



Placentia Streetscape and Transportation Advisory Commission Agenda

Regular Meeting
January 21, 2020
6:00 p.m.

City Hall Front Community Room
401 E. Chapman Avenue, Placentia, CA 92870

Meredith Castillo
Commissioner

Dr. Arinder Chadha
Commissioner

Nick Polichetti
Commissioner

Matthew Roche
Commissioner

Vacant
Commissioner

Procedures for Addressing the Commission

Any person who wishes to speak regarding an item on the agenda or on a subject within the Streetscape and Transportation Advisory 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 in the Office of the City Clerk, City Public Works Counter, Placentia Library Reference Desk and the internet at www.placentia.org under the Streetscape & Transportation Advisory Commission page. Persons who have questions concerning any agenda item may call the Public Works Department 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 Streetscape and Transportation Advisory 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 Council Chambers or City Front Community Meeting Room.

City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

Phone: (714) 993-8148
Fax: (714) 528-4640
Website: www.placentia.org

REGULAR MEETING
6:00 p.m. – City Hall Front Community Room

CALL TO ORDER:

ROLL CALL: Commissioner Rocke
Commissioner Polichetti
Commissioner Chadha
Commissioner Castillo

PLEDGE OF ALLEGIANCE:

ORAL COMMUNICATIONS:

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

CONSENT CALENDAR:

1. Streetscape and Transportation Advisory Minutes – November 18, 2019

Recommended Actions: It is recommended that the Commission approve the minutes.

PUBLIC HEARING: None

REGULAR AGENDA:

1. **Oath of Office:** Commissioners to complete the Oath of Office.
2. **Selection of Chair and Vice Chair:** Selection of Chair and Vice Chair

Recommended Actions: It is recommended that the Commission take the following actions:

1. Approve selection of Chair and Vice Chair

NEW BUSINESS:

1. Buena Vista Avenue Sight Distance Analysis

Recommended Actions: It is recommended that the Commission take the following actions:

1. Receive the staff report and consider public input; and
2. Recommend to City Council the prohibition of on-street parking on Buena Vista Avenue between Rose Drive and Haiti Drive.

2. Hollyhock Lane Access Restrictions

Recommended Actions: It is recommended that the Commission take the following actions:

1. Receive the staff report and consider public input;
2. Coordinate between the City and PYULSD to distribute a flyer encouraging parents to avoid traveling along the residential-serving Hollyhock Lane in their routing to access the school from the east;
3. Implement a no right-turn restriction at the Hollyhock Lane/Alta Vista Intersection at the following times:
 - a. School Days between 7:00 am and 9:00 am
 - b. School Days between 1:30 pm and 3:30 pm
4. Modify signing and striping on Alta Vista Street to include a "Do Not Block" zone for turns to/from Hollyhock Lane;
5. Monitor traffic conditions at other intersections to determine if improvements are needed to better accommodate traffic demand; and
6. Work with the Placentia Police Department to enforce and potentially cite motorists that violate any new turn restrictions.

3. Overview of the Urban Forest Management Program

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

1. Receive and file the staff report and presentation.

4. Valencia Avenue/Holmes Avenue Intersection Operations

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

1. Receive the staff report and consider public input; and
2. Maintain the striping as implemented in current condition, continue to monitor conditions and coordinate with the school district about potential modifications to the High School circulation.

5. Trumpet Avenue School-Related Traffic Operations

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

1. Receive the staff report and consider public input;
2. Work with the Placentia Police Department to enforce and potentially cite motorists that park blocking pedestrian ramps and in red curb parking prohibited locations;
3. Evaluate opportunities to secure funding for a crosswalk and pedestrian enhancements (signage, curb extensions, parking restrictions, etc.) at the Hawthorne Street/Trumpet Avenue intersection;
4. Coordinate between the City and PYULSD to secure funding for a paved walkway between Trumpet Avenue and the sidewalk to align with any pedestrian crossing at the Hawthorne Street/Trumpet Avenue intersection;
5. Coordinate between the City and PYULSD to evaluate the feasibility and funding for a dedicated drop-off or pick-up zone constructed within Wagner Park, reducing the landscaping and trees installed within Wagner Park;
6. Coordinate between the City and PYULSD to evaluate if additional access points could be opened along the northern edge of Wagner ES to minimize the focus on a single access point;
7. Coordinate between the City and PYULSD to evaluate moving the landscaping/maintenance vehicle access to another location easterly along Trumpet Avenue; and
8. Coordinate between the City and PYULSD to distribute a flyer and information to parents reminding parents to not park vehicles in a manner that blocks pedestrian ramps and along red curb parking prohibited locations.

6. Golden Avenue Bikeway Concepts

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

1. Receive the staff report and consider public input; and
2. Provide feedback on the proposed bikeway concepts for Golden Avenue.

OLD BUSINESS: None

DIRECTOR'S REPORT:

1. Capital Improvement Projects Update

INFORMATION/COMMUNICATIONS :

1. Police Department Traffic Summary
Statistical update on accident and enforcement information provided by the Placentia Police Department.

STREETScape AND TRANSPORTATION ADVISORY 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.

ADJOURNMENT

The Streetscape & Transportation Advisory Commission CLOSE to the next regular meeting on Monday, March 16, 2020 at 6:00 p.m. in the City Front Community Meeting Room located at 401 East Chapman Avenue, Placentia CA, 92870.

CERTIFICATION OF POSTING

I, Paul Martin, Transportation Manager/Secretary to the Streetscape and Transportation Advisory Commission of the City of Placentia, hereby certify that the Agenda for the January 21, 2020 Regular Meeting of the Streetscape and Transportation Advisory Commission of the City of Placentia was posted on January 16, 2020.



Paul Martin, PE, TE
Transportation Manager/
Secretary to Streetscape and Transportation Advisory Commission

**PLACENTIA STREETScape AND TRANSPORTATION ADVISORY COMMISSION
MINUTES OF THE REGULAR MEETING
NOVEMBER 18, 2019**

CALL TO ORDER: Director Estevez called the meeting to order at 6:00 p.m.

ROLL CALL:

Present: Commissioner Castillo, Polichetti, Rocke
Absent: Commissioner Chadha

STAFF PRESENT:

Luis Estevez, Director of Public Works
Paul Martin, Transportation Manager
Karen O'Leary, Deputy City Clerk
Chris Anderson, Traffic Sergeant
Gilbert Merino-Villa, Office Assistant

PLEDGE ALLEGIANCE:

Director Estevez conducted the Pledge of Allegiance.

