COMPLETE**OUR**STREETS

CITY OF BURBANK

COMPLETE STREETS PLAN

ADOPTED 16 JUNE 2020

A Complete Street is designed, operated, and maintained to provide safe mobility for all types of users, of all ages, abilities, and disabilities.

Everyone - people walking, taking transit, bicycling, driving, and all others - should be able to use streets safely.

Olive Ave.

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San Fernando Blvd.

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Burbank Housing Corporation (BHC)
Burbank Planning Board
Burbank Senior Citizen Board
Burbank Teachers Association (BTA)
Burbank Transportation Commission
Burbank Transportation Management Organization (BTMO)
Burbank Unified School District (BUSD)
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Downtown Burbank Partnership (P-BID)
Hollywood Burbank Airport
Magnolia Merchants Association
Park, Recreation, and Community Services Board
Rail Passenger Association of California (RailPAC)
Southern California Association of Governments (SCAG)
Sustainable Burbank Commission

PHOTOGRAPHS

All photographs were provided by the City of Burbank or Dudek, unless otherwise indicated.

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1 INTRODUCTION

1A. BACKGROUND
1B. PROCESS
1C. HOW AND WHEN TO USE THIS PLAN

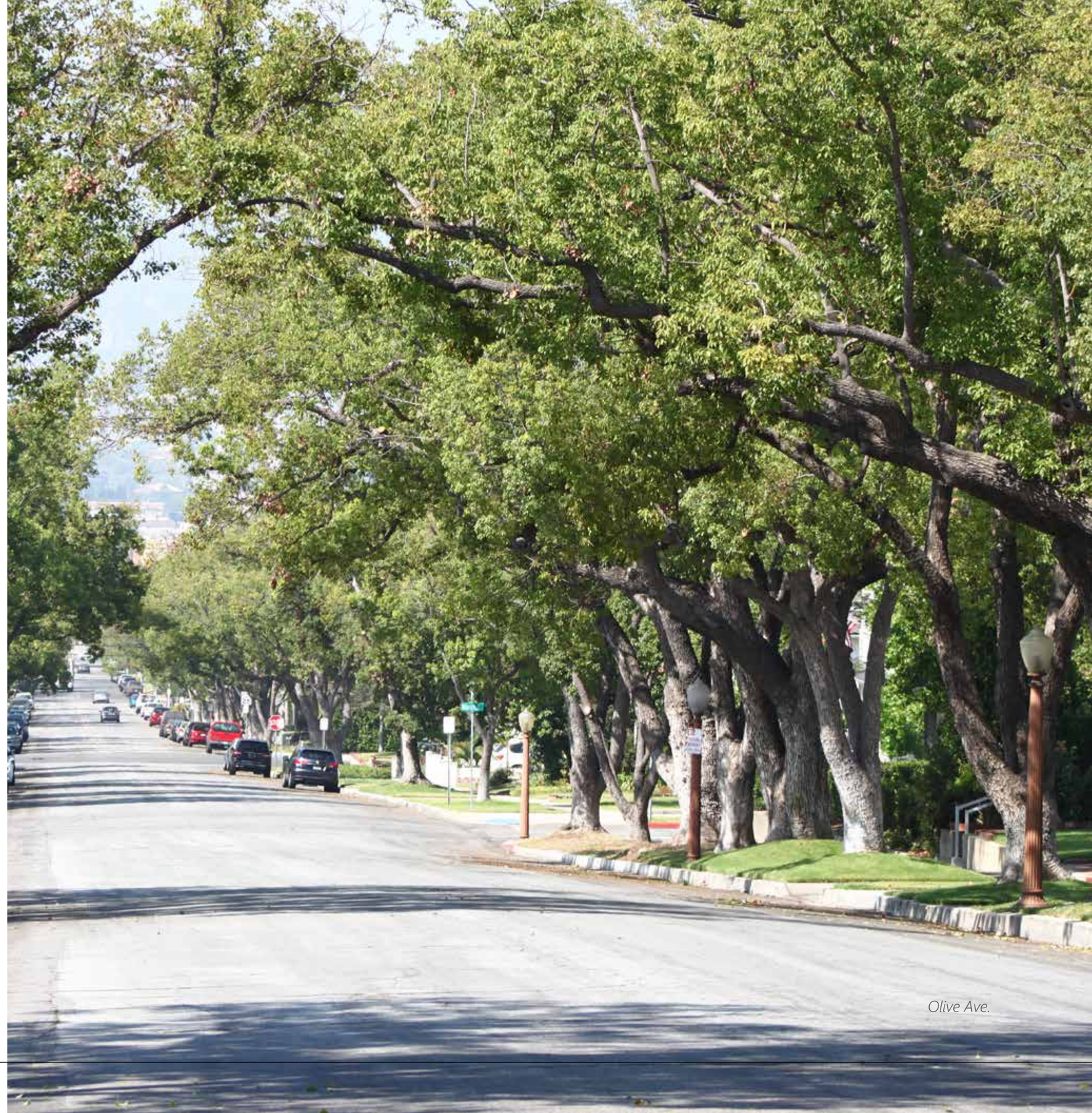
Streets make cities possible. The centuries-old urban experiment that humans are engaged in – the idea that clustering jobs and homes is better than not – owes its success to the network of streets that enable cities to exist. Streets connect destinations. They allow passage. They stage activity. They are the backbone for the built environment. They provide shade and shelter. They facilitate commerce. They accommodate the overhead and underground infrastructure that are critical to municipal operations. Streets are also the repository of a community's collective memories and experiences – walking, dining, shopping, exercising, bicycling, and strolling. These occur on cities' streets. This is how places are experienced and remembered.

1A. BACKGROUND

Streets change over time. They adapt to accommodate new technology and new ways of navigating the City. The evolving nature of streets requires cities to periodically reassess and re-balance the needs of street users. Complete Streets provides the mechanism to remain as flexible as the transportation landscape evolves. A Complete Street is designed, operated, and maintained to provide safe mobility for all types of users, of all ages, all abilities, and all disabilities. Everyone - people walking, taking transit, bicycling, driving, and all others - should be able to use streets safely.

Complete Streets often focus on the everyday routine. They make crossing the street safer, window shopping easier, and bicycling to work more convenient. They allow commuters to easily access bus stops and transit stations. They allow the elderly to walk to parks and rest at benches along the way. They ensure that school children and their parents can access schools safely. Complete Streets ensure that everyone gets to play a part in the constantly moving theatre of street life.

Streets and places are created by deliberate choices and policies. The Citywide Complete Streets Plan is the City of Burbank's articulation of policies that will determine the quality and character of future street improvements in the City.



Olive Ave.

1 FUNDING

The City of Burbank (City) Complete Streets Plan (Plan) was funded through a Sustainable Communities Grant from California's Department of Transportation (Caltrans). These funds were made available by California Senate Bill (SB) 1 – the Road Repair and Accountability Act of 2017, which provides a reliable source of funds to maintain and integrate the State's multi-modal transportation system and further State and regional transportation goals. In October 2017, the City of Burbank applied for the Caltrans Sustainable Communities Fiscal Year 2017-2018 grant program cycle to assist in efforts to develop a City of Burbank Complete Streets Plan. In December 2017, the California Transportation Commission (CTC) approved the City's Complete Streets application and awarded the grant funds in May 2018. In December 2018, the City embarked on preparing the Plan.

2 BURBANK2035 GENERAL PLAN GOALS & POLICIES

The Citywide Complete Streets Plan aims to transform the Burbank2035 General Plan's goals and policies into an actionable plan for implementation. Featured below is a list of specific goals that are particularly relevant to the Complete Streets Plan.

2A CHAPTER 4: MOBILITY ELEMENT

The Burbank2035 General Plan's Mobility Element defines the transportation network and describes how people move throughout the City, inclusive of streets, transit routes, bikeways, and sidewalks.

GOAL 1 – BALANCE

Burbank's transportation system ensures economic vitality while preserving neighborhood character.

- ***Policy 1.6:*** Use technology and intelligent transportation systems to increase street system capacity and efficiency as an alternative to street widening.
- ***Policy 1.7:*** Ensure that the transportation system enables Burbank residents, employees, and visitors opportunity to live, work, and play throughout the community.

GOAL 2 – SUSTAINABILITY

Burbank's transportation system will adapt to changing mobility and accessibility needs without sacrificing today's community values.

- ***Policy 2.1:*** Improve Burbank's alternative transportation access to local and regional destinations through land use decisions that support multi-modal transportation.
- ***Policy 2.2:*** Weigh the benefits of transportation improvements, policies, and programs against the likely external costs.
- ***Policy 2.3:*** Prioritize investments in transportation projects and programs that support viable alternatives to automobile use.
- ***Policy 2.4:*** Require new projects to contribute to the City's transit and/or non-motorized transportation network in proportion to its expected traffic generation.
- ***Policy 2.5:*** Consult with local, regional, and state agencies to improve air quality and limit greenhouse gas emissions from transportation and goods movement.

GOAL 3 – COMPLETE STREETS

Burbank's complete streets will meet all mobility needs and improve community health.

- ***Policy 3.1:*** Use multi-modal transportation standards to assess the performance of the City street system.
- ***Policy 3.2:*** Complete City streets by providing facilities for all transportation modes.

Downtown Burbank.

San Fernando Blvd.

- ***Policy 3.3:*** Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.
- ***Policy 3.4:*** All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.
- ***Policy 3.5:*** Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.

GOAL 4 – TRANSIT

Burbank's convenient, efficient public transit network provides a viable alternative to the automobile.

- ***Policy 4.1:*** Ensure that local transit service is reliable, safe, and provides high-quality service to major employment centers, shopping districts, regional transit centers, and residential areas.
- ***Policy 4.2:*** Use best-available transit technology to better link local destinations and improve rider convenience and safety, including specialized services for youth and the elderly.
- ***Policy 4.3:*** Improve and expand transit centers; create a new transit center in the Media District.
- ***Policy 4.4:*** Advocate for improved regional bus transit, bus rapid transit, light rail, or heavy rail services linking Burbank's employment and residential centers to the rest of the region.
- ***Policy 4.5:*** Improve transit connections with nearby communities and connections to Downtown Los Angeles, West San Fernando Valley, Hollywood, and the Westside.
- ***Policy 4.6:*** Proactively plan for transit deficiencies should Los Angeles County Metropolitan Transportation Authority (MTA) make cutbacks to local service.
- ***Policy 4.7:*** Integrate transit nodes and connection points with adjacent land uses and public pedestrian spaces to make them more convenient to transit users.
- ***Policy 4.8:*** Promote multi-modal transit centers and stops to encourage seamless connections between local and regional transit systems, pedestrian and bicycle networks, and commercial and employment centers.
- ***Policy 4.9:*** Support efforts to create a seamless fare-transfer system among different transportation modes and operators.
- ***Policy 4.10:*** Actively promote public-private partnerships for transit-oriented development opportunities.

GOAL 5 – BICYCLE AND PEDESTRIAN MOBILITY

Burbank fosters pedestrian and bicycle travel as healthy, environmentally-sound methods to reduce vehicle trips and improve community character.

- ***Policy 5.1:*** Maximize pedestrian and bicycle safety, accessibility, connectivity, and education throughout Burbank to create neighborhoods where people choose to walk or ride between nearby destinations.
- ***Policy 5.2:*** Implement the Bicycle Master Plan by maintaining and expanding the bicycle network, providing end-of-trip facilities, improving bicycle/transit integration, encouraging bicycle use, and making bicycling safer.
- ***Policy 5.3:*** Provide bicycle connections to major employment centers, shopping districts, residential areas, and transit connections.
- ***Policy 5.4:*** Ensure that new commercial and residential developments integrate with Burbank's bicycle and pedestrian networks.
- ***Policy 5.5:*** Require new development to provide land necessary to accommodate pedestrian infrastructure, including sidewalks at the standard widths specified in Table M-2.

GOAL 6 – NEIGHBORHOOD PROTECTION

Burbank's transportation infrastructure minimizes cut-through traffic in residential and commercial neighborhoods to maintain neighborhood quality of life.

- ***Policy 6.1:*** Maintain arterial street efficiency to discourage spillover traffic into residential neighborhoods.
- ***Policy 6.2:*** Consider reconfiguring travel lanes and introducing reduced speed limits as part of comprehensive efforts to calm traffic.
- ***Policy 6.3:*** Pursue comprehensive neighborhood protection programs to avoid diverting unwanted traffic to adjacent streets and neighborhoods.

GOAL 7 – PARKING

Burbank's public and private parking facilities are well managed and convenient.

- ***Policy 7.3:*** Reconfigure or remove underutilized street parking when needed to accommodate safer bicycle travel, increase walkability, improve transit operation, or improve vehicle safety.

GOAL 8 – TRANSPORTATION DEMAND MANAGEMENT

Burbank manages transportation resources to minimize congestion.

- ***Policy 8.1:*** Update and expand the Citywide transportation demand management requirements to improve individual economic incentives and change traveler choice.
- ***Policy 8.2:*** Strengthen partnerships with transit management organizations to develop Citywide demand management programs and incentives to encourage alternative transportation options.
- ***Policy 8.3:*** Require multi-family and commercial development standards that strengthen connections to transit and promote walking to neighborhood services.

Riverside Dr.

GOAL 9 – SAFETY, ACCESSIBILITY, EQUITY

Burbank's transportation network is safe, accessible, and equitable.

- ***Policy 9.1:*** Ensure safe interaction between all modes of travel that use the street network, specifically the interaction of bicyclists, pedestrians, and equestrians with motor vehicles.
- ***Policy 9.2:*** Address the needs of people with disabilities and comply with the requirements of the Americans with Disabilities Act during the planning and implementation of transportation improvement projects.
- ***Policy 9.3:*** Provide access to transportation alternatives for all users, including senior, disabled, youth, and other transit-dependent residents.
- ***Policy 9.4:*** Preserve and promote safe riding for equestrians to access public riding trails.

2B CHAPTER 3: LAND USE ELEMENT

The Land Use Element guides future development in Burbank and designates appropriate locations for different land uses, including open space, parks, residences, commercial uses, industry, schools, and other public uses.

GOAL 4 – PUBLIC SPACES AND COMPLETE STREETS

Burbank has attractive and inviting public spaces and complete streets that enhance the image and character of the community.

- ***Policy 4.1:*** Develop complete streets that create functional places meeting the needs of pedestrians, bicyclists, wheelchair users, equestrians, and motorists.
- ***Policy 4.2:*** Identify opportunities for publicly accessible open spaces to be provided in conjunction with both public and private development projects.
- ***Policy 4.3:*** Use street trees, landscaping, street furniture, public art, and other aesthetic elements to

enhance the appearance and identity of neighborhoods and public spaces.

- ***Policy 4.5:*** Require that pedestrian-oriented areas include amenities such as sidewalks of adequate width, benches, street trees and landscaping, decorative paving, public art, kiosks, and restrooms.
- ***Policy 4.7:*** Encourage artists, craftspeople, architects, and landscape architects to play key roles in designing and improving public spaces.
- ***Policy 4.8:*** Locate parking lots and structures behind buildings or underground. Do not design parking lots and structures to face streets or sidewalks at ground level. Use alternatives to surface parking lots to reduce the amount of land devoted to parking.
- ***Policy 4.9:*** Improve parking lot aesthetics and reduce the urban heat island effect by providing ample shade, low-water landscaping, and trees.
- ***Policy 4.10:*** Require new development projects to provide adequate low-water landscaping.
- ***Policy 4.11:*** Ensure that public infrastructure meets high-quality urban design and architecture standards. Remove, relocate, or improve the appearance of existing infrastructure elements that are unsightly or visually disruptive.
- ***Policy 4.12:*** Underground utilities for new development projects and projects within designated under-grounding districts.

1B. PROCESS

The Plan was developed over 18 months utilizing a 4-phase work plan. Each phase was punctuated by major outreach milestones that typically marked the conclusion of one phase and the launch of the next. Community outreach was woven into each of these phases and served as a critical component in shaping the overall recommendations of the Plan.

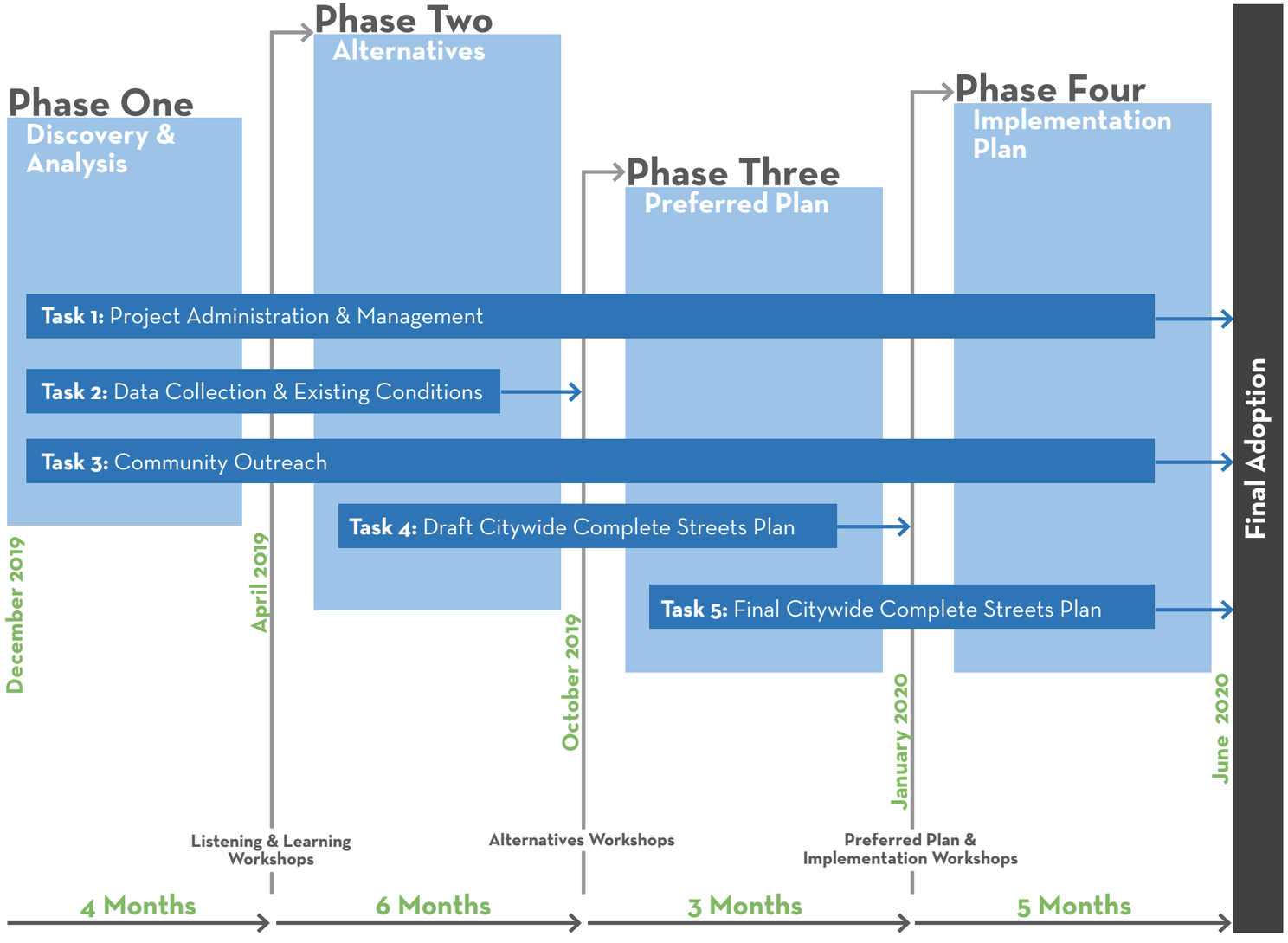


Figure 1-1. *Project Process Diagram*

1C. HOW AND WHEN TO USE THIS PLAN

1 PURPOSE

The Citywide Complete Streets Plan aims to:

- Analyze and catalog existing street conditions;
- Establish new policies, guidelines, and performance measures for street improvements Citywide;
- Identify priority projects within Focus Areas;
- Build better neighborhoods; and
- Create an ongoing mechanism for evaluating street improvements.

However, the Plan goes beyond these specific goals and serves multiple purposes. It is ultimately a guidebook for use by the City to ensure that improvements in the public right-of-way are consistent with good urban design, multi-modal mobility, and place making. The Citywide Complete Streets Plan is a 20-year long-range transportation plan that will need to be updated regularly between every five to ten years. The Plan may be used in multiple ways and by multiple audiences throughout the planning process:

IT IS A VISION DOCUMENT that best articulates the community's highest aspirations for the quality, character, and experience of Burbank's streets. At the highest level, it establishes the tone and sets expectations for the future of Burbank's public realm.

IT CONVEYS PRIORITIES. The City of Burbank has over 280 centerline miles of streets. While the recommendations of the Complete Streets Plan will apply Citywide, the Plan recognizes that effective implementation requires a framework to prioritize improvements. It helps answer the questions: what, when, where, why, and how?

IT IS A PRIMARY REFERENCE MATERIAL for any design team (public or private) that is proposing changes or improvements on or adjacent to any public right-of-way within the City. It is expected to be thoroughly read and reviewed to understand the underlying spirit and intent of Complete Streets. See Appendix D. for the "CompleteOurStreets Checklist."

IT ESTABLISHES TRANSPARENCY FOR THE COMMUNITY and helps demystify the methodology and technical analysis that underlies how the City prioritizes street improvements.

IT EDUCATES AND INFORMS PEOPLE, including residents and city leaders, on the premise and rationale for adopting Complete Street principles and approaches.

IT PROVIDES CLARITY for private sector partners and developers in illustrating the manner, scale, and characteristics of street improvements. Developers will be responsible to not only build buildings, but also play a role in building great neighborhoods in Burbank.

IT IS A RESOURCE that identifies grant-appropriate projects and provides the City with the needed data analysis, design improvements, and narrative to assemble grant applications for future capital improvements.

2 HOW WILL THIS PLAN BENEFIT THE CITY OF BURBANK?

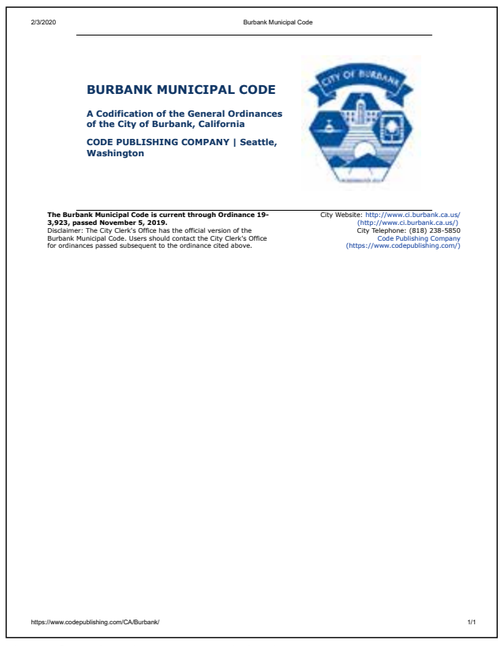
As the Plan is implemented incrementally over the coming years and its effects start materializing, residents, employees, and visitors can expect to see the following:

- Improved safety for all types of users, ages, abilities, and disabilities
- Increased transportation choices and reliability
- Increased opportunities for walking, taking transit, and bicycling

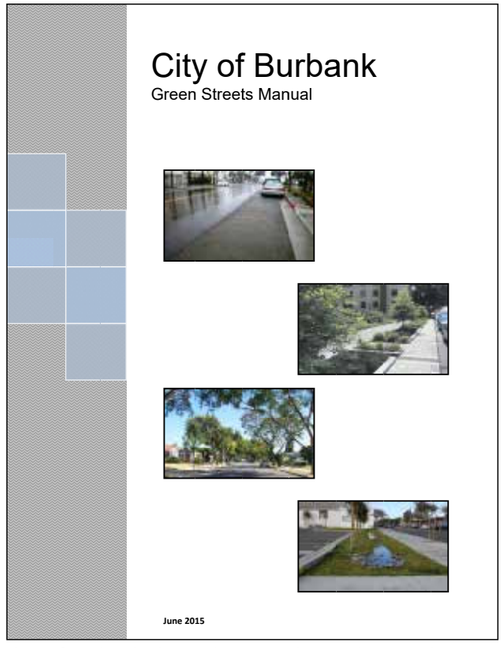
Palm Ave.

City of Burbank. Burbank2035 General Plan.

City of Burbank. 2009 Bicycle Master Plan.



City of Burbank. Municipal Code.



City of Burbank. Green Streets Policy and Manual.

3 RELATIONSHIP TO OTHER PLANS, POLICIES, STANDARDS, AND CODES

CALIFORNIA ASSEMBLY BILL (AB) 1358 - COMPLETE STREETS ACT OF 2008:

Signed into effect by then governor Arnold Schwarzenegger, AB 1358 made California the first state in the nation to ensure that all local streets and roads accommodate the needs of all users. The bill requires cities and counties, when updating their general plans, to meet those needs.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA):

The City of Burbank Complete Streets Plan is statutorily exempt under CEQA Title 14, Article 18, Section 15262 as a planning study as it does not commit the City to implement any of the identified improvements that are included in or approved by the Plan.

CITY OF BURBANK GENERAL PLAN:

On February 19, 2013, the Burbank City Council adopted the Burbank2035 General Plan. Its goals and policies affect a wide range of issues including housing, traffic circulation and mobility, parks and recreation, resource conservation, and public safety. Its Mobility Element includes policy goals specific to Complete Streets (see Chapter 1A. Background on page 8 for more information). This document provides a strategic plan for how the established Complete Streets goals may be implemented in the future.

CITY OF BURBANK SPECIFIC PLANS AND MASTER PLANS:

The Citywide Complete Streets Plan provides guidance and supplement existing and future Specific Plans and Master Plans with regards to multi-modal mobility, improved connections, and right-of-way guidelines. Complete Streets guidelines and policies will apply within the Specific Plan and Master Plan areas.

CITY OF BURBANK MUNICIPAL CODE (BMC):

The Citywide Complete Streets Plan does not make any changes to the existing Burbank Municipal Code.

CITY OF BURBANK BICYCLE MASTER PLAN:

The Citywide Complete Streets Plan builds upon and updates the 2009 Bicycle Master Plan by providing additional design guidance and specificity on suitability and type of bikeways.

CITY OF BURBANK GREEN STREETS POLICY (ORDINANCE 7-3-102) AND GREEN STREETS MANUAL:

The Citywide Complete Streets Plan provides guidelines on how and where to incorporate select green infrastructure treatments within transportation projects.

4 THE 6 E'S OF TRAFFIC SAFETY PLANNING

Successfully improving safety for roadway users requires a multi-disciplinary and multi-pronged approach. The original concept of the "Three E's" (engineering, education, and enforcement) in the field of transportation first began in 1925 with the National Safety Council. Since then, the E's approach has been used by many different transportation entities and programs, such as the National Highway Traffic Safety Administration (NHTSA), the Federal Highway Association (FHWA), the California Department of Transportation (Caltrans), the League of American Bicyclists, Vision Zero, Safe Routes to School, and many more. Throughout the decades, the "Three E's" has evolved to include many different types of "E's" and relates specifically for addressing pedestrian and bicyclist safety.

Burbank's Citywide Complete Streets Plan and its policy recommendations are based around the concept of the Six E's as described below:

1. EDUCATION

Education programs, traffic safety campaigns, or demonstration events are an important piece to spreading awareness to community members on traffic laws and safety issues to motivate changes in attitudes or behaviors to improve traffic safety.

2. ENCOURAGEMENT

Fostering a culture that supports and encourages safety of all modes of travel is a key component for success. Enthusiasm around active transportation options can be generated through activities, such as walking, bicycling, or taking transit through community events such as Walk to School Day, Bike to Work Day, etc.

3. EVALUATION

Ongoing data collection and monitoring should be conducted to assist in creating plans for improvements. Data collection and analysis should be conducted before and after projects are implemented to determine the impact.

4. ENGINEERING

Infrastructure improvements are essential in enhancing and reinforcing roadway safety and accessibility.

5. ENFORCEMENT

Law enforcement officials are vital in creating collision reports to be used for data analysis, enforcing traffic laws, and spearheading behavioral safety campaigns.

6. EQUITY

Safety for all ages, abilities, disabilities, and users should be considered in all efforts. Increasing access, safety, and convenience is critical for all people, especially disadvantaged, minority, and low income populations.

Chandler Bikeway.

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2 EXISTING CONDITIONS ANALYSIS

2A. GEOGRAPHICAL ALIGNMENT
2B. HISTORY OF THE CITY
2C. POPULATION
2D. TRANSIT
2E. COLLISION AND TRAFFIC DATA

Burbank has approximately 280 centerline miles. The layout and alignment of the City's street grid has been shaped by natural features, like the Verdugo Mountains, and more notably by man-made rail infrastructure that pre-dates the origins of the City. Burbank's streets are the glue that hold and connect the growing diversity of the City's housing, employment, and places for entertainment.

2A. GEOGRAPHICAL ALIGNMENT

In the late 19th century, Dr. David Burbank, the eponymous sheep farmer, owned the farmland that ultimately became the City of Burbank. He sold a portion of his holdings to the Southern Pacific Railroad (SPRR) and by 1874, a rail line from Los Angeles to San Fernando was completed and a waystation was established in what would become Downtown Burbank. In 1886, Dr. Burbank sold his remaining property to land speculators, who formed the Providencia Land, Water & Development Company. They divided the land, sold lots and farms, and named their small town, Burbank.

The young settlement's streets first aligned themselves along the rail corridor. This was the origin of the Downtown Burbank Grid, which has left a lasting and immediately recognizable imprint in the City's urban core.

Olive Ave., 1887 (Source: LA Public Library).

Olive Ave., 1927 (Source: LA Public Library).

The Magnolia Park Grid was a result of the Chatsworth Branch of the Southern Pacific Railroad network. It split to the west in 1895, which established the alignment of streets in Magnolia Park. Today, the Chatsworth Branch is better known as the Chandler Bikeway, replacing the train with a new mode of travel in Burbank.

Magnolia Ave., 1919 (Source: LA Public Library).

Magnolia Ave., 1962 (Source: LA Public Library).

In the northwest, where the City interfaces with the San Fernando Valley, the street grid reverted to the Valley Grid displaying the cardinal-direction orientation seen elsewhere in the region.

The Rancho District grid grew up around the presence of Griffith Park and the Los Angeles River. It emerged as a horse-keeping district as the movie studios began filming 100's of westerns in the early/mid-20th century. In 1938, actor/singer Gene Autry made a successful request of the City of Burbank to "lend every effort to see that the privileges of Griffith Park are not denied the [residents] of Burbank and those who patronize the local stables, by... procuring a permanent crossing over the river at or near Mariposa Street" (Burbank City Council minutes, August 23, 1938). An equestrian bridge was built into Burbank's grid, assuring a unique and thriving horse-keeping district at its southern boundary.

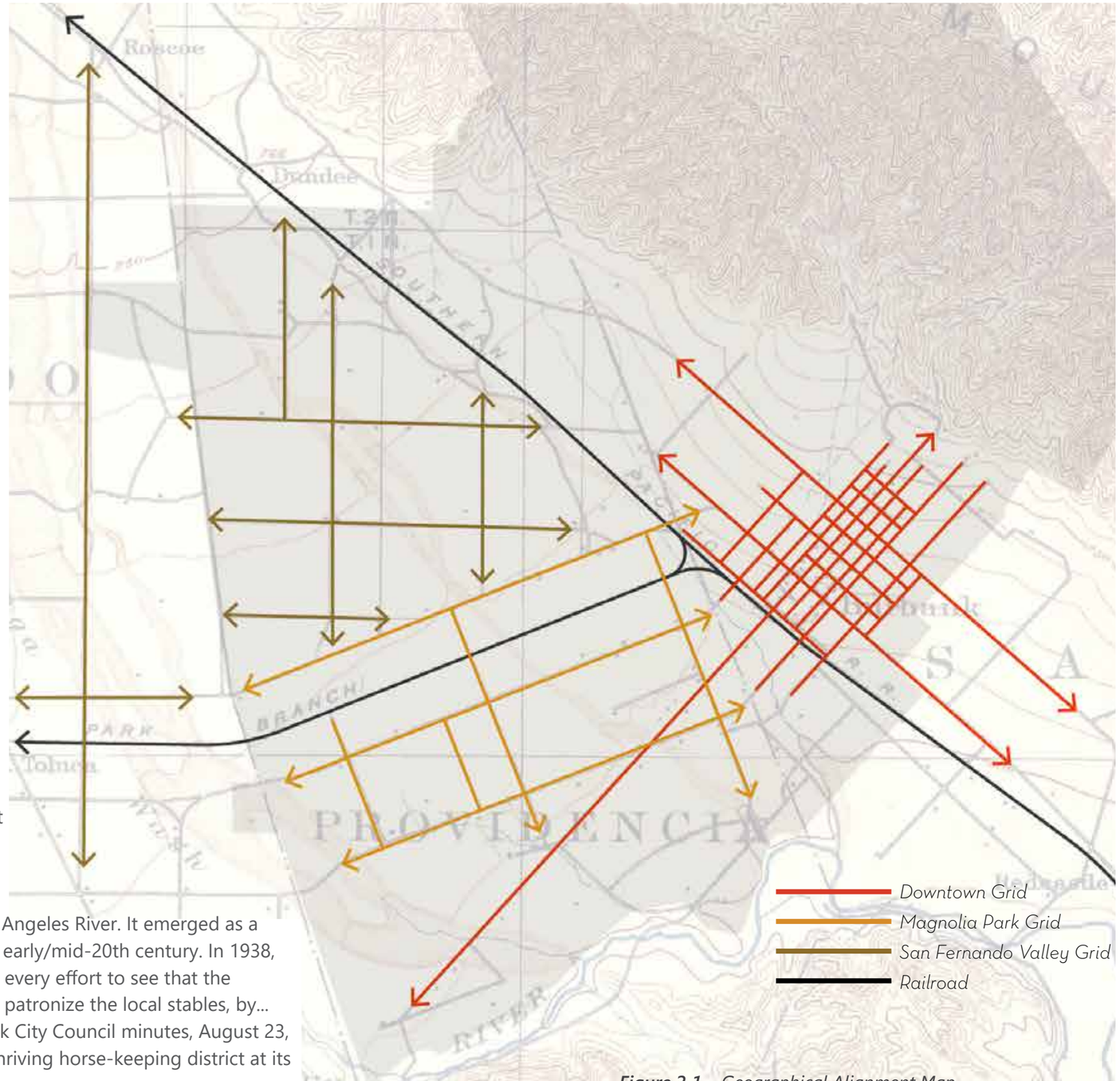

Figure 2-1. *Geographical Alignment Map (Source: USGS, Los Angeles Area Map, 1894).*

Figure 2-2. *Elevation Map (Source: City of Burbank).*

Verdugo Mountains.

Geography has also shaped Burbank’s growth. Topography keeps the City’s three grids away from northeast quadrant, home to the Verdugo Mountains. The mountains rise steeply from the 750 feet elevation of the flats to about 3,126 feet at their peak. The Los Angeles River and Griffith Park (the eastern end of the Santa Monica Mountains) form the southern boundary of Burbank.

2B. HISTORY OF THE CITY

1918

Brick Block at Olive and San Fernando, 1888 (Source: LA Public Library).

At the turn of the century, Burbank was largely rural. Development was concentrated in Downtown, near Olive Ave. and San Fernando Blvd., with sporadic settlements to the east.

1922

Warner Studio, 1929 (Source: LA Public Library).

In just a few years, the City grew to the east and west. The newly established area of Magnolia Park provided a counterbalance to the Ben Mar Hills expansion eastward toward the Verdugo Mountains. The establishment of Warner Studios in the southwest quadrant of the City set the stage for Burbank's emergence as the "Media Capital of the World".

1944

Lockheed Factory, 1928. (Source: LA Public Library).

Burbank continued to expand to the north and west into the San Fernando Valley. Lockheed Aircraft Company established its Burbank factory in 1928 and spurred growth in the northwest quadrant of the City.

1954

Burbank Blvd., 1962 (Source: LA Public Library).

Ben Mar Hills was completed (albeit without the proposed university and civic center) and the flatlands of the City were largely built out.

1966

Drive-in at Buena Vista and Winona, 1965 (Source: LA Public Library).

Multi-family housing gradually developed in the urban core and there was a slow expansion of low-density residential uses up into the Verdugo Mountains.

1979

Golden Mall, San Fernando Blvd., 1972 (Source: LA Public Library).

The City was fully built out. Lockheed Martin Corporation spurs new industrial developments adjacent to its factory, creating one of the region's strongest aerospace clusters.

1992

Lockheed Will Move Top-Secret 'Skunk Works' From Burbank

By RALPH VARTABEDIAN, Times Staff Writer

Los Angeles Times, Nov. 5, 1988 (Source: LA Times).

Lockheed announced its departure from Burbank in 1990, but redevelopment activity was still some years away. Downtown redevelopment continued apace, including the new Burbank Town Center Mall.

2003

Empire Center, 2019.

Lockheed's B1 parcel was redeveloped as the Empire Center, Burbank's largest retail development. Citywide development activity slowed down reflecting the fully built-out nature of the City. Development activity near the Verdugo Mountains also came to a halt.

Figure 2-3. *Building Heights in 2018*
(Source: City of Burbank, 2018)

TODAY

Burbank's developments are primarily single-story, but there are also clusters of heightened intensity that are notable. Downtown Burbank has many multi-story retail centers, office buildings, and parking garages that serve residents and visitors alike. The Media District, the largest employment cluster in the City, has multi-story office buildings and studios, bringing in employees from within Burbank and across the region. The Golden State District, adjacent to Hollywood Burbank Airport and home previously to Lockheed's aerospace operations, has transitioned over the years to higher-density technology, media, and creative office uses.

Streets within higher intensity areas of Burbank, such as Downtown, the Media District, and the Golden State District, are likely to see more people on the street, whether on foot, on bicycles, on buses, or in cars.

2C. POPULATION

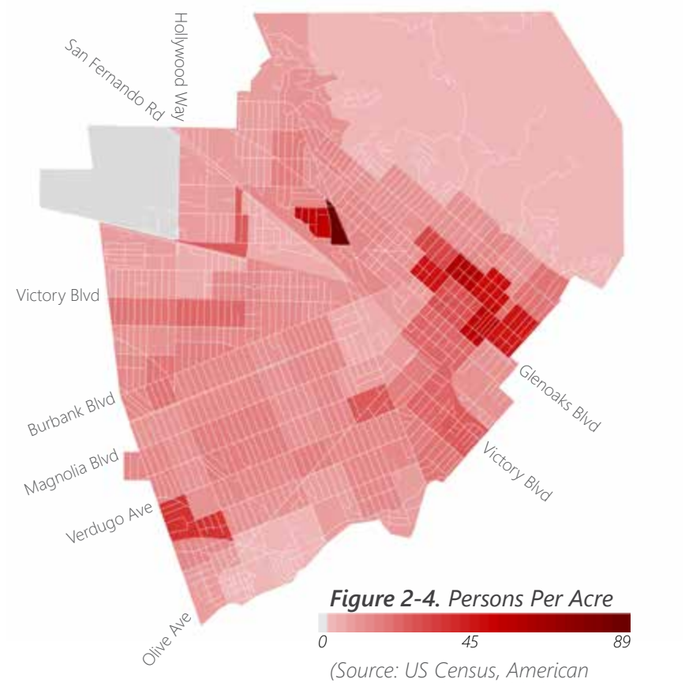

Figure 2-4. *Persons Per Acre*

(Source: US Census, American Community Survey, 2016)

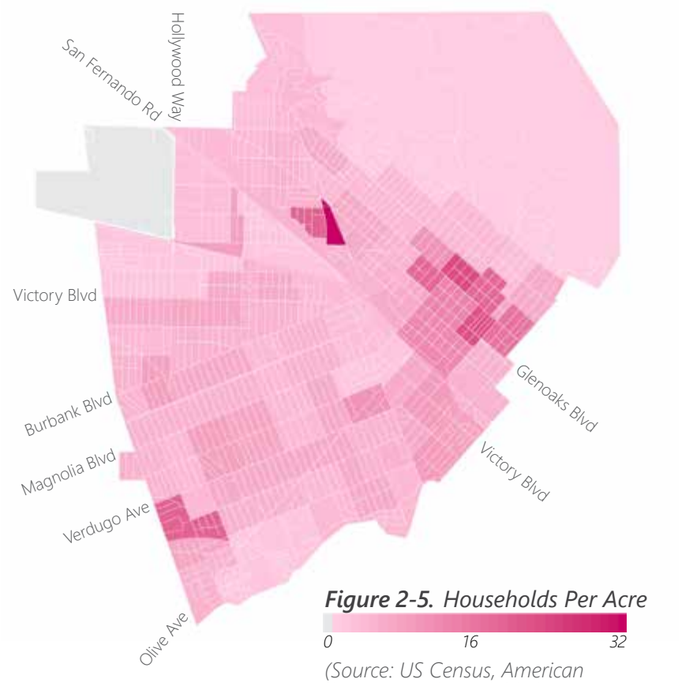

Figure 2-5. *Households Per Acre*

(Source: US Census, American Community Survey, 2016)

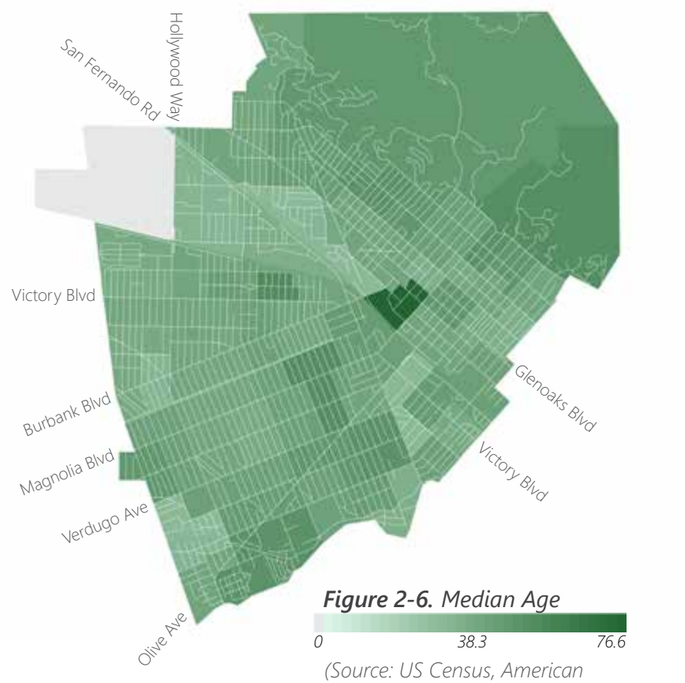

Figure 2-6. *Median Age*

(Source: US Census, American Community Survey, 2016)

1 DENSITY

Today, Burbank has about 105,000 residents. When voters approved incorporation of the City of Burbank in 1911, there were approximately 500 residents. Within two decades of becoming incorporated, the population grew to about 16,000 residents and has continued on an upward trajectory. Population densities vary by neighborhood, with multi-family neighborhoods east and south of Downtown seeing some of the highest densities. Isolated pockets of density are also seen in the vicinity of McCambridge Park, the Golden State District, and the Warner Brothers Ranch.

2 HOUSEHOLDS

The number of households per acre directly correlates to the City's land use policies. Areas with the highest population densities are also areas that are zoned for multi-family housing in the City's Burbank2035 General Plan. The highest household densities are found in the residential apartment blocks south and east of Downtown, west of McCambridge Park, and in the Golden State District. The lowest densities are in the Hillside neighborhoods, the Golden State District near the Hollywood Burbank Airport, and the Media District. The Golden State District and the Media District are both major employment centers in the City and have been seeing more mixed-use and multi-family developments occurring in recent years.

3 AGE

The median age of Burbank's residents is 38.3 years. This is slightly higher than Los Angeles County's median age of 36 years. The blocks of Downtown Burbank that include senior housing developments, like the Senior Artists Colony, Harvard Plaza, and Pacific Manor, have the highest median age of 76.6 years. The residents in the Hillside, Downtown, and neighborhoods west of Victory Blvd. are generally older than the City's median age.

The area with the lowest median age in Burbank (28.9 years) is a multi-family neighborhood near McKinley Elementary School, located just east of Interstate-5 and between Olive Ave. and Verdugo Ave. Generally, residents in multi-family neighborhoods outside of the Downtown area are younger.

4 RACE

Non-Hispanic whites are the largest racial group in the City, and constitute more than half (57%) of Burbank's population. Whites constitute large majorities of the Hillside neighborhood to the east, a pocket in Downtown associated with senior housing, and Magnolia Park to the west. In comparison, only a quarter of Los Angeles County's residents are non-Hispanic whites.

A quarter of the residents in Burbank are Hispanic. At 25% of the population, Burbank's Hispanic residents are lower than the 49% average in Los Angeles County. Their patterns of settlement show clear clustering along the San Fernando Blvd. and Interstate-5 corridors with a strong presence in the Golden State District and Airport Area. To the south, along Alameda Ave. and Victory Blvd., Hispanics make up the largest population share at up to 68%.

Residents of Asian, Pacific Island, and Native Hawaiian origin constitute about 11% of the City's population. There is some clustering in the North San Fernando area, but generally, this population group is evenly distributed throughout the City. This percentage is slightly below the 17% average in Los Angeles County.

Burbank's African American population is 2.5% overall. Generally, the proportion of African American residents is highest at the northern and southern ends of the San Fernando Corridor. A neighborhood at Buena Vista and Victory Blvd. exhibits the highest proportion at 12%. In Los Angeles County, 9% of residents are African American.

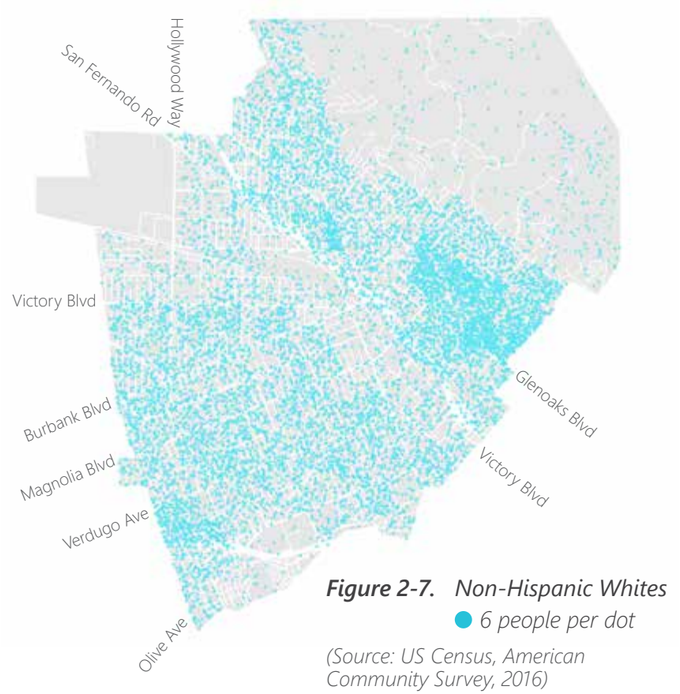

Figure 2-7. *Non-Hispanic Whites*
6 people per dot
(Source: US Census, American Community Survey, 2016)

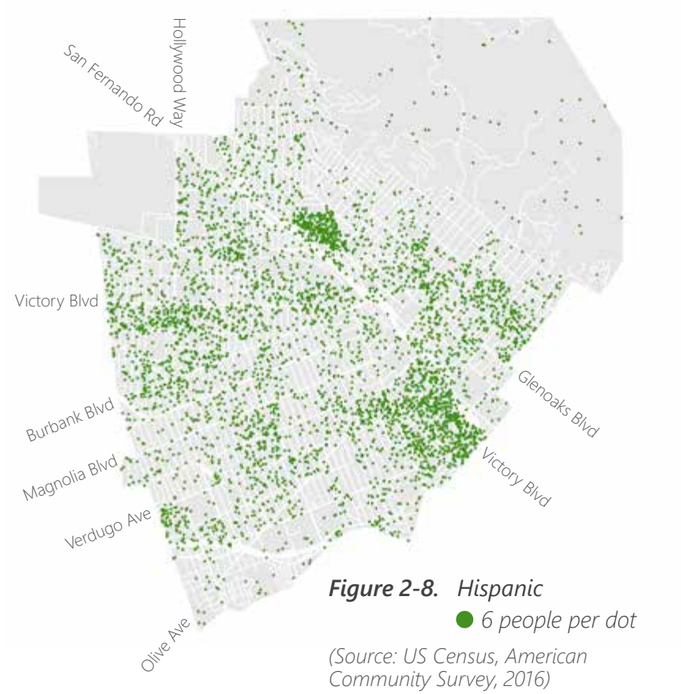

Figure 2-8. *Hispanic*
6 people per dot
(Source: US Census, American Community Survey, 2016)

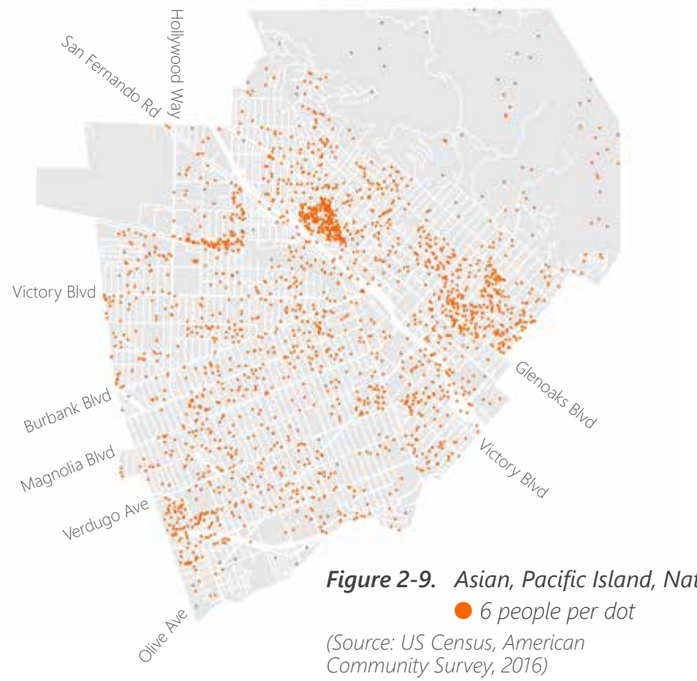

Figure 2-9. *Asian, Pacific Island, Native Hawaiian*
6 people per dot
(Source: US Census, American Community Survey, 2016)

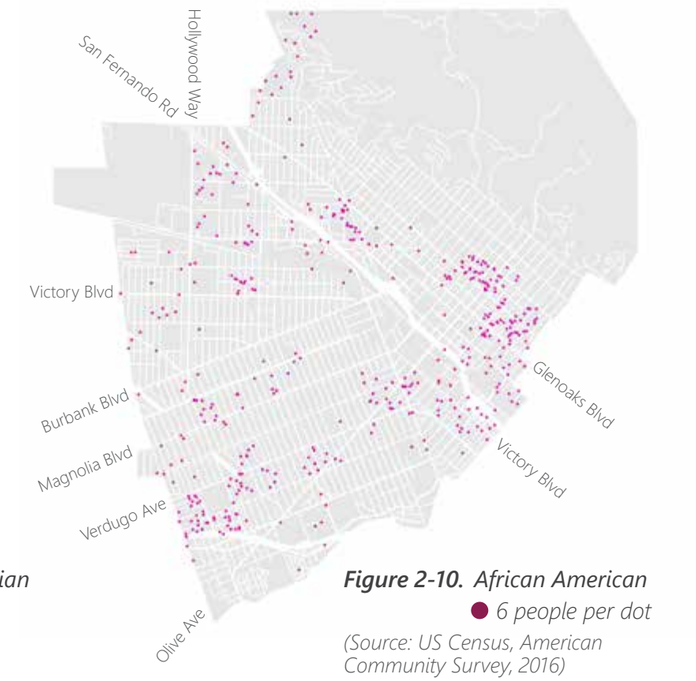

Figure 2-10. *African American*
6 people per dot
(Source: US Census, American Community Survey, 2016)

5 HEALTH

Thirty-four percent of Burbank's population is of a vulnerable age, defined as residents under 18 years old or over the age of 65. School-going residents constitute a larger share of neighborhood populations in the north and west of the City. The elderly population is generally larger in the east and south of the City, particularly in the Downtown blocks that accommodate senior housing (in which almost three-quarters of the residents are a vulnerable age).

Communities nearest Interstate-5 are those that are least healthy and most disadvantaged. Using environmental, health, and socioeconomic information, CalEnviroScreen[1] identifies disadvantaged communities by census tract - ones that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. An area with a high percentile score is one that experiences a higher pollution burden than areas with low scores. In the City of Burbank, disadvantaged communities lie along Interstate-5 and between the Antelope Valley and Ventura County rail lines. Using the California Healthy Places Index (HPI)[2], which uses 25 individual indicators to measure a community's health and predict its life expectancy, the same communities appear to be the most unhealthy in the City. An area with a low score is one that experiences poorer health than areas with high scores.

Freeway and rail infrastructure has created a corridor of disinvestment and disadvantage within the City.

The disadvantaged areas and least healthy places of Burbank also relates to median household income. The Citywide median income is $69,118, though it varies drastically within Burbank's City limits. Patterns indicate that the further the household is from Interstate-5 and Downtown, the higher the median income. Households in the Hillside and Verdugo Mountains, the furthest away from Interstate-5 and rail corridors, have an income that is about double the Citywide average.

1 Https://oehha.ca.gov/calenviroscreen
2 Https://healthyplacesindex.org/

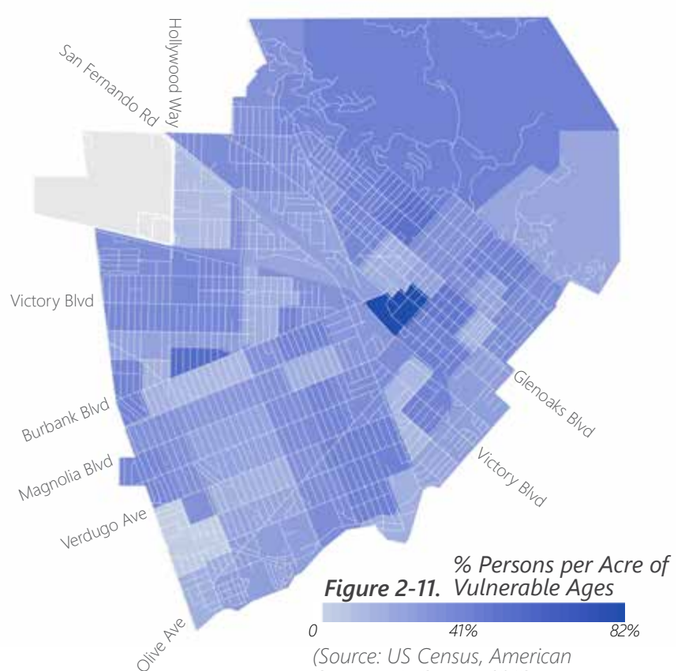

Figure 2-11. *% Persons per Acre of Vulnerable Ages*

0 41% 82%

(Source: US Census, American Community Survey, 2016)

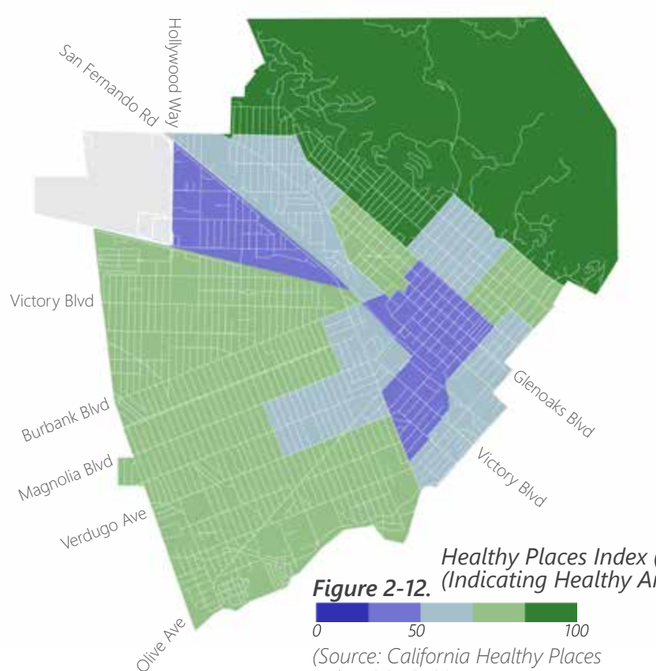

Figure 2-12. *Healthy Places Index (HPI) by Tract (Indicating Healthy Areas)*

0 50 100

(Source: California Healthy Places Index, SCAG, 2017)

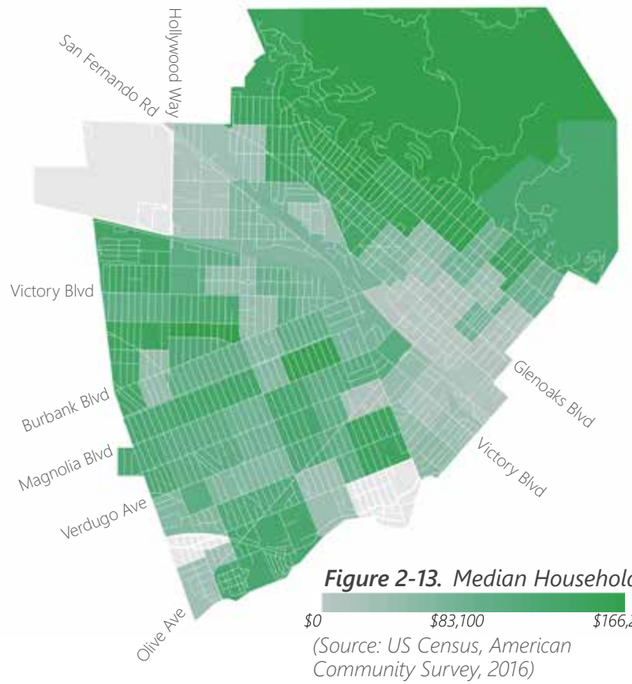

Figure 2-13. *Median Household Income*

$0 $83,100 $166,200

(Source: US Census, American Community Survey, 2016)

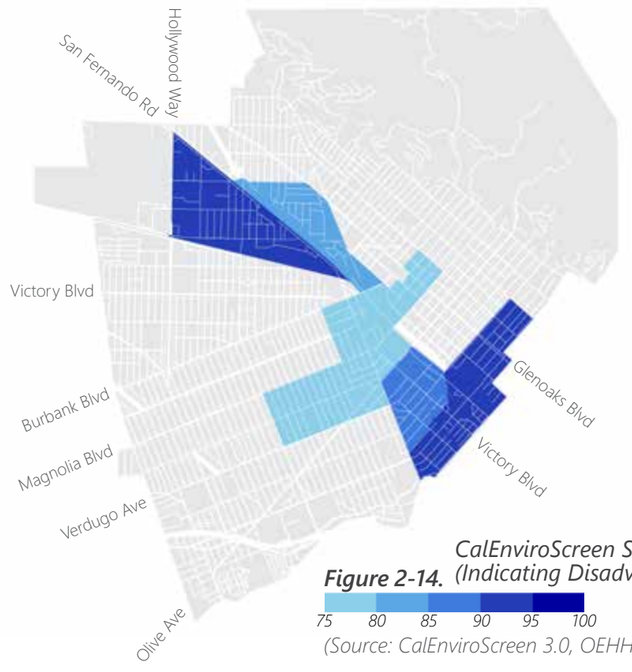

Figure 2-14. *CalEnviroScreen Score by Tract (Indicating Disadvantaged Areas)*

75 80 85 90 95 100

(Source: CalEnviroScreen 3.0, OEHHA, 2017)

6 EMPLOYMENT

The City of Burbank has three major employment centers. Downtown Burbank is the urban core of the City and a prominent employment center. Burbank's Media District is home to many media-related companies and constitutes the largest employment cluster in the City. The Golden State District, once home to Burbank's aerospace industry, remains a strong employment center that increasingly attracts technology and media companies to co-locate next to the Hollywood Burbank Airport.

Four out of five working residents in Burbank commute by driving. Over 90% of them drive alone.

About 52,000 Burbank residents commute to work. The highest concentration of working residents are seen in the multi-family neighborhoods of Downtown and North San Fernando. The use of other modes of transportation, such as walking, bicycle, motorcycle, taxi cab, rideshare, and transit, make up a combined total of 6% of commuters. This is about the same number of workers that work from home or do not commute at all.

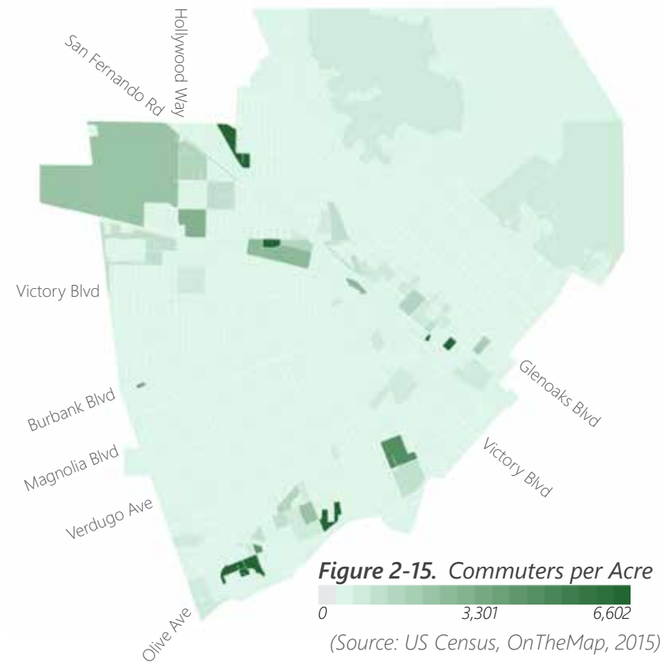

Figure 2-15. *Commuters per Acre*

(Source: US Census, OnTheMap, 2015)

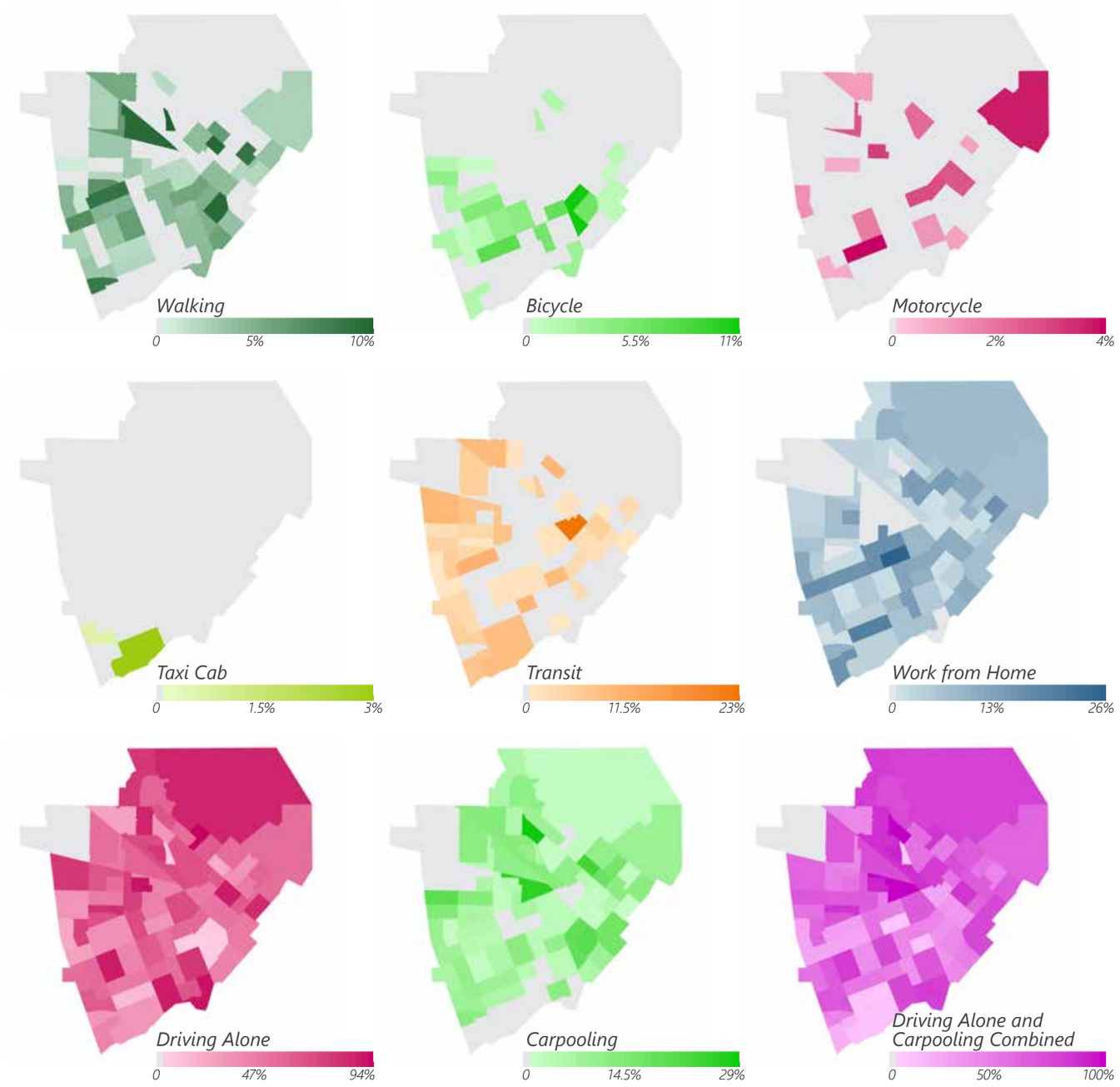

Figure 2-16. *Type of Commuters per Acre by Mode of Travel (Source: US Census, American Community Survey - 2018)*

SCHOOLS

Burbank has 27 schools distributed throughout the City. Eighteen of these schools fall within the Burbank Unified School District (BUSD), and the remaining nine schools are privately operated. BUSD does not operate school buses and therefore school access is dependent entirely on either private automobiles, walking, transit, or bicycling.

Without a school bus system in Burbank, the role of walking and bicycling to school is ever more significant and with it the need to ensure street safety of school-age children and their guardians.

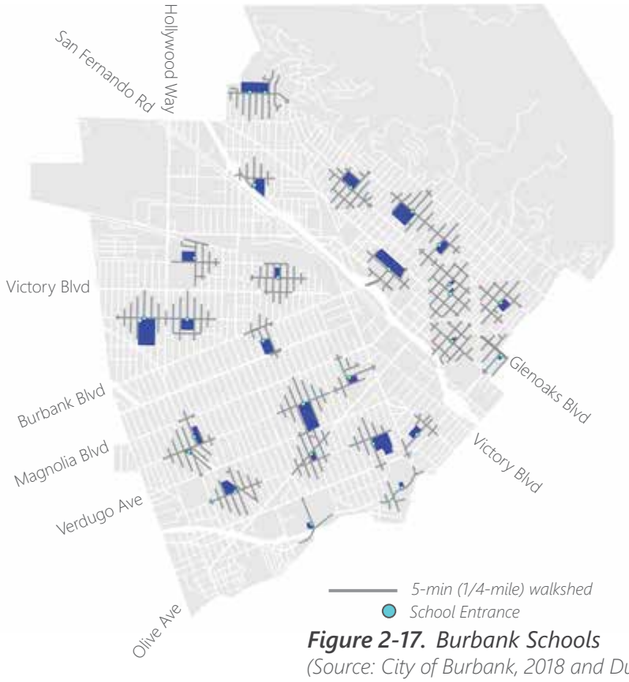

Figure 2-17. *Burbank Schools*
(Source: City of Burbank, 2018 and Dudek, 2019)

Burbank High School, 1920s (Source: LA Public Library).

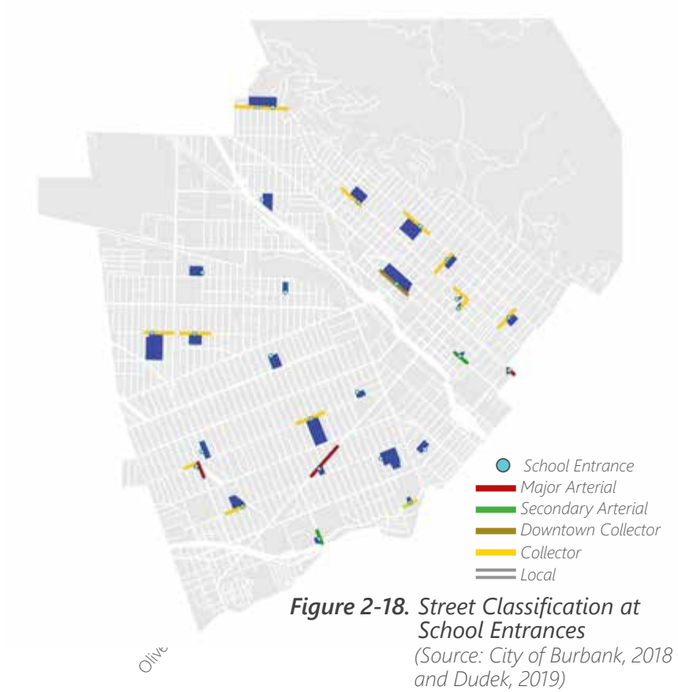

Figure 2-18. *Street Classification at School Entrances*
(Source: City of Burbank, 2018 and Dudek, 2019)

Burbank High School, 2019 (Source: Google Earth).

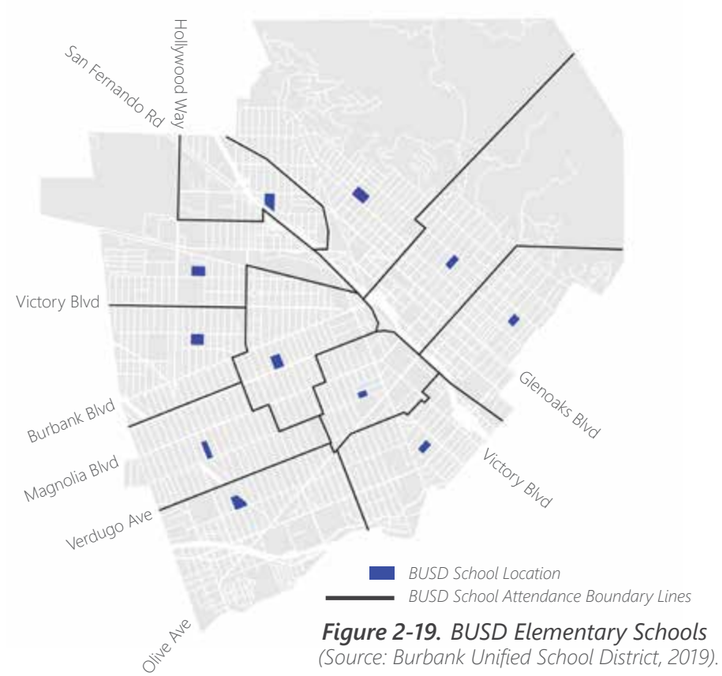

Figure 2-19. *BUSD Elementary Schools*
(Source: Burbank Unified School District, 2019).

