

Rancho Providencia Neighborhood Protection Plan Update

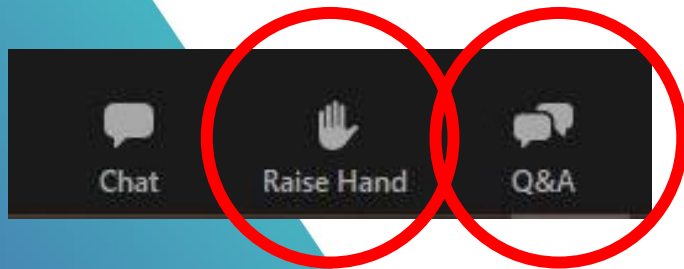
Chris Buonomo
Assistant Transportation Planner

4.7.2022



**CITY OF
BURBANK**

WORKSHOP DYNAMICS



- 1.5-hour maximum
- Public Comment - Raise Hand - 1 minute max
- Q&A always enabled on side panel
- Questions may not be answered during webinar, but will be posted on website
- Contact Project Leads



THE TEAM

David Kriske - Asst. Community Development Director, Transportation

Chris Buonomo - Asst. Transportation Planner, Community Development Dept

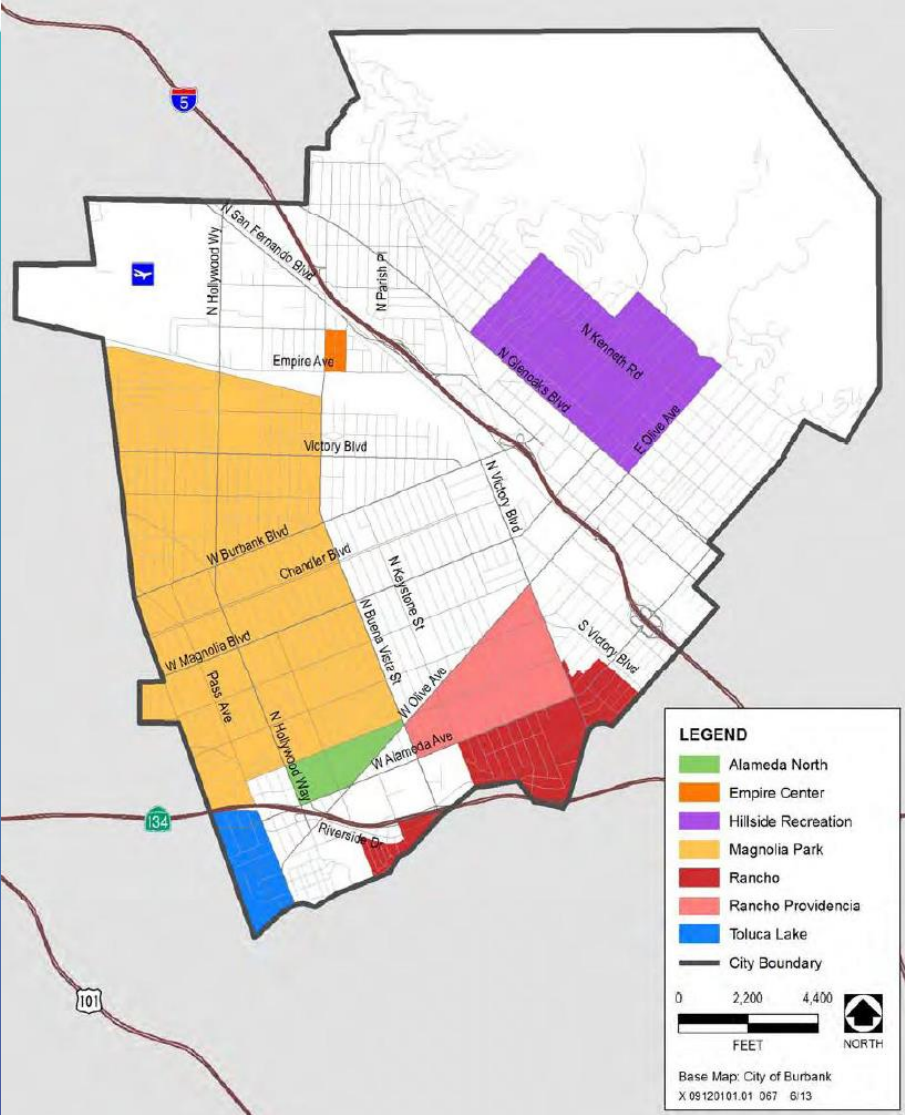
Joanne Itagaki - Project Manager, Willdan Engineering