ORAL COMMUNICATIONS:

Director Estevez invited public comments on items which are not public hearings.

David Crampton, resident at 712 Hollyhock Lane asked for the Commission to consider restricting westbound right-turn vehicle movements from Alta Vista Street to Hollyhock Lane and consideration of "do not block" signage at the Alta Vista Street and Hollyhock Lane intersection.

CONSENT CALENDAR: None

PUBLIC HEARING: None

REGULAR AGENDA:

1. Oath of Office: Commissioners to complete the Oath of Office.

Deputy City Clerk O'Leary administered the Oath of Office to the following newly appointed commissioners: Castillo, Polichetti, Rocke.

Director Estevez welcomed the Commission members and invited each member to introduce themselves. Director Estevez introduced City staff in attendance.

2. Selection of Chair and Vice Chair:

Recommended Actions: It is recommended that the Commission take the following actions:

1. Selection of Chair
2. Selection of Vice Chair

Director Estevez provided a brief overview about roles of Chair and Vice Chair of the Streetscape and Transportation Advisory Commission. Following discussion, the Commissioners voted to delay the selection of Chair and Vice Chair until all appointed Commissioners were present to participate. The action will be included in the next Streetscape and Transportation Commission Meeting Agenda scheduled for January 21, 2020.

Motion by Commissioner Polichetti, second by Commissioner Rocke and carried on a (3-0-0-0) vote to continue the selection of the Chair and Vice Chair positions to the next regularly scheduled meeting of the Streetscape and Transportation Advisory Commission.

Ayes: Castillo, Polichetti, Rocke
Noes: None
Absent: Chada
Abstain: None

NEW BUSINESS:

1. Overview of the Duties and Responsibilities of the Streetscape and Transportation Commission

Director Estevez discussed the focus, mission, purpose, and overview of duties and responsibilities of the Commission including the recently adopted City Council Ordinance No. O-2019-11 and a brief history of the former Traffic Safety Commission. He noted potential topics the Commission could potentially discuss in the near future such as adding active transportation programs, pedestrian improvements, multimodal transportation options, parking codes, managing the City's urban forest, overseeing requests for appeals for tree removals, and providing recommendations to City Council and Staff on policy direction and initiatives.

Additionally, Director Estevez further discussed the streetscape component of the Commission. Specifically, the role it will play in achieving the objectives of the Urban Forest Management Plan (UFMP). Furthermore, he discussed previous programs and projects the City has undertaken, is currently working on, and will pursue in the near future.

Commissioners inquired on appropriate procedures for adding agenda items and conveying policy recommendations from citizens and other community stakeholders.

Director Estevez provided the commissioners with the appropriate procedures, the liaison contacts information for both streetscape and transportation issues and elaborated on the limitation's commissioners will have in their involvement with issues directly effecting their immediate neighborhood.

OLD BUSINESS: None

DIRECTORS' REPORT:

1. Introduction of Transportation Manager

Director Estevez introduced Transportation Manager Paul Martin and provided the Commission with his background, experience, areas of expertise, and responsibilities within the Department of Public Works.

2. Capital Improvement Projects Update

Director Estevez introduced the Commission to the City's current Capital Improvement Projects (CIP) including the OC Loop project, Chapman Traffic Signal Synchronization Project, Imperial High Synchronization Project, Orangethorpe Synchronization Project, and recently constructed Grade Separation Projects.

INFORMATION/COMMUNICATIONS:

1. Police Department Traffic Summary:

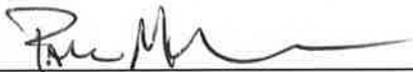
Traffic Sergeant Chris Anderson provided the Commission with an update on recent crash data and enforcement information on behalf of the Placentia Police Department, which included statistical data on traffic collisions, DUIs, intersections with highest collision numbers, and key factors in traffic related incidents.

STREETScape AND TRANSPORTATION ADVISORY COMMISSION REQUESTS

Commissioner Castillo had two requests for future Commission agendas. The first Commission request is consideration school-related traffic operations on Trumpet Avenue north of Wagner Elementary School. The second Commission request is review of traffic operations at the Valencia Avenue/Holmes Avenue intersection adjacent El Dorado High School traffic operations.

ADJOURNMENT:

Director Estevez to close the Streetscape Commission Regular Meeting at 7:15 p.m. to the next regular meeting on January 21, 2020 at 6:00 p.m. in the Front Community Meeting Room at 401 East Chapman Avenue, Placentia, CA.



Paul Martin, PE, TE
Transportation Manager/
Secretary to the Streetscape and Transportation Advisory Commission



Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: PAUL MARTIN, TRANSPORTATION MANAGER
DATE: JANUARY 21, 2020
SUBJECT: BUENA VISTA AVENUE SIGHT DISTANCE ANALYSIS

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive the staff report and consider public input; and
2. Recommend to City Council the prohibition of on-street parking on Buena Vista Avenue between Rose Drive and Haiti Drive.

PROJECT BACKGROUND:

In December 2019, a City of Placentia resident requested review of available sight distance at the Barbados Drive/Buena Vista Avenue intersection related to egress from the Corte Vista Villas community. The resident noted a frequency of near-miss crashes between motorists leaving the neighborhood and motorists traveling on Buena Vista Avenue.

Buena Vista Avenue in the project vicinity is a two-lane undivided roadway (40-feet wide) with a posted speed limit of 45 miles per hour (MPH). East of Haiti Drive, Buena Vista widens to a four-lane divided roadway (60-feet wide), with painted center median and turn lanes.

On-street parking is allowed on the south side of Buena Vista Avenue between Rose Drive and Haiti Drive. On-street parking is prohibited east of Trinidad Way and on the north side of Buena Vista Avenue (City of Yorba Linda).

The Corte Vista Villas community is a residential community served by the following three roadways that are all stop-controlled at their intersection with Buena Vista Avenue:

1. Trinidad Way
2. Barbados Drive
3. Haiti Drive

PROJECT ANALYSIS:

Table 1 shows the California Department of Transportation (Caltrans) Highway Design Manual stopping sight distance based on the roadway posted speed limit. Based on the posted speed limit of 45 mph, the Caltrans standards identifies a minimum stopping sight distance of 360-feet.

