

Downtown Burbank San Fernando Boulevard Reconfiguration

City Council
Phase 1 Project Update

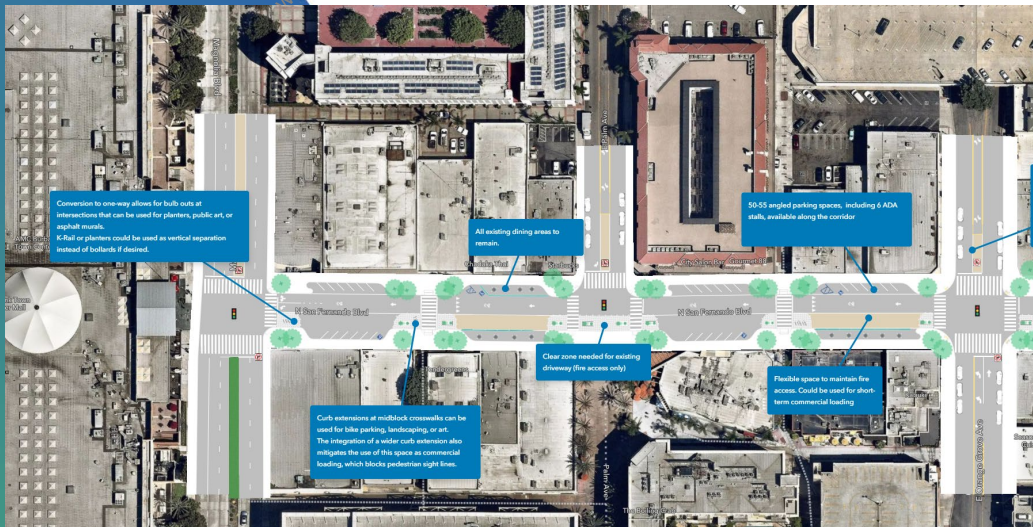
10.29.2024



**COMMUNITY
DEVELOPMENT**

Background

- Complete Streets Plan Priority Project
- Project consists of two phases, first phase is a 12-month pilot
- Project area: San Fernando Blvd., between Olive Ave. and Magnolia Blvd.
- Project goal: Enhance safety for all modes of transportation
- Change vehicular flow of traffic to be one-way only traveling northbound on San Fernando Blvd.



Project Post-Installation



- Project installed in March 2024
- More pedestrian areas
- Retained on-street parking
- Introduced new loading spaces on San Fernando Blvd. and adjacent streets
- Downtown PBID branding

Post Installation Evaluation

- ❑ Two project evaluations (before and after project installation)
- ❑ Project evaluation criteria:
 - Implementation of **proven pedestrian safety countermeasures**
 - Improvement of **yield compliance at midblock crosswalks**
 - Maintenance of **auto speeds at or below 25 miles per hour**
 - **Reduction of illegal commercial loading** incidents (double parking and parking in red)

