CITY OF BURBANK BICYCLE MASTER PLAN UPDATE

burbankbike

Bicycle Master Plan Update

burbankbike

Community Meeting

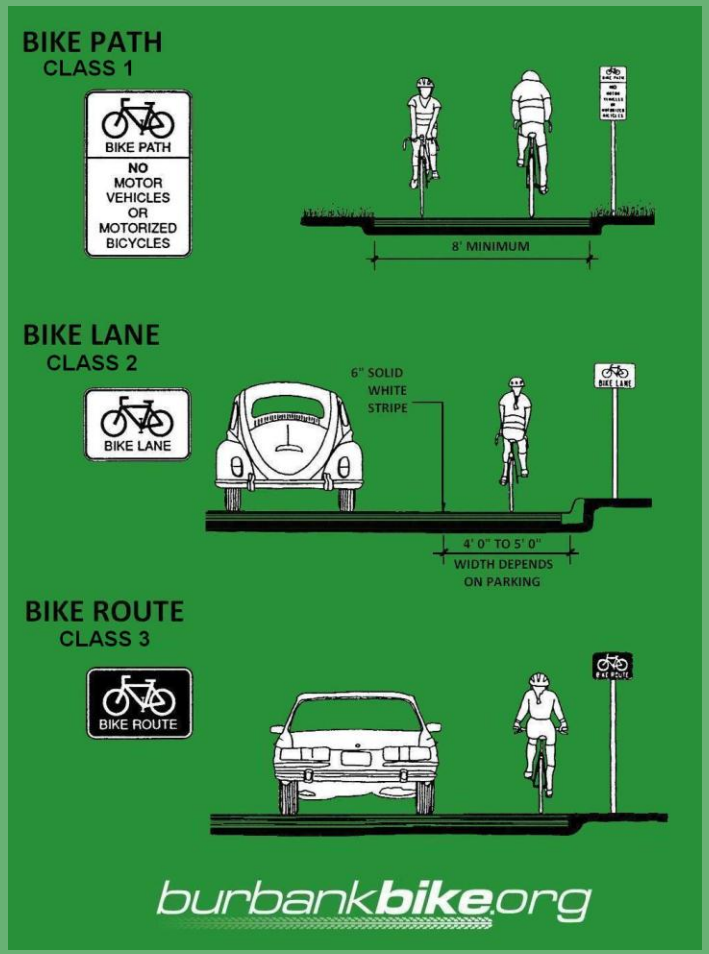
October 1, 2009

What is a Bicycle Master Plan

- A Bicycle Master Plan maps out all current and future planned bicycle facilities
- Describes goals and policies related to bicycling in the community
- Discusses funding mechanisms to implement projects
- Addresses multi-modal integration and support facilities
- Provides guidelines for community involvement and safety education

Standard Bikeway Classifications

- Class I Bikeway – Typically called a bike path, this provides for bicycle travel on a paved right-of-way completely separated from any street or highway. These are particularly popular with novice cyclists and avoided by experienced cyclists because they can become overly popular and crowded.
- Class II Bikeway – These are often referred to as a bike lane. It provides a striped and stenciled lane for one-way travel on a street or highway. When properly designed, bike lanes help improve the visibility of bicyclists.
- Class III Bikeway – Generally referred to as a bike route, it provides for shared use with pedestrian or motor vehicle traffic and is identified only by signing. This is recommended when there is enough right-of-way for bicyclists and motorists to safely pass. This treatment is primarily used to point cyclists towards preferred bike friendly corridors, which are often enhanced with bike detection.