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NPP OVERVIEW



RANCHO PROVIDENCIA NPP HISTORY



Late 90's: Regional traffic generated by studios and commercial properties in Media District

1998: City Council adopted NPP to address:

- Cut-through traffic
- Speeding
- Spillover of commercial parking

2001: Permanent measures installed



Olive Ave



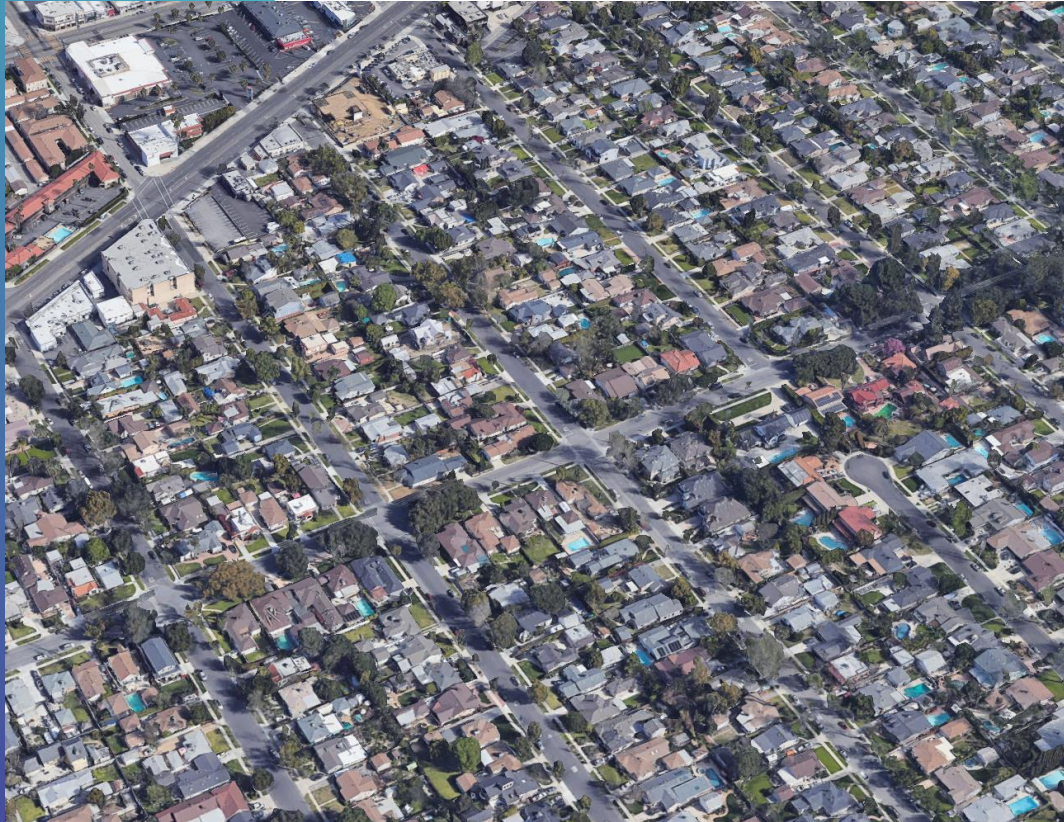
Olive Ave

SAINT FINBAR SCH





WHAT WE'VE HEARD



Recent Past

Need to alleviate:

- Cut-through traffic
- Neighborhood parking
- Speeding

Present

- Raisin' Cane's
- Metro BRT
- Olive/Sparks/Verdugo intersection

Future

Does the 1998 NPP still serve the neighborhood effectively?

