CITY OF LOS ALAMITOS

3191 Katella Avenue
Los Alamitos, CA 90720

AGENDA
TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, September 9, 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

A. Approve the Minutes for the Regular Meeting of July 8, 2015.

B. Approve the Minutes for the Regular Meeting of August 12, 2015.

6. STAFF REPORTS

A. LIMITED PARKING – OLD TOWN EAST / MEDICAL CENTER AREA

Consideration of the establishment of Limited Parking within Old Town East Commercial Area and Medical Center Area.

Recommendation: The Commission shall provide a recommendation to the City Council for the establishment of limited parking within the Old Town East Commercial Area and Medical Center Area.

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 4th day of September, 2015.**

Dawn Sallade

Dawn Sallade, Department Secretary

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – JULY 8, 2015

1. CALL TO ORDER

A Regular meeting of the Traffic Commission was called to order at 7:03 PM on July 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
Commissioner Dave Emerson
Commissioner Daniel Patz
Commissioner Jason Seaman
Commissioner James Wilhelm

Absent: Commissioner Thomas Lindsey

Present: Staff:

Dave Hunt, City Engineer
Steven Mendoza, Development Services Director
Ruth Smith, Traffic Engineer
Dawn Sallade, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Wilhelm.

4. ORAL COMMUNICATIONS

Chair Mejia opened the meeting for Oral Communications.

There being no speakers, Chair Mejia closed Oral Communications.

5. INTRODUCTION OF TRAFFIC ENGINEER

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

City Engineer Dave Hunt introduced Ms. Smith and gave a brief review of Ms. Smith's resume.

6. APPROVAL OF MINUTES

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

Commissioner Seaman pointed out that under "1. Call to Order", the date of the meeting was incorrect and needed to be corrected to read June 10, 2015.

Commissioner Wilhelm requested that minutes of future Traffic Commission meetings reflect the identity of the Commissioners making comments.

Motion/Second: Patz/Biri
Carried 6/0/0: The Traffic Commission approved the minutes of the Regular meeting of June 10, 2015, with the one correction as noted above.

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.

Chair Mejia introduced the item and called on City Engineer Dave Hunt to begin his presentation.

City Engineer Dave Hunt summarized the Staff report, referring to the information contained therein and went over the Map in detail. Mr. Hunt then indicated he's prepared to answer questions from the Traffic Commission.

In response to Commissioner Patz's question, Mr. Hunt indicated he added in Ball Road because it is one of the City's major arterials and it had never had a count done on it.

Mr. Hunt further explained that Staff sent this data to the County of Orange and neighboring cities as they keep track of the data and the County puts it on their Master Map.

Commissioner Patz asked if these new traffic counts will help the City with any new applications and Mr. Hunt indicated it would. It can be used to get money, traffic studies as well as businesses on how they charge for advertising, etc. So this information is used in a wide variety of ways.

Commissioner Patz asked how often these traffic counts are supposed to be done.

Mr. Hunt indicated he prefers to do them every five years as its good to keep current information on hand. The cost was roughly $4,700 to complete the study.

Chair Mejia noted that this item was a "Receive and File" item only.

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.

City Engineer Dave Hunt summarized the Staff report, referring to the information contained therein and noted that this item was requested by Commissioner Lindsey who, unfortunately, is not present tonight.

Mr. Hunt indicated the City consultant observations did not prompt any significant changes to the timing; it's tight but that's the way it's going to be for the morning rush hour.

Commissioner Wilhelm inquired if we were to add about five seconds to the total cycle time which would be 135 versus 130, how that would impact the cycle.

Mr. Hunt answered that time cannot be added to the cycle and explained that the cycle is set to go and the limits are set so that cars can move at a certain fashion. Mr. Hunt further explained that they had the discussion for six months on how to get cars through when they did the corridor study. It ended up that this is the best solution for all parties.

Commissioner Patz observed 131 seconds that is immovable; this has to be stuck otherwise it's messed up all the way from here to Villa Park. He asked what happens if someone pushes the crosswalk button and asked how that would factor in to the time.

Mr. Hunt answered that in this case there is only one crosswalk on the east side of the signal going northbound and when the button is pushed, it automatically gives the person 27 seconds to walk across and, at the peak, there's 31 seconds to walk across.

Commissioner Patz asked where it takes the time from.

Mr. Hunt responded that it's in conjunction with the 31 seconds; it moves at the same time. The northbound traffic and the people walking are at the same time so they are synced.

Mr. Hunt explained that when there is down time, say there's only three cars in the pocket, and somebody wants to walk, they push the button and they'll get 27 seconds to cross the street; they'll be no cars left in there but it will stay green. If there are only three cars in there, and there's no one walking across, those three cars go and it trips and allows more time for the other cars to go. It will give and take if there are no cars there. On some streets where there is a pedestrian waiting to walk and, when they push the button, it will give them a priority and then what happens is the left turn lanes take the hit. There could be a lot of cars in the pocket that need 16 seconds to pass, but it will only give those 8 seconds because it gave the pedestrian longer to cross.

Commissioner Wilhelm asked how the signal system physically knows that for instance, the northbound lane has not used up its allocation. Are there vehicle detection strips?

Mr. Hunt answered there are the loop detectors in the lanes that register if there are cars waiting and that will tell it to start to cycle.

Chair Mejia asked if there are a lot of cars that make that right turn to head west bound on Katella. He said he imagines it's mostly the people wanting to turn left to go east bound and they're held up by the pedestrians. He then asked if there are a lot of cars making a right turn there to head west on Katella.

Mr. Hunt said there are cars that do that but he doesn't really know as he didn't go out and count.

Chair Mejia said the only thing that he's thinking is there is the southbound through lane; would there be any benefit to making that a southbound through and right turn option, he wondered. Would that clear more cars out of there? They wouldn't need any extra timing but a few more cars could be stacked in the queue when the light turns green and they have the option of going straight or making a right turn.

Mr. Hunt indicated he believes its two lanes going south on Wallingsford.

Commissioner Emerson said Wallingsford is one lane.

Chair Mejia said it looks wide enough for two as it's about the same width as the northbound side of the street.

Commissioner Emerson said there are two lanes that are wide but then that narrows down and could merge which might work. If there are only three cars getting through there, there's enough room to get at least six or

seven in there and then they could merge afterwards. This was done at Farquhar and it cleared a lot of traffic up.

Chair Mejia indicated with those options, the timing wouldn't need to be changed; there would be some striping and maybe some signage only needed.

Commissioner Emerson indicated if we would allow the right turn to go straight, he thinks that would work.

Mr. Hunt indicated if we look at the next street further south, it's down to one lane and we'd have to merge into that one lane.

Commissioner Emerson felt that if Mr. Hunt would check, it looks like the width initially, you have to move before you get to the next street; it narrows down close to the street that turns into Martha Ann Street.

Mr. Hunt indicated that that's about 150 feet maximum.

Commissioner Emerson argued that we're only getting three cars across the light at the time anyway; we could stack eight cars in there and they could merge.

Mr. Hunt said he's just saying it's very tight.

Commissioner Emerson further argued that we're doubling the car flow if it's really only three.

Ms. Smith explained that we have to be sure that when they're merging, that there's enough room for them to merge into one lane at the end.

Commissioner Emerson said we could have our people look at it but just from looking at it, it looks like we have two lanes that are going down 80% of the way before they get to Ruth Lane and it looks like its doable. The complaint is that only three to five cars are getting through; we could get six cars through although some people are going to be turning right but it gets more cars across and even if they have to park to sort it out, he doesn't see that as being a huge congestion.

Mr. Hunt indicated there's a driveway right there, too, that exits on that street.

Captain McAlpine indicated that this is outside the City limits and is in Rossmoor so it's a moot point.

Commissioner Emerson indicated that the right turn arrow is in Los Alamitos but it would have to be done in conjunction with Rossmoor in terms of putting a double stripe in the first section there.

Chair Mejia indicated that even if you made the southbound lane a through lane or right so you'd have possible double rights, he doesn't know if the traffic demands would need that although we might be able to get a few more cars through there without changing anything on the Rossmoor side.

Commissioner Emerson said he doesn't think that people are making rights because they have other options for turning right; they can turn right out of any street leaving old town. That street is the only one with a signal to get them across and that's the only one with a Rossmoor street. These are Rossmoor home owners that are getting clogged up there. We already had a recommendation from the school people; they said to widen Wallingsford because there is room to widen it. He said he thinks there's some merit in looking at that; it would have to be a concerted effort between us and Rossmoor but the simple solution that Chair Mejia proposes is just a matter of striping. If we could engage the officials in Rossmoor, that would be good.

Mr. Hunt explained that Staff invited the Rossmoor officials tonight. He then asked what the Commission would like the new Traffic Engineer to look at.

