CITY OF LOS ALAMITOS
3191 Katella Avenue
Los Alamitos, CA  90720

AGENDA
TRAFFIC COMMISSION
REGULAR MEETING
Wednesday, February 08, 2017 – 7:00 PM

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.

Each matter on the agenda, no matter how described, shall be deemed to include any appropriate motion, whether to adopt a minute motion, resolution, payment of any bill, approval of any matter or action, or any other action. Items listed as “for information” or “for discussion” may also be the subject of an “action” taken by the City Council at the same meeting.

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 301, 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 Patz
Vice Chair Mejia
Commissioner Emerson
Commissioner Hill
Commissioner Rodman
Commissioner Seaman
Commissioner Singer
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
Approve the Minutes for the Regular Meeting of January 11, 2017.

6. STAFF REPORTS
A. Consideration of Parking Revision 10792 Los Alamitos Boulevard
This report requests the review and consideration of a request by McNally Lighting for a revision to its time-limited parking.

Recommendations: Review, consider and assign the request to the City’s Traffic Engineer for further study if warranted by the Commission.

B. Four Month Review of Residential Parking Implemented in May 2016
The Traffic Commission asked to review the new parking regulations after implementation. This staff report introduces the topic and begins the discussion toward drafting a report on the results of implementation.

Recommendations: Commission and staff share their observations and feedback of Time Limited Parking regulations.

C. “Traffic Engineering 101”
Discussion regarding Traffic Engineering and its function within Community.

Recommendations: Receive and file.

D. Traffic Commission Status Log
This is a tracking tool used by the Commission to track assignments and accomplishments.

Recommendations: Receive, file, and revise as necessary.

7. ITEMS FROM THE DEVELOPMENT SERVICES DIRECTOR
A. Correspondence regarding traffic light concerns at Los Alamitos Boulevard and Katella Avenue from Mr. & Mrs. David & Kam Kalish.

Recommendations: Receive and file.
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 2nd day of February, 2017**

   [Signature]
   
   Michelle Muller, Department Secretary
MINUTES OF TRAFFIC COMMISSION MEETING
OF THE CITY OF LOS ALAMITOS

REGULAR MEETING – JANUARY 11, 2017

1. CALL TO ORDER

The Traffic Commission met in Regular session at 7:00 p.m. on January 11, 2017, in the Council Chamber, 3191 Katella Avenue, Los Alamitos, California, Chair Patz presiding.

2. ROLL CALL

Present: Commissioners:

Chair Patz
Commissioner Hill
Commissioner Mejia
Commissioner Rodman
Commissioner Seaman
Commissioner Singer

Absent: Commissioner Emerson (excused)

Chair Patz reported Commissioner Emerson informed him of his absence prior to tonight’s meeting.

Present: Staff:

Steven Mendoza, Development Services Director
Farhad Iranitalab, Traffic Engineer
Rick Moore, Police Captain
Michelle Muller, Department Secretary

3. PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was led by Commissioner Singer.

4. SWEARING IN OF NEW MEMBERS

Department Secretary Muller swore in new Commission Members Hill, Rodman, and Singer simultaneously.

5. ORAL COMMUNICATIONS

Chair Patz opened the meeting for Oral Communications.

Mark Chico, Parks and Recreation and Cultural Arts Commissioner, extended the official challenge for the 36th Annual Race on the Base participation between each Commission and City Council for most participants/volunteers. Race on the Base will be held on February 24, 2017 and February 25, 2017.

There being no further speakers, Chair Patz closed Oral Communications.
6. **TRAFFIC COMMISSION REORGANIZATION**

This report provided relevant information for the Traffic Commission’s annual reorganization by the election of Chair and Vice Chair.

Development Services Director Mendoza called for nominations for the position of Chair.

Commissioner Mejia nominated Commissioner Patz.

Development Services Director Mendoza asked if there were any other nominations and there were not.

Unanimously Carried: The Traffic Commission appointed Commissioner Patz as Chair.

