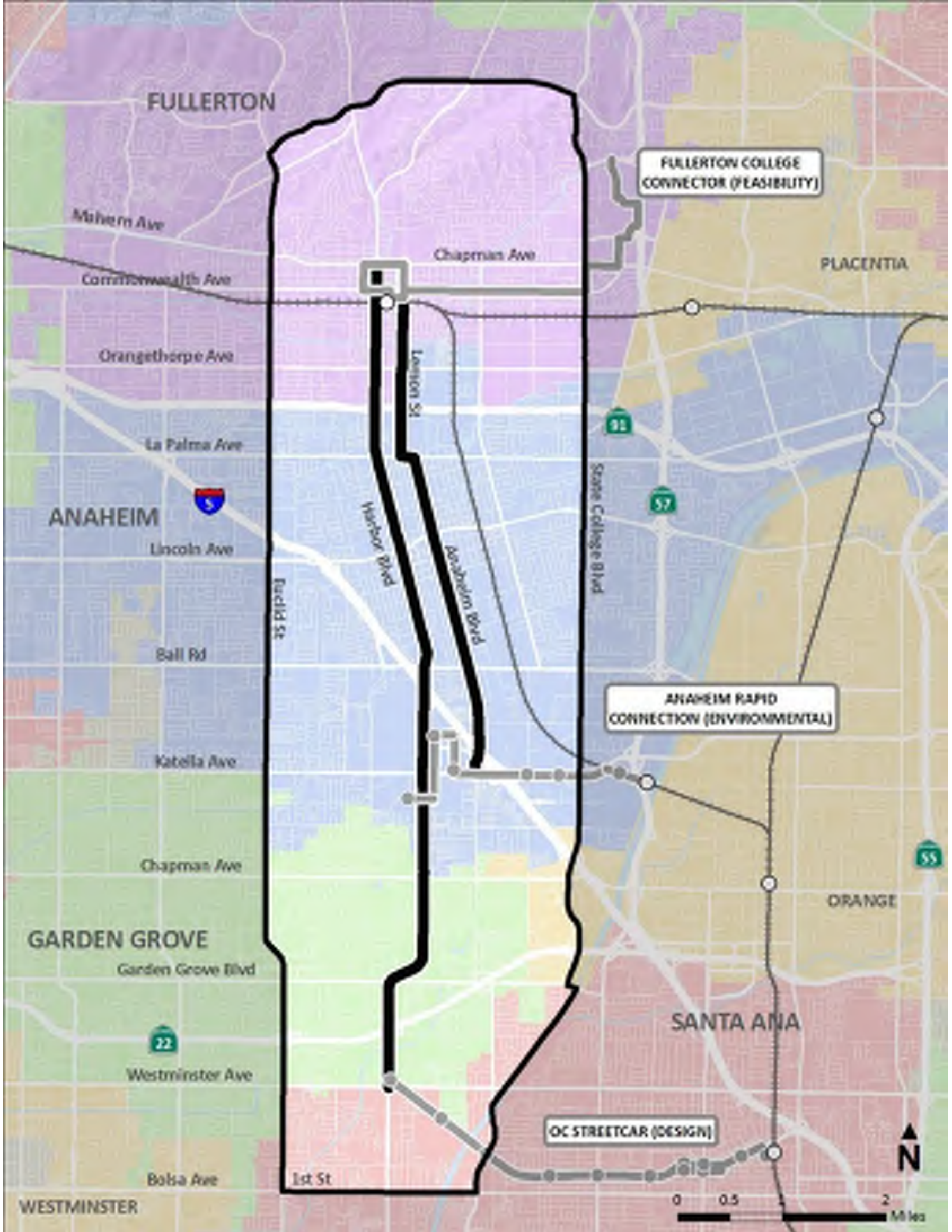
**Central Harbor Boulevard
Transit Corridor Study
Survey**

Tell us what you think!

The Orange County Transportation Authority (OCTA) is working with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton to improve transit along and near Harbor Blvd., the busiest bus corridor in Orange County. OCTA is studying the characteristics, opportunities and challenges facing north-south transit services in this area.

This is your opportunity to provide input on what transit alternatives should be looked at to improve travel on Harbor Blvd. This questionnaire is available until **March 31, 2016**, please share it with your friends and neighbors with this link: [**www.octa.net/harbor**](http://www.octa.net/harbor).

Before we begin, we would like to share a map of the study area.



1 Please complete the following statement: I am a _____ along or near Harbor Blvd.

- A Business Owner An Employee A Resident A Visitor A Commuter Other
-


2 How often do you use transit in the study area?

- Daily Weekly Monthly Never
-

3 What are your main reasons for choosing whether or not to use transit?

4 In order to develop ideas for improved and/or new transit services on or near Harbor Blvd., it's helpful to understand the challenges facing transit in this area today. OCTA has identified the following potential challenges.

Which of these "problems" do you believe is the most significant?

 <input type="radio"/> Other	Transit/ Roadway Performance Current traffic conditions limit the speed and reliability of existing transit service. <input type="radio"/> Transit/Roadway	Land Use Some land uses prioritize automobile access over transit & pedestrian options. <input type="radio"/> Land Use	Corridor Constraints Restricted street configuration supports auto use (limiting options for transit, bike, and pedestrian uses). <input type="radio"/> Infrastructure	Connectivity Connections to/from major activity centers are difficult for many users. <input type="radio"/> Connectivity
User Experience Inconsistent stop amenities, branding, and information create confusion. <input type="radio"/> User Experience	Mode Choices For many trips, few mode choices are competitive with the automobile. <input type="radio"/> Mode Choices			

5 The following draft study goals were established to address transit in this area.

Which of these goals is most important to you?

 Other	Transit/ Roadway Performance Improve transit operating speed, reliability, and overall service.	Land Use Serve transit-supportive land uses, reduce overall emissions, and minimize impact to the environment.	Connectivity Improve connections to destinations and ensure major activity centers can be reached with one transfer.	Corridor Constraints Optimally allocate roadway space, improve safety, and optimize traffic operations.
User Experience Improve stop amenities and improve first and last-mile connections to and from corridor.	Mode Choices Reduce auto-dependence by promoting transit usage and improve accessibility for all users.	Community Support Pursue a project that has support from stakeholders	Cost Effectiveness Pursue a project that offers a good balance between total costs and benefits.	

Next we want to share new possible transit options for the corridor.

6 The first option is Limited-Stop Bus. Tell us what you think of this option.

The more hearts mean the more you like it.

Limited-Stop Bus



- Builds off of existing Bravo! line branding
- Improves existing equipment and infrastructure
- Features could include shorter wait times
- Stops farther apart and at major destinations and transfer centers



7 The second option is Bus Rapid Transit (BRT). Tell us what you think of this option.

The more hearts mean the more you like it.

Bus Rapid Transit



- Premium bus service with district branding
- Features could include dedicated bus lanes, traffic signal priority at intersections, defined stations, and short wait times (less than 15 minutes)

8 The third option is Streetcar. Tell us what you think of this option.

The more hearts mean the more you like it.

Streetcar

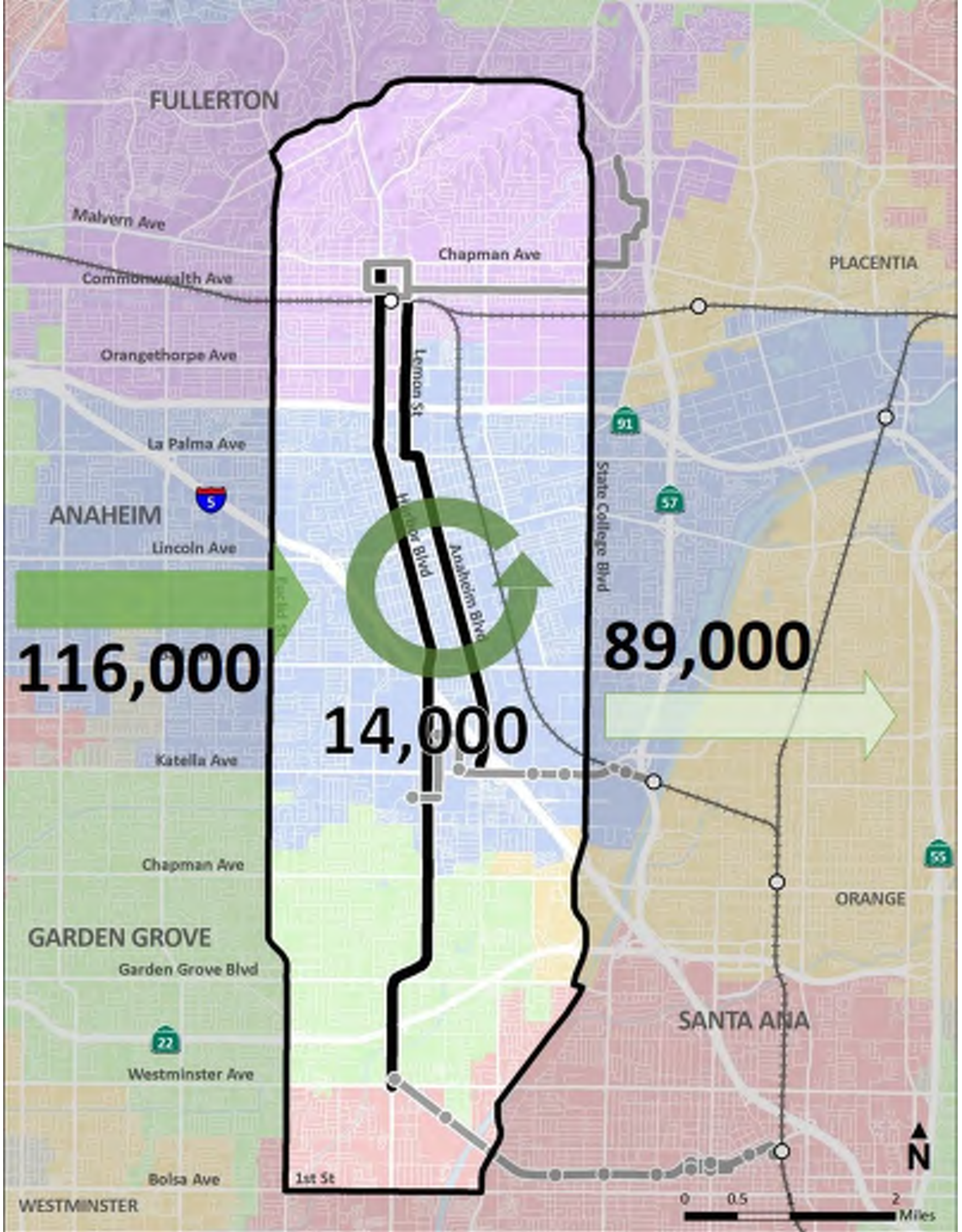


- Highest economic development potential
- Creates a sense of permanence
- Features could include improved stations, traffic signal priority, and short wait times
- Could stimulate investment in corridor

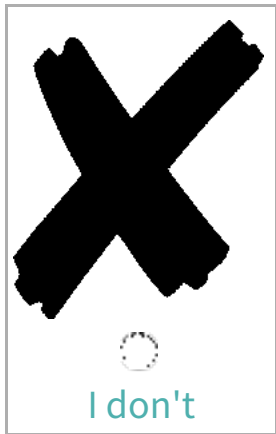
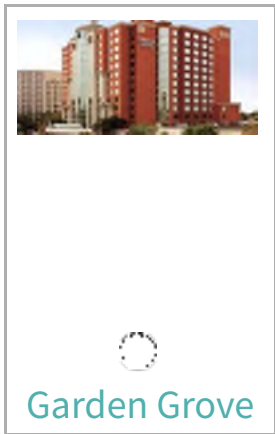
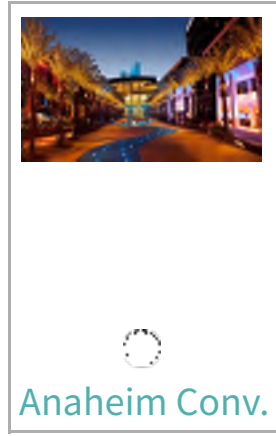
9 If transit was available for your travel needs along Harbor Boulevard, what service characteristics would be most important to you?

- Frequency of service Convenient service hours
 - Travel time compared to other modes (like personal vehicle) Stop locations Cost
 - Ability to utilize a park and ride lot to access the service
 - Real-time information about the services (such as bus arrival time)
 - Nothing would encourage me to use transit
-

Here is a map of the proposed corridor study -- please note the movement of people traveling INTO, WITHIN and OUT OF the study area:



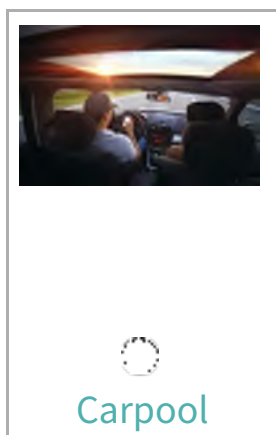
10 If you commute INTO or WITHIN the study area for work or non-work trips along Harbor Boulevard, what is your destination?



11 When traveling INTO or WITHIN the study area, what is your starting point?

Please reference cross streets, city and/or zip code.

12 What forms of transportation do you currently take to commute INTO or WITHIN the study area?





Bicycle



Walk



Taxi, Uber or

13 If you commute OUT OF the study area for work or non-work trips along Harbor Boulevard, what is your destination?

Please reference cross streets, city and/or zip code.

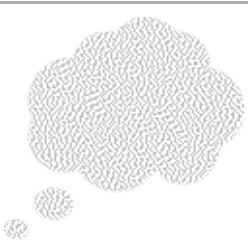
[Empty dashed text box for answer]

14 When traveling OUT OF the study area, what is your starting point?

Please reference cross streets, city and/or zip code.

[Empty dashed text box for answer]

15 What forms of transportation do you currently take to commute OUT OF the study area?



Other



Drive alone



Carpool



Vanpool



Bus, public



Bicycle

Walk

Taxi, Uber or

16 In your opinion, what is the most important transit connection in the study area?

- Other
- Disneyland
- Downtown Anaheim
- Anaheim Convention Center
- Downtown Fullerton
- Future OC Streetcar (Harbor Blvd. & Westminster Ave.)
- Fullerton Transportation Center


17 When traveling in the study area, what are the major activities you participate in?


 Other


 Working


 Education


 Dining


 Shopping


 Recreational


 Tourist

Thanks for the input! Now please tell us a little about yourself...

18 What is your age?

16-24

25-34

35-44

45-54

55-64

65-74

75 or older

19 If you are a business owner along Harbor Boulevard, what is the size of your business?

1-19 employees 20-49 employees 50-99 employees 100-249 employees

250-499 employees 500+ employees I am not a business owner along Harbor Boulevard

20 How many people live in your household?

1 (I live alone)

2

3

4

5 or more

21 How many vehicles are there in your household?

1 2 3 or more

22 Would you like to be added to the mailing list to receive email updates about the Central Harbor Boulevard Transit Corridor Study?

If yes, please ensure you provide your email in the next question.

Yes No

23 Please provide your name, organization (if any) and email. (Optional)

Submit

Never submit passwords! - [Report abuse](#)

Summary of Facebook Ads for OCTA in 2016

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OCTA needs your input to ease traffic on Harbor Blvd., the busiest bus corridor in the OC.



Help us get you there OCTA

SHARE YOUR THOUGHTS
The Orange County Transportation Authority (OCTA) is developing and studying options to improve mobility on and near Harbor Blvd. Click the "sign up" button to take the survey.

www.octa.net Sign Up

33 Likes 4 Comments 3 Shares

Like Comment Share

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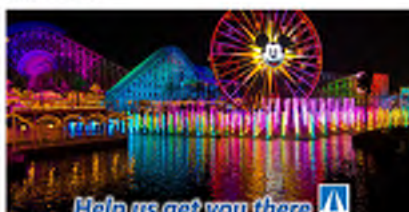
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5 Likes 1 Comment

Like Comment Share



Attachment G:
Key Stakeholder
Workshop #2

Key Stakeholder Workshop #2: Email Invitation

From: Marissa Espino
Sent: Wednesday, February 15, 2017 2:34 PM
Subject: Harbor Blvd. Study Stakeholder Workshop

Dear Stakeholder:

The Orange County Transportation Authority (OCTA), in partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, continues to move forward with the Central Harbor Boulevard Transit Corridor Study (Study). As a key stakeholder in the project area, we invite you or a representative of your organization to participate in the study's second key stakeholder workshop meeting. The study team incorporated the feedback collected from the last workshop, two public open houses and an online survey to develop a set of preliminary alternatives that we would like to share with you on Thursday, March 9.

As you recall, Harbor Blvd. is Orange County's busiest north/south transit corridor and the study area contains many key activity centers. The study is analyzing several options to improve transit on Harbor Blvd. To learn more, visit www.octa.net/harbor.

Stakeholder feedback is an important component used to shape and evaluate the transit options. Workshop participants will continue to have an opportunity to preview information, provide feedback and serve as a conduit between the study team and your constituents/members. We hope you will join us at the next meeting and learn more about the alternatives being considered.

The second meeting is scheduled for:

Thursday, March 9, 2017
9:00 – 10:30 a.m.
OCTA – Room 08/09
550 S. Main St., Orange, CA

Please RSVP to me via [email](mailto:mespino@octa.net) or at 714-560-5607 by Friday, March 3 if you plan to attend. We look forward to working with you throughout this process.

Sincerely,

Marissa Espino
Community Relations Officer
Orange County Transportation Authority
714-560-5607
mespino@octa.net



Measure M. Your ½ cent sales tax for transportation at work.

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Central Harbor Transit Corridor Study
Key Stakeholder Workshop #2

First	Last	Organization	City
Sandra	Sagert	Anaheim Beautiful	Anaheim
Sandy	Pantoja	Anaheim Central District Neighborhood Council	Anaheim
Todd	Ament	Anaheim Chamber of Commerce	Anaheim
Linda	Wagner	Anaheim City School District	Anaheim
Peggy	Younggren	Anaheim Convention Center	Anaheim
Tom	Morton	Anaheim Convention Center	Anaheim
Charlotte	Clement	Anaheim Elementary School District	Anaheim
Rick	Lewis	Anaheim Elementary School District	Anaheim
Kandee	Beas	Anaheim Historical Society	Anaheim
Mitch	Caldwell	Anaheim Neighborhood Association	Anaheim
Diana	Kotler	Anaheim Transportation Network	Anaheim
Michael	Matsuda	Anaheim Union High School District	Anaheim
Bill	Snyder	Anaheim/Orange County Hotel and Lodging Association	Fullerton
		Asian Business Association of Orange County	Santa Ana
Albert	Garcia	Bali Hi Mobile Homes Lodge	Santa Ana
Sue	Edwards	Best Western Anaheim Inn	
Bill	O'Connell	Best Western Stovalls Inn	Anaheim
Cheryl	Casanova	Brookfield Homes	
Paul	Sanford	c/o Anabella Hotel	Anaheim
Barry	Cottle	C&C	Tustin
Kristen	Jasko	California State University, Fullerton Parking & Transportation	Fullerton
Bill	Arrington	Carl's Jr.	
Lonny	Myers	Central Neighborhood District, c/o Anaheim Sporn	Anaheim
Adam	Millar	City National Grove of Anaheim	Anaheim
Mark	Paredes	City of Garden Grove	Garden Grove
Todd	Priest	Curt Pringle & Assoc.	
Grant	Dawdy	Disneyland Resort	Anaheim
Carrie	Nocella	Disneyland Resort	Anaheim
Devon	Reeves	Downtown Anaheim Association	Anaheim
Edwin	Baloloy	Filipino American Chamber of Commerce Of Orange County	Orange
Derek	Kirk	Fullerton Chamber of Commerce (aka North Orange County Chamber)	Fullerton
Theresa	Harvey	Fullerton Chamber of Commerce (aka North Orange County Chamber)	Fullerton
Greg	Shultz	Fullerton College	Fullerton
Mike	Ritto	Fullerton Downtown Business Association	Fullerton
Ernie	Kelsey	Fullerton Heritage	Fullerton

Central Harbor Transit Corridor Study
Key Stakeholder Workshop #2

Ron	Lebs	Fullerton Joint Union High School District	Fullerton
Rafael	Delgado	Fullerton Joint Union High School District	Fullerton
Robert	Pletka	Fullerton Unified School District	Fullerton
Rani	Goyal	Fullerton Union High School	Fullerton
Cindy	Spindle	Garden Grove Chamber of Commerce	Garden Grove
Maureen	Blackmun	Garden Grove Neighborhood Association	Garden Grove
Jim	Durslag	Garden Grove Tourism Improvement District	Garden Grove
Gabriela	Mafi	Garden Grove Unified School District	Garden Grove
Margaret	Brown	Garden Grove Unified School District	Garden Grove
Jerry	Alder	Garden Walk	
Fred	Brown	Hansji Corporation	Anaheim
George	Urch	Honda Center	Anaheim
Edward	Galigher	Integral Communities	Newport Beach
Heidi	Mather	JPI	San Diego
Sherry	Lin	Korean Chamber of Orange County	Garden Grove
Donna	Kelly	Lennar	Aliso Viejo
Heather	Metoyer	LPC	Anaheim
Peter	Katz	Mar-Les Neighborhood Association	Santa Ana
Paul	Stover	Marshall B. Ketchum University	Fullerton
Daniel	Finley	MUZEO	Anaheim
Amir	Patel	NARA Investments	Anaheim
Christina	Hernandez	National Latina Business Women's Association - OC	Orange
Gary	Meyers	NEC Harbor/Orangethorpe - Fullerton Town Center	
Hunter	Alder	Nexus Companies	Santa Ana
Robert	Eres	Nexus Companies	Santa Ana
Rob	Eres	Nexus Development Corporation	Santa Ana
Roy	Shahbazian	OCTA Citizen's Advisory Committee	
Mary Anne	Foo	Orange County Asian Pacific Islander Community Alliance (OCAPICA)	Garden Grove
Bobby	MacDonald	Orange County Black Chamber	Santa Ana
Delaine	Moore	Orange County Business Council	Irvine
Ada F.	Briceño	Orange County Communities for Responsible Development	Garden Grove
Miguel	Hernandez	Orange County Congregation Community Organization (OCCCO)	Anaheim

Central Harbor Transit Corridor Study
Key Stakeholder Workshop #2

Reuben	Franco	Orange County Hispanic Chamber of Commerce	Santa Ana
Leila	Mozaffari	Orange County Small Business Development Center	Santa Ana
Anita	Vanaman	Orange County Tourism Council	Fullerton
Tanya	Nielsen	Orangefair Marketplace, LLC	Santa Monica
Coleen	Kirnan	Orangefair Marketplace, LLC	
Joseph	Luan	Our Lady of La Vang	Santa Ana
Chris	Bennett	Packing House/Lab	
Ajesh	Patel	Prospera Hotels, Inc.	Orange
Tuong	Nguyen	Robinson Pharma	Santa Ana,
Stacy L.	Short	RPAI Southwest Management LLC	Oak Brook
Lynnete	Guzman	Santa Ana Active Streets	
Dave	Elliott	Santa Ana Chamber of Commerce	Santa Ana
Orin	Williams	Santa Ana Unified School District	Santa Ana
Jessica	Mears	Santa Ana Unified School District	Santa Ana
Stefanie P.	Phillips, Ed.D.	Santa Ana Unified School District	Santa Ana
Felipe	Guerrero	Santa Anita Neighborhood Association	Santa Ana
Paul	Durand	Scalzo Hospitality	Osceola
Arturo	Ferreras	South Neighborhood District, c/o Anaheim Sporn	Anaheim
Cameron	Irons	Sperry Van Ness	Fullerton
Andy	Quinlan	St. Joseph Heritage Healthcare	Anaheim
Tracy	Bryars	St. Jude Medical Center	Fullerton
Jill	Kanzler	Support Our Anaheim Resort Area	Anaheim
Rashik	Patel	T2 Development	Newport Beach
Pat	Patel	Tarsadia	Newport Beach
Jason	Ballow	Trammell Crow Residential	Carlsbad
Jane	Reifer	Transit Advocates of Orange County	Fullerton
Gia	Ly	Vietnamese American Chamber of Commerce	Fountain Valley
Mindy	Abel	Visit Anaheim	Anaheim
Jay	Burrress	Visit Anaheim	Anaheim
Efrem	Joelson	Watt Companies	Santa Monica
Tom	Dalton		
Mary	Pham	OC Health Care Agency, Health Promotion Division	
Megan	Beard	OC Health Care Agency	



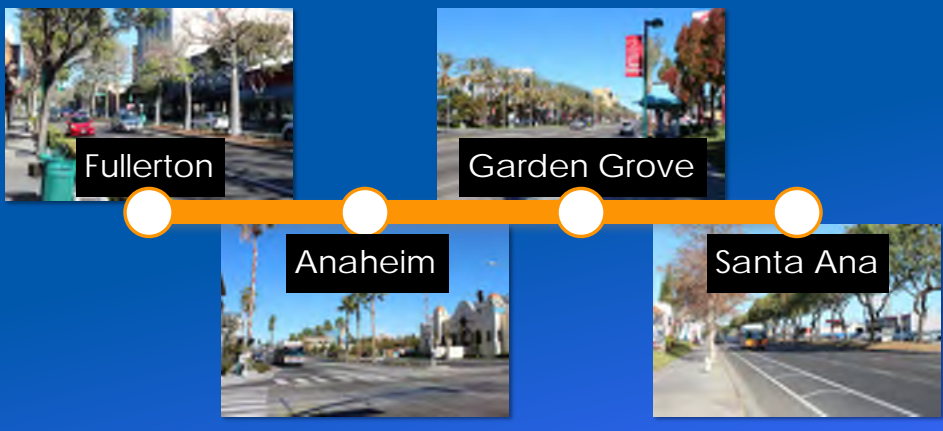
Central Harbor Blvd Transit Corridor Study Key Stakeholder Workshop 2

600 South Main Street
Orange, CA 92863
OCTA Conference Room 08/09

March 9, 2017
9:00 a.m. – 10:30 a.m.