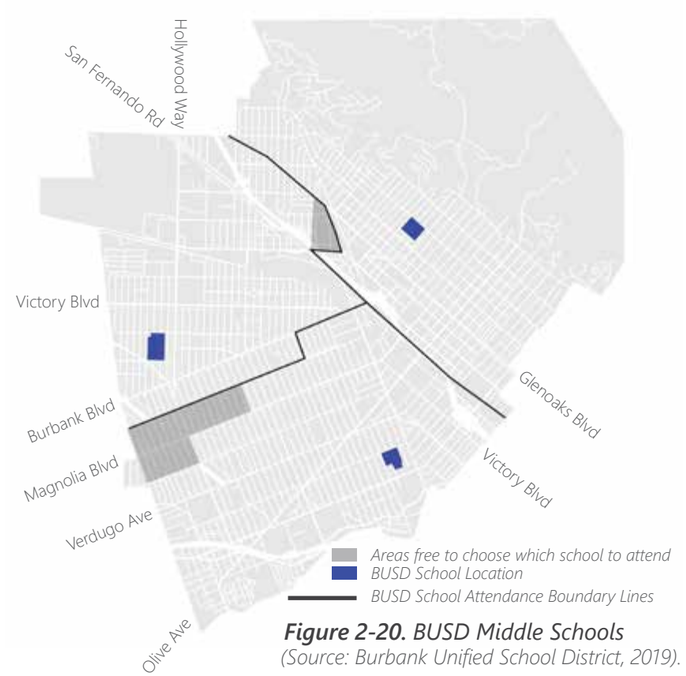

Figure 2-20. *BUSD Middle Schools*
(Source: Burbank Unified School District, 2019).

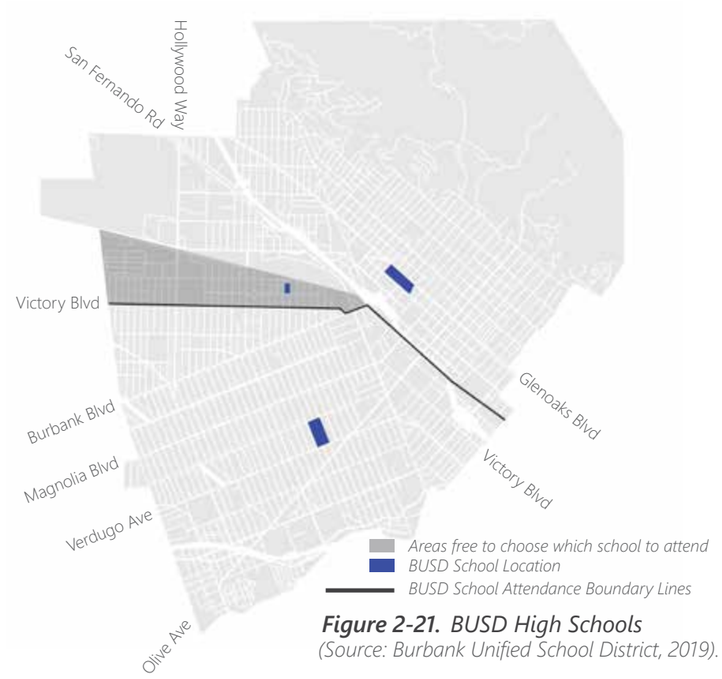

Figure 2-21. *BUSD High Schools*
(Source: Burbank Unified School District, 2019).

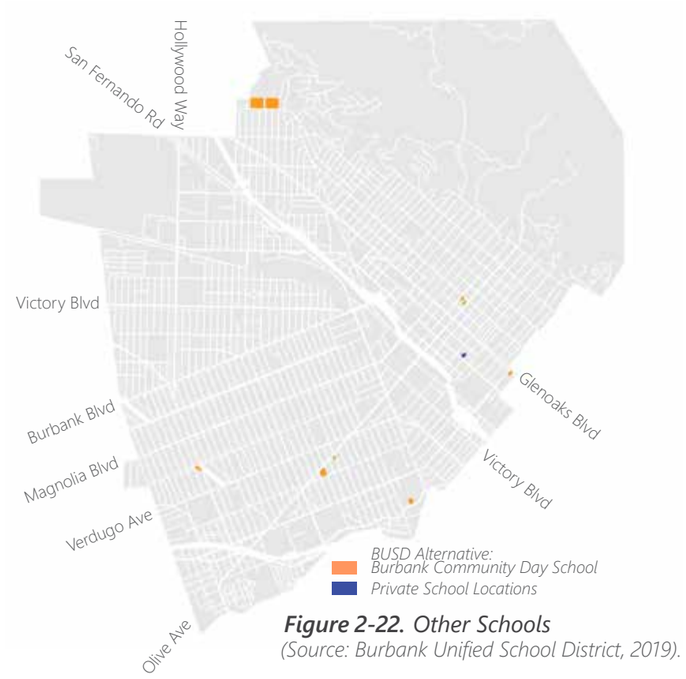

Figure 2-22. *Other Schools*
(Source: Burbank Unified School District, 2019).

Winona Ave. at Lamer St.

2D. TRANSIT

1 REGIONAL TRANSIT

Burbank is one of the rare cities in the Los Angeles area to be served by three Metrolink stations on two different Metrolink lines. Two Metrolink train lines, the Antelope Valley Line and the Ventura County Line, diverge at Downtown Burbank from Los Angeles Union Station. Both lines have stops serving the Hollywood Burbank Airport. Currently, the Hollywood Burbank Airport is the only commercial airport in the region that has regional transit access. For the purposes of this analysis, the airport terminal is considered a major regional transit stop as it provides regional access to the Bay Area, such as San Francisco and Sacramento.

2 LOCAL TRANSIT

Two local bus systems provide connections within Burbank's City limits. The BurbankBus, operated as a municipal service by the City of Burbank, serves three routes throughout the City, connecting to the Media District, Bob Hope Airport Metrolink Station, the Downtown Burbank Metrolink Station, the L.A. Metro Universal City/Studio City Red Line station, and the L.A. Metro North Hollywood Red and Orange Line station.

L.A. Metro buses provide local and express bus service within the City that also connect Burbank to surrounding cities. Most of Burbank, with the exception of the Hillside and Rancho neighborhoods, is within a 10-minute walk of an L.A. Metro bus stop (operated by Los Angeles County Metropolitan Transportation Authority). According to Metro's 2019 ridership data, the most utilized Metro bus stops were in Downtown, with the Olive Ave. and San Fernando Blvd. intersection serving the highest number with about 693 daily riders.

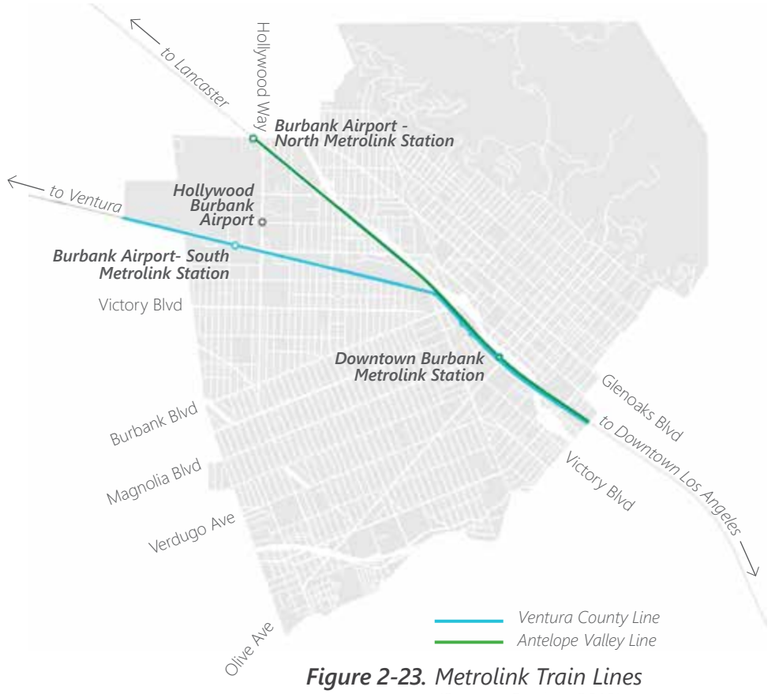

Figure 2-23. *Metrolink Train Lines*
(Source: Dudek, 2019)

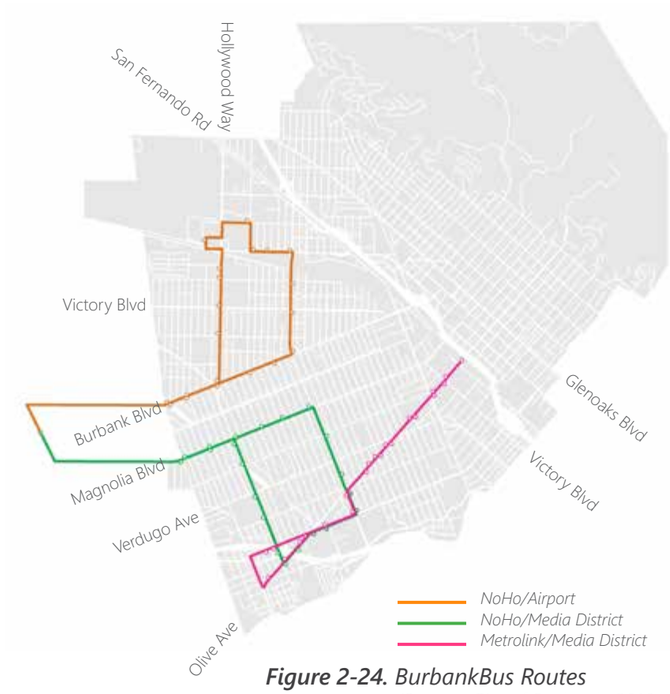

Figure 2-24. *BurbankBus Routes*
(Source: City of Burbank, 2018 and Dudek, 2019)

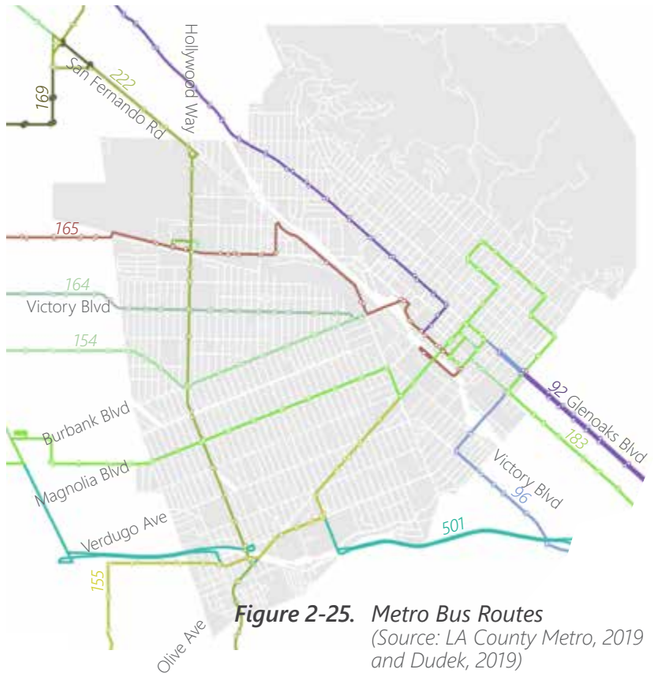

Figure 2-25. *Metro Bus Routes*
(Source: LA County Metro, 2019 and Dudek, 2019)

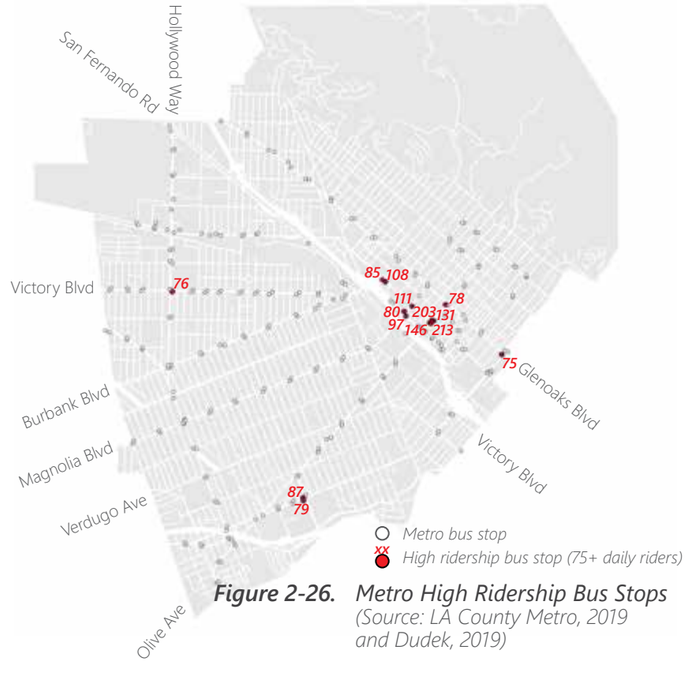

Figure 2-26. *Metro High Ridership Bus Stops*
(Source: LA County Metro, 2019 and Dudek, 2019)

2E. COLLISION AND TRAFFIC DATA

Compared to neighboring cities, Burbank has the lowest number of injuries from collisions per capita (for every 1,000 residents) in the same five-year time frame (June 2013 to June 2018) according to collision data provided by the Burbank Police Department (BPD). Of the total collisions that occurred within this time frame, 5% involved pedestrians, 4% involved bicyclists, and 90% involved vehicles.

TOTAL COLLISION INJURIES				
YEAR	BURBANK	GLENDALE	PASADENA	LOS ANGELES
Jun-Dec 2013	379	491	460	14,845
2014	692	745	950	25,506
2015	529	872	939	26,725
2016	157	843	874	29,725
2017	208	802	971	30,315
Jan-Jun 2018	73	321	370	12,239
Total	**2,038**	**4,074**	**4,564**	**139,361**

COLLISION INJURIES PER CAPITA (1,000 PEOPLE)				
YEAR	BURBANK	GLENDALE	PASADENA	LOS ANGELES
Jun-Dec 2013	3.63	2.51	3.30	3.82
2014	6.62	3.75	6.80	6.52
2015	5.06	4.37	6.65	6.67
2016	1.51	4.21	6.16	7.49
2017	1.99	3.97	6.84	7.61
Jan-Jun 2018	0.70	1.59	2.62	3.07
Total	**19.65**	**20.23**	**32.28**	**34.92**

Figure 2-27. *Collision Injuries by City (Source: UC Berkley Transportation Injury Mapping System (TIMS), United States Census Bureau).*

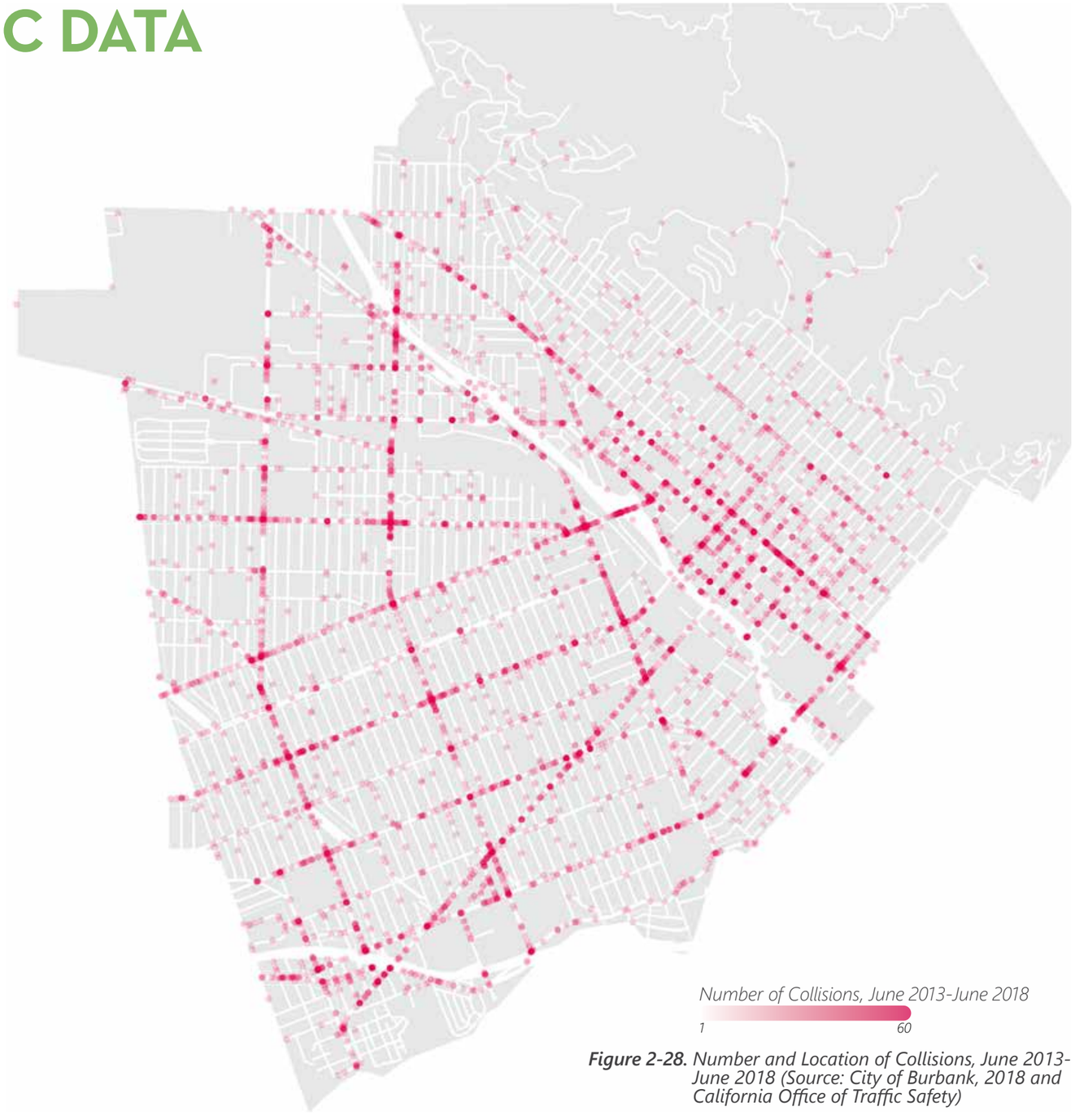

Figure 2-28. *Number and Location of Collisions, June 2013-June 2018 (Source: City of Burbank, 2018 and California Office of Traffic Safety)*

1 PEDESTRIANS

Based on pedestrian counts conducted between 2016 and 2018, there are notable clusters of pedestrian activity. The street retail environment along San Fernando Blvd. in Downtown and along Magnolia Blvd. in Magnolia Park stand out for its higher pedestrian volumes when compared to other parts of the City.

Hotspots of pedestrian involved collisions highlight areas that may need special attention. Of the total collisions studied in the five-year period, approximately 4.7% of collisions involved pedestrians. In the majority of the total pedestrian-vehicle collisions, the motorist was at fault 86% of the time. When motorists were at fault, 40% of collisions occurred when motorists were making a left-turn, 30% while making a right-turn, and 25% while they were proceeding straight. Clustering of pedestrian-involved collisions are seen along the Glenoaks Blvd. corridor in Downtown, along the west segment of Victory Blvd., and the Magnolia Blvd. and Olive Ave. corridors.

Within the five-year study period, there were 0.04% of total collisions where pedestrians were killed or seriously injured (KSI).

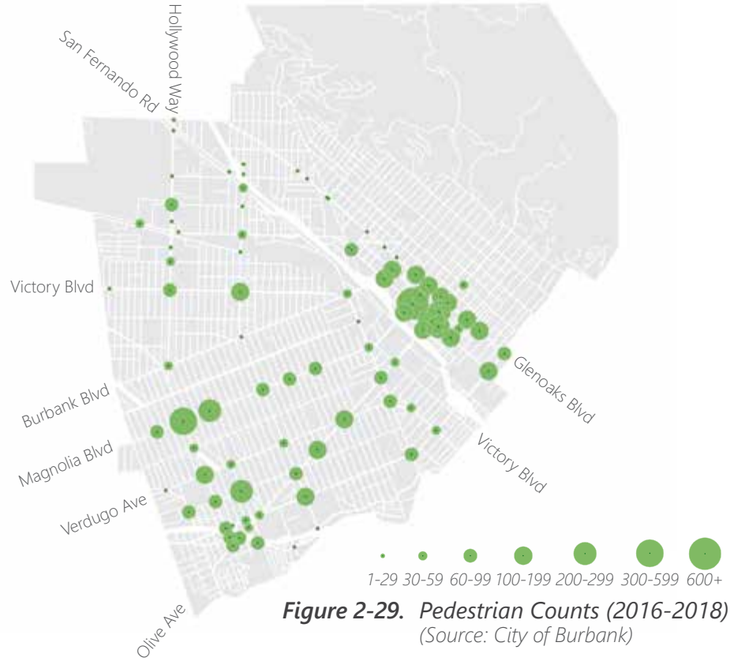

Figure 2-29. *Pedestrian Counts (2016-2018)*
(Source: City of Burbank)

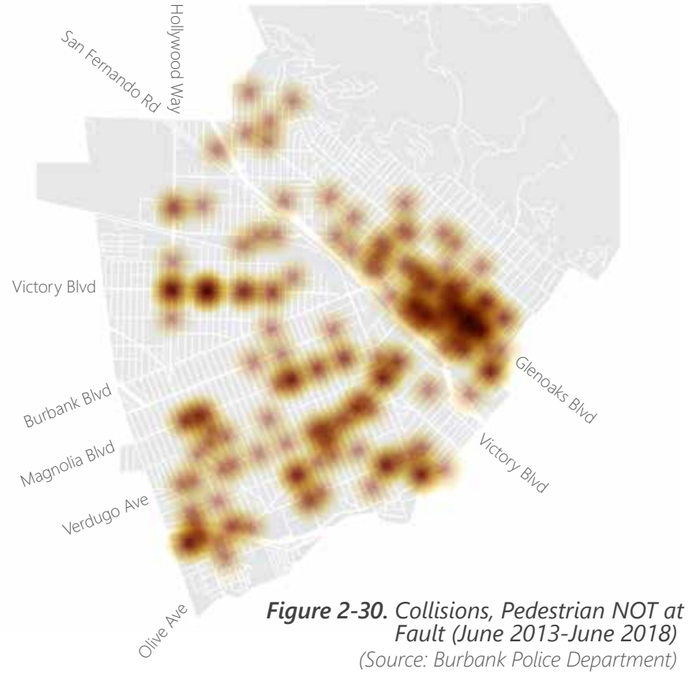

Figure 2-30. *Collisions, Pedestrian NOT at Fault (June 2013-June 2018)*
(Source: Burbank Police Department)

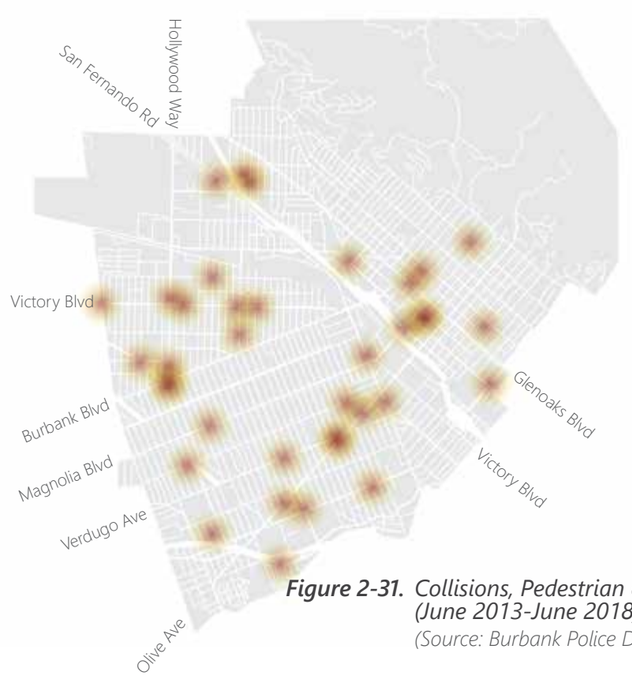

Figure 2-31. *Collisions, Pedestrian at fault (June 2013-June 2018)*
(Source: Burbank Police Department)

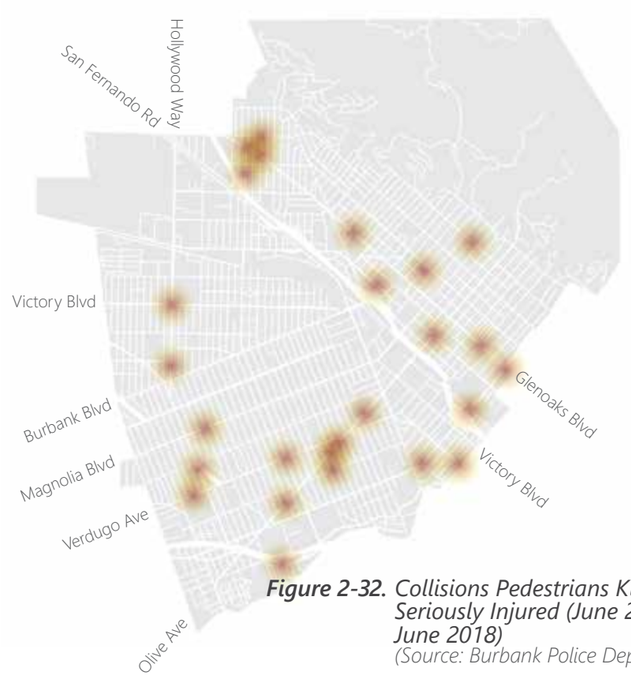

Figure 2-32. *Collisions Pedestrians Killed or Seriously Injured (June 2013-June 2018)*
(Source: Burbank Police Department)

2 BICYCLISTS

Bicycle count data from 2016 to 2018 identifies existing corridors of bicycle activity. South Victory Blvd., which connects to the Los Angeles River Bike Path and Griffith Park toward the south, and Chandler Bikeway toward the north, display high north-south bicycle ridership. However, east-west bicycle connections, experience a challenging gap created by the Interstate-5 freeway and rail corridors.

Bicyclist-involved collisions studied between June 2013 and June 2018 were generally found to be more prevalent in areas with higher bicyclists activity and volumes. Of the total collisions in the five-yer dataset, 4.1% showed an even assignment of blame where 53% of the time bicyclist was at fault and 47% of the time the motorist was at fault. When the bicyclist was not at fault, 98% of collisions involved bicyclists proceeding straight, with notable clusters of collisions along Victory Blvd. and in Downtown. In the five-year data set, there were 3% of collisions where bicyclists were seriously injured and 1% of collisions that involved fatalities.

The bridges, rail corridors, and Interstate-5 Freeway create a physical barrier with high vehicular volumes and speeds that make it difficult and inconvenient for people traveling east (to places like Downtown) or west (to places like the Media District and Hollywood Burbank Airport).

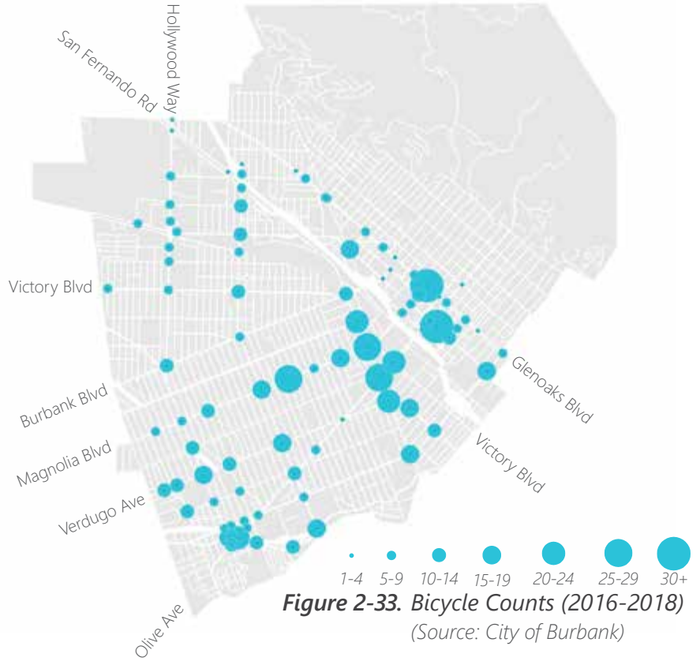

Figure 2-33. *Bicycle Counts (2016-2018)*
(Source: City of Burbank)

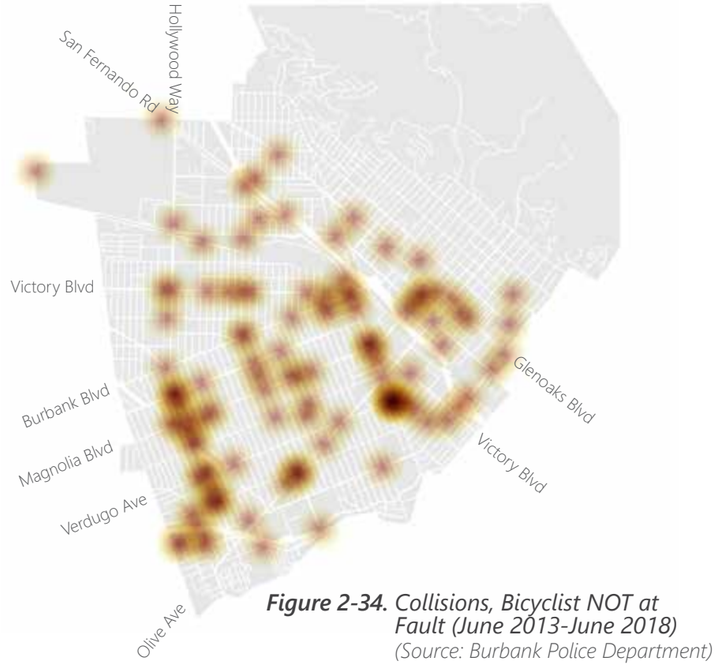

Figure 2-34. *Collisions, Bicyclist NOT at Fault (June 2013-June 2018)*
(Source: Burbank Police Department)

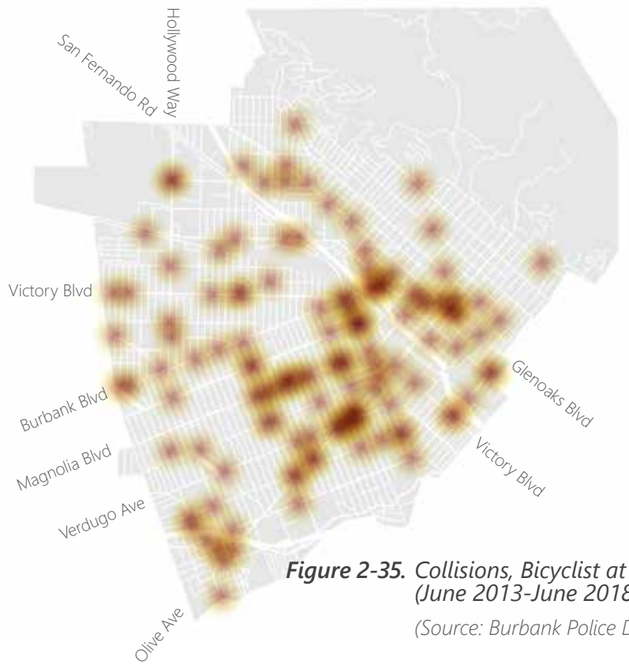

Figure 2-35. *Collisions, Bicyclist at fault (June 2013-June 2018)*
(Source: Burbank Police Department)

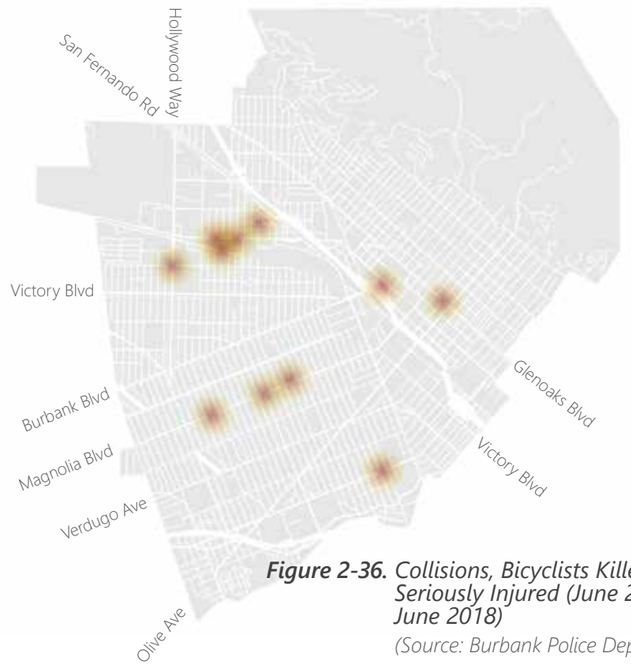

Figure 2-36. *Collisions, Bicyclists Killed or Seriously Injured (June 2013-June 2018)*
(Source: Burbank Police Department)

3 MOTORISTS

Burbank's General Plan, Burbank2035, designates the City's streets into five categories on the basis of their function.

STREET CLASSIFICATIONS

Major arterial streets serve as regional transportation corridors bounded by commercial and multi-family development. It provides access to all transit modes, with a focus on regional transit and automobile traffic. It accommodates the highest traffic volumes in the City, serves as regional commuter corridors, and provides access to the regional freeway network. In general, these are high-speed and high-volume streets that provide access to major destinations.

Secondary arterial streets may serve regional traffic, but primarily serve local cross-town traffic.

Downtown collector streets distribute cars, pedestrians, and bicycles between arterials and the land uses in the Downtown Burbank area.

Neighborhood collector and local streets provide access between local streets and arterials, or that provide arterial street crossings for pedestrians, bicycles, and equestrians. Local streets make up the majority of Burbank's street network. In general, these are low-speed, low-volume streets that provide final access to residential uses.

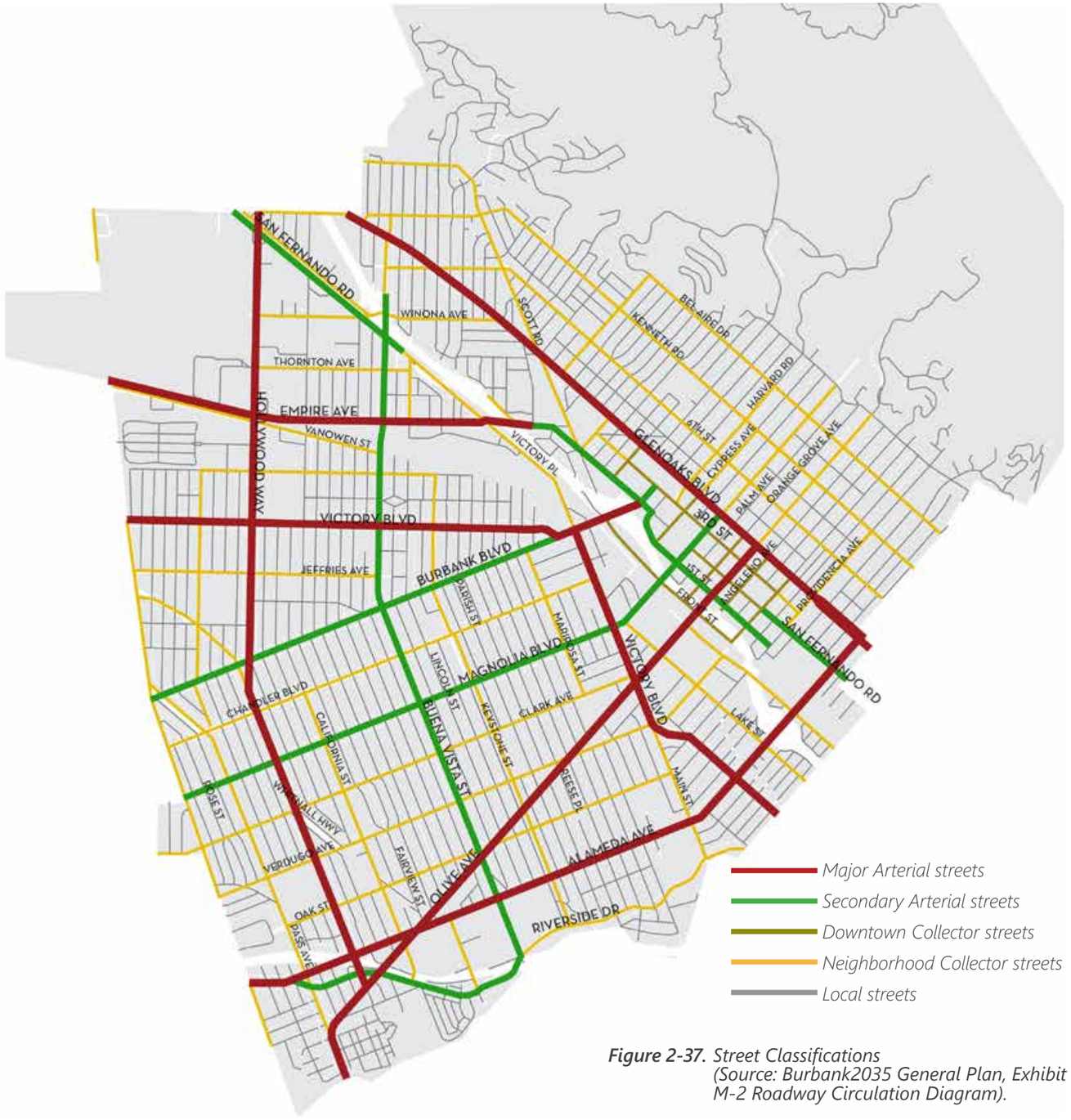

Figure 2-37. *Street Classifications (Source: Burbank2035 General Plan, Exhibit M-2 Roadway Circulation Diagram).*

AVERAGE DAILY TRAFFIC

Arterial streets account for the highest traffic volumes in the City, based on recent Average Daily Traffic (ADT) counts. Patterns indicate that traffic volumes increase along streets moving towards Downtown Burbank, the Media District, and toward Hollywood Burbank Airport. Traffic volumes drop significantly on all local streets and arterial streets north of Downtown Burbank.

Figure 2-38. *Average Daily Traffic (ADT) 2019 (Source: City of Burbank).*

SPEED

Posted speed limits correspond accordingly with street classifications. Arterial streets have higher posted speed limits (30, 35, and 40 mph) than neighborhood collector and local streets (15 and 25 mph). In November 2018, the Burbank City Council approved Citywide policies for 15 mph school speed zones.

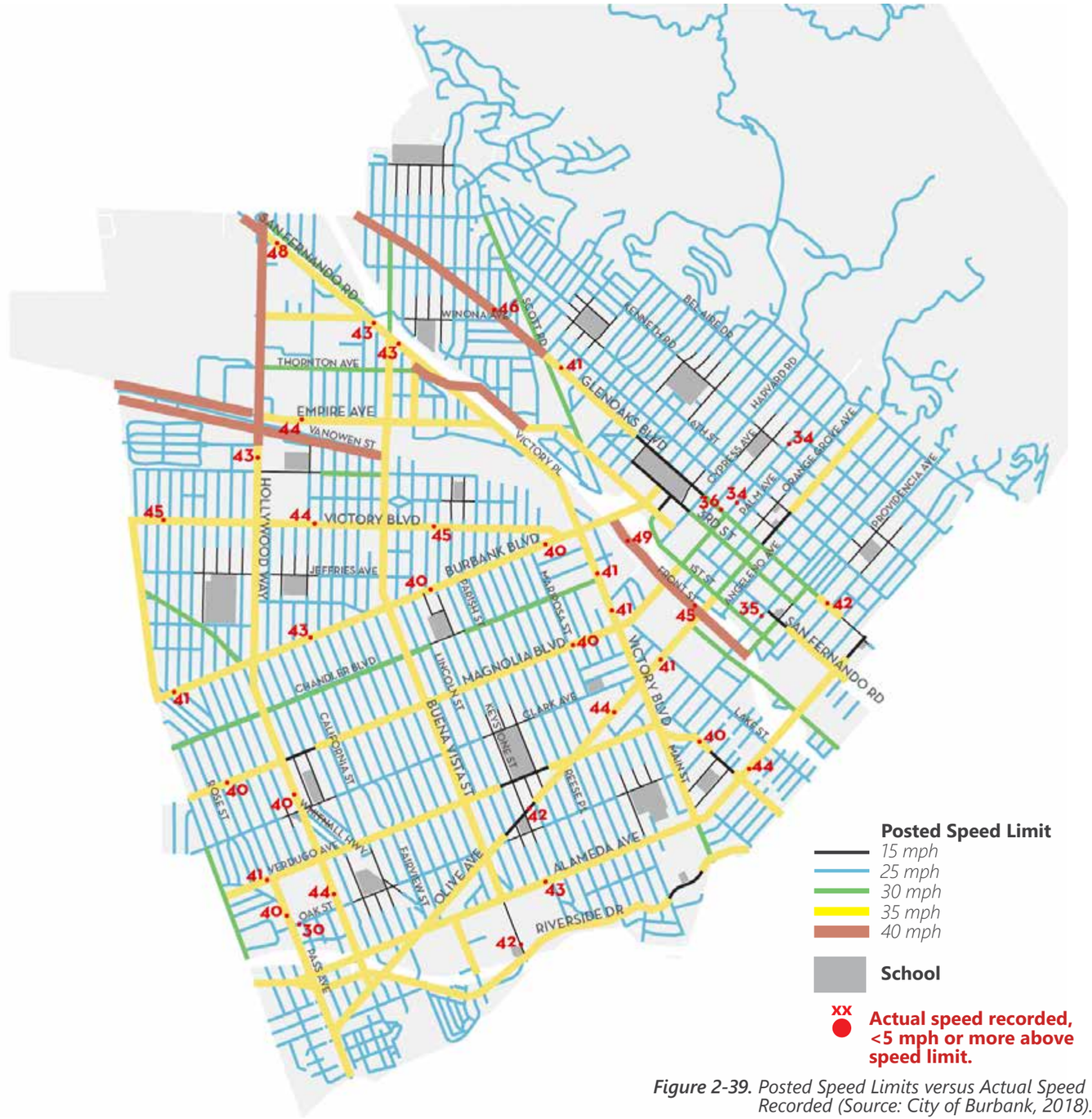

Figure 2-39. *Posted Speed Limits versus Actual Speed Recorded (Source: City of Burbank, 2018).*

COLLISIONS

In the five-year data set that was studied, approximately 92% of collisions involved vehicles colliding with other moving vehicles, parked vehicles, and fixed objects. The distribution of these collisions largely mirrors the network of arterial streets in the City with notable clustering at intersections and Downtown corridors. About 70% of these collisions involved another motor vehicle, 21% with a parked motor vehicle, and 9% with a fixed object. 0.78% of collisions consisted of incidents where motorists were killed or seriously injured.

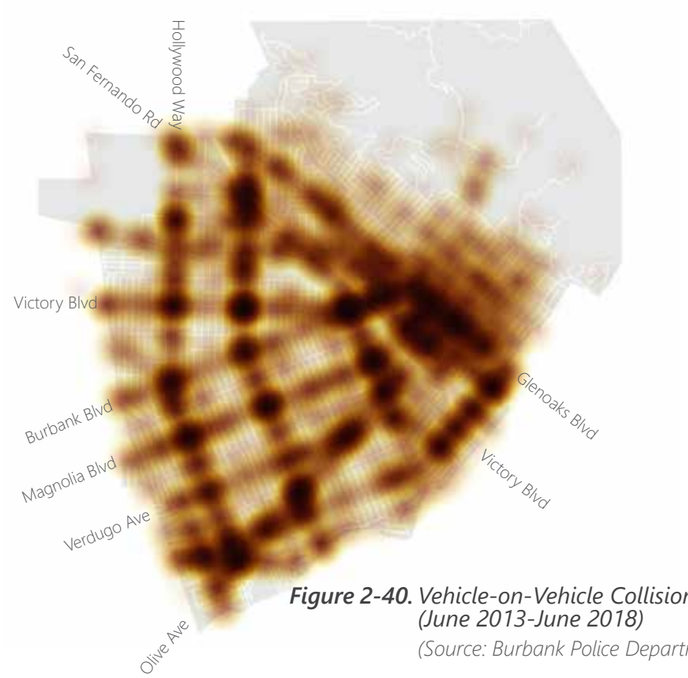

Figure 2-40. *Vehicle-on-Vehicle Collisions (June 2013-June 2018)*
(Source: Burbank Police Department)

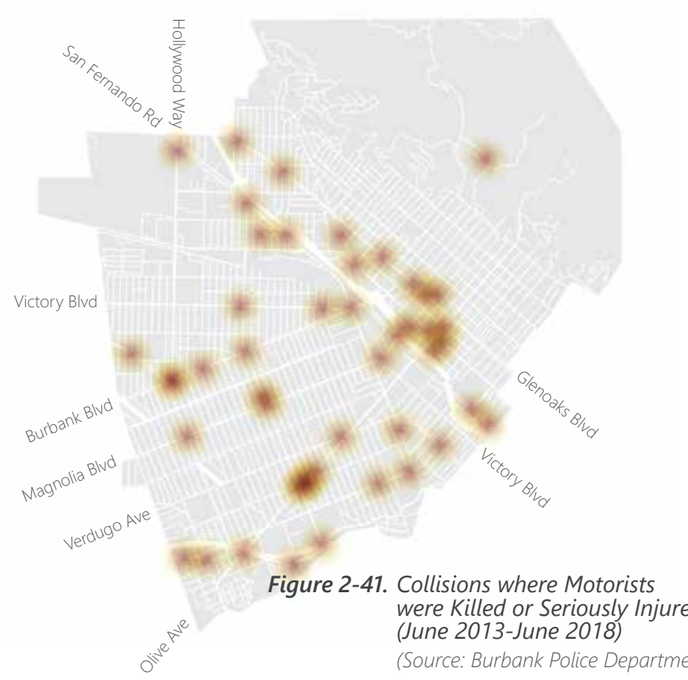

Figure 2-41. *Collisions where Motorists were Killed or Seriously Injured (June 2013-June 2018)*
(Source: Burbank Police Department)

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3 COMMUNITY ENGAGEMENT

3A. ENGAGING THE BROADER COMMUNITY
3B. STAKEHOLDER INTERVIEWS

Proactive community engagement, thoughtful recommendations, and robust analysis are key ingredients in successful long-range transportation plans. This Complete Streets Plan prioritized and conducted in-depth community engagement with open dialogue and responsiveness to community needs. Engagement over the 18-month process occurred at two levels. First, broader community engagement involved hosting open events at locations across the City. These included walking and bicycling tours, interactive workshops, and pop-up events. Second, direct interviews with various stakeholders representing community organizations and civic bodies provided an opportunity for focused and insightful conversations with experts and entities.

3A. ENGAGING THE BROADER COMMUNITY

Throughout the development of the Plan, the City of Burbank placed a high priority on listening, learning, and incorporating feedback from community members. The outreach plan prioritized activities and forums that facilitated community dialogues to explore needs, desires, successes, and challenges. This dialogue guided each phase of the planning process and allowed community members "to see their fingerprints" on the finished Plan.

At the outset, the Plan recognized that community input goes beyond what planners hear at indoor workshops held in the middle of the workweek. Engagement can and should be more transparent and active by "taking it to the streets" where people work, play, and naturally gather. This approach was reinforced by the fact that the Plan focuses on how to improve the City's streets, which made outdoor public events even more relevant. The Plan specifically formulated non-traditional tools and activities that drew out the rich, hands-on, experiential input from the street experiences of the community.

Broader community engagement took place in two phases: 1) Visioning and 2) Ideas. During the Visioning Phase, community members were invited to share their vision for the future of Burbank, identify assets and challenges, and learn about the concept of "complete streets". The Ideas Phase solicited community feedback on a set of Plan recommendations and alternatives.

1 PHASE 1: VISIONING

The goal of the first phase of outreach was to gain a greater understanding of the City's streets from a community member and user perspective. Four events were conducted (see Figure 3-1), each with a set of informational materials and interactive activities.

Magnolia Park Pop-Up Event.

Magnolia Park Pop-Up Event.

Downtown Community Walking & Bicycling Tour.

1A OUTREACH EVENT FORMAT

DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR

The goal of the event was to help the City learn from the community's knowledge, needs, and perspectives on Burbank's streets and mobility patterns. The activity provided an interactive, first-hand experience for a diverse set of community members, helping them provide informed input. Participants received a route map appropriate to their chosen mode (walking or bicycling), an evaluation form, and were asked to record observations along their walk or ride while talking to project staff at checkpoints along the route. Approximately 40 surveys were received. See Appendix E. Community Outreach Exhibits on page 192.

OPEN HOUSES, WORKSHOPS, AND POP-UP EVENTS

Community open houses, workshops, and pop-up events were designed to involve community members and stakeholders in hands-on activities and discussions. These events were held in various neighborhoods throughout the City, including Downtown, the Media District, and Magnolia Park. Hosting these events in conjunction with other larger community events, such as the Downtown Farmers Market, Magnolia Park Ladies and Gents Night Out, and the Downtown Arts Festival, allowed for greater participation. Approximately 150 community members were engaged during the first phase of outreach events through open houses, workshops, and pop-up events.

1B INFORMATIONAL AND INTERACTIVE ACTIVITIES

A set of interactive activities and informational boards were used across outreach events during the first phase. These are described below.

Media District Open House Workshop.

Attendee Feedback (Source: Twitter @_KennyUong_).

ACTIVITIES FROM PHASE 1: VISIONING		
ACTIVITY	**WHEN**	**WHERE**
Downtown Community Walking and Bicycling Tour	Saturday, April 13, 2019	Downtown Burbank Burbank Farmers Market at the City's Community Services Building
Magnolia Park Pop-Up Event	Friday, April 26, 2019	Magnolia Park Neighborhood Ladies and Gents Night Out at the corner of Magnolia Blvd. and Lima St.
Media District Open House Workshop	Monday, May 13, 2019	Media District Buena Vista Library
Downtown Burbank Arts Festival Pop-Up Event	Saturday, May 18, 2019	Downtown Burbank Downtown Burbank Arts Festival near San Fernando Blvd. and Palm Ave.

Figure 3-1. *Activities from Phase 1: Visioning*

- ***Informational Boards:*** Informational boards displayed at each event provided context, background, and historical information to help attendees understand the concept of complete streets, the project's goals, and opportunities and challenges related to the Burbank street environment. These boards also allowed "reporting back" of feedback received through previous outreach activities – an important way to demonstrate that community feedback was being heard.
- ***Mapping Activities:*** Mapping activities allowed participants to highlight assets and opportunities in their neighborhood. Two large printed maps, one specific to the neighborhood and the other depicting the entire City, were available for participants to use stickers to indicate assets, problem areas, and preferred modes of transportation. Attendees were then asked to write a short comment next to their sticker.
- ***Graffiti Wall:*** On a large sheet of newsprint, attendees were asked to respond to the prompt: "My streets are complete when…" They were encouraged to draw pictures or write statements on what they envisioned "complete streets" would look like to them.
- ***Headlines from the Future:*** For this activity, participants were asked to create aspirational headlines that might appear in the fictitious "Burbank Transportation Today" newspaper in the year 2040.
- ***Postcards from the Future:*** For this creative and kid-friendly activity, participants were asked to convey their ideal future for Burbank by designing a postcard from the future. Blank postcards with the phrase "Greetings from Burbank!" were provided.

1C MAJOR THEMES

The City received a rich set of input from interactive activities during Phase 1: Visioning. Several major themes emerged and are summarized in Figure 3-2.

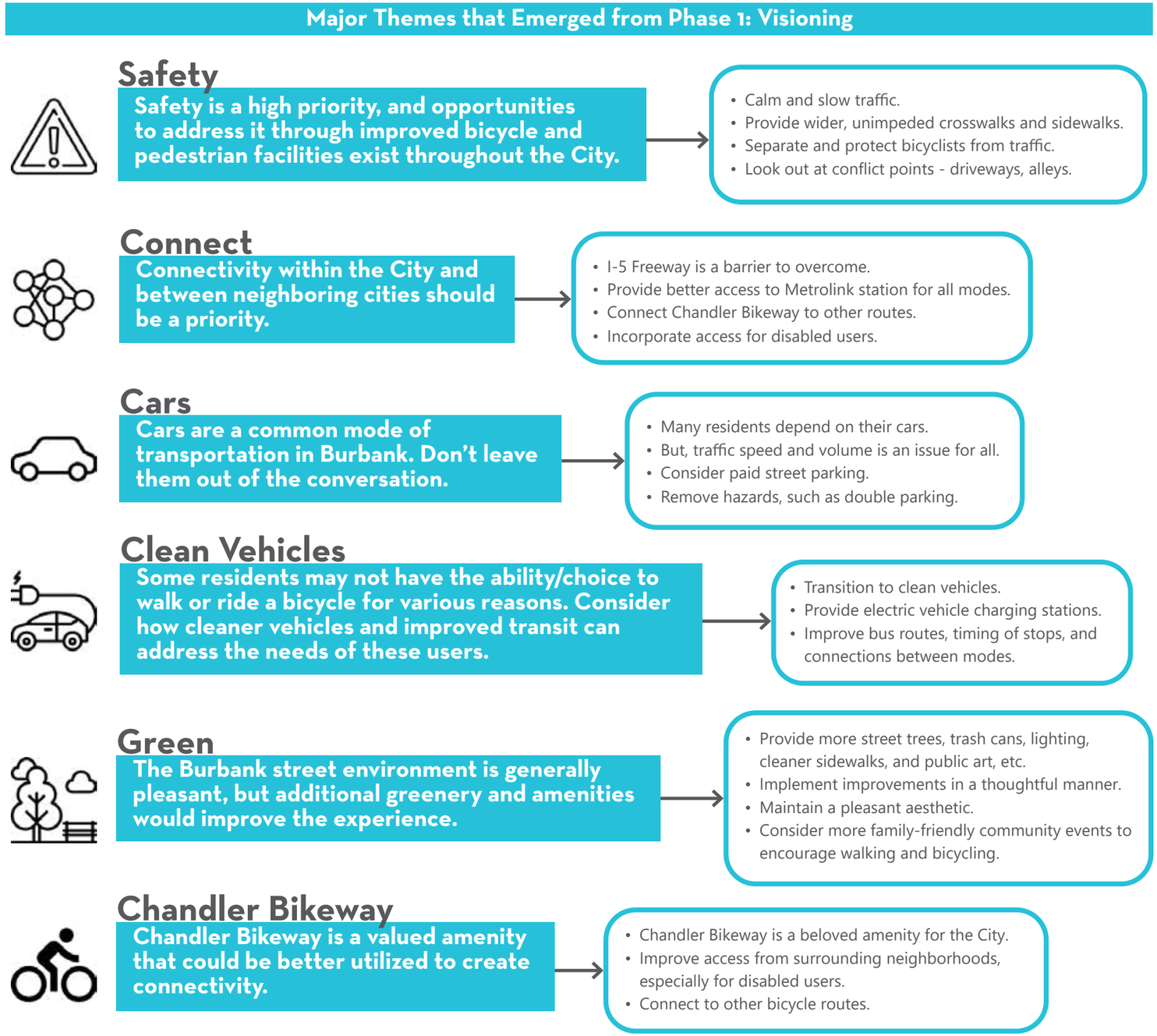


Figure 3-2. *Major Themes that Emerged from Phase 1: Visioning*

2 PHASE 2: IDEAS

The second phase of outreach provided the community an opportunity to review and comment on preliminary recommendations and alternatives. Community input that had been received in Phase 1: Visioning shaped the recommendations presented in Phase 2: Ideas. Three events (see Figure 3-3), were conducted, each with a set of informational materials and interactive activities.

2A OUTREACH EVENT FORMAT

Three pop-up events facilitated input from community members through informational boards and interactive activities, similar to events during Phase 1: Visioning. The first event was hosted in conjunction with the Downtown Farmers Market, the second was a pop-up event in the South San Fernando neighborhood at Robert R. Ovrom Park, and the third was a pop-up at the annual Holiday in the Park event in Magnolia Park. Over 200 community members participated and provided input across the three events in the second phase of outreach.

2B INFORMATIONAL AND INTERACTIVE ACTIVITIES

A set of interactive activities and informational boards were used across outreach events during the second phase. These are described below.

- ***Photo Booth - "Streets are complete when..."*** Attendees at the Downtown Farmers Market Pop-Up event were asked to write a few words that captured what a "complete street" means to them on a small whiteboard. They were then photographed with the board and the photo was printed and displayed at the event booth.
- ***Design the Ideal Street Activity:*** Participants were provided magnets representing bicycle lanes, vehicle travel lanes, sidewalks, landscaping, street furniture, parking lanes, and other components of the street environment. They were asked to design a cross-section of their ideal

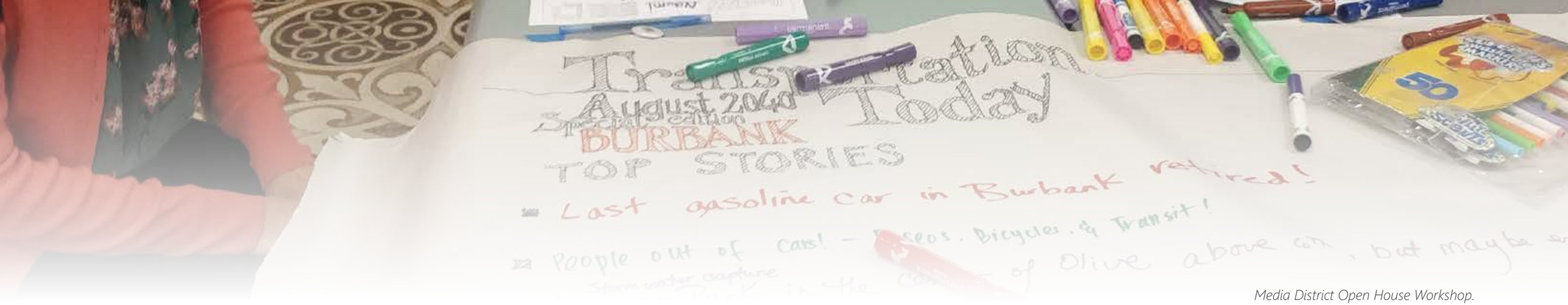
Holiday in the Park Pop-Up Event.

Downtown Farmers Market Pop-Up Event.

Downtown Farmers Market Pop-Up Event.

ACTIVITIES FROM PHASE 2: IDEAS		
ACTIVITY	**WHEN**	**WHERE**
Downtown Farmers Market Pop-Up Event	Saturday, October 5, 2019	Downtown Burbank Burbank Farmers Market at the City's Community Services Building
South San Fernando Open House	Saturday, October 26, 2019	South San Fernando Neighborhood Robert R. (Bud) Ovrom Park
Holiday in the Park Pop-Up Event	Friday, November 22, 2019	Magnolia Park Annual Holiday in the Park Event at the corner of Magnolia Blvd. and Avon St.

Figure 3-3. *Activities from Phase 2: Ideas*



Media District Open House Workshop.

street. The board was scaled, and limitations were placed on the width of the right-of-way to simulate real world restrictions. Participants were able to learn about trade-offs and encouraged to demonstrate to the project team their highest priorities.

- ***Temporary Street Demonstration:*** The closure of Magnolia Blvd. to vehicular traffic for the annual Holiday in the Park Event allowed the temporary installation of potential street improvements. Using colored tape and sidewalk chalk, curb extensions were temporarily marked on the roadway to provide attendees an immersive experience of potential benefits and impacts.
- ***Review of Preliminary Ideas:*** Exhibits were prepared that illustrated preliminary complete street ideas. These addressed safety and convenience improvements for various kinds of street users, potential approaches to bridge gaps and barriers, opportunities for introducing green infrastructure, and long-term transformational ideas.

2C MAJOR THEMES

Given that the materials and ideas presented during Phase 2 were largely a result of input received during Phase 1, attendees generally validated goals and principles of the effort. In particular, attendees stressed the importance of ensuring safety of non-motorized street users and of eliminating gaps and barriers in their networks of travel. Other major themes emerged and are summarized in Figure 3-4.

Major Themes that Emerged from Phase 2: Ideas

Conflicts

Minimize pedestrian conflicts with emerging mobility technologies.

- Growing conflict with e-scooters.
- Sidewalks should be prioritized for pedestrians.
- Concern about the safety of pedestrians and growing threat to pedestrian only spaces.

Protect

Neighborhood protection is very important.

- Address high-speed cut-through traffic on local neighborhood streets, especially adjacent to arterial streets and employment areas.

Be Realistic

Be realistic and strategic about implementation.

- Be strategic and conservative in allocating funds.
- Budgets should be tied to improvements.
- Seek non-City funds for implementation.

Vulnerable

Seniors and the elderly need safe access to community facilities.

- Ensure safe pedestrian access to parks Citywide, especially for the elderly who need longer crossing intervals at intersections and benches for sitting along the way.

Figure 3-4. *Major Themes that Emerged from Phase 2: Ideas*

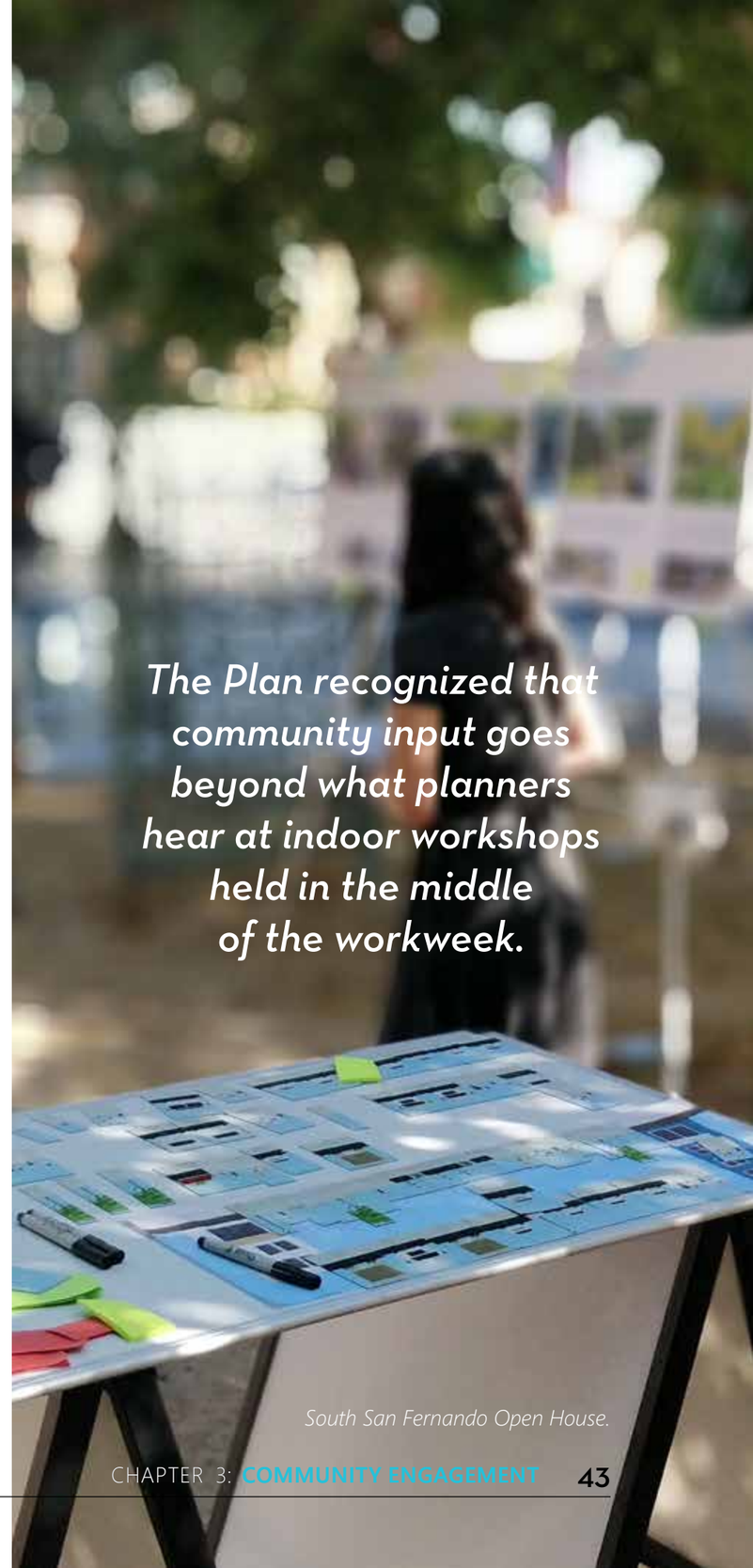
3B. STAKEHOLDER INTERVIEWS

To supplement input from the community, interviews were held with civic, business, and community entities that represented a range of interests and voices within Burbank. Relying on their experience, knowledge, and expertise, representatives of these bodies were able to provide insights and guidance on specific issues. Over the course of three days, 18 interviews were conducted with 32 individual representatives from the following groups:

- Burbank Advisory Council on Disabilities (BACOD)
- Burbank Chamber of Commerce
- Burbank Council Parent Teacher's Association
- Burbank Housing Corporation (BHC)
- Burbank Planning Board
- Burbank Senior Citizen Board
- Burbank Teachers Association (BTA)
- Burbank Transportation Commission
- Burbank Transportation Management Organization (BTMO)
- Burbank Unified School District (BUSD)
- Burbank Water and Power Board
- Burbank YMCA
- Burbank Young Professionals (BYP)
- Downtown Burbank Business Improvement District (DTN BUR)
- Hollywood Burbank Airport
- Leadership Burbank
- Magnolia Merchants Association
- Park, Recreation, and Community Services Board
- Rail Passenger Association of California (RailPAC)
- Southern California Association of Governments (SCAG)
- Sustainable Burbank Commission

Downtown Farmers Market Pop-Up Event.

Downtown Farmers Market Pop-Up Event.



South San Fernando Open House.

1 MAJOR THEMES

Input received from stakeholder groups generally aligned with input heard at the larger community events, while adding additional nuance and specificity. The overall themes of input are illustrated below. See Appendix E. Community Outreach Exhibits on page 192.

Universal Accessibility & Inclusivity

- Ensure walkability and accessibility for seniors and people with disabilities. The Plan should facilitate in-place aging and help the transition that some seniors undergo from independent mobility to dependent mobility.
- Crosswalk improvements are needed along many streets adjacent to low-income and senior housing. Many people, including disabled people and children, cross despite lack of crosswalks.
- Curb cuts could be improved, including reducing pitch, widening openings, and ensuring that a landing is included at the top. Consider the direction of cuts. Some may direct pedestrians out into the intersection. Placement of pedestrian crossing buttons is important, and some are out of reach by those in wheelchairs. Consider whether buttons are needed at all. When designing for ADA compliance, design beyond current standards to ensure that the project meets future ADA standards. Disabled access to Chandler Bikeway can be challenging in certain areas, consider providing more frequent access.
- There is a need for more accessible parking in parking lots and along the street. When designing street parking, consider disabled motorists who may need to lower a ramp or other device onto the sidewalk. This can be especially challenging when a bike lane is placed between the parking area and the curb, as ramps might be lowered into the bike lane creating a hazard for all users.
- Ensure that people with disabilities are involved in designing streets. Sidewalks in Burbank are generally in good condition. Regular review of accessible facilities in the City would be appreciated.
- More accessible parking is needed at schools. Consider ways to address accessible placard abuse, including creation of a hot-line for reporting. In some cases, the proximity of an accessible parking space to the building is less important than the size and shape of the space. Consider how bigger spaces can be created where possible.
- Consider developing a 'one-stop' resource (e.g., a 1-800 number) where businesses and others can obtain information about installation of new accessible parking spots and can reporting issues about poor curb cuts, service elevator outages, ADA complaints, etc. Consider a policy that allows issues to be evaluated and addressed on an ongoing basis.

Universal Accessibility & Inclusivity (continued):

Safe Access to Schools

- Closely consider the safety of students, teachers, and senior citizens walking and biking to school and other destinations. Safer conditions could promote more walking and biking. Parents need to feel safe sending their kids out on their own.
- Consider ways to promote slower speeds, especially in vicinity of schools. Drop-offs around schools cause traffic congestion issues.

Improved Pedestrian Safety

- Lighting is important for pedestrian safety and should be improved. Amenities such as benches and shade would benefit pedestrians, and sidewalks and street trees should be maintained.
- Pedestrians should be able to easily and safely use sidewalks. Permanent trash cans and other amenities could make sidewalks more pleasant. More crosswalks are needed they should be more visible, wider, and should incorporate signage warning drivers.
- Consider more signals with yellow flashing turn arrows, and more and improved crosswalks on busier streets such as Magnolia Ave., where vehicle speeds on the street are an issue. Create uniform lighting standards that promote safe and aesthetically pleasing pedestrian environments.

Manage Micromobility

- Consider how scooters and electric bikes affect the physical environment and interact with other modes. Speeds can vary in pedestrian and bike facilities, such as the Chandler Bikeway, due to a mix of motorized personal options, bikes, and pedestrians, which can cause conflicts.
- Consider how scooters affect rider and pedestrian safety. Do riders understand the rules of the road, and is there a way to provide better rider education?

Better Bike Infrastructure

- Consider ways to improve access and bridges over Interstate-5, including taller fences along bridges. Cyclists would benefit from directional and wayfinding signage.
- Streets with speed limits higher than 35 mph can be uncomfortable for bikes. Consider ways to improve sight distance for bicycle facilities, including different pavement treatment.
- Chandler Bikeway is very active, and more facilities like this could reduce demand for driving. Improved connections at either end could improve its usability.
- Promote more opportunities for bike parking, but be realistic that it will not completely replace vehicle parking. Create opportunities for safer bike lanes, including raised or separated lanes, but do not remove a significant amount of vehicle traffic capacity.
- For the casual rider, Burbank streets may not feel safe. Safer riding conditions may promote more biking and more participation in walk and bike to work programs.
- Protected bike lanes, and lanes that are completely separate from vehicle traffic could increase safety for cyclists, but consideration should be given in design to prevent cyclists from being "doored." Mark bike paths clearly so that they can be seen easily and early by drivers.

Enhanced Transit

- Burbank has the potential for better transit, but improvements need to be made. This could include buses and trollies that stop in more places and at more frequent intervals. There is a perception of lack of safety with transit. Acknowledge that younger residents are relying less on cars or may not be getting driver's licenses.
- Consider weekend bus service with connections between North Hollywood and the airport. Consider ways to educate the public on how to use transit services. Focus on commuter trips.
- Consider ways to reduce lunch hour trips. People need to feel like they can get around at lunch time without a car. Consider open streets events that can promote safe alternative uses for streets.

Manage Rideshare Services

- Consider ways to improve usability of rideshare. This could include replacing street parking or red curbs with white or green curbs for drop-off, which could increase usability of parking in front of businesses.
- Rideshare vehicles that stop in travel lanes can be hazardous.

Downtown Community Walking & Bicycling Tour.

Accommodate Equestrian Uses

- Consider the safety of horses in appropriate areas of the City, including improved trails, possibly in parkways. Horses need to be able to safely cross Riverside Drive.

