



# Placentia Traffic Safety Commission Agenda

Regular Meeting

July 16, 2018

7:00 p.m.

City Hall Front Community Meeting Room  
401 E. Chapman Avenue

**Miguel Hernandez**  
Chairperson

**Dr. Arinder Chadha**  
Vice Chair

**Robert Gorman**  
Commissioner

**Robin Stafford**  
Commissioner

**Vacant**  
Commissioner

**Vacant**  
Commissioner

**Vacant**  
Commissioner

**City of Placentia**  
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Placentia, CA 92870

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## Procedures for Addressing the Commission

Any person who wishes to speak regarding an item on the agenda or on a subject within the Traffic Safety Commission's jurisdiction during the "Oral Communications" portion of the agenda should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE that portion of the agenda is called. Testimony for Public Hearings will only be taken at the time of the hearing. Any person who wishes to speak on a Public Hearing item should fill out a "Speaker Request Form" and give it to the Commission Secretary BEFORE the item is called.

The Commission encourages free expression of all points of view. To allow all persons the opportunity to speak, please keep your remarks brief. If others have already expressed your position, you may simply indicate that you agree with a previous speaker. If appropriate, a spokesperson may present the views of an entire group. To encourage all views, the Commission discourages clapping, booing or shouts of approval or disagreement from the audience.

**PLEASE SILENCE CELL PHONES AND OTHER ELECTRONIC  
EQUIPMENT WHILE THE COMMISSION IS IN SESSION.**

## Special Accommodations

In compliance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please contact the City Clerk's Office at (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City staff to make reasonable arrangements to ensure accessibility.  
(28 CFR 35.102.35.104 ADA Title II)

Copies of all agenda materials are available for public review at [www.placentia.org](http://www.placentia.org) under the Traffic Safety Commission page. Persons who have questions concerning any agenda item may call the City Engineering Division at (714) 993-8148 to make inquiry concerning the nature of the item described on the agenda.

In compliance California Government Code Section 54957.5, any writings or documents provided to a majority of the Traffic Safety Commission regarding any item on this agenda that are not exempt from disclosure under the Public Records Act will be made available for public inspection at the City Clerk's Office at City Hall, 401 East Chapman Avenue, Placentia, during normal business hours.

Study Sessions are open to the public and held in the City Hall Community Room.

**REGULAR MEETING**

7:00 p.m. – City Hall Front Community Meeting Room

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**CALL TO ORDER:**

**ROLL CALL:** Commissioner Stafford  
Commissioner Gorman  
Vice Chair Chadha  
Chair Hernandez

**PLEDGE OF ALLEGIANCE:**

**ORAL COMMUNICATIONS:**

At this time the public may address the Traffic Safety Commission concerning any agenda item, which is not a public hearing item, or on matters within the jurisdiction of the Traffic Safety Commission. There is a five (5) minute time limit for each individual addressing the Traffic Safety Commission.

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**CONSENT CALENDAR:** None

**PUBLIC HEARING:** None

**REGULAR AGENDA:**

1. **Applicant:** City of Placentia  
**Project Location:** Citywide

Review of Draft Placentia General Plan Mobility Element Goals and Policies

**Recommended Actions:** It is recommended that the Traffic Safety Commission:

1. Receive and file the staff report; and
2. Review and provide input on the draft Mobility Element Policies and Goals.

**OLD BUSINESS:** None

**NEW BUSINESS:** None

**DIRECTOR'S REPORT:**

1. Traffic-Related Capital Improvement Projects Update

## **INFORMATION/COMMUNICATIONS:**

1. **POLICE DEPARTMENT TRAFFIC SUMMARY**  
Statistical update on accident and enforcement information provided by the Placentia Police Department.
2. **DISCUSSION ITEMS BY TRAFFIC ENGINEER**
3. **RESPONSE TO PRIOR MEETING ITEMS**

## **TRAFFIC SAFETY COMMISSION REQUESTS**

Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

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## **ADJOURNMENT**

The Traffic Safety Commissioners **ADJOURN** to the next regular meeting on Monday, September 17, 2018 at 7:00 p.m. in the Placentia City Hall Front Community Meeting Room located at 401 East Chapman Avenue, Placentia CA, 92870.