Chair Mejia said it might be worth looking into the feasibility of just changing some of the striping on the southbound leg of Walnut Street. He said he's thought about even switching the phasing and have the southbound side serviced first but then he thinks we'd have to put in arrows.

Ms. Smith said the way it's phased right now is that any extra time that might be left for the northbound lane would go to the southbound so, if for some reason we don't have as many cars and we don't need all of the green time for northbound, it does automatically go over to the southbound. That's why they arranged it so the southbound follows northbound.

Chair Mejia asked if the loops have gap extension then.

Ms. Smith indicated that she hasn't looked at this but sometimes there is what's called an "advanced loop" so it detects cars arriving but a lot of times in the left turn pocket you have more than one loop so it's detecting them as they go along. With a through, you might have a loop back a

ways, maybe one or two hundred feet back, and that will say that somebody is coming so we'll extend the time.

Chair Mejia indicated that what he's seen is usually on the through lane, you have two loops and if either one of those first two cars have any hesitation, that third car can't hit the loop fast enough to extend the signal.

Commissioner Emerson indicated Staff might want to look at that loop extension because, as he remembers, when Commissioner Lindsey brought this up, one of his comments was that people were waiting for two minutes for the light to change and by that time, they don't recognize that the light has changed. There was a problem on Farquhar like that and Staff added another second or something and it seemed to help.

Commissioner Wilhelm asked if we held a total cycle time, 130 seconds, could we trade off five seconds between the east/west on Katella and allocates that to the southbound on Walnut or do we need to maintain the 130 seconds.

Mr. Hunt agreed that that is a huge issue when it backs up to the freeway. One of the main goals of CalTrans and OCTA, etc. is to try to keep the main flow moving.

Commissioner Emerson said inbound is the problem in the morning; outbound is more of a problem in the evening. He said the only place he has trouble is making a left turn onto Katella but once he's on Katella, it's pretty much a fast track.

Mr. Hunt indicated that from 5-5:30 PM the eastbound traffic is backed up a long way trying to go eastbound.

Commissioner Emerson said the problem is the morning school traffic.

Ms. Smith said the other thing to be considered, and we could certainly look at these suggestions, is along with the timing with the 130 second cycles, we also look at what we call "time space diagrams". They actually look at the whole length and the idea is to keep the green band going through and, depending on where the green band is here, you may or may not be able to shave off the 5 seconds because it may cut into the green time.

Commissioner Emerson said you're actually at the end of the line; the only signals after that are on demand signals. Right now there's only one signal after that before you get to the County line.

Chair Mejia said with the information we have, he thinks the Commission would like to see if there is anything that can be done whether it's adding two seconds and/or something with the loops, to see if there is any leeway anywhere.

Ms. Smith said they could certainly look at it and see if we can do something.

Chair Mejia said if we extend the hold on the loop, maybe to just get one or two more cars through, he thinks that would probably make a pretty big difference in these folks lives that drive this every day.

Commissioner Wilhelm said there's leverage in that there are 5 seconds to southbound Walnut Street as a 25% increase but if we could take it off the east/west green, that's less than a 10% reduction in that time.

Commissioner Patz felt the Traffic Engineer should look at the possibility of increasing the southbound cycle on Walnut to Katella to try to increase the traffic flow by a second or two.

Commissioner Emerson felt that it should be increased by one to six seconds and the feasibility of extending the time before it shuts off.

Chair Mejia said that he thinks that the Engineer is going to find out what if any seconds are available on that and then he'd like to add to it that if that double right turn lane is a possibility, that may dump some cars headed to the freeway as well. He said double rights would be striping but a double through would be nice.

Ms. Smith indicated that it would probably still be pretty much striping and some signs if they could fit it in.

Commissioner Patz urged Staff to consider all of the options that the Commission has brought forward tonight.

Commissioner Emerson felt that this had to be studied after September after school has gone back into session. So this would probably be around the October meeting at the earliest.

Commissioner Patz said he agrees because that's when the issue occurs; when school is in session; he doesn't think the problem exists right now.

Motion/Second: Patz/Emerson.
Carried 6/0/0: The Traffic Commission directed Staff to further study this after September when school is in session and bring this item back after the October Commission meeting for further discussion.

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.

City Engineer Dave Hunt turned the meeting over to Development Services Director Steven Mendoza who in turn turned the meeting over to Traffic Engineer Ruth Smith to present the Staff report.

Commissioner Patz asked about the weekend usage.

Mr. Mendoza indicated that there was no problem on weekends.

Commissioner Emerson asked if the problem is Medical Center related.

Mr. Mendoza answered it is medical industry related; it's the "scrub" effect.

Vice-Chair Biri asked if they could cut off the paid parking at about 6:00 PM or something of that sort.

Mr. Mendoza said it's still up in the air; still looking at what's best in certain areas. In certain cities each strip of parking has a different hour attached to it. The hours they are studying are 8:00 to 6:00 only. There are certain needs of Trend Offset Printing; there are certain needs of the charities, etc. and Staff is still trying to hone those down.

Commissioner Patz said it's the one thing that he doesn't want us to do as a City and that is to discourage people from coming into the City and making use of restaurants and businesses. If people have difficulty parking, that is going to discourage them from staying. If you go down to Seal Beach Town Center, parking is free. Go in any time and park and there's a lot more businesses down there than there are up here.

Mr. Mendoza said Staff struggles with that because the difficulty is, visitors can't park in these public spaces now.

Commissioner Emerson said it seems like a 2-hour limit is the first step. He said it infuriated him to hear the surgical center say, "Well, we're so successful; we have to save spaces for our doctors to park because we're so busy. We make the employees take up the parking across the street on apartment row…" which isn't even addressed in the assessment.

Mr. Mendoza said that we think that that is a future study area.

Commissioner Emerson said it's already an issue now.

Mr. Mendoza indicated that it's already an issue now in front of 7-11 and the convalescent hospital. You can't park in front of those places if you were visiting the convalescent hospital.

Commissioner Emerson said that is right and it fills up from Bloomfield back; however, it does not fill up from the entrance to the convalescent center.

Commissioner Wilhelm said it seems to be so much of an under-utilization of the existing parking area. The prime example is the new parking structure which it would appear to be more than 50% vacant at all times. Even the Los Al Plaza parking lot and those in the sub-areas had about the lowest peak utilization, about 60%. He said he wonders since the basic problem seems to be all through the area is employee parking, aren't there ways to compel these employees to utilize designated parking areas? For example, would it be possible with the parking structure to have some assigned space for non-medical parking/employee parking from other businesses in the area? Then have businesses make monthly payment to the medical center for the use of the parking spaces in the structure and then compel the employees to put parking stickers on their cars so you can determine if they have been instructed to park in a parking structure or some other designated parking area that they are actually there and if they are parked out on street parking someplace, they can be reprimanded or reported or something. He said he's curious as to what the projected utilization of the new parking structure is; if they provided 1,100 spaces in that building, that at some point in time, they expect to need it.

Mr. Mendoza answered that they do. They have over-parked their property now; for years they've been under-parked.

Commissioner Wilhelm said in the meantime, maybe there can be some arrangements that can be made where non-medical people could utilize that and the people associated with the Center can somehow be compelled to park there.

Mr. Mendoza said he thinks the way to compel people to park there is to make it prohibitive to park elsewhere.

An employee from Trend Off-Set (no name provided) said he would just encourage the Commission to keep in mind that anything they compel the employees to do, is going to create a financial hardship on the entities that they work for with whom you're indirectly compelling to subsidize their

parking. Because most of the employees that are parking in the spaces (speaking for the people he knows personally which is 600 employees at Trend), and park way out back on Bloomfield and anywhere they can, but those employees are not highly paid by and large. They are a 24/7 operation for the most part and that's why you did not see Catalina go to "green" ever. And that's why you saw that little lot go "red" because of all of their nighttime employees. When they can, those spaces are available and that's where they park. But if you're talking about compelling employees, you're really talking about compelling the businesses and you're really talking about a financial issue for those businesses if you anticipate charging for parking.

Vice-Chair Biri asked if it ties into what Mr. Hunt was asking, couldn't a first step be putting a 2-hour limit on them?

Mr. Mendoza said it certainly could. It could be one of the recommendations in the Staff report to City Council when we get to that point. We still don't have an assessment of the cost to implement or whether we could finance that cost. What's going to be the return on investment? There may be so many other reasons that are coming through all of this but we're getting closer.

Vice-Chair Biri asked why would we consider this and put these plans into motion before the downtown building is complete. She said she doesn't know how credible this information is but she heard from agents and people that work at Keller Williams that Tammy Newland and her husband are looking to move their operation potentially to Old Ranch Parkway in Seal Beach, so Keller Williams may not even be there anymore. She said she heard that the owner of Hof's Hut might be moving so it seems like a big step to bring in "paid-for parking" to the City before we even really know what that landscape is going to look like with the building. As a Traffic Commissioner, she said she isn't saying that parking isn't important but it seems to her, it's secondary to a more primary concern of the actual geography of the buildings in the Cityscape there.

