



**Placentia
Streetscape and Transportation
Advisory Commission Meeting Agenda
March 15, 2021
6:00 p.m.
Teleconference call**

**SPECIAL PROCEDURES NOTICE DURING
COVID-19 EMERGENCY**

On March 4, 2020, Governor Newsom proclaimed a State of Emergency as a result of the threat of the COVID-19 virus.

On March 17, 2020, Governor Newsom issued Executive Order N-29-20, which suspends requirements of the Brown Act allowing public meetings via teleconferencing and making public meetings accessible telephonically or otherwise electronically to all members of the public seeking to observe and to address the Council or Commission.

Given the health risks associated with COVID-19, please be advised that the City Council Chambers are closed to the public and all of the Commission Members are asked to attend this meeting telephonically. Those locations are not listed on the agenda and are not accessible to the public.

How to Observe the Meeting

To maximize public safety while maintaining transparency and public access, the Commission meeting will be available to listen live on AT&T U-verse (Channel 99), Spectrum (Channel 3), and online at www.placentia.org/pctv.

How to Submit Public Comment

Members of the public may provide public comment by sending comments to the Streetscape and Transportation Advisory Commission for consideration at gmerino@placentia.org. Please limit to 200 words or less. Comments received before or during a Commission meeting, until the close of the **Oral Communications** portion of the agenda, will be read into the public record, subject to the regular time limitations per speaker. Longer submittals will be included in the public record. If you are unable to provide your comments in writing, please contact the City Clerk's office for assistance at (714) 993-8231.

Americans with Disabilities Act Accommodation

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 cityclerk@placentia.org or by calling (714) 993-8231. Notification 48 hours prior to the meeting will generally enable City Staff to make reasonable arrangements to ensure accessibility while maintaining public safety. (28 CFR 35.102.35.104 ADA Title II)

Until further notice the City will implement the guidelines of the California Department of Public Health in regard to social distancing. The City of Placentia thanks you in advance for taking all precautions to prevent the spread of the COVID-19 virus. The City will return to normal Commission meeting procedures as soon as deemed feasible.



Placentia Streetscape and Transportation Advisory Commission Agenda

Regular Meeting

March 15, 2021

6:00 p.m.

Teleconference Call, City Hall

Meredith Castillo
Commissioner

Dr. Arinder Chadha
Commissioner

Thomas Ingalls
Commissioner

Nick Polichetti
Commissioner

Matthew Rocke
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 or on a Public Hearing item should send comments for consideration to gmerino@placentia.org 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 send comments for consideration to gmerino@placentia.org 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.

Special Accommodations

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Copies of all agenda materials are available for public review on 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.

City of Placentia
401 E Chapman Avenue
Placentia, CA 92870

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

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.

REGULAR MEETING
6:00 p.m. – TELECONFERENCE ONLY

CALL TO ORDER:

ROLL CALL: Commissioner Rocke
Commissioner Polichetti
Commissioner Chadha
Commissioner Castillo
Commissioner Ingalls

PLEDGE OF ALLEGIANCE:

ORAL COMMUNICATIONS: (PLEASE SEE PAGE ONE FOR SPECIAL INSTRUCTIONS ON SUBMITTING PUBLIC COMMENT DURING THE COVID-19 EMERGENCY)

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. Joint Streetscape and Transportation Advisory Commission and Planning Commission Meeting Minutes – January 19, 2021**

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

PUBLIC HEARING: None

REGULAR AGENDA: None

NEW BUSINESS:

- 1. UPDATE TO CITY SPEED HUMP GUIDELINES**

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

1. Receive and file the staff report and consider any public input; and
2. Recommend City Council approve a modification of the City's existing Speed Hump Guidelines and adopt the guidelines as a formal Council policy for inclusion in a future Neighborhood Traffic Management Program

- 2. Tree City USA Designation & 2021 Arbor Day Celebration**

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

1. Receive Staff update and provide questions and comments.

OLD BUSINESS: None

OLD BUSINESS: None

DIRECTOR'S REPORT:

1. Introduction of Transportation Manager
2. 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

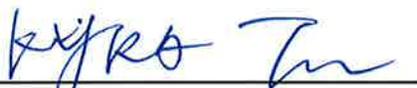
Commission members may make requests or ask questions of Staff. If a Commission member would like to have formal action taken on a requested matter, it will be placed on a future Commission Agenda.

