CITY OF LOS ALAMITOS

3191 Katella Avenue
Los Alamitos, CA 90720

AGENDA
TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, July 8, 2015 – 7:00 P.M.

NOTICE TO THE PUBLIC

This Agenda contains a brief general description of each item to be considered. Except as provided by law, action or discussion shall not be taken on any item not appearing on the agenda. Supporting documents, including staff reports, are available for review at City Hall in the Engineering Office or on the City's website at www.cityoflosalamitos.org once the agenda has been publicly posted.

Any written materials relating to an item on this agenda submitted to the Traffic Commission after distribution of the agenda packet are available for public inspection in the Engineering Office, 3191 Katella Ave., Los Alamitos CA 90720, during normal business hours. In addition, such writings or documents will be made available for public review at the respective public meeting.

It is the intention of the City of Los Alamitos to comply with the Americans with Disabilities Act (ADA) in all respects. If, as an attendee, or a participant at this meeting, you will need special assistance beyond what is normally provided, please contact the Engineering Office at (562) 431-3538, extension 302, 48 hours prior to the meeting so that reasonable arrangements may be made. Assisted listening devices may be obtained from the Traffic Commission Secretary at the meeting for individuals with hearing impairments.

Persons wishing to address the Traffic Commission on any item on the Traffic Commission Agenda shall sign in on the Oral Communications Sign-In Sheet which is located on the podium once the item is called by the Chairperson. At this point, you may address the Traffic Commission for up to *FIVE MINUTES* on that particular item.

1. CALL TO ORDER

2. ROLL CALL
   Chair Mejia
   Vice-Chair Biri
   Commissioner Emerson
   Commissioner Lindsey
   Commissioner Patz
   Commissioner Seaman
   Commissioner Wilhelm

3. PLEDGE OF ALLEGIANCE

4. **ORAL COMMUNICATION**

At this time any individual in the audience may address the Traffic Commission and speak on any item within the subject matter jurisdiction of the Commission. Please state if you wish to speak on an item on the Agenda. **Remarks are to be limited to not more than five minutes.**

5. **INTRODUCTION OF TRAFFIC ENGINEER**

This is to introduce the Commission to the City's New Traffic Engineer, Ms. Ruth Smith.

6. **APPROVAL OF MINUTES**

A. **Approve the Minutes for the Regular Meeting of June 10, 2015.**

7. **STAFF REPORTS**

A. **2015 TRAFFIC COUNTS**

Hartzog & Crabill, Inc. (HCI) provided professional traffic-engineering services to the City of Los Alamitos for the 2015 Citywide Traffic Flow Map update. These services include collecting Citywide traffic counts to update the City's prior 2005 Traffic Flow Map and Volume Table to 2015 conditions.

Recommendation: Receive and File.

B. **TRAFFIC SIGNAL WORK AT KATELLA AND WALNUT STREET**

Discussion on the Traffic Signal Work at Katella Avenue and Walnut Street.

Recommendation: Receive and File.

C. **PARKING ASSESSMENT – OLD TOWN EAST AND MEDICAL CENTER AREA.**

This report requests review and consideration of the Parking Assessment conducted to inform decision makers about parking supply in the area considered for Parking Meters in the Commercial area of Old Town East and the Medical Center Area.

Recommendation: Review and consider the Parking Assessment document conducted by Fehr and Peers.

D. **CITY COUNCIL UPDATE ON THE CIP.**

Upon on the Capital Improvement Program (CIP) following the City Council's meeting of June 23, 2015.

Recommendation: Receive and File.

8. **ITEMS FROM THE PUBLIC WORKS DEPARTMENT**

A. Traffic Commission Status Log.

9. TRAFFIC COMMISSION INITIATED BUSINESS

At this time, Commissioners may report on items not included on the agenda, but no such matter may be discussed, nor may any action be taken in which there is interest to the community, except as to provide Staff direction to report back or to place the item on a future agenda.

10. ADJOURNMENT

I hereby certify, under penalty of perjury under the laws of the State of California that the foregoing Agenda was posted at the Community Center, Museum, and City Hall not less than 72 hours prior to the meeting. **Dated this 1st day of July, 2015.**

Dawn Sallade

Dawn Sallade, Department Secretary

City of Los Alamitos
Traffic Commission

Agenda Report	**July 8, 2015**
Staff Report	**Item No: 5**

To: **Chairman and Members of the Traffic Commission**

From: **David L. Hunt, City Engineer**

Subject: **Introduction of New Traffic Engineer**

Summary: This is introduce the Commission to the City's New Traffic Engineer, Ms. Ruth Smith.

Recommendations: Receive and File.

On July 1, 2015, the City of Los Alamitos switched Traffic Engineering firms. We transitioned from Hartzog Crabill to Willdan Engineering. While Dave Hunt will be available to oversee Traffic Engineering, he will not be the primary contact for Traffic Engineering related functions in the City of Los Alamitos. Such responsibility has been assigned to Ms. Ruth Smith.

Ms. Smith has more than 34 years of experience in traffic and transportation engineering. During her career, she has worked in both the private and public sectors and her work at Willdan reflects this. Ms. Smith performs various types of traffic studies for client cities and private developers. She also serves as the City Traffic Engineer for the cities of Placentia and Temecula and as the consulting Traffic Engineer for the City of Rancho Palos Verdes. Ms. Smith also presents the studies to Traffic Safety Commissions, Planning Commissions and City Councils. (See attachment for Ms. Smith's Profile Summary.)

Submitted By:

David Hunt, PE
City Engineer

Attachment: 1) Ms. Smith's Profile Summary

Ms. Ruth Smith
Profile Summary

Education: BS, Civil Engineering, California Polytechnic State University, Pomona
Registration: Professional Transportation Planner
Traffic Engineer, California No. 1650
Experience: 34 years

Ms. Ruth Smith is a Project Manager at Willdan with more than 34 years of experience in traffic and transportation engineering. During her career, she has worked in both the private and public sectors and her work at Willdan reflects this. Ms. Smith performs various types of traffic studies for client cities and private developers. She also serves as the City Traffic Engineer for the Cities of Placentia and Temecula and as the consulting Traffic Engineer for the City of Rancho Palos Verdes. Her traffic study experience includes preparing and reviewing traffic impact studies, determining the feasibility of converting an existing two-lane roadway to a Complete Street, preparing neighborhood traffic management and parking plans, preparing traffic impact analyses for proposed developments and for Project Study Reports/Project Reports for proposed highway improvement projects, preparing parking analyses for existing and proposed developments, conducting Engineering and Traffic Surveys to set speed limits, conducting traffic signal warrant studies, preparing successful grant applications for Suggested Route To School funding and Calls for Projects, and implementing SRTS non-infrastructure projects. One of Ms. Smith's most recent projects involved updating 450 tsunami signs for the City of Los Angeles. Ms. Smith also presents the studies to Traffic Safety Commissions, Planning Commissions and City Councils. Ms. Smith is also a member of APWA's Work Area Traffic Control Handbook (WATCH) Committee.

As City Traffic Engineer for Placentia, two half-days a week, Ms. Smith's duties include handling citizen requests, being responsible for the Traffic Safety Commission, reviewing traffic impact studies for proposed developments and writing conditions of approval, managing the residential permit parking program, conducting school studies and upgrading school signage, conducting traffic collision analyses, coordinating with the four Orange County Transportation Authority (OCTA) traffic signal coordination corridor projects within the City, coordinating with Caltrans regarding the State Route 57 widening project, and reviewing traffic control and signing and striping plans.

Relevant Project Experience

City Engineer, Traffic Engineering Support, City of Los Alamitos, California. *Traffic Engineer.* Responsible for preparing a request for proposal for the Pilot Parking Meter Program and reviewing and updating proposed improvements for the Farquhar Traffic Calming project.

Traffic Engineer Staff Augmentation, City of Placentia, California. *City Traffic Engineer.* Responsible for providing traffic engineering services support at the City two

half-days per week, handling typical citizen requests such as parking restrictions, stop sign requests and reported problems with traffic signals. Other responsibilities included the City's Traffic Safety Commission bi-monthly meetings, preparing the meeting agenda and staff reports, approving the draft meeting minutes, providing staff reports and updates at the meetings, and taking recommended actions to the City Council for approval. In addition, services involve coordinating with the school district and schools regarding parking and circulation issues, performing school crossing guard studies, managing the permit parking and speed hump programs, reviewing traffic studies and signing and striping plans, managing traffic signal plan reviews, drafting traffic-related City policies, and coordinating improvements with neighboring jurisdictions, such as the City's OCTA-grant-funded corridor signal coordination projects and Caltrans for the State Route 57 Widening project. Also served as a member of the City's general plan update team and was responsible for the Mobility Element and the bike plan.

Citywide Engineering and Traffic Survey, City of Placentia, California. *Traffic Engineer.* Responsible for a citywide engineering and traffic survey to update speed limits for 70 street segments in accordance with the 2012 CA MUTCD and 2013 California Vehicle Code. The survey report summarized recommended speed limits and how they were determined utilizing radar surveys, 24-hour counts, accident data analysis, and field reviews of existing conditions. All collected data and analyses were included in the final report.

Traffic Engineer Services, City of Brea, California. *City Deputy Traffic Engineer.* Responsible for providing assistance to City staff in the Traffic Engineer's absence and performing traffic studies, as requested, such as the Blackstone/Olinda Ranch Neighborhood Traffic Management Plan.

City Traffic Engineering, City of Temecula, California. *City Traffic Engineer.* Responsible for providing as-needed services. Previous responsibilities have involved preparing a comprehensive pedestrian access study and improvement plans for a high school and presenting it to the Traffic Safety Commission, assisting the City in developing a sub-area travel demand model and running "what if" scenarios, reviewing traffic impact analysis studies and signing and striping plans, providing input to the City's Traffic Impact Analysis Guidelines, managing other services provided by Willdan, and advising City staff on matters regarding new regulations and standard practices.

Traffic Engineering Services, City of Rancho Palos Verdes, California. *Consultant Traffic Engineer.* Responsible for a variety of traffic studies, such as engineering and traffic surveys to update individual speed limits, neighborhood traffic studies/plans and neighborhood parking studies; providing traffic engineering data and support for grant applications such as the Highway Safety Improvement Program, Metro Call-for Projects, and Safe Routes to School; and performing the grant-funded services. Major studies include preparing a complete street multi-modal study that involved pedestrian, bicycle, and equestrian elements for a six-mile-long, steep, narrow, two-lane winding minor arterial, and the traffic impact analysis for the update of the General Plan Circulation Element. Many of these studies involve presentations to the Traffic Safety Commission

and the City Council. Additional responsibilities include preparing and presenting a paper summarizing the complete street study at the Institute of Transportation Engineers 2011 Western District Annual Meeting in Anchorage, Alaska; managing various citywide engineering and traffic surveys, Highway Performance Monitoring System, the Metro Congestion Management Program monitoring.

As-Needed Traffic Engineering Services, Various Municipalities, California. *Traffic Engineer.* Responsible for providing supportive as-needed traffic engineering and transportation planning services to various Willdan contract city clients, including:

- City of Covina
- City of Lawndale
- City of Malibu
- City of Manhattan Beach
- City of Pasadena
- City of Rolling Hills Estates

Studebaker and State Route 22 Ramps Traffic Analysis, City of Seal Beach, California. *Traffic Study Lead.* Responsible for a traffic analysis for improved access to an isolated neighborhood at its only access point – an intersection of the access road with the State Route 22 northbound hook ramps at Studebaker Road. The intersection is not located within the City of Seal Beach, but lies within Caltrans' right-of-way in the City of Long Beach. The project initially consisted of a traffic signal warrant-study to determine if the existing intersection of the Studebaker ramps and College Park Drive met the requirements for a traffic signal – which it did. Conceptual alignments for three alternative un-signalized intersection configurations, including a round-a-bout were prepared. Willdan prepared a traffic impact analysis comparing levels of service for the signalized intersection and alternative alignments and presented the results to the Seal Beach City Council.

Citywide Engineering and Traffic Survey, City of Tustin, California. *Project Manager.* Responsible for a citywide engineering and traffic survey for 133 street segments, including 13 new street segments not previously surveyed. Although the City did not have traffic collision software, Willdan convinced the software firm to provide the software, customized with Tustin street system and traffic collisions, at no cost. Willdan also improved the typical report tables to include more elements of the study and provide an easy way for staff and the City Council to understand the findings. The recommended speed limits were approved by City Council without dissent.

Palos Verdes Drive South Traffic Analysis, City of Rancho Palos Verdes, California. *Project Manager.* Responsible for overall project management and oversight of services required for a traffic analysis for various intersections from Palos Verdes Drive West to the east city limits. The analysis involved key intersection and roadway segment evaluation; traffic count data and traffic collision data collection; and improvements need evaluation; and traffic signal warrant studies for Palos Verdes Drive

South, Palos Verdes Drive East, Forrestal Drive/Trump International Drive, and Lower Point Vicente Park entrance.

General Plan Update Traffic Impact Analysis, City of Rancho Palos Verdes, California. *Project Manager.* Responsible for a traffic impact analysis for the City's proposed update to the General Plan Circulation Element. The analysis included 22 intersections and 28 roadway segments. Since a travel demand model of future traffic was not available, General Plan build-out traffic was estimated using an ambient growth factor from the County's Congestion Management Program, estimated trips from 35 proposed developments in the City and two surrounding agencies, and estimated trips from 310 undeveloped parcels in various locations around the City. Planned intersection improvements in the City's CIP were included in the analysis, and modifications to intersection and roadway geometrics in the current Circulation Element were recommended based on the results of the traffic analysis.

McBean Regional Transportation Center Park-and-Ride Facility Traffic Impact Analysis, City of Santa Clarita, California. *Traffic Study Lead.* Responsible for a traffic impact analysis in support of the design effort for the City's proposed addition of a park-and-ride facility to the existing bus transfer station. The project will provide a parking lot, kiss-and-ride drop-off lane, and new bus bays for the existing commuter bus lines. Since the commuter bus lines currently stop at nearby off-site bus stops, counts were conducted of the commuters who would be relocated to the new park-and-ride lot, including those who are dropped off. These trips were then subtracted from the estimated new trips that would be generated by the park-and-ride lot and re-routed. The existing bus trips were re-routed to go through the transit center. The results of the traffic study were used in other technical studies in support of NEPA and CEQA documentation.

City of Santa Ana, California. *Senior Traffic Engineer.* Responsible for administering the City's neighborhood traffic calming program (including traffic diverters and speed humps); handled citizen requests for stop signs, parking restrictions, crosswalks, etc.; managed the Santa Ana Pedestrian Safety Task Force; reviewed traffic study reports; and managed citywide traffic counts. Administered the Integrated Traveler Information Sharing system, part of the Traffic Management Center, which provides automated real-time traffic information to the public through highway advisory radio, highway advisory telephone, cable TV, and kiosks ($348,000 grant). Applied for and administered two Office of Traffic Safety grants ($219,000) to improve pedestrian safety citywide. Submitted successful grant applications for Safe Routes to School (SR2S) projects, for a total of $2,000,000 in grants for pedestrian safety improvements. Designed and implemented overhead signage program to guide motorists to Civic Center and Downtown areas. Made presentations to the City Council, City Commissions, the Environmental and Transportation Advisory Committee, schools, business groups, and neighborhood associations.

Due to staff rotation, at various times was also responsible for street striping plans and construction zone traffic control plans; coordinated with Caltrans on several freeway

projects, including the SR 55 widening project; was on the APWA committee that produced the 2001 Work Area Traffic Control Handbook (WATCH); administered the residential permit parking program, handled litigation; and handled school issues, including suggested Route to School maps and Crossing Guard studies. Developed the Neighborhood Traffic Plan and Speed Hump programs, and Neighborhood Parking Management plans. Administered an Office of Traffic Safety (OTS) grant for a citywide cross-walk study. Administered a citywide speed limit update, the Traffic Control Devices Inventory, and the Accident Data Base.

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – JUNE 10, 2015

1. CALL TO ORDER

A Regular meeting of the Traffic Commission was called to order at 7:03 PM on April 8, 2015, in the Council Chambers, 3191 Katella Avenue, Los Alamitos, California, Chair Mejia presiding.

2. ROLL CALL

Present:	Commissioners:	Chair Javier Mejia Vice-Chair Gina Biri (Arrived: 7:07 PM) Commissioner Dave Emerson Commissioner Thomas Lindsey Commissioner Daniel Patz Commissioner James Wilhelm
Absent:		Commissioner Jason Seaman
Present:	Staff:	Dave Hunt, City Engineer Dawn Sallade, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Chair Mejia.

4. ORAL COMMUNICATIONS

Chair Mejia opened the meeting for Oral Communications.

There being no speakers, Chair Mejia closed Oral Communications.

5. APPROVAL OF MINUTES

A. Approve the Minutes of the Special Meeting of April 8, 2015.
Motion/Second: Patz/Wilhelm
Carried 6/0/0: The Traffic Commission approved the minutes of the Special meeting of April 8, 2015.

B. Approve the Minutes of the Regular Meeting of April 8, 2015.
Motion/Second: Patz/Lindsey
Carried 6/0/0: The Traffic Commission approved the minutes of the Regular meeting of April 8, 2015.

6. STAFF REPORTS

City Engineer Dave Hunt requested a change in the order of discussion of agenda items, and further requested that Item 6B followed by item 6A on the agenda be

discussed at this time. There were no objections to the requested change of order of discussion items.

B. RATIFY INSTALLING A 3-WAY STOP SIGN AT THE INTERSECTION OF CHERRY STREET AND CATALINA STREET.

At their meeting of April 8, 2015, the City of Los Alamitos Traffic Commission recommended to install All-Way Stop control at the intersection of Cherry Street and Catalina Street.

City Engineer Dave Hunt summarized the Staff report, referring to the information contained therein and indicated he's prepared to answer questions from the Traffic Commission.

Chair Mejia called for discussion.

Commissioner Lindsey made a motion that this item be postponed until the traffic light on Walnut is corrected to get traffic across Katella Ave. which he feels is more pressing.

Chair Mejia asked if there was a second to that motion. There was not so the motion died for lack of a second.

Chair Mejia asked for a roll call vote as to the ratification of installation of a 3-way stop sign at the intersection of Cherry Street and Catalina Street.

Carried: 5/0/1 (Commissioner Lindsey abstained): The Traffic Commission ratified the installation of a 3-way stop sign at the intersection of Cherry Street and Catalina Street.

A. CONSIDERATION OF THE REQUEST TO CHANGE EXISTING 2-HOUR PARKING LIMIT ON SERPENTINE DRIVE TO REAGAN STREET FROM 7:00 AM – 3:00 PM TO 7:00 AM – NOON.

This is a request to consider changing existing 2-hour parking limit on Serpentine Drive to Reagan Street from 7:00 AM – 3:00 PM to 7:00 AM – Noon.

City Engineer Dave Hunt summarized the Staff report, referring to the information contained therein and indicated this item was brought up by Shea Wood who is present tonight to speak, and Mr. Hunt is prepared to answer questions from the Traffic Commission.

Shea Wood indicated she brought this item forward because of the very busy parking lot and would like to enforce the tenants parking on the street to leave the parking lot open for the customers.

In response to a Commissioner's question, Mr. Hunt indicated that this item was noticed 500 feet around the subject property both last month and this month and have received no comments.

Chair Mejia asked if there was anyone else wishing to speak on this item. There being no further speakers, Chair Mejia closed the item to discussion.

Motion/Second: Lindsey/Emerson
Unanimously Carried: The Traffic Commission approved changing the existing 2-hour parking limit on Serpentine Drive to Reagan Street from 7:00 AM – 3:00 PM to 7:00 AM – Noon.

Mr. Hunt indicated he would be forwarding this item to the City Council in July because they are the body that can approve changes in restriction of parking with the Traffic Commission's recommendation.

C. CONSIDERATION OF THE DRAFT CAPITAL IMPROVEMENT PROGRAM (CIP) FOR FY 2015-16 THROUGH FY 2021-22 FOR THE CITY OF LOS ALAMITOS.

In order to remain eligible to receive Measure M Turnback funds, the Orange County Transportation Authority (OCTA) requires that all local jurisdictions comply with a variety of requirements, including a Capital Improvement Program (CIP) for FY 2015-16 through FY 2021-22 for the City of Los Alamitos. This information has gone to the budget sub-committee and then to the City Council for approval.

City Engineer Dave Hunt indicated he's had individual workshops with each Council Member on this along with the City Manager and the Community Development and Parks Directors. Mr. Hunt proceeded to go through the CIP item by item and answered questions directed to him by the Commissioners.

With regard to Item 13 (Parking Meters), Mr. Hunt indicated that Mr. Mendoza will be reviewing the proposals on that program and some of the firms put in that they fund everything up front so it won't cost the City a dime. He indicated Mr. Mendoza is reviewing that proposal currently along with some of the others and will probably bring it forward to the Council next month.

Responding to a Commissioner's question, Mr. Hunt indicated that that parking meter project probably will not come before the Traffic Commission again. He said that Mr. Mendoza gave the Commission an update and he is moving forward with the project.

Chair Mejia indicated that he is a little disappointed with that whole process as the City put together an Ad Hoc Committee and they didn't make a single decision on it and it's then been pushed right on by and they were led to believe that they would have some input into some of the selection process so it's a little discouraging.

Vice-Chair Biri said she agreed with Chair Mejia's comments and asked if they could voice their thoughts to someone.

Mr. Hunt indicated that the City Manager and Mr. Mendoza would be the two to talk to.

Commissioner Emerson asked if it was the City Manager's or Mr. Mendoza's decision.

Mr. Hunt indicated he did not know that answer but he said he would let Mr. Mendoza know that the Commission is disappointed in their decision.

Commissioner Patz pointed out that none of the Commissioners (on the Ad Hoc Committee) have not been able to make a meeting or not shown up to any of the special meetings that Mr. Mendoza has called on this. They've been working very diligently with him at least for the times that they have been included. He said he agrees that this is a little disappointing.

Mr. Hunt said he would let Mr. Mendoza the Commission's feelings.

7. ITEMS FROM THE PUBLIC WORKS DEPARTMENT

A. Traffic Commission Status Log

Nothing new to report.

Mr. Hunt indicated that the Traffic Count project came in and he will present that to the Commission next month.

Responding to a Commissioner's question regarding the HOV lane on the freeway, Mr. Hunt indicated he sent a letter to Caltrans and have not yet received a response as yet.

Mr. Hunt reported that if his contract is approved by Council next month, Ruth Smith who is a Traffic Engineer from his firm will be introduced to the Commission and will replace him at the Commission meetings as decided by Mr. Mendoza and the City.