Mr. Mendoza indicated that we don't know which owners will ever redevelop their property. We can focus on what our vision is for the public areas around the area and working on the center median and hopefully, gradually getting to the sidewalks and getting to widen those projects. He said he spoke to a property owner who has had a shopping center for over 20 years, with 50,000 cars a day. That's a dream for a shopping center to have that kind of traffic by it and yet he let the shops at Rossmoor beat him to the punch.

Vice-Chair Biri said that one of the larger things that she wants to put before the Commission and audience members tonight is that we should

look at the City of Los Alamitos like a brand, because in a sense it is. We're not Belmont Shore which charges for parking. We're not Seal Beach which doesn't charge for parking. We're Los Alamitos. So what does that look like? And I know that everyone has a different opinion but what do we base that on? To her it feels very, very non-Los Alamitos to bring in parking that you have to pay for and especially considering our demographic. She said she thinks we're going to have to have a heck of a PR campaign to smooth this over. She said she just doesn't like it and doesn't think it goes with Los Al's brand but then who determines what that brand is? Is that in the General Plan?

Mr. Mendoza said he thinks there are policies in the General Plan that already support the study of this. It doesn't mean you have to do it. So, when we get to this point, we start the outreach. We have been doing individual meetings with different property owners. We met with the CFO of Trend. We met with the charities. We met with the veterinary hospital; the surgical center; Los Al Medical Center; the owner of the Town Center and various tenants and think we're about 50-50 in support.

Vice-Chair Biri asked about the residents, though; the people that will be patronizing the businesses? The people like her Mother and families that are going to have pay? Is that something that we want to put on the citizens on Los Alamitos and then the people that come to visit our community and hopefully patronize these shops like Nick's Deli?

Mr. Mendoza said we don't know yet; we're still doing the outreach. This is the concentrated one-on-one meetings and there'll be public meetings. There'll be town hall meetings. There'll be meetings like at St. Isidore to get that neighborhood involved and engaged. We will continue to do that to package this up to make sure there is support or, if there's not support, before going to the City Council. We're not going to throw a bullet in front of the City Council.

Vice-Chair Biri said she considers herself to be a progressive person, but she doesn't feel sold on this. She doesn't feel like the project is being positioned in a way that she feels like she can get behind or promote it. She said she's very fiscally oriented; it's not even like, "Oh! It's going to make us killer money and we can put that into X, Y and Z", and so you do a cost benefit analysis. I can't even rationalize this in my head. That's where I'm at.

Chair Mejia said these are all valid concerns. One of the concerns he has is echoed by Trend is the amount of employees that service this entire area, and those are the ones that are going to be affected the most. Just like when a property owner came in and tried to ask for some parking; he's trying to get his customers to park in that lot but then where are the

employees going to park? Yes, their employer should provide parking for them so then they're going to park in their small lots or the individual lots all around town so then I envision every one of those to be "red", "solid red" all day because you're going to have people there for eight hours or not a lot of part time shifts but then they overlap because one gets there and the other one hasn't left and so there's all kinds of overlap. And then the ones that suffer are the customers because they're going to get to Hof's and that parking lot is full and so now they're circling and in my eyes they're going to do it once and then they're going to head to the Town Center or they're going to head to Seal Beach and they're not going to come back. That's a fear I have and right now the City may get to a place where we have a destination, a real destination, but right now we don't. We have a lot of lower income people that work there; a lot of kids, a lot of volunteers. If we do just clean-sweep that whole area and put in 2-hour parking, there would be no revenue except for some parking citations here and there. This would kind of give you the same, hopefully, people moving in and out but it's a broad area. I understand by the hospital because they have that big lot now and they're charging for it. But to me, the hospital did it backwards. They should charge for the on-street parking and the parking structure should be free. The service lot should be the paid lot and the parking structure should be free.

Mr. Mendoza said these are all valid concerns.

Commissioner Emerson indicated that's not a bad idea.

Chair Mejia said we don't have any control over the hospital but like Commissioner Wilhelm said, there might be options of getting some shuttle service. Right now, does the hospital even know or do they even care if you pay for parking and then walk to Hof's Hut? I don't think that they probably do. Even when they're at maximum capacity, are they going to sit there and say, "Which hospital room, or which doctor did you visit?", when you walk in with a Hof's bag? As long as you paid for parking, you're covered.

Mr. Mendoza said this is all very useful to us to make sure we're not studying this in a vacuum. We want you all to know that this is very useful to the group and Dave, Ruth and I are going to be bringing this back to the working group this Friday.

Vice-Chair Biri asked which group is that.

Mr. Mendoza explained that it's the working group; just the Staff group. Every building in the City of Los Alamitos is supposed to park themselves. You're not even allowed to have a permit to develop a property unless you park yourselves. So every employer, every business is supposed to have

enough parking to park their customers and their employees. So if you did the 2-hour thing, then you're pushing everyone back onto their private property and that will be a huge test.

Commissioner Emerson said or into apartment row.

Mr. Mendoza said it goes into there as well. Yeah, it will have a balloon effect.

Commissioner Emerson indicated there isn't room. Part of the problem is that these like the surgery center when they apply the assumptions of visits and staff was far different from what they ended up with so they don't have the facility. Ditto Precious Life; at least they're a non-profit. He asked the employee from Trend where the employees park.

The employee from Trend said there are two lots. He said before he forgets, he wanted to say one more thing about the 2-hour concept. For an employee that works a 12-hour shift, that is the same exact thing as paid parking; it has no different effect because you cannot park on the street. The two lots…the "red" lot and "green" lot is their corporate building and that's why it's "green" at 8:00 because most people are out of there by 5:00. But the reason the lot is "green" is because it's a much more difficult walk to the production facilities than from that "red" one. The "red" lot is essentially surrounded by their production facility and it goes all the way to Bloomfield.

Commissioner Emerson asked what percent of Trend's employees park on Trend property?

The employee from Trend said he had no idea.

Commissioner Emerson asked if most of them are parking on the streets or somewhere else.

The employee from Trend said he would guess the bulk part is on the Trend property because, again, their property goes all the way out to Bloomfield and all the way up to Humbolt. They have parking behind their biggest building and they have parking in what amounts to kind of an industrial park right on Bloomfield where the batting cages are. The employee's park on Humbolt as it goes up to Cerritos. They do park, if they can, in the "red" lot, especially at night. They do park along Catalina. Some of their office employees actually park on Reagan because, believe it or not, there's not enough room in the corporate lot for a three story office building. But the 2-hour thing would work in some areas where you do have transient traffic but if you're talking about employees, no employees are there for 2 hours.

Commissioner Emerson said he thinks the destination is the medical center. People come to see their doctors. If their doctors are here, this is where they come. He said it seems to him that the first thing that we hone in on, the biggest problem is the medical center and that is 9 to 5. The casual diner, the weekend visitor, those people aren't affected. I think it shows that you're not trying to milk money but you're trying to deal with the congestion problem that's caused in the medical center. He said he thinks there should be some sort of mitigation required somehow, maybe a parking district that just includes the medical section at this point but some sort of mitigation for these places that don't provide adequate parking for their employees. He said they can lease spaces in the under-utilized structure and make their people park there but he doesn't think it's unreasonable for the City to say, "Look, you're making billions of bucks off this surgery center. You know, cut a deal so that your people don't have to walk across the street and they're going to park and maybe they do have to drive three loops to get up there and you know, at this point, if nobody is using the whole thing, then drop it down and make them just drive two loops or three loops until you get your utilization up more." It just seems like the biggest nut to crack is the medical industry and I think that those are the people that don't have a choice where they park. He said that he feels like Trend contributes a lot of sales tax to the City and they've been there a long time and have been successful. He said that it's not that he's not sympathetic with the medical needs of the community but Seal Beach has designed it so that all of their sick people come up here and when they go to school, they come up here.

Vice-Chair Biri stated that she feels that we're looking at perhaps three different issues. So we can either take a pro-resident stance; a pro-business stance or we can do neither and charge. Is that what we're kind of looking at?

Mr. Mendoza explained that in front of you tonight is not the go/no-go decision on parking meters. It's what's the validity of the parking study. Do you think it's a good parking study; do you think it's valid enough to use to forward to the City Council at a later date for the assessment of parking in that area? Do you think it has a true reflection of the parking in the area or did we get it wrong? Should we study it more? Should we study it less or is this sufficient enough? This isn't an analysis of whether parking meters are good or not.

Chair Mejia stated that it's an assessment.

Mr. Mendoza said the Commission is creating a list of things we need to be able to respond to.