Transparency in Development and Financing

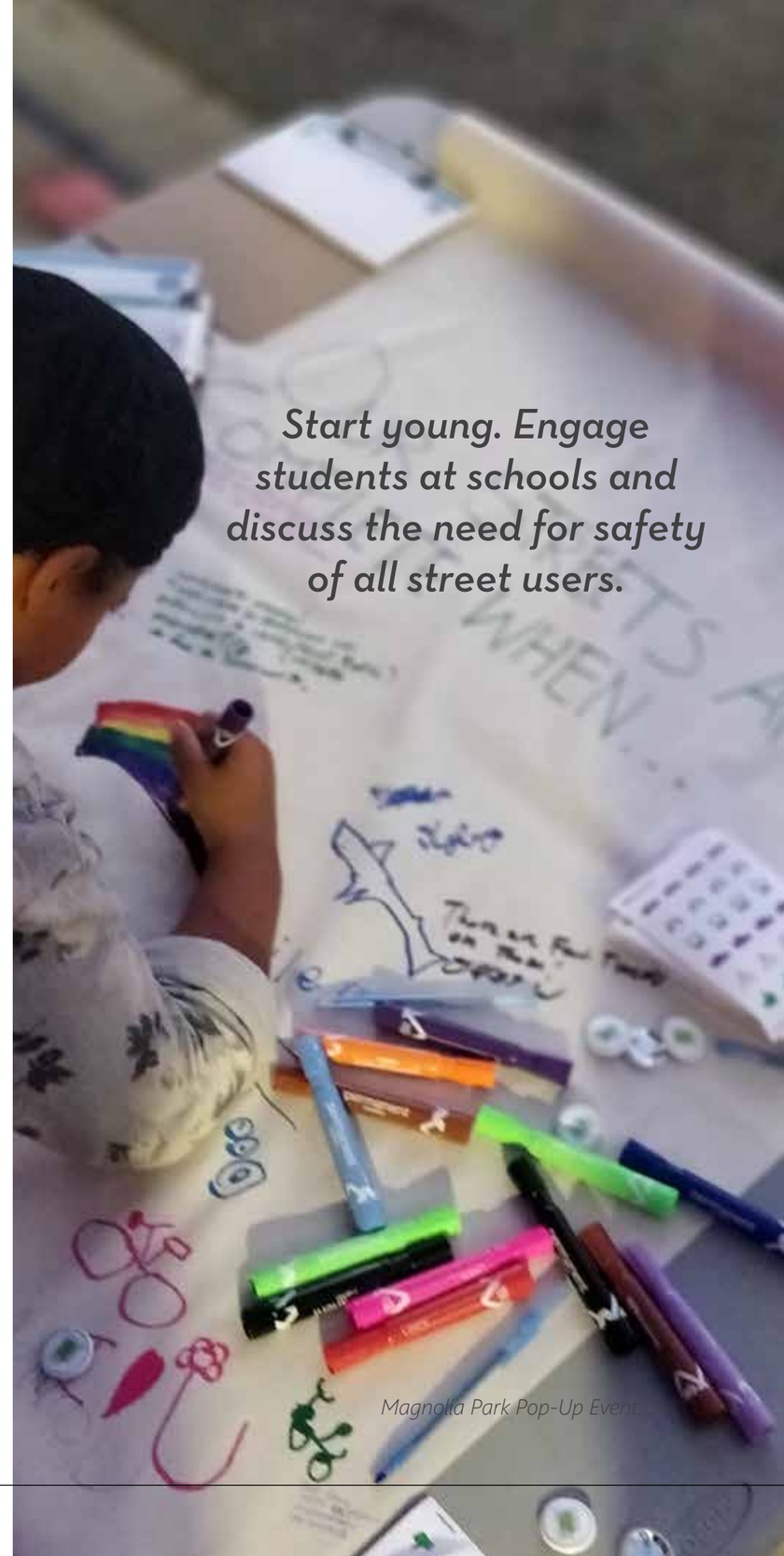
- The City should clearly communicate upfront costs, such as development impact fees with developers early.

Improved Access to Hollywood Burbank Airport

- Improve airport access for all modes, including better connections between airport and Metrolink stations. Airport is prioritizing better and safer multi-modal connections to the facility. This includes enhanced vehicle, bicycle, and pedestrian access.
- Rideshare Services and Micro Mobility (e.g., UBER, Lift, Bird, Lime, etc.) are an important consideration for the airport, as it has an impact on access and on parking demand. The airport will need to consider how scooters and electric bikes can be managed.
- The Airport is considering ways to include and manage electric vehicle parking.

Broadened Community Awareness, Education, and Promotion

- Consider ways to build community awareness of different travel modes. Also consider ways that employers could promote walking, biking, and transit through incentives and programs.
- Start young. Engage students at schools and discuss the need for safety of all street users.
- Ensure that we are engaging the community on mobility issues. Consider ways to build community awareness of different travel modes and how to access them.
- Consider ways to build community awareness on the rules for different travel mode, especially drivers as they are generally respectful, but behaviors such as speed and right-turns could be improved.
- Events, such as the October Walk To School Day, help to increase awareness and promote walking and biking, but there is a lack of funding and staff time resources to conduct there types of events more frequently. Signage is needed to prepare drivers for interacting with bikes and pedestrians.



Magnolia Park Pop-Up Event

4 METHODOLOGY, GOALS, & PRINCIPLES

4A. PRIORITY STREETS
4B. FOCUS AREAS
4C. GOALS AND PRINCIPLES

4A. PRIORITY STREETS

The City of Burbank has over 280 centerline miles of streets. While the recommendations of the Complete Streets Plan will apply Citywide, the Plan recognizes that effective implementation requires a framework to prioritize improvements in locations of greatest need first. Based on community input, existing conditions data studied between 2019-2020, and field observations, the Plan employs an analytical methodology that uses two filters to identify Priority Streets and Focus Areas. As the Plan gets updated between every five to ten years, the Priority Streets and Focus Areas may change and will need to be reestablished.

The first filter analyzes the City's street network by its four major modes of travel (walking, taking transit, bicycling, and driving) and identifies Priority Streets, which are defined as streets where the needs of a particular mode of travel should be prioritized based on individual criteria.

1 PEDESTRIAN PRIORITY STREETS

For more information on pedestrian priority streets, see Chapter 5. Policy Recommendations: Pedestrians on page 57. Pedestrian priority streets are those that are:

- Streets that provide access within a 5-minute walk (1/4 mile) to schools, libraries, parks, senior centers, and major transit stops; and
- Streets that exhibit high levels of pedestrian volumes (200 or more pedestrians an hour during peak periods).

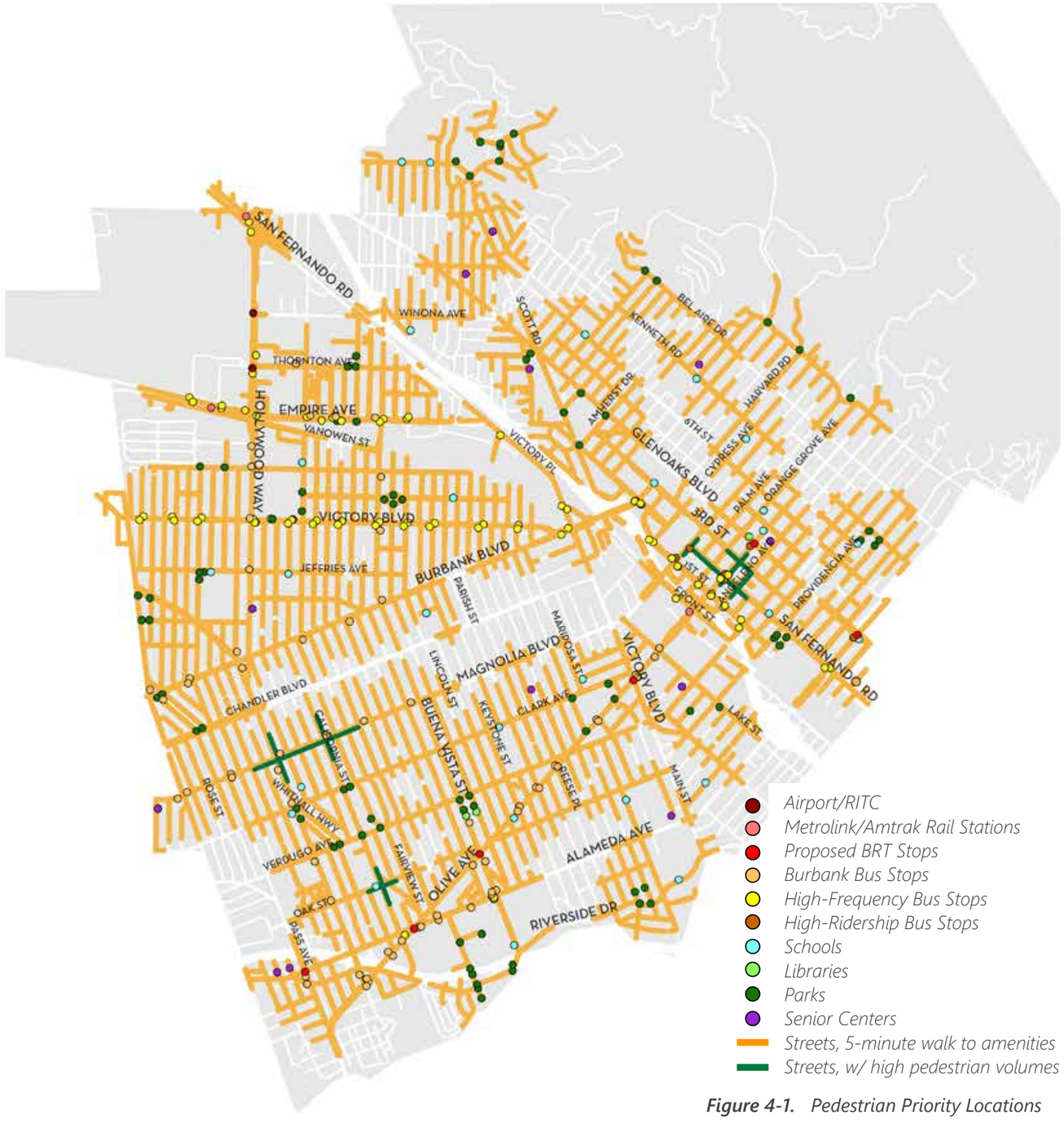


Figure 4-1. *Pedestrian Priority Locations*

2 TRANSIT PRIORITY STREETS

For more information on transit priority streets, see Chapter 6. Policy Recommendations: Transit on page 75.
Transit priority streets are those that are:

- Bus lines and stops that accommodate high-daily ridership, defined by 75 or more daily riders at each stop;
- Bus lines and stops that accommodate high-frequency service, defined by a 15-minute or less peak headway service, including proposed new or modified routes as part of Metro's Draft 2020 NextGen Bus Plan[1]; and
- Bus stops that provide intermodal transfers between rail and bus service at rail transit stations.

Figure 4-2. *Transit Priority Locations (Source: City of Burbank, Adapted Source: 2020 DRAFT Metro Next Gen Bus Plan)*

1 *Https://www.metro.net/projects/nextgen/*

3 BICYCLIST PRIORITY STREETS

For more information on bicyclist priority streets, see Chapter 7. Policy Recommendations: Bicyclists on page 89. Bicyclist priority streets are those that are:

- Existing or planned bikeways;
- High bicycle ridership streets; and
- Streets that close gaps and barriers to bicycle ridership, especially along first-mile/last-mile transit connections.

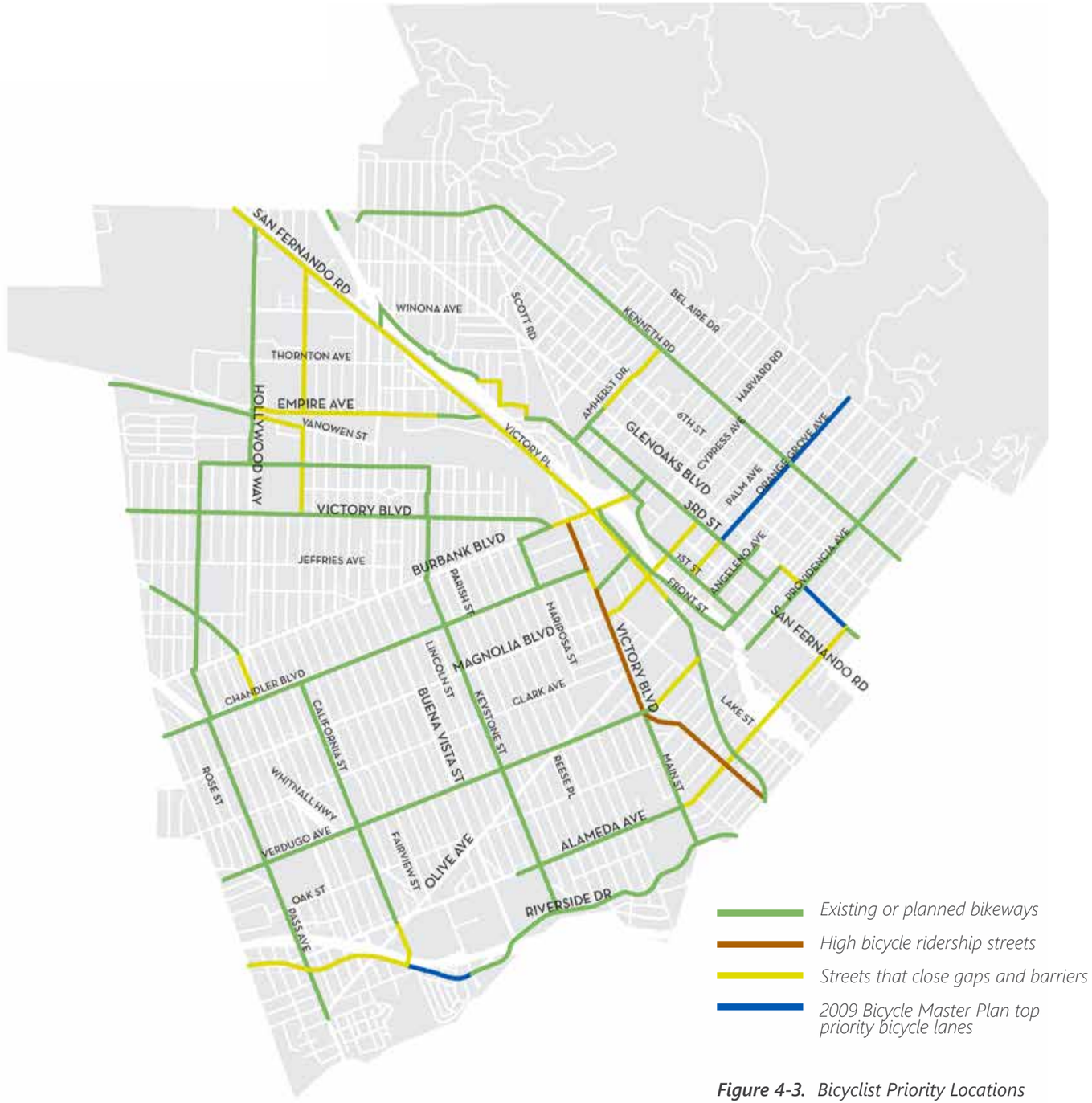


Figure 4-3. *Bicyclist Priority Locations*

4 MOTORIST PRIORITY STREETS

For more information on motorist safety improvements, see Chapter 8. Policy Recommendations: Motorists on page 117. Motorist priority streets generally include streets and intersections that are:

- High-volume and high-speed streets; and
- Intersections at skewed angles.

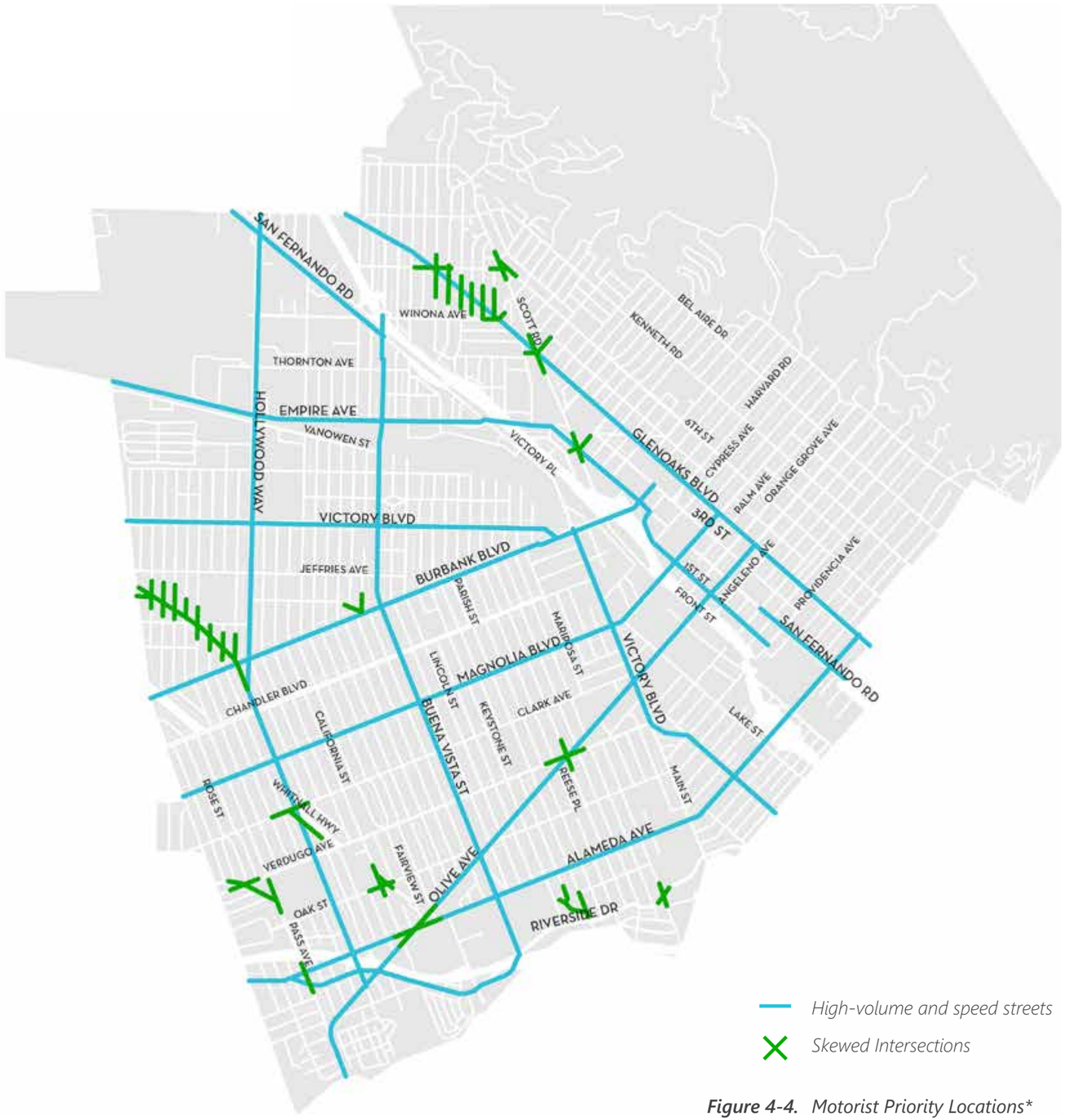


Figure 4-4. *Motorist Priority Locations**

**The motorist priority streets shows where safety improvements should be made for people driving based on the collision data on arterial streets, but all traffic calming measures should be focused on residential streets and not on arterial streets.*

4B. FOCUS AREAS

The second filter employs nine criteria that go beyond modes of travel, such as land use, demographic, collision, tree, environmental, justice, equity, and infrastructure data, to identify Focus Areas in the City that are especially deserving of the City's attention.

Figure 4-5. *Areas of High-Intensity Uses*

HIGH-INTENSITY USES

These areas are the highest employment and commercial centers in the City. They are areas that are also currently zoned for dense residential and commercial development in the Burbank2035 General Plan. Focus Areas include Downtown Burbank, the Media District, and the Golden State District.

Figure 4-6. *Commuter Districts*

COMMUTER DISTRICTS

Burbank has three distinct districts that are notable employment hubs and multi-family residential areas. These areas have a higher number of commuters both arriving at and departing for jobs and homes during morning and afternoon peak hours. As a result, the Golden State District, Downtown and South San Fernando, and the Media District have higher levels of street users and multi-modal activity, and have been identified as Focus Areas.

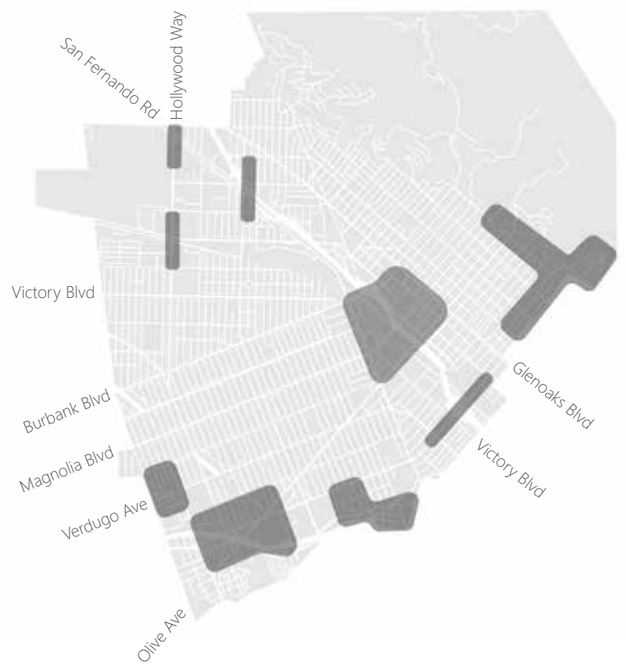


Figure 4-7. *Mobility Gaps and Barriers*

MOBILITY GAPS AND BARRIERS

Bicycle and pedestrian networks in the City encounter gaps created by heavy infrastructure barriers, such as freeways and rail corridors. Focus Areas include rail under-crossings in the Golden State District, South San Fernando, and Downtown. State Route-134 and Interstate-5 freeways similarly present north-south and east-west gaps, respectively. First-last mile transit improvements are important in these areas.

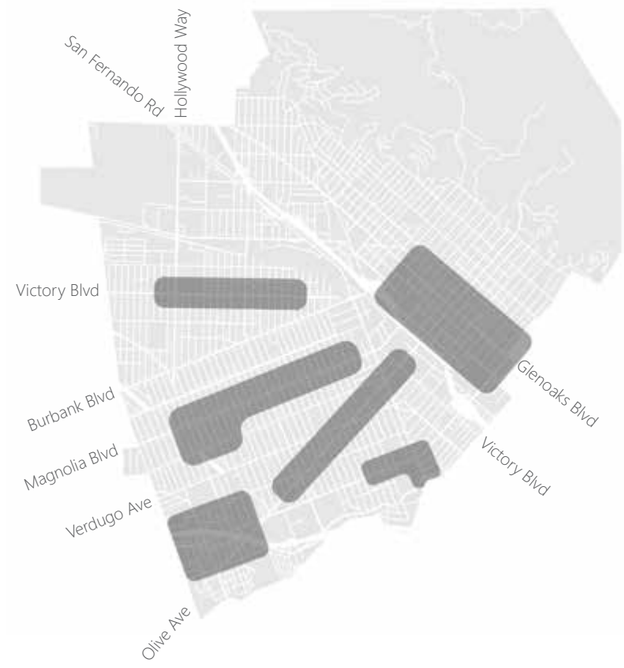


Figure 4-8. *Pedestrian Collision Hotspots*

PEDESTRIAN COLLISION HOTSPOTS

These areas have had hotspots of collisions between people walking and people driving (as per data from June 2013-June 2018). Downtown Burbank, Magnolia Park, the Media District, and segments of Olive Ave. and Victory Blvd. are identified as Focus Areas.

Figure 4-9. *Bicyclist Collision Hotspots*

BICYCLIST COLLISION HOTSPOTS

These areas have had hotspots of collisions between people riding bicycles and people driving (as per data from June 2013-June 2018). Focus Areas include Downtown Burbank, the Victory Blvd. corridor, and the connection between the Media District and Magnolia Park.

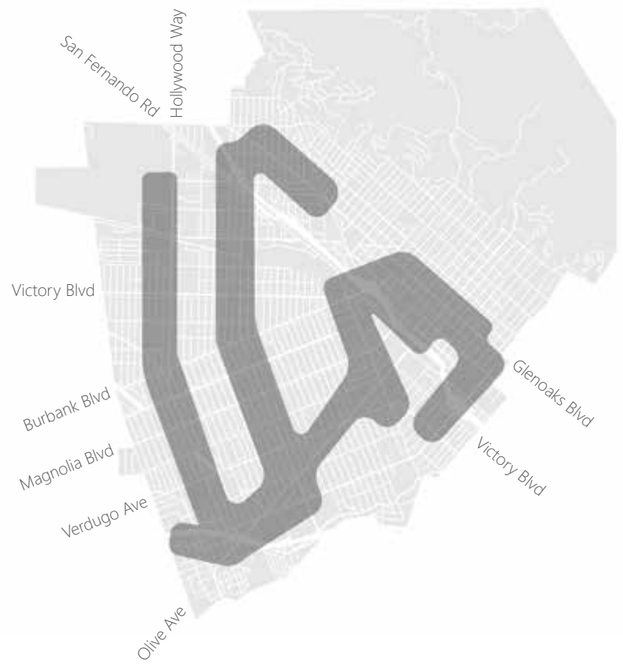


Figure 4-10. *Motorist Hotspots*

MOTORIST HOTSPOTS

These areas have had hotspots of collisions between people driving, other people driving, parked vehicles, or fixed objects (as per data from June 2013-June 2018). Focus Areas include Downtown Burbank and arterial streets, such as Olive Ave., Hollywood Way, Buena Vista St., portions of Victory Blvd., portions of Alameda Ave., and portions of Glenoaks Blvd.

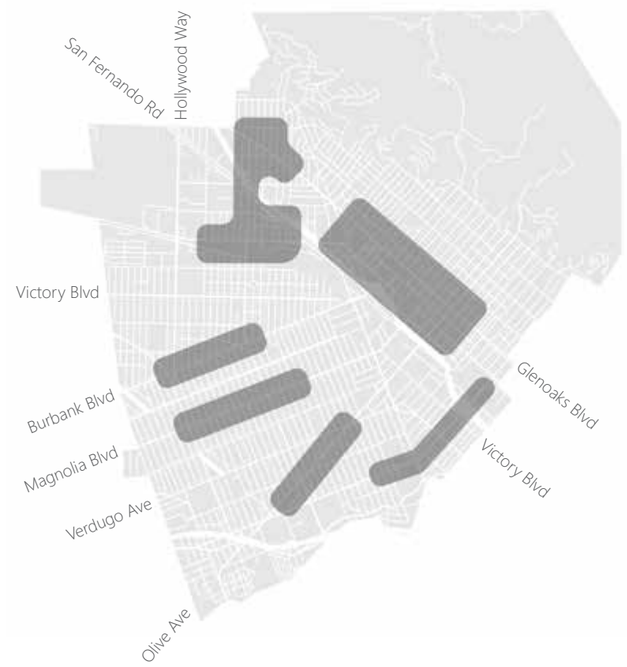


Figure 4-11. *KSI Collision Hotspots*

KSI HOTSPOTS

These areas (utilizing collision data from June 2013 to June 2018) show hotspots of "Killed or Seriously Injured" (KSI) collisions for all modes, including people walking, bicycling, and driving. Downtown Burbank, North San Fernando, Golden State District, and arterial corridors are identified as Focus Areas.

Figure 4-12. *Areas Lacking Tree Shade*

LACKING TREE SHADE

An analysis of the City's tree canopy cover reveals neighborhoods and corridors that could benefit from increased shade. Residential-commercial districts of South San Fernando and the Golden State District are identified as Focus Areas.

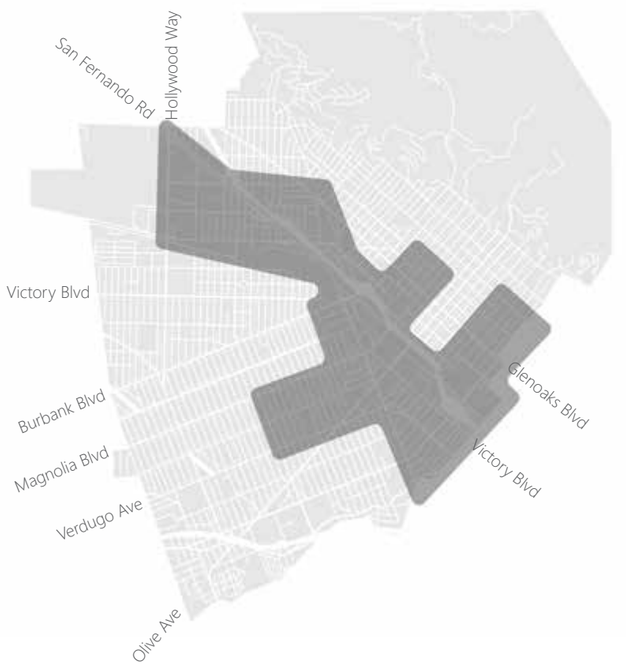


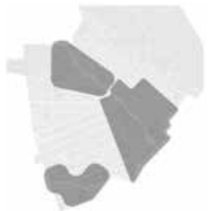
Figure 4-13. *Disadvantaged Communities*

DISADVANTAGED COMMUNITIES

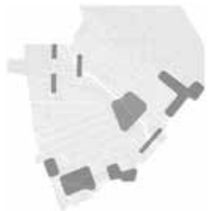
Based on data from CalEnviroScreen and California's Healthy Place Index, these are areas that are disproportionately burdened by environmental pollution, while also facing socioeconomic and health challenges. These communities all lie within the corridor along the Interstate-5 Freeway, but also see a higher proportion of transit users, and therefore first-mile/last mile transit connectivity is especially important in these areas.

The Focus Areas determined by the preceding nine criteria can be aggregated and represented on a single map with all layers superimposed. This overlay maps calls out a hierarchy of zones that require attention. The darker the area, the greater the priority. While this is not an exact science, it provides an effective tool the City can utilize to help prioritize limited resources for improvements throughout the City. This approach forms the basis for identifying priority projects in Chapter 13. Priority Projects on page 147.

Areas of High-Intensity Uses



Commuter Districts



Mobility Gaps and Barriers

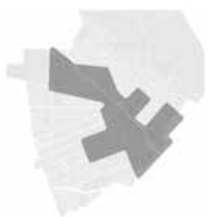
Pedestrian Collision Hotspots

Bicycle Collision Hotspots

Motorist Collision Hotspots

KSI Hotspots

Areas Lacking Tree Shade



Disadvantaged Communities

Figure 4-14. *Priority Streets Clipped to Focus Areas.*

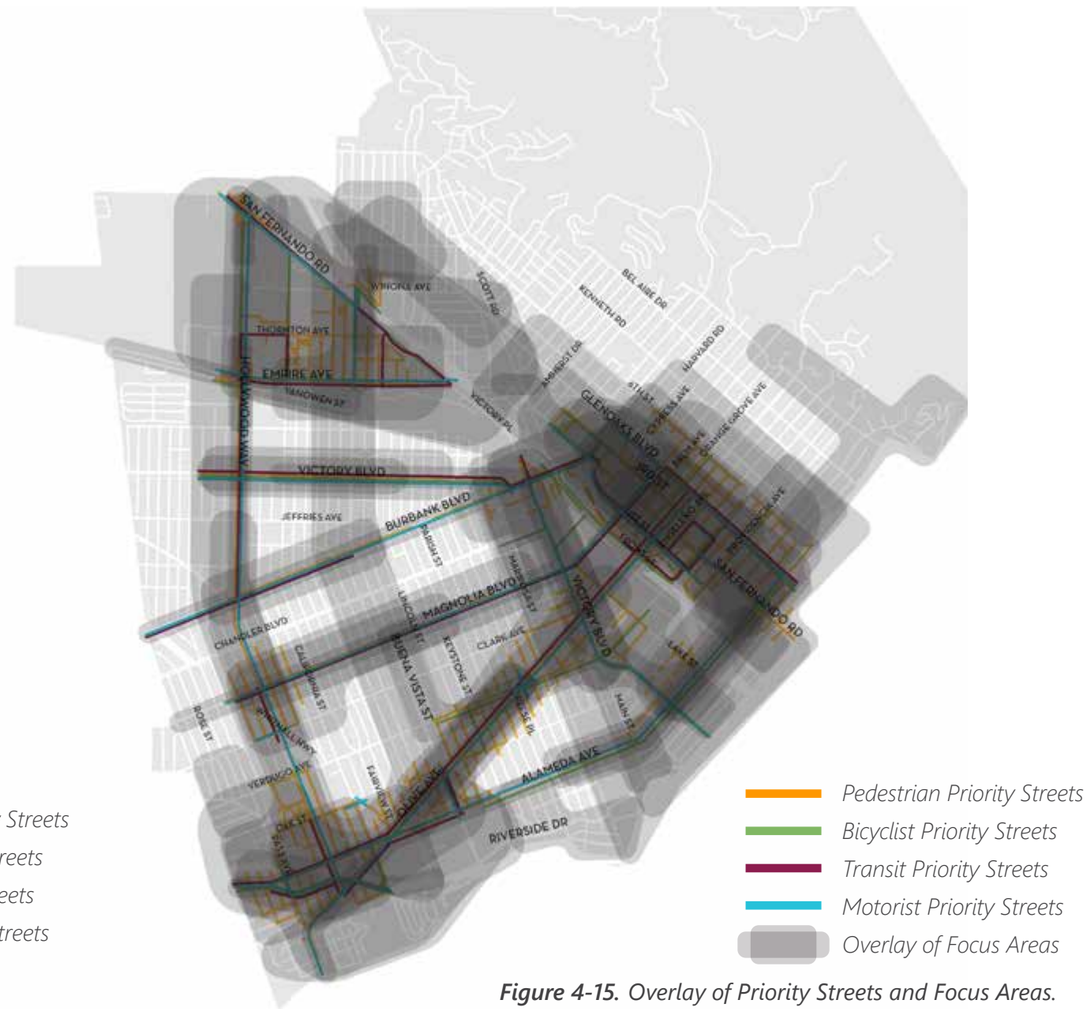


Figure 4-15. *Overlay of Priority Streets and Focus Areas.*

4C. GOALS AND PRINCIPLES

Community input, data analysis, and field observations led to the formulation of 10 goals and associated principles to help guide and provide the framework for the Plan's policy recommendations.

Goal #1

Complete networks for all modes of travel.

PRINCIPLES:

- Fill gaps and eliminate first-mile/last-mile mobility barriers to connect all people seamlessly between neighborhoods and adjacent communities.

Goal #2

Separate the fast and heavy from the slow and vulnerable.

PRINCIPLES:

- Explore approaches to calm traffic on neighborhood streets while enhancing safety for motorists on arterial streets.
- Increase physical separation between people driving from people walking and bicycling.

Goal #3

Build better neighborhoods.

PRINCIPLES:

- Create a safe, beautiful, and thriving community.
- Do not just build streets, but build better neighborhoods.
- Calm traffic on residential streets.

Goal #4

Bridge across infrastructure barriers.

PRINCIPLES:

- Connect across freeways, underpasses, and rail corridors that divide Burbank's neighborhoods.

Goal #5

Foster a healthier Burbank.

PRINCIPLES:

- Increase public health benefits by prioritizing walkability in Burbank.
- Enable the joy of street strolling by ensuring that sidewalks are not encroached upon by other modes.
- Design, construct, organize, and manage better sidewalks by implementing streetscape zones.
- Program sidewalks for multiple uses, including as a recreational amenity.

Goal #6

Balance competing needs.

PRINCIPLES:

- The public right-of-way is a finite and contested resource in a built-out-city like Burbank. Prioritize competing needs in a transparent, data-driven, and value-driven process to consider benefits and trade-offs.
- Ensure that the needs of the most vulnerable street users are prioritized.
- In assigning priorities, recognize also the realities of hard data, analysis, community aspirations, financial cost, feasibility, and trade-offs of increasing safety versus convenience.

Goal #7

Make Burbank a more inclusive City.

PRINCIPLES:

- Burbank should strive to plan for universal design for the young, elderly, and differently-abled.
- Facilitate purposeful aging in-place by designing street infrastructure that is friendly, safe, and welcoming to all ages, abilities, and disabilities.

Goal #8

Help people to be and feel safe on Burbank's streets.

PRINCIPLES:

- Improve mobility for all people so that people feel safe moving throughout the community.
- Enhance mobility networks so that people can safely access destinations on all modes of travel.
- Improve safe access to parks, schools, and community centers for all users, ages, and abilities.
- Strive to accommodate and welcome the mobility- and visually-impaired.

Goal #9

Spread shade and shelter.

PRINCIPLES:

- Expand the idea of "Complete Streets" to include "Green Streets."
- Expand tree cover and other shade structures Citywide.
- Expand bus shelters for shade and rest areas at transit stops.

Goal #10

Be proactive.

PRINCIPLES:

- Promote active transportation options to help lower greenhouse gas emissions.
- Introduce green infrastructure to reduce the burden on the capacity of existing stormwater infrastructure.
- Urban mobility technology is constantly evolving. Proactively plan to accommodate and manage new technology to balance competing priorities.

5

POLICY RECOMMENDATIONS: PEDESTRIANS

5A. POLICY GOALS
5B. APPLICABILITY
5C. CROSSING IMPROVEMENTS
5D. IMPROVEMENTS ALONG THE STREET
5E. SIGNS AND SIGNALS
5F. INFRASTRUCTURE

The pedestrian experience remains the defining experience of people. Our memories of places are shaped by the immersive experience of pedestrian-paced activity: walking, jogging, or riding in a stroller or wheelchair. Improvements to the pedestrian experience can have positive impacts to the quality and character of places and streets. Regardless of age, ability, disability, or mode of transportation, all people must walk (or roll) at least during the beginning and end of a trip, even if it is from the door to the car.

5A. POLICY GOALS

Future pedestrian improvements throughout the City should be designed and maintained to meet the following goals:

- Provide uninterrupted, visible, and safe paths of pedestrian access throughout the City.
- Encourage walkability for positive public health and environmental benefits.
- Improve or provide street infrastructure to allow safe and convenient access for people of all ages, abilities, and disabilities.
- Promote access and use of transit, such as bus and rail, by prioritizing walkability to transit stops.
- Calm traffic to ensure that all people are able to walk safely and conveniently.
- Provide safe and equitable access to schools, parks and libraries for all ages, abilities, and disabilities.
- Plan streets to be welcoming to the elderly so that people may enjoy Burbank even in their later years.

5B. APPLICABILITY

The improvements illustrated in subsequent sections of this chapter are policy recommendations intended to achieve the goals listed above. Projects that lie within the following two filters of applicability are candidates for these improvements.

1 PRIORITY STREETS

In general, the City should prioritize pedestrian improvements at "Pedestrian Priority Streets," as illustrated in Figure 5-1, which include:

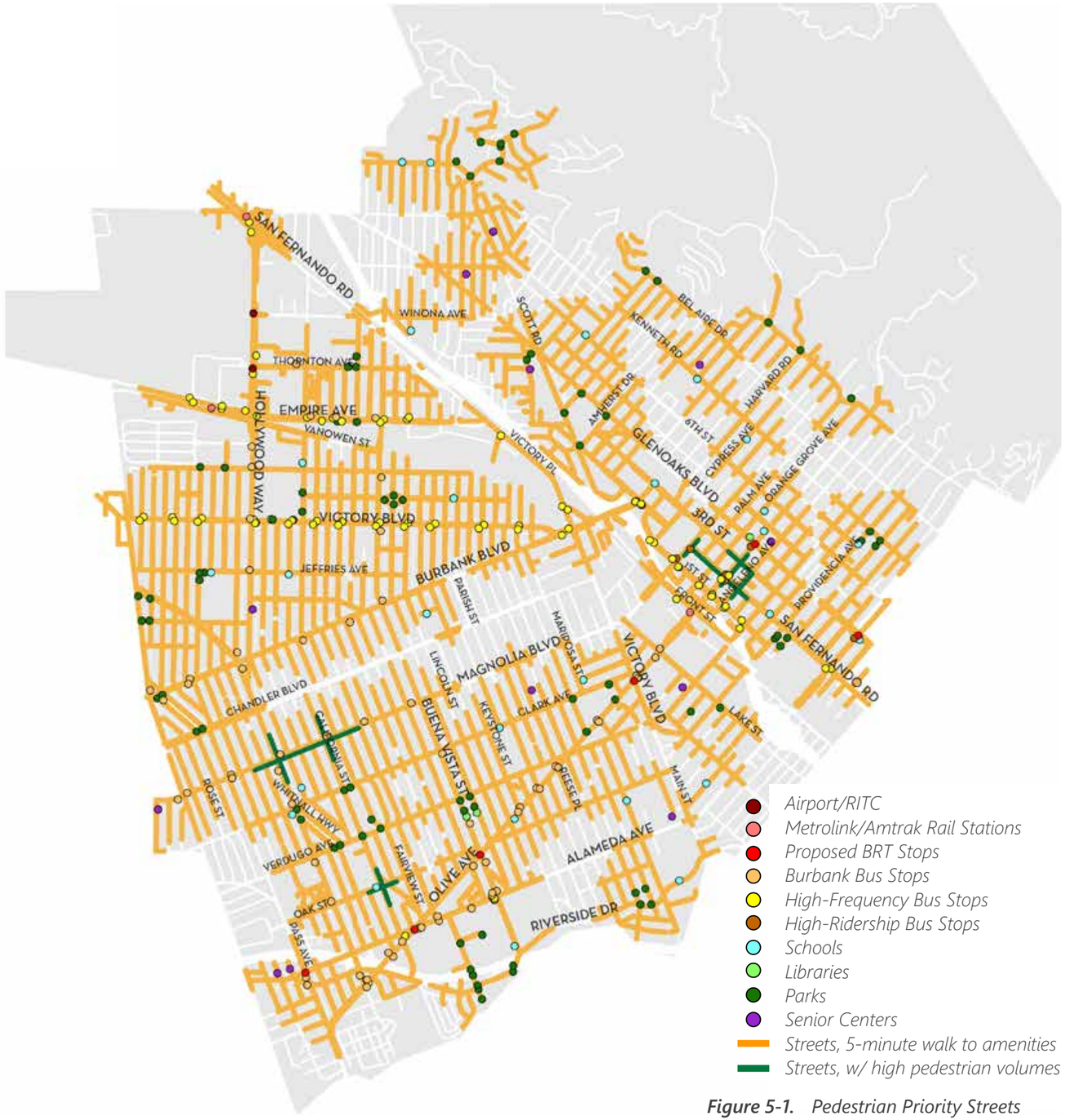


Figure 5-1. *Pedestrian Priority Streets*

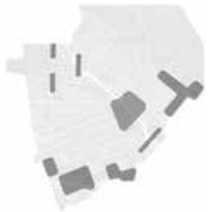
- Streets that provide access within a 5-minute walk (1/4 mile) to schools, libraries, parks, senior centers, and major transit stops, and
- Streets that exhibit high levels of pedestrian volumes (200 or more pedestrians an hour during peak periods).

2 FOCUS AREAS

Additionally, pedestrian improvements should be prioritized within "Focus Areas," as illustrated in Figure 5-2, as these are areas of the City that have been identified to receive focused attention and investment via criteria that include heightened community vulnerability, activity, disinvestment, and disadvantage. See Chapter 4B. Focus Areas on page 52 for more information.

Areas of High-Intensity Uses

Commuter Districts



Mobility Gaps and Barriers

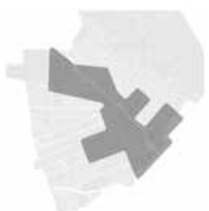
Pedestrian Collision Hotspots

Bicycle Collision Hotspots

Motorist Collision Hotspots

KSI Hotspots

Areas Lacking Tree Shade



Disadvantaged Communities

Figure 5-2. *Overlay of Pedestrian Priority Streets and Focus Areas*

5C. CROSSING IMPROVEMENTS

The following geometric pedestrian improvements may be implemented Citywide, but should first be prioritized at "pedestrian priority locations," as illustrated in Figure 5-1. For more information on priority locations, see Chapter 4. Methodology, Goals, & Principles on page 47.

1 CURB RADII

To enhance pedestrian visibility, improvements such as shortening pedestrian crossing distances, reducing motorist turning speeds, and reducing corner curb radii can be implemented. See Chapter 8C. Street Improvements on page 120 for guidance on curb radii.

2 CURB RAMPS

Curb ramps offer sloped accessibility from the sidewalk to the roadway for people of all ages, abilities, and disabilities, including those using wheelchairs, strollers, and crutches, etc. Where feasible, consider the following:

- Provide a curb ramp at each end of a marked crosswalk. See Figure 5-3.
- Provide two separate curb ramps per intersection corner, aligned closely on center with each crosswalk. See Figure 5-4 and Figure 5-5.

3 MARKED CROSSWALKS

Marked crosswalks, when used in conjunction with other treatments, such as signs or signals, provide pedestrians with a highly visible means of crossing a street or intersection. Where feasible, consider the following:

- All signalized and all-way stop-controlled intersections should have marked crosswalks at all corners.
- Marked crosswalks should be at least 11 ft. wide, or greater where context requires (e.g., streets that exhibit high levels of pedestrian volumes), and should span across the full width of the pavement.
- Marked crosswalks should be high-visibility, such as Continental or Ladder style.
- Marked crosswalks should have advanced stop lines and yield lines.
- Where no curb extension exists, on-street parking should be prohibited within 20 ft. of a marked crosswalk.

4 CURB EXTENSIONS

Curb extensions (or bulb-outs) are an extended portion of the sidewalk that provide extra pedestrian waiting space, shorten the pedestrian crossing distance, increase pedestrian visibility, and may at times provide low-lying landscaping for stormwater capture (see Chapter 9. Policy Recommendations: Green Infrastructure on page 123). Where feasible, consider the following:

- Curb extensions may ONLY be installed where permanent on-street parking exists. On-street parking may NOT have time restrictions, e.g., "No Parking during Rush Hour."
- Curb extensions should NOT extend into travel lanes, bikeways, or into travel paths of design vehicles based on General Plan street classifications and land uses.
- Curb extensions should NOT extend into dedicated right-turn only lanes.
- To maintain through-traffic, curb extensions should NOT be installed along two-lane local streets without dedicated left-turn lanes at signalized or two-way stop controlled arterial or collector intersections.
- The width of a curb extension should extend outward NO more than 2 ft. from the edge of the adjacent on-street

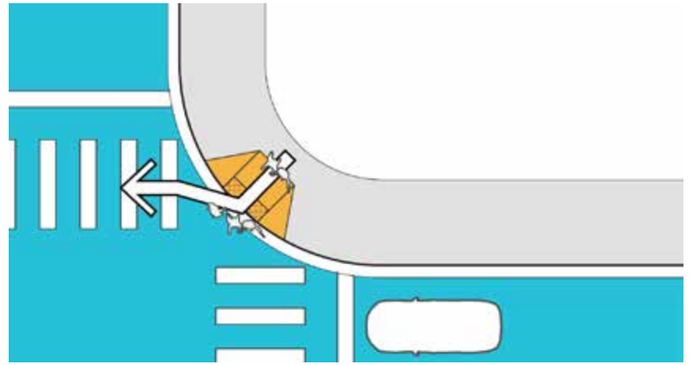


Figure 5-3. *Single Curb Ramp*

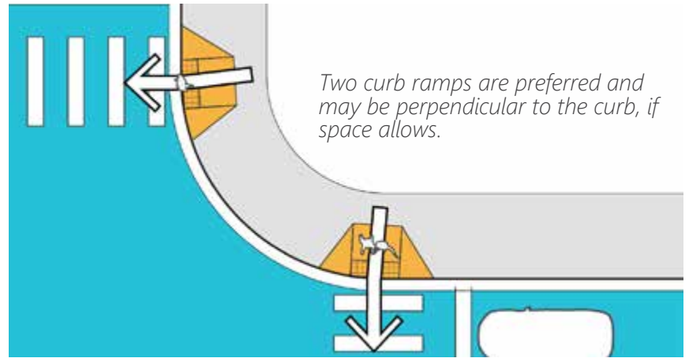


Figure 5-4. *Two Curb Ramps (Perpendicular to Curb)*

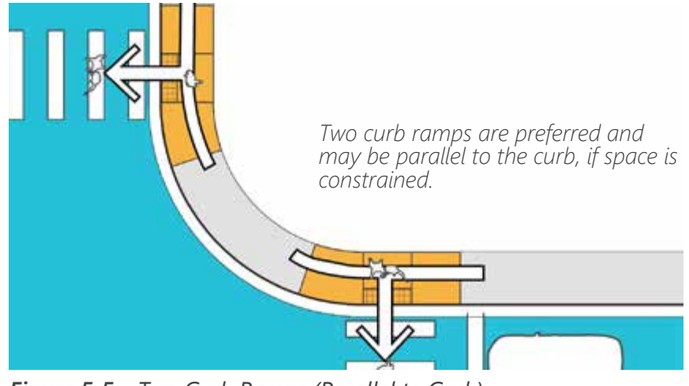


Figure 5-5. *Two Curb Ramps (Parallel to Curb)*

parking lane, e.g., if on-street parking is 8 ft. wide, the curb extension should be no more than 6 ft. wide.

- Maintain a minimum of 26 ft. clearance between curb-to-curb for fire access.
- For curb extension curb radii, see Chapter 8C. Street Improvements on page 120.
- For curb extensions at bus stops, see Chapter 6. Policy Recommendations: Transit on page 75.
- For green infrastructure opportunities at curb extensions, see Chapter 9. Policy Recommendations: Green Infrastructure on page 123.
- As a demonstration project or interim improvement, temporary materials using paint, bollards, and signage could be installed to show where a curb extension may be constructed in the future.

5 MID-BLOCK CROSSINGS

Mid-block crossings enhance pedestrian safety and convenience along long uninterrupted lengths of streets without existing crossings. Where feasible, consider the following:

- Along streets that exhibit a pedestrian desire to cross mid-block (e.g., to connect building entrances or bus stops on either side of the street), consider providing a marked mid-block crossing.
- Across any street with more than two travel lanes and a posted speed limit greater than 25 mph, install the mid-block crossing with flashing beacons or traffic signals (see Chapter 5E. Signs and Signals on page 72). If a median or center turn lane is present, consider installing a pedestrian refuge island, as illustrated in Figure 5-6.
- Across a street with two travel lanes and a posted speed limit of 25 mph, the mid-block crossing should be installed with pedestrian signs, warning signs, and/or yield signs. As an option, consider installing with an in-street pedestrian

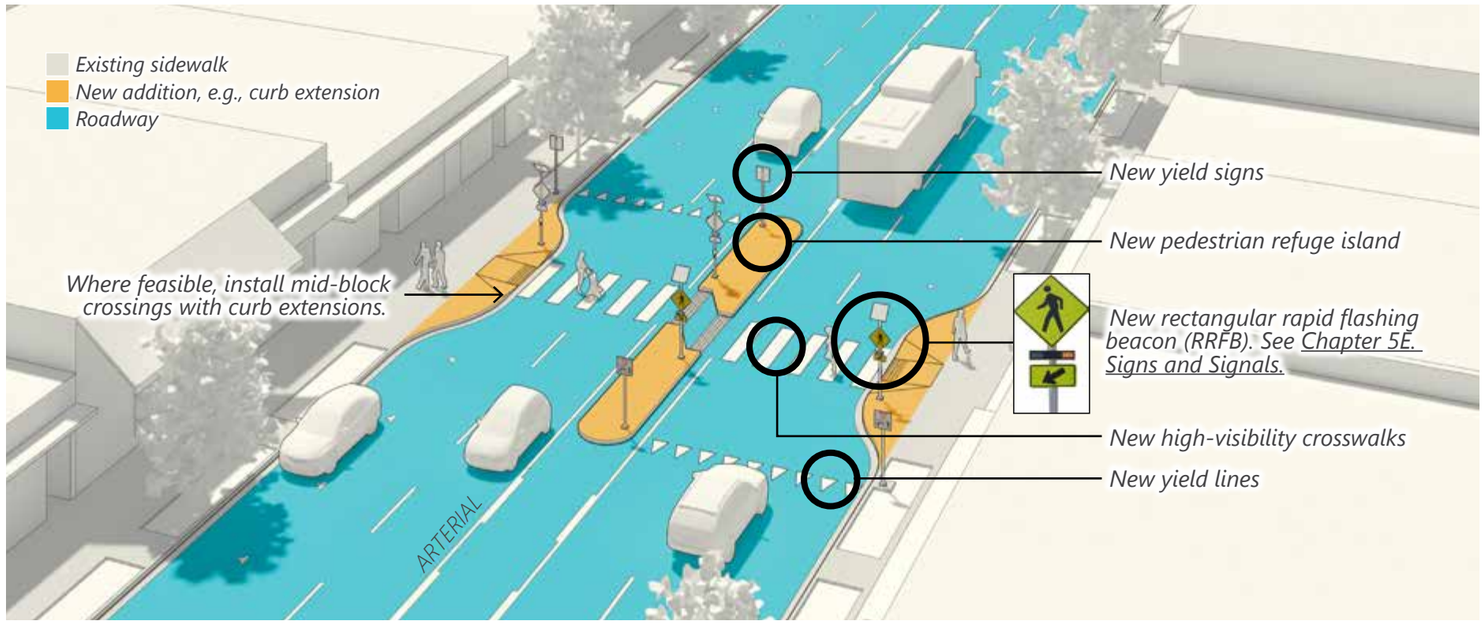


Figure 5-6. *Mid-Block Crossing, Pedestrian Refuge Island, and Flashing Beacons across an Arterial Street.*

Demonstration/Interim Installation of a Curb Extension.

Demonstration/Interim Installation of a Curb Extension.

sign, as illustrated in Figure 5-8, and flashing beacons, as illustrated in Figure 5-7. See Chapter 5E. Signs and Signals on page 72.

- Where feasible, mid-block crossings should be installed with curb extensions. See Chapter 5C-4 Curb Extensions on page 60.

- For green infrastructure opportunities at mid-block crossings, see Chapter 9. Policy Recommendations: Green Infrastructure on page 123.

6 RAISED CROSSWALKS AND SPEED HUMPS OR CUSHIONS

Raised crosswalks and speed cushions are types of vertical traffic calming measures installed across local streets with low speeds and low traffic volumes. They are intended to reduce speeds for people driving and to enhance the safety of people walking and bicycling. Where feasible, consider the following:

- Raised crosswalks may be installed in conjunction with a mid-block crossing across a street with two travel lanes and a posted speed limit of no greater than 25 mph, as illustrated in Figure 5-8. In lieu of raised crosswalks, which come with a greater capital cost, consider 3D-painted crosswalks which may be more cost-effective and may provide a similar traffic calming effect.

- Speed cushions are speed humps that are designed with wheel cutouts to allow larger emergency vehicles to pass through unaffected. They may be installed along streets where there are few intersections and driveways and no other visual cues to slow motorists. Please refer to City of Burbank Public Works guidelines to determine eligibility of speed humps or speed cushions on a particular street.

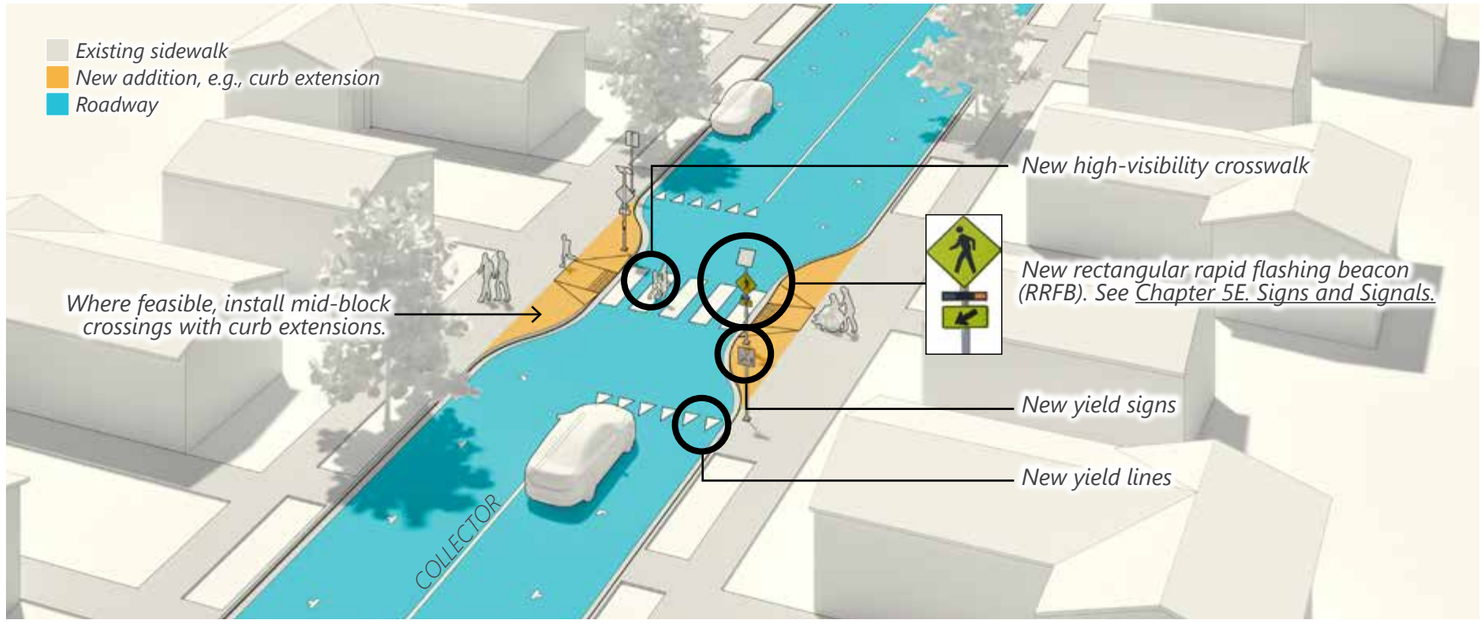


Figure 5-7. *New Mid-Block Crossing and Flashing Beacons across a Collector Street.*

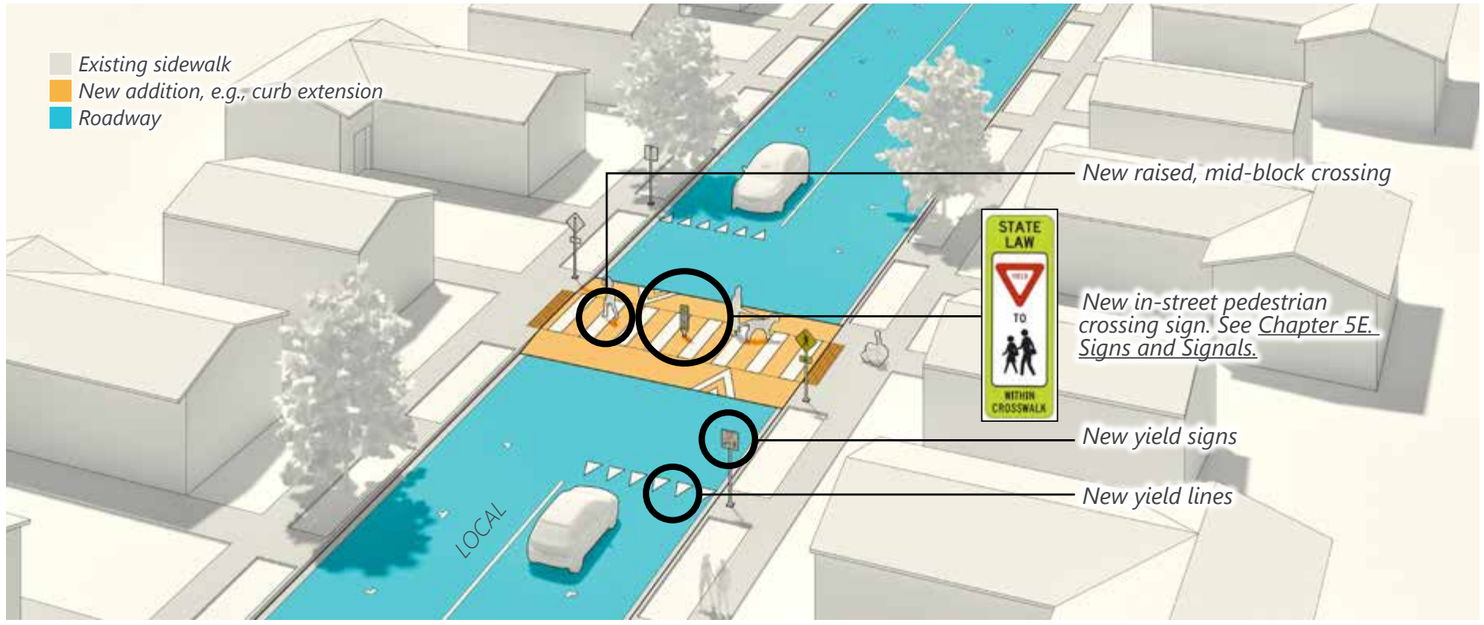


Figure 5-8. *New Mid-Block Crossing, Raised Crosswalk, and In-Street Pedestrian Crossing Sign across a Local Street.*

7 NEW CROSSINGS AT TWO-WAY STOP-CONTROLLED INTERSECTIONS

Pedestrian safety can be enhanced at a two-way stop controlled intersection through the addition of a new marked crossing. Where feasible, consider the following:

- Provide a marked crosswalk across one of the uncontrolled approaches of the intersection.
- Locate marked crosswalks at two-way stop controlled intersections in strategic locations, such that crosswalks are not placed at too frequent intervals, based on engineering judgment.
- Across a street with two or more travel lanes and a posted speed limit of 25 mph, the marked crosswalk should be installed with traffic calming treatments and flashing beacons or traffic signals (see Chapter 5E. Signs and Signals on page 72). For streets up to two travel lanes, an in-street pedestrian crossing sign may be considered, as illustrated in Figure 5-8.

8 PEDESTRIAN SCRAMBLES (DIAGONAL CROSSINGS)

Pedestrian scrambles (diagonal crosswalks) or exclusive pedestrian intervals allow for can be effective in downtown commercial areas that experience high volumes of pedestrians utilizing a pedestrian push button. Implementing a scramble crosswalk could be considered when the following circumstances occur:

- Pedestrian volumes meet or exceed 30% of vehicle volumes during peak hours;
- Vehicles turning through a crosswalk exceeds 200 vehicles per hour; or
- High percentage of collisions involving turning vehicles and pedestrians at an intersection.

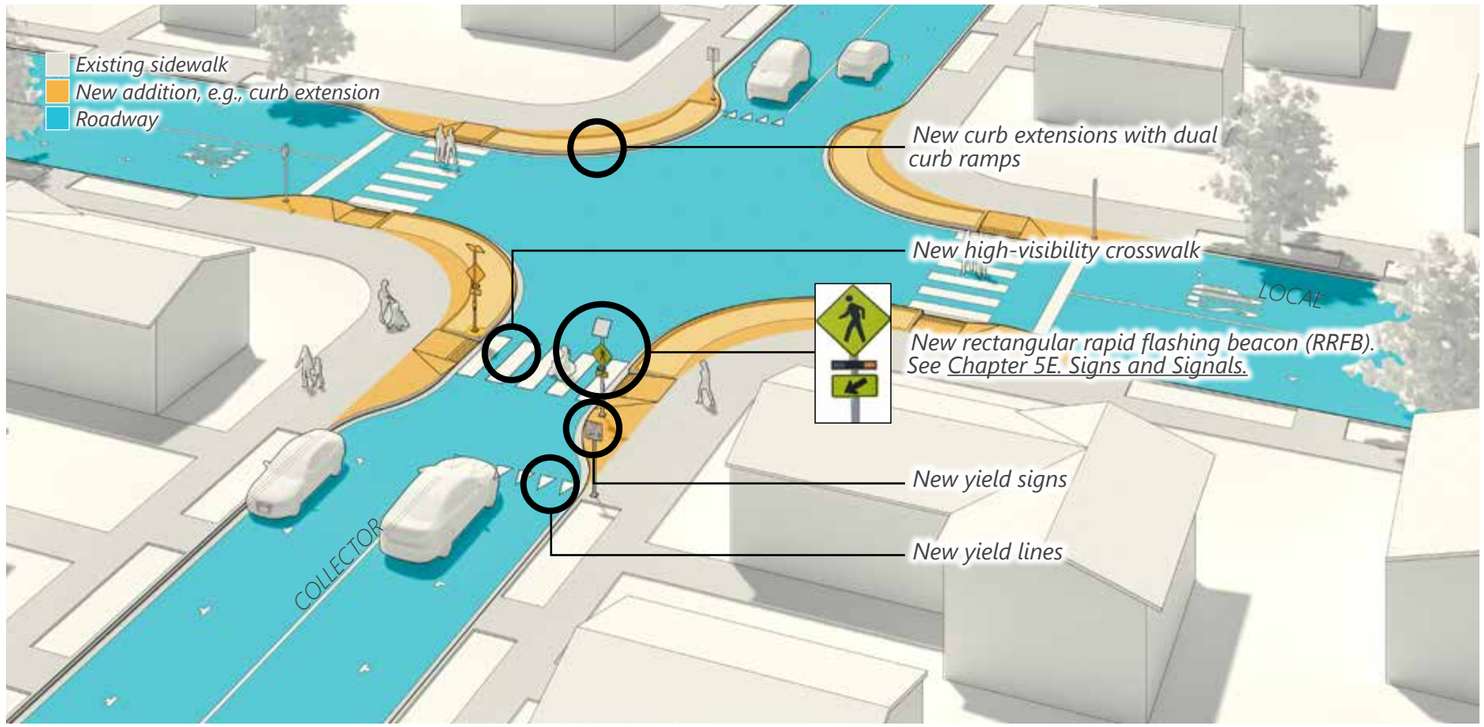
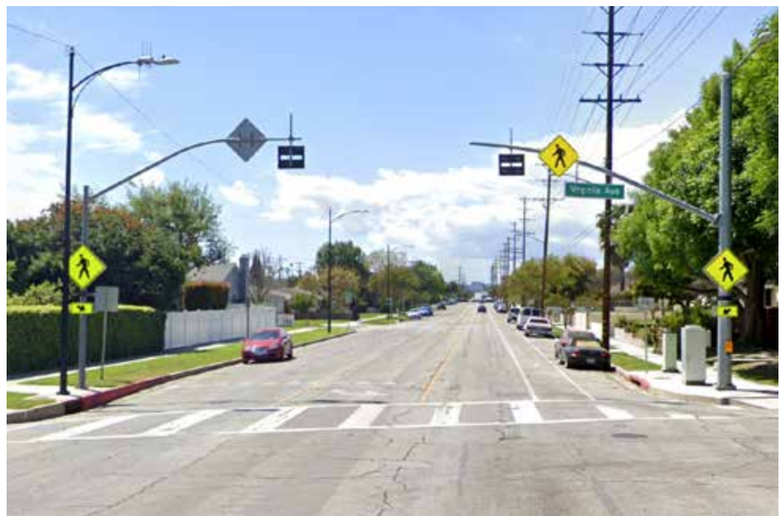


Figure 5-9. *New Marked Crossing and Flashing Beacons at a Two-Way Stop-Controlled Collector/Local Intersection.*

High-Visibility Crosswalk at Curb Extension.



Flashing Beacons with High-Visibility Crosswalks at Virginia Ave. and Verdugo Ave.

The following considerations should be taken into account as it may decrease the applicability and effectiveness of pedestrian scramble crosswalks:

- High volumes of right-turning vehicles with moderate volumes of pedestrians crossing two continuous crosswalks;
- Low vehicle volumes and high number of pedestrians crossing two continuous crosswalks;
- Close proximity to freeway ramps or at-grade rail crossings;
- T-intersections; or
- High pedestrian volumes, which may require larger pedestrian landing areas or refuge space.

The total pedestrian waiting time plus crossing time should be evaluated when considering a pedestrian scramble crossing.

Implementing this recommendation will need to include a traffic analysis as waiting times for all modes of travel will increase. People driving will also be stalling their vehicles for longer periods of time, which may contribute to an increase in greenhouse gas emissions in the long-term.

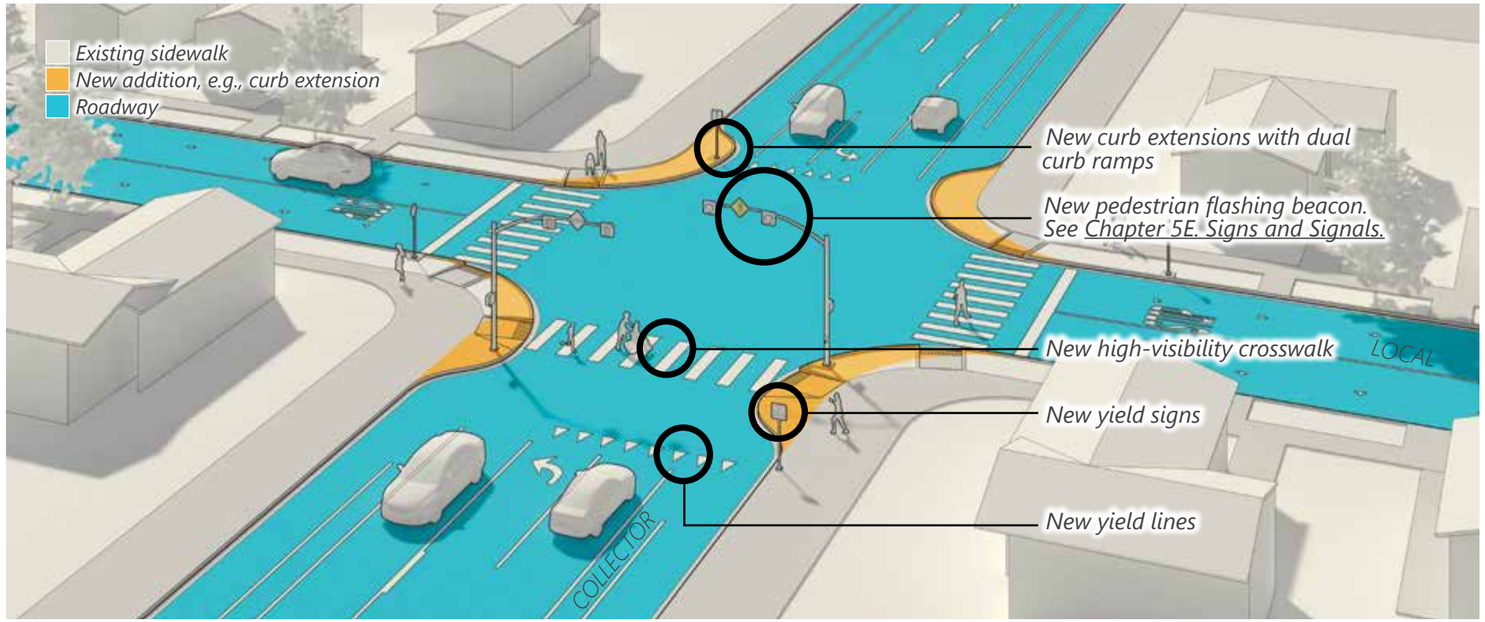


Figure 5-10. *New Marked Crossing and Flashing Beacons at a Two-Way Stop-Controlled Collector/Local Intersection.*

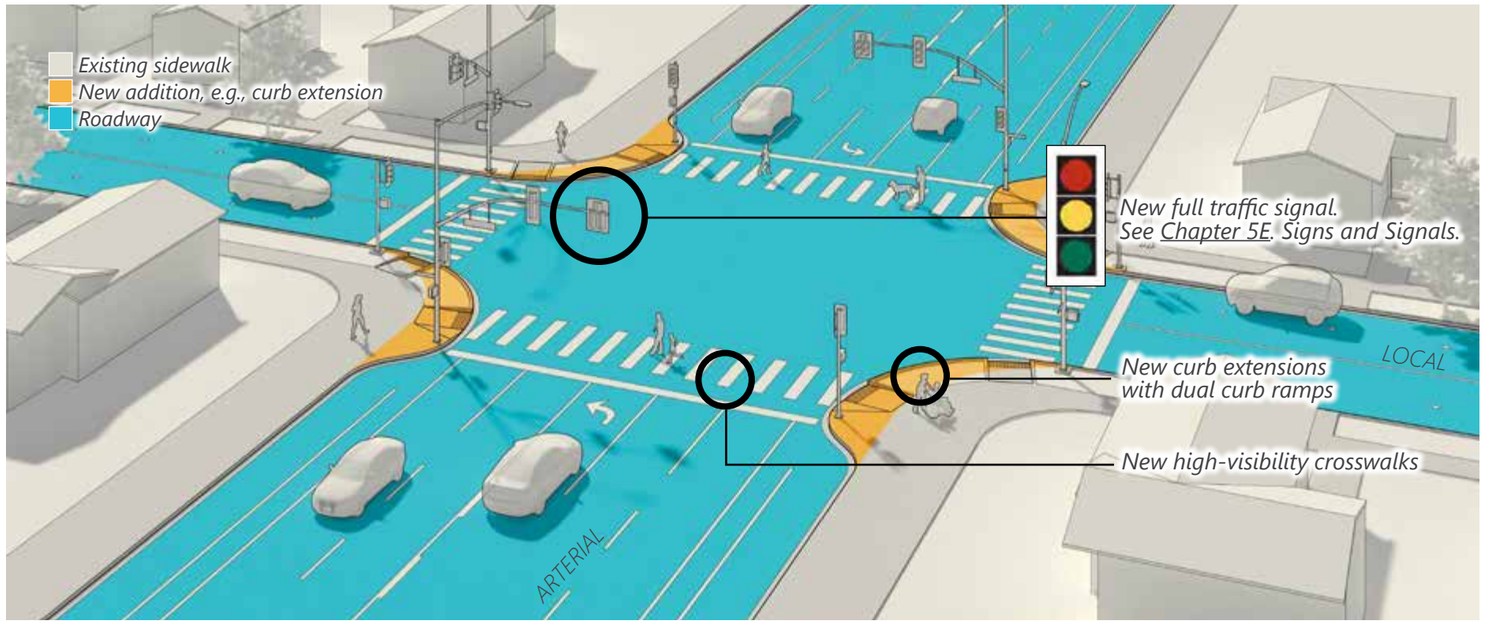


Figure 5-11. *New Marked Crossings and a Full Traffic Signal at a Two-Way Stop-Controlled Arterial/Local Intersection.*

9 CROSSINGS AT TYPICAL INTERSECTIONS

The aforementioned pedestrian crossing improvements are illustrated in Figure 5-12 through Figure 5-19 for typical intersection conditions in the City of Burbank. Improvements may vary depending on unique intersection conditions.