PHASED APPROACH

Phase 1: Short-term temporary measures

- Immediate need to control spill-over and cut-through traffic around drive-thru
- Could include turn restrictions and traffic control

Phase 2: Long-term NPP update

- Broader analysis of entire NPP
- Assessment of Phase 1 measures
- CEQA documentation

STATUS

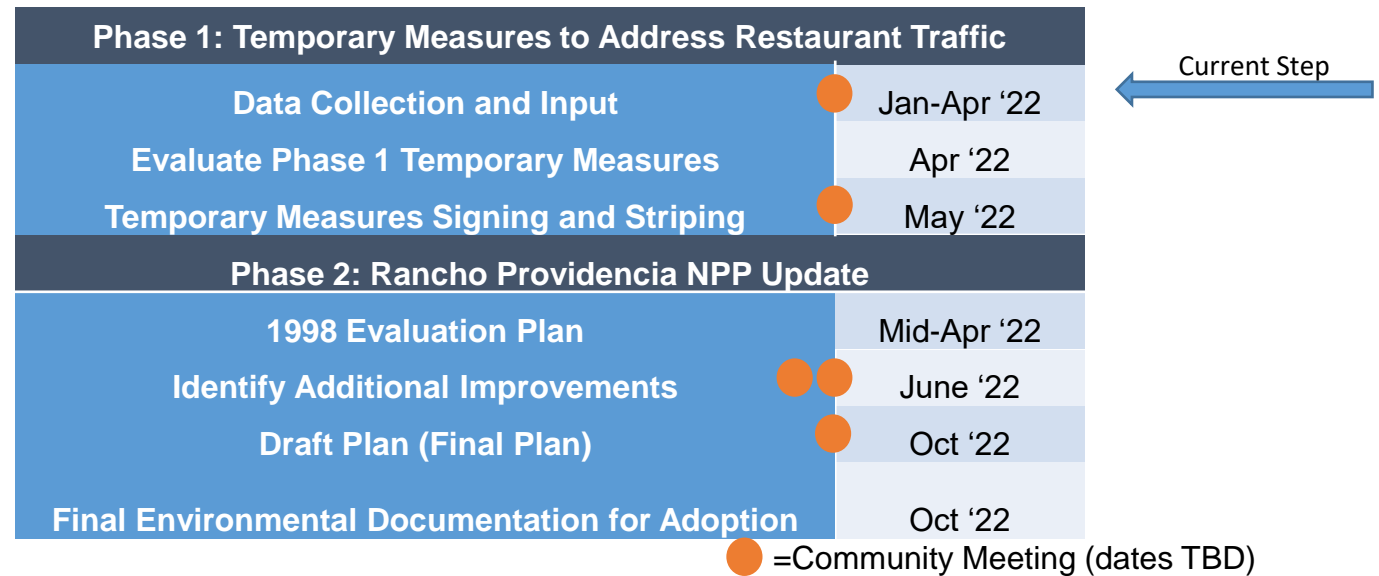
Contracted with on-call consultant
who collected data



TIMELINE

Two-Phase Approach:

1. Short-term temporary measures
2. Long-term NPP update



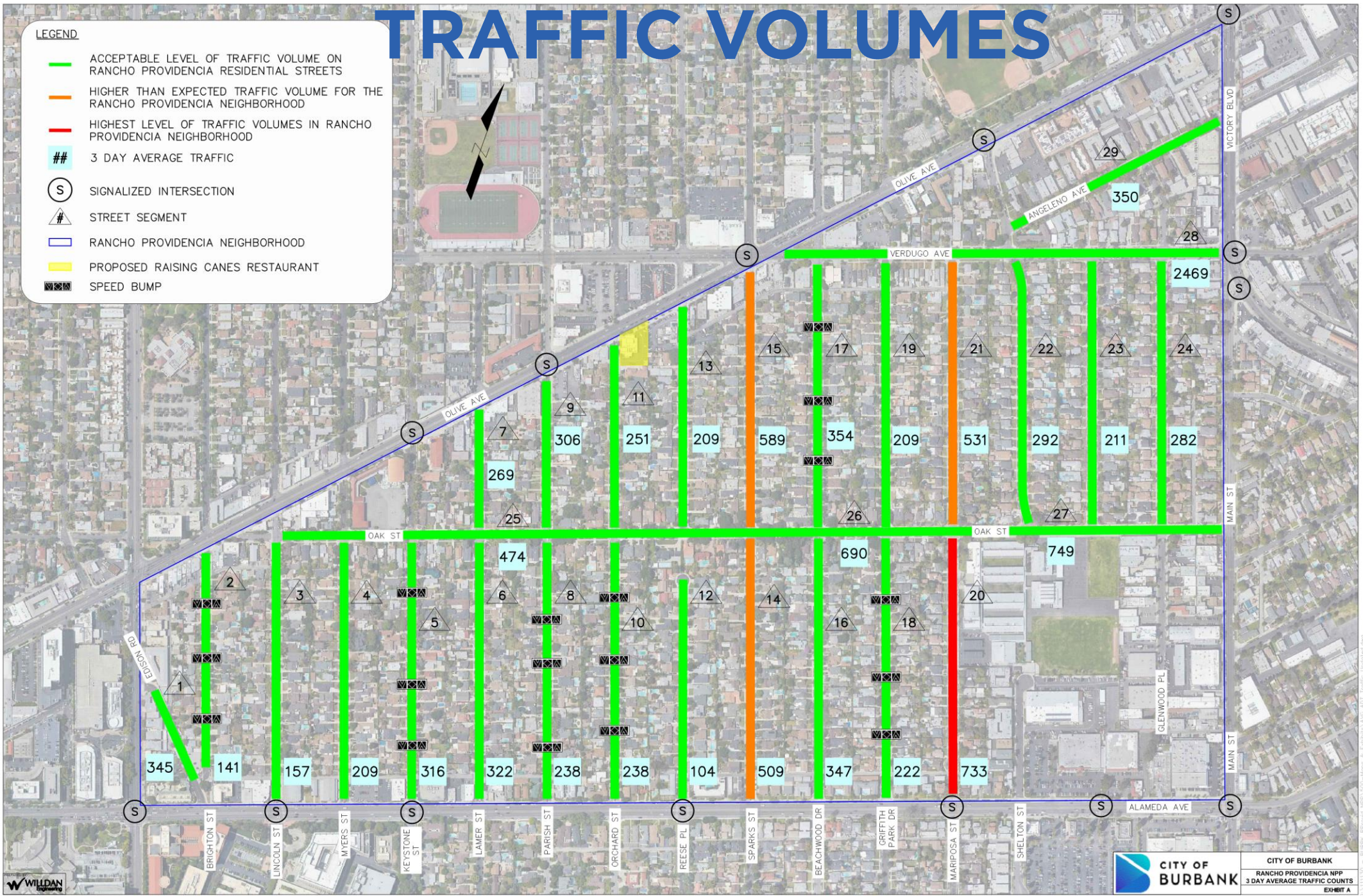
A large, stylized triangle on the left side of the slide, filled with a gradient from teal at the top to dark blue at the bottom. The triangle points downwards and to the right.

