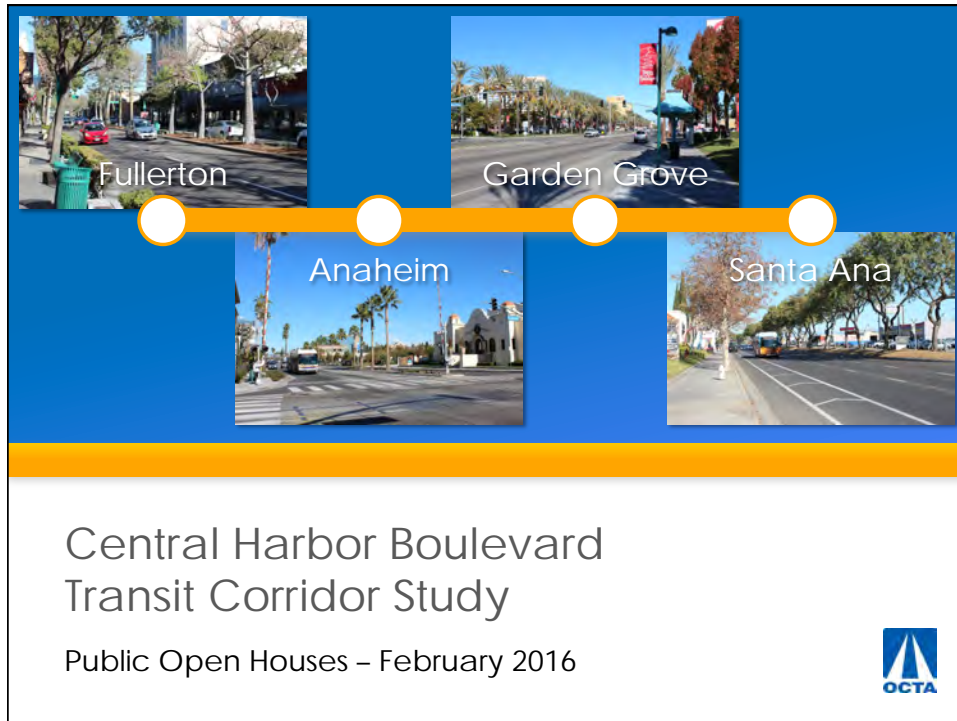


**Appendix C:**  
**Open House Materials -**  
**2016**



Fullerton


Garden Grove

Anaheim

Santa Ana

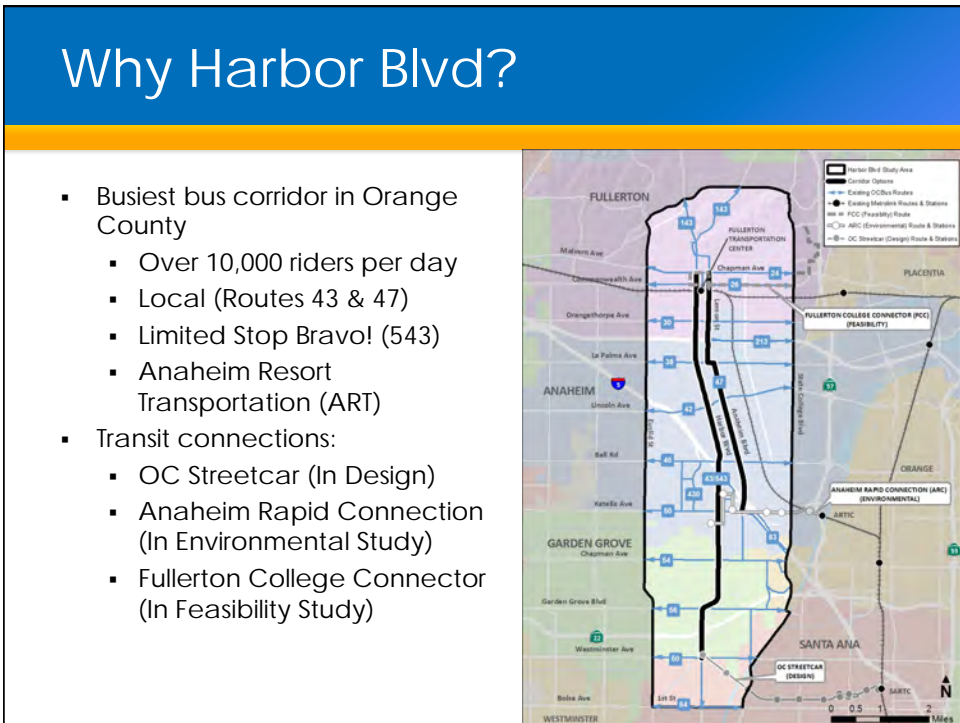
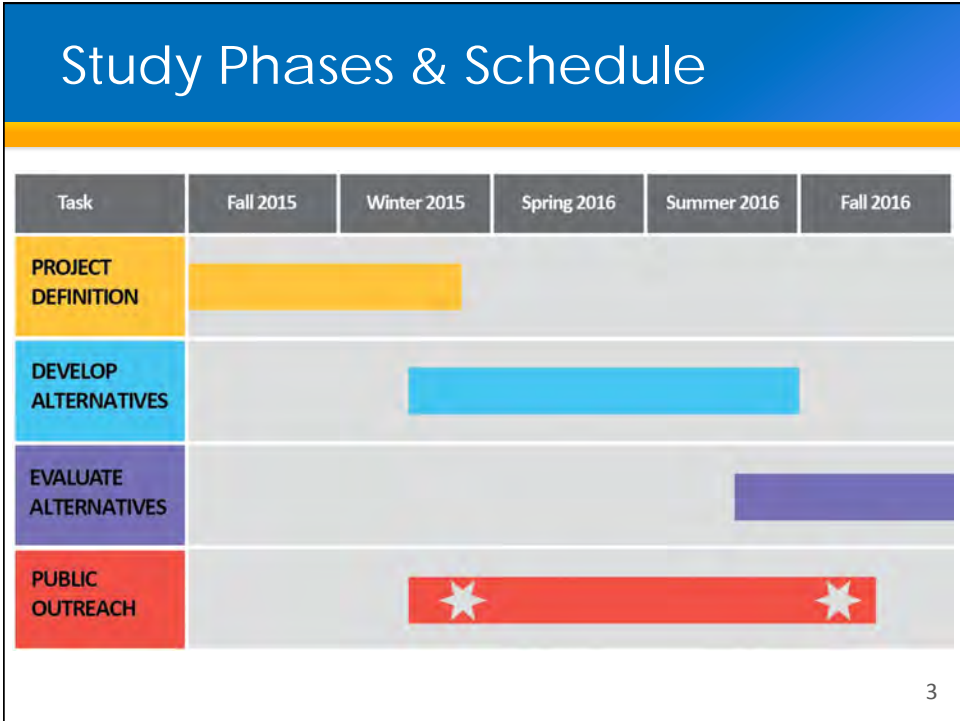
Central Harbor Boulevard  
Transit Corridor Study

Public Open Houses – February 2016



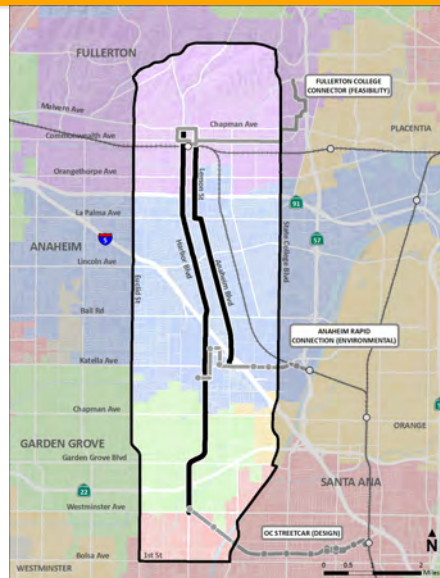
## Study Purpose

- 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



## Corridor Definition

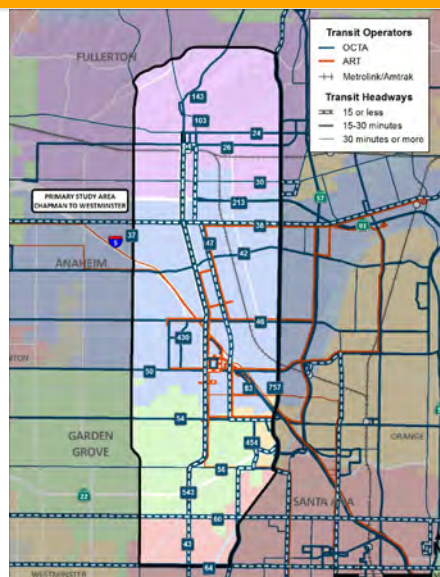
- High transit usage
- Dense population and employment
- Diverse land uses
- High motorist volumes and varying roadway widths
- High pedestrian/bicyclist usage
- Regional destinations
- Connections to Metrolink/Amtrak