ADJOURNMENT

The Streetscape & Transportation Advisory Commission CLOSE to the next regular meeting on Monday, May 17, 2021 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, Kyra Tao, Transportation Manager, hereby certify that the Agenda for the March 15, 2021 Regular Meeting of the Streetscape and Transportation Advisory Commission of the City of Placentia was posted on March 11, 2021.



Kyra Tao, PE, PTP
Transportation Manager
Secretary to Streetscape and Transportation Advisory Commission

**JOINT MEETING OF THE PLACENTIA STREETScape AND TRANSPORTATION
ADVISORY COMMISSION AND PLANNING COMMISSION**

MINUTES OF THE REGULAR MEETING

January 19, 2021

The joint meeting of the Placentia Planning Commission and Streetscape and Transportation Advisory Commission of January 19, 2021 was called to order at 6:36 p.m. in the City Council Chambers, 401 East Chapman Avenue, Placentia, by Chair Schaefer and Chairman Polichetti.

ROLL CALL:

Planning Commission:

PRESENT (VIDEO CONFERENCE): Commissioners Evans, Lee, Rocke, Perez,
Schaefer

ABSENT: Commissioners Keller, Polichetti

Streetscape and Transportation Advisory Commission:

PRESENT (VIDEO CONFERENCE); Commissioners Polichetti, Chadha, Castillo,
Ingalls

ABSENT: Commissioner Rocke

OTHERS PRESENT: Kathya Firlik, Assistant City Attorney
Joseph M. Lambert, Director of Development Services
Luis Estevez, Deputy City Administrator
Andrew Gonzales, Senior Planner
Kyra Tao, Transportation Manager
Elsa Robinson, Management Analyst
Gilbert Merino, Office Assistant
Sylvia Minjares, Office Assistant

PLEDGE OF ALLEGIANCE: Commissioner Rocke

OATH OF OFFICE ADMINISTERED:

Chair Schaefer and Chairman Polichetti administered the Oath of Office to newly appointed Commissioners Evans and Ingalls, respectively.

ORAL COMMUNICATIONS:

CONSENT CALENDAR:

REGULAR AGENDA:

1. City of Placentia Traffic Impact Analysis (TIA) Guidelines

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

1. Receive and file the staff report and presentations; and
2. Ask any questions or provide comments to Staff; and
3. Make a recommendation to City Council regarding adoption of the City of Placentia Traffic Impact Analysis (TIA) Guidelines.

Director of Development Services Joseph Lambert introduced the topic and provided a brief overview.

Delia Votsch, City consultant from Fehr & Peers presented the Commission with an SB743 Traffic Study Guidelines Update slide presentation, noting that this item will also go to City Council for final approval.

Commissioner Chadha joined the meeting while in progress.

Ms. Votsch answered the Commissioner's questions regarding decisions made by other jurisdictions regarding this topic, and discussed possible impacts, tools available to calculate Vehicle Miles Travelled (VMT), how Transportation Demand Management (TDM) goals are being met, how small cities are compared to large cities, and VMT screening criteria as it relates to evaluating project based traffic impacts.

Director Lambert answered the Commissioner's questions and clarified points regarding state requirement recommendations for adopting VMT guidelines, the notification process from neighboring cities, any current projects subject to VMT analysis, mitigation impact fees, and whether VMT guidelines will positively or negatively affect development in Placentia.

No public comments were received by either Commission.

Planning Commission: Motion by Rocke, second by Perez carried on a (5-0-2-0) vote to approve the recommended actions.

Ayes: Evans, Lee, Perez, Rocke, Schaefer
Noes: None
Absent: Keller, Polichetti
Abstain: None

Streetscape and Transportation Advisory Commission: Motion by Castillo, second by Ingalls carried on a (4-0-1-0) vote to approve the recommended actions.

