

# 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 City-wide 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 was never done and he wanted to know how many cars are up there because it's part of the City.

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

Commissioner Patz asked if these new traffic counts will help the City with any new applications and Mr. Hunt indicated it would. He explained that the one that the City is going to apply to for the median islands on Los Alamitos Blvd. as one of the criteria is how many cars per day uses that street so this document will provide that information. It will also 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 are these traffic counts 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 do all of this.

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 added say about five seconds to the total cycle time which would be 135 versus 130, how would that be?

Mr. Hunt answered that we cannot add time to the cycle and explained that the cycle is set to go all the way to go across and the limits are set so that cars can move at a certain fashion. Mr. Hunt further explained that they had the discussion for about six months on how to get cars through when they did that whole corridor study and this came out with this is the best solution for all parties.

Commissioner Patz observed 131 seconds that is immovable; this has to be stuck with otherwise you mess up all the way from here to Villa Park but what happens when someone pushes the crosswalk button and asked where does that get time from or does that factor in.

Mr. Hunt answered that in this case there is only one crosswalk on the east side of the signal going northbound; when you push that button, it automatically says that the person has 27 seconds for that person to walk across; at the peak, they'll get 31 seconds to get across.

Commissioner Patz so where does it take the time from?

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

Commissioner Patz observed that that is where it gets the time from.

Mr. Hunt answered in the affirmative. He further explained that when there is down time, says there's only three cars in there and somebody wants to walk, they push the button, they'll get 27 seconds across; 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's 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 whole slew of cars in there that need 16 seconds to pass, it will only give them 8 because it gave the pedestrian longer to take to cross. Every signal has something that is sacrificial; in this case, you kind of have the left turns going on the same time and you have the north and south going on with the pedestrian at the same time so it is not quite as complicated because they're all full in the morning.

Commissioner Wilhelm asked how the signal system physically knows that, for instance, the north bound has not used up its allocation. Are there vehicle detection strips and, if there's an interval that knows?

Mr. Hunt answered there are the loop detectors in the lanes that register if there's cars there and that will tell it to start to cycle. Mr. Hunt explained that he gave the Commission a very non-scientific general picture on how signals work.

Commissioner Patz said he thinks the key thing that Mr. Hunt said is there is 131 seconds it was 131seconds that is immovable that ties into everything going east and west and that cannot change; how you deavy it up inbetween, that is up to the Traffic Commission.

Mr. Hunt indicated we try to do it to keep the maximum cars flowing in both directions.

Chair Mejia asked if there were any other comments. There being none, he shared that he is not in the City at the peak of the morning so he doesn't know what it looks like out there on the road but can imagine. He 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? It's predominantly the left turn is what he's getting at.

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

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? Would that clear more cars out of there? They wouldn't need any extra timing but you could stack a few more cars in the queue when the light turns green they have the option of going straight or making a right turn. He said he didn't know if that would be a benefit or not.

Mr. Hunt indicated he believes it's two lanes going south on Wallingsford.

Commissioner Emerson said Wallingsford is one lane.

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

Commissioner Emerson said there's two lanes that are wide but then they narrows down; they would merge if you did that, that might work. If there is only three cars getting through there, there's enough room in that 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, you wouldn't need to change the timing; there would be some striping and maybe some signage.

Commissioner Emerson indicated if we would allow the right turn to go straight, he thinks that's a winner there.

Mr. Hunt said if you look at the next street further south, we're down to one lane and you'd have to merge in 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 it's 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 MacAlpine 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 double stripe in the first section there.

Mr. Hunt added that they have to be able to go somewhere and you're going through an angle and it's not an easy shot either. There's a lot of difficulty in that.

Chair Mejia indicated that even if you made the southbound through lane made the through lane a through or right so you'd have possible double rights, he doesn't know if the traffic demands would need that but you 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; that's they're only option for going across the street. They can turn right out of any street leaving old town; that's 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; the school traffic study, when he wanted to do something about all the turns on Los Alamitos Blvd., they said to widen Wallingsford because it's church dirt right there and 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. Mr. Hunt asked what would the Commission 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. 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 arrows.