Commissioner Lindsey said that there seems to be a lot of Mr. Mendoza just kind of doing things on his own and maybe that needs to be addressed and we can shorten the term of Steven's employment here.

Mr. Hunt explained that Mr. Mendoza will be receiving a new job title soon commensurate with his job duties and because he does so many different things. He also explained that Mr. Mendoza just doesn't do things on his own; he reports to the City Manager and works with him quite closely to make the decisions that have been made.

Responding to a Commissioner's question regarding a very congested Katella Avenue and Walnut Street, he said the problem is that after all the parents take their children to Oak Street Middle School, they head back to Rossmoor to the elementary schools in that area. Cars will back up many blocks because only two or three cars get through the signal on a green light.

A Commissioner felt that maybe the Commission needs to look at the timing and review the traffic pattern there and perhaps agendize this item for a future meeting because obviously the timing may need to be increased.

Mr. Hunt explained that the first priority was Katella Avenue going east and west because kids are crossing the crosswalk and the button gets pushed. The second priority is the north direction. The last phase of the signal is the southern direction and it has to make up the time, thus there is a short green light. He indicated he will bring it back to the Commission at the July meeting.

8. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Emerson

- Said he has been hearing considerable concern from residents about the traffic impacts on our City streets of the planned 405 expansion creating a massive logjam where it meets the 605 freeway and the non-expanded 405 in L.A. County. He said he would like to have some Caltrans people at the next meeting to explain what they are doing and how they are anticipating mitigating this concern.

  Commissioner Lindsey suggested contacting State Assembly Member Travis Allen to have him present at the same time.

  Mr. Hunt said he would try to get someone from OCTA to come to the next meeting to address the Commission.

Commissioner Lindsey

- Reiterated that he wanted his comments regarding Mr. Mendoza to be included in the minutes.

Chair Mejia

- Would like to look at the Cherry/Katella crosswalk on the Status List; it shows completed but they wanted to have the crosswalk moved to the west end of the intersection. He asked for feedback on this.

  Mr. Hunt said he didn't put this on the 7-Year Plan but will add it.

- F-2 on the Status List (Bloomfield & Katella pedestrian signal), is a problem as well. He also wanted to report that cars are parking right in front of the assisted living facility there right to that corner; line of sight around that curb is terrible. He recommended that the City have at least ten to fifteen feet of red curbing put there or, whatever the City Ordinance dictates.

  Mr. Hunt indicated he would put out a Work Order to have the red curbing done at Katella Manor.

- Asked about the No Parking restriction signage that went into Laurel Park and was going to be updated with the Ordinance Information.

  Mr. Hunt indicated it had been requested but he would follow up on that.

9. ADJOURNMENT

The Traffic Commission adjourned at 9:03 PM.

ATTEST:

_____

David L. Hunt, City Engineer

City of Los Alamitos
Traffic Commission

Agenda Report	**July 8, 2015**
Staff Report	**Item No: 7A**

To: **Chairman and Members of the Traffic Commission**

From: **David L. Hunt, City Engineer**

Subject: **2015 TRAFFIC COUNTS**

Summary: Hartzog & Crabill, Inc. (HCI) provided professional traffic-engineering services to the City of Los Alamitos for the 2015 Citywide Traffic Flow Map update. These services include collecting Citywide traffic counts to update the City's prior 2005 Traffic Flow Map and Volume Table to 2015 conditions.

Recommendations: Receive and File.

SCOPE OF WORK

Task 1 – Collect Traffic Counts
Upon the City's Notice-to-Proceed, HCI will secure one midweek day (24-hour) bi-directional Average Daily Traffic (ADT) counts at the locations listed on Attachment 1.

Task 2 – Update Existing City Flow Map and Volume Table

The Traffic Volume Table will be updated with the new 2015 traffic count information. As you know, this table lists each roadway alphabetically with all segments of that roadway listed in one column and the corresponding traffic volumes (ADT) in an adjacent column per year.

The Traffic Volume Table task will also include a column comparison of prior 1990, 1993, 1999, and 2005 traffic volumes. The volume table will be provided on the back of the Traffic Flow Map for convenience and ease of reference.

Following the table update, the new traffic volumes will be entered into the citywide flow map. This consists of updating the Traffic Flow Map line widths for all major and minor arterials and collector roadway classifications. The flow map uses a graphical method to show the traffic volumes using varied line widths that proportionately correspond to the measured traffic volume for each roadway segment. This method of presentation allows for quick viewing of not only specific roadway volumes, but also a macroscopic view of the surrounding traffic flow characteristics.

Both the summary map and table will be prepared on an 11" x 17" size sheet. The summary map and table will be submitted as a draft copy to the City for review and comment.

Task 3 – Finalize and Reproduce Traffic Flow Map and Volume Table

Following changes that may be requested by the City of the initial map and table submittals, (25) 11" x 17" copies of the final, double-sided sheet will be submitted to the City. As several of our client cities have found this very useful, HCI will also provide an electronic file (PDF format) of the final summary map to use in the City website, should City staff choose to do so.

PRODUCTS

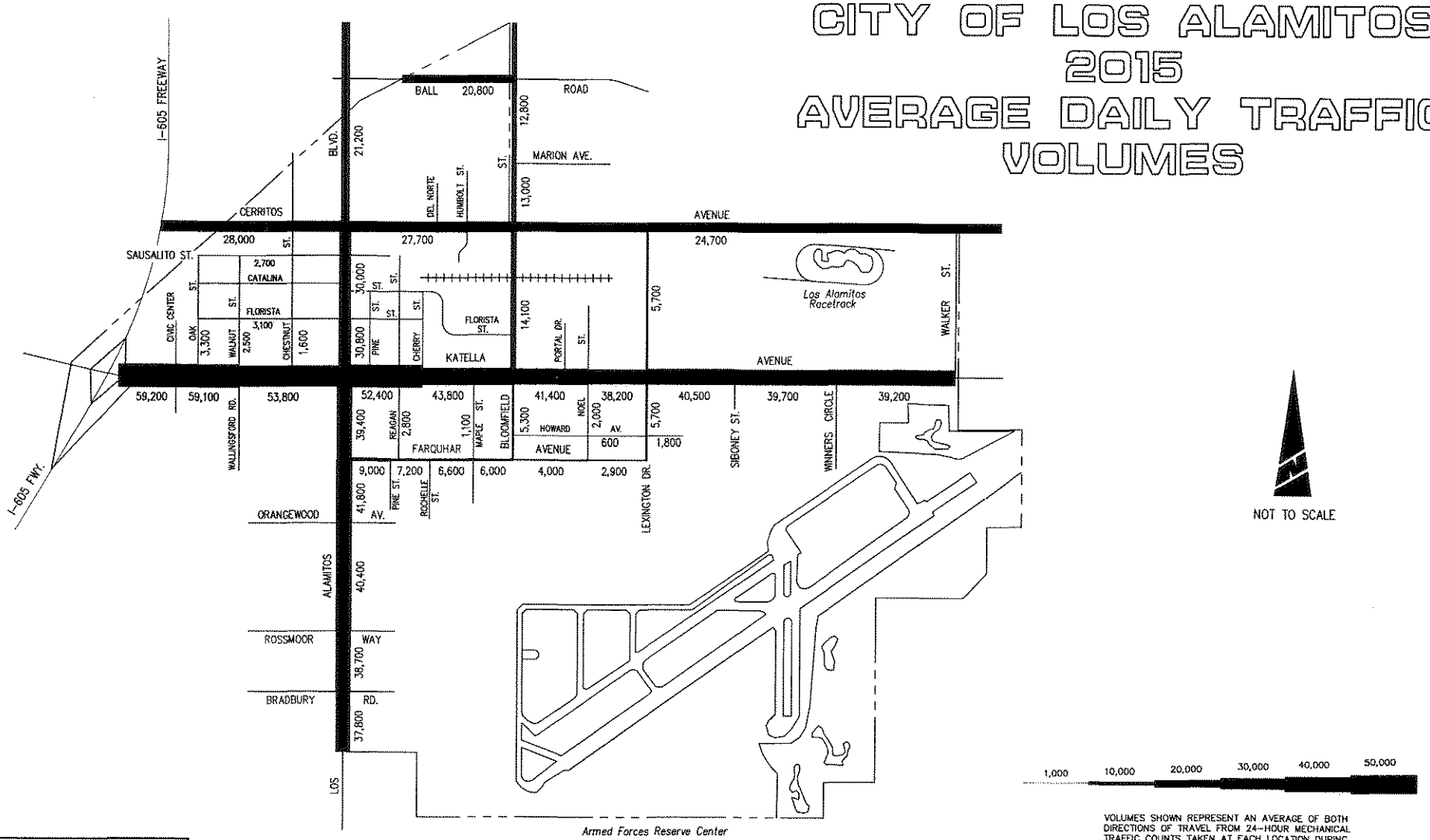
At the completion of this project, the following products shall be provided to the City:
- All 2015 traffic count data files.
- PDF file of the final Flow Map and Table.
- (25) double-sided Traffic Flow Map/Volume Table on cardstock

Submitted By:

David Hunt, PE
City Engineer

Attachment: 1) 2015 Average Daily Traffic Volumes (Map & List)

CITY OF LOS ALAMITOS
2015
AVERAGE DAILY TRAFFIC VOLUMES



VOLUMES SHOWN REPRESENT AN AVERAGE OF BOTH DIRECTIONS OF TRAVEL FROM 24-HOUR MECHANICAL TRAFFIC COUNTS TAKEN AT EACH LOCATION DURING THE MONTH OF MAY

PREPARED BY:
HARTZOG AND CRABILL INC.
Consulting Traffic Engineers
17852 E. 17th Street, Suite 101, Tustin, CA 92780
(714) 731-9455

FLOW15.dwg

ATTACHMENT 1

CITY OF LOS ALAMITOS

AVERAGE DAILY TRAFFIC VOLUMES

(24-HOUR TWO-WAY TRAFFIC)

2015 *

LOCATION	1990	1993	1999	2005	2015*
BALL ROAD					
Westerly City Limits to Bloomfield St.	–	–	–	–	20,800
BLOOMFIELD STREET					
North City Limits to Marion Avenue	12,000	11,800	13,500	13,700	12,800
Marion Avenue to Cerritos Avenue	12,400	12,400	14,300	18,300	13,000
Cerritos Avenue to Katella Avenue	15,100	15,000	16,300	16,900	14,100
Katella Avenue to Farquhar Avenue	5,700	3,200	4,200	4,200	5,300
CERRITOS AVENUE					
I-605 Freeway to Los Alamitos Boulevard	24,500	23,600	26,800	28,500	28,000
Los Alamitos Boulevard to Bloomfield Street	22,900	24,500	24,900	28,500	27,700
Bloomfield Street to East City Limits	23,000	22,000	23,400	25,500	24,700
CHESTNUT STREET					
Katella Avenue to Florista Street	–	–	–	–	1,600
FARQUHAR AVENUE					
Los Alamitos Boulevard to Bloomfield Street	9,400	9,400	6,100	–	–
Bloomfield Street to Lexington Drive	3,700	3,000	3,400	–	–
Los Alamitos Boulevard to Pine Street	–	–	–	18,900	9,000
Pine Street to Rochelle Street	–	–	–	8,000	7,200
Rochelle Street to Maple Street	–	–	–	11,900	6,600
Maple Street to Bloomfield Street	–	–	–	10,200	6,000
Bloomfield Street to Noel Street	–	–	–	7,200	4,000
Noel Street to Lexington Drive	–	–	–	3,700	2,900
FLORISTA STREET					
Oak Street to Los Alamitos Boulevard	2,400	3,000	2,300	3,100	3,100
HOWARD AVENUE					
Bloomfield Street to Lexington Drive	–	–	–	–	600
East of Lexington Drive	–	–	–	–	1,800
KATELLA AVENUE					
I-605 Freeway to Civic Center	–	–	–	63,300	59,200
Civic Center to Walnut Street	–	–	–	59,800	59,100
Walnut Street to Los Alamitos Boulevard	–	–	–	51,300	53,800
I-605 Freeway to Los Alamitos Boulevard	53,700	54,700	58,300	–	–
Los Alamitos Boulevard to Cherry Street	49,100	47,900	51,800	49,700	52,400
Cherry Street to Bloomfield Street	41,500	41,800	48,300	47,900	43,800
Bloomfield Street to Noel Street	39,100	33,900	44,700	51,100	41,400
Noel Street to Lexington Drive	36,800	32,000	41,100	43,200	38,200
Lexington Drive to Siboney Street	35,500	35,200	40,700	40,100	40,500
Siboney Street to Winners Circle	36,800	34,600	39,700	40,600	39,700
Winners Circle to Walker Street	35,600	35,200	40,300	40,200	39,200
LEXINGTON DRIVE					
Cerritos Avenue to Katella Avenue	–	–	–	–	5,700
Katella Avenue to Farquhar Avenue	4,800	5,100	5,700	5,400	5,700
LOS ALAMITOS BOULEVARD					
Ball Road to Cerritos Avenue	20,700	19,600	22,900	23,400	21,200
Cerritos Avenue to Katella Avenue	28,800	30,300	32,300	–	–
Cerritos Avenue to Florista Street	–	–	–	34,800	30,000
Florista Street to Katella Avenue	–	–	–	32,200	30,800
Katella Avenue to Farquhar Avenue	37,600	36,500	38,900	37,800	39,400
Farquhar Avenue to Orangewood Avenue	–	–	–	42,300	41,800
Orangewood Avenue to Rossmoor Way	–	–	–	40,000	40,400
Rossmoor Way to Bradbury Road	36,900	32,700	36,500	34,800	38,700
Bradbury Road to S.C.L.	–	–	–	38,100	37,800
MAPLE STREET					
Katella Avenue to Farquhar Avenue	–	–	–	–	1,100
NOEL STREET					
Katella Avenue to Farquhar Avenue	–	–	–	–	2,000
OAK STREET					
Katella Avenue to Florista Street	–	–	–	–	3,300
REAGAN STREET					
Katella Avenue to Farquhar Avenue	–	–	–	–	2,800
SAUSALITO STREET					
Oak Street to Los Alamitos Boulevard	–	–	–	–	2,700
WALNUT STREET					
Katella Avenue to Florista Street	–	–	–	–	2,500

* COUNT DATA TAKEN IN MAY 2015.

FLOW15.dwg

City of Los Alamitos
Traffic Commission

Agenda Report	**July 8, 2015**
Staff Report	**Item No: 7B**

To: Chairman and Members of the Traffic Commission

From: David L. Hunt, City Engineer

Subject: Traffic Signal Work at Katella and Walnut Street

Summary: Discussion on the Traffic Signal Work at Katella Avenue and Walnut Street.

Recommendations: Receive and File.

BACKGROUND

After all the parents take their children to Oak Street Middle School they head back to Rossmoor to the Elementary schools in that area using the signal at Walnut Street to cross Katella Avenue. Cars will back up many blocks on Walnut Street because only two or three cars get through the signal on a green light.

Traffic counts are 2,500 ADT on Walnut Street and 59,100 ADT on Katella Avenue. A question was brought up at the last Traffic Commission meeting regarding what is the timing of all the paths of travel for everything at that intersection and is there anything we can do about it.

DISCUSSION

The first priority was Katella Avenue going east and west bound because children are crossing the cross walk and the button gets pushed. The second priority is the north direction. The last phase of the signal is the southern direction and it has to make up the time; thus, a short green light

The signal cycle lasts 130 seconds total. Under the busy time in the morning when school starts, the following shows the number of seconds in each direction:

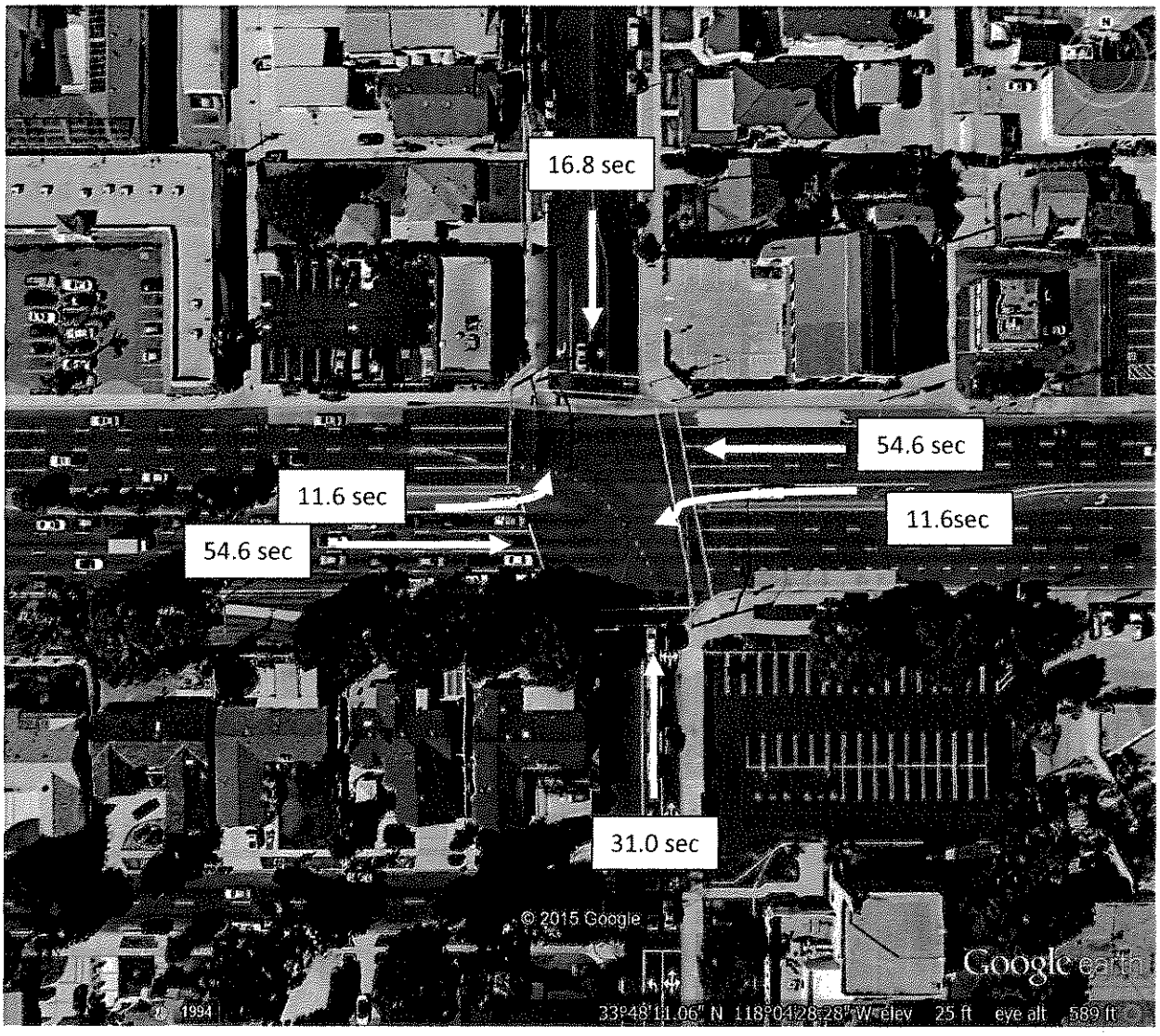
The northbound traffic and pedestrians get 35.0 seconds and the southbound gets 20.8 seconds of total time allocated to it or 16.8 seconds of green light. The total time includes the 3.0 seconds yellow and 1.0 second red time. If the northbound traffic does not use all of its allocated time, it will terminate early and the remaining time will be added to the time allocated for southbound traffic. This doesn't happen very much during the busy morning rush.

City consultant observations made at this signal did not prompt any significant changes to the timing since Iteris, under the OCTA TLSP Project, developed and implemented their final timing parameters in May of 2012.

Submitted By:

David Hunt, PE
City Engineer

Attachment: 1) Map



GREEN LIGHT TIME FOR EACH DIRECTION DURING MORNING RUSH HOUR.

City of Los Alamitos
Traffic Commission

Agenda Report	July 8, 2015
Staff Report	Item No: 7C

To: Chairman and Members of the Traffic Commission

From: Dave Hunt, City Engineer

Via: Ruth Smith, Traffic Engineer

Subject: Parking Assessment - Old Town East and Medical Center Area.

Summary: This report requests review and consideration of the Parking Assessment conducted to inform decision makers about parking supply in the area considered for Parking Meters in the Commercial area of Old Town East and the Medical Center Area.

Recommendation: Review and Consider the attached Parking Assessment conducted by Fehr and Peers.

Background

The City of Los Alamitos is considering a paid, on-street metered parking program in the Old Town East and Medical Center area. The implementation of the Parking Meter Program is being studied to ensure parking availability for visitors along an area of the City that suffers from the highest parking occupancy rates. The goal of the Parking Meter Program is to reduce the abuse of spaces by employees who park all day, thereby improving parking space availability for visitors, and the overall experience of people who drive to Los Alamitos. This report is not an approval of a Parking Meter Program. The time for such consideration is down the road.

Tonight's agenda item is for the Traffic Commission to review and consider a Parking Assessment that reviewed parking occupancy in the area.

Discussion

Surgeons, accountants, nurses, realtors, diners, restaurant employees, and medical patients drive to the area for differing reasons. They share one basic need: a parking space adjacent to their destination. They desire parking that is safe, convenient, and preferably free. One effective way to reduce parking congestion is through parking reform and reducing parking subsidies. Free parking is a government-funded parking

subsidy. By charging for on-street parking the City can create available spaces at times. In ensuring that less parking spaces are occupied by long-term, all-day parkers, some businesses will see an increase in sales by having spaces open nearby. Proper pricing reduces traffic congestion from cars cruising for parking, generates parking turnover that helps nearby businesses, and increases revenue from parking meters.

On-street parking has become the preferred choice in the area, as it is conveniently located and free. The result is increased traffic as users circulate searching for an open spot. The primary purpose of charging a fee for parking convenience is not the collection of revenue, although this is important, but rather to allocate a scarce resource efficiently. Most highly valued commodities in limited supply are rationed fairly by price. Charging appropriate parking fees allows the market participants to value each parking asset properly.

To review and consider such a change in the City of Los Alamitos, a working group was created consisting of the City Manager, the Administrative Services Director, the Community Development Director, the City Engineer, the Public Works Supervisor, and the Associate Planner. This group has met regularly to review and consider the potential of parking meters.

Cost of Parking

Supplying parking spaces is expensive. This is true for property owners and for the City. One way to lessen the demand for parking is to charge the true cost of providing it. Charging less than the true cost of creating parking (i.e. subsidized parking) generates more demand. If parking spaces were treated like other goods, new parking would not be constructed until those demanding the parking would be willing to pay slightly more than the cost of creating additional parking.

