

**Appendix H:**  
**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

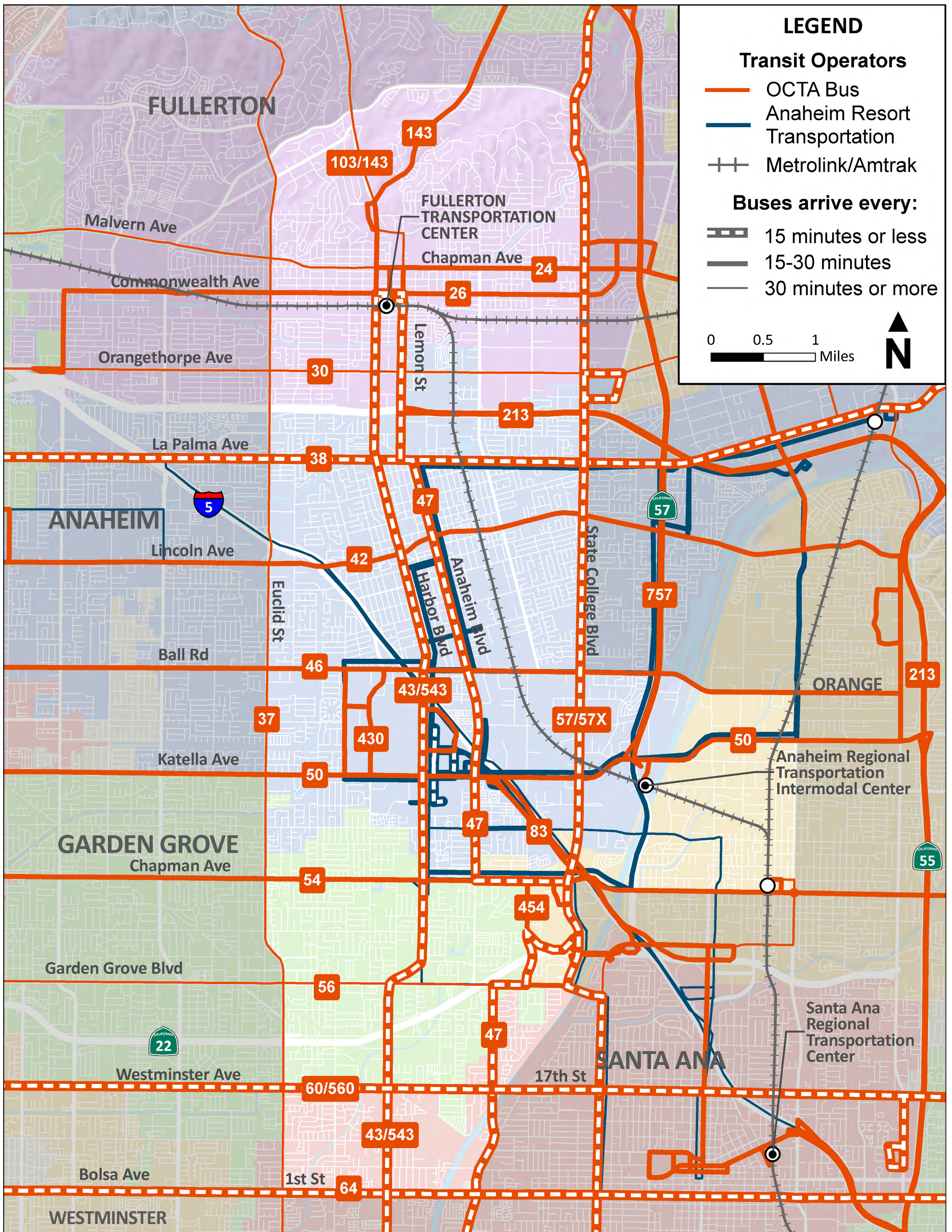
*Is the project a good use of local public funds?*

