City of Burbank

# Rancho Providencia Neighborhood Protection Plan – 2023 Update


WILLDAN

December 2023

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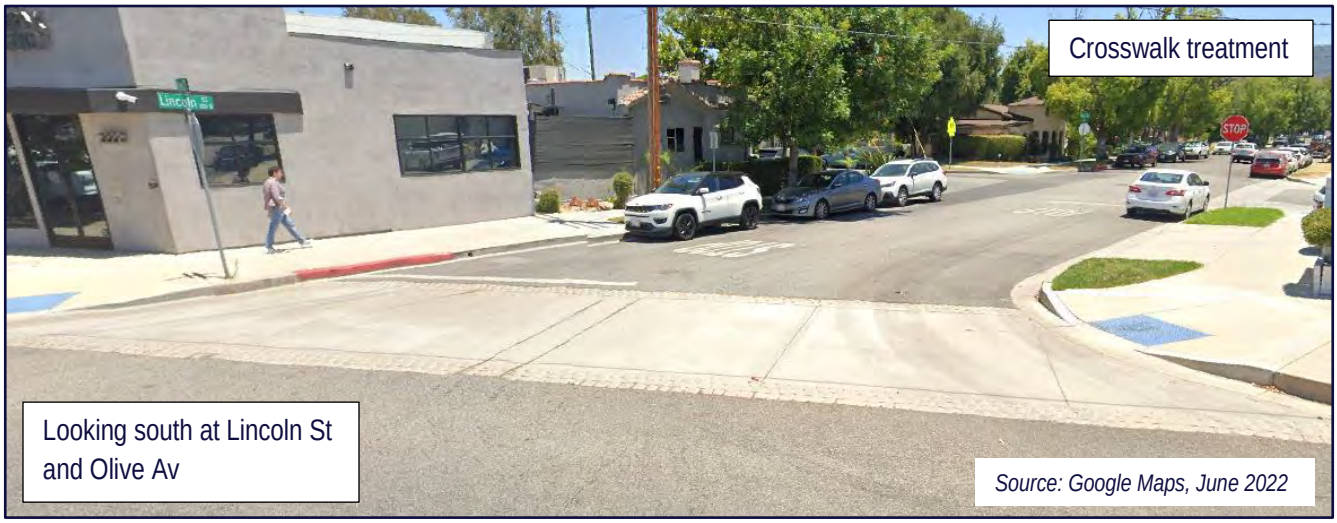
# CHAPTER 1

## Introduction

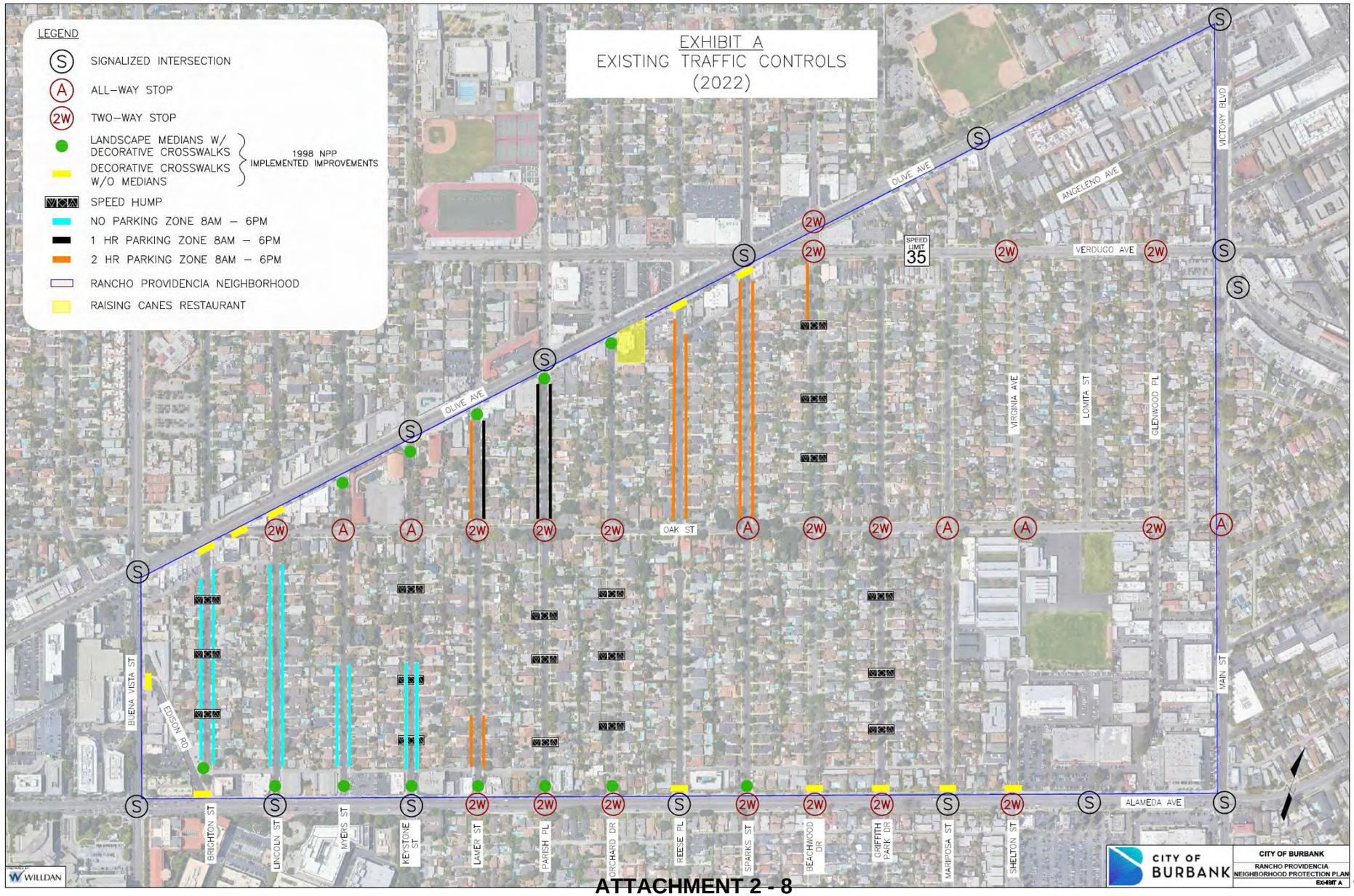
This Study presents an update to the Rancho Providencia Neighborhood Protection Plan. The Rancho Providencia Neighborhood is bounded by Buena Vista Street, Olive Avenue, Victory Boulevard, Main Street, and Alameda Avenue. This area includes approximately 800 homes, Dolores Huerta Middle School, Saint Finbar Parish School and numerous other businesses. There are 15 north-south streets generally bisected by Oak Street. The *Burbank2035 General Plan* classifies all the streets within the neighborhood as Local Streets except for Oak Street, Verdugo Avenue, and Keystone Street, which are classified as Neighborhood Collector Streets. The streets that serve as a boundary for the Plan area are all Major Arterial Streets except for Buena Vista Street which is a Secondary Arterial Street and Main Street, which is a Neighborhood Collector Street (Complete Streets Plan, Figure 2-37).

The Rancho Providencia Neighborhood Protection Plan was first adopted in August 1998 and updated in October 2001. The 1998 Neighborhood Protection Plan implemented improvements in various areas including the installation of gateway median islands, intersection reconfigurations, new street trees, crosswalk treatments, and preferential parking zones. The October 2001 update included an evaluation of the effectiveness of initial measures implemented in May 2000 (median and crosswalk treatments on Alameda Avenue), and the second phase of measures (completion of treatments at the remaining Alameda Avenue intersections and treatments along Olive Avenue) was completed in October 2000. Overall, the traffic count data collected in the Rancho Providencia Neighborhood identified a decrease in traffic volumes between August 1998 and October 2001 on a majority of streets.


The treatments implemented in 2000 are identified in ***Exhibit A.*** The traffic controls in the neighborhoods are also identified in this exhibit.

***EXHIBIT A – Existing Traffic Controls (January 2022)***



# CHAPTER 2

## Initial Data Collection (Winter 2022)

The existing traffic conditions of the Rancho Providencia Neighborhood were determined by collecting average daily traffic (ADT), traffic speeds, license plate origin/destination and parking demand data over a 3-day period. The data was collected in January 2022 as the baseline measurement for future assessment of possible traffic calming measures. This section outlines the data and initial findings for the neighborhood.

***Appendix A*** provides the raw data for ADT and traffic speeds. ***Appendix B*** provides the raw data for the license plate survey. ***Appendix C*** provides the raw data for parking demand.

### Traffic Vehicle Counts

***Table 1*** presents the January 2022 directional 24-hour traffic counts and the total of the average traffic for both directions. ***Exhibit B*** graphically identifies streets with an acceptable volume of traffic for Neighborhood Streets (1,000 ADT is considered "little traffic")[1] and those that have the highest traffic volumes. The highest average traffic counts on the Local and Neighborhood Collector streets are listed on ***Table S-1***.

[1] Ben-Joseph, "Residential Street Standards & Neighborhood Traffic Control: A Survey of Cities' Practices and Public Officials' Attitudes," (1995) https://nacto.org/docs/usdg/residential_street_standards_benjoseph.pdf

***Table S-1***

Summary of 24-hour Directional Traffic Counts
January 2022

| SEGMENT # | CLASSIFI-CATION | STREET | SEGMENT | AVERAGE DAILY TRAFFIC (vehicles) |
|---|---|---|---|---|
| 14 | Local | Sparks Street | Oak St to Alameda Av | 1,017 |
| 15 | Local | Sparks Street | Olive Av to Oak St | 1,178 |
| 20 | Local | Mariposa Street | Oak St to Alameda Av | 1,466 |
| 21 | Local | Mariposa Street | Verdugo Av to Oak St | 1,062 |
| 26 | Neighborhood Collector | Oak Street | Beachwood Dr to Mariposa St | 1,380 |
| 27 | Neighborhood Collector | Oak Street | Mariposa St to Main St | 1,498 |

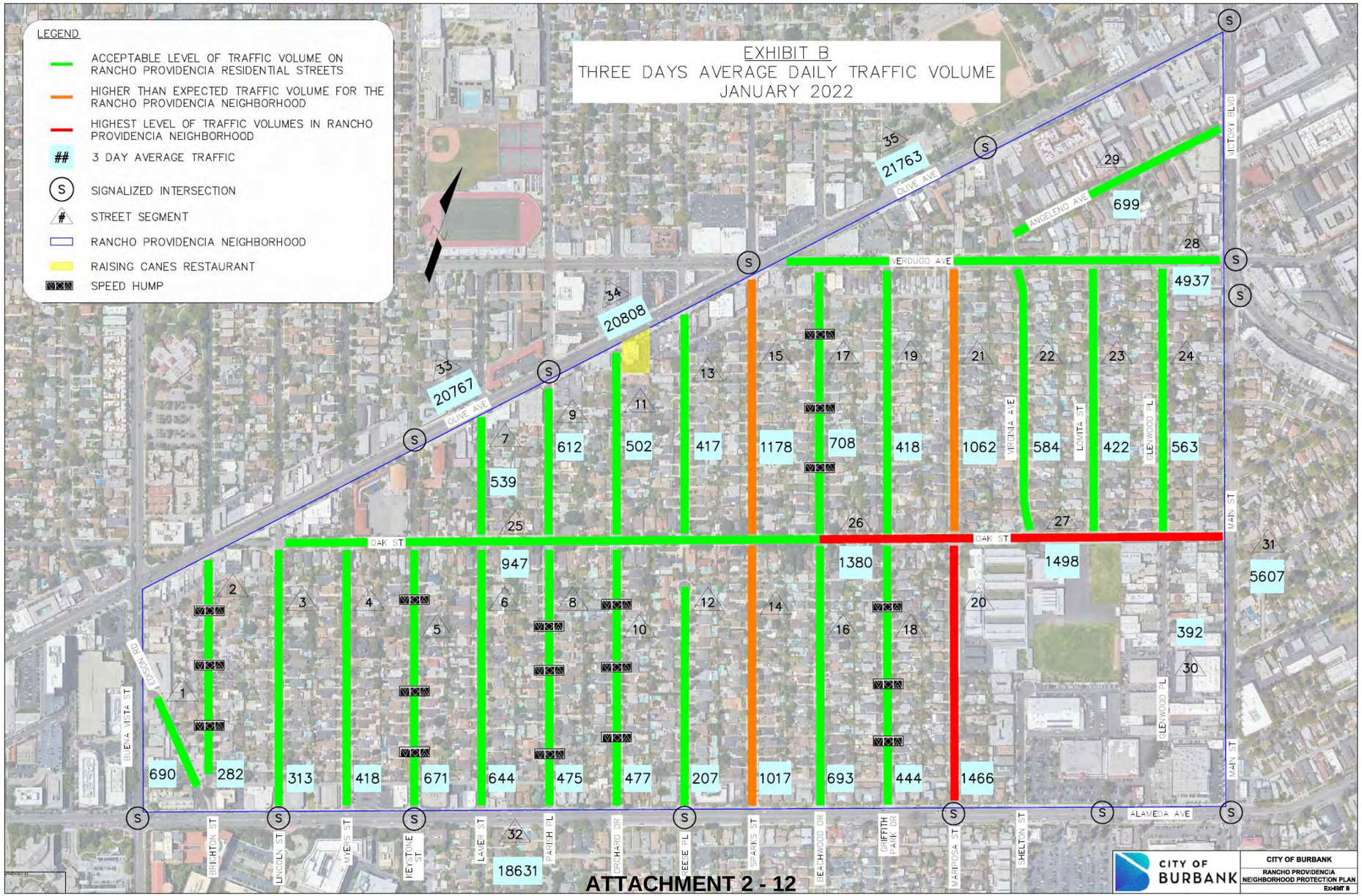
Turning movement counts were gathered at all signalized intersections surrounding the Rancho Providencia Neighborhood. Turning movement counts were also gathered at Olive Avenue/Orchard Drive and Olive Avenue/Reese Place. This data was gathered on 3 weekdays in January 2022. ***Appendix D*** provides the summary turning movement counts at all locations.

***Table 1***

24-hour Directional Traffic Counts
January 2022

| ADT | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | 1/17/2022 | | 1/18/2022 | | 1/19/2022 | | 3 DAY AVERAGE | | |
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | COMBINED |
| 1 | EDISON RD | 413 | 255 | 440 | 258 | 437 | 268 | 430 | 260 | 690 |
| 2 | BRIGHTON ST | 113 | 159 | 119 | 168 | 125 | 163 | 119 | 163 | 282 |
| 3 | LINCOLN ST | 122 | 139 | 163 | 158 | 168 | 190 | 151 | 162 | 313 |
| 4 | MYERS ST | 169 | 224 | 193 | 249 | 182 | 237 | 181 | 237 | 418 |
| 5 | KEYSTONE ST | 304 | 364 | 374 | 277 | 386 | 308 | 355 | 316 | 671 |
| 6 | LAMAR ST | 367 | 254 | 393 | 272 | 353 | 294 | 371 | 273 | 644 |
| 7 | LAMAR ST | 303 | 190 | 345 | 225 | 320 | 233 | 323 | 216 | 539 |
| 8 | PARISH ST | 218 | 266 | 215 | 263 | 220 | 244 | 218 | 258 | 475 |
| 9 | PARISH ST | 310 | 321 | 316 | 335 | 320 | 233 | 315 | 296 | 612 |
| 10 | ORCHARD ST | 242 | 226 | 219 | 244 | 223 | 276 | 228 | 249 | 477 |
| 11 | ORCHARD ST | 230 | 246 | 221 | 289 | 210 | 309 | 220 | 281 | 502 |
| 12 | REESE PL | 94 | 98 | 90 | 95 | 119 | 126 | 101 | 106 | 207 |
| 13 | REESE PL | 129 | 284 | 110 | 295 | 138 | 296 | 126 | 292 | 417 |
| 14 | SPARKS ST | 482 | 504 | 509 | 554 | 478 | 525 | 490 | 528 | 1,017 |
| 15 | SPARKS ST | 632 | 502 | 635 | 536 | 663 | 567 | 643 | 535 | 1,178 |
| 16 | BEACHWOOD DR | 338 | 309 | 369 | 357 | 375 | 331 | 361 | 332 | 693 |
| 17 | BEACHWOOD DR | 337 | 310 | 381 | 379 | 369 | 347 | 362 | 345 | 708 |
| 18 | GRIFFITH PARK | 216 | 221 | 228 | 231 | 213 | 222 | 219 | 225 | 444 |
| 19 | GRIFFITH PARK | 207 | 199 | 202 | 196 | 250 | 199 | 220 | 198 | 418 |
| 20 | MARIPOSA ST | 829 | 678 | 779 | 674 | 774 | 663 | 794 | 672 | 1,466 |
| 21 | MARIPOSA ST | 593 | 425 | 600 | 460 | 616 | 491 | 603 | 459 | 1,062 |
| 22 | VIRGINIA AVE | 292 | 294 | 273 | 300 | 287 | 307 | 284 | 300 | 584 |
| 23 | LOMITA AVE | 265 | 153 | 266 | 147 | 262 | 174 | 264 | 158 | 422 |
| 24 | GLENWOOD PL | 292 | 294 | 298 | 262 | 295 | 249 | 295 | 268 | 563 |
| 25 | OAK ST | 474 | 480 | 489 | 463 | 471 | 464 | 478 | 469 | 947 |
| 26 | OAK ST | 712 | 616 | 752 | 643 | 748 | 670 | 737 | 643 | 1,380 |
| 27 | OAK ST | 796 | 722 | 754 | 723 | 764 | 734 | 771 | 726 | 1,498 |
| 28 | VERDUGO AVE | 2,617 | 2,475 | 2,455 | 2,400 | 2,510 | 2,354 | 2,527 | 2,410 | 4,937 |
| 29 | ANGELINO AVE | 376 | 341 | 342 | 340 | 334 | 365 | 351 | 349 | 699 |
| 30 | GLENWOOD PL | 275 | 117 | 285 | 124 | 257 | 117 | 272 | 119 | 392 |
| 31 | MAIN ST | 2,134 | 3,370 | 2,224 | 3,446 | 2,228 | 3,419 | 2,195 | 3,412 | 5,607 |
| 32 | ALAMEDA AVE | 9,760 | 8,738 | 9,661 | 8,853 | 9,840 | 9,042 | 9,754 | 8,878 | 18,631 |
| 33 | OLIVE AVE | 9,877 | 10,583 | 9,994 | 10,751 | 10,337 | 10,759 | 10,069 | 10,698 | 20,767 |
| 34 | OLIVE AVE | 9,804 | 10,848 | 9,947 | 10,674 | 10,220 | 10,932 | 9,990 | 10,818 | 20,808 |
| 35 | OLIVE AVE | 10,423 | 11,073 | 10,650 | 10,957 | 10,860 | 11,326 | 10,644 | 11,119 | 21,763 |