Ms. Smith said one of the things the way it's phased right now is that any extra time that might be left for the northbound would go to the southbound so if for some reason we don't have as many cars, 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 so then the loops have gap extension then.

Ms. Smith indicated that she hasn't looked at this but sometimes you'll have 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. But 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 it.

Chair Mejia indicated that what he's seen is when you have 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 on 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 allocate that to the southbound on Walnut or do we need to maintain the 130 seconds.

Mr. Hunt explained that when we have 59,000 cars coming in versus 2,500.

Commissioner Emerson said but in the morning is when that's an issue.

Mr. Hunt agreed that that is a huge issue. When it backs up to the freeway and 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 other than if the meter is on which it never is.

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

Commissioner Emerson said but the problem here is the morning school traffic. You could take off some of the westbound time in the morning but the problem is getting the eastbound getting through in the morning.

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 said he thinks the Commission would like to see if there is anything that can be done whether it's adding two seconds, 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 because without extending the cycling but 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 in that there are 5 seconds to the southbound Walnut 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.

Chair Mejia asked if there was a motion to look into this further.

Commissioner Patz made a motion to have the Traffic Engineer 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. Just looking at options for facilitating that.

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 freeway as well. He said double rights would be striping but double through would be nice but it would probably be a lot more.

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.

Unanimously Carried: 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 like that?

Mr. Mendoza said it's still up in the air; still looking at what's best in certain areas. In certain cities that 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 is as a City and that is to discourage people from coming into the City and making use of restaurants and businesses and if they have difficulty parking, that is going to discourage them. If you go down to Seal Beach Town Center, parking is free. Go in anytime and park. And there's a lot more businesses down there than there are up here.

Mr. Mendoza said yes and Staff struggles with that before we get to a point of making this recommendation because the difficulty is, visitors can't park in these public spaces now. Visitors can't. So we struggle with that. Logic has to prevail through all of this. These are thoughts as a group as well.

Commissioner Emerson said it seems like a 2-hour limit is the first step before... If I'm a scrub and I have to move my car every two hours and, I think working with the Medical Center to encourage their people... It just infuriated me 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. So we make the employees take up the parking across the street on apartment row..." which isn't even addressed in the assessment. The south side of Katella, as a bare minimum, and at least the first strip on apartment row, because I see the scrubs walking two blocks in from across the street...

Mr. Mendoza said and 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. We agree.

Commissioner Emerson said that is right. And it fills up from Bloomfield back. 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 it had about the lowest peak utilization, about 60%, and 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. I don't know if that kind of thing is possible or what. I'm 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 well, 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.

The Trend Employee (no name provided) said he would just encourage the Commission to keep in mind that anything you 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 I know personally; there are 600 employees at Trend), and we 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 kind of ties into what Dave 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.

Vice-Chair Biri asked if this is something that we would want annotated tonight or...

Mr. Mendoza said he doesn't think you have enough information yet. I think this is just an assessment of the parking. 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 because one of the things I was thinking about is they were looking at this, you know, realtors are mentioned in here, I don't know how credible this is but I've 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. I've heard that the owner of Hof's Hut might be moving so there are, you know, 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. So I'm confused as to...it feels to me that they would be putting the cart before the horse; like, you know, I'm a Traffic Commissioner, so I'm not saying that parking isn't important but it seems to me, secondary to a more primary concern of the actual geography of the buildings in the Cityscape there. So can you help me understand?

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 but the privatization, what will happen to a property like Offshaunee's property who owns. Or, Keller Williams, what he may do with his property could be tomorrow or it could be in 20 years. You see with the vacant lot on Los Al Blvd. that has been vacant for 24 years now. You can't always predict what a developer will do with their property. Offshaunee is an interesting property owner. He's had a shopping center for over 20-something 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. I don't know if we can wait forever for private development to get where it needs to be unless we had a Redevelopment Agency which laws have changed regarding that and we could be active in assembling parcels but he thinks those days are over in California.