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

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## Study Goals

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

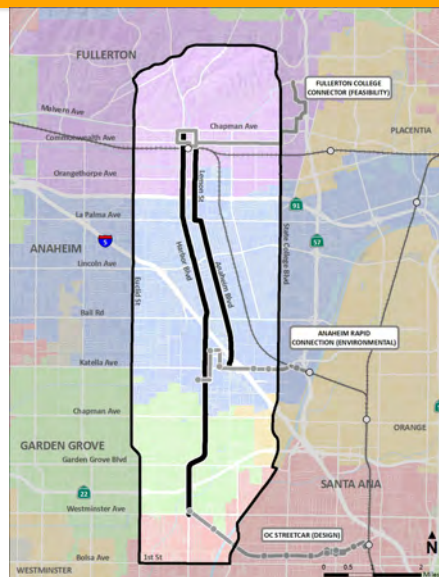
Type	Options
<b>MODE OPTIONS</b>	Limited-stop bus Bus rapid transit (BRT) Streetcar
<b>FEATURE OPTIONS</b>	Signal Improvements Shorter Headways Queue Jumpers Exclusive Transit Lanes Improved Stations Improved Vehicles
<b>ALIGNMENT OPTIONS</b>	Harbor Boulevard Anaheim Boulevard Lemon Street Various East-West Connectors
<b>TERMINUS OPTIONS</b>	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"> <li>• Builds off of existing Bravo! line branding</li> <li>• Improves existing equipment and infrastructure</li> <li>• Features could include shorter wait times</li> <li>• Stops farther apart and at major destinations and transfer centers</li> </ul>	 <ul style="list-style-type: none"> <li>• Premium bus service with district branding</li> <li>• Features could include dedicated bus lanes, traffic signal priority at intersections, defined stations, and short wait times (less than 15 minutes)</li> </ul>	 <ul style="list-style-type: none"> <li>• Highest economic development potential</li> <li>• Creates a sense of permanence</li> <li>• Features could include improved stations, traffic signal priority, and short wait times</li> <li>• Could stimulate investment in corridor</li> </ul>

# 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](http://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



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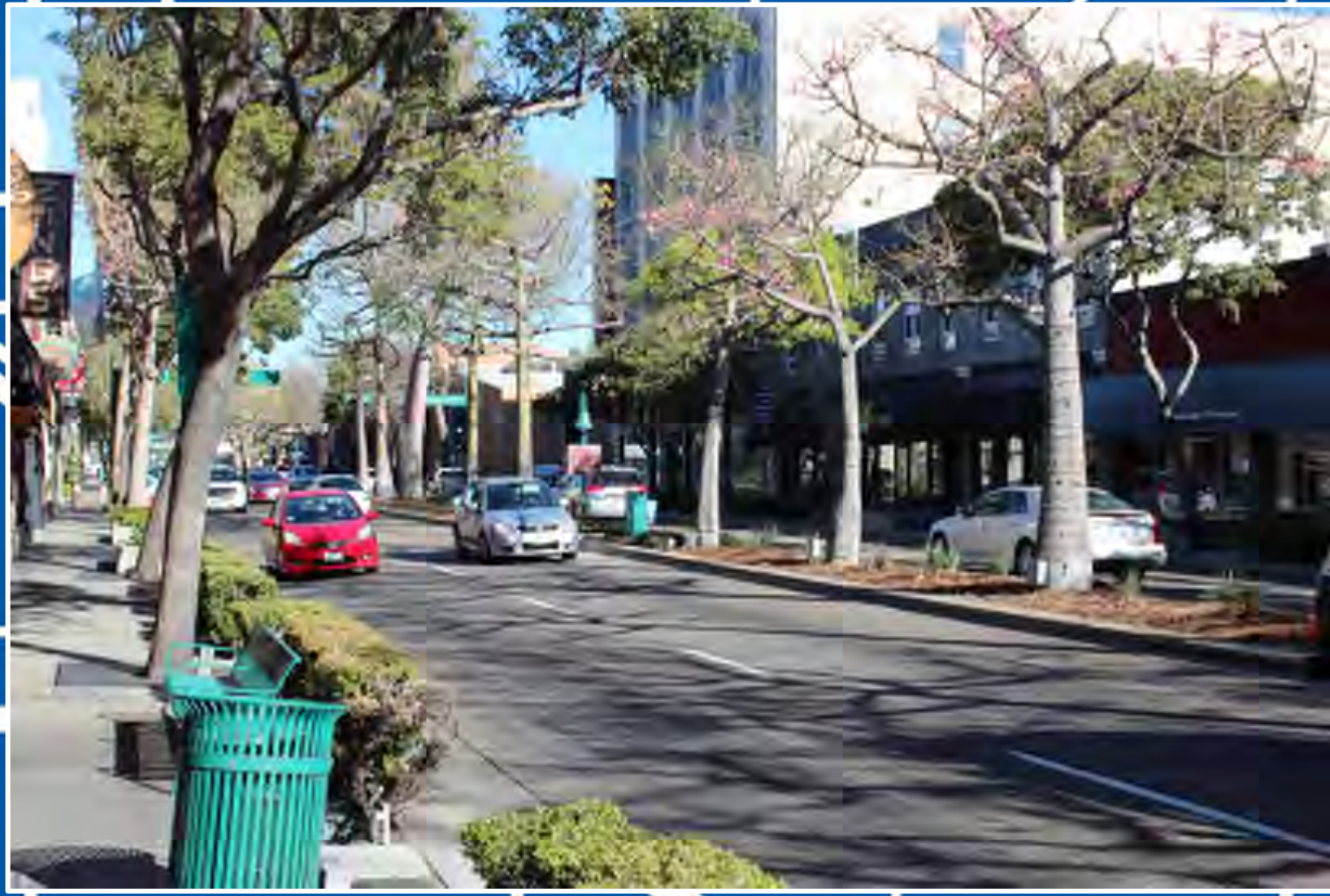


**Central Harbor Blvd. Transit Corridor Study  
Open House Information Stations - February 2016**

<b>Station</b>	<b>Description</b>
<b>Registration</b>	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.
<b>Study Overview</b>	Looping PowerPoint Presentation
<b>Study Goals and Objectives</b>	Introduced the Study and its purpose and process/timeline to identify possible alternatives to improve transit on and near Harbor Boulevard
<b>Corridor Definition</b>	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.
<b>Transit Mode and Route Options</b>	Possible route options using Harbor Boulevard, Anaheim Boulevard, and Lemon Ave. and transit technologies were identified. Feedback was encouraged and a flip chart and markers were also made available for participants.
<b>Comments</b>	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