Agenda

1. Welcome/Introductions
 2. Agenda Overview
 3. Project Overview/Update
 - a) January 2016 Meeting Recap
 - b) Changes to Project Since January 2016
 - c) Study Phases, Schedule, and Purpose
 - d) Evaluation Criteria: Mobility Problems and Goals
 4. Alternatives Development
 - a) Mode/Feature Options
 - b) Alignment Options
 - c) 12 Draft Alternatives
 5. Next Steps & Staying Involved
 - a) Study Phases & Schedule
 - b) Outreach Plan for 2017
-



Central Harbor Boulevard
Transit Corridor Study

Key Stakeholder Workshop #2 – March 9, 2017



Today's Meeting

- Welcome/Introductions
- Project Overview
- Draft Alternatives
- Outreach Plan/Next Steps

Background

- January 2016
 - Corridor Definition
 - Mobility Problems
 - Goals and Objectives
 - Previewed Alternatives Development
- Project Definition phase
 - 9 Alternatives on Two Corridors:
 - Harbor Boulevard
 - Lemon Street-Anaheim Boulevard

Updates Since Last Meeting

- Anaheim Rapid Connection Project
- Harbor Study extended and Katella Avenue added
- Study will now evaluate 12 alternatives:
 - 5 alternatives along Harbor
 - 4 alternatives along Anaheim-Lemon
 - 3 alternatives along Katella.



Study Phases & Schedule

- | | |
|----------------------------|-------------------|
| • Purpose and Need | Aug 2015-Dec 2016 |
| • Outreach 1 | Feb-Apr 2016 |
| • Alternatives Development | Feb 2016-Apr 2017 |
| • Outreach 2 | Feb-Apr 2017 |
| • Alternatives Evaluation | Apr-May 2017 |
| • Draft Final Report | Jul 2017 |

Mobility Needs

- Highest transit usage
- Commute-focused trips
- 27 Million annual visitors
- More development planned
- Central north-south transit spine



Evaluation Criteria

**Transit/
Roadway
Performance**

How long does it take to get to my destination?
Is the bus or streetcar usually on time?
Does it encourage more people to ride?

Land Use

Does the new bus or streetcar compliment nearby land uses?
Does it help the local economy and support jobs?
Is it environmentally friendly?

Connectivity

Does the bus or streetcar take me to major destinations?
Can I reach my destination without having to make more than one transfer?
Can I walk or ride my bike to/from a station?

**Corridor
Constraints**

Does the project affect our roads and traffic?
Does the project make our streets safer?
Does it compliment my neighborhood?

**Mode
Choice/User
Experience**

Does the project encourage more people to ride transit and drive less?
Does it benefit people without cars?
Are stops/stations safe and attractive?

**Cost
Effectiveness**





Is the project a good use of local public funds?
Does the project do a good job of balancing costs and benefits?
Are there other sources of funding available?

Community Support

OCTA will pursue a project that has broad support from public and all stakeholders.

Which are most important to you?

Mode/Feature Options

Enhanced Bus	Bus Rapid Transit	Streetcar	"Rapid" Streetcar
			
<ul style="list-style-type: none"> • 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: \$ 	<ul style="list-style-type: none"> • 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: \$\$ 	<ul style="list-style-type: none"> • 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: \$\$\$ 	<ul style="list-style-type: none"> • Includes all Streetcar features, but uses a dedicated streetcar-only lane • Faster than a regular streetcar or bus • Project Cost: \$\$\$\$

Which option appeals to you?

Alignment Options

Route:

- Harbor Boulevard (Downtown Fullerton-Westminster Ave)
- Lemon St-Anaheim Blvd (Downtown Fullerton-Katella Ave)
- Katella Avenue (Anaheim Resort-ARTIC)

Terminus Options:

- Downtown Fullerton
- CtrCity Anaheim
- ARTIC
- The Anaheim Resort
- Harbor Blvd/Westminster Ave



12 Draft Alternatives

HARBOR LONG

- H-2: Harbor Long Streetcar
- H-3: Harbor Rapid Streetcar
- H-4: Harbor Enhanced Bus
- H-5: Harbor Bus Rapid Transit

HARBOR SHORT

- H-1: Harbor Short Streetcar

ANAHEIM/LEMON

- L-1: Anaheim/Lemon Streetcar
- L-2: Anaheim/Lemon Rapid Streetcar
- L-3: Anaheim/Lemon Enhanced Bus
- L-4: Anaheim/Lemon BRT

KATELLA

- K-1: Katella Streetcar
- K-2: Katella+ Anaheim/Lemon Enhanced Bus
- K-3: Katella + Harbor Hybrid



Which alternative appeals to you?

No Build Alternative

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Unchanged	Unchanged

H-1: Harbor Short Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Unchanged	Unchanged

H-2: Harbor Long Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

H-3: Harbor Rapid Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

H-4: Harbor Enhanced Bus

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced	Unchanged

H-5: Harbor Bus Rapid Transit

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-1: Anaheim/Lemon Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-2: Anaheim/Lemon Rapid Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-3: Anaheim/Lemon Enhanced Bus

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged

L-4: Anaheim/Lemon Bus Rapid Transit

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

K-1: Katella Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Unchanged	Unchanged

K-2: Katella + Anaheim/Lemon Enhanced Bus

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged

K-3: Katella + Anaheim/Lemon Streetcar-Enhanced Bus Hybrid

Alignment:

Harbor South	Anaheim/Lemon
Harbor North	Katella

Mode:

Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar

Changes to Existing OCTA Bus Service:

Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged



Next Steps

- Open Houses
 - March 30: Garden Grove
- Refine draft alternatives based on comments received
- Evaluate alternatives
- Key Stakeholder Workshop #3: June
- Draft Final Report
 - Summary of results
 - Recommendations

Open Houses

- Open House Notification:
 - Direct mail (postcard)
 - E-Blasts & Social Media
 - Flyers at key community centers in cities
 - Flyers on OCTA buses
 - Coordination through cities

How can you help us reach your members?

Staying Involved

- Online Tools:
 - Project Website:
 - www.octa.net/harbor
 - Online public engagement tool
 - Public can comment on individual areas or project as a whole
 - Virtual Open House

Central Harbor Boulevard Transit Corridor Study

Evaluation Criteria

Transit/Roadway Performance

How long does it take to get to my destination?

Is the bus or streetcar usually on time?

Does it encourage more people to ride?

Land Use

Does the new bus or streetcar compliment nearby land uses?

Does it help the local economy and support jobs?

Is it environmentally friendly?

Connectivity

Does the bus or streetcar take me to major destinations?

Can I reach my destination without having to make more than one transfer?

Can I walk or ride my bike to/from a station?

Community Support

OCTA will pursue a project that has broad support from the public and all stakeholders.

Corridor Constraints

Does the project affect our roads and traffic?

Does the project make our streets safer?

Does it compliment my neighborhood?

Mode Choice/ User Experience

Does the project encourage more people to ride transit and drive less?

Does it benefit people without cars?

Are stops/stations safe and attractive?

Cost Effectiveness

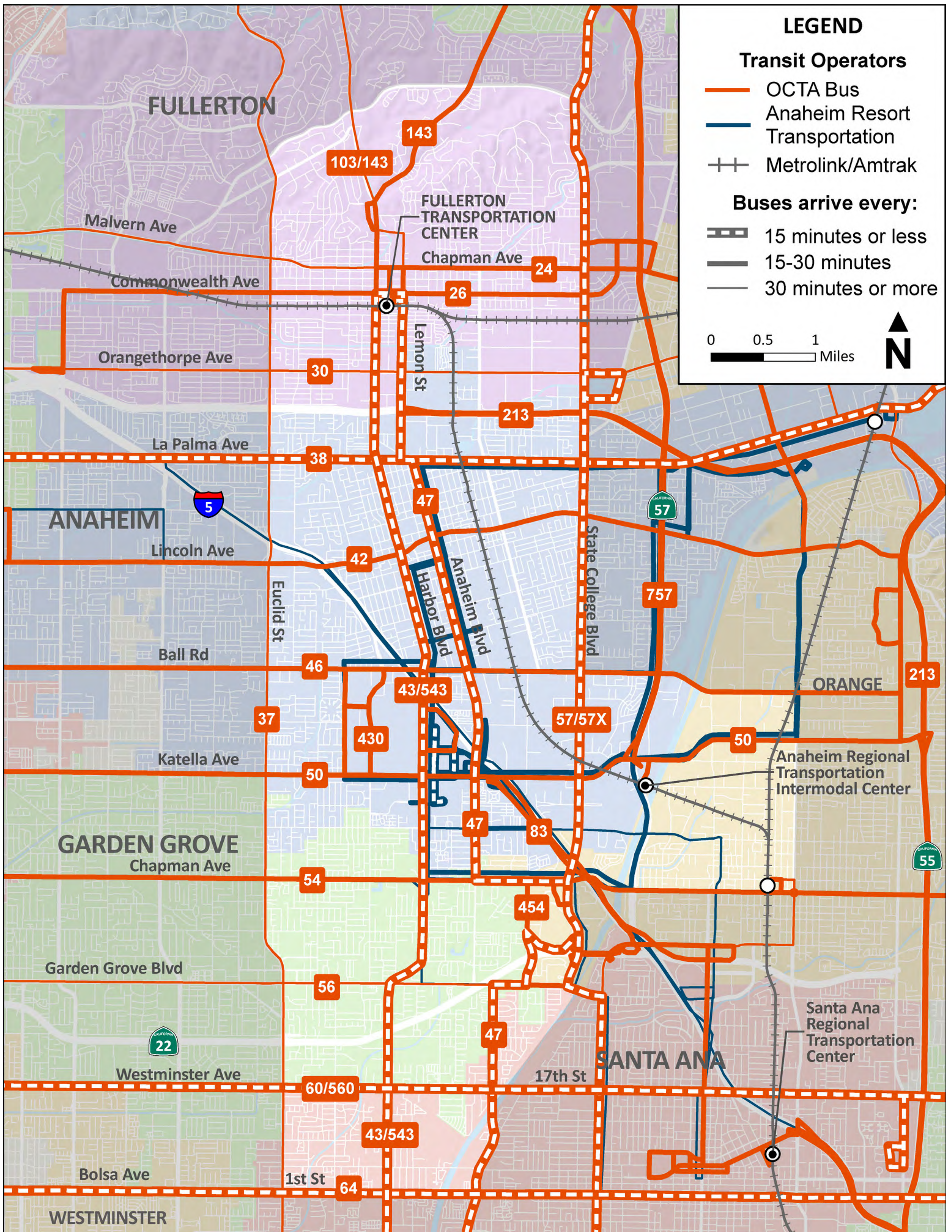
Is the project a good use of local public funds?

Does the project do a good job of balancing costs and benefits?

Are there other sources of funding available?

Central Harbor Boulevard Transit Corridor Study

Current Study Area Transit Service



Central Harbor Boulevard Transit Corridor Study

Mode/Feature Options



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: \$



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: \$\$\$



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
- May include bike racks on-board bus
- Project Cost: \$\$

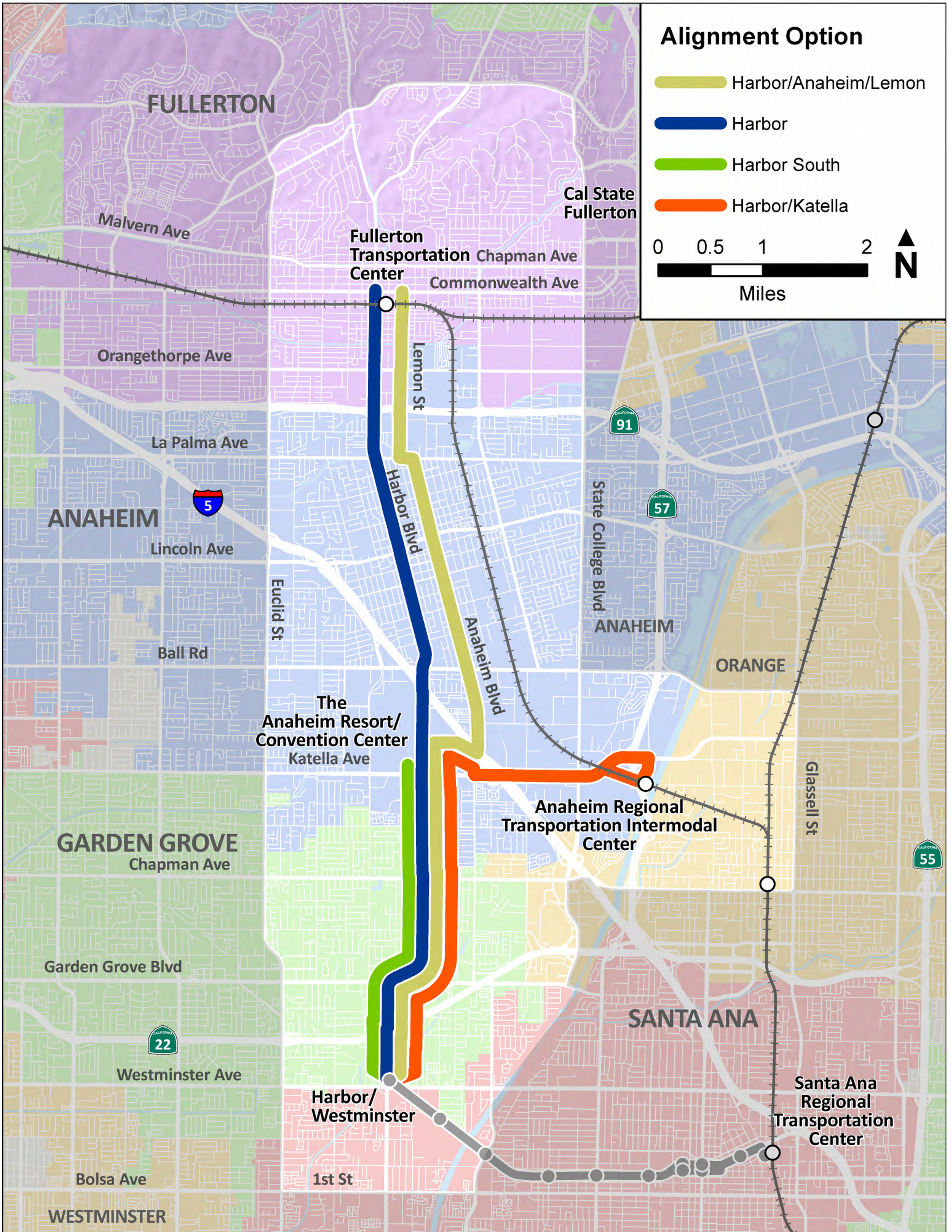


Rapid Streetcar

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

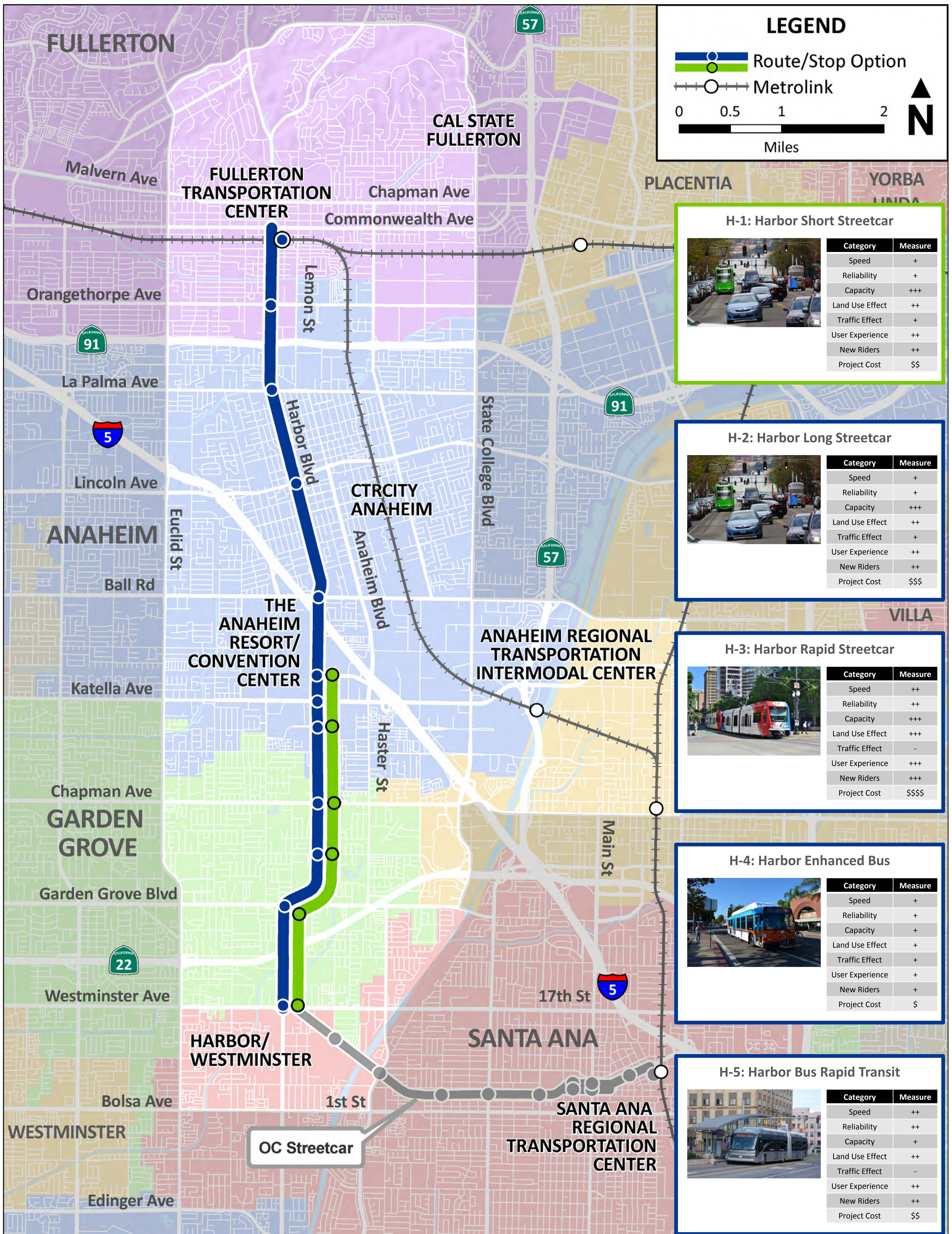
Central Harbor Boulevard Transit Corridor Study

Alignment Options



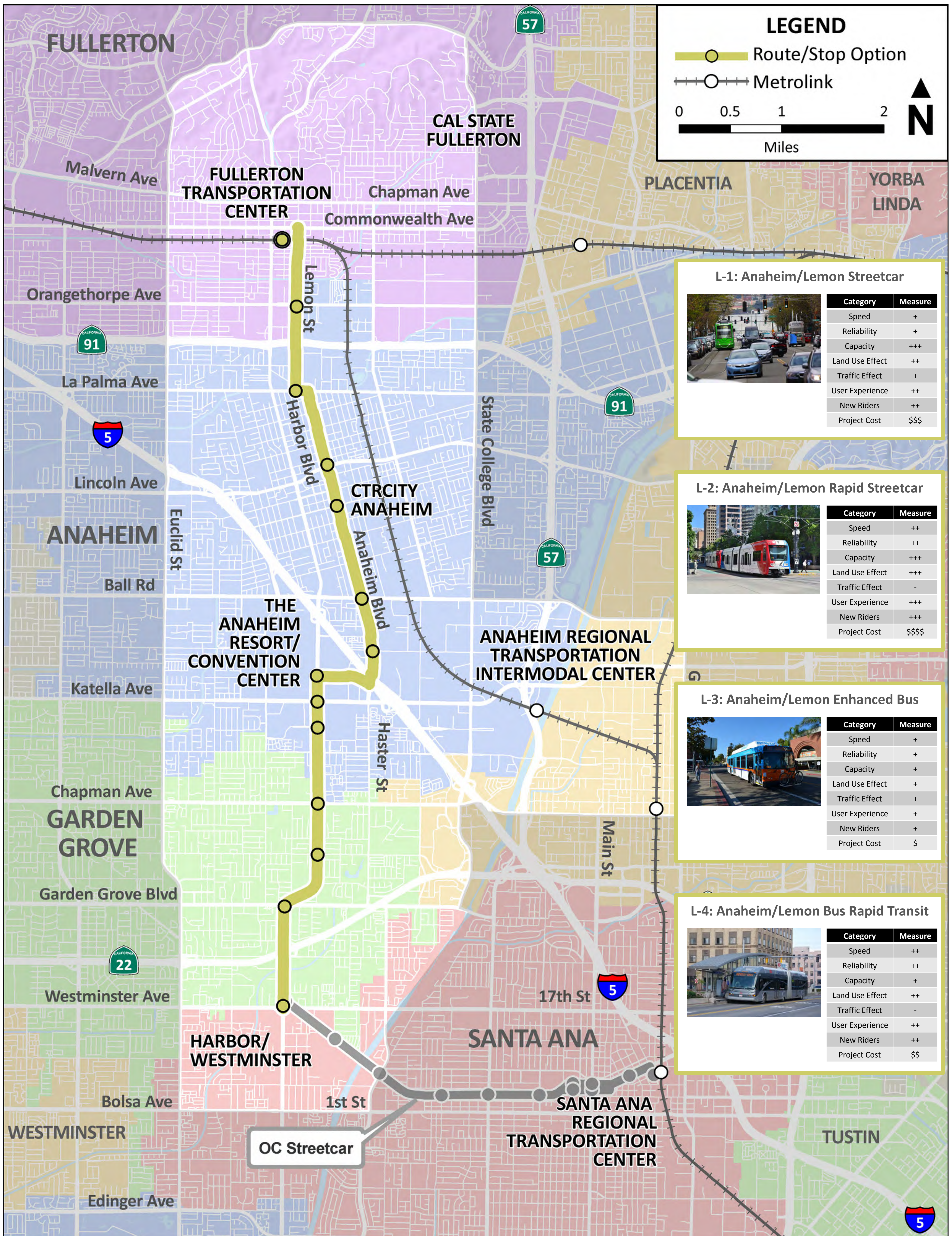
Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard Alternatives (5)



Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard-Anaheim Boulevard-Lemon Street Alternatives (4)