Vice-Chair Biri asked because this specifically addressed Item 5 in the General Plan and so it speaks specifically to the mobility element but one of the larger things that I want 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 me it feels very, very non-Los Alamitos to bring in parking that you have to pay for and especially considering our demographic, I just don't think that... I think we're going to have to have a heck of a PR campaign to smooth this over. They're going to tar and feather and get out their pitch forks. I just don't like it and don't think it goes with Los Al's brand but then who determines what that brand is? Is that it in the General Plan? Is that a thesis statement in there?

Mr. Mendoza said yes and 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 Well, what about the residents, though; the people that will be patronizing the businesses? The people like my Mom 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. They'll be wider outreach. This is the concentrated one-on-one meetings.

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 I just feel like, and I consider myself to be a progressive person, but I don't feel sold on this. I don't feel like the project is being positioned in a way that I feel like I can get behind it or promote it. It's not even positioned in a way that I can measure in my mind that... You know how I'm 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 All of those are valid concerns. One of the concerns I have is echoed by Trend is the amount of employees that service this entire area. I don't know what that number is. And, those are the ones that are going to be affected the most. Just like when Offshaunee came in and tried to ask for some parking; he's trying to get his customers to park in that lot and the employees, where are they going to park? Okay, yeah...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. So that's kind of a scare thing. We have a lot of lower income people that work there. A lot of kids, a lot of volunteers, and a lot of that and that's kind of scary. If we do just clean-sweep that whole area and put 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. And then everybody would be like, "Do I want to do this? Or do I want to do this?"

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. It's a little bit of a walk but...

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 group this Friday.

Vice-Chair Biri asked which group is that?

Mr. Mendoza explained that it's the working group; just the Staff group. The issue of employees parking in public spots? 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 and, giving my own opinion, may not be a bad baby step to take but that would push everyone back onto their private property.

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, you know, 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 Trend guy in the audience where the employees park. He asked if it was the "red" lot; your lot? The one that is "red" at 8:00 PM?*

Trend Employee said there are two lots. Before I forget, I 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. It goes all the way to Bloomfield.

Commissioner Emerson asked how much of your, what percent of your employees park on Trend property?

Trend employee said he has no idea.

Commissioner Emerson asked is most of them parking on the streets or...

The Trend employee 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. So they have parking behind their biggest building. They have parking in what amounts to kind of an industrial park right on Bloomfield where the batting cages are. Our employee’s park on Humbolt as it goes up to Cerritos. They do park, if they can, they park in the “red” lot especially at night. They do park along Catalina. They’ll park, some of their office employees, actually on Reagan, believe it or not because 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 explained that he doesn’t know. He 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. I think focusing on the medical properties initially, now... If my doctor is in Los Al Medical Center, that’s where I’m going to go; I may have to park in apartment row. It seems to me that the first thing that we hone in on, the biggest problem is the medical center and that is 9 to 5. And if you come in, we’re going to just charge 9 to 5, Monday thru Friday because that’s the peak time. 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... I think 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. I mean they can lease spaces in the under-utilized structure and make their people park there but I don’t think it’s unreasonable for the City to say, “Look, you’re making billions of bucks off this surgery center and half of its owned by the medical center, half of its owned by Tenant, and I don’t know who owns the other half... 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 so I think if Staff attacks that area, again, I don't know how many of your people are off site or whatever. I feel like you guys contribute a lot of sales tax to the City; you've been there a long time; you're a successful business. It's not that I'm not sympathetic with medical needs of the community but Seal Beach has designed it so that all their people when they get sick come up here and when they go to school, they come up here. And we have a parking and... I'm not sure if it was intentional but it WAS intentional! They built friggin' Leisure World down there and they put the hospital here. I don't know why that was but there's your glaring example so I don't know if my heart bleeds for that situation but it's made Tenant a lot of money and...

Vice-Chair Biri Going back to Item 7C, which is the item in question for us, we're supposed to review and consider the parking assessment. So, a question that I have is I believe 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 right? Is that what we're kind of looking at? Because I'm looking at the end user...