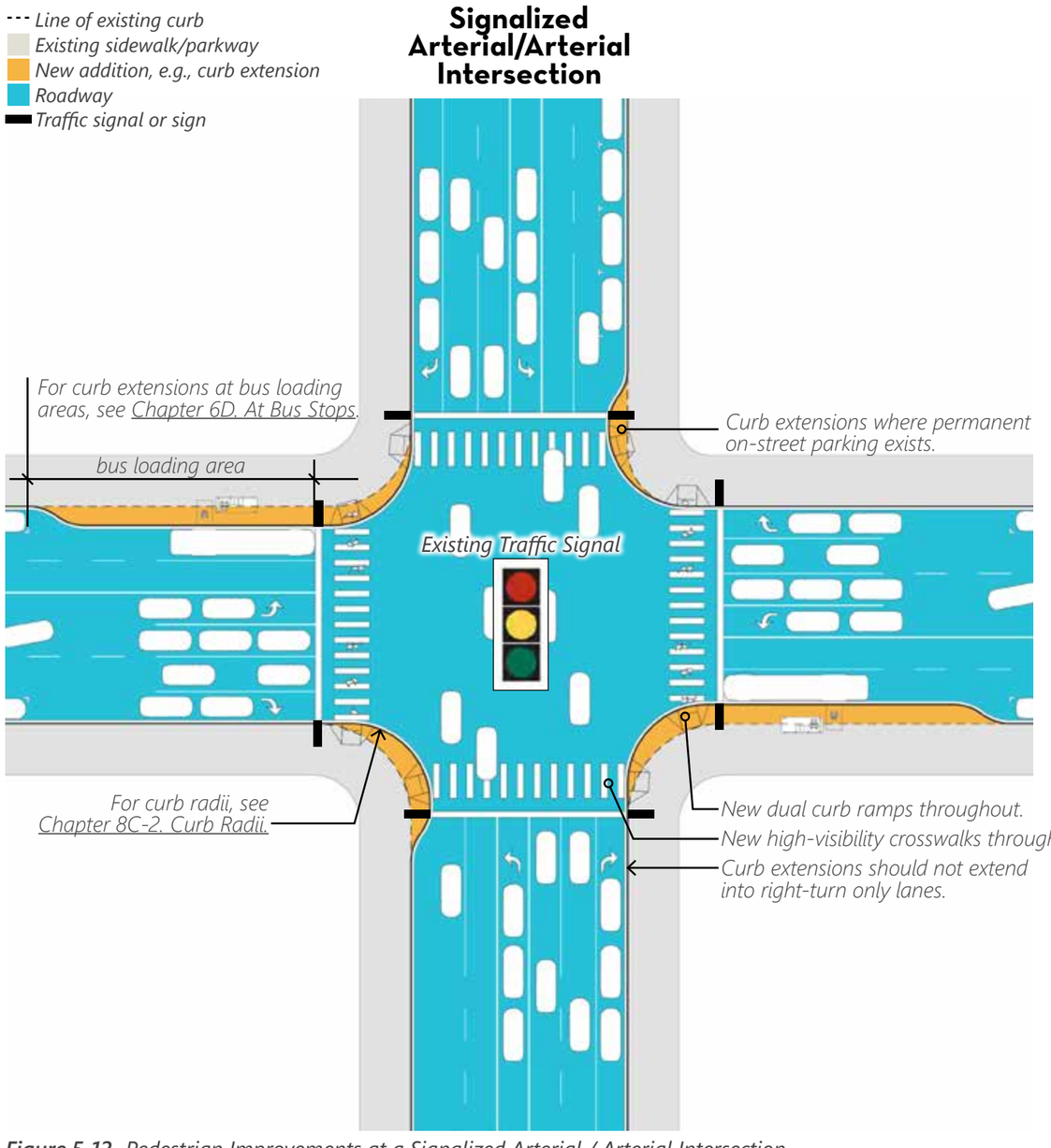


Figure 5-12. *Pedestrian Improvements at a Signalized Arterial / Arterial Intersection.*

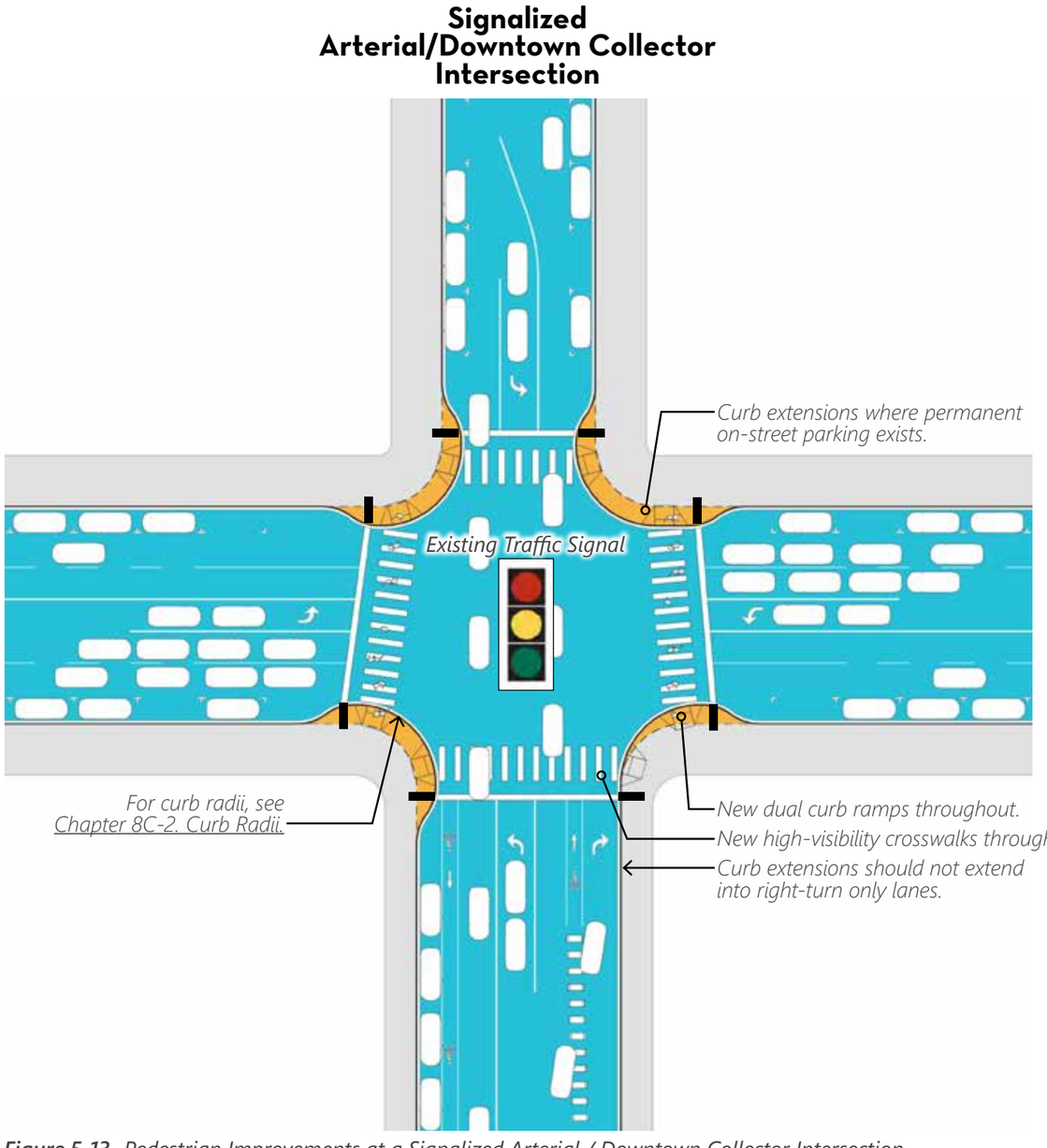


Figure 5-13. *Pedestrian Improvements at a Signalized Arterial / Downtown Collector Intersection.*

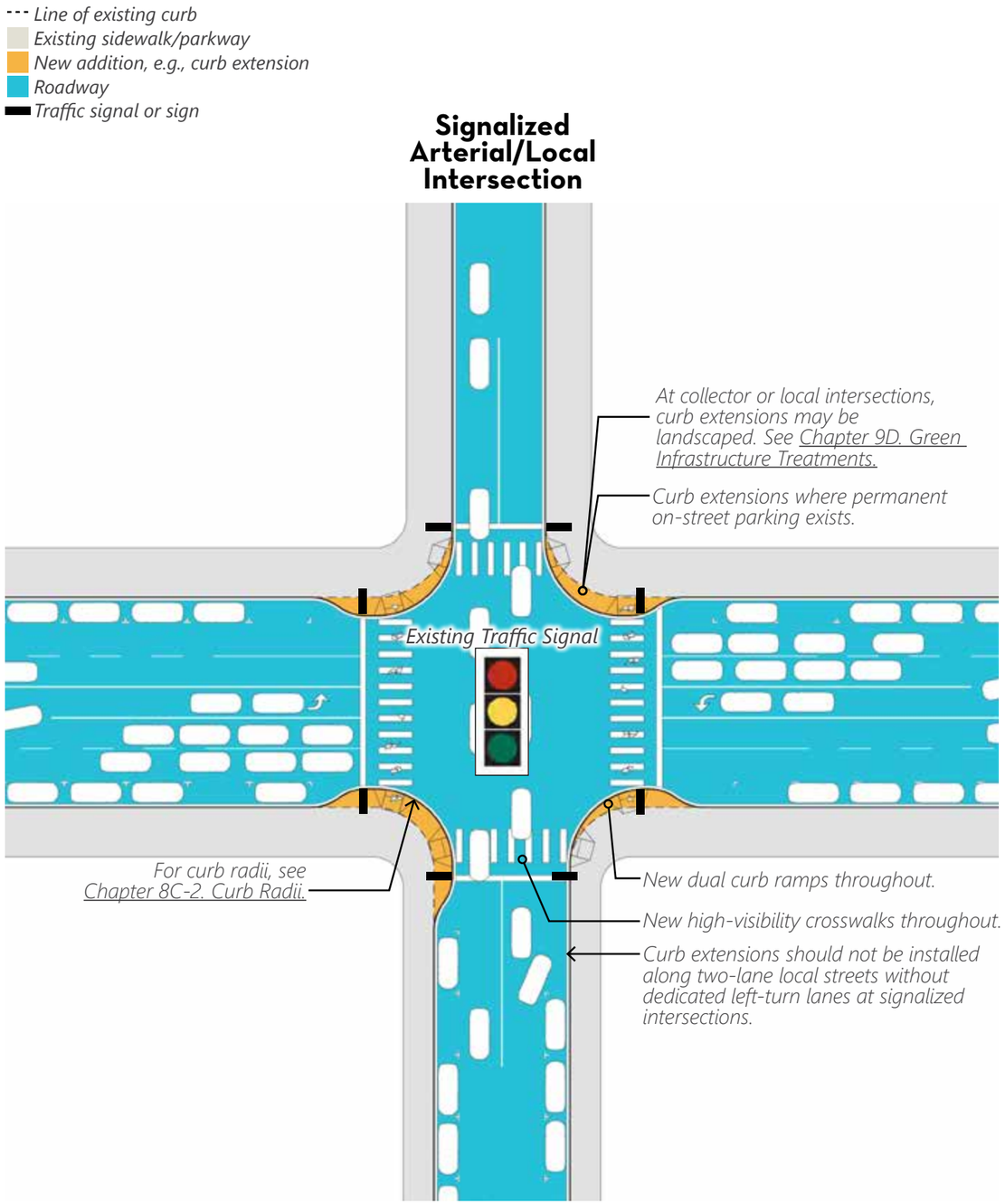


Figure 5-14. *Pedestrian Improvements at a Signalized Arterial / Local Intersection.*

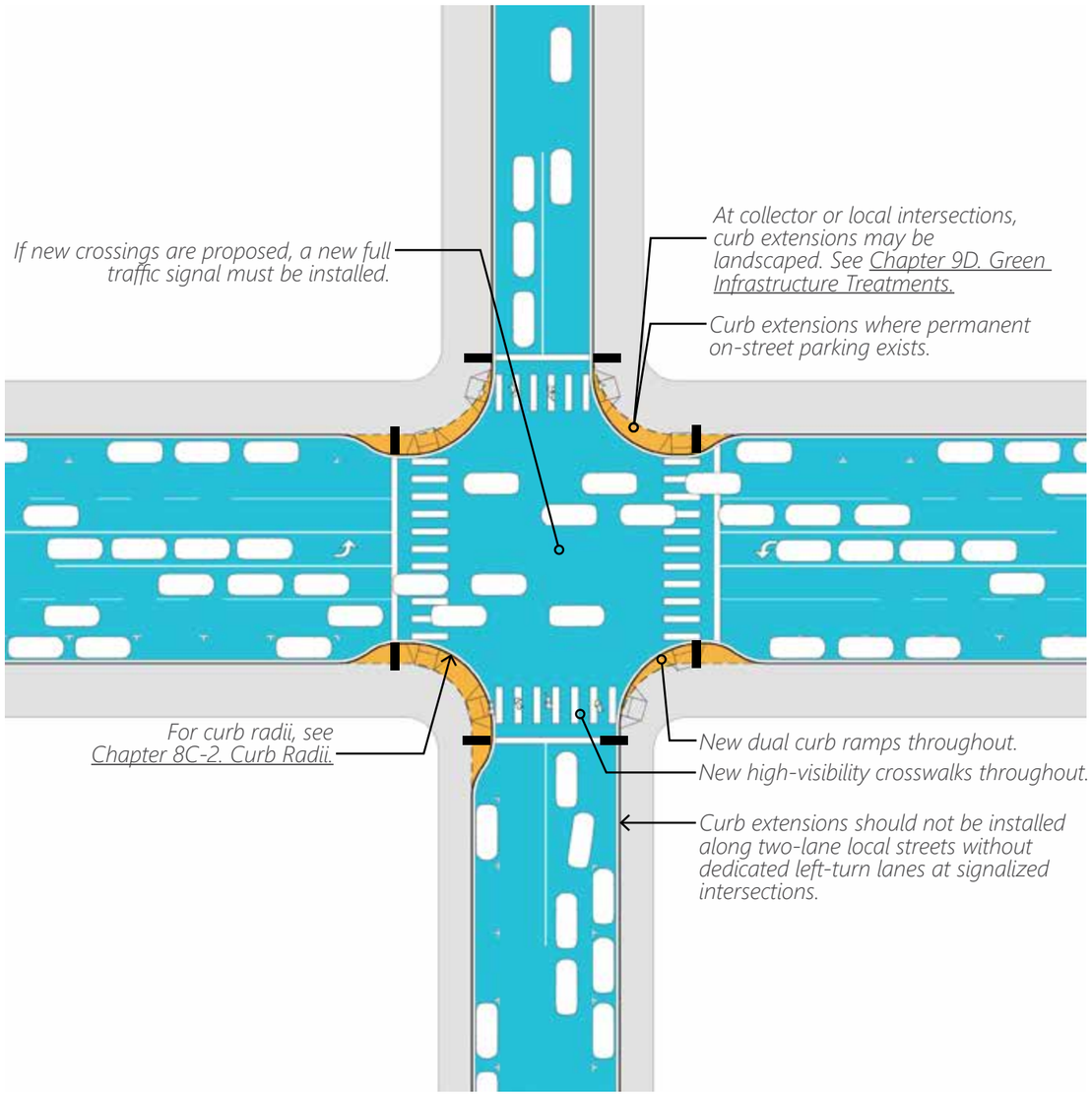


Figure 5-15. *Pedestrian Improvements at a Two-Way Stop Controlled Arterial/Local Intersection.*

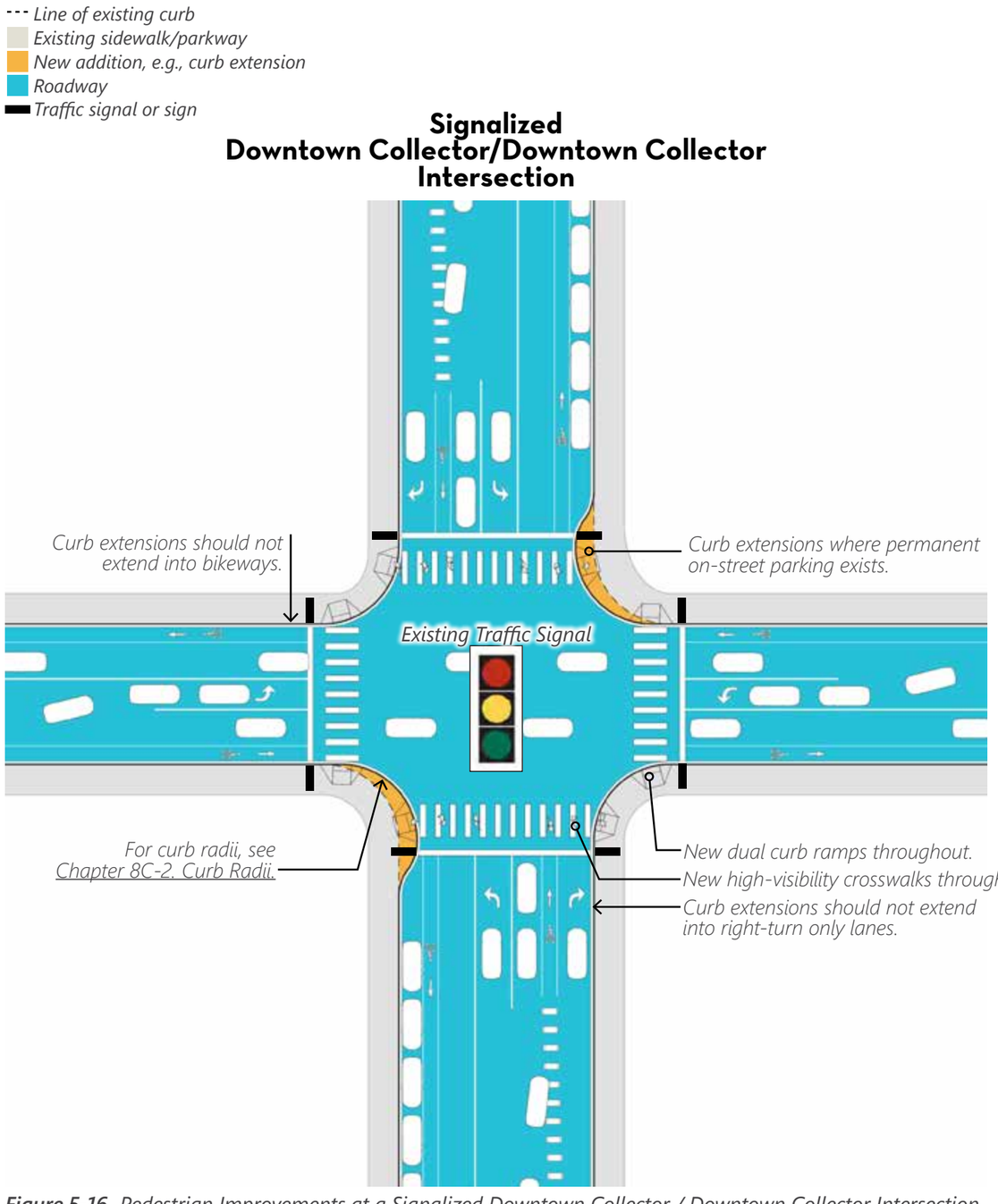


Figure 5-16. *Pedestrian Improvements at a Signalized Downtown Collector / Downtown Collector Intersection.*

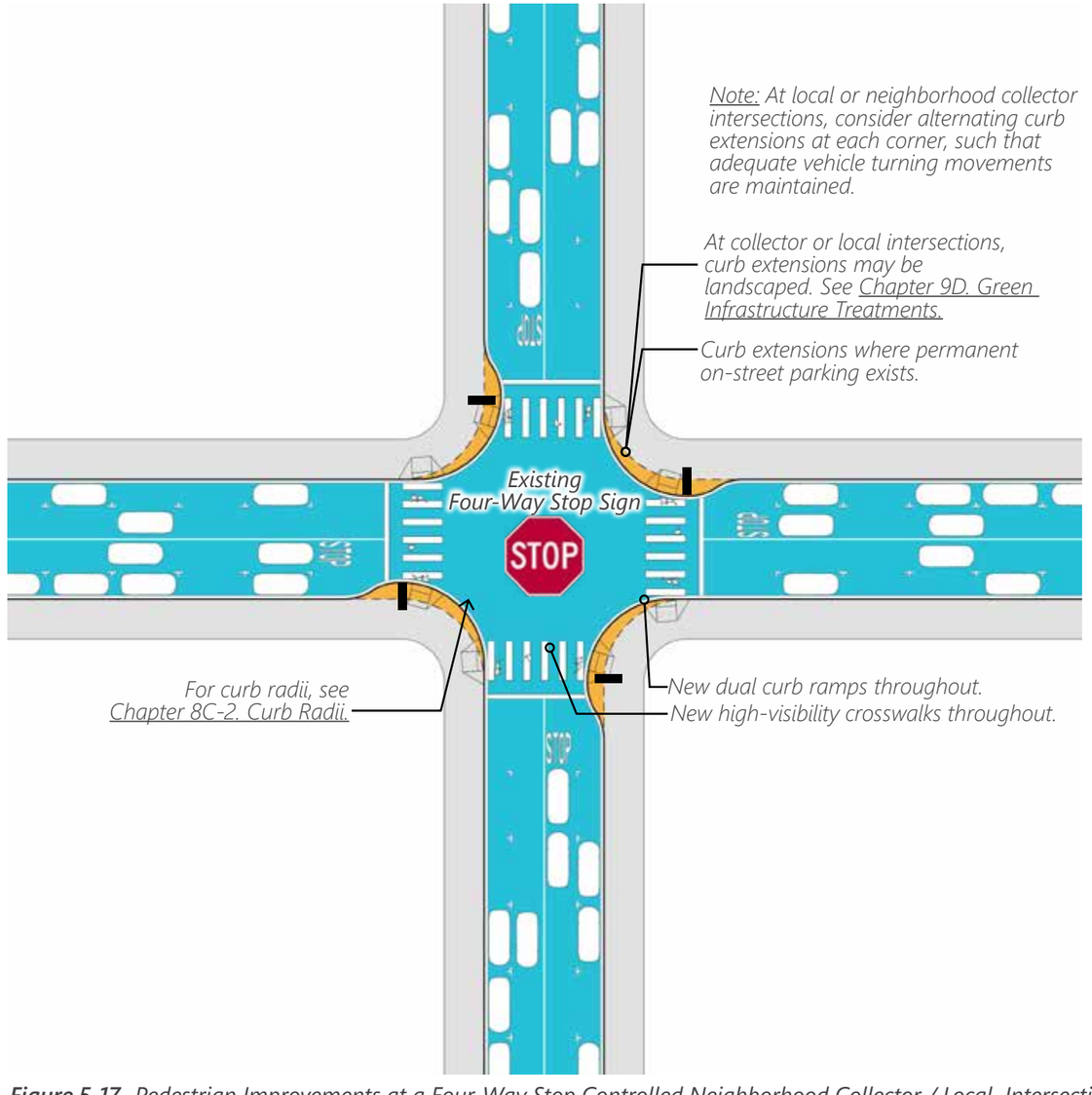


Figure 5-17. *Pedestrian Improvements at a Four-Way Stop Controlled Neighborhood Collector / Local Intersection.*

Line of existing curb
Existing sidewalk/parkway
New addition, e.g., curb extension
Roadway
Traffic signal or sign

Two-Way Stop Controlled Neighborhood Collector/Local Intersection

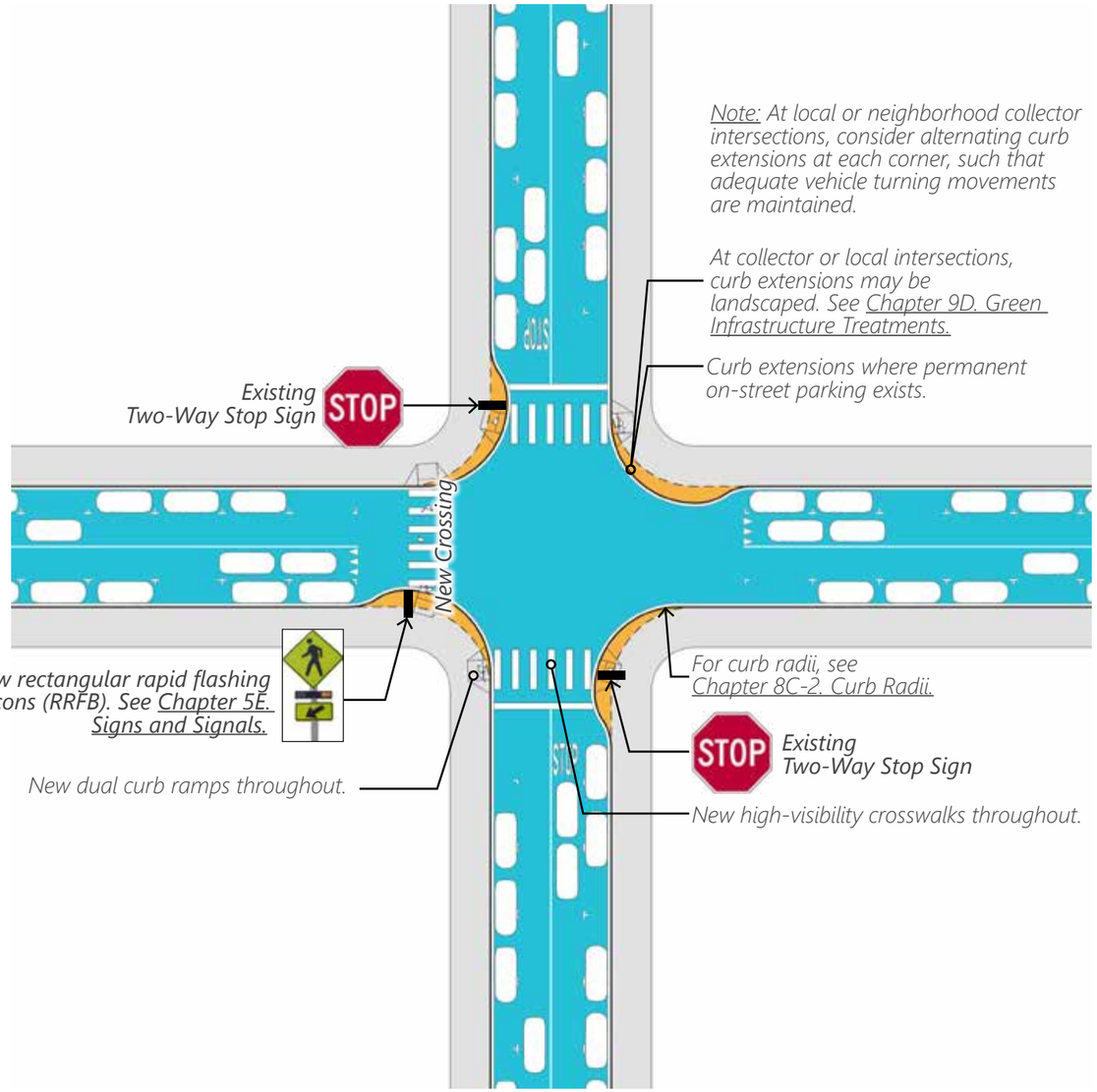


Figure 5-18. *Pedestrian Improvements at a Two-Way Stop Controlled Neighborhood Collector / Local Intersection.*

Four-Way Stop Controlled Local/Local Intersection

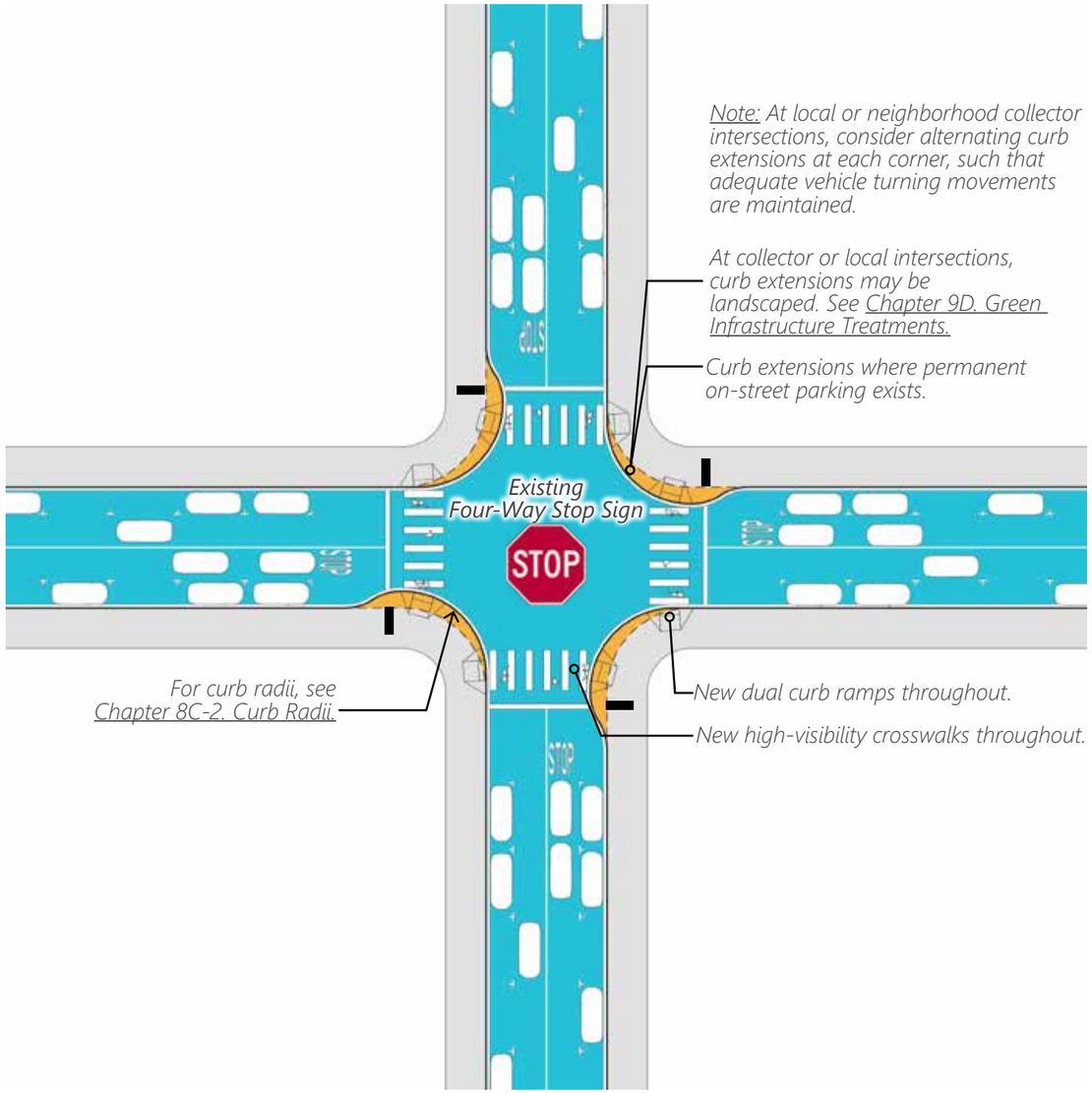


Figure 5-19. *Pedestrian Improvements at a Four-Way Stop Controlled Local / Local Intersection.*

5D. IMPROVEMENTS ALONG THE STREET

1 SIDEWALKS/PARKWAYS

Sidewalks provide an exclusive right-of-way for pedestrians, promote walkability, and improve connectivity throughout the City. Refer to Burbank2035 General Plan, Mobility Element, Table M-2 for standard and minimum parkway widths based on land use designation.

Every street should provide pedestrian access via sidewalks. For streets that currently do not provide sidewalk/parkway access, as illustrated in Figure 5-20, the City should plan to install new sidewalks on both sides of the streets, where feasible. If no right-of-way exists, reduce width of travel lanes or sidewalk/parkway width, where feasible (see Chapter 8C. Street Improvements on page 120 for guidance on curb lane widths). In areas where street right-of-way width is too narrow to maintain sidewalk/parkway widths per Burbank2035 General Plan M-2, the City should request future dedication should adjacent property redevelop. Completing sidewalks near schools, parks, libraries, senior centers, and transit stops should be prioritized first.

Figure 5-20. *Locations of Missing Sidewalks (Source: City of Burbank).*

2 SIDEWALK/PARKWAY ZONES

Sidewalks/parkways should be allocated into four zones- Frontage, Pedestrian, Furnishing, and Curb Zone.

1 *FRONTAGE ZONE*

The frontage zone is the area between the property line and the building façade. When the building is set back from the property line, the sidewalk/parkway width can be increased and the frontage zone can accommodate both active and passive uses.

In commercial areas, the frontage zone can be used for outdoor seating, dining, retail displays, planters, or projections, such as awnings or signage.

In residential areas, the frontage zone can be used for front yards or porches, stoops, or steps, etc., as well as landscaping.

Refer to the Burbank Municipal Code, Specific Plans, and Master Plans for allowable uses and dimensions, as well as the applicable minimum front and/or street-facing side yard building setback required to determine how much width from a private parcel is available to contribute towards the frontage zone.

2 *PEDESTRIAN ZONE*

The pedestrian zone is the area dedicated for pedestrian through movement. Utilities and other obstructions should not be placed in this zone.

3 *FURNISHING ZONE*

The furnishing zone is the area that provides a buffer between pedestrians and the curb (or a sidewalk-level Class IV Bikeway).

When a sidewalk-level Class IV Bikeway is NOT present, this zone provides a buffer between people walking and people driving. The furnishing zone may contain landscaping, street trees, street furniture, lighting, utilities, signs, bicycle parking, etc. For lighting, see Chapter 5F. Infrastructure on page 73.

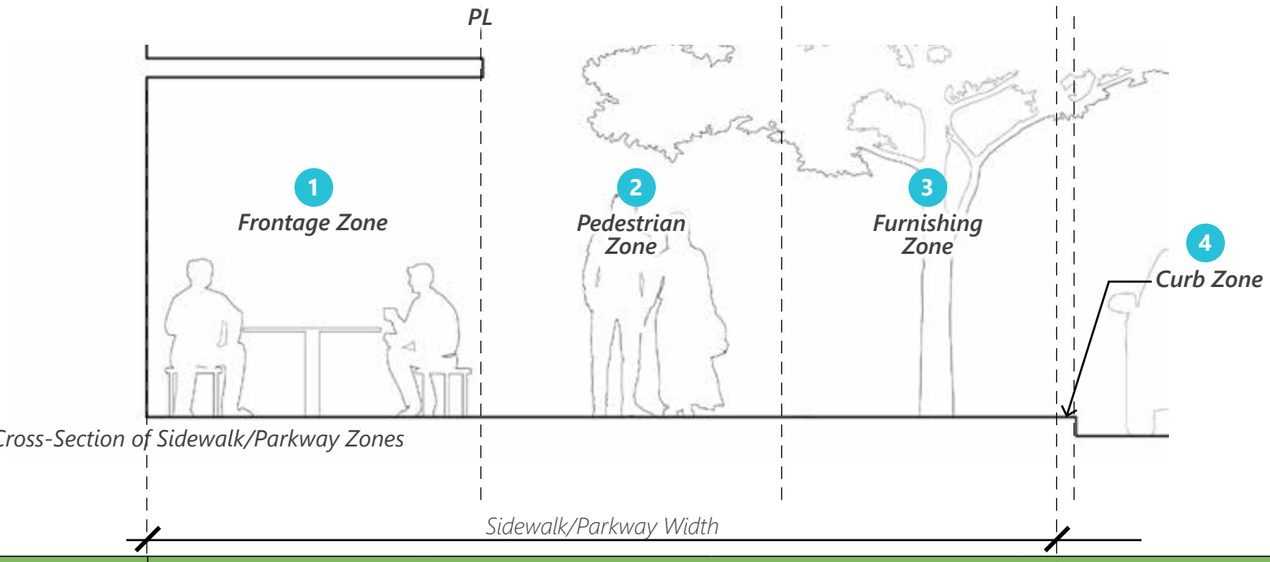


Figure 5-21. *Cross-Section of Sidewalk/Parkway Zones*

Land Use Context	Sidewalk/Parkway Zones			
	1 Frontage Zone	2 Pedestrian Zone	3 Furnishing Zone	4 Curb Zone
Along Commercial or Mixed-Use; may be along an arterial or collector street.	Refer to Burbank Municipal Code. Recommend to be at least 5 ft. wide in high-pedestrian areas, such as Downtown Burbank, to accommodate one row of tables for outdoor dining.	Recommend to be at least 10 ft. wide in high-pedestrian areas, such as Downtown Burbank, which may require private dedications. Minimum of 4 ft. width, in constrained locations.	Recommend to be at least 5 ft. wide to accommodate tree wells; may also contain utilities, lighting, parking meters, bicycle parking, etc. See Chapter 5F. Infrastructure on page 73. If a sidewalk-level Class IV Bikeway is present, this zone is referred to as the Pedestrian Buffer. See Chapter 7. Policy Recommendations: Bicyclists on page 89.	Usually the width of the curb. Where feasible, this zone may contain a landscaped parkway, green infrastructure, curb extensions, etc. See Chapter 9. Policy Recommendations: Green Infrastructure on page 123. If NO sidewalk-level Class IV Bikeway is present, usually the width of the curb. If a sidewalk-level Class IV Bikeway is present, this zone consists of the bikeway and the Vehicle Buffer. See Chapter 7. Policy Recommendations: Bicyclists on page 89.
Along Multi-Family Residential; may be along an arterial, collector, or local street.	Refer to the Burbank Municipal Code. Recommend to be wide enough to accommodate porches, stoops, steps, landscaping, etc. that enhance the pedestrian experience.	Recommend to be at least 5 ft. wide throughout. Minimum of 4 ft. width, in constrained locations.		
Along Single-Family Residential; usually along a local street.	Refer to the Burbank Municipal Code.		Recommend to be at least 5 ft. min. wide to accommodate tree wells; may also contain utilities, lighting, etc. See Chapter 5F. Infrastructure on page 73.	Usually the width of the curb, landscaped parkway, green infrastructure, or curb extensions, etc. See Chapter 9. Policy Recommendations: Green Infrastructure on page 123.

Figure 5-22. *Sidewalk/Parkway Zones Based on Land Use Context*

When a sidewalk-level Class IV Bikeway is present, this zone is referred to as the pedestrian buffer, which provides a separation between pedestrians and the bikeway. See Chapter 7. Policy Recommendations: Bicyclists on page 89.

4 CURB ZONE

The curb zone is the area immediately adjacent to the curb. Oftentimes, the curb zone consists of merely the curb itself at 6 in. wide. If the sidewalk/parkway is expanded to accommodate a curb extension, this zone may contain a landscaped parkway and green infrastructure. See Chapter 5C-4 Curb Extensions on page 60.

When a sidewalk-level Class IV Bikeway is present, this zone consists of both the bikeway and the vehicle buffer, which provides a separation between people bicycling and people driving. See Chapter 7. Policy Recommendations: Bicyclists on page 89.

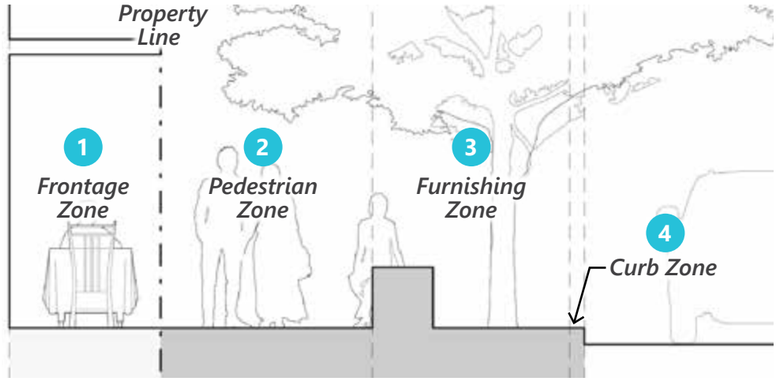


Figure 5-23. *Sidewalk/Parkway along a Commercial/Mixed-Use Street.*

San Fernando Blvd.

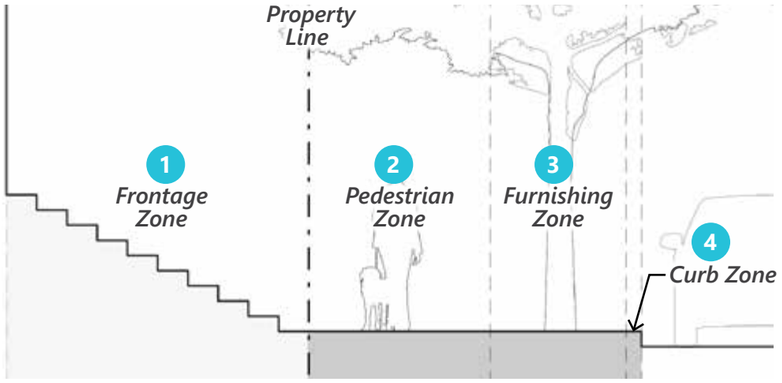


Figure 5-24. *Sidewalk/Parkway along a Multi-Family Residential Street.*

Verdugo Ave.

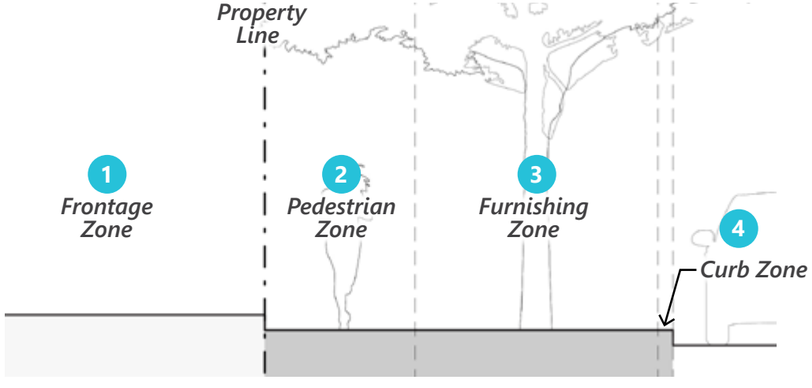


Figure 5-25. *Sidewalk/Parkway along a Single-Family Residential Street.*

Angeleno Ave. at Bel Aire Dr.

5E. SIGNS AND SIGNALS

1 PEDESTRIAN WALK SIGNAL

For intersections with high pedestrian volumes and/or vehicle turning conflicts, consider incorporating features, such as:

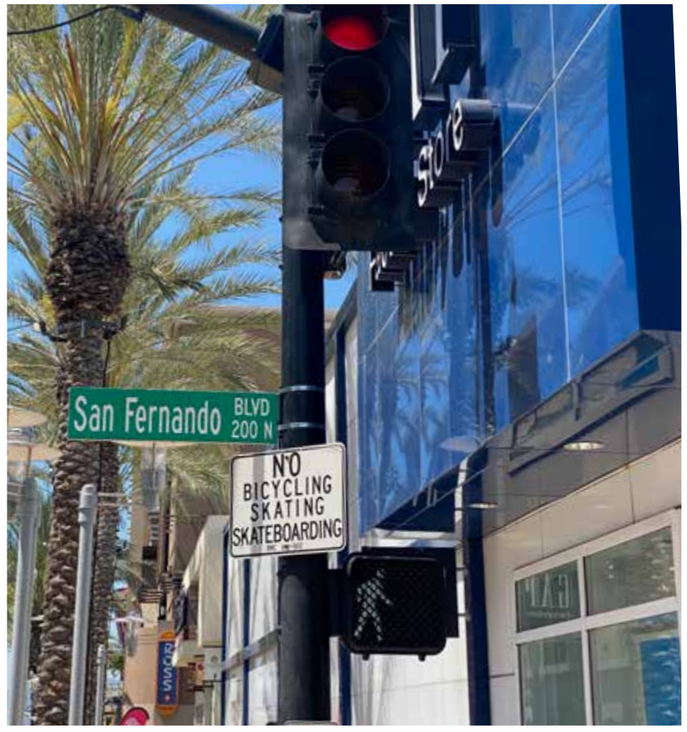
ACCESSIBLE PEDESTRIAN SIGNALS (APS) provide non-visual crossing communication to pedestrians who are hearing and/or vision impaired. Refer to the National Cooperative Highway Research Program (NCHRP) Guidelines for Accessible Pedestrian Signals for more information[1].

LEADING PEDESTRIAN INTERVAL (LPI)/ ADVANCE WALK SIGNAL gives pedestrians a few seconds head start before people start driving through the intersection. Refer to the FHWA's Leading Pedestrian Interval (LPI) Countermeasure Tech Sheet for more information[2]. Consider the following for LPIs:

- ***Crash History.*** A review of 3 or more years of crash data for intersections with multiple crashes or a history of severe injury/fatal crashes are often a priority. Information from observed conflicts may supplement crash data.
- ***Pedestrian Crossing Volumes.*** High pedestrian volumes near schools, libraries, parks, senior centers, major transit stops, commercial areas, or business districts may warrant the use of LPIs. The estimated exposure (product of pedestrian and turning traffic volumes) may be another consideration.
- ***Vulnerable Ages.*** LPIs may be prioritized where school-aged children, the elderly, and/or mobility or sight-impaired people are crossing more frequently. These pedestrians need additional time to cross the street.
- ***One-Way Streets or at T-intersections.*** Where left-turning motorists are not typically expected to yield to oncoming vehicles, LPIs may be useful to increase yielding to pedestrians in the crosswalk.
- ***Intersection Visibility.*** LPIs may be prioritized where the visibility of a crosswalk is limited. General examples are geometry, location of stopped vehicles or landscaping.
- ***Signal Timing.*** LPIs typically require adjustments to existing signal timing that are relatively lower cost compared to other countermeasures.
- ***Programming.*** LPIs may be programmed for peak periods, e.g., school start and end times, or actuated by a pedestrian push button during non-peak periods.
- ***Pedestrian Recall*** provides pedestrians with a walk signal at every signal cycle, unlike actuated signals where the pedestrian push button needs to be actively pushed. Pedestrian recall may be programmed for peak periods, e.g., school start and end times, and may be used in conjunction with an LPI.
- ***Pedestrian Crossing Times*** may be programmed using an average walking speed no greater than 3.5 ft. per second and no less than 2.8 ft. per second where elderly or disabled pedestrians routinely use the crosswalk. Consider implementing in conjunction with curb extensions to reduce the width of the crossing distance.

2 IN-STREET PEDESTRIAN CROSSING SIGN

In-street pedestrian crossing signs are installed in the roadway at marked crosswalks on the center line, lane line, or on a median island, in conjunction with pavement markings and signs. Where feasible, consider the following:



Leading Pedestrian Interval/Advance Walk at San Fernando Blvd. and Palm Ave.

In-Street Pedestrian Crossing Sign.

1 *Https://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_w117b.pdf*
2 *Https://safety.fhwa.dot.gov/ped_bike/step/resources/docs/fhwasa19040.pdf*

- May be installed in conjunction with a mid-block crossing across a street with two travel lanes and a speed limit of 25 mph or less near schools, libraries, parks, and senior centers, as illustrated in Figure 5-8.

3 RECTANGULAR RAPID FLASHING BEACON (RRFB)

Rectangular rapid-flashing beacons (RRFB) are pedestrian-actuated enhancements used in conjunction with a marked crosswalk at an intersection to improve pedestrian safety and visibility when crossing the street. Where feasible, consider the following:

- Should be installed on both ends of the marked crosswalk in conjunction with required pavement markings and signs.
- May be installed at a marked crosswalk across a street with two travel lanes and a posted speed limit of 25 mph. See Figure 5-6, Figure 5-7, and Figure 5-9.
- Should be reserved for areas of high pedestrian volume and conflict, as overuse may diminish effectiveness.
- May be installed in conjunction with a mid-block crossing and/or raised crosswalk.

4 PEDESTRIAN FLASHING BEACON

Pedestrian flashing beacons have one or more signal sections operating in a flashing mode at a marked crosswalk. They may be pedestrian-actuated and should be installed with pedestrian signs, warning signs, and/or yield signs. Where feasible, consider the following:

- May be suspended over the roadway.
- May be installed at a marked crosswalk across a street with more than two travel lanes and a speed limit greater than 25 mph. See Figure 5-10.
- Should be reserved for areas of high pedestrian volume and conflict, as overuse may diminish effectiveness.

5F. INFRASTRUCTURE

1 PEDESTRIAN-LEVEL LIGHTING

Pedestrian-level lighting is comprised of light fixtures in the public right-of-way, usually installed within the Furnishing Zone or Curb Zone (see Chapter 5D-1 Sidewalks/Parkways on page 69), that primarily function to illuminate pedestrian areas, such as sidewalks, pedestrian paths, shared public ways, public stairways, etc. Where feasible, consider the following:

- Pedestrian lighting should be prioritized near senior centers, schools, parks, libraries, high-ridership or high-frequency transit stops, high pedestrian volume corridors, commercial areas, and wide sidewalks where roadway safety lighting may not sufficiently illuminate the sidewalk area.
- Lighting systems could exceed Title 24 efficiency requirements by 10%. For example, this could be accomplished by replacing high-pressure sodium lights with LED fixtures.
- Pedestrian-level lighting fixtures should generally be about 12 to 15 feet high and in between trees, if present.
- Placement of light poles should be coordinated with the placement of landscaping, street furniture, transit stops, and other utilities. Placement of light poles should comply with clearance requirements in relation to other facilities, curbs, intersections, and crossings.
- Critical locations such as ramps, crosswalks, transit stops and seating areas that are used at night should be highly visible and well-lit.

2 UTILITIES AND OTHER INFRASTRUCTURE

Utility equipment and infrastructure should be thoughtfully designed and placed as to reduce encroachment into pedestrian walkways or other travel ways. Well-placed utilities and other infrastructure may help reduce clutter on the sidewalk, improve pedestrian safety, reduce maintenance conflicts with other streets amenities, and allow for more opportunities to add landscaping and trees.

- Utility installation and repair should be coordinated with roadway and streetscape improvement projects to avoid duplication of efforts or making new cuts in new pavement.
- Above-grade and surface-mounted utilities should be placed to minimize disruption to pedestrian travel and to maintain required widths for pedestrian paths of travel.
- Small utility vaults, such as water and gas meters and street lighting access, should be located to minimize conflicts with existing or potential tree locations and landscaped areas. Vaults should be aligned or clustered wherever possible.
- Catch basins and surface flow lines associated with storm drainage systems should be located away from the crosswalk or between curb ramps. Catch basins should be located upstream of curb ramps to prevent pooling at the bottom of the ramp.
- Trenchless technologies, such as moling and tunneling, should be used wherever possible to avoid excavation and disruption of streetscape elements.
- In pedestrian-oriented residential and commercial areas, surface-mounted utilities should be screened with landscaping and/or decorative screens, wherever feasible.
- Overhead utility lines should be undergrounded or relocated to alleys or rear yards, wherever feasible.

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6

POLICY RECOMMENDATIONS: TRANSIT

6A. POLICY GOALS
6B. APPLICABILITY
6C. BUS STOP ELEMENTS AND AMENITIES
6D. AT BUS STOPS
6E. ALONG THE STREET AND AT INTERSECTIONS

Transit networks have shaped the urban form of modern cities. However, transit networks do not exist in a vacuum. Their success depends on appropriate policies and investments to promote easy and safe access, reliable service, commuter amenities, and enabling land use policies.

6A. POLICY GOALS

Future transit improvements throughout the City should be designed and maintained to meet the following goals:

- Promote transit use by people of all ages, abilities, and disabilities.
- Improve reliability and efficiency for all transit riders.
- Promote convenience and clarity through stop amenities and wayfinding signage.
- Enhance safety, accessibility, and cleanliness at transit stops and on routes.
- Plan for and promote use of clean and sustainable energy for transit vehicles and amenities.

6B. APPLICABILITY

The improvements illustrated in subsequent sections of this chapter are policy recommendations intended to achieve the goals listed above. Projects that lie within the following two filters of applicability are candidates for these improvements.

1 PRIORITY STREETS

In general, the City should prioritize transit improvements at "Transit Priority Streets," as illustrated in Figure 6-1, which include:

- Bus lines and stops that accommodate high-daily ridership, defined by 75 or more daily riders at each stop;
- Bus lines and stops that accommodate high-frequency service, defined by a 15-minute or less peak headway service, including proposed new or modified routes as part of Metro's Draft 2020 NextGen Bus Plan[1];
- Bus stops that provide intermodal transfers between rail and bus service at rail transit stations.

1 *Https://www.metro.net/projects/nextgen/*

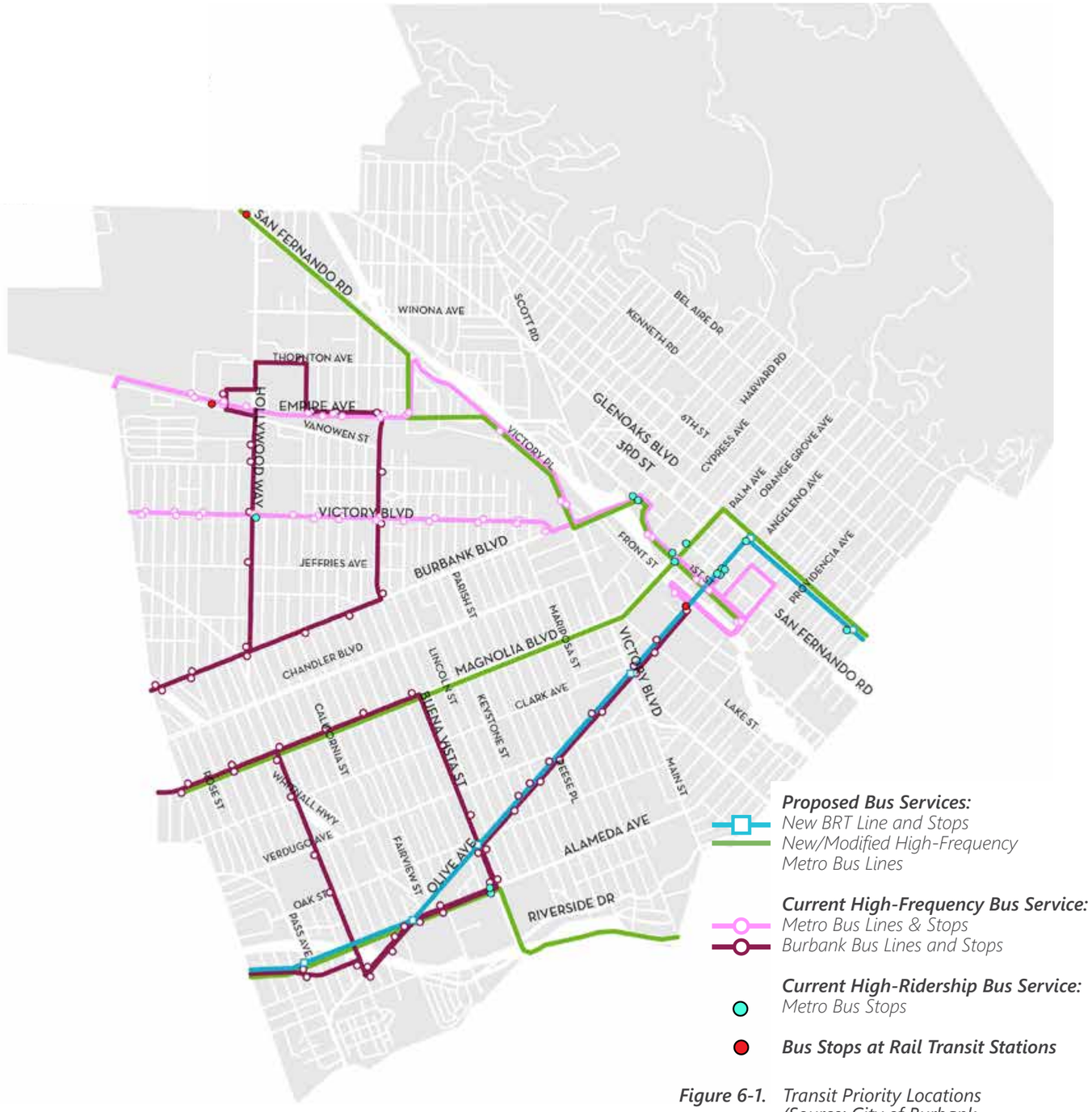


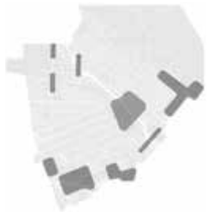
Figure 6-1. *Transit Priority Locations (Source: City of Burbank, Adapted Source: 2020 DRAFT Metro Next Gen Bus Plan)*

2 FOCUS AREAS

Additionally, transit improvements should be prioritized within "Focus Areas," as illustrated in Figure 6-2, as these are areas of the City that have been identified to receive focused attention and investment via criteria that include heightened community vulnerability, activity, disinvestment, and disadvantage. See Chapter 4B. Focus Areas on page 52 for more information.

Areas of High-Intensity Uses

Commuter Districts



Mobility Gaps and Barriers

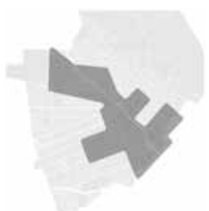
Pedestrian Collision Hotspots

Bicycle Collision Hotspots

Motorist Collision Hotspots

KSI Hotspots

Areas Lacking Tree Shade



Disadvantaged Communities

Figure 6-2. *Overlay of Transit Priority Streets and Focus Areas*

6C. BUS STOP ELEMENTS AND AMENITIES

All bus stops should provide patrons with a quality level of convenience, safety, comfort, reliability, and set of amenities. Consider incorporating the subsequent improvements to bus stops when:

- Introducing new transit service or reconfiguring existing transit service;
- New private developments occur near existing or future planned transit stops;
- Routine roadway maintenance is performed near existing transit stops; or
- Capital improvement projects are being constructed near existing transit stops.

1 BUS SHELTERS

Transit shelters provide comfort for waiting patrons and protection from the weather, as well as serve as a visual marker for the bus stop itself. Installing a bus shelter may not always be feasible due to right-of-way constraints. Where feasible, priority bus stops should provide at least one bus shelter per bus stop, per the following criteria:

SIZE:

- A traditional bus shelter is sized approximately 5 ft. in width by 13 ft. in length and 8 ft. in height.

SIDEWALK WIDTH:

- For sidewalk/parkway zones, see Chapter 5D-1 Sidewalks/ Parkways on page 69.
- For sidewalks/parkways with widths 10 ft. or greater, provide a bus shelter, as illustrated in Figure 6-3 through Figure 6-5.
- For sidewalks/parkways with widths less than 10 ft. that make the installation of a traditional bus shelter infeasible, consider ways to expand the sidewalk/parkway or consider

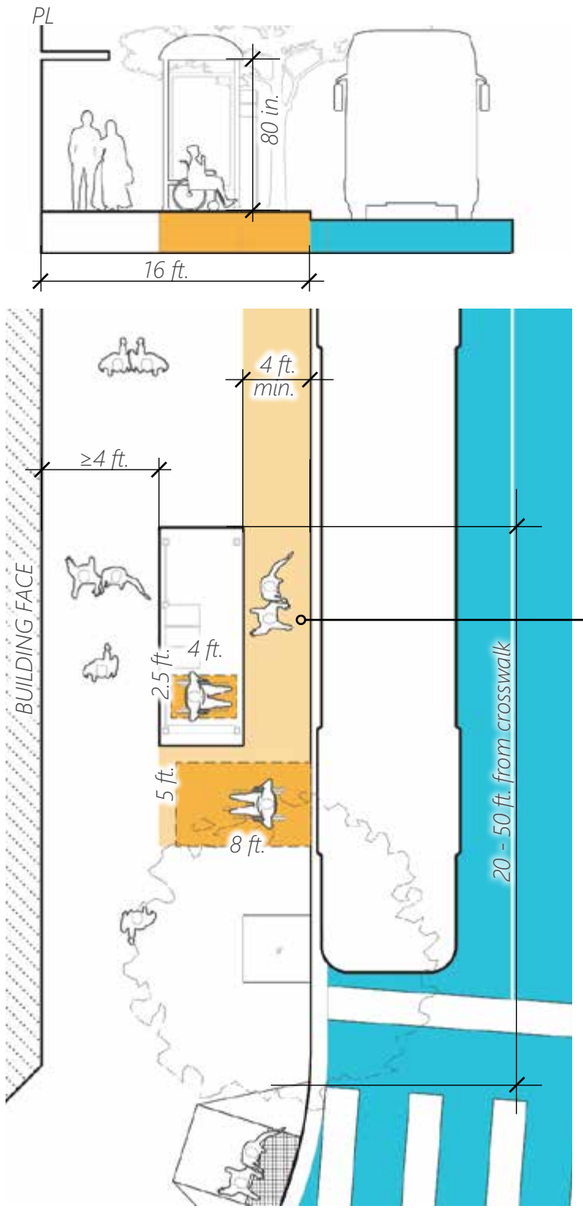


Figure 6-3. *Near Side, Pull-Out Loading Bus Stop at a 16 ft. Wide Sidewalk along a Retail Street.*

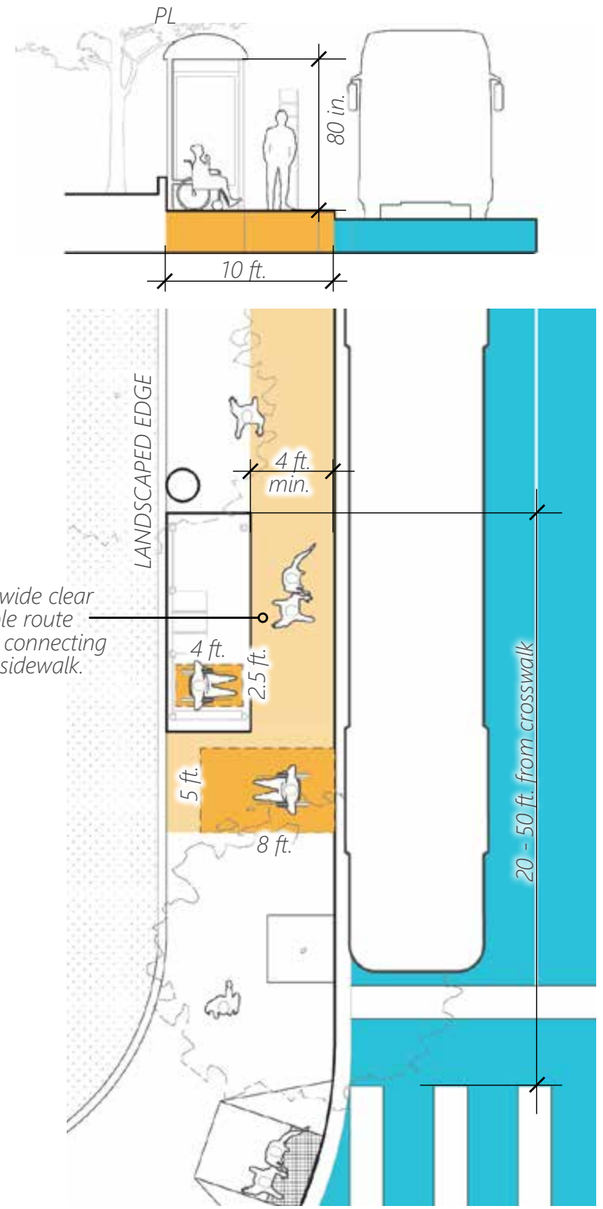


Figure 6-4. *Near Side, Pull-Out Loading Bus Stop at a 10 ft. Wide Sidewalk along a Landscaped Edge.*

installing a stand-alone canopy of a reduced footprint. Otherwise, provide seating at the bus stop without a bus shelter, as illustrated in Figure 6-6, or consider relocating the bus stop to a more feasible location.

PLACEMENT:

- Where buildings are located at or within 10 ft. of the property line, locate the bus shelter 4 ft. from the curb, to maintain at least 4 ft. width clear for the pedestrian zone between the building facade and the bus shelter, as illustrated in Figure 6-3.

- Where buildings are set back 10 ft. or more from the property line and the width of the sidewalk/parkway is 10 ft. of less, locate the bus shelter at the back of the sidewalk/parkway, and allow pedestrian movement in front of the bus shelter, as illustrated in Figure 6-4, unless doing so reduces the pedestrian zone to less than 4 ft. wide, in which case, consider a curb extension, as illustrated in Figure 6-5.

CURB EXTENSIONS:

- Where feasible, curb extensions should be used for bus loading areas, as illustrated in Figure 6-5. See Chapter 5C-4 Curb Extensions on page 60 for more information.

- Where a curb extension is NOT feasible, locate the bus shelter with at least 4 ft. width of clear accessible pedestrian through zones, as illustrated in Figure 6-3 and Figure 6-5. For sidewalk/parkway zones, see Chapter 5D-1 Sidewalks/Parkways on page 69.

WEATHER PROTECTION:

- Transit shelters should be designed with a durable roof to provide shade and protection from sun, wind, and rain. An open-face bus shelter (with front and back sides removed) is preferred to increase visibility and public safety.

VISIBILITY TO BUS DRIVERS:

- On the side from which the bus approaches, the side panel of the bus shelter should be transparent in material or removed all together to allow for adequate visibility. If a side panel is used, it should be shatter proof, resistant to

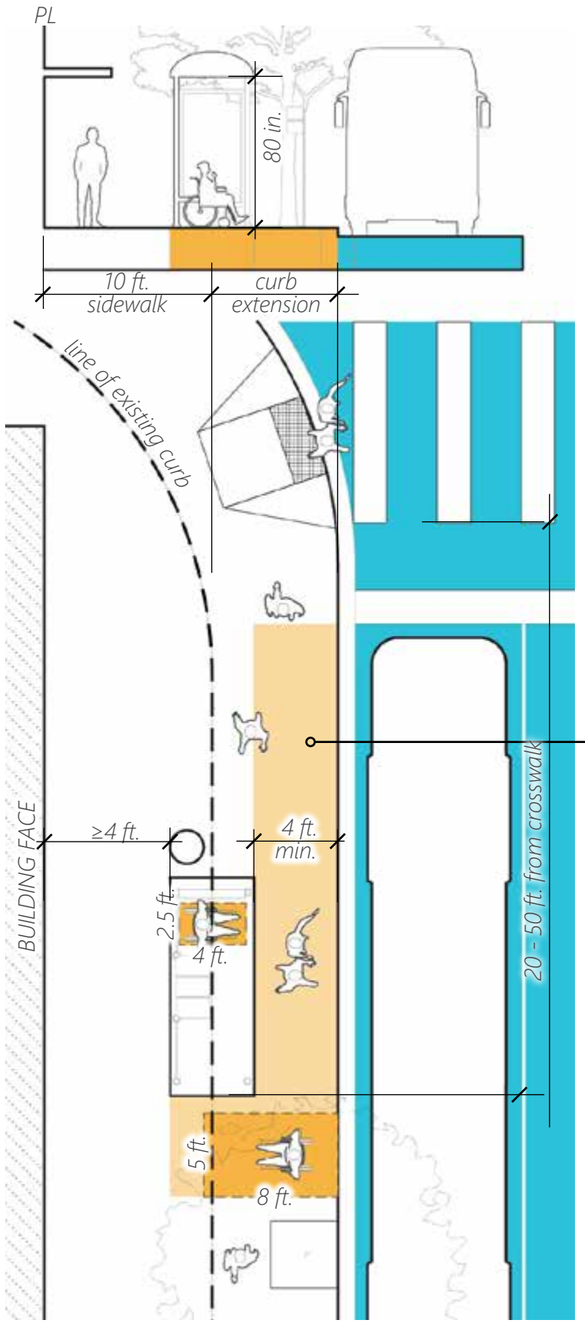


Figure 6-5. *Far Side, In-Lane Loading Bus Stop at a 10 ft. Wide Sidewalk with Curb Extension, along a Retail Street.*

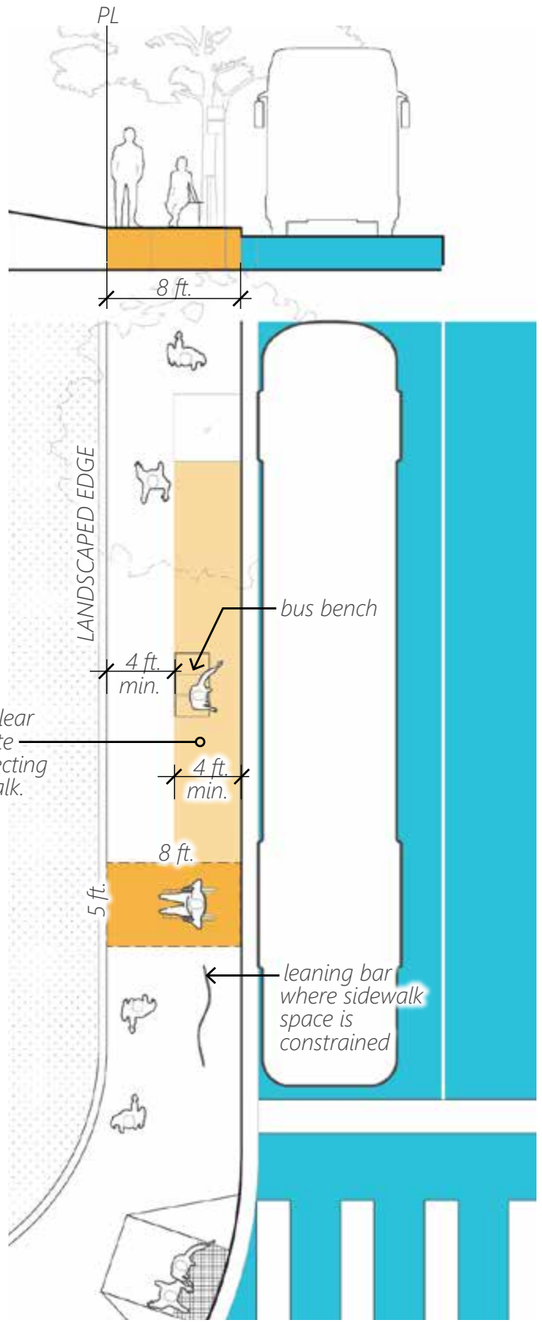


Figure 6-6. *Near-Side, Pull-Out Loading Bus Stop at an 8 ft. Wide Sidewalk where a Curb Extension is Infeasible (Right-Turn Only Lane).*

fading, graffiti, etching, and clouding, and be marked with reflectors or other elements to indicate its presence.