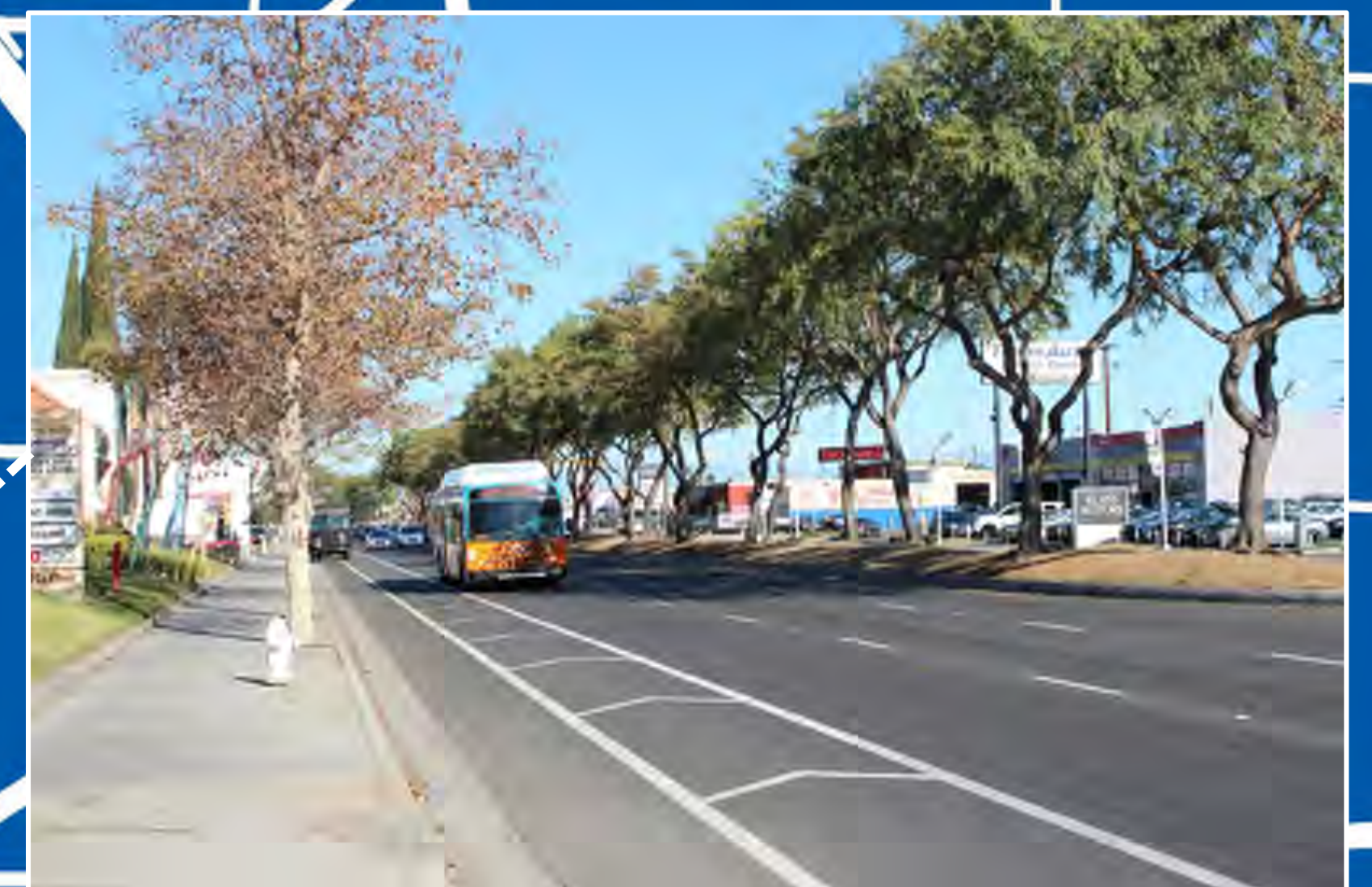
FULLERTON



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](http://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
- Analyze existing and future travel demand
- Develop up to 9 alternatives for improving transit service

# Central Harbor Boulevard Transit Corridor Study

## STUDY SCHEDULE

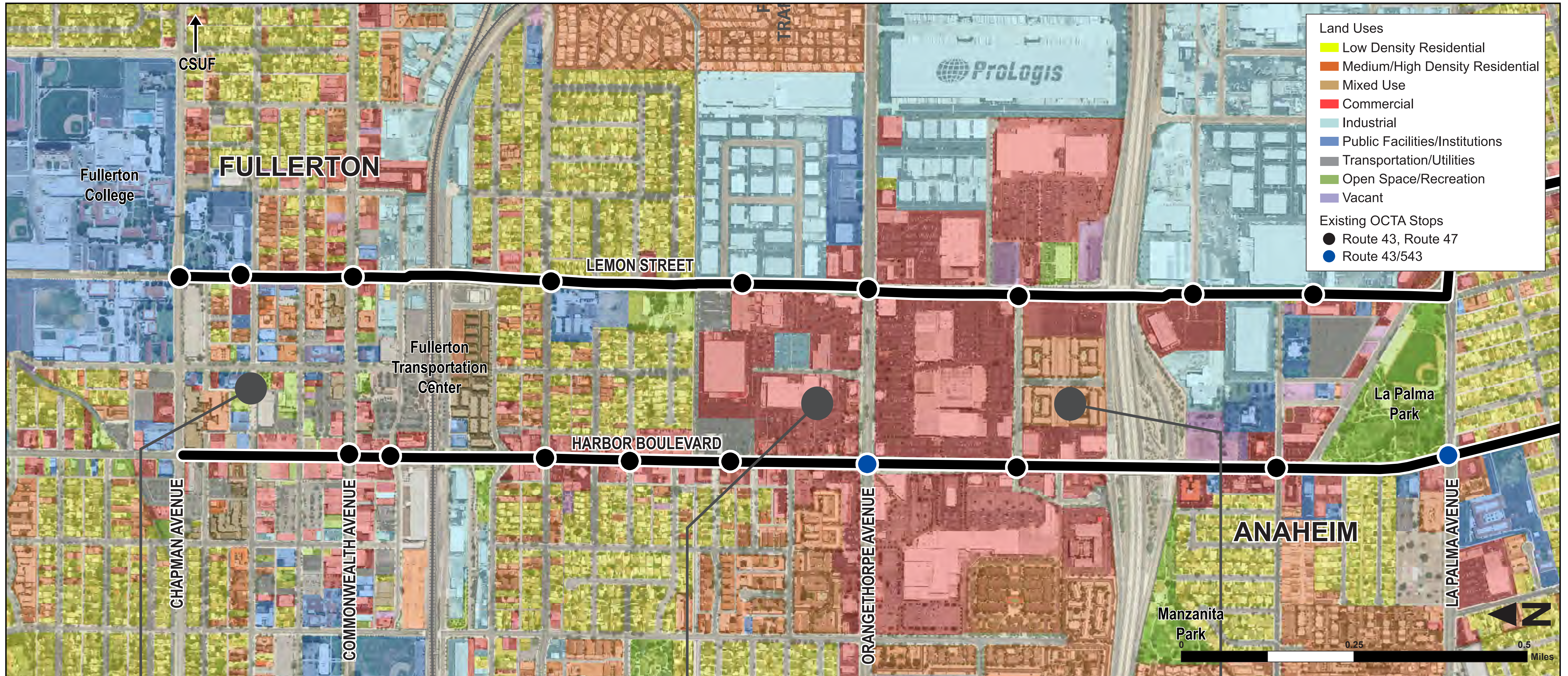
Task	Fall 2015	Winter 2015	Spring 2016	Summer 2016	Fall 2016
PROJECT DEFINITION					
DEVELOP ALTERNATIVES					
EVALUATE ALTERNATIVES					
PUBLIC OUTREACH					

