Olive Ave./Verdugo Ave./Sparks St. Intersection Improvement Project
Community Meeting #1 – December 8, 2016
Community Meeting: Purpose

✓ Project description and overview
✓ Present and discuss existing conditions
✓ Present and discuss preliminary design alternatives
✓ Obtain community input and feedback
✓ Next steps
Project Location Map / Limits
Scope of Work / Project Goals

• Improve Efficiency – Reduce vehicle delay and improve pedestrian safety and convenience of the six-legged intersection

  ▪ Street Reconfiguration Design Alternatives:
    ✓ Vehicle turning restrictions
    ✓ Pedestrian treatments (crosswalks)
    ✓ Medians/islands
    ✓ Traffic signals and modifications
    ✓ Street realignment(s)
    ✓ Street closures (cul-de-sacs)
    ✓ Right-of-way acquisition
Project Schedule

• Function of Design
  
  • *Eighteen (18) month schedule for engineering design and environmental clearance (with up to five additional community meetings within next three to four months)*
  
  • *Construction schedule TBD*
Project Budget

All funding provided by Metro
• Measure R Highway Mitigation (Sales Tax)

Project Costs:
• Engineering (current phase): $300,000
• Construction: $1,300,000
• Total Budget: $1,600,000
Olive/Verdugo/Sparks Existing Conditions

Operational Inefficiency and Pedestrian and Vehicle Safety Issues Including:

• **Complex Geometry, High Volume of Vehicles, and Split-Phase Traffic Signal Timing**
  - Vehicle delays at traffic signals
  - Confusion with lane assignment
  - Cut-through (high-speed) traffic on adjacent residential streets

• **Heavy Pedestrian Activity & Long Cross-walks**
  - Long Pedestrian Signal Timing
Olive/Verdugo/Sparks Existing Conditions
Proposed Conceptual Design: Option 2

LEGEND
A. Creates one 4-legged intersection but still existing undesirable angle
B. Closure of Sparks in both NB and SB directions
C. Sparks closures will divert traffic through the alley on the south and through the parking lots on the north
D. Partial right-of-way will be required to accommodate the cul-de-sac on Sparks in the SB direction (either the Chase parking lot or Lenscrafters parking lot)
E. Limited right-of-way available for a cul-de-sac in the NB direction on Sparks but an option could be to close Sparks at the existing alley south of Olive

GENERAL NOTES
• Minimal construction and minimal cost
• No change to the pedestrian crossings
Proposed Conceptual Design: Option 4

LEGEND:
A. Verdugo in the WB direction will be realigned through the existing parking lot of the Social Security Administration Building.
B. May be able to relocate the parking lot in the new parcel created by the closure of the existing portion of Verdugo
C. Closure of Sparks in the SB direction
D. Partial right-of-way will be required to accommodate the cul-de-sac on Sparks in the SB direction (either the Chase parking lot or Lenscrafters parking lot)
E. Sparks closure will divert traffic through the parking lots on the north
F. Another option is to close Sparks in the NB direction as well in which case the existing intersection will operate as a three legged intersection

GENERAL NOTES:
* The existing intersection will now operate as a four legged intersection
LEGEND
A. Requires complete take of business (7-11) at Verdugo/Reese, may be able to offer new triangle parcel to rebuild a new building
B. Closure of Beachwood would require a cul-de-sac in the new triangle parcel
C. An option could be to close Beachwood at the existing alley south of Verdugo
D. Beachwood closure will divert traffic through the alley south of Verdugo
E. Sparks will operate as right out in both SB and NB directions
F. The two signals on Olive will allow for signal coordination on Olive
G. Pedestrian crossings at the new signals would be the same crossing distance as the existing intersection
H. Pedestrian crossings at Sparks & Olive, if allowed, would be unsignalized

OLIVE AVENUE & VERDUGO AVENUE
OPTION 5

FIGURE 7
Proposed Conceptual Design: Option 6

LEGEND:
A. Sparks will operate as right out in the NB direction
B. Similar right out operation can be considered for the SB direction as well, but this will be close to the new intersection of Olive & Verdugo (the west intersection)
C. Partial right-of-way will be required to accommodate the cul-de-sac on Sparks in the SB direction (either the Chase parking lot or Lenscrafters parking lot)
D. The two signals on Olive will allow for signal coordination on Olive
E. Pedestrian crossings at the new signals would be the same crossing distance as the existing intersection
F. Pedestrian crossings at Sparks & Olive, if allowed, would be unsignalized

GENERAL NOTES:
- Minor impacts to businesses, no complete takes
Next Steps

• Seek input from Residents on Conceptual Design Alternatives *(Tonight)*

• Refine Conceptual Engineering Plans *(3 Months)*
  • 15 Percent Engineering

• Second Community Meeting – Presentation of Refined Design Alternatives *(Spring 2017)*
Discussion

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