*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: \$\$

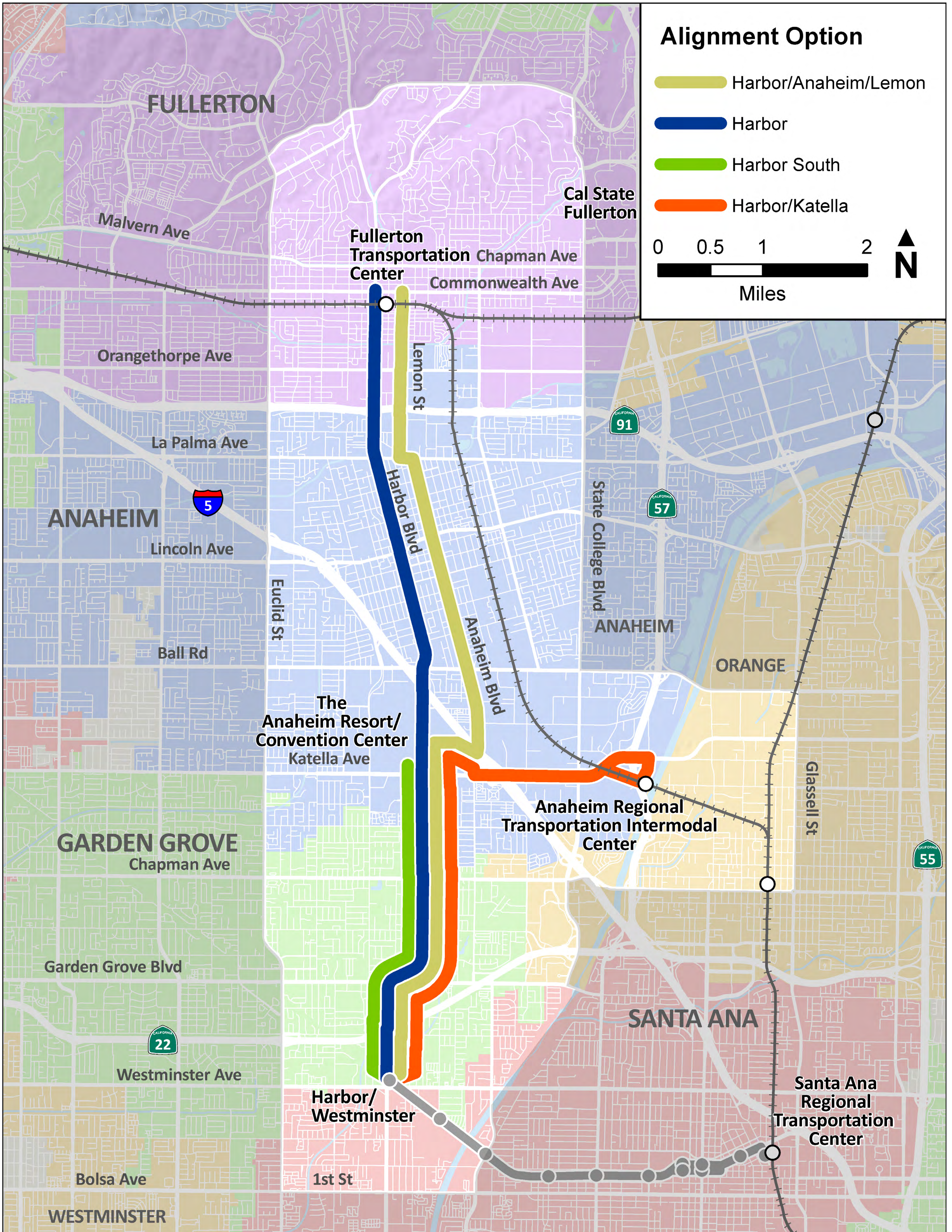


### Rapid Streetcar

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

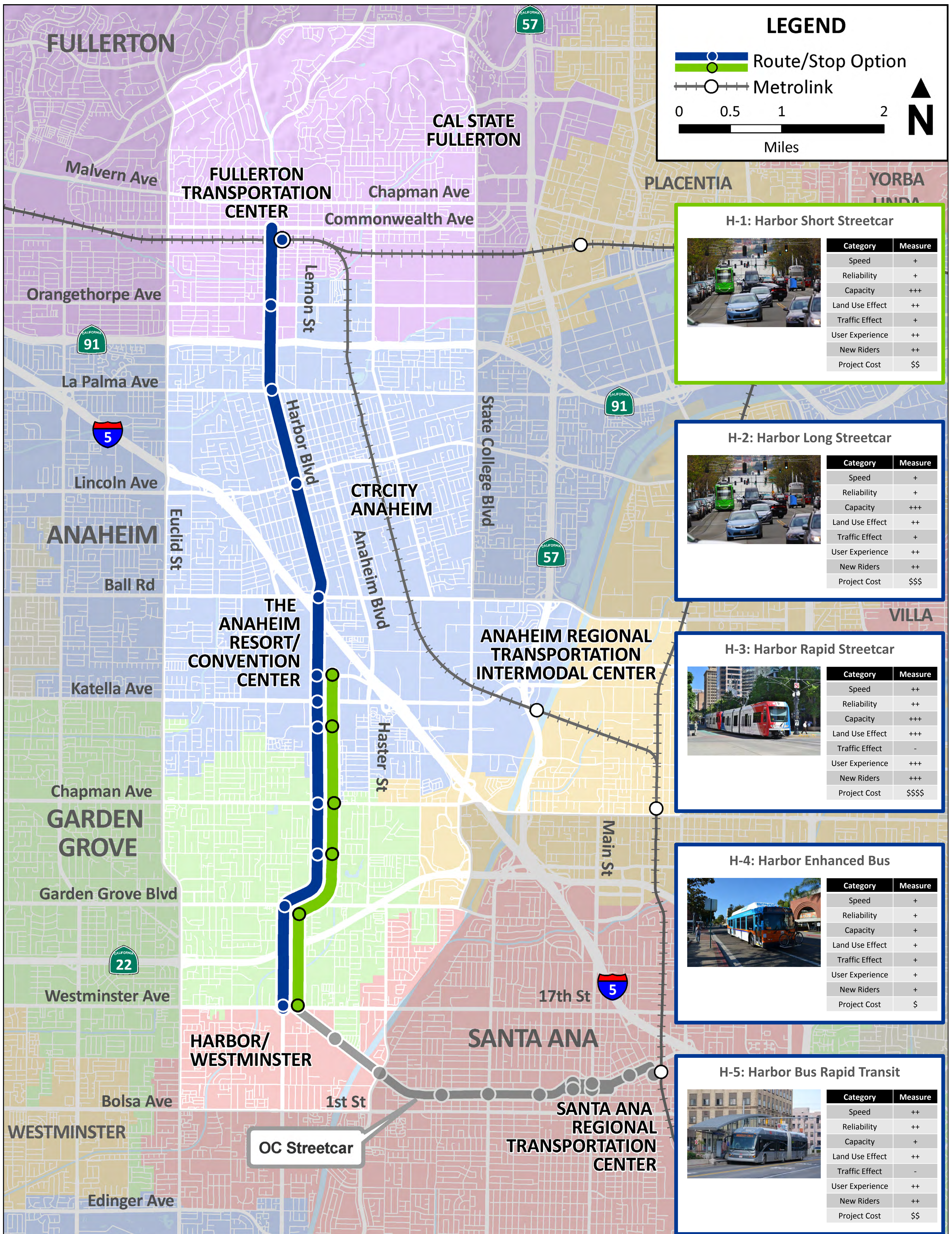
# Central Harbor Boulevard Transit Corridor Study