A Variety of Parking Needs

Business and customer parking needs are closely tied together within the Old Town East and Medical Center areas; parking spaces vie for available, revenue-generating, space. The following list outlines the various concerns for each area that need to be addressed in this complex system:

Business needs:

- Nearby and convenient spaces for customers
- Enough spaces to handle daily business
- Spaces the customers can count on to be available
- Employee spaces for employees wanting to drive

Customer needs:

- Assurance that a space will be available
- Nearby and convenient space
- Affordable pricing

Providing Parking for a Destination

We visit amusement parks, museums, beaches and even mountain hiking trails. All of those venues capitalized on their limited parking and their strength to attract visitors or customers. These are all areas wherein we find it acceptable to reach into our pockets to pay for parking. We even pay hotel parking when booking a hotel room in many areas. The medical industry as a whole is an economic engine that attracts a daytime population and visitors. Simply put, it brings outsiders to Los Alamitos. The City of Los Alamitos sees an opportunity in this commodity - by first establishing time limits to its valuable public parking and secondly, using a fee-based program to enforce those time limits - Parking Meters.

A key step in moving forward with a solution is to reduce the perception that it is very difficult to locate customer parking in the area and increase use of available parking resources. Part of the reason for this perception is the high utilization of free on-street parking spaces by area employees. Ending free parking in the area core is not a trivial matter. Stakeholder involvement continues to be a crucial factor to the success of the process. Staff continues to meet with stakeholders within the area including business operators, charities, employees and property owners. Staff has periodically updated the City's Traffic Commission of our accomplishments. All forms of mitigation will be under consideration in working toward solutions before implementation.

Within the Old Town East and Medical Center area, parking has evolved wherein there is a mixture of paid, unpaid, public, and private parking. Recently, the Los Alamitos Medical Center addressed its own individual parking issues with the development of its first parking structure. This six–story parking structure provides fee-based parking. The Medical Center has begun to understand there is a premium to parking and an amount their visitors are willing to pay. There is an off-site medical office building in the area which charges for parking and recently the Los Alamitos Plaza began to charge for parking through an honor system.

Private industry is ahead of the City in realizing that the days of free parking may be over. Parking is a commodity and there must be a revenue stream to provide the commodity. Since parking is such a costly asset to provide, the City is carefully considering opportunities to maximize use of current parking assets. In addition, the City is looking to implement new practices that better align parking services with community expectations and the reality – and opportunity – of a high demand for parking in some locations. The parking strategy should serve as a tool to help ensure success and the City's quality of life by following guiding principles:

- Provide a customer-friendly experience for convenience and access.
- Maintain a responsibility to optimize public investment in parking infrastructure.
- Maintain the small town, walkable form that has evolved over years of purposeful planning and growth.
- Support for a "park-once", pedestrian friendly vision that encourages walking around the area but allows for choice of where to park.
- Facilitate economic development through flexible policies.

- Discourage the use of public spaces by area employees for long periods of time

Public parking issues cut across various policies and considerations. Our approach includes the evaluation of current and future parking conditions, policies and practices, and financial considerations, all of which shape our future recommendations when the entire program is delivered to the City Council for consideration.

Parking Assessment

The next step toward developing an implementation plan is to review the parking availability in the area. Staff contracted with Fehr & Peers who developed the Parking Assessment (attached) to be used in the parking meter plan that is being considered by the Parking Meter Working Group.

The Parking Assessment (Assessment) included an inventory of the parking supply, the collection of parking data, and an analysis of the parking demand in the Old Town East and Medical Center areas, where parking meters are being considered. The study area is generally bounded by Los Alamitos Boulevard, Catalina Street, Bloomfield Street and Katella Avenue, as shown on Figure 2 in the Assessment. The Assessment included all of the private and public parking spaces in the area, in both the parking lots (off-street parking), and along the curb (on-street parking). The study area was then broken down into subareas to more specifically assess the parking demand (see Figure 4 of the Assessment).

It should be noted that not all of the study blocks in the Assessment are being considered for parking meters. All parking spaces in the study area were included in the Assessment in order to gain a complete picture of the parking demands and needs in the area. The permit parking zones on the residential blocks, the hospital-owned parking on Kaylor Street, and parking on Katella Avenue, Los Alamitos Boulevard and Bloomfield Street were included in the Assessment, but are not being considered for parking meters.

To provide a basis for the parking analysis, the public and private parking spaces were identified, and the number of vehicles parked in each parking lot and along each block were noted hourly, from 9:00 AM to 8:00 PM on a weekday. The parking data was used to determine the current off-street and on-street parking demand.

The peak parking demand analyses for daily, the AM peak, Afternoon peak and the PM peak, are summarized in Tables 1, 2, 3 and 4 in the Assessment, respectively. The daily analysis showed that for the overall study area, the daily demand peaked at 61% at 12:00 PM for on-street and off-street combined. The daily peak demand for individual subareas ranged from 55% to 85% for the off-street parking and from 67% to 93% for the on-street parking. The greatest demand for off-street parking (85%) occurred at 1:00 PM in Subarea 4, which is bounded by Los Alamitos Boulevard, Florista Street, Pine Street and Katella Avenue. The greatest demand for on-street parking (93%) occurred twice, at 11:00 AM in Subarea 5 and at 11:00 AM and at 2:00 PM in Subarea 8. Subarea 5 is bounded by Pine Street, Florista Street, Reagan Street and

Katella Avenue. Subarea 8, which includes medical office buildings and parking for the buildings as well as for the Medical Center, is bounded by Kaylor Street, Catalina Street/Florista Street, Kyle Street/Bloomfield Street and Katella Avenue.

The findings summarized in Tables 1 through 4 indicate that there is a greater peak demand for on-street parking than for off-street parking and that the peak demand for all parking spaces occurs between 10:00 AM and 3:00 PM. The peak demands are also clustered near the Medical Center and near the restaurants and shops in the Old Town East area.

The study results are also provided in an hour-by-hour illustration of the percent occupancy of the off-street and off-street parking areas, in Figures B1 – B10 in Appendix B of the Assessment. The figures clearly show where the parking demand is greatest. When the figures are compared to each other, they show how the parking demand for each parking area changes over the day. It can be seen that certain streets have high demand (above 80%) most of the day, from 9:00 AM through 2:00 - 4:00 PM, and sometimes in the evening. These include Catalina Street between Cherry Street and Kyle Street, Cherry Street south of Florista Street/Catalina Street, Reagan Street south of Florista Street, Florista Street between Pine Street and Cherry Street, Florista Street between Kyle Street and Bloomfield Street, and Pine Street south of Florista Street. Except for the Medical Center parking structure, the medical-related off-street parking has high usage during most of the day. Occupancy for the parking structure was less than 50% for the entire day.

The findings that can be gleaned from the hourly parking usage indicate that, in general, parking in the Medical Center area, which serves medical and industrial land uses, has its highest demand during normal business hours. Off-street and on-street parking in the Old Town East area, where there are restaurants and shops, has the highest demand in the late morning, around lunchtime, and again around dinnertime.

Key Assessment findings include the following:

- There is a higher demand for on-street parking than for off-street parking in most of the study area.
- On-street parking on some street segments have high demand throughout most of the day. These segments include portions of Catalina Street, Cherry Street, Reagan Street and Florista Street.
- In general, the peak parking demand occurs between 10:00 AM and 3:00 PM, with the parking demand being greatest before 1:00 PM and lowest after 4:00 PM.
- The peak demands are clustered in the Medical Center area where there are also industrial uses, and in the Old Town East area, where there are restaurants and shops.
- The medical center parking garage is underutilized.

The results of the Assessment will be combined with information from other sources to develop recommendations regarding a parking meter program in the Old Town East and Medical Center areas.

Challenges Remain

The long-term challenge is to define a program in which stakeholders benefit. These types of changes would require the medical industry's backing as well as stakeholders, residents, Chamber of Commerce, as well as appointed and elected officials. Ending free parking in the area is not a trivial matter. Stakeholder involvement has been and will remain a crucial factor to the success of the program development.

General Plan Conformance

Implementation of parking meters assists the City in the implementation of Goal 5 of the 2035 General Plan, which is located within the Mobility Element Goals and Policies of the 2035 General Plan.

Goal 5: The right amount of convenient parking at commercial, employment, and civic facilities.

Policy 5.1 **Parking tools.** Support innovative parking techniques to maximize parking efficiency throughout the City, especially in the downtown, including: Shared parking, Unbundled parking, In-lieu parking fees Parking Management Plans and Parking districts

Policy 5.3 **Public facilities.** Provide adequate on-site parking at public facilities for daily and event-based activities, especially in the downtown and medical center areas.

Policy 5.4 **Centralized parking.** Design and establish large parking facilities and parking management districts to connect to and serve multiple activity centers.

Action 5.2 **Parking study.** Prepare a City-wide commercial and industrial parking study to identify parking needs, resources, assessment districts and other funding mechanisms, and alternative parking techniques.

Action 5.3 **Parking meters.** Explore the use of parking meters along public streets and on City-owned lots, especially in the downtown and around the Los Alamitos Medical Center.

Action 5.7 **Park once.** Encourage a "park-once" mentality for visitors to downtown by directing motorists to convenient public parking areas and providing safe, visible, and well-marked accesses to sidewalks and businesses.

Fiscal Impact

There is no fiscal impact in approving the Parking Assessment.

Submitted By:

Dave Hunt, City Engineer

Attachments: 1) Parking Assessment

FEHR & PEERS

DRAFT MEMORANDUM

Date: Friday, May 29, 2015

To: Steven Mendoza, City of Los Alamitos

From: Michael Sahimi, Fehr & Peers

Subject: City of Los Alamitos Parking Assessment

OC15-0388

Fehr & Peers has completed a parking assessment for the City of Los Alamitos. The purpose of this study is provide parking supply and demand information to the City in order to inform any decision making on parking meter installation in the area of Los Alamitos roughly bound by Los Alamitos Boulevard, Katella Avenue, Bloomfield Street, and Catalina Street. This assessment's study area is provided on Figure 1. During the assessment the following observations were noted:

- Some street segments in the study area experience high demand throughout the day. These include portions of Catalina Street, Cherry Street, Reagan Street, and Florista Street.
- On-street parking experiences higher peak demand than off-street parking in most of the study area.
- Demand across the entire study area is highest before 1:00PM and lowest after 4:00PM.
- Parking to the east of the study area generally experiences highest demand during normal business hours serving medical and industrial land uses. Parking to the west of the study area general experiences highest demand in the late morning and early afternoon, which reflects the presence of several restaurants in this area.

The remainder of this memorandum is divided into the following sections:

- Parking Supply
- Parking Demand
- Peak Demand
- Conclusions & Recommendations

8141 E. Kaiser Boulevard | Suite 110 | Anaheim, CA 92808 | (714) 941-8800 | Fax (949) 859-3209
www.fehrandpeers.com

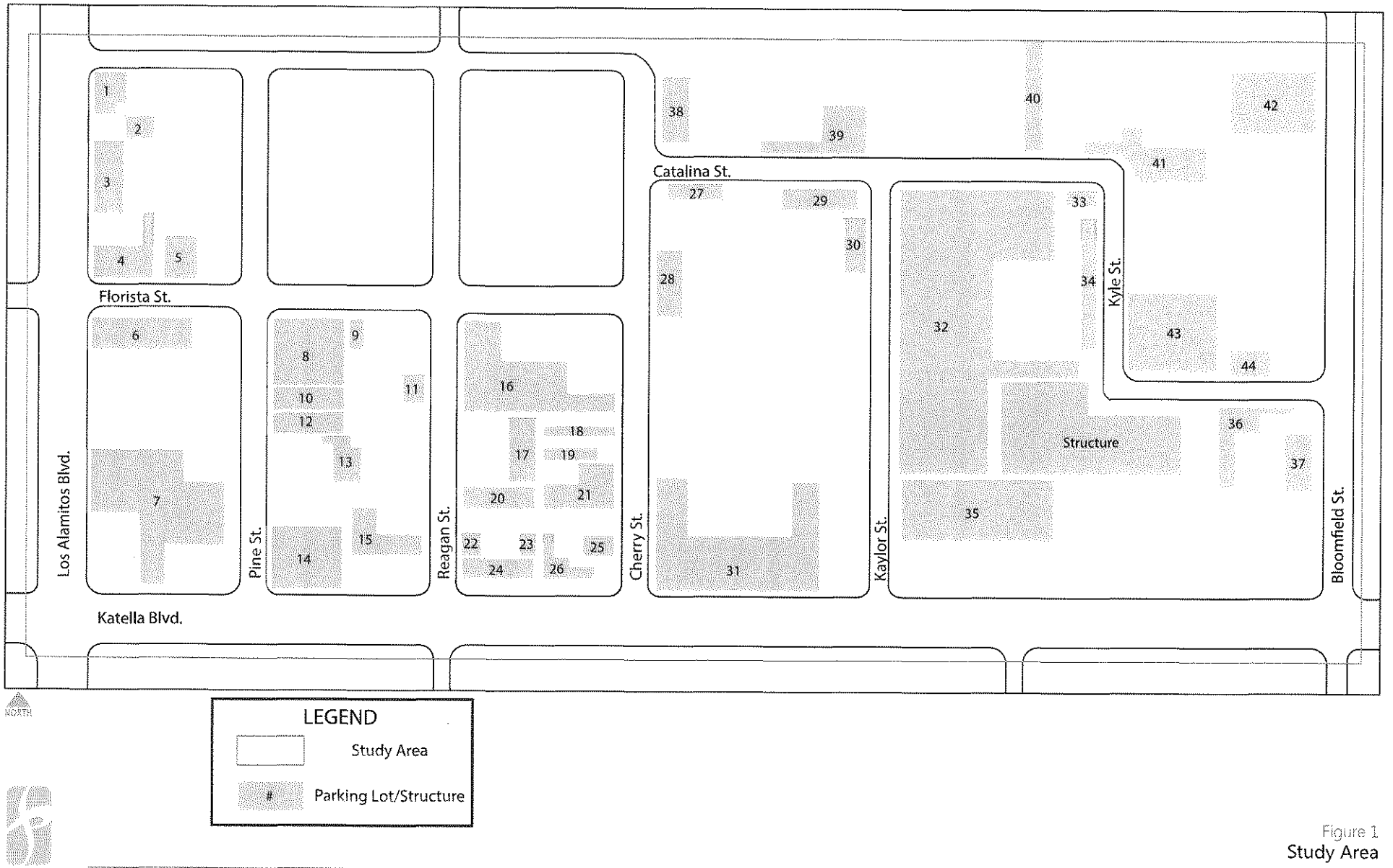


Figure 1
Study Area

PARKING SUPPLY

Fehr & Peers conducted a parking inventory of the study area shown on Figure 1 on Wednesday, April 15, 2015. Parking spaces were categorized as either on-street or off-street parking spaces. Furthermore, information regarding permit requirements or time limits was collected for on-street parking spaces. Occupancy sweeps of parking spaces in the study area were conducted hourly from 9:00AM to 8:00PM. Parking inventory count sheets are provided in Appendix A.

On-street and off-street parking supply in the study area is displayed on Figure 2. It should be noted that unmarked on-street parking spaces parallel to the curb were estimated using 22 feet as the standard space size. Also, residential parking spaces (garages and driveways) were not included in the supply inventory.

Based on the supply inventory, 3,350 parking spaces are provided in the study area. Of those, 516 are on-street spaces. The remaining 2,834 are off-street parking spaces, including 1,102 in the structure located on Kyle Street and Florista Street.

Weekday time restrictions and permit requirements for on-street parking in the study area are shown on Figure 3 and summarized below. Additionally, bimonthly street sweeping restrictions exist on portions of Pine, Catalina, Florista, Reagan, and Cherry.

- **Permit Required 6AM-6PM:** This restriction is imposed near residential dwelling units along Pine and Reagan between Florista and Catalina, the north side of Florista between Pine and Cherry, Catalina between Reagan and Cherry, and the west side of Cherry north of Florista.
- **20-Minute Parking:** This restriction is imposed on a small midblock portion on the east side of Cherry.
- **24-Minute Parking 9AM-6PM:** This restriction is imposed on the north side of Katella between Reagan and Cherry.
- **1-Hour Parking:** This restriction is imposed on portions of the south side of Florista between Pine and Reagan and the east side of Reagan south of Florista.
- **2-Hour Parking 7AM-3PM:** This restriction is imposed along Los Alamitos Blvd.
- **2-Hour Parking 8AM-5PM:** This restriction is imposed on the east side of Bloomfield north of Florista.
- **2-Hour Parking 9AM-6PM:** This restriction is imposed along Reagan south of Florista, the south side of Florista between Reagan and Cherry, and along most of Cherry south of Catalina.
- **2-Hour Parking 7AM-6PM:** This restriction is imposed on most parking spaces on the south side of Katella between Cherry and Kaylor.
- **No Parking 12AM-9AM:** This restriction is imposed on a small portion of the north side of Katella between Reagan and Cherry.

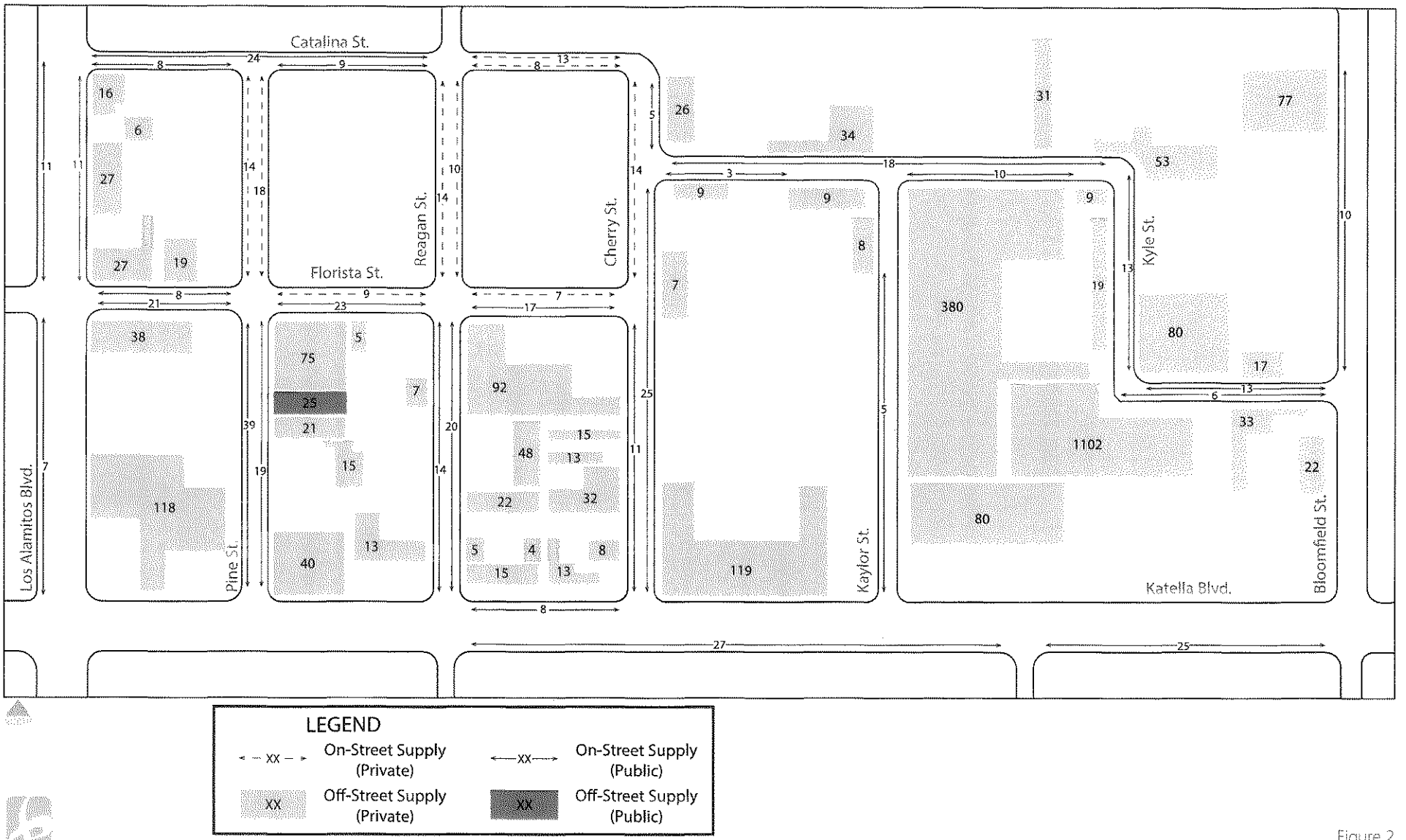
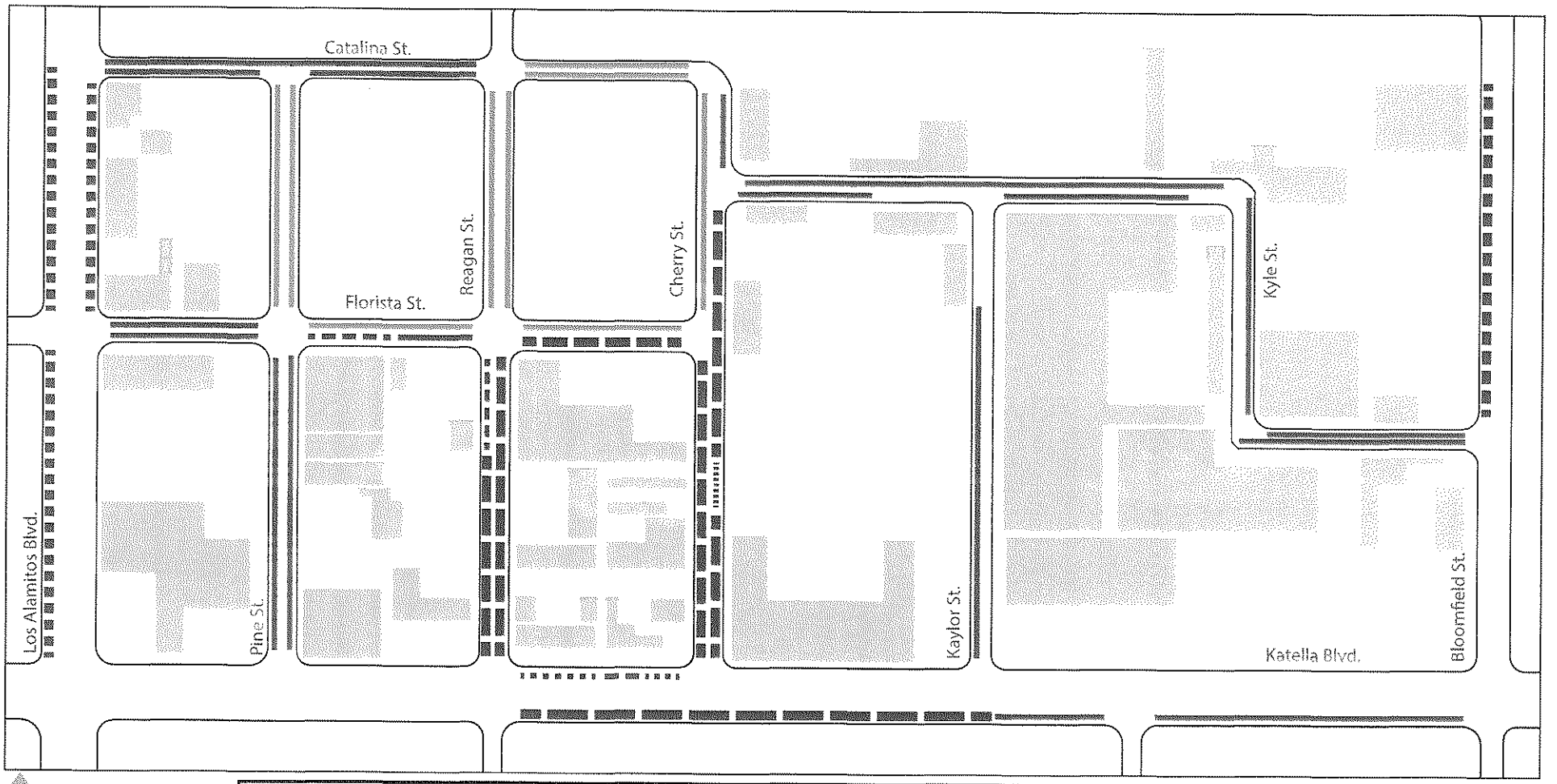


Figure 2
Parking Supply



LEGEND

- No Restrictions
- Permit Required 6AM-6PM
- 20-Minute Parking
- 24-Minute Parking 9AM-6PM
- 1-Hour Parking
- 2-Hour Parking 7AM-3PM
- 2-Hour Parking 8AM-5PM
- 2-Hour Parking 9AM-6PM
- 2-Hour Parking 7AM-6PM
- No Parking 12AM-9AM

Figure 3
On-Street Parking Restrictions

PARKING DEMAND

Hourly parking demand for on-street and off-street parking spaces in the study area was determined from the April 2015 occupancy counts and supply inventory provided in Appendix A. Figures B1 through B12 in Appendix B summarize the hourly parking demand from 9AM to 8PM.

