



CITY OF BURBANK
COMMUNITY DEVELOPMENT DEPARTMENT

150 North Third Street, P.O. Box 6459, Burbank, California 91510-6459
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AGENDA

**ALAMEDA NORTH NEIGHBORHOOD PROTECTION PLAN
WORKING GROUP**

MEETING #1

Thursday, November 6, 2014, 6:30 p.m.
Community Services Building, Room 101, 150 North Third Street

Contact: David Kriske, Deputy City Planner for Transportation
Phone: 818-238-5269
Email: dkriske@burbankca.gov

ITEMS

1. Introductions
2. Review Temporary Cul-de-Sac Implementation Plan
 - a. Traffic count data
 - b. Traffic control
 - c. School and Police/Fire Considerations
 - d. Schedule
3. Neighborhood Outreach
4. Review of Other Alameda North Neighborhood Protection Plan Elements
 - a. Phase I
 - b. Phase II
5. Project Next Steps
6. Discussion

Proposed Workplan
Alameda North Neighborhood Protection Plan
October 2014

Task 1: Hold kick-off neighborhood working group meeting

Timing: November 6, 2014

Task 2: Contract with Consultant to Evaluate Cul-de-Sac Test and Analyze Adopted Neighborhood Protection Plan (Plan)

- Collect data for “before” and all “after” conditions
- Prepare traffic control plans for cul-de-sacs
- Analyze cul-de-sac effects based on data collected
- Evaluate other Adopted Phase II Improvements based on data collected
- Revise the Plan
- Support staff in outreach, City Council presentations

Timing: Underway

Task 3: Collect Data for “before” conditions:

- traffic counts
- speed surveys

Timing: January 2015 (after Hollywood Way resurfacing is complete & school back in session)

Location: Local streets north of Oak Street

Local streets south of Oak Street

Oak Street between Hollywood Way and Buena Vista Street

Verdugo Avenue between Hollywood Way and Buena Vista Street

Task 4: Complete CEQA Process

Timing: Depends on Nature of Environmental Review

Task 5: Prepare for Cul-de-Sac Test 1 (Resident Alternative) for Cordova, Avon, Lima & California streets:

- Develop proposed designs and traffic control plans for Test 1
 - Barrier placement
 - Signage
 - Pavement markings, including red curb
- Notify affected residents, businesses, school, Transportation Management Organization (TMO)
 - City Council via the City Manager
 - Direct mailing to residents, businesses, school, TMO
 - Press release
 - Website posting
 - eNotify
 - Changeable message signs

Timing: January 2014

Task 6: Implement Test 1, Collect Data:

- Install temporary barriers, signs & pavement markings for Test 1
- Take traffic counts & conduct speed surveys
- Be prepared to adjust nearby signal timing
- Summarize data
- Report to neighborhood working group
- Remove barriers, signs & pavement markings for Test 1
- Report findings and recommendations regarding need for additional test(s) to City Council via City Manager (Note: preparation for and implementation of additional tests would be generally the same as for Test 1)

Timing: One month to six weeks of field testing for each test

Task 7: Analyze the Remainder of the Alameda North NPP Phase 2 Elements; Based on Council Direction, Integrate Preferred Cul-de-Sac Alternative

- Evaluate other Adopted Phase II Improvements based on data collected
- Revise the Plan
- Present findings to Working Group and Larger Neighborhood
- Present to City Council
- Seek Council Direction to implement final improvements