**ROLL CALL**

<table>
<thead>
<tr>
<th>Commissioner</th>
<th>Vote</th>
</tr>
</thead>
<tbody>
<tr>
<td>Patz</td>
<td>Yes</td>
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<tr>
<td>Commissioner Emerson</td>
<td>Absent</td>
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<tr>
<td>Commissioner Hill</td>
<td>Yes</td>
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<tr>
<td>Commissioner Mejia</td>
<td>Yes</td>
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<td>Commissioner Rodman</td>
<td>Yes</td>
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<tr>
<td>Commissioner Seaman</td>
<td>Yes</td>
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</tbody>
</table>

Development Services Director Mendoza called for nominations for the position of Vice Chair.

Chair Patz nominated Commissioner Mejia as Vice Chair.

There being no further nominations, Chair Patz closed the nominations.

Unanimously Carried: The Traffic Commission appointed Commissioner Mejia as Vice Chair.

**ROLL CALL**

<table>
<thead>
<tr>
<th>Commissioner</th>
<th>Vote</th>
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<tbody>
<tr>
<td>Patz</td>
<td>Yes</td>
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<tr>
<td>Commissioner Emerson</td>
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<tr>
<td>Commissioner Hill</td>
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<td>Commissioner Mejia</td>
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<td>Commissioner Rodman</td>
<td>Yes</td>
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<tr>
<td>Commissioner Seaman</td>
<td>Yes</td>
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</tbody>
</table>

7. **APPROVAL OF MINUTES**

A. **Approve the Minutes for the Regular Meeting of November 9, 2016**

Motion/Second: Mejia/Seaman
Unanimously Carried (Emerson absent): The Traffic Commission approved the minutes of the Regular meeting of November 9, 2016.

8. ITEMS FROM THE PUBLIC WORKS DEPARTMENT

A. Traffic Commissioner Guidelines, Rules and Codes
Development Services Director Steven Mendoza briefly reviewed the policies and expectations of the Traffic Commission.

Chair Patz introduced Traffic Engineer Farhad Iranitalab, to the new Commissioners. Traffic Engineer Iranitalab spoke briefly.

B. Traffic Analysis at the Intersection of Katella Avenue and Cherry Street
Traffic Engineer Farhad Iranitalab summarized the Staff report and answered questions from the Commission. He stated Staff’s recommendation was to add a “u-turn only” sign at the Katella and Cherry intersection.

The Traffic Commission and Staff discussed typical standards for an alleyway and the safety of existing conditions.

Motion/Second: Singer/Seaman
Unanimously Carried (Emerson absent): The Traffic Commission approved prohibiting a left turn going westbound on Katella, southbound on Cherry, and allowing only a u-turn.

C. Consideration of Parking Revision 10732 Los Alamitos Boulevard
Development Services Director Mendoza advised that business owner Kathi McNally would wish to be present to discuss this matter and the Commission may choose to defer the item. Mr. Mendoza provided the Commission with background of the parking regulations.

Motion/Second: Mejia/Hill
Unanimously Carried (Emerson absent): The Traffic Commission continued this matter to the next meeting.

D. Traffic Commission Log
The Traffic Commission and Staff reviewed the Traffic Commission Log.

9. TRAFFIC COMMISSION INITIATED BUSINESS
None.

10. ADJOURNMENT
The Traffic Commission adjourned at 8:04 p.m.
City of Los Alamitos
Traffic Commission

Agenda Report
Staff Reports
February 08, 2017
Item No: 6A

To: Chair Patz and Members of the Traffic Commission

From: Steven A. Mendoza, Development Services Director

Subject: Consideration of Request to Review Parking Regulations

Summary: Consideration of a request by McNally Lighting for a revision to its time-limited parking.

Recommendation: Review, consider and assign the request to the City’s Traffic Engineer for further study if warranted by the Commission.

Background

The owners of the property and the business at 10792 Los Alamitos Boulevard have sent in a request to the Commission to take a look at the newly established time-limited parking at the site.

Before Staff reviews or considers expending public funds on such a request, we bring the items to the Commission to see if such a request is warranted.

Submitted By: Steven A. Mendoza, Development Services Director

Attachment 1: McNally Letter
Subject: Parking Challenges

In the Spring of 2016 the City of Los Alamitos held a parking workshop to address the following:

Learn about work done to date, Hear what community has told us so far, Discuss the next steps to a solution, Share your opinions

I attended the public council meetings on this topic as any parking decisions would directly impact my business. The Council chose to impose its new rules and my business went from Green Curb / No parking restrictions in the front of McNally Electric as indicated on the Fehr & Peers - Parking Assessment Dated May 29, 2015 to a 4 Hour Parking Area.

