

# **Appendix D:**

## **Media - 2016**



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**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](http://www.octa.net/Harbor).

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CALENDAR Page 14-15

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## 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.

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**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."

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## 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    |
| <b>Compare to Chevron's Asking Price Below for Parcels in West Coyote Hills</b> |       |                        |           |                           |                              |
| 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

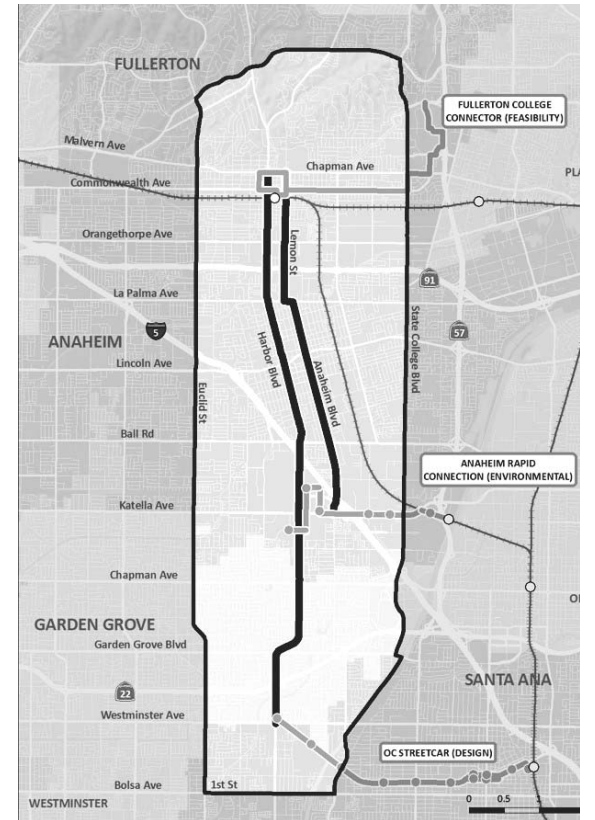
and CSUF compared to "rubber tired" transportation. However, Santa Ana and Anaheim are each pursuing local fixed rail transit. Santa Ana's "OC Streetcar" on the old Pacific Electric right of way and Anaheim's "Anaheim Rapid Connector" (ARC) will connect the respective city transportation centers to the 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](http://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@OEHHA.ca.gov](mailto:SyntheticTurf@OEHHA.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.

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