2 SEATING

Seating is an important component of bus stops, since it serves as a resting place for patrons, especially the young, the elderly, and patrons with disabilities. Bus stops should provide seating per the following criteria:

BENCHES WITH BACK/ARM RESTS:

- Provide bus benches with a minimum length of 6.5 ft., or the equivalent of three seats. Benches must be anchored to prevent unauthorized movement and should be highly resistant to vandalism, weather, and graffiti. Bus benches should provide back supports and/or arm rests to aid the elderly and patrons with disabilities.

OTHER MEANS OF REST:

- In constrained locations where sidewalks widths are less than 10 ft. and bus shelters are infeasible, provide other means of rest, such as leaning bars, stand-alone bus benches, etc. See Figure 6-6.

3 LIGHTING

Adequate lighting at bus stops increases overall visibility, enhances safety, and promotes a sense of security. Bus stops should provide lighting per the following criteria:

VISIBILITY DURING EVENING SERVICE:

- Bus stops that are served in the evenings or have high nighttime ridership should provide adequate lighting that is either sheltered (installed within the bus shelter) or stand-alone.

AMBIENT LIGHT:

- Ambient lighting can be provided by a nearby streetlight, spillover light from adjacent businesses, sheltered lighting, or a stand-alone light pole. Bus stops without sheltered lighting should be located within 30 ft. of an ambient light source.

Figure 6-7. *Local Bus Stop Shelter Elements and Amenities.*

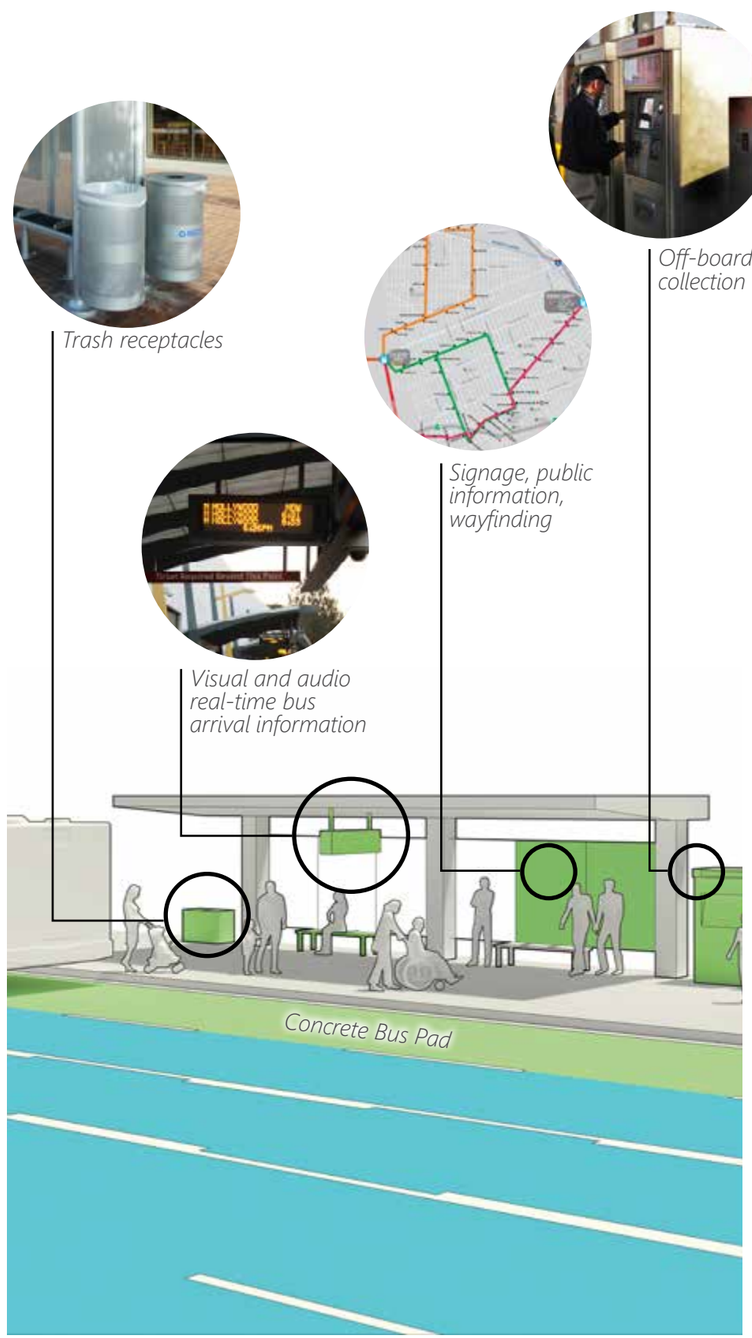


Figure 6-8. *Metro Rapid or Metro BRT Shelter Elements and Amenities.*

ADEQUATE STRENGTH:

- Bus stop light fixtures or bus shelter illumination systems should provide between 2 to 5 foot-candles, but should not create a spotlight effect making it difficult for patrons waiting inside the shelter to see outside of the shelter area.

LED LIGHTING:

- LED lighting should be used for energy efficiency and ease of maintenance.

SOLAR-POWERED LIGHTING:

- Consider lighting fixtures or systems powered by solar energy as an alternative to hard-wired utility lighting. Solar energy may also be used to power bus shelter signage (e.g., real-time arrival information) or electronic device charging infrastructure (e.g., USB charging ports).

4 CLEANLINESS

Trash receptacles can greatly improve the cleanliness of a bus stop. The installation of trash receptacles is typically a transit system-wide decision and the size, shape, and color of trash receptacles should be implemented according to transit agency policy. In general, bus stops should provide trash receptacles per the following criteria:

LOCATION:

- Trash receptacles should be placed outside of the shelter area such that stray pieces of trash or odors cannot permeate inside the shelter. If no bus shelter is provided, a trash receptacle is nonetheless highly encouraged.

PROTECTION:

- Trash receptacles should be lined with trash bags and have a lid in order to avoid debris exiting the receptacle due to wind and rain.

ANCHORING:

- Trash receptacles should be anchored to the ground and not impede movement of pedestrians.

MAINTENANCE:

- Trash receptacles should be emptied and maintained on a regular schedule.

5 PUBLIC INFORMATION

Easy-to-follow wayfinding signage makes it convenient to locate bus stops and connecting routes, particularly where transfer points are not located immediately nearby one another. In general, bus stops should provide public information per the following criteria:

SIGNAGE AND WAYFINDING:

- Each bus stop should provide a stop name or identifier (destination/cross street, or numbered/lettered identifier), route identification, network/route map, schedule and route information, and clear indication of stop location and position. Consider consolidating signage onto one pole, where feasible, to reduce clutter.

- Informational and wayfinding signage should be made accessible for all ages, abilities, disabilities, and languages.

REAL-TIME ARRIVAL INFORMATION:

- Priority bus stops should provide visual real-time arrival information through the use of electronic or static signage to provide patrons with on-site real-time bus locations and arrival times without the need for a smart phone.

- Priority bus stops should also provide audio real-time arrival information for patrons with vision impairment. The information may be actuated by a push button.

TRANSFER INFORMATION:

- At transfer bus stops, provide either static or real-time information for transfers between routes. Refer to the 2018 Metro Transfers Design Guide for more information.[1]

1 *Http://media.metro.net/projects_studies/toc/images/Metro_Transfers_Design_Guide_2018-0312.pdf*

LADOT "Smart Shelter" (Source: dailynews.com).

Metro Rapid Bus Shelter (Source: metro.net).

City of West Hollywood "Smart Shelter" (Source: weho.gov).

6 OTHER BUS STOP INFRASTRUCTURE

Consider the following additional elements at bus stops:

CONCRETE BUS PADS:

- Concrete bus pads should be installed at all bus stops to support the weight of buses, reduce wear and tear on pavement, and minimize overall maintenance.

GREEN INFRASTRUCTURE:

- Priority bus stops should be enhanced with landscaping and other green infrastructure treatments. See Chapter 9. Policy Recommendations: Green Infrastructure on page 123 for more information.

PEDESTRIAN IMPROVEMENTS:

- Streets within a 5-minute walking radius of all priority bus stops should consider providing pedestrian improvements. See Chapter 5. Policy Recommendations: Pedestrians on page 57 for more information.

7 BUS-RAPID TRANSIT (BRT) AMENITIES

The introduction of BRT service into the City of Burbank presents an opportunity to provide patrons with faster, more frequent, and farther-reaching regional service than what is offered in traditional local bus service today. BRT stations should be designed, maintained, and enhanced for the use of higher transit rider volumes and frequency of service. In addition to the amenities recommended for all priority bus stops, BRT stations should consider providing an enhanced level of amenities, including but not limited to:

- Enlarged bus shelter or canopy to accommodate the expected ridership demand
- A sidewalk/parkway width of at least 16 ft. is recommended for all BRT bus shelters in the City of Burbank. Refer to the 2020 Metro Transit Service Policies & Standards for more information[2]
- Bicycle amenities, e.g., parking, lockers, and bike-share
- Off-board fare collection
- Telephones or intercoms for emergency services

8 CLEAN ENERGY TRANSIT VEHICLES AND CHARGING INFRASTRUCTURE

In December 2018, the California Air Resources Board (CARB) adopted the Innovative Clean Transit (ICT) Regulation. This requires all public transit agencies to gradually transition to a 100% clean, zero-emission transit fleet, such as electric. This will help to work towards regional air quality and climate change mitigation goals. The City of Burbank's BurbankBus fleet will need to transition to a 100% zero emission fleet by the year 2040. The City should consider providing clean energy charging stations along high priority transit routes to not only serve the local transit system, but also regional transit systems.

Electric Bus Charging Station (Source: metro.net).

Olive Ave.

2 *Http://media.metro.net/projects_studies/nextgen/images/nextgen-report-tsp-final.pdf*

6D. AT BUS STOPS

1 CONSIDERATIONS

All bus stops should be located in highly visible and accessible areas by pedestrians. Ideal bus stop locations depend on the physical and operational context of the roadway and the bus route and system. The following should be take into consideration when planning bus stop locations:

- **Physical Site Considerations:**
  - Available curbside length and sidewalk/parkway width
  - Width and number of travel lanes
  - Vehicular, pedestrian, and bicyclist traffic volumes
  - Presence of on-street parking and/or bikeways (see Chapter 7. Policy Recommendations: Bicyclists on page 89).
  - Presence of crosswalks, pedestrian curb ramps, and other means of accessibility
  - Quality of the pavement/asphalt/concrete bus pad
  - Adjacent land uses and major destinations
  - Connections to other modes of transit
- **Operational Considerations:**
  - Bus ridership demand
  - Bus route/service frequency
  - Bus transfer locations to other lines or systems
  - Equity to provide service in under-served communities

BUS STOP PLACEMENT TYPES			
BUS STOP PLACEMENT	ADVANTAGES	DISADVANTAGES	APPLICABILITY
Near-Side Stops *Located on the near side of the intersection (before the bus passes through the intersection)*	• Minimizes interference when traffic is congested on the far side of the intersection • Patrons access buses closest to the crosswalk • Length of intersection may be available to assist the bus in pulling away from the curb • Buses can service patrons while already stopped at a red light	• Conflicts with right-turning vehicles may be increased • Stopped buses may obscure curbside traffic control devices and crossing pedestrians • Sight distance may be obscured for crossing vehicles stopped to the right of the bus • The through-lane may be blocked during peak periods by queuing buses • May decrease sight distance to see crossing pedestrians	• When the far side of the intersection exhibits high levels of traffic congestion
Far-Side Stops *Located on the far side of the intersection (after the bus passes through the intersection)*	• Minimizes conflicts with right-turning vehicles • Provides additional right-turn capacity by making curb lane available for traffic • Increases sight distance at approaches to intersection • Encourages pedestrians to cross the intersection behind the bus • Gaps in traffic flow are created for buses re-entering the flow of traffic at signalized intersections • Allows bus routes that operate with signal priority to take advantage of this technology at signalized intersections	• Intersections may be blocked during peak periods by queuing buses • Sight distance may be obscured for crossing vehicles • Increases sight distance problems for crossing pedestrians • May require buses to stop twice (at red light and again at bus stop)	• Where feasible, this is the preferred stop placement type • Applicable when the near side of the intersection exhibits high levels of traffic congestion • Preferred when right-turn only lane exists at near-side of intersection
Mid-Block Stops *Located along the street, not associated with an intersection.*	• Improves sight distance problems for vehicles and pedestrians	• Requires additional length for bus loading area, thereby increasing restrictions for on-street parking • Increases walking distance for pedestrians from the intersection	• For heavy intermodal transfer points or transit vehicle layover points (for in-lane loading only) • Where mid-block destinations exhibit high levels of pedestrian volumes, in which case mid-block crossing enhancements must be provided

Figure 6-9. *Bus Stop Placement Types (Adapted Source: 2020 Metro Transit Service Policies & Standards).*

BUS STOP LOADING TYPES			
LOADING TYPE	**WITH PLACEMENT TYPE**	**ADVANTAGES**	**DISADVANTAGES**
In-Lane (or Curb-Side) Loading: *Occurs within traffic in the travel lane at the curb, where a bus is not required to shift lanes.*	**At a far-side stop:** Places the stop after the intersection and loads passengers while the bus remains in the travel lane. Where feasible, this is the preferred placement for bus stops. See Figure 6-11.	• Provides convenient access for bus drivers and results in minimal delay to bus • Reduces war on buses and street infrastructure by avoiding lane shifts during braking • Eliminates both pull-out time and traffic re-entry time for bus drivers	• Can cause traffic to queue behind stopped bus, thus causing traffic congestion • May cause drivers to make unsafe maneuvers when changing lanes in order to avoid a stopped bus
	At a near-side stop: Places the stop before the intersection and loads passengers while the bus remains in the travel lane. See Figure 6-12.		
	At a mid-block stop: Places the stop along the street and loads passengers while the bus remains in the travel lane. See Figure 6-13.		
Pull-Out (or Bus Turnout) Loading: *Occurs outside of traffic within the on-street parking lane at the curb, where a bus is required to shift lanes.*	**At a far-side stop:** Places the stop after the intersection and loads passengers within the on-street parking lane outside of traffic. See Figure 6-14.	• Allows patrons to board and alight out of the travel lane • Provides a protected area away from moving vehicles for both the stopped bus and patrons • Minimizes delay to through traffic	• Buses may be significantly delayed in re-entering the travel lane on high-volume streets. On routes where buses have difficulty merging back into traffic, buses often pull out of the travel lane only partially to avoid being blocked
	At a near-side stop: Places the stop before the intersection and loads passengers within the on-street parking lane outside of traffic. See Figure 6-15.		
	At a mid-block stop: Places the stop along the street and loads passengers within the on-street parking lane outside of traffic. See Figure 6-16.		

Figure 6-10. *Bus Loading Types (Adapted Source: NACTO: Transit Street Design Guide and TCRP: Report 19, Guidelines for the Location and Design of Bus Stops).*

2 BUS STOP TYPES

As illustrated in Figure 6-9 and Figure 6-10, there are three types of bus stop placements and two types of passenger loading methods. Careful consideration should be made in selecting the most appropriate bus stop type for a location.

3 BUS STOP LOADING AREA

Provide sufficient bus stop loading areas to accommodate the type of bus vehicle (e.g., 40 ft. long, 60 ft. long articulated bus, etc.), whether two or more buses may stop simultaneously, and bus stop placement location. Bus stop loading areas should be indicated by a red curb with on-street parking restrictions to allow buses sufficient space for buses to approach, stop, and pull away from the curb. For all bus stops, confirm with the transit agency on the required length of the bus stop loading area prior to implementation. For example, Metro's minimum required bus loading areas are listed below (refer to the 2020 Metro Transit Service Policies & Standards for more information[1]):

40 FT. BUSES:

- Far side: 90 ft.
- Near side: 100 ft.
- Mid-block: 150 ft.
- Add an additional 50 ft. if two or more buses are stopping simultaneously

60 FT. BUSES:

- Far side and mid-block: 120 ft.
- Near side: 170 ft.
- Add an additional 70 ft. if two or more buses are stopping simultaneously

4 BUS STOP SPACING

For all bus stops, confirm with the transit agency on the desired spacing in between bus stops prior to implementation. Bus stop spacing should balance ridership demand while providing adequate coverage. For example, Metro's maximum average bus stop spacing is listed below

1 Http://media.metro.net/projects_studies/nextgen/images/nextgen-report-tsp-final.pdf

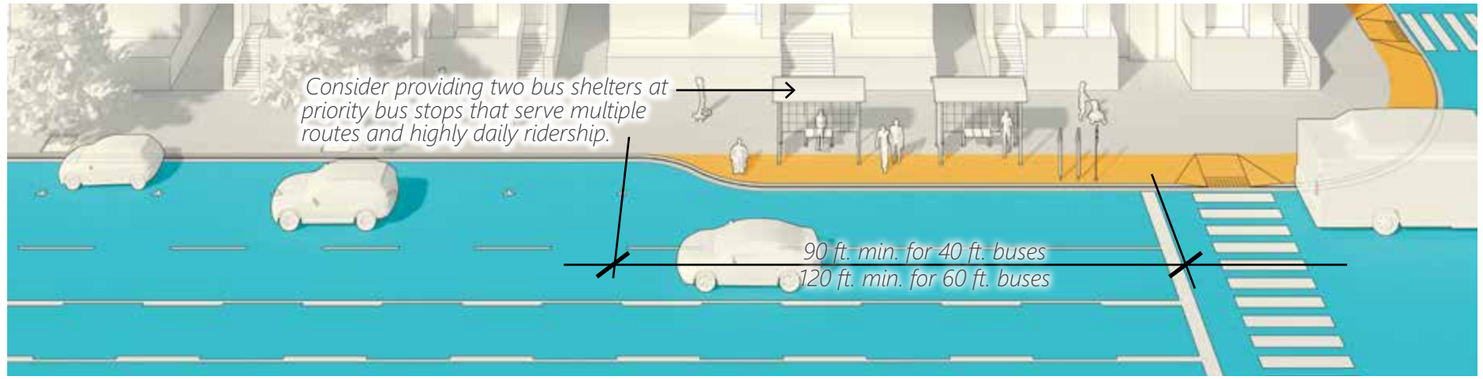


Figure 6-11. *Far-Side, In-Lane Loading Bus Stop, with Curb Extension.*

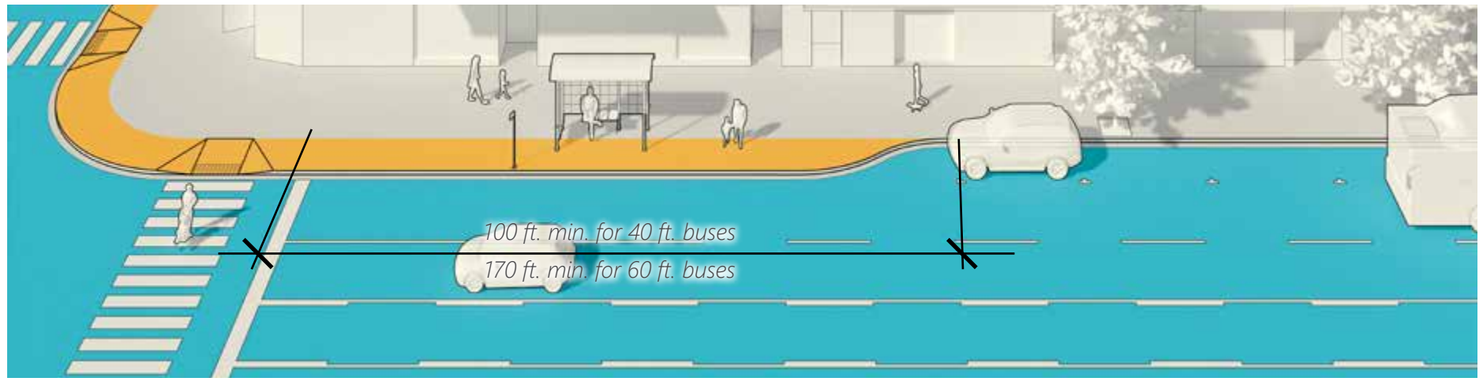


Figure 6-12. *Near-Side, In-Lane Loading Bus Stop, with Curb Extension.*

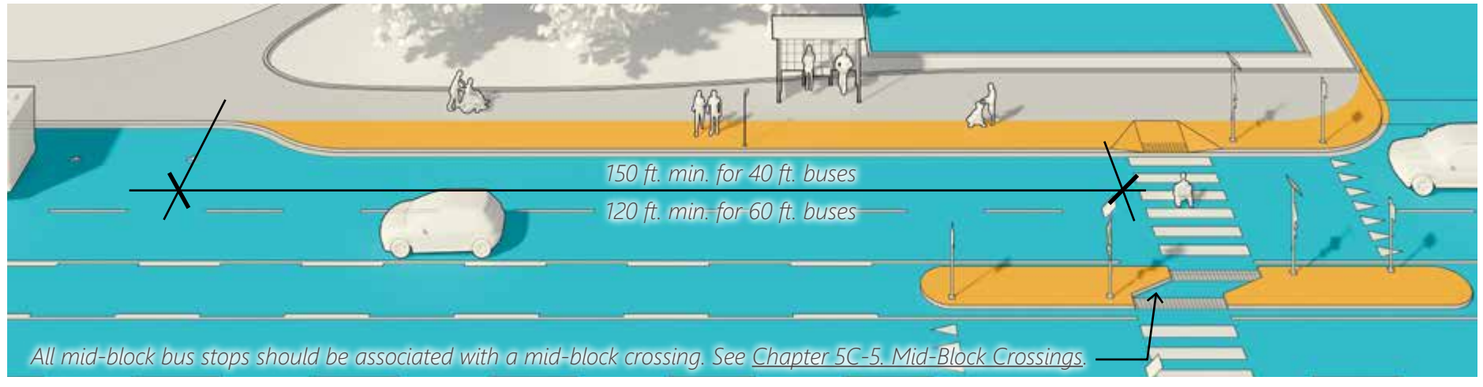


Figure 6-13. *Mid-Block In-Lane Loading Bus Stop, with Curb Extension.*

(refer to the 2020 Metro Transit Service Policies & Standards for more information[2]):

- BRT stations spaced every 1.25 miles
- Metro Rapid bus stops spaced every 0.75 miles
- Metro Local bus stops spaced every 0.25 miles

5 STOP ACCESSIBILITY

Bus stops should provide safety and accessibility for all types of ages, abilities, and disabilities. Universal design should be applied wherever feasible. Universal design solutions cater to the widest range of users and abilities, ensuring that all people can have equal access to transit by reducing barriers. See Figure 6-11 through Figure 6-16, which illustrate typical bus stop conditions, including, but not limited to:

- Firm, stable surface;
- Bus stop boarding and alighting area with a clear length of 96 in. (8 ft.), measured perpendicular to the curb, and a clear width of 60 in. (5 ft.), measured parallel to the curb, for the deployment of a wheelchair ramp;
- Clear accessible routes of at least 48 in. (4 ft.) throughout and around all obstructions with connections to streets, sidewalks/parkways, or pedestrian paths;
- Minimum clear floor space of 30 in. (2.5 ft.) by 48 in. (4 ft.) under the bus shelter area;
- Accessible slopes and cross slopes;
- Minimum headroom clearance of 80 in. within the bus shelter;
- Bus benches with back support; and
- Accessible signage, such as bus stop route identification signs that comply with visual signage requirements for finish, contrast, style, character, height, spacing, etc.

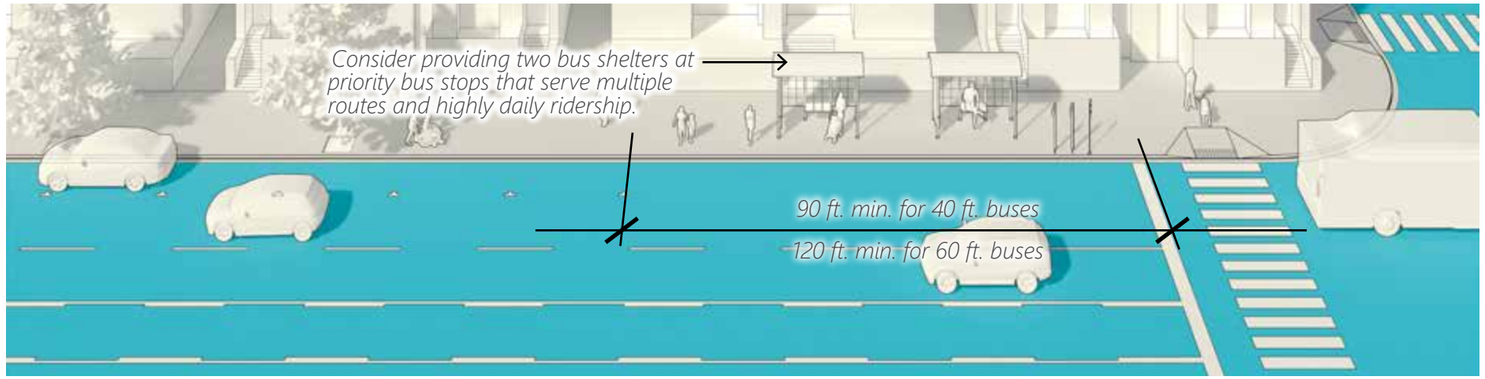


Figure 6-14. *Far-Side, Pull-Out Loading Bus Stop.*

Figure 6-15. *Near-Side, Pull-Out Loading Bus Stop.*

Figure 6-16. *Mid-Block, Pull-Out Loading Bus Stop.*

2 *Http://media.metro.net/projects_studies/nextgen/images/nextgen-report-tsp-final.pdf*

6E. ALONG THE STREET AND AT INTERSECTIONS

1 ALL BUSES

Accommodate all buses in a mixed-flow, side-running configuration, where travel lanes are used by both buses and vehicular traffic.

Where feasible, buses should be routed on arterial streets and should be avoided on low-speed and low-volume streets, such as collector or local streets.

As illustrated in Figure 6-17 through Figure 6-22, travel lanes that accommodate buses should be 12 ft. wide, but no less than 11 ft. when adjacent to a Class II or an in-street, Class IV Bikeway. Where feasible, buses should NOT run alongside Class II Bikeways. For all other lane width standards, see Chapter 8C-1 Roadway Reconfigurations on page 120 for minimum travel lane widths.

2 BUS-RAPID TRANSIT (BRT)

Consider providing dedicated side-running, bus-only lanes either at all hours of the day or restricting on-street parking during peak hours only.

Consider providing active Transit Signal Priority at intersections to reduce traffic and transit service delay, especially if a mixed-flow configuration is implemented.

Bus Only Lane (Source: nacto.org).

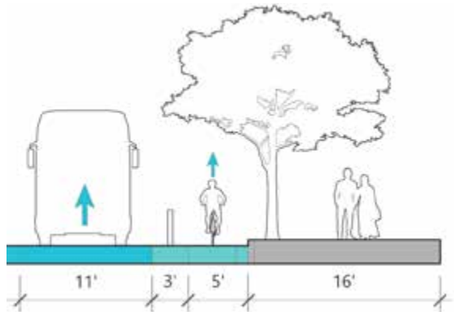


Figure 6-17. *Bus on an Typical Arterial Street with On-Street Parking and a One-Way, Sidewalk-Level Class IV Bikeway.*

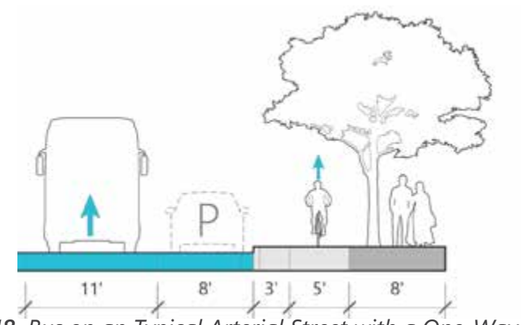


Figure 6-18. *Bus on an Typical Arterial Street with a One-Way, In-Street Class IV Bikeway.*

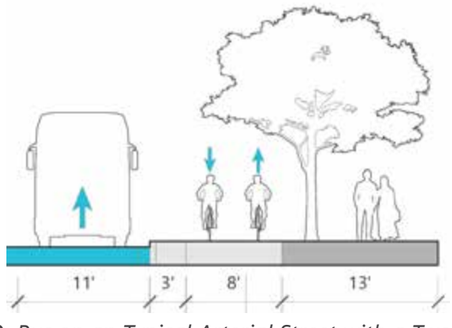


Figure 6-19. *Bus on an Typical Arterial Street with a Two-Way, Sidewalk-Level Class IV Bikeway.*

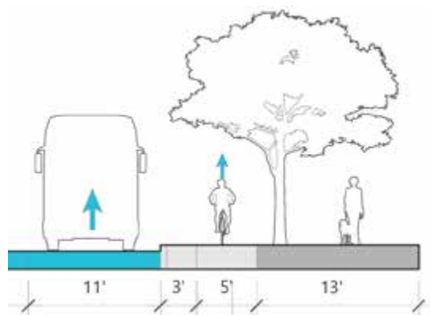


Figure 6-20. *Bus on a Typical Downtown Collector Street with a One-Way, Sidewalk-Level Class IV Bikeway.*

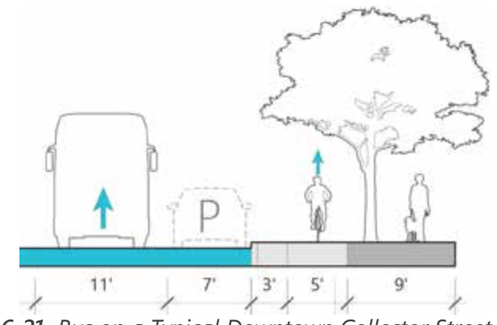


Figure 6-21. *Bus on a Typical Downtown Collector Street with On-Street Parking and a One-Way, Sidewalk-Level Class IV Bikeway.*

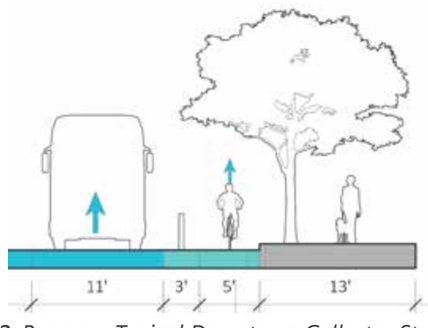


Figure 6-22. *Bus on a Typical Downtown Collector Street with a One-Way, In-Street Class IV Bikeway.*

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7

POLICY RECOMMENDATIONS: BICYCLISTS

7A. POLICY GOALS
7B. APPLICABILITY
7C. SELECTING A BIKEWAY TYPE
7D. CLASS I BIKEWAY DESIGN GUIDELINES
7E. CLASS II BIKEWAY DESIGN GUIDELINES
7F. CLASS III BIKEWAY DESIGN GUIDELINES
7G. CLASS IV BIKEWAY DESIGN GUIDELINES

Investments and improvements to the City's bicycle network serve long-term public goals. They improve a community's health. They reduce the emission of planet-warming gases. They facilitate the discovery of the urban environment by young and old alike. They provide people a wider range of options for commuting and recreation.

This chapter provides an update to the City's 2009 Bicycle Master Plan.

7A. POLICY GOALS

Future bicyclist improvements throughout the City should be designed and maintained to meet the following goals:

- Encourage bicycle use throughout the City as an attractive, safe, comfortable, healthy, reliable, and environmentally sustainable recreational and transportation alternative.
- Provide bicycle infrastructure that is easily navigable, accessible, and maintainable to all ages, abilities, and disabilities.
- Connect destinations, including transit centers, job centers, commercial areas, schools, parks, libraries, and residential neighborhoods.
- Close gaps and eliminate barriers in the bicycle network, especially across freeways, rail corridors, and along first-mile/last-mile connections to transit.
- Provide separation between people bicycling and people driving, where feasible.

7B. APPLICABILITY

The improvements illustrated in subsequent sections of this chapter are policy recommendations intended to achieve the goals listed above. Projects that lie within the following two filters of applicability are candidates for these improvements.

1 PRIORITY STREETS

In general, the City should prioritize bicyclist improvements at "Bicyclist Priority Streets," as illustrated in Figure 7-1, which include:

- Existing or planned bikeways;
- High bicycle ridership streets; and
- Streets that close gaps and barriers to bicycle ridership, especially along first-mile/last-mile transit connections.

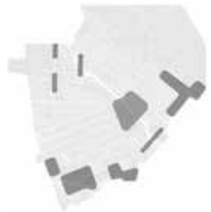
Figure 7-1. *Bicyclist Priority Locations*

2 FOCUS AREAS

Additionally, bicyclist improvements should be prioritized within "Focus Areas," as illustrated in Figure 7-2, as these are areas of the City that have been identified to receive focused attention and investment via criteria that include heightened community vulnerability, activity, disinvestment, and disadvantage. See Chapter 4B. Focus Areas on page 52 for more information.

Areas of High-Intensity Uses

Commuter Districts



Mobility Gaps and Barriers

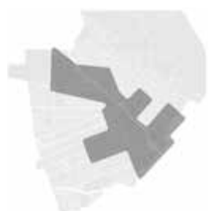
Pedestrian Collision Hotspots

Bicycle Collision Hotspots

Motorist Collision Hotspots

KSI Hotspots

Areas Lacking Tree Shade



Disadvantaged Communities

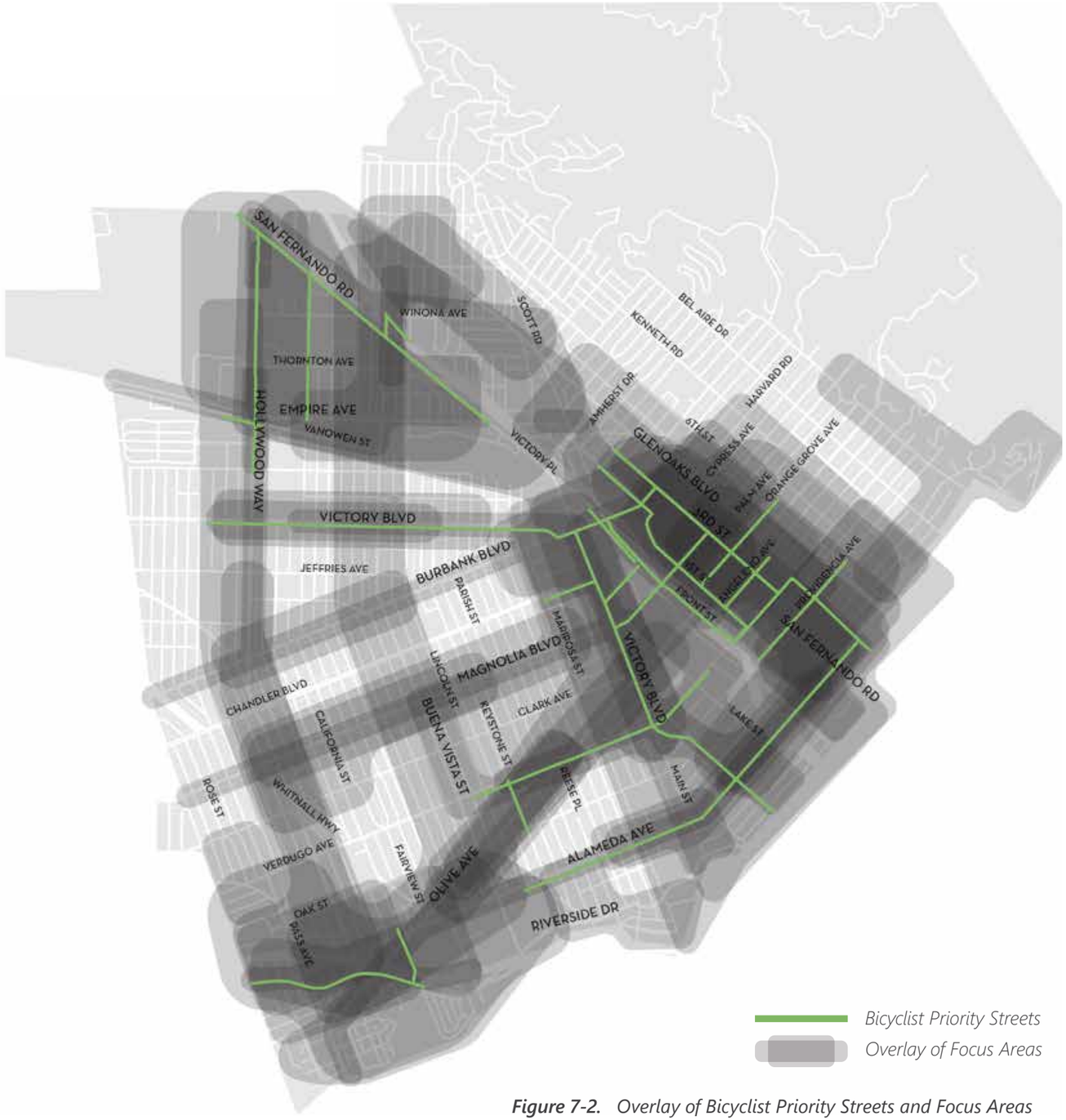


Figure 7-2. *Overlay of Bicyclist Priority Streets and Focus Areas*

7C. SELECTING A BIKEWAY TYPE

1 CONSIDER LAND USE CONTEXT

When selecting a bikeway type, consider adjacent land uses and points of interest. The bikeway network should consider the following:

- Directness and continuity of the route to connect destinations, such as jobs, transit, parks, trails, schools, etc.
- Land uses such as dense commercial and residential areas or high employment areas.

2 CONSIDER ROADWAY CHARACTERISTICS

When selecting a bikeway type, consider how some bikeways may be more appropriate than others depending on varying roadway characteristics, such as:

- Existing roadway geometry, right-of-way (ROW) width, curb-to-curb width, width of travel lanes, and number of travel, turning, parking lanes, and driveways;
- Posted speed limits, Average Daily Traffic (ADT), and Turning Movement Counts (TMC);
- Presence of on-street parking, frequency of parking turnover or vehicle loading, bus stops, and other curbside activity;
- Use by freight, truck, street service vehicles (e.g., refuse trucks, street sweepers, etc.), bus, and emergency vehicles;
- Roadway features, such as topography and drainage; and
- Width of the sidewalk/parkway, as well as the presence and volume of pedestrian activity, especially the elderly and children.

Class II Bikeway (Bicycle Lane) on San Fernando Blvd. near Bethany Rd.

Class III Bikeway (Bicycle Route) on Pacific Ave. near Catalina St.

CHOOSING A BIKEWAY TYPE BASED ON ROADWAY CHARACTERISTICS				
POSTED SPEED LIMIT	AVERAGE DAILY TRAFFIC (ADT)	NUMBER OF TRAVEL LANES	OTHER CONSIDERATIONS	PREFERRED BIKEWAY TYPE
N/A			Corridors along or near parks, along waterways, or as repurposed utility or rail corridors	Class I Bikeway (Shared-Use Path)
≤25 mph	≤3,000 ADT	≤2 travel lanes (single travel lane in each direction with or without on-street parking)	Streets that are residential or low-intensity use	Class III Bikeway (Bicycle Route) or Bicycle Boulevard
25-30 mph	3,000 - 6,000 ADT	2-5 travel lanes (one to two travel lanes in each direction with or without center turn lane or on-street parking)	Streets with low curbside activity or low vehicle congestion	Class II Bikeway (Bicycle Lane)
≥30 mph	≥6,000 ADT	≥5 travel lanes (two or more travel lanes in each direction with or without center turn lane and with or without on-street parking)	Streets with high curbside activity, such as frequent bus or vehicle loading, on-street parking turnover, vehicle congestion, or vehicle turning conflicts.	Class IV Bikeway (Cycle Track or Protected Bikeway)
Any				

Figure 7-3. *Contextual Guidance for Selecting Bikeway Types (Adapted Source: FHWA: Bikeway Selection Guide).*

- Potential for a viable parallel alternative street with lower vehicular volumes and/or speeds
- Potential to incorporate bikeway as part of a new development project or capital improvement projects, routine maintenance, or resurfacing/repaving projects.

3 CONSIDER BICYCLE USER TYPES

The selection of a bikeway type in a particular context ultimately determines the comfort, safety, and attractiveness for varying user types. In addition to considerations about the larger bicycle network or roadway characteristics, it is also important to understand a potential user profile[1]:

- Recreational riders versus commuter riders
- Novice riders versus experienced riders

For example, if a Class II Bikeway (Bicycle Lane) or a Class III Bikeway with shared-lane markings ("sharrows") are installed on an arterial street, it may be less attractive to novice riders, such as an adult or child new to bicycling, than experienced bicyclists. Whenever possible, select a bikeway type to promote a bicycle network that is accommodating and accessible to all ages, abilities, and disabilities.

Novice bicyclists (Source: ciclavia.org).

Moderately experienced bicyclist (Source: metro.net).

Experienced bicyclist (Source: latimes.com).

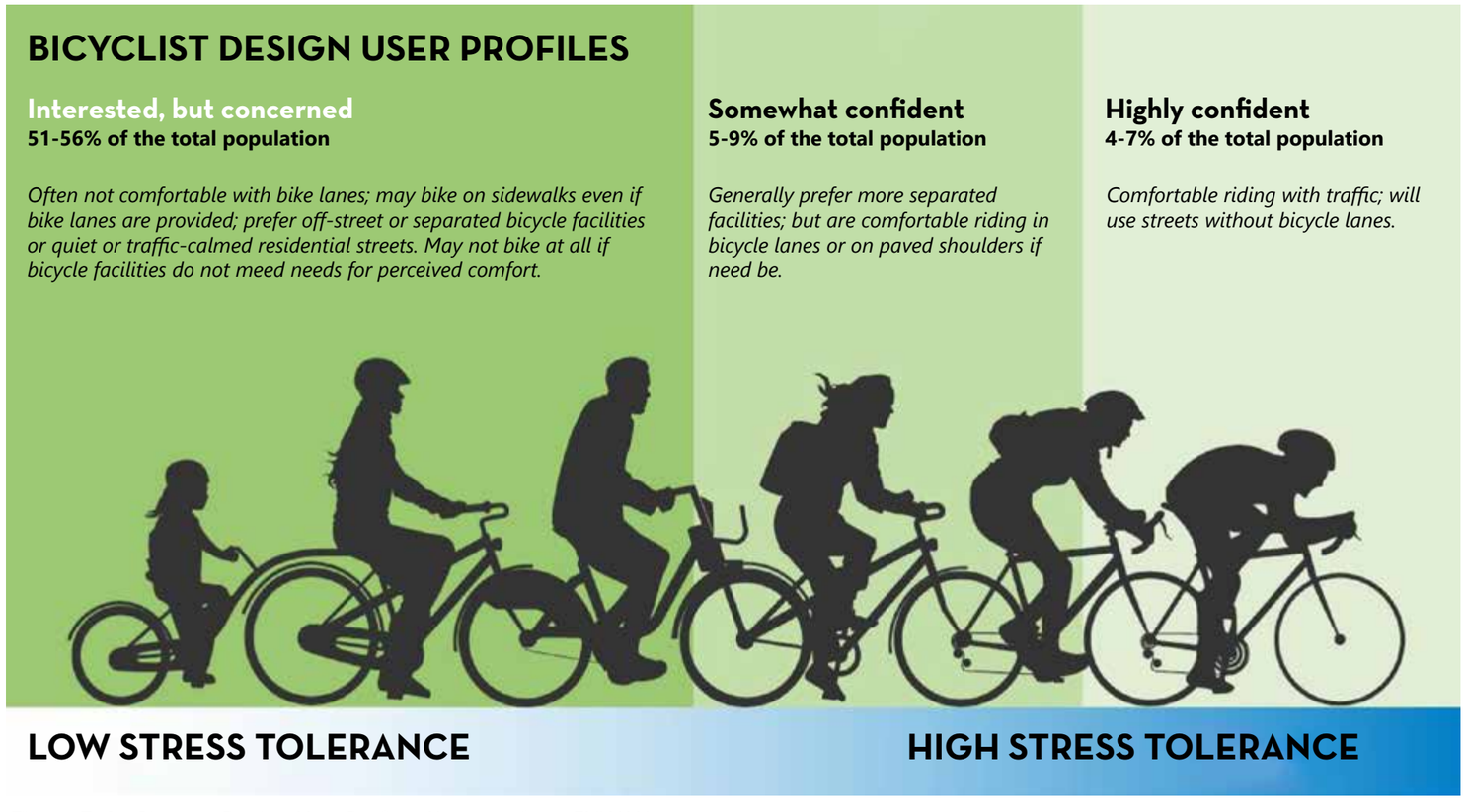


Figure 7-4. *Bicyclist Design User Profiles (Adapted from FHWA[1]).*

1 *Https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf*

7D. CLASS I BIKEWAY DESIGN GUIDELINES

1 DEFINITION

Class I Bikeways (Bicycle Paths or Shared-Use Paths) provide a completely separated and off-street right-of-way designated for the exclusive use of bicycles and pedestrians with cross-flow by motorists minimized.

2 APPLICABILITY

Class I Bikeways are typically bi-directional and multi-modal recreational paths or trails. They are appropriate in parks, along waterways or beaches, or repurposed utility or rail corridors. Chandler and Burbank Channel Bikeways are examples of existing Class I Bikeways in the City of Burbank.

3 CLASS I BIKEWAY GUIDELINES *FOR ALL CLASS I BIKEWAYS:*

- Provide shared use with pedestrians or other small mobility devices.
- Provide at least 8 ft. width for a two-way bikeway, plus an additional 2 ft. on both sides for shoulder space. For more highly used paths, a width of 10-12 ft. is preferred plus a 2 ft. shoulder on both sides.

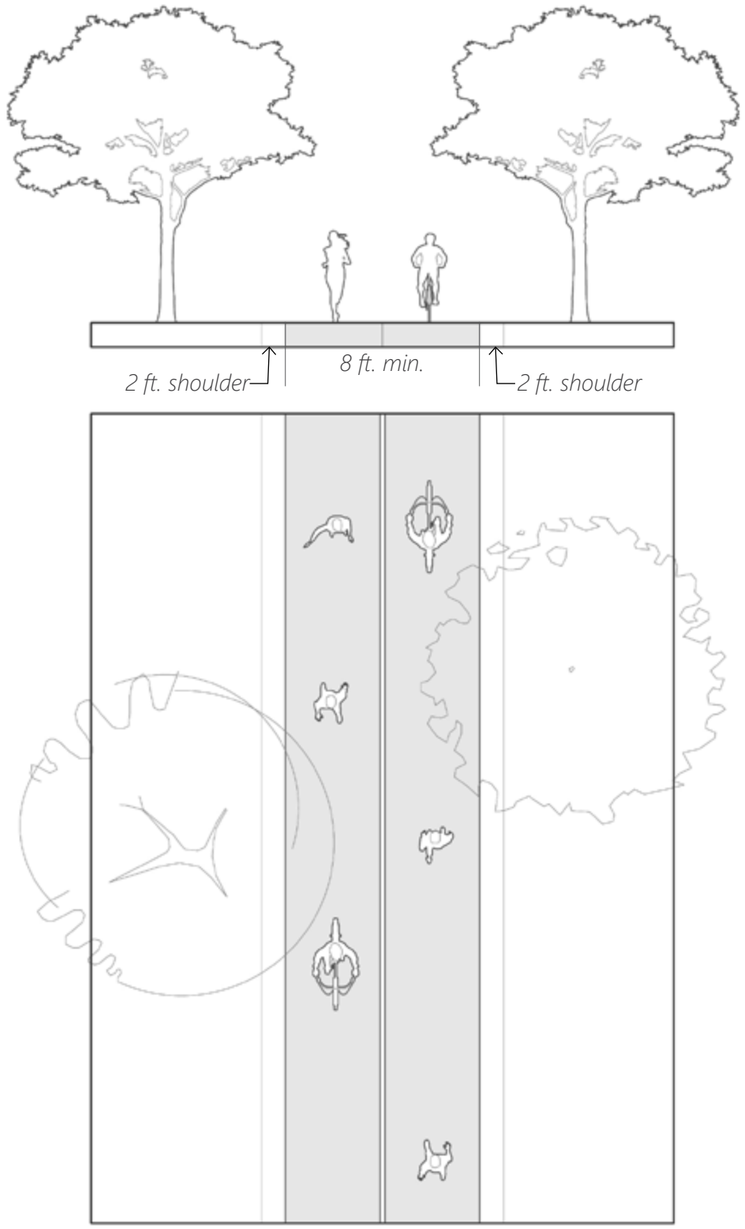


Figure 7-5. *Typical Class I Bikeway.*

Chandler Bikeway, Burbank, CA.

Burbank Channel Bikeway, Burbank, CA.

Burbank Channel Bikeway, Burbank, CA.

7E. CLASS II BIKEWAY DESIGN GUIDELINES

1 DEFINITION

Class II Bikeways (Bicycle Lanes) provide a restricted right-of-way designated for the exclusive or semi-exclusive in-street use of bicycles. Through travel by motor vehicles or pedestrians is prohibited, but cross-flows may be allowed. Class II Bikeways typically run alongside the parking lane or curb between parked vehicles and the adjacent travel lane.

2 APPLICABILITY

Class II Bikeways are usually appropriate for medium-speed and volume streets, such as local streets and downtown and neighborhood collector streets with posted speed limits between 25-30 mph and volumes between 3,000 ADT and 6,000 ADT. Class II Bikeways are NOT recommended for streets with posted speed limits greater than 30 mph and volumes greater than 6,000 ADT.

3 CLASS II BIKEWAY GUIDELINES:

FOR ALL CLASS II BIKEWAYS:

- Consider installing solid or "skip" green colored pavement markings to demarcate bikeway conflict areas, such as at driveways, alleys, right-turn lanes, or through intersections.

FOR CLASS II BIKEWAYS ADJACENT TO ON-STREET PARKING:

- ***Preferred:*** Where space allows, provide a striped buffer of at least 2 ft. width between the bikeway and on-street parking to accommodate the opening of vehicle doors. If the striped buffer contains delineators, e.g., bollards, the bikeway is considered a Class IV Bikeway. See Chapter 7G. Class IV Bikeway Design Guidelines on page 100.
- ***Minimum:*** Provide a width of at least 5 ft. total for the bikeway, measured from the face of the curb.

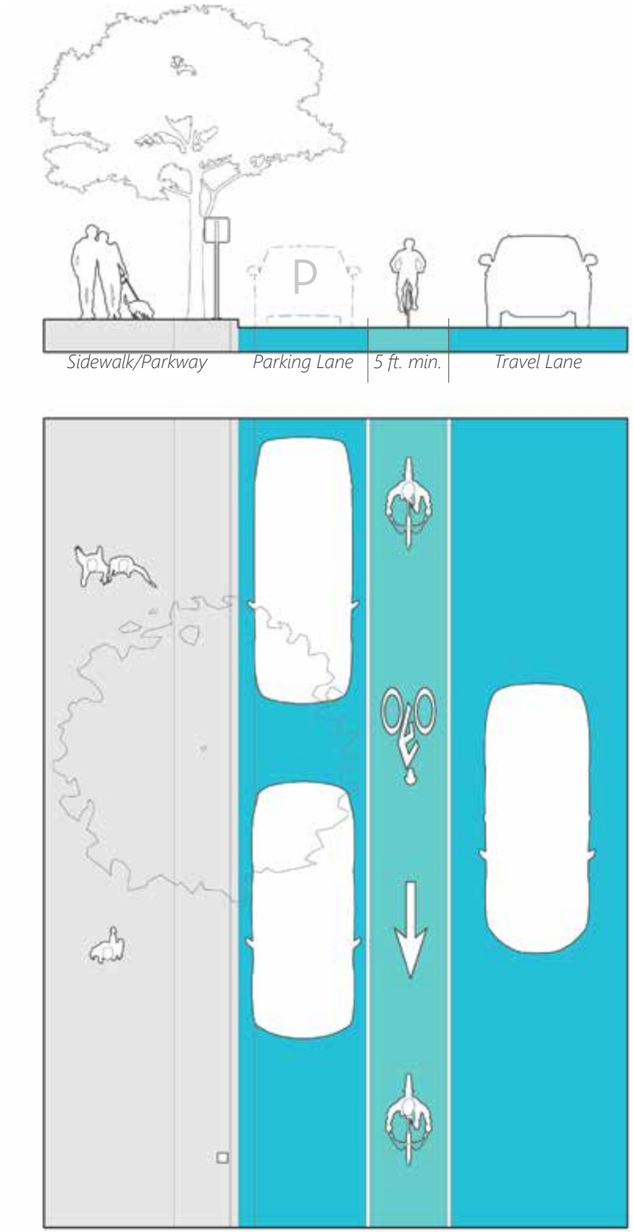


Figure 7-6. *Typical Class II Bikeway, Non-Buffered, On-Street Parking Adjacent.*

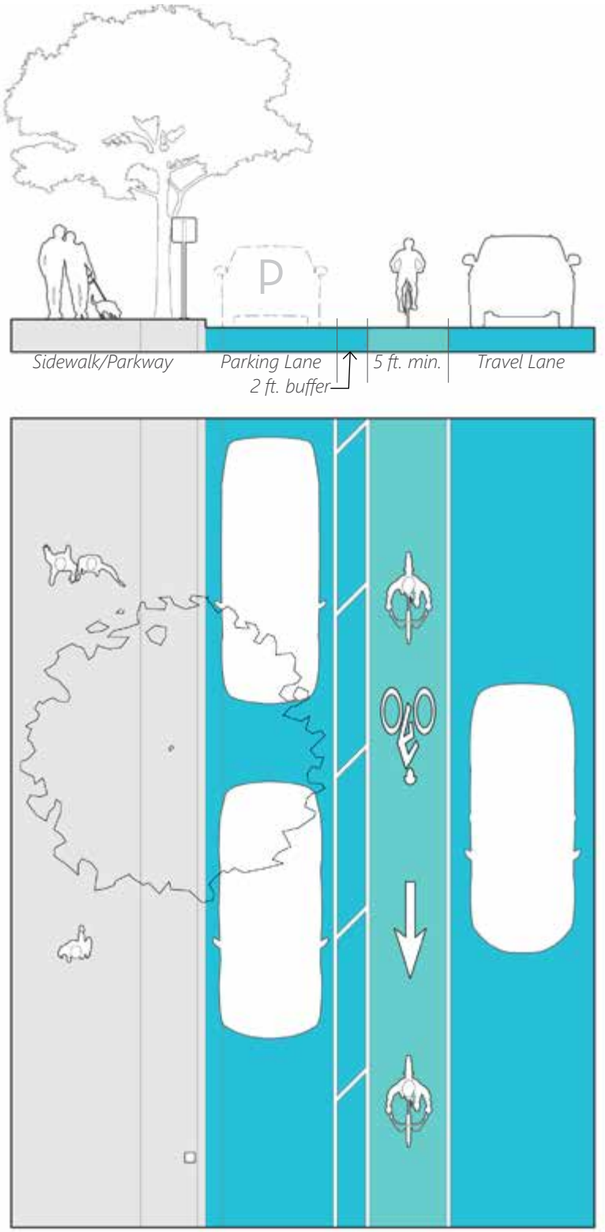


Figure 7-7. *Typical Class II Bikeway, Buffered, On-Street Parking Adjacent.*

FOR CLASS II BIKEWAYS NOT ADJACENT TO ON-STREET PARKING:

- ***Preferred:*** Where space allows, provide a striped buffer of at least 2 ft. width between the bikeway and the vehicle travel lane. If the striped buffer contains delineators, e.g., bollards, the bikeway is considered a Class IV Bikeway. See Chapter 7G. Class IV Bikeway Design Guidelines on page 100.
- ***Minimum:*** Provide a width of at least 5 ft. total for the bikeway, measured from the face of the curb.

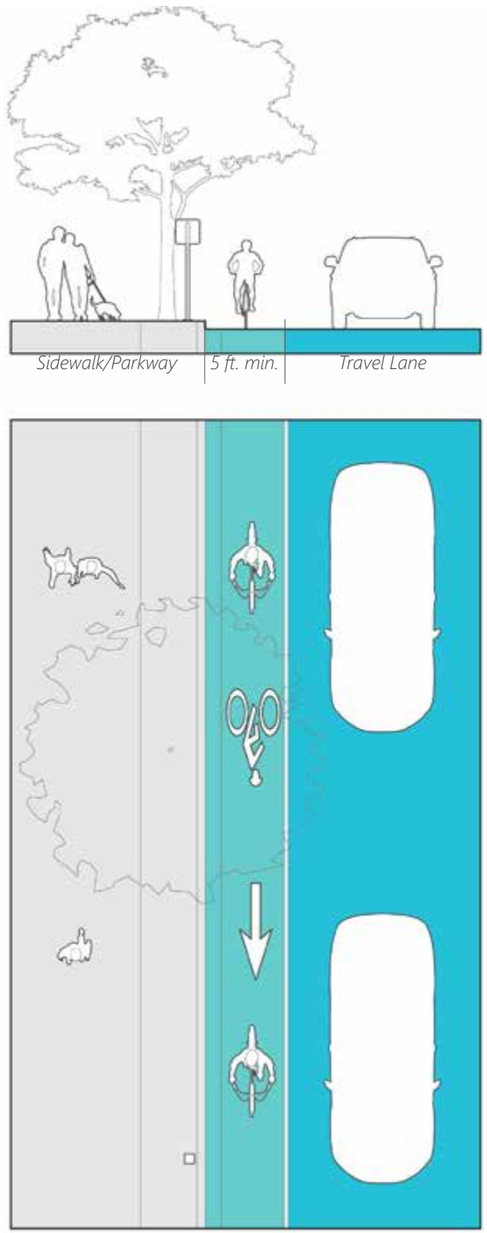


Figure 7-8. *Typical Class II Bikeway, Non-Buffered, Adjacent to Travel Lane.*

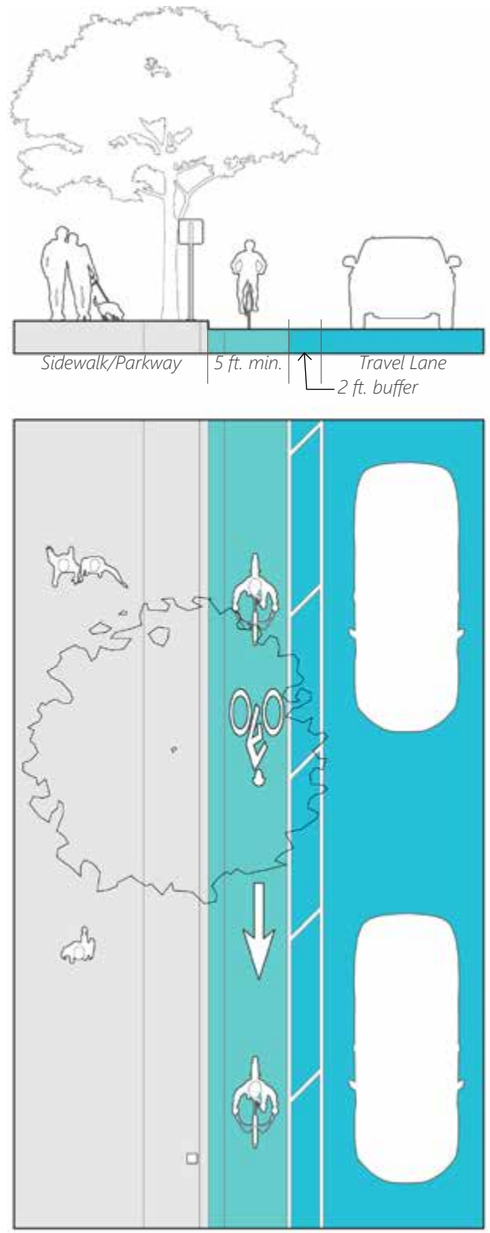


Figure 7-9. *Typical Class II Bikeway, Buffered, Adjacent to Travel Lane.*

4 ACCOMMODATION ON NEIGHBORHOOD COLLECTOR STREETS

Neighborhood collectors operate at moderate- to low-vehicular speeds and volumes and provide links between arterial streets and local streets.

Some neighborhood collector streets throughout the City typically have a 68 ft. ROW and a 48 ft. curb-to-curb width. As illustrated in Figure 7-10 and Figure 7-11, these streets have the potential to accommodate Class II Bikeways as such:

POTENTIAL RECONFIGURATION:

New/Change:

- One-way, buffered, Class II Bikeway in each direction

Existing Maintained:

- Number of travel lanes
- Curb-to-curb width
- Sidewalk/parkway width

Most Appropriate Where:

- The width of the existing sidewalk/parkway is already at a minimum and/or must be maintained as is for other uses.
- The width of travel lanes exceeds the minimum standard.

Figure 7-10. Existing: *Typical Neighborhood Collector with a 68 ft. wide ROW and 48 ft. wide curb-to-curb.*

See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

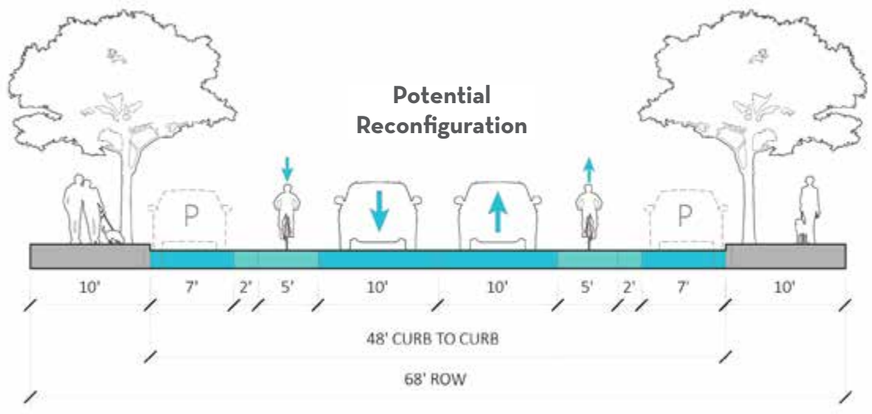


Figure 7-11. Potential Reconfiguration: *One-Way, Buffered, Class II Bikeway on a Neighborhood Collector Street.*

Class II Bikeway (Bicycle Lane) on Victory Blvd. near Catalina St.

Class II Bikeway on Riverside Dr. (with buffer).

Class II Bikeway (with buffer).

7F. CLASS III BIKEWAY DESIGN GUIDELINES

1 DEFINITION

Class III Bikeways (Bicycle Routes) designate shared travel of bicycles and motor vehicles denoted by signs and/or pavement markings, such as shared-lane markings ("sharrows").

2 APPLICABILITY

Class III Bikeways are usually appropriate for low-speed and low-volume streets, such as neighborhood collector or local streets with posted speed limits less than 25 mph and volumes less than 3,000 ADT. Class III Bikeways are NOT recommended for streets with posted speed limits greater than 25 mph and volumes greater than 3,000 ADT.

3 CLASS III BIKEWAY TYPES:

FOR ALL CLASS III BIKEWAYS:

- The shared bikeway and travel lane should be at least 10 ft. wide, measured from the face of the curb.
- Demarcate the bikeway with the appropriate pavement markings and signage, such as:
    - "MAY USE FULL LANE" sign to signify that bicyclists may use the entirety of the shared bicycle route and vehicle travel lane;
    - Shared-lane pavement markings ("sharrows"); and
    - Consider installing solid or "skip" green colored pavement markings to demarcate bikeway conflict areas, such as at driveways, alleys, right-turn lanes, or through intersections.

FOR BICYCLE BOULEVARDS:

Bicycle boulevards are in-street Class III Bikeways with additional traffic calming treatments to enhance safety, such as:

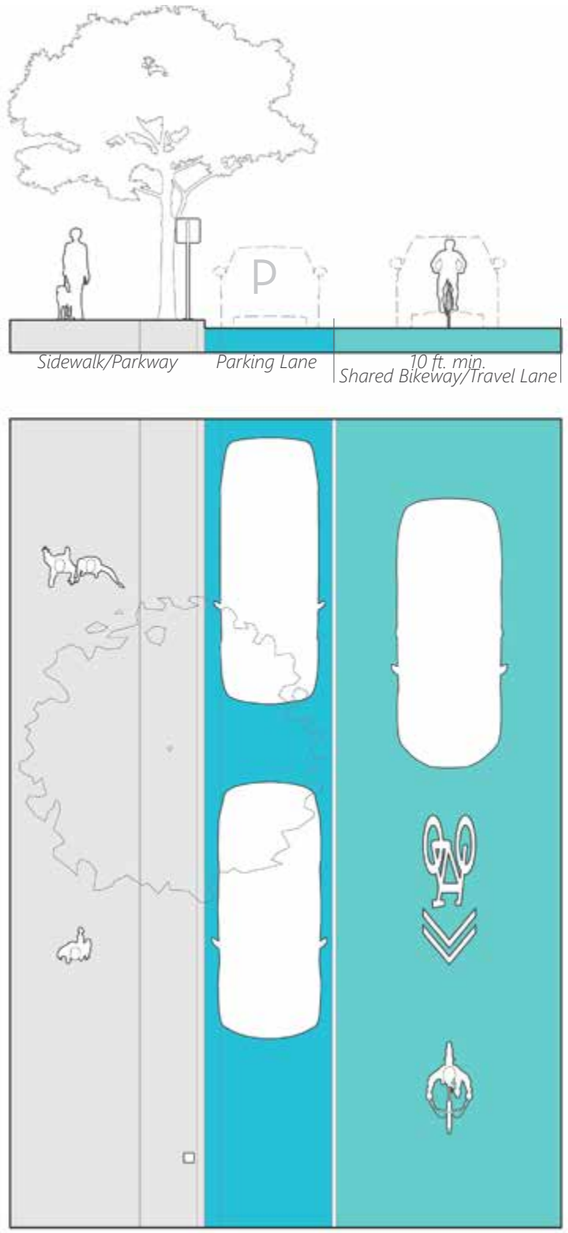


Figure 7-12. *Typical Class III Bikeway, On-Street Parking Adjacent, with Shared-Lane Pavement Marking.*

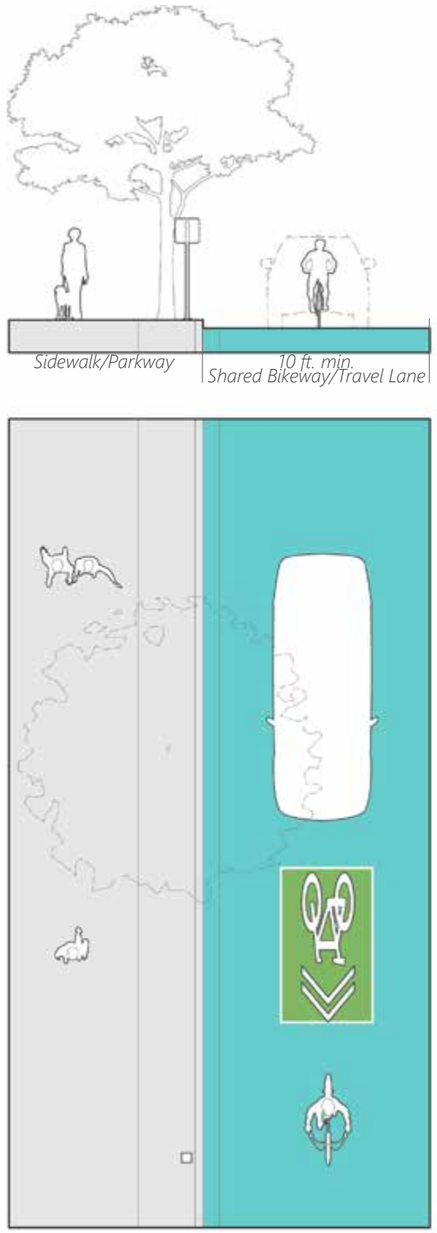


Figure 7-13. *Typical Class III Bikeway with Intermittent Green Colored Shared-Lane Pavement Marking.*

- Speed cushions. See Chapter 5C-6 Raised Crosswalks and Speed Humps or Cushions on page 62.
- Curb extensions. See Chapter 5C-4 Curb Extensions on page 60.
- Shared-lane pavement markings ("sharrows").
- Signs to differentiate a bicycle boulevard from other local streets that do not provide bicycle boulevard elements.

4 ACCOMMODATIONS ON NEIGHBORHOOD COLLECTOR OR LOCAL STREETS

Neighborhood collector and local streets operate at moderate- to low-vehicular speeds and volumes and provide links between arterial streets and local streets. Some neighborhood collector or local streets throughout the City typically have a 60 ft. ROW and a 36 ft. curb-to-curb width. As illustrated in Figure 7-14 and Figure 7-15, these streets have the potential to accommodate Class III Bikeways as such:

POTENTIAL RECONFIGURATION:

New/Change:

- Shared vehicle travel lane and Class III Bikeway in each direction

Existing Maintained:

- On-street parking
- Number and width of travel lanes
- Curb-to-curb width
- Sidewalk/parkway width

Most Appropriate Where:

- Curb-to-curb width is constrained.

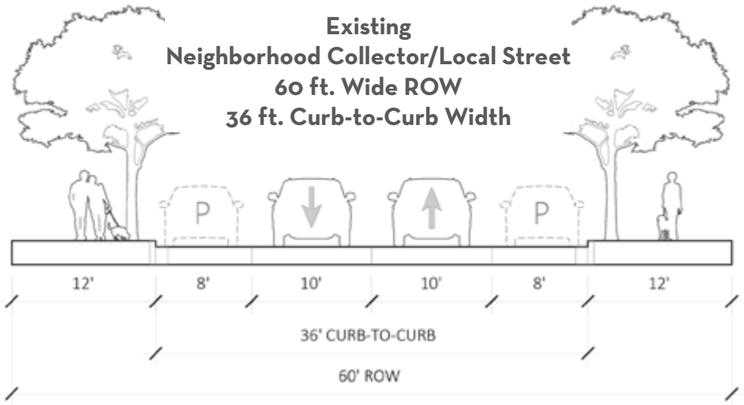


Figure 7-14. Existing: *Typical Neighborhood Collector/Local Street with a 60 ft. wide ROW and 36 ft. wide curb-to-curb.*

See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

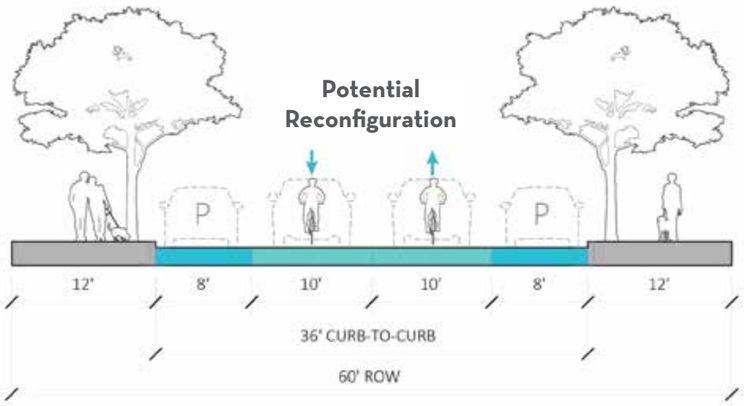


Figure 7-15. Potential Reconfiguration: *One-Way, Shared Class III Bikeway/travel lane on a Neighborhood Collector/Local Street.*

Shared-Lane Pavement Marking ("Sharrow") (Source: ladot.org).