This abrupt change has impacted my customers ability to secure parking in front of our store. After the change, we decided to wait and see, were the issues still there as they had required the green curb in the first place. We've heard many comments from our clients about the parking in front of the store. None were positive.

Examples of this change in allowing 4 hour parking are the following:

✓ Beverage Trucks making deliveries to the 7/11 store park for extended periods of time taking several spots in the process.
✓ Vehicles have been recognized as parking in front of the store at opening -9:00 a.m. and still present after lunchtime.
✓ The 4 hour limit allows for cars to meet and I have witnessed car pooling.
✓ The Big trucks that deliver or go to lunch in the area will take up the entire curb from driveway to driveway. Blocking the complete visibility of the store, on numerous occasions.

When the curb was green the above examples never occur.

This extended timed street parking on the Boulevard in front of my showroom is a burden on my customers ability to stop, run in, conduct business, often with in 25 minutes or less and leave. We are a destination store and when the customer, especially the elderly, cannot secure a reasonable parking spot they will not come back and give me the opportunity to serve their lighting and electrical needs as we have for over 50 years.

I respectfully request this 4 Hour Area of Parking be changed to how it was previously. Plus if you can remove the newly installed sign pole so that clients who park there don't hit their passenger door when their door is opened. I see 2 options for that, either move the sign to the beginning of the parking area close to the driveway where doors will never be an issue or print it on the curb, as done in the past.

Thank you for attention in this matter.

Kathi McNally
CEO
City of Los Alamitos
Traffic Commission

Agenda Report
Staff Reports
February 8, 2017
Item No: 6B

To: Chair and Members of the Traffic Commission

From: Steven A. Mendoza, Development Services Director

Subject: Four Month Review of Time Limited Parking Implemented in 2016

Summary: The Traffic Commission asked to review the new parking regulations after implementation. This staff report introduces the topic and begins the discussion toward drafting a report on the results of implementation.

Recommendation: Commission and Staff share their observations and feedback of Time Limited Parking regulations.

Background

In May 2016, the City Council established time limits throughout various areas of the City as represented on Attachment 1. Initially, the City Council carefully reviewed thirteen areas of the City and then extended the area to include two more areas stretching north to Sausalito Drive and Briggeman Drive on both sides of Los Alamitos Boulevard. Council directed Staff to move forward on establishing time limits for formal consideration by the City Council. The decision to establish Time Limited Parking came after nearly 18 months of consideration and outreach.

Discussion

The completion of all sign installations occurred on August 18, 2016; the enforcement of all signage installed, commenced on August 20, 2016. Immediately following implementation, the Development Services Director began logging calls coming into the Department.

Areas of Concern
During the post implementation evaluation, we found three areas of concern:
1. Area adjacent to Katella Senior Living;
2. Ganahl Lumber area and;
Staff would like to begin the process of gathering input from the Commissioners on other “areas of concern” during this Commission Meeting. Police Staff and the Development Services Director will be on hand to share their observations and collect the Commission observations. All information shared will be compiled into a future report to the Traffic Commission.

Submitted By: Steven A. Mendoza, Development Services Director

Attachment 1: Map of Proposed Parking Restrictions
EXHIBIT A

PROPOSED PARKING RESTRICTIONS

LEGEND

Proposed Parking Restrictions
- Proposed 2-Hour Parking
- Proposed 3-Hour Parking
- Proposed 4-Hour Parking
- Proposed 24-Minute Parking
- City-Owned Lot
- Existing Residential Permit Parking
- Existing No Parking Any Time (only full block's shown)

Medical Center Tram Route
Medical Center Tram Stops

Proposed Parking Limits Boundary
Parking Study Area
City Boundary

Note: Where there are no colored lines, parking is not currently allowed and would not be allowed.
City of Los Alamitos
Traffic Commission

Agenda Report
Staff Reports

February 08, 2017
Item No: 6C

To:       Chair Patz and Members of the Traffic Commission
From:     Farhad Iranitalab, Traffic Engineer
Subject:  “Traffic Engineering 101”

Summary: Discussion regarding Traffic Engineering and its function within a Community.

Recommendation: Receive and file.