## Alignment Options



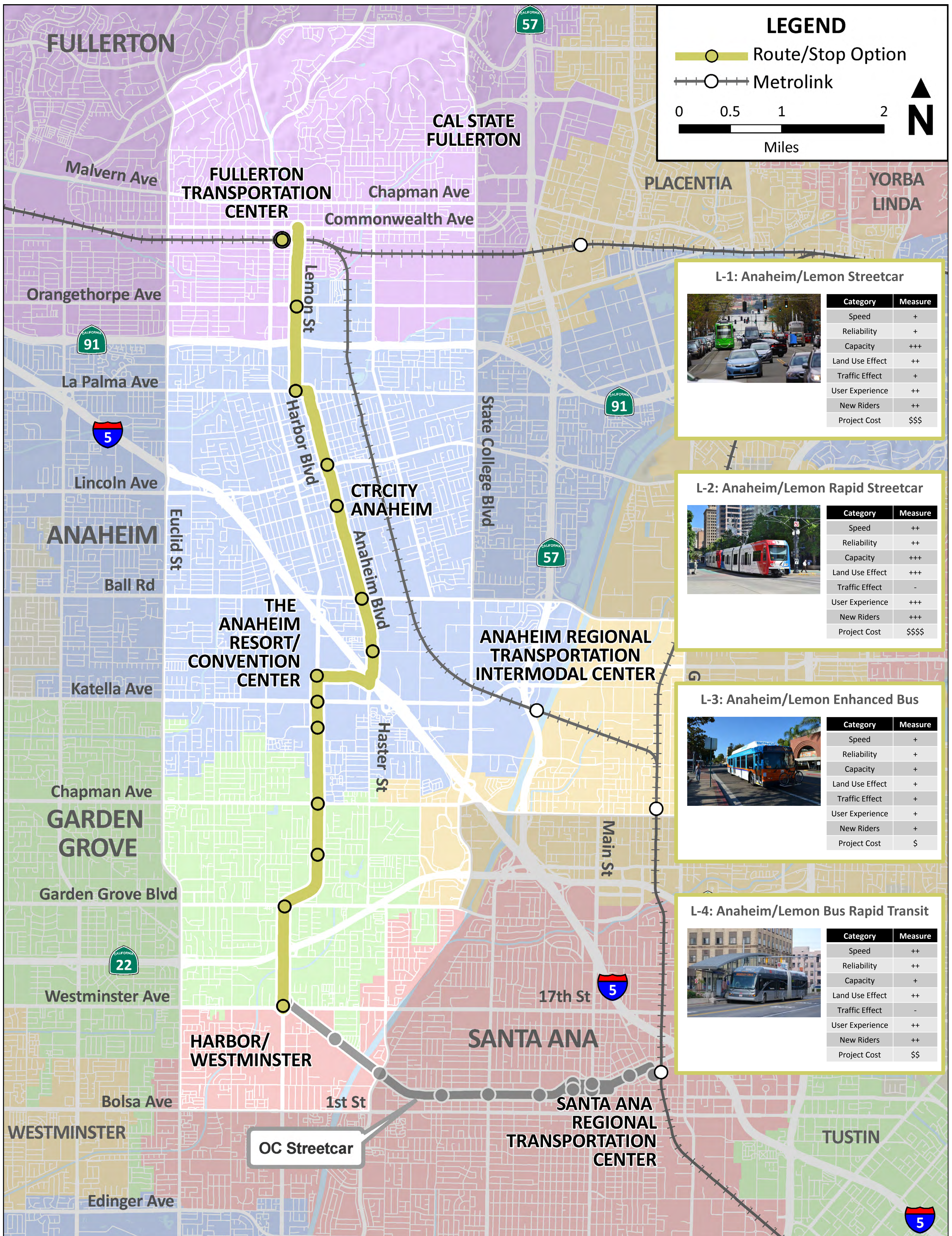
# Central Harbor Boulevard Transit Corridor Study

## Harbor