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

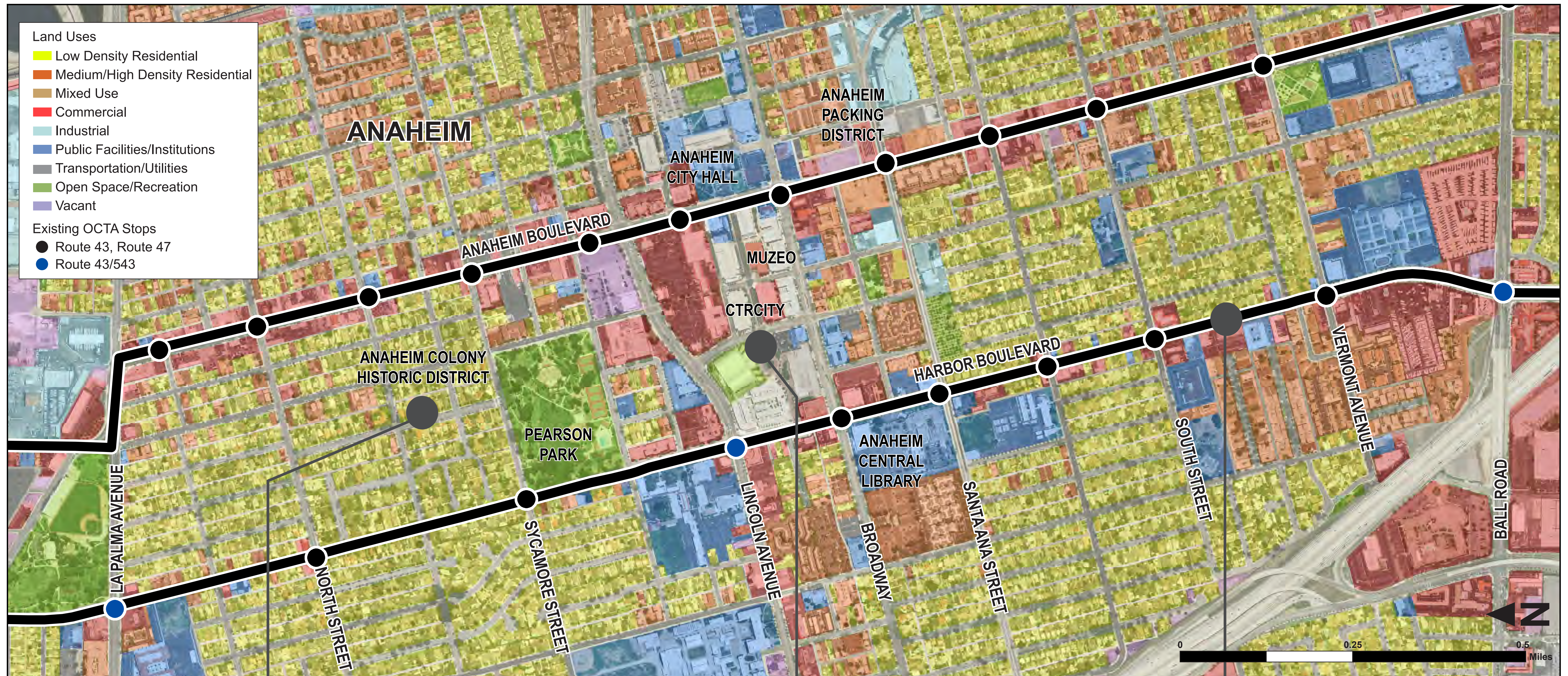


Gateway to Fullerton

- 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

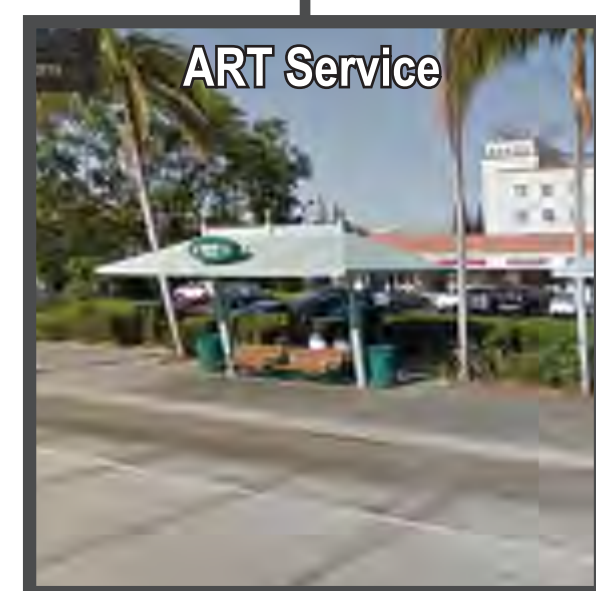
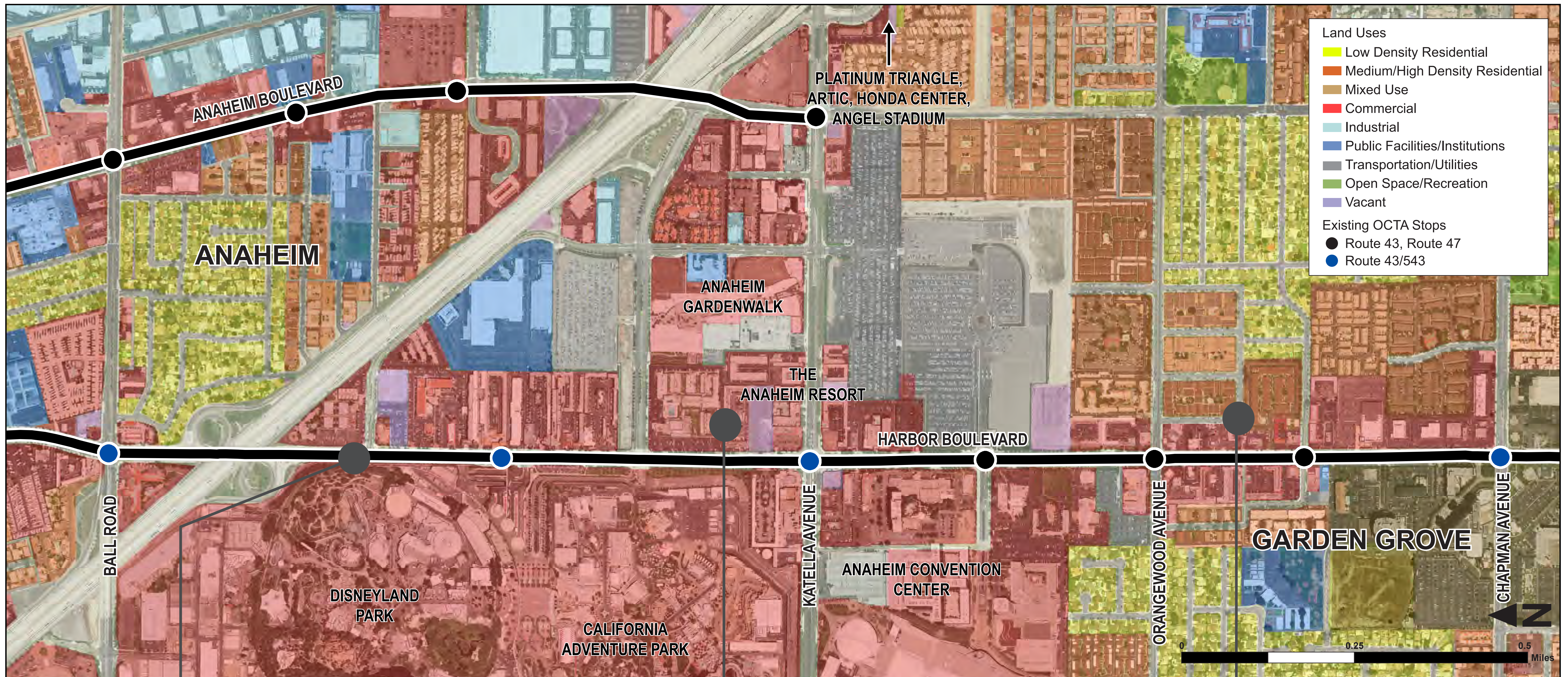