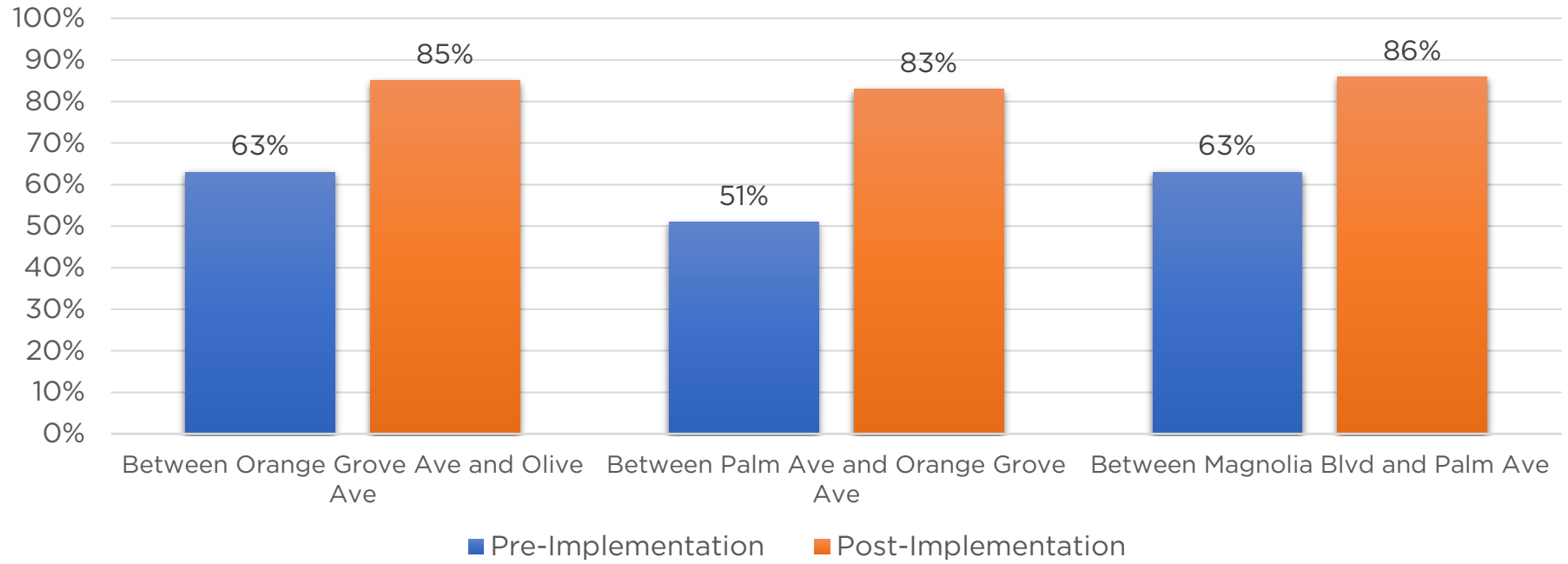
Post Installation Evaluation

Criteria based on Caltrans crash reduction factors (CRF):

- Conversion from two-way to one-way traffic :CRF of 35% for all collisions
- Installation of delineators, reflectors, and/or object markers: CRF of 15% for all collisions
- Installation of curb extensions at crosswalks: CRF of 35% for pedestrian and bicycle collisions
- Modification of signal phasing to add a Leading Pedestrian Interval: CRF of 60% for pedestrian and bicycle collisions

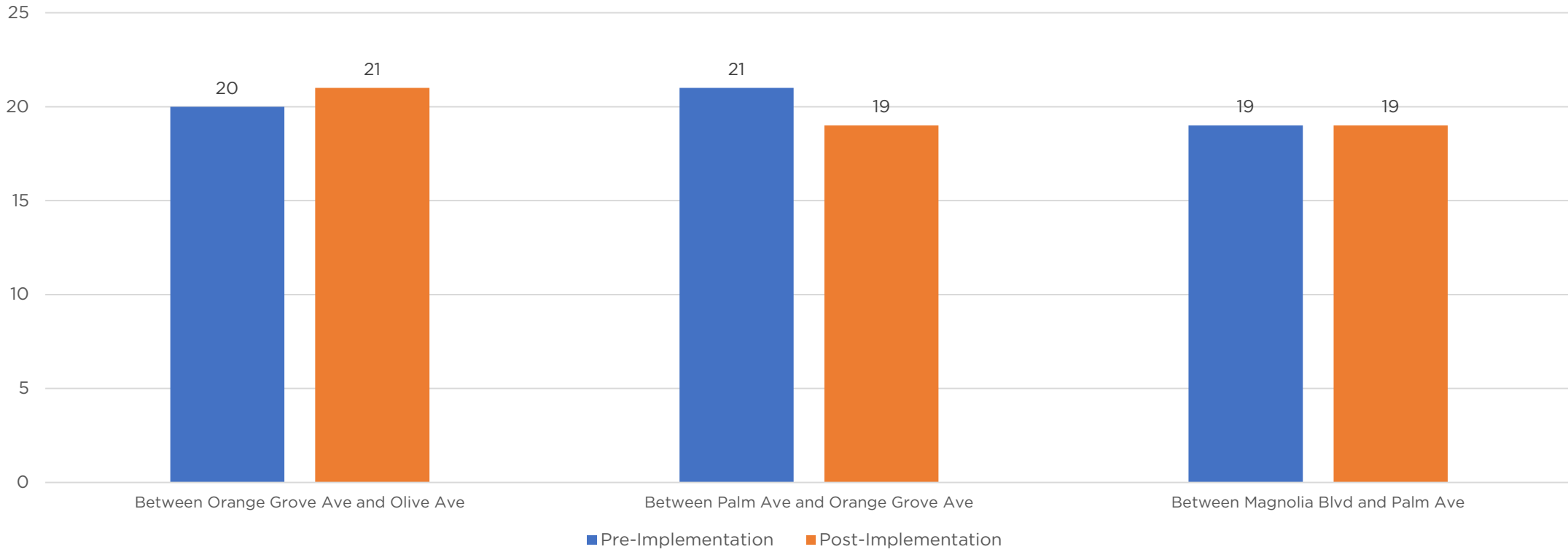
Post Installation Evaluation: *Crosswalk Yield Compliance*