Boulevard Alternatives (5)



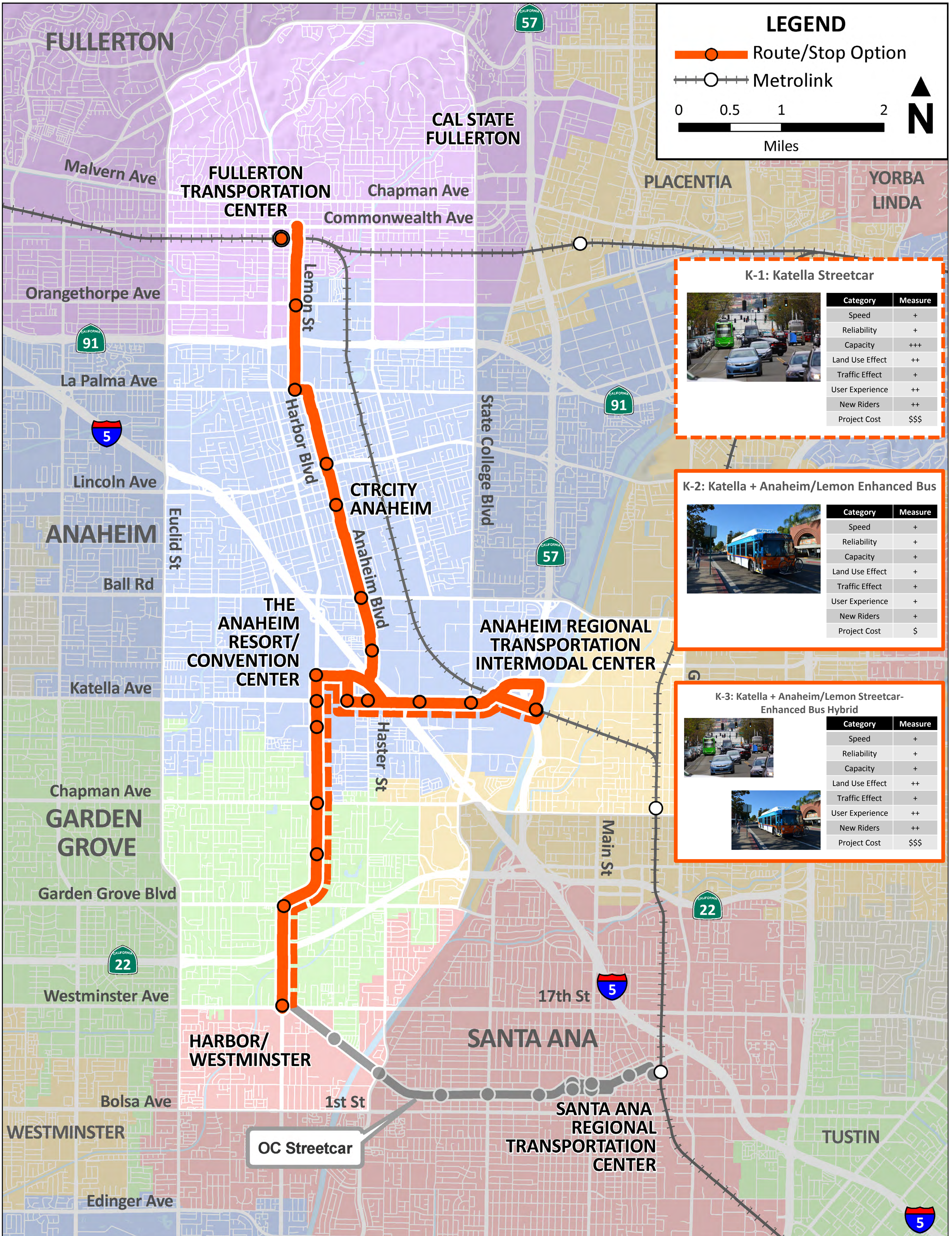
# Central Harbor Boulevard Transit Corridor Study