Background

The City of Los Alamitos Council have selected three new members to serve on the Traffic Commission. Staff would like to take this opportunity to introduce the commissioners the function and responsibilities of traffic engineering.

Discussion

Traffic Engineering is a branch of civil engineering that uses engineering techniques to achieve the safe and efficient movement of people and goods on roadways. It focuses mainly on research for safe and efficient traffic flow, such as road geometry, sidewalks and crosswalks, cycling infrastructure, traffic signs, pavement markings and traffic lights.

Attached you will find the description of the following subjects that will help the commission in dealing with public requests:

1. Stop Signs and Proper Use
2. Crosswalks and Proper Use
3. Speed Limit Signs
4. Traffic Signals
5. Pedestrian Signals

Submitted By: Farhad Iranitalab, Traffic Engineer

Attachment 1: Brochure regarding traffic signs, road markings, and street lights
Stop signs

A stop sign is one of the most valuable and effective traffic safety devices, when used at the right place and under the right conditions. However, stop signs placed at intersections where they are not needed can create a dangerous situation and diminish the effectiveness of other signs.

Why should a stop sign be installed?

Stop signs should be used to:

- Designate who has the right of way at an intersection.
- So the least number of vehicles have to stop.
- Preserves the expectation of drivers at intersections.

Do stop signs always increase safety?

National studies have shown that accident rates increase at intersections where stop signs have been installed where circumstances did not justify the installation.

Reasons for this include:

- Drivers ignoring what they perceive to be an unnecessary stop sign
- Too many stop signs along a roadway
- Pedestrians believing that vehicles will always stop at a stop sign

Do stop signs reduce travel speed?

- When stop signs are installed to slow down speeders, drivers often increase their speed between intersections to compensate for the time lost by stopping; therefore, they are not helpful for that purpose.
- Studies show that speeds can actually increase between stop signs (up to 3-5 mph faster).

Will stop signs slow or divert traffic?

Traffic studies and experience have shown that using additional stop signs to redirect traffic often creates worse problems.

- Most traffic is on a street by choice and the installation of a stop sign will not cause the traffic to reroute itself.
- At unwarranted stop signs, where the motorists are not certain why the sign has been installed, the compliance is poor.

Children's safety

Installation of a stop sign does not improve safety or provide a secure or safe haven for children to play. Children should be actively discouraged from playing in or directly adjacent to any street.

If a new stop sign is not appropriate, what can be done to improve the safety of an intersection?

- Trim bushes to improve visibility.
- Installation of no parking signs at an intersection may be helpful.
- Additional police enforcement.
What are Crosswalks?

- A crosswalk is a designated point on a road at which some means are employed to assist pedestrians wishing to cross.
- They are designed to keep pedestrians together where they can be seen by motorists, and where they can cross most safely.
- Marked crosswalks are installed to clearly define a path for pedestrians to cross the street. Crosswalks often have signs or traffic signals supporting them and controlling traffic or warning drivers that someone might be crossing.

Where are marked pedestrian crosswalks installed?

- Where pedestrians may not otherwise recognize the proper place to cross.
- Where there are 20 or more pedestrians crossing at an intersection in 1 hour.
- At intersections within an approved School Walking Route.

Who has the right of way?

- Pedestrians have the legal right of way when they are in a marked crosswalk on roads with a speed limit of 35mph or less. You should always remember to be cautious as some drivers may not be paying attention.
- If you are not sure if you are seen or recognized by a motorist, you should wait for a safe opportunity to cross a street.
- Crosswalks are not safety devices and are used to assist and direct pedestrians along the safest route rather than to 'stop' traffic.

Vehicles at crosswalks

- Don't block crosswalks at intersections.
- Yield to pedestrians.
- If there is no stop sign or stop signal and no one in the crosswalk it is not necessary to stop.

Take safety into your hands:

- Cross at intersections.
- Wait for a gap in traffic.
- Always obey a traffic signal.
- Look both ways before crossing.
- Watch for turning vehicles.
- Make eye contact with the driver of an approaching vehicle before proceeding.
- Do not assume the driver can see you.
- Wear reflective clothes at night.
- Do not text or talk on your cell phone when crossing.
- Do not weave in and out of cars.
- Do not step into traffic from behind an obstruction or between vehicles.