Constrained ROW

- 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



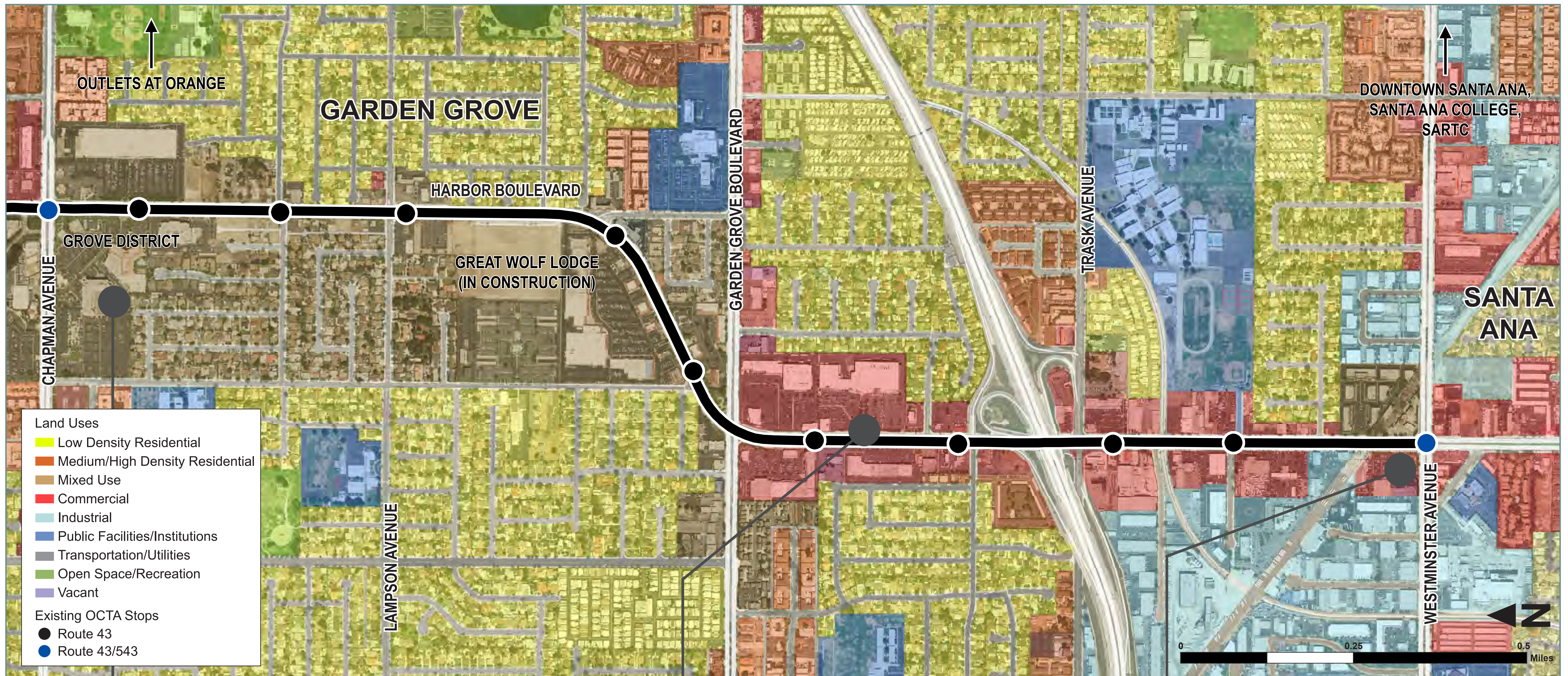
Major Development Projects Planned

- 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



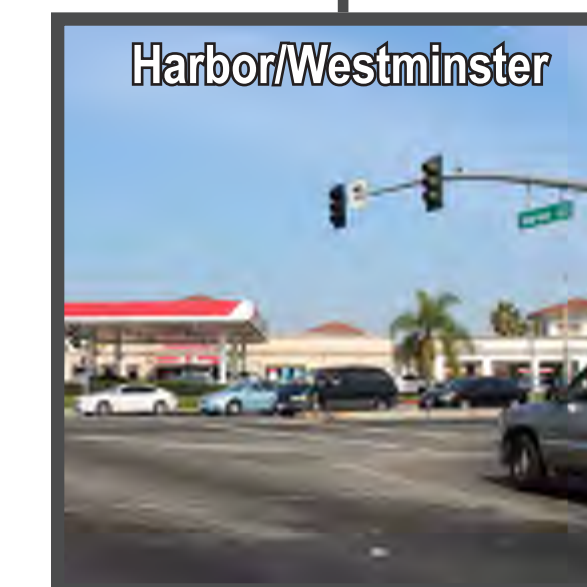
Grove District

- 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

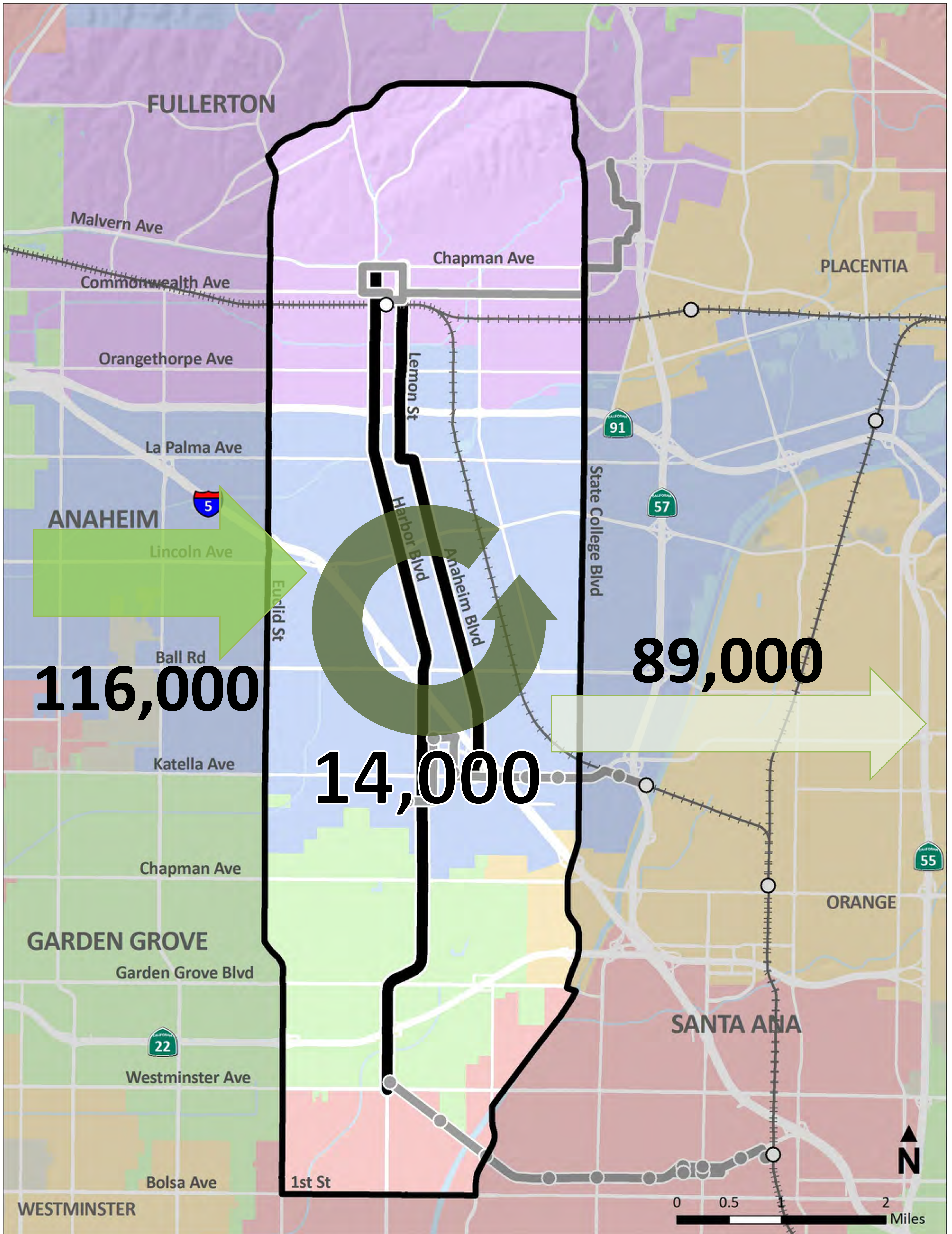


Harbor/Westminster

- 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

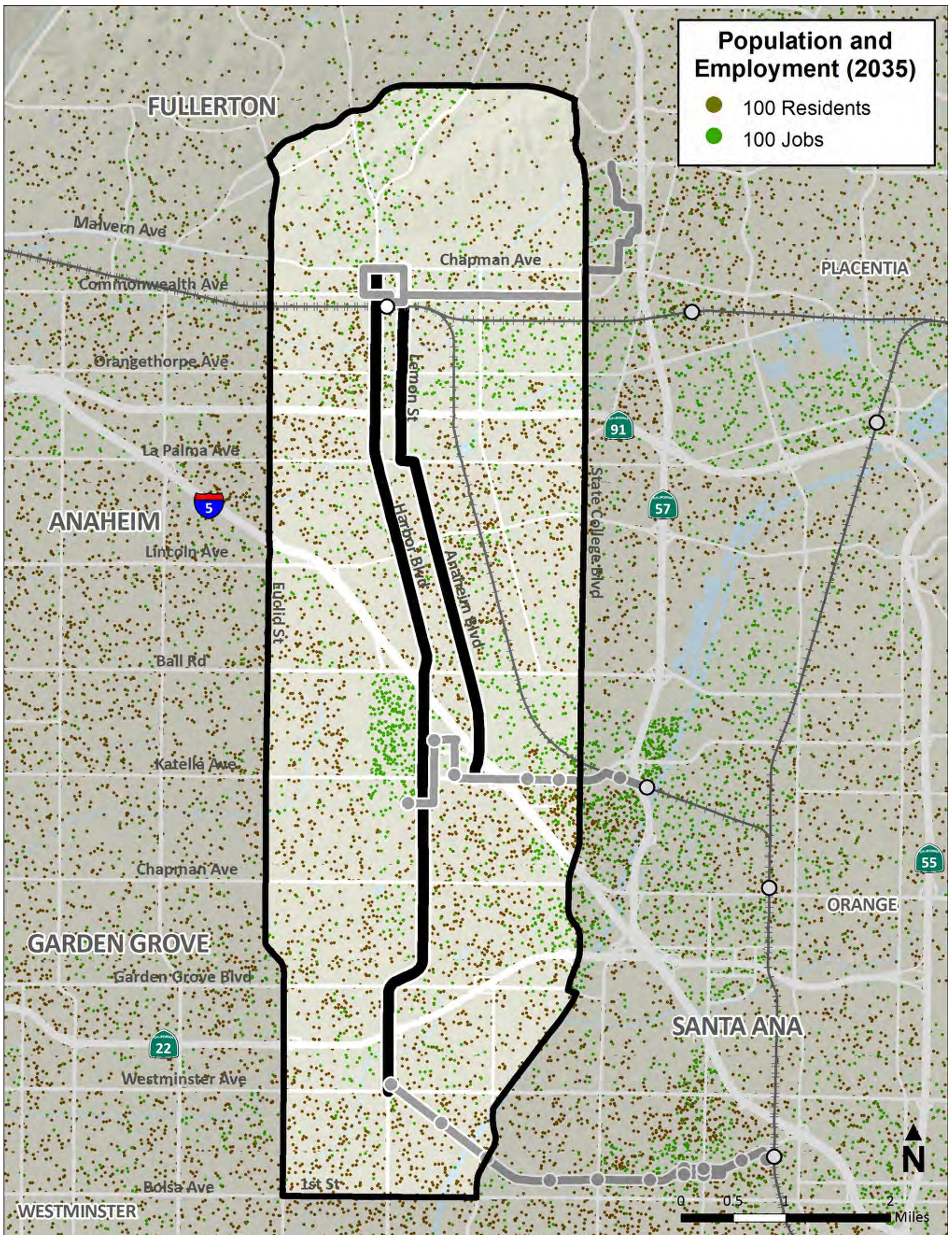
# Central Harbor Boulevard Transit Corridor Study