Vice-Chair Biri said this also brings up a thought on this subject. She said she and her fellow Commissioners brought this up at the last Traffic Commission meeting as they were kind of baffled regarding the dissolution of the ad-hoc sub-committee. It kind of just fizzled out and to her it seemed odd that she and other Commissioners spent time going over it and then, she said she couldn't recollect what the last communication was on it, but it was something that was forward moving with regards to the project so it was like how much of our input is actually required, requested, or cared for because we did that and then it just kind of went away. There was never any report created or conclusion of thoughts so she was wondering if there was anything to be said on that.

Mr. Mendoza explained that if the Commission remembers, the last time we had a pre-meeting we set up an ad-hoc committee and we were going to meet a half hour before every meeting to talk about the project. Shortly thereafter the members of the Commission changed and we lost one of the ad hoc committee members and we stopped meeting. Then he actually dropped the ball on the items that were pertinent to get to the Traffic Commission. We were talking about the costs of meters. Not really a Traffic Commission item. We were talking about issues related to where the meters should be. Not really a Traffic Commission item. But when we got to the point of having a parking study and the assessment of the area, we wanted to bring that back to you. He said the blame for the dissolution of the committee should be placed on him.

Vice-Chair Biri asked whose purview does those things that Mr. Mendoza mentioned fall under.

Mr. Mendoza indicated it's the City Council. They are the policy leaders in the City; the Traffic Commission is advisory to them on traffic issues but not necessarily parking issues although the Commission has had a lot of experience with parking issues in the last three years. And so we walk that fine line of giving enough information and providing you that avenue to be advisory in the areas that you specialize in.

Vice-Chair Biri asked because the Commission does deal with things like red curbs, so is that, theoretically, considered traffic or not?

Mr. Mendoza indicated it is under your purview but at a certain distance, it's under his purview (Dave Hunt's), right?

Vice-Chair Biri said the Traffic Commission does stop signs, red curbs, and white curbs so it seems like a parking meter would be within their purview as well which she felt that they were led to believe when the ad hoc committee was formed.

Chair Mejia asked if there are any examples from other cities that have installed parking meters recently that we could maybe see what's happened there. He said he does know Seal Beach used to have parking meters on Main Street and now they are gone and other cities have also removed them or put 3-hour parking in.

Mr. Mendoza said as a side issue, we can email you all a couple of studies that we have done by a very good parking consultant called "Walker Parking" and we can give you those studies. There's a very few people implementing it for the first time. Like Long Beach, they just modernized all of theirs. Seal Beach is going for a new contract on theirs right now. They've gone from a contract where they shared revenue with a company and they weren't getting a great share so it expired so now they are getting a better share so that's how they've arranged theirs. But we're really late to the game. There are a lot of studies out there of cities in the mid-West and it's all the same issue.

Chair Mejia said that last year Los Angeles said they had no idea if they were even making any money on their parking meters and didn't even know how many parking meters they had. Also, with regard to outreach that will be taking place, would it be out of line for any of the Commissioners to attend? He said he would be very interested to maybe be involved or, at a minimum, get some direct feedback.

Mr. Mendoza responded that the Commission is more than welcome to attend and maybe could even host a town hall meeting.

Mr. Mendoza went on to say that there's a premium at Trend to having these parking spots and that's what Tom and he have talked about to help them to preserve that premium benefit for those employees.

The employee from Trend said there are only about 30 spots along Catalina.

Chair Mejia said but what a huge benefit it would be if the hospital allowed Trend's people to park there at night for the night shift when they are not using that lot.

Mr. Mendoza said he doesn't know if Trend employees want to park that far away from their work place.

Chair Mejia said he's talking about the surface lot right across the street.

Mr. Mendoza said one industry sometimes doesn't want to fix the problem of another industry because nobody fixed the hospital's problem.

Chair Mejia said he knows there are so many individually owned businesses in that area and asked that a copy of the public notice that is mailed/given to those businesses with regard to the outreach could also be sent to him as well and wonders when they're going to be notified.

Vice-Chair Biri said she, too, would like one as well.

Mr. Mendoza said we have to provide the Commission with more information but we're not quite there yet.

Commissioner Emerson said in terms of feedback from this report, he found it overwhelming. Now, partly it was overwhelming because he said he didn't get the printed copy until Monday which is a problem all too often. It would be nice if they could get the print copies of their packets on Friday or Saturday at the worst.

Mr. Mendoza asked if the Commission would like the packets hand delivered instead of mailed.

Commissioner Emerson answered that he would hate to have them hand delivered it but if he had a choice, especially this week, he would. With regard to getting this report to the City Council, he said he thinks this has to be more manageable and easier for them to digest which means breaking out where the structures are so that they are not working from memory.

Chair Mejia indicated that the document appears to be accurate although he said he thinks if he had been given a map and five or six color markers, he could have come pretty close to saying what those spots were as we all know what those issues are. He said his curiosity is to find out how many employees are going to be displaced.

Commissioner Patz said its 600 total; is it 300 at night and 300 at day?

The employee from Trend said that was correct.

Mr. Mendoza said the question is how many Trend employees are parking on the streets and will they be displaced?

The employee from Trend said that was correct.

Mr. Mendoza said it's really confusing which is a public space there and which is their private spaces along Trend because they're not the best curbs and gutters and sidewalks; it's not as perfected as some industrial areas are.

Chair Mejia asked if anybody has any issues with the traffic parking assessment.

Commissioner Patz said no and thinks it's pretty accurate.

Vice-Chair Biri said that she agrees. She said it was very helpful that she received the link to the whole packet on the web and thanked Staff.

Chair Mejia said this is a Receive and File item until we have more information and we get to actually move on but he said he'd like to see those recommendations for the future as far as outreach notifications, etc.

Commissioner Emerson asked if it would be helpful to reappoint ad hoc members.

Mr. Mendoza said he thinks we're past that point of talking privately and thinks it's probably better that we bring the items to the Commission as a whole. He wondered if we even need an ad hoc and asked the Chair what his thoughts were on it.

Chair Mejia answered that he thinks that's probably fine not to have the ad hoc committee any longer as it just stretches things out longer.

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.

Chair Mejia introduced the item and called on City Engineer Dave Hunt to begin his presentation.

City Engineer Dave Hunt summarized the Staff report, referring to the information contained therein and gave an update as to what the City Council updated on the CIP. Mr. Hunt indicated the City Council approved the normal CIP in the June meeting. At the meeting they were discussing about refinancing Laurel Park and if they do that, they could pull out $900,000. But what were they going to use that money for? So they came up with an initial list (which was included in this packet) with several items on it from ADA ramps to downtown Blvd. projects, etc. They had a special meeting on June 23rd regarding this; at that meeting they went through and added to that list several more projects which is a list of projects they can then choose from to spend that $900,000. He said he wanted the Commission to be aware of these as some of the projects on the list are the high school projects that the Commission had talked previously about. He reported that the Council has until August or September to decide what

they are going to do with that money. He said if a Commissioner has an opinion about what the Council should spend the money on, perhaps they might want to discuss that with any of the Council members prior to that deadline.

Commissioner Emerson observed that some of the items have a good shot at getting grant money for.

Mr. Hunt said they do.

Chair Mejia asked if there were any additional comments.

Commissioner Emerson said he thinks the biggest bang for the buck is the school entrance. He said he wasn't sure that because the City can borrow the money, they should borrow it as he doesn't see anything on the list that is crying out as a vital need.

Chair Mejia indicated that he kind of agrees with Commissioner Emerson and asked if the Council has already decided to refinance and is it a done deal?

Mr. Mendoza indicated that the Council has determined that they do want to refinance and now they want to make sure they are making the right decisions about that money. He said it hasn't been an easy decision and they are working hard on making sure that every segment of Los Alamitos is being taken care of.

Chair Mejia asked if there had been community input.

Mr. Mendoza indicated there were a few people that showed up at that meeting and they were all supportive of using other people's money when the rates are cheap. That seemed to be the consensus; the money is cheap so we might as well use it.

Chair Mejia reported that this is a Receive and File only and closed the item.

8. ITEMS FROM THE PUBLIC WORKS DEPARTMENT

A. Traffic Commission Status Log

Mr. Hunt explained that there was a meeting this Friday with two of the Council members, the City Manager, Mr. Mendoza, himself and the school district to talk about issues back and forth between the City and school district and discussions are going to come up on the Traffic School Study. The City will do a brief presentation on the summary of the Traffic School

Study, the options, the cost and try to get a feel from them on the interest that the school district will have on it.

Commissioner Emerson asked if it was a public meeting.

Mr. Mendoza said it is and it convenes on Friday, at 11:00 AM.

9. TRAFFIC COMMISSION INITIATED BUSINESS

Commissioner Wilhelm

- Said people are continuing to make illegal left turns on Farquhar Ave. to proceed north on alley and said he thought some enforcement might be in order from the Police Department. His said he suspects that a lot of people that have been making that left turn for years are continuing to do it and perhaps some warnings or citations can be issued which might be a help.