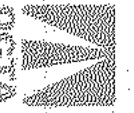


**Central Harbor Boulevard Transit Corridor Study
Stakeholder Working Group**

Thursday, March 9, 2017
9:00 a.m.
OCTA, 550 S. Main Street, Orange, CA 92868

Sign-In Sheet

Name	Initial	Agency	Email	Phone
Hunter Alder	<i>HA</i>	Nexus Development Corporation	hunter@nexusd.com	(714) 546-5600 x258
Megan Beard		OC Health Care Agency		
Jay Burruss	<i>JB</i>	Visit Anaheim	jburruss@anaheimoc.org	(714) 765-8840
Charlotte Clement	<i>CC</i>	Anaheim Elementary School District	cclement@anaheimelementary.org	714-517-7549
Grant Dawdy	<i>GD</i>	Disneyland Resort	Grant.Dawdy@disney.com	(714) 781-1208
Paul Durand	<i>PD</i>	Scalzo Hospitality	paul@scalzohospitality.com	715-294-3687
Sue Edwards	<i>SE</i>	Best Western Anaheim Inn	sedwards@anaheiminn.com	714-774-1058
Cameron Irons	<i>CI</i>	Sperry Van Ness	ciron@svn.com	714.404.5256
Jill Kanzler		Support Our Anaheim Resort Area	jill@soaranahaim.com	(714) 400-0734
Peter Katz	<i>PK</i>	Mar-Les Neighborhood Association <small>(aka North Orange County Chamber)</small>	petekatz9@gmail.com	714-429-6236 (M); 714-394-1370 (H)
Derek Kirk	<i>DK</i>		dkirk@fallstonchamber.com	(714) 871-3100 x225
Coleen Kirman		Orangefair Marketplace, LLC	coleen@kirnancommercial.com	
Rick Lewis		Anaheim Elementary School District	rlewis@acsd.us	



Name	Initial	Agency	Email	Phone
Jessica Mears		Santa Ana Unified School District		
Tanya Nielsen	<i>TN</i>	Orangetair Marketplace, LLC	tanya@columbuspacific.com	310 395-2580 x 223
Mark Paredes		City of Garden Grove	marparedes@gmail.com	213.820.5741
Mary Pham		OC Health Care Agency, Health Promotion Division	MPham2@ochca.com	
Jane Reifer	<i>JR</i>	Transit Advocates of Orange County	cluttercontrol@earthlink.net	714-525-2678
Paul Sanford		c/o Anabella Hotel	psanford@rosanna-inc.com	714-442-8600
Roy Shahbazian		OCTA Citizens Advisory Committee	rs@bettercommute.org	714.744.4534
Cindy Spindle		Garden Grove Chamber of Commerce	ceo@gardengrovechamber.com	(714) 638-7950
George Urch	<i>GU</i>	Honda Center	gurch@socal.rr.com	(714) 464-9125
Orin Williams	<i>OW</i>	Santa Ana Unified School District	ORIN.WILLIAMS@SAUSD.US	(714) 290-9878
Peggy Younggren	<i>PY</i>	Anaheim Convention Center	pyounggren@anaheim.net	714-765-8969
Donna Kelly		Lennar	donna.kelly@lennar.com	(949)448-1613
Heather Allen		City of Fullerton		
Jamie Lai		City of Anaheim		
Linda Johnson	<i>LJ</i>	City of Anaheim	LJohnson@anaheim.net	714-765-4987
Susan Kim	<i>SK</i>	City of Anaheim	skim@anaheim.net	714-765-4958

OCTA Central Harbor Boulevard Transit Corridor Study Key Stakeholder Workshop #2 – 03/09/17 – Notes

Date:	Time:
Thursday, March 9, 2017	9:00 -10:30 a.m.
Location:	
OCTA 600 S Main St, Conference Room 08-09 Orange, CA 92863	
OCTA Attendees:	Project/PDT Team Attendees:
<ul style="list-style-type: none"> • Eric Carlson • Marissa Espino • Charlie Larwood • Alice Rogan • Andrea West 	<ul style="list-style-type: none"> • Tyler Bonstead, STV • Alvaro Gomez, STV • Jennifer Labrado, Green Grass Comms. • Linda Johnson, City of Anaheim • Susan Kim, City of Anaheim
Stakeholders:	
<ul style="list-style-type: none"> • Jerry Alder Garden Walk • Hunter Alder, Nexus Development Corp. • Jerry Alder, Anaheim Garden Walk • Monika Armstrong, RPAI • John Bessey, Garden Grove Unified School District • Jay Burress, Visit Anaheim • Charlotte Clement, Anaheim Elementary School District • Grant Dawdy, Walt Disney Co. • Paul Durand, Scalzo Hospitality • Sue Edwards, Best Western Anaheim 	<ul style="list-style-type: none"> • Matthew Hicks, Disneyland Resort • Cameron Irons, Sperry Van Ness/Vanguard • Peter Katz, Mar-Les Neighborhood Assoc. • Derek Kirk, North Orange County Chamber • Rick Lewis, Anaheim City School District • Tanya Nielsen, Orangefair Marketplace, LLC • Jane Reifer, Transit Advocates of OC • Tom Rizzuti, Garden Grove Unified School District • George Urch, Honda Center • Orin Williams, Santa Ana Unified School District • Peggy Younggren, Anaheim Convention Center

1. Welcome and Self-Introductions

2. Project Overview/Update

- Provided brief project overview: Central Harbor Blvd connects Santa Ana, Garden Grove, Anaheim and Fullerton and has the distinction of being the busiest bus corridor in Orange County.
- At the last meeting in 2016, the team shared the mobility challenges facing the Harbor Study Area and the Goals and Objectives identified to help shape the mobility improvements developed.
- Nine early alternatives were shared using two corridors Harbor Blvd. and a combination of Harbor Blvd. with Lemon St./Anaheim Blvd.
- Recently, the Anaheim City Council discontinued studying the Anaheim Rapid Connection project, resulting in the Harbor Study being extended to also include a study of a possible connection from Harbor to ARTIC via Katella Ave.
- This change combined with feedback received from this group, public open house meetings, community presentations and coordination with city staff 12 Alternatives are being evaluated.

- The Study is now in the Alternatives Development and Outreach Phases and the final report is anticipated this summer.
- Evaluation criteria combined with stakeholder feedback will help the study team refine the alternatives further. Evaluation criteria includes: improve travel times, user experience, connectivity to key destinations, mode choice, etc.

3. Alternatives Development

- Explained how the 12 Alternatives were developed, it primarily came down to mode choice and route.
- Future evaluations will look deeper into how features might be enhanced.
- Reviewed four modes being considered Enhanced Bus, BRT, Streetcar and Rapid Streetcar
- Walked through the alignment options: Long Harbor Blvd., Short Harbor Blvd., Harbor with Anaheim/Lemon, Katella Ave.

Summary of Feedback:

- Interest in examples of existing transit services using the proposed modes.
- Consider connections and development of other services to get you from the train to where you want to go.
- Consider the pros and cons of center and side running systems, share what this information is.
- Study is an elevated option is possible to reduce impacts to existing traffic lanes and preserve small businesses.
- Users need parking options to board the service, transit only connections are not realistic in Southern CA.
- Consider Bike Barns along the corridor to help users make connections.
- There are many different users for this system, educating the user will be critical to the success of the service. There are thousands of workers and visitors in the study area every day and they will use the service differently.
- Can't be everything to all people. Need to be careful not trying to do too much. In Anaheim's resort district congestion is from employees and visitors.
- Every city has different needs/interests.
- Need east/west connections – it's easy to take Metrolink north/south, but can't go east/west.
- Can't easily get from ARTIC to the Resort Area.
- Switching modes will be really hard for guests to the resort – especially if it's day one in the resort.
- Need to partner with local law enforcement and make sure stops are safe and clean.
- Need to make sure transit mode from OC Streetcar and this project are compatible.
- Connection to Fullerton's College Connector.
- Q: Have cities opted not to expand streetcar lines with the same mode and have instead gone with bus?
 - Not many examples of that specifically. Only similar project could be Metro's Orange Line in the San Fernando Valley where they had originally planned rail, but instead opted for a dedicated BRT corridor. However, they are currently, looking at converting it to light rail. Capacity is what leads to conversion, as light rail/street car can carry more passengers.

- Q: Should this be a phased project to make sure that there is ridership and not just go straight to the most expensive option?
 - Yes, phasing the project will be studied?
- Q: Have you looked at pricing, how ticketing works?
 - Yes, looking at how to improve efficiencies between systems and also purchasing tickets in advance, utilizing apps, low-floor boarding – all options to save boarding time.
- Q: How is state and federal funding looking?
 - The study includes information that will help meet federal funding requirements. For large federal programs, the alignment needs to be significantly separated from regular street traffic. Alignments that are more street running are eligible for a smaller pool of money. Changes to the federal program have not yet happened. State is also looking at additional funding sources. Measure M would serve as matching funds (if/when needed)
- Q: Is there any metric for taking away a lane – how many more people are moved, etc?
 - It's part of comprehensive analysis will look at impacts to all modes, also can generally look at how many people travel through in cars vs. how many travel through via bus/transit.
- Q: Is there going to be parking built with this?
 - No, parking is not being planned with the project.
- Q: When you say Bravo! 543 is discontinued would it continue south on Harbor?
 - It would actually become this route L-4 operating on Lemon from Disney to Fullerton but would continue south all the way to MacArthur along Harbor.

4. Next Steps & Staying Involved

- Public Open House Meetings are scheduled for the end of March, early April.
- Key Stakeholder Workshop attendees will be sent a follow up meeting with more information.
- Please encourage your organizations stakeholders to attend an open house, and/or invite us to present at an upcoming meeting.

**Attachment H:
Open House Noticing -
2017**



Transportation on Harbor Boulevard affects thousands who live, work and play in the area. We're working to improve transit options for this vital corridor, and we'd like your help.

El transporte en este corredor esencial afecta a miles de personas que viven, trabajan y se divierten en la zona. Estamos trabajando para mejorar las opciones de tránsito de Harbor Boulevard, y nos gustaría su ayuda.

Help Us
Improve
Harbor
Boulevard

Ayúdenos a
Mejorar
Harbor
Boulevard

Public Open House | Reunión Pública



Harbor Boulevard, located in one of Orange County's densest areas, is the busiest north/south transit corridor, providing a vital link for residents, businesses, schools and visitor destinations. The Orange County Transportation Authority (OCTA), with the cities of Fullerton, Anaheim, Garden Grove and Santa Ana, is leading a study to improve transit options in the Harbor Blvd. Corridor area. The study extends south from Chapman Ave. (Fullerton) to Westminster Blvd. (Santa Ana) with potential connections along Lemon St. or Anaheim Blvd. and could travel east along Katella Ave. to ARTIC. Please join us for an open house to learn about the 12 transit alternatives under consideration, ask questions and provide your thoughts.

Harbor Boulevard, ubicado en una de las zonas más densas del Condado de Orange, es el corredor de tránsito norte / sur más activo, proporcionando un enlace vital para los residentes, negocios, escuelas y destinos para visitantes. La Autoridad de Transporte del Condado de Orange (OCTA), con las ciudades de Fullerton, Anaheim, Garden Grove y Santa Ana, está dirigiendo un estudio para mejorar las opciones de tránsito en el área de estudio del Corredor de Harbor Boulevard. El estudio se extiende hacia el sur desde Chapman Ave. (en Fullerton) hasta Westminster Blvd. (en Santa Ana) con conexiones potenciales a lo largo de Lemon St. o Anaheim Blvd. y podría viajar hacia el este a lo largo de Katella Ave. hasta la estación de ARTIC. Por favor, acompáñenos en una reunión de puertas abiertas para aprender acerca de las 12 alternativas de tránsito bajo consideración, hacer preguntas y proporcionar sus comentarios.

Thursday, March 30
Jueves, 30 de marzo
5:00 – 7:00 p.m.

Presentation at 5:30 pm/ Presentación a las 5:30 pm

Garden Grove Community Center
11300 Stanford Avenue
Garden Grove, CA 92840

Wednesday, April 5
Miércoles, 5 de abril
5:00 – 7:00 p.m.

Presentation at 5:30 pm/ Presentación a las 5:30 pm

Gordon Hoyt - Conference Room
Anaheim City Hall West Tower
201 S. Anaheim Boulevard
Anaheim, CA 92805

Can't make a meeting?

Visit octa.net/HarborGetInvolved to participate in our virtual open house and take our quick survey.

¿No puede asistir a la reunión?

Visite octa.net/HarborGetInvolved para participar en nuestra reunión virtual y contestar nuestra breve encuesta.

GET CONNECTED! CONÉCTESE!

*For more information and to join the mailing list, visit: www.octa.net/Harbor or call (714) 560-5607.
Para más información y para inscribirse a la lista de contactos, visite: www.octa.net/Harbor o llame al (714) 560-5607.*

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Special accommodations and translations are available to the public by calling (714) 560-5607. Requests must be made within 7 days in advance of the scheduled meeting.

Adaptaciones especiales y traducciones están disponibles para el público, llamando al (714) 560-5607. Las solicitudes deben hacerse al menos 7 días antes de la fecha de la reunión programada.

특수편의 및 번역 서비스가 필요하신 경우, (714) 560-5607로 연락하시면 제공될 수 있습니다. 요청은 반드시 예정된 모임 날짜 전 7일이 내에 하셔야 합니다.

Các tiện ích đặc biệt hoặc các bản dịch đều có sẵn cho công chúng, xin vui lòng gọi (714) 560-5607. Các yêu cầu phải được thực hiện trong vòng 7 ngày trước khi cuộc họp dự kiến diễn ra.



Help Us Improve Harbor Boulevard

Harbor Boulevard, located in one of Orange County's densest areas, is the busiest north/south transit corridor, providing a vital link for residents, businesses, schools and visitor destinations. The Orange County Transportation Authority (OCTA), with the cities of Fullerton, Anaheim, Garden Grove and Santa Ana, is leading a study to improve transit options in the Harbor Blvd. Corridor area. The study extends south from Chapman Ave. (Fullerton) to Westminster Blvd. (Santa Ana) with potential connections along Lemon St. or Anaheim Blvd. and could travel east along Katella Ave. to ARTIC.

Please join us for an open house to learn about the 12 transit alternatives under consideration, ask questions and provide your thoughts.

Public Open House

Thursday, March 30
5:00 - 7:00 p.m.

presentation: 5:30 p.m.

Garden Grove Community Center
11300 Stanford Avenue
Garden Grove, CA 92840

Wednesday, April 5
5:00 - 7:00 p.m.

presentation: 5:30 p.m.

Gordon Hoyt - Conference Room
Anaheim City Hall West Tower
201 S. Anaheim Boulevard, 2nd Floor
Anaheim, CA 92805

Special accommodations and translations are available to the public by calling (714) 560-5607. Requests must be made within 7 days in advance of the scheduled meeting.

Adaptaciones especiales y traducciones están disponibles para el público, llamando al (714) 560-5607. Las solicitudes deben hacerse al menos 7 días antes de la fecha de la reunión programada.

특수편의 및 번역 서비스 가 필요하신 경우, (714) 560-5607 로 연락 하시면서 공 될 수 있습니다. 요청은 반드시 예정된 모임 날짜 전 7 일 이 내에 하셔야 합니다.

Các tiện ích đặc biệt hoặc các bản dịch đều có sẵn cho công chúng, xin vui lòng gọi (714) 560-5607. Các yêu cầu phải được thực hiện trong vòng 7 ngày trước khi cuộc họp dự kiến diễn ra.

Can't make a meeting?

Visit octa.net/harbor to participate in our virtual meeting and take our quick survey.



Ayúdenos a Mejorar Harbor Boulevard

Harbor Boulevard, ubicado en una de las zonas más densas del Condado de Orange, es el corredor de tránsito norte / sur más activo, proporcionando un enlace vital para los residentes, negocios, escuelas y destinos para visitantes. La Autoridad de Transporte del Condado de Orange (OCTA), con las ciudades de Fullerton, Anaheim, Garden Grove y Santa Ana, está dirigiendo un estudio para mejorar las opciones de tránsito en el área de estudio del Corredor de Harbor Boulevard. El estudio se extiende hacia el sur desde Chapman Ave. (en Fullerton) hasta Westminster Blvd. (en Santa Ana) con conexiones potenciales a lo largo de Lemon St. o Anaheim Blvd. y podría viajar hacia el este a lo largo de Katella Ave. hasta la estación de ARTIC.

Por favor, acompáñenos en nuestra reunión para aprender acerca de las 12 alternativas de tránsito bajo consideración, hacer preguntas y proporcionar sus comentarios.

Reunión Pública

Jueves, 30 de marzo
5:00-7:00 p.m.

Presentación: 5:30 p.m.

Garden Grove Community Center
11300 Stanford Avenue
Garden Grove, CA 92840

Miércoles, 5 de abril
5:00-7:00 p.m.

Presentación: 5:30 p.m.

Gordon Hoyt - Conference Room
Anaheim City Hall West Tower
201 S. Anaheim Boulevard, 2º Piso
Anaheim, CA 92805

Special accommodations and translations are available to the public by calling (714) 560-5607. Requests must be made within 7 days in advance of the scheduled meeting.

Adaptaciones especiales y traducciones están disponibles para el público, llamando al (714) 560-5607. Las solicitudes deben hacerse al menos 7 días antes de la fecha de la reunión programada.

특수편의 및 번역 서비스 가 필요하신 경우, (714) 560-5607로 연락하시면 제공될 수 있습니다. 요청은 반드시 예정된 모임 날짜 전 7일 이내에 하셔야 합니다.

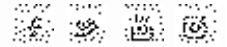
Các tiện ích đặc biệt hoặc các bản dịch đều có sẵn cho công chúng, xin vui lòng gọi (714) 560-5607. Các yêu cầu phải được thực hiện trong vòng 7 ngày trước khi cuộc họp dự kiến diễn ra.

¿No puede asistir a la reunión?

Visite octa.net/harbor para participar en nuestra reunión virtual y conteste nuestra breve encuesta.

Giving you the latest updates on transportation in Orange County.

Share Sign Up



March 23, 2017



Welcome to *On the move*

The popular Angels Express train is back to offer baseball fans a traffic-free ride to Angel Stadium in Anaheim. This season, we're offering service to pre-season games on March 30 and 31 against the L.A. Dodgers. Also, please join us on April 7 at Irvine Station for an opening day rally before taking the train to the game. Go Angels!


Darrell Johnson
Chief Executive Officer

RECENT BOARD ACTIONS

March 13, 2017

- Angels Express on Track for Two More Years
- OCTA Signal Synch Program Saves Time and Money
- Water Quality Projects on Tap through Measure M

 [View Board Actions](#)

[View Board Calendar](#)

[View Board Agendas](#)



About OCTA



Enjoy a Family-Friendly Wilderness Hike

Discover the beauty of Ferber Ranch on April 8 and enjoy a mild hike that's fit for feet of all sizes. [More >](#)



Volunteers Needed for Two Public Committees

Applications for the Citizens Advisory Committee and Special Needs Advisory Committee are due April 10. [More >](#)



Help Monitor the Use of Measure M Funds

Volunteers are needed from the 2nd and 3rd Supervisorial Districts to serve on the Measure M Taxpayer Oversight Committee (TOC). [More >](#)



Join OCTA for Measure M Public Hearing

On April 11, attend the Measure M Annual Public Hearing to find out how Measure M sales tax money for transportation improvements gets put to work in Orange County. [More >](#)

Freeways & Streets



The 405 Project: Behind the Scenes

OCTA continues to reach out to residents, businesses, and service providers along the 16-mile corridor that will be affected by construction during the I-405 Improvement Project. [More >](#)



Night Closures Continue on South County's Avenida Pico

Avenida Pico closures under the I-5 freeway will continue through early April as part of the I-5 South County Improvements Project. [More >](#)

Bus



Help Us Improve Travel along Harbor Boulevard

Please join OCTA for an open house to discuss transit options along Harbor Boulevard, Orange County's busiest north/south transit corridor. [More >](#)



Ride OC Bus!

Via bold billboards and bus wraps, direct mail and much more, OCTA is encouraging OC residents to Ride OC Bus. [More >](#)



OCTA Welcomes Prospera Hotels to Employer Bus Pass Program

Prospera Hotels, Inc. has joined the growing number of companies who are taking advantage of Perk Pass, OCTA's employer bus pass program. [More >](#)



OCTA Wins APTA Award

Competing against transportation agencies from all over the country, OCTA won an award from the American Public Transportation Association (APTA) for the OC Bus Awareness Video. [More >](#)



New Venue for Popular Service Animal Training Day

On Saturday, April 1, the event will move to a new venue at the Goldenwest Transportation Center in Huntington Beach. [More >](#)

Metrolink



All Aboard the Angels Express!

Can't wait for opening day? No worries! The Angels Express will offer service to pre-season games against the L.A. Dodgers on March 30 and 31. [More >](#)

Share the Ride



Walk & Bike Garden Grove with No Car Traffic

Explore Garden Grove car-free on Saturday, April 1 at the Re:Imagine Garden Grove Open Streets event from 3:00 p.m. to 6:00 p.m. [More >](#)



Orange County
Transportation Authority

550 S. Main Street. PO Box 14184
Orange, CA 92863-1584, USA

Attachment I:
Open House Materials -
2017

Central Harbor Boulevard Transit Corridor Study

Evaluation Criteria

Transit/Roadway Performance

How long does it take to get to my destination?

Is the bus or streetcar usually on time?

Does it encourage more people to ride?

Land Use

Does the new bus or streetcar compliment nearby land uses?

Does it help the local economy and support jobs?

Is it environmentally friendly?

Connectivity

Does the bus or streetcar take me to major destinations?

Can I reach my destination without having to make more than one transfer?

Can I walk or ride my bike to/from a station?

Community Support

OCTA will pursue a project that has broad support from the public and all stakeholders.

Corridor Constraints

Does the project affect our roads and traffic?

Does the project make our streets safer?

Does it compliment my neighborhood?

Mode Choice/ User Experience

Does the project encourage more people to ride transit and drive less?

Does it benefit people without cars?

Are stops/stations safe and attractive?

Cost Effectiveness

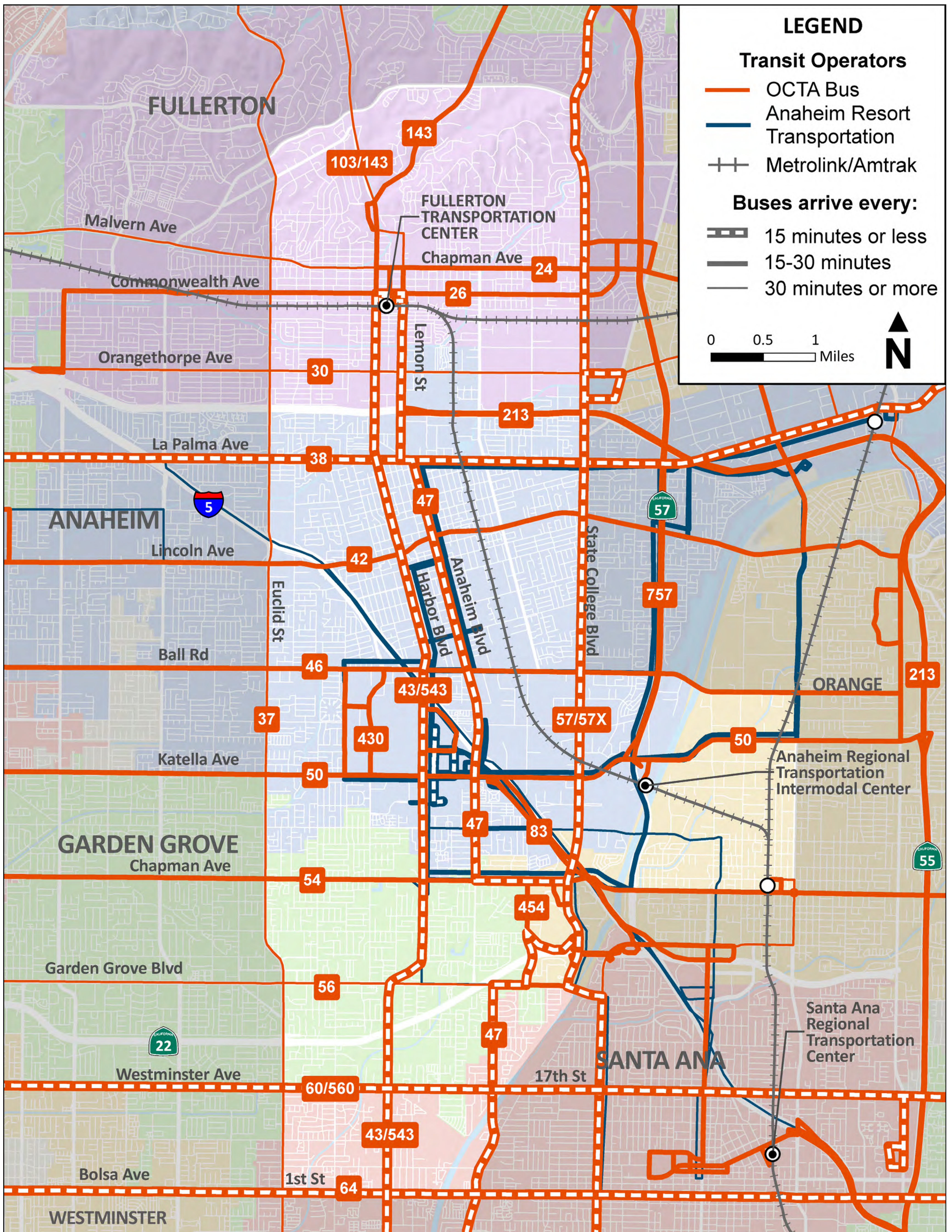
Is the project a good use of local public funds?