**Table 1
Caltrans Stopping Sight Distance**

Roadway Speed (miles per hour)	Required Stopping Sight Distance (feet)
10	50
15	100
20	125
25	150
30	200
35	250
40	300
45	360
50	430
55	500
60	580
65	660
70	750
75	840
80	930

Source: Caltrans HDM Table 201.1

Sight distance triangles were mapped using aerial images for viewing both eastbound and westbound traffic at the three community driveways. The resulting sight distance triangles overlap each other and require the prohibition of on-street parking to provide adequate sight distance for community egress from the three Corte Vista Villas community roadways.

Analysis was performed to determine if restriction of left-turns out of any of the driveways would allow for on-street parking to remain on Buena Vista Avenue. Based on the 360-foot sight distance requirement, the sight distance triangles continue to require on-street parking be prohibited on Buena Vista Avenue.

The Placentia Police Department (PPD) was contacted to determine if there is a history of crashes on Buena Vista Avenue east of Rose Drive. Based on PPD's records, two collisions occurred in 2019,

both of which were related to left-turn maneuvers from the neighborhood per the California Vehicle Code 21804(a) which reads as follows:

- *The driver of any vehicle about to enter or cross a highway from any public or private property, or from an alley, shall yield the right-of-way to all traffic, as defined in Section 620, approaching on the highway close enough to constitute an immediate hazard, and shall continue to yield the right-of-way to that traffic until he or she can proceed with reasonable safety.*

The availability of on-street parking for the Corte Vista Villas neighborhood is expected to be a concern to residents. On-street parking is allowed on Windmere Drive north of the neighborhood, and within the Corte Vista Villas neighborhood as required during initial approvals when the community was constructed. Additionally, on-street parking could be provided on Buena Vista Avenue east of the neighborhood if roadway striping is modified subject to availability of funding through the City of Placentia Capital Improvement Program.

The Corte Vista Villas Homeowners Association (HOA) was notified of the potential parking restrictions on Buena Vista Avenue through the HOA-designated management company in December 2019.

Prepared and submitted by:



Paul Martin, PE, TE
Transportation Manager

Review and approved by:



Luis Estevez
Director of Public Works

Attachments:

1. Aerial with Sight Distance Triangles at Trinidad Way
2. Aerial with Sight Distance Triangles at Barbados Drive
3. Aerial with Sight Distance Triangles at Haiti Drive

Buena Vista Sight Distance

Trinidad Way & Barbados Drive Sight Distance Triangles

Legend

-  Barbados Dr Sight Distance
-  Haiti Dr Sight Distance
-  Trinidad Wy Sight Distance



Buena Vista Sight Distance

Barbados Drive & Haiti Dr Sight Distance Triangles

Legend

-  Barbados Dr Sight Distance
-  Haiti Dr Sight Distance
-  Trinidad Wy Sight Distance



Buena Vista Ave

Barbados Dr

St Lucia Way

Haiti Dr

Dominica Cir

Aruba Dr

Google Earth

© 2019 Google

100 ft



Buena Vista Sight Distance

Haiti Dr Sight Distance Triangles

Legend

-  Barbados Dr Sight Distance
-  Haiti Dr Sight Distance
-  Trinidad Wy Sight Distance

Buena Vista Ave

St Lucia Way

Haiti Dr

Dominica Cir

Aruba Dr

Google Earth

© 2019 Google

200 ft





Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: PAUL MARTIN, TRANSPORTATION MANAGER
DATE: JANUARY 21, 2020
SUBJECT: HOLLYHOCK LANE ACCESS RESTRICTIONS

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive the staff report and consider public input;
2. Coordinate between the City and PYULSD to distribute a flyer encouraging parents to avoid traveling along the residential-serving Hollyhock Lane in their routing to access the school from the east;
3. Implement a no right-turn restriction at the Hollyhock Lane/Alta Vista Intersection at the following times:
 - a. School Days between 7:00 am and 9:00 am
 - b. School Days between 1:30 pm and 3:30 pm
4. Modify signing and striping on Alta Vista Street to include a "Do Not Block" zone for turns to/from Hollyhock Lane;
5. Monitor traffic conditions at other intersections to determine if improvements are needed to better accommodate traffic demand; and
6. Work with the Placentia Police Department to enforce and potentially cite motorists that violate any new turn restrictions.

PROJECT BACKGROUND:

In Fall 2019, a resident that lives on Hollyhock Lane asked the City to consider measures to minimize observed school-related traffic using Hollyhock Lane. The item was discussed briefly at the December 2019 Streetscape and Transportation Advisory Commission. This memorandum further discusses the concern and provides recommendations for consideration.

Hollyhock Lane transitions into Wildflower Lane and provides direct connection to Madison Avenue within a residential community east of Kraemer Boulevard. Both Hollyhock Lane and Wildflower Lane are two-lane undivided roadways (40-feet wide) with on-street parking allowed on both sides of the roadway. Madison Avenue is a two-lane divided roadway (46-feet wide) with a raised median.

Traffic control in the study area include the following intersections:

- Kraemer Boulevard/Madison Avenue intersection – traffic signal
- Hollyhock Lane/Alta Vista Street intersection – one-way stop-controlled intersection with control on Hollyhock Lane

As shown in in Attachment 1, motorists traveling westbound on Alta Vista Street traveling to Valencia High School (HS) appear to utilize two primary routes when approaching Kraemer Boulevard:

1. Hollyhock Route: Motorists turn right at the Hollyhock Lane/Alta Vista Street intersection, which transitions to Wildflower Lane, which accesses Madison Avenue and travel westbound across Kraemer Boulevard.
2. Kraemer Route: Motorists turn right at the Kraemer Boulevard/Alta Vista Street intersection and turn left at the Kraemer Boulevard/Madison Avenue intersection.

The apparent cut-through using the Hollyhock route is related to traffic congestion at the Kraemer Boulevard/Alta Vista Street intersection and the Kraemer Boulevard/Madison Avenue intersection.