  Captain MacAlpine indicated they would be happy to take a look at it.

Commissioner Seaman

- Praised the Public Works Department for a pothole that they filled before he had to call about it.

Commissioner Patz

- Spoke about Florista, south bound on Los Alamitos Blvd. still continues to be a problem usually during busy hours, people are going straight through instead of turning right the way they are supposed to. Perhaps additional enforcement is called for.

- Extended his appreciation to the Public Works Staff as they filled up a pot hole on Humbolt Street before he even had to call in a service request.

Commissioner Emerson

- Welcomed Traffic Engineer Ruth Smith and indicated it was great that Mr. Mendoza consolidated with one firm to do the traffic engineering and the City engineering and feels that the right firm was chosen. He said he is looking forward to working with Ms. Smith and continuing to work with Mr. Hunt.

  Commissioner Emerson said he would like to follow up on a request from last month which was getting OCTA and CalTrans to attend a Commission meeting. He thought perhaps with Ms. Smith's experience with synchronization and some of those issues, he knows that they are working with the process of some sort of signal synchronization from the beach to the County line on Los Alamitos/Seal Beach Blvd. that OCTA is spending our tax dollars on.

Mr. Hunt indicated that it is suppose to be in their 2015/2016 schedule.

Commissioner Emerson indicated that he doesn't know any other street that is that long and that traveled that goes as far as it does with virtually a dozen signals that all go nowhere which to him should make it easier to synchronize. From Farquhar from Westminster Blvd., the only signal out of over a dozen signals that has any other signals on it is Lampson. To him that should be easy to synchronize and his concern is we have so many on-demand signals going there that you're basically driving fast. The result of the synchronization is safer streets and better flowing traffic. He said he would like a way for our City, OCTA and Seal Beach to work together to make this happen.

Ms. Smith explained that signals to the freeway are a problem everywhere because CalTrans generally doesn't allow others to coordinate their signals. OCTA is working with CalTrans trying to get them to come in on these coordination projects and there's a certain amount of success. They're still not ready to be a part of the team so to speak but they are still working on that. The thing that you always have with these things though is the side streets always lose when you coordinate the main street. The side streets that Commissioner Emerson is talking about, even though they don't go anywhere, there could very well be complaints from residents saying they have to wait for two minutes to get out. It's just part of the deal.
Commissioner Emerson said if once you get out on the street, you can go all the way to the beach without stopping again, the resident will understand it. He said he feels in a certain sense, the squeaky wheel gets the grease and if we're going to get any action on the number two artery in town, now is the time. He said he feels that if the two communities can get on the same page, we can get more out of that.

Ms. Smith asked if this is something that we've already talked to other cities about.

Mr. Hunt said it's been on OCTA's Master Plan for the last ten years.

Ms. Smith said perhaps it's time to start talking to OCTA.

<u>Chair Mejia</u>

- With regard to the left turn from Katella to turn left on Los Alamitos Blvd., he's been noticing in the morning that there is no left turning traffic in that movement but traffic on westbound were waiting for that left turn to clear so he doesn't know if the detectors are stuck or what.

  Mr. Hunt said he'd look into that.

- Look into loops on Lexington northbound, left turn also. In the afternoon, when the Base is dumping out, if the cars aren't moving, it doesn't catch the loop and it drops.

- If it's part of the new maintenance contract, he would like to report several of the illuminated street signs are out on streets such as Noel, etc.

- Complimented Public Works Staff on filling two pot holes on Katella without a complaint being filed.

- Asked if Katella/Cherry crosswalk to CIP has been completed.

  Mr. Hunt indicated he would move that onto the Traffic Commission Status Log sheet.

9. ADJOURNMENT

The Traffic Commission adjourned at 9:20 PM.

ATTEST:

_____

David L. Hunt, City Engineer

MINUTES OF TRAFFIC COMMISSION MEETING OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – AUGUST 12, 2015

1. CALL TO ORDER

A Regular meeting of the Traffic Commission was called to order at 7:05 PM on August 12, 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
Commissioner Dave Emerson
Commissioner Daniel Patz
Commissioner Jason Seaman
Commissioner James Wilhelm

Absent: Commissioner Thomas Lindsey

Present: Staff:

Dave Hunt, City Engineer
Steven Mendoza, Development Services Director
Associate Planner Tom Oliver
Ruth Smith, Traffic Engineer
Bret Plumlee, City Manager
Todd Mattern, Chief of Police
Bruce McAlpine, Police Captain
Rick Moore, Police Captain
Tony Brandyberry, Public Works Superintendent
Jason Al-Imam, Administrative Services Director
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.

Ralph Vartabedian, Rossmoor Homeowners Association Board Member and Traffic Committee Chair indicated that he came tonight to talk briefly about an on-going traffic study they've asked the County to conduct in Rossmoor and asked them to study in particular the intersection of Wallingsford and Katella which, during school rush hours, becomes quite backed up. They've asked the County to ascertain if there are any modifications that can be made to improve the traffic flow at that intersection. Mr. Vartabedian reported that the City of Los Alamitos controls the signals at the Wallingsford and Katella intersection and they've asked Staff if they could coordinate with the County to examine this issue.

One thought he would like to raise tonight is the current lane striping. He reported that there are two lanes exiting Rossmoor on Wallingsford; the right lane is the "straight through" or "right turn only" and the left lane is "left turn only". The Rossmoor Homeowners Association would like the County and the City to examine whether that's optimal. There's currently four cycles on that light but the Association is not necessarily asking the City to increase the amount of time but, perhaps, it could be changed to facilitate movement. One problem they currently have is the green light that allows movement out of Rossmoor also occurs at the same time that the crosswalk "Walk" signal activates so now, the right lane is blocked by pedestrians. Mr. Vartabedian indicated the Association is wondering if some arrangement, without an increase in signal time, could be made so that there is a signal that allows the pedestrians to cross while other traffic movements are occurring.

There being no further speakers, Chair Mejia closed Oral Communications.

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.

Chair Mejia introduced the item and turned the meeting over to Development Services Director Steven Mendoza who then introduced Staff and the Commissioners. He then summarized the Staff report, referring to the information contained therein and went over the PowerPoint presentation. Mr. Mendoza indicated that the Commissioners and Staff along with all interested parties have gathered at five tables to discuss the issue of parking solutions in the City. Comments and notes will be gathered and will be brought back with recommendations to the regular Traffic Commission meeting of September 9, 2015.

7. ADJOURNMENT

The Traffic Commission adjourned at 9:00 PM.

ATTEST:

_____

David L. Hunt, City Engineer

City of Los Alamitos
TRAFFIC COMMISSION

Agenda Report	September 9, 2015
Staff Report	Item No: 6A

To: Chairman and Members of the Traffic Commission

From: Steven A. Mendoza, Development Services Director

Via: Ruth Smith, Traffic Engineer

Subject: Limited Parking
Old Town East/Medical Center Area

Summary: This Staff report provides for the establishment of Limited Parking within the Old Town East Commercial Area and Medical Center Area in accordance with the attached map and the working group recommendation.

Recommendation: The Commission shall provide a recommendation to the City Council for the establishment of limited parking within the Old Town East Commercial Area and Medical Center Area.

Background

During their August 12, 2015 meeting, the Los Alamitos Traffic Commission discussed various parking related alternatives in the Old Town East Commercial Area and Medical Center Area. The Traffic Commission is now challenged with taking that input and formulating a recommendation on parking solutions for the area in question. During that meeting the Commissioners were able to receive valuable input for area stakeholders. It has become clear that a solution is needed, and that furthermore, one solution will not satisfy all parties.

The desired outcome of tonight's meeting is for the Traffic Commission to collectively provide a recommendation to the City Council for the establishment of limited parking within the Old Town East Commercial Area and Medical Center Area. The Commission will also need to recommend the time limitation(s) for the various areas.

The Old Town East/Medical Center area is bounded by Florista Street, Katella Avenue, Los Alamitos Blvd. and Bloomfield Avenue, as shown on Exhibit 1 (see next page).