## **CERTIFICATION OF POSTING**

I, Rusty Beardsley, Traffic Engineer/Secretary to the Traffic Safety Commission of the City of Placentia, hereby certify that the Agenda for the July 16, 2018 Regular Meeting of the Traffic Safety Commission of the City of Placentia was posted on July 10, 2018.



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Rusty Beardsley, T.E.  
Contract Traffic Engineer/  
Secretary to Traffic Safety Commission



# Placentia Traffic Safety Commission

## AGENDA REPORT

TO: TRAFFIC SAFETY COMMISSION

FROM: DIRECTOR OF PUBLIC WORKS

DATE: JULY 16, 2018

SUBJECT: **REVIEW OF DRAFT PLACENTIA GENERAL PLAN MOBILITY ELEMENT GOALS AND POLICIES**

### **SUMMARY:**

A City's General Plan is a long-term comprehensive planning document that guides the City's overall development and assists with managing the growth of a community. Placentia's General Plan has not been updated since the 1970's and is long overdue for a comprehensive update. There are number of elements that comprise a General Plan such as the Land Use Element, Conservation Element, Open Space Element, and Mobility (traffic) Element. Each element contains goals and policies for the City to implement as new development or redevelopment projects are presented to the City for its consideration. The draft goals and policies for the draft Mobility Element is presented to the Traffic Safety Commission for its review and consideration.

### **RECOMMENDATION:**

It is recommended that the Traffic Safety Commission take the following actions:

1. Receive and file the staff report; and
2. Review and provide input on the Draft Mobility Element Goals and Policies.

### **DISCUSSION:**

A City's General Plan is a long-term and comprehensive planning document that guides the development and management of growth within a community and should be updated every 20 years. Placentia's General Plan has not been updated since the 1970's. Various Elements comprise the General Plan such as the Land Use Element, Conservation Element, Open Space Element and the Mobility (traffic) Element. Within each element there is a list of policies and goals that are used to guide future development and redevelopment within the City.

The City's Mobility Element represents the City's overall transportation management plan. The transportation plan includes both the physical transportation system itself such as streets, highways, rail lines, bicycle routes and sidewalks, as well as the various modes of transportation such as cars, buses, trucks, trains, bicycles, ridesharing, on demand service and walking using these facilities. The City also recognizes the emergence of automated (self-driving) vehicles and the implications that this technology could have on the workforce, land use, urban design, and transportation funding. These various modes of transportation provide for the movement of people, goods, and products throughout

the City. The circulation and transportation system provides a vital role in shaping, managing and operating the overall form and structure of the City as it connects various parts of the City internally and externally to the surrounding region.

In addition to the traditional vehicular transportation planning needs of the General Plan, the Mobility Element also addresses autonomous transit and active transportation modes (pedestrians, bikeshare programs, and bicycles) to the level that recognizes the City's commitment toward advancing transportation innovation as well as long term sustainability as outlined in SB 375 (Senate Bill 375 The Sustainable Communities and Climate Protection Act of 2008 which supports the State's climate action goals to reduce greenhouse gas emissions through coordinated transportation and land use planning with the goal of more sustainable communities).

The Mobility Element also encompasses the philosophies outlined in AB 1358 and SB 1000 (Assembly Bill 1358 Complete Streets Act of 2008, Senate Bill 1000) by planning for an interconnected multi-modal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. Furthermore, the Mobility Element incorporates autonomous vehicle policy provided by the National Association of City Transportation Officials (NACTO) *Policy Statement on Automated Vehicles*, released in 2016, and other resources with the understanding that approaches for integrating autonomous vehicles into the City's transportation system will evolve over time as new data and best practices become available.

The Mobility Element is related to the Land Use Element, since the circulation system must adequately handle future traffic conditions and provide the means to move people and goods through and within the City of Placentia. As vehicle ownership decreases and reliance on shared automated vehicle fleets increases, the City must also ensure that land use and infrastructure planning allow for adaptability and can capitalize on new mobility technologies.