Some street segments in the study area experienced high occupancy throughout all or most of the hourly observations.

- Catalina Street between Cherry and Kyle experienced high demand from 9:00AM through 4:00PM, with demand above 80%.
- Cherry Street south of Florista and Catalina experienced high demand from 9:00AM through 4:00PM and again by 8:00PM.
- High parking demand was observed numerous times on Reagan Street south of Florista from 9:00AM through 2:00PM, and again after 7:00PM.
- The south side of Florista Street between Pine and Cherry experienced consistently high occupancy through 2:00PM. The north side of Florista Street between Kyle and Bloomfield experienced high occupancy from 9:00AM through 3:00PM.
- High demand was observed numerous times on Pine Street south of Florista from the morning to the afternoon.

In addition, several lots and street segments in the study area experienced low or very low demand throughout the day.

- The medical parking structure at the corner of Kyle and Florista experienced low occupancy for the morning, late afternoon, and evening hours. Occupancy for the entire day remained under 50%.
- Occupancy on Los Alamitos Boulevard segments is generally low, especially south of Florista. Occupancy was often observed at 0%.
- The parking available on the north side of Katella Avenue (between Reagan and Cherry) was extremely underutilized for all observed hours. Occupancy never surpassed 40%.

In general, parking to the east of the study area experiences its highest demand during normal business hours, serving medical and industrial land uses. Parking lots and on-street parking to the west generally experience highest demand in the late morning and around lunchtime, with some segments such as Reagan Street (south of Florista) again experiencing high occupancy in the evening. Furthermore, streets with parking permit requirements experienced lower occupancy than nearby streets without permit requirements from noon through the afternoon.

The following section of this memo will detail demand and peak demand for the entire study area as well as specific subareas.

PEAK PARKING DEMAND

For purposes of analyzing peak parking demand, the study area has been divided into nine subareas, which are detailed below and displayed on Figure 4.

- **Subarea 1:** This subarea is bound by Catalina to the north, Florista to the south, Pine to the east, and Los Alamitos Blvd. to the west. Parking supply is both on-street and off-street. Land uses in this subarea are primarily retail and residential.
- **Subarea 2:** This subarea is bound by Catalina to the north, Florista to the south, Reagan to the east, and Pine to the west. For the purposes of this study, only on-street parking is analyzed for this subarea. Residential land uses encompass this subarea.
- **Subarea 3:** This subarea is bound by Catalina to the north, Florista to the south, Cherry to the east, and Reagan to the west. For the purposes of this study, only on-street parking is analyzed for this subarea. Residential land uses encompass this subarea.
- **Subarea 4:** This subarea is bound by Florista to the north, Katella to the south, Pine to the east, and Los Alamitos Blvd. to the west. Parking supply is both on-street and off-street. Land uses are retail.
- **Subarea 5:** This subarea is bound by Florista to the north, Katella to the south, Reagan to the east, and Pine to the west. Parking supply is both on-street and off-street. Land uses in this subarea include residential and services such as banking.
- **Subarea 6:** This subarea is bound by Florista to the north, Katella to the south, Cherry to the east, and Reagan to the west. Parking supply is both on-street and off-street. Land uses in this subarea include offices, medical services, and retail.
- **Subarea 7:** This subarea is bound by Catalina to the north, Katella to the south, Kaylor to the east, and Cherry to the west. Parking supply is both on-street and off-street. The Los Alamitos Medical Center and other medical uses encompass this subarea.
- **Subarea 8:** This subarea is bound by Kaylor, Catalina, Kyle, Florista, Bloomfield, and Katella. Parking supply is both on-street and off-street, including a parking structure at Kyle and Florista. Uses in this subarea are primarily medical.
- **Subarea 9:** This subarea is bound by Cherry, Catalina, Kyle, Florista, and Bloomfield and extends to the northern edge of the study area. Parking supply is both on-street and off-street. Land uses in this subarea are primarily industrial.

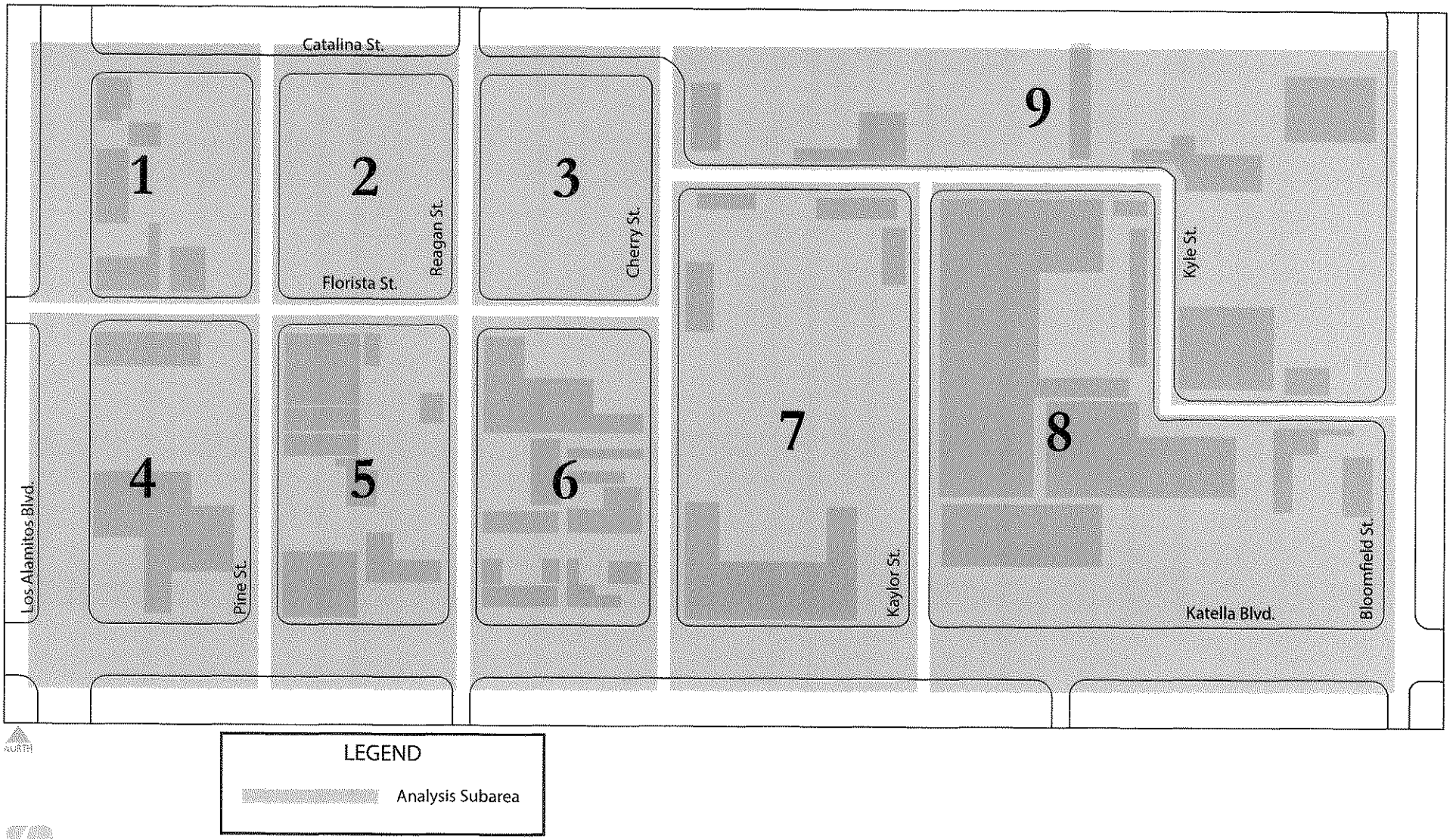


Figure 4
Analysis Subareas

Table 1 summarizes daily peak demand for on-street, off-street, and total parking spaces for the study area as well as each subarea. Within the study area, daily demand peaks at 61% at noon. Off-street and on-street parking demand peak between 11:00AM and 2:00PM. However, some subareas experience significantly higher peak demand. For example, Subarea 4 has 85% peak occupancy for off-street spaces and 86% peak occupancy for on-street spaces. On-street parking in Subarea 5 is 93% occupied at 11:00AM while on-street parking in Subarea 8 is 93% occupied at 11:00AM and 2:00PM. Within the study area as well as most Subareas, on-street parking experiences higher peak demand. Across the study area and all Subareas, peak demand for all parking types takes place between 10:00AM and 3:00PM.

Table 1: Daily Peak Parking Demand

	Off-Street		On-Street		All Spaces	
Subarea	**Demand**	**Time**	**Demand**	**Subarea**	**Demand**	**Time**
1	68%	11:00AM	68%	12:00PM	66%	11:00AM
2			77%	10:00AM	77%	10:00AM
3			67%	10:00AM	67%	10:00AM
4	85%	1:00PM	86%	12:00PM	83%	1:00PM
5	55%	12:00PM	93%	11:00AM	63%	11:00AM
6	79%	11:00AM	79%	2:00PM	78%	11:00AM
7	73%	3:00PM	91%	2:00PM	76%	3:00PM
8	57%	2:00PM	93%	11:00AM 2:00PM	58%	2:00PM
9	59%	1:00PM	85%	1:00PM	63%	1:00PM
Total Study Area	59%	12:00PM 2:00PM	74%	11:00AM 12:00PM	61%	12:00PM

NOTE: "Total Study Area" peak parking demand combines parking supply and occupancy from all subareas across the study area to obtain demand.
"Total Study Area" peak occupancy percentage is **not** an average of all subarea percentages.

Table 2 summarizes peak demand in the study area and each subarea from 9:00AM to 12:00PM. Peak occupancy in this time period remains above 60% for the study area and all subareas except for Subarea 8.

Table 2: AM Peak Parking Demand (9AM-12PM)

	Off-Street		On-Street		All Spaces	
Subarea	**Demand**	**Time**	**Demand**	**Subarea**	**Demand**	**Time**
1	68%	11:00AM	68%	12:00PM	66%	11:00AM
2			77%	10:00AM	77%	10:00AM
3			67%	10:00AM	67%	10:00AM
4	81%	12:00PM	86%	12:00PM	83%	12:00PM
5	55%	12:00PM	93%	11:00AM	63%	11:00AM
6	79%	11:00AM	75%	12:00PM	78%	11:00AM
7	68%	11:00AM	83%	11:00AM 12:00PM	72%	11:00AM
8	56%	12:00PM	93%	11:00AM	57%	12:00PM
9	59%	11:00AM	80%	9:00AM 12:00PM	62%	11:00AM 12:00PM
Total Study Area	59%	12:00PM	74%	11:00AM 12:00PM	61%	12:00PM

Table 3 summarizes peak demand in the study area and each subarea from 1:00PM to 4:00PM. For subareas to the east of the study area (Subareas 7, 8, and 9), afternoon peak demand is higher than the morning. For subareas to the west of the study area, afternoon occupancy is generally lower. The lowest peak demand for this time period occurs in Subarea 3, with 44% on-street parking occupancy.

Table 3: Afternoon Peak Parking Demand (1PM-4PM)

	Off-Street		On-Street		All Spaces	
Subarea	**Demand**	**Time**	**Demand**	**Subarea**	**Demand**	**Time**
1	60%	2:00PM 3:00PM	58%	3:00PM	59%	3:00PM
2			61%	2:00PM	61%	2:00PM
3			44%	4:00PM	44%	4:00PM
4	85%	1:00PM	83%	4:00PM	83%	1:00PM
5	51%	3:00PM	68%	1:00PM	53%	1:00PM
6	63%	2:00PM	79%	2:00PM	66%	2:00PM
7	73%	3:00PM	91%	2:00PM	76%	3:00PM
8	57%	2:00PM	93%	2:00PM	58%	2:00PM
9	59%	1:00PM	85%	1:00PM	63%	1:00PM
Total Study Area	59%	2:00PM	69%	2:00PM	60%	2:00PM

Table 4 summarizes demand in the study area and each subarea from 5:00PM to 8:00PM. Demand drops significantly in the study area as well as most subareas. Demand for parking in the eastern half of the study area—generally serving medical and industrial employees—is underutilized. The only subarea with demand exceeding 70% is Subarea 4 (77%). Off-street parking demand for this subarea, due to nighttime diners, is 81% at 6:00PM.

Table 4: PM Peak Parking Demand (5PM-8PM)

	Off-Street		On-Street		All Spaces	
Subarea	**Demand**	**Time**	**Demand**	**Subarea**	**Demand**	**Time**
1	43%	5:00PM	47%	5:00PM	45%	5:00PM
2			32%	5:00PM	32%	5:00PM
3			48%	5:00PM	48%	5:00PM
4	81%	6:00PM	72%	5:00PM	77%	6:00PM
5	31%	5:00PM	46%	5:00PM	35%	5:00PM
6	21%	5:00PM	59%	8:00PM	26%	5:00PM
7	40%	5:00PM	52%	8:00PM	40%	6:00PM
8	24%	5:00PM	60%	5:00PM	25%	5:00PM
9	39%	5:00PM	49%	5:00PM	41%	5:00PM
Total Study Area	30%	5:00PM	49%	5:00PM	33%	5:00PM

CONCLUSIONS & RECOMMENDATIONS

Based on the supply and occupancy data and analysis, the following conclusions can be made regarding parking demand in the study area:

- Some street segments in the study area experience high demand throughout the day. These include portions of Catalina Street, Cherry Street, Reagan Street, Florista Street, and Pine Street.
- On-street parking experiences higher peak demand than off-street facilities within the study area as well as most subareas.
- Subarea 4 (southwest corner of the study area serving retail and dining) has the highest daily peak occupancy for the whole study area – 83% at 1:00PM. This subarea also has the highest off-street parking peak demand – 85% at 1:00PM.
- The southern and eastern parts of the study area experienced daily on-street peak demand above 80%.
- Off-street peak demand for subareas 5, 8, and 9 remained below 60% throughout the entire observed day.
- Demand across the entire study area is highest before 1:00PM and lowest after 4:00PM.
- In the evening, parking is underutilized in some portions of the study area. Highest demand during this time period occurs in the southwest of the study area (Subarea 4), most likely due to evening diners.
- Segments with the highest on-street demand include Catalina Street between Cherry and Kyle, Cherry Street south of Florista and Catalina, and Reagan Street south of Florista.
- On-street parking on Los Alamitos Boulevard and on the north side of Katella Avenue is generally underutilized for the entire day.
- Occupancy in the medical center structure does not exceed 50%.
- Parking in the east study area generally experiences highest demand during normal business hours serving medical and industrial land uses. Parking to the west of the study area general experiences highest demand in the late morning and early afternoon, which reflects the presence of several restaurants in this area.

Several street segments in the study area consistently experience high demand above 80% multiple times throughout the day:

- Catalina Street between Cherry and Kyle
- Cherry Street south of Florista and Catalina
- Reagan Street south of Florista
- Florista Street east of Pine
- Pine Street south of Florista

We recommend installing parking meters on these segments to increase turnover and facilitate parking to off-street lots. However, parking meter installation on these streets may increase parking on streets with currently excess capacity, such as Los Alamitos Boulevard. We recommend monitoring other surrounding streets for increased demand and the need for parking meter installation in the future.

We hope you find this information helpful. If you have any questions, comments, or require additional information, please contact Michael Sahimi at m.sahimi@fehrandpeers.com or at 714-941-8785.

APPENDIX A: PARKING INVENTORY SHEETS

Prepared by National Data & Surveying Services

PARKING STUDY

Surface Lots - Supply & Occupancy

Project #: 15-1093
City: Los Alamitos

Day: Wednesday
Date: 4/15/2015

TIME	(Private) LOT 1 Regular	♿	TOTAL		(Private) LOT 2 Regular		(Private) LOT 3 Regular	♿	TOTAL		(Private) LOT 4 Regular	♿	TOTAL		(Private) LOT 5 Regular	♿	TOTAL		(Private) LOT 6 Regular	♿	TOTAL		(Private) LOT 7 Regular	♿	TOTAL		(Private) LOT 8 Regular		(Private) LOT 9 Regular	♿	TOTAL	
Spaces	15	1	16		6		25	2	27		25	2	27		18	1	19		36	2	38		109	9	118		75		4	1	5	
9:00 AM	5	0	5	31%	4	67%	10	1	11	41%	14	0	14	52%	17	1	18	95%	14	0	14	37%	56	3	59	50%	26	35%	2	0	2	40%
10:00 AM	6	0	6	38%	6	100%	14	1	15	56%	16	0	16	59%	14	1	15	79%	19	0	19	50%	75	5	80	68%	38	51%	2	0	2	40%
11:00 AM	7	0	7	44%	6	100%	20	1	21	78%	17	0	17	63%	13	1	14	74%	20	0	20	53%	56	6	62	53%	43	57%	2	1	3	60%
12:00 PM	10	0	10	63%	6	100%	14	0	14	52%	16	0	16	59%	13	1	14	74%	34	1	35	92%	88	4	92	78%	44	59%	2	0	2	40%
1:00 PM	4	1	5	31%	5	83%	14	1	15	56%	13	0	13	48%	11	0	11	58%	31	2	33	87%	93	6	99	84%	47	63%	0	0	0	0%
2:00 PM	9	0	9	56%	5	83%	15	0	15	56%	14	1	15	56%	13	0	13	68%	22	0	22	58%	86	5	91	77%	39	52%	1	0	1	20%
3:00 PM	5	0	5	31%	5	83%	15	1	16	59%	13	1	14	52%	16	1	17	89%	21	2	23	61%	67	6	73	62%	45	60%	1	0	1	20%
4:00 PM	4	0	4	25%	4	67%	14	0	14	52%	8	0	8	30%	12	0	12	63%	21	0	21	55%	61	4	65	55%	38	51%	1	0	1	20%
5:00 PM	5	0	5	31%	4	67%	14	0	14	52%	9	1	10	37%	8	0	8	42%	28	0	28	74%	75	4	79	67%	38	51%	0	0	0	0%
6:00 PM	5	1	6	38%	1	17%	11	0	11	41%	7	0	7	26%	3	0	3	16%	28	2	30	79%	92	5	97	82%	25	33%	0	0	0	0%
7:00 PM	1	0	1	6%	0	0%	9	0	9	33%	2	0	2	7%	0	0	0	0%	26	0	26	68%	70	5	75	64%	17	23%	0	0	0	0%
8:00 PM	2	0	2	13%	0	0%	6	0	6	22%	1	0	1	4%	0	0	0	0%	19	0	19	50%	63	4	67	57%	10	13%	0	0	0	0%

TIME	(Public) LOT 10 Regular		(Private) LOT 11 Regular	♿	TOTAL		(Private) LOT 12 Regular	♿	TOTAL		(Private) LOT 13 Regular	♿	TOTAL		(Private) LOT 14 Regular	♿	TOTAL		(Private) LOT 15 Regular		(Private) LOT 16 Regular	Compact	♿	TOTAL	
Spaces	25		5	2	7		20	1	21		14	1	15		38	2	40		13		60	26	6	92	
9:00 AM	18	72%	2	1	3	43%	7	0	7	33%	9	0	9	60%	6	0	6	15%	4	31%	59	24	6	89	97%
10:00 AM	22	88%	5	2	7	100%	10	0	10	48%	11	0	11	73%	6	1	7	18%	5	38%	60	26	6	92	100%
11:00 AM	23	92%	5	2	7	100%	10	0	10	48%	11	0	11	73%	7	0	7	18%	6	46%	57	24	6	87	95%
12:00 PM	22	88%	5	2	7	100%	8	0	8	38%	11	0	11	73%	10	1	11	28%	6	46%	38	7	4	49	53%
1:00 PM	21	84%	4	1	5	71%	6	0	6	29%	7	0	7	47%	7	0	7	18%	6	46%	41	9	5	55	60%
2:00 PM	23	92%	4	0	4	57%	8	0	8	38%	10	0	10	67%	9	0	9	23%	2	15%	48	16	4	68	74%
3:00 PM	22	88%	3	0	3	43%	6	0	6	29%	11	0	11	73%	13	0	13	33%	2	15%	44	17	6	67	73%
4:00 PM	18	72%	1	0	1	14%	0	1	1	5%	7	0	7	47%	9	0	9	23%	2	15%	30	13	3	46	50%
5:00 PM	15	60%	1	0	1	14%	1	0	1	5%	2	0	2	13%	5	0	5	13%	1	8%	11	5	0	16	17%
6:00 PM	13	52%	1	0	1	14%	1	0	1	5%	3	0	3	20%	0	0	0	0%	1	8%	3	1	0	4	4%
7:00 PM	12	48%	3	0	3	43%	0	0	0	0%	3	0	3	20%	1	0	1	3%	12	92%	3	1	0	4	4%
8:00 PM	8	32%	2	0	2	29%	0	0	0	0%	2	0	2	13%	1	0	1	3%	8	62%	4	7	0	11	12%