% of Vehicles Yielding for Pedestrians at Mid-Block Crossings



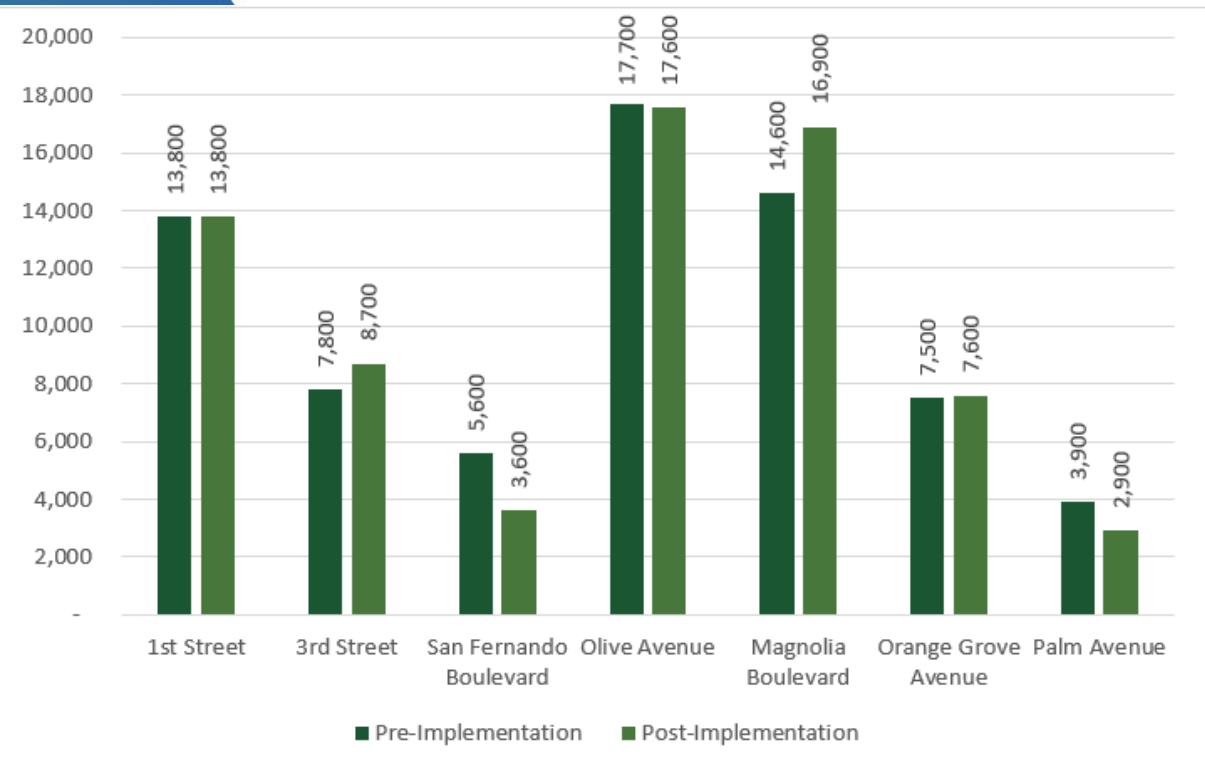
Post Installation Evaluation: *Vehicular Speeds*