Non-Standard Classifications

burbankbike

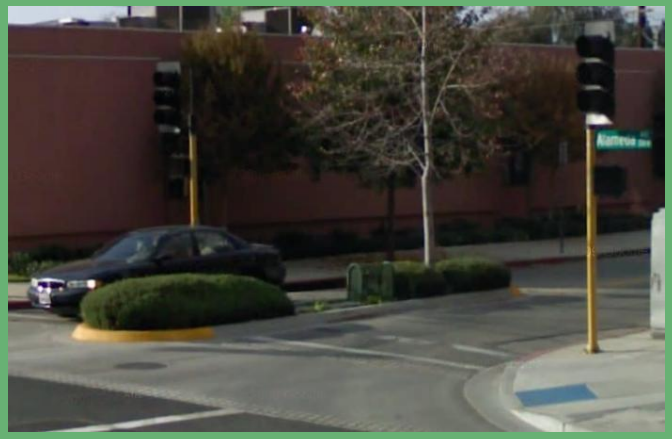
Bicycle Boulevard

- LOW-TRAFFIC NEIGHBORHOOD STREETS that have been optimized for bicycling. They provide direct, attractive routes for bikes.
- QUIETER, PRETTIER, AND HEALTHIER than busy, car-filled streets
- WELCOMING to kids, families and novice cyclists, and attractive for all kinds of cyclists
- EXTREMELY SAFE (many have zero crashes over the last decade)
- HEALTHY with noticeably cleaner air than busy streets
- This is accomplished through traffic calming measures and enhanced roadway signage. Which are commonly referred to as the Bicycle Boulevard Toolbox

Bicycle Boulevard Toolbox

AUTO SPEED REDUCTION – Research shows that by limiting auto speeds to 25mph or less, the risk of collision, injury or death is greatly reduced. The ideal car speed on bicycle boulevards is 15-20mph. The tools in this section slow cars down on neighborhood streets making them safer for everyone. Examples include:

- STOP SIGNS – Stops car traffic, oriented to favor cyclist traveling on bicycle boulevard
- MINI TRAFFIC CIRCLES – Reduces auto speed, only within 100 feet of circle
- TRAFFIC ISLANDS – Reduces auto speeds as vehicles turn from major arterials to bicycle boulevard



Bicycle Boulevard Toolbox

AUTO TRAFFIC REDUCTION –When auto speed reduction is combined with auto traffic reduction or "diversion", safety on bicycle boulevards is maximized. Cars are still allowed on bicycle boulevards, but diversion treatments encourage them to drive on arterial streets instead of neighborhood streets when they need to get somewhere quickly. The tools in this section limit auto access to bicycle boulevards at critical points, while allowing bicycle traffic to get through. Examples include:

- SEMI-DIVERSION – Limits auto access while allowing bicycle access
- FULL-DIVERSION – Restricts auto access while allowing bicycle access

Bicycle Boulevard Toolbox

burbankbike

CROSSING BUSY STREETS –Large arterial streets, freeways and rail tracks all create significant barriers for bicyclists, pedestrians and neighborhoods. It's imperative that cyclists are able to cross major intersections safely.

- HIGH VISIBILITY "ZEBRA" CROSSWALKS – Increases visibility at crossings
- CURB EXTENSIONS – Increases bicycle/pedestrian visibility, shorten crossing distance
- MEDIANS – Limits auto access, provides mid-point crossing refuge for bicycles/pedestrians
- BICYCLE DETECTION – Cyclist can trigger traffic lights by placing tires over bike symbol. Signal will be actuated by camera or loop detectors.
- BIKE BOXES – Brings cyclists to front of the line at traffic lights, priority crossing/turning, reduces right-hook conflict, fill in box with color paint to increase visibility

Bicycle Boulevard Toolbox

BOULEVARD SIGNAGE AND MARKINGS –Smaller markings on the ground tell cyclists where to go while larger markings indicate to drivers that they are on a bike boulevard and should slow down. Signs tell cyclists where they are headed and how much further they have to go to reach their destination. The tools in this section offer a few examples of ways to show folks how to get from here to there.

- SHARROWS – "Share the Road" arrow. Indicates that cyclist can use the whole lane. Marking designed so if you ride down the center of the arrows, you will be outside the "dooring" zone
- WAY FINDING SIGNAGE – Indicates distance to certain districts, gives direction and travel time
- SHARE THE ROAD SIGNAGE – Indicates to motor vehicle drivers that cyclists may be present

Sample Top Priority Projects

burbankbike

Project 1: Safety Education Program

burbankbike

- DEMOS –Three assembly style bike safety demonstrations conducted during regular school hours at each of the three middle-schools
- FOOT2PEDAL – In the spirit of a bike rodeo will teach students how to interact with the roadway and traffic. The course will use a combination of simulation and hands on training to teach the student how to make safe decisions while walking or riding within the roadway
- RE(CYCLE) – A staff of trained instructors will provide community youth with the basic skills necessary to operate and maintain a safe and ride-able bicycle. Students will be coached to conduct safety checks on their own bicycles, fix flat tires, and perform other basic repairs. Through the collection of unwanted bicycles, students who do not have their own bicycle will be provided with a suitable bicycle which they can repair themselves. All tools and necessary equipment will be purchased for the program and provided to the youth during class time.