TIME	LOT 17 (Private)							LOT 18 (Private)		LOT 19 (Private)		LOT 20 (Private)				LOT 21 (Private)				LOT 22 (Private)						LOT 23 (Private)		LOT 24 (Private)		
	Regular	♿	Reserved	Patient Pick-Up/ Drop-Off	Doctors Only	TOTAL		Regular		Regular		Regular	Illegal	TOTAL		Regular	♿	Reserved	TOTAL	Regular	Compact	♿	TOTAL			TOTAL		Regular	♿	TOTAL	
Spaces	**32**	**5**	**1**	**2**	**8**	**48**		**15**		**13**		**15**	**7**	**22**		**28**	**3**	**1**	**32**	**2**	**2**	**1**	**5**		**4**			**14**	**1**	**15**	
9:00 AM	32	2	1	0	6	**41**	85%	14	93%	5	38%	15	7	**22**	100%	16	1	1	**18**	56%	1	1	0	**2**	40%	4	100%	3	0	**3**	20%
10:00 AM	28	4	1	1	5	**39**	81%	15	100%	6	46%	15	7	**22**	100%	16	2	1	**19**	59%	1	1	0	**2**	40%	4	100%	3	0	**3**	20%
11:00 AM	30	3	1	2	6	**42**	88%	15	100%	6	46%	15	7	**22**	100%	17	2	1	**20**	63%	2	1	0	**3**	60%	4	100%	4	0	**4**	27%
12:00 PM	28	2	1	2	4	**37**	77%	14	93%	6	46%	11	5	**16**	73%	13	0	0	**13**	41%	0	1	0	**1**	20%	3	75%	9	0	**9**	60%
1:00 PM	27	2	1	0	5	**35**	73%	11	73%	9	69%	11	6	**17**	77%	12	0	0	**12**	38%	1	0	0	**1**	20%	3	75%	9	0	**9**	60%
2:00 PM	25	2	1	0	6	**34**	71%	12	80%	7	54%	8	4	**12**	55%	16	0	0	**16**	50%	0	0	0	**0**	0%	4	100%	6	0	**6**	40%
3:00 PM	22	3	1	0	6	**32**	67%	14	93%	6	46%	5	3	**8**	36%	18	0	0	**18**	56%	2	0	0	**2**	40%	4	100%	9	0	**9**	60%
4:00 PM	10	2	0	1	6	**19**	40%	13	87%	5	38%	2	0	**2**	9%	10	0	0	**10**	31%	0	0	0	**0**	0%	2	50%	5	0	**5**	33%
5:00 PM	8	1	0	0	5	**14**	29%	5	33%	3	23%	2	0	**2**	9%	3	0	0	**3**	9%	0	0	0	**0**	0%	1	25%	5	0	**5**	33%
6:00 PM	1	0	0	0	3	**4**	8%	7	47%	2	15%	2	0	**2**	9%	3	0	0	**3**	9%	0	0	0	**0**	0%	0	0%	7	0	**7**	47%
7:00 PM	1	0	0	0	2	**3**	6%	10	67%	0	0%	2	0	**2**	9%	2	0	0	**2**	6%	0	0	0	**0**	0%	0	0%	4	0	**4**	27%
8:00 PM	1	0	0	0	1	**2**	4%	13	87%	0	0%	1	0	**1**	5%	1	0	0	**1**	3%	0	0	0	**0**	0%	0	0%	4	0	**4**	27%

TIME	LOT 25 (Private)				LOT 26 (Private)				LOT 27 (Private)					LOT 28 (Private)				LOT 29 (Private)	LOT 30 (Private)	LOT 31 (Private)				
	Regular	♿	TOTAL		Regular	Compact	♿	TOTAL		Regular	♿	Reserved	Reserved Parking for Cancer Angels	TOTAL		Regular	♿	TOTAL		Private Parking	3792 parking only	Regular	♿	Emergency Room	Vendor Parking	TOTAL	
Spaces	**7**	**1**	**8**		**9**	**3**	**1**	**13**		**2**	**1**	**1**	**5**	**9**		**6**	**1**	**7**		**9**	**8**	**72**	**23**	**21**	**3**	**119**	
9:00 AM	3	0	**3**	38%	7	1	0	**8**	62%	2	0	0	4	**6**	67%	4	0	**4**	57%	3	33% 0	n/a	35	16	8	0	**59**	50%
10:00 AM	2	0	**2**	25%	4	1	1	**6**	46%	2	0	1	4	**7**	78%	5	0	**5**	71%	3	33% 0	n/a	48	22	11	0	**81**	68%
11:00 AM	2	0	**2**	25%	5	1	1	**7**	54%	2	0	1	4	**7**	78%	4	0	**4**	57%	4	44% 0	n/a	49	22	12	0	**83**	70%
12:00 PM	1	0	**1**	13%	3	1	0	**4**	31%	2	0	1	5	**8**	89%	3	0	**3**	43%	2	22% 0	n/a	34	22	19	1	**76**	64%
1:00 PM	3	0	**3**	38%	3	2	1	**6**	46%	2	0	1	5	**8**	89%	2	0	**2**	29%	4	44% 0	n/a	45	22	17	1	**85**	71%
2:00 PM	4	0	**4**	50%	3	2	0	**5**	38%	2	0	1	4	**7**	78%	4	0	**4**	57%	3	33% 0	n/a	51	22	14	0	**87**	73%
3:00 PM	2	0	**2**	25%	2	0	0	**2**	15%	2	0	1	3	**6**	67%	4	1	**5**	71%	5	56% 0	n/a	51	18	20	0	**89**	75%
4:00 PM	4	0	**4**	50%	2	1	0	**3**	23%	2	0	1	3	**6**	67%	3	0	**3**	43%	4	44% 0	n/a	29	12	19	0	**60**	50%
5:00 PM	3	0	**3**	38%	2	1	0	**3**	23%	2	0	1	3	**6**	67%	1	0	**1**	14%	2	22% 0	n/a	23	10	15	0	**48**	40%
6:00 PM	1	0	**1**	13%	0	1	0	**1**	8%	2	1	0	4	**7**	78%	0	0	**0**	0%	1	11% 0	n/a	23	8	15	0	**46**	39%
7:00 PM	1	0	**1**	13%	0	1	0	**1**	8%	2	1	0	4	**7**	78%	0	0	**0**	0%	3	33% 0	n/a	22	7	12	0	**41**	34%
8:00 PM	1	0	**1**	13%	0	1	0	**1**	8%	2	1	0	4	**7**	78%	0	0	**0**	0%	3	33% 0	n/a	22	6	12	0	**40**	34%

Note: Lot 30 spaces were blocked by a container.

TIME	(Private) LOT 32 Regular Staff	Regular Doctors	♿	♿ (Van Only)	Charging Only	TOTAL		(Private) LOT 33 Private Parking		(Private) LOT 34 Private Parking		(Private) LOT 35 Regular	♿	Clean Air Pool	Pharmacy	Urgent	White Zone Curb	TOTAL		(Private) LOT 36 Regular	♿	Patient Only	TOTAL		(Private) LOT 37 Regular	Visitor	TOTAL	
Spaces	**262**	**108**	**8**	**1**	**1**	**380**		**9**		**19**		**53**	**12**	**5**	**6**	**4**		**80**		**28**	**1**	**4**	**33**		**20**	**2**	**22**	
9:00 AM	251	86	4	1	0	**342**	90%	4	44%	4	21%	31	8	2	1	2	0	**44**	55%	20	0	3	**23**	70%	20	2	**22**	100%
10:00 AM	262	84	5	1	0	**352**	93%	6	67%	5	26%	50	12	5	2	3	2	**74**	93%	19	1	1	**21**	64%	20	2	**22**	100%
11:00 AM	262	94	5	1	1	**363**	96%	7	78%	7	37%	52	11	5	2	3	0	**73**	91%	24	1	4	**29**	88%	19	1	**20**	91%
12:00 PM	254	83	6	1	1	**345**	91%	8	89%	11	58%	53	10	5	3	3	1	**75**	94%	21	1	4	**26**	79%	15	1	**16**	73%
1:00 PM	258	72	8	1	1	**340**	89%	9	100%	12	63%	53	12	4	3	4	3	**79**	99%	22	1	3	**26**	79%	19	1	**20**	91%
2:00 PM	262	82	8	1	1	**354**	93%	9	100%	14	74%	53	12	5	3	1	2	**76**	95%	23	1	3	**27**	82%	19	1	**20**	91%
3:00 PM	240	65	7	1	1	**314**	83%	9	100%	12	63%	53	9	3	3	1	0	**69**	86%	22	1	2	**25**	76%	19	2	**21**	95%
4:00 PM	179	62	7	1	1	**250**	66%	9	100%	11	58%	42	7	2	2	3	1	**57**	71%	22	1	2	**25**	76%	18	1	**19**	86%
5:00 PM	124	42	3	0	0	**169**	44%	7	78%	11	58%	37	2	1	1	4	0	**45**	56%	13	0	3	**16**	48%	7	0	**7**	32%
6:00 PM	128	26	1	0	0	**155**	41%	6	67%	9	47%	34	2	3	1	4	0	**44**	55%	3	0	0	**3**	9%	0	0	**0**	0%
7:00 PM	130	12	0	0	0	**142**	37%	5	56%	7	37%	27	1	3	1	4	0	**36**	45%	0	0	0	**0**	0%	0	0	**0**	0%
8:00 PM	87	10	0	0	0	**97**	26%	5	56%	8	42%	33	1	3	1	3	0	**41**	51%	1	0	0	**1**	3%	0	0	**0**	0%

TIME	(Private) LOT 38 Regular	Reserved 6 AM-6 PM	♿	TOTAL		(Private) LOT 39 Reserved/ Assigned	♿	Visitor	TOTAL		(Private) LOT 40 Regular	Professional Breaking	TOTAL		(Private) LOT 41 Regular	Reserved	Tenant Parking	TOTAL		(Private) LOT 42 Regular	♿	Triple R Company	Reserved	TOTAL		(Private) LOT 43 TOTAL	
Spaces	**16**	**7**	**3**	**26**		**26**	**2**	**6**	**34**		**19**	**12**	**31**		**48**	**2**	**3**	**53**		**51**	**1**	**10**	**15**	**77**		**80**	
9:00 AM	16	6	2	**24**	92%	20	0	1	**21**	62%	14	8	**22**	71%	26	1	0	**27**	51%	29	0	4	11	**44**	57%	**33**	41%
10:00 AM	16	6	2	**24**	92%	21	2	1	**24**	71%	13	10	**23**	74%	25	1	0	**26**	49%	32	1	4	7	**44**	57%	**35**	44%
11:00 AM	16	6	2	**24**	92%	21	2	1	**24**	71%	14	10	**24**	77%	23	1	0	**24**	45%	29	0	4	11	**44**	57%	**37**	46%
12:00 PM	16	6	2	**24**	92%	21	1	3	**25**	74%	12	9	**21**	68%	25	2	0	**27**	51%	34	0	2	11	**47**	61%	**34**	43%
1:00 PM	16	5	2	**23**	88%	20	1	3	**24**	71%	12	9	**21**	68%	26	2	0	**28**	53%	33	0	5	12	**50**	65%	**34**	43%
2:00 PM	16	6	2	**24**	92%	21	2	3	**26**	76%	13	9	**22**	71%	24	2	0	**26**	49%	25	0	4	12	**41**	53%	**40**	50%
3:00 PM	14	6	1	**21**	81%	24	2	3	**29**	85%	11	9	**20**	65%	28	2	0	**30**	57%	26	0	4	10	**40**	52%	**38**	48%
4:00 PM	13	4	1	**18**	69%	18	2	1	**21**	62%	14	10	**24**	77%	25	2	0	**27**	51%	25	0	4	8	**37**	48%	**31**	39%
5:00 PM	11	3	1	**15**	58%	14	2	1	**17**	50%	14	4	**18**	58%	22	0	1	**23**	43%	19	0	8	7	**34**	44%	**14**	18%
6:00 PM	6	3	0	**9**	35%	24	0	6	**30**	88%	11	3	**14**	45%	21	0	0	**21**	40%	20	0	8	7	**35**	45%	**11**	14%
7:00 PM	6	5	0	**11**	42%	24	0	6	**30**	88%	9	2	**11**	35%	18	0	0	**18**	34%	13	0	8	7	**28**	36%	**12**	15%
8:00 PM	5	3	0	**8**	31%	23	0	5	**28**	82%	8	2	**10**	32%	17	0	0	**17**	32%	19	0	8	8	**35**	45%	**2**	3%

(Private)

TIME	LOT 44			
	Regular	♿	TOTAL	
Spaces	16	1	17	
9:00 AM	8	1	9	53%
10:00 AM	8	1	9	53%
11:00 AM	10	1	11	65%
12:00 PM	9	0	9	53%
1:00 PM	8	1	9	53%
2:00 PM	8	1	9	53%
3:00 PM	7	1	8	47%
4:00 PM	4	0	4	24%
5:00 PM	3	0	3	18%
6:00 PM	3	0	3	18%
7:00 PM	3	0	3	18%
8:00 PM	3	0	3	18%

Prepared by National Data & Surveying Services

PARKING STUDY

Parking Structure - Supply & Occupancy

Project #: 15-1093
City: Los Alamitos

Day: Wednesday
Date: 4/15/2015

TIME	LEVEL 1					LEVEL 2		LEVEL 3		LEVEL 4			LEVEL 5							LEVEL 6		TOTAL	
	Regular	♿	Clean Air	Radiation Therapy	Illegal	Regular	Motorcycle	Regular	Motorcycle	Regular	Doctor	Motorcycle	Regular	Doctor	Electric Vehicle	Electric Vehicle Doctor Parking	Vanpool Clean Air	Doctor Vanpool Clean Air	Motorcycle	Regular	Volunteer		
Spaces	**92**	**21**	**68**	**6**		**185**	**6**	**185**	**6**	**145**	**36**	**9**	**112**	**44**	**6**	**5**	**9**	**4**	**6**	**149**	**8**	**1102**	
9:00 AM	57	12	8	1	0	13	0	2	0	0	7	0	8	0	0	1	0	0	0	0	2	**111**	10%
10:00 AM	78	18	25	3	1	29	0	2	0	0	12	0	22	7	0	1	2	0	0	12	4	**216**	20%
11:00 AM	67	18	56	3	1	40	0	3	0	1	15	0	74	11	2	1	3	0	0	57	7	**359**	33%
12:00 PM	81	19	58	3	1	47	0	3	0	0	18	0	98	11	5	3	3	0	0	93	5	**448**	41%
1:00 PM	79	19	43	3	0	32	0	2	0	0	11	0	108	9	6	3	5	0	0	113	5	**438**	40%
2:00 PM	77	19	36	2	0	29	0	2	0	0	7	0	112	9	6	3	6	0	0	126	1	**435**	39%
3:00 PM	53	16	28	1	0	22	0	2	0	0	9	0	103	5	4	3	6	0	0	69	1	**322**	29%
4:00 PM	41	8	22	1	0	19	0	2	0	1	6	0	62	5	1	3	6	0	0	41	0	**218**	20%
5:00 PM	35	3	13	0	0	14	0	2	0	0	5	0	25	4	1	3	4	0	0	27	0	**136**	12%
6:00 PM	34	2	8	0	0	12	0	2	0	0	2	0	12	1	1	2	0	0	0	10	0	**86**	8%
7:00 PM	12	0	10	0	0	6	0	2	0	0	1	0	10	1	1	2	0	0	0	9	0	**54**	5%
8:00 PM	15	0	8	0	0	6	0	1	0	0	1	0	9	0	1	2	0	0	0	6	0	**49**	4%

Prepared by National Data & Surveying Services

PARKING STUDY

Street Parking - Supply

Project #: 15-1093
City: Los Alamitos

Day: Wednesday
Date: 4/15/2015

LOS ALAMITOS BOULEVARD

TIME	From Katella Ave to Florista St		From Florista St to Catalina St		
	EAST SIDE	WEST SIDE	EAST SIDE		WEST SIDE
	Red Curb	Unmarked Parallel	Unmarked Parallel	Green Curb Unmarked Parallel	Unmarked Parallel
Restrictions	No Parking Any Time	2 hr parking 7am-3pm except Sunday	2 hr parking 7am-3pm except Sunday	2 hr parking 7am-3pm except Sunday	2 hr parking 7am-3pm except Sunday
Spaces		7	7	4	11
9:00 AM		1	1	1	5
10:00 AM		1	2	2	8
11:00 AM		2	4	1	7
12:00 PM		2	3	1	9
1:00 PM		0	3	1	6
2:00 PM		0	4	0	8
3:00 PM		0	5	1	7
4:00 PM		0	3	0	6
5:00 PM		0	3	0	6
6:00 PM		0	3	0	5
7:00 PM		0	2	0	7
8:00 PM		0	1	0	5

PINE STREET

TIME	From Katella Ave to Florista St					From Florista St to Catalina St		
	EAST SIDE		WEST SIDE			EAST SIDE		WEST SIDE***
	Marked 45°	Green Curb Marked 45°	Marked Perpendicular	Handicapped Marked Perpendicular	Unmarked Parallel	Unmarked Parallel	Yellow Curb Unmarked Parallel	Unmarked Parallel
Restrictions	No restrictions	No restrictions	No restrictions	No restrictions	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking vehicles that are ≥ 22 ft. 2am-6am. No parking 11am-2pm 2nd/4th Tuesday of the month	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking vehicles that are ≥ 22 ft. 2am-6am. No parking 11am-2pm 2nd/4th Tuesday of the month***	Parking permit required 6am-6pm Mon-Fri and -6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month.
Spaces	10	9	34	2	3	17	1	14
9:00 AM	6	6	14	0	1	14	0	7
10:00 AM	6	8	17	0	2	17	0	10
11:00 AM	9	8	25	1	1	13	1	8
12:00 PM	7	9	34	1	1	11	0	10
1:00 PM	5	7	30	2	3	11	0	6
2:00 PM	5	5	27	1	1	10	0	5
3:00 PM	6	4	33	2	2	8	0	7
4:00 PM	3	7	34	2	0	7	0	8
5:00 PM	3	9	28	1	1	6	0	9
6:00 PM	2	4	25	1	2	7	0	9
7:00 PM	2	3	26	1	1	7	0	10
8:00 PM	1	2	16	0	0	7	0	8

*** Denotes "Private" Parking

REAGAN STREET

TIME	From Katella Ave to Florista St						From Florista St to Catalina St	
	EAST SIDE			WEST SIDE			EAST SIDE***	WEST SIDE***
	Unmarked Parallel	Yellow Curb Unmarked Parallel	Marked 45°	Green Curb Marked 45°	Marked 45°	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel
Restrictions	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	Loading	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month	1 hr parking. No parking 11am-2pm 1st/3rd Tuesday of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 1st/3rd tues of the month	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 1st/3rd tues of the month	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 2nd/4th Tuesday of the month. No parking Vehicles that are ≥ 22 ft	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 2nd/4th Tuesday of the month. No parking Vehicles that are ≥ 22 ft
Spaces	5	1	14	2	10	2	10	14
9:00 AM	3	1	13	1	6	2	6	7
10:00 AM	1	1	14	2	7	1	10	8
11:00 AM	3	0	14	2	8	2	9	7
12:00 PM	1	1	12	2	6	2	5	6
1:00 PM	2	0	10	1	5	1	2	4
2:00 PM	3	0	14	2	8	1	3	7
3:00 PM	1	1	13	1	8	1	2	8
4:00 PM	0	1	8	2	5	1	4	6
5:00 PM	1	1	6	0	6	0	9	5
6:00 PM	2	0	6	0	6	0	5	7
7:00 PM	4	0	12	2	10	2	6	7
8:00 PM	2	2	14	2	10	2	6	8

CHERRY STREET

TIME	From Katella Ave to Catalina St (S)			From Katella Ave to Florista St		From Catalina St (S) to Catalina St (N)	From Florista St to Catalina St (N)
	EAST SIDE			WEST SIDE		EAST SIDE	WEST SIDE***
	Unmarked Parallel	Marked 45°	Yellow Curb Unmarked Parallel	Marked 45°	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel
Restrictions	2 hr parking Mon-Fri 9am-6pm	2 hr parking Mon-Fri 9am-6pm	Truck loading and unloading zone only 20 min	2 hr parking Mon-Fri 9am-6pm except Sunday	2 hr parking Mon-Fri 9am-6pm except Sunday/ White curb passenger loading (NP)/2 hr parking Mon-Fri 9am-6pm except Sunday	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month
Spaces	3	20	2	6	5	5	14
9:00 AM	1	16	1	5	2	2	9
10:00 AM	2	18	0	5	4	1	11
11:00 AM	1	20	1	5	4	2	8
12:00 PM	2	20	1	6	5	2	8
1:00 PM	3	19	2	6	3	2	9
2:00 PM	3	20	0	6	3	2	8
3:00 PM	3	18	1	5	3	1	7
4:00 PM	3	19	1	6	3	1	9
5:00 PM	1	8	0	4	1	1	7
6:00 PM	0	16	0	6	3	0	8
7:00 PM	0	17	0	6	2	0	9
8:00 PM	1	20	0	6	3	0	8

Prepared by National Data & Surveying Services

PARKING STUDY

Street Parking

Project #: 15-1093
City: Los Alamitos

Day: Wednesday
Date: 4/15/2015

KAYLOR STREET

From Katella Ave to Catalina St

TIME	EAST SIDE	WEST SIDE			
	Red Curb	Unmarked Perpendicular	Yellow Curb Unmarked Parallel	Yellow Curb Unmarked Parallel	Red Curb
Restrictions	No parking Fire lane	Private Parking	Truck loading and unloading zone only 20 min	Deliveries only	No parking Fire lane
Spaces		1	2	2	
9:00 AM		0	2	2	
10:00 AM		0	2	2	
11:00 AM		0	2	2	
12:00 PM		0	2	1	
1:00 PM		0	2	2	
2:00 PM		0	2	1	
3:00 PM		0	2	0	
4:00 PM		0	2	1	
5:00 PM		0	1	0	
6:00 PM		0	1	1	
7:00 PM		0	1	0	
8:00 PM		0	1	0	