Intermittent Green Colored Shared-Lane Pavement Marking ("Sharrow") (Source: marcperkins.net).

Shared-Lane Pavement Marking ("Sharrow").

7G. CLASS IV BIKEWAY DESIGN GUIDELINES

1 DEFINITION

Class IV Bikeways (Cycle Tracks or Protected Bikeways) provide a right-of-way designated exclusively for bicycle travel separated from pedestrians, vehicle traffic, and parked vehicles. Class IV Bikeways are protected and separated using grade separation, flexible posts, inflexible physical barriers, and/or on-street parking.

A Class IV Bikeway may either be in-street or sidewalk-level. In general, in-street Class IV Bikeways can be implemented as a lower capital cost and as a quick-build option, but may be upgraded to sidewalk-level Class IV Bikeways in the future should it be feasible and if funding were to become available. To be protected, a Class IV Bikeway should have buffered protection on both of its sides from pedestrian and vehicle traffic, as illustrated in Figure 7-16 and Figure 7-17.

VEHICLE BUFFER:

- The ***Vehicle Buffer*** is the buffered space between a travel lane and a bikeway, which may be occupied by pavement striping, grade separation, bollards, wheel stops, planter boxes, and/or on-street parking.

PEDESTRIAN BUFFER:

- The ***Pedestrian Buffer*** is the buffered space between a pedestrian path of travel and a bikeway, which may be occupied by paint, tactile truncated domes, landscaping, utilities, and/or street furniture. See Chapter 5D-1 Sidewalks/Parkways on page 69 for more information on sidewalk/parkway zones.

2 APPLICABILITY

Class IV Bikeways are typically appropriate for high-speed and high-volume streets, such as streets with posted speed limits greater than 30 mph and volumes greater than 6,000 ADT. Figure 7-18 describes the many variations of a Class IV Bikeway and recommended dimensions.
To facilitate a future bikeway network for all ages, abilities, and disabilities, protected bikeways should be provided where feasible.

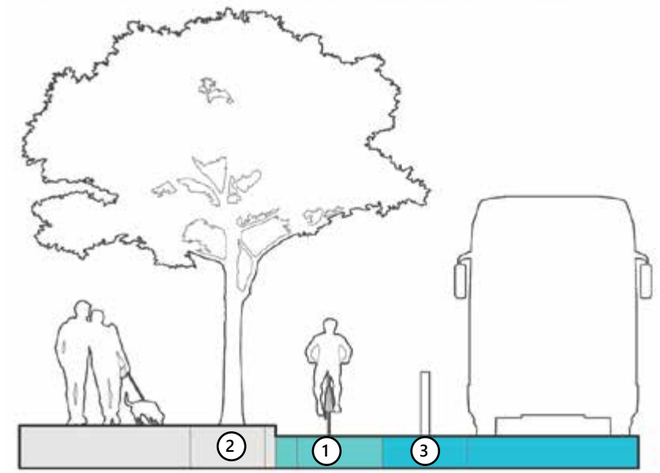


Figure 7-16. *Class IV In-Street Bikeway*

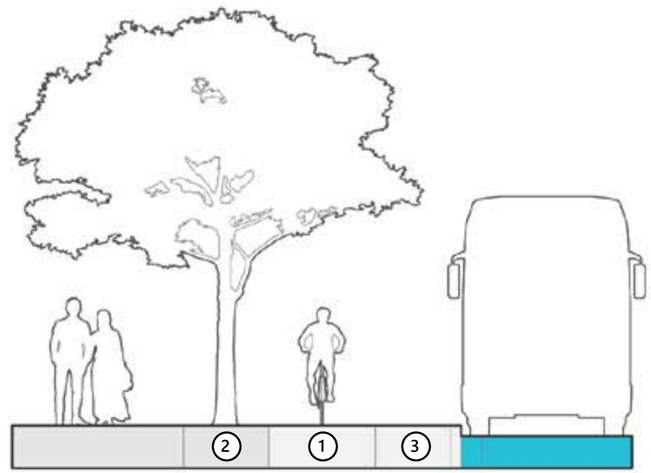


Figure 7-17. *Class IV Sidewalk-Level Bikeway*

1. *Bikeway*
2. *Pedestrian Buffer (also the Furnishing Zone[1])*
3. *Vehicle Buffer*

CLASS IV BIKEWAY TYPES AND RECOMMENDED DIMENSIONS						
CLASS IV BIKEWAY TYPE	APPLICABILITY	1 BIKEWAY WIDTH	2 PEDESTRIAN BUFFER		3 VEHICLE BUFFER	
			WIDTH	PROTECTION	WIDTH	PROTECTION
On-Street, One-Way Direction	Two-way streets	5 ft. min.; 7 ft. preferred	If space allows: 4 ft. min., where 5 ft. is preferred for tree wells, intermittently spaced, or along entire length of sidewalk/parkway.	Paint, tactile truncated domes, landscaping, utilities, and/or street furniture.	Adjacent to vehicle travel lane: 2 ft. min., 3 ft. preferred. Adjacent to on-street parking: 3 ft. min., 4 ft. preferred. Adjacent to accessible on-street parking or loading /valet zone: 5 ft. min., in which case bikeway may be reduced to 4 ft. width. At intersections, see Figure 7-47.	Pavement striping, grade separation, bollards, wheel stops, planter boxes, and/or on-street parking.
On-Street, Two-Way Direction	One-way streets only	8 ft. min.; 12 ft. preferred				
Sidewalk-Level, One-Way Direction	Two-way streets	5 ft. min.; 7 ft. preferred				Curb, sidewalk/ parkway, utilities, landscaping.
Sidewalk-Level, Two-Way Direction (in constrained locations)		8 ft. min.; 12 ft. preferred				

Figure 7-18. *Class IV Bikeway Types and Recommended Dimensions.*

3 IN-STREET CLASS IV BIKEWAYS

In-street Class IV Bikeways are located on the roadway at street-level, curb-side, or adjacent to on-street parking, and are configured in either of the directions per below:

- One-way bikeway, on each side of the street
- Two-way bikeway, on the left side of the street only on a one-way street

In-street Class IV Bikeways are protected and separated from vehicular traffic by a ***Vehicle Buffer***, which should be striped with diagonal or chevron pavement markings and contain one or more of the delineator treatments below[1]:

- ***Bollards,*** with retroreflective striping, placed approximately every 10 ft. to 40 ft. on center.
- ***Wheel Stops and Bollards,*** placed successively with approximately 6 ft. spacing in between.
- ***Planter Boxes,*** with consistent spacing in between.
- ***On-Street Parking,*** in addition to any of the aforementioned treatments.

In general, delineator treatments at in-street Class IV Bikeways should be placed appropriately given unique site conditions:

- Discontinued at bus stops, accessible on-street parking, driveways, and alleys (see Chapter 7G-7 At Driveways and Alleys on page 109).
- Close enough to deter vehicles from entering the bikeway, but far enough to allow for pedestrian movement when adjacent to on-street parking (see Chapter 7G-8 At On-Street Parking, Accessible On-Street Parking, Loading and Valet Zones on page 110).
- Such that required emergency access is maintained per code, e.g., fire.

1 *Https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/separatedbikelane_pdg.pdf*

One-Way, In-Street Class IV Bikeway,Adjacent to a Travel Lane, Protected by Wheel Stops and Bollards (Source: seattletimes.com).

One-Way, In-Street Class IV Bikeway, Adjacent to On-Street Parking, Protected by Planter Boxes (Source: laweekly.com).

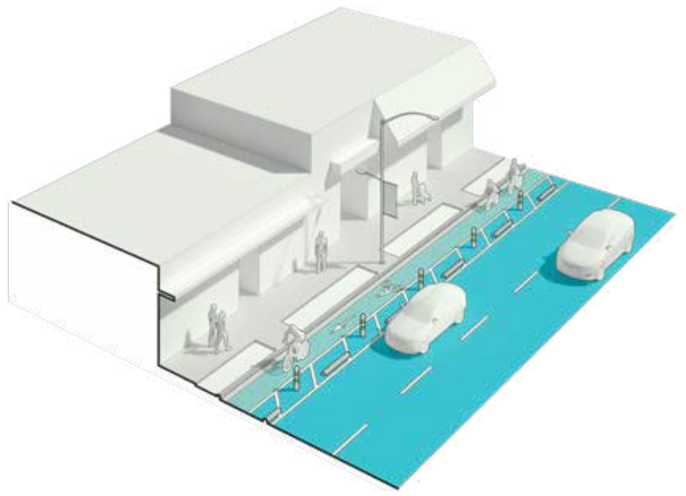


Figure 7-19. *One-Way In-Street Class IV Bikeway, Adjacent to a Travel Lane, Protected by Wheel Stops and Bollards.*

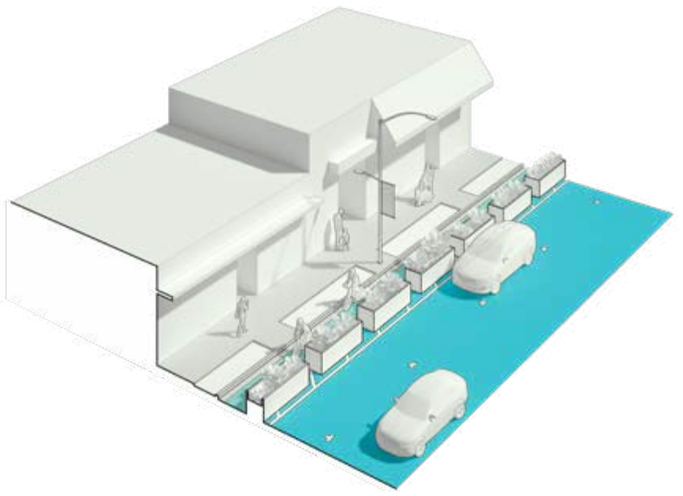


Figure 7-20. *One-Way, In-Street Class IV Bikeway, Adjacent to On-Street Parking, Protected by Planter Boxes and On-Street Parking.*

WHEEL STOPS AND BOLLARDS. Because wheel stops are low to the ground and difficult for motorists to see, it is NOT recommended to use wheel stops WITHOUT bollards. They are most appropriate along streets that cannot accommodate on-street parking.

PLANTER BOXES. When secured to the roadway, planter boxes are an attractive method of protection that require greater capital and ongoing maintenance. They are most appropriate along commercial streets where outdoor activity may occur.

Two-Way, In-Street Class IV Bikeway, Adjacent to On-Street Parking, Protected by Bollards and On-Street Parking (Source: LADOT.com).

One-Way, In-Street Class IV Bikeway, Adjacent to On-Street Parking, Protected by Bollards and On-Street Parking (Source: lastreetsblog.com).

One-Way In-Street Class IV Bikeway, Adjacent to a Travel Lane, Protected by Bollards (Source: lamag.com).

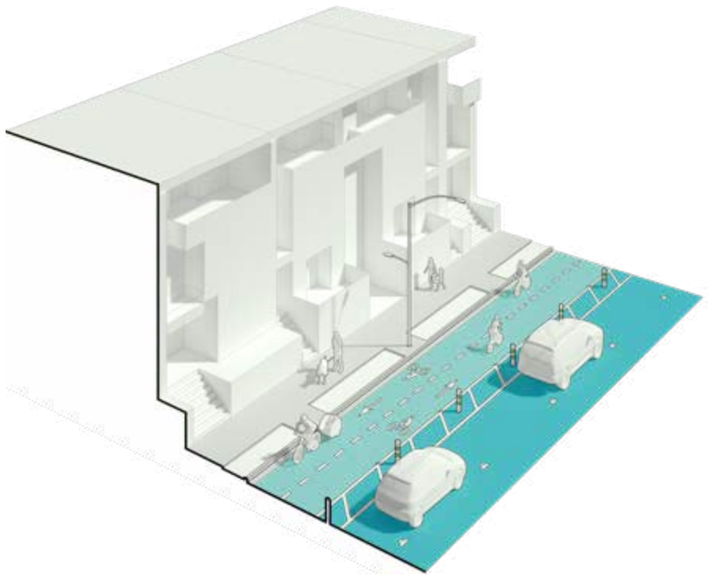


Figure 7-21. *Two-Way, In-Street Class IV Bikeway, on the Left Side of a One-Way Street, Adjacent to On-Street Parking, Protected by Bollards and On-Street Parking.*

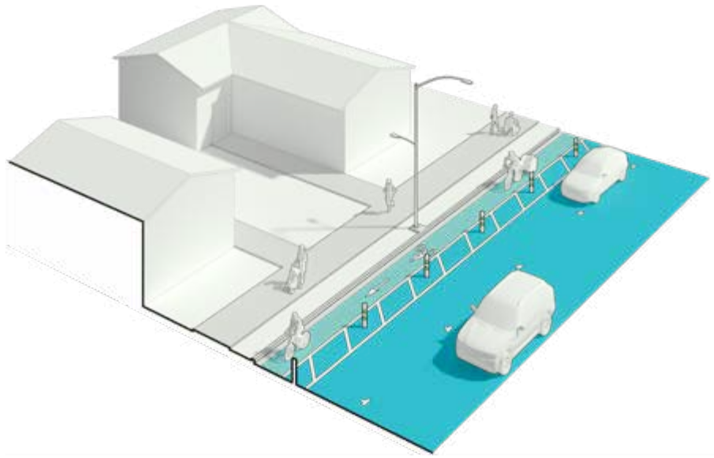


Figure 7-22. *One-Way, In-Street Class IV Bikeway, Adjacent to On-Street Parking, Protected by Bollards and On-Street Parking.*

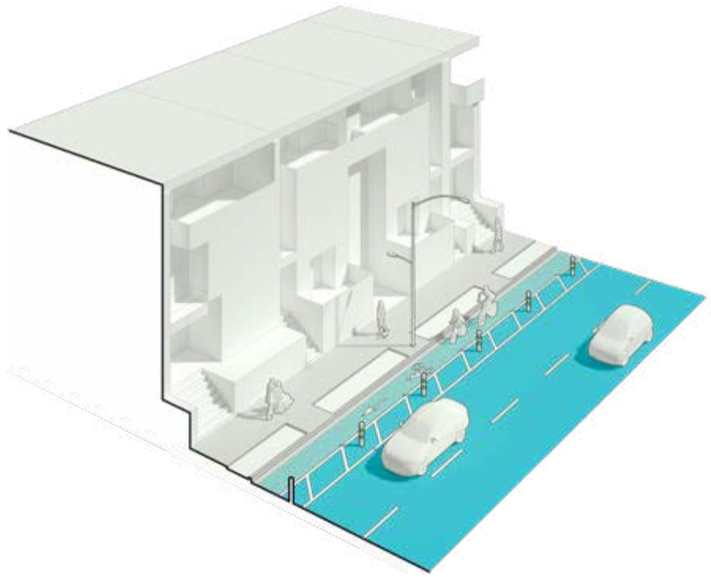


Figure 7-23. *One-Way, In-Street Class IV Bikeway, Adjacent to a Travel Lane, Protected by Bollards.*

BOLLARDS: Bollards are a widely used method of protection and separation for Class IV Bikeways. Bollards offer a relatively quick, easy, and inexpensive way to delineate separation between people bicycling and people driving and walking. Bollards may offer a way for the community to experience a protected bikeway facility without permanent or expensive capital infrastructure. But, maintenance with replacing bollards and routine sweeping of the bikeway of leaves or debris will have to be factored into the life cycle cost of the project.

4 SIDEWALK-LEVEL CLASS IV BIKEWAYS

Sidewalk-level Class IV Bikeways are located on the same level as the sidewalk, but provide separation from pedestrians as well as motorists. They are only feasible when sidewalk/parkway widths are 16 ft. or greater to be able to allow both bicyclists and pedestrians. Sidewalk-level Class IV Bikeways are configured in either of the directions per below:

- One-way in each direction
- Two-way on one side of the street, if the right-of-way is constrained

Sidewalk-level Class IV Bikeways are protected and separated from vehicular traffic by a ***Vehicle Buffer***, which is located at the sidewalk-level and may contain:

- The curb
- Landscaping
- Utilities

Sidewalk-level Class IV Bikeways should also be separated from pedestrians by a ***Pedestrian Buffer*** located at the sidewalk-level and which may contain:

- Paint
- Truncated domes
- Landscaping
- Utilities
- Street furniture

One-Way, Sidewalk-Level, Class IV Bikeway (Source: cambridgema.gov).

Two-Way, In-Street, Class IV Bikeway (Source: dailybreeze.com).

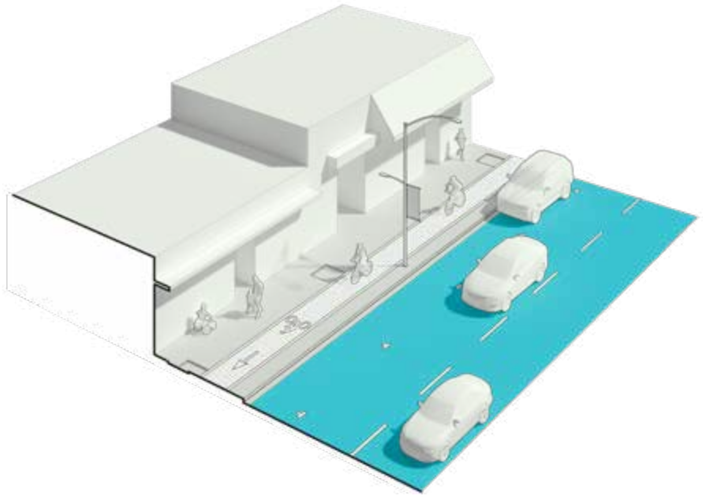


Figure 7-24. *One-Way, Sidewalk-Level, Class IV Bikeway.*

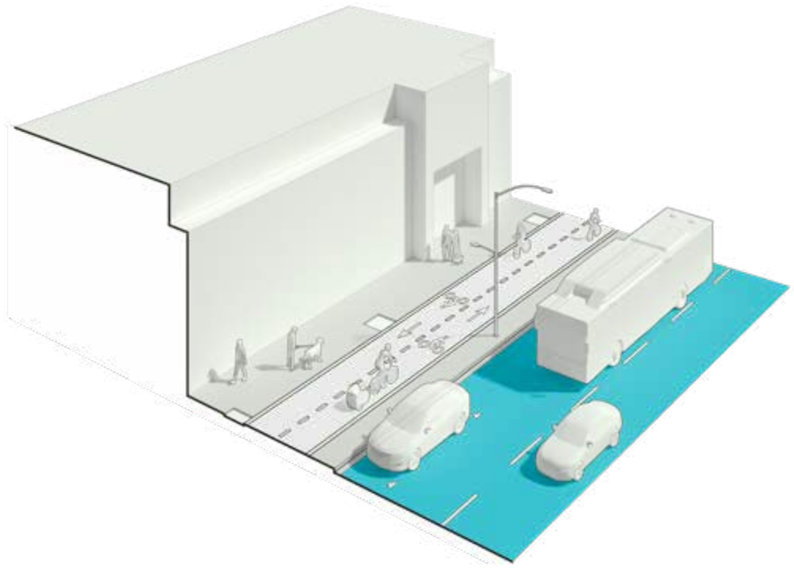


Figure 7-25. *Two-Way, Sidewalk-Level, Class IV Bikeway.*

SIDEWALK-LEVEL: Where feasible, sidewalk-level Class IV Bikeways are preferred over in-street Class IV Bikeways, as they provide the greatest amount of separation and protection from motor vehicles.

5 ACCOMMODATION ON ARTERIAL STREETS

Arterial streets operate at high-vehicular speeds and volumes and are regional transportation corridors. A few arterial streets throughout the City typically have a 100 ft. ROW and a 68 ft. curb-to-curb width. As illustrated in Figure 7-26 through Figure 7-28, these streets have the potential to accommodate Class IV Bikeways in a variety of options:

POTENTIAL RECONFIGURATION #1:

New/Change:

- One-way, in-street, Class IV Bikeway in each direction
- On-street parking is removed on both sides of the street

Existing Maintained:

- Number and width of travel lanes
- Curb-to-curb width
- Sidewalk/parkway width

Most Appropriate Where:

- The width of the existing sidewalk/parkway must be maintained as is for other uses (e.g., outdoor activity, such as sidewalk dining).
- The loss of on-street parking is not significantly detrimental to adjacent land uses (e.g., abundance of on-site parking or public parking nearby).

POTENTIAL RECONFIGURATION #2:

New/Change:

- One-way, sidewalk-level, Class IV Bikeway in each direction
- Usable sidewalk space by pedestrians is reduced

Existing Maintained:

- On-street parking
- Number and width of travel lanes
- Curb-to-curb width

Most Appropriate Where:

- The width of the existing sidewalk/parkway is 16 ft. or more.
- The loss of on-street parking will be significantly detrimental to adjacent land uses (e.g., commercial uses that rely on short-term on-street parking).

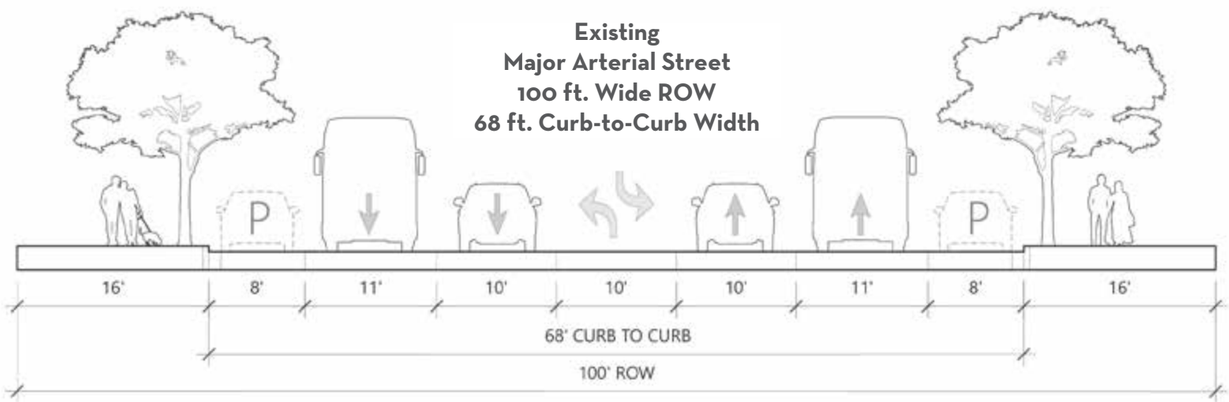


Figure 7-26. Existing: *Typical Major Arterial Street with a 100 ft. wide ROW and 68 ft. wide curb-to-curb.*
See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

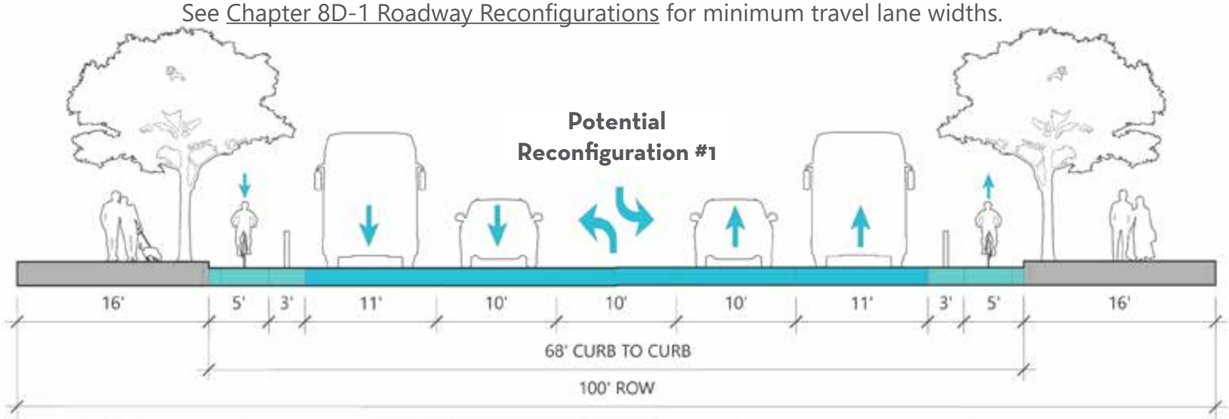


Figure 7-27. Potential Reconfiguration #1: *One-Way, In-Street, Class IV Bikeway on an Arterial Street.*

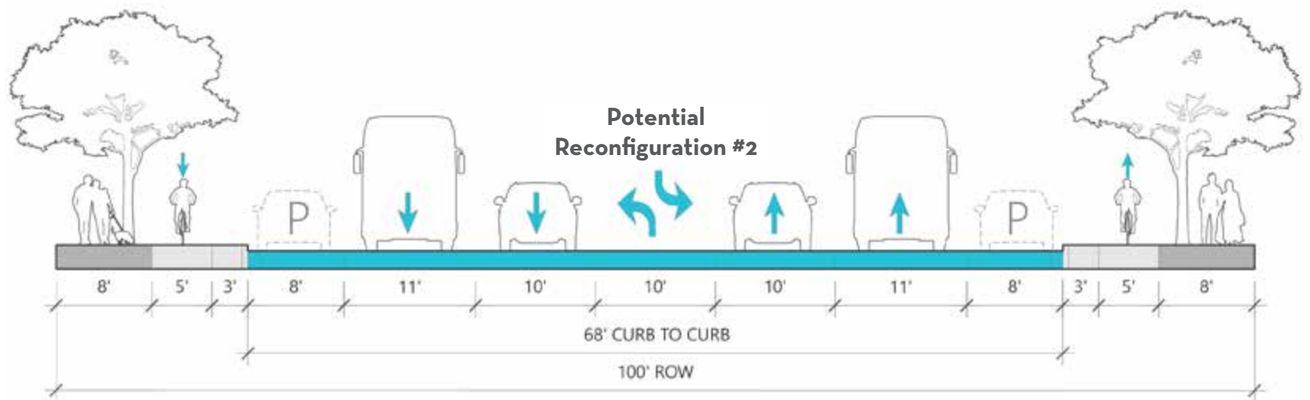


Figure 7-28. Potential Reconfiguration #2: *One-Way, Sidewalk-Level Class IV Bikeway on an Arterial Street.*

Other arterial streets have a ROW width of 100 ft. and a curb-to-curb width of 76 ft. These streets may currently already provide Class II Bikeways, but should aim to transition them into Class IV Bikeways, where feasible. Because arterials provide key regional connections, it may not be feasible to affect the existing number of travel lanes or widths. Therefore, a Class IV Bikeway may oftentimes only be feasible on the sidewalk rather than in-street, if the width of the existing sidewalk/parkway is 16 ft. or more, as illustrated in Figure 7-29 through Figure 7-32.

POTENTIAL RECONFIGURATION #1:

New/Change:

- One-way, in-street Class IV Bikeway in each direction
- On-street parking is removed.

Existing Maintained:

- Number and width of travel lanes

Most Appropriate Where:

- The loss of on-street parking is not significantly detrimental to adjacent land uses (e.g., abundance of on-site parking or public parking nearby).

POTENTIAL RECONFIGURATION #2:

New/Change:

- One-way, sidewalk-level, Class IV Bikeway in each direction
- Sidewalk/parkway is widened
- Curb-to-curb width is narrowed

Existing Maintained:

- On-street parking
- Number and width of travel lanes

Most Appropriate Where:

- An existing in-street Class II Bikeway can transition into a sidewalk-level Class IV Bikeway.
- The existing curb-to-curb width can be reconstructed.

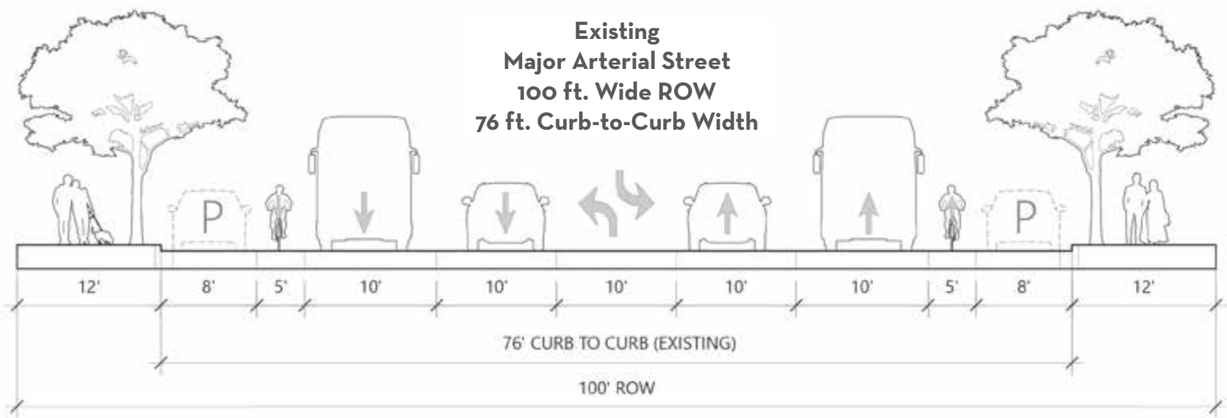


Figure 7-29. Existing: *Typical Major Arterial Street with a 100 ft. wide ROW and 76 ft. wide curb-to-curb.*
See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

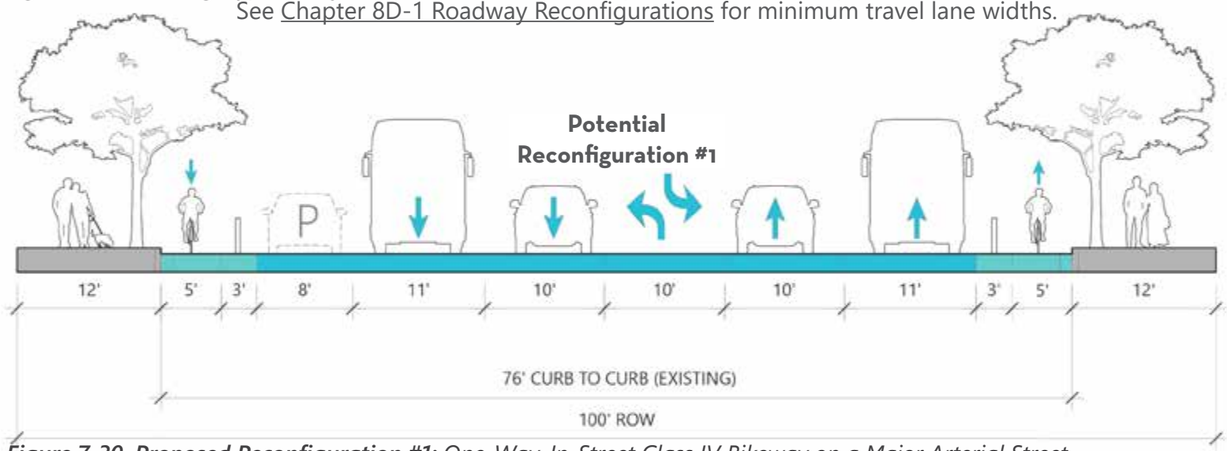


Figure 7-30. Proposed Reconfiguration #1: *One-Way, In-Street Class IV Bikeway on a Major Arterial Street.*

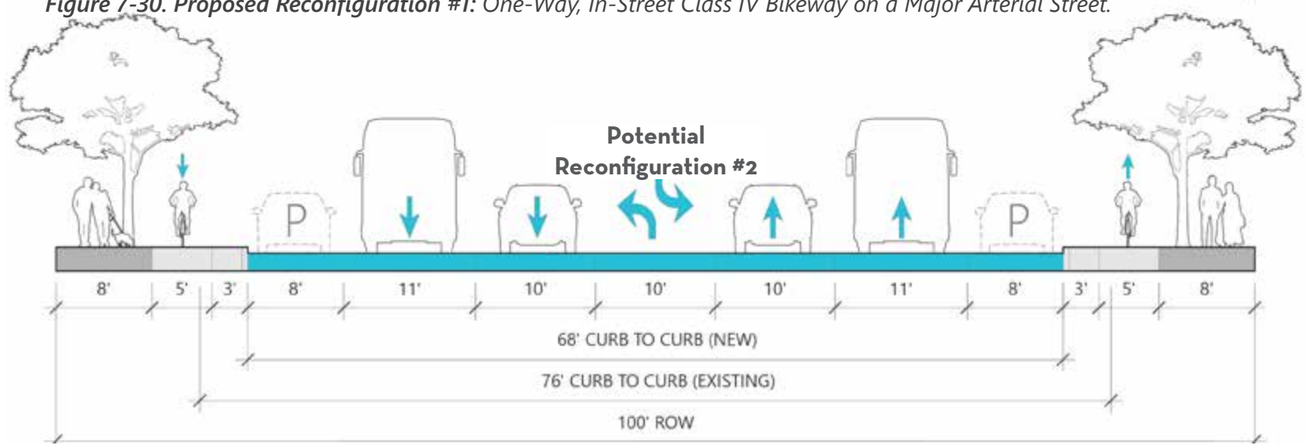


Figure 7-31. Proposed Reconfiguration #2: *One-Way, Sidewalk-Level Class IV Bikeway on a Major Arterial Street.*

Victory Blvd. at Catalina Ave.

POTENTIAL RECONFIGURATION #3:

New/Change:

- Two-way, sidewalk-level, Class IV Bikeway on one side of the street
- Sidewalk/parkway expanded on one side of the street, but usable sidewalk space by pedestrians is reduced
- Curb-to-curb width is narrowed
- On-street parking removed on one side of the street

Existing Maintained:

- Number and width of travel lanes

Most Appropriate Where:

- The width of the existing sidewalk/parkway must be maintained as is for other uses (e.g., outdoor activity, such as sidewalk dining).
- The loss of on-street parking will be significantly detrimental to adjacent land uses (e.g., commercial uses that rely on short-term on-street parking).

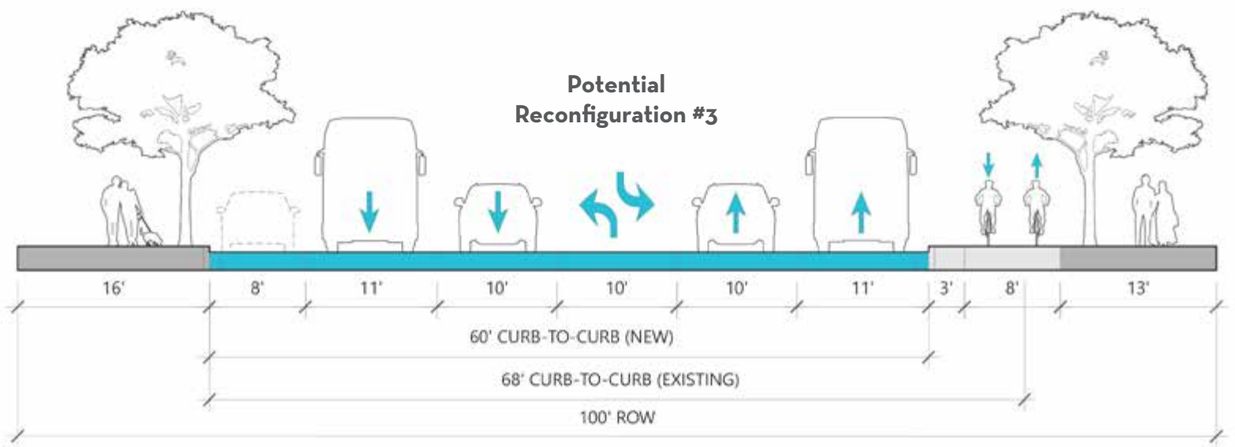


Figure 7-32. Potential Reconfiguration #3: *Two-Way, Sidewalk-Level, Class IV Bikeway along an Arterial Street.*
See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

6 ACCOMMODATION ON COLLECTOR STREETS

Downtown collector streets operate at moderate-vehicular speeds and volumes. They typically have a ROW width of 80 ft. and a curb-to-curb width of 38 ft. and may currently already provide Class II Bikeways, but should aim to transition into Class IV Bikeways, where feasible. As illustrated in Figure 7-33 through Figure 7-35, these streets have the potential to accommodate Class IV Bikeways in a variety of options:

POTENTIAL RECONFIGURATION #1:

New/Change:

- One-way, in-street, Class IV Bikeway in each direction
- Travel lane widths reduced
- On-street parking removed from one side only

Existing Maintained:

- Number of travel lanes
- Sidewalk/parkway width

Most Appropriate Where:

- An existing in-street Class II Bikeway can transition into a sidewalk-level Class IV Bikeway.
- The width of the existing sidewalk/parkway must be maintained as is for other uses (e.g., outdoor activity, such as sidewalk dining).
- The loss of on-street parking is not significantly detrimental to adjacent land uses (e.g., abundance of on-site parking or public parking nearby).

POTENTIAL RECONFIGURATION #2:

New/Change:

- One-way, sidewalk-level, Class IV Bikeway in each direction
- Sidewalk/parkway is widened
- Curb-to-curb width is narrowed

Existing Maintained:

- On-street parking
- Number of travel lanes

Most Appropriate Where:

- An existing in-street Class II Bikeway can transition into a sidewalk-level Class IV Bikeway, and the curb-to-curb width can be reconstructed.

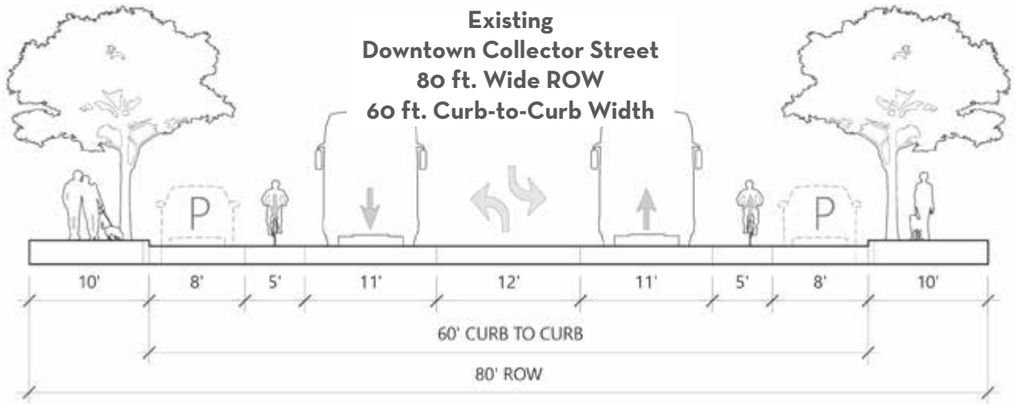


Figure 7-33. Existing: *Typical Downtown Collector Street with a 80 ft. wide ROW and 60 ft. wide curb-to-curb.* See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

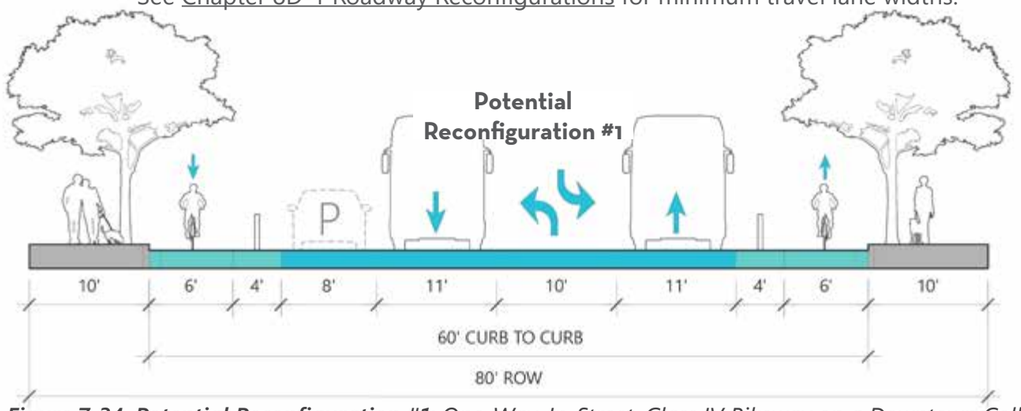


Figure 7-34. Potential Reconfiguration #1: *One-Way, In-Street, Class IV Bikeway on a Downtown Collector Street.*

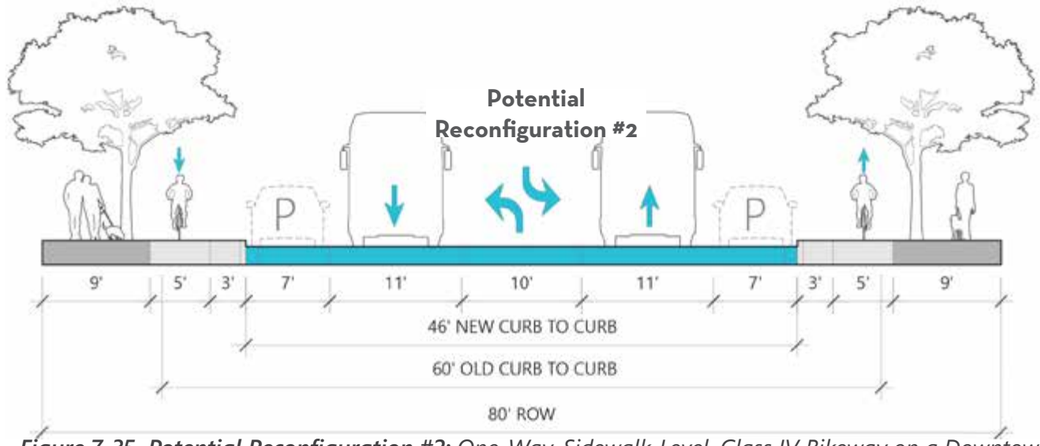


Figure 7-35. Potential Reconfiguration #2: *One-Way, Sidewalk-Level, Class IV Bikeway on a Downtown Collector Street.*

Some downtown collector streets throughout the City are narrower and typically have a ROW width of 74 ft. and a curb-to-curb width of 44 ft. As illustrated in Figure 7-36 through Figure 7-38, these streets have the potential to accommodate Class IV Bikeways in a variety of options:

POTENTIAL RECONFIGURATION #1:

New/Change:

- One-way, in-street, Class IV Bikeway in each direction
- Sidewalk/parkway reduced on both sides of the street
- Curb-to-curb width is expanded
- Center lane width reduced

Existing Maintained:

- Number of travel lanes

Most Appropriate Where:

- The existing curb-to-curb width can be reconstructed.
- The width of the existing sidewalk/parkway must be maintained as much as possible for other uses (e.g., outdoor activity, such as sidewalk dining).

POTENTIAL RECONFIGURATION #2:

New/Change:

- One-way, sidewalk-level, Class IV Bikeway in each direction
- Sidewalk/parkway expanded on both sides of the street, but usable sidewalk space by pedestrians is reduced
- Curb-to-curb width is narrowed
- Travel lane widths reduced

Existing Maintained:

- Number of travel lanes

Most Appropriate Where:

- An existing in-street Class II Bikeway can transition into a sidewalk-level Class IV Bikeway.
- The existing curb-to-curb width can be reconstructed.
- The width of the existing sidewalk/parkway must be maintained as much as possible for other uses (e.g., outdoor activity, such as sidewalk dining).

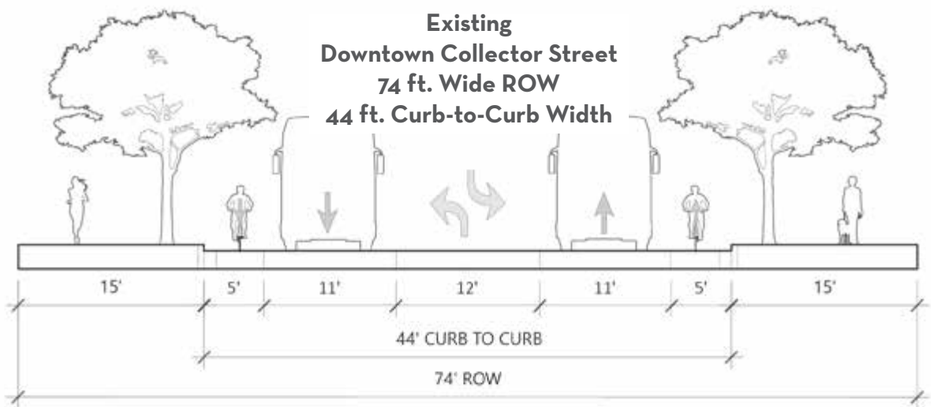


Figure 7-36. Existing: *Typical Downtown Collector Street with a 74 ft. wide ROW and 44 ft. wide curb-to-curb.* See Chapter 8D-1 Roadway Reconfigurations for minimum travel lane widths.

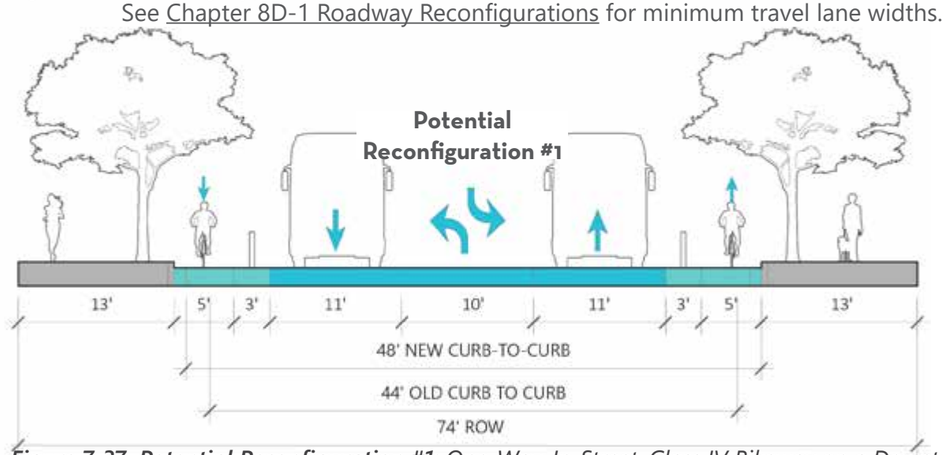


Figure 7-37. Potential Reconfiguration #1: *One-Way, In-Street, Class IV Bikeway on a Downtown Collector Street.*

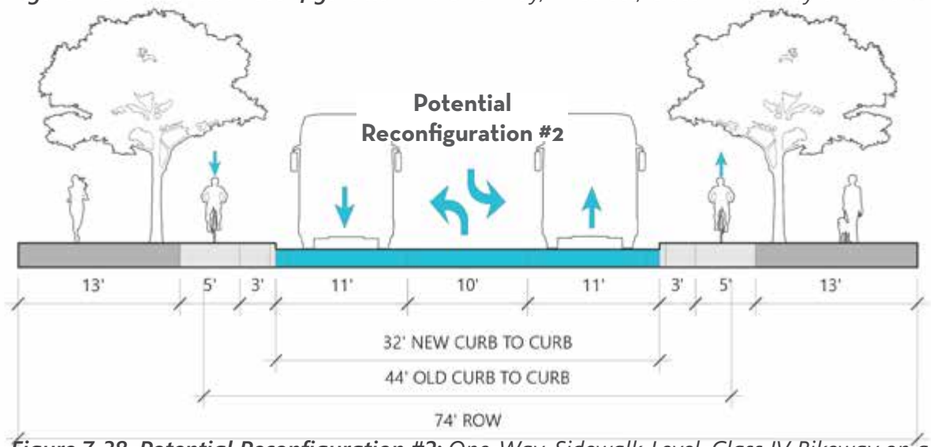


Figure 7-38. Potential Reconfiguration #2: *One-Way, Sidewalk-Level, Class IV Bikeway on a Downtown Collector Street.*

7 AT DRIVEWAYS AND ALLEYS

At driveways and alleys, obstructions may obscure a motorist's ability to see oncoming traffic, pedestrians and bicyclists. It is important to maintain free and clear zones on both sides of a driveway or alley for the safety of all modes. The design and maintenance of all driveways and alleys should adhere to the following:

- On-street parking, landscaping, and street furniture that may obscure motorist sight distance should be prohibited at least 20 ft. from the edge of a driveway or alley. See Figure 7-39.
- Delineator elements, such as bollards, may be used to demarcate the free and clear zones to prevent motorists from driving into the bikeway and provide greater sight distance for motorists. See Figure 7-39.
- Driveway aprons should be designed to allow the sidewalk (and sidewalk-level Class IV Bikeway, if present) to remain level when crossing the driveway. In this case, the bikeway may shift and narrow no less than 4 ft. wide per direction to accommodate the driveway apron. See Figure 7-40.
- Consider installing solid or "skip" green colored pavement markings to demarcate bikeway conflict areas, such as at driveways and alleys. See Figure 7-39 and Figure 7-40.

"Skip" Green Colored Pavement Marking at Bikeway Conflict Area.

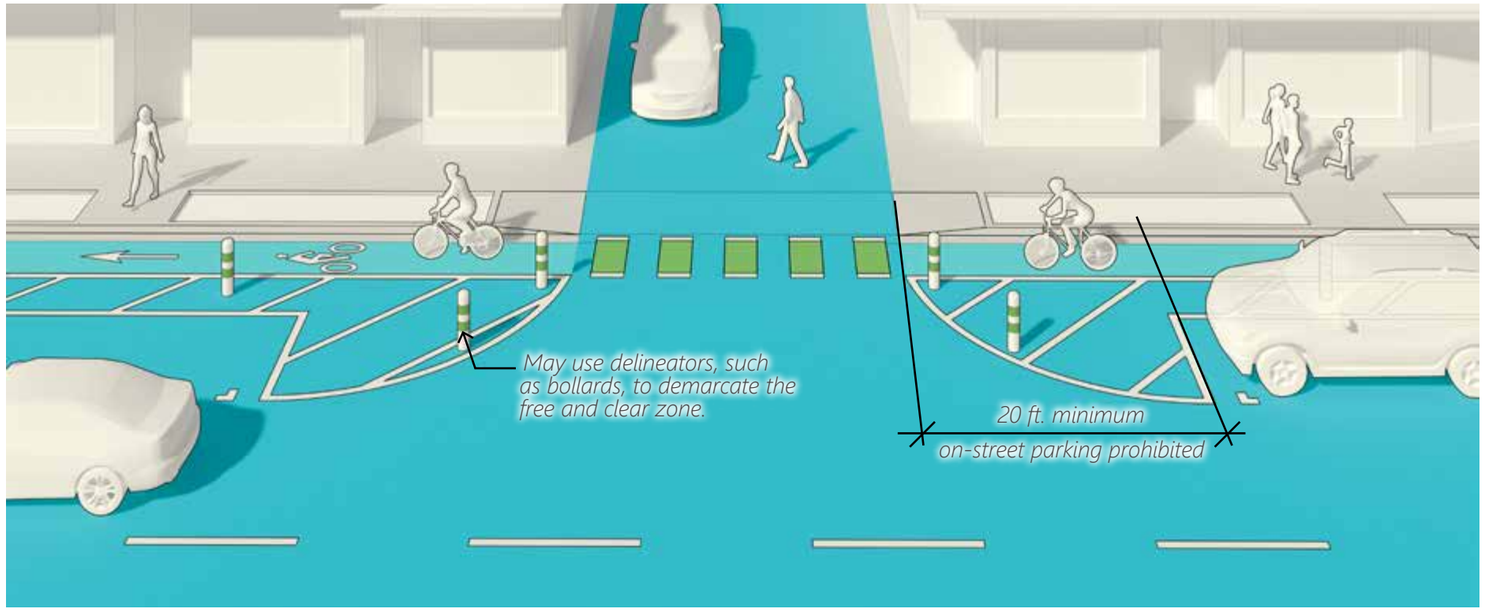


Figure 7-39. *In-Street, Class IV Bikeway, Protected by Bollards and On-Street Parking, at an Alley.*

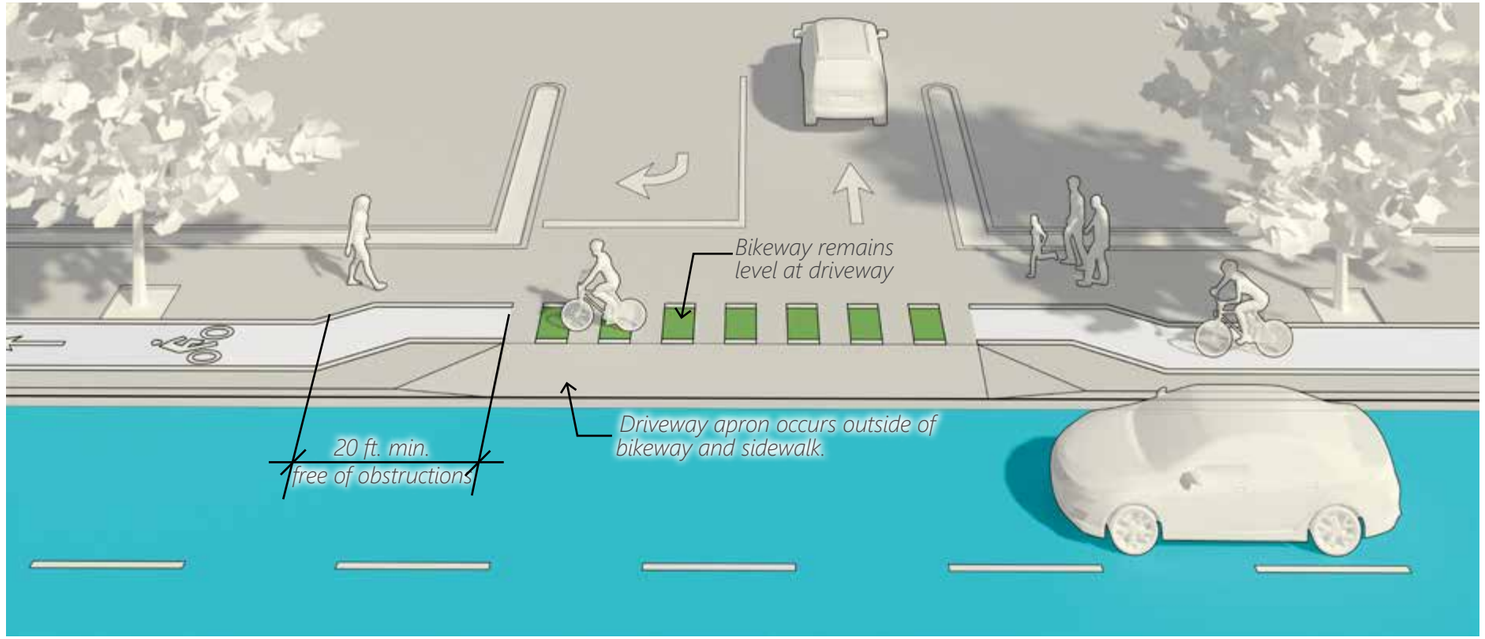


Figure 7-40. *Sidewalk-Level, Class IV Bikeway at a Driveway.*

8 AT ON-STREET PARKING, ACCESSIBLE ON-STREET PARKING, LOADING AND VALET ZONES

Curbside activity, such as on-street parking or passenger loading, requires active and frequent use of the curb and sidewalk/parkway. A Class IV Bikeway, whether in-street or sidewalk-level, may coexist with curbside activity so long as paths of travel are clearly demarcated and maintained.

- Delineators (e.g., bollards) should discontinue within the vehicle buffer along the length of the on-street parking, accessible on-street parking, or loading and valet zones to allow access to vehicle doors and crossings.
- A crosswalk and accessible pedestrian curb ramp across the bikeway should connect pedestrians from the roadway to the sidewalk/parkway if loading zones, valet zones, or accessible on-street parking is located mid-block. See Figure 7-41 through Figure 7-44.
- Sidewalk-level Class IV Bikeways may shift and narrow no less than 4 ft. wide per direction to accommodate accessible paths of travel, such as pedestrian curb ramps an accessible paths of travel. See Figure 7-43 and Figure 7-44.

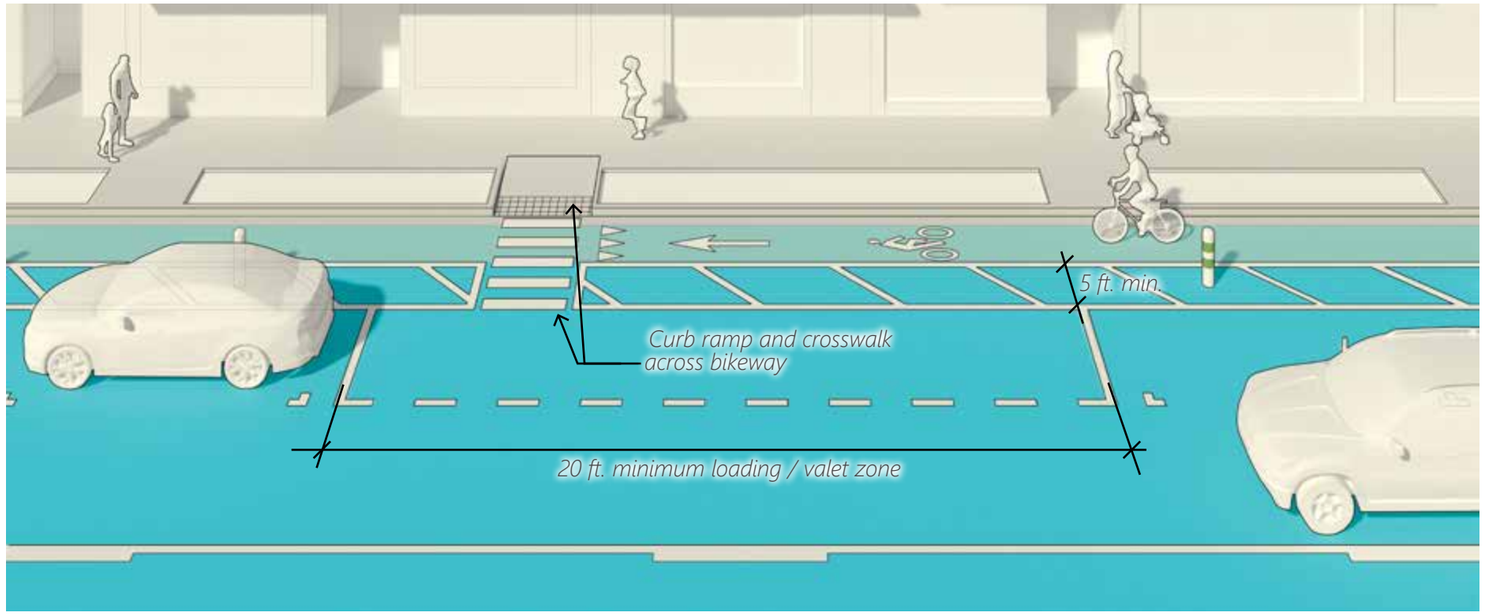


Figure 7-41. *One-Way, In-Street, Class IV Bikeway, Protected by Bollards and On-Street Parking, at Loading or Valet Zone.*

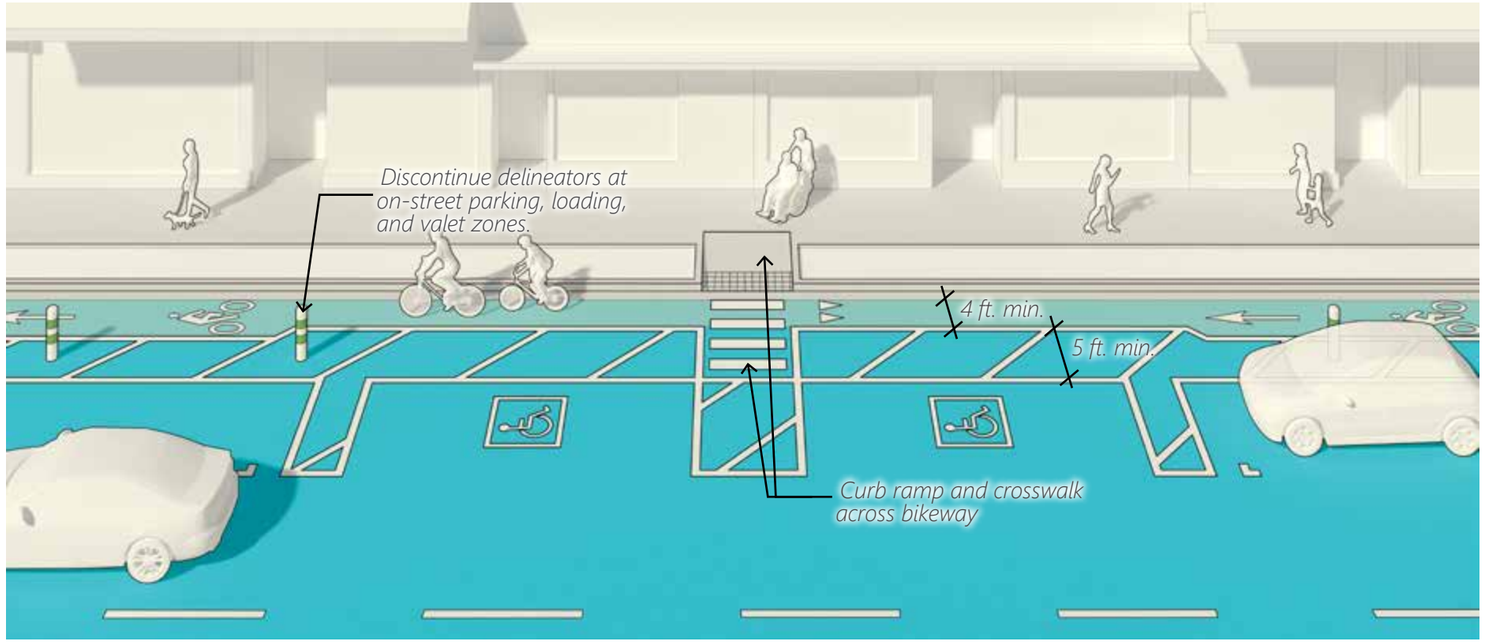


Figure 7-42. *One-Way, In-Street, Class IV Bikeway, Protected by Bollards and On-Street Parking, at Accessible On-Street Parking.*

Delineator Elements at Driveway for a Two-Way, In-Street Class IV Bikeway.

Two-Way, In-Street Class IV Bikeway at Accessible On-Street Parking.

Two-Way, In-Street Class IV Bikeway at Accessible On-Street Parking.

Two-Way, In-Street Class IV Bikeway at Accessible On-Street Parking.

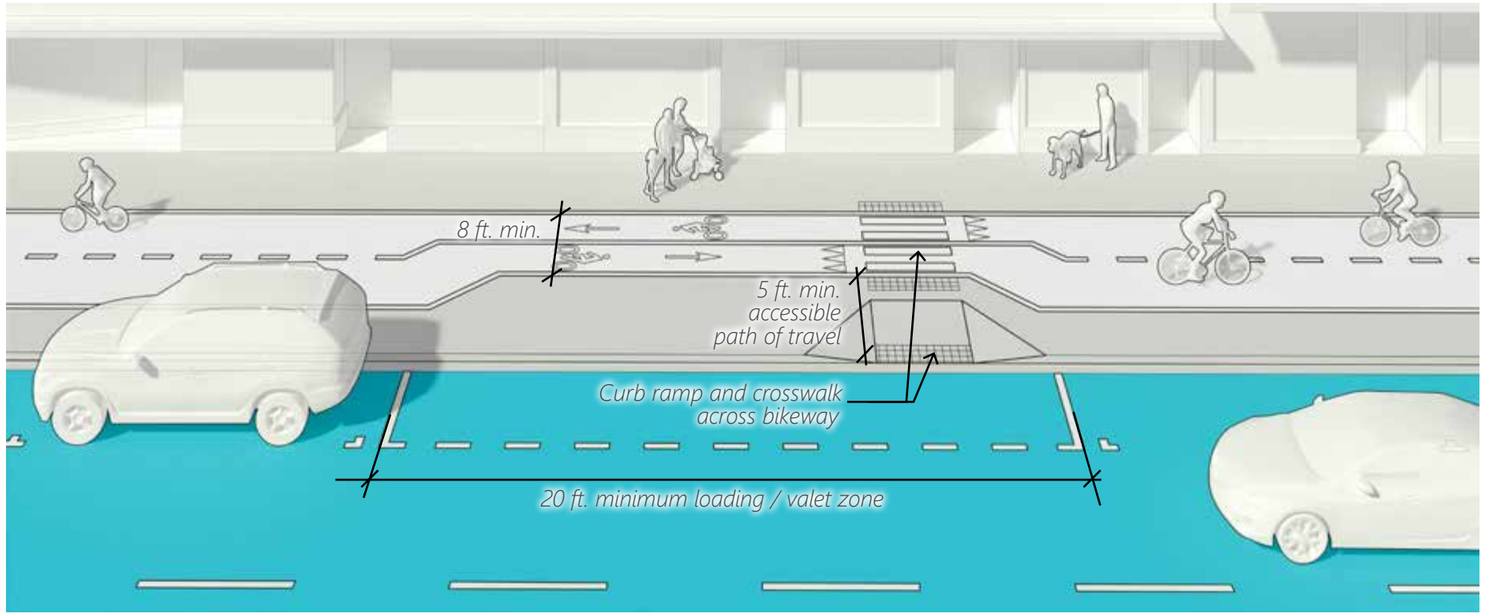


Figure 7-43. *Two-Way, Sidewalk-Level, Class IV Bikeway at Loading or Valet Zone.*

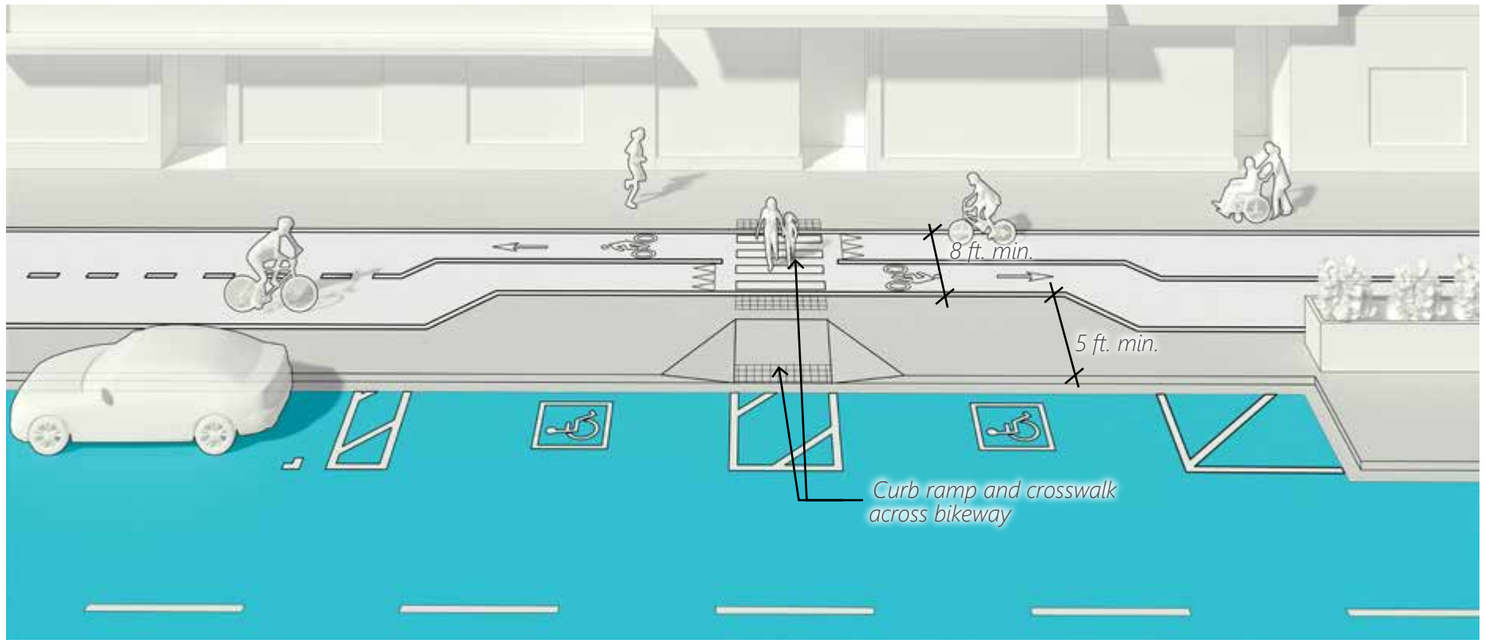


Figure 7-44. *Two-Way, Sidewalk-Level, Class IV Bikeway at Accessible On-Street Parking.*

9 AT BUS STOPS

Bus stops require active and frequent use of the curb and sidewalk/parkway. When a Class IV Bikeway is present at a bus stop, pedestrians and bicyclists should have clearly demarcated paths of travel to enhance safety.

FOR ALL TYPES OF BUS STOPS:

- For guidance on the placement of bus stops, see Chapter 6. Policy Recommendations: Transit on page 75.
- Provide at least one crosswalk and pedestrian curb ramp across the bikeway to connect pedestrians from the roadway to the sidewalk.

FOR IN-LANE LOADING:

- Where on-street parking exists with either a sidewalk-level or in-street Class IV Bikeway, provide a curb extension for the bus loading area as a separate area from the bikeway and sidewalk, thereby creating a "floating bus platform/island." In this case, consider railing or planter boxes to channelize pedestrian access and provide distinct separation between the bikeway and the bus loading area, as illustrated in Figure 7-45.
- Where feasible, when an in-street or sidewalk-level Class IV Bikeway approaches an in-lane loading stop, the bikeway should ramp up to or remain at the sidewalk level through the bus stop, as illustrated in Figure 7-46.

FOR PULL-OUT LOADING:

- Where feasible, when an in-street, Class IV Bikeway approaches a pull-out loading stop, the bikeway should ramp up to meet the sidewalk level, such that pedestrians are crossing the bikeway at the level of the sidewalk, before ramping down to the crosswalk.

