

St. Matthew Church

8:45 Mass Parking Count

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Summary

Upon being hired as the Operations Manager at St. Matthew Catholic Parish in July of 2010, I was made aware of the neighborhood concerns about the proposed Gymnasium Building Project, and concerns about specific impacts on the immediate neighborhood surrounding the St. Matthew campus. One concern expressed was the amount of overflow parking traffic onto the streets of Aragon Blvd., Maple Avenue, Castilian Avenue, and Capastrano Avenue during the Sunday, 8:45 AM mass. Neighbors had expressed a history of many mass attendees parking on public streets instead of parking their cars on the Church/School property, excessive speed on those streets, and parking up on the sidewalks, particularly on Capastrano. In order to quantify the issue beyond the information I found in the already completed parking and traffic analysis; I performed weekly parking counts. Beginning in July of 2010 through January of 2012, I performed 32 weeks of parking audits during the 8:45am mass.

I discontinued the weekly parking audits as a result of my findings, and because of the size of my audit sample. The qualitative findings indicated that the impact on the neighborhood was minimal. On Capastrano Avenue, I observed no blocked driveways and no speeding incidents. As for observing the occasional partial parking on the sidewalks, the local residents also park partially on the sidewalk. Capastrano allows for two-way traffic and does narrow when the situation of cars parked on both sides of the street directly opposite one another occurs. That's why even local residents, at times, partially park up on the sidewalk, regardless of the time of day or day of the week.

Based on 32 parking audits on average there are only six additional cars parked during mass on all four streets and this only accounts for a six percent increase in on-street parking spread throughout these streets.

Below I have described my audit methodology:

Count Methodology

Starting point / Street Count:

8:40AM – departed from the St. Matthew School front parking lot, and proceeded from the lot west onto Aragon Blvd. Using a counting clicker, I observed and counted every curbside parked car on both the south and north side of the 1 – 199 block of Aragon Blvd.

At the corner of Aragon Blvd. and Maple Ave., I turned north onto Maple Ave. and counted all curbside parked cars on the 800 – 900 blocks of Maple Avenue. I then made a U-turn on Maple and proceeded south on Maple Ave. to the intersection of Maple and Castilian Ave.

Turning east onto Castilian Ave., I counted all curbside parked cars on both sides of Castilian Ave. At the end of Castilian Ave, I turned west onto Notre Dame Ave to the intersection of Notre Dame Ave. and Maple Ave.

Turning north onto Maple Ave, I proceeded to the intersection of Mission Ave. and Maple Ave. Turning east onto Mission Ave, I proceeded one block to the intersection of Mission Ave. and West Capastrano Ave. Turning south onto West Capastrano, I counted all curbside parked cars on both sides of West Capastrano, Capastrano, and East Capastrano. At the intersection of East Capastrano and Mission Ave., I turned east onto Mission Ave to the intersection of Mission Ave. and El Camino Real.

Turning south onto EL Camino Real from Mission Ave., I then proceeded south to the intersection of El Camino Real and Notre Dame Ave. Turning west onto Notre Dame Ave., I counted all cars parked on both sides of Notre Dame Ave. (parked legally or illegally) all the way to the intersection of Notre Dame Ave and Maple Ave. In addition to counting all vehicles on Notre Dame Ave., I counted all the parked cars in the St. Matthew Church private parking lot off of Notre Dame Ave.

School / Church Parking Count (approximately 8:55AM)

Having completed the street counts on Aragon, Maple, Castilian, all Capastrano, and Notre Dame Ave. I parked my car in the front school parking lot and took a physical count of all the cars in the front School yard and the Main School yard. After completing my physical count of the two parking lots, I returned to my car and repeated the initial Street count for a second time taking note of any count change in curbside parking to calculate a net change in the number of cars.

Final Count / Auxiliary Parking Count

After completing my second Street count, I physically counted all parked cars along the west side of El Camino Real in front of the School (between Notre Dame Ave. and Aragon Blvd.) and in the parking lot of the Western Pacific Bank located at 885 South El Camino Real (corner of 9th avenue at El Camino Real). Western Pacific Bank allows St. Matthew parishioners to use its 39 parking spaces during non-business, operating hours. This completes my parking count methodology.