KYLE STREET

From Florista St to Catalina St

TIME	EAST SIDE
	Unmarked Parallel
Restrictions	No restrictions
Spaces	13
9:00 AM	9
10:00 AM	8
11:00 AM	9
12:00 PM	9
1:00 PM	9
2:00 PM	8
3:00 PM	7
4:00 PM	7
5:00 PM	6
6:00 PM	5
7:00 PM	4
8:00 PM	3

BLOOMFIELD STREET

TIME	From Katella Ave to Florista St		From Florista St to Study Area Boundary		
	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	
				Unmarked Parallel	
Restrictions	No Stopping Any Time	No Stopping Any Time	No Stopping Any Time	2 hr parking 8am-5pm except Sat, Sun, & holidays	No Stopping Any Time
Spaces				10	
9:00 AM				6	
10:00 AM				6	
11:00 AM				6	
12:00 PM				7	
1:00 PM				10	
2:00 PM				9	
3:00 PM				9	
4:00 PM				6	
5:00 PM				3	
6:00 PM				0	
7:00 PM				0	
8:00 PM				0	

CATALINA STREET

TIME	From Los Alamitos to Reagan St	From Los Alamitos Blvd to Pine St	From Pine St to Reagan St	From Reagan St to Cherry St		From Cherry St to Kyle St		From Cherry St to Kaylor St	From Kaylor St to Kyle St
	NORTH SIDE	SOUTH SIDE	SOUTH SIDE	NORTH SIDE ***	SOUTH SIDE ***	NORTH SIDE		SOUTH SIDE	SOUTH SIDE
	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel	Unmarked Parallel	Red Curb	Unmarked Parallel	Unmarked Parallel
Restrictions	No restrictions	No parking 11am-2pm 2nd/4th Tuesday of the month	No parking 11am-2pm 2nd/4th Tuesday of the month	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 2nd/4th Tuesday of the month	No restrictions	No Parking Any Time	No restrictions	No restrictions
Spaces	24	8	9	13	8	18		3	10
9:00 AM	17	5	8	1	6	17		3	9
10:00 AM	16	5	8	1	6	18		2	9
11:00 AM	17	5	7	1	3	18		3	9
12:00 PM	20	3	6	2	4	18		3	9
1:00 PM	18	4	6	2	4	17		3	9
2:00 PM	18	3	9	2	3	18		3	10
3:00 PM	18	2	8	2	3	16		3	9
4:00 PM	13	2	4	2	3	17		3	9
5:00 PM	13	4	1	2	2	16		3	5
6:00 PM	8	3	0	2	2	11		3	6
7:00 PM	5	2	0	2	2	7		3	3
8:00 PM	5	4	0	2	3	7		2	3

Notes: 1) A tractor trailor occuped at least 2 spots on the north side from Reagan St to Cherry St
2) There was construction in a small area on the north side from Cherry St to Kyle St

Prepared by National Data & Surveying Services

PARKING STUDY

Street Parking

Project #: 15-1093
City: Los Alamitos

Day: Wednesday
Date: 4/15/2015

FLORISTA STREET

TIME	From Los Alamitos Blvd to Pine St		From Pine St to Reagan St			From Reagan St to Cherry St		From Kyle St to Bloomfield St	
	NORTH SIDE	SOUTH SIDE	NORTH SIDE***	SOUTH SIDE		NORTH SIDE***	SOUTH SIDE	NORTH SIDE	SOUTH SIDE
	Unmarked Parallel	Marked Perpendicular	Unmarked Parallel	Marked Perpendicular	Green Curb Marked 45°	Unmarked Parallel	Marked 45°	Unmarked Parallel	Unmarked Parallel
Restrictions	No parking 11am-2pm 1st/3rd tuesdays of the month	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month. No parking Vehicles that are ≥ 22 ft. 2am-6am.	1 hour parking. No parking 11am-2pm 2nd/4th Tuesday of the month. No parking vehicles that are ≥ 22ft 2am-6am.	No restrictions	Parking permit required 6am-6pm Mon-Fri and 6am-noon on Saturday. No parking 11am-2pm 1st/3rd Tuesday of the month. No parking Vehicles that are ≥ 22 ft. 2am-6am.	2 hr parking 9am-6pm Mon-Fri. No parking 11am-2pm 2nd/4th Tuesday of the month.	No restrictions	No restrictions
Spaces	8	21	9	14	9	7	17	13	6
9:00 AM	4	9	5	14	6	3	15	11	4
10:00 AM	7	9	7	14	6	7	14	11	4
11:00 AM	7	11	9	14	9	6	15	11	4
12:00 PM	8	12	3	13	9	4	14	11	5
1:00 PM	7	11	1	11	8	3	13	12	4
2:00 PM	6	10	2	10	4	5	14	11	4
3:00 PM	7	7	1	12	1	7	16	11	4
4:00 PM	6	12	0	11	3	5	17	8	3
5:00 PM	3	12	0	8	0	5	7	3	2
6:00 PM	3	9	1	1	0	5	8	1	1
7:00 PM	3	9	2	0	0	5	12	1	1
8:00 PM	1	7	1	0	0	4	13	1	1

Notes: No parking (TEMPORARY) 9 of the 21 spots on the south side from Los Alamitos Blvd to Pine St

KATELLA AVE

TIME	From Los Alamitos Blvd to Pine St		From Pine St to Reagan St		From Reagan St to Cherry St				From Cherry St to Kaylor St		From Kaylor St to Maple St		From Maple St to Bloomfield St	
	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE			SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE
					Green Curb Unmarked Parallel	Unmarked Parallel	Green Curb Unmarked Parallel	Unmarked Parallel	Red Curb	Unmarked Parallel	Red Curb	Unmarked Parallel	Red Curb	
Restrictions	No Parking Any Time	No Parking Any Time	No Parking Any Time	No Parking Any Time	24 min parking 9am-6pm parking	No parking Mon-Fri 12 am-9am	24 min parking 9am-6pm parking	2 hr parking 7am-6pm		2 hr parking 7am-6pm		No restrictions		No restrictions
Spaces					2	2	4	12		13		2		25
9:00 AM					0	1	0	2		11		2		23
10:00 AM					1	0	1	7		10		2		24
11:00 AM					1	0	0	6		9		2		25
12:00 PM					1	1	1	9		9		1		24
1:00 PM					1	0	0	5		8		2		19
2:00 PM					0	2	1	11		13		2		24
3:00 PM					0	0	2	10		13		2		18
4:00 PM					0	0	1	11		9		2		17
5:00 PM					0	0	1	12		4		2		17
6:00 PM					1	1	0	6		1		2		11
7:00 PM					0	0	0	0		0		1		14
8:00 PM					0	0	0	0		0		1		13

Prepared by National Data & Surveying Services

PARKING STUDY

Street Parking - Occupancy

Project #: 15-1093
City: Los Alamitos

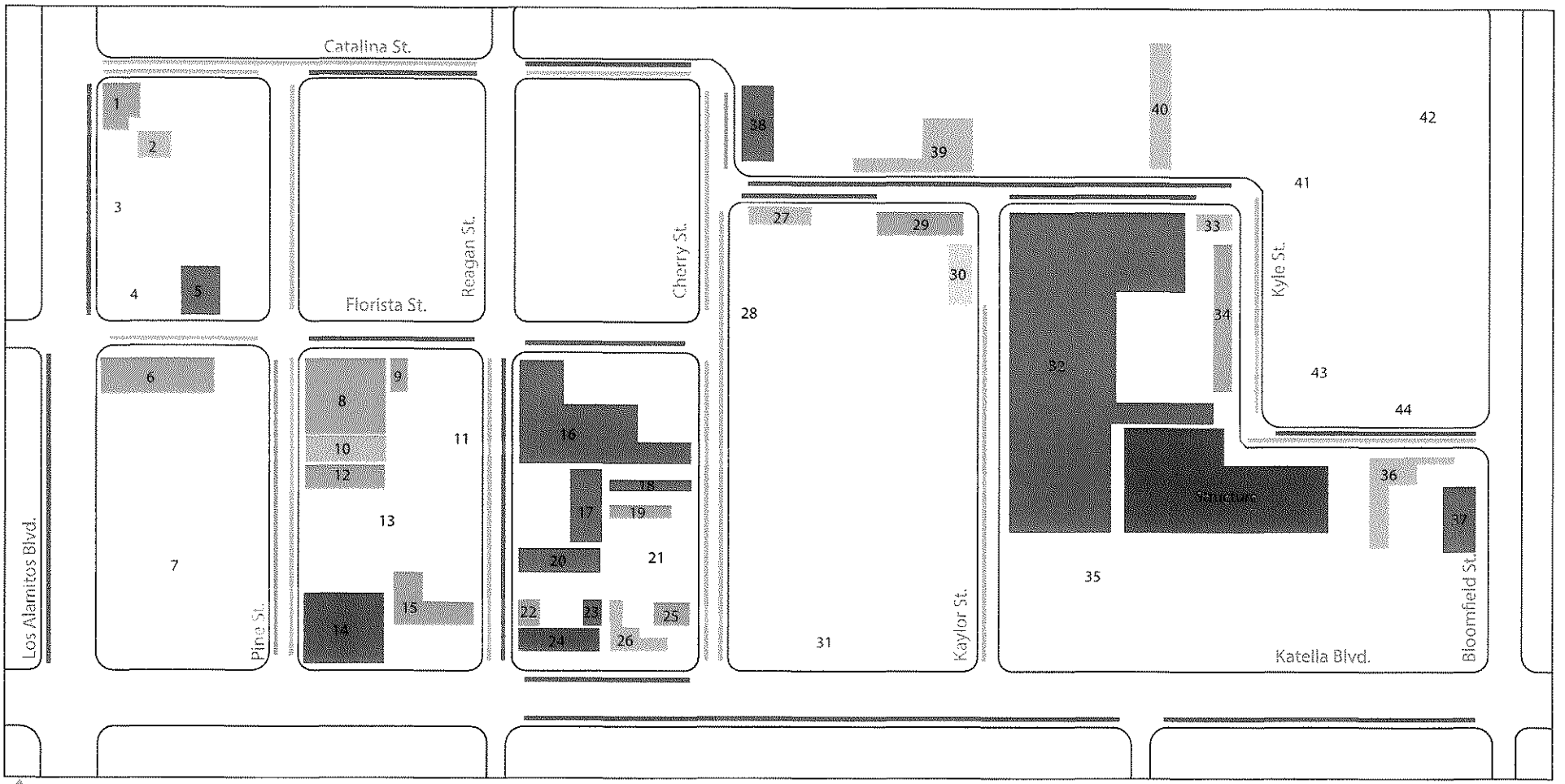
Day: Wednesday
Date: 4/15/2015

TIME	LOS ALAMITOS BOULEVARD			PINE STREET				REAGAN STREET				CHERRY STREET				KAYLOR STREET	KYLE STREET
	Katella to Florista	Florista to Catalina		Katella to Florista		Florista to Catalina		Katella to Florista		Florista to Catalina		Katella to Catalina (S)	Katella to Florista	Catalina (S) to Catalina (N)	Florista to Catalina (N)	Katella to Catalina	Florista to Catalina
	EAST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	EAST SIDE	WEST SIDE	WEST SIDE	EAST SIDE
9:00 AM	14%	18%	45%	63%	38%	78%	50%	85%	64%	60%	50%	72%	64%	40%	64%	80%	69%
10:00 AM	14%	36%	73%	74%	49%	94%	71%	80%	71%	100%	57%	80%	82%	20%	79%	80%	62%
11:00 AM	29%	45%	64%	89%	69%	78%	57%	85%	86%	90%	50%	88%	82%	40%	57%	80%	69%
12:00 PM	29%	36%	82%	84%	92%	61%	71%	70%	71%	50%	43%	92%	100%	40%	57%	60%	69%
1:00 PM	0%	36%	55%	63%	90%	61%	43%	60%	50%	20%	29%	96%	82%	40%	64%	80%	69%
2:00 PM	0%	36%	73%	53%	74%	56%	36%	85%	79%	30%	50%	92%	82%	40%	57%	60%	62%
3:00 PM	0%	55%	64%	53%	95%	44%	50%	75%	71%	20%	57%	88%	73%	20%	50%	40%	54%
4:00 PM	0%	27%	55%	53%	92%	39%	57%	45%	57%	40%	43%	92%	82%	20%	64%	60%	54%
5:00 PM	0%	27%	55%	63%	77%	33%	64%	40%	43%	90%	36%	36%	45%	20%	50%	20%	46%
6:00 PM	0%	27%	45%	32%	72%	39%	64%	40%	43%	50%	50%	64%	82%	0%	57%	40%	38%
7:00 PM	0%	18%	64%	26%	72%	39%	71%	80%	100%	60%	50%	68%	73%	0%	64%	20%	31%
8:00 PM	0%	9%	45%	16%	41%	39%	57%	90%	100%	60%	57%	84%	82%	0%	57%	20%	23%

TIME	BLOOMFIELD STREET	CATALINA STREET								FLORISTA STREET							
	Florista to N. Boundary	Los Alamitos to Reagan	Los Alamitos to Pine	Pine to Reagan	Reagan to Cherry		Cherry to Kyle	Cherry to Kaylor	Kaylor to Kyle	Los Alamitos to Pine		Pine to Reagan		Reagan to Cherry		Kyle to Bloomfield	
	WEST SIDE	NORTH SIDE	SOUTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE	NORTH SIDE	SOUTH SIDE
9:00 AM	60%	71%	63%	89%	8%	75%	94%	100%	90%	50%	75%	56%	87%	43%	88%	85%	67%
10:00 AM	60%	67%	63%	89%	8%	75%	100%	67%	90%	88%	75%	78%	87%	100%	82%	85%	67%
11:00 AM	60%	71%	63%	78%	8%	38%	100%	100%	90%	88%	92%	100%	100%	86%	88%	85%	67%
12:00 PM	70%	83%	38%	67%	15%	50%	100%	100%	90%	100%	100%	33%	96%	57%	82%	85%	83%
1:00 PM	100%	75%	50%	67%	15%	50%	94%	100%	90%	88%	92%	11%	83%	43%	76%	92%	67%
2:00 PM	90%	75%	38%	100%	15%	38%	100%	100%	100%	75%	83%	22%	61%	71%	82%	85%	67%
3:00 PM	90%	75%	25%	89%	15%	38%	89%	100%	90%	88%	58%	11%	57%	100%	94%	85%	67%
4:00 PM	60%	54%	25%	44%	15%	38%	94%	100%	90%	75%	100%	0%	61%	71%	100%	62%	50%
5:00 PM	30%	54%	50%	11%	15%	25%	89%	100%	50%	38%	100%	0%	35%	71%	41%	23%	33%
6:00 PM	0%	33%	38%	0%	15%	25%	61%	100%	60%	38%	75%	11%	4%	71%	47%	8%	17%
7:00 PM	0%	21%	25%	0%	15%	25%	39%	100%	30%	38%	75%	22%	0%	71%	71%	8%	17%
8:00 PM	0%	21%	50%	0%	15%	38%	39%	67%	30%	13%	58%	11%	0%	57%	76%	8%	17%

TIME	KATELLA AVENUE				
	Reagan to Cherry		Cherry to Kaylor	Kaylor to Maple	Maple to Bloomfield
	NORTH SIDE	SOUTH SIDE	SOUTH SIDE	SOUTH SIDE	SOUTH SIDE
9:00 AM	13%	17%	85%	100%	92%
10:00 AM	25%	58%	77%	100%	96%
11:00 AM	13%	50%	69%	100%	100%
12:00 PM	38%	75%	69%	50%	96%
1:00 PM	13%	42%	62%	100%	76%
2:00 PM	38%	92%	100%	100%	96%
3:00 PM	25%	83%	100%	100%	72%
4:00 PM	13%	92%	69%	100%	68%
5:00 PM	13%	100%	31%	100%	68%
6:00 PM	25%	50%	8%	100%	44%
7:00 PM	0%	0%	0%	50%	56%
8:00 PM	0%	0%	0%	50%	52%

APPENDIX B: HOURLY OCCUPANCY FIGURES



NORTH

LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B1
Parking Occupancy 9:00AM

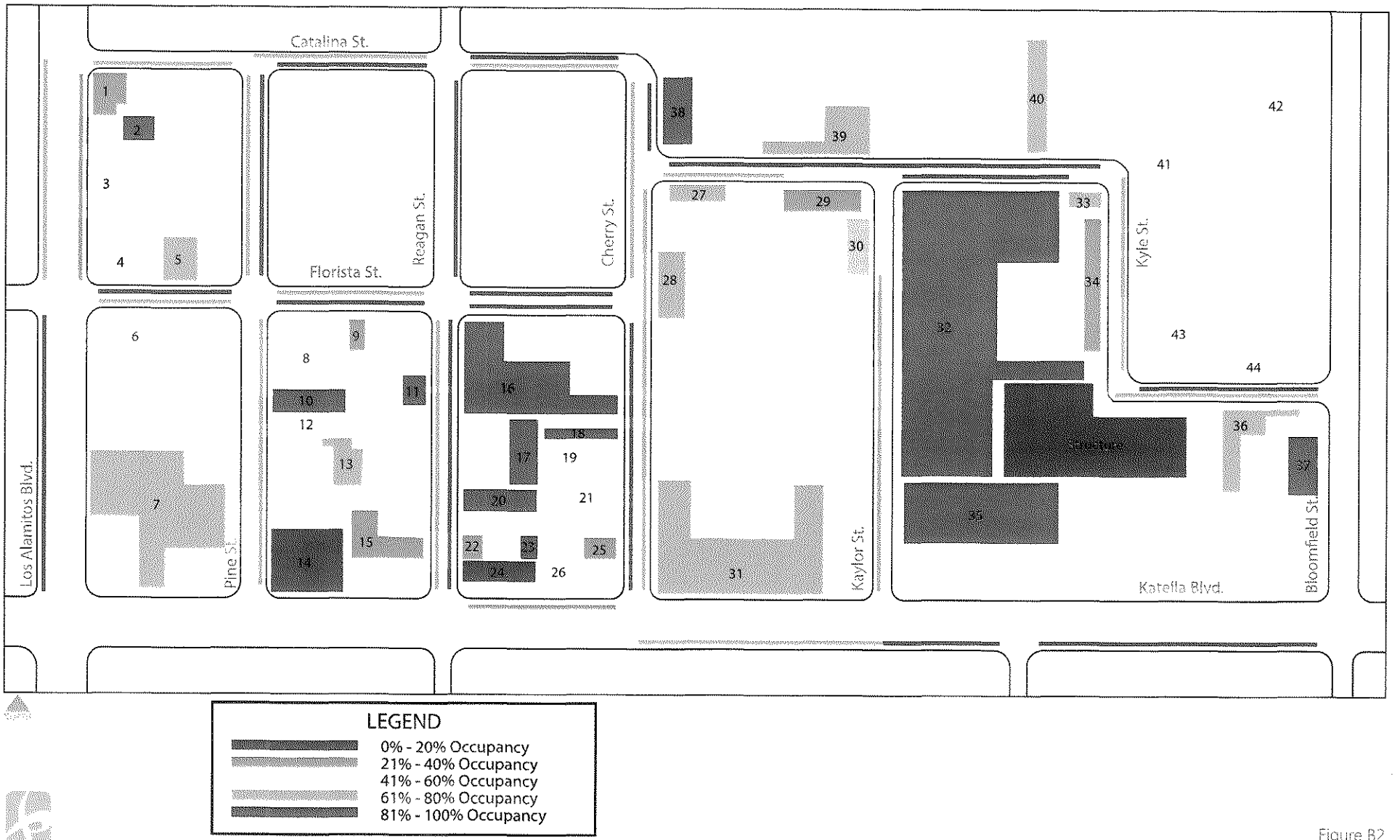
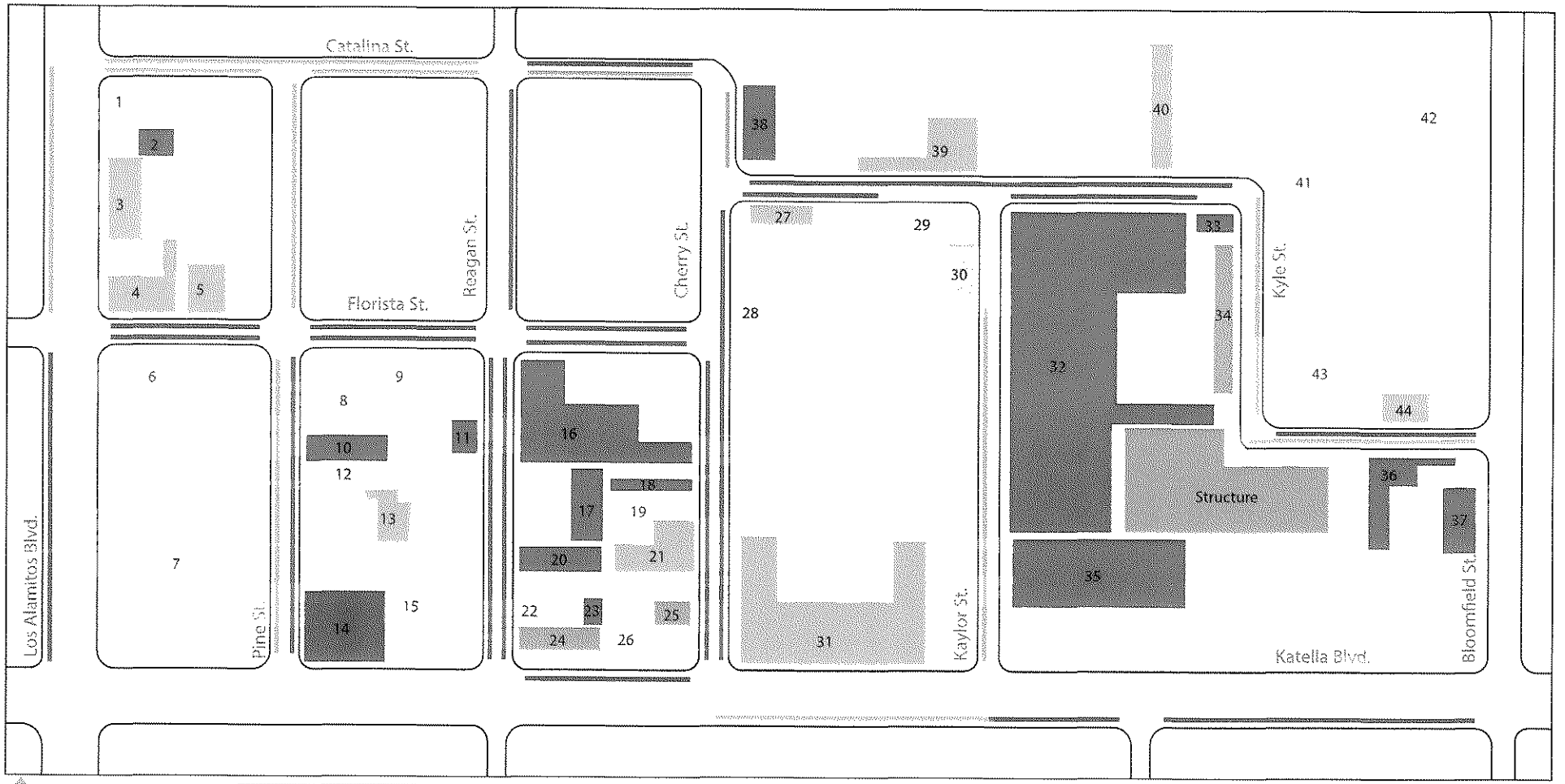