Does the project do a good job of balancing costs and benefits?

Are there other sources of funding available?

Central Harbor Boulevard Transit Corridor Study

Current Study Area Transit Service



Central Harbor Boulevard Transit Corridor Study

Mode/Feature Options



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: \$



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: \$\$\$



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
- May include bike racks on-board bus
- Project Cost: \$\$

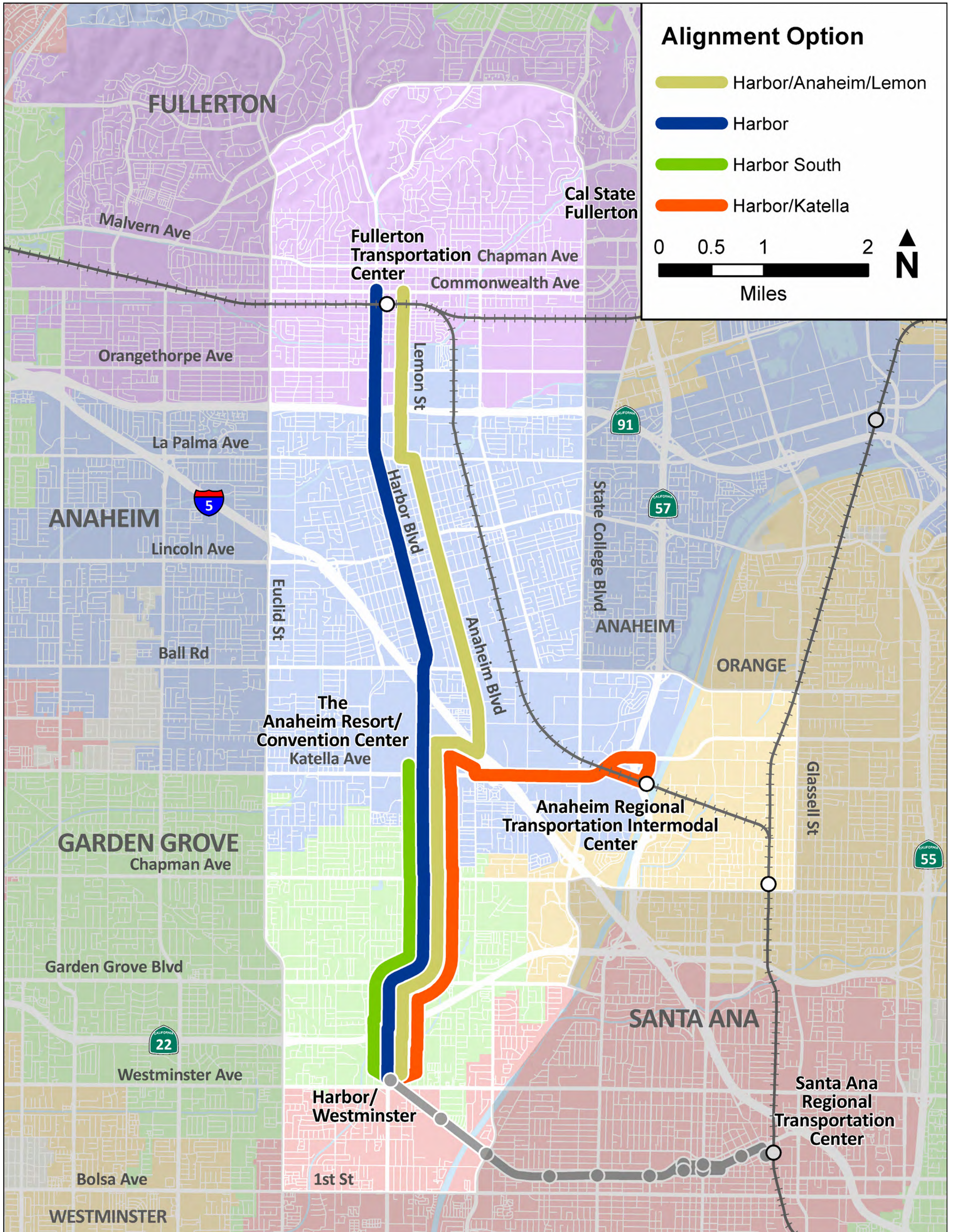


Rapid Streetcar

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

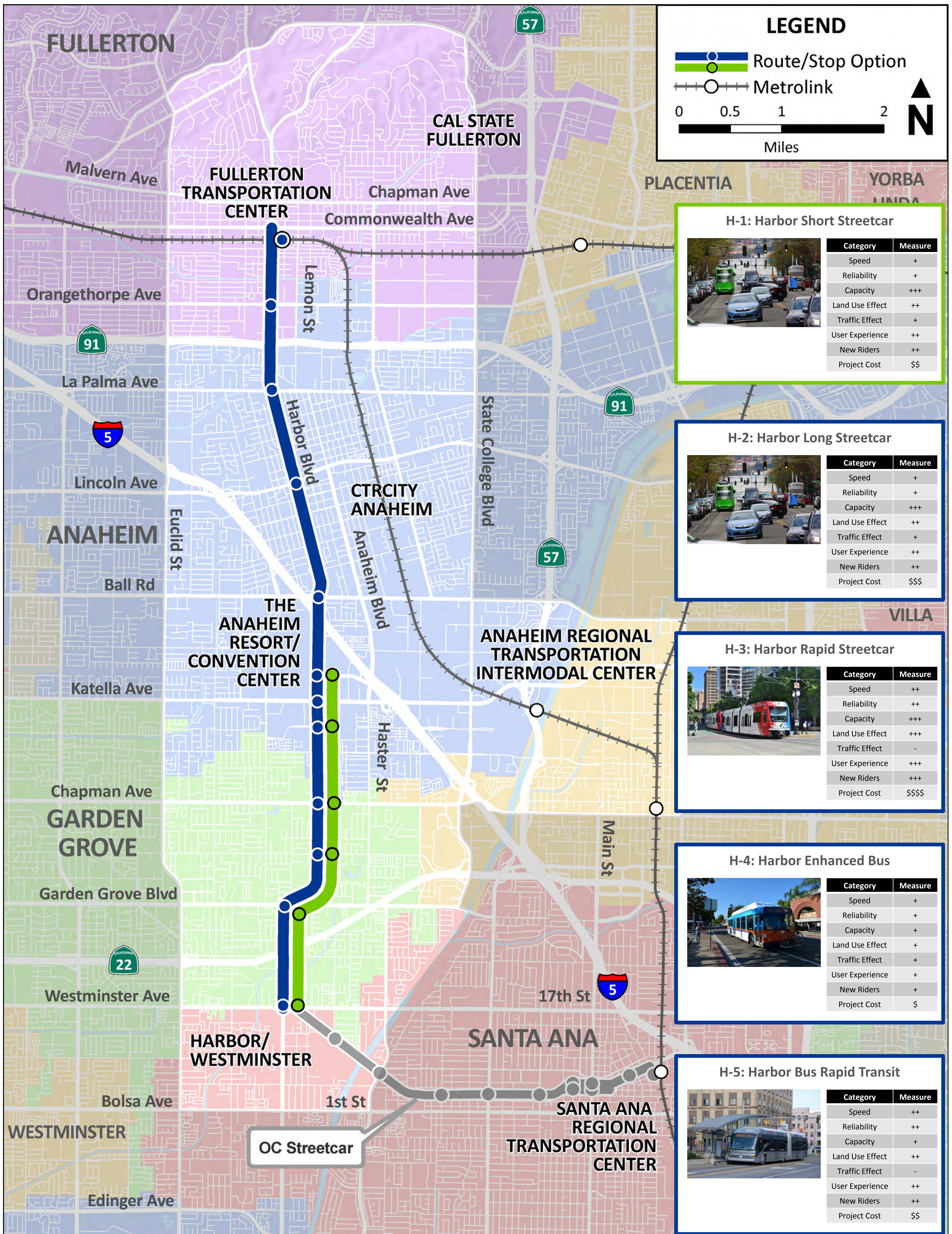
Central Harbor Boulevard Transit Corridor Study

Alignment Options



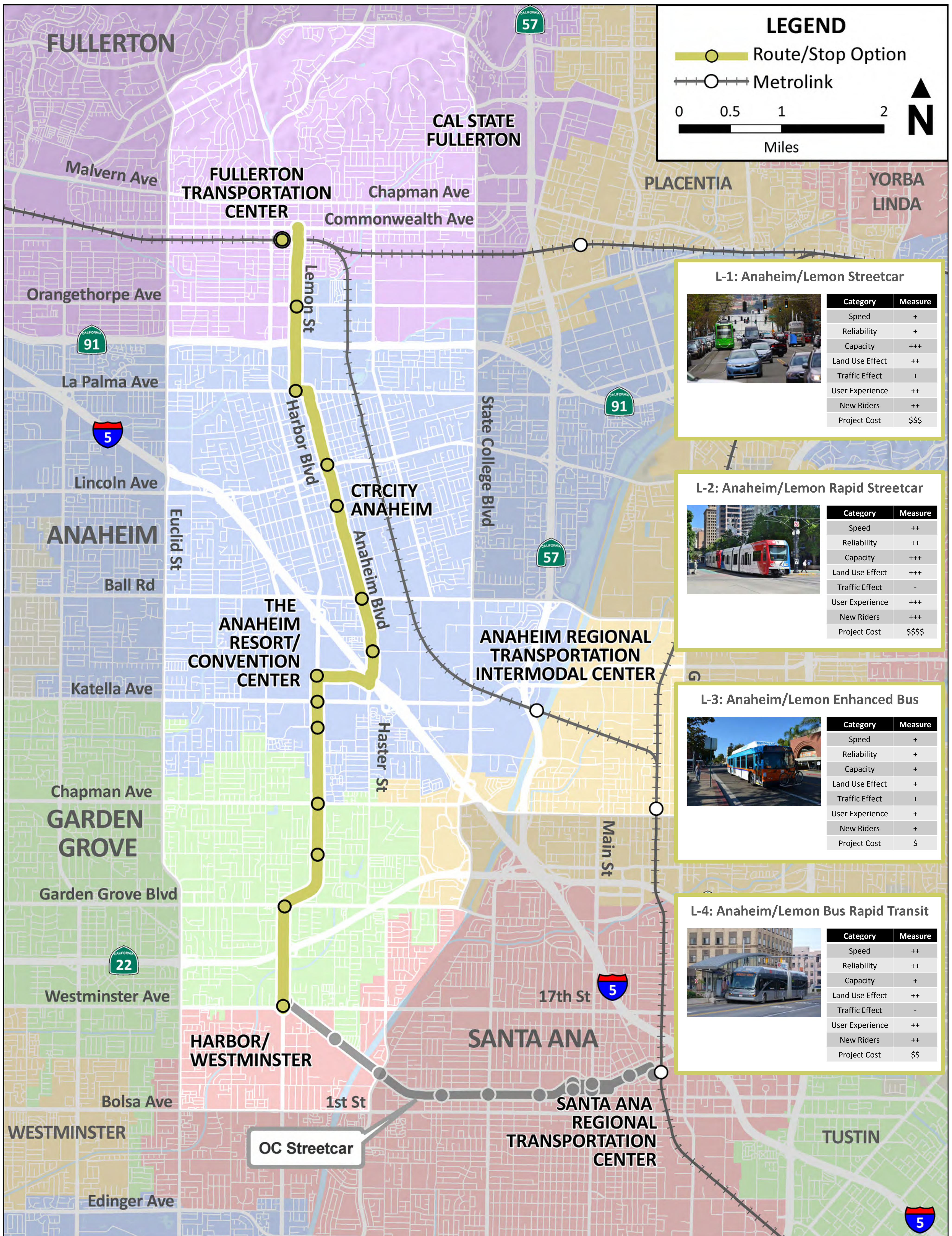
Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard Alternatives (5)



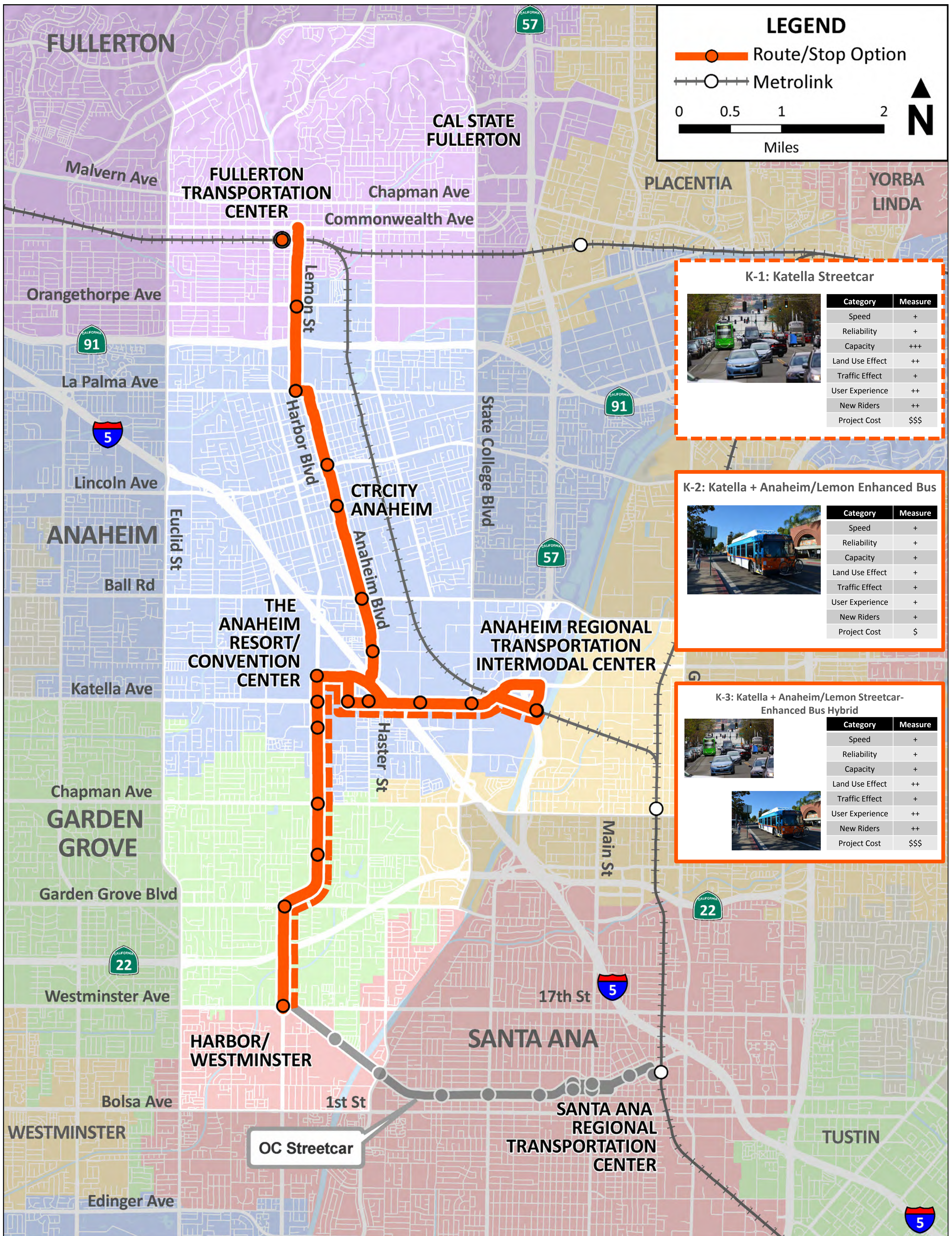
Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard-Anaheim Boulevard-Lemon Street Alternatives (4)



Central Harbor Boulevard Transit Corridor Study

Harbor Boulevard-Katella Avenue Alternatives (3)





Central Harbor Boulevard Transit Corridor Study

Open House Activity

Thank you for joining us! At any time during tonight's meeting, please use the attached color dots on the display boards to indicate your preference for the following:



Blue = Transit Mode: Enhanced Bus, Bus Rapid Transit, Streetcar or Rapid Streetcar



Yellow = Route: Harbor Long, Harbor Short, Harbor/Anaheim/Lemon, or Katella



Green = Personal Starting Destination



Red = Personal Ending Destination

Additional feedback can be provided via the online survey or comment sheet.



Central Harbor Boulevard Transit Corridor Study

Open House Activity

Thank you for joining us! At any time during tonight's meeting, please use the attached color dots on the display boards to indicate your preference for the following:



Blue = Transit Mode: Enhanced Bus, Bus Rapid Transit, Streetcar or Rapid Streetcar



Yellow = Route: Harbor Long, Harbor Short, Harbor/Anaheim/Lemon, or Katella



Green = Personal Starting Destination



Red = Personal Ending Destination

Additional feedback can be provided via the online survey or comment sheet.



Fullerton

Garden Grove

Anaheim

Santa Ana

Central Harbor Boulevard
Transit Corridor Study

Public Open Houses – Spring 2017



Today's Presentation

- Study Overview
- Review the Draft Alternatives
- Evaluation Criteria
- Outreach Plan/Next Steps
 - How to submit a comment(s)

Study Focus

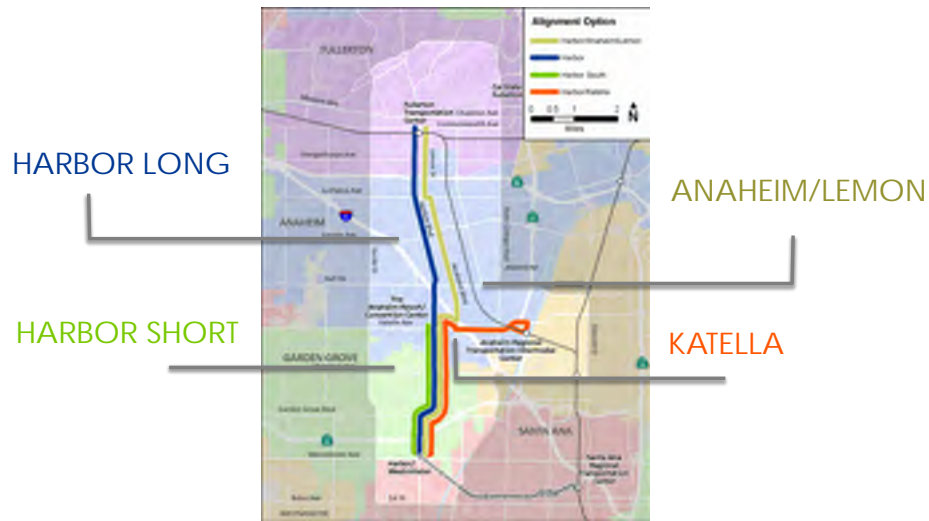
- Harbor Boulevard between Westminster Avenue and the Fullerton Transportation Center
- Anaheim Boulevard/ Lemon Street
- Katella Avenue between Harbor and the Anaheim Regional Transportation Intermodal Center (ARTIC)



Study Schedule



- Purpose and Need Aug 2015-Dec 2016
 - Corridor Definition, Mobility Needs, Goals & Objectives
- Outreach 1 Feb-Apr 2016
- Alternatives Development Feb 2016-Apr 2017
 - 12 Draft Conceptual Alternatives
- Outreach 2 Feb-Apr 2017
- Alternatives Evaluation Apr-May 2017
- Draft Final Report Jul 2017

Alignment Options



18

Mode/Feature Options

Enhanced Bus	Bus Rapid Transit	Streetcar	"Rapid" Streetcar
			
<ul style="list-style-type: none"> • 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: \$ 	<ul style="list-style-type: none"> • 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: \$\$ 	<ul style="list-style-type: none"> • 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: \$\$\$ 	<ul style="list-style-type: none"> • Includes all Streetcar features, but uses a dedicated streetcar-only lane • Faster than a regular streetcar or bus • Project Cost: \$\$\$\$

12 Draft Alternatives

HARBOR LONG

- H-2: Harbor Long Streetcar
- H-3: Harbor Rapid Streetcar
- H-4: Harbor Enhanced Bus
- H-5: Harbor Bus Rapid Transit



ANAHEIM/LEMON

- L-1: Anaheim/Lemon Streetcar
- L-2: Anaheim/Lemon Rapid Streetcar
- L-3: Anaheim/Lemon Enhanced Bus
- L-4: Anaheim/Lemon BRT

HARBOR SHORT

- H-1: Harbor Short Streetcar

KATELLA

- K-1: Katella Streetcar
- K-2: Katella+ Anaheim/Lemon Enhanced Bus
- K-3: Katella + Harbor Hybrid

No Build Alternative

Alignment:

Harbor South	Anaheim/Lemon
Harbor North	Katella

Mode:

Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar


Changes to Existing OCTA Bus Service:

Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Unchanged	Unchanged



H-1: Harbor Short Streetcar


Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Unchanged	Unchanged



The map shows the proposed Harbor Short Streetcar alignment (green line) running north-south through Fullerton, Anaheim, Garden Grove, and Santa Ana. It highlights key transit corridors and existing bus routes. A legend in the top right corner identifies the streetcar mode and other transit services.

H-2: Harbor Long Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged



The map shows the proposed Harbor Long Streetcar alignment (green line) running north-south through Fullerton, Anaheim, Garden Grove, and Santa Ana. It highlights key transit corridors and existing bus routes. A legend in the top right corner identifies the streetcar mode and other transit services.

H-3: Harbor Rapid Streetcar

Alignment:		
Harbor South	Anaheim/Lemon	
Harbor North	Katella	
Mode:		
Enhanced Bus	Streetcar	
Bus Rapid Transit	Rapid Streetcar	
Changes to Existing OCTA Bus Service:		
Harbor Local 43	Anaheim/Lemon Local 47	
Enhanced S of Westminster	Unchanged	
Harbor Bravo! 543	Katella Local 50	
Discontinued	Unchanged	

H-4: Harbor Enhanced Bus

Alignment:		
Harbor South	Anaheim/Lemon	
Harbor North	Katella	
Mode:		
Enhanced Bus	Streetcar	
Bus Rapid Transit	Rapid Streetcar	
Changes to Existing OCTA Bus Service:		
Harbor Local 43	Anaheim/Lemon Local 47	
Unchanged	Unchanged	
Harbor Bravo! 543	Katella Local 50	
Enhanced	Unchanged	

H-5: Harbor Bus Rapid Transit

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-1: Anaheim/Lemon Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-2: Anaheim/Lemon Rapid Streetcar

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

L-3: Anaheim/Lemon Enhanced Bus

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged

L-4: Anaheim/Lemon Bus Rapid Transit

Alignment:		
Harbor South	Anaheim/Lemon	
Harbor North	Katella	
Mode:		
Enhanced Bus	Streetcar	
Bus Rapid Transit	Rapid Streetcar	
Changes to Existing OCTA Bus Service:		
Harbor Local 43	Anaheim/Lemon Local 47	
Unchanged	Unchanged	
Harbor Bravo! 543	Katella Local 50	
Discontinued	Unchanged	

K-1: Katella Streetcar

Alignment:		
Harbor South	Anaheim/Lemon	
Harbor North	Katella	
Mode:		
Enhanced Bus	Streetcar	
Bus Rapid Transit	Rapid Streetcar	
Changes to Existing OCTA Bus Service:		
Harbor Local 43	Anaheim/Lemon Local 47	
Unchanged	Unchanged	
Harbor Bravo! 543	Katella Local 50	
Unchanged	Unchanged	

K-2: Katella + Anaheim/Lemon Enhanced Bus

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Enhanced S of Westminster	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged

K-3: Katella + Anaheim/Lemon Streetcar-Enhanced Bus Hybrid

Alignment:	
Harbor South	Anaheim/Lemon
Harbor North	Katella
Mode:	
Enhanced Bus	Streetcar
Bus Rapid Transit	Rapid Streetcar
Changes to Existing OCTA Bus Service:	
Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
Harbor Bravo! 543	Katella Local 50
Enhanced/Rerouted	Unchanged

Next Steps

- Open Houses
 - April 5: Anaheim
- Refine draft alternatives based on comments received
- Evaluate alternatives
- Draft Final Report
 - Summary of results
 - Recommendations

Staying Involved

- Online Tools:
 - Project Website:
 - www.octa.net/harborgetinvolved
 - Online public engagement tool
 - Public can comment on individual areas or project as a whole
 - Virtual Open House



Public Open House
 Wednesday, April 5, 2017
 5:00-7:00 p.m.