## 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

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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          |

# Mobility Needs

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

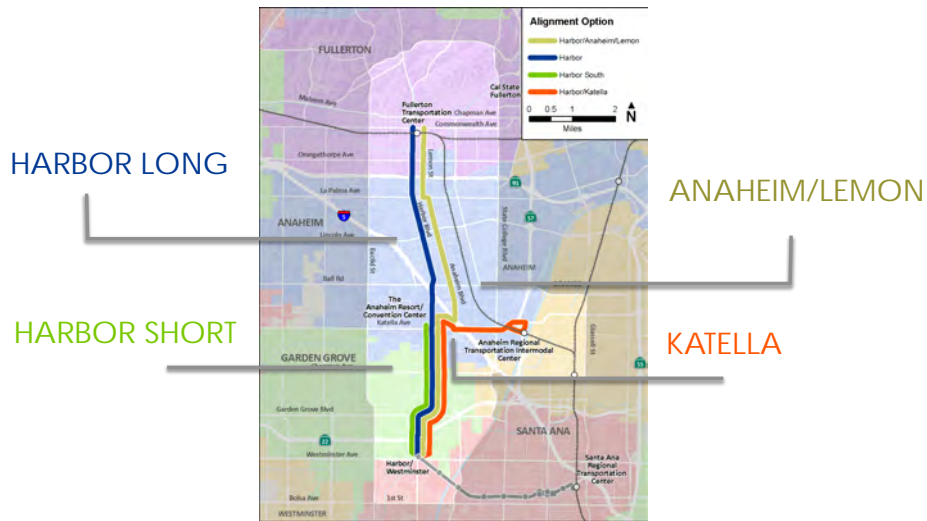


# Evaluation Criteria

- Transit Performance
- Land Use
- Connectivity
- Corridor Constraints
- Mode Choices/User Experience
- Cost-Effectiveness
- Community Support