Ayes: Castillo, Chadha, Ingalls, Polichetti
Noes: None

Absent: Commissioner Rocke
Abstain: None

OLD BUSINESS:

NEW BUSINESS:

DEVELOPMENT REPORT:

DIRECTOR'S REPORT:

PLANNING COMMISSION REQUESTS:

ADJOURNMENT:

Chair Schaefer closed the Planning Commission and Streetscape and Transportation Advisory Commission Joint Meeting at 7:45 p.m. to the regular meeting of Tuesday, February 9, 2021 at 6:30 p.m. in the City Council Chambers at 401 East Chapman Avenue, Placentia, CA.

Chairman Polichetti closed the Streetscape and Transportation Advisory Commission and Planning Commission Joint Meeting at 7:45 p.m. to the regular meeting of Monday, March 15, 2021 at 6:00 p.m. in the Front Community Meeting Room at 401 East Chapman Avenue, Placentia, CA.

Submitted by,



Kyra Tao,
Secretary to the Streetscape and Transportation and Advisory Commission



Placentia Streetscape and Transportation Advisory Commission

AGENDA STAFF REPORT

TO: STREETScape AND TRANSPORTATION ADVISORY COMMISSION
FROM: KYRA TAO, TRANSPORTATION MANAGER
DATE: MARCH 15, 2021
SUBJECT: **UPDATE TO CITY SPEED HUMP GUIDELINES**

RECOMMENDATION:

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

1. Receive and file the staff report and consider any public input; and
2. Recommend that the City Council approve a modification of the City's existing Speed Hump Guidelines and adopt the guidelines as a formal Council policy for inclusion in a future Neighborhood Traffic Management Program.

BACKGROUND:

Speed humps have been used as a traffic calming device in various locations around the City to help reduce neighborhood vehicle speeds and cut-through traffic. They provide a vertical change in the roadway intended to reduce the speed of vehicles traveling along that road. Speed humps provide traffic calming benefits including:

- Reduces traffic speeds – Traffic speeds on streets with speed humps can decrease by up to 25%
- Discourages neighborhood cut-through traffic onto streets known by motorists for higher speeds
- Are relatively inexpensive when compared to other traffic calming measures such as road diets and curb extensions

The Institute of Transportation Engineers' (ITE) speed hump fact sheet outlines some disadvantages associated with speed humps:

- Potentially delays emergency response vehicles – Depending on the type of vehicle, emergency vehicles may experience a delay in response time (ITS estimates up to 9.8 seconds per hump).

- Increase traffic volumes on adjacent streets – Traffic on adjacent parallel streets may increase up to 30% by motorists avoiding speed humps on adjacent streets
- Increase noise levels due to vehicle brakes and suspensions activated by the humps
- Street maintenance cost increases due to additional labor and materials to protect in place or replace altogether existing humps on street resurfacing projects
- Potential liability exposure for damaged vehicles and increased claims

Recently, residents in several neighborhoods have expressed concerns to Staff about neighborhood traffic speeds and cut-through traffic in their neighborhoods and requested the City install speed humps to and reduce vehicle speeds. The City's current speed hump guidelines were developed over 10 years ago and outline the process and evaluation criteria used to consider whether a speeding issue exists and whether a speed hump or humps would be effective in reducing traffic speeds. Under the current guidelines, to be eligible for speed hump consideration the street must be residential, not a bus route or priority route for emergency services, and must meet the following criteria:

- Minimum Length of Street Uninterrupted by Stop Signs or Traffic Signals – 1,500 feet
- Maximum Average Daily Traffic Volume - 3,000 vehicles
- Maximum Posted Speed Limit - 25 miles per hour
- Minimum Speed Profile - 85th percentile speed must exceed 30 miles per hour

Due to the street length requirement of the existing guidelines, none of the streets Staff has recently analyzed have otherwise qualified for speed hump installation.

POLICY/GUIDELINE ANALYSIS:

In response to public interest in addressing traffic and/or speeding concerns in residential neighborhoods, some jurisdictions have adopted and implemented neighborhood traffic management plans or toolkits to provide a systematic, objective and scientific approach to analyzing traffic management issues and identifying viable traffic calming solutions to reduce speeds and improve safety.