Gordon Hoyt-Conference Room, Anaheim City Hall West Tower: 201 S. Anaheim Boulevard, Anaheim, CA 92805

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SIGN IN			
NAME/NOMBRE: <i>Madelaine Leon</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>1125 N. Mayfair Ave, #6, Anaheim CA 92801</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>(657) 456-1955</i>	E-MAIL/CORREO ELECTRÓNICO: <i>mleon8910@gmail.com</i>
NAME/NOMBRE: <i>Dinah Torgerson</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>216 N. Claudina St. Anaheim 92805</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>714 635-5604</i>	E-MAIL/CORREO ELECTRÓNICO: <i>dtorgerson@roadrunner.com</i>
NAME/NOMBRE: <i>Robert Barouelos</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>OFFICE OF L.C. 46TH C.D.</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>714 621-0102</i>	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: <i>Carlos Castellanos</i> AFFILIATION/AFILIACIÓN: <i>ANAHEIM</i>	ADDRESS, CITY, STATE, ZIP: <i>CITY OF ANAHEIM</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>(714) 765-5066</i>	E-MAIL/CORREO ELECTRÓNICO: <i>ccastellanos@anaheim.net</i>
NAME/NOMBRE: <i>Emilee Sharp</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>500 N Clementine St</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>714 520-5628</i>	E-MAIL/CORREO ELECTRÓNICO: <i>emilee500@sbcglobal.net</i>
NAME/NOMBRE: <i>John Kemar</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>500 N Clementine St</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>714 520 5628</i>	E-MAIL/CORREO ELECTRÓNICO: <i>John500@sbcglobal.net</i>
NAME/NOMBRE: <i>Jason Love</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>1948 Gregory Ave. 92833</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO: <i>944 706 4559</i>	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:



Public Open House
 Wednesday, April 5, 2017
 5:00-7:00 p.m.

Gordon Hoyt-Conference Room, Anaheim City Hall West Tower: 201 S. Anaheim Boulevard, Anaheim, CA 92805

SIGN IN			
NAME/NOMBRE: ALONE LARSEN AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: 607 N LEMON ST DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: alonenlarsen@gmail.com
NAME/NOMBRE: BRAD PETTIGREW AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: 607 N. LEMON ST DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: bradpettigrew1@gmail.com
NAME/NOMBRE: ANGELINA PARQUE AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: 833 N. HELENA ST. DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: arparque@yahoo.com
NAME/NOMBRE: Claudia Rey AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: 2071 S. Eileen Dr Anaheim DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: claudiasperry33@aol.com
NAME/NOMBRE: Trevor O'Neil AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: 260 S. Willowcreek Ln Anaheim DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: trevor@doniaHomeCareServices.com
NAME/NOMBRE: Nam Bartash AFFILIATION/AFILIACIÓN: on behalf of City Council member Stephen Faessel	ADDRESS, CITY, STATE, ZIP: City Hall 7th Floor DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: nbartash@anaheim.net
NAME/NOMBRE: JAMIE LAI AFFILIATION/AFILIACIÓN: city of anaheim	ADDRESS, CITY, STATE, ZIP: City Hall 2nd Floor DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: jlai@anaheim.net
NAME/NOMBRE: Matt Korner AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: LYNDA KORNER AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: SAN BERNARDINO, CA 92405 DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/ TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:



Public Open House
Thursday, March 30, 2017
5:00-7:00 p.m.

Garden Grove Community Center-Butterfield Room B: 11300 Stanford Avenue, Garden Grove, CA 92840

9

SIGN IN			
NAME/NOMBRE: <i>KAMAKA FAMILY</i> AFFILIATION/AFILIACIÓN: <i>(2)</i>	ADDRESS, CITY, STATE, ZIP: <i>12072 FLAGSTONE AVE, G.G. 92843</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: <i>jkamaka92711@outlook.com</i>
NAME/NOMBRE: <i>Carolyn Nelson</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>13121 Rainbow St G.G. 92843</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: <i>Jim Tortolero</i> AFFILIATION/AFILIACIÓN: <i>OCTribune</i>	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: <i>octribune@gmail.com</i>
NAME/NOMBRE: <i>Barbara Goseff</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>11292 Fockhaver Av 92840</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO: <i>714 539 5860</i>	E-MAIL/CORREO ELECTRÓNICO: <i>babsgooseff@sbcglobal.net</i>
NAME/NOMBRE: <i>Peter Warner</i> AFFILIATION/AFILIACIÓN: <i>Trunkies Author</i>	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO: <i>capitas@corridor@gmail.com</i>
NAME/NOMBRE: <i>Darren Adrian</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO: <i>714 705 1304</i>	E-MAIL/CORREO ELECTRÓNICO: <i>Darren.Adrian@Kimley-Horn.com</i>
NAME/NOMBRE: AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:
NAME/NOMBRE: AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO:	E-MAIL/CORREO ELECTRÓNICO:

Comments from 2017 Open House Meetings

From: zawohn@gmail.com [mailto:zawohn@gmail.com]
Sent: Monday, March 27, 2017 9:24 AM
To: Emily Mason; Marissa Espino
Subject: Central Harbor Boulevard Transit Corridor Study Comments

Data from form "Get Connected" was received on 3/27/2017 9:24:10 AM.
Design a new form.

Field	Value
Subject	Contact Form
Full Name	Zaw Ohn
Email Address	zawohn@gmail.com
Phone	949-244-0531
Address	625 S Boxwood St
City	Anaheim
State	California
Zip	92802
infoEmail	email
inforoad	yes
inforepresentative	false
Comment	As an Anaheim resident, our family welcomes STREET CAR on Harbor Blvd. It is environmentally friendly, it shares the right of way with existing motor vehicles, a Street car can take more passengers than a bus, generally people loves the trains (street car), and it is futuristic and it is very OC. LA Metro has light rail. OC should has Street Car.

Email "Central Harbor Boulevard Transit Corridor Study Comments" originally sent to emason@octa.net; mespino@octa.net from zawohn@gmail.com on 3/27/2017 9:24:10 AM.

From: Peter Warner - CapitolCorridor751 [mailto:capitolcorridor@gmail.com]
Sent: Tuesday, March 21, 2017 5:42 AM
To: Marissa Espino
Subject: Harbor / Amaheim Blvd / Lemon

Split Route 43 at McFadden Avenue, new route 39 would run from McFadden & Harbor to Newport & 18th.

Route 47, Split at Katella with southern leg operating as route 47 between ARTIC and Newport Beach. New Route 45 would assume the Fullerton leg to CHAPMAN & terminating at Placentia station.

Routes 24 and 26 in Fullerton would be merged into new routes 26/26A, with service on Commonwealth between Commonwealth & Nutwood and FTC, 26A (the former route 24) would transition back on Lemon to Caapman to Buena Park station.

Route 43 would assume the longer Harbor Boulevard leg of route 143 but in La Habra, a new loop using Imperial, Beach, Whittier, and Harbor would be operated as the 43/43A. Route 43A would terminate at Westridge Plaza, Route 43 at Whittier & Hacienda.

Route 543 would assume Brea Boulevard to Birch to Brea Mall and extend south to Victoria in Costa Mesa. RETURNED to Harbor via Placentia and Wilson Street.

Split Route 57 into two sections.

The northernmost segment reroutes via Ball/Taft/Glassell/Grand to Santa Ana STATION. The Southern leg would run from ARTIC to Fashion Island

Route 59:

Cede extreme northern portion to route 129, extend 129 to ARTIC.

Terminate southern leg at ARTIC, extend short trips to Tustin Ranch & Legscy. Extend long trips to Newport Beach.

Route 83:

Realign via Main to Katella to serve ARTIC. Extends short trips to ARTIC & LONG TRIPS to FULLERTON via Harbor, La Palma, Euclid & Orangethorpe to serve NOCCCD and Fullerton Park & Ride

Route 37:

Split Route at Westminster.

Route 37 operates from Garden Grove to La Habra & new 39 from Garden Grove to Huntington Beach via Euclid, Talbert, Bushard, Hamilton, Atlanta Avenue

From: ryan_cantor@hotmail.com [mailto:ryan_cantor@hotmail.com]

Sent: Wednesday, March 22, 2017 9:49 AM

To: Emily Mason; Marissa Espino

Subject: Central Harbor Boulevard Transit Corridor Study Comments

Data from form "Get Connected" was received on 3/22/2017 9:49:10 AM.

Design a new form.

Field	Value
Subject	Contact Form
Full Name	Ryan Cantor
Email Address	ryan_cantor@hotmail.com

Field	Value
Phone	7144041282
Address	600 E Las Palmas Dr
City	Fullerton
State	California
Zip	92835
infoEmail	email
inforoad	yes
inforepresentative	false
Comment	Do not build a street car. This is an insane way to spend public funds. There are dozens of more effective (and cheaper) solutions than to put a 50,000 brick in the middle of traffic. It's technology that failed over a hundred years ago. Let it go. The future of transportation will not come from ideas that died of natural causes in the 20th century.

Email "Central Harbor Boulevard Transit Corridor Study Comments" originally sent to emason@octa.net; mespino@octa.net from ryan_cantor@hotmail.com on 3/22/2017 9:49:10 AM.

From: mmilroy78@yahoo.com [mailto:mmilroy78@yahoo.com]
Sent: Wednesday, March 15, 2017 2:19 PM
To: Emily Mason; Marissa Espino
Subject: Central Harbor Boulevard Transit Corridor Study Comments

Data from form "Get Connected" was received on 3/15/2017 2:18:55 PM.

Design a new form.

Field	Value
Subject	Contact Form
Full Name	Michael Milroy
Email Address	mmilroy78@yahoo.com
Phone	562 882 5521
Address	2999 E Ocean Blvd # 120
City	Long Beach
State	California
Zip	90803

Field	Value
infoEmail	email
inforoad	false
inforepresentative	false
Comment	Of the four modes being considered I prefer the rapid streetcar, as it is faster than a streetcar or enhanced bus and has higher capacity than either of the bus modes. If OCTA chooses the rapid streetcar, it MUST have signal priority to make the dedicated lanes cost-effective. Where dedicated lanes are used without signal priority (e.g., the Metro Blue Line in Long Beach from Willow Street south) the trains are quite slow. As to route, please consider a T-shaped line serving the entire corridor north-south plus a "T" to ARTIC. Perhaps trains leaving FTC could alternate between trains bound for Harbor/Westminster and those bound for ARTIC. I thank you for considering my comment Michael Milroy Long Beach

Email "Central Harbor Boulevard Transit Corridor Study Comments" originally sent to emason@octa.net; mespino@octa.net from mmilroy78@yahoo.com on 3/15/2017 2:18:55 PM.

From: jkornoff@anaheim.net [mailto:jkornoff@anaheim.net]
Sent: Thursday, March 31, 2016 9:19 AM
To: Emily Mason; Marissa Espino
Subject: Central Harbor Boulevard Transit Corridor Study Comments

Data from form "Get Connected" was received on 3/31/2016 9:18:52 AM.

Design a new form.

Field	Value
Subject	Contact Form
Full Name	Jason Kornoff
Email Address	jkornoff@anaheim.net
Phone	714-765-4190
Address	201 S. Anaheim Blvd.
City	Anaheim
State	California

Field	Value
Zip	90631
infoEmail	email
inforoad	yes
inforepresentative	false
Comment	<p>Hi, As a 16+ year commuter from La Habra to City Hall in Anaheim along the Harbor Blvd corridor, I have a few comments. I've commuted via bike, carpool, and drive alone. The signal timing for driving is best in Fullerton, ok in La Habra, and absolutely horrible in Anaheim (too much priority for any east/west streets & no priority or timing for Harbor - like there is in Fullerton). There are clear and dangerous gaps for road cycling along Harbor (downtown Fullerton through the Brea Blvd split & to the 91 (using Lemon St is an alternative but is dangerous as well), ending of bike lane in both directions at St. Jude Hospital (convenient if you get hit there), Imperial to Whittier Blvd is a death tunnel, and La Palma to Lincoln is a death tunnel). Euclid is even less safe for cyclists along with State College. There are simply no safe viable cycling routes going north/south in northern Orange County. I must say that, in my experience, OCTA bus drivers are EXTREMELY courteous to cyclists on the road - gracious kudos to OCTA in this area.</p>

Email "Central Harbor Boulevard Transit Corridor Study Comments" originally sent to emason@octa.net; mespino@octa.net from jkornoff@anaheim.net on 3/31/2016 9:18:52 AM.



Central Harbor Boulevard Transit Corridor Study Open House – Comment Sheet

Name: Carolyn Nelson Organization: _____

Address: 13121 Rainbow St. - H.H. 92843

Email: _____ Phone: 714-534-7266

Which Meeting Did You Attend? Garden Grove Anaheim

Please let us know which route and transit mode you prefer and why. We're also interested in hearing about which locations are important to connect to in the Harbor Corridor Study Area. Feel free to share with us any other thoughts related to improving transit mobility in the Harbor Study Area.

I would be slow to take away any existing lanes of traffic + making them dedicated to a bus or streetcar

You can also provide feedback via our online survey by visiting:
www.octa.net/HarborGetInvolved



Central Harbor Boulevard Transit Corridor Study

Open House – Comment Sheet

Name: Jason Love Organization: _____

Address: 1948 Gregory Ave

Email: jason.love@att.net Phone: 949 706 4559

Which Meeting Did You Attend? Garden Grove Anaheim

Please let us know which route and transit mode you prefer and why. We're also interested in hearing about which locations are important to connect to in the Harbor Corridor Study Area. Feel free to share with us any other thoughts related to improving transit mobility in the Harbor Study Area.

I prefer the ~~Street~~ ^{fullerton} Car in Harbor to AG Street cars in Westminster. The ~~locations~~ ^{most} important is FTCL (Fullerton train) Disneyland, Chabolla, Westminster/Harbor/ basically every major transfer point. I don't think a street car to ~~the~~ ^{the} world would be beneficial I think a ~~bus~~ ^{bus} designated lane would be beneficial.

You can also provide feedback via our online survey by visiting:
www.octa.net/HarborGetInvolved



Central Harbor Boulevard Transit Corridor Study

Open House – Comment Sheet

Name: _____ Organization: _____

Address: _____

Email: _____ Phone: _____

Which Meeting Did You Attend? Garden Grove Anaheim

Please let us know which route and transit mode you prefer and why. We're also interested in hearing about which locations are important to connect to in the Harbor Corridor Study Area. Feel free to share with us any other thoughts related to improving transit mobility in the Harbor Study Area.

Options will be limited w/ any transportation mode that requires a dedicated lane

Lights will need to be timed to allow traffic to flow more easily

Too many current issues w/ Harbor + ~~to~~ Anaheim Blvd Rt now.

Traffic lights favor east/west traffic causing severe back ups on both streets especially during peak hours!

You can also provide feedback via our online survey by visiting:
www.octa.net/HarborGetInvolved

Attachment J:
Online Survey - 2017



Copy of What transit alternative are you?

Introduction

OCTA is exploring opportunities to improve mobility in and around Harbor Boulevard in the *Central Harbor Boulevard Transit Corridor Study*. In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. We need your feedback to help OCTA narrow down the best alternatives for transit in and around Harbor Boulevard!

If you would like to know which option best matches your ideas for improving service in the Harbor Boulevard area, please take this quick 2-minute survey.





Copy of What transit alternative are you?

* Would you like to see improvements to transit on and around Harbor Boulevard?

Yes

No



* What type of transit vehicle/service do you prefer? (Choose one.)

ENHANCED BUS



- Shares lanes with other cars
- Receives priority at traffic signals and uses bypass lanes at certain intersections
- Includes state-of-the-art stops with ticket machines and allows riders to board from front or rear doors
- Carries around 70 people
- Project Cost: \$

BUS RAPID TRANSIT (BRT)



- Includes all Enhanced Bus features, but travels on a dedicated bus-only lane
- Carries around 120 people in a longer, 60-foot bus
- May include bike racks on-board bus
- Project Cost: \$\$

STREETCAR



- Shares lanes with cars but travels on its own track embedded in the road and powered by overhead wires
- Receives priority at traffic signals and uses bypass lanes at certain intersections
- 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: \$\$\$\$

STREETCAR-ENHANCED BUS HYBRID





Copy of What transit alternative are you?

* Based on your selection of an **Enhanced Bus** system in the previous question, please look at the following

THREE route options:

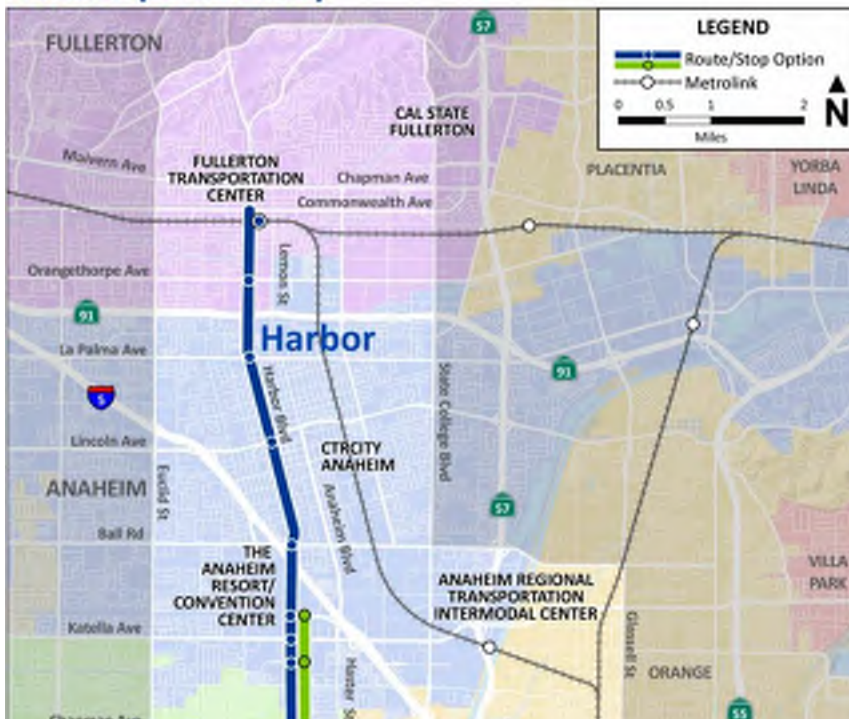
- Along Harbor Blvd. (blue line on map),

- Along Harbor Blvd., Anaheim Blvd. and Lemon St. (gold line on map) OR

- Along Harbor Blvd., Katella Ave., Anaheim Blvd. and Lemon St. (solid orange line on map)

Which route option do you prefer? (Choose one.)

Harbor (BLUE LINE)





Harbor/Anaheim/Lemon (GOLD LINE)



Harbor/Katella/Anaheim/Lemon (SOLID ORANGE LINE)





Copy of What transit alternative are you?

* Based on your selection of a **Bus Rapid Transit (BRT)** system in the previous question, please look at the TWO following route options:

- Along Harbor Blvd. (blue line on map) OR

- Along Harbor Blvd., Anaheim Blvd. and Lemon St. (gold line on map)

Which route option do you prefer? (Choose one.)

○ Harbor (BLUE LINE)





Harbor/Anaheim/Lemon (GOLD LINE)





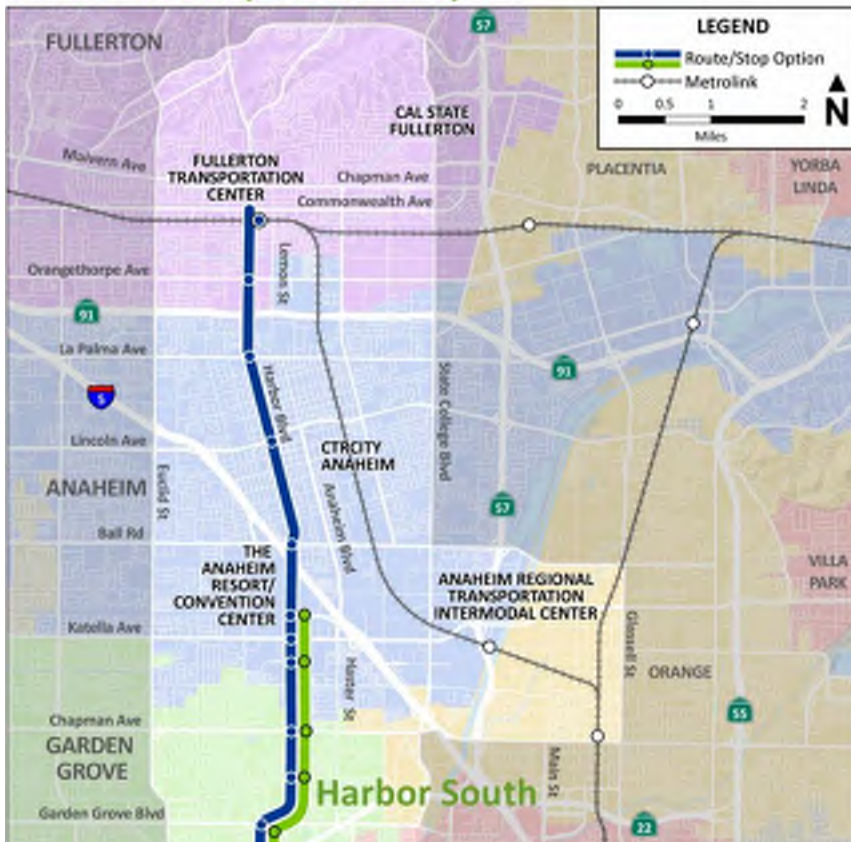
Copy of What transit alternative are you?

* Based on your selection of a **Streetcar** system in the previous question, please look at the following FOUR route options:

- Along Harbor Blvd., but only from Westminster Ave. to the Anaheim Resort area, called "Harbor South" (green line on map),
- Along Harbor Blvd., from Westminster Ave. to Commonwealth Ave. (blue line on map),
- Along Harbor Blvd., Anaheim Blvd. and Lemon St. (gold line on map) OR
- Along Harbor Blvd. and Katella Ave. (dotted orange line on map)

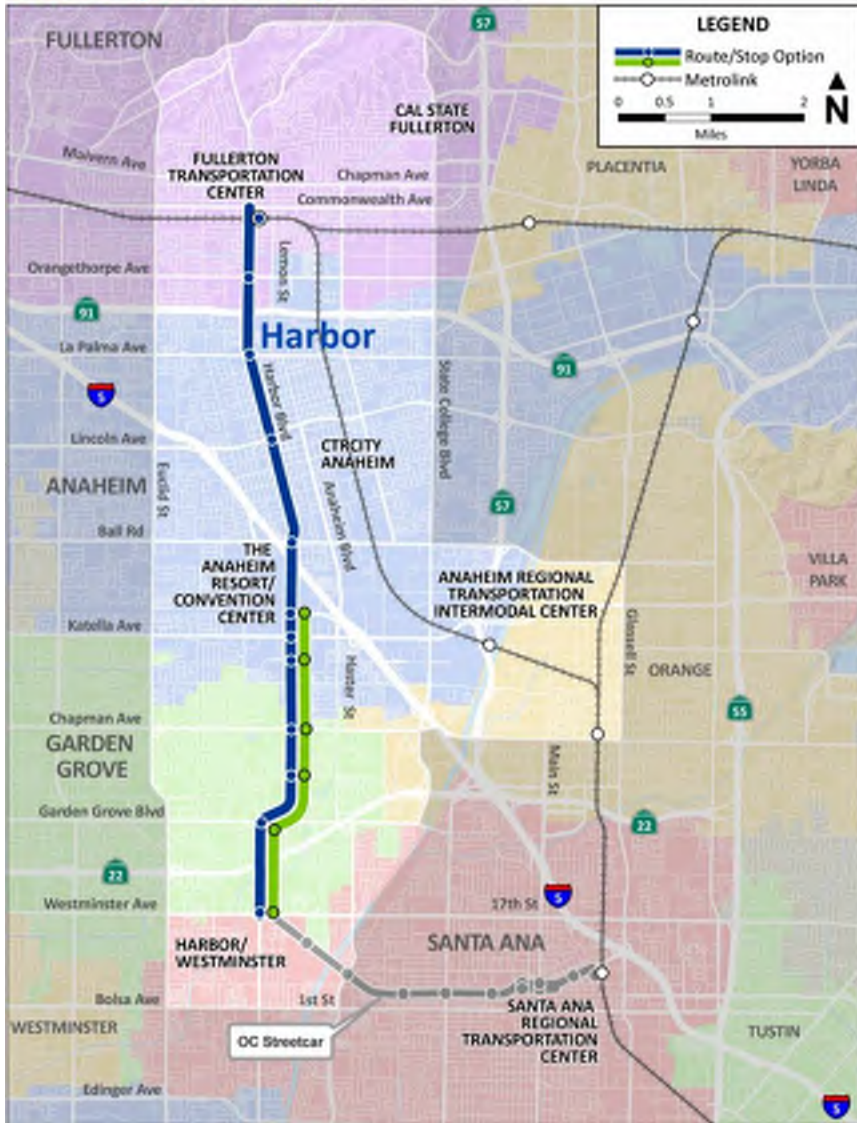
Which route option do you prefer? (Choose one.)