#	Criteria
<b>1. Transit Performance</b>	
a	Average Transit Operating Speed
b	Person Throughput
c	Travel Time Reliability / On-Time Performance
d*	Congestion Relief - New Linked Project Trips
<b>2. Land Use</b>	
a*	Transit-Compatible Land Uses - Station Area Population / Employment Density
b*	Economic Development - Transit Supportive Plans and Policies
c*	Environmental Benefits and Impacts - VMT-Related (Traffic, Air Quality, GHG)
d*	Other Environmental Benefits & Impacts (Noise, Historic, etc.)
<b>3. Connectivity</b>	
a	Activity Center Connectivity
b	Zero and One Transfer Rides
c*	Compliance with Long Range Regional Mobility Goals
d*	First/Last Mile Connections - Bike/Ped Amenities & Linkages
<b>4. Corridor Constraints</b>	
a	Optimally Allocate Roadway Infrastructure
b	Overall Safety / Collision Hot Spots
c	Optimize Traffic Operations
d	Physical Corridor Constraints (Bridges, Rail Crossings, etc.)
<b>5. Mode Choices / User Experience</b>	
a	New Riders (System-Wide)
b	Mode Share
c*	Mobility Improvement - Linked Trips on Project
d	Station User Experience / Level of Amenities
<b>6. Cost-Effectiveness</b>	
a*	Cost Effectiveness - Capital + O&M Costs / Project Trips
b	Incremental Cost per New Transit Trip
c	Paradox Recovery
d	Financial Feasibility (Cost, Suitability for Funding, etc.)
Note: Starred Criteria match FTA New Starts Evaluation Criteria	
<b>7. Community Input</b>	
a	Description of Outreach Plan Activities including Dates and Times
b	Summary of Comments Received and Key Issues

# Alignment Options



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# Mode/Feature Options

Enhanced Bus	Bus Rapid Transit	Streetcar	"Rapid" Streetcar
 <ul style="list-style-type: none"> <li>• Shares lanes with other cars</li> <li>• Receives priority at traffic signals and uses bypass lanes at intersections</li> <li>• Includes state-of-the-art stops with ticket machines</li> <li>• Carries around 70 people</li> <li>• Project Cost: \$</li> </ul>	 <ul style="list-style-type: none"> <li>• Includes all Enhanced Bus features, but travels on a dedicated bus-only lane</li> <li>• Carries around 120 people in a longer, 60-foot bus</li> <li>• Project Cost: \$\$</li> </ul>	 <ul style="list-style-type: none"> <li>• Shares lanes with cars but travels on its own track embedded in the road</li> <li>• Powered by overhead wires</li> <li>• Includes modern stops with ticket machines and allows riders to board from front or rear doors</li> <li>• Carries up to 150 people (3x as much as regular buses)</li> <li>• Project Cost: \$\$\$</li> </ul>	 <ul style="list-style-type: none"> <li>• Includes all Streetcar features, but uses a dedicated streetcar-only lane</li> <li>• Faster than a regular streetcar or bus</li> <li>• Project Cost: \$\$\$\$</li> </ul>

# 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:

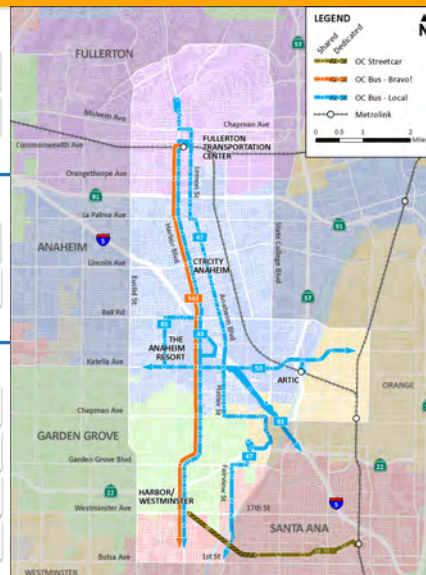
Harbor South	Anaheim/Lemon
Harbor North	Katella

### 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



# 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	<b>Rapid Streetcar</b>

**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:**

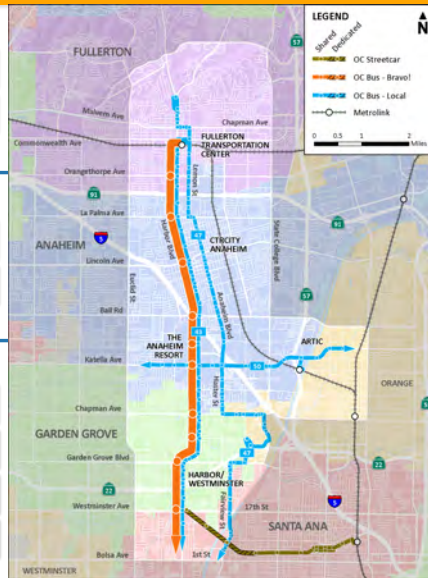
Harbor South	Anaheim/Lemon
Harbor North	Katella

**Mode:**

<b>Enhanced Bus</b>	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

The map shows the proposed H-5 alignment (orange line) running north-south through Anaheim and Westminister. Key locations include Fullerton Transportation Center, City of Anaheim, Harbor/Westminster, and The Anaheim Resort. Major roads like I-5, I-215, and SR 178 are shown. A legend identifies transit modes: OC Streetcar (green), OC Bus - Bravo! (orange), OC Bus - Local (blue), and Metrolink (black). A scale bar indicates 0 to 2 miles.