Jaywalking

When you jaywalk, you aren't just breaking the law and obstructing traffic, you're also endangering yourself by not using these traffic control devices that are there to help you cross the street safely.
SPEED LIMITS

Speed limits provide motorists with information that will facilitate the safe flow of traffic under normal conditions. They are established based upon thorough traffic engineering criteria, not set on casual observations or uninformed opinion.

What factors are considered?

Traffic engineers examine many traffic and road conditions to determine speed limits. These include:
- roadway classification
- accident history
- vehicle speed
- number of vehicles, pedestrians and bicycles

Also considered are the physical features of the road such as:
- sidewalks
- curves
- driveways
- intersections
- traffic control

Why not simply post a lower speed limit and have the police enforce it?

Posting speed limits lower than the 85th percentile speed does not result in voluntary motorist compliance with the posted speed limit unless there is continuous, visible enforcement.

Most drivers drive 5 to 10 mph over the speed limit. Why not establish the speed limit with this in mind?

While some people drive faster than the speed limit, this is not true of everyone. Experience shows that 85% of the drivers adhere to properly established speed limits.

This is the 85th percentile speed. It is the speed at, or below which, 85% of the traffic moves. Police officers can then target their speed enforcement efforts at the 15% of drivers who do not obey the speed limit. When enforcement is directed at these drivers, voluntary compliance increases, resulting in a lower percentage of violators.

Can speed enforcement be effective when limited to a small portion of the drivers?

When the majority of drivers respect the posted speed limit, enforcement can be directed at drivers who exceed the speed limit. When enforcement is directed at these drivers, voluntary compliance increases, resulting in a lower percentage of violators.

Is a lower speed limit always safer?

No, lower speed limits do not necessarily improve safety. The more uniform the speeds of vehicles in a traffic stream, the less chance there is for conflicts and crashes.

Posting speed limits lower or higher than what the majority of drivers are traveling produces two distinct groups of drivers:
- People attempting to observe the limit.
- People driving at the speed they feel is reasonable.

These differences in speeds may result in increased crashes due to tailgating, improper passing, reckless driving and weaving from lane to lane.

Why wait until someone is seriously injured or killed before anything is done about speeding?

After a serious crash, speeding is often assumed to be the cause. This may not always be true. While crash experience is one of the factors considered in establishing speed limits, it is not the only one - or even the major one. The prevailing 85th percentile speed is a primary factor used to establish a proper speed limit, even if there have been no crashes.
Traffic Signals

The City of Los Alamitos has 21 traffic signals to help traffic move safely, orderly and efficiently. They also prevent dangerous angle crashes and give pedestrians safe gaps in traffic to cross the street.

Right Turns on Red

Unless there is a sign that says “No Right Turn on Red”, vehicles are allowed to make a right turn on a red signal.

How does a traffic signal detect vehicles?

Los Alamitos uses two kinds of detection: loop detectors and video detection.

Loop detectors are wire loops buried in the road. They use magnetic fields to detect the metal inside vehicles. The loops overlap the stop bar and only detect vehicles directly above them.

Video detection uses closed-circuit cameras. The signal controllers monitor the video feeds from these cameras. Software is programmed to sense vehicles stopped inside detection zones in the picture. The feeds are not recorded and no one watches them.

How do Traffic Signals Work?

Every signal has a specialized computer called a controller that operates it based on three factors:

- **Timing** that City staff gives it based on lanes, traffic volumes, and coordination with other signals.
- **Detection** that senses waiting vehicles.
- **Preemption** that lets emergency vehicles force the signal to turn green for them and red for everyone else.

These factors tell the controller how often to cycle between green, yellow, and red. Controllers are kept in metal cabinets near their signal. Every cabinet also has a malfunction monitoring unit to make the signal start flashing if there is a problem. A flashing signal keeps the intersection operating safely until City staff can repair the controller.

Be Alert!

for pedestrians and turning vehicles.
What do the Symbols Mean?

Pedestrian signals have three modes:
- STEADY PEDESTRIAN DISPLAY
- FLASHING HAND DISPLAY
- STEADY HAND DISPLAY

Steady Pedestrian Display:
Step off the curb, stay in the crosswalk and head directly across. Make sure to watch for vehicles that may be turning into and across the crosswalk. Although you have the right-of-way, an inattentive motorist may fail to yield as the law requires. The PEDESTRIAN symbol is only on long enough to get a person started across the street and is not intended to be on long enough for a pedestrian to completely cross the street.