The cities of Placentia, Brea and Yorba Linda are known collectively as the Tri-City Area, cooperating on major transportation and land use issues. In addition, Placentia shares its borders with the City of Fullerton to the west and Anaheim to the south. Many of Placentia's arterial roadways extend beyond the City's borders into these neighboring cities and beyond. Land use decisions and traffic patterns in these adjacent cities therefore have the potential to affect the quality of traffic flow and mobility in the City of Placentia, and in turn, traffic conditions and decisions made by the City of Placentia can affect these neighboring cities. Many of the local, state, and regional transportation agencies encourage coordination of mobility elements among local planning agencies, and funding for new infrastructure and the maintenance of existing infrastructure can benefit from a regional approach.

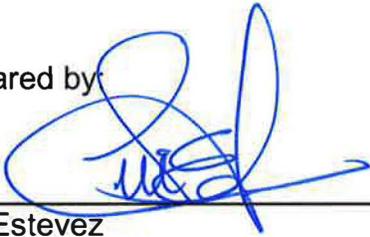
The California Department of Transportation (Caltrans) is particularly interested in the transportation planning roles of local general plans and suggests that the following areas should be considered, with a goal of resolving transportation problems early enough in the process to avoid costly delays:

- Coordination of planning efforts between local agencies and Caltrans districts
- Preservation of transportation corridors for future multimodal system improvements;

- Development of coordinated transportation system management plans that include multimodal and transportation system demand strategies to achieve the optimal use of present and proposed infrastructure; and
- Identification of complete streets and multimodal improvements on state highway routes.

The Mobility Element's goals and policies define the City's vision for an interconnected, safe, efficient and equitable transportation system that incorporates many modes of travel while prioritizing improvements that create a more walkable, bikeable and transit-oriented community. The Mobility Element does this particularly considering the need to address gaps in the circulation system for underserved populations of the community, promote clean and shared mobility systems, and prepare for the emergence of innovative mobility technologies. To that end, goals and policies are developed for all transportation modes that work together to achieve a more sustainable future for the City of Placentia. The draft goals and policies have been attached for the Commission's review and consideration (Attachment 1).

Prepared by:



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Luis Estevez  
Director of Public Works

Attachments: 1. Draft Mobility Element Goals and Policies

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## TRANSPORTATION FACTORS, GOALS AND POLICIES

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The Mobility Element's goals and policies define the City's vision for an interconnected, safe, efficient and equitable transportation system that incorporates many modes of travel while prioritizing improvements that create a more walkable, bikeable and transit-oriented community. The Mobility Element does this particularly considering the need to address gaps in the circulation system for underserved populations of the community, promote clean and shared mobility systems, and prepare for the emergence of innovative mobility technologies. To that end, goals and policies are developed for all transportation modes that work together to achieve a more sustainable future for the City of Placentia.

### **MAXIMIZE AND ENHANCE TRANSPORTATION FACILITIES**

#### **Planning Factor**

As the City of Placentia continues to grow, the City needs to make the maximum use of existing facilities, and enhance those facilities that would experience impacts from the growth.

**Goal MOB1.0** *Provide adequate transportation facilities Levels of Service (LOS) for existing and future inhabitants of the City.*

**Policies MOB.1.1** Developments that are under the City's jurisdiction are to provide improvements needed to maintain LOS D or better with existing plus new development traffic.

MOB-1.2 Assure all new development pays its fair share of costs associated with that development including regional traffic mitigation. The City adopted a revised and updated Citywide Traffic Impact Development Fee as well as a TOD Traffic Development Impact Fee in 2017.

MOB-1.3 For development projects, an approved phasing program (if applicable) is required that identifies phases of the proposed development that also corresponds to required improvements to roadway capacities. The phasing program must demonstrate the adequacy of the infrastructure to support the proposed project as well as a financing source to fund the improvements.

MOB-1.4 The City shall continue to collect Traffic Impact Development Fees for improvements within its boundaries and shall work with adjacent jurisdictions through the Inter-Jurisdictional Forums to determine acceptable impact fees. These fees may be assessed and increased as necessary.