## 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 Westminister	Unchanged
Harbor Bravo! 543	Katella Local 50
Discontinued	Unchanged

The map shows the proposed L-1 alignment (green line) running north-south through Anaheim and Westminister. Key locations include Fullerton Transportation Center, City of Anaheim, Harbor/Westminster, and The Anaheim Resort. Major roads like I-5, I-215, and SR 178 are shown. A legend identifies transit modes: OC Streetcar (green), OC Bus - Bravo! (orange), OC Bus - Local (blue), and Metrolink (black). A scale bar indicates 0 to 2 miles.

## 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
<b>Bus Rapid Transit</b>	Rapid Streetcar

**Changes to Existing OCTA Bus Service:**

Harbor Local 43	Anaheim/Lemon Local 47
Unchanged	Unchanged
<b>Harbor Bravo! 543</b>	Katella Local 50
<b>Discontinued</b>	Unchanged

## K-1: Katella Streetcar

**Alignment:**

Harbor South	Anaheim/Lemon
Harbor North	Katella

**Mode:**

Enhanced Bus	<b>Streetcar</b>
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](http://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>
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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
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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
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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

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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:
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NAME/NOMBRE: <i>Barbara Gossett</i> AFFILIATION/AFILIACIÓN:	ADDRESS, CITY, STATE, ZIP: <i>11292 Lockhaven Ct G.G. 92840</i> DOMICILIO, CIUDAD, ESTADO, CÓDIGO POSTAL:	PHONE/TELÉFONO: <i>714 539 5860</i>	E-MAIL/CORREO ELECTRÓNICO: <i>babsgossett@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>capitolcorridor@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	<a href="mailto:zawohn@gmail.com">zawohn@gmail.com</a>
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](mailto:emason@octa.net); [mespino@octa.net](mailto:mespino@octa.net) from [zawohn@gmail.com](mailto: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 opetated as the 43/43A. Route 43A would terminate at Westrudge 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 snf 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 Tustim Ranch & Legscy. Extend long trips to Newport Beach.

Route 83:

Realign via Main to Katella to serve ARTIC. Extens 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 Euclud, 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	<a href="mailto:ryan_cantor@hotmail.com">ryan_cantor@hotmail.com</a>

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](mailto:emason@octa.net); [mespino@octa.net](mailto:mespino@octa.net) from [ryan\\_cantor@hotmail.com](mailto: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	<a href="mailto:mmilroy78@yahoo.com">mmilroy78@yahoo.com</a>
Phone	562 882 5521
Address	<a href="#">2999 E Ocean Blvd # 120</a>
City	<a href="#">Long Beach</a>
State	<a href="#">California</a>
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](mailto:emason@octa.net); [mespino@octa.net](mailto:mespino@octa.net) from [mmilroy78@yahoo.com](mailto:mmilroy78@yahoo.com) on 3/15/2017 2:18:55 PM.

**From:** [jkornoff@anaheim.net](mailto:jkornoff@anaheim.net) [mailto:[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	<a href="mailto:jkornoff@anaheim.net">jkornoff@anaheim.net</a>
Phone	714-765-4190
Address	<a href="#">201 S. Anaheim Blvd.</a>
City	<a href="#">Anaheim</a>
State	<a href="#">California</a>

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 &amp; 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 &amp; 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](mailto:emason@octa.net); [mespino@octa.net](mailto:mespino@octa.net) from [jkornoff@anaheim.net](mailto: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](http://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@citilink.com 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~~ <sup>Fullerton</sup> Car on Harbor to OC Streetcars on Westminster. The ~~locations~~ <sup>most</sup> important is FTCL (Fullerton train) Disneyland, Chatsworth, Westminster/Harbor/ basically every major transfer point. I don't think a Street Car to ~~the~~ <sup>the</sup> would be beneficial I think a ~~bus~~ <sup>bus</sup> designated lane would be beneficial.





# 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!