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 said 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 my last thought on this subject. I was kind of baffled as were my fellow Commissioners; I think it was the last meeting we were talking about the dissolution of the ad-hoc sub-committee. It kind of just fizzled out and to me it seemed odd that our Commissioners spent time (the ones that were a part of that group), going over it and then I 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, well then, like, how much of our input is actually required,

requested, cared for because we did that and then it just kind of went away, right? There was never any report created or conclusion of thoughts so I 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, what we did was set up an ad-hoc committee and we were going to meet a half hour before every meeting to talk about the project and then the change happened with the Commission and we lost Joanna and we stopped meeting. Then I 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. So, you can put the blame on me.

Vice-Chair Biri asked whose purview does that fall under? Those kinds of things like traffic meters or parking meters because to me and in my opinion, which I don't have any basis for that other than what I believe my logic is, who is it that gets that?

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 you guys have 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 just because we do deal with things like red curbs, where there's no traffic 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 indicated that's what I was saying. We do stop signs, we do red curbs, and we do white curbs. To me it seems like a parking meter would be within their purview as well which I believe we were led to believe that when we started that ad hoc committee.

Chair Mejia asked if there are any examples anywhere that have installed parking meters recently that we could maybe see what's happened there so that we can go, "Hey, look what happened here". I do know Seal Beach used to have parking meters and they're gone on Main Street and other cities have kind of gone that way to remove them or put 3-hour parking so that people can dine and walk for a little bit or whatever the case may be

and that might eventually be useful to us if we do end up with a destination.

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 but like the City of Los Angeles last year, they said they had no idea if they were even making any money on their parking meters. They didn't even know how many parking meters they had. I mean there's just so much... The other thing is the outreaches' that you've done; would it be out of line for any one of us to attend any one of those? I would be very interested to maybe be involved or, at a minimum, get some direct feedback.

Mr. Mendoza answered not at all! Maybe the Commission could even host the town hall meeting! There's a premium at Trend to having these spots and that's what Tom and he have talked about to help them to preserve that premium benefit for those employees. You know not every one of their employees get those great spots, either. They even struggle with them.

Trend employee said you're only talking about 30 spots along Catalina; there are not that many spots.

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.

Chair Mejia said I'm 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 but you don't know until you ask sometimes and it's just... I would love to actually get that feedback. I know there's so many

individually owned businesses also there and I'm wondering when they're going to be notified and I would like to actually get a copy of whatever notifications that go out when we're doing an outreach so that I can actually have the actual document that they get that says, "Hey, this is what we're looking at".

Vice-Chair Biri answered yes, please.

Chair Mejia said so that I get that same shock factor.

Mr. Mendoza said you can host.

Chair Mejia said whatever the case may be, I would like to be included on that.

Mr. Mendoza said we have to get you more information to provide that and we're not there yet.

Commissioner Emerson said yes and no. In terms of feedback from this report, I found it overwhelming. Now, partly it was overwhelming because I didn't get the print copy until Monday which is a problem all too often. It would be nice if we could get the print copies of stuff on Friday or Saturday at the worst.

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

Commissioner Emerson answered that I would hate to have them hand deliver it but if I had a choice this week... Getting them Friday or Saturday at the latest... With regard to getting this on to the City Council, I think this has to be more manageable and easier for them to digest; it would help if it was easier for us to digest. I think you need to break out where the structures are so I'm not working from memory.

Chair Mejia indicated that as far as this document goes, to me, it looks accurate. I think if you had asked me, given me a map and five or six color markers, I could have come pretty close to saying what those were. I think we all know what those issues are. My curiosity is to find out how many employees are going to be displaced because we have 600 right here and if we have 3000 vehicles that we're going to now be pushing out which is really what's going to happen, it's going to...

Commissioner Patz said it's actually 600 total; is it 300 at night and 300 at day?

Man from Trend with no name said yes.

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

Man from Trend with no name said yes.

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 said so, does anybody have any issues with the traffic parking assessment?

Commissioner Patz said no, I think it's a pretty accurate.

Vice-Chair Biri said that she agrees. Very helpful that she received the link to the whole packet.

Chair Mejia said with that, we're just at this point, this is a Receive and File until we have more information and we get to actually move on but I'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 to sit in?

Mr. Mendoza said he thinks we're past that point of talking privately, to three of you. I think it's probably better that we bring the items to the Commission as a whole on the agenda so I don't know if you need an ad hoc and asked the Chair what he thought.