PROJECT ANALYSIS:

Valencia High School has a modified schedule on Monday and the same schedule Tuesday-Friday which has the following start/end times:

- Start Period 0 at 7:48am
- End Period 6 at 2:45pm

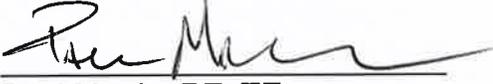
City staff collected traffic counts related to the westbound right-turn at the Hollyhock Lane/Alta Vista Street intersection:

- 11/20/19 morning: 116 westbound right-turns during 1-hour between 7:10 am and 8:10 am
- 11/19/19 afternoon: 40 westbound right-turns during 1-hour between 2:15 pm and 3:15 pm

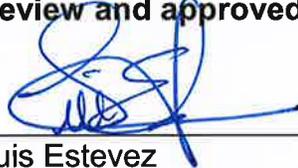
A likely consideration is to restrict westbound right-turns at the Hollyhock Lane/Alta Vista Intersection, but the additional traffic volumes will likely aggravate traffic congestion observed at the following locations:

1. Kraemer Boulevard/Alta Vista Street Intersection (westbound right-turn)
2. Kraemer Boulevard/Madison Avenue Intersection (northbound left-turn)

Prepared and submitted by:


Paul Martin, PE, TE
Transportation Manager

Review and approved by:


Luis Estevez
Director of Public Works

Attachments:

1. Hollyhock Lane Westbound Travel Routes

Hollyhock Lane

Westbound Travel Routes

Legend

-  Hollyhock Route
-  Kraemer Route



Google Earth

© 2019 Google

900 ft



Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: ELSA ROBINSON, MANAGEMENT ANALYST
DATE: JANUARY 21, 2020
SUBJECT: **OVERVIEW OF URBAN FOREST MANAGEMENT PROGRAM**

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive and file the staff report and presentation.

DISCUSSION:

On May 7, 2019, the City Council adopted the City's first Urban Forest Management Program (Program). The Program identifies long-term preservation and enhancement objectives and key management considerations including pruning standards, forest expansion, infrastructure maintenance, environmental resources, land use, aesthetics and community objectives. This guiding document includes best practices, technologies, and city policies while allowing for future revision. Through implementation of this Program, the City will improve urban tree management, allocate resources, and promote stewardship in a coordinated, cooperative approach with City departments, community partners and citizens.

Summary of Urban Forest Management Program

Overall, the Program recognizes the role of urban trees in providing environmental, economic, social and aesthetic benefits, as well as the challenges faced with managing the urban forest. The document reflects the commitment of the entire Placentia community to foster a robust and resilient urban forest today and for the future. The purpose of this planning document is to address the long-term and day-to-day management and maintenance of the City's urban forest through effective policies and procedures, as well as provide the community an active stake in the City's Urban Forest. The main goals of the Program are to:

- 1) Maximize the environmental, economic and social benefits derived from the urban forest.
- 2) Resolve conflicts between City trees and other vital infrastructure while protecting both.

- 3) Increase public awareness of the many social, economic and environmental benefits of urban forestry practices.
- 4) Provide increased opportunities and preference for access for financial support for tree projects and contributing to a safer and healthier urban forest.

The Program has outlined the following tenets to guide urban forest management in Placentia:

1. Protect – Recognize the environmental, economic, cultural and social benefits offered by the urban forest and refine and implement policies to protect public tree resources, while seeking participation from landowners to protect private trees.
2. Expand – Enable the growth of public and private tree resources to optimize the urban tree canopy through plantings, outreach and other incentives.
3. Manage – Improve and institutionalize the care, maintenance funding and operating principles for the long-term viability of a mixed-aged, sustainable urban tree resource.
4. Inform – Expand program awareness through innovative visible outreach and education campaigns.
5. Partner – Increase community, private sector and other City departments' involvement in planning, management and funding of the urban forest.

Program Objectives, Implementation Actions & Goals

Sixteen objectives and corresponding implementation actions of the Program are organized under the five (5) guiding principles of the planning document: 1) Protect the Urban Forest, 2) Expand the Urban Forest 3) Manage the Urban Forest, 4) Inform the Community and 5) Partner with the Community. Each objective includes a discussion to provide context as well as support the need for each objective and the associated actions. Implementation of any action will include policy, program and budget coordination as well as an assessment of long-term funding and data gathering needs, development of tools and programs, and staffing levels.

Under the Program, goals with objectives and actions are outlined to follow to meet the overarching objectives of the program. These goals are:

- 1) Develop an urban forest canopy that is sustainable over the long term.
- 2) Update and Adopt a Street Tree Master Plan.
- 3) Establish a Residential Parkway Tree Planting Program.
- 4) Maintain street trees appropriately to maximize benefits and minimize hazard, nuisance, hardscape damage, and maintenance costs.
- 5) Identify appropriate funding levels and provide long-term funding sources for urban forest activities and programs.
- 6) Develop a tree education program to provide City residents and local students with information about tree preservation policies, the benefits trees provide, and the importance of tree canopy.
- 7) Establish an Expand the Forest Program whereby members of the community are able to plant and dedicate a memorial tree in City Parks.
- 8) Task an existing City Commission with urban forest advisory duties and to consider appeals from the Public on tree removals.
- 9) Maintain an on-call professional services agreement with a licensed arborist to advise the City on tree removals, tree care, and perform tree evaluations.

Priority actions for implementation are listed to serve as roadmap for the City to meet the objectives of the Program. Specific actions include:

- Designate an existing City Commission to provide public review and input related to tree planting, maintenance, and preservation.
- Inter-departmental coordination to address tree management and tree review for land development projects.
- Update the Master Street Tree Plan.
- Increase annual maintenance funding for the management and care of City trees to shorten the trim cycle from four year-trim cycle to a three-year trim cycle.
- Establish an annual capital improvement program to include planting and maintenance of new trees planted as City or community projects.
- Establish funding for community outreach programs and public education resources.

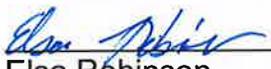
Role of the Commission in the Program

One of the goals of the Program is to designate a City Commission with urban forest advisory duties and to consider appeals from the Public on tree removals. Through, the creation of the Streetscape and Transportation Advisory Commission, City Council has designated this commission as the Tree Advisory Board. Currently, Staff is working with the Tree-Advisory Ad-Hoc Committee on a updated city tree ordinance that reflects the Program's objectives and policies to present to City Council for adoption. One of the main components of the updated ordinance will be a tree removal request process for Placentia residents to request a removal of city trees in front or adjacent to their property.

Under the Program's policy recommendations and proposed draft ordinance, the Commission will be responsible for review and determinizing appeals from residents on staff decisions regarding street tree removals. The Commission may grant an appeal if it finds that the staff decision would result in a burden on the property owner that substantially outweighs the benefit to the public. The Commission's decision may be appealed to the City Council if a written appeal, setting forth the grounds, is filed with the City Clerk within ten days of the Commission decision. If no timely appeal is filed, the decision shall be final.

In addition, as the designated Tree Advisory Board, the Commission is tasked with providing recommendations on designated tree species for specific streets and neighborhoods as part of a future Master Street Tree Plan. This is a document that will guide the City in planning for and maintaining a diverse and vital urban forest. The plan would identify designated street tree(s) for each public street on a block-by-block basis ensuring each block has a unified and unique look.