Harbor South (GREEN LINE)

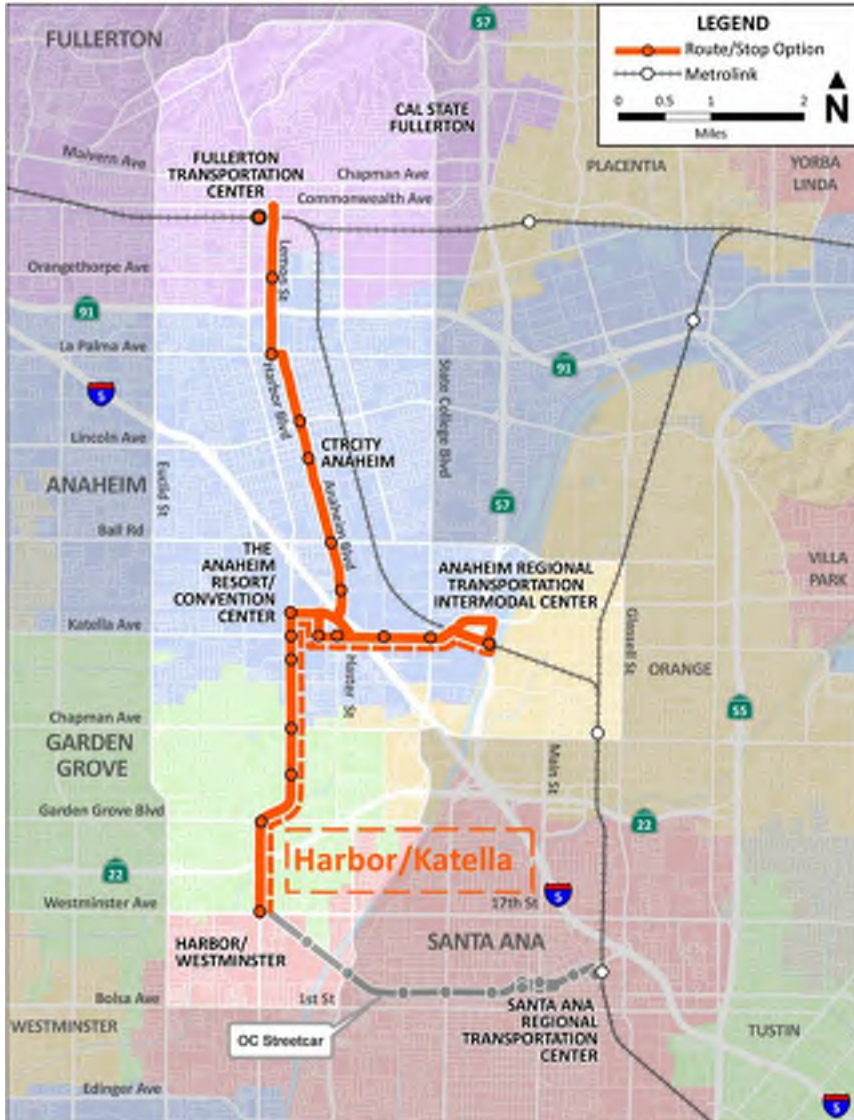




Harbor (BLUE LINE)



Harbor/Katella (DOTTED ORANGE LINE)





Copy of What transit alternative are you?

* Based on your selection of a **Rapid Streetcar** system in the previous question, please look at the TWO following route options:

- Along Harbor Blvd. (blue line on map) OR

- Along Harbor Blvd., Anaheim Blvd. and Lemon St. (gold line on map)

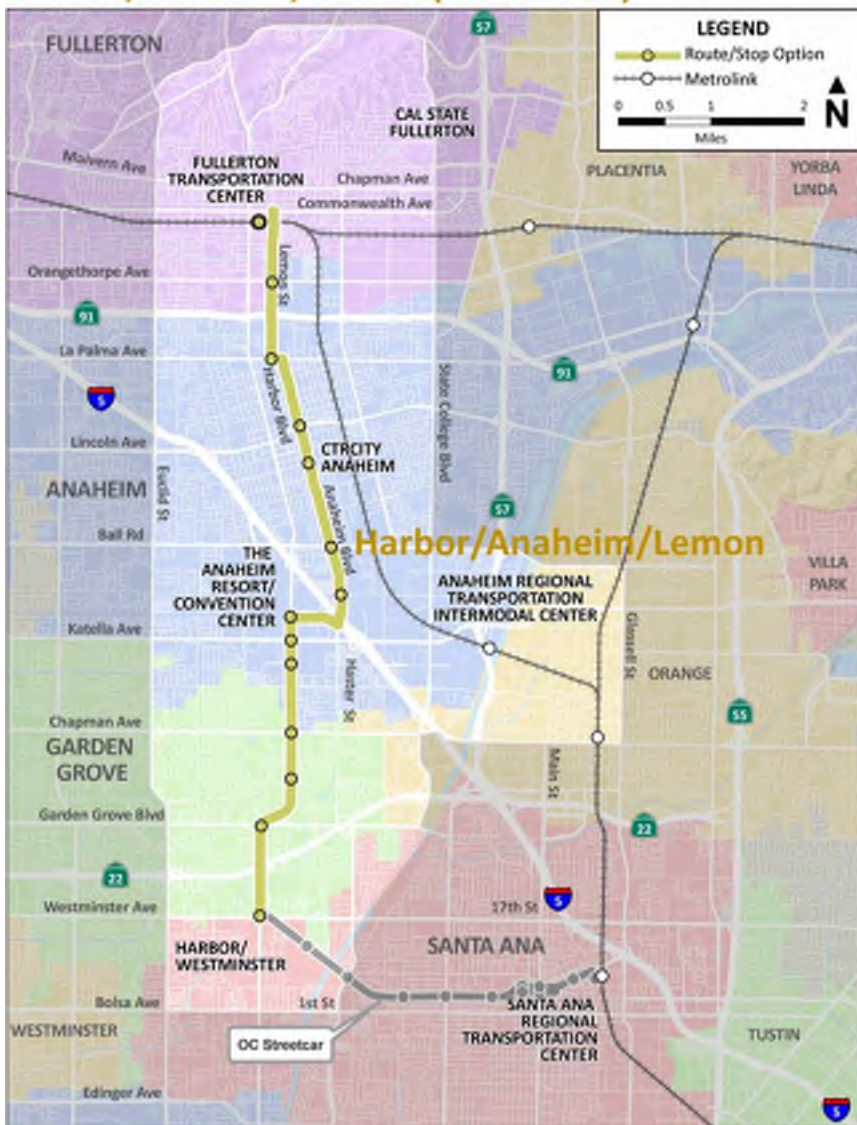
Which route option do you prefer? (Choose one.)

○ Harbor (BLUE LINE)





Harbor/Anaheim/Lemon (GOLD LINE)



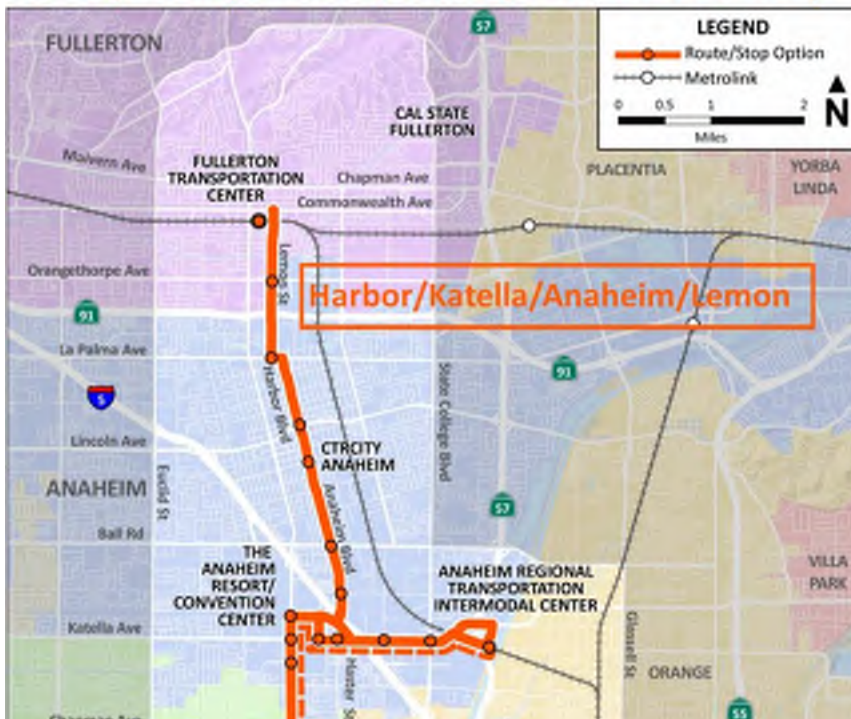


Copy of What transit alternative are you?

* Based on your selection of a **Streetcar-Enhanced Bus Hybrid** system in the previous question, please look at the following route option: **Along Harbor Blvd., Katella Ave., Anaheim Blvd. and Lemon St.** (solid orange line on map).

If you would like to see the following route option implemented, please select it and move on to the next question. If you would like to see additional options, please revisit the previous question.

Harbor/Katella/Anaheim/Lemon (SOLID ORANGE LINE)







Copy of What transit alternative are you?



No-Build Option

Since you do not want to see improvements made to transit on or around Harbor Boulevard, you are the No-Build Option. This option would not add to or improve the current transit options on or around Harbor Boulevard.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.

Additional Comments?

* **Want to sign up for email alerts?**

Yes

No



H-1: Harbor Short Streetcar

You are the Harbor Short Streetcar (H-1) option! This streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, and continue up Harbor Boulevard to the Anaheim Resort area (refer to the **GREEN route** on the map, called **Harbor South**).

The streetcar will share a lane with other cars but travel on a track embedded in the road. It is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



H-2: Harbor Long Streetcar

You are the Harbor Long Streetcar (H-2) option! This streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, and continue up Harbor Boulevard, traveling through Garden Grove, Anaheim and Fullerton, terminating at the Fullerton Transportation Center (refer to the **BLUE route** on the map, referred to as **Harbor**).

The streetcar will share a lane with other cars but travel on a track embedded in the road. It is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



Copy of What transit alternative are you?

H-3: Harbor Rapid Streetcar

You are the Harbor Rapid Streetcar (H-3) option! This rapid streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, and continue up Harbor Boulevard, traveling through Garden Grove, Anaheim and Fullerton, terminating at the Fullerton Transportation Center (refer to the [BLUE route](#) on the map, referred to as [Harbor](#)).

The rapid streetcar will be faster than a regular streetcar or bus because it will use a dedicated streetcar-only lane for approximately 50% of the alignment (sharing a lane with other cars for the rest). It will travel on a track embedded in the road, is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.





H-4: Harbor Enhanced Bus

You are the Harbor Enhanced Bus (H-4) option! This enhanced bus option would link to the new [OC Streetcar](#) transit center at Harbor Boulevard and Westminster Avenue in Garden Grove, and continue up Harbor Boulevard, traveling through Garden Grove, Anaheim and Fullerton, terminating at the Fullerton Transportation Center (refer to the **BLUE route** on the map, referred to as **Harbor**).

The enhanced bus will share a lane with other cars and build upon the current Bravo! Limited Stop service model. It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the enhanced bus from front or rear doors. The enhanced bus can carry around 70 people.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



Copy of What transit alternative are you?

H-5: Harbor Bus Rapid Transit

You are the Harbor Bus Rapid Transit (H-5) option! This bus rapid transit option would link to the new [OC Streetcar](#) transit center at Harbor Boulevard and Westminster Avenue in Garden Grove, and continue up Harbor Boulevard, traveling through Garden Grove, Anaheim and Fullerton, terminating at the Fullerton Transportation Center (refer to the **BLUE route** on the map, referred to as **Harbor**).

The bus rapid transit option will enhance the current Bravo! Limited Stop service model by traveling on a dedicated bus-only lane for approximately 50% of the alignment (sharing a lane with other cars for the rest). It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the bus rapid transit vehicle from front or rear doors. The bus rapid transit vehicle carries around 120 people in a longer, 60-foot bus, and may include bike racks on-board the bus.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.





Copy of What transit alternative are you?

L-1: Anaheim/Lemon Streetcar

You are the Anaheim/Lemon Streetcar (L-1) option! This streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard, and cross through the Anaheim Resort area to continue up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center, (refer to the **GOLD route** on the map, called **Harbor/Anaheim/Lemon**).

The streetcar will share a lane with other cars but travel on a track embedded in the road. It is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



L-2: Anaheim/Lemon Rapid Streetcar

You are the Anaheim/Lemon Rapid Streetcar (L-2) option! This rapid streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard, and cross through the Anaheim Resort area to continue up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center, (refer to the **GOLD route** on the map, called **Harbor/Anaheim/Lemon**).

The rapid streetcar will be faster than a regular streetcar or bus because it will use a dedicated streetcar-only lane for approximately 50% of the alignment (sharing a lane with other cars for the rest). It will travel on a track embedded in the road, is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



Copy of What transit alternative are you?

L-3: Anaheim/Lemon Enhanced Bus

You are the Anaheim/Lemon Enhanced Bus (L-3) option! This enhanced bus option would link to the new [OC Streetcar](#) transit center at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard, and cross through the Anaheim Resort area to continue up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center, (refer to the **GOLD route** on the map, called **Harbor/Anaheim/Lemon**).

The enhanced bus will share a lane with other cars and build upon the current Bravo! Limited Stop service model. It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the enhanced bus from front or rear doors. The enhanced bus can carry around 70 people.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



L-4: Anaheim/Lemon Bus Rapid Transit

You are the Anaheim/Lemon Bus Rapid Transit (L-4) option! This bus rapid transit option would link to the new [OC Streetcar](#) transit center at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard, and cross through the Anaheim Resort area to continue up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center, (refer to the **GOLD route** on the map, called **Harbor/Anaheim/Lemon**).

The bus rapid transit option will enhance the current Bravo! Limited Stop service model by traveling on a dedicated bus-only lane for approximately 50% of the alignment (sharing a lane with other cars for the rest). It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the bus rapid transit vehicle from front or rear doors. The bus rapid transit vehicle carries around 120 people in a longer, 60-foot bus, and may include bike racks on-board the bus.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.

Additional Comments?

* **Want to sign up for email alerts?**

Yes

No



K-1: Katella Streetcar

You are the Katella Streetcar (K-1) option! This streetcar option would connect to the [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard to the Anaheim Resort area, and head east on Katella Avenue connecting to the Anaheim Regional Transportation Intermodal Center (refer to the **DOTTED ORANGE route** on the map, called **Harbor/Katella**).

The streetcar will share a lane with other cars but travel on a track embedded in the road. It is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.



Additional Comments?



K-2: Katella + Anaheim/Lemon Enhanced Bus

You are the Katella + Anaheim/Lemon Enhanced Bus (K-2) option! This enhanced bus option would link to the new [OC Streetcar](#) transit center at Harbor Boulevard and Westminster Avenue in Garden Grove, continue up Harbor Boulevard, and cross through the Anaheim Resort area to continue to the Anaheim Regional Transportation Intermodal Center via Katella Avenue AND up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center (refer to the **SOLID ORANGE route** on the map, called **Harbor/Katella/Anaheim/Lemon**).

The enhanced bus will share a lane with other cars and build upon the current Bravo! Limited Stop service model. It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the enhanced bus from front or rear doors. The enhanced bus can carry around 70 people.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.

Additional Comments?

* **Want to sign up for email alerts?**

Yes

No



K-3: Katella + Anaheim/Lemon Streetcar-Enhanced Bus Hybrid

You are the Katella + Anaheim/Lemon Streetcar-Enhanced Bus Hybrid (K-3) option! This streetcar and enhanced bus hybrid option would connect to the new [OC Streetcar](#) at Harbor Boulevard and Westminster Avenue in Garden Grove, continuing the streetcar up Harbor Boulevard to the Anaheim Resort area. From the Anaheim Resort area, enhanced bus would be implemented along Katella Avenue to the Anaheim Regional Transportation Intermodal Center AND up Anaheim Boulevard/Lemon Street to the Fullerton Transportation Center. (Refer to the **SOLID ORANGE route** on the map, called **Harbor/Katella/Anaheim/Lemon**).

The streetcar will share a lane with other cars but travel on a track embedded in the road. It is powered by electricity via overhead wires and will receive priority at traffic signals at certain locations. The modern stops will include ticket machines and allow riders to board the streetcar from front or rear doors. Streetcars carry up to 150 people (3x as much as regular buses).

The enhanced bus will share a lane with other cars and build upon the current Bravo! Limited Stop service model. It will receive priority at traffic signals and use bypass lanes at certain intersections. The modern stops will include ticket machines and allow riders to board the enhanced bus from front or rear doors. The enhanced bus can carry around 70 people.

In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. To learn more about these options, please visit octa.net/HarborGetInvolved.

Additional Comments?

* **Want to sign up for alerts?**

Yes

No



Copy of What transit alternative are you?

* **Email Address:**



Central Harbor Blvd. Transit Corridor Study Questionnaire

Introduction

OCTA is exploring opportunities to improve mobility in and around Harbor Boulevard in the *Central Harbor Boulevard Transit Corridor Study*. In partnership with the cities of Santa Ana, Garden Grove, Anaheim and Fullerton, OCTA has identified 12 different options to improve transit service in the area. We need your feedback to help OCTA narrow down the best alternatives for transit in and around Harbor Boulevard!

In this questionnaire you will provide feedback on how each option should be evaluated, what features are important, and how each vehicle and route should be ranked. This questionnaire will take you approximately 15 minutes to complete.*

*If you would prefer to take the quick 2-minute survey, please [CLICK HERE](#).





* 1.

Would you like to see improvements to transit service on and around the Harbor Blvd. corridor?

Yes

No

* 2.

What characteristics of transit are most important to you?

(Please choose your top three choices.)

Frequency of service

Cost to build/implement

Hours of operation

Ability to drive to a station and park my car

Overall travel time

Real-time arrival and departure information

Stop locations

Safety

Cost to ride

Nothing

Other (please specify)

* 5.

Connectivity: Does the bus or streetcar take me to major destinations such as Downtown Fullerton, Disneyland, Downtown Anaheim, Garden Grove, or Santa Ana? Can I reach my destination without having to make more than one transfer? Can I walk or ride my bike to/from a station?

1 (low) 5 (medium) 10 (high)



* 6.

Corridor Constraints: Does the project affect our roads and traffic? Does the project make our streets safer? Does it complement my neighborhood?

1 (low) 5 (medium) 10 (high)



* 7.

Mode Choices/User Experience: Does the project encourage more people to ride transit and drive less? Does it benefit people without cars? Are stops/stations safe and attractive?

1 (low) 5 (medium) 10 (high)



* 8.

Cost-Effectiveness: Is the project a good use of local public funds? Does the project do a good job of balancing costs and benefits? Are there other sources of funding available?

1 (low) 5 (medium) 10 (high)





* 9.

There are four kinds of transit vehicles/services being evaluated as part of this study. Please **rank** the following beginning with 1 as your most preferred transit vehicle/service.

ENHANCED BUS



- Shares lanes with other cars
- Receives priority at traffic signals and bypass lanes at certain intersections
- Includes state-of-the-art stops with ticket machines and allows riders to board from front or rear doors
- Carries around 70 people
- Project Cost: \$

BUS RAPID TRANSIT (BRT)



- Includes all Enhanced Bus features, but on a dedicated bus-only lane
- Carries around 120 people in a longer, 60-foot bus
- May include bike racks on-board bus
- Project Cost: \$\$

STREETCAR



- Shares lanes with cars but travels on its own embedded in the road and powered by overhead wires
- Receives priority at traffic signals and uses bus lanes at certain intersections
- Includes modern stops with ticket machines allows riders to board from front or rear door
- Carries up to 150 people (3x as much as regular bus)
- Project Cost: \$\$\$

RAPID STREETCAR



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

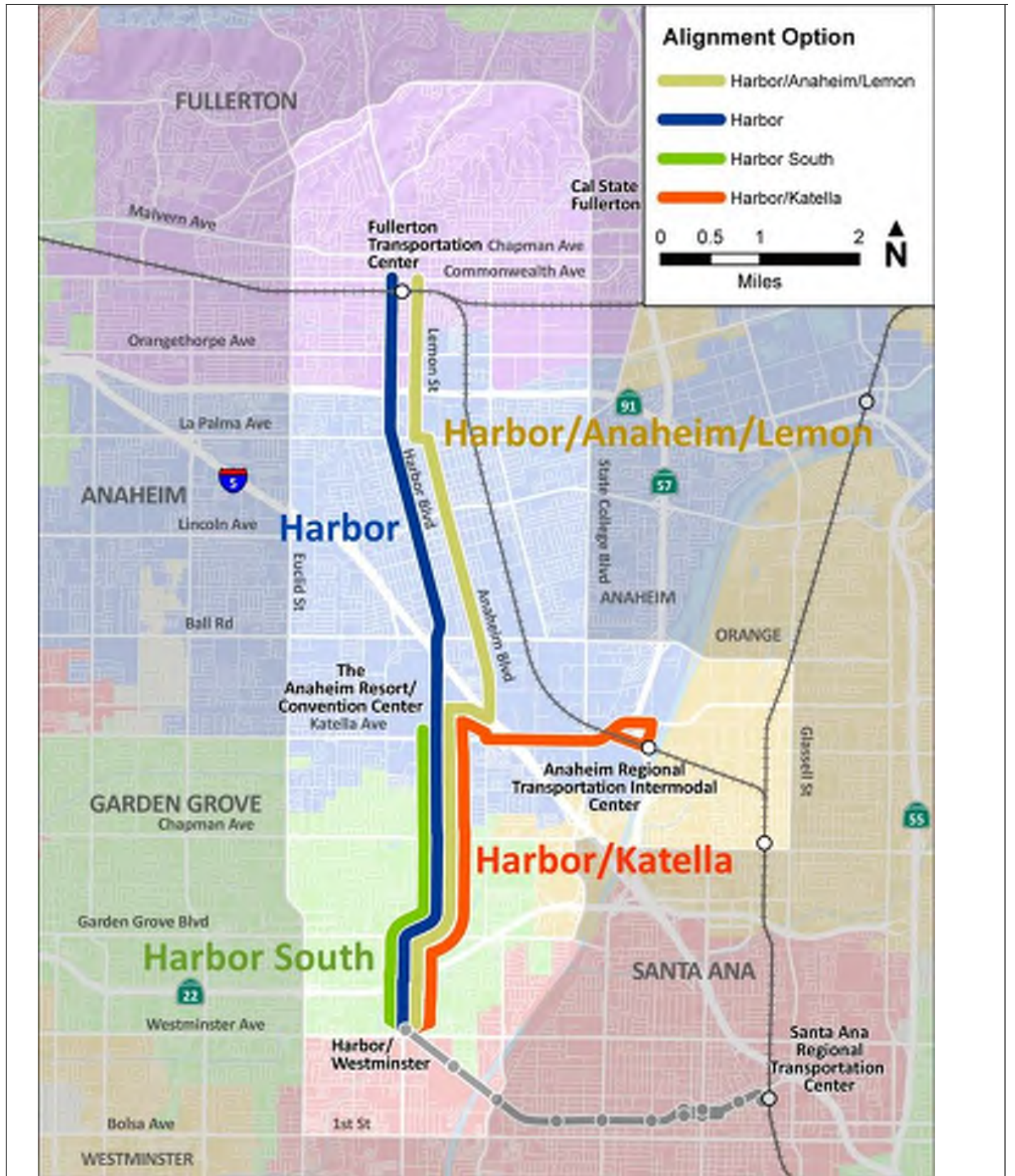
STREETCAR-ENHANCED BUS HYBRID





* 10.