Chair Mejia answered that he thinks that's probably fine. With the ad hoc, it's just going to stretch things out. We're probably okay on that.

**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 23<sup>rd</sup> 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 up until August or September that they have to decide what they are going to do with that money. If you have an opinion, he is just letting them know that they are looking at this and there is going to be some more CIP money if they want to discuss that with any of the Council members prior to that deadline. Once he was done summarizing the Staff report, Mr. Hunt indicated he's prepared to answer questions from the Traffic Commission.

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

Mr. Hunt said they do and explained how that could be possible.

Chair Mejia asked if there were any additional comments.

Commissioner Emerson asked about school projects; school district partner with the City; nothing on list is a crying need to borrow money;

Chair Mejia indicated that since there were no more comments, he saw this item was a Receive and File item; finance

Mr. Mendoza said they determined they want to refinance; not an easy decision.

Chair Mejia asked if there had been community input.

Mr. Mendoza indicated there were a few; money cheap; use it; struggled...

Receive and File only

**8. ITEMS FROM THE PUBLIC WORKS DEPARTMENT**  
**A. Traffic Commission Status Log**

Nothing new to report.

Mr. Hunt explained that there was a meeting this Friday with the school district; presentation, etc.; spoke about that meeting.

Chair Mejia asked if it was a public meeting.

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

Vice-Chair Biri asked if there was history.

Mr. Hunt indicated there is no criteria; 3 months; get rid of it...

Vice-Chair Biri asked what the Traffic Commission wants.

Commissioner Emerson said as long as it fits on one page, we should keep it the same.

Commissioner Patz extended his appreciation to the Public Works staff as they filled up a pot hole on Humbolt before he even had to call in a service request.

## 9. TRAFFIC COMMISSION INITIATED BUSINESS

### Commissioner Wilhelm

- Said people doing left turns on Farquhar to proceed on alley; twice in one week, he witnessed cars making illegal left turns to go into the alley. Explained he would like warnings and citations; PD would have a field day. Would like an officer to sit there.

Captain MacAlpine indicated they would 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 and south bounds on Los Alamitos Blvd; straight through instead of turning right. History behind no right turn; Bloomfield to San Mateo.

Mr. Hunt explained the high school traffic cutting through.

### Commissioner Emerson

- Welcomed Ruth Smith and indicated it was great that Mr. Mendoza consolidated traffic and engineering. Good for business.

He asked about a follow up regarding #8 – OCTA and CalTrans and thought maybe with Ms. Smith's experience, they are working signals and

...

Mr. Hunt indicated it would be 2015/2016.

Commissioner Emerson indicated there were a dozen signals that go nowhere.

Ms. Smith explained that the signal, CalTrans doesn't like anybody to synchronize the signals...

Commissioner Emerson...

Ms. Smith explained...

Mr. Hunt...

Commissioner Emerson...

Mr. Hunt...

Ms. Smith said SFP in August...

Commissioner Emerson said it would increase the odds; already talked to other cities?

Mr. Hunt responded Seal Beach, etc...

Ms. Smith asked OCTA?

Mr. Hunt confirmed it was OCTA.

Ms. Smith said to start talking to OCTA...

Mr. Hunt explained that now is the time...

Commissioner Emerson...

#### Chair Mejia

- Would like to look at the Katella/Los Alamitos Blvd. left turn from Katella on Los Alamitos Blvd.; waiting; detectors stuck?

Mr. Hunt said left turn arrow with no cars.

- Loops on Lexington northbound in the PM; check; any information on traffic signal company contract?

Mr. Mendoza indicated it was the same company.

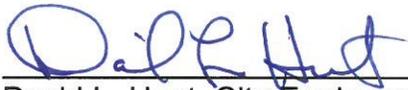
- Maintenance call on??? And Noel; Kaylor, etc.
- Complimented Public Works staff on filling a pot hole on Katella without a complaint being filed.
- Asked if Katella/Cherry crosswalk to CIP has been completed.

Mr. Hunt indicated he would move that on the sheet.

## 9. ADJOURNMENT

The Traffic Commission adjourned at 9:20 PM.

ATTEST:



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David L. Hunt, City Engineer