MOB-1.5 Roadway improvements and expansions shall include prioritizing public transit and shared mobility in order to address gaps in the transit system, improve and incentivize mobility for shared vehicles, and discourage single-occupancy vehicles.

**Funding Action:** Seek out local, State and Federal grant funding for ride-sharing subsidy programs or localized transit shuttles should sufficient demand make the shuttle economically viable.

## ***BALANCED, FUNCTIONAL, AND EFFICIENT STREET SYSTEM***

### **Planning Factor**

The efficient and safe movement of traffic within Placentia is a concern of the City and its residents. Planning and design of the circulation system needs to include policies to minimize safety hazards.

**Goal**      **MOB-2**      ***Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of Placentia.***

**Policies**    MOB-2.1    Link with arterial highways of adjoining jurisdictions so that projected traffic flows safely and efficiently through the City.

MOB-2.2    Ensure adequate capacity to accommodate the traffic generated by land uses within the City, while balancing the needs of the pedestrian, cyclists and other multi-modal users.

MOB-2.3    Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation and to enhance transportation systems. Continue participating in multi-agency/jurisdiction traffic signal synchronization projects.

MOB-2.4    Respond to transportation problem areas with efforts to implement both interim and long-term solutions.

MOB-2.5    Encourage development which contributes to a balanced land use, which in turn serves to reduce overall trip lengths (i.e., locate retail in closer proximity to residents).

MOB-2.6    Require new development to conform to the standards and criteria of the City of Placentia and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

MOB-2.7    Maintain consistency between the City's Mobility Element and the Orange County Master Plan of Arterial Highways (MPAH).

MOB-2.8    Route through traffic around residential neighborhoods and recreational areas as well as prepare and implement a Citywide Neighborhood Traffic Management Program.

MOB-2.9 Encourage subdivision design and traffic calming techniques that reduce vehicle speed and discourage through traffic on local streets.

MOB-2.10 Reduce potential traffic conflicts by controlling access and minimizing driveway and local street intersections with arterial highways.

MOB-2.11 Design streets and turning movements to provide vehicle-operating speeds consistent with traffic needs and adjacent land use.

MOB-2.12 Develop additional capacity on arterial streets using the existing right-of-way, as needed or required.

**Funding Action:** Seek out local, State and Federal grant funds for road widening projects.

MOB-2.13 Encourage the development of aesthetic streetscapes to promote a positive City image, provide visual relief and traffic calming benefits.

**Funding Action:** Encourage the City's continued General Fund investment in streetscape/landscaped median renovations, and continue seeking out local and State grant funds for these types of improvements.

MOB-2.14 Require adequate off-street parking for all land uses and eliminate parking on all arterial streets. Ensure that off-street parking facilities are designed to be future-compatible and adaptively reusable for retail, distribution and other uses, reflecting advances in shared automobile technology and shifts toward e-commerce and new urban goods movement and delivery models.

MOB-2.15 Minimize the use of signs and billboards along arterial highways and ensure adequate visibility of necessary traffic and informational signs. Implement a Citywide, uniform Wayfinding Signage Program.

**Funding Action:** General Funds and TOD Development Impact Fees have been allocated in the FY 2018-19 Capital Improvement Program Budget to develop a Citywide Wayfinding Signage Program.

MOB-2.16 Require adequate noise mitigation measures for new developments along arterial highways.

MOB-2.17 Continue to assure safety at the railroad/roadway crossing locations.

MOB-2.18 Coordinate with railroad lowering efforts to improve safety at railroad crossings within the City.

MOB-2.19 Require the use of Transportation Control Measures (TCM's) to improve air quality and reduce traffic congestion.

MOB-2.20 Continue to provide Local Signal Synchronization Plan (LSSP) as a TDM/TSM strategy and to remain in compliance with OCTA Measure M guidelines.

MOB-2.21 Analyze the need for, and incorporate into street design, passenger drop-off/pick-up zones for shared vehicles (i.e., Uber, Lyft, etc.) to improve the safety and efficiency for drivers and passengers using these transportation modes.

