CITY OF LOS ALAMITOS

3191 Katella Avenue
Los Alamitos, CA 90720

AGENDA
TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, August 12, 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. **APPROVAL OF MINUTES**

None.

6. **STAFF REPORTS**

A. PARKING SOLUTIONS

The Traffic Commission is being tasked with hosting a venue for stakeholders to provide input into various parking solutions in the Old Town East commercial area and the Medical Center Area.

Recommendation: Facilitate a discussion on this topic.

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

None.

8. **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.

9. **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 7th day of August, 2015.**

Dawn Sallade

Dawn Sallade, Department Secretary

City of Los Alamitos
Traffic Commission

Agenda Report	August 12, 2015
Discussion Item	Item No: 6-A

To: Chair and Members of the Traffic Commission

From: Steven Mendoza, Development Services Director
Ruth Smith, Traffic Engineer

Subject: Parking Solutions

Summary: **The Traffic Commission is being tasked with hosting a venue for stakeholders to provide input into various parking solutions in the Old Town East commercial area and the Medical Center Area.**

Recommendation: Facilitate a discussion on this topic.

Background

All day street parking has become the preferred choice for employees in the commercial area of Old Town East and the Medical Center area, as it is conveniently located and free. The result is automobiles parked for long periods of time with little turnover of parking. The City seeks a solution.

To this end, The Los Alamitos Traffic Commission is hosting a round table meeting to accept input from area stakeholders regarding parking policies for the commercial area of Old Town East and the Medical Center Area. The goal of the meeting is to:

1. Explore the existing parking situation
2. Consider parking ideas/options
3. Define potential solutions including
    a. Establishing Parking Time Limits and/or
    b. Parking Meters
4. Develop a list of viable and acceptable parking solutions.

Parking issues cut across various policies and considerations. The City's approach includes the evaluation of current and future parking conditions, policies and practices, and financial considerations, all of which shape future recommendations to the City Council.

On-street parking has become the preferred choice for employees in the commercial area of Old Town East and the Medical Center area, as it is conveniently located and free. The result is increased traffic as users circulate to search for an open spot. The area is bounded by Florista Street, Katella Avenue, Los Alamitos Blvd and Bloomfield Avenue. A working group consisting of the City Manager, Department Heads and Police staff was established to address this issue. The map below outlines the area.

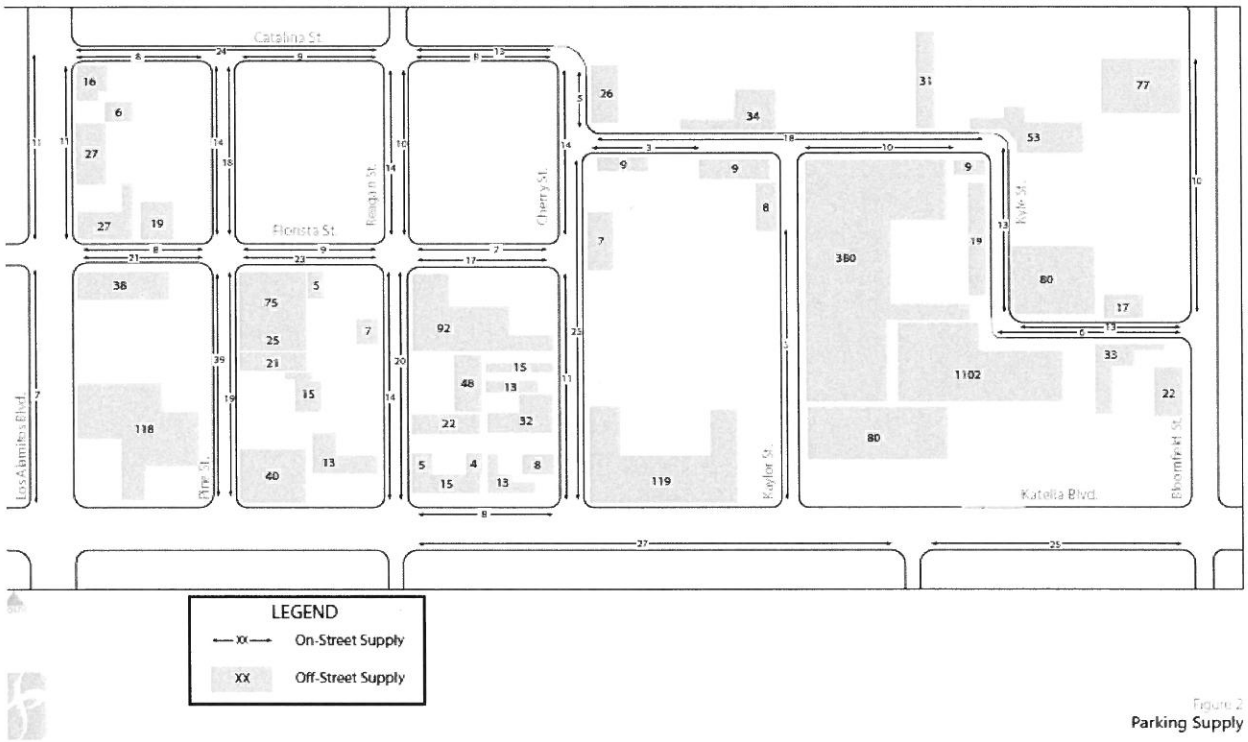

Figure 2
Parking Supply

Approach

A working group consisting of the City Manager, Department Heads, Police staff, the Traffic Engineer and the City Engineer was established to address this issue. The Working Group has met every two weeks to define the region, address necessary infrastructure, develop a Request For Proposal, review proposals, suggest alternatives, discuss outreach and study the existing conditions within the area.

Parking Data

Staff contracted with Fehr & Peers who developed the Parking Assessment. 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. 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. 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 was 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 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 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.

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 has 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 Cost of providing parking

Parking is never really free --- it is subsidized. Los Alamitos taxpayers pay to provide and maintain area parking spaces, but the user of the space does not pay. All street parking in the City is provided by the taxpayers of the community without recovering the costs from the employee or apartment tenant who park there. Tax payers pay to sweep the streets, pave the streets and maintain the streets so that the landlord has a place for his tenants to park. When retail business's customers park in the spaces, at least the City sees revenue through sales or use taxes. Although employers may offer parking to employees free of charge, someone pays for it. First the builder pays. Then the employer or merchant who maintains the parking pays again. Some parking spaces are paid for continually. The costs, whether hidden or obvious, are expensive. Employees pay for parking with reduced wages or benefits whether they drive or not. Shoppers pay for parking with higher costs of goods and services. Taxpayers pay for public parking. Simply put, parking is land and there is a cost to purchase and maintain the land. Supplying parking spaces is expensive. This is true for property owners and for the City. One way to lessen the demand for parking and mitigate the City's expenditures is to charge the true cost of providing it.

Working Toward a Solution.

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 goal being:

- Provide customer-friendly experience for convenience & access.
- Maintain a responsibility to optimize public investment in parking.
- Maintain small town, walk able form that has evolved over years of purposeful planning and growth.
- Support 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.

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.