Project 2: Clark Ave Bike Boulevard

This project would enhance Clark Avenue by connecting schools and parks along the primarily residential corridor with a bicycle boulevard by using a series treatments designed to slow and reduce traffic, thereby maintaining the residential nature of the neighborhood, and increasing safety for both cyclists and pedestrians alike.

Project Limits: Clybourn Avenue to Victory Boulevard
Length: 2.30 miles
Estimated Cost: $285,000

- STOP SIGNS – Rotated to favor Clark
- SEMI-DIVERSION – At Buena Vista and Hollywood Way
- MINI TRAFFIC CIRCLES – At Pass Ave, California St, Catalina St, Keystone St, Parish Pl, Griffith Park Dr
- CURB EXTENSIONS AND "ZEBRA" CROSSWALKS – Adjacent to schools at Cordova St, Lamer St, and Mariposa St
- SHARROWS – Every block along the corridor
- SHARE THE ROAD AND BIKE ROUTE SIGNAGE – At key intersections along the corridor

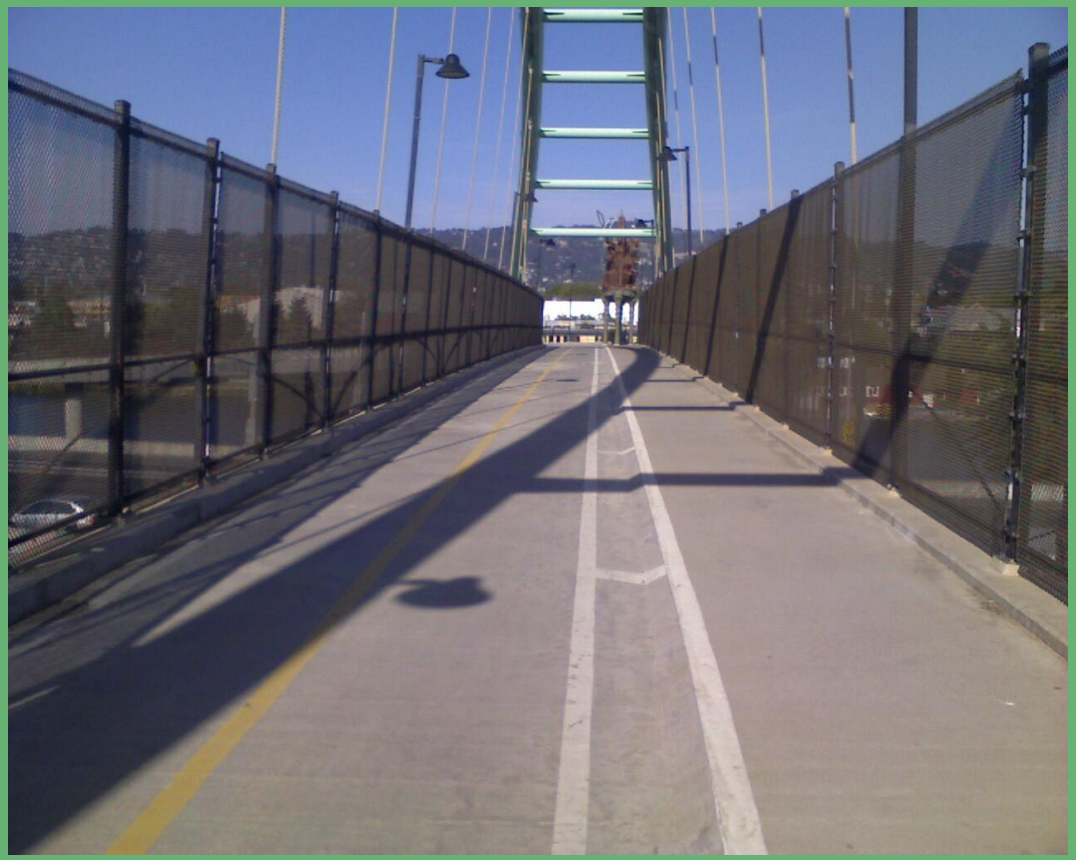
Project 5: Palm Ave Bike/Ped Bridge

This project would construct a Class I bicycle bridge across the Interstate 5 and rail corridor at Palm Avenue, connecting the Downtown Burbank Metrolink Station with existing Downtown Burbank Commercial District and Civic Center east of the freeway.