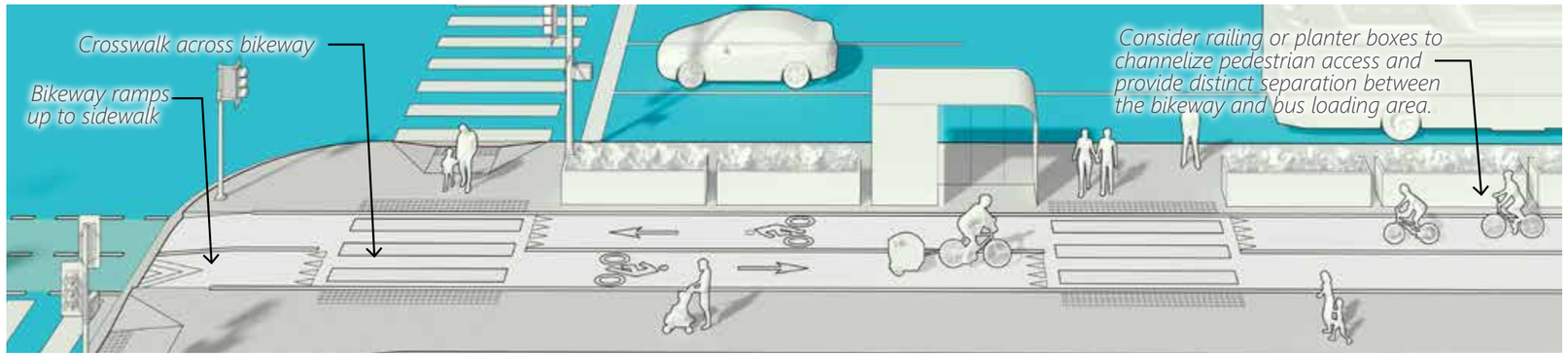


Figure 7-45. *Two-Way, Sidewalk-Level, Class IV Bikeway at a Far-Side, In-Lane Loading Bus Stop.*

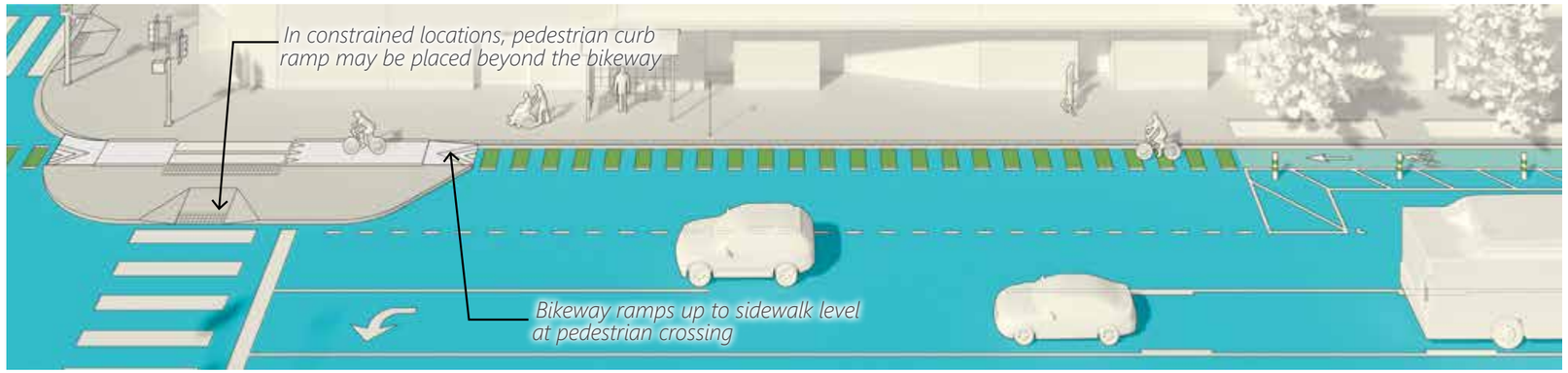


Figure 7-46. *One-Way, In-Street, Class IV Bikeway at a Near-Side, Pull-Out Loading Bus Stop.*

In-Street, Class IV Bikeway at a Far-Side, In-Lane Loading Bus Stop.

In-Street, Class IV Bikeway at a Far-Side, In-Lane Loading Bus Stop.

In-Street, Class IV Bikeway at a Near-Side, In-Lane Loading Bus Stop (Source: ladotlivablestreets.org).

10 BIKEWAY SEPARATION, AT RIGHT-TURNING CONFLICTS

Consider installing solid or "skip" green colored pavement markings to demarcate bikeway conflict areas, e.g., at right-turn lanes and through intersections.

FOR IN-STREET CLASS IV BIKEWAYS:

- See Figure 7-47 for preferred bikeway separation treatments at right-turning conflicts.

FOR SIDEWALK-LEVEL CLASS IV BIKEWAYS:

- See Figure 7-47 for preferred bikeway separation treatments at right-turning conflicts.
- Where on-street parking exists, provide curb extensions to allow for required widths of accessibility at the pedestrian curb ramp.
- Where feasible, the bikeway should stay level with the sidewalk at the pedestrian crossing.

11 BIKEWAY SEPARATION, AT LEFT-TURNING CONFLICTS

FOR IN-STREET CLASS IV BIKEWAYS:

- See Figure 7-50 for preferred bikeway separation treatments at left-turning conflicts.
- For areas with high volumes of bicyclists, consider an intersection bicycle box, which is a dedicated space located between the crosswalk and the advanced stop line that allow bicyclists to queue in front of motorists when stopped at signalized intersections. On multi-lane streets, the bicycle box may extend up to the left-turn lane to allow for left-turning bicyclists. In this case, bicyclists and motorists would

PREFERRED BIKEWAY SEPARATION TREATMENTS AT RIGHT-TURNING CONFLICTS	
# OF RIGHT-TURNS PER HOUR	**PREFERRED BIKEWAY SEPARATION TREATMENT**
Less than 100 vehicles per hour during peak periods.	Provide 6 ft. minimum horizontal offset from right-turning vehicles. In some constrained instances, a mixing zone could be used where the existing curb width does not provide a 6 ft. horizontal offset.
Between 100 to 149 vehicles per hour during peak periods.	Provide 6 ft. minimum horizontal offset from right-turning vehicles.
Equal to or greater than 150 vehicles per hour during peak periods.	Signal phase separation necessary between through-bicyclist and right-turning vehicles to maintain separation.

Figure 7-47. *Preferred Bikeway Separation Treatments at Right-Turning Conflicts (Source: Toole Design Group).*

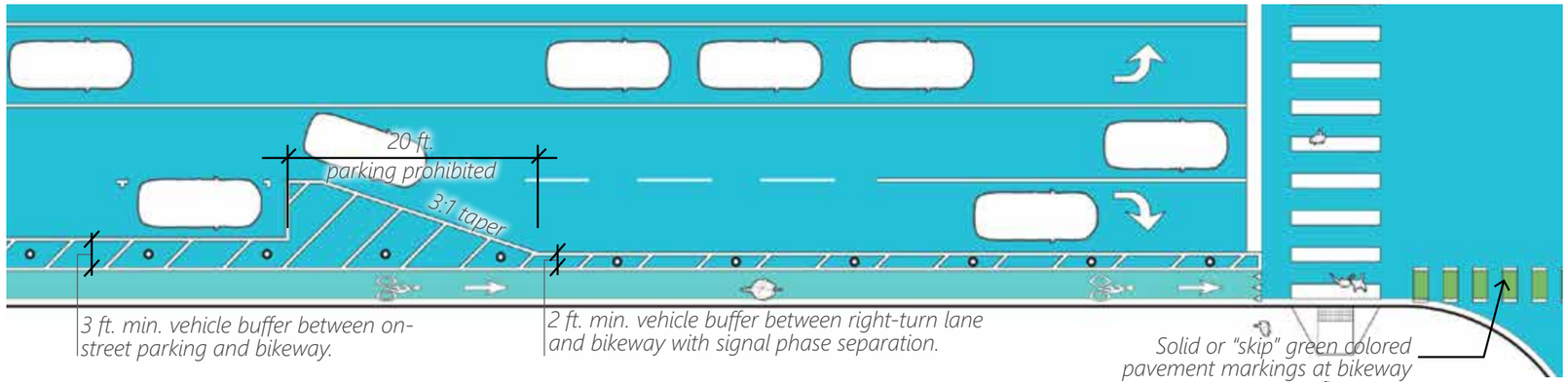


Figure 7-48. *In-Street Class IV Bikeway at a Right-Turn Only Lane with On-Street Parking.*

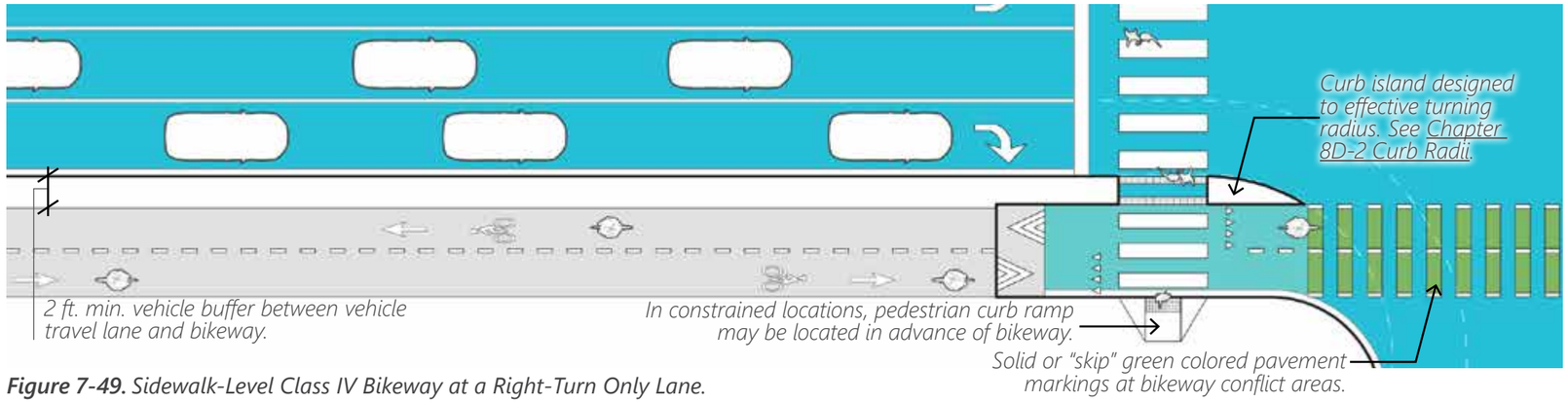


Figure 7-49. *Sidewalk-Level Class IV Bikeway at a Right-Turn Only Lane.*

share signal phasing for left-turns. See Figure 7-51 and Figure 7-53.

- For areas with high volumes of bicyclists, consider a two-stage turn queue box. A two-stage turn queue box provides a dedicated space to queue to turn at signalized intersections outside of the traveled path of motor vehicles or other bicycles. See Figure 7-52.

FOR SIDEWALK-LEVEL CLASS IV BIKEWAYS:

- See Figure 7-50 for preferred bikeway separation treatments at left-turning conflicts.
- Two-stage turn queue boxes may also apply to sidewalk-level Class IV Bikeways.

12 MIXED-FLOW AT INTERSECTIONS

Consider installing solid or "skip" green colored pavement markings to demarcate bikeway conflict areas, e.g., at right-turn lanes and through intersections.

APPLICABILITY

When it is infeasible to provide a separate bicycle signal phase through an intersection, mixed-flow treatments may be provided:

- At intersections with low volumes or right-turning vehicles with no dedicated right-turn lanes.
- Intersections with right-of-way constraints.
- Intersections with peak hour turning volumes of less than 150 right-turning vehicles and less than 100 left-turning vehicles.

PREFERRED BIKEWAY SEPARATION TREATMENTS AT LEFT-TURNING CONFLICTS	
# OF LEFT-TURNS PER HOUR	**PREFERRED BIKEWAY SEPARATION TREATMENT**
Less than 50 vehicles per hour during peak periods.	No changes to left-turn signal phasing necessary.
Between 50 to 99 vehicles per hour during peak periods.	If left-turning motorist crosses 1 general purpose lane, no changes to left-turn signal phasing is necessary. If left-turning motorist crosses 2 general purposes lanes, signal phase (between bicyclist and motorist) separation is necessary.
Equal to or greater than 100 vehicles per hour during peak periods.	Signal phase separation is necessary between through-bicyclist and left-turning motorists to maintain separation.

Figure 7-50. *Preferred Bikeway Separation Treatments at Left-Turning Conflicts (Source: Toole Design Group).*

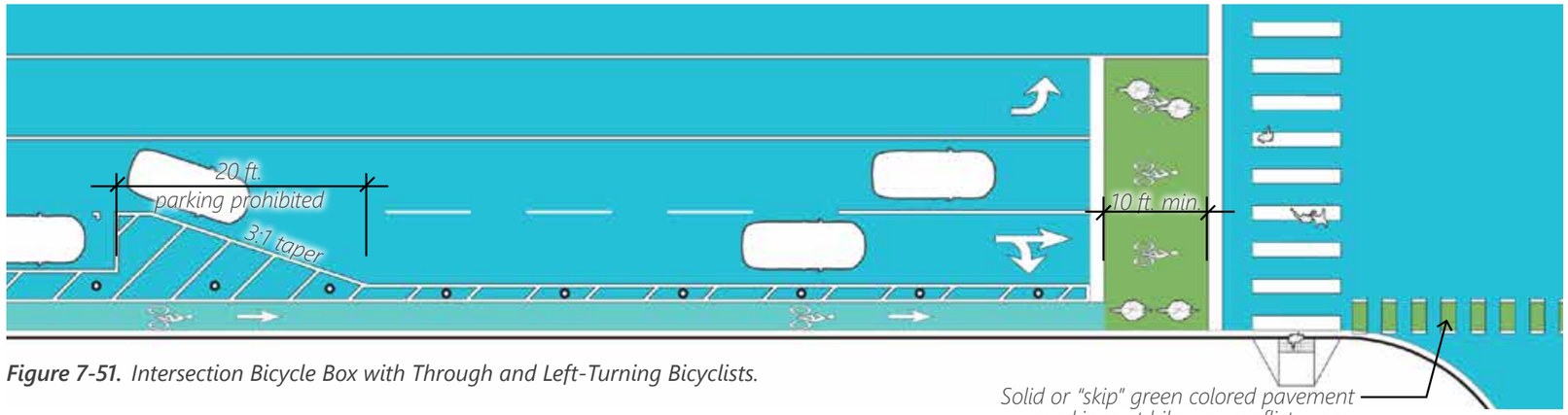


Figure 7-51. *Intersection Bicycle Box with Through and Left-Turning Bicyclists.*

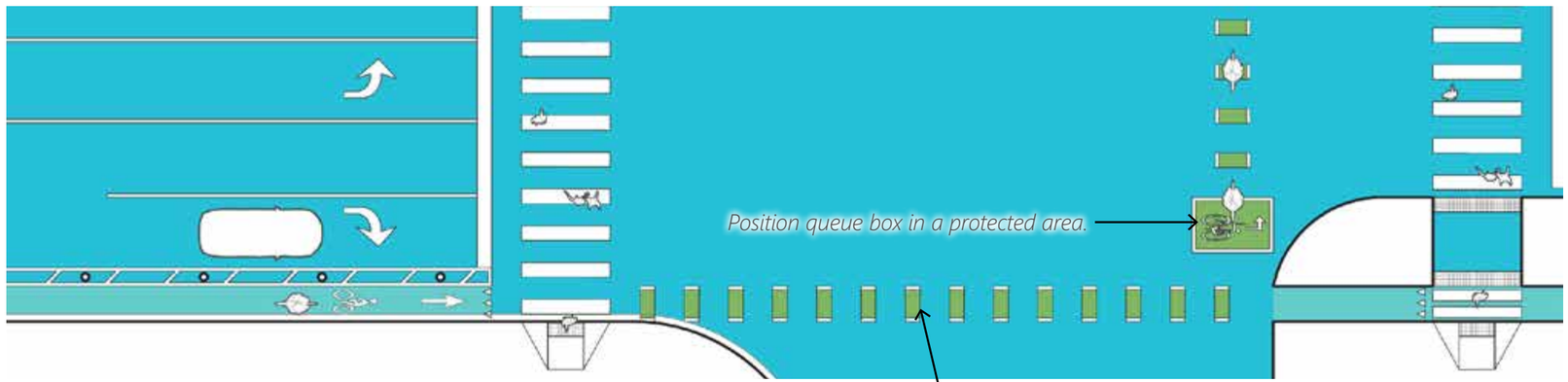


Figure 7-52. *Two-Stage Turn Queue Box for a Left-Turning Bicyclist.*

MIXED-FLOW, LATERAL SHIFT, AT RIGHT-TURN ONLY LANES:

- In a mixed-flow, lateral shift, the crossing conflict space should occur before the intersection. A lateral shift moves bicyclists to the left-side of right-turning motor vehicles. See Figure 7-53.
- Only applicable with parking-protected Class IV Bikeways.

MIXED-FLOW, COMBINED BIKEWAY AT RIGHT-TURN ONLY LANES:

- In a mixed-flow combined bikeway and right-turn lane, bicyclists and right-turning motor vehicles should merge into one shared travel lane. See Figure 7-54.
- Applicable to streets without on-street parking and/or because of space constraints that cannot accommodate both a Class IV Bikeway and a right-turn lane at the intersection.

Figure 7-53. *Mixed-Flow: Lateral Shift for an In-Street Class IV Bikeway Protected by On-Street Parking.*

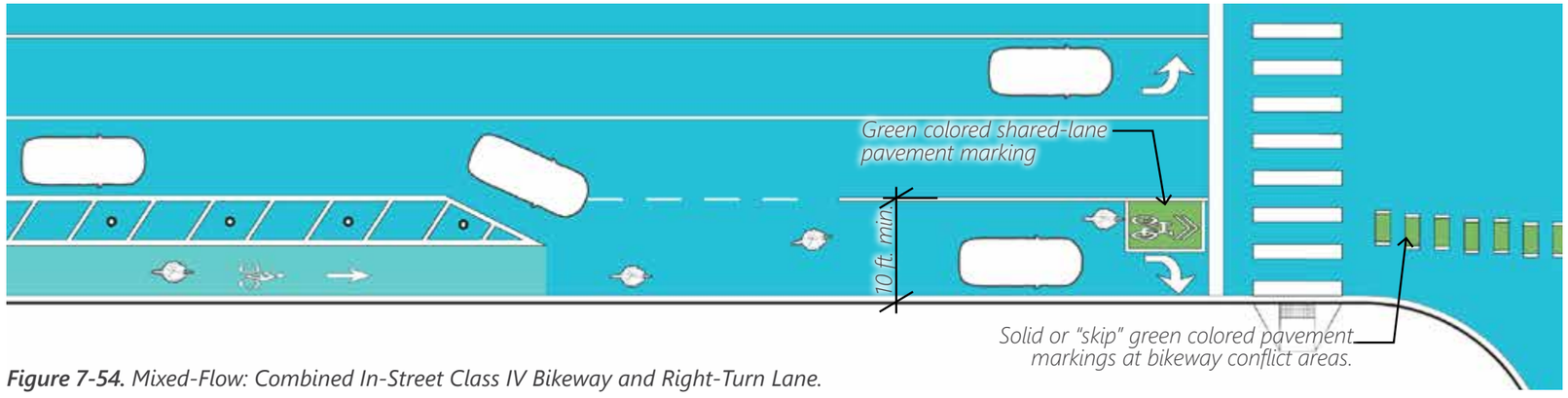


Figure 7-54. *Mixed-Flow: Combined In-Street Class IV Bikeway and Right-Turn Lane.*

Mixed-Flow, Lateral Shift with Intersection Bicycle Box for Through and Left-Turning Bicyclists (Source: santamonica.gov).

Two-Stage Turn Queue Box for a Left-Turning Bicyclist.

"Skip" Green Colored Pavement Markings through Bikeway Conflict Area.

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8 POLICY RECOMMENDATIONS: MOTORISTS

8A. POLICY GOALS
8B. APPLICABILITY
8C. STREET IMPROVEMENTS
8D. SIGNS, SIGNALS, AND PAVEMENT MARKINGS

People driving are often the predominant users of Burbank streets and therefore may experience the highest incidence of collisions. Investments to improve the safety of motorists have a positive effect on the safety of all people.

8A. POLICY GOALS

Future motorist safety improvements throughout the City should be designed and maintained to meet the following goals:

- Where feasible, provide separation between people driving, bicycling, and walking.
- Where feasible, install traffic calming treatments to enhance safety and visibility for all people.
- Redesign and reconfigure streets and intersections to improve sightlines and visibility.

8B. APPLICABILITY

The improvements illustrated in subsequent sections of this chapter are policy recommendations intended to achieve the goals listed above. Projects that lie within the following two filters of applicability are candidates for these improvements.

1 PRIORITY STREETS

In general, the City should prioritize motorist improvements at "Motorist Priority Streets," as illustrated in Figure 8-1, which include:

- High-volume and high-speed streets; and
- Intersections at skewed angles.

**The motorist priority streets shows where safety improvements should be made for people driving based on the collision data on arterial streets, but all traffic calming measures should be focused on residential streets and not on arterial streets.*

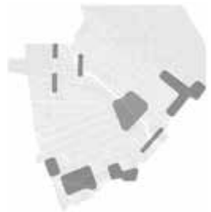
Figure 8-1. *Motorist Priority Streets**

2 FOCUS AREAS

Additionally, motorist safety improvements should be prioritized within "Focus Areas," as illustrated in Figure 8-2, as these are areas of the City that have been identified to receive focused attention and investment via criteria that include heightened community vulnerability, activity, disinvestment, and disadvantage. See Chapter 4B. Focus Areas on page 52 for more information.

Areas of High-Intensity Uses

Commuter Districts



Mobility Gaps and Barriers

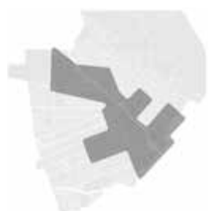
Pedestrian Collision Hotspots

Bicycle Collision Hotspots

Motorist Collision Hotspots

KSI Hotspots

Areas Lacking Tree Shade



Disadvantaged Communities

Figure 8-2. *Overlay of Motorist Priority Streets and Focus Areas*

8C. STREET IMPROVEMENTS

1 ROADWAY RECONFIGURATIONS

As a means to calm traffic and accommodate new street improvements, roadway reconfigurations (also referred to as "road diets") can change how space is allocated for all different types of modes. Roadway reconfigurations may consist of either reducing the widths of travel lanes and/or removing travel or on-street parking lanes. In general, unless required by special conditions (e.g., to widen a sidewalk/parkway to meet Burbank2035 General Plan sidewalk standards, Table M-2), consider maintaining the existing total curb-to-curb width, such that extensive reconstruction of the curb is not necessary. For roadway reconfigurations projects, consider the following:

REDUCE LANE WIDTHS

To be able to accommodate new street improvements within an existing roadway, where feasible, consider reducing lane widths to the minimum standards listed in Figure 8-3.

REMOVE TRAVEL LANES

To be able to accommodate new street improvements within an existing roadway, where feasible, consider removing of travel or parking lanes. Figure 8-4 illustrates a modeling flow chart for a road reconfiguration from a 4- or 5-lane wide roadway to a 3-lane wide roadway. For roadways that are 6-lanes wide, consider a maximum threshold of 40K ADT for road reconfigurations. Maintain existing center turn lanes for emergency access.

2 CURB RADII

Where feasible at intersections, curb radii and the presence of other elements, such as curb extensions, on-street parking, Class II or Class IV Bikeways, medians, and other elements in the roadway, should be designed to:

- Encourage a vehicle turning speed of 15 mph or less.
- Maximize pedestrian waiting space and shorten the pedestrian crossing distance.

MINIMUM TRAVEL LANE WIDTHS	
Travel Lane	10 ft.
Travel Lane for Bus or Truck	12 ft.
Travel Lane for Bus or Truck, when adjacent to a Class II or In-Street Class IV Bikeway	11 ft.
Left- or Right-Turn Lane	10 ft.
On-Street Parking Lane	8 ft.
On-Street Parking Lane, when adjacent to a Class II Bikeway	7 ft.

Figure 8-3. *Minimum Travel Lane Widths*

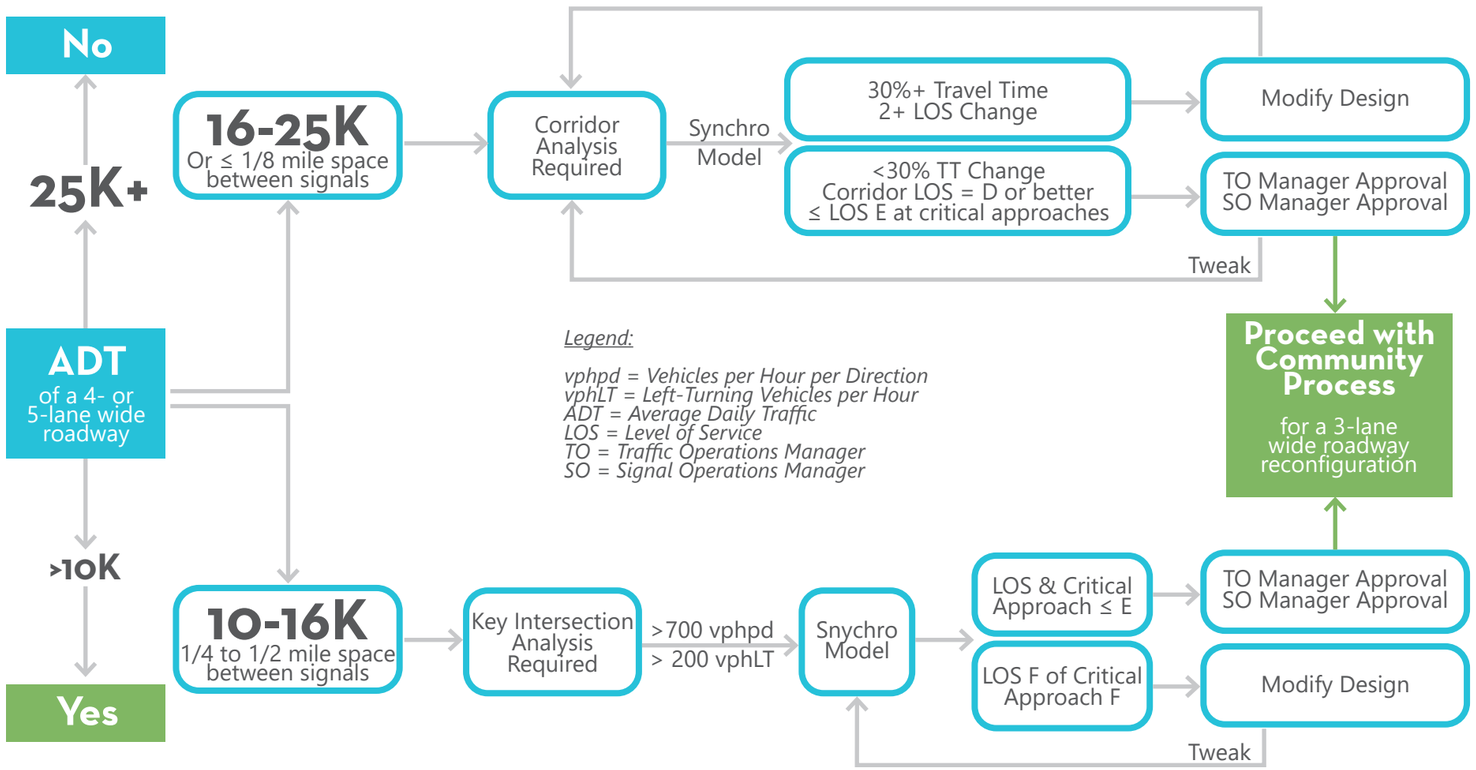


Figure 8-3. *Modeling Flow Chart for Road Diet Feasibility Determination for Road Reconfigurations of a 4- or 5-Lane Wide Roadway to a 3-Lane Roadway (Adapted Source: City of Seattle).*

- Enhance the visibility of pedestrians and bicyclists in an intersection.

In general, the "actual curb radius" should be less than the "effective turning radius" of the design vehicle. The "actual curb radius" is the actual or physical radius of the curb corner at an intersection. The "effective turning radius" is the radius available for the design vehicle to make the vehicle turn, accounting for the presence of other elements in the roadway. The effective turning radius should be used to determine the ability of vehicles to make a turn at an intersection. In general, a 25 ft. actual curb radius is appropriate and recommended for most intersections, as long as the effective turning radius for the design vehicle has been met. Where feasible, a smaller actual curb radius (15-20 ft.) is preferred at intersections with high pedestrian volumes and where freight and large truck traffic is low. In all cases, curb radii should be verified with all City Departments to ensure public safety and street services are not severely impacted.

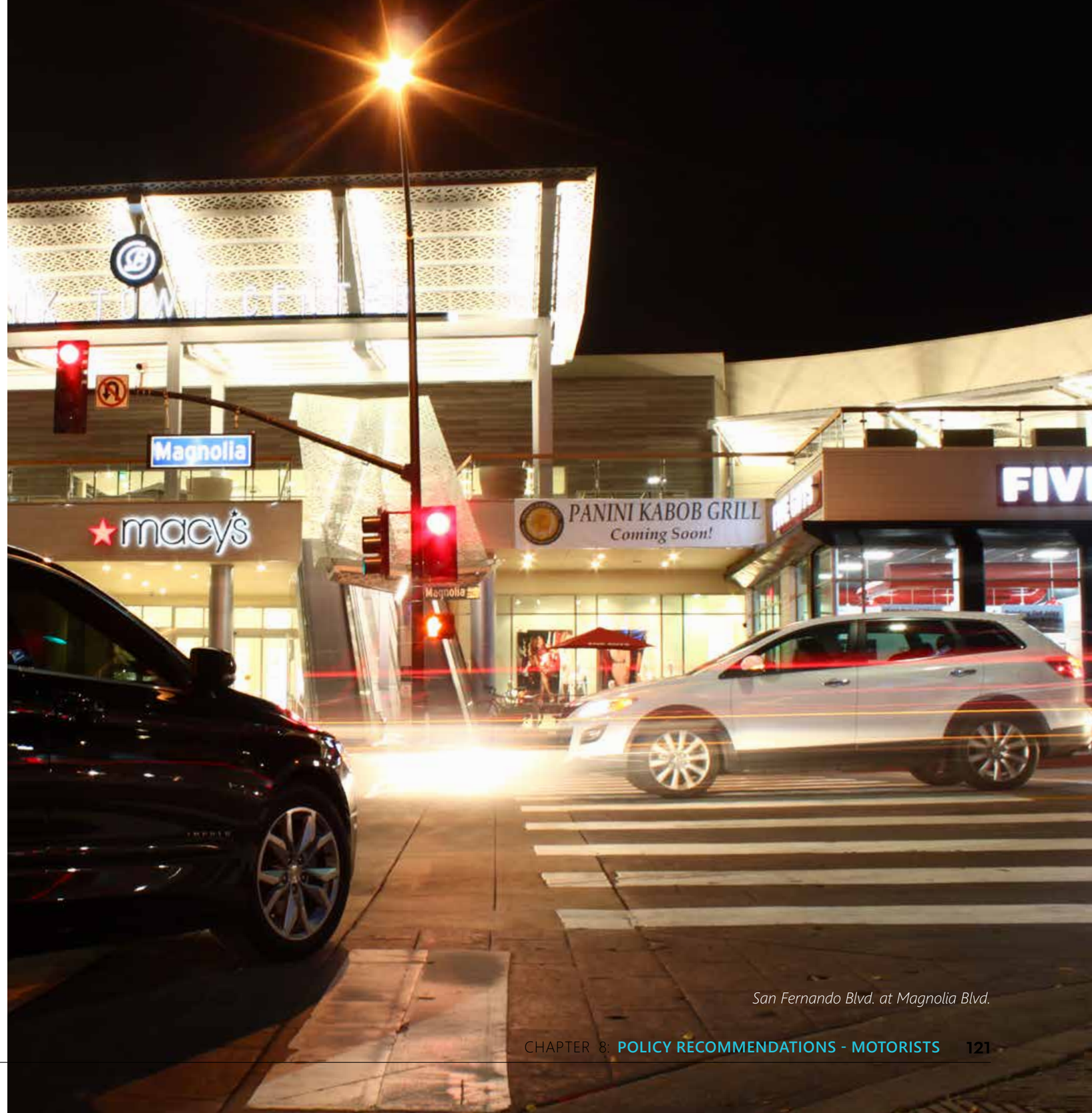
3 OBSTRUCTIONS

At driveways and alleys specifically, obstructions may obscure a motorist's ability to see oncoming traffic, pedestrians and bicyclists. It is important to maintain free and clear zones with proper corner cutoffs on both sides of a driveway or alley for the safety of all modes. See Chapter 7G-7 At Driveways and Alleys on page 109 for more information.

4 SKEWED INTERSECTIONS

Skewed intersections are those where streets intersect at an angle other than 90 degrees. Where feasible, reconfigure skewed intersections so that streets intersect as close to 90 degrees as possible to improve visibility for all modes and shorten pedestrian crossing distances.

- See Chapter 9D-3 Skewed Intersections on page 132 for more information on green infrastructure opportunities.
- See Chapter 13. Priority Projects on page 147 for more information on specific skewed intersection reconfigurations projects in the City of Burbank.



San Fernando Blvd. at Magnolia Blvd.

8D. SIGNS, SIGNALS, AND PAVEMENT MARKINGS

1 SIGNS

ADVANCED CURVE WARNING SIGNS:

On hillside curved and sloped roadways with object-related collisions, consider installing dynamic or static advance curve warning signs and chevron signs.

SPEED-FEEDBACK SIGNS:

Install Speed-Feedback Signs on streets in front of schools, libraries, parks, and senior centers, as well as streets that the Burbank Police Department warrants requiring focused traffic calming. Coordinate the installation of speed feedback signs with other traffic calming improvements, such as:

- Mid-block crossings
- Speed cushions
- Other signs and pavement markings

2 SIGNALS

RETROREFLECTIVE BORDERS:

At locations with signal-related collisions, upgrade signals by adding retroreflective borders on backplates to improve the visibility of the illuminated face of the signal and create a controlled-contrast background.

RIGHT-TURN CONTROL:

To prevent left- and right-turning conflicts between vehicles and pedestrians and bicyclists, consider prohibiting vehicles to turn right at red lights at:

- Intersections with high levels of pedestrian volumes (e.g., 200 or more pedestrians an hour during peak periods).
- Intersections immediately adjacent to schools, libraries, parks, and senior centers.

LEFT-TURN CONTROL:

To prevent left- and right-turning conflicts with vehicles and pedestrians, provide a permissive or protected/permissive left-turn phase at intersections as recommended in the FHWA Signal Timing Manual.[1]

EMERGENCY VEHICLE PREEMPTION:

Consider installing emergency vehicle preemption systems on traffic signals to allow emergency vehicles to temporarily disrupt a normal traffic signal cycle to allow emergency vehicles to advance through an intersection in a safe and efficient manner. Consider application at intersecting high-volume and high-speed streets.

3 PAVEMENT MARKINGS

INTERSECTION STRIPING:

At the intersection of high-volume and high-speed streets with left-turn phasing and/or Class IV Bikeways, consider installing intersection striping to communicate the intended travel path for all modes through the intersection. See Chapter 7. Policy Recommendations: Bicyclists on page 89 for more information.

HILLSIDE, CURVED, AND SLOPED ROADWAYS:

On hillside, curved, and sloped roadways with object-related collisions, consider:

- High-friction surface treatment (HFST), which is high-quality aggregate on pavement, to enhance pavement friction.
- Shoulder and/or centerline rumble strips, which are milled or raised elements on the pavement, on curved roadways. Place pavement markings over rumble strips to increase visibility of the pavement marking during wet and nighttime conditions.

DIRECTIONAL MEDIAN OPENINGS:

Along divided roadways, consider median openings to allow vehicles to make left-turn movements into and/or out of adjacent streets or driveways. Typical median openings allow all movements across a median. Directional median openings decrease the number of allowable turning movement to reduce the number of conflicting movements.

ONE-WAY STREET CONVERSIONS:

Before converting two-way streets to be one-way streets, existing traffic patterns and anticipated changes to traffic patterns must be analyzed. One-way street conversions are more appropriate in Downtown commercial areas or heavily congested areas. Some benefits may include:

- Enhanced pedestrian safety due to minimized points of conflict or turning movements for vehicles.
- Improved signal timing, under certain conditions, such as oddly-spaced signals.

When studying the conversion of two-way streets to be one-way streets, consider the following:

- Traffic impacts on adjacent streets.
- Increased vehicular speeds, unless paired with traffic calming measures.
- Difficulties with signal timing for arterial streets that cross a one-way street pair.

1 *Http://www.trb.org/OperationsTrafficManagement/Blurbs/173121.aspx*

9 POLICY RECOMMENDATIONS: GREEN INFRASTRUCTURE

9A. POLICY GOALS
9B. APPLICABILITY
9C. COMPLETE STREETS ARE GREEN STREETS
9D. GREEN INFRASTRUCTURE TREATMENTS

9A. POLICY GOALS

Future green infrastructure improvements throughout the City should be designed and maintained to meet the following goals:

- Treat and capture stormwater more effectively.
- Reduce the demand on traditional stormwater infrastructure.
- Integrate traffic calming measures.
- Improve air quality and reduce urban heat island effect.
- Integrate street beautification.
- Fulfill the City's existing Green Street Policy

9B. APPLICABILITY

The green infrastructure improvements illustrated in subsequent sections reflect the policy recommendations to achieve the goals listed above. The City should prioritize these improvements at "green infrastructure priority locations," as illustrated in Figure 9-1, which include:

- Sidewalks/parkways along streets that currently lack sufficient tree canopy coverage; and
- Wide streets and skewed intersections that may benefit from traffic calming to improve safety for all modes of travel; and
- Skewed intersections to improve safety for all modes of travel.

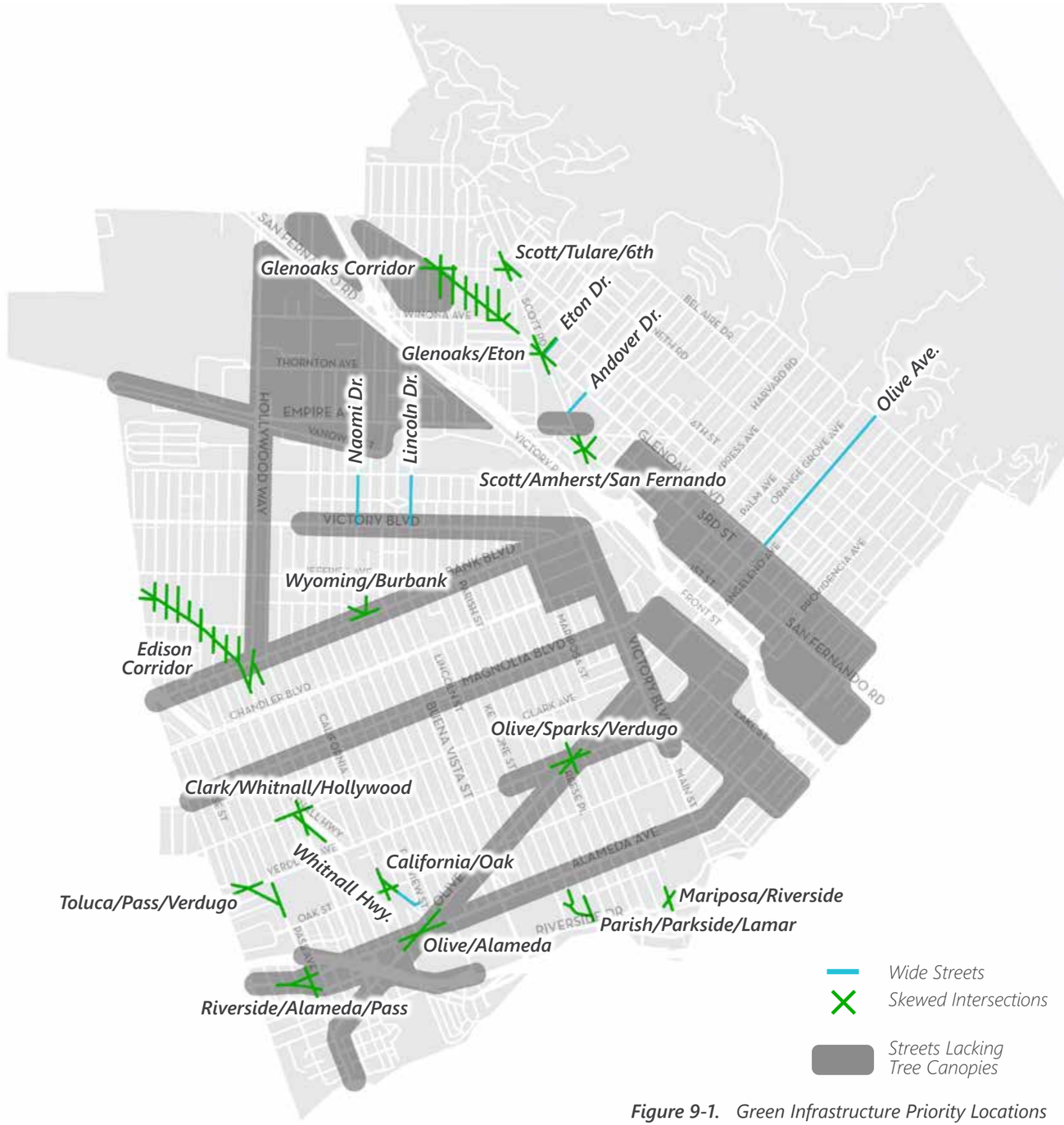
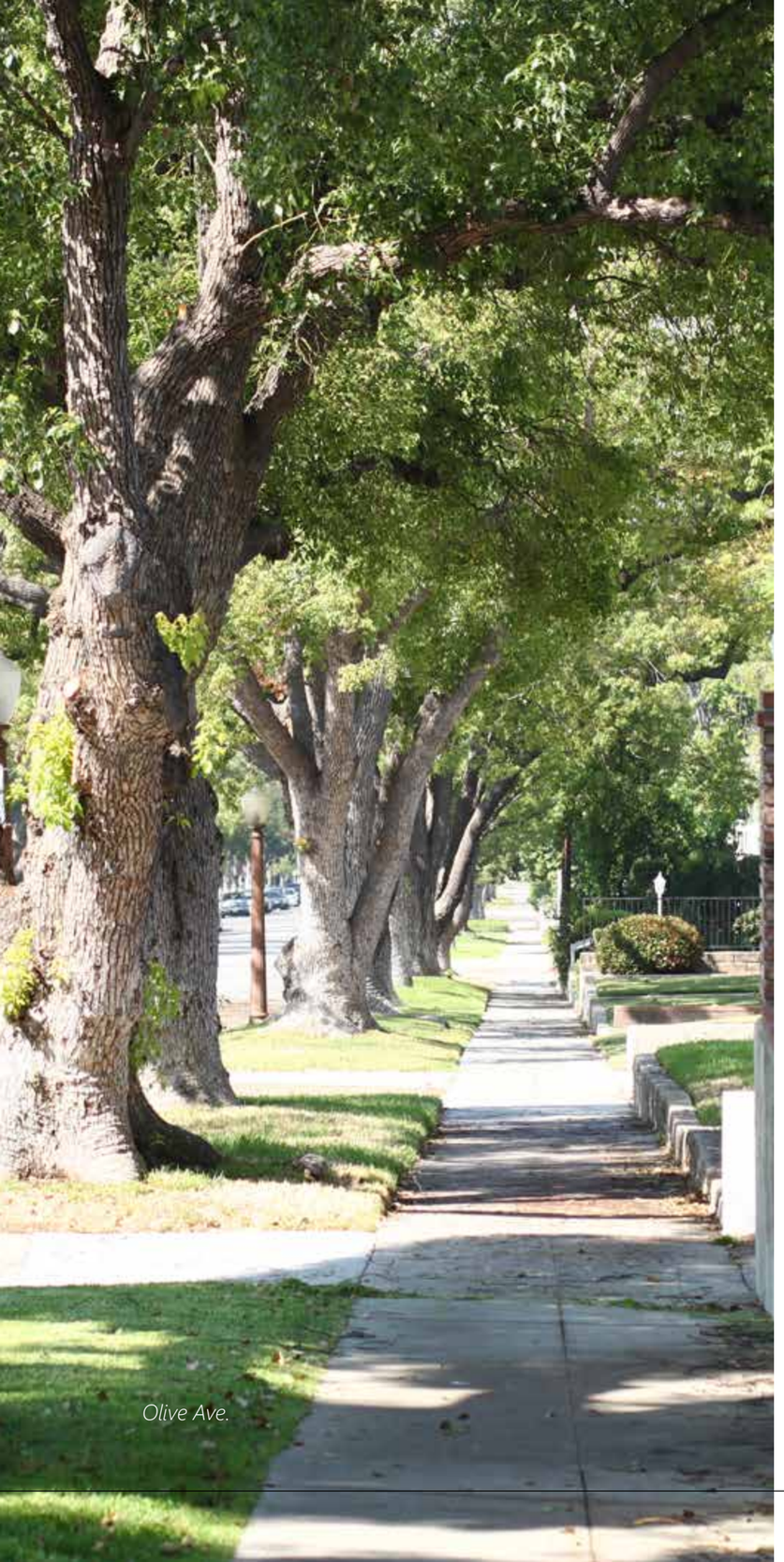


Figure 9-1. *Green Infrastructure Priority Locations*



Olive Ave.

9C. COMPLETE STREETS ARE GREEN STREETS

1 WHY?

While streets are primarily defined as corridors of mobility, they should also be considered as part of a larger urban ecosystem, comprised of people, nature, and infrastructure, both natural and man-made. Given the increasing effects of climate change that are forcing cities to grapple with intense weather extremes – heat, drought, flooding, and fire – streets can and should function as tools of environmental resiliency and sustainability. The benefits of complete street improvements are complimentary to those of green infrastructure improvements. For example:

- When swales, trenches, and tree wells are installed in strategic locations, such as curb extensions or in parkways, they can help calm traffic and therefore improve the safety for all modes, while at the same time increasing the number of locations where stormwater can be captured, managed, stored, cleaned, and infiltrated.
- When tree canopies abundantly cover City streets and sidewalks, they provide shade, comfort, and shelter to pedestrians, bicyclists, and transit riders, while at the same time working to combat the urban heat island effect and improving overall air quality.
- When lush landscaping lines the edges of City streets and sidewalks, it beautifies the urban environment and welcomes residents, businesses, and visitors alike, while at the same time increasing spaces of natural habitat for birds, butterflies, bees, and other urban wildlife.

Where feasible, green infrastructure should be incorporated into complete street improvements.

2 REFERENCES

When implementing green infrastructure in the City of Burbank, refer to the applicable technical guidelines, standards and plans, including, but not limited to:

- City of Burbank Green Streets Policy and the Green Streets Manual per Title 7, Chapter 3, Section 102 of the Burbank Municipal Code.[1]
- City of Burbank Municipal Storm Water and Urban Runoff Discharges & Low-Impact Development Manual (2015) per Title 9, Chapter 3, Section 414 of the Burbank Municipal Code.[2]
- City of Burbank Street Tree Master Plan.
- County of Los Angeles Standard Urban Storm Water Mitigation Plan (SUSMP) per Title 9, Chapter 3, Section 413 of the Burbank Municipal Code.[3]
- County of Los Angeles Low-Impact Development Standards Manual (February 2014).[4]

3 LOOKING AHEAD

The City may benefit from preparing and implementing a more comprehensive plan or strategy that integrates the City's multiple but interrelated efforts in low-impact development and stormwater management, etc.

The City of Burbank's Parks and Recreation Department is currently planning a "Tree Campaign Plan" to plant more trees each year. Programs like this can help communities feel connected to its trees. Consider creating an ambassador-tree or adopt-a-tree program to encourage education and stewardship in the care of the City's trees and public landscape.

1 Https://www.burbankca.gov/home/showdocument?id=32060
2 Https://www.burbankca.gov/home/showdocument?id=35261
3 Https://www.waterboards.ca.gov/losangeles/water_issues/programs/stormwater/susmp/susmp_rbfinal.pdf
4 Https://dpw.lacounty.gov/ldd/lib/fp/Hydrology/Low%20Impact%20Development%20Standards%20Manual.pdf

9D. GREEN INFRASTRUCTURE TREATMENTS

The following section provides recommendations on select green infrastructure treatments that may be applied in the City of Burbank as part of other Complete Streets improvements.

1 SIDEWALKS/PARKWAYS

Sidewalks/parkways along streets are opportunities to provide new or upgrade existing tree and planting infrastructure to accommodate green infrastructure treatments. In general, the following should be considered at sidewalks/parkways:

TREES:

For over 40 consecutive years, the National Arbor Day Foundation has named the City of Burbank a recipient of "Tree City USA"[1]. The City of Burbank recognizes the various environmental, social, and economic benefits of trees. When planting trees in the City, consider the following:

- ***Plant climate appropriate species.*** Street trees that have been historically planted throughout Southern California cities may no longer be suitable for changing climate conditions that will be hotter and drier. Consider introducing new species into the city planting palate, while planning to remove and/or replace others.

- ***Plan for tree diversity.*** Diversity in species, age, and size are all necessary for an adaptable ecosystem that is resistant and resilient to disturbance. Adaptability allows urban forests to provide benefits long term through trials, such as climate change, pests, and diseases.

- ***Provide ample healthy soil.*** Trees planted in locations with healthy soils and the room to grow will allow roots to live longer and healthier. These conditions can be created at the surface level, in part, by having larger tree wells/pits, planting in open parkway strips, and mulching exposed soil. Below the surface, suspended pavements and structural

1 *Https://burbankinfocus.org/islandora/object/islandora%3A1446*

Tree Canopy along San Fernando Blvd. in Downtown Burbank (Source: LRM).

City of Burbank Tree City USA Designation.

Tree Canopy along Olive Ave.

soils can provide healthy soil conditions underneath hardscapes, like sidewalks and parking lots.

- ***Properly maintain trees.*** Most urban street trees are not a strand of naturally occurring forest trees. Street trees require ongoing maintenance to sustain their health and safety. Street tree planting projects should only begin when a plan is in place to water the newly planted trees and provide long-term maintenance. Trees should be pruned to prevent damage from truck traffic and maintain views for pedestrians and vehicles, and their conditions reassessed periodically or during new or adjacent maintenance projects, such as street resurfacing.
- ***Plan trees with other infrastructure.*** Trees are a dynamic component of a city's infrastructure that will grow and change as trees mature. Planning trees at the same time as street lights, sidewalks, and other utilities will help to ensure a tree can grow to a mature size without coming into conflict with city infrastructure.

TREE WELLS (PITS):

Street trees may be planted in individual tree wells (pits) or in planters located within the furnishing zone of the sidewalk/parkway (see Chapter 5D-1 Sidewalks/Parkways on page 69). Consider the following for tree wells:

- ***Along high-volume and speed streets,*** consider individual tree wells, as illustrated in Figure 9-2.
- Individual tree wells should be spaced intermittently to allow for proper canopy growth dependent on the species, age, and size of the tree and to allow for planters or street furnishing (e.g., lighting, seating, utilities) in between tree wells where necessary.
- Tree wells should be sized at least 4 ft. in width by 8 ft. in length, where a 5 ft. by 10 ft. size is preferred.
- Tree wells should contain a root barrier at all trees where the tree trunk is 4 ft. or less away from adjacent hardscape to avoid root intrusion and permeable paver displacement, if used.

Curb Extension with Bioswale on Lake St. near BWP Campus.

Tree Wells and Bioswales on Lake St. near BWP Campus.

Tree Wells and Bioswales on Lake St. near BWP Campus.

Figure 9-2. *Tree Wells along a High-Volume and Speed Street.*

Figure 9-3. *Planters along a Low-Volume and Speed Street.*

- Trees should NOT be located with 20 ft. of an intersection so as not to impede the ability of motorists to safely see pedestrians, bicyclists, and other vehicles in the roadway.

- Green streets elements should be considered when building new public parking lots.

PLANTERS:

Planters are typically above-grade or at-grade structures with vertical walled sides or edges. Depending on their system design, planters may either have open bottoms to infiltrate (or recharge) stormwater into the ground or closed bottoms to detain stormwater for a temporary time. Planters may consist of rock, gravel, soil, and/or vegetation, inclusive of trees, as appropriate for collecting, cleaning, storing, infiltration, and/or discharge of stormwater and stormwater pollutants. Refer to the Burbank Green Streets Manual for more information on the various types of green infrastructure planters, such as

Figure 9-4. *Intersection Corner Curb Extension Planters at a Low-Speed and Volume Street.*

Curb Extension with Bioswale on Lake St. near BWP Campus.

Curb Extension with Bioswale on Magnolia Blvd. at San Fernando Blvd.

Curb Extension with Landscaping on Alameda Ave. at Lima St.

flow-through planters, infiltration planters, vegetated swales, bioswales, etc. Consider the following for planters:

- In general, planters should employ curb cuts where necessary to allow for the collecting of water, while preventing drainage issues and/or sediment run-off. In general, curb cuts located at the street-level should generally be 2 ft. wide. Curb cuts located at the sidewalk-level should be at least 6 in. wide. At curved instances, such as the intersection corners or curb extensions, curb cuts should follow the curvature of the curb.
- In general, protect in place all existing utilities running below grade along street centerlines (e.g., sewer lines) and above grade (e.g., water meter vaults). Provide a 10 ft. clearance from Sanitary Sewer and Storm Drain mainlines, or within a 5 ft. clear distance of laterals.
- ***Along high-volume and speed streets,*** consider individual planters along with tree wells, spaced intermittently to allow for street furnishing (e.g., lighting, seating, utilities) in between planters where necessary, as illustrated in Figure 9-2.
- ***Along low-volume and speed streets,*** consider continuous or long stretches of planters with trees, as illustrated in Figure 9-3. Where planters contain trees, a minimum size of at least 4 ft. in width by 8 ft. in length is required, where a 5 ft. by 10 ft. size is preferred.
- ***At curb extensions at the intersection of low-volume and speed streets,*** where pedestrian volumes may be low, consider planters along the entire edge of the curb extension, while allowing gaps for required pedestrian curb ramps, as illustrated in Figure 9-4. Depending on the slope of the roadway, individual planters at a curb extension may either have their drainage systems connected below grade, or an additional curb cut may be installed at each planter to allow for overflow.
- ***At curb extensions at the intersection of high-volume and high-speed streets,*** where pedestrian volumes may

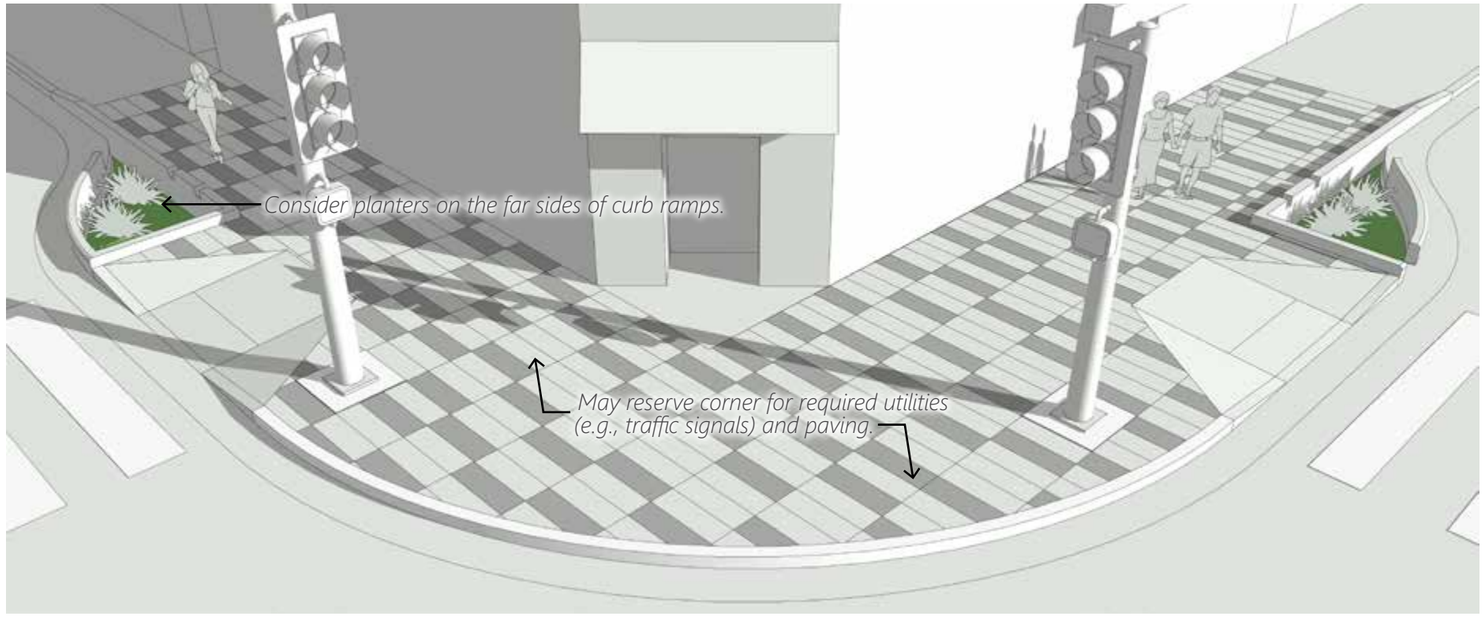


Figure 9-5. *Intersection Corner Curb Extension Planters at a High-Speed and Volume Street.*

Curb Extension with Curb Cut and Bioswale on Lake St. near BWP Campus (Source: LRM).

Curb Extension with Landscaping on Cordova St. near Magnolia Blvd. (Source: GoogleMaps).

be high, consider planters only on the far sides of the curb ramps, while reserving the corner for required utilities (e.g., traffic signals, light poles) and paving, as illustrated in Figure 9-5.

- ***At mid-block crossings,*** consider low-lying planters on either side of the pedestrian curb ramp, as illustrated in Figure 9-6. If a pedestrian refuge island is present, it may consist of low planting in lieu of trees. Trees should only be installed in the planters that are furthest from oncoming traffic, so as not to impede the ability of motorists to safely see pedestrians, bicyclists, and other vehicles in the roadway.

PERMEABLE PAVING:

In lieu of standard paving, consider the use of permeable paving at portions of curb extensions. At utilities (e.g., traffic signals, light poles, etc), provide a concrete pad within the paver field to avoid potential erosion issues. In order to maintain proper infiltration, permeable pavers should be tested periodically and vacuum cleaned to removed clogged sediment and debris and allow for adequate infiltration. Permeable paving will require higher capital cost and ongoing maintenance costs for the life of the project.

WIDE SIDEWALKS/PARKWAYS

Along low-volume and speed streets with sidewalks/parkways wider than 16 ft., consider wide planting strips that can accommodate trees of large size and canopies when mature.

2 MEDIANS ON WIDE STREETS

On local or collector streets with excess roadway widths of at least 6 ft. (see Chapter 8C-1 Roadway Reconfigurations on page 120), consider capturing introducing a vegetated swale as part of a new median in the center of the roadway for both environmental and recreational benefits. Consider the following at on wide streets:

SIDEWALKS/PARKWAYS:

- Along the sidewalks/parkways of wide streets, see Chapter 9D-1 Sidewalks/Parkways on page 126.

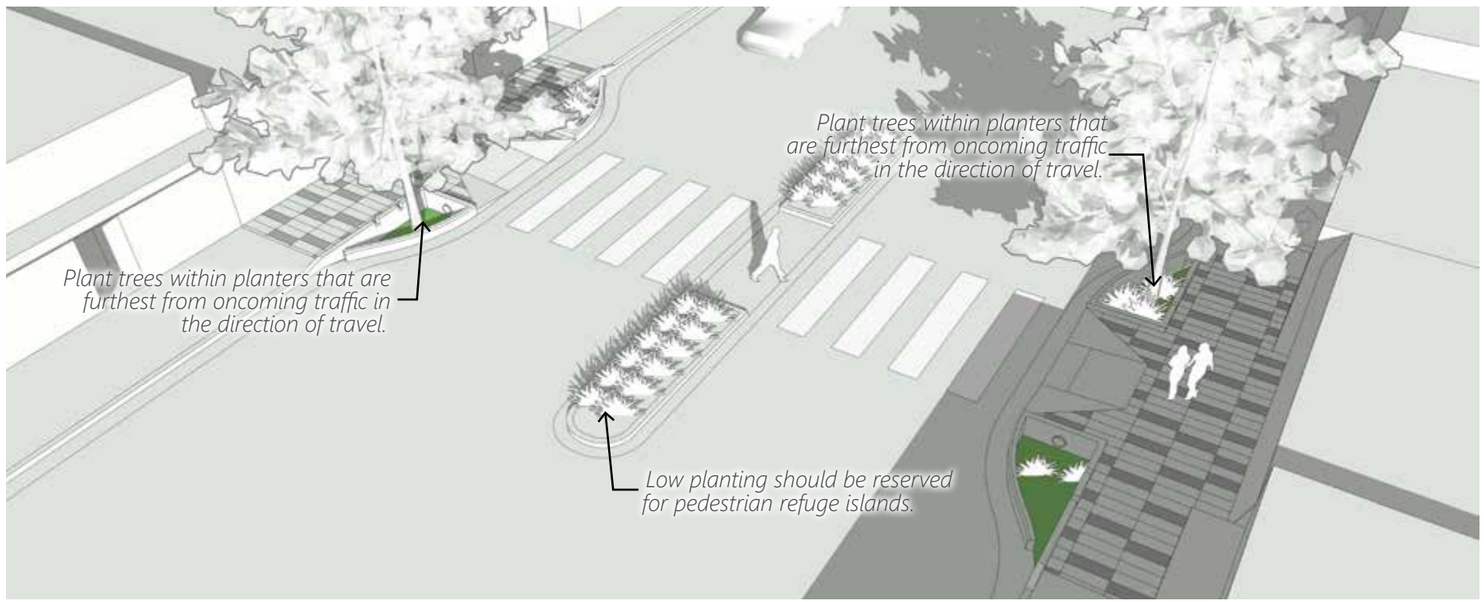


Figure 9-6. *Mid-Block Crossing with Curb Extensions and Pedestrian Refuge Island Planters.*

Curb Extension with Planter Box on Magnolia Blvd. at San Fernando Blvd.

Curb Extension with Planter Box on Magnolia Blvd. at San Fernando Blvd.

VEGETATED (BIOSWALE) SWALES:

Vegetated swales are linear, vegetated depressions that capture and clean stormwater from adjacent surfaces. Refer to the Burbank Green Streets Manual for more information on the vegetated swales. Consider the following for vegetated swales:

- ***Option 1,*** as illustrated in Figure 9-7. The entirety of a median can consist of a vegetated swale. If planting trees and taller plants, provide at least a 20 ft. median width. Significantly sloped streets should introduce water dissipaters (e.g., check dams in wide conditions or boulders in narrow conditions) within the swale to slow water and prevent erosion. If no pathways are provided within the swale, provide a minimum 18 in. wide paved area around the perimeter of the swale for safe maintenance access.

- ***Option 2,*** as illustrated in Figure 9-8. At a minimum, swales can be as narrow as 6 ft. wide. At this width, swales should consist only of low-lying planting and should not contain trees. A center-running pedestrian pathway can be installed with side-running swales, if desired. Consider permeable paving for the pedestrian pathway. The pedestrian pathway should be designed to prevent tripping hazards into the swales.

- ***Option 3,*** as illustrated in Figure 9-9. A center-running shared-use path can be installed with a side-running swale on one side and permeable paving and planters on the other. The shared-use path should be designed to prevent tripping hazards into the swale or planters.

- In general, protect in place all existing utilities running below grade along street centerlines (e.g., sewer lines) and above grade (e.g., water meter vaults). Provide a 3 ft. clearance around all above-ground utilities. Lane closures and traffic control will be required when landscaped medians undergo maintenance.

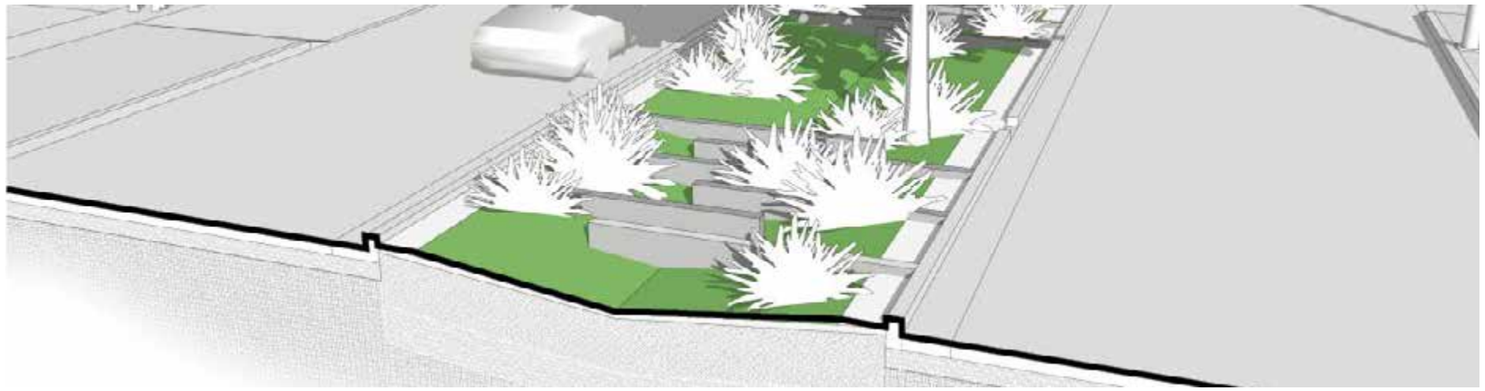


Figure 9-7. *Median Option 1: Bioswale/Vegetated Swale with Check Dams.*

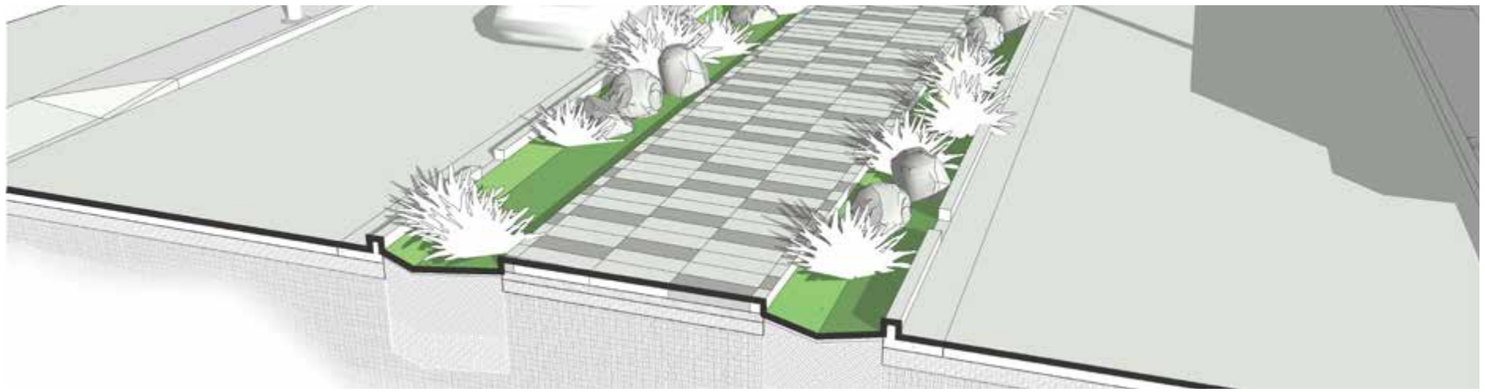


Figure 9-8. *Median Option 2: Permeable Paved Pedestrian Path with Side-Running Bioswales/Vegetated Swales.*

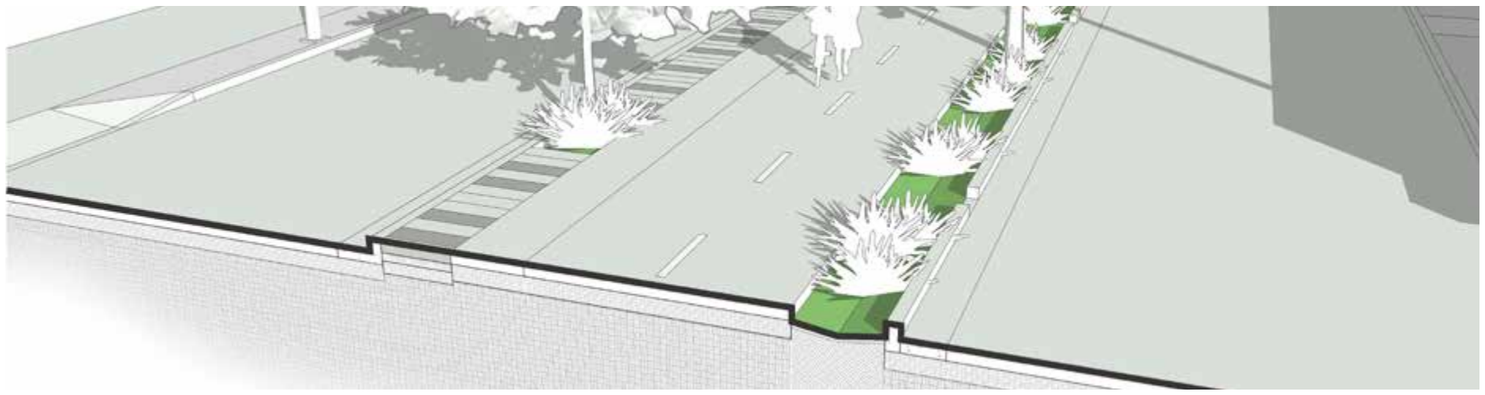


Figure 9-9. *Median Option 3: Shared-Use Path with Side-Running Bioswale/Vegetated Swale and Permeable Paving.*

3 SKEWED INTERSECTIONS

Skewed intersections are those where streets intersect at an angle other than 90 degrees. When these intersections are reconfigured so that streets intersect as close to 90 degrees as possible, space may be recaptured for purposes of green infrastructure. Consider the following at skewed intersection reconfigurations:

SIDEWALKS/PARKWAYS:

- In general, reconfigurations of intersections should be used as opportunities to complete or extend adjacent sidewalks/parkways such that pedestrian pathways are continuous.
- Along the sidewalks/parkways of streets at reconfigured skewed intersections, see Chapter 9D-1 Sidewalks/Parkways on page 126.

POCKET PARKS:

- Unlike a neighborhood or city park, pocket parks are small outdoor open spaces, usually no more than a quarter-acre in size, that are created out of reclaimed areas. Pocket parks can be programmed into a variety of uses, e.g., active uses, such as plazas or play areas for children, or passive areas, such as gardens.
- Consider adding public outdoor spaces to increase opportunities for passive recreation, seating, and outdoor dining.

DEMONSTRATION GARDENS:

- Demonstration gardens provide outdoor spaces for landscape education. Usually adopted and maintained by local community organizations, demonstration gardens allow for hands-on experience and community involvement on a variety of topics, such as:
    - Bird, Butterfly, or Pollinator Gardens
    - Native Plant Or Drought-Tolerant Gardens
    - Rain Gardens
    - Urban Farming
- Demonstration gardens will need to be maintained with proper pruning, mulching, and plant replacement as necessary. Opportunities may be found for local community groups and/or community members to adopt the gardens to help maintain and spread education/awareness of the importance of these public spaces.

Figure 9-10. *Park or Garden at a Reconfigured Skewed Intersection.*

Airport Ave. Garden in Santa Monica, CA (Source: LRM).

Stoneview Nature Center in Culver City, CA (Source: LRM).

COMPLETE OUR STREETS BURBANK

10 POLICY RECOMMENDATIONS: EQUESTRIAN

10A. POLICY GOALS
10B. APPLICABILITY
10C. TYPICAL IMPROVEMENTS

Before the advent of automobiles, equestrian street users were unsurprising and expected occupants of urban streetscapes. However, this is no longer the case. Today, safety is a consideration when these animals and their riders must mix with other street users who may be unaccustomed to their presence.

10A. POLICY GOALS

Future equestrian improvements throughout the City should be designed and maintained to meet the following goals:

- Facilitate and accommodate the unique access and mobility requirements of equestrians within the Rancho neighborhood.
- Promote safety of horses, their riders, and other street users in the Rancho neighborhood.

10B. APPLICABILITY

As illustrated in Figure 10-1, improvements that address the needs of equestrians should apply to local and collector streets that:

- Lie within the Rancho neighborhood – specifically streets that provide access to parcels that are zoned as R-1-H (Single Family Residential Horsekeeping); and
- Connect to equestrian trails and facilities along the Los Angeles River and Griffith Park.