***EXHIBIT B – Average Daily Traffic (ADT) January 2022***




**ATTACHMENT 2 - 12**

## Vehicle Speed Data

***Table 2*** presents the directional 85th percentile speeds on streets within the study area and the combined 3 days of the 85th percentile speed of both directions. All the streets within the Neighborhood have a posted or prima facie speed limit of 25 miles per hour (mph). Verdugo Avenue and Olive Avenue have posted speed limits of 35 mph. The boundary streets of the Neighborhood also have posted speed limits of 35 mph. ***Exhibit C*** graphically illustrates the combined 85th percentile speeds. Exhibit C identifies 12 street segments experiencing 85th percentile speeds that are 5 miles per hour or more over the speed limit. It is the industry standard that vehicle speeds 5 miles per hour over the speed limit (posted or prima facie) on local streets is acceptable. Any local street with a 25 mph speed limit that experiences speeds above 5 miles per hour is considered to have speeding issues, as noted in the City of Burbank Speed Hump Policy.[2] The boundary streets of the Neighborhood are not included in this analysis since they are Major Arterial Streets, Secondary Arterial Streets or Neighborhood Collector Streets with 35 mph speed limits (except for the school zone speed limits on Olive Avenue near St. Finbar Parish School and on Main Street between Alameda Avenue and Oak Street). ***Table S-2*** identifies Local street segments experiencing speeds of 5 miles per hour (mph) or more over the 25-mph speed limit.

[2] City of Burbank Speed Hump Policy: https://www.burbankca.gov/documents/174714/1212192/Adopted+Speed+Hump+Criteria.pdf/f87911fb-dc57-f216-35c7-7950886e1c4f?t=1653496470050

***Table S-2***

Summary of 85th Percentile Traffic Speed Data
January 2022

| SEGMENT # | CLASSIFI-CATION | STREET | SEGMENT | 85th % SPEED |
|---|---|---|---|---|
| 1 | Local | Edison Road | Alameda Av to Buena Vista St | 30 mph |
| 3 | Local | Lincoln Street | Oak St to Alameda Av | 31 mph |
| 4 | Local | Myers Street | Oak St to Alameda Av | 32 mph |
| 6 | Local | Lamer Street | Oak St to Alameda Av | 34 mph |
| 7 | Local | Lamer Street | Olive Av to Oak St | 30 mph |
| 12 | Local | Reese Place | Oak St to Alameda Av | 30 mph |
| 13 | Local | Reese Place | Olive Av to Oak St | 33 mph |
| 14 | Local | Sparks Street | Olive Av to Oak St | 33 mph |
| 15 | Local | Sparks Street | Oak St to Alameda Av | 34 mph |
| 16 | Local | Beachwood Drive | Oak St to Alameda Av | 32 mph |
| 19 | Local | Griffith Park Drive | Verdugo Av to Oak St | 30 mph |
| 20 | Local | Mariposa Street | Oak St to Alameda Av | 30 mph |
| 21 | Local | Mariposa Street | Verdugo Av to Oak St | 32 mph |
| 22 | Local | Virginia Avenue | Verdugo Av to Oak St | 31 mph |
| 23 | Local | Lomita Avenue | Verdugo Av to Oak St | 30 mph |
| 24 | Local | Glenwood Place | Verdugo Av to Oak St | 31 mph |

mph = miles per hour

***Table 2***

85th Percentile Traffic Speed Data
January 2022

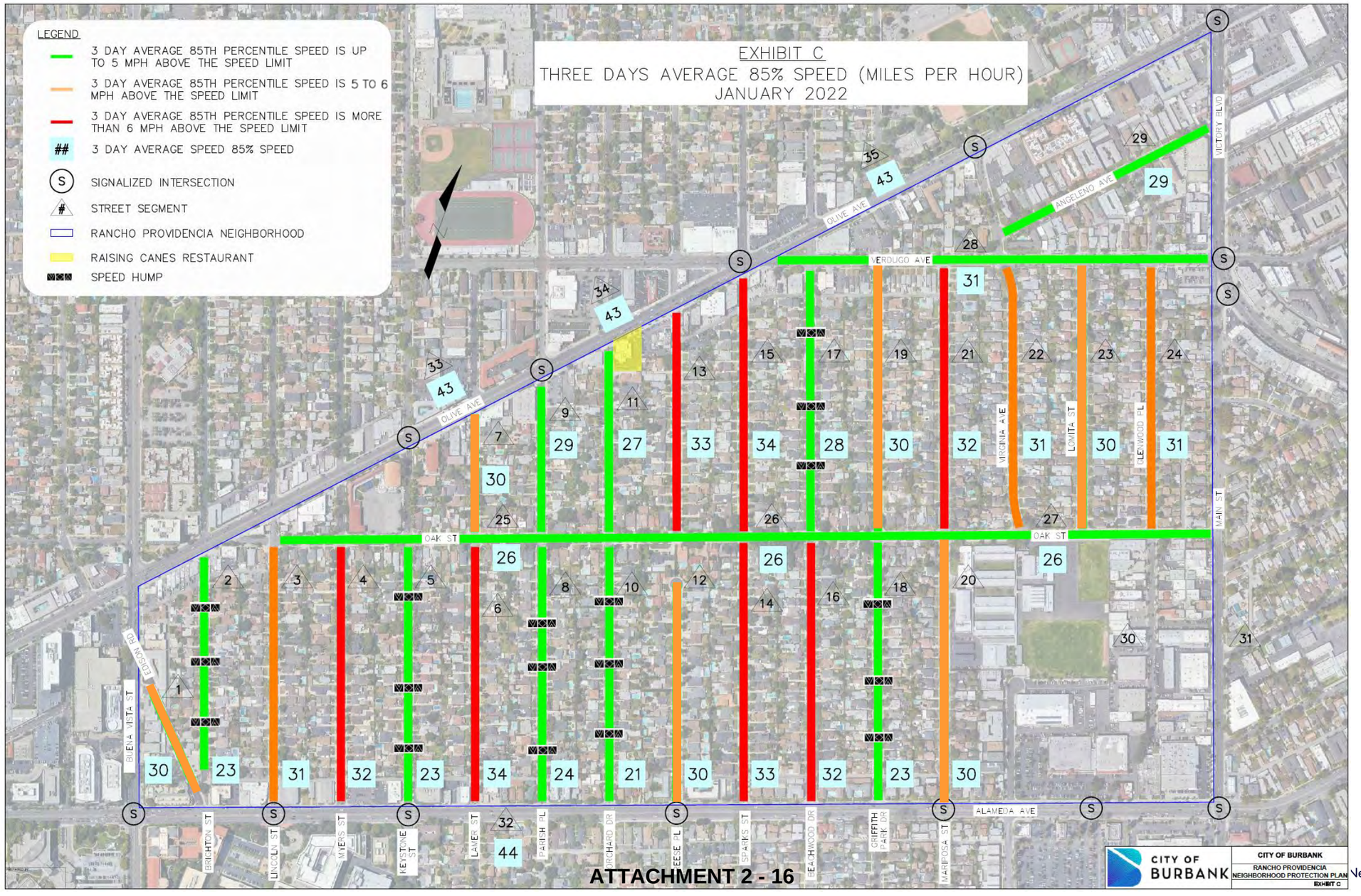
| 85TH PERCENTILE SPEED | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | 1/17/2022 | | 1/18/2022 | | 1/19/2022 | | 3 DAY AVG |
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | COMBINED |
| 1 | EDISON RD | 29 | 30 | 30 | 30 | 30 | 30 | 30 |
| 2 | BRIGHTON ST | 24 | 23 | 22 | 21 | 24 | 23 | 23 |
| 3 | LINCOLN ST | 33 | 30 | 32 | 30 | 32 | 30 | 31 |
| 4 | MYERS ST | 35 | 30 | 34 | 29 | 34 | 31 | 32 |
| 5 | KEYSTONE ST | 22 | 24 | 21 | 23 | 21 | 24 | 23 |
| 6 | LAMER ST | 33 | 35 | 32 | 34 | 33 | 35 | 34 |
| 7 | LAMER ST | 32 | 30 | 30 | 28 | 30 | 29 | 30 |
| 8 | PARISH ST | 23 | 24 | 23 | 24 | 23 | 24 | 24 |
| 9 | PARISH ST | 30 | 29 | 29 | 29 | 29 | 28 | 29 |
| 10 | ORCHARD ST | 23 | 20 | 22 | 20 | 23 | 20 | 21 |
| 11 | ORCHARD ST | 27 | 25 | 28 | 26 | 28 | 26 | 27 |
| 12 | REESE PL | 30 | 28 | 30 | 29 | 31 | 30 | 30 |
| 13 | REESE PL | 32 | 32 | 32 | 32 | 34 | 33 | 33 |
| 14 | SPARKS ST | 34 | 33 | 33 | 33 | 33 | 33 | 33 |
| 15 | SPARKS ST | 35 | 34 | 35 | 33 | 34 | 33 | 34 |
| 16 | BEACHWOOD DR | 31 | 33 | 32 | 33 | 32 | 33 | 32 |
| 17 | BEACHWOOD DR | 28 | 28 | 28 | 28 | 28 | 27 | 28 |
| 18 | GRIFFITH PARK | 24 | 22 | 24 | 22 | 24 | 22 | 23 |
| 19 | GRIFFITH PARK | 30 | 29 | 32 | 31 | 31 | 29 | 30 |
| 20 | MARIPOSA ST | 30 | 31 | 30 | 30 | 30 | 31 | 30 |
| 21 | MARIPOSA ST | 33 | 32 | 32 | 32 | 33 | 32 | 32 |
| 22 | VIRGINIA AVE | 32 | 33 | 30 | 30 | 30 | 32 | 31 |
| 23 | LOMITA AVE | 30 | 29 | 30 | 30 | 30 | 29 | 30 |
| 24 | GLENWOOD PL | 32 | 32 | 30 | 31 | 31 | 30 | 31 |
| 25 | OAK ST | 26 | 26 | 26 | 26 | 26 | 25 | 26 |
| 26 | OAK ST | 26 | 26 | 26 | 26 | 26 | 25 | 26 |
| 27 | OAK ST | 28 | 25 | 26 | 25 | 28 | 25 | 26 |
| 28 | VERDUGO AVE* | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| 29 | ANGELINO AVE | 29 | 30 | 28 | 28 | 28 | 28 | 29 |
| 30 | GLENWOOD PL | Speed data not collected | | | | | | |
| 31 | MAIN ST | Speed data not collected | | | | | | |
| 32 | ALAMEDA AVE** | 44 | 44 | 44 | 43 | 44 | 43 | 44 |
| 33 | OLIVE AVE** | 43 | 43 | 43 | 43 | 43 | 43 | 43 |
| 34 | OLIVE AVE** | 43 | 43 | 43 | 43 | 43 | 43 | 43 |
| 35 | OLIVE AVE** | 42 | 44 | 42 | 44 | 41 | 43 | 43 |

* - Posted speed limit at 35 mph

** - Posted speed limit at 35 mph. Boundary streets of the Neighborhood

- 85th percentile speeds 5 or more mph above 25 mph prima facie limit

***EXHIBIT C – 85 Percentile speeds Map January 2022***



## Cut-through Traffic Patterns

A license plate survey methodology was used to determine the cut-through traffic occurring in the neighborhood. The data were collected by stationing experienced staff at 12 entry/exit points to the neighborhood for 3 periods (7:00 – 9:00 AM, 11:00 AM – 1:00 PM, and 4:00 – 6:00 PM) on Tuesday, January 18, 2022. Partial license plate digits (last 3) were gathered and compared for entering and exiting vehicles at the 12 entry/exit points. Vehicles that entered the neighborhood and exited the neighborhood in less than 5 minutes were considered as cut-through traffic. These entry/exit points and corresponding estimated cut-through traffic during the 6 hours studied are depicted in ***Exhibit D***. ***Table 3*** presents a matrix identifying the pattern and number of vehicles from an entry point to an exit point.

***EXHIBIT D – Cut-thru traffic Map January 2022***

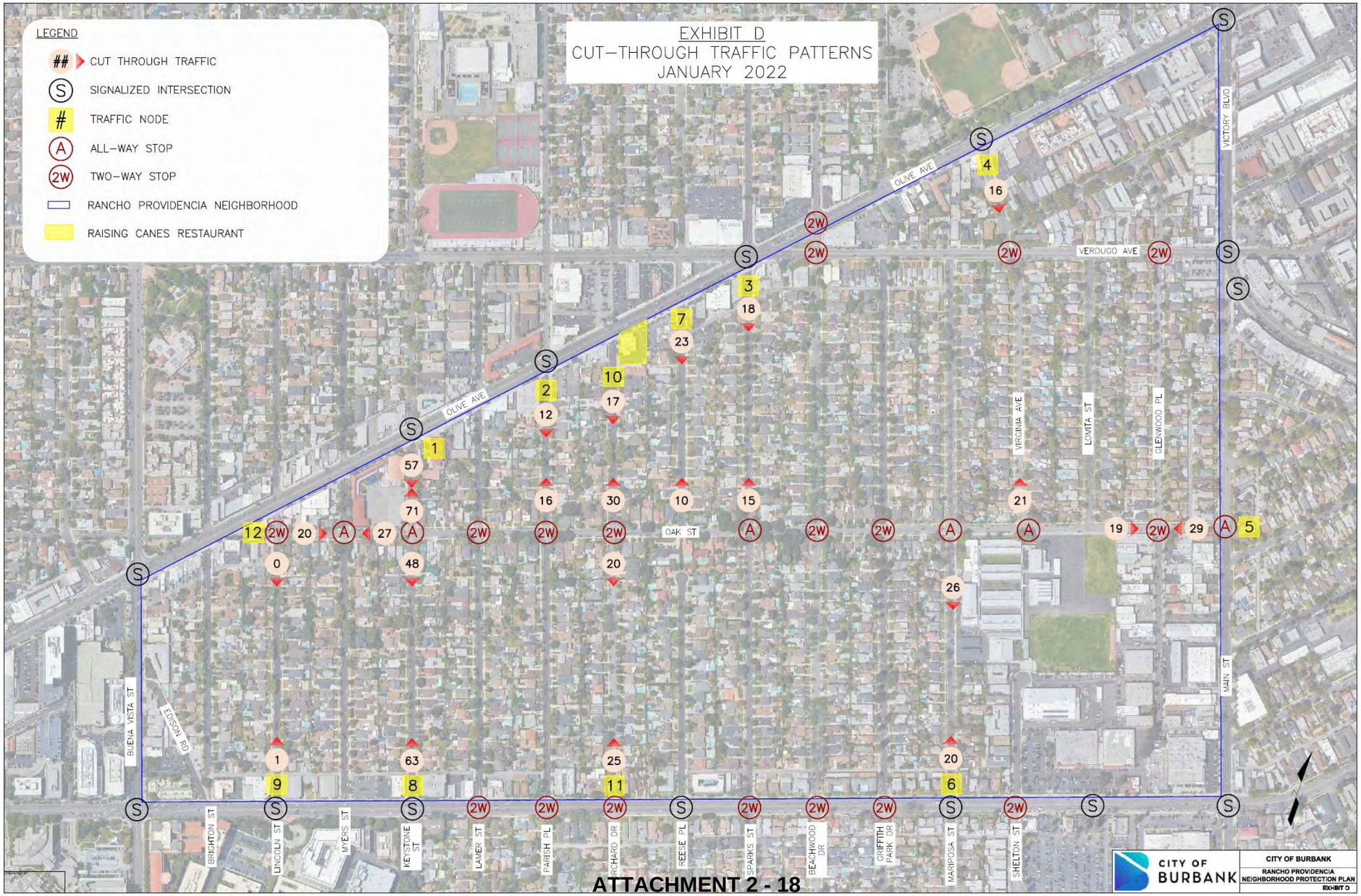


***Table 3***

Cut-through Traffic Patterns (# of vehicles in pattern)
January 2022

| ENTRY POINT \ EXIT POINT — NUMBER OF CUT-THROUGH TRAFFIC AM PEAK (7AM TO 9AM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 1 | 1 | 0 | 0 | 1 | 0 | 18 | 0 | 1 | 0 | 9 |
| 2 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 1 | 1 | | 2 | 1 | 0 | 2 | 0 | 0 | 1 | 0 | 0 |
| 4 | 0 | 1 | 0 | | 1 | 1 | 0 | 0 | 0 | 1 | 0 | 1 |
| 5 | 4 | 0 | 3 | 3 | | 4 | 1 | 1 | 0 | 1 | 0 | 1 |
| 6 | 0 | 0 | 0 | 0 | 0 | | 0 | 1 | 0 | 1 | 0 | 2 |
| 7 | 2 | 1 | 3 | 0 | 0 | 2 | | 0 | 0 | 0 | 0 | 1 |
| 8 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 1 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2 | 0 |
| 11 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 3 | | 0 |
| 12 | 0 | 3 | 1 | 1 | 1 | 2 | 0 | 1 | 0 | 1 | 1 | |

| ENTRY POINT \ EXIT POINT — NUMBER OF CUT-THROUGH TRAFFIC MID-DAY PEAK (11AM TO 1PM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 0 | 0 | 0 | 1 | 0 | 0 | 8 | 0 | 0 | 1 | 1 |
| 2 | 0 | | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 1 | 0 |
| 3 | 0 | 1 | | 1 | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | | 2 | 1 | 1 | 1 | 0 | 0 | 1 | 1 |
| 5 | 1 | 1 | 4 | 1 | | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 6 | 1 | 0 | 0 | 5 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 2 | 2 | 1 | 1 | 1 | 2 | | 0 | 0 | 0 | 0 | 1 |
| 8 | 27 | 0 | 0 | 0 | 2 | 0 | 0 | | 0 | 0 | 1 | 1 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | | | 7 | 1 |
| 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | | 1 |
| 12 | 1 | 0 | 0 | 0 | 1 | 2 | 0 | 2 | 0 | 0 | 0 | |

| ENTRY POINT \ EXIT POINT — NUMBER OF CUT-THROUGH TRAFFIC PM PEAK (4PM TO 6PM) | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | 0 | 0 | 0 | 0 | 1 | 1 | 13 | 0 | 0 | 0 | 0 |
| 2 | 0 | | 0 | 0 | 1 | 3 | 1 | 0 | 0 | 2 | 0 | 1 |
| 3 | 0 | 0 | | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 1 |
| 4 | 0 | 0 | 0 | | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 1 | 0 | 0 | 5 | 2 | | 0 | 0 | 0 | 1 | 0 | 1 |
| 7 | 0 | 1 | 2 | 0 | 0 | 1 | | 0 | 0 | 0 | 0 | 0 |
| 8 | 10 | 1 | 0 | 0 | 1 | 0 | 0 | | 0 | 0 | 1 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| 10 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | 3 | 0 |
| 11 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 8 | | 1 |
| 12 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | |

The cut-through data indicate that Keystone Street between Olive Avenue (Node #1) and Alameda Avenue (Node #8), and vice versa, carries the most cut-through traffic during the three peak periods studied. Keystone Street is a Neighborhood Collector, and it has signalized crossings at Alameda Avenue, Olive Avenue, and other arterial streets outside of the neighborhood. ***Table 4*** summarizes this pattern.

***Table 4***
Peak Hour Cut-through Pattern (# of vehicles)
January 2022

| STREET | PATTERN | 7:00 to 9:00 AM | 11:00 AM to 1:00 PM | 4:00 to 6:00 PM |
|---|---|---|---|---|
| Keystone St | Olive Av to Alameda Av | 18 | 8 | 13 |
| | Alameda Av to Olive Av | 17 | 27 | 10 |

## Parking Demand Data

Parking demand data were collected for the Rancho Providencia Neighborhood on Parish Street, Orchard Drive, and Reese Place from Olive Avenue to Oak Street. These three streets were considered the most likely to have impacted parking due to the impending opening of the Raising Cane's restaurant. Each block was separated at approximately the center of the street segment. For consistency, morning (7:00 – 9:00 AM), mid-day (11:00 AM – 1:00 PM), and evening (4:00 – 6:00 PM) data collection periods were used. Data were collected on a weekday, Thursday, March 3, 2022, and on a weekend, Sunday, March 6, 2022. ***Tables 5 and 6*** provide the parking demand data for a weekday and weekend.

***Table 5***
Parking Demand Data (Weekday Morning) March 2022

**Date:** 3/3/2022
**Day:** Thursday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 8 | 9 | 9 | 9 | 9 | 9 | 9 | 9 | 69.2% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 8 | 8 | 8 | 8 | 9 | 9 | 9 | 9 | 64.3% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 8 | 11 | 12 | 12 | 12 | 12 | 13 | 13 | 76.5% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 7 | 7 | 7 | 7 | 8 | 9 | 8 | 7 | 60.0% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 5 | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 33.3% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 5 | 5 | 5 | 5 | 4 | 5 | 6 | 6 | 75.0% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 9 | 10 | 10 | 10 | 9 | 10 | 10 | 10 | 50.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 3 | 18.8% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 3 | 3 | 3 | 3 | 3 | 3 | 2 | 2 | 23.1% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 36.4% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 4 | 4 | 4 | 4 | 4 | 3 | 3 | 4 | 66.7% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 6 | 6 | 6 | 4 | 4 | 5 | 5 | 5 | 42.9% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 15.4% |

***Table 5 Continued***

Parking Demand Data (Weekday Mid-Day)
March 2022

**Date:** 3/3/2022
**Day:** Thursday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 11:00 AM | 11:15 AM | 11:30 AM | 11:45 AM | 12:00 PM | 12:15 PM | 12:30 PM | 12:45 PM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 6 | 8 | 8 | 8 | 8 | 8 | 8 | 9 | 69.2% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 50.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 7 | 7 | 6 | 7 | 8 | 9 | 9 | 10 | 71.4% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 13 | 12 | 12 | 13 | 14 | 14 | 13 | 11 | 82.4% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 8 | 9 | 10 | 10 | 10 | 10 | 10 | 10 | 66.7% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 4 | 4 | 4 | 4 | 3 | 4 | 5 | 5 | 33.3% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 7 | 87.5% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 11 | 12 | 12 | 12 | 10 | 11 | 11 | 11 | 60.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 4 | 4 | 4 | 4 | 4 | 5 | 5 | 6 | 37.5% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 3 | 3 | 2 | 2 | 2 | 3 | 3 | 3 | 23.1% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 4 | 45.5% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 3 | 2 | 2 | 2 | 1 | 1 | 1 | 150.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 50.0% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 3 | 3 | 3 | 3 | 2 | 2 | 2 | 2 | 21.4% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 2 | 2 | 2 | 2 | 3 | 3 | 3 | 3 | 23.1% |

***Table 5 Continued***

Parking Demand Data (Weekday Evening)
March 2022

**Date:** 3/3/2022
**Day:** Thursday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 4:00 PM | 4:15 PM | 4:30 PM | 4:45 PM | 5:00 PM | 5:15 PM | 5:30 PM | 5:45 PM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 9 | 10 | 11 | 11 | 12 | 11 | 11 | 10 | 92.3% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 9 | 9 | 11 | 11 | 11 | 10 | 10 | 9 | 78.6% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 12 | 9 | 6 | 5 | 5 | 6 | 6 | 3 | 70.6% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 3 | 3 | 3 | 3 | 3 | 4 | 4 | 4 | 26.7% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 3 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | 33.3% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 5 | 5 | 5 | 5 | 5 | 4 | 6 | 6 | 75.0% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 9 | 8 | 9 | 11 | 10 | 10 | 11 | 10 | 55.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 7 | 7 | 7 | 8 | 8 | 8 | 6 | 6 | 50.0% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 4 | 4 | 4 | 4 | 6 | 5 | 4 | 4 | 46.2% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 5 | 5 | 3 | 4 | 3 | 3 | 4 | 4 | 45.5% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 2 | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 50.0% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 1 | 14.3% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |

***Table 6***
Parking Demand Data (Weekend Morning)
March 2022

**Date:** 3/6/2022
**Day:** Sunday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 7:00 AM | 7:15 AM | 7:30 AM | 7:45 AM | 8:00 AM | 8:15 AM | 8:30 AM | 8:45 AM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 12 | 12 | 11 | 11 | 11 | 11 | 10 | 10 | 92.3% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 10 | 71.4% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 23.5% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 7 | 7 | 7 | 7 | 7 | 7 | 6 | 6 | 46.7% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 9 | 9 | 9 | 9 | 9 | 7 | 8 | 8 | 60.0% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 1 | 1 | 4 | 4 | 6 | 7 | 7 | 7 | 87.5% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 12 | 14 | 14 | 13 | 14 | 14 | 16 | 16 | 80.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 12.5% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 5 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 46.2% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 5 | 4 | 6 | 5 | 5 | 5 | 5 | 5 | 54.5% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 33.3% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 4 | 4 | 3 | 3 | 3 | 3 | 3 | 3 | 28.6% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 30.8% |

***Table 6 Continued***

Parking Demand Data (Weekend Mid-Day)
March 2022

**Date:** 3/6/2022
**Day:** Sunday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 11:00 AM | 11:15 AM | 11:30 AM | 11:45 AM | 12:00 PM | 12:15 PM | 12:30 PM | 12:45 PM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 10 | 10 | 10 | 10 | 10 | 10 | 12 | 12 | 92.3% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 9 | 9 | 9 | 10 | 10 | 10 | 10 | 10 | 71.4% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 7 | 7 | 6 | 6 | 6 | 6 | 5 | 5 | 41.2% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | 40.0% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 10 | 10 | 10 | 11 | 10 | 10 | 10 | 9 | 73.3% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 7 | 6 | 6 | 7 | 7 | 7 | 6 | 7 | 87.5% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 17 | 17 | 17 | 17 | 17 | 18 | 18 | 17 | 90.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 2 | 2 | 2 | 2 | 2 | 2 | 3 | 3 | 18.8% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 7 | 7 | 7 | 7 | 5 | 5 | 5 | 5 | 53.8% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 4 | 4 | 4 | 5 | 5 | 5 | 5 | 5 | 45.5% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 3 | 50.0% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 2 | 2 | 1 | 1 | 2 | 1 | 2 | 2 | 14.3% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 4 | 4 | 5 | 5 | 3 | 3 | 2 | 2 | 38.5% |

***Table 6 Continued***

Parking Demand Data (Weekend Evening)
March 2022

**Date:** 3/6/2022
**Day:** Sunday

**Approximate Space = Measurement (ft.) divided by 20ft**

| Side of the Street | Street | From | To | Curb | Restriction | Measurement *(ft.)* | Approximate Space | 4:00 PM | 4:15 PM | 4:30 PM | 4:45 PM | 5:00 PM | 5:15 PM | 5:30 PM | 5:45 PM | Highest % Demand |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | **254'** | **13** | 10 | 11 | 10 | 9 | 10 | 10 | 10 | 8 | 84.6% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Green | 10 Min Parking 8am-6pm/No Parking Fri 8am-10am | **39'** | **2** | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 50.0% |
| West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | **279'** | **14** | 8 | 9 | 9 | 10 | 10 | 10 | 12 | 10 | 85.7% |
| East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | **343'** | **17** | 5 | 5 | 4 | 3 | 3 | 2 | 2 | 2 | 29.4% |
| West | S Orchard Dr | 213 Orchard Dr | W Oak St | Regular | No Parking Fri 8am-10am | **303'** | **15** | 4 | 6 | 7 | 6 | 8 | 8 | 8 | 9 | 60.0% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **309'** | **15** | 6 | 7 | 8 | 8 | 7 | 7 | 7 | 7 | 53.3% |
| East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | **153'** | **8** | 4 | 3 | 3 | 4 | 4 | 6 | 6 | 6 | 75.0% |
| West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **409'** | **20** | 14 | 16 | 16 | 16 | 16 | 13 | 13 | 13 | 80.0% |
| East | S Reese Pl | W Oak St | 220 Reese Pl | Regular | No Parking Fri 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **325'** | **16** | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 25.0% |
| West | S Reese Pl | 213 Reese Pl | W Oak St | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | **264'** | **13** | 5 | 5 | 3 | 3 | 3 | 4 | 4 | 4 | 38.5% |
| East | S Parish Pl | 136 Parish Pl | W Olive Ave | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **219'** | **11** | 4 | 4 | 4 | 3 | 3 | 4 | 4 | 4 | 36.4% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | **41'** | **2** | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 1 | 100.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | **28'** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0.0% |
| West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **120'** | **6** | 1 | 1 | 2 | 3 | 3 | 3 | 3 | 3 | 50.0% |
| East | S Parish Pl | W Oak St | 136 Parish Pl | Regular | No Parking Fri 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **278'** | **14** | 5 | 5 | 4 | 4 | 3 | 3 | 3 | 4 | 35.7% |
| West | S Parish Pl | 135 Parish Pl | W Oak St | Regular | No Parking Mon 8am-10am/1 Hr Parking 8am-6pm Mon-Fri Except by Permit | **265'** | **13** | 5 | 5 | 4 | 4 | 4 | 2 | 3 | 2 | 38.5% |

The threshold for high parking demand was set at 75 percent and indicated that 7 street segments reached or exceeded this demand on the weekday and/or weekend during at least one of the peak periods observed. These high parking demand segments are summarized in ***Table 7*** and ***Exhibit E***.

The 7 street segments identified as having high parking demand are found in ***Table S-3***.

***Table S-3***
High Parking Demand Street Segments
March 2022

| SEGMENT # | STREET | SIDE OF SREET | PARKING RESTRICTIONS | SEGMENT |
|---|---|---|---|---|
| 11 (North) | Orchard Drive | East | No Parking Monday 8 am - 10 am | 220 Orchard Dr to Olive Av |
| 11 (North) | Orchard Drive | West | No Parking Friday 8 am - 10 am | Olive Av to 213 Orchard Dr |
| 11 (South) | Orchard Drive | East | No Parking Monday 8 am - 10 am | Oak St to 220 Orchard Dr |
| 13 (North) | Reese Place | East | No Parking Friday 8 am - 10 am | 118 Reese Pl to Olive Av |
| 13 (North) | Reese Place | West | No Parking Monday 8 am - 10 am 2 Hr Parking 8 am - 6 pm, Mon - Fri Except by Permit | Olive Av to 213 Reese Pl |
| 9 (North) | Parish Place | West | 2 spaces s/o Olive Av. No Parking Monday 8 am-10 am | Olive Av to 135 Parish Pl |
| 9 (North) | Parish Place | West | 20 min Loading Zone 8 am - 6 pm | Olive Av to 135 Parish Pl |

***Table 7***
High Parking Demand Segments
March 2022

| SEGMENT # | Side of the Street | Street | From | To | Curb | Restriction | Approximate Space | HIGHEST % DEMAND | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | WEEKDAY | | | | WEEKEND | | | | |
| | | | | | | | | 7:00-9:00 AM | 11:00-1:00 PM | 4:00-6:00 PM | Average Weekday | 7:00 - 9:00 AM | 11:00-1:00 PM | 4:00-6:00 PM | Average Weekend | Avg Highest % Demand |
| 11(N) | East | S Orchard Dr | 220 Orchard Dr | W Olive Ave | Regular | No Parking Mon 8am-10am | 13 | 69.2% | 69.2% | 92.3% | 76.9% | 92.3% | 92.3% | 84.6% | 89.7% | 82.4% |
| 11(N) | West | S Orchard Dr | W Olive Ave | 213 Orchard Dr | Regular | No Parking Fri 8am-10am | 14 | 64.3% | 71.4% | 78.6% | 71.4% | 71.4% | 71.4% | 85.7% | 76.2% | 73.5% |
| 11(S) | East | S Orchard Dr | W Oak St | 220 Orchard Dr | Regular | No Parking Mon 8am-10am | 17 | 76.5% | 82.4% | 70.6% | 76.5% | 23.5% | 41.2% | 29.4% | 31.4% | 57.2% |
| 13(N) | East | S Reese Pl | 220 Reese Pl | W Olive Ave | Regular | No Parking Fri 8am-10am | 8 | 75.0% | 87.5% | 75.0% | 79.2% | 87.5% | 87.5% | 75.0% | 83.3% | 81.0% |
| 13(N) | West | S Reese Pl | W Olive Ave | 213 Reese Pl | Regular | No Parking Mon 8am-10am/2 Hr Parking 8am-6pm Mon-Fri Except by Permit | 20 | 50.0% | 60.0% | 55.0% | 55.0% | 80.0% | 90.0% | 80.0% | 83.3% | 67.1% |
| 9(N) | West | S Parish Pl | W Olive Ave | 135 Parish Pl | Regular | No Parking Mon 8am-10am | 2 | 100.0% | 150.0% | 100.0% | 116.7% | 100.0% | 100.0% | 100.0% | 100.0% | 109.5% |
| 9(N) | West | S Parish Pl | W Olive Ave | 135 Parish Pl | Yellow | 20 Min Loading Zone 8am-6pm | 1 | 100.0% | 100.0% | 0.0% | 66.7% | 0.0% | 0.0% | 0.0% | 0.0% | 38.1% |

***EXHIBIT E – Map of High parking demand segments***


## High Parking Demand Street Segments
March 2022

| SEGMENT # | HIGHEST % DEMAND | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | WEEKDAY | | | | WEEKEND | | | | |
| | 7:00-9:00 AM | 11:00-1:00 PM | 4:00-6:00 PM | Average Weekday | 7:00 - 9:00 AM | 11:00-1:00 PM | 4:00-6:00 PM | Average Weekend | Avg Highest % Demand |
| 11(N) | 69.2% | 69.2% | 92.3% | 76.9% | 92.3% | 92.3% | 84.6% | 89.7% | 82.4% |
| 11(N) | 64.3% | 71.4% | 78.6% | 71.4% | 71.4% | 71.4% | 85.7% | 76.2% | 73.5% |
| 11(S) | 76.5% | 82.4% | 70.6% | 76.5% | 23.5% | 41.2% | 29.4% | 31.4% | 57.2% |
| 13(N) | 75.0% | 87.5% | 75.0% | 79.2% | 87.5% | 87.5% | 75.0% | 83.3% | 81.0% |
| 13(N) | 50.0% | 60.0% | 55.0% | 55.0% | 80.0% | 90.0% | 80.0% | 83.3% | 67.1% |
| 9(N) | 100.0% | 150.0% | 100.0% | 116.7% | 100.0% | 100.0% | 100.0% | 100.0% | 109.5% |
| 9(N) | 100.0% | 100.0% | 0.0% | 66.7% | 0.0% | 0.0% | 0.0% | 0.0% | 38.1% |

11(N) - East side, Orchard Dr: 220 Orchard Dr to Olive Av (13 spaces).
No Parking Mondays 8 AM to 10 AM.