MOB-2.22 Analyze citywide curb space to identify how the curbs are used and where the City may establish time-based access restrictions and/or pricing for certain vehicle types (e.g., automated freight, single-occupant, and zero-occupant vehicles during peak travel periods.

## **TRANSIT AND ACTIVE TRANSPORTATION MODES**

### **Planning Factor**

As the City continues to grow, alternative modes of transportation become increasingly important to reduce traffic related impacts.

**Goal**     **MOB-3**     ***Encourage transit and active transportation modes, including public transportation, bicycles (discussed below), ridesharing, and walking, to support land use plans and related transportation needs.***

**Policies** MOB-3.1 Encourage development and improvements which incorporate innovative methods of accommodating transportation demands.

MOB-3.2 Support the development of a high-quality public transit system that minimizes dependency on the automobile.

MOB-3.3 Ensure that effective Transportation Demand Management (TDM) measures and programs such as ridesharing and increased vehicle occupancy are being implemented.

MOB-3.4 Implement adequate sidewalks and crosswalks to meet the required uses and needs, which serve to encourage alternative modes of transportation.

**Funding Action:** As part of ongoing street rehabilitation projects, install continental crosswalks at all rehabilitated crosswalks. Costs to be included in future capital project budgets.

MOB-3.5 Respond to increases in demand for additional bus service through interaction with OCTA and other available resources, and seek out grant funding to provide supplemental transit services such as additional fixed bus/trolley routes or subsidized on-demand transit services such as Lyft or Uber when public demand warrants and can support such subsidies.

MOB-3.6 Install handicap access ramps to improve disabled access.

**Funding Action:** Continue utilizing Community Development Block Grant, Gas Tax and Measure M funds to renovate existing access ramps to current standards or installing new ramps where none currently exist.

MOB-3.7 Encourage pedestrian activities through streetscape and transit enhancement programs.

**Funding Action:** Seek out local, State and Federal grant funds to construct improved streetscapes and transit facilities.

MOB-3.8 Cooperate and assist transit agency efforts to enhance transit environments by improving passenger loading sites by providing bus benches, safety lighting and other improvements to enhance bus stops.

**Funding Action:** Seek out local, State, and Federal grant funds along with potential public/private partnerships to provide enhanced bus stop locations.

MOB-3.9 Working cooperatively with OCTA, construct the planned Placentia Metrolink Station and parking structure as well as implement maintenance and operation plans for the station to serve both residents and commuters.

**Funding Action:** Create a new Community Facilities District within the Old Town Project Area to generate a new, sustainable revenue source to pay for ongoing, long-term maintenance of the train station and parking structure along with planned future streetscape and pedestrian improvements within Old Town.

MOB-3.10 Continue to support the accessibility and accommodation of all transit users.

MOB-3.11 Continue to develop and improve access to and from transit routes by walking and bicycling and by people with disabilities.

**Goal**     **MOB-4**     ***Encourage bicycle travel as a primary mode of transportation.***

**Policies**   MOB-4.1   Develop and adopt a comprehensive bicycle master plan to position for region, state, and federal funding opportunities.

**Funding Action:** Seek out local and State grant funds to prepare a Citywide bicycle master plan.

MOB-4.2   Once a comprehensive bicycle master plan is adopted, update it as necessary: generally a five year cycle.

MOB-4.3   Review the existing Class I, II and III bikeways and modify as needed to comply with the *California Manual on Uniform Traffic Control Devices* (CA MUTCD).