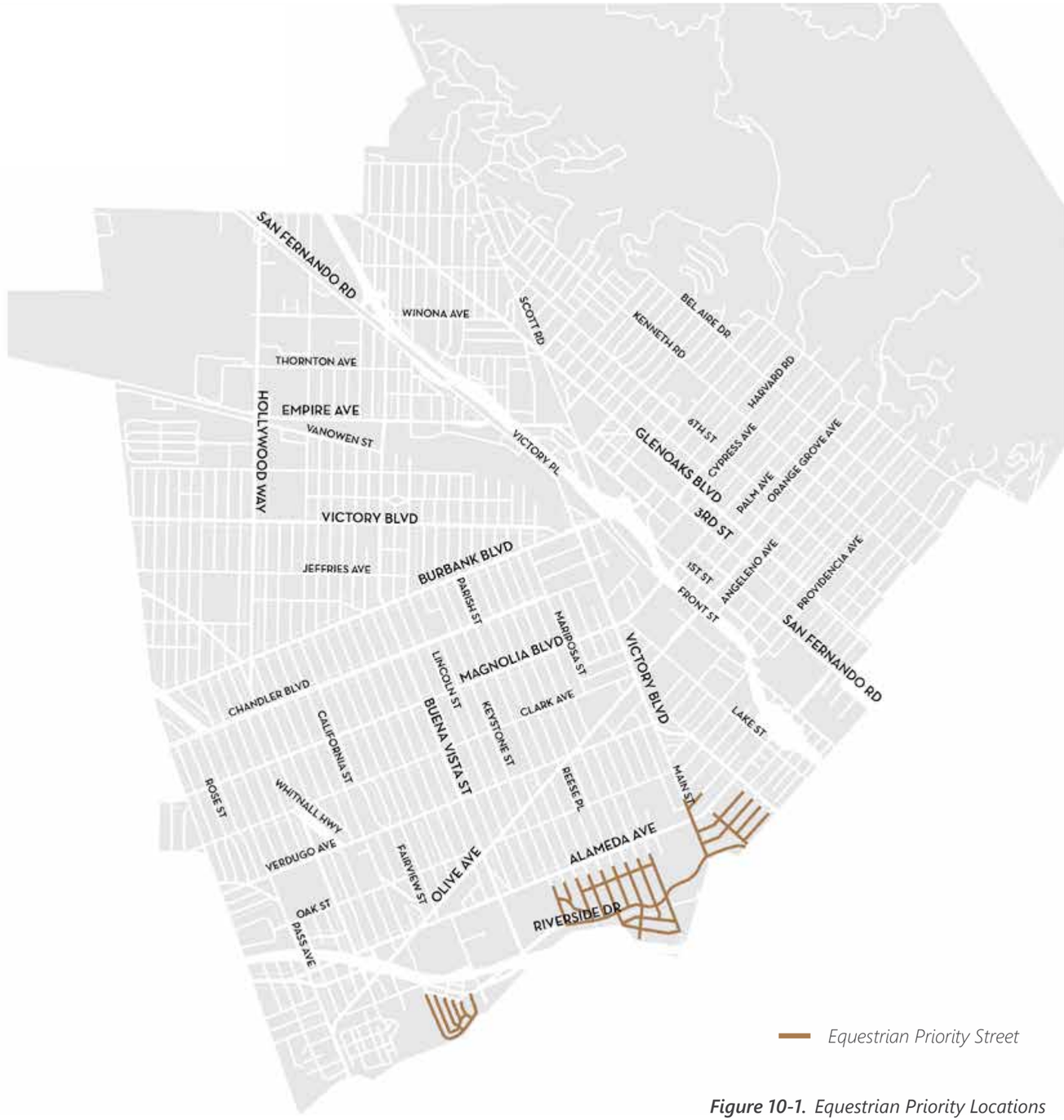


Figure 10-1. *Equestrian Priority Locations*

10C. TYPICAL IMPROVEMENTS

1 HORSES OFF-STREET, ON A BARRIER-SEPARATED BRIDLE PATH

- Along streets with available sidewalk/parkway width, consider introducing equestrian-dedicated bridle paths of 10 ft. to 12 ft. typical width. Widths may be reduced to 6 ft. minimum to address constraining topography or space, as illustrated in Figure 10-2 through Figure 10-4.
- Surface materials should be slip-resistant and able to withstand the impact of horseshoes. Paved surfaces provide little traction for horseshoes and are not recommended. The surface treatment of the bridle path should be comprised of a soft natural material (e.g., native soil, wood chips, crushed rocks with fines, decomposed granite, sand). Avoid sharp gravel. Path grades should not exceed 12 percent.
- A vertical clearance of 12 ft. should be maintained from the ground to any overhead structures.
- Maximum heights of 4 ft. are recommended for all fences and barriers along bridle paths. Solid barriers higher than 4-6 ft. severely limit an animal's peripheral vision and sense of security. Height should be tapered down as the path approaches intersections to maximize horse/rider view.
- If used to prevent non-equestrian users from accessing the bridle path, bollards or posts should be placed 5 ft. apart.
- Generally, it is NOT preferred to mix equestrians and bicyclists on shared-use trails.

2 HORSES IN-STREET

On local streets where bridle paths are infeasible, use of pavement by equestrians becomes unavoidable. Traction should be enhanced by using horse-friendly surface treatments like asphalt with chip seal, hard, traction-friendly pavers.

3 EQUESTRIAN CROSSINGS

At signalized intersections that need to accommodate equestrian crossings, a second (in addition to regular pedestrian) push button (equine crossing signal) should be installed 5 ft. to 6 ft. above the ground. The post should be placed 6.5 ft. from the road edge so that the animal's head does not encroach into the roadway.

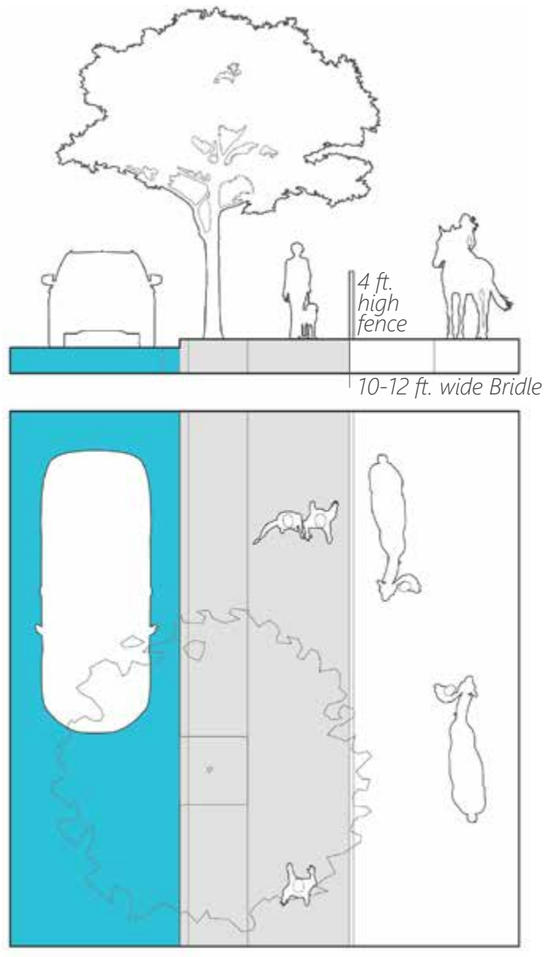


Figure 10-2. *Bridle Path alongside a Sidewalk/Parkway on a Local Street.*

Equestrian Push Button in Burbank, CA.

Bridle Path in lieu of a Sidewalk without Side Barrier in Avocado Heights, CA (Source: lacounty.org).

El Rancho Neighborhood.

POTENTIAL RECONFIGURATION:

New/Change:

- Two-way, sidewalk-adjacent bridle path on one side of the street
- Sidewalk/parkway expanded on one side of the street, but usable sidewalk space by pedestrians is reduced
- Curb-to-curb width is narrowed
- On-street parking removed on one side of the street

Existing Maintained:

- Number and width of travel lanes

Most Appropriate Where:

- The loss of on-street parking will be significantly detrimental to adjacent land uses (e.g., commercial uses that rely on short-term on-street parking).

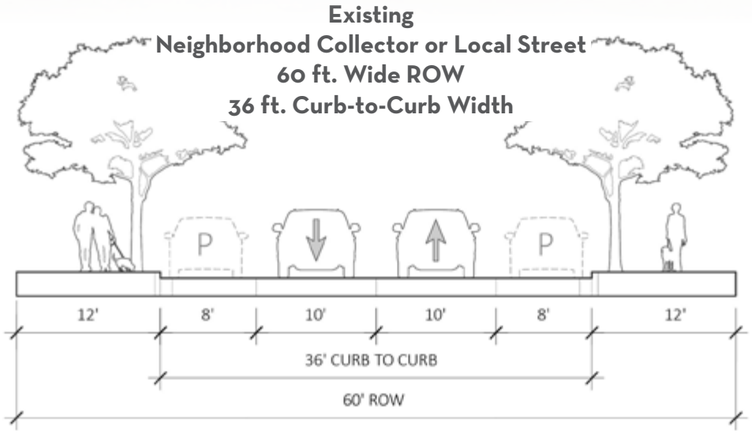


Figure 10-3. Existing: *Typical Neighborhood Collector or Local Street with a 60 ft. wide ROW and 36 ft. wide curb-to-curb.*

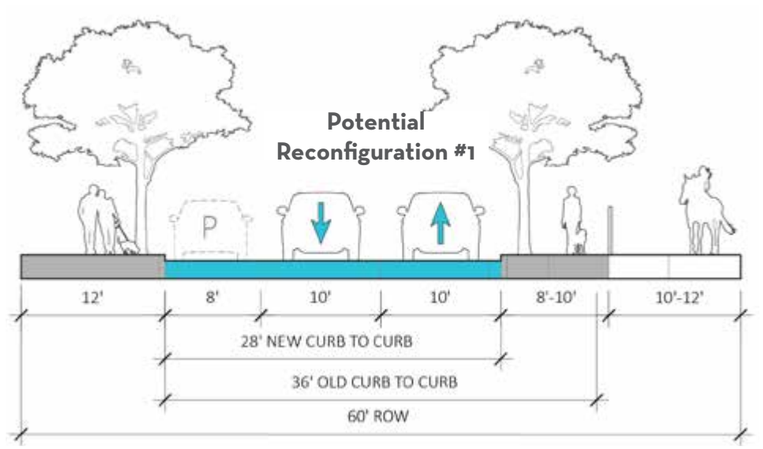


Figure 10-4. Potential Reconfiguration: *Bridle Path with On-Street Parking Removed on One Side of the Street.*

11 POLICY RECOMMENDATIONS: SMART TECHNOLOGY

11A. POLICY GOALS
11B. APPLICABILITY
11C. CONSIDERATIONS

The advent of rideshare companies, small mobility devices, as well as a growing trend in e-commerce that requires frequent delivery of goods has increased demand for new technologies and the use of the curb along roadways. The City should plan to safely and efficiently accommodate these growing and competing needs.

11A. POLICY GOALS

- Address new trends related to the changing and increasing competition of curb space and the public right-of-way.
- Address new information communications technology (ICT) infrastructures that can be employed within the public right-of-way to collect, monitor, store, analyze, and evaluate data for the use of multiple City departments.
- Develop a curbside management plan to inventory, assess, enhance, and prioritize curb space to balance the needs of multi-modal users.
- Promote private electric vehicle use by expanding electric vehicle charging infrastructure citywide.

11B. APPLICABILITY

In the future, the City should prioritize "smart technology" improvements on:

- Streets that exhibit high levels of pedestrian volumes (e.g., 200 or more pedestrians and hour during peak periods).
- Streets that lie within areas identified for high-density residential and commercial use in the Burbank2035 General Plan.
- Streets that exhibit high levels of vehicular traffic.
- Streets that exhibit high levels of curbside activity, such as:
    - Frequent bus loading;
    - Frequent motor vehicle loading (e.g., delivery, passenger drop-off); and
    - High on-street parking turnover.
- Streets that provide Class IV Bikeways, either in-street or sidewalk-level.

11C. CONSIDERATIONS

The following is a brief list that the City may consider as part of "smart technology" improvements on priority streets.

1 INFORMATION COMMUNICATIONS TECHNOLOGY (ICT) INFRASTRUCTURE

TRAFFIC CAMERAS AND SENSORS

- CCTV, induction loops, GPS-fitted buses, etc.
- To monitor level of service (LOS); locate accidents, disabled vehicles and illegal parking; assist emergency responders; adjust signal timing and progression; collect traffic counts and collision data, etc.

MULTI-SPACE PARKING METERS

- One meter for multiple spaces that accepts multiple payment methods, can be solar-powered, and can be managed remotely.

DIGITAL DISPLAY OR STATIC INFORMATION BOARDS

- Digital or non-digital information boards can provide wayfinding information on transit times/schedules, things to do or see, etc.

2 CURBSIDE MANAGEMENT BEST PRACTICES AND STRATEGIES

A Curbside Management Plan, paired with the strategic use of new information communications technology (ICT) infrastructures, can help to inventory, assess, enhance, and prioritize curb space to balance the needs of multi-modal users.

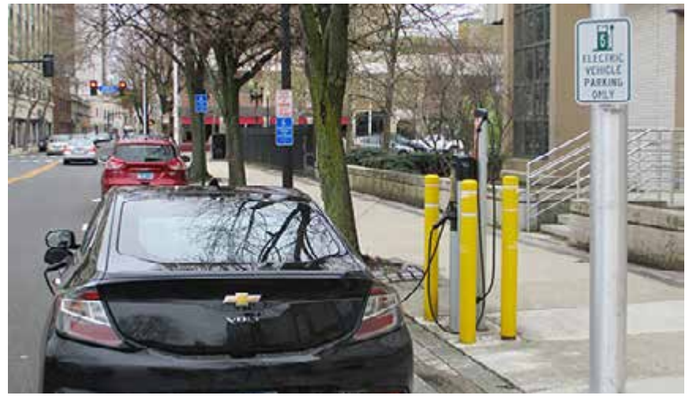
2A USES AND USERS

Consider the following uses and users[1] when developing a Curbside Management Plan:

1 *Https://www.ite.org/pub/?id=C75A6B8B-E210-5EB3-F4A6-A2FDDA8AE4AA*

E-Scooter Parking (Source: santamonica.gov).

Multi-Space Parking Meter.



Electric Vehicle Charging (Source: energy.gov).

CURB SPACE USED FOR MOBILITY NEEDS:

- Class IV Bikeways
- Mixed-flow bus lanes
- Through travel lanes
- Right-turn only lanes

CURB SPACE USED FOR PASSENGER LOADING:

- Bus stops
- Taxis
- Rideshare passenger drop-off
- Valet
- Private passenger drop-off
- Autonomous vehicle drop-off
- Accessible wheelchair deployment

CURB SPACE FOR ON-STREET PARKING:

- Accessible vehicles
- Motorcycles
- Electric vehicles and charging stations
- Bicycle parking/racks and bike-share stations
- Micromobility parking

CURB SPACE USED FOR COMMERCE:

- Commercial delivery (e.g., freight truck)
- E-commerce delivery

CURB SPACE USED FOR LANDSCAPING:

- Curb extensions
- Green infrastructure (e.g., bioswales)
- Street trees

CURB SPACE USED FOR PLACEMAKING:

- Food trucks
- Parklets
- Public art

2B EXAMPLES OF CURBSIDE MANAGEMENT STRATEGIES

Below is a brief list of potential curbside management methods[2] being employed or piloted in cities around the country:

APPROACHES:

- Curbside as a flexible zone
- Temporary installations of improvements

FREIGHT LOADING AND DELIVERIES

- Paid access to freight loading zones
- Off-peak delivery policies and congestion pricing
- Urban consolidation centers for last mile delivery

PARKING

- Setting occupancy targets
- Dynamic or demand responsive parking pricing
- Parking time or time-of-day limits
- Options for off-street parking (e.g., public parking structures)
- Residential parking programs
- Enforcement

TRANSIT

- Bus only lanes during peak periods
- Bus queue jump lanes
- Curb extensions for bus loading areas

BICYCLES:

- Class IV Bikeways
- Bicycle racks and lockers

PEDESTRIANS:

- Wide sidewalks
- Curb extensions
- Parklets

2 *Https://nacto.org/wp-content/uploads/2017/11/NACTO-Curb-Appeal-Curbside-Management.pdf*

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12 PERFORMANCE MEASURES

12A. WHY MEASURE PERFORMANCE?

12B. HOW TO MEASURE PERFORMANCE

The premise underlying all Complete Streets improvements is that they enhance safety, convenience, and physical activity, and that these enhancements facilitate long-term community benefits in public health, place-making, mobility, inclusivity, and equity. While anecdotal evidence and publicly available research data support that premise, it is important for the Plan to identify and create Burbank-specific performance targets to evaluate the Plan's success over time.

The Citywide Complete Streets Plan aims to create an ongoing mechanism for evaluating the success of street improvements for all modes of travel.

Pacific Ave. at Catalina St.

12A. WHY MEASURE PERFORMANCE?

As the Plan is implemented incrementally over the coming years and its effects start materializing, the City should be able to identify changes over time. Measuring performance is a way to:

- ***Track the real-world impacts*** of Complete Streets improvements. Truth-testing actual benefits will expand the City's knowledge base of successful Complete Streets applications.
- ***Tweak and course correct*** if actual performance is not meeting expectations. It will allow the City to reallocate investments and refocus priorities to achieve more cost-effective benefits.
- ***Circulate simple metrics and indices*** for community members and experts to easily understand. These metrics broadcast Complete Streets policy goals and aspirations expressed as measurable, quantifiable targets.
- ***Eliminate ambiguity*** and require rigor and specificity in scoping out objectives of individual projects, knowing that project elements will be tested for future performance.

12B. HOW TO MEASURE PERFORMANCE

The Plan proposes performance evaluation at two scales: Project and Citywide. The Project scale will evaluate individual projects, while Citywide scales will measure the collective impact that Complete Streets improvements will have over an extended period and area.

1 PROJECT PERFORMANCE

The Project scale will measure the performance of individual projects based on the safety and/or activity of the four main modes of travel - walking, taking transit, bicycling, and driving.

1A TRAFFIC CALMING
GOAL: REDUCE SPEEDING ALONG PROJECT CORRIDOR.

- 12 months before the project, measure speed profiles of the project segment.
- 12 months after completing the project, measure speed profiles on the improved segment.
- Compare the percent of vehicles driving above the posted speed limit.

1B PEDESTRIAN SAFETY
GOAL: ENHANCE SAFETY FOR PEOPLE WALKING.

- Analyze traffic collision data before the project and 12 months after the completion of the project to determine the change in number of pedestrian collisions that occurred within 200 feet of the project improvement.
- Within the previous 12 months, prior to commencing the project, conduct pedestrian counts at the project location (either turning movement or manual screenline). If the project extends across multiple blocks and intersections, pick the most representative location to conduct pedestrian counts. This will serve as a sample for project-wide pedestrian activity.
- Pre-implementation pedestrian vulnerability is measured as pedestrian collisions in previous full year divided by pre-implementation pedestrian count (weekday or weekend peak as per context).
- Post-implementation pedestrian vulnerability is measured as pedestrian collisions in subsequent full year divided by post-implementation pedestrian count.
- NOTE: It is important to divide pedestrian collisions by a representative pedestrian count so as to control for increased pedestrian activity that might occur as a result of implementing pedestrian safety measures.

1C BICYCLIST SAFETY
GOAL: ENHANCE SAFETY FOR PEOPLE BICYCLING.

- Analyze traffic collision data before the project and 12 months after the completion of the project to determine the change in number of bicycle collisions that occurred within the bicycle project corridor.
- Pre-implementation bicyclist vulnerability is measured as bicycle collisions in previous full year divided by pre-implementation bicycle count.
- Post-implementation bicyclist vulnerability is measured as bicycle collisions in subsequent full year divided by post-implementation bicycle count.
- NOTE: It is important to divide bicycle collisions by a representative bicyclist count so as control for increased bicycle activity that might occur as a result of implementing bicyclist safety measures.

Speed Cushions on Beachwood Dr. between Verdugo Ave. and Clark Ave.

Flashing Right-Turn Arrow and Advance Walk on San Fernando Blvd. and Palm Ave.

1D MOTORIST SAFETY
GOAL: ENHANCE SAFETY FOR PEOPLE DRIVING.

- Analyze traffic collision data before the project and 12 months after the completion of the project to determine the number of motorist on motorist collisions that occurred within 200 feet of the project.
- Pre-implementation motorist vulnerability is measured as motorist collisions in previous full year divided by pre-implementation representative ADT.
- Post-implementation motorist vulnerability is measured as motorist collisions in subsequent full year divided by post-implementation representative ADT.

1E INCREASE WALKING AND BICYCLING ACCESS TO SCHOOLS
GOAL: FACILITATE WALKING AND BICYCLING TO SCHOOL.

- Before and 12 months after a project, partner with subject school and Burbank Unified School District to conduct a school survey to determine the change in mode split of how students arrive and depart.
- Conduct before and after traffic counts, including bicyclist and pedestrian counts

1F PEDESTRIAN ACTIVITY
GOAL: PROMOTE WALKABILITY AND INCREASE PEDESTRIAN ACTIVITY CITYWIDE.

- Before and 12 months after a project, conduct pedestrian counts to determine current traffic patterns and active transportation activity along the corridor or near the project site.
- Compare pre-implementation pedestrian activity (weekday or weekend peak as per context) to post-implementation pedestrian activity.

1G BICYCLE ACTIVITY
GOAL: ENHANCE BICYCLE ACCESS AND INCREASE BICYCLE ACTIVITY CITYWIDE.

- Conduct bicycle counts at the project location before the project and 12 months after the project is completed.
- Compare pre-implementation bicycle (weekday or weekend peak as per context) to post-implementation bicycle activity.

1H TRANSIT ACTIVITY
GOAL: PROMOTE TRANSIT USE CITYWIDE.

- For Los Angeles Metro bus stops with proposed improvements, obtain daily ridership data from Los Angeles County Metro for the last full year prior to implementation.
- For BurbankBus bus stops with proposed improvements, analyze system ridership data and stop-level data.
- After implementation, obtain first full year of ridership data and compare changes in ridership data.

1I STORMWATER RUNOFF
GOAL: REDUCE VOLUME OF STORM WATER RUNOFF THAT ENTERS THE CITY'S INFRASTRUCTURE SYSTEM.

- Measure stormwater runoff after a typical rain event in the drainage area prior to project construction
- Monitor either outfalls or bioretention features after project implementation to evaluate runoff volume reductions.

LADOT "Smart Shelters" in Los Angeles, CA (Source: dailynews.com).

Curb Ramps, Curb Extension, and High-Visibility Crosswalks at 6th St. and Cambridge Dr.

Curb Extension with Curb Cut and Bioswale on Lake St. near BWP Campus (Source: LRM)

1J LOW-IMPACT DEVELOPMENT

GOAL: INCORPORATE LOW-IMPACT DEVELOPMENT (LID) BEST PRACTICES INTO LANDSCAPING PROJECTS.

- Impermeable surface projects should incorporate Low Impact Development (LID) strategies.
- Building materials and infrastructure should contain a minimum of 20% recycled content, such as supplementary cementitious materials (i.e., fly ash, pozzolons, etc.).
- Paving projects should use low-energy material for at least 50% of the total project material and shading of at least 50% of paved surface or paving materials with a Solar Reflective Index (SRI) value of greater than or equal to 29.
- Landscaping should achieve at least 50% reduction in water demand from the California state Model Water Efficient Landscape Ordinance (MWELO).

1K TREE CANOPY COVERAGE

GOAL: INCREASE TREE CANOPY COVERAGE

- Establish a baseline by mapping existing tree canopy coverage throughout the City.
- Prioritize locations where tree canopy coverage can be strategically increased, such as locations currently without any tree canopy coverage in disadvantaged areas or near sensitive age populations.
- Monitor change in canopy cover over time, and develop programs to support and protect new and existing canopy coverage.

2 ANNUAL CITYWIDE PERFORMANCE

Over time, implementing Complete Streets projects aims to improve safety for all modes of travel throughout the City. An annual Citywide report card can be used to track and test this expectation over the course of a year. It should include the following measures:

2A CITYWIDE PEDESTRIAN VULNERABILITY

GOAL: ENHANCE SAFETY FOR PEOPLE WALKING IN BURBANK.

- Every year, utilizing annual Burbank Police Department collision data, determine the number of pedestrian involved collisions.
- Divide this count by the sum of Burbank's population and Burbank's jobs (from U.S. Census Data) for the corresponding year.
- Compare and contrast this score to that of previous years. Decreasing trends will indicate reduced pedestrian vulnerability and growing safety.

2B CITYWIDE BICYCLIST VULNERABILITY

GOAL: ENHANCE SAFETY FOR PEOPLE BICYCLING IN BURBANK.

- Every year, utilizing annual Burbank Police Department collision data, determine the number of bicycle involved collisions.
- Divide this count by the sum of Burbank's population and Burbank's jobs (from U.S. Census Data) for the corresponding year.
- Compare and contrast this score to that of previous years. Decreasing trends will indicate reduced bicyclist vulnerability and growing safety.

2C ANNUAL CITYWIDE MODE SHARE

GOAL: MAKE ACTIVE TRANSPORTATION A VIABLE OPTION FOR COMMUTING AND RECREATIONAL PURPOSES.

- Compare year over year changes in mode share in Burbank by analyzing the U.S. Census American Communities Survey.
- The non-automobile mode share score is the percentage sum of commuters who used transit, bicycle, or walked to work.
- For 2016, this metric is 6%. Annual increases will indicate growing shift from personal automobiles to non-auto modes.

Pedestrian Pushbutton.

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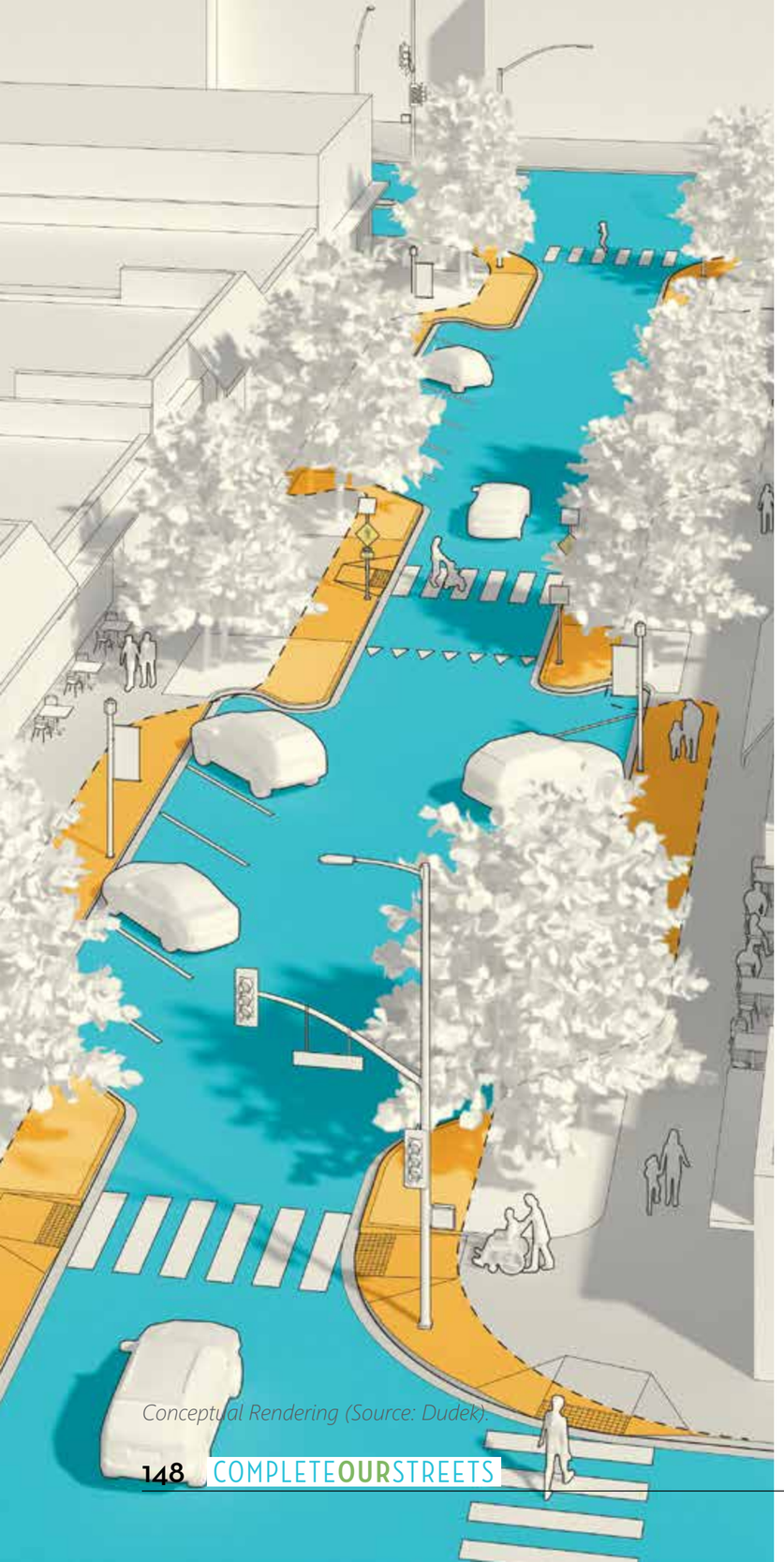
13 PRIORITY PROJECTS

13A. OVERVIEW
13B. SHORT-TERM PRIORITY PROJECTS
13C. MID-TERM PRIORITY PROJECTS
13D. LONG-TERM PRIORITY PROJECTS



Conceptual Rendering (Source: Dudek).

13A. OVERVIEW

Policies and guidelines in this Plan apply Citywide for future street improvements. The Plan also identifies specific projects for implementation, which have been determined by stakeholder input and data analysis. These priority projects are organized into three categories: short-term, mid-term, and long-term. The actual number and nature of projects implemented will be determined by availability of funds and implementation capacity of City departments and staff.

The listing of projects are presented as a menu of projects that are available for implementation based on varying criteria, as described below.

All proposed projects in the CompleteOurStreets Plan will have continued and focused community engagement in the future if and when the project is funded and started in the years to come. The projects will also return to City Council at a later date as each project progresses towards refining the scope, acquiring funds, design, and construction.

PRIORITY ELIGIBILITY

Priority eligibility is determined by whether or not a project lies within a priority street network for a specific mode (pedestrians, transit, bicyclists, or motorists) and/or whether the project lies with the overlap of multiple focus areas. For more information, see Chapter 4. Methodology, Goals, & Principles on page 47.

COLLISIONS

The annual rate of collisions across different modes (as determined by a 5-year dataset covering July 2013 to June 2018) is identified within a quarter-mile of the project site. For more information, see Chapter 2E. Collision and Traffic Data on page 29.

SOCIO-ECONOMIC INDICATORS

CalEnviroScreen 3.0 identifies California communities by census tract that are disproportionately burdened by, and vulnerable to, multiple sources of pollution. The score accounts for factors such as poverty, public health, and demographics. A CalEnviroScreen 3.0 Percentile Score is provided for each project (if projects extend across multiple census tracts, the score of each individual tract is provided). An area with a high percentile score is one that experiences a higher pollution burden than areas with low scores. For more information, see Chapter 2C. Population on page 22 or visit https://oehha.ca.gov/calenviroscreen.

PLANNING-LEVEL ROUGH-ORDER-OF-MAGNITUDE (ROM) COST ESTIMATE

A ROM cost estimate is provided for each project. These estimates are planning-level estimates intended to provide high-level guidance to future capital improvements budgets and grant application efforts.

ANNUAL OPERATIONS AND MAINTENANCE (O&M) COST ESTIMATE

An O&M cost estimate is provided for each project. These estimates are planning-level estimates intended to provide high-level guidance in allocating operations budgets to future projects.

The criteria for selecting short-term, mid-term, and long-term project is as follows:

SHORT-TERM:

CRITERIA FOR SELECTION:

- Located within Filter 1 (Priority Projects) AND Filter 2 (Focus Areas)
- Low capital cost, e.g., "quick build"
- Grant-eligibility
- Could utilize existing funds or likely be implemented via private developer in near future

MID-TERM:

CRITERIA FOR SELECTION:

- Located within Filter 1 (Priority Projects) and/or Filter 2 (Focus Areas)
- Medium capital cost
- Grant-eligibility

LONG-TERM:

CRITERIA FOR SELECTION:

- Located within Filter 1 (Priority Projects) and Filter 2 (Focus Areas)
- High capital cost
- Grant-eligibility
- Multi-agency and/or multi-jurisdictional
- Requires additional public engagement and support
- Significant intervention that would transform City's public realm

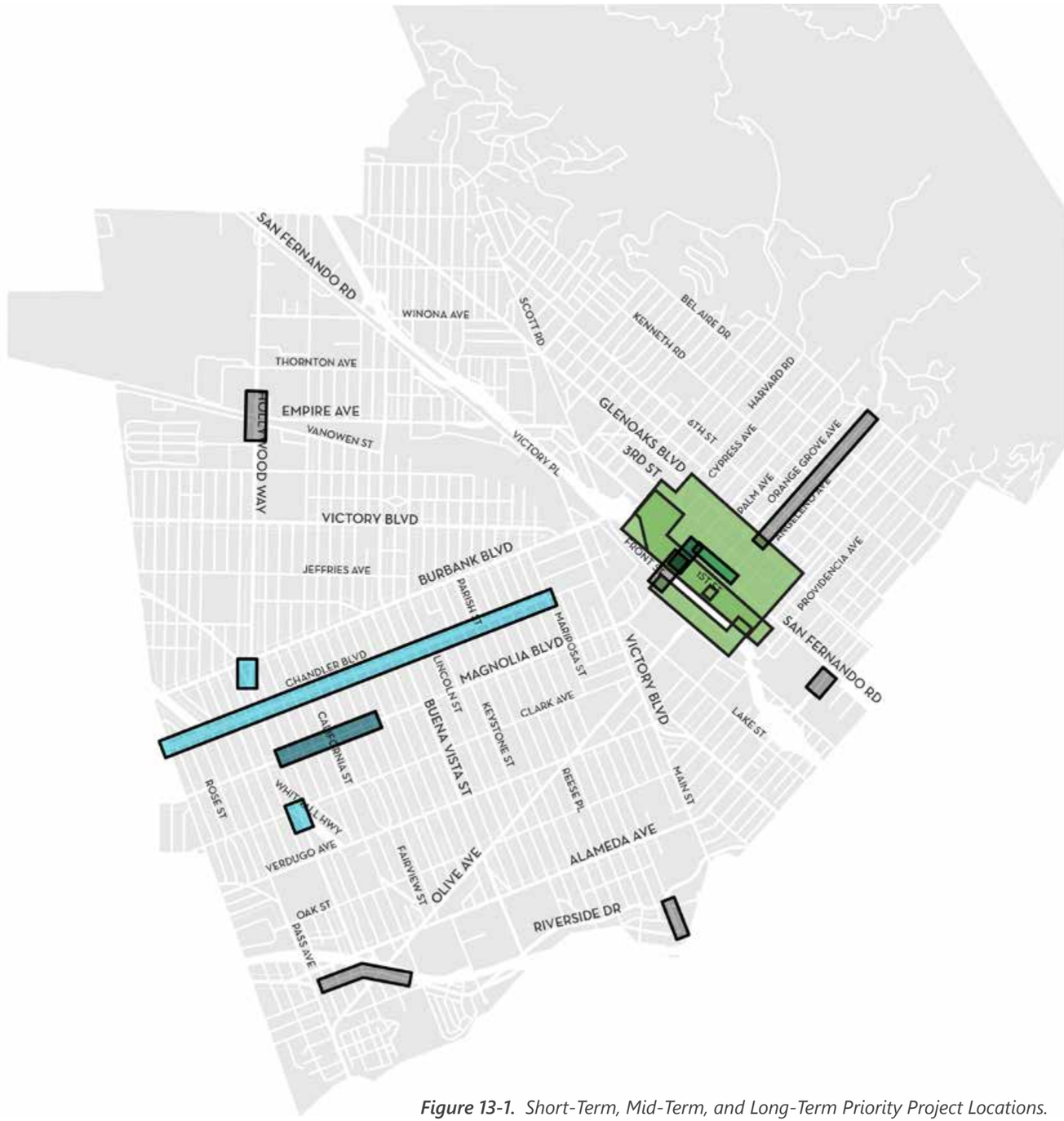


Figure 13-1. *Short-Term, Mid-Term, and Long-Term Priority Project Locations.*

13B. SHORT-TERM PRIORITY PROJECTS

SHORT-TERM				
#	PROJECT NAME	PRIORITY NETWORKS	IN FOCUS AREA?	PURPOSE
1	Bonnywood Place / 1st Street Pedestrian Safety Improvement Project	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Improve pedestrian safety in Downtown Burbank. • Improve first/last-mile transit connectivity to Downtown Burbank Metrolink Station.
2	Front Street Protected Bikeway Project (Phase 1)	• Pedestrian • Bicyclist	Yes	• Provide east/west bicycle connectivity between Downtown Burbank Metrolink Station and Downtown to eliminate first-/last mile gap. • Connect to future LaTerra sidewalk-level Class IV Bikeway.
3	1st Street Complete Street Project (Phase 1)	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Provide east/west connectivity between Downtown Burbank Metrolink Station and Downtown to eliminate first-/last mile gap. • Connect to future First Street Village sidewalk-level Class IV Bikeway.
4	Downtown, San Fernando Blvd. Reconfiguration Project (Phase 1)	• Pedestrian	Yes	• Improve motorist and pedestrian safety. • Phase 1 would be a short-term test project. If successful, a Phase 2 project would create more long-term improvements with wider sidewalks/ parkways and traffic calming.
5	Downtown Pedestrian Safety Improvements Study and Conceptual Design	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Improve pedestrian safety in Downtown Burbank, which has shown the highest pedestrian volumes and pedestrian-involved collisions in the City.
6	Citywide Safe Routes to School Plan	• Pedestrian	Yes	• Expand upon City's local all-way stop and 15 mph school speed zone criteria to reinforce school traffic safety and to calm traffic in front of schools.
7	Citywide Local Road Safety Plan (LRSP)	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Reduce motorist fatalities and serious injuries. • Meet state and federal requirements to expand future grant funding eligibility.

Figure 13-2. *Short-Term Priority Projects List.*

Figure 13-3. *Short-Term Priority Project Locations.*

SHORT-TERM PRIORITY PROJECT

BONNYWOOD PLACE / 1ST STREET PEDESTRIAN SAFETY IMPROVEMENT PROJECT

PROJECT LOCATION:

- Bonnywood Pl. at 1st St. and Olive Ave.

PROJECT DESCRIPTION:

- Close cut-through access road at Bonnywood Pl.
- Improve pedestrian crossing by adding high-visibility crosswalks, upgrading ADA curb ramps, and enlarging pedestrian landing area at the bottom of Olive Bridge.

PURPOSE:

- Improve pedestrian safety in Downtown Burbank.
- Improve first/last-mile transit connectivity to the Downtown Burbank Metrolink Station.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **40.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **2.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **1.2 per year** (citywide average: 53.2 per year)
- Motorist collisions: **36.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 6 of 204 collisions (**3%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 14 collisions (**7%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 6 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 5 of 183 collisions (**3%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: varies from **70-75%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $150K

Annual Operations and Maintenance (O&M) Cost Estimate: N/A

Existing.

Proposed.

Proposed.

SHORT-TERM PRIORITY PROJECT

FRONT ST. PROTECTED BIKEWAY PROJECT (PHASE 1)

PROJECT LOCATION:

Front St. between 1st St. and Olive Bridge underpass.

PROJECT DESCRIPTION:

- Two-way, in-street Class IV Bikeway with bollards.

PURPOSE:

- Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile transit gap.
- Connect to future LaTerra (777 Front St.) development's sidewalk-level Class IV Bikeway.

Priority Eligibility:

- Priority networks: **Pedestrian, Bicyclist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **42.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **2.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **38.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 214 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 14 collisions (**7%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 4 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 3 of 193 collisions (**2%**) resulted in KSI incidents

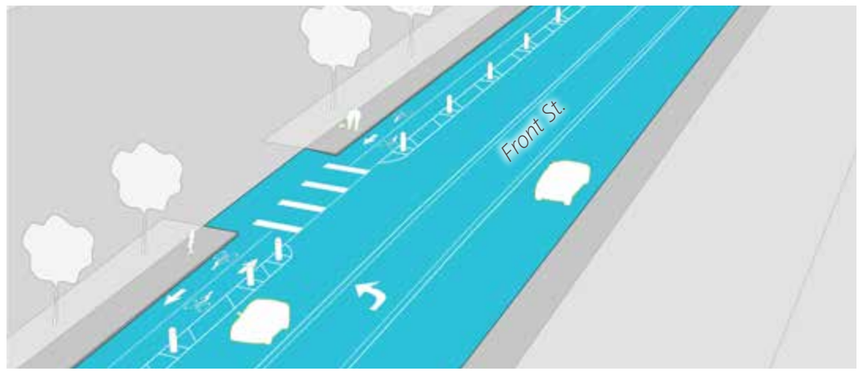
Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **70-75%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $300K

Annual Operations and Maintenance (O&M) Cost Estimate: $25K

Existing.



Proposed.

SHORT-TERM PRIORITY PROJECT

1ST ST. COMPLETE STREETS PROJECT (PHASE 1)

PROJECT LOCATION:

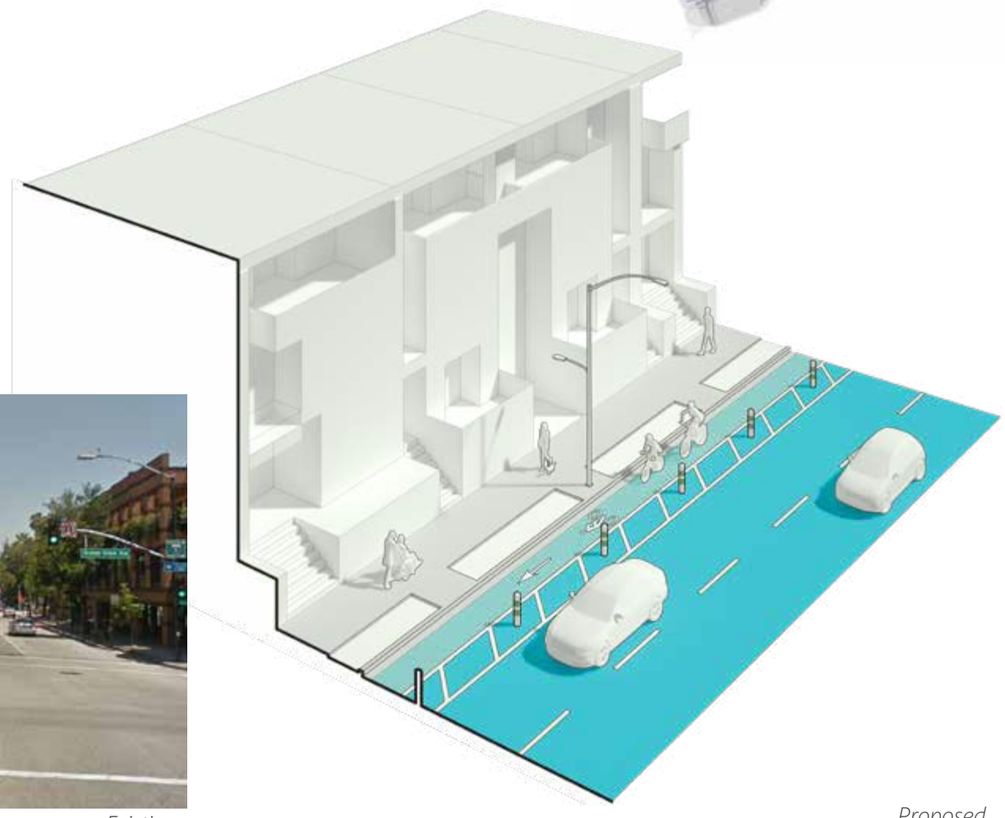
1st St. between San Fernando Blvd. and Verdugo Ave.

PROJECT DESCRIPTION:

- In-street Class IV Bikeway with bollards and floating bus platform/islands.

PURPOSE:

- Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile transit gap.
- Connect to future First Street Village development's sidewalk-level bikeway at 1st St. and Magnolia Blvd. and the proposed Front Street Class IV Bikeway Project.



Existing.

Proposed.

Priority Eligibility:
- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Collisions within a quarter mile (June 2013-2018):
- Total collisions: **113 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **6.4 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **3.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **102.2 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 10 of 565 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 2 of 32 collisions (**6%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 19 collisions (**5%**) resulted in KSI incidents
- Motorist-only collision severity: 7 of 511 collisions (**1%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: varies from **70-75%** to **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $350K

Annual Operations and Maintenance (O&M) Cost Estimate: $35K

SHORT-TERM PRIORITY PROJECT

DOWNTOWN, SAN FERNANDO BLVD. RECONFIGURATION PROJECT (PHASE 1)

PROJECT LOCATION:

San Fernando Blvd. between Magnolia Blvd. and Olive Ave.

PROJECT DESCRIPTION:

- Change vehicular flow of traffic to be one-way only traveling northbound on San Fernando Blvd.
- Install signage and modify roadway striping.
- Remove six parking spaces to maintain head-in angled parking on west side of San Fernando Blvd.

PURPOSE:

- Enhance vehicular and pedestrian safety.
- Phase 1 would be a short-term test project. If successful, a Phase 2 project would create a more long-term improvement with wider sidewalks and traffic calming.

Priority Eligibility:
- Priority networks: **Pedestrian**
- Within focus areas: **Yes**

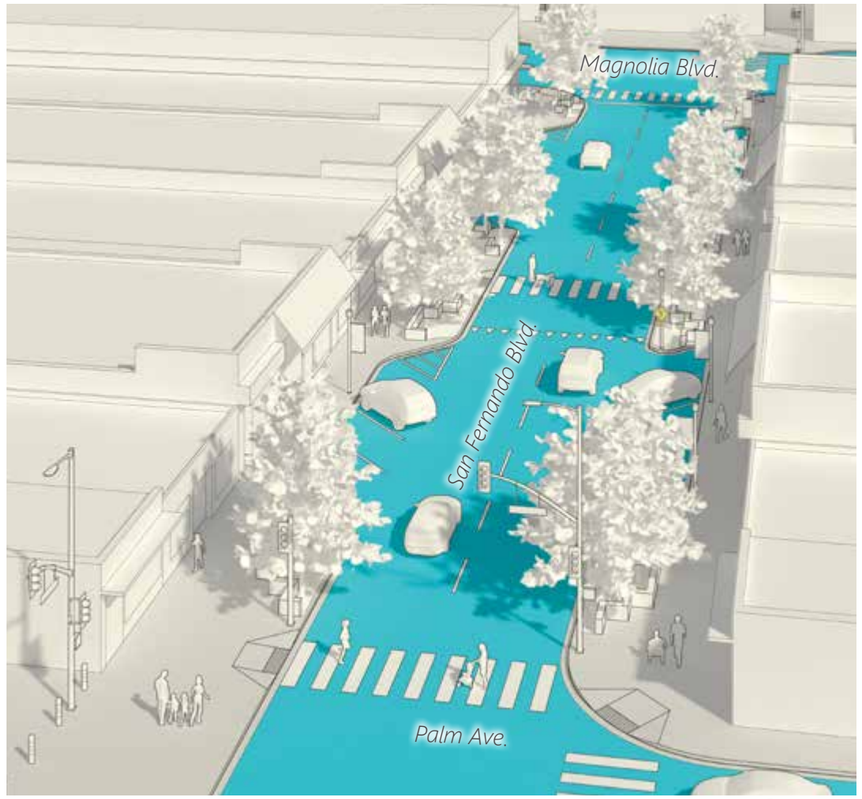
Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **97.6 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **6.2 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **3.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **87.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 8 of 488 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 31 collisions (**3%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 16 collisions (**6%**) resulted in KSI incidents
- Motorist-only collision severity: 7 of 437 collisions (**2%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **70-75%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $255K

Annual Operations and Maintenance (O&M) Cost Estimate: $50K

Proposed.



Proposed.

SHORT-TERM PRIORITY PROJECT

DOWNTOWN PEDESTRIAN SAFETY IMPROVEMENTS STUDY & CONCEPTUAL DESIGN

PROJECT LOCATION:

38 intersections in Downtown from Burbank Blvd. to Verdugo Ave. between Glenoaks Blvd. and 1st St.

PROJECT DESCRIPTION:

- Conduct a study and conceptual engineering design for potential pedestrian safety improvements in the Downtown core.

PURPOSE:

- Improve pedestrian safety in Downtown Burbank, which has shown the highest pedestrian volumes and pedestrian-involved collisions in the City.

Priority Eligibility:
- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **211.4 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **13.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **7 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **189.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 15 of 1,057 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 4 of 69 collisions (**6%**) resulted in KSI incidents
- Bicyclist collision severity: 2 of 35 collisions (**6%**) resulted in KSI incidents
- Motorist-only collision severity: 9 of 947 collisions (**1%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: varies from **70-75%** to **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $600K

Annual Operations and Maintenance (O&M) Cost Estimate: N/A

Existing typical condition.

Proposed improvement at intersection

Proposed.

SHORT-TERM PRIORITY PROJECT

CITYWIDE SAFE ROUTES TO SCHOOL PLAN

PROJECT LOCATION:

All 27 schools Citywide.

PROJECT DESCRIPTION:

- Conduct site assessments at every school in the City and create conceptual plans for traffic safety improvements.
- Create an implementation plan for future grant funding opportunities or to be installed gradually over time.

PURPOSE:

- Expand upon City's local all-way stop and 15 mph school speed zone criteria to reinforce school traffic safety and to calm traffic.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

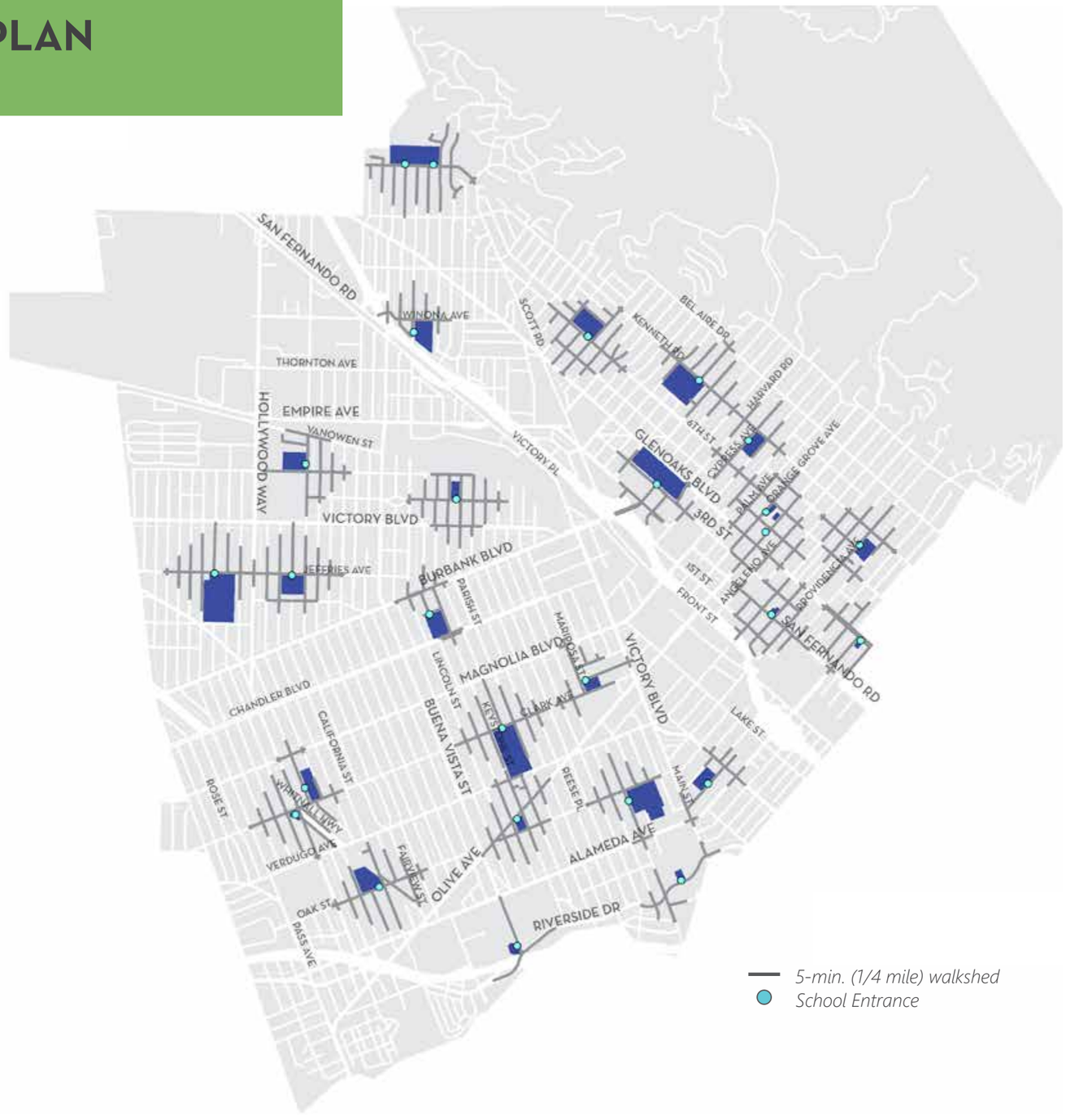
- Total collisions: **386.6 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **23 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **17.4 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **342.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 27 of 1,933 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 10 of 115 collisions (**9%**) resulted in KSI incidents
- Bicyclist collision severity: 4 of 87 collisions (**5%**) resulted in KSI incidents
- Motorist-only collision severity: 13 of 1,713 collisions (**0.7%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: varies from **25-30%** to **90-95%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $400K

Annual Operations and Maintenance (O&M) Cost Estimate: N/A



SHORT-TERM PRIORITY PROJECT

CITYWIDE LOCAL ROAD SAFETY PLAN (LRSP)

PROJECT LOCATION:

Citywide.

PROJECT DESCRIPTION:

- Create a framework to systematically identify and analyze traffic safety issues Citywide and recommend future safety improvements based on comprehensive data analysis.

PURPOSE:

- Reduce motorist fatalities and serious injuries.
- Meet state and federal requirements to expand future grant funding eligibility.

Priority Eligibility:
- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **1,302.4** per year citywide
- Pedestrian collisions: **61.4** per year citywide
- Bicyclist collisions: **53.2** per year citywide
- Motorist-only collisions: **1,175.2** per year citywide
- Total collision severity: 89 of 6,512 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 27 of 307 collisions (**9%**) resulted in KSI incidents
- Bicyclist collision severity: 11 of 266 collisions (**4%**) resulted in KSI incidents
- Motorist-only collision severity: 51 of 5,876 collisions (**0.9%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: varies from **25-30%** to **90-95%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $250K

Annual Operations and Maintenance (O&M) Cost Estimate: N/A

Source: FHWA.

Olive Ave.

13C. MID-TERM PRIORITY PROJECTS

MID-TERM				
#	PROJECT NAME	PRIORITY NETWORKS	IN FOCUS AREAS?	PURPOSE
8	Citywide Sidewalks Implementation Plan	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Improve pedestrian safety and connectivity. • Complete first/last mile transit zones.
9	Front Street Protected Bikeway Project (Phase 2)	• Pedestrian • Bicyclist	Yes	• Provide east/west bicycle connectivity between Downtown Burbank Metrolink Station and Downtown to eliminate first-/last mile transit gap.
10	Downtown, San Fernando Blvd. Reconfiguration Project (Phase 2)	• Pedestrian	Yes	• Improve vehicular and pedestrian safety. • Increase shade and urban greenery.
11	Downtown, Magnolia Blvd. Pedestrian Safety Improvement Project (Phase 1)	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Improve pedestrian safety and connectivity.
12	Magnolia Park, Magnolia Blvd. Reconfiguration Project (Phase 1)	• Pedestrian • Transit • Motorist	Yes	• Improve pedestrian safety and connectivity.
13	Chandler Bikeway Access Improvements and Reconfiguration Project	• Pedestrian • Bicyclist	No	• Provide ADA accessibility upgrades. • Enhance pedestrian, bicyclist, and motorist safety.
14	Hollywood Way at Whitnall Highway Intersection Reconfiguration Project	• Pedestrian • Transit • Motorist	Yes	• Increase shade and urban greenery. • Improve pedestrian and motorist safety.
15	Edison Blvd. at Hollywood Way Intersection Reconfiguration Project	• Pedestrian • Motorist	No	• Increase shade and urban greenery. • Improve pedestrian and motorist safety.

Figure 13-4. *Mid-Term Priority Projects List.*

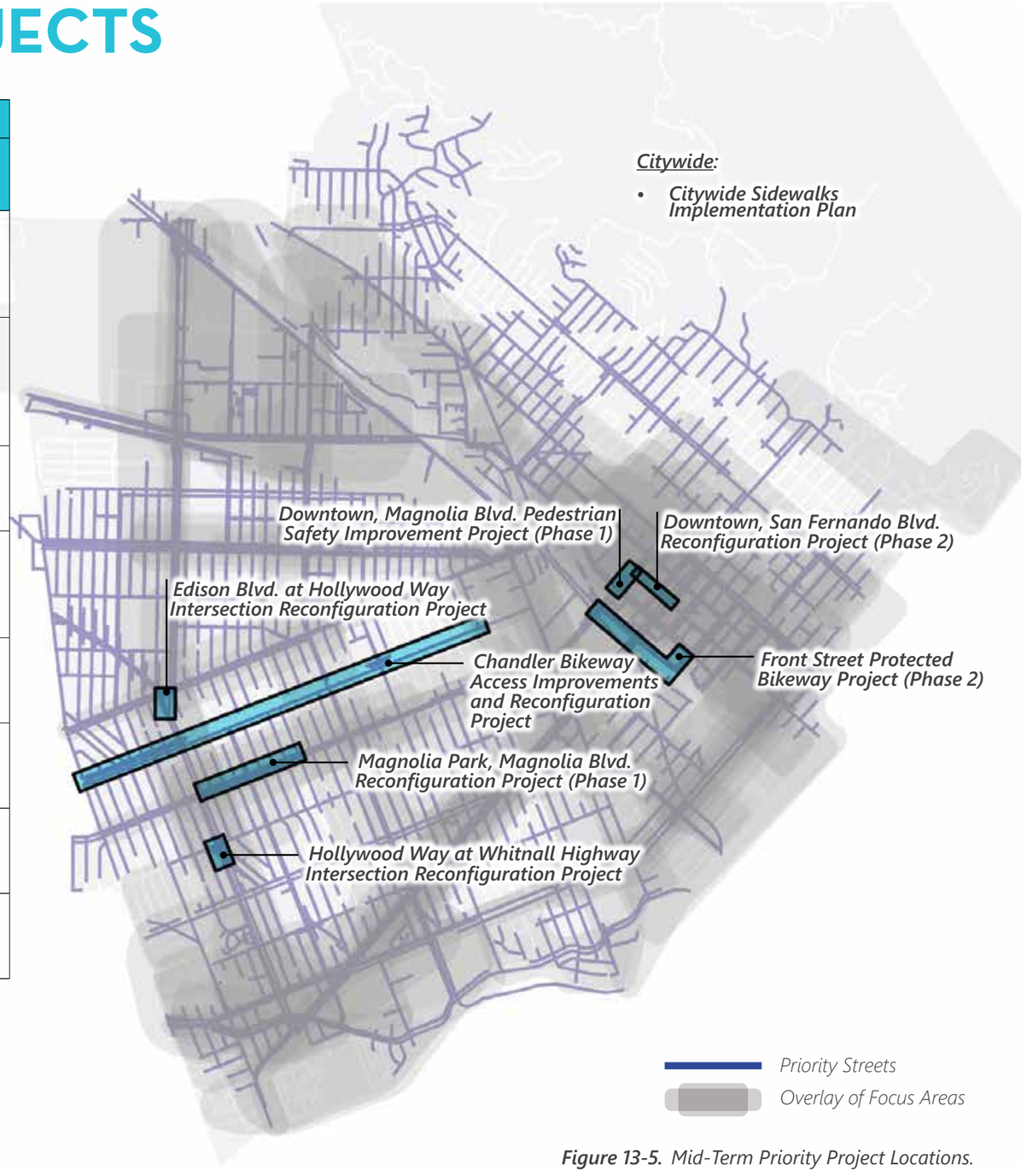


Figure 13-5. *Mid-Term Priority Project Locations.*

MID-TERM PRIORITY PROJECT

CITYWIDE SIDEWALKS IMPLEMENTATION PROGRAM

PROJECT LOCATION:

Missing sidewalks Citywide.

PROJECT DESCRIPTION:

- Build missing sidewalks Citywide as part of annual roadway repaving and repairs or through a project.
- Locations near schools, parks, libraries, senior centers, and transit stops would be prioritized first.

PURPOSE:

- Improve pedestrian safety and connectivity.
- Complete first/last-mile transit connections.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **31.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0.2 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **1.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **29.8 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 159 collisions (**3%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 1 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 6 collisions (**17%**) resulted in KSI incidents
- Motorist-only collision severity: 3 of 149 collisions (**2%**) resulted in KSI incidents

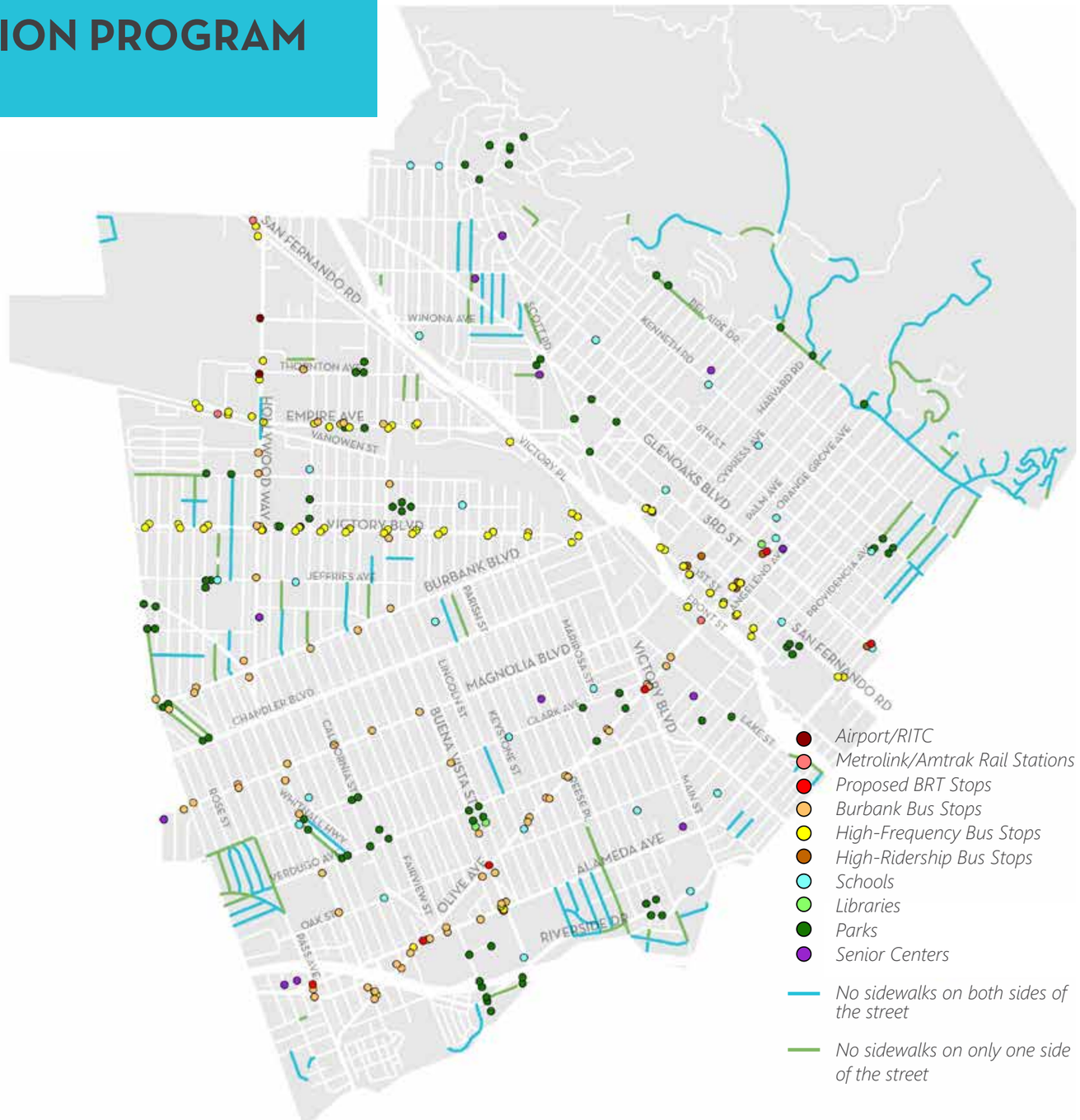
Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: varies from **25-30%** to **90-95%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $18 million

Annual Operations and Maintenance (O&M) Cost Estimate: N/A

Existing typical condition.



MID-TERM PRIORITY PROJECT

FRONT ST. PROTECTED BIKEWAY PROJECT (PHASE 2)

PROJECT LOCATION:

Front St. between 1st St. and Olive Bridge underpass.

PROJECT DESCRIPTION:

- Two-way, sidewalk-level Class IV protected bikeway.

PURPOSE:

- Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile transit gap.
- Connect to future LaTerra (777 Front St.) development's sidewalk-level Class IV Bikeway.

Priority Eligibility:

- Priority networks: **Pedestrian, Bicyclist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

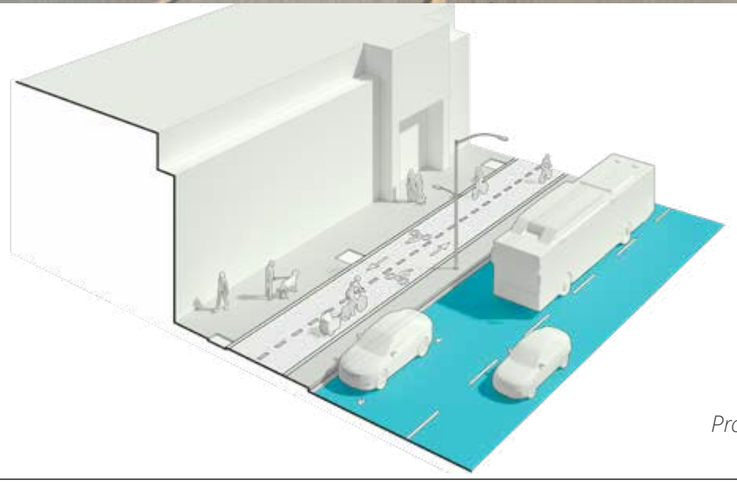
- Total collisions: **42.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **2.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **38.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 214 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 14 collisions (**7%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 4 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 3 of 193 collisions (**2%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **70-75%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $520K

Annual Operations and Maintenance (O&M) Cost Estimate: $35K



Proposed.

MID-TERM PRIORITY PROJECT

DOWNTOWN, SAN FERNANDO BLVD. RECONFIGURATION PROJECT (PHASE 2)

PROJECT LOCATION:

San Fernando Blvd. between Magnolia Blvd. and Olive Ave.

PROJECT DESCRIPTION:

- Build permanent infrastructure for Phase 2.
- Make one-way vehicular flow of traffic be permanent. Reduce vehicle travel lanes from two lanes to one lane.
- Reconstruct curb and gutter to expand parkways from current 10 ft. to about 17 ft. Streamline and reorganize sidewalk zones.
- Provide more street trees or shade structures.

PURPOSE:

- Enhance vehicular and pedestrian safety.
- Expand shade and urban greenery.

Priority Eligibility:
- Priority networks: **Pedestrian**
- Within focus areas: **Yes**

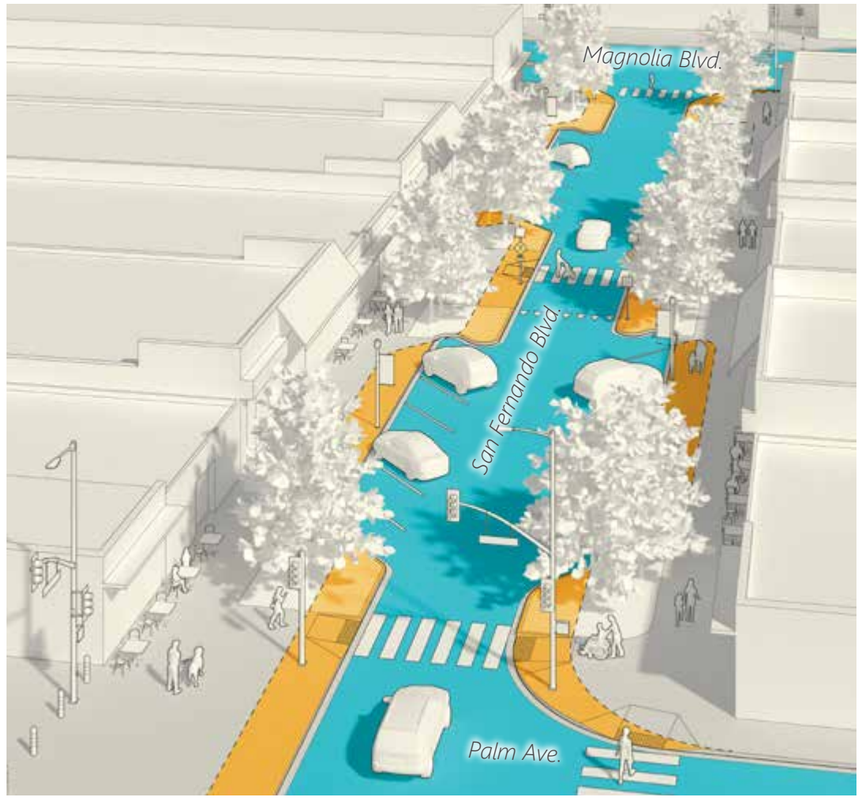
Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **97.6 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **6.2 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **3.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **87.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 8 of 488 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 31 collisions (**3%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 16 collisions (**6%**) resulted in KSI incidents
- Motorist-only collision severity: 7 of 437 collisions (**2%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **70-75%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $3.3 million

Annual Operations and Maintenance (O&M) Cost Estimate: N/A

Proposed.



Proposed.

MID-TERM PRIORITY PROJECT

DOWNTOWN, MAGNOLIA BLVD. IMPROVEMENT PROJECT (PHASE 1)

PROJECT LOCATION:

Magnolia Blvd. between 1st St. and San Fernando Blvd.

PROJECT DESCRIPTION:

- Upgrade pedestrian crossing at 1st St. and Magnolia Blvd. intersection to high visibility crosswalks.
- Widen sidewalks/parkways along southern side of Magnolia Blvd. from 1st St. to mid-block before 3rd St. to about 10 ft. in place of approximately eight parking spaces and removing two center medians.
- Expand northeast and southeast corner at 1st St. and Magnolia Blvd. to reduce pedestrian crossing distance by about 30 ft.
- Retain vehicular capacity and existing travel lanes.
- Pedestrian signal timing improvements to address safety.

PURPOSE:

- Improve pedestrian safety and connectivity.

Priority Eligibility:
- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