11(N) - West side, Orchard Dr: Olive Av to 213 Orchard Dr (14 spaces).
No Parking Fridays 8 AM to 10 AM.

11(S) - East side, Orchard Dr: Oak St to 220 Orchard Dr (17 spaces).
No Parking Mondays 8 AM to 10 AM.

13(N) - East side, Reese Pl: 118 Reese Pl to Olive Av (8 spaces).
No Parking Fridays 8 AM to 10 AM.

13(N) - West side, Reese Pl: Olive Av to 213 Reese Pl (20 spaces)
No Parking Mondays 8 AM to 10 AM. 2 Hour Parking 8 AM to 6 PM, Monday-Friday, Except by Permit.

9(N) - West side, Parish Pl: Olive Av to 135 Parish Pl (2 spaces).
No Parking Mondays 8 AM to 10 AM.

9(N) - West side, Parish Pl: Olive Av to 135 Parish Pl (1 space, yellow curb). 20 Minute Loading Zone 8 AM to 6 PM.

# CHAPTER 3

## Phase 1 Measures and Intermediate Data Collection (Summer-Fall 2022)

During the development of the Rancho Providencia Neighborhood Protection Plan, a Raising Cane's restaurant opened on the southeast corner of Orchard Drive and Olive Avenue. As a result, initial traffic calming measures directly around the Raising Cane's restaurant were addressed as Phase 1 of the overall Plan update to study the effect of such measures and determine whether they should be incorporated or modified within the final Plan update effort.

### Initial Control Measures

Ahead of the June 7, 2022, opening date, the Community Development Department, Public Works Department, Burbank Police Department (BPD), and restaurant management collaborated to develop a temporary traffic control plan to address high numbers of customers expected to frequent the new restaurant. The initial plan included:

- Positioning BPD Officers at the intersections on Olive Avenue to keep them clear, control traffic, monitor safety, and maintain the order of the drive-through line. The cost of traffic enforcement was paid for by Raising Cane's;
- Installing parking restrictions along the south side of Olive Avenue eastbound parking lane to ensure an orderly drive-through queue;
- Implementing turn restrictions and signage to ensure the safe and orderly movement of traffic and reduce impacts to the local streets;
- Performing consistent monitoring and communication by City Staff and Raising Cane's personnel; and
- Placing a periodic short-term closure on Orchard Drive during the opening weeks.

In addition to City-implemented measures, Staff worked directly with Raising Cane's on the restaurant's implementation of additional measures, including:

- Deploying private security officers to manage on-site restaurant traffic circulation and discourage vehicle queuing in public streets outside of the designated Olive Avenue queuing area;
- Providing signage at adjacent driveways and intersections encouraging vehicles to keep space clear for vehicle entry and exit;

- Working with local businesses and Burbank Unified School District to secure off-site parking spaces for Raising Cane's employees in lots with excess off-street parking;
- Providing financial assistance, property improvements, and security presence for adjacent businesses;
- Closing at 10:00 p.m.; and
- Eliminating the use of the drive-through speaker and outdoor amplified music.

## Initial Opening Operations

### Early Opening

The grand opening impacted travel on Olive Avenue, Orchard Drive, and other neighboring streets intermittently. Field observations and video surveillance were conducted during the initial opening period of the restaurant.

Traffic queues on Olive Avenue extended back to Lamer Street at peak restaurant times. This impeded access to Lamer Street, Parish Street and Orchard Drive.

During the initial opening, BPD directed traffic at Orchard Drive to keep access open for residents and control traffic entering and exiting the Raising Cane's driveway on Olive Avenue.

No access was permitted from the Orchard Drive driveway. All customers (drive through, pick-up, and eat-in) were directed to enter and exit the site from the Olive Avenue driveway.


Residential parking on Orchard Drive and Reese Place and private parking lots nearby were impacted by restaurant customers. In addition, the temporary removal of the Olive Avenue on-street parking impacted customer parking for several commercial businesses immediately west

of the restaurant. Many restaurant patrons parked on the residential side streets and walked to the restaurant.

**3 – 4 Weeks After Opening**

Approximately one month after the restaurant opening, two elements of the traffic control plan were removed:

i. The commercial/business permit parking restriction along the south side of Olive Avenue from South Orchard Drive to South Parish Place expired and was not renewed, and;
ii. Active BPD traffic management was discontinued.

The other elements of the traffic control plan continued to be used to manage traffic and congestion. In addition, while not providing traffic control, BPD began deploying strict enforcement of moving violations in the area surrounding Raising Cane's, notably drivers who queued in a travel lane. The private security guards hired by Raising Cane's began excluding drivers from entering the site when the drive-through queues extended into City streets.

## Phase 1 Measures

Following approval by the City Council on August 23, 2022, and informed by data collection in July and August (detailed in Intermediate Data Collection section below), the following measures were installed:

i. Permit-only preferential parking was installed on South Orchard Drive and on South Reese Place between Olive Avenue and Oak Street. Staff began distributing parking permits to residents on Orchard Drive and Reese Place on September 26, 2022, and allowed time for all residents to apply and receive their permits before beginning enforcement on October 17, 2022.
ii. City Staff installed speed humps on South Reese Place between Olive Avenue and Oak Street on September 21, 2022.
iii. A temporary closure on South Orchard Drive south of Olive Avenue was established on September 23, 2022.

The City procured a consultant to develop the temporary closure measures; worked with the Burbank Police Department, Burbank Fire Department, and Department of Public Works to ensure compliance and address any concerns; and engaged the neighboring community in the process. The temporary closure served the purpose of blocking the drive-through queue from

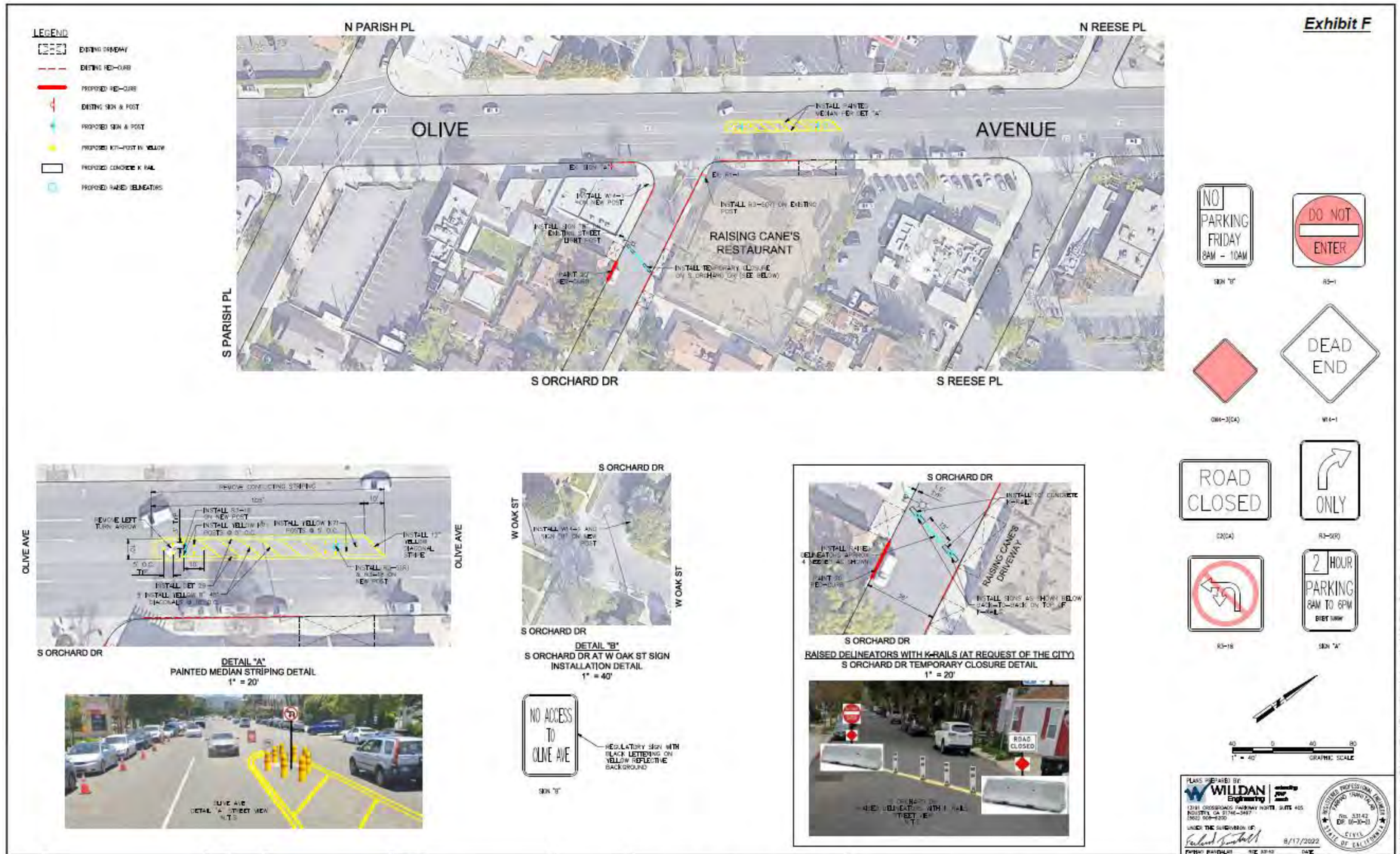
forming into the residential neighborhood. It also enabled drive-through guests to exclusively use the entrance on Orchard Drive, allowing Raising Cane's to double the queue capacity of the restaurant on-site and reduce the likelihood of backups onto Olive Avenue. Walk-up/Pick-up guests were allowed to access the restaurant from Olive Avenue. ***Exhibit F*** provides the temporary closure plans implemented on Orchard Drive south of Olive Avenue.


The initial grand opening traffic volumes subsided from Summer 2022 to Fall 2022, and the traffic calming measures introduced new means to limit the effects of restaurant traffic on the surrounding neighborhood. Raising Cane's traffic settled into a pattern of intermittent queuing during peak hours (12:00 – 2:00 pm, 7:00 – 9:00 pm), but the vehicle queue rarely reached Olive Avenue after the installation of the traffic calming measures. Raising Cane's security guards continued to direct guests accessing the restaurant (drive-through on Orchard Drive and walk-up on Olive Avenue). Traffic volumes have decreased from the opening period, and speeds on Reese Place have decreased since the installation of speed humps.

While these temporary closure measures limited some of the effects of the restaurant's operations, some issues persisted. Although implementation of parking permits reduced the

number of restaurant patrons parking in the neighborhood and walking to the restaurant, some patrons continued to do so, often leading to ancillary issues like idling and littering. Before Raising Cane's opened, several businesses along Olive Avenue relied upon side streets for overflow patron and employee parking. Now, parking for those businesses is limited to street parking near Orchard Drive or utilization of a set number of parking permits distributed by the City. While that number of permits is dictated by the Burbank Municipal Code, several businesses have expressed concern that the number of permits distributed does not satisfy their needs.

***EXHIBIT F – Temporary Closure Plan***



## Intermediate Data Collection

### 6 Months After Opening: Intermediate Data Collection

To determine the traffic-related effects of the Phase 1 Measures, a comparison of the intermediate data on Parish Place, Orchard Drive, Reese Place, and Sparks Street was conducted. Data was collected in July 2022 and August 2022 (only on Orchard Drive and Reese Place) to establish traffic conditions after Raising Cane's opened but before installation of Phase 1 Measures. Follow-up data were collected in November 2022 to observe change in traffic patterns after the installation of Phase 1 Measures. ***Appendix F*** provides the raw Intermediate Data for ADT, traffic speeds, and parking demand data.

Traffic Volume Counts

***Table 8*** presents the directional 24-hour traffic counts for the intermediate data collection. ***Exhibit G*** graphically identifies the intermediate traffic volumes on the four streets analyzed. A summary of the 5-day combined vehicle traffic counts are presented in ***Table S-4***.

***Table S-4***
24-hour Directional Traffic Counts
Intermediate Data 2022
Average (Weekday)

| | | | AVERAGE DAILY TRAFFIC - 2022 | | | |
|---|---|---|---|---|---|---|
| SEGMENT # | CLASSIFI-CATION | STREET | JAN | JUL* | AUG* | NOV |
| 9 | Local | Parish Place | 618 | | | 1,178 |
| 11 | Local | Orchard Drive | 502 | 1,241 | 840 | 551 |
| 13 | Local | Reese Place | 418 | 1,180 | 718 | 818 |
| 15 | Local | Sparks Street | 1,195 | | | 1,433 |

* - Data provided by City of Burbank

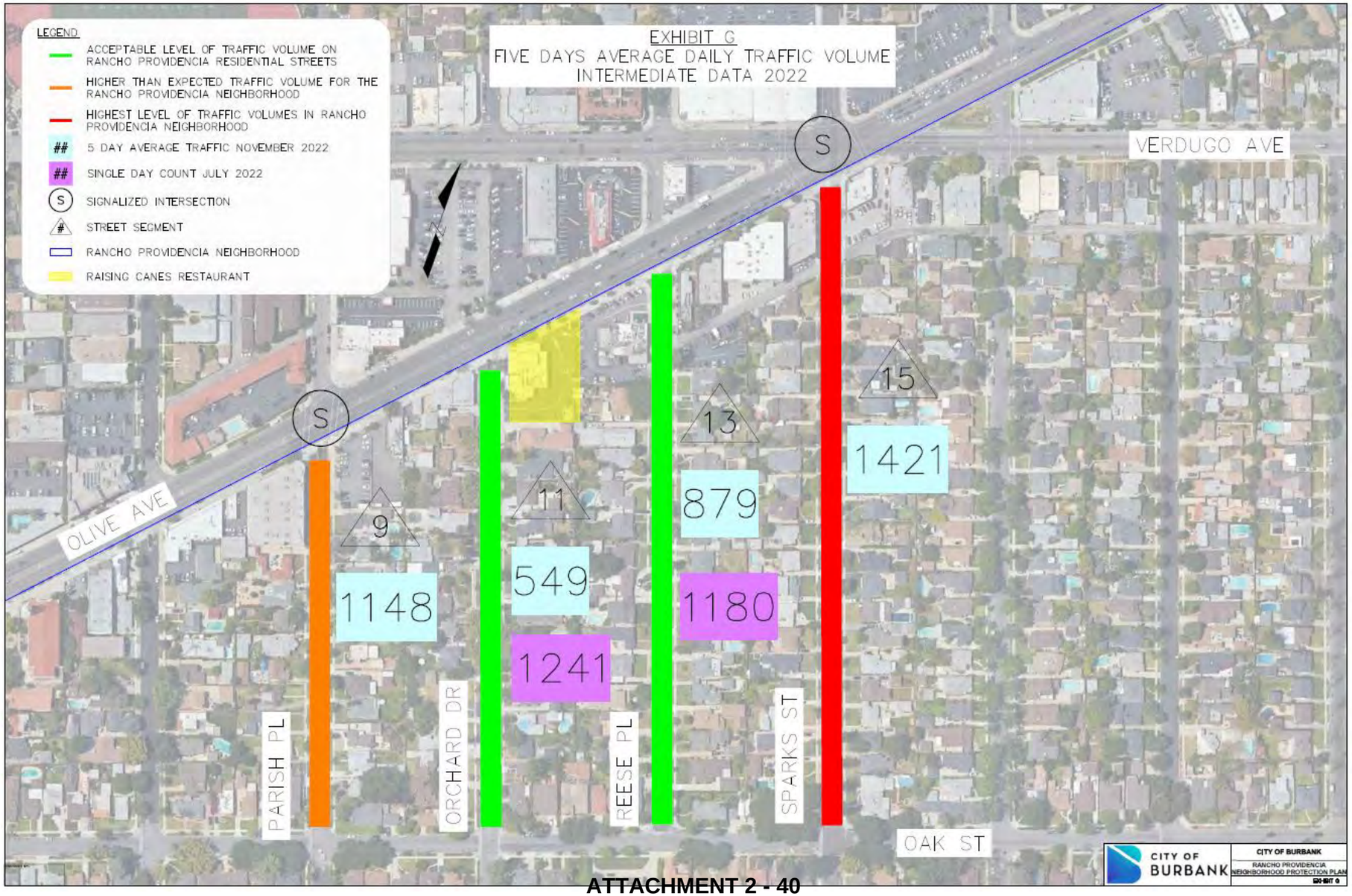
The vehicle traffic volumes on Orchard Drive and Reese Place did decline. After the opening of the restaurant. There was a 56 percent decrease in traffic on Orchard Drive (1,241 ADT to 551 ADT) after the Phase 1 Measures were implemented. Reese Place experienced a 31 percent decrease (1,180 ADT to 818 ADT) during this same time period. The comparison

of traffic volumes between August 2022 and November 2022 identified mixed results: Orchard Drive decreased by 34 percent (840 ADT to 551 ADT), Reese Place increased by 14 percent (718 ADT to 818 ADT).