DATA PRESENTATION

TRAFFIC VOLUMES

LEGEND

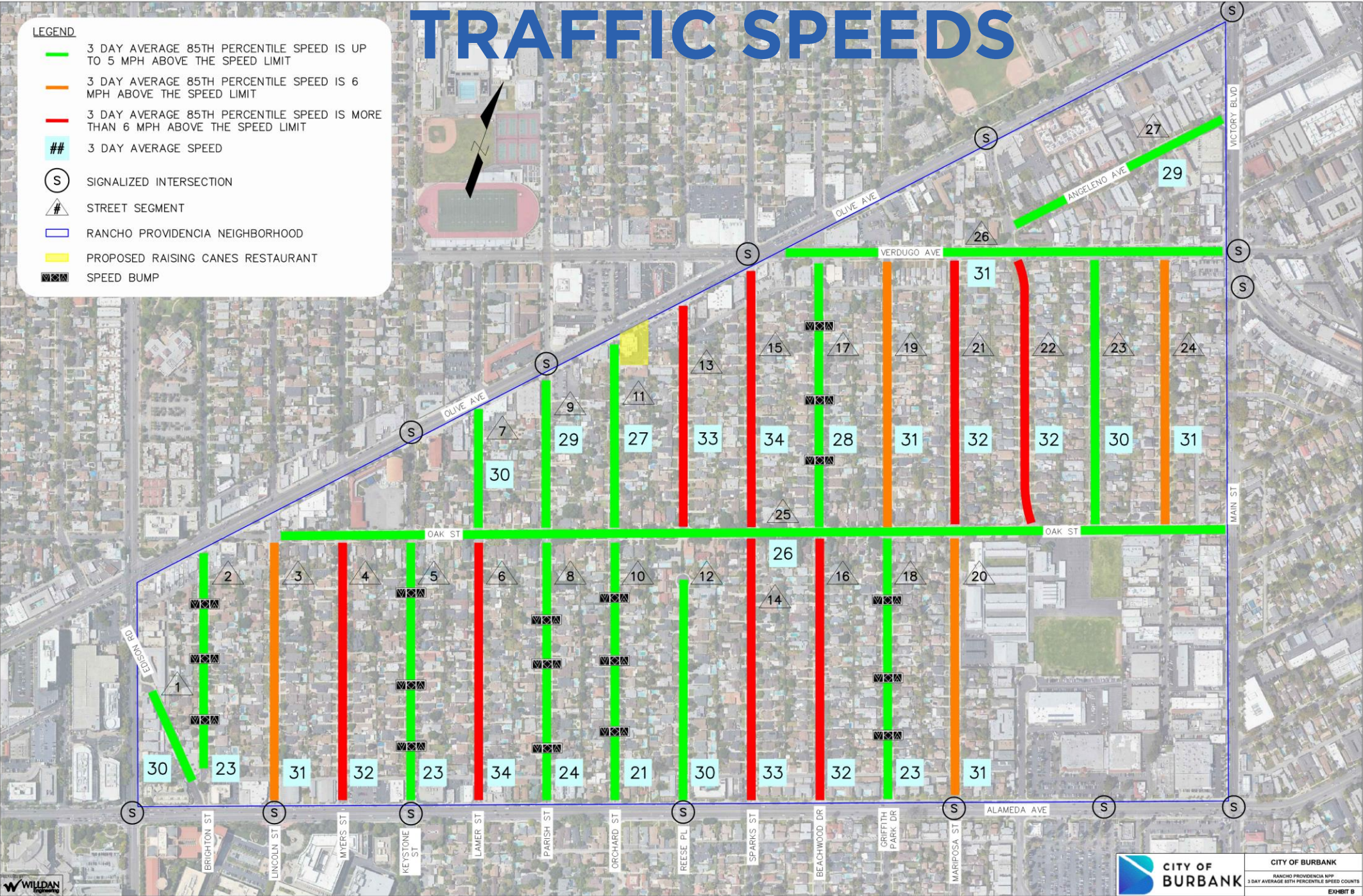
- ACCEPTABLE LEVEL OF TRAFFIC VOLUME ON RANCHO PROVIDENCIA RESIDENTIAL STREETS
- HIGHER THAN EXPECTED TRAFFIC VOLUME FOR THE RANCHO PROVIDENCIA NEIGHBORHOOD
- HIGHEST LEVEL OF TRAFFIC VOLUMES IN RANCHO PROVIDENCIA NEIGHBORHOOD
- ## 3 DAY AVERAGE TRAFFIC
- (S) SIGNALIZED INTERSECTION
- ▲ STREET SEGMENT
- ▭ RANCHO PROVIDENCIA NEIGHBORHOOD
- ▭ PROPOSED RAISING CANES RESTAURANT
- ▭ SPEED BUMP



TRAFFIC SPEEDS

LEGEND

- 3 DAY AVERAGE 85TH PERCENTILE SPEED IS UP TO 5 MPH ABOVE THE SPEED LIMIT
- 3 DAY AVERAGE 85TH PERCENTILE SPEED IS 6 MPH ABOVE THE SPEED LIMIT
- 3 DAY AVERAGE 85TH PERCENTILE SPEED IS MORE THAN 6 MPH ABOVE THE SPEED LIMIT
- ## 3 DAY AVERAGE SPEED
- S SIGNALIZED INTERSECTION
- # STREET SEGMENT
- RANCHO PROVIDENCIA NEIGHBORHOOD
- PROPOSED RAISING CANES RESTAURANT
- ▣ SPEED BUMP



CITY OF BURBANK
 RANCHO PROVIDENCIA NPP
 3 DAY AVERAGE 85TH PERCENTILE SPEED COUNTS
 EXHIBIT B

11/11/2020 - Burbank Provided IPR/2020/Mapa 8 - Exhibits A/C/D/Speed Counts Exhibit - Update.mxd

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QUESTIONS AND COMMENTS

Neighborhood observations, experience.

What has worked? What do you like?

What are your concerns?

What roadway conditions do you wish to see?

CONTACT

Assistant Transportation Planner

Chris Buonomo

cbuonomo@burbankca.gov

818-238-5251