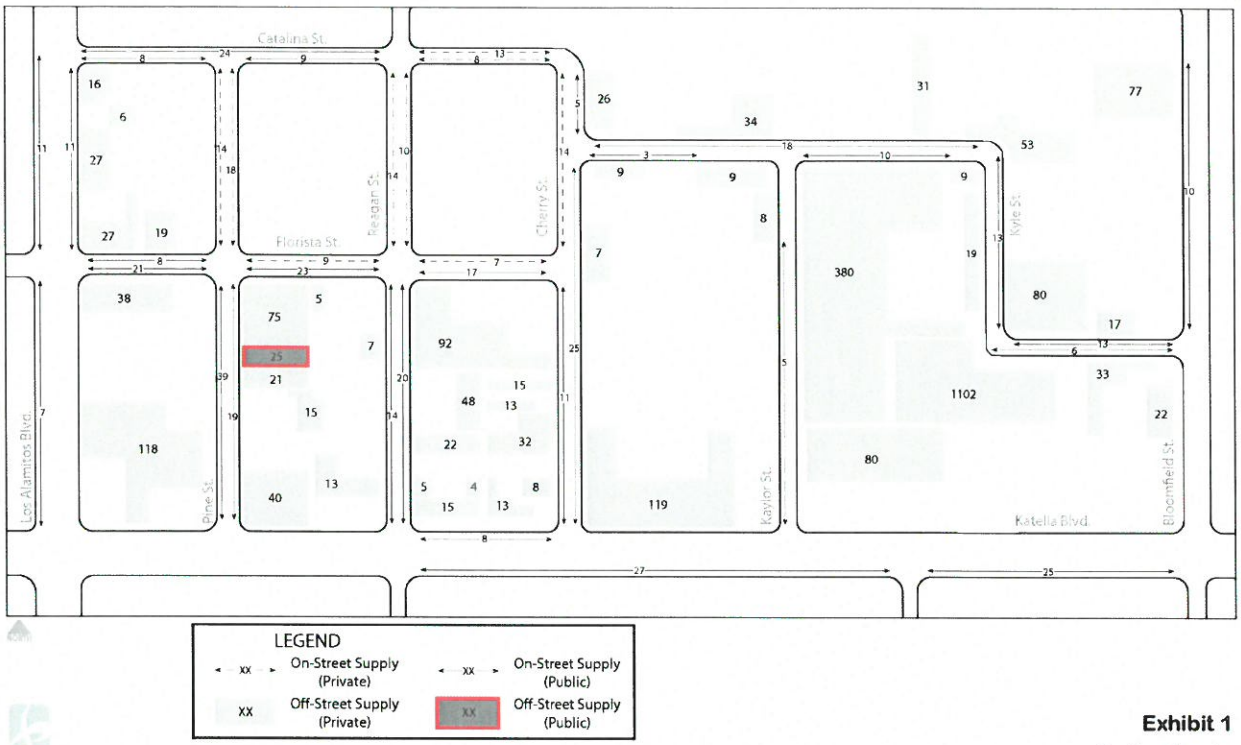


Exhibit 1
Parking Supply

Discussion

Introduction

All day 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 that automobiles are parked for long periods of time with little turnover of parking. This, in turn, causes increased traffic as users circulate to search for an open spot. The City seeks a solution.

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. To this end, a Working Group consisting of the City Manager, Department Heads, Traffic Engineer, City Engineer and Police Staff was established to address this issue.

The Los Alamitos Traffic Commission also hosted a round table meeting at their August 12, 2015 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 was 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.

Approach

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 parking conditions within the area.

Parking Data

Staff contracted with Traffic Consultant Fehr & Peers, who developed the Parking Assessment. The study area was generally bounded by Los Alamitos Boulevard, Catalina Street, Bloomfield Street and Katella Avenue. The Parking Assessment (Assessment) included an inventory of the current parking supply (previous Exhibit 1), 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. Exhibit 2, below, illustrates the existing parking restrictions in the study area. If no restrictions are shown, on-street parking is not allowed.

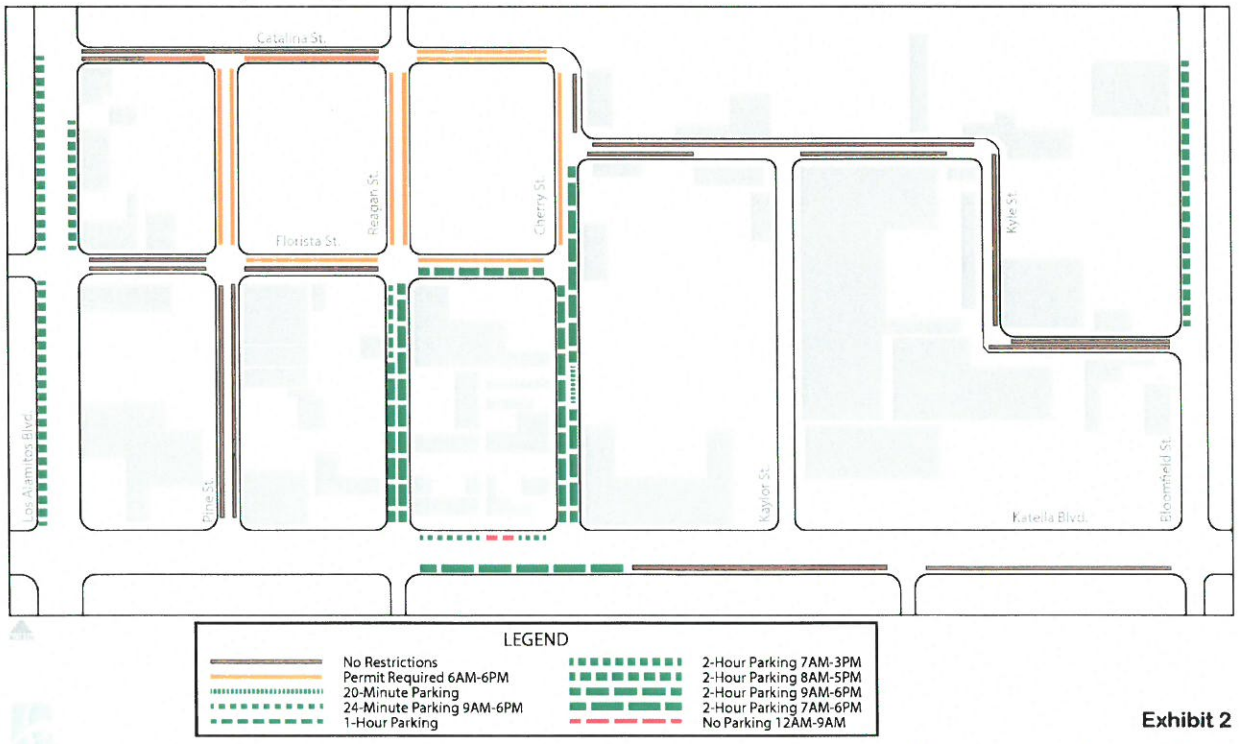


Exhibit 2

Existing On-Street Parking Restrictions

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, as summarized in the paragraphs below:

> 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.
>
> The Assessment noted 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. Taxpayers 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, walkable 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.

Area Stakeholder Outreach Held August 12, 2015

During the Los Alamitos Traffic Commission meeting on August 12, 2015, the City brought together area stakeholders to gather around in an intimate table top setting to discuss parking-related issues in the area. Business owners, employees and property owners came together collectively to address parking related solutions within the subject area, including but not limited to, the future installation of Parking Meters or the implementation of time-limited parking in the area's public parking spaces.

A summary of their thoughts taken from the comments cards and notes from various attendees at the outreach meeting is provided below. For a more detailed summary with more specific comments, see Attachment 1.

1. Most stakeholders supported limited parking restrictions.
    a. 2-hour time limits were generally acceptable, but it was thought that 3- or 4-hour time-limits might be needed in some places.
    b. Certain businesses did not want time-limited parking because their patrons are typically there for 3-5 hours.
    c. Additional enforcement would be needed, and is currently needed.
    d. Limited parking would help reduce/eliminate all-day on-street medical-related parking
    e. Concerned that limited parking could cause parking to move outside of the proposed area – further study may be needed.
    f. If time-limited parking is implemented, a follow-up study should be performed and adjustments made, as indicated.
    g. Property owner Afshani needs to enforce signs in his lot, improve signage and work with his tenants to improve parking, in general.
2. Most stakeholders did not support parking meters, concerned that it would drive away business.
3. The medical office building is not using the parking structure

4. Can the hospital extend their shuttle/ADA transportation, to encourage people to use the parking structure?
5. Carpoolers use the on-street parking on Florista to park their cars all day.
6. The City's public parking lot spaces should be clearly marked.

Authority to Institute Parking Changes

Section 10.24.040 guides the process for the City of Los Alamitos to implement parking regulation changes. It is notable that the Traffic Commission has no role in this specific process but, as advisors to the City Council, the input and outreach completed by the Commission provides valuable insight that the Council is very interested in having prior to making such decisions. Below is the Section of the Code that authorizes the City Council to make such decisions.

10.24.040 City Council resolutions regulating parking.

A. The city council may regulate parking on streets and city owned property by resolution in the following instances:

1. Limited Parking. Limiting parking to a specified number of hours.

2. No Parking Any Time. Prohibit parking at any time.

3. No Stopping (Tow-Away) Zones. Prohibit stopping or parking during specified days, or during specified times on specified days, and providing for tow-away in the event of violation.