Flashing Hand Display:
While you are in the crosswalk, the pedestrian signal will change to a flashing hand in orange. You will have enough time to finish crossing.

Audible Signals
Some intersections have audible pedestrian signals to help visually impaired people know when to cross. In Virginia Beach, they make three sounds depending on the location - chirp, cuckoo, or tap.

Crossing Safely
Following these four steps will help you cross a street safely. And remember, always check for on-coming traffic before you step into the crosswalk!

Step 1: PUSH BUTTON
- Push the button, for the street you wish to cross, in order for the PEDESTRIAN display to appear.

Step 2: PEDESTRIAN DISPLAY
- When you see the WHITE PEDESTRIAN display:
  - WATCH for turning vehicles.
  - Then start to CROSS THE STREET.
  - STAY within the crosswalk as you continue to cross.
- Right & Left Turning Vehicles should YIELD to pedestrians crossing the road - HOWEVER, BE A CAUTIOUS WALKER.

Step 3: FLASHING DISPLAY
- When you see the ORANGE FLASHING HAND or countdown display:
  - CONTINUE CROSSING the street if you have started walking. The flashing HAND or countdown display will give sufficient time to finish crossing the street based on the average walking speed.
  - If you have not started crossing, push the button and WAIT for the next walk display.

Step 4: STEADY DISPLAY
- When you see the STEADY ORANGE HAND display:
  - There should not be any pedestrians in the crosswalks; you should have finished crossing the street.
  - DON'T STEP INTO THE STREET.

Pedestrian Signal Safety Tips
- If there is a Pedestrian Push Button at the crosswalk, be sure to use it.
- Stay in the crosswalk.
- Walk quickly, but do not run.
- Be aware of vehicles around you.
- Never assume that a driver sees you in the crosswalk, or as you are stepping into the roadway.
- Use extra caution at traffic signals where there are no pedestrian signals to be sure you cross at the proper time.
- An adult should accompany children across the street whenever possible.
- Teach pedestrian safety to your children.
- Right & Left Turning Vehicles should YIELD to pedestrians crossing the road - HOWEVER, BE A CAUTIOUS WALKER.
- The flashing HAND or countdown display will give sufficient time to finish crossing the street based on the average walking speed.
To: Chair Patz and Members of the Traffic Commission

From: Steven A. Mendoza, Development Services Director

Subject: Traffic Commission Status Log

Summary: This is a tracking tool used by the Commission to track assignments and accomplishments.

Recommendation: Receive, file and revise as necessary.

Background

The attached Status Log is used to track the assignments that come our way. It is also an opportunity for the Commissioners to assign work to the Traffic Engineer.

Submitted By: Steven A. Mendoza, Development Services Director

Attachment: Status Log
# Traffic Commission Status List

## Recommendation Approved/ Completed

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<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date Initiated</th>
<th>Requested By</th>
<th>Council or Staff</th>
<th>Taken To T.C.</th>
<th>C.C.</th>
<th>Remarks</th>
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<td>A</td>
<td>Install 4-way stop signs at 4-way stop intersections.</td>
<td>Jul-15</td>
<td>J. Wilhelm</td>
<td>Emerson/Mejia</td>
<td>Completed</td>
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<td>A-</td>
<td>Farquhar/Los Alamitos Alley Study</td>
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<td>A-</td>
<td>No Left Turn sign by the Post Office on Reagan St</td>
<td>Jun-15</td>
<td>D. Patz</td>
<td>Mejia</td>
<td>Completed - Put on 7-yr CIP</td>
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<td>A-</td>
<td>Katella/Cherry crosswalk on East side of Katella - move to west side.</td>
<td>Jun-15</td>
<td>J. Mejia</td>
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<td>A-</td>
<td>High School Traffic Study</td>
<td>Apr-15</td>
<td>D. Hunt</td>
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<td>Needs Los Al Unified approval</td>
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<td>A-</td>
<td>Extend signal time for cars crossing Katella @ Walnut/Wallingford</td>
<td>Apr-June-15</td>
<td>Lindsey</td>
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<td>A-</td>
<td>Repaint arrows at bus pad on Katella @ Walnut</td>
<td>Apr-15</td>
<td>J. Mejia</td>
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<td>A-</td>
<td>3-Way Stop Sign @ Cherry St &amp; Catalina St</td>
<td>Jan-13</td>
<td>J. Wilhelm</td>
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<td>Included in development</td>
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<td>A-</td>
<td>Consider options for widening Civic Center Dr</td>
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<td>A</td>
<td>Upgrade fork-lift crossing on Catalina</td>
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<td></td>
<td>Completed</td>
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</tbody>
</table>