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



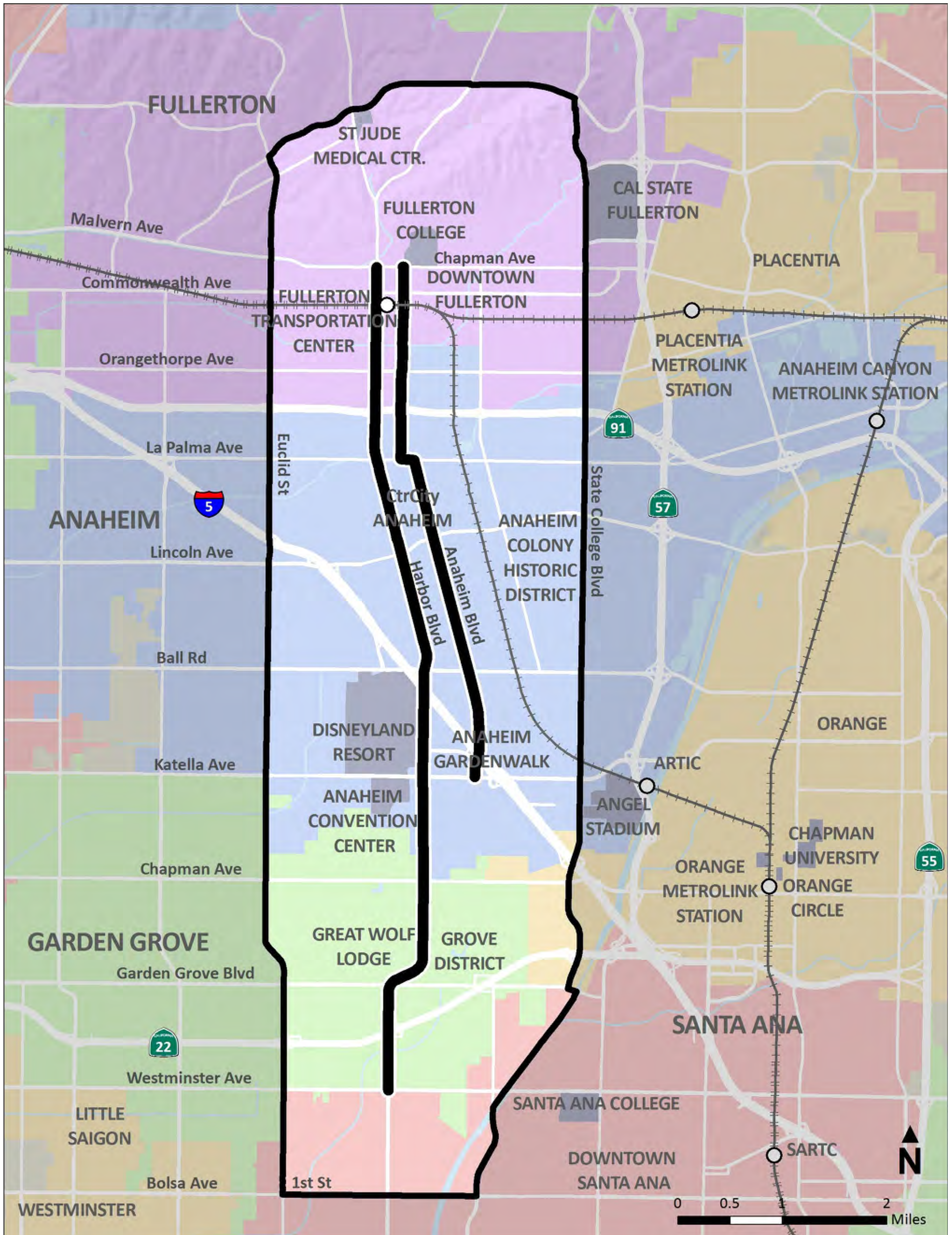
# Central Harbor Boulevard Transit Corridor Study

## Population and Employment within Study Area (2035)



# Central Harbor Boulevard Transit Corridor Study

## Local and Regional Activity Centers within Study Area



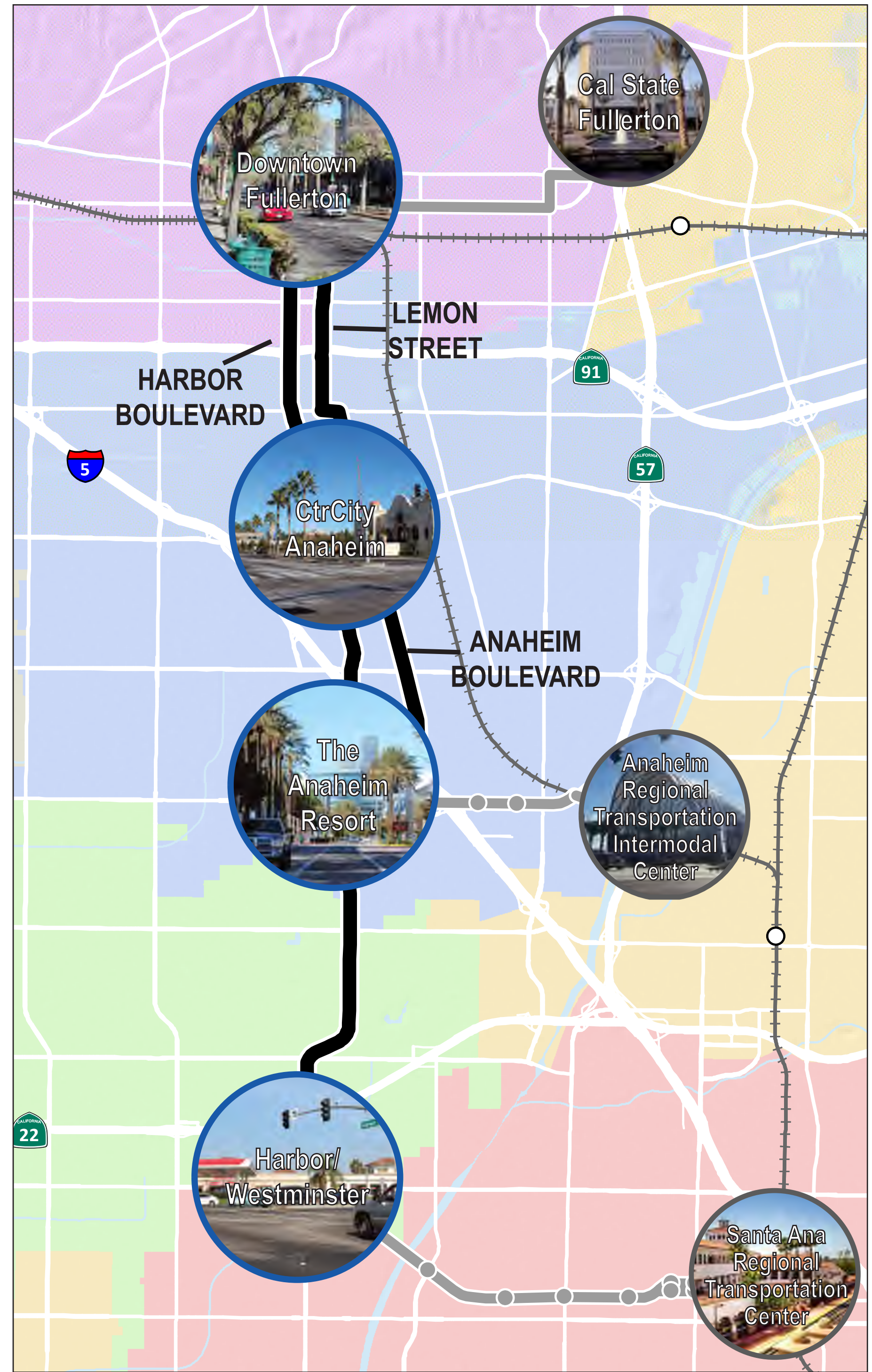
# Central Harbor Boulevard Transit Corridor Study