4. Specified Days or Hours. Prohibit parking on specified days or at specified times on specified days.

5. Angle Parking. To allow angle parking at specified locations.

B. When the city council has adopted a resolution regulating or prohibiting parking, and the area(s) affected thereby have been properly signed, marked or posted, no person shall park or leave standing any vehicle in violation thereof. The police chief, or designee, shall have the authority to cite and/or tow any vehicle that is in violation of this section. (Ord. 13-09 § 2, 2013; Ord. 08-02 § 2, 2008; Ord. 409 § 2, 1981)

Traffic Commission's Authority

2.48.070 Powers and duties.

A. Subject to the city council's prior approval of any proposed expenditure in accordance with the city's charter, the commission shall have the following powers, duties and responsibilities:

1. Review requests for traffic safety regulatory signs and markings and make determinations pertaining thereto;

2. Initiate special studies on any unsafe or malfunctioning traffic condition and determine solutions to such conditions;

3. Review complaints, requests or suggestions concerning traffic safety conditions;

4. Perform such other functions as the city council may request from time to time;

5. Review speed limits, one-way street designations, speed humps/bumps, traffic signals and any other device for traffic control and make recommendations to the city council pertaining thereto.

B. Except as specified above, the traffic commission is an advisory body to the city council. (Ord. 658 § 2, 2002; Ord. 555 § 1, 1992; Ord. 486 § 2, 1986)

Working Group Recommendation

Based upon feedback, Staff is recommending that the Commission consider establishing limited parking within the Old Town East/Medical Center area. There is a general consensus that limited parking would go a long way toward resolving the primary parking concerns in the area. There was not consensus, however, regarding the time limits, particularly for certain businesses on the Afshani property. In general, we are recommending that most streets have 2-hour parking limits, whereas the area around the Afshani property have 3-hour parking limits.

A map (Attachment 2) has been developed to illustrate the various parking areas that should be considered for limited parking. Staff recommends limited parking in the Old Town East/Medical Center Area, as follows:

2-Hour Parking, Monday – Friday, 9 AM to 6 PM, Except Holidays

1. The north side of Catalina Street from Los Alamitos Boulevard to Reagan Street.
2. The south side of Catalina Street from Los Alamitos Boulevard to the north-south alley between Los Alamitos Boulevard and Pine Street.
3. The east side of Cherry Street from Catalina Street (north) to Catalina Street (south).
4. The north and south sides of Florista Street from Los Alamitos Boulevard to Pine Street.
5. The south side of Florista Street from Pine Street to Reagan Street.
6. The north and south sides of Catalina Street from Cherry Street to Kyle Street.
7. The east side of Kyle Street from Catalina Street to Florista Street.
8. The north and south sides of Florista Street from Kyle Street to Bloomfield Street.
9. The south side of Katella Avenue from the existing time-limited parking restriction east of Cherry Street to Bloomfield Street.

3-Hour Parking, Monday – Friday, 9 AM to 6 PM, Except Holidays

1. The east and west sides of Pine Street from Florista Street to Katella Avenue.

At this time, Staff is not proposing to change the existing time-limit parking restrictions nor to place any restrictions on the City-owned parking lot.

Staff also recommends that an After Study be performed 3-6 months after the limited parking is installed to assess the effectiveness of the limited parking and to determine if any modifications should be made. It is also recommended that the After Study include the currently existing time limits as well, to determine if they should be adjusted for consistency.

Ruth M. Smith

Ruth Smith, PE
Traffic Engineer

Attachments: *1) Detailed Summary of Comments*
2) Proposed Limited Parking Map

Detailed Summary of Comments
August 12, 2014

A. *Area Stakeholder Comments*

Pamela D. Hughes – Los Alamitos Foot Center

- They will have 11 spaces dedicated to her
- They have enough for them
- Others are using their spaces
- Medical Building is not using the parking structure
- A problem came about when spaces on north side of Katella were taken out
- Moved in 1990

Others w/Bret Plumlee

- Is there a way for businesses to enter into a deed with the medical center?
- Can the hospital extend their shuttle/ADA trams, to encourage people to use the parking structure?
- Give a discounted price?
- St. Isidore. Can they share parking?
- Can other underground parking structures be shared?
- Parking meters may not work because others will park in free spots in lots (private)
- Need an additional parking garage
- Are there any plans for a park and ride?
- 2 hours may not be enough
- Consider discount cards or employee discounts
- Can we add more angled spaces
- Can we consider one-way streets to improve for flow?

Another table…

- Fear of loss of customer service due to the potential cost of meters
- Hospital paid parking is okay, but parking structure not utilized
- Metered parking is bad around the business. Some customers are there for up to 4 hours. Beauty Salon/Hair Salon
- Hof's Hut employees are not utilizing the large parking lot on Pine.
- Support timed/metered around hospital is good but…
- Why expand across Katella Avenue – (Study)
- Meeting notice was only three days – not everyone was notified
- Better coordination of major street/ground repairs which adversely impact parking

Grace Caponera - Owner Bella Hair Design
10900 Los Alamitos Blvd., #129

- Parking meters and time restrictions are detrimental to my business at Los Alamitos Shopping Plaza. I have a hair salon and my clients will spend at least five hours at a time in my salon. They will go for lunch after having their hair

done in the same center. There is currently not a problem with the parking on Pine Avenue and Florista. People come and go all day; they will always find a space around the Los Alamitos Plaza in the free or private parking.

Gerri Mejia - Attendee and Business Owner - Shear Madness Hair Salon

- Metered parking around hospital is okay, no other areas.
- Existing, "Timed" parking remain without expansion
- 25 parking spaces between CIF building and paid parking lot clearly marked "Public Parking."
- Future meetings should be noticed to all who hold business licenses in affected areas.

Daniel Patz – Traffic Commissioner - Notes from his table

- 25 public parking spaces next to Afshani's lot need to be clearly posted as public parking.
- Support metered parking around the hospital.
- Support existing time limits around Old Town.
- Need better and more timely outreach.

Rob Wigod – CIF Southern Section

- I am in favor of time limits on public parking spaces. If the primary problem is medical center and/or office employees parking all day and not moving, that would certainly solve that issue.
- I would suggest a 3 to 4 hour limit on those spaces.

Dave Emerson – Traffic Commissioner

- 2 hours limit (3 hour enforcement) for most City spaces adjoining Los Alamitos Plaza. (Possible 4 hour limit across the street Monday through Friday 9am to 7pm.
- Better, more consistent, enforcement. Volunteers?
- VCA has room in lot for employees.
- Car-poolers use City parking – a problem.
- Afshani change signs in his lot, and step up.
- Limited exception card for beauty shop clients needing long term?

Mike Mendelsohn – Baja Sonora Restaurant Owner

- 2 hour parking on Pine and Florista
- No meters
- Afshani (property owner) must enforce lot rules
- People park on Florista between Pine and Los Alamitos Boulevard to carpool
- Suggest 2 hour parking but enforce 4 hour for hair salon
- Paid parking 11 to 1 for that center
- Have restricted 9 to 6 – propose

Dr. Cory Thies & Dr. Wayne Johnson - Beach Vision Center within Los Alamitos Plaza

- 2 hour parking on Florista and Pine. Monday through Friday 9am to 5pm.
- No meters
- Florista from Los Alamitos to Reagan enforcement after 3 to 4 hours.

Steve Furlong – Trend Offset Printing

- Hard to please everyone.
- No meters
- 2 hour limits for eateries/lunch business
- Micro zoning
- 4 hour for medical
- Zone 1A

Josh Wilson – Chairman, Los Alamitos Area Chamber of Commerce

- Polled Chamber Members – prefer time limits – 2 hours
- Additional Enforcement – violations will suffice
- Revisit permit times/open parking on Florista

Varonk Kulviriyavanich – Kampai Sushi House

- I oppose any parking meters for time restriction on Pine Avenue and Florista. It will cost my business tremendously.

Gina Biri – Traffic Commissioner notes from her table

- Seal Beach took out their meters to enhance commerce.
- Additional enforcement needed to ensure/uphold the 2 hour time limit.
- Tickets will modify behavior, free up spaces, and cause scrubs to park in their designated structure.
- Not a viable solution, meters. They will drive people/patrons away.
- Keep the 2 hour time limit. Put the limit in more places downtown.

Brian Kight – Thai Illusion Restaurant

- Provide limits in the 25 spaces available nearest Shawn Afshani's private parking area only. 2 to 3 hours?
- Provide time limits surrounding Kampi, Thai Illusion, Hof's, etc. at a larger scale (5 to 6 hours).

Roman Jaramillo – Pasty Kitchen

- In my opinion, time limits on the parking could be a potential solution. Personally, and in my experience, this system has worked best for me.
- Usually my customers are in and out within 3 or 4 minutes, given that my restaurant is mostly takeout, I feel that the installment of parking meters would negatively impact our business.

- After a few visits, customers might stop coming due to the additional cost of parking, in this case for only a couple of minutes.