## Recommendation Approved & Pending Implementation

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date Initiated</th>
<th>Requested By</th>
<th>Council or Staff</th>
<th>Taken To T.C.</th>
<th>C.C.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>B</td>
<td>Modifications to Katella/Wallingford-Walnut for school ped safety</td>
<td>Jul-15</td>
<td>Rossmoor HOA</td>
<td>Possible Council</td>
<td>Nov-15</td>
<td></td>
<td>Conducting follow-up</td>
</tr>
</tbody>
</table>

## Recommendation Denied

## Items Pending Consideration - Traffic Commission

## Items Pending Consideration - City Council

<table>
<thead>
<tr>
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<th>C.C.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>E-</td>
<td>Piggy-back on Seal Beach BI signal synch OCTA program for Los Alamitos BI</td>
<td>Jan-16</td>
<td>D. Emerson</td>
<td>Council</td>
<td>Mar-16</td>
<td></td>
<td>On proposed 7-yr CIP unfunded</td>
</tr>
</tbody>
</table>

## Traffic Commission Initiated Items - Engineering

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
<th>Date Initiated</th>
<th>Requested By</th>
<th>Council or Staff</th>
<th>Taken To T.C.</th>
<th>C.C.</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>F-</td>
<td>Modify pedestrian signal/sign for NB right turns - East leg Bloomfield &amp; Katella</td>
<td>Jan-14</td>
<td>J. Wilhelm</td>
<td>Staff</td>
<td>Under surveillance to determine the solution.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F-</td>
<td>Address sight distance for driveways on S/S Katella - Reagan to Cherry</td>
<td>Mar-16</td>
<td>J. Wilhelm</td>
<td>Possibly Council</td>
<td>Under observation. No further action required at this time</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ITEM</td>
<td>DESCRIPTION</td>
<td>DATE INITIATED</td>
<td>REQUESTED BY</td>
<td>COUNCIL OR STAFF</td>
<td>TAKEN TO</td>
<td>REMARKS</td>
<td></td>
</tr>
<tr>
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<td></td>
</tr>
<tr>
<td>F - 5</td>
<td>Remove parking spaces on S/S Catalina opposite Trend docks</td>
<td>Mar-16</td>
<td>J. Mejia</td>
<td>Possibly Council</td>
<td>T.C.</td>
<td>Under observation. No further action required at this time</td>
<td></td>
</tr>
<tr>
<td>F - 6</td>
<td>Move or upgrade mid-block crosswalk on Cherry s/o Florista</td>
<td>Mar-16</td>
<td>J. Mejia &amp; D. Patz</td>
<td>Possibly Council</td>
<td>C.C.</td>
<td>Waiting for study to be submitted</td>
<td></td>
</tr>
<tr>
<td>F - 7</td>
<td>Bring the traffic study for Shea Properties Arrowhead to Commission</td>
<td>Mar-16</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>F - 8</td>
<td>Remove school signs for Laurel HS, which is closed</td>
<td>Nov-15</td>
<td>D. Patz</td>
<td>Staff</td>
<td></td>
<td>Confirmed - Staff will remove</td>
<td></td>
</tr>
<tr>
<td>F - 9</td>
<td>Remove &quot;left over&quot; limit line at Farquhar/Pine (from Keep Clear)</td>
<td>Jun-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>Limit lines and Pavement Marking to remain per TC meeting 5/9/16. No Action needed</td>
<td></td>
</tr>
<tr>
<td>F - 10</td>
<td>Remove &quot;Keep Clear&quot; on Farquhar at Cherry</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>No further action required at this time</td>
<td></td>
</tr>
<tr>
<td>F - 11</td>
<td>Street name signs at Los Alamitos Bl/Florista-paint/vinyl pealing off</td>
<td>Jan-16</td>
<td>J. Seaman</td>
<td>Staff</td>
<td></td>
<td>Part of Citywide replacement</td>
<td></td>
</tr>
<tr>
<td>F - 12</td>
<td>Replace speed bumps in alley - poor condition</td>
<td>Jan-16</td>
<td>J. Mejia</td>
<td>Staff</td>
<td></td>
<td>Ordering new ones</td>
<td></td>
</tr>
<tr>
<td>F - 13</td>
<td>Vehicles in N/bound left turn lanes on Los Alamitos at Katella back up into thru lane</td>
<td>Jan-16</td>
<td>D. Emerson</td>
<td>Council</td>
<td></td>
<td>Reviewing - Would likely require capital improvements</td>
<td></td>
</tr>
<tr>
<td>F - 14</td>
<td>Add red curb for sight distance on Katella for n/bound Bloomfield</td>
<td>Mar-16</td>
<td>D. Emerson</td>
<td>Possibly Council</td>
<td></td>
<td>Under observation. No further action required at this time</td>
<td></td>
</tr>
<tr>
<td>F - 15</td>
<td>PT/P Study to downgrade fully protected operation for Rosmoor Way/Los Alamitos TS and Bradbury/Los Alamitos TS S/B and N/B directions</td>
<td>Jun-16</td>
<td>D. Emerson</td>
<td>Staff</td>
<td></td>
<td>No further action required at this time</td>
<td></td>
</tr>
</tbody>
</table>
From:  Dave Hunt
Sent:  Tuesday, January 31, 2017 1:55 PM
To:  Michelle Muller
Subject:  FW: traffic lights on Katella near Los Alamitos Bl REALLY need to be adjusted