Staff researched neighborhood traffic calming plans prepared by four different agencies including Yorba Linda, Anaheim, La Habra, and Orange. Yorba Linda has a speed hump policy in place similar to Placentia, while Anaheim, La Habra, and Orange have adopted comprehensive Neighborhood Traffic Management Programs (NTMP) that provides community members a conduit to engage the City on

neighborhood traffic concerns as well as provide City staff a framework from which to uniformly study, analyze and implement solutions. Table 1 provides a comparison of speed hump eligibility screening criteria for each surveyed City. As shown, Placentia’s evaluation criteria are generally consistent with the four neighboring Cities, except the street length threshold used by Placentia is much higher than the other Cities and the 85th percentile speed used by Placentia is lower.

Table 1: Speed Hump Eligibility Evaluation Criteria

Screening Criteria	Placentia	Yorba Linda	Orange	Anaheim	La Habra
Street Length	>=1,500 ft	>=800 ft	--	>=500 ft	>=600 ft
Street Width	--	--	<=40 ft	--	--
Average Daily Traffic	<3,000	1,000 - 2,000	>=2,500	1,000 – 4,000	<3,000
85th percentile speed	>=30 mph	>=35 mph	>=33 mph	9 mph over posted speed limit	--
Accident Rate	--	--	Compare with Caltrans accident rate	2+preventive collision in 5 years	--

The NTMP developed by the three neighboring Cities provides a toolkit to guide residents towards a better understanding of available traffic calming tools and the necessary steps to seek basic and comprehensive traffic calming options. The NTMP toolkit categorizes traffic calming options into three groups: non-physical, less intrusive, and more aggressive. Table 2 lists available traffic calming devices under each category.

- Non-physical options include any traffic calming measure that does not require physical changes to the roadway such as edge and centerline striping and posted speed limit signs. Non-physical traffic calming improvements are intended to increase drivers’ awareness of surroundings and influence driver behavior are designed and implemented as incremental solutions before considering physical changes to the roadway.
- Less intrusive options use variations in pavement height such as speed humps, and alternative paving materials to physically reduce travel speeds. These devices are designed for travel speeds over the traffic device of approximately 15 to 20 mph depending on the device.
- More aggressive options can be considered after less intrusive options failed to calm traffic speeds. This option utilizes diversion devices such as raised islands and curb extensions to preclude particular vehicle movements.