Timing: Mid 2015

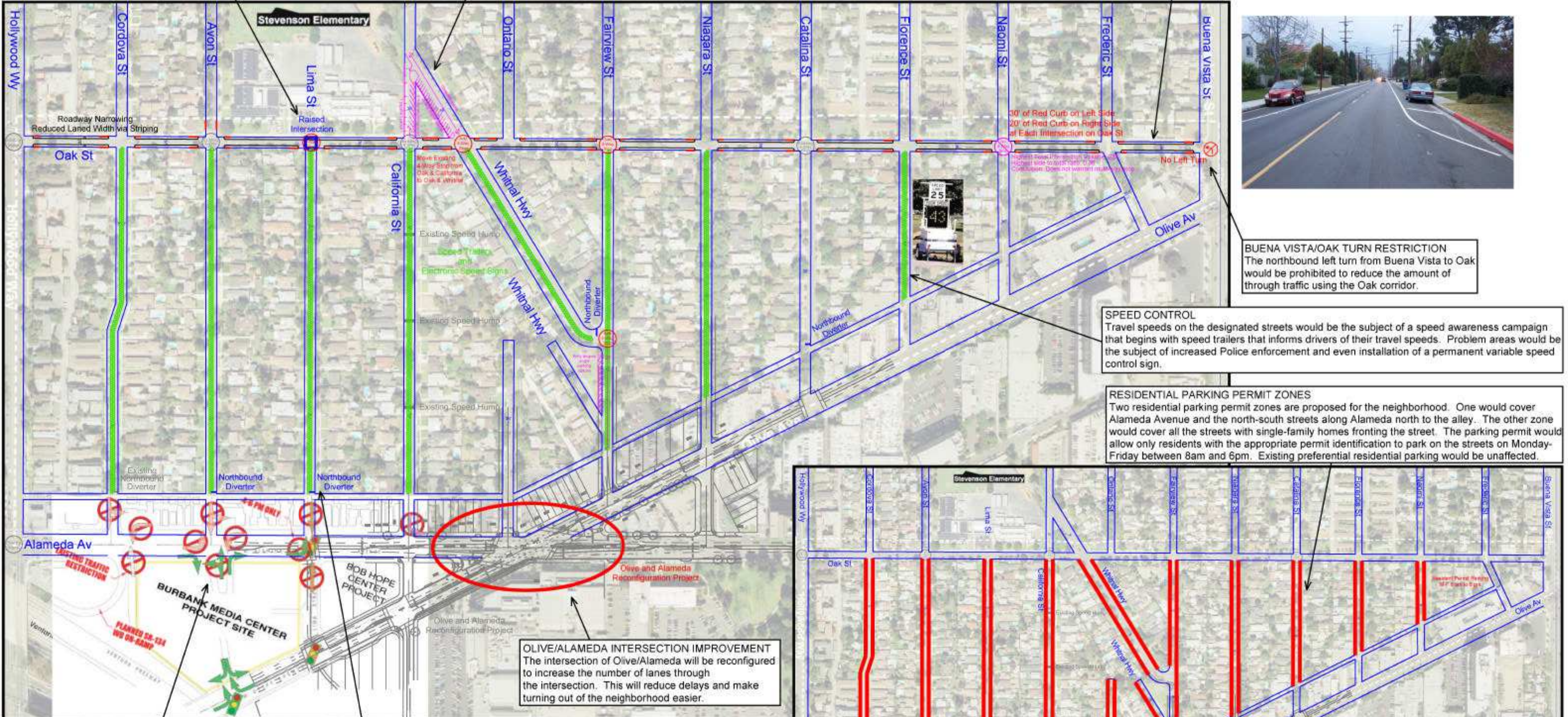
Original 2005 Alameda North NPP

Project Improvement Map

SCHOOL CROSSING
A raised intersection and a three-way STOP would be implemented in front of Stevenson School. The raised intersection will elevate the children crossing the street and make them easier to see.

PARK TREATMENT
California Street would be made one-way southbound north of Oak Street adjacent to the park. Southbound traffic on Oak Street not destined for the school would be re-routed to Whitnal. On the east side of the park, 60-degree parking would be added. The increase in parking would give school-related visitors additional parking to make up for the parking lost due to the proposed residential parking permit system.

OAK STREET TREATMENT
Oak Street will be restriped to narrow the through lanes. This treatment has been shown to be effective at reducing the speed of traffic. In addition, red curbs would be painted along Oak Street at every cross street to allow traffic to see the Oak Street traffic better.



BUENA VISTA/OAK TURN RESTRICTION
The northbound left turn from Buena Vista to Oak would be prohibited to reduce the amount of through traffic using the Oak corridor.