***Table 8***
24-Hour Traffic Counts
Intermediate Data 2022

| COUNT DATE | 9 - PARISH ST | | | 11 - ORCHARD ST | | | 13 - REESE PL | | | 15 - SPARKS ST | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 7/27 - 7/28/2022 (Weds/Thurs) | | | | 670 | 571 | 1241 | 248 | 932 | 1180 | | | |
| 8/09 - 8/10/2022 (Tues/Weds) | | | | 490 | 350 | 840 | 154 | 564 | 718 | | | |
| 11/01/2022 (Tues) | 546 | 558 | 1104 | 239 | 250 | 489 | 188 | 574 | 762 | 774 | 606 | 1380 |
| 11/02/2022 (Weds) | 610 | 594 | 1204 | 299 | 284 | 583 | 193 | 642 | 835 | 821 | 643 | 1464 |
| 11/03/2022 (Thurs) | 614 | 604 | 1218 | 310 | 270 | 580 | 240 | 616 | 856 | 789 | 667 | 1456 |
| 11/04/2022 (Fri) | 668 | 627 | 1295 | 312 | 274 | 586 | 259 | 827 | 1086 | 907 | 754 | 1661 |
| 11/05/2022 (Sat) | 495 | 425 | 920 | 262 | 247 | 509 | 230 | 626 | 856 | 612 | 531 | 1143 |
| Nov '22 Weekday Avg | | | 1175 | | | 551 | | | 818 | | | 1433 |
| Nov'22 5-Day Avg | | | 1148 | | | 549 | | | 879 | | | 1421 |

***EXHIBIT G – ADT Intermediate Volume Map, Intermediate Data 2022***



Vehicle Speed Data

***Table 9*** presents the directional 85th percentile speeds on streets within the limited study area. ***Exhibit H*** graphically illustrates the combined 85th percentile speeds. A summary of the average speeds is identified in ***Table S-5***.

***Table S-5***
Summary of 85th Percentile Traffic Speed Data
Intermediate Data 2022

| SEGMENT # | CLASSIFI-CATION | STREET | AVG 85th % SPEEDS* - 2022 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | JANUARY | | JULY | | AUGUST | | NOVEMBER | |
| | | | NB | SB | NB | SB | NB | SB | NB | SB |
| 9 | Local | Parish Street | 30 | 29 | | | | | 28 | 29 |
| 11 | Local | Orchard Drive | 28 | 26 | 24 | 29 | 28 | 25 | 26 | 27 |
| 13 | Local | Reese Place | 33 | 32 | 26 | 27 | 31 | 24 | 24 | 25 |
| 15 | Local | Sparks Street | 35 | 34 | | | | | 32 | 32 |

* = miles per hour

Comparing the July to November speeds, Orchard Drive and Reese Place increased in the northbound while decreasing slightly in the southbound direction.

Comparing the August to November speeds, Orchard Drive decreased in the northbound direction from 28 to 26 mph and increased in the southbound direction from 25 to 27 mph; Reese Place decreased in the northbound direction from 31 to 24 mph and increased in the southbound direction from 24 to 25 mph. The installation of speed humps on South Reese Place took place in September 2022 and may have contributed to the 7-mph reduction in northbound speeds.

Any street closure will divert traffic to other adjacent streets, specially within a grid system roadway network. While the increase in traffic volumes and speeds is noticeable, they are still within the acceptable residential street traffic levels. The exception to this is the average speed identified on Sparks Street at 32 mph (7 mph higher than the posted speed limit). This speed is slightly lower than January 2022 that showed an average speed of 34 mph.

***Table 9***

85th-Percentile Speed Data
Intermediate Data 2022

| COUNT DATE | 9 - PARISH ST | | 11 - ORCHARD ST | | 13 - REESE PL | | 15 - SPARKS ST | |
|---|---|---|---|---|---|---|---|---|
| | NB | SB | NB | SB | NB | SB | NB | SB |
| 7/27 - 7/28/2022 (Weds/Thurs) | | | 24 | 29 | 26 | 27 | | |
| 8/09 - 8/10/2022 (Tues/Weds) | | | 28 | 25 | 31 | 24 | | |
| 11/01/2022 (Tues) | 29 | 29 | 27 | 28 | 24 | 24 | 32 | 32 |
| 11/02/2022 (Weds) | 28 | 29 | 26 | 26 | 24 | 25 | 31 | 31 |
| 11/03/2022 (Thurs) | 28 | 29 | 25 | 27 | 24 | 25 | 32 | 32 |
| 11/04/2022 (Fri) | 29 | 30 | 27 | 27 | 24 | 25 | 32 | 32 |
| 11/05/2022 (Sat) | 28 | 29 | 26 | 26 | 24 | 25 | 33 | 32 |
| Nov '22 Weekday Avg | 28 | 29 | 26 | 27 | 24 | 25 | 32 | 32 |
| Nov'22 5-Day Avg | 28 | 29 | 26 | 27 | 24 | 25 | 32 | 32 |

***EXHIBIT H – 85th Percentile Speed Intermediate Data map***

Parking Demand Data

As part of the Phase 1 Measures, preferential parking was implemented on Orchard Drive and on Reese Place south of Olive Avenue. The parking demand/utilization comparison from August 2022 (before the preferential parking was installed) to November 2022 identified a reduced on-street parking demand on both Orchard Drive and Reese Place (see ***Table S-6***). Parking utilization on the residential portion of Orchard Drive decreased from 64.4 percent to 43.1 percent during the evening peak hours of 7:00 PM to 9:00 PM. Reese Place also decreased from 50.9 percent to 43.9 percent during the evening peak hours. From before Raising Cane's opened in March 2022 to after permit parking was established, parking demand in the problematic evening hours declined on Orchard Drive from 55.9 percent to 43.1 percent and remained steady on Reese Place.

***Table S-6***

High Parking Demand Street Segments (Weekday, Residential Zones)

| SEGMENT # | CLASSIFI-CATION | STREET | MARCH 2022 | | AUGUST 2022 | | NOVEMBER 2022[1] | |
|---|---|---|---|---|---|---|---|---|
| | | | MID-DAY | EVEN-ING | MID-DAY | EVEN-ING | MID-DAY | EVEN-ING |
| 11 | Local | Orchard Drive | 69.5% | 55.9% | 64.4% | 64.4% | 55.2% | 43.1% |
| 13 | Local | Reese Place | 33.3% | 42.1% | 42.1% | 50.9% | 54.4% | 43.9% |

[1] = After installation of permit parking.

# CHAPTER 4

## Community Outreach Efforts

### Virtual Webinar

On April 7, 2022, Staff held the first public meeting with the community to present background information on the existing Rancho Providencia NPP, to present the results of initial data collection, to outline the process for implementation, and to receive input on how the community envisions improvements to their streets. In this meeting, Staff presented the phased approach for the NPP update process, with Phase 1 focusing on the streets directly around the Raising Cane's Restaurant and Phase 2 proposing improvements for the entire neighborhood. After the presentation, attendees were encouraged to verbally ask questions and provide comments to which City staff responded. Attendees also submitted questions and comments in writing utilizing the "Q&A" feature on the digital meeting platform. Questions asked verbally during the meeting, written questions submitted in the Q&A panel during the webinar, and questions submitted via email were then answered by City staff. Comments received by those attending the community meeting included concerns about cut-through traffic, high vehicle speeds, and residentially adjacent commercial uses. A copy of the presentation is provided in ***Appendix E***. The meeting was viewed by 51 attendees.

### Orchard Drive and Reese Place Survey

Staff distributed a survey to residents on Orchard Drive and Reese Place by mail on July 15, 2022, to determine overall support for proposed installation permit parking and speed humps. After distributing the mail survey, 78 percent of residents on South Orchard Drive and 79 percent of residents on South Reese Place supported implementation of permit-only parking from 8:00 a.m. to 10:00 p.m. every day.

Sixty percent of residents on South Reese Place who responded to the survey supported the installation of speed humps on their street. Although 71 percent of residents on Orchard Drive favored speed humps, Staff did not recommend speed humps on that street because a temporary road closure was recommended instead.

## In-Person Community Meeting

Staff will hold a Community Meeting on October 19, 2023, to present the draft plan update and collect public comment at the City of Burbank Community Services Building. At the meeting, staff will present the data collected over the course of the plan update development as well as the plan update recommendations. After the presentation, staff will collect public comment and answer questions. This meeting will serve to both hear feedback on the plan and collect comments on the Environmental Review process, open from October 4 through November 3. Those comments will be incorporated into the final recommendation to City Council.

## Public Notices

Staff circulated public notices by mail to ensure that neighborhood residents were aware of and had the opportunity to attend and/or provide comments for planned public meetings. All notices were distributed at least 10 business days before the date of any meeting and included contact information for staff managing the Rancho Providencia Neighborhood Protection Plan.

Public notices were distributed for:

- Rancho Providencia Neighborhood Protection Plan public meeting – Circulated on March 24, 2022, in advance of April 7, 2022, public meeting. Notice outlined background information on the NPP update and details on how to participate in the virtual meeting.
- City Council Meeting for Proposed Traffic Calming Measures on Orchard Drive and Reese Place – Circulated on August 8, 2022, in advance of City Council meeting on August 23, 2022, to discuss proposed traffic calming measures including 1) permit-only parking on these streets, 2) speed humps on Reese Place, and 3) a temporary road closure on Orchard Drive. Neighbors were invited to provide public comment in advance or in person at the City Council meeting.
- Installation of “No Parking” signage – Circulated September 14, 2022. Provided information on how to apply for parking permit and timing for permit zone enforcement.
- City Council Meeting for Update on Traffic Calming Measures – Circulated November 21, 2022, in advance of the December 6, 2023, City Council meeting where Staff provided an update on the effects of these recently-installed measures. Neighbors were invited to provide public comment in advance or in person at the City Council meeting.
- Environmental comment period – Posted in Los Angeles Times on September 20, 2023 and uploaded to CEQAnet on October 4, 2023.

- City Council meeting – To be circulated on November 17, 2023, in advance of City Council meeting on December 5, 2023.

## Public Comment Intake

Staff provided contact information in every public communication or public presentation regarding the Rancho Providencia Neighborhood Protection Plan. Since the first public notice for the plan update, Staff have received and responded to over 250 comments and questions from neighbors in the residential and business areas of the neighborhood. These comments have provided valuable information on how the community's roadways currently operate and meaningful guidance on how neighbors want to shape the community in the future.

# CHAPTER 5

## Phase 2 Data Collection (January 2023)

In Phase 2 of the Rancho Providencia Neighborhood Protection Plan update Staff collected and analyzed data for the full neighborhood to inform the final update to the Plan. In order to effectively analyze the neighborhood-wide effect of the Phase 1 Measures (i.e., speed humps on Reese Place, closure of Orchard Drive, permit parking on both streets), data were collected in January 2023 in the same locations and using the same methods as Initial data collection in January 2022, including average daily traffic (ADT), traffic speeds, and license plate entering/exiting traffic.

***Appendix G*** provides the raw ADT and traffic speed data from January 2023. ***Appendix H*** provides the raw license plate survey data from January 2023.

### Traffic Vehicle Counts

***Table 10*** presents the January 2023 directional 24-hour traffic counts and the total of the average traffic for both directions. ***Exhibit I*** graphically identifies streets with an acceptable volume of traffic for neighborhood streets and those that have the highest traffic volumes. The highest average January 2023 traffic counts (***Table S-7***) on the neighborhood streets were found on the same 6 segments identified with the highest average traffic counts in the January 2022 data.

***Table S-7***

Summary of 24-hour Directional Traffic Counts
January 2023

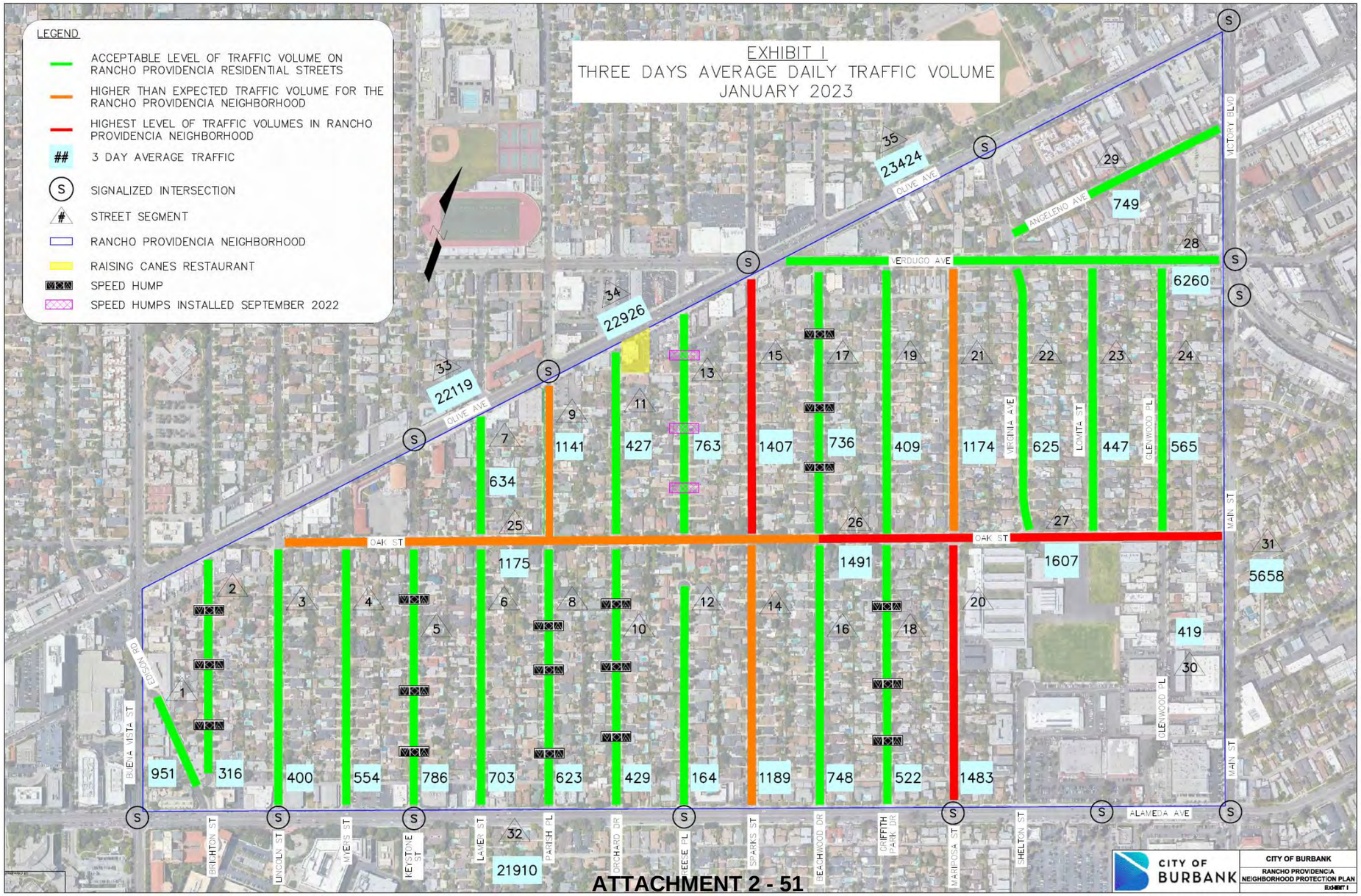
| SEGMENT # | CLASSIFI-CATION | STREET | SEGMENT | AVERAGE DAILY TRAFFIC (vehicles) |
|---|---|---|---|---|
| 14 | Local | Sparks Street | Oak St to Alameda Av | 1,189 |
| 15 | Local | Sparks Street | Olive Av to Oak St | 1,407 |
| 20 | Local | Mariposa Steet | Oak St to Alameda Av | 1,483 |
| 21 | Local | Mariposa Steet | Verdugo Av to Oak St | 1,174 |
| 26 | Neighborhood Collector | Oak Street | Beachwood Dr to Mariposa St | 1,491 |
| 27 | Neighborhood Collector | Oak Street | Mariposa St to Main St | 1,607 |