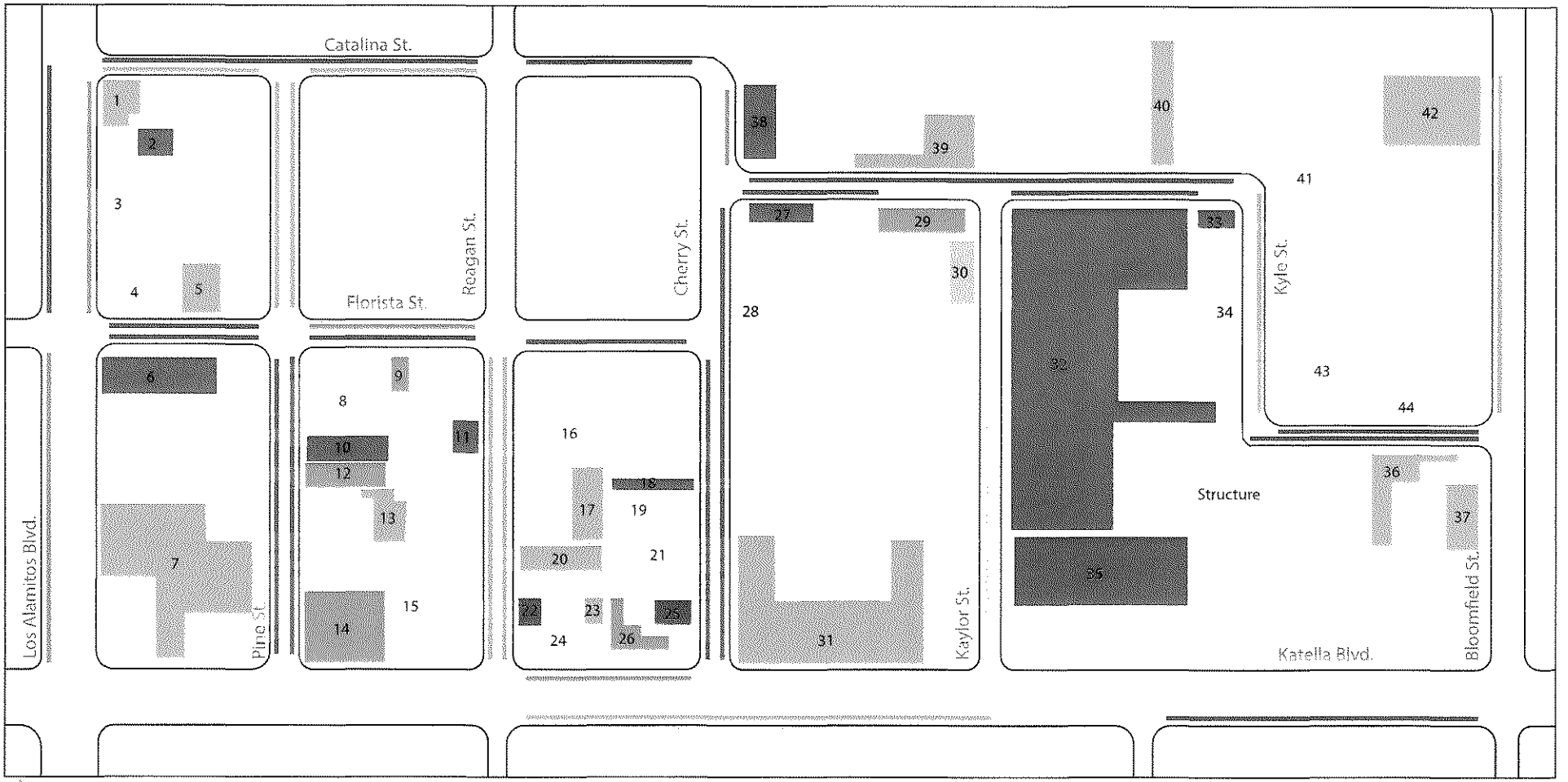
Figure B2
Parking Occupancy 10:00AM



LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B3
Parking Occupancy 11:00AM

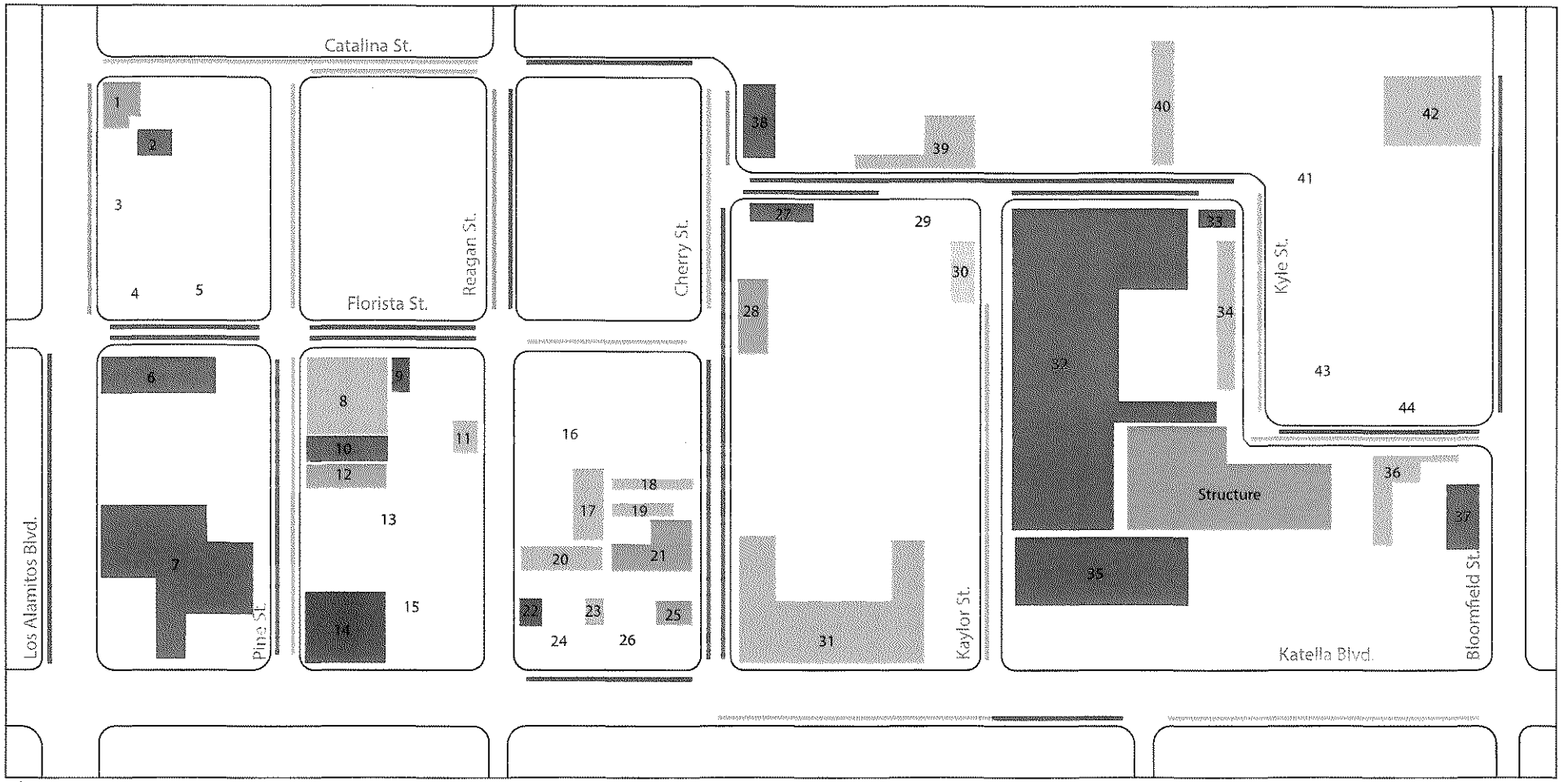


LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B4

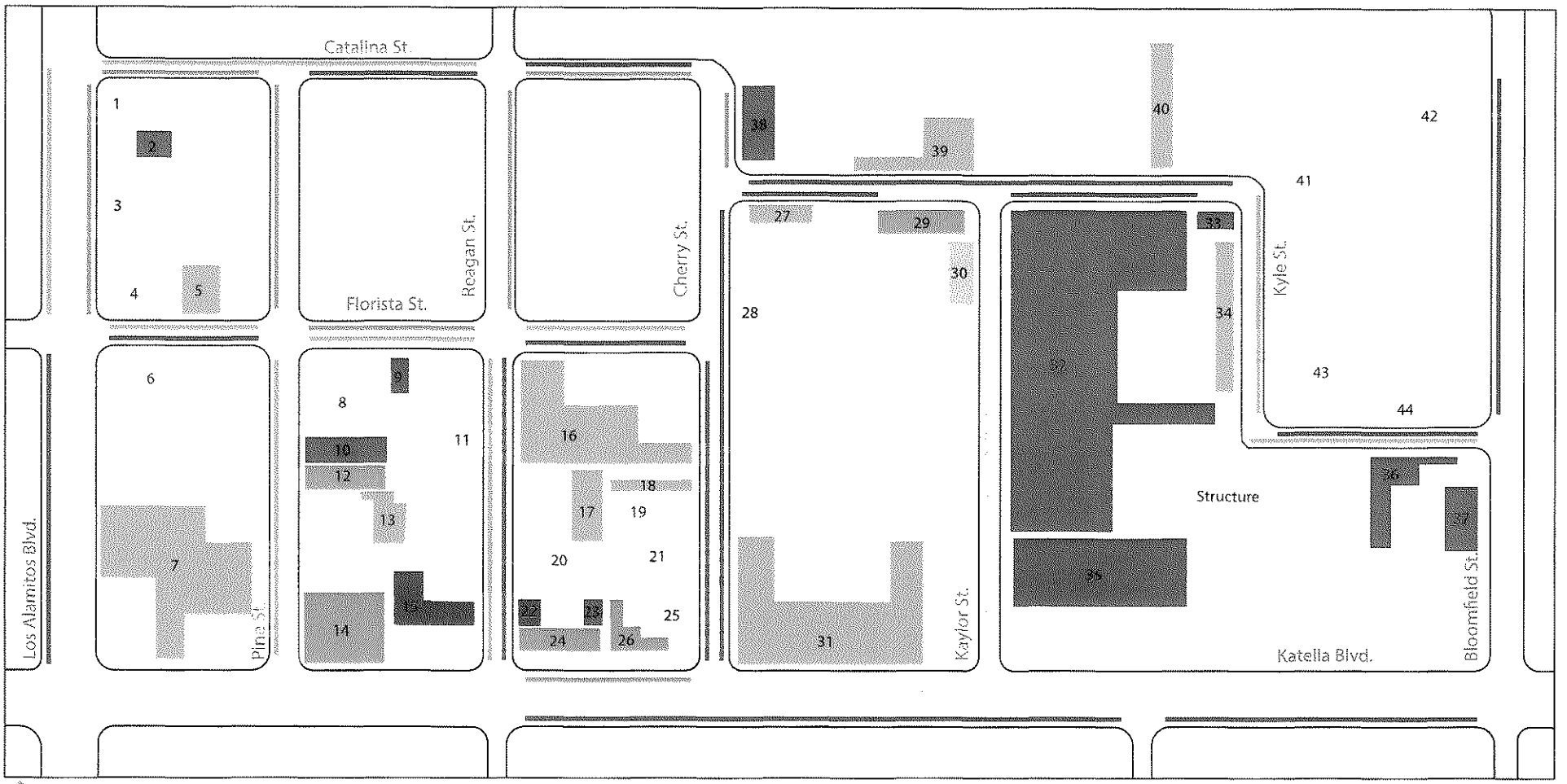
Parking Occupancy 12:00PM



LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

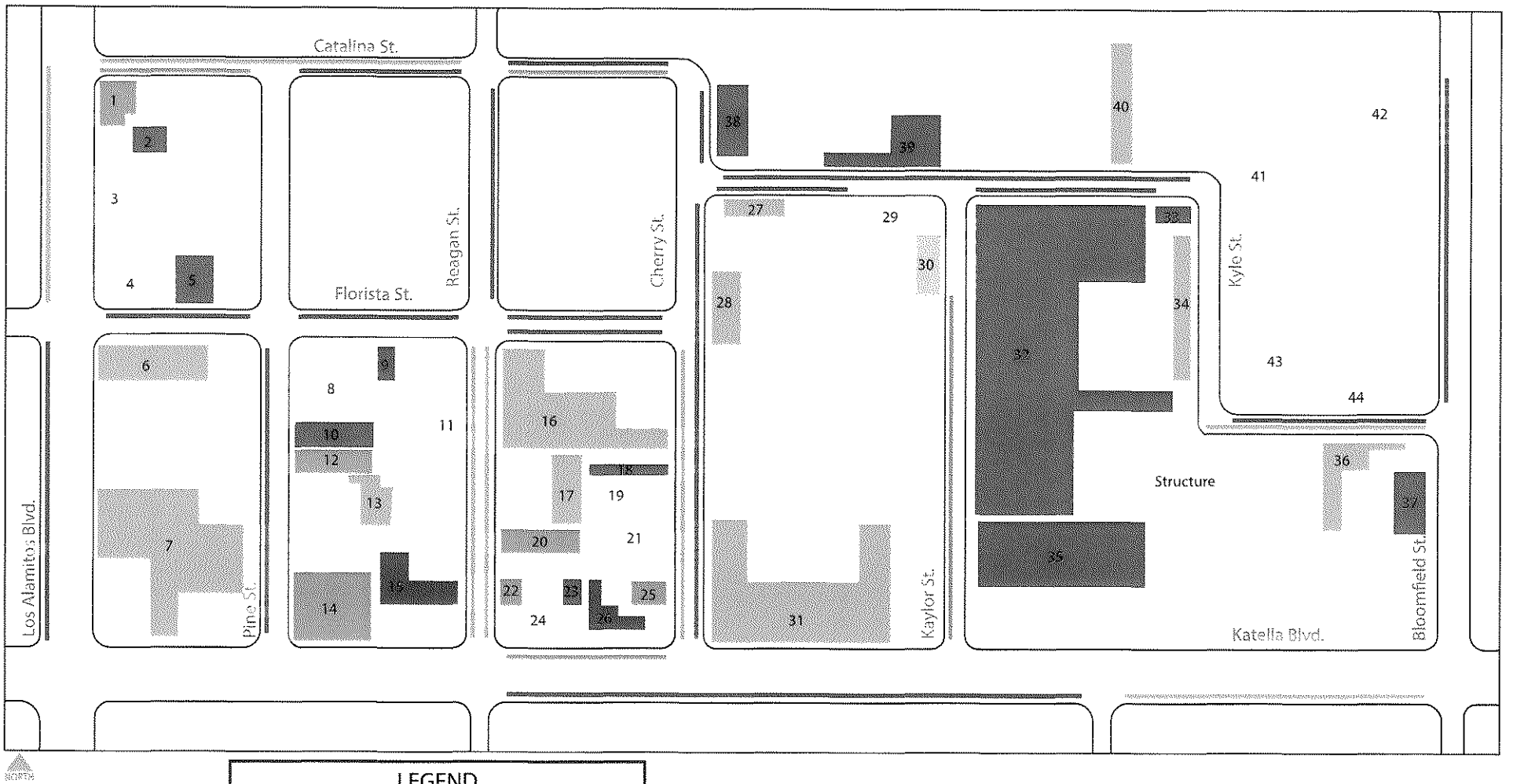
Figure B5
Parking Occupancy 1:00PM



LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B6
Parking Occupancy 2:00PM



LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B7
Parking Occupancy 3:00PM

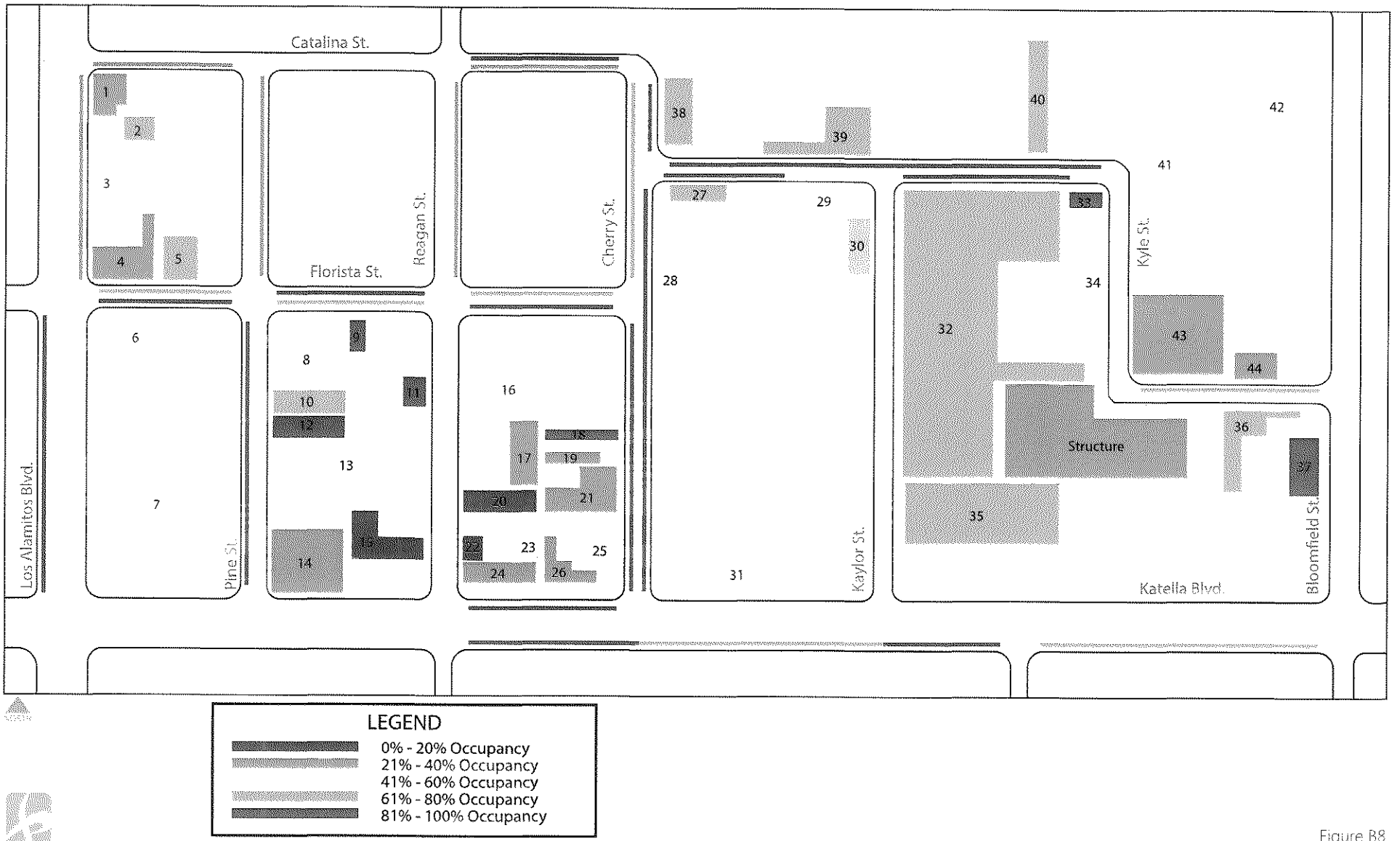


Figure B8
Parking Occupancy 4:00PM

LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B9
Parking Occupancy 5:00PM

LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B10
Parking Occupancy 6:00PM

NORTH

LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B11
Parking Occupancy 7:00PM

LEGEND

- 0% - 20% Occupancy
- 21% - 40% Occupancy
- 41% - 60% Occupancy
- 61% - 80% Occupancy
- 81% - 100% Occupancy

Figure B12
Parking Occupancy 8:00PM

City of Los Alamitos
Traffic Commission

Agenda Report	July 8, 2015
Staff Report	Item No: 7D

To: Chairman and Members of the Traffic Commission

From: David L. Hunt, City Engineer

Subject: City Council Update on the CIP

Summary: Update on the Capital Improvement Program (CIP) following the City Council's Meeting of June 23, 2015.

Recommendations: Receive and File.

At the June 23, 2015 City Council meeting, Staff was seeking direction from the City Council on which projects on the CIP list the City desires to fund with new bond proceeds. The City currently has $2,895,000 in outstanding principal on its 2006 Certificates of Participation. If the City extends the amortization period from 21 years to 30 years, it would provide for approximately $915,000 of new money to be used on capital projects while keeping debt service at the same level as is currently with the original bond issue.

City Council chose all the projects on the list in the Staff report, plus the following from the CIP list on Attachment 1:

- 16 Old Dutch Haven Block Wall - Unfunded - $30,000;
- 25 Cerritos Ave. @ High School Intersection – Striping Duel Left Turns into School – Unfunded - $5,000;
- 26 Cerritos Ave. @ High School Intersection – Modify signal and widen School Entrance and Exist – Unfunded - $92,000;
- 27 Cerritos Ave./Los Alamitos Blvd. Intersection Improvements – Unfunded - $131,000;
- Purple pipes to bring reclaimed water to the City – Unfunded - $250,000

The Council will pick projects from the list at a later date that will add up to the $915,000.