Please look at the route options on the map. Then, **rank the following (1-5), beginning with 1 as your most preferred option.**



- Harbor South (GREEN ROUTE)
- Harbor (BLUE ROUTE)

80
80
80



Harbor/Anaheim/Lemon (GOLD ROUTE)

80
80
80



Harbor/Katella (ORANGE ROUTE)

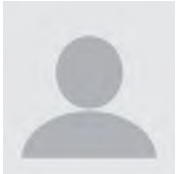
80
80
80



Harbor/Katella/Anaheim/Lemon (ORANGE ROUTE + GOLD ROUTE)



* 11.



Please complete the following statement: I _____ on or near Harbor Boulevard.

* 12.



How often do you take transit in the area?

- Daily
- Weekly
- Monthly
- Never but I would consider using transit if the system was improved
- I would never take transit
- Other (please specify)

* 13.

When traveling in the area, what are the major activities you participate in?

Recreational Activities

Education

Dining

Working

Tourist Activities

Shopping

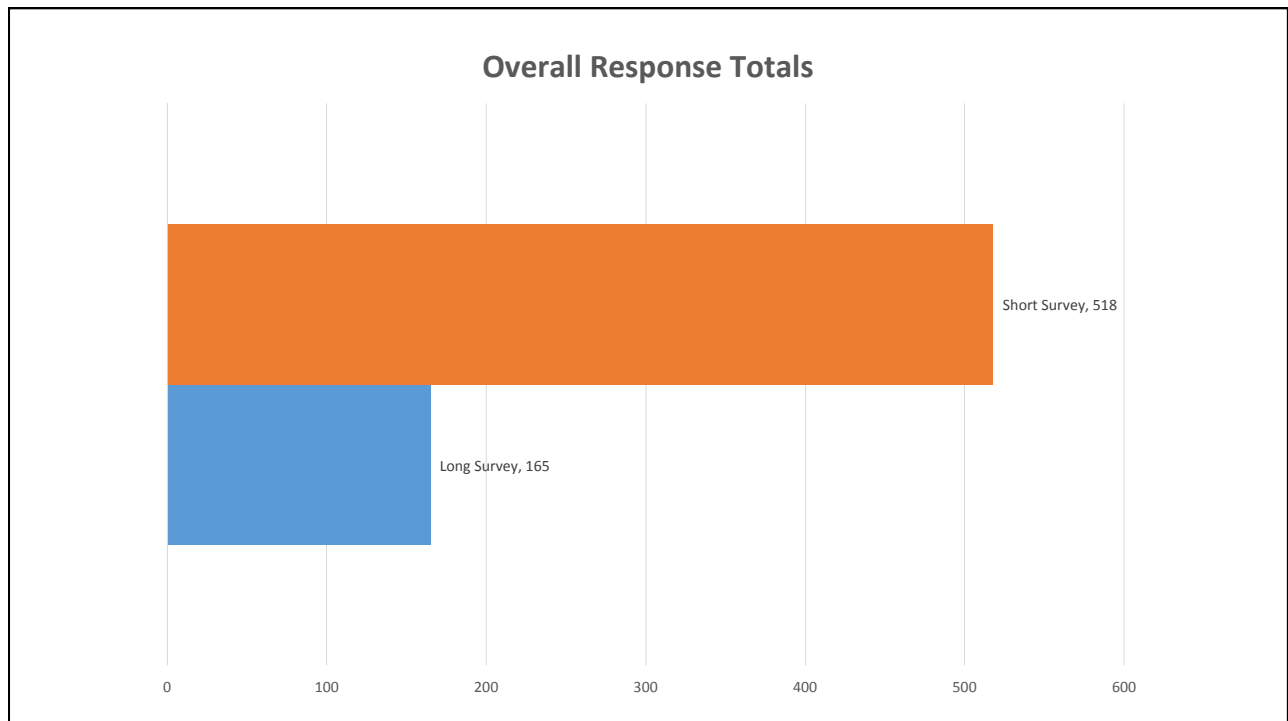
Other (please specify)

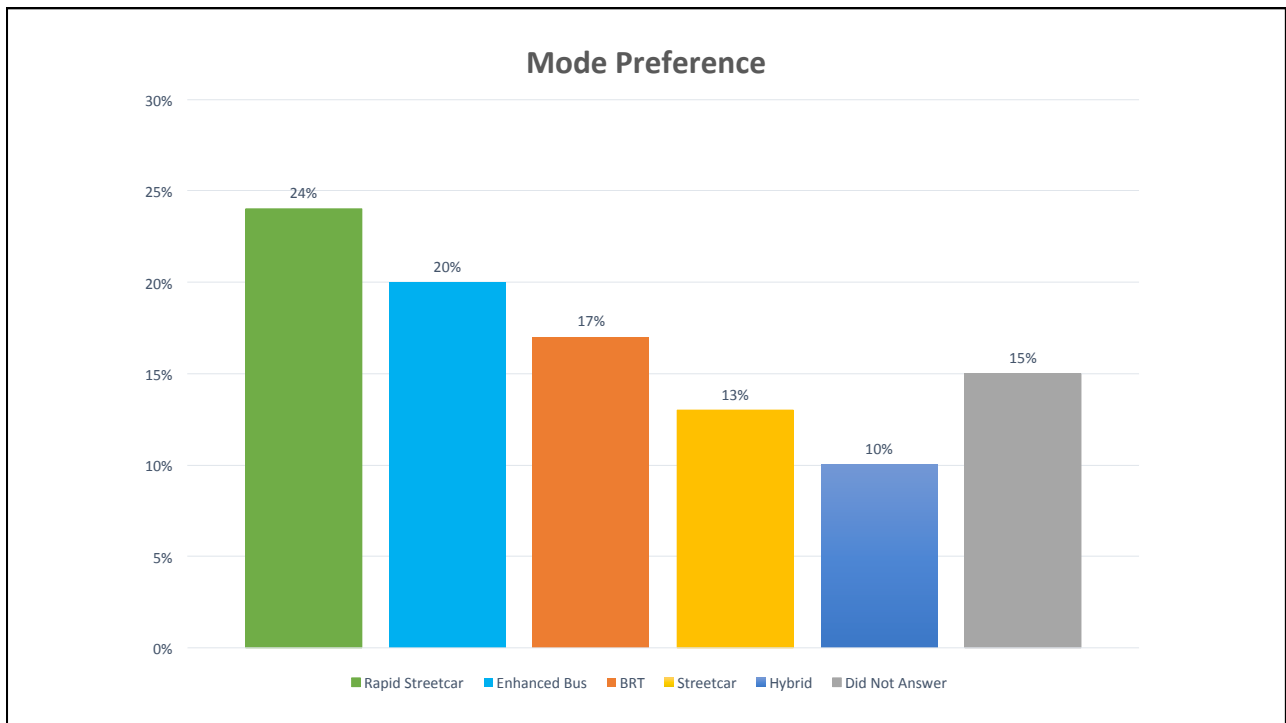
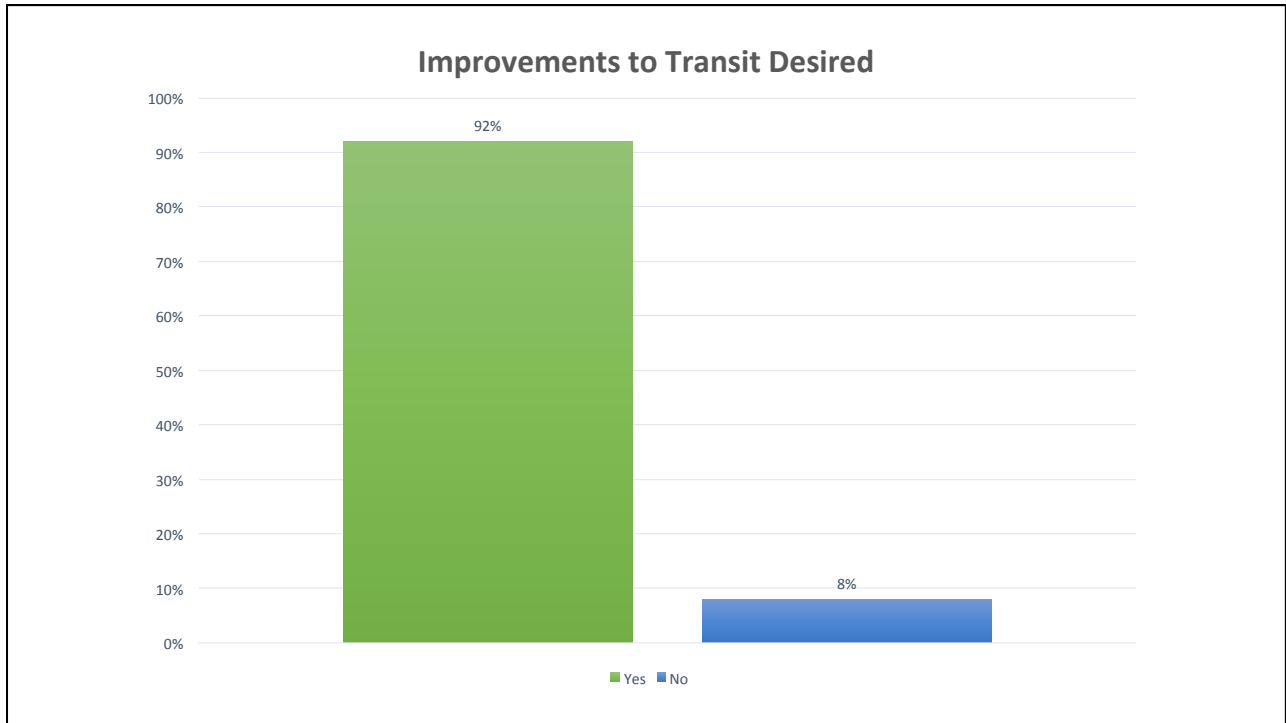


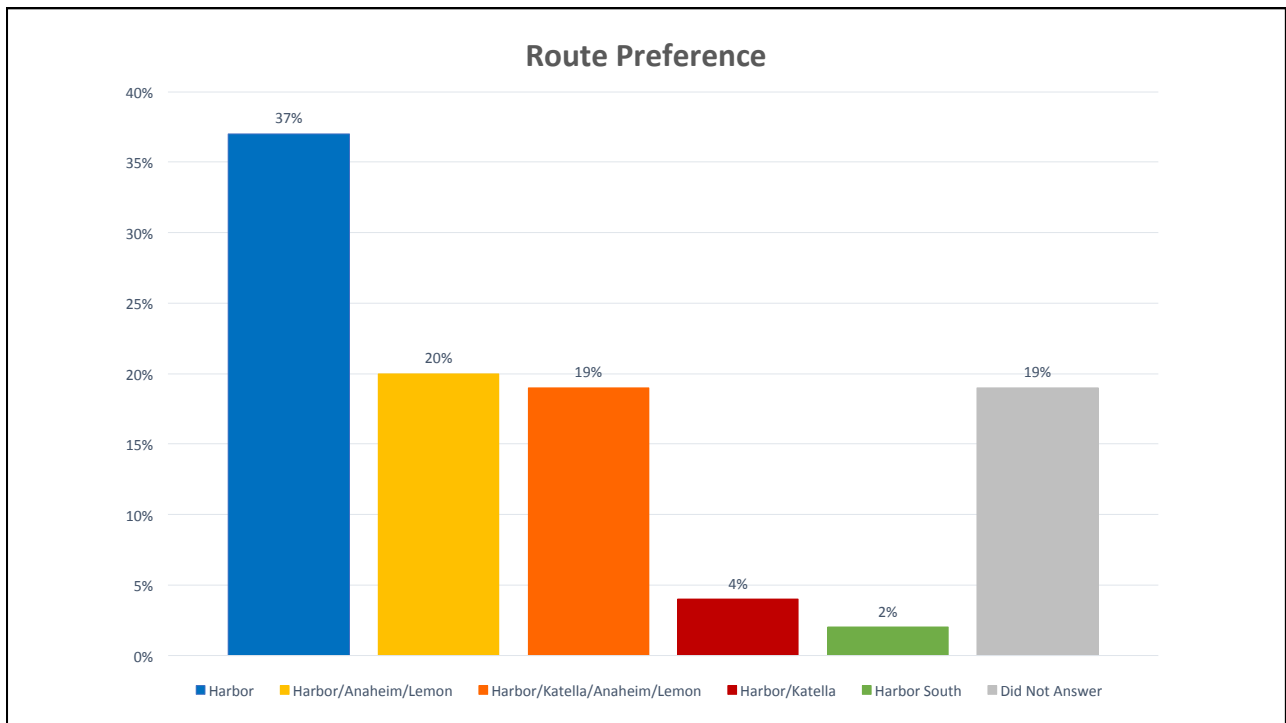
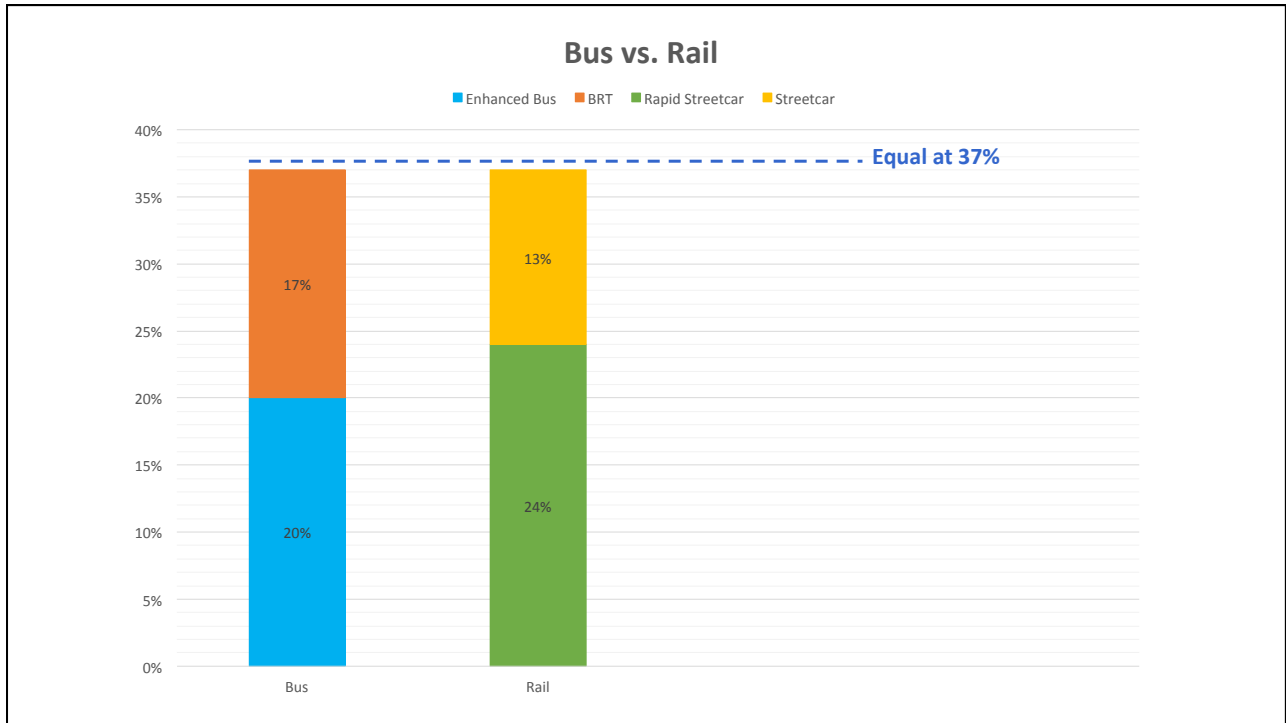
14. Additional Comments:

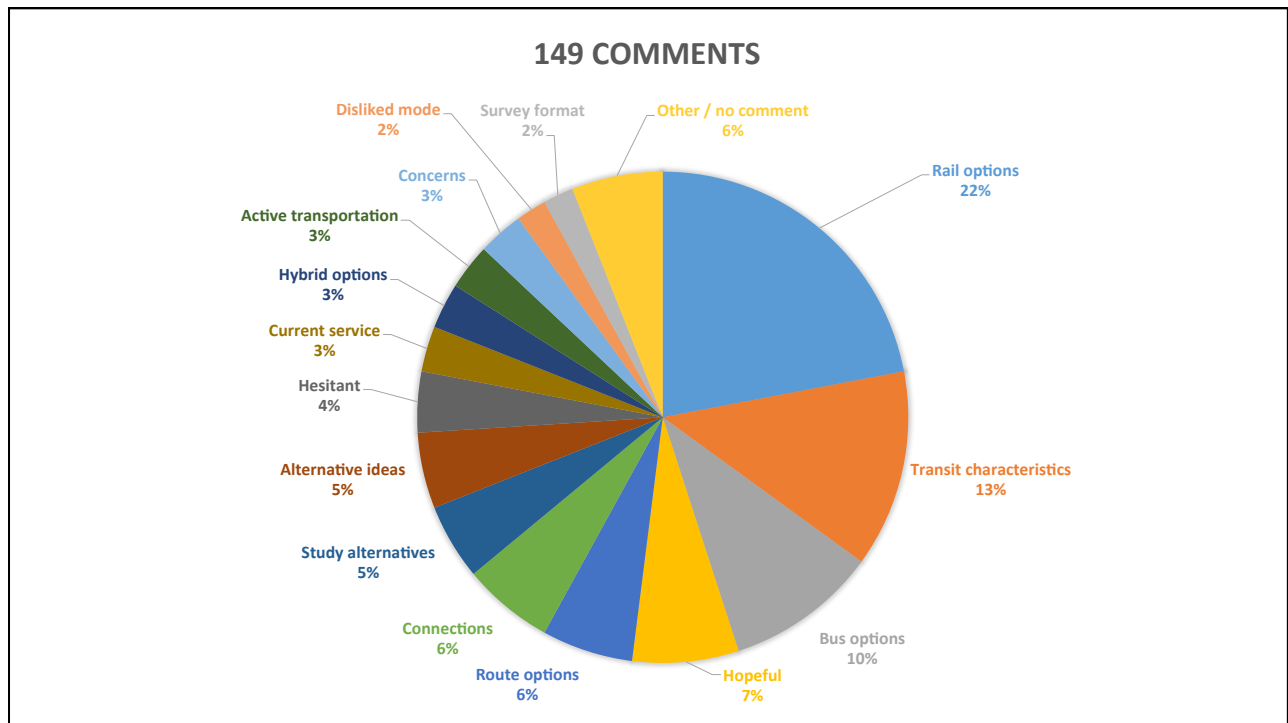
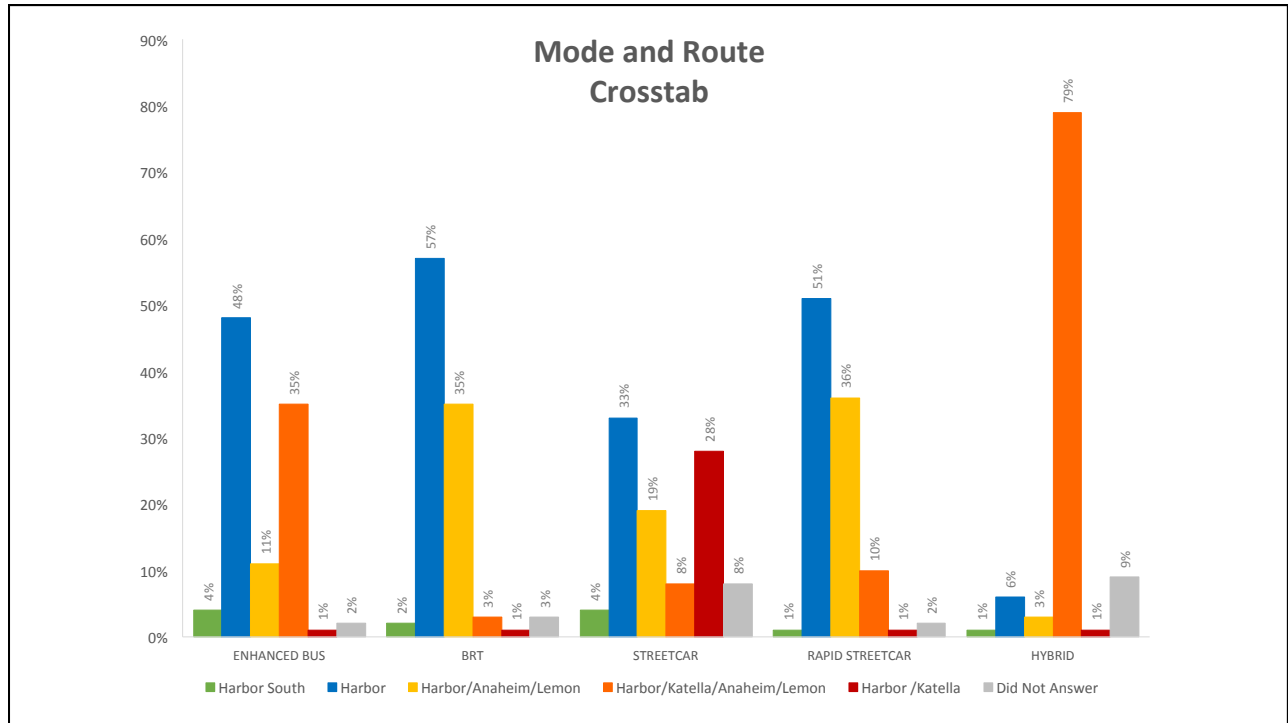
15. If you would like to receive email updates on the Study, please enter your email address here:

Long & Short Survey Results Combined









I drive down harbor every day and I hate it! This (rapid streetcar) would be a win-win for me.

Need to ensure the road is safe for cyclists whatever alignment or option is selected.

I ride the bus to work and sometimes I get there late, I need this (enhanced bus) to get me to work on time.

This is a much needed improvement. The key is connecting with other forms of travel, like the train stations and the OC Streetcar.

I would love to see a streetcar from Downtown Fullerton. It could really bridge a gap between Fullerton and down south towards Westminster.

I look forward to a faster option (BRT) for travelling along this corridor compared to what exists now. I sometimes take the Bravo bus and it's not much faster than the regular bus, even with fewer stops, because of the traffic...

I've ridden BRT and light rail in LA a lot and this may be a good step toward upgrading OC's system. Also, this route (Harbor) is the most direct.

Anaheim blvd needs some major rehaul. We need stop signs and or street lights, too many speeder and racers.

This Rapid Streetcar and Harbor route combination will quickly and painlessly allow for easier commutes between the affected cities and will promote less driving for those that utilize that route via car...

I don't care about speed as much as having a higher frequency, consistently arriving bus.

This is an innovative idea to combine the modes. You get the best of both worlds. The route is more comprehensive too.