***Table 10***
24-Hour Directional Counts
January 2023

| ADT | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | 1/17/2023 | | 1/18/2023 | | 1/19/2023 | | 3-Day Avg | | |
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | Combined |
| 1 | EDISON RD | 538 | 419 | 499 | 458 | 485 | 453 | 507 | 443 | 951 |
| 2 | BRIGHTON ST | 181 | 132 | 179 | 150 | 183 | 123 | 181 | 135 | 316 |
| 3 | LINCOLN ST | 203 | 199 | 211 | 183 | 210 | 195 | 208 | 192 | 400 |
| 4 | MYERS ST | 237 | 324 | 269 | 328 | 216 | 288 | 241 | 313 | 554 |
| 5 | KEYSTONE ST | 362 | 391 | 430 | 396 | 420 | 360 | 404 | 382 | 786 |
| 6 | LAMER ST | 261 | 386 | 317 | 418 | 329 | 399 | 302 | 401 | 703 |
| 7 | LAMER ST | 384 | 243 | 388 | 261 | 348 | 278 | 373 | 261 | 634 |
| 8 | PARISH ST | 334 | 257 | 360 | 290 | 352 | 277 | 349 | 275 | 623 |
| 9 | PARISH ST | 524 | 566 | 575 | 592 | 566 | 599 | 555 | 586 | 1,141 |
| 10 | ORCHARD ST | 223 | 203 | 228 | 214 | 214 | 204 | 222 | 207 | 429 |
| 11 | ORCHARD ST | 210 | 217 | 216 | 235 | 195 | 208 | 207 | 220 | 427 |
| 12 | REESE PL | 76 | 78 | 84 | 84 | 81 | 89 | 80 | 84 | 164 |
| 13 | REESE PL | 167 | 562 | 200 | 605 | 177 | 577 | 181 | 581 | 763 |
| 14 | SPARKS ST | 586 | 613 | 598 | 628 | 592 | 551 | 592 | 597 | 1,189 |
| 15 | SPARKS ST | 828 | 629 | 804 | 639 | 758 | 563 | 797 | 610 | 1,407 |
| 16 | BEACHWOOD DR | 380 | 324 | 428 | 377 | 388 | 346 | 399 | 349 | 748 |
| 17 | BEACHWOOD DR | 358 | 341 | 395 | 345 | 440 | 330 | 398 | 339 | 736 |
| 18 | GRIFFITH PARK | 227 | 246 | 256 | 249 | 297 | 290 | 260 | 262 | 522 |
| 19 | GRIFFITH PARK | 205 | 198 | 236 | 190 | 205 | 194 | 215 | 194 | 409 |
| 20 | MARIPOSA ST | 653 | 759 | 712 | 811 | 699 | 816 | 688 | 795 | 1,483 |
| 21 | MARIPOSA ST | 653 | 507 | 645 | 530 | 656 | 531 | 651 | 523 | 1,174 |
| 22 | VIRGINIA AVE | 315 | 309 | 339 | 286 | 305 | 322 | 320 | 306 | 625 |
| 23 | LOMITA AVE | 265 | 159 | 262 | 185 | 289 | 182 | 272 | 175 | 447 |
| 24 | GLENWOOD PL | 296 | 275 | 271 | 238 | 305 | 309 | 291 | 274 | 565 |
| 25 | OAK ST | 572 | 567 | 570 | 620 | 558 | 637 | 567 | 608 | 1,175 |
| 26 | OAK ST | 760 | 683 | 802 | 732 | 765 | 730 | 776 | 715 | 1,491 |
| 27 | OAK ST | 846 | 722 | 814 | 793 | 867 | 778 | 842 | 764 | 1,607 |
| 28 | VERDUGO AVE | 3,623 | 2,621 | 3,631 | 2,621 | 3,639 | 2,645 | 3,631 | 2,629 | 6,260 |
| 29 | ANGELENO AVE | 358 | 401 | 389 | 398 | 344 | 356 | 364 | 385 | 749 |
| 30 | GLENWOOD PL | 295 | 139 | 276 | 127 | 277 | 142 | 283 | 136 | 419 |
| 31 | MAIN ST | 2,199 | 3,519 | 2,245 | 3,390 | 2,219 | 3,403 | 2,221 | 3,437 | 5,658 |
| 32 | ALAMEDA AVE | 11,589 | 10,170 | 11,916 | 10,574 | 11,518 | 9,963 | 11,674 | 10,236 | 21,910 |
| 33 | OLIVE AVE | 10,976 | 10,536 | 11,216 | 10,883 | 11,061 | 11,686 | 11,084 | 11,035 | 22,119 |
| 34 | OLIVE AVE | 11,699 | 10,945 | 11,687 | 11,482 | 11,544 | 11,421 | 11,643 | 11,283 | 22,926 |
| 35 | OLIVE AVE | 11,470 | 11,596 | 11,570 | 11,915 | 11,699 | 12,023 | 11,580 | 11,845 | 23,424 |

- Highest average traffic counts on Neighborhood streets

***EXHIBIT I – ADT January 2023 Map***



## Vehicle Speed Data

***Table 11*** presents the directional 85th percentile speeds on streets within the study area and the combined 3-day average of the 85th percentile speeds of both directions. ***Exhibit J*** graphically illustrates the combined 85th percentile speeds. ***Table S-8*** identifies the street segments experiencing 85th percentile speeds of 5 miles per hour (mph) or more over the 25-mph speed limit.

***Table S-8***
Summary of 85th Percentile Traffic Speed Data
January 2023

| SEGMENT # | CLASSIFI-CATION | STREET | SEGMENT | 85% SPEED |
|---|---|---|---|---|
| 3 | Local | Lincoln Street | Oak St to Alameda Av | 31 mph |
| 4 | Local | Myers Street | Oak St to Alameda Av | 32 mph |
| 6 | Local | Lamer Street | Oak St to Alameda Av | 31 mph |
| 9 | Local | Parish Place | Olive Av to Oak St | 30 mph |
| 11 | Local | Orchard Drive | Olive Av to Oak St | 30 mph |
| 14 | Local | Sparks Street | Oak St to Alameda Av | 34 mph |
| 15 | Local | Sparks Street | Olive Av to Oak St | 35 mph |
| 16 | Local | Beachwood Drive | Oak St to Alameda Av | 34 mph |
| 19 | Local | Griffith Park Drive | Olive Av to Oak St | 30 mph |
| 20 | Local | Mariposa Street | Oak St to Alameda Av | 30 mph |
| 21 | Local | Mariposa Street | Verdugo Av to Oak St | 32 mph |
| 22 | Local | Virginia Avenue | Verdugo Av to Oak St | 30 mph |
| 23 | Local | Lomita Avenue | Verdugo Av to Oak St | 31 mph |
| 24 | Local | Glenwood Place | Verdugo Av to Oak St | 33 mph |

mph = miles per hour

***Table 11***

85th Percentile Speed

January 2023

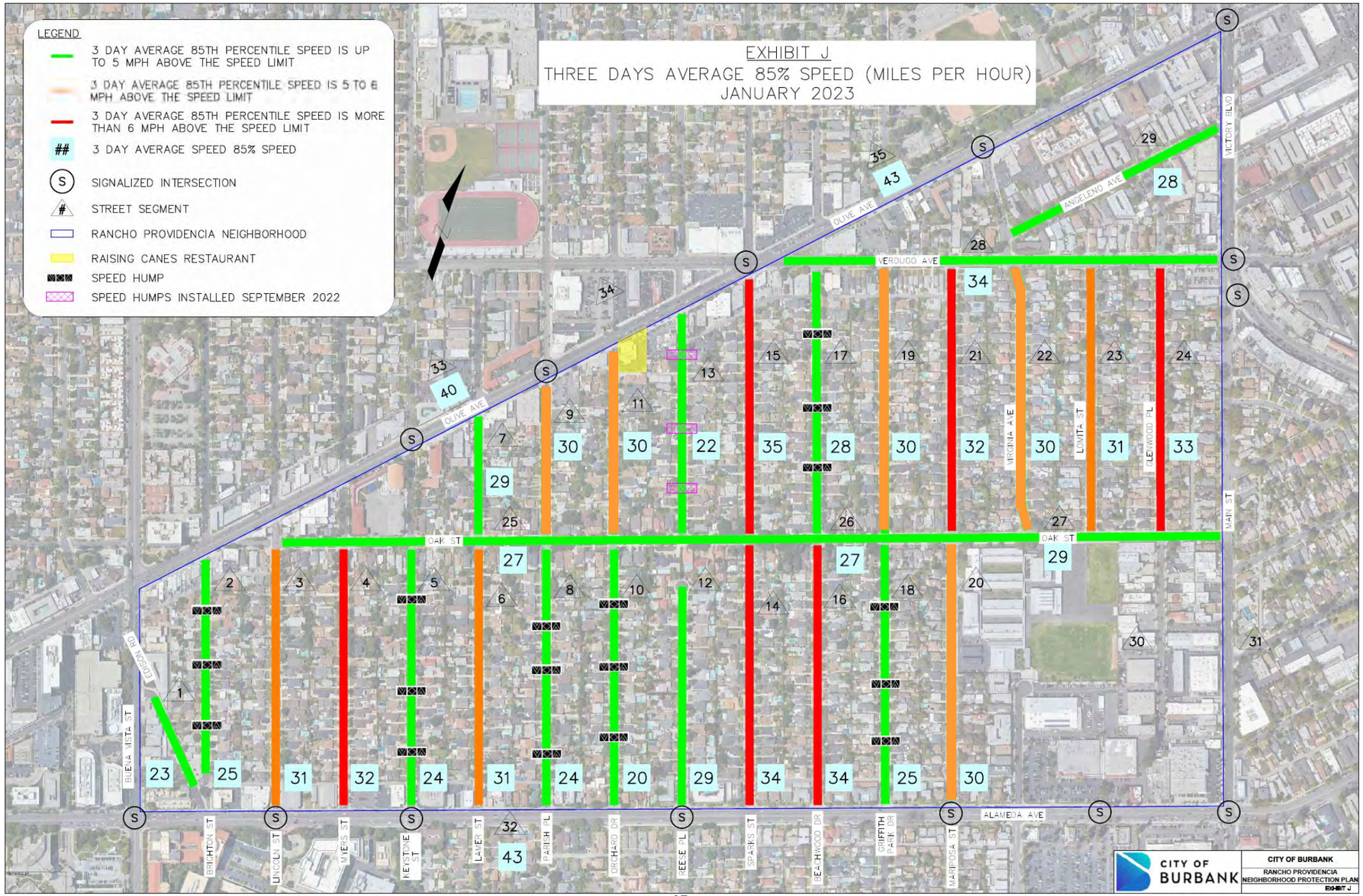
| 85th Percentile Speed | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | 1/17/2023 | | 1/18/2023 | | 1/19/2023 | | 3 DAY AVG |
| | | NB/EB | SB/WB | NB/EB | SB/WB | NB/EB | SB/WB | COMBINED |
| 1 | EDISON RD | 25 | 22 | 24 | 22 | 25 | 22 | 23 |
| 2 | BRIGHTON ST | 25 | 26 | 25 | 24 | 25 | 24 | 25 |
| 3 | LINCOLN ST | 31 | 32 | 31 | 32 | 30 | 30 | 31 |
| 4 | MYERS ST | 33 | 33 | 32 | 31 | 33 | 31 | 32 |
| 5 | KEYSTONE ST | 23 | 24 | 23 | 24 | 23 | 24 | 24 |
| 6 | LAMER ST | 31 | 32 | 31 | 30 | 31 | 32 | 31 |
| 7 | LAMER ST | 29 | 29 | 29 | 29 | 29 | 29 | 29 |
| 8 | PARISH ST | 24 | 23 | 24 | 24 | 24 | 23 | 24 |
| 9 | PARISH ST | 28 | 32 | 28 | 32 | 28 | 31 | 30 |
| 10 | ORCHARD ST | 20 | 20 | 21 | 20 | 20 | 19 | 20 |
| 11 | ORCHARD ST | 29 | 30 | 29 | 30 | 29 | 30 | 30 |
| 12 | REESE PL | 29 | 29 | 29 | 29 | 28 | 28 | 29 |
| 13 | REESE PL | 23 | 21 | 23 | 20 | 22 | 21 | 22 |
| 14 | SPARKS ST | 34 | 34 | 34 | 33 | 33 | 34 | 34 |
| 15 | SPARKS ST | 34 | 36 | 34 | 36 | 33 | 35 | 35 |
| 16 | BEACHWOOD DR | 34 | 34 | 33 | 32 | 34 | 34 | 34 |
| 17 | BEACHWOOD DR | 29 | 28 | 29 | 28 | 28 | 28 | 28 |
| 18 | GRIFFITH PARK | 26 | 23 | 25 | 23 | 27 | 24 | 25 |
| 19 | GRIFFITH PARK | 30 | 29 | 30 | 30 | 30 | 28 | 30 |
| 20 | MARIPOSA ST | 30 | 31 | 30 | 31 | 30 | 30 | 30 |
| 21 | MARIPOSA ST | 33 | 32 | 32 | 30 | 32 | 30 | 32 |
| 22 | VIRGINIA AVE | 31 | 30 | 30 | 29 | 31 | 29 | 30 |
| 23 | LOMITA AVE | 31 | 31 | 32 | 29 | 30 | 31 | 31 |
| 24 | GLENWOOD PL | 34 | 34 | 33 | 33 | 33 | 33 | 33 |
| 25 | OAK ST | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 26 | OAK ST | 27 | 27 | 27 | 27 | 27 | 27 | 27 |
| 27 | OAK ST | 29 | 29 | 29 | 28 | 29 | 29 | 29 |
| 28 | VERDUGO AVE* | 34 | 35 | 33 | 35 | 33 | 35 | 34 |
| 29 | ANGELENO AVE | 28 | 27 | 28 | 28 | 28 | 28 | 28 |
| 30 | GLENWOOD PL | Speed data not collected | | | | | | |
| 31 | MAIN ST | Speed data not collected | | | | | | |
| 32 | ALAMEDA AVE** | 42 | 44 | 42 | 44 | 42 | 44 | 43 |
| 33 | OLIVE AVE** | 39 | 42 | 38 | 41 | 39 | 41 | 40 |
| 34 | OLIVE AVE** | Speed data not collected | | | | | | |
| 35 | OLIVE AVE** | 42 | 45 | 42 | 44 | 42 | 44 | 43 |

* - Posted speed limit at 35 mph

** - Posted speed limit at 35 mph. Boundary streets of the Neighborhood

- 85th percentile speeds 5 or more mph above 25 mph prima facie limit

***EXHIBIT J – 85th Percentile Speeds January 2023***



## Cut-through Traffic Patterns

The cut-through traffic occurring in the neighborhood was determined by using a license plate survey method. The same time periods used in the January 2022 Data analysis were used for the January 2023 Data on Thursday, January 19, 2023. Vehicles that entered the neighborhood and exited the neighborhood in less than 5 minutes were considered as cut-through traffic. These entry/exit points and corresponding estimated cut-through traffic are depicted in ***Exhibit K***. ***Table 12*** presents a matrix identifying the pattern and number of vehicles from an entry point to an exit point. The data indicate that Keystone Street between Olive Avenue (Node #1) and Alameda Avenue (Node #8) and vice versa, remains the highest cut-through traffic pattern during each periods studied. ***Table 13*** summarizes this After Data pattern.

***Table 12***

Peak Hour Cut-through Pattern (# of vehicles)

January 2023

| STREET | PATTERN | 7:00 to 9:00 AM | 11:00 AM to 1:00 PM | 4:00 to 6:00 PM |
|---|---|---|---|---|
| Keystone St | Olive Av to Alameda Av | 14 | 8 | 10 |
| | Alameda Av to Olive Av | 12 | 29 | 19 |

***EXHIBIT K – Cut-Through Traffic Patterns January 2023***

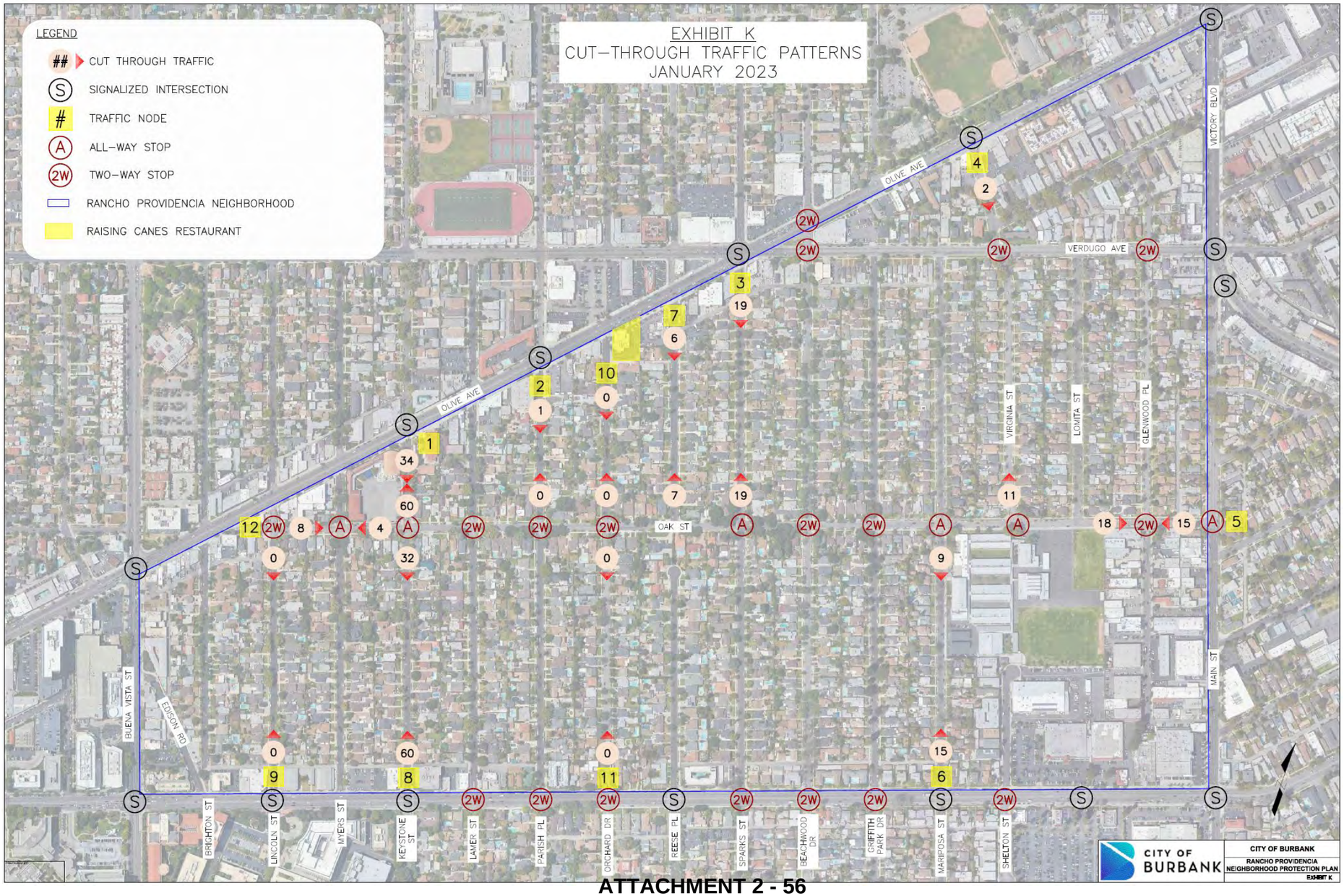


***Table 13***

Cut-Through Traffic Patterns
January 2023

| | EXIT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NUMBER OF CUT-THROUGH TRAFFIC AM PEAK (7AM TO 9AM) | | | | | | | | | | | |
| ENTRY POINT | NODE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 1 | | 0 | 2 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| | 2 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | | 1 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 | 0 | 0 | 1 | 0 | | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 6 | 0 | 0 | 3 | 3 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 | 0 | 1 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | 8 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | 10 | Temporary Road Closure on Orchard St south of Olive Av | | | | | | | | | | | |
| | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | 12 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | EXIT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NUMBER OF CUT-THROUGH TRAFFIC MID-DAY PEAK (11AM TO 1PM) | | | | | | | | | | | |
| ENTRY POINT | NODE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | 2 | 0 | | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | | 0 | 1 | 1 | 4 | 0 | 0 | 0 | 0 | 1 |
| | 4 | 0 | 0 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 | 0 | 0 | 3 | 0 | | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| | 6 | 0 | 0 | 0 | 5 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 | 0 | 2 | 2 | | 0 | 0 | 0 | 0 | 1 |
| | 8 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | 10 | Temporary Road Closure on Orchard St south of Olive Av | | | | | | | | | | | |
| | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | 12 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | |

| | EXIT POINT | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | NUMBER OF CUT-THROUGH TRAFFIC PM PEAK (4PM TO 6PM) | | | | | | | | | | | |
| ENTRY POINT | NODE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | 2 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 3 | 0 | 0 | | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| | 4 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 | 0 | 0 | 6 | 1 | | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 6 | 0 | 0 | 4 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 | 0 |
| | 8 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 | 0 |
| | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 | 0 | 0 |
| | 10 | Temporary Road Closure on Orchard St south of Olive Av | | | | | | | | | | | |
| | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 0 |
| | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | |

## Parking Demand Data

Follow-up collection of Parking Demand Data was collected on the two streets that implemented a permit parking program, Orchard Drive, and Reese Place. Follow-up counts took place in November 2022 and May 2023. March 2022 data collection on these streets identified higher demand in the vicinity of the businesses along Olive Avenue, much of which was time-restricted. After Raising Cane's opened, parking data for the residential portion of each street showed an increase in demand (August 2022). This information and concerns expressed by residents in the vicinity of Raising Cane's Restaurant resulted in the implementation of permit parking restrictions on Orchard Drive and Reese Place between Olive Avenue and Oak Street. After implementation, parking demand slightly declined. Data collected in May 2023 showed the continuation of that trend, with parking demand either declining or remaining steady on these streets. With the implementation of automated parking permit enforcement in June 2023, it is expected that non-compliant vehicle parking will further decrease. Staff will consider follow-up parking counts if necessary.

***Table S-9***

High Parking Demand Street Segments
Highest Demand 15-Minute Period (Weekday), Residential Zones Only

| SEGMENT # | CLASSIFI-CATION | STREET | MARCH 2022 | | AUGUST 2022 | | NOVEMBER 2022[1] | | May 2023 | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | MID-DAY | EVEN-ING | MID-DAY | EVEN-ING | MID-DAY | EVEN-ING | MID-DAY | EVEN-ING |
| 11 | Local | Orchard Drive | 69.5% | 55.9% | 64.4% | 64.4% | 55.2% | 43.1% | 50.0% | 51.8% |
| 13 | Local | Reese Place | 33.3% | 42.1% | 42.1% | 50.9% | 54.4% | 43.9% | 42.1% | 42.1% |

[1] = After installation of permit parking.

# CHAPTER 6

## Data Comparison (2022 – Intermediate – 2023)

The previous chapters provide details on the data collected for the Rancho Providencia NPP. This chapter will provide the comparison of the 3 data sets. The Intermediate Data set is limited to Parish Street, Orchard Drive, Reese Place and Sparks Street.

### Traffic Vehicle Counts

***Table 14*** summarizes the comparison of ADT traffic count data. ***Table S-10*** identifies the highest changes in the ADT data.

***Table S-10***
24-hour Directional Traffic Counts
Comparison 2022 - Intermediate - 2023

| SEGMENT # | STREET | SEGMENT | JANUARY 2022 ADT | JULY 2022 ADT* | AUGUST 2022 ADT* | NOV 2022 ADT | January 2023 ADT |
|---|---|---|---|---|---|---|---|
| 9 | Parish Place | Olive Av to Oak St | 612 | | | 1,175 | 1,141 |
| 11 | Orchard Drive | Olive Av to Oak St | 502 | 1,241 | 840 | 551 | 427 |
| 12 | Reese Place | Oak St to Alameda Av | 207 | | | | 164 |
| 13 | Reese Place | Olive Av to Oak St | 417 | 1,180 | 718 | 818 | 763 |

ADT = average daily traffic, vehicles per day

***Table S-10 Continued***

| SEGMENT # | STREET | SEGMENT | Difference (JAN 2022 to JAN 2023) | % Change (JAN 2022 to JAN 2023) |
|---|---|---|---|---|
| 9 | Parish Place | Olive Av to Oak St | 529 | 86.5% |
| 11 | Orchard Drive | Olive Av to Oak St | -75 | -14.9% |
| 12 | Reese Place | Oak St to Alameda Av | -43 | -20.9% |
| 13 | Reese Place | Olive Av to Oak St | 345 | 82.7% |

As expected, the temporary closure of Orchard Drive south of Olive Avenue did impact the traffic volumes on neighboring streets. The ADT on Orchard Drive reduced by 14.9 percent while the traffic volumes on Parish Place to the west (86.5 percent) and Reese Place to the east (82.7 percent) increased significantly. However, the ADT on Parish Place (1,141 ADT) and Reese Place (763 ADT) are near the standard level of ADT expected on a residential Local Street.

One explanation could be the introduction of the Raising Cane's restaurant. Motorists who would travel down South Orchard Drive, whether for Raising Cane's or residents' vehicle trips over the course of a normal day, are now diverted down neighboring streets. Due to the orientation of traffic flow on Olive Avenue, South Reese Place is the next available travel option for a motorist after South Orchard Drive. While that also may be a possibility for South Parish Place, the notable increase in traffic volume is less clearly tied to the closure on South Orchard Drive. The intersections of South Parish Place/Olive Avenue and South Keystone Street/Olive Avenue are signalized. These two intersections are on Olive Avenue between Buena Vista Street and Sparks Street (a 0.62-mile distance) and serve travel to Burroughs High School and Walt Disney Studios, which had not yet returned from the COVID-19 Pandemic to full-time in-person work when initial data was collected in January 2023.[3] The normalization of school and work schedules may have increased travel through the signal on South Parish Place/Olive Avenue.

[3] "Disney employees were required to return to the office 4-days per week starting March 1, 2023, although many had begun to transition back before." LA Times, https://www.latimes.com/entertainment-arts/business/story/2023-01-09/disney-return-to-office-four-days-bob-iger

***Table 14***

24-Hour Directional Traffic Counts
Comparison: 2022, Intermediate, 2023

| ADT | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | January 2022 | Intermediate July 2022* | Intermediate August 2022* | Intermediate Nov 2022* | January 2023 | # Vehicles Change JAN 2022 to JAN 2023 | % Change from JAN 2022 to JAN 2023 |
| 1 | EDISON RD | 690 | | | | 951 | 260 | 37.7% |
| 2 | BRIGHTON ST | 282 | | | | 316 | 34 | 11.9% |
| 3 | LINCOLN ST | 313 | | | | 400 | 87 | 27.8% |
| 4 | MYERS ST | 418 | | | | 554 | 136 | 32.5% |
| 5 | KEYSTONE ST | 671 | | | | 786 | 115 | 17.2% |
| 6 | LAMER ST | 644 | | | | 703 | 59 | 9.2% |
| 7 | LAMER ST | 539 | | | | 634 | 95 | 17.7% |
| 8 | PARISH ST | 475 | | | | 623 | 148 | 31.1% |
| 9 | PARISH ST | 612 | | | 1,175 | 1,141 | 529 | 86.5% |
| 10 | ORCHARD ST | 477 | | | | 429 | **-48** | **-10.1%** |
| 11 | ORCHARD ST | 502 | 1,241 | 840 | 551 | 427 | **-75** | **-14.9%** |
| 12 | REESE PL | 207 | | | | 164 | **-43** | **-20.9%** |
| 13 | REESE PL | 417 | 1,180 | 718 | 818 | 763 | 345 | 82.7% |
| 14 | SPARKS ST | 1,017 | | | | 1,189 | 172 | 16.9% |
| 15 | SPARKS ST | 1,178 | | | 1,433 | 1,407 | 229 | 19.4% |
| 16 | BEACHWOOD DR | 693 | | | | 748 | 55 | 7.9% |
| 17 | BEACHWOOD DR | 708 | | | | 736 | 29 | 4.1% |
| 18 | GRIFFITH PARK | 444 | | | | 522 | 78 | 17.6% |
| 19 | GRIFFITH PARK | 418 | | | | 409 | **-8** | **-2.0%** |
| 20 | MARIPOSA ST | 1,466 | | | | 1,483 | 18 | 1.2% |
| 21 | MARIPOSA ST | 1,062 | | | | 1,174 | 112 | 10.6% |
| 22 | VIRGINIA AVE | 584 | | | | 625 | 41 | 7.0% |
| 23 | LOMITA AVE | 422 | | | | 447 | 25 | 5.9% |
| 24 | GLENWOOD PL | 392 | | | | 565 | 173 | 44.2% |
| 25 | OAK ST | 947 | | | | 1,175 | 228 | 24.0% |
| 26 | OAK ST | 1,380 | | | | 1,491 | 110 | 8.0% |
| 27 | OAK ST | 1,498 | | | | 1,607 | 109 | 7.3% |
| 28 | VERDUGO AVE | 4,937 | | | | 6,260 | 1,323 | 26.8% |
| 29 | ANGELINO AVE | 699 | | | | 749 | 49 | 7.1% |
| 30 | GLENWOOD PL | 392 | | | | 419 | 27 | 6.9% |
| 31 | MAIN ST | 5,607 | | | | 5,658 | 51 | 0.9% |
| 32 | ALAMEDA AVE | 18,631 | | | | 21,910 | 3,279 | 17.6% |
| 33 | OLIVE AVE | 20,767 | | | | 22,119 | 1,352 | 6.5% |
| 34 | OLIVE AVE | 20,808 | | | | 22,926 | 2,118 | 10.2% |
| 35 | OLIVE AVE | 21,763 | | | | 23,424 | 1,661 | 7.6% |

* - Data provided by City of Burbank
- Highest percent increase in vehicle volume
- Highest percent reduction in vehicle volume
**BOLD** - Reduction in traffic volumes

## Vehicle Speed Data

***Table 15*** summarizes the 85th percentile speeds comparison. The decrease in speeds on Edison Road could be a result of the increased volume as workers continued to return to in-person jobs at Walt Disney Studios and Warner Brothers Studios, following remote work schedules during the COVID-19 Pandemic.[4] Edison Road experienced an increase in ADT of 37.7 percent (from 690 to 951 ADT, Table 14), but more vehicles does not necessarily mean higher speeds. The 23 mph recorded speed on Edison Road is lower than the prima facie speed limit of 25 mph. Reese Place saw an 85th percentile speed of 22 mph in January 2023. The data reflect that speeds decreased after the installation of speed humps in September 2022.

The Orchard Drive speed increase is likely a result of the temporary closure immediately south of Olive Avenue. The majority of vehicles traveling on Orchard Drive are residents. These residents and others using the street (food/package deliveries, gardening/cleaning services, etc.) are now aware of the temporary closure and may be more comfortable traveling faster than recorded in 2022.

The increase in speeds on Oak Street is 3 mph. While this is identified as a high percentage change, the 29 mph speed is still within an acceptable industry standard, within 5 mph over the prima facie speed limit of 25 mph.

[4] "Warner Brothers Discovery began requiring employees to work at least 3 days per week in the office starting June 1, 2022." The Hollywood Reporter, https://www.hollywoodreporter.com/business/business-news/warner-bros-discovery-return-office-plan-david-zaslav-1235143403/

## ***Table 15***

85th Percentile Traffic Speed Data
Comparison: 2022, Intermediate, 2023

| 85TH PERCENTILE SPEED (MILES PER HOUR) | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| SEGMENT | STREET | January 2022 | Intermediate July 2022* | Intermediate August 2022* | Intermediate Nov 2022* | January 2023 | MPH Change JAN 2022 to JAN 2023 | % Change JAN 2022 to JAN 2023 |
| 1 | EDISON RD | 30 | | | | 23 | **-7** | **-23.3%** |
| 2 | BRIGHTON ST | 23 | | | | 25 | 2 | 10.6% |
| 3 | LINCOLN ST | 31 | | | | 31 | 0 | 0.0% |
| 4 | MYERS ST | 32 | | | | 32 | 0 | 1.3% |
| 5 | KEYSTONE ST | 23 | | | | 24 | 1 | 6.2% |
| 6 | LAMER ST | 34 | | | | 31 | **-3** | **-8.3%** |
| 7 | LAMER ST | 29 | | | | 29 | 0 | 0.0% |
| 8 | PARISH ST | 24 | | | | 24 | 0 | 0.0% |
| 9 | PARISH ST | 29 | | | 29 | 30 | 1 | 4.2% |
| 10 | ORCHARD ST | 21 | | | | 20 | **-1** | **-4.8%** |
| 11 | ORCHARD ST | 27 | 27 | 27 | 27 | 30 | 3 | 12.8% |
| 12 | REESE PL | 30 | | | | 29 | **-1** | **-2.0%** |
| 13 | REESE PL | 33 | 26 | 28 | 24 | 22 | **-11** | **-32.5%** |
| 14 | SPARKS ST | 33 | | | | 34 | 1 | 3.0% |
| 15 | SPARKS ST | 34 | | | 32 | 35 | 1 | 3.6% |
| 16 | BEACHWOOD DR | 33 | | | | 34 | 1 | 4.3% |
| 17 | BEACHWOOD DR | 28 | | | | 28 | 0 | 0.7% |
| 18 | GRIFFITH PARK | 23 | | | | 25 | 2 | 9.6% |
| 19 | GRIFFITH PARK | 30 | | | | 30 | **0** | **-1.3%** |
| 20 | MARIPOSA ST | 30 | | | | 30 | 0 | 0.0% |
| 21 | MARIPOSA ST | 32 | | | | 32 | **0** | **-0.6%** |
| 22 | VIRGINIA AVE | 31 | | | | 30 | **-1** | **-3.2%** |
| 23 | LOMITA AVE | 30 | | | | 31 | 1 | 4.7% |
| 24 | GLENWOOD PL | 31 | | | | 33 | 2 | 7.1% |
| 25 | OAK ST | 26 | | | | 27 | 1 | 4.7% |
| 26 | OAK ST | 26 | | | | 27 | 1 | 4.7% |
| 27 | OAK ST | 26 | | | | 29 | 3 | 12.4% |
| 28 | VERDUGO AVE | 31 | | | | 34 | 3 | 9.7% |
| 29 | ANGELINO AVE | 28 | | | | 28 | 0 | 0.0% |
| 30 | GLENWOOD PL | Speed data not collected | | | | | | |
| 31 | MAIN ST | Speed data not collected | | | | | | |
| 32 | ALAMEDA AVE | 44 | | | | 43 | **-1** | **-2.3%** |
| 33 | OLIVE AVE | 43 | | | | 40 | **-3** | **-7.0%** |
| 34 | OLIVE AVE | 43 | Speed data not collected | | | | | |
| 35 | OLIVE AVE | 43 | | | | 43 | 0 | 0.0% |

* - Data provided by City of Burbank

- Highest percent increase in speed
- Highest percent reduction in speed

**BOLD** - Reduction in traffic speeds

## Cut-through Traffic Patterns

Both sets of data (January 2022 and January 2023) identified the same cut-through pattern in the neighborhood. The pattern that carried the most cut-through traffic was Keystone Street between Olive Avenue (Node #1) and Alameda Avenue (Node #8) and vice versa. ***Table 17*** summarizes the comparison of the cut-through traffic pattern.

***Table 16***

Peak Cut-through Pattern (# of vehicles)

Comparison: 2022 to 2023

| STREET | PATTERN | 7:00 to 9:00 AM | | 11:00 to 1:00 PM | | 4:00 to 6:00 PM | |
|---|---|---|---|---|---|---|---|
| | | January 2022 | January 2023 | January 2022 | January 2023 | January 2022 | January 2023 |
| Keystone St | Olive Av to Alameda Av | 18 | 14 | 8 | 8 | 13 | 10 |
| | Alameda Av to Olive Av | 17 | 12 | 27 | **29** | 10 | **19** |

There was a minor increase in the mid-day pattern from 27 to 29 vehicles, a 7.4 percent increase. The higher increase in cut-through traffic patterns occurred in the PM peak period. This pattern increased from 10 to 19 vehicles.

The January 2023 ADT volume on Keystone Street was 786 ADT. While there was an increase in the cut-through pattern on Keystone Street, these increases (9 vehicles in both the mid-day and evening peak) are not significant to the overall traffic volumes on Keystone Street.