Table 2: NTMP Traffic Calming Options

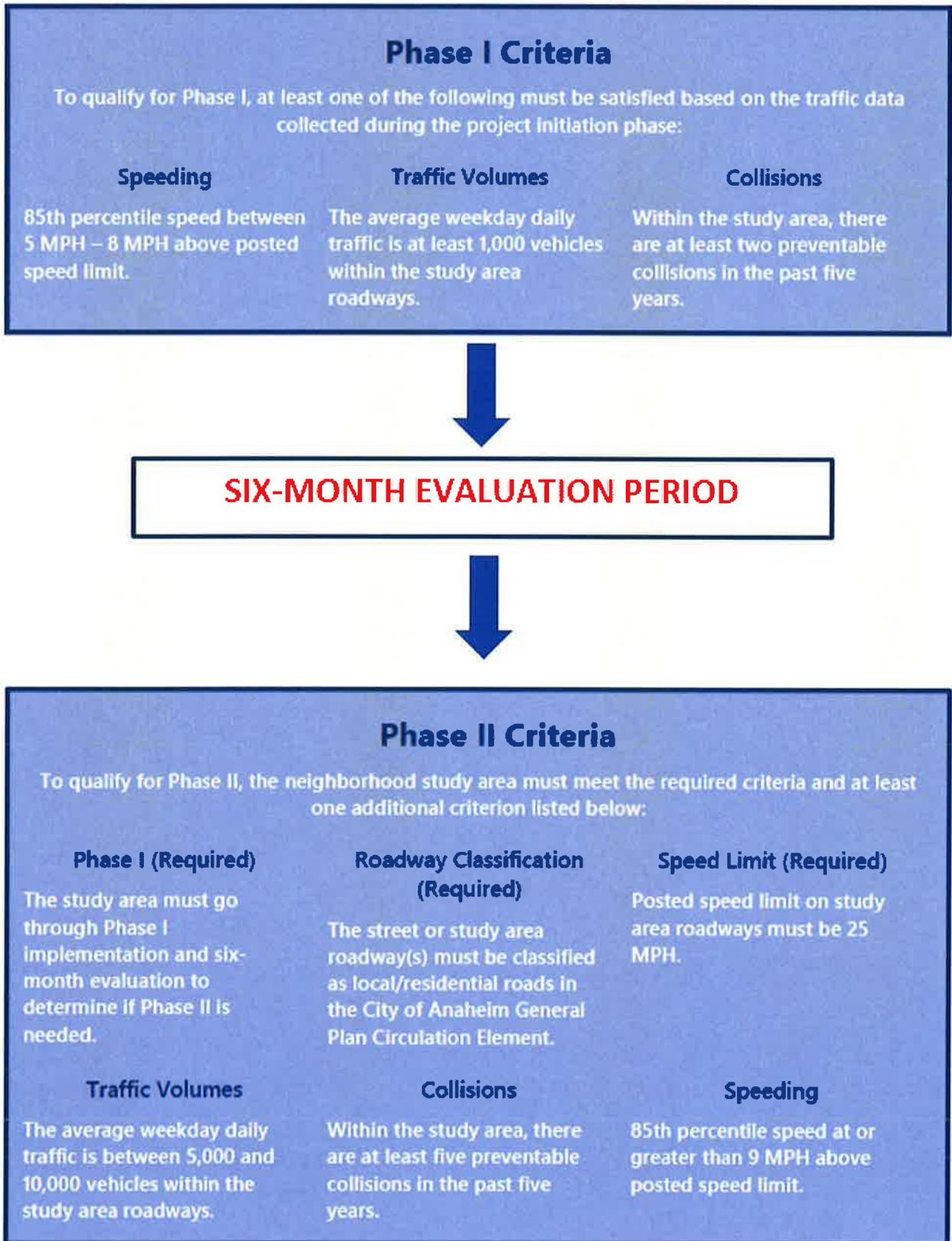
Non-Physical	Less Intrusive	More Aggressive
<ul style="list-style-type: none"> - Speed Enforcement - Radar Trailer - Speed Feedback Sign -Centerline/Edgeline Lane Striping - Signage - Speed Legend 	<ul style="list-style-type: none"> - Speed Hump - Speed Table - Raised Crosswalk - Textured Pavement - Traffic Circle - Roundabout - Neckdown/Bulbout 	<ul style="list-style-type: none"> - Full Closure - Partial Closure - Diagonal Diverter - Median Barrier - Forces-Turn Island -Turn-Movement Restrictions

In addition to the categorized traffic calming devices noted above, Anaheim’s traffic calming toolkit involves a Phase I and Phase II evaluation process (see Exhibit 1) and utilizes incremental approaches to implementing traffic calming measures. The measures selected are based in part on the physical characteristics of the roadway and the degree to which neighborhood traffic impacts are proven out in the data collected as part of the analysis. More often than not, non-physical traffic calming measures have been shown to be very effective at calming traffic and addressing resident concerns precluding the need to physically change the roadway.

Phase I improvements are considered non-physical features. These improvements can be implemented in a greater number of situations since they require significantly less modifications to existing infrastructure and require minimal cost on the part of the City to implement. Phase I improvements include items such as traffic signs and roadway striping.

Phase II improvements are considered physical and generally more intrusive traffic calming improvements that are reserved for roadways that continue to demonstrate severe traffic calming concerns. Improvements can include speed humps, bulbouts/curb extensions, and traffic circles. Phase II improvements require neighborhood support which is obtained through a survey. It also requires the collection of speed data, physical traffic counts and analysis of crash data.