Submitted By:

David Hunt, PE
City Engineer

Attachment: 1) Council Report from June 23, 2015

City of Los Alamitos

Agenda Report	June 23, 2015
Special Orders	Item No: 3A

To: Mayor Richard D. Murphy & Members of the City Council

Via: Bret M. Plumlee, City Manager

From: Jason Al-Imam, Administrative Services Director

Subject: 2015 Certificates of Participation

Summary: Discuss which projects the City Council desires to fund with bond proceeds associated with the refinancing of the 2006 Certificates of Participation and to discuss the method of sale of the 2015 Certificates of Participation.

Recommendation: Discuss which projects the City Council desires to fund with bond proceeds associated with the refinancing of the 2006 Certificates of Participation and to discuss the method of sale of the 2015 Certificates of Participation.

Background

The City currently has $2,895,000 in outstanding principal on its 2006 Certificates of Participation. If the City extends the amortization period from 21 years to 30 years it would provide for approximately $915,000 of new money to be used on capital projects while keeping debt service at the same level as is currently with the original bond issue. Staff is seeking direction from the City Council on which projects the City desires to fund with new bond proceeds. Staff will also discuss with the City Council the two most common methods of sale.

Discussion

Bond Funded Projects

The bond proceeds must be spent within three years of issuance on capital assets (such as land, buildings, and equipment) that the City owns which have an estimated useful life that matches the average life of the bonds. Eligible capital expenditures include costs to acquire, construct (including design and engineering costs) and/or improve the capital asset.

The 7-Year Capital Improvement Program (CIP) for Fiscal Years 2015/16 through Fiscal Year 2021/22 has been attached in order to facilitate the discussion. In addition, examples of the types of projects that could be funded with bond proceeds are listed on the following page. All of these projects could be expended within the prescribed three year timeframe.

Project	Project Description	Amount
ADA Curb Ramps & Sidewalks	This project provides for repair and replacement of public curbs, gutters and sidewalks that do not meet current ADA standards. *Current Funding Source: Measure M/ Gas Tax*	$300,000
Los Alamitos Boulevard Revitalization Project	Design and construct raised curb median island, landscaping, irrigation system, plant lighting, center median street lights, slurry sealing of street and restriping of lanes on Los Alamitos Blvd from Katella Ave to Cerritos Ave. *Current Funding Source: $200,000 set aside in General Fund; balance is unfunded*	$700,000 to $900,000
Parks Playground Replacement & Rubberized Ground Cover Project	Install new rubberized ground cover and new playground equipment at Orville Lewis, Labourdette, Sterns, Soroptimist and Little Cottonwood Park. *Current Funding Source: Park Fees*	$227,500
Little Cottonwood Park Septic Tank Project	Construct 8 inch sewer from Little Cottonwood Park restroom to the sewer in Kelly Lane. *Current Funding Source: Park Fees*	$110,000
Old Dutch Haven Rehabilitation	Grind and overlay asphalt or slurry seal in the streets in the Old Dutch Haven Neighborhood on Pine Street, Reagan Street, Cherry Street, Thor Avenue and Snark Street south of Farquhar Avenue. *Current Funding Source: Future Measure M/ Gas Tax Revenues Not Available Until 2017/18*	$292,000
Alley Improvements - Between Pine and Reagan and Kyle and Bloomfield	This project replaces asphalt or broken sections of concrete with new concrete. *Current Funding Source: Unfunded*	$150,000
Alley Improvements - Between Katella and Green and Reagan and Los Alamitos	This project replaces asphalt or broken sections of concrete with new concrete. *Current Funding Source: Unfunded*	$100,000

Method of Sale

The two most common methods of sale in the municipal market are competitive and negotiated sales. In a competitive sale, bonds are advertised for sale. The

advertisement, by way of a notice of sale, includes both the terms of the sale and the terms of the bond issue. Any broker dealer or dealer bank may bid on the bonds at the designated date and time. The bonds are awarded to the bidder offering the lowest interest cost.

In a negotiated sale, an underwriter is selected to purchase the bonds. The underwriter, in turn, sells the bonds to its investor customers. The terms of the bonds are tailored to meet the demands of the underwriter's investor clients, as well as the needs of the issuer. Negotiated sales also involve a process known as a presale in which underwriters seek customer indications of interest in the issue before establishing final bond pricing.

The primary objective in selecting the method of sale is to choose the one that is most likely to achieve the lowest cost of borrowing.

Generally, the presence of the following factors favor the use of a competitive sale:

1. The rating of the bonds is at least in the single-A category.
2. The bonds are general obligation bonds or full faith and credit obligations of the issuer or are secured by a strong, known and long-standing revenue stream.
3. The structure of the bonds does not include innovative or new financing features that require extensive explanation to the bond market.
4. The issuer is well known and frequently in the market.

Similarly, the presence of the following factors generally favor the use of a negotiated sale:

1. The rating of the bonds is lower than single-A category.
2. Bond insurance or other credit enhancement is unavailable or not cost-effective.
3. The structure of the bonds has features such as a pooled bond program, variable rate debt, deferred interest bonds, or other bonds that may be better suited to negotiation.
4. The issuer desires to target underwriting participation to include disadvantaged business enterprises (DBEs) or local firms.
5. Other factors that the issuer, in consultation with its municipal advisor, believes favor the use of a negotiated sale process.

Tom Johnsen from Fieldman Rolapp will be present at the meeting to discuss the two methods of sale.

Fiscal Impact

A straight refinancing (paying-off the remaining principal balance over the remaining 21 year period) would yield approximately $21,000 of annual savings based on current market conditions. If the City extends the amortization period from 21 years to 30 years and borrows an additional $915,000, the annual debt service (principal and interest) on

the total bond issue would be approximately $210,000 each year, which is on par with the current level of annual debt service on the original bond issue.

Submitted By:

Jason Al-Imam
Administrative Services Director

Approved By:

for Bret M. Plumlee
City Manager

Attachment: 1. 7-Year Capital Improvement Program

	PROJECT TITLE	FUNDING SOURCE	FISCAL YEAR 2015-16	FISCAL YEAR 2016-17	FISCAL YEAR 2017-18	FISCAL YEAR 2018-19	FISCAL YEAR 2019-20	FISCAL YEAR 2020-21	FISCAL YEAR 2021-22	TOTAL PROJECT COSTS
	STREETS AND DRAINAGE									
	Regular Yearly Work									
1	Arterial and Residential Tree Program	Measure M / Gas Tax	$ 35,000	$ 30,000	$ 30,000	$ 35,000	$ 30,000	$ 35,000	$ 30,000	$ 225,000
2	Street Markings/Striping	Measure M / Gas Tax	$ 10,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000	$ 15,000	$ 100,000
3	Residential Street Improvements - Rehab/Crack Seal	Measure M / Gas Tax	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 10,000	$ 70,000
4	Replant Median Islands Katella Ave and Los Alamitos Blvd	Measure M / Gas Tax	$ 15,000	$ 15,000	$ 15,000					$ 45,000
5	Miscellaneous Crosswalk Improvements	Measure M / Gas Tax	$ 10,000	$ 10,000						$ 20,000
6	Replacement of Street Signs	Measure M / Gas Tax	$ 20,000							
7	Additional Speed Bumps in Alleys in Remainder of Apartment Row	Measure M / Gas Tax	$ 10,000							$ 10,000
	ADA Study									
8	ADA Curb Ramps per Study - 20 year plan	Measure M / Gas Tax	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 350,000
9	ADA Sidewalks per Study - 20 year plan	Measure M / Gas Tax	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 50,000	$ 350,000
	Special Funded Projects									
10	Los Alamitos Blvd Revitalization Project-Public Outreach /Conceptual Design	General Fund (Reserves)/Measure M Special Fund)	$ 200,000		$ 500,000					$ 700,000
11	Cerritos Ave W City Limits to Bloomfield	Measure M / Gas Tax/Measure M Special Fund)	$ 84,000	$ 756,000						$ 840,000
12	Alley Improvements	CDBG 90% Measure M 10%	$ 146,000							$ 146,000
	Special Recommended Unfunded Projects for 2015									
13	Parking Meters Old Town East and Medical Center	General Fund	$ 100,000							$ 100,000
14	2 Alley Improvements - Bixby Pine and Reagan and Kyle and Bloomfield	Unfunded	$ 150,000							$ 150,000
	Special Unfunded Projects									
15	Traffic Signal Head Painting	Unfunded		$ 20,000	$ 20,000	$ 20,000	$ 20,000	$ 20,000		$ 100,000
16	Old Dutch Haven Block Wall	Unfunded		$ 30,000						$ 30,000
17	Alley Improvements - Between Katella and Green and Reagan and Los Alamitos	Unfunded			$ 100,000					$ 100,000
18	Katella Ave at Los Alamitos Blvd Hot Spots Improvements	Unfunded			$ 1,200,000					$ 1,200,000
19	Pedestrian Bridges over Katella Ave at Oak Street	Unfunded			$ 400,000	$ 4,000,000				$ 4,400,000
20	Pedestrian Bridges over Katella Ave at Bloomfield	Unfunded					$ 400,000	$ 4,000,000		$ 4,400,000
21	Add lanes on Katella Ave at I-605	Unfunded					$ 180,000			$ 180,000
22	Pedestrian Bridges over Cerritos Ave at High School	Unfunded						$ 400,000	$ 4,000,000	$ 4,400,000
23	Los Alamitos Blvd Bridge over Coyote Creek	Unfunded						$ 8,000,000		$ 8,000,000
24	Cerritos Ave Bridge over Coyote Creek	Unfunded							$ 8,000,000	$ 8,000,000
	School Traffic Study - Special Unfunded Projects									
25	Cerritos Ave @High School Intersection - Striping Duel Left turns into school	Unfunded		$ 5,000						$ 5,000
26	Cerritos Ave @High School Intersection - Modify signal and widen School Entrance and Exist	Unfunded		$ 92,000						$ 92,000

Attachment 1

	PROJECT TITLE	FUNDING SOURCE	FISCAL YEAR 2015-16	FISCAL YEAR 2016-17	FISCAL YEAR 2017-18	FISCAL YEAR 2018-19	FISCAL YEAR 2019-20	FISCAL YEAR 2020-21	FISCAL YEAR 2021-22	TOTAL PROJECT COSTS
27	Cerritos Avenue/Los Alamitos Boulevard Intersection Improvements	Unfunded			$ 131,000					$ 131,000
28	Cerritos Ave North of Cerritos add signal at Teachers Parking Lot	Unfunded				$ 460,000				$ 460,000
29	McAuliffe Middle School Restriping Cerritos Ave	Unfunded					$ 2,550			$ 2,550
30	McAuliffe Middle School protective right-turn arrow for northbound Bloomfield and Cerritos Ave	Unfunded					$ 31,000			$ 31,000
31	Los Alamitos Elementary School Restriping Bloomfield Ave	Unfunded					$ 2,100			$ 2,100
	Pavement Management Plan	Unfunded								
32	Update Every Two Years-Pavement Management Plan	Measure M	$ 12,000		$ 10,000		$ 10,000			$ 32,000
33	Old Dutch Haven	Measure M / Gas Tax			$ 292,000					$ 292,000
34	Suburbia - Rehabilitation	Measure M / Gas Tax				$ 328,800				$ 328,800
35	Greenbrook - Rehab	Measure M / Gas Tax					$ 343,200			$ 343,200
36	Cerritos and Lexington Intersection Improvements	Measure M / Gas Tax				$ 200,000				$ 200,000
37	Country Square	Measure M / Gas Tax					$ 76,800			$ 76,800
38	Old Town East and Medical Center Area	Measure M / Gas Tax					$ 111,000			$ 111,000
39	New Dutch Haven	Measure M / Gas Tax					$ 69,600			$ 69,600
40	Orangewood Avenue Pavement Rehabilitation	Measure M / Gas Tax					$ 18,000			$ 18,000
41	Old Town West - Rehabilitation	Measure M / Gas Tax					$ 85,000			$ 85,000
42	Woodcrest - Rehab	Measure M / Gas Tax						$ 36,000		$ 36,000
43	College Park North	Measure M / Gas Tax						$ 318,000		$ 318,000
44	Storm Drain Master Plan - Citywide	Measure M / Gas Tax						$ 50,000		$ 50,000
45	GIS Map Showing Detailed City Right of Way	Measure M / Gas Tax						$ 50,000		$ 50,000
46	Bloomfield Ave - Cerritos to Katella	Measure M / Gas Tax							$ 73,200	$ 73,200
47	Los Alamitos Blvd - N City Limit to Cerritos Ave	Measure M / Gas Tax							$ 70,800	$ 70,800
48	Katella Ave - Los Alamitos Blvd to Bloomfield St	Measure M / Gas Tax							$ 52,800	$ 52,800
49	Katella Ave - Bloomfield St to Lexington Dr	Measure M / Gas Tax							$ 51,600	$ 51,600
50	Katella Ave - Lexington Dr to Siboney	Measure M / Gas Tax							$ 57,600	$ 57,600
	PMP - CDBG Funding Projects									
51	Apartment Row Green Street, Reagan to Lexington	CDBG / Gas Tax/ Measure M		$ 90,000			$ 200,000			$ 290,000
52	Apartment Row Howard Street, Reagan to	CDBG / Gas Tax/ Measure M			$ 204,000					$ 204,000
53	Apartment Row Farquhar Ave, Reagan to Lexington	CDBG / Gas Tax/ Measure M				$ 252,000				$ 252,000
54	Apartment Row Reagan, Farquhar to Katella	CDBG / Gas Tax/ Measure M					$ 192,000			$ 192,000
55	Apartment Row Maple, Farquhar to Katella	CDBG / Gas Tax/ Measure M						$ 167,000		$ 167,000
56	Apartment Row Bloomfield, Farquhar to Katella	CDBG / Gas Tax/ Measure M							$ 128,000	$ 128,000
57	Apartment Row Noel, Farquhar to Katella	CDBG / Gas Tax/ Measure M							$ 132,000	$ 132,000
58	Apartment Row Lexington, Farquhar to Katella	CDBG / Gas Tax/ Measure M							$ 30,000	$ 30,000
	Subtotal		**$ 902,000**	**$ 1,173,000**	**$ 3,027,000**	**$ 5,420,800**	**$ 1,896,250**	**$ 13,201,000**	**$ 12,751,000**	**$ 38,351,050**

	PROJECT TITLE	FUNDING SOURCE	FISCAL YEAR 2015-16	FISCAL YEAR 2016-17	FISCAL YEAR 2017-18	FISCAL YEAR 2018-19	FISCAL YEAR 2019-20	FISCAL YEAR 2020-21	FISCAL YEAR 2021-22	TOTAL PROJECT COSTS
	FACILITIES									
1	City Center Facility Relocation Study	Unfunded	$ 35,000							$ 35,000
2	Air Conditioner Replacement (4 units)	Building Improvement Fund	$ 20,000	$ 40,000						$ 60,000
3	Pine Street Parking Lot Pavement Rehabilitation	Unfunded		$ 50,000						$ 50,000
4	New Phone System	Unfunded		$ 150,000						$ 150,000
5	New Keyless Entrees	Unfunded			$ 30,000					$ 30,000
6	Fenley Pump Station New Motor	Unfunded			$ 25,000					$ 25,000
7	Civic Center Parking Lot Renovation	Unfunded				$ 77,500				$ 77,500
8	New Carpeting for City Hall 1, Community Center and Police Department	Unfunded					$ 30,000			$ 30,000
9	Los Alamitos Museum Seismic Retrofits	Unfunded						$ 30,000		$ 30,000
10	City Hall New Entrance	Unfunded							$ 100,000	$ 100,000
	ADA Study									$ -
11	City Hall & Council Chamber	Unfunded	$ 140,699						$ 430,467	$ 571,166
12	Community & Youth Center	Unfunded		$ 64,727					$ 402,021	$ 466,748
13	Police Department	Unfunded			$ 30,850				$ 350,106	$ 380,956
14	LATV Studio	Unfunded				$ 4,586			$ 169,976	$ 174,562
16	City Owned Parking Lot	Unfunded				$ 670				$ 670
15	Museum	Unfunded							$ 97,197	$ 97,197
										$ -
	Subtotal		$ 195,699	$ 304,727	$ 85,850	$ 82,756	$ 30,000	$ 30,000	$ 1,549,767	$ 2,278,799

	PROJECT TITLE	FUNDING SOURCE	FISCAL YEAR 2015-16	FISCAL YEAR 2016-17	FISCAL YEAR 2017-18	FISCAL YEAR 2018-19	FISCAL YEAR 2019-20	FISCAL YEAR 2020-21	FISCAL YEAR 2021-22	TOTAL PROJECT COSTS
	PARKS									
1A	Rubberized Ground Cover at Parks	Park Fees	$ 161,000	$ 66,500						$ 227,500
1B	Rubberized Ground Cover at Parks	Grant	$ 72,000	$ 68,000						$ 140,000
2	Little Cottonwood Park Septic Tank Rehab	Park	$ 10,000	$ 100,000						$ 110,000
3	Little Cottonwood Park Full Size Basketball Court / Parking Lot	Park	60,000							$ 60,000
4	Laurel Park Restrooms	Unfunded		$ 30,000						$ 30,000
5	Oak Field Lights Upgrade	Unfunded			$ 100,000					$ 100,000
6	Replace mesh around tennis court and add it to fence between Laurel field and church	Unfunded			$ 30,000					$ 30,000
7	Community Center Enclosure of outdoor storage space	Unfunded			$ 20,000					$ 20,000
8	Stansbury Park Turf Renovations	Unfunded			$ 10,000					$ 10,000
9	Labourdette Park Turf Renovations	Unfunded			$ 10,000					$ 10,000
10	Installation of ADA compliant bleachers at Laurel Park	Unfunded			$ 30,000					$ 30,000
11	Sterns Park Turf Renovations	Unfunded			$ 10,000					$ 10,000
12	Soroptimist Park Turf Renovations	Unfunded			$ 10,000					$ 10,000
13	Laurel Park Parking Lot Lights	Unfunded				$ 50,000				$ 50,000
14	Orville Lewis Park Field	Unfunded				$ 125,000				$ 125,000
15	Sterns Park Turf Renovations	Unfunded				$ 10,000				$ 10,000
16	Roberts Park Turf Renovations	Unfunded				$ 10,000				$ 10,000
17	Laurel Park Playground	Unfunded					$ 40,000			$ 40,000
18	Little Cottonwood Park Field Renovations	Unfunded					$ 275,000			$ 275,000
19	Orville Lewis Playground Equipment	Unfunded						$ 60,000		$ 60,000
20	Replace playground woodchips with poured or tiled flooring	Unfunded						$ 30,000		$ 30,000
21	Purchase and place modular building at Little Cottonwood Park	Unfunded							$ 50,000	$ 50,000
	ADA Study									$ -
22	Little Cottonwood Park	Unfunded		$94,784						$ 94,784
23	Laurel Park	Unfunded			$84,507					$ 84,507
25	Stansbury Park	Unfunded				$23,333				$ 23,333
26	Orville Lewis Park	Unfunded				$19,301				$ 19,301
27	Sterns Park	Unfunded				$16,368				$ 16,368
28	Labourdette Park	Unfunded					$11,238			$ 11,238
29	Roberts Park	Unfunded						$6,678		$ 6,678
30	Soroptimist Park	Unfunded						$6,283		$ 6,283
24	Coyote Creek Park & Bike Trail	Unfunded							$68,810	$ 68,810
	Subtotal			$ 359,284	$ 304,507	$ 254,002	$ 326,238	$ 102,961	$ 118,810	$ 1,768,802

TRAFFIC COMMISSION UPDATED STATUS LIST

ITEM		DESCRIPTION	DATE INITIATED	REQUESTED BY	TAKEN TO T.C.	TAKEN TO C.C.	REMARKS
A		**RECOMMENDATION APPROVED/COMPLETED**					
A	1	Use of Ad Hoc Committees by T.C.	Feb-14	D. Emerson	Mar-14		Receive & file
A -	2	Draft CIP for FY 2014-15 thru FY 2020-21	Feb-14	D. Hunt	Mar-14		D.Hunt to forward to CC
A -	3	Powers and duties of Traffic Commission	Feb-14	D. Emerson	Mar-14		Receive & file
A-	4	Review Draft Engrg. & Traffic Survey for Speed Limits	Feb-14	D. Hunt	Feb-14	Apr-14	
A-	5	Loading/Unloading Lexington Dr.-Katella Ave. to first alley	Feb-14	Traffic Commission	Feb-14	May-14	
A-	6	Replace sun damaged residential parking signs.	Jul-14	D. Patz			Completed
A-	7	Install 4-way stop signs at 4-way stop intersections.	Jul-15	J. Wilhelm			Completed
A-	8	Farquhar/Los Alamitos Alley Study		Emerson/Mejia			Completed
A-	9	No Left Turn sign by the Post Office on Reagan Street	Jun-15	D. Patz			Completed
A-	10	Katella/Cherry crosswalk on East side of Katella but none on west side.	Jun-15	J. Mejia			Completed
A-	11	Traffic School Study		D. Hunt	Apr-15		Completed
A	12	Traffic counts include Howard from Lex. To Bennington	Jan-14	J. Schleuter			Completed
A-	13	Modify traffic count map showing Lexington as going through	Jan-14	D. Emerson			Completed
B		**RECOMMENDATION APPROVED & PENDING IMPLEMENTATION**					
B	1	3-Way Stop Sign @ Cherry Street & Catalina Street	Jan-13	J. Wilhelm	May-15	Jul-15	June meeting
C		**RECOMMENDATION DENIED**					
C -	1	Remove 24-minute parking in front of 4582 Katella Ave.	Feb-14	Owner/4582 Katella	Feb-14		Denied
C	2	Limit line at the stop sign at Florista seems too far back.	Jun-14	J. Schleuter			Denied
D		**ITEMS PENDING CONSIDERATION - TRAFFIC COMMISSION**					
E		**ITEMS PENDING CONSIDERATION - CITY COUNCIL**					
F		**TRAFFIC COMMISSION INITIATED ITEMS - ENGINEERING**					
F -	1	Consider options for widening Civic Center Drive	Jan-14	J. Mejia			
F -	2	Install pedestrian signal @ n/bound Bloomfield & Katella	Jan-14	J. Wilhelm			
F -	3	Signage to deter cut-thru traffic - Siboney,Midway,Enterprise	14-Jan	J. Schleuter			
F -	4	Extend signal time for cars crossing Katella @ Walnut/Wallingford	Apr-14/June	Lindsey			July meeting
F -	5	Repaint arrows at bus pad on Katella @ Casa Del Sol	15-Apr	Mejia			
F-	6						
F-	7						

Item 8A