# CHAPTER 7

# 2023 Rancho Providencia Neighborhood Protection Plan Update

While some streets in the Rancho Providencia Neighborhood experienced increased traffic volume and cut-through traffic around the opening of the Raising Cane's Restaurant, several streets exhibited issues before that event, and their persistence cannot be solely attributed to the new restaurant. While Phase 1 Measures sought to address and study the issues in the restaurant's immediate vicinity, this report seeks to identify the long-term issues in the neighborhood and address them with long-term traffic calming measures which comprise the final Plan update.

## Next Steps for Phase 1 Measures

### Recommendation 1: Maintain Speed Humps on Reese Place

As noted in the Intermediate Data Collection section, speed humps were effective in reducing the average 85$^{th}$ percentile speed on South Reese Place. This measure has directly addressed the speeding concern and has reduced average speeds to below the posted speed limit. Existing speed humps are recommended to stay in place as currently designed.

### Recommendation 2: Maintain the Permit Parking Program on Reese Place and Orchard Drive

Since the installation of the parking permit program on Reese Place and Orchard Drive, the instance of patrons parking in residential zones and walking to Raising Cane's has decreased. Parking utilization on Reese Place, the more accessible of the two streets, has decreased from 50.9 percent in August 2023 (when Raising Cane's was open but permit parking program was not yet in place) to 42.1 percent (when permit parking program was in place) in the evening. This was similar to parking utilization before Raising Cane's opened. However, some patrons do continue to utilize the neighborhood to idle in their cars while they eat takeout. Burbank Police Department has recently entered into a contract with a parking enforcement company that is conducting parking permit checks and has the opportunity to improve parking enforcement citywide. These parking control officers have been specifically deployed on Reese Place and Orchard Drive as a focused area of enforcement. City Council approved an amendment to the parking permit hours to 2PM-10PM in order to balance parking needs with neighboring businesses, which, in concert with improved enforcement, can allow more flexibility during the morning and lunch hours while improving enforcement during the more

problematic evening hours. When current permits expire, staff will contact all neighboring businesses to determine which ones desire permits and then re-allocate proportionally in an aggregate amount not to exceed 30 percent of the available street parking within the Permit Parking Zones.

**Recommendation 3: Maintain the Orchard Street Temporary Closure for One Additional Year**

The primary objective of the temporary closure on Orchard Drive is to keep the Raising Cane's drive-through line from forming into the residential zone. This closure has been effective at doing so. Staff have considered whether to make it permanent with curb and landscaping installations. While queueing from Raising Canes continues to encroach into the Orchard Street and Olive Avenue public right of way in certain times of day, the incidence of this encroachment has decreased over time as the restaurant has become more established. Further, additional Raising Cane's Restaurants in Hollywood, North Hollywood, and Northridge have opened or are expected to open within the next year. More restaurant openings could result in reduced demand at the Burbank location resulting in drive-through traffic no longer encroaching into public right of way. If this were to occur, the Orchard Street closure would no longer be necessary, and the City may consider removing it so that its secondary effects on pushing traffic to other nearby streets would also be eliminated. Given that making the closure permanent through permanent curb and drought-tolerant landscaping installations would make its removal more difficult later, and, given the uncertain impact the opening of more Raising Canes locations may have on the Burbank location, the closure should remain in place in its temporary condition for an additional year. During that time, store activity and drive-through activity can be monitored as additional Raising Cane's Restaurants open nearby. Should drive-through activity continue to spill into the public right of way even after other restaurant locations open, it is recommended that a decision to make the closure permanent be considered at that time.

## Additional Recommended Improvements

**Recommendation 4: Recommend Speed Humps on Select Local Streets if Supported by Resident Petition**

Analysis shows that nearly all local streets without speed humps display average 85$^{th}$ percentile vehicle speeds above the posted speed limit of 25 mph. Analysis shows that of the six street segments equipped with speed humps for both phases of data collection, 5 of them exhibit average speeds at or below the posted 25 mph speed limit. South Reese Place between

Olive Avenue and Oak Street had speed humps installed after Phase 1 data collection occurred (installation in September 2022), and they resulted in a reduction in speeds from 33 mph in January 2022 to 22 mph in January 2023. Data from the Rancho Providencia Neighborhood demonstrate that speed humps are effective at reducing overall average speeds on local streets.

The existing City Speed Hump Policy (***Appendix I***) lists eleven criteria that streets must fulfill in order to qualify for speed hump installation. If a street satisfies each of the criteria, then residents may initiate a petition for speed hump installation. Under the Policy, streets must have average speeds of 5 mph or higher over the 25 mph posted speed limit in order to qualify. They must also have minimum Average Daily Traffic (ADT) of 500 vehicles per day and no more than a maximum of 5,000 vehicles per day. Although 17 local streets within the Plan area exhibit average speeds above the posted speed limit, only 10 would qualify for speed humps under the current Policy. This leaves out segments with speeds just below 30 mph and ADT over 500 (e.g., Lamer Street between Olive Avenue and Oak Street is 29 mph and 634 ADT) and segments with speeds over 30 mph but ADT below 500 (e.g., Lomita Street between Verdugo Avenue and Oaks Street is 31 mph and 445 ADT).Given the demonstrated success of speed humps reducing vehicle speeds in this neighborhood, Staff recommends that local street segments in ***Table S-11*** shall be eligible for speed hump petitions without requiring Step 2 of the standard speed hump installation request process, which is a Preliminary Engineering Field Survey that collects vehicle speed and volume data. The data collected in the process of the Rancho Providencia Neighborhood Protection Plan serves as the Preliminary Engineering Field Survey. Per that data, staff recommend that the streets identified in ***Table S-11*** are pre-qualified to petition for speed humps.

***Table S-11***

Recommendations for the Installation of Speed Humps

| SEGMENT # | STREET | SEGMENT | January 2023 | |
|---|---|---|---|---|
| | | | ADT | 85th Percentile Speed* |
| 3 | Lincoln Street | Oak St to Alameda Av | 400 | 31 mph |
| 4 | Myers Street | Oak St to Alameda Av | 554 | 32 mph |
| 6 | Lamer Street | Oak St to Alameda Av | 703 | 31 mph |
| 7 | Lamer Street | Olive Av to Oak St | 634 | 29 mph |
| 9 | Parish Place | Olive Av to Oak St | 1,141 | 30 mph |
| 14 | Sparks Street | Olive Av to Oak St | 1,189 | 34 mph |
| 15 | Sparks Street | Oak St to Alameda Av | 1,407 | 35 mph |
| 16 | Beachwood Drive | Oak St to Alameda Av | 748 | 34 mph |
| 19 | Griffith Park Drive | Verdugo Av to Oak St | 409 | 30 mph |
| 20 | Mariposa Street | Oak St to Alameda Av | 1,483 | 30 mph |
| 21 | Mariposa Street | Verdugo Av to Oak St | 1,174 | 32 mph |
| 22 | Virginia Avenue | Verdugo Av to Oak St | 625 | 30 mph |
| 23 | Lomita Street | Verdugo Av to Oak St | 447 | 31 mph |
| 24 | Glenwood Place | Verdugo Av to Oak St | 565 | 33 mph |
| 29 | Angeleno Avenue | Virginia Av to Victory Bl | 749 | 28 mph |

ADT = average daily traffic, vehicles per day

mph = miles per hour

Although this Plan would provide that these select neighborhood streets now qualify for the addition of speed humps, residents must still present a petition to the City demonstrating that neighbors support the measure. Each street that wishes to install speed humps must complete a petition to demonstrate support in order to certify installation, with at least 80 percent of the total impacted properties on the street contacted and 67 percent of the total impacted properties in support. The full petition criteria can be found on page 3 of the City Speed Hump Policy.

The City of Burbank Speed Hump Policy applies Citywide and is used to evaluate requests for speed humps on streets throughout the City. This Policy identifies criteria for eligibility and requires that eligible streets demonstrate a measured 85th-percentile speed of 30 mph or

higher **and** a minimum of 500 vehicles per day. Staff conducted extensive data collection in the Rancho Providencia Neighborhood, including measuring volumes and speeds on all streets on several different occasions during the evaluation and development of the Plan. This extensive data collection was able to show that the presence of speed humps in this neighborhood has a strong correlation with lower average speeds, and the data demonstrates the effectiveness of speed humps in reducing vehicle speeds to the speed limit or below. Given the amount of data analysis conducted and the conclusion of speed hump effectiveness in this specific neighborhood, Staff recommends that streets in the Rancho Providencia Neighborhood eligible for speed humps demonstrate a measured 85$^{th}$-percentile speed of 30 mph or higher **or** a minimum of 500 vehicles per day. This means that additional streets would be eligible for speed humps that would otherwise not be eligible under the Citywide Speed Hump Policy. Three streets that fulfill the speed requirement but not the volume requirement (Lincoln Street between Oak Street and Alameda Avenue, Griffith Park Drive between Verdugo Avenue and Oak Street, and Lomita Street between Verdugo Avenue and Oak Street) would become eligible. Two streets that fulfill the volume criterion but not speed (Angeleno Avenue from Virginia Avenue to Victory Boulevard, Lamer Street from Olive Avenue to Oak Street) would also become eligible.

**Recommendation 4.1: Speed Hump Design**

Any speed hump design shall be consistent with City of Burbank design standards for either speed humps or speed cushions, which shall be deployed based on the context of each specific street and in coordination with Burbank Fire Department. To date in Burbank, speed humps have been deployed at individual locations and across larger neighborhoods. Although residents on the street segments identified in Table S-11 still need a petition to demonstrate sufficient community support, there is a possibility for several adjacent street segments to petition in favor of speed humps.

*Policy Considerations*

Fire Department staff advise that a concentration of speed humps in the neighborhood may slow emergency vehicle response time. Furthermore, the addition of speed humps will lead to increased wear and tear on emergency vehicles and therefore increased maintenance costs. When speed humps are deployed on a single street, as they were on South Reese Place, an emergency vehicle only has to navigate one set of speed humps while traveling to an emergency. However, several consecutive street segments with speed humps may make them unavoidable during an emergency response, which could potentially increase response times and add to overall fleet maintenance needs.

While not specific to this neighborhood, staff have received other citizen concerns related to speed humps. Cars traveling over speed humps at speed tend to make noise, and the necessary addition of signage can affect aesthetics of an adjacent residential property. It is also possible that speed humps can cause traffic to disperse to other roadways in the vicinity.

*Effect on Vehicle Speed*

Speed humps are effective at reducing vehicle speed. A comparison of the speed data collected before and after the installation of speed humps on South Reese Place demonstrated speed reduction occurred on that street. Further, a comparison of vehicle speeds measured on streets with pre-existing speed humps versus streets without them showed a positive correlation between presence of speed humps and slower average vehicle speeds. As a result, crash frequency declines where there are lower speeds. Further, even when collisions occur at low speeds, they tend to be less severe. Speed humps work as a safety measure to reduce vehicular speed.

*Slotted Speed Humps Research from Other Cities*

One possible solution to balance emergency response times against the vehicular safety benefits of installing speed humps is to ensure that the design of speed humps in the neighborhood include pass-by slots so that emergency vehicles do not have to slow down dramatically or navigate a vertical element in the roadway. This traffic calming element is called a "slotted speed hump" or a "speed cushion." In this plan update, they shall be referred to as slotted speed humps. Field tests have shown that, while slotted speed humps may not reduce vehicle speed as much as speed humps that span the entire roadway, these measures still reduce vehicle speeds while providing little to no delay to fire vehicles.[5] A Federal Highway Administration (FHWA) study found that in San Diego, fire vehicles can travel over the slotted speed humps at full speed with no delay by navigating through the slots in the middle of the roadway when the center pad was 5.5 feet wide. Similarly, the City of Sacramento found that slotted speed humps cause almost no delay to emergency response time. The city found using slotted speed humps instead of standard speed humps results in a savings of almost 13 seconds per typical roadway segment. In the City of Danville, it was found that no delay

[5] "A Comparative Study of Speed Humps, Speed Slots and Speed Cushions," LaToya Johnson and A.J. Nedzesky, https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/26%20-%20A%20Comparative%20Study%20of%20Speed%20Humps,%20Speed%20Slots%20and%20Speed%20Cushions.pdf

occurred in response time with slotted speed humps, compared to a 10 to 15 second delay observed with standard speed humps.[6]

There is no standard dimension in the State of California for a slotted speed hump, and speed measurements taken of different widths of slotted speed hump installations in Burbank suggest that the width of the center pad may determine the speed with which an emergency vehicle can navigate and also influences how well they slow regular vehicles. Design varies depending on the local jurisdiction. Standard Plans for the City of Sacramento and City of San Diego depict three pads across the roadway with a center pad of 5.5 feet straddling each lane, and the City of Stockton specifies a 6.5-foot width. Orange County Fire Authority's preferred standard is a 6-foot center pad. Ventura County uses two pads in each lane, with the widest being 6.5 feet.

*Fire Response Time Versus Vehicular Speed Assessment*

The City of Burbank Standard Plans includes a speed hump design standard without slots as well as slotted speed humps. Most speed humps in Burbank are the standard design, however, some streets have slotted speed humps including a segment of South Beachwood Drive in the Rancho Providencia Neighborhood as well as locations outside of the Rancho Providencia Neighborhood, including North Bel Aire Drive and North Beachwood Drive between Clark Avenue and Magnolia Boulevard. The City's standard slotted speed hump design features a 7-foot standard pad, although an older installation on South Beachwood Drive features a center pad width of 5 feet. Staff took speed measurements of streets with slotted speed humps and found that streets with the 7-foot center pad design reduced exhibited average speeds at or below the speed limit, while the street with a 5-foot center pad design exhibited average speeds above the speed limit. This is most likely due to motorists utilizing the narrower pad to bypass the speed hump, because the narrower slot more closely matches the wheelbase of standard vehicles. This is a dangerous and illegal maneuver due to the vehicle crossing the center line. Based on this data, Staff believes that the center pad is more effective in reducing vehicle speeds when it is 7 feet wide. A separate study of speed hump design[7] also concluded that slotted speed humps reduce vehicle speed when they are at least 7 feet wide.

[6] "Traffic Calming ePrimer," FHWA, https://safety.fhwa.dot.gov/speedmgt/ePrimer_modules/module5.cfm

[7] Chang and Nolan, "An Evaluation of Speed Cushions on Neighborhood Streets: Balancing Emergency Vehicle Mobility with Traffic Calming Needs," (2007) https://safety.fhwa.dot.gov/speedmgt/ref_mats/fhwasa1304/Resources3/21%20-%20An%20Evaluation%20of%20Speed%20Cushions%20on%20Neighborhood%20Streets%20Balancing%20Emergency%20Vehicle%20Mobility%20with%20Traffic%20Calming%20Needs.pdf

Burbank Fire Department has identified that the width of its dual-tire fire vehicles cannot currently navigate through the 7-foot slotted speed hump design without a high likelihood of impacting the speed of the vehicle. Fire vehicles can navigate through the narrower 5-foot-wide slotted speed hump design, but those slotted speed humps do not slow regular vehicles compared to the 7-foot slotted speed hump design. Thus, a 5-foot-wide slotted speed hump design would more closely support maintaining existing emergency vehicle response times, but would not be as effective as 7 foot wide slotted speed humps in reducing overall vehicle speeds.

This plan identifies speed humps as the preferred method to reduce vehicle speeds and improve roadway safety in the neighborhood, but also notes the issues raised by the Fire Department that installing more speed humps within the Rancho Providencia Neighborhood may prolong emergency response times. While slotted speed humps with a center pad width of 7 feet were shown to reduce vehicle speeds while maintaining adequate fire response times in other California cities, Burbank Fire Department highlights that installation of speed humps of any kind in the Rancho Providencia Neighborhood will affect the City's existing excellent emergency response times in this area.

Based on this analysis, Staff is recommending:

1. Streets listed in Table S-11 will be eligible for the installation of slotted speed humps with a supporting petition per the guidelines in the Speed Hump Policy.
2. For streets that have met the petition requirements, slotted speed humps shall be installed to reduce the impacts to emergency response while also reducing vehicle speeds, as approved by the Public Works Director and Fire Chief.

## Recommendation 5: No Additional Street Closures Recommended

Staff does not recommend any additional street closures in the Rancho Providencia Neighborhood. City Council approved the closure on South Orchard Drive in order to separate the residential properties from the traffic accessing the Raising Cane's drive-through. This closure has addressed the immediate concern of queuing on Orchard Drive in front of residential properties. Further, it is recommended that this closure remain a temporary closure so that future restaurant activity and the opening of other nearby Raising Cane's locations can be evaluated to determine if the closure remains warranted. There is no other location in the neighborhood where drive-through queuing spills out into the residential neighborhood, which is the justification for the ongoing Orchard Street closure. While the data show that additional trips from the Orchard Street closure likely have been diverted to nearby streets, vehicle volumes on those streets do not exceed levels that are to be expected on any other typical residential street. Therefore, it is not recommended that additional street closures be implemented as part of this plan.

# Appendix A

Average Daily Traffic and Speeds

January 2022

# Appendix B

License Plate Entering/Exiting Data

January 2022

# Appendix C

Parking Demand Data

January 2022

# Appendix D

Turning Movement Counts

January 2022

# Appendix E

Community Meeting Materials

# Appendix F

Average Daily Traffic and Speeds

Intermediate Data 2022

# Appendix G

Average Daily Traffic and Speeds

January 2023

# Appendix H

License Plate Enty/Exit Data

January 2023

# Appendix I

City of Burbank Speed Hump Policy