## ALTERNATIVE OPTIONS

### Option Summary

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

### Terminus Options



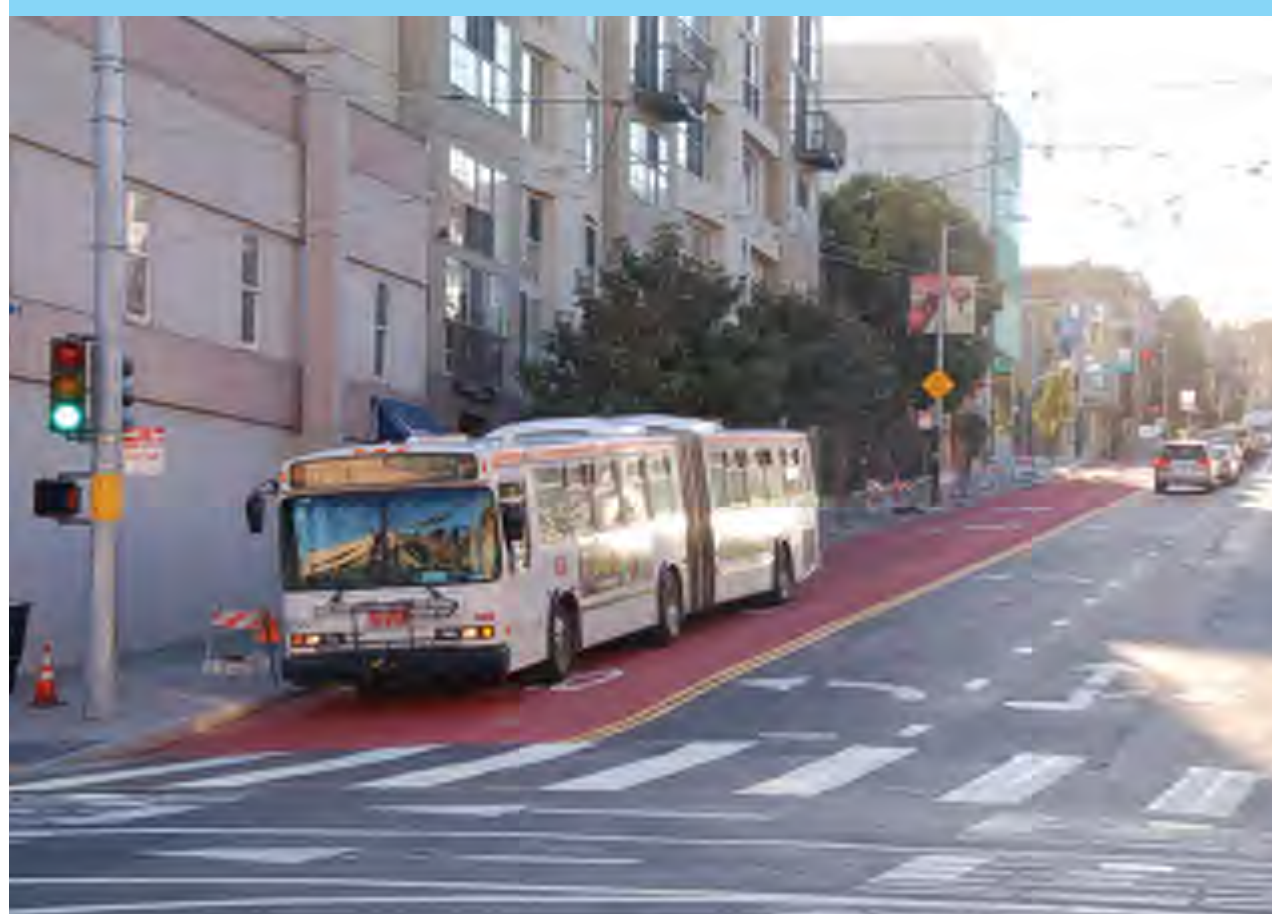
## EXAMPLES OF MODES AND FEATURES

### 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

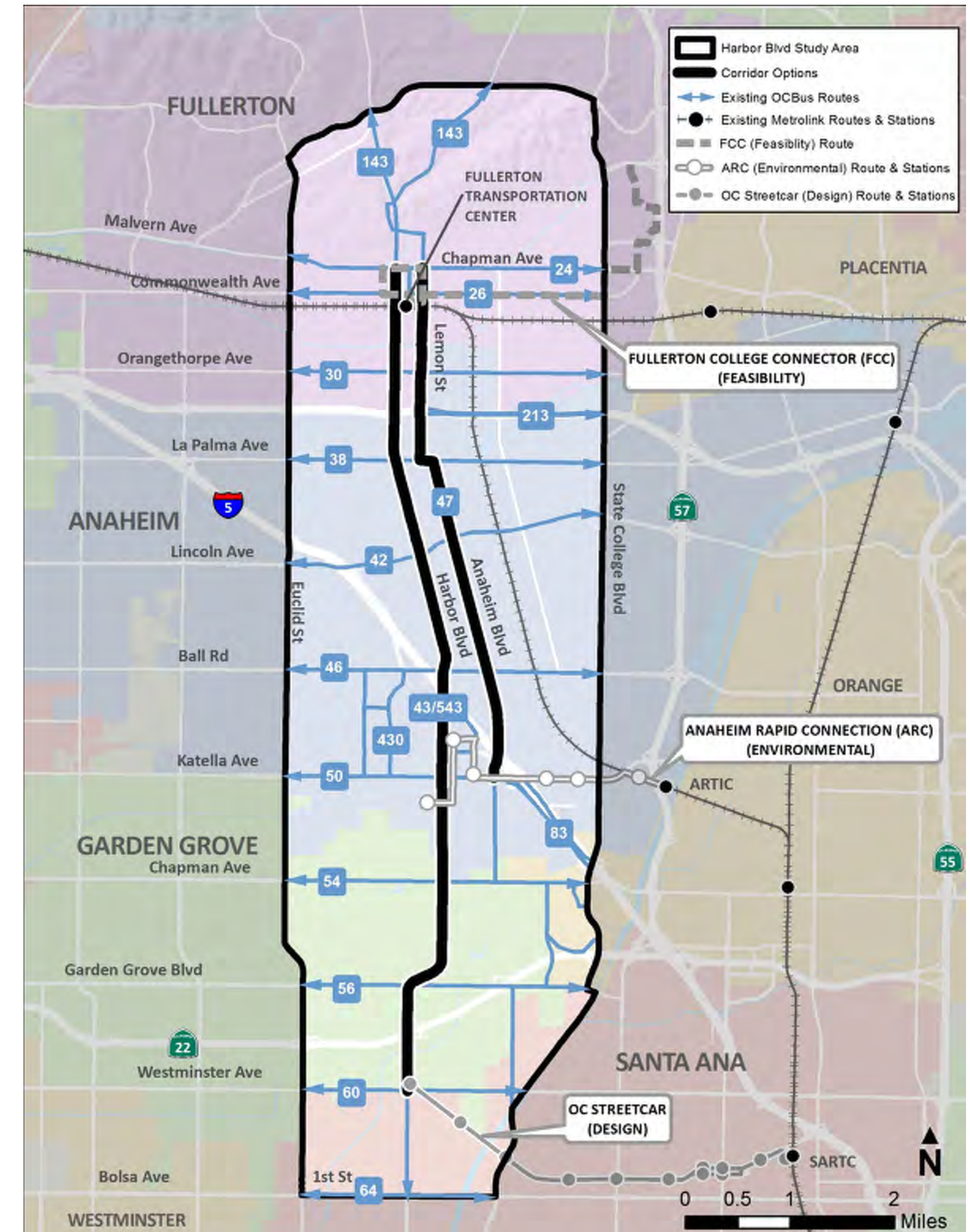
## Why Harbor Boulevard?

### 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

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

### CORRIDOR DEFINITION AND PURPOSE AND NEED

AUGUST 2015 - DECEMBER 2016

During this phase, data from prior studies are examined and mobility challenges along the corridor are identified to help determine the study's goals, objectives and performance measures.

### ALTERNATIVE DEFINITION AND EVALUATION CRITERIA

FEBRUARY 2016 TO APRIL 2017

Based on the information collected in the Purpose and Need phase, transit alternatives can begin to be identified to help improve transportation along Harbor Boulevard. In addition, the corridor is thoroughly mapped and constraints and cost estimates are developed.

### ALTERNATIVE EVALUATION

APRIL 2017 - MAY 2017

In the Alternative Evaluation phase, each alternative is evaluated against the information that has been collected to determine its feasibility and the transportation efficiencies it would create.