- MOB-4.4 Provide direct, continuous bicycle routes for commuter and recreational cyclists that also improve the safe passage of cyclists.
- MOB-4.5 Support the safe and efficient movement of cyclists through and across intersections, including compliance with bicycle detection requirements in the CA MUTCD.
- MOB-4.6 Incorporate bicycle planning into the traditional transportation planning process.
- MOB-4.7 Support bikeways that minimize cyclist/motorist conflicts, such as constructing the planned replacement of the Golden Avenue Bridge to link directly to Segment D of the OC Loop Project to further link multiple bikeways into a 66 mile branded facility throughout northern and central Orange County.
- MOB-4.8 Support regional and sub-regional efforts to ensure cyclists are considered when developing new or retrofitting existing transportation facilities and systems.
- MOB-4.9 Support and implement policies and regulations to comply with recognized bicycle infrastructure design standards of the Federal Highway Administration (FHWA), the California Department of Transportation (Caltrans) and the American Association of Highway and Transportation Officials (AASHTO).
- MOB-4.10 Support efforts to maintain, expand and create new connections between the Placentia bikeways, the bikeways in neighboring jurisdictions and regional bikeways.
- MOB-4.11 Support policies, programs and projects that make bicycling safer and more convenient for all types of cyclists.
- MOB-4.12 Support and facilitate programs in conjunction with local bicycle shops, organizations and advocates to foster responsible ridership and reduce barriers to bicycling.
- MOB-4.13 Support projects and programs to facilitate safer travel by bicycle to key destinations within the community and the larger region, including the new Metrolink station, when completed.
- MOB-4.14 Require that new streets or developments contain adequate right-of-way for bicycle lanes, where appropriate.
- MOB-4.15 Where space and appropriate roadway conditions currently exist, continue to install bike routes.
- MOB-4.16 Work with the Orange County Flood Control District under the City and District's cooperative agreement to develop and utilize District facilities

within Placentia as off-road recreational bike trails and loop connections to other existing or planned on-street bicycle facilities.

**Funding Action:** Seek out local, State and Federal grant funds to fund the cost to design and construct off-road bike and recreational trails.

MOB-4.17 Reduce or eliminate parking on arterial roads to provide space for expanding Class II bicycle lanes.

## ***AUTONOMOUS VEHICLES AND FUTURE MOBILITY TECHNOLOGIES***

### **Planning Factor**

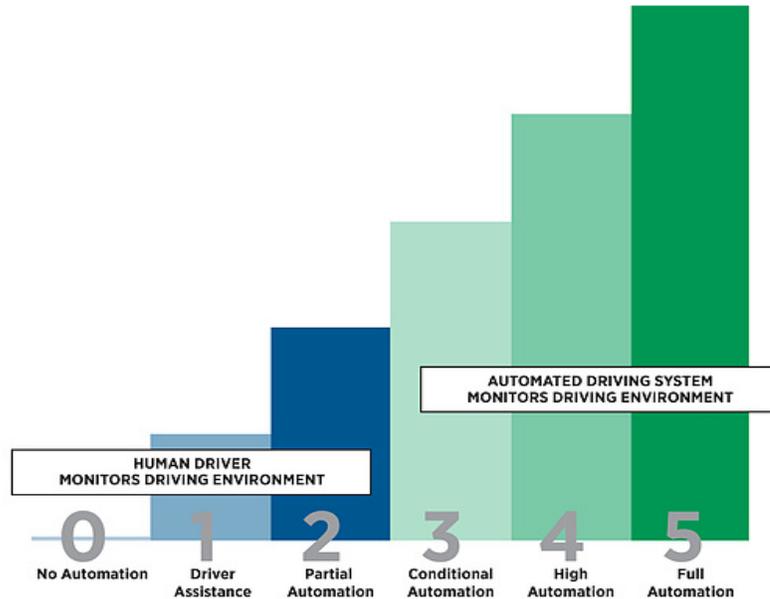
The emergence of autonomous vehicles and other advanced mobility technologies (i.e., digital infrastructure) will require deliberate preparation and ongoing management and operation of the City's transportation system to ensure a safe, clean and efficient system for all segments of the community.

**Goal**      **MOB-5**      ***Support and prepare for the imminent emergence of autonomous vehicles in a way that strengthens the City's transportation and land use goals to create a more walkable, bikeable, transit-oriented, safe and efficient circulation system.***

**Policies**    MOB-5.1    Coordinate with OCTA as well as the Los Angeles Department of Transportation (LADOT) to customize and implement region-wide transportation technology strategies to ensure an integrated and interoperable regional system.