Please include this email as part of the Traffic Commission packet under Public Comment.

From: david and kam kalish  
Sent:  Monday, January 30, 2017 9:03 PM
To:  Dave Hunt
Subject:  Re: traffic lights on Katella near Los Alamitos Bl REALLY need to be adjusted

I don’t think I will be able to make it. Can someone else bring up my concern on my behalf?

On Monday, January 30, 2017 9:35 AM, Dave Hunt <DHunt@cityoflosalamitos.org> wrote:

David and Kam

We are having a Traffic Commission meeting on Wednesday February 8th at 7:00 pm. Please come to the meeting and express your concerns. There is a public comment portion at the beginning of each meeting and the Traffic Engineer will be there.

Dave Hunt
City Engineer

From: david and kam kalish  
Sent:  Sunday, January 29, 2017 1:52 PM
To:  Dave Hunt
Subject:  traffic lights on Katella near Los Alamitos Bl REALLY need to be adjusted

I am one of the many drivers that traverse the Katella/Los Alamitos Bl intersection and are befuddled by how poorly prioritized/coordinate the lights are on Katella Ave. The lights on Los Alamitos Bl seem to be much better now than they used to be, but Katella definitely needs work. I know there are a lot of cars that go through there, and there’s only so much you can do to push traffic through until it’s just completely overloaded, but I know that during rush hour, the Katella traffic often has to sit through several cycles (probably 3, on average) while on many occasions, the green light on Los Alamitos Bl is so long that there’s a trickle of cars going through in that direction. When you have one road in both directions so heavily backed up, and another road not even fully utilizing its green light, then CLEARLY something is wrong. And the lights on Katella are pretty poorly coordinated east of Los Alamitos Bl which adds to the problem. Since the cross streets intersecting Katella are more minor streets in terms of traffic volume, they should have a lower priority than Katella and should not ever add to the choke point in that area. Traffic should NOT back up all the way west of the 805 and well east of Bloomfield.

I know plenty of cars avoid that intersection by either driving through the neighborhoods around Farquhar and Florista to get around the congestion, and they shouldn’t have to do that! Those roads are not meant to handle that kind of through traffic, but the way the lights on Katella are now, you are encouraging drivers to explore these alternates.

It seems to me if someone just took a few days to study that area, they could come up with a plan significantly better than what’s in place right now. Can someone please look into this?

It is only going to get worse over there if the plans to build the Whole Foods market on Katella ever go through!

Thanks,

David Kalish