Exhibit 1: Anaheim’s Traffic Calming Improvement Phases



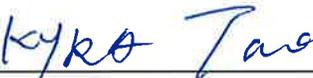
Due to the increased number of speed hump requests from the public, Staff is presenting the proposed modifications for consideration separate from the preparation and presentation of a larger NTMP. The attached draft guideline modifications and language (Attachment 1) are attached for the Commission's review and input. The Commission's input will be incorporated into a final draft of the updated guidelines and presented to the City Council for its review and consideration of adoption of a formal City Speed Hump Policy. That policy will then be incorporated into a future NTMP.

Based on staff's review of the City's current speed hump criteria and comparing it to other agencies' traffic calming policies and procedures, Staff recommends the City's existing guidelines be modified in the following ways:

- Implement an incremental approach to evaluating and implementing traffic calming measures
- Reduce the minimum street length requirement from 1,500 to 800 feet
- Increase the 85th percentile speed to 35 MPH
- Notify property owners immediately adjacent to the proposed placement of a speed hump and collect their feedback on the planned hump placement in front of their homes

Separate and apart from updating the speed hump guidelines, Staff will over the next few months begin developing an in-depth draft NTMP/Toolkit for the Commission's review and input to be shared at future Commission study sessions. With the Commission's input and analysis, the final NTMP will be presented to the City Council for its consideration and formal adoption with the newly adopted Speed Hump Policy included in the final NTMP.

Prepared and submitted by:



Kyra Tao, PE, PTP
Transportation Manager

Reviewed and approved:



Luis Estevez
Deputy City Administrator

Attachment: Draft Speed Hump Guideline Modifications

CITY OF PLACENTIA SPEED HUMP PROGRAM

PROCEDURE AND PROCESSING

Installation

1. Petition - Signed by head of household of 65% of the homes on the street as well as 65% of the homes on adjacent parallel streets, as determined by City Traffic Engineer.
2. Notification of Residents - Following receipt of a petition, the City shall notify each residence of the subject street as well as residences within 300' of the subject street at least three (3) weeks prior to consideration of the item by the Traffic Safety Commission.
3. Staff Review - City staff shall conduct appropriate studies of traffic volume and speed, area conditions, accident frequency, potential diversion of traffic to adjacent streets and other factors deemed necessary. Police and Fire Departments shall review with respect to delivery of emergency services.
4. Traffic Safety Commission - The Commission shall consider the staff report receive citizen input and make a recommendation as to whether the street shall be included in the program for installation of speed humps.
5. City Council - The City Council shall consider the TSC recommendation and the staff report, receive citizen input and make the final determination with respect to inclusion of the street in the program.

Removal

1. Petition - signed by head of household of 65% of the homes on the street.
2. Deposit - Petition shall be accompanied by sufficient funds to cover the cost of removal as determined by City Engineer.
3. Notification of Residents - Following receipt of the petition, the City shall notify residents on the street at least three (3) weeks prior to consideration of the item by the Traffic Safety Commission.
4. Staff Review - City staff shall conduct appropriate studies of traffic volume and speed, accident frequency, diversion of traffic to/from adjacent streets and the overall effectiveness of the humps.
5. Traffic Safety Commission - The Commission shall consider the staff report, receive citizen input and make a recommendation as to whether the speed humps shall be removed.

prior to each hump.

5. Notification - Feedback from property owners immediately adjacent to the proposed hump placement shall be collected prior to the presentation to Traffic Safety Commission and the City Council. Each residence on the subject street as well as residences within 300 feet of the subject street shall be notified of the planned hump installation in writing at least three (3) weeks prior to construction.

FUNDING AND PRIORITY

1. Installation Program - Each year the program for installation of speed control humps will be reviewed for inclusion in the budget by the City Council as submitted by the Traffic Safety Commission and the City Engineer.
2. Annual Funding - The City Council may budget a specified amount of the funds each year to be used for installation of speed humps at approved locations based on a priority basis.
3. Priority Determination - Priorities will be established by multiplying the percentage of vehicles exceeding 25 miles per hour by the 24-hour traffic volume. Streets yielding the highest numerical value as a result of this computation will have the highest priority.