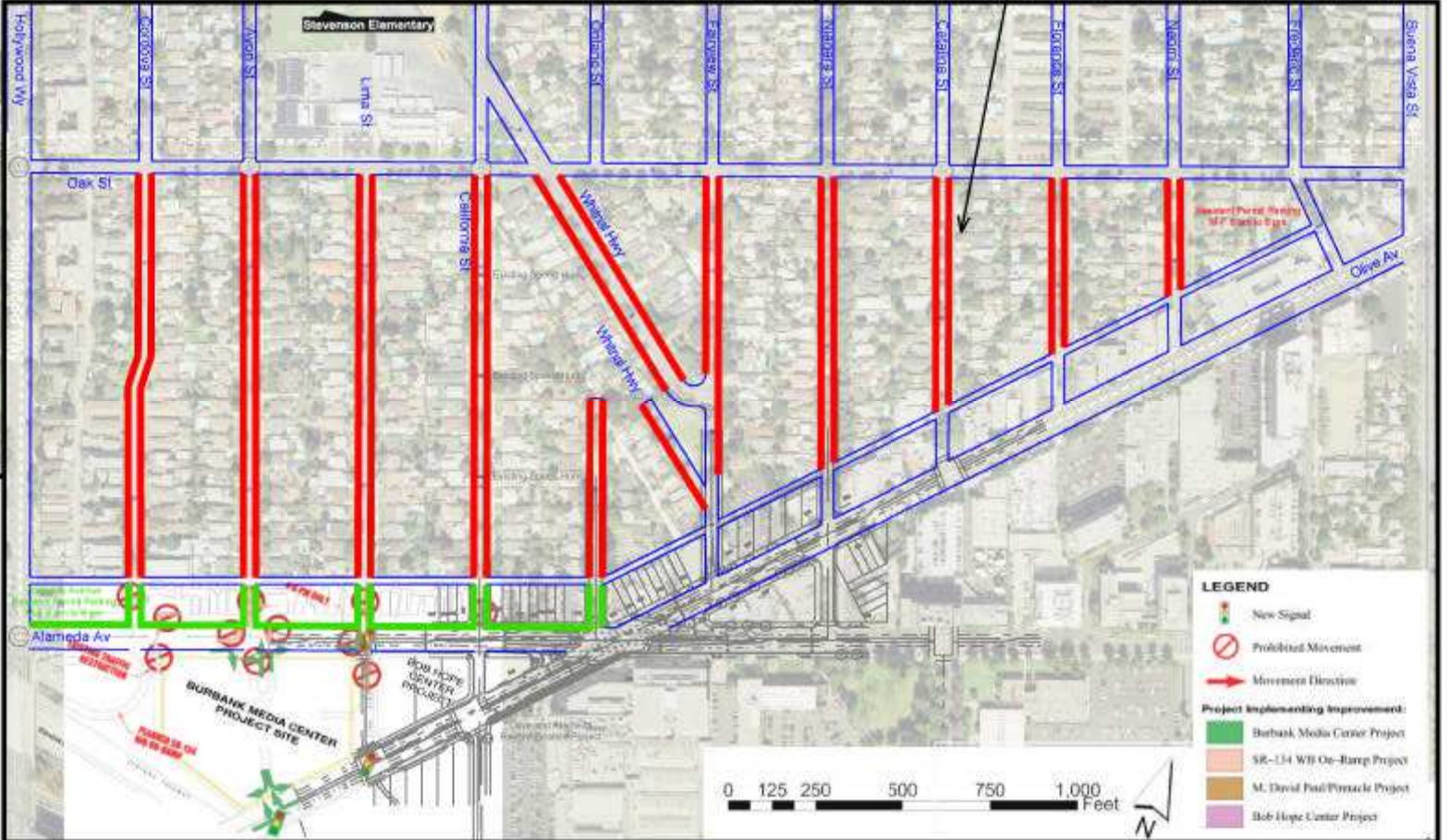
SPEED CONTROL
Travel speeds on the designated streets would be the subject of a speed awareness campaign that begins with speed trailers that informs drivers of their travel speeds. Problem areas would be the subject of increased Police enforcement and even installation of a permanent variable speed control sign.

RESIDENTIAL PARKING PERMIT ZONES
Two residential parking permit zones are proposed for the neighborhood. One would cover Alameda Avenue and the north-south streets along Alameda north to the alley. The other zone would cover all the streets with single-family homes fronting the street. The parking permit would allow only residents with the appropriate permit identification to park on the streets on Monday-Friday between 8am and 6pm. Existing preferential residential parking would be unaffected.

OLIVE/ALAMEDA INTERSECTION IMPROVEMENT
The intersection of Olive/Alameda will be reconfigured to increase the number of lanes through the intersection. This will reduce delays and make turning out of the neighborhood easier.

TURN RESTRICTIONS
A number of turn restrictions are proposed along Alameda Avenue to make it more difficult for through traffic to cut through the neighborhood.

NORTHBOUND DIVERTERS
Diverters would be constructed north of the alley to prohibit northbound traffic from entering the neighborhood at Avon Street, Lima Street, and Catalina Street. Another northbound diverter would be installed on Whitnal Highway at Fairview Street.



LEGEND

- New Signal
- Prohibited Movement
- Movement Direction
- Project Implementing Improvement:
 - Burbank Media Center Project
 - SR-124 WB On-Ramp Project
 - M. David Paul/Pinnacle Project
 - Bob Hope Center Project