### FINAL REPORT

JULY 2017

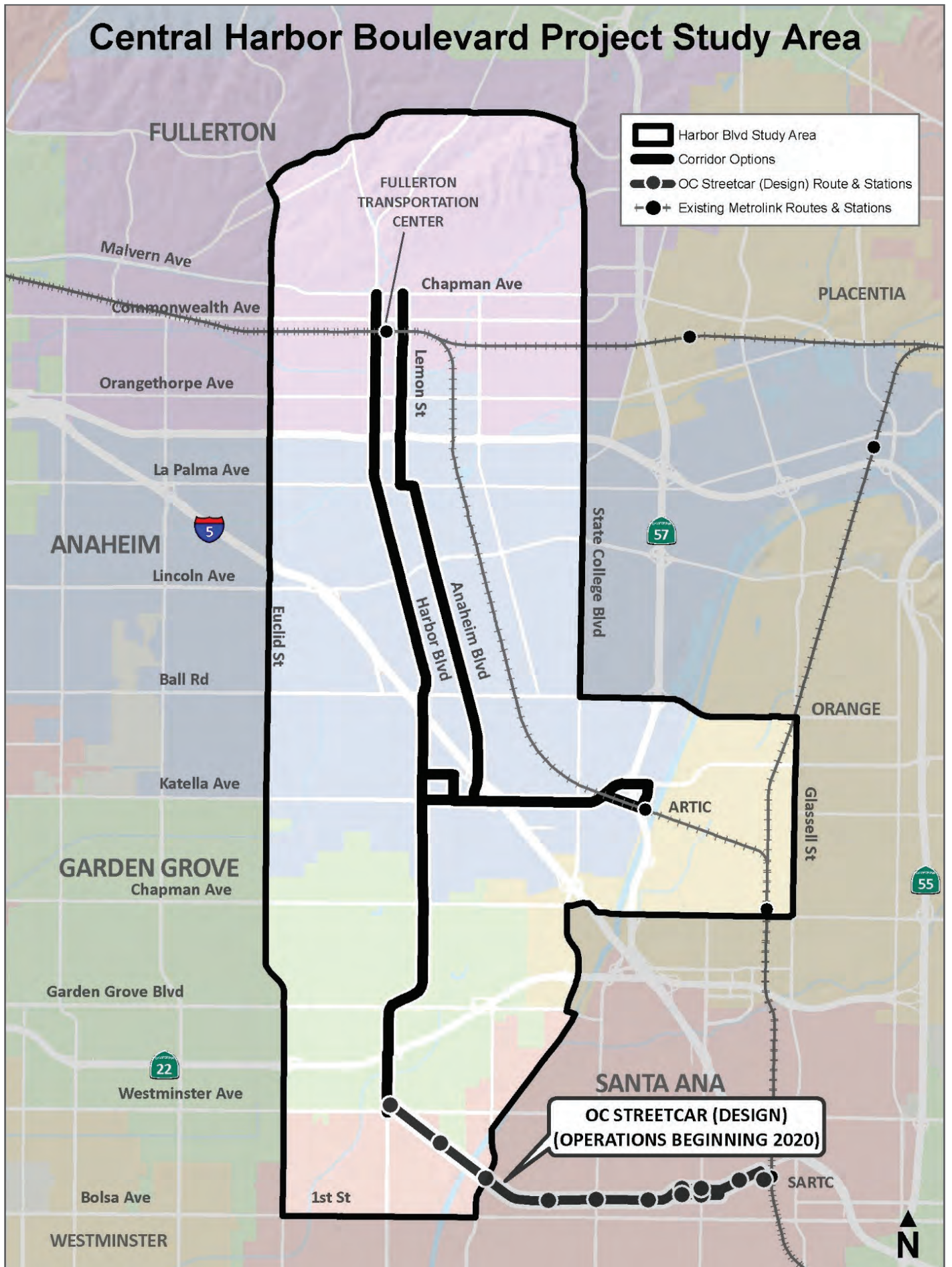
The final report will present a list of final alternative options that would help improve transportation along Harbor Boulevard through transit.



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

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## 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.

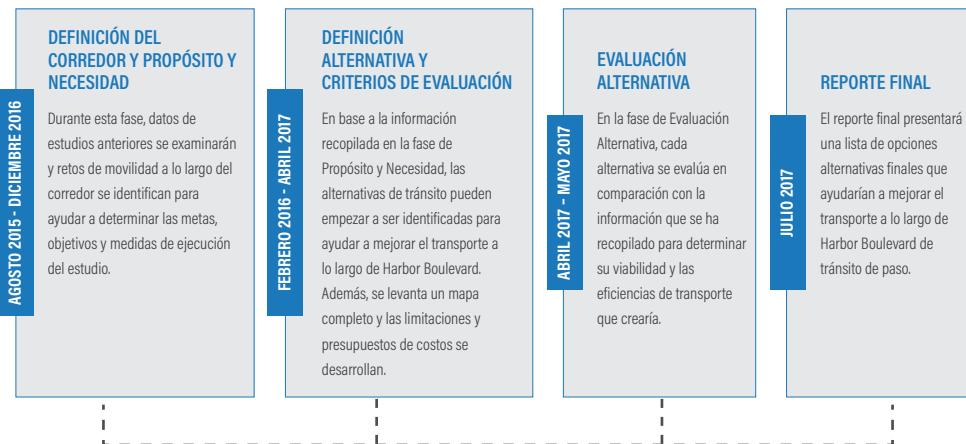
## FONDO

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.



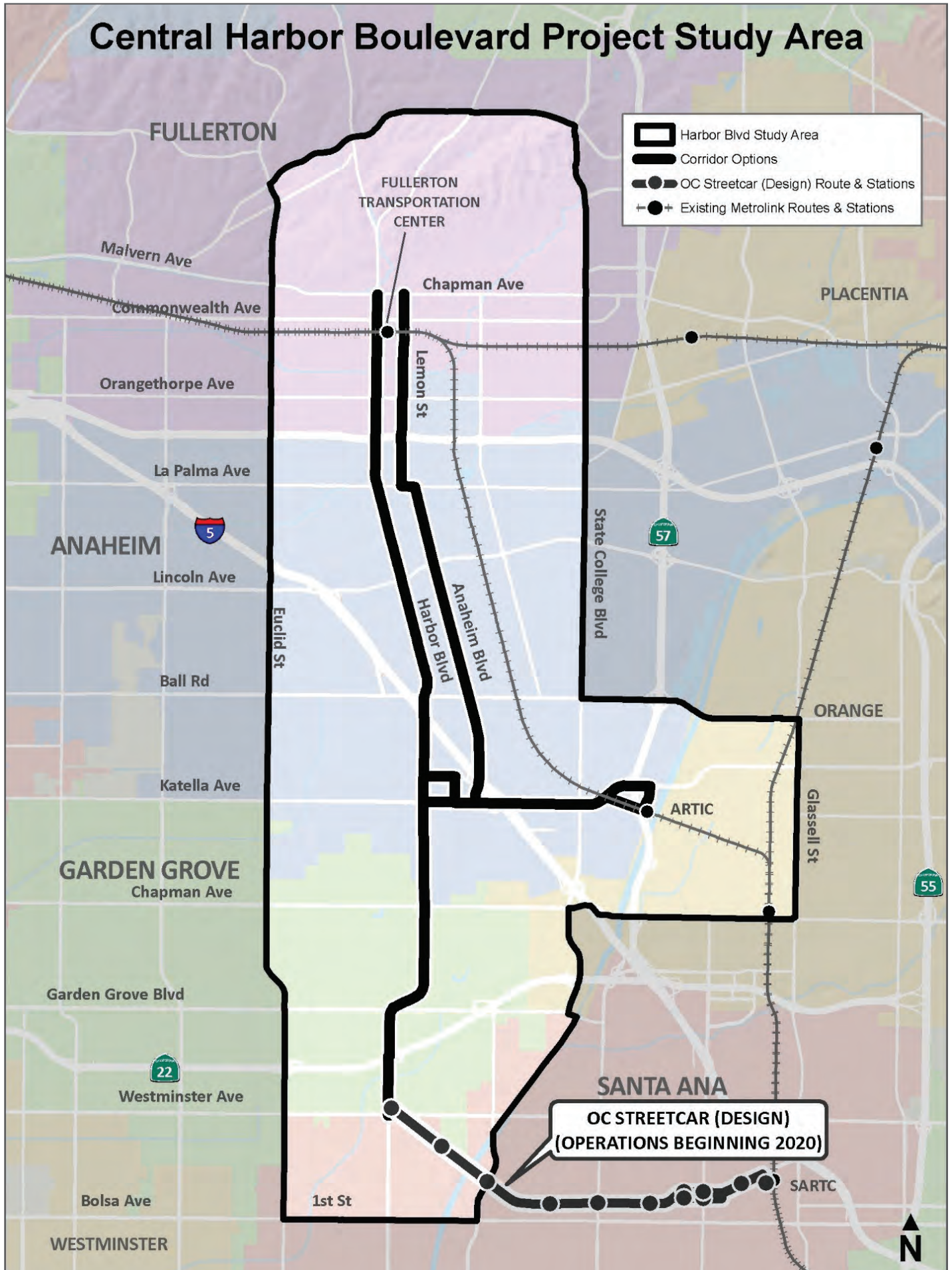
Dados los servicios de tránsito actuales y planeados que se conectan con y a lo largo de Harbor Blvd., el Estudio evaluará exigencias actuales y futuras de viajes, considerará una variedad de tecnologías de tránsito, incluyendo tránsito rápido de autobuses (BRT) y opciones de tranvía, y evaluará mejoras 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



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 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

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## 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 TÁM 2015 - THÁNG MƯỜI HAI 2016

THÁNG TÁM 2015 - THÁNG MƯỜI HAI 2016

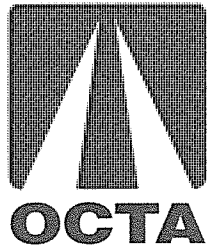
THÁNG TƯ 2017 - THÁNG NĂM 2017

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

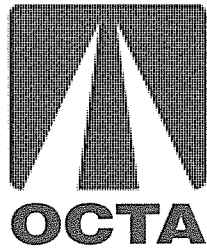
Wednesday, February 24, 2016

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 <sup>JWG APZ</sup>
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	OSPmeys@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	1281 Schabarum Ave Newdale, 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 CAC	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@yahoo.com
BRENDA MILLER		PEDAL A48C				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 Mgr	City of Garden Grove	11222 Acacia Pkwy 92842	G.G.	92842	714 741 5323	KarlH@garden-grove.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.garden-grove.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 cars 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