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City Manager's Office

To: Mayor Joe Vinatieri

Mayor Pro Tem Jessica Martinez

Council Member Fernando Dutra

Council Member Cathy Warner

Council Member Octavio Cesar Martinez

From: Joanne Clark, 12826 Rose Drive, PPD 1

Re: Report by Walker Consultants on Preferential Parking Program

Date: December 12, 2022

I wrote to the Parking & Transportation Commission back in September, when a draft of the Walker report was made available. A copy of that correspondence is attached.

Briefly, I questioned the application of a one-size-fits-all parking program to neighborhoods with different parking problems. Example: The parking conditions on the streets around Hellman Park are very different from the parking problems in and around the uptown business district.

I also questioned some assumptions in the Walker report, for instance, the "importance of controlling the number of permits that are in circulation." Really? Why? And what does "in circulation" mean?

And I objected to comparing Whittier with Anaheim. The reasons should be obvious.

I concluded my remarks by stating that the whole endeavor sounded like a solution in search of a problem. I have heard nothing since then has altered that perception. In fact, it's beginning to look as if there's an unspoken agenda operating here. I hope I'm wrong.

The PPD around Hellman Park isn't broken. Please do not fix it.

The uptown area needs more parking, not less.

And the city council is supposed to represent residents and businesses.

To: Parking & Transportation Commission

From: Joanne Clark, 12826 Rose Drive

Date: September 1, 2022

I have lived on Rose Drive since 2000 and was one of the residents who petitioned the city council for permit parking in response to heavy use of the Hellman Park trail in 2013. I believe this is the "intrusive" parking referred to in the report. The current structure works very well for me and, as far as I know, for my neighbors.

Our situation is different from that of residents closer to the business areas of uptown. A two-hour time limit strikes me as ridiculous for a resident who may be home all day and has nowhere else to park. Maybe commercial users and shoppers could be directed to the free public parking structure on Bright Avenue. In fact, it seems to me we need more public parking spaces, not fewer. The recommendation of one permit per address is also ridiculous.

The study concludes that the number of permits available to a block should be limited to the number of available on-street parking spaces on that block. The reason given is the "importance of controlling the number of permits that are in circulation." Why? And what does "in circulation" mean? It's clearly not the same as "in use," as it seems to include passes a resident might use in the future. What difference does that make to the operation of the program?

Remember, permit parking was established on Rose Drive to stop our street from being overwhelmed by Hellman Park users. We park our cars first in our driveways and garages, then on Rose Drive when driveways and garages are full. If we have more than one car, we might park one on the street to leave the driveway clear for that vehicle to come and go. This is what we did before being the Hellman Park situation arose.

It's not clear to me why the study included the number of guest permits in concluding that we have too many permits. The guest permits are reusable throughout the year. This means we don't have to apply at City Hall for a guest pass every time a visitor has to park on the street. These passes are available, which is

not the same thing as being in circulation. In fact, there are no passes in circulation: A pass is either affixed to a resident's car or used temporarily by a visitor. When not being used by visitors, guest passes are in a resident's house somewhere, not in circulation.

As for temporary (one-day) passes, I would like to tell you how much I use and appreciate these. I host a small meeting once a month and use four one-day passes each time. This is convenient for me and my guests, primarily because I don't have to make sure they return permanent guest passes. And my driveway is open for more people or late arrivals. My neighbors have not complained.

On a related note, I request these by phone, usually three dates at a time. A clerk emails them to me. Easy. I tried a few times in the past to request them online, but the system was either confusing or not working. If the problems have been fixed and it matters to the program's operation, I would gladly do online requests.

### **Comparison of Other Cities**

By what criteria is Anaheim comparable to Whittier? Not population: Whittier had 85,000 in 2020, Anaheim 353,000 (round numbers). Anaheim has Disneyland and scads of hotels, motels and restaurants. Whittier has nothing remotely resembling Disneyland.

**Recommendation 5:** I'm not surprised to see fees recommended. But what is "more effective pricing"? The amounts recommended on page 23 seem high; they're much higher than the fees charged by the comparison cities outside unincorporated L.A. County.

**Recommendation 8:** Why limit temporary passes to 15 per day? Have there been instances of a resident or two having too many large and loud parties?

Thank you for the opportunity to share my thoughts.