Project Limits: Downtown Burbank Metrolink Station to Palm Avenue

Length: 0.70 miles

Estimated Cost: $9,000,000



Project 9: Verdugo Ave Bikeway

burbankbike

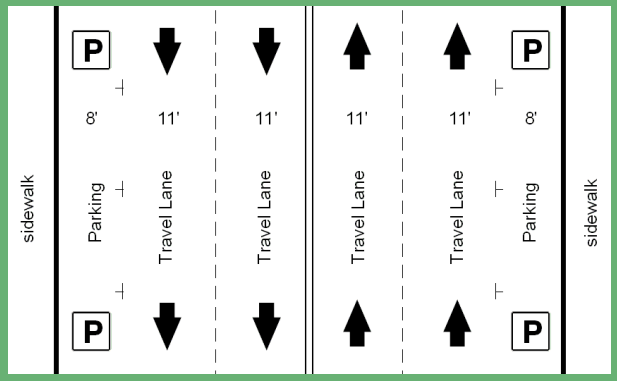
This project would reconfigure Verdugo Avenue from 2 through-lanes in each direction to a continuous left-turn lane, 1 through-lane and a bike lane in each direction. This type of project is commonly referred to as a "Road Diet"

Project Limits: Flower Street to Clybourn Avenue

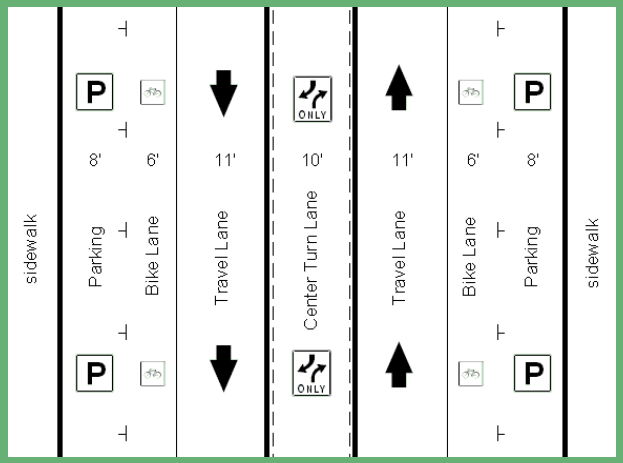
Length: 2.76 miles

Estimated Cost: $120,000

Existing Clybourn to Olive



After Road Diet



Project 14: Downtown Burbank Bikeway Access

This proposed project would establish Class II bicycle facilities along three-corridors in the Downtown Burbank area to provide increased connectivity to the Downtown Burbank retail district and Civic Center.

Length: 2.5 miles

Estimated Cost: $130,000

FIRST AVENUE– Install Class II Bike Lanes from Verdugo to San Fernando

ORANGE GROVE AVENUE – Install Class II Bike Lanes from Third to Sunset Canyon

MAGNOLIA BOULEVARD– Install Class II Bike Lanes over the bridge from Victory to Third

Requires removing the left-turn lane over the bridge and adjusting the signal phasing at First to allow for left turns from the through-lane

Opportunities for Public Comment

burbankbike

Parks and Recreation Board – October 8th

Council Chambers 6pm

Public Meeting for Verdugo Road Diet – October 12th

Buena Vista Library 6pm

Traffic Commission – October 22nd

Council Chambers 4pm

Thank You!

BURBANK IS AN URBAN ENVIRONMENT THAT FOSTERS BICYCLE TRAVEL AS A HEALTHY, ENVIRONMENTALLY SOUND TRANSPORTATION ALTERNATIVE THAT REDUCES TRAFFIC CONGESTION AND IMPROVES THE CHARACTER OF THE COMMUNITY

City of Burbank
Community Development Department
Planning and Transportation Division
150 N. Third Street Burbank, CA
(818) 238-5270
cwilkerson@ci.burbank.ca.us