MOB-5.2    Complete a Citywide transportation technology strategy that develops short-, mid-, and long-term strategies for becoming a smart-street City that can optimize and capitalize on emerging transportation technology.

MOB-5.3 Allow a combination of human-driven (SAE Level 0 and 1, see graphic below) and fully automated vehicle operations (SAE Level 4 or 5), as defined by the Society of Automotive Engineers (SAE International)<sup>1</sup> within the City of Placentia to eliminate the dangers of partial automation (SAE Levels 2 and 3) that encourages distracted driving patterns and exacerbates driving error.



MOB-5.4 Require shared automated vehicle fleets to use fully electric vehicles.

MOB-5.5 Require submission of detailed data from automated owned vehicles, shared fleet services, commercial fleets, freight, and transit to neutral data platforms in order to evaluate and respond to impacts of automated vehicles on City streets. Required data will include vehicle speeds, crash and near miss reports, average latency of vehicle-to-infrastructure and vehicle-to-vehicle data flows, trip time, trip route, trip origins and destinations, vehicle occupancy, pavement quality, and environmental conditions.

MOB-5.6 Protect the privacy of individuals by anonymizing personally identifiable data generated by connected and automated vehicles.

MOB-5.7 Ensure the benefits of automated mobility are equitably distributed and accessible for all segments of the community, consider the safety needs of vulnerable populations and loading needs of seniors, families with children, and individuals with mobility impairments.

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<sup>1</sup> Society Of Automotive Engineers. *Taxonomy And Definitions For Terms Related To On-Road Motor Vehicle Automated Driving Systems*, January 16, 2014, <https://www.SAE.org/standards>.

- MOB-5.8 Assess and implement alternatives to parking and state gas tax revenue sources, through such mechanisms as zero- and low-occupancy fees, curbside dwell time fees, per mile road use charges, peak period surcharges, penalty structures for declined rides by shared automated fleets, etc.
- MOB-5.9 Develop strategic research partnerships to determine needs and effectiveness of physical pricing infrastructure, connected sensor infrastructure, and requirements for personal digital devices.
- MOB-5.10 Update the Zoning Code with new standards that regulate the curb for optimal access; require that all new parking is adaptively reusable for retail, distribution and other uses (including mandating higher floor heights and above-ground parking to enable retrofits) and is furnished with Level 2 EVSE charging infrastructure.
- MOB-5.11 Update the Zoning Code as demand for personal vehicles decreases to remove parking minimums and address other needs such as new passenger and delivery forms, shared mobility hubs, drop off/pick up zones, and design standards for digital technology.

## ***INTER-JURISDICTIONAL COOPERATION***

### **Planning Factor**

As traffic is a regional concern, the City of Placentia recognizes the importance of coordinating with neighboring jurisdictions to mitigate traffic related impacts in the area.

**Goal**      ***MOB-6      Coordinate and cooperate with neighboring jurisdictions and the County to reduce traffic and parking congestion.***

- Policies**
- MOB-6.1 The City shall continue to participate in Inter-Jurisdictional Planning Programs to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.
  - MOB-6.2 The City shall cooperate with OCTA in the annual Congestion Management Plan update in order to continue receiving Measure M Fair Share funds for road and traffic improvements.
  - MOB-6.3 The City shall participate in meetings with other jurisdictions and the Air Quality Management District (AQMD) and the Southern California Association of Governments (SCAG) to develop and adopt Transportation Control Measures that will improve air quality and reduce traffic congestion.
  - MOB-6.4 Continue partnering with neighboring jurisdictions to advance and implement regional traffic signal synchronization projects.

Attachment 1  
Draft Mobility Element Goals and Policies

- MOD-6.5 Work with neighboring jurisdictions to link up bicycle facilities and recreational trails to expand their regional reach and benefits to the larger community.
- MOB-6.6 The City shall collaborate with federal and state policymakers to ensure that the City's local controls and police powers related to automated vehicle regulation are not preempted.
- MOB-6.7 Work with the region's transit agencies to pilot new automated transit service delivery models that improve first- and last-mile transit connections and grow the public transit market.