85th Percentile Auto Speeds



Post Installation Evaluation: *Vehicular Volumes*

Vehicle Volumes

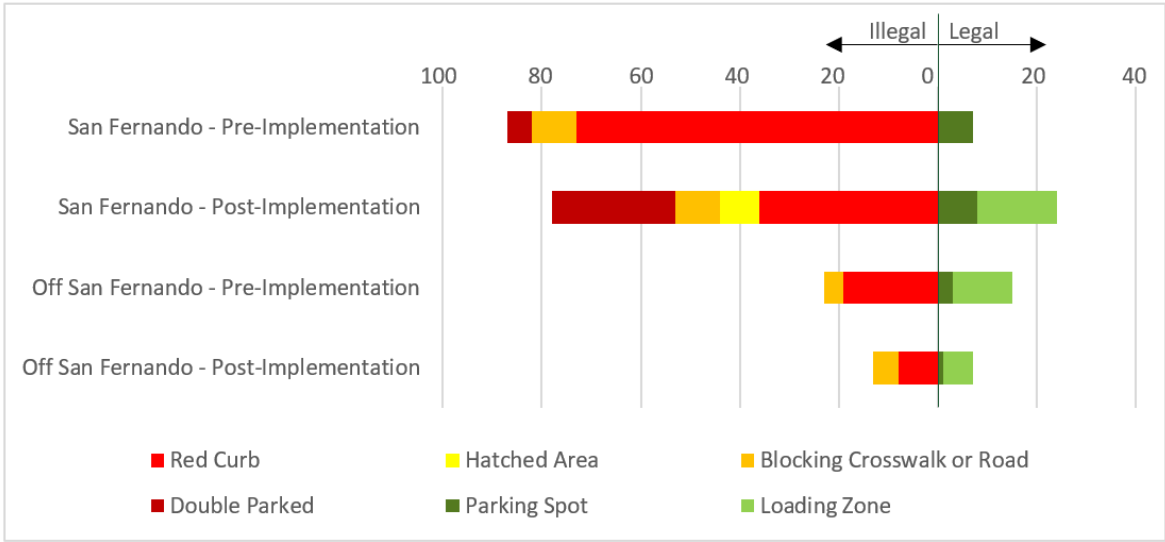


No significant changes in travel patterns were observed across the 15 screen line locations.

- 35% decrease on San Fernando
- 15% increase on Magnolia
- 25% decrease on Palm
- Longer queues at four intersections

Post Installation Evaluation: *Commercial Loading*

Pre- and Post-Installation Loading Activity



- Nearly 60% of loading activity occurred between 6 AM and 3 PM before and after installation
- Two new loading zones were established on San Fernando
- These new zones significantly increased legal loading activity within the designated areas
- Loading still occurs illegally in red curb zones, newly painted zones, double parking, or blocking crosswalks and roads

Post Installation Evaluation: *Downtown Merchant Survey*

Survey conducted in July 2024

54% agree the one-way has benefited Downtown

41% agreed the one-way helps attracts more customers

72% agreed the level of safety is appropriate

69% agreed or neutral on making the reconfiguration changes permanent

62% very satisfied, satisfied, or neutral about the overall changes made by the reconfiguration

Next Steps

Ongoing collaboration with Fire and Police Departments as pilot progresses

Additional public outreach

2nd round of data collection in late 2024 - early 2025

Pilot period completion: March 2025

Pilot completion recommendation to City Council Summer 2025

Downtown Parking Management Strategy

- Parking Management Strategy focused on parking availability, congestion, and curb space efficiency in the City's Downtown
- City Council Presentation on November 19, 2024
- Issues to be addressed: limited parking regulations cause low turnover and high demand, especially on San Fernando Boulevard
- Strategy targets 145 high-demand on-street parking spaces to maintain 80% occupancy, encourage turnover, and reduce congestion
- Mobile payment options, kiosks, and enhanced enforcement measures
- Excess revenue could be reinvested into parking infrastructure

Conclusion

- Project improved pedestrian safety with a 20% increase for pedestrians using mid-block crossings
- Positive feedback: 54% see benefits, 41% report increased customer attraction, with 72% approving safety measures and 69% supporting permanent changes
- Increased foot traffic and bike activity between Palm Avenue and Magnolia Boulevard
- Ongoing challenges: illegal parking, emergency access concerns, and traffic queuing require continued enforcement and monitoring
- Upcoming Parking Management Strategy for Downtown Burbank



Questions or Comments?

Marcos Fuentes

Senior Transportation Planner

Community Development Department

(818) 238-5270

mfuentes@burbankca.gov