B. Facilitator Conclusions

The facilitators at each table were asked to summarize their "take aways" from the round table sessions. The following summarizes their thoughts one day after their stakeholder interactions during the Traffic Commission meeting.

Tony Brandyberry, City of Los Alamitos Public Works Superintendent.

1. Parking Meters are not wanted, but are understood.
2. The table recommends that a 2 or 3 hours limit be established in all areas of concern.
3. One area of concern is that the parking will then move out (balloon) to other communities. A secondary study may be needed.
4. Parking enforcement is extremely lacking in the problem areas.
5. Possibility of 2 hour parking on the North side of Florista in the residential area. Of course, the residential permit parking would have no restriction though.
6. Bonus
7. Possibility of diagonal parking in the residential area as well.

Bret Plumlee, City of Los Alamitos City Manager

1. 3 to 4 hour time limits was a common theme noted at the town hall meeting. 2 hours is not enough according to comments. Consider using this feedback as a compromise now when we take the recommendation to the City Council.
2. Phased approach for establishing parking time limits does seem to be the way to go.
3. It is very apparent that increasing parking enforcement is a necessity to ensure success of this program, whether we go with time limits or install parking meters.
4. There was a considerable amount of agreement that there is definitely a need to improve traffic circulation.
5. The medical center needs to be a part of this solution of lack of spaces. Find a way to use the 500 or so vacant spaces in the medical center parking structure at least for the next few years until the hospital needs the spaces.
6. Consider increasing the route that the hospital uses and consider increasing the number and frequency of the shuttles.
7. There are private solutions to the parking problems and the businesses have to find a way to work out their own solutions (reciprocal parking arrangements, sharing lots with vacant spaces, purchasing spaces).

Ruth Smith, City of Los Alamitos Traffic Engineer

1. The phased roll-out would be best, for the reasons we've discussed, plus it would probably have the general support of the business community.
2. We need to nail down the time-limited parking period, i.e. 2 hours, 3 hours, 4 hours, and if we go with multiple time periods, we need to be sure it's not confusing. I would recommend 2-hr parking most places with 3 or 4-hr parking in specific locations/areas of need. We also need to keep in mind that spaces with

3 or 4-hr parking could be taken by employees and they may not be available for the intended business patrons.

3. Need to try to more specifically identify where those wishing to avoid the parking restriction might go.
4. Need to develop recommendations for the usage of the City lot.
5. Need to give careful consideration to the idea of implementing permit parking on apartment row. It could put a huge burden on City staff, such as:
    a. City would have develop a list of addresses and tenant names for all of the apartments in order to verify the name & address of each apartment unit that signed the petition requesting permit parking. Single family homes are usually owner-occupied and the City can use the County data to find out names & addresses. This is not the case for multi-family homes.
    b. Potentially having hundreds of people coming in to get permits.

Los Alamitos Police Captain Rick Moore

1. Parking meters are not wanted from the group
2. Enforcement of hour restrictions was their solution
3. The group participants could not be objective about how to solve the program because they all feel they or their customers would have to pay to park in their meters. They are quick to recognize hour restrictions do not solve the issue but it is not their problem to solve.
4. If enforcement occurs, the area of the problem will grow as people continue to move outward to avoid pay parking, creating issues in other areas such as apartment row.
5. Metered parking is the only complete solution as it is not susceptible to tactics used by employees to avoid time caps i.e. wiping chalk off of tires, switching spots with fellow employees, or just backing up for moving forward so chalk line is moved.

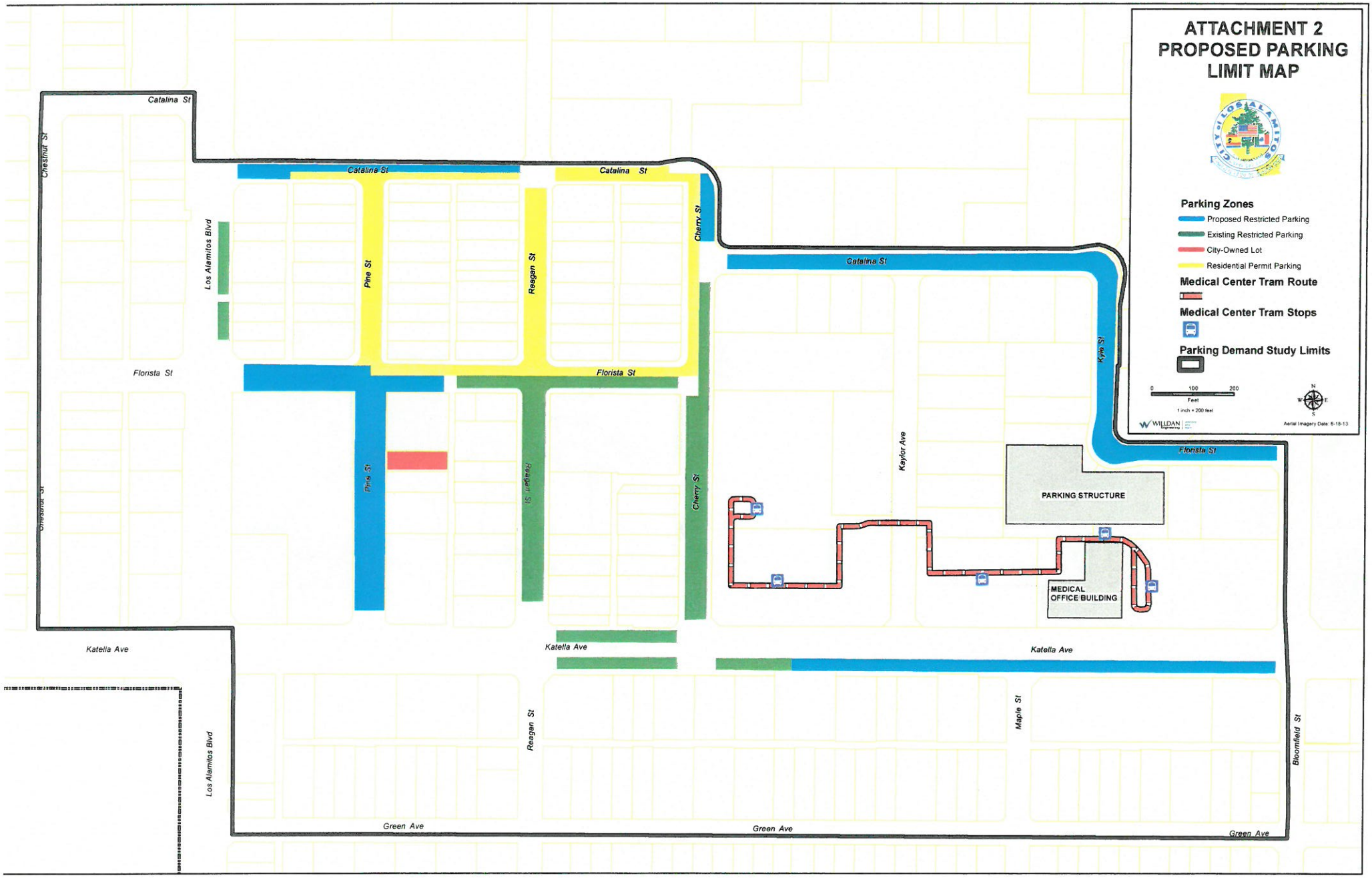
Los Alamitos Police Captain Bruce McAlpine

1. A phased approached seems best, and a longer time frame to truly evaluate the behavioral changes should take about 9-months. 2-4 hour parking limits may serve to create additional parking turnover in the Old Town East retail / commercial grid.
    a. Parking meters are a drastic solution for a city that overall is resistant to change, and likes to apply band aids to problems.
2. The public – private relationship with the hospital should do more to encourage better use of their parking structure to include those medical offices associated with the LAMC
3. Given the diversity of the businesses and organizations within the study area, each has its own individual needs, and while many will recognize a change should occur, those business and/or organizations want the changes to affect others and not them.
4. In general, more public outreach needs to take place, and the parking situation should be tied to the low growth or revitalization of the City and its proposed Downtown corridor. In other words, how can the parking situation bring in new

mainstream business to the area while gently encouraging those marginal businesses to stay current.

5. The City will need to debunk the parking meters are for revenue only argument

Tom Oliver, Associate Planner

1. People do not like parking meters no matter how bad the parking situation becomes.
2. The average person does not understand what parking meters are for -- other than making money for the City. However, everyone feels that they are an expert on parking meters, and will not approve of them even if an expert on the subject says otherwise.
3. Placing time limits on other business areas, but not their own personal business area, is what they feel is the answer.
4. The parking situation in the town is not dire enough for parking meters, but unfortunately neighborhoods like Old Town Pasadena hit rock bottom before parking meters brought about revitalization.
5. Asking the hospital tram stop at the surgical center would be a good idea.

ATTACHMENT 2
PROPOSED PARKING LIMIT MAP