Prepared and submitted by:



Elsa Robinson
Management Analyst

Review and approved by:



Luis Estevez
Director of Public Works

Attachment:

1. Urban Forest Management Program, Adopted May 7, 2019 - [www.placentia.org/urban forest](http://www.placentia.org/urban_forest)



Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: PAUL MARTIN, TRANSPORTATION MANAGER
DATE: JANUARY 21, 2020
SUBJECT: VALENCIA AVENUE/HOLMES AVENUE INTERSECTION OPERATIONS

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive the staff report and consider public input; and
2. Maintain the striping as implemented in current condition, continue to monitor conditions and coordinate with the school district about potential modifications to the High School circulation.

PROJECT BACKGROUND:

A member of the Streetscape and Transportation Advisory Commission requested the City of Placentia review circulation on Valencia Avenue at the northerly driveway serving El Dorado High School and Holmes Avenue. The school northerly driveway and Holmes Avenue are offset by approximately 100-feet.

During school drop-off/pick-up times northbound motorists use the two-way left-turn lane (TWLTL) to queue while waiting to turn left and enter the school northerly driveway. Due to the offset in roadways, southbound motorists have difficulty using the TWLTL to turn left onto Holmes Avenue. El Dorado High School has a parking lot and circulation pattern developed off Valencia Avenue that is utilized by a high number of motorists parking their vehicle or dropping off students. City staff have reached out to the Placentia Yorba Linda Unified School District (PYLUSD) staff to determine if any changes to the campus master plan and circulation is planned in the next few years at El Dorado High School.

Entry into the residential neighborhood east of Valencia Avenue can be achieved by making a southbound left-turn at Holmes Avenue (1-way stop-controlled) and at the signalized Valencia Avenue/Shady Lane intersection.

PROJECT ANALYSIS:

City staff visited the site on December 10, 2019 with one of the commissioners to observe activity and consider potential solutions to minimize conflict in the TWLTL. As expected, traffic activity peaked for 10 to 15-minutes around school start times, and quickly dissipated thereafter. A few motorists were observed making a southbound left-turn at Holmes, and approximately 10 motorists used the southbound left-turn to leave the school and make a u-turn to proceed north on Valencia Avenue.

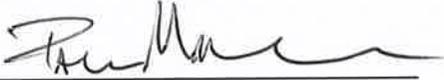
The Placentia Police Department (PPD) was contacted to determine if there is a history of crashes at the Valencia Avenue/Holmes Avenue intersection. Based on PPD's records, two collisions have occurred within the past five years, both of which were broadside collisions that were related to left-turn maneuvers in/out of the northerly driveway. Per on-school signage, left-turns are prohibited from the northerly school driveway Monday through Friday between 7:30am and 9:30am and between 2:30pm and 3:30pm. The documented crashes do not appear related to the north/south left-turn maneuvers in the TWLTL.

Potential changes to circulation could include turn restrictions at the Valencia Avenue/Holmes Avenue intersection. Turn restrictions could be implemented using raised delineators, roadway striping, and raised medians. Typically, turn restrictions would be permanent features, having application all day and every day. The use of time-based turn restrictions on Valencia Avenue could be implemented using signs (along the right edge of roadway) but would be expected to have limited visibility, compliance, and difficulty in enforcement.

The following options are presented for consideration:

1. Baseline – Maintain current striping conditions with no proposed changes and monitor the intersection for citizen comments and crash history. Additionally, work with the PYLUSD to determine if on-campus circulation modifications can be made, or education efforts can minimize potential conflicts.
2. School Access – Prohibit southbound left-turn maneuvers using traffic control devices (such as traffic delineators), maintaining northbound left-turns into the school northerly driveway. This would also prohibit westbound left-turns from Holmes Avenue to southbound Valencia Avenue. Motorists would access the residential neighborhood east of Valencia Avenue via the Valencia Avenue/Shady Lane signalized intersection. Coordination with residents in the residential neighborhood east of Valencia Avenue would be required for notification of the change in travel patterns.
3. Neighborhood Access – Prohibit northbound left-turn maneuvers using traffic control devices (such as traffic delineators), maintaining southbound left-turns into Holmes Avenue. This would force a higher number of students and parents to access the high school parking lot using the southerly parking lot driveway, and would affect school circulation. Coordination with the School District and High School would be required to address any required circulation and travel pattern changes.

Prepared and submitted by:



Paul Martin, PE, TE
Transportation Manager

Review and approved by:



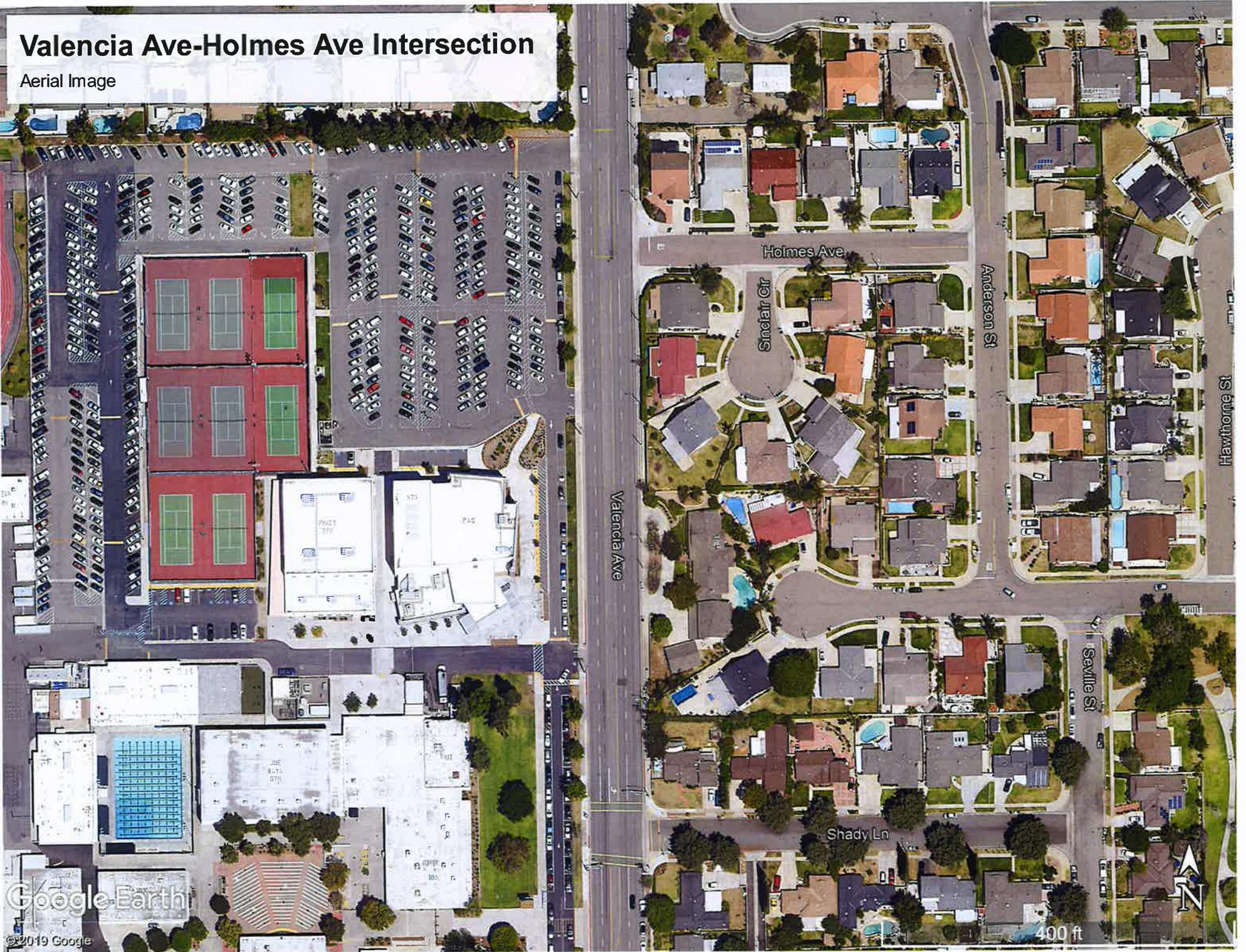
Luis Estevez
Director of Public Works

Attachments:

1. Valencia Ave-Holmes Ave Intersection Aerial Image

Valencia Ave-Holmes Ave Intersection

Aerial Image



Google Earth

© 2019 Google

400 ft





Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: PAUL MARTIN, TRANSPORTATION MANAGER
DATE: JANUARY 21, 2020
SUBJECT: TRUMPET AVENUE SCHOOL-RELATED TRAFFIC OPERATIONS

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive the staff report and consider public input;
2. Work with the Placentia Police Department to enforce and potentially cite motorists that park blocking pedestrian ramps and in red curb parking prohibited locations;
3. Evaluate opportunities to secure funding for a crosswalk and pedestrian enhancements (signage, curb extensions, parking restrictions, etc.) at the Hawthorne Street/Trumpet Avenue intersection;
4. Coordinate between the City and PYULSD to secure funding for a paved walkway between Trumpet Avenue and the sidewalk to align with any pedestrian crossing at the Hawthorne Street/Trumpet Avenue intersection;
5. Coordinate between the City and PYULSD to evaluate the feasibility and funding for a dedicated drop-off or pick-up zone constructed within Wagner Park, reducing the landscaping and trees installed within Wagner Park;
6. Coordinate between the City and PYULSD to evaluate if additional access points could be opened along the northern edge of Wagner ES to minimize the focus on a single access point;
7. Coordinate between the City and PYULSD to evaluate moving the landscaping/maintenance vehicle access to another location easterly along Trumpet Avenue; and
8. Coordinate between the City and PYULSD to distribute a flyer and information to parents reminding parents to not park vehicles in a manner that blocks pedestrian ramps and along red curb parking prohibited locations.

PROJECT BACKGROUND:

A member of the Streetscape and Transportation Advisory Commission requested the City of Placentia review weekday traffic operations on Trumpet Avenue during school-related morning drop-off and afternoon pick-up. As shown in Attachment 1, the study area is generally Trumpet Avenue from Seville Street to Steinbeck Street just north of Wagner Park and Wagner Elementary School (ES).

Trumpet Avenue is a two-lane undivided roadway (40-feet wide) with on-street parking allowed on both sides of the roadway. On-street parking on the north side of Trumpet Avenue is permit-restricted for Residential Area A and the south side of the roadway allows unrestricted parking. Student related drop-off and pick-up is permitted on the north side of Trumpet Avenue per existing signage.

South of Trumpet Avenue is the linear Wagner Park and south of the park is Wagner ES. During school days, Wagner ES staff typically open a single pedestrian gate along the northern edge of the school campus to allow for student drop-off and pick-up. Attachment 2 shows the location of the school pedestrian access gate at the northwest corner of the campus, which is well used by parents and students for school access.

Marked crosswalks are provided at the following locations:

1. South leg of the Seville Street/Trumpet Avenue intersection
2. East leg of the Shaw Circle/Trumpet Avenue intersection
3. West leg of the Cartlen Drive/Trumpet Avenue intersection

Red curb parking prohibition is provided at the following locations:

1. Various locations along Trumpet Avenue typically at intersections; and
2. At a 26-foot long segment on the south side Trumpet Avenue aligned with Hawthorne Street. The curb height is lower than the typical 6-inch reveal and appears to serve provide vehicular access for landscaping and maintenance vehicles serving the park or school.

The Placentia Police Department (PPD) was contacted to determine if there is a history of crashes on Trumpet Avenue north of Wagner Park. Based on PPD's records, no collisions have occurred on Trumpet Avenue within the past five years.

PROJECT ANALYSIS:

City staff visited the school multiple occasions to observe operations and engage with parents. Additionally, a morning observation was conducted with the Placentia Yorba Linda Unified School District (PYLUSD) Director of Transportation, Richard Jimenez and Commissioner Castillo.

The following observations were noted during field visits:

1. Some parents arrive early for drop-off or pick-up and remain in or near their vehicle for roughly 20-30 minutes. Most parents/guardians are only parked on Trumpet Avenue for approximately 10 minutes or less during drop-off or pick-up.
2. Parking by parents occurs on both sides of Trumpet Avenue.
3. Parking by parents in red zones was observed repeatedly.
4. Some parking by parents blocking the pedestrian curb ramps at Seville Street/Trumpet Avenue and Hawthorne Street/Trumpet Avenue.
5. Parents and students cross Trumpet Avenue at multiple locations with a high volume occurring at Hawthorne Street.
6. Some motorists make U-turn maneuvers on Trumpet Avenue
7. Typically motorists speeds appeared managed during drop-off or pick-up, and higher when fewer cars are parked and activity related to the school diminishes.

While there are areas for improvement related to the observations, the only egregious behavior to manage is the parking at pedestrian ramps or in red curb parking restricted areas.

Prepared and submitted by:



Paul Martin, PE, TE
Transportation Manager

Review and approved by:



Luis Estevez
Director of Public Works

Attachments:

1. Trumpet Avenue – Existing Conditions
2. Trumpet Avenue – Access Locations

Trumpet Avenue - Existing Conditions

Legend

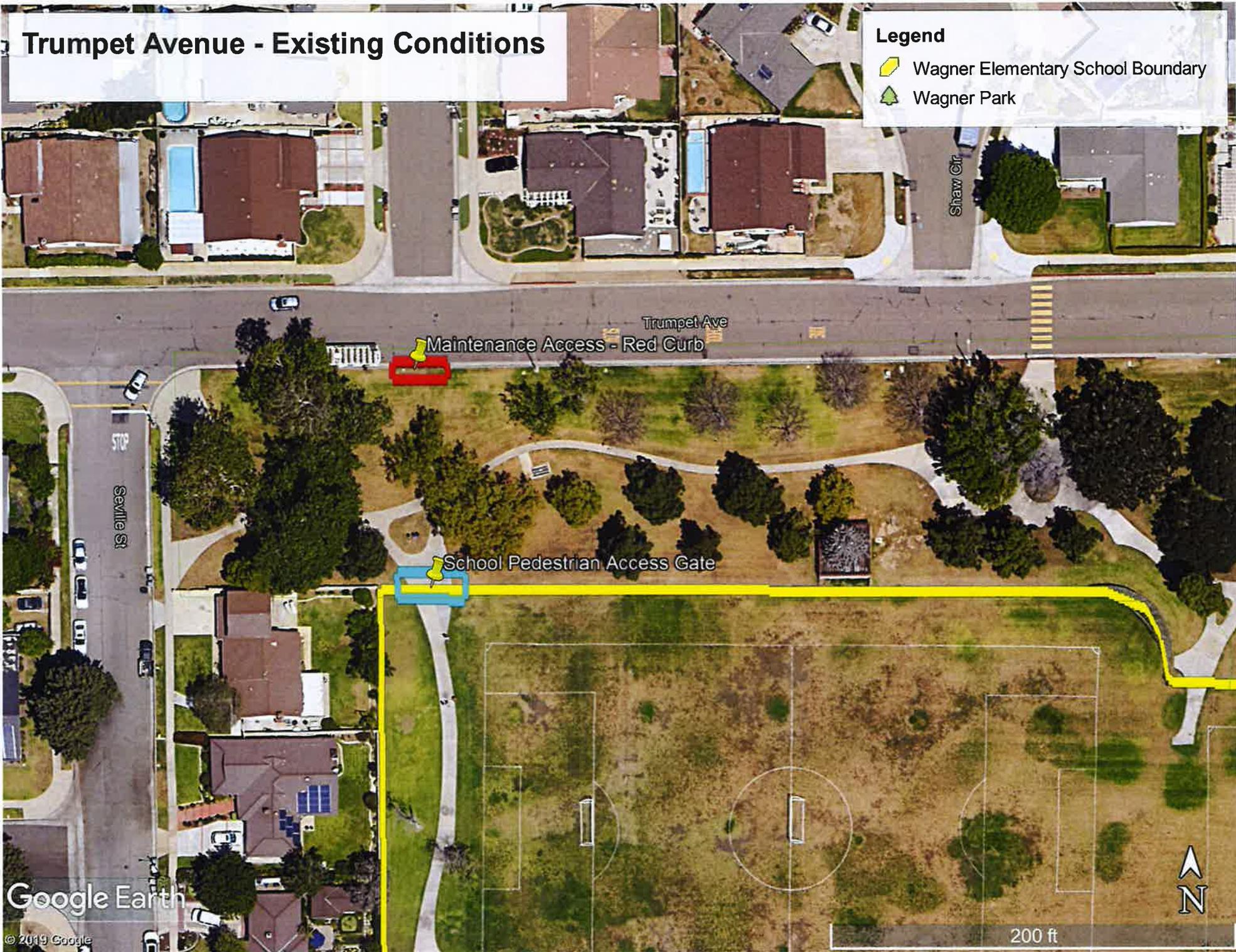
-  Wagner Elementary School Boundary
-  Wagner Park



Trumpet Avenue - Existing Conditions

Legend

-  Wagner Elementary School Boundary
-  Wagner Park





Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: PAUL MARTIN, TRANSPORTATION MANAGER
DATE: JANUARY 21, 2020
SUBJECT: **GOLDEN AVENUE BIKEWAY CONCEPTS**

RECOMMENDATION:

It is recommended that the Streetscape and Transportation Advisory Commission take the following actions:

1. Receive the staff report and consider public input; and
2. Provide feedback on the proposed bikeway concepts for Golden Avenue.

PROJECT BACKGROUND:

The City of Placentia has a Capital Improvement Project (CIP) planned for Summer 2020 that will rehabilitate Golden Avenue and provide new pavement utilizing Measure U funding. During CIP projects the opportunity exists to evaluate the current roadway striping to determine if modifications may be incorporated to better serve transportation and traffic safety needs.

Golden Avenue west of Valencia Avenue is a two-lane divided roadway (64-foot wide) with a center turn lane, on-street bicycle lanes and a parking lane/shoulder. On-street parking is prohibited between 7:00 am and 8:00 pm., and the roadway has a posted speed limit of 40 miles per hour (mph).

Golden Avenue east of Valencia Avenue is a two-lane divided roadway (64-foot wide) with a center turn lane, on-street bicycle lanes and a parking lane/shoulder. Golden Avenue east of Valencia Avenue has a posted speed limit of 35 mph. Signage modifies the speed limit to 25 mph within the school zone.

Land uses along Golden Avenue are generally residential in nature and include two elementary schools (George Key Elementary and Golden Elementary).

An opportunity exists to better serve residential and school land uses within the area by modifying roadway striping during the funded and planned roadway rehabilitation project. Additionally, Golden Avenue can provide an enhanced connection between the OC Loop regional bikeway and Tri-City Park. The OC Loop is described as follows on the Orange County Transportation Authority website:

- The Orange County (OC) Loop is a vision for 66 miles of seamless connections and an opportunity for people to bike, walk, and connect to some of California's most scenic beaches and inland reaches. About 80% of the OC Loop is already in place and is used by thousands of people. Currently, nearly 54 miles use existing off-street trails along the San Gabriel River, Coyote Creek, Santa Ana River, and the Coastal/Beach Trail.

The County of Orange is working to implement a gap along the OC Loop traveling under Golden Avenue and linking between the City of Brea developed "Tracks at Brea" project and the existing El Cajon multi-purpose trail. Construction by the County of Orange is planned in the next few years and will be coordinated with the City of Placentia planned Golden Avenue bridge project. Upon completion of the OC Loop segment in the City of Placentia, a person can bicycle in a mostly off-street trail from the westerly edge of Brea to Yorba Regional Park and the Santa Ana River in the City of Anaheim (a distance of approximately 11 miles).

PROJECT ANALYSIS:

City staff evaluated the striping conditions for Golden Avenue and have developed cross-section and bikeway concepts that can provide a buffered bike lane west of Valencia Avenue and a separated bikeway east of Valencia Avenue.

A buffered bike lane is the same as a conventional bike lane, but provides an additional hatched area that is striped to prevent use by motorists and bicyclists alike. The separation between moving vehicles and bicyclists is well documented to provide benefits to both bicyclists and pedestrians along the sidewalk.

A separated bikeway as proposed will relocate the bikeway nearest the roadway curb and move the parked vehicles left of the bikeway. The separation allows a higher level of comfort to bicyclists to avoid conflict with bicycling and motorists parking their cars. Additionally, the separation ensures that moving vehicles are further from pedestrians traveling on the sidewalk.

Implementation of the proposed cross-sections is expected to provide a financial benefit during roadway paving. Enhanced bikeways on outside edges of the roadway requires less costly pavement rehabilitation, allowing the City to focus funds on the center of the roadway where motor vehicle travel occurs.

Access to driveways and roadways that intersect Golden Avenue will be maintained with the proposed project. Parking will be maintained on Golden Avenue east of Valencia serving school and multi-family residential properties.

Implementation of the proposed cross-section will restrict on-street parking on Valencia Avenue west of Golden for the limited hours where parking is currently allowed:

- 12:00 am to 2:00 am – currently allowed, proposed to be prohibited
- 2:00 am to 4:00 am – currently prohibited, proposed to be prohibited
- 4:00 am to 7:00 am – currently allowed, proposed to be prohibited
- 7:00 am to 8:00 pm – currently prohibited, proposed to be prohibited
- 8:00 pm to 12:00 am – currently allowed, proposed to be prohibited

Note the recommendations include painted striping to separate the bikeway from parked or moving vehicles, however, additional grant funding sources area available to improve the hatched area to include landscaping and stormwater quality treatment features such as bioswales. City staff can monitor future funding sources to implement additional improvements along Golden Avenue.

Prepared and submitted by:

Review and approved by:

Paul Martin, PE, TE
Transportation Manager

Luis Estevez
Director of Public Works

Attachments:

1. Golden Avenue West of Valencia Photographs
2. Golden Avenue East of Valencia Photographs
3. Golden Avenue West of Valencia Cross-Section
4. Golden Avenue East of Valencia Cross-Section

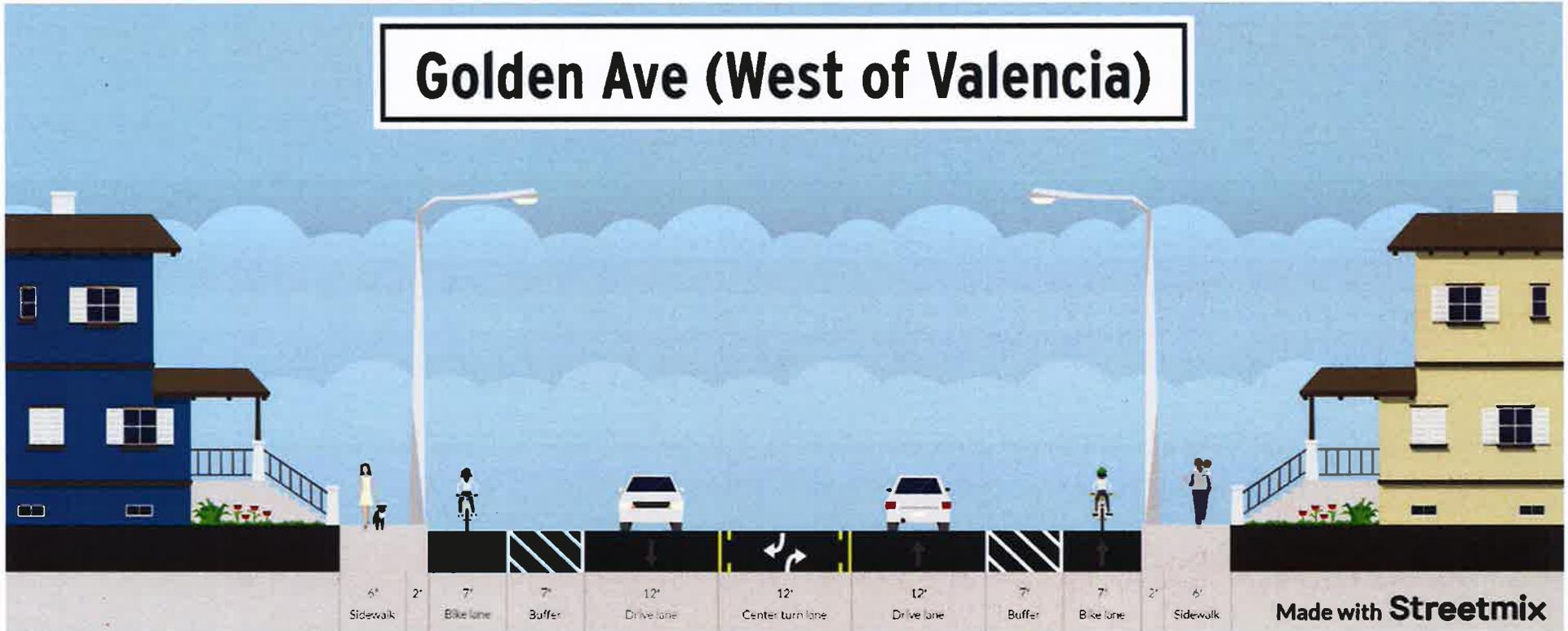
Attachment 1 – Golden Avenue West of Valencia Photographs



Attachment 2 – Golden Avenue East of Valencia Photographs



Golden Ave (West of Valencia)



Golden Ave (East of Valencia)