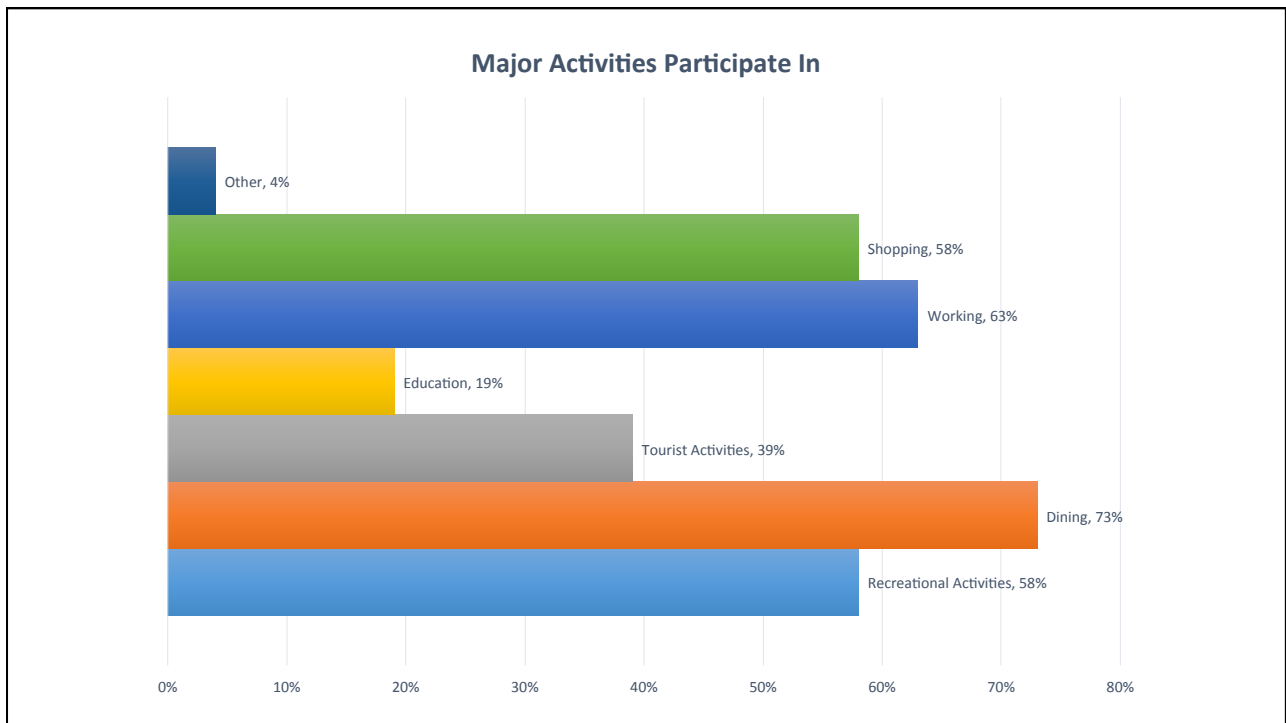
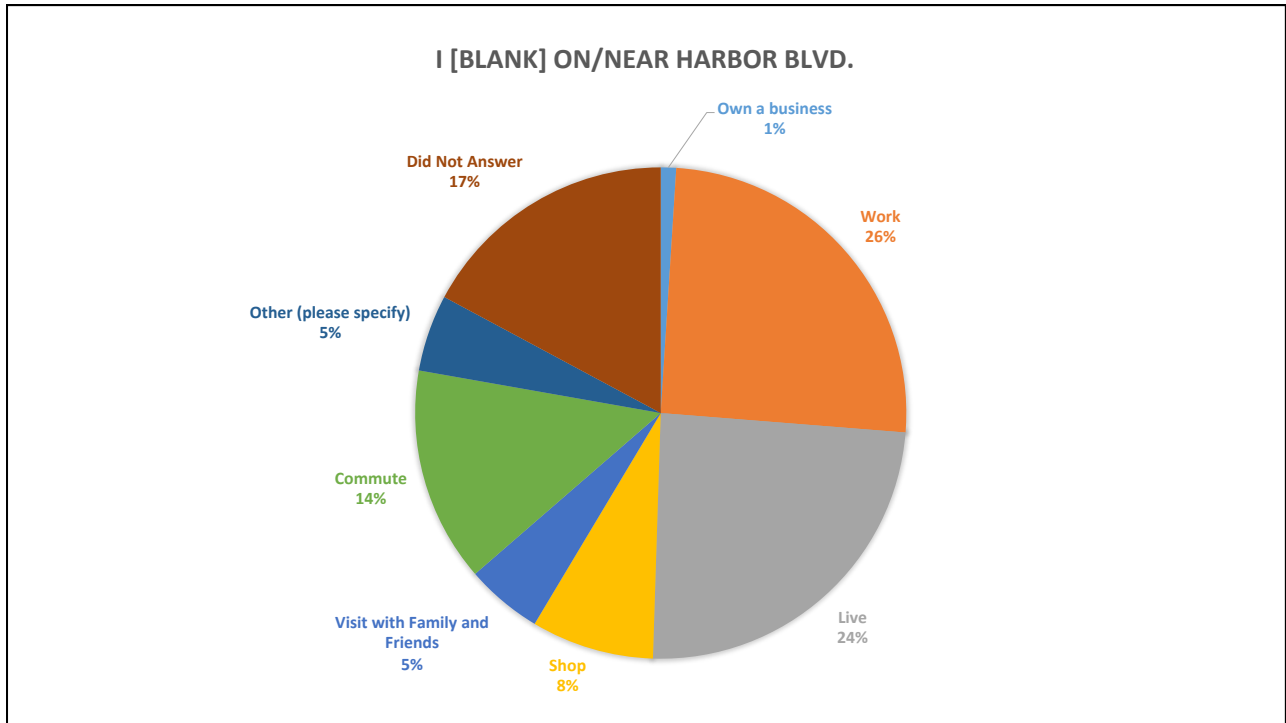
good luck

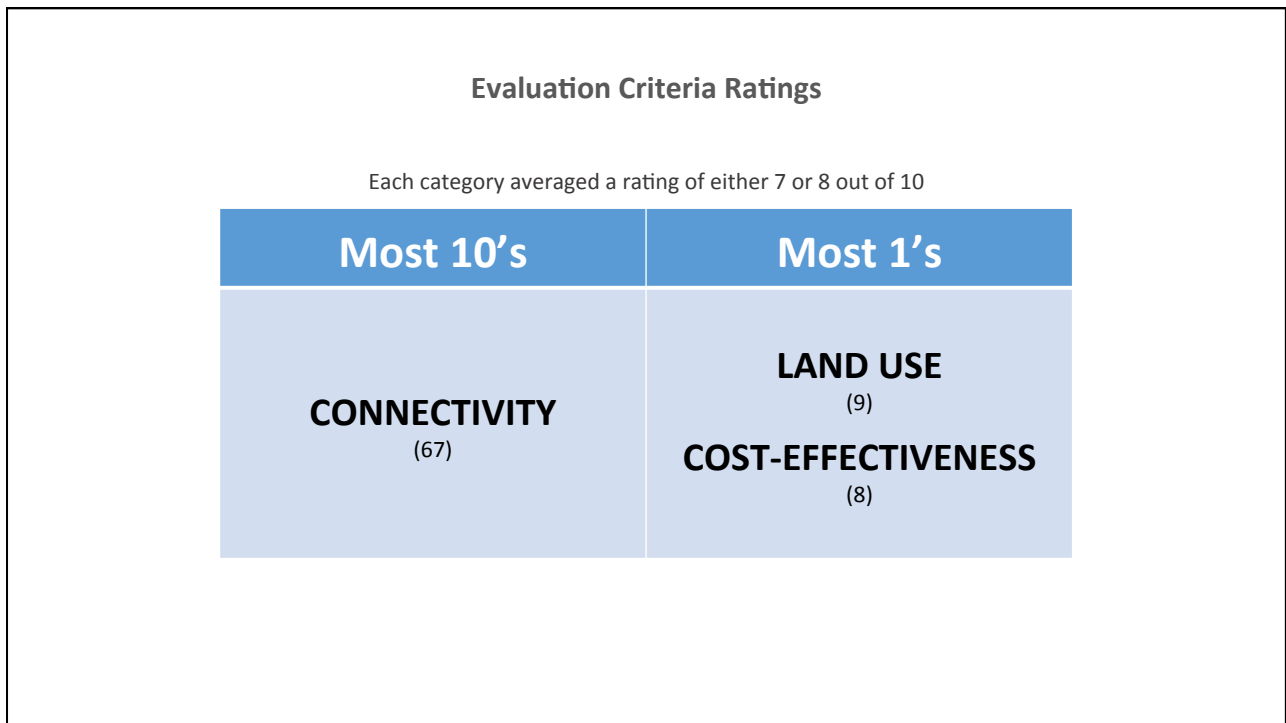
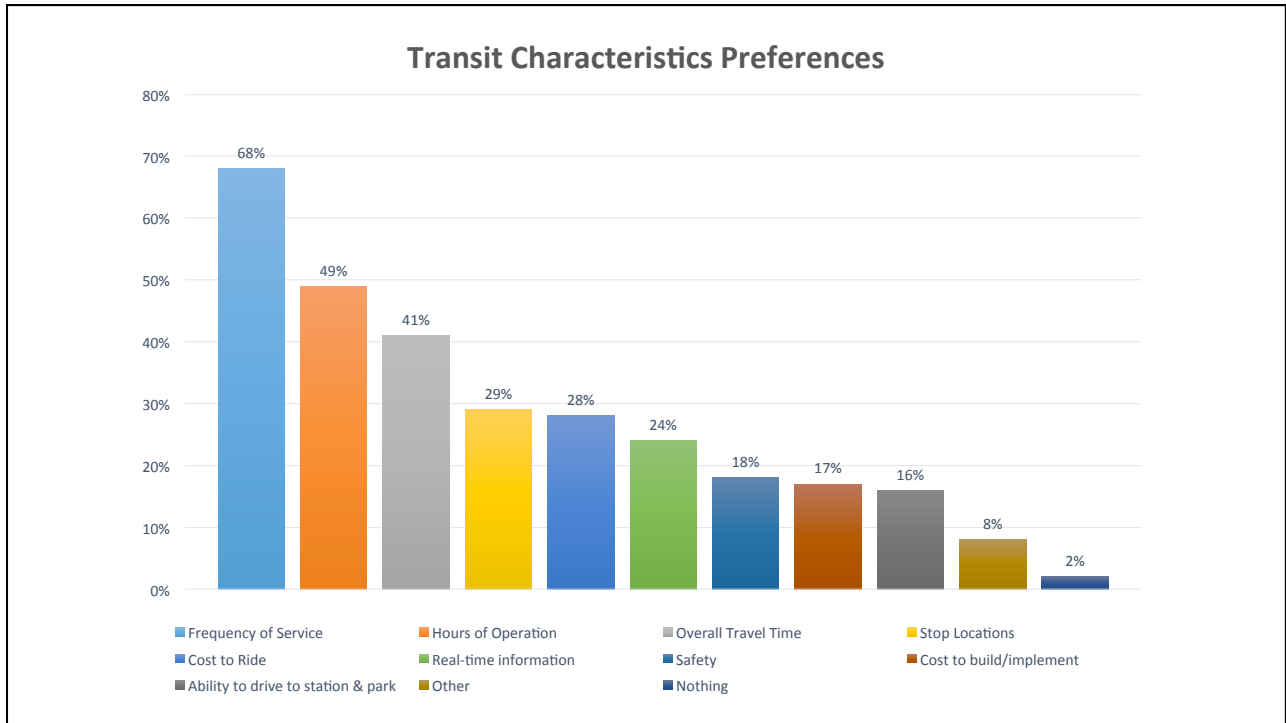
its a toss up between Harbor and Anaheim Blvd. I think both would be beneficial to the area. Anaheim blvd plan would connect the cities to the packing house and hopefully bring some order to the street racing on Anaheim Blvd...

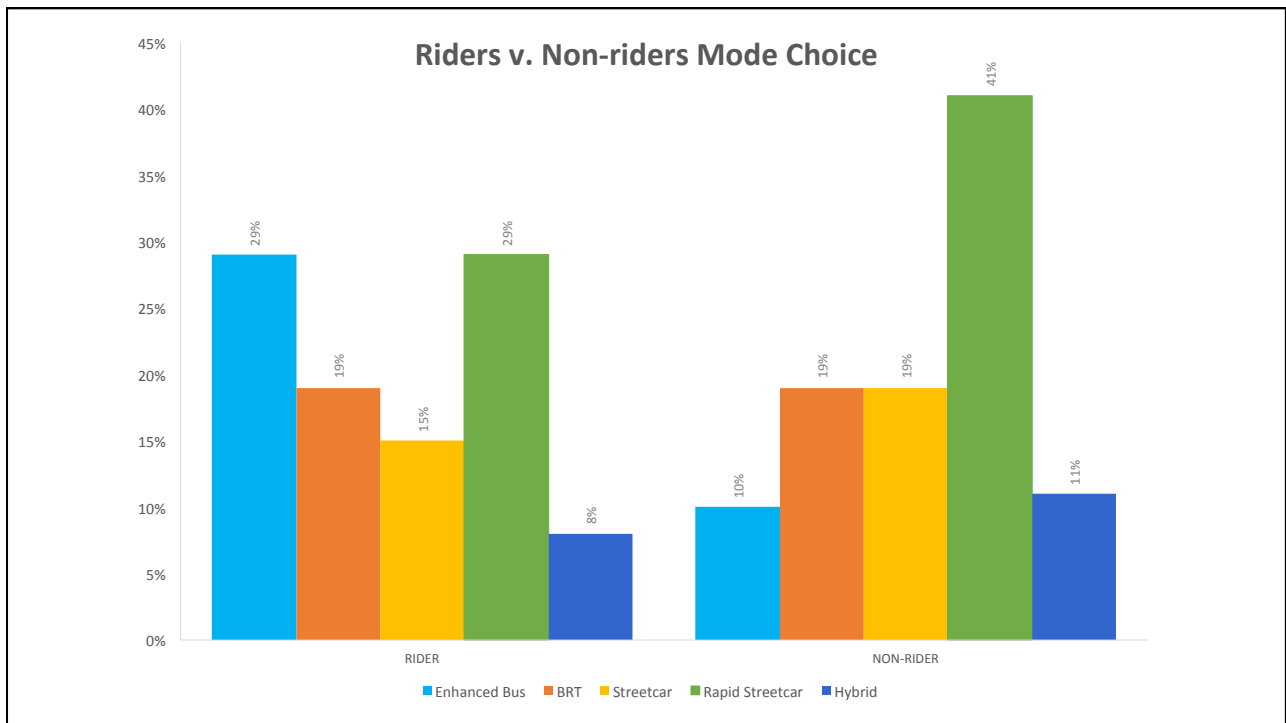
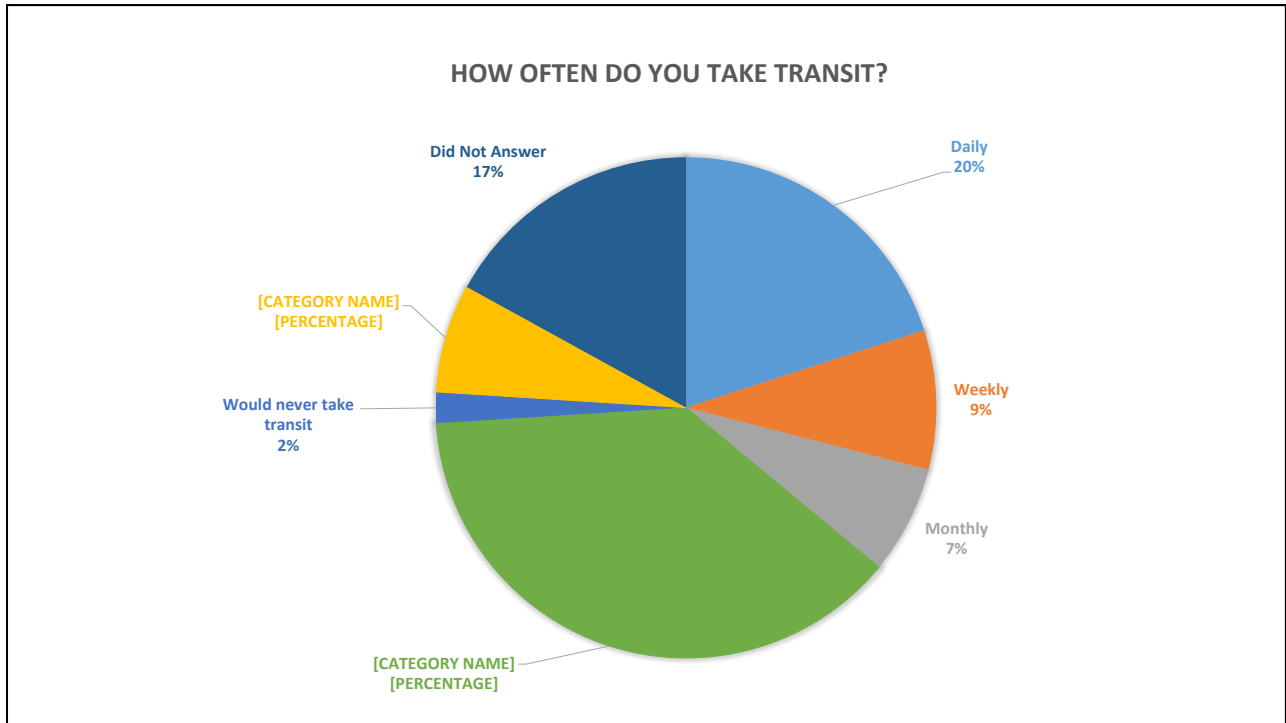
The cities in Orange county are blended and they need to be better connected by a system better than a bus that will show up once every 2 hours.

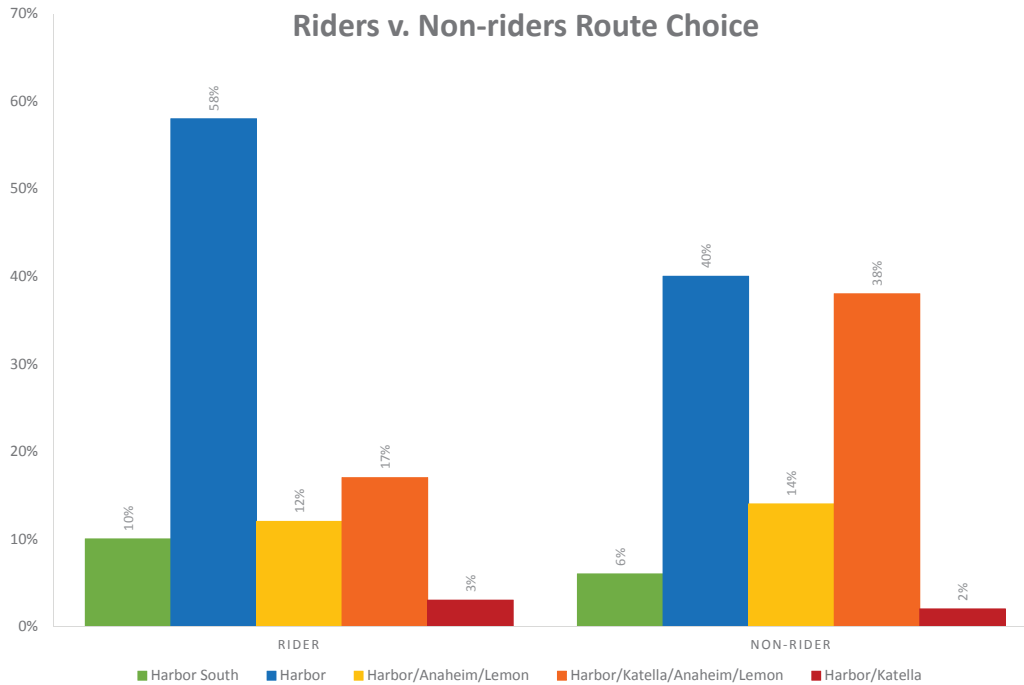
As a delivery driver who drives throughout Orange County on a daily basis, I would like to see some kind of improvement to traffic flow on Harbor Boulevard, especially during the morning and evening commutes. Although I do not use OC Bus Route 43 or 543, it would be nice to see an alternative that would get vehicles off the road and into Park & Ride lots.

Long Survey Results









Survey Promotion

- Facebook ads - 8 ads and 11,935 people reached
- Bus flyers - 3,000 distributed
- Email to Vanpool/Rideshare employer contacts - 175 contacts
- On the Move article (2/18 and 3/21) - about 3,000 contacts
- Virtual open house (3/16 - 4/30) - 1,707 total hits to the page
- E-blasts (3/22 and 4/11) to Harbor database (past survey respondents, ARC contacts, and bus customers) - 4,800 contacts
- Open houses - Garden Grove (3/30) and Anaheim (4/5)
- On-board surveys (4/12 and 4/13)
- CAC meeting (4/18) and follow-up email
- Train station surveys (4/19)

The collage consists of several elements:

- Top Left:** A photograph showing a group of people gathered around a table at a public meeting, looking at documents and maps.
- Top Middle:** Two bilingual informational posters. The left one is titled "Help Us Improve Harbor Boulevard" and the right one is "Ayúdenos a Mejorar Harbor Boulevard". Both posters provide details about the transit study and encourage public input.
- Top Right:** A flyer titled "Help Us Improve Harbor Boulevard Transit". It includes the heading "Your Feedback is Important!" and explains that GCTA is exploring opportunities to improve mobility in and around Harbor Boulevard as part of the Harbor Boulevard Transit Corridor Study. It lists 12 different transit options and asks for feedback on the best options. It features two buttons: "What Transit Alternatives Can You See?" and "Consider Other Transit Study".
- Bottom Left:** Another photograph of people at a public meeting, similar to the top-left image.
- Bottom Middle:** A screenshot of an online survey interface. The title is "Online Survey". It includes a "Survey Introduction" section with a "Start Survey" button, a "Survey Information" section, and a "Survey Questions" section with a "Start Survey" button.
- Bottom Right:** A flyer showing various transit options like a bus, a bicycle, and a person walking, along with a map of the area. It includes the GCTA logo and contact information for the Community Relations Office.

Summary of Facebook Ads for OCTA

Set 1 - Promoting survey and open houses (March 27-April 5)

OCTA Sponsored · Like Page

Help OCTA narrow down the best alternatives for transit in and around Harbor Boulevard!




SHARE YOUR THOUGHTS

See future transit choices for Harbor Blvd. Open Houses are set for March 30 and April 5. Click "Learn More" to take our survey, visit octa.net/harborgetinvolved.

OCTA.NET/HARBORGETINVOLVED [Learn More](#)

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OCTA.NET/HARBORGETINVOLVED [Learn More](#)

Performance

157
Results: Link Clicks

6,021
People Reached

\$75.00
Amount Spent

6,021 Reach 1.71 Frequency 10,299 Impressions \$12.46 Cost per 1,000 People Reached



Demographics

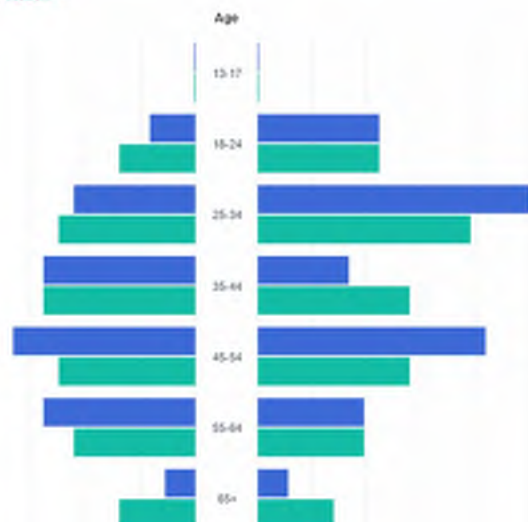
157 Results: Link Clicks 6,021 Reach

All Women

43% (68)

45% (2,729)

\$0.48
Cost per Result



All Men

56% (88)


54% (3,228)

\$0.47
Cost per Result

Set 2 - Promoting survey (April 12-20)

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Help OCTA narrow down the best alternatives for transit in and around Harbor Boulevard!




SHARE YOUR THOUGHTS

Click "Learn More" to see future transit choices for Harbor Blvd. and to take our survey. visit octa.net/harborgetinvolved.

OCTA.NET/HARBORGETINVOLVED [Learn More](#)

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OCTA.NET/HARBORGETINVOLVED [Learn More](#)

Performance

166

Results: Link Clicks

5,914

People Reached

\$73.20

Amount Spent

Custom

166 Results: Link Clicks \$0.44 Cost per Result 1.95% Result Rate



Demographics

166 Results: Link Clicks 5,914 Reach

All Women
33% (55)
41% (2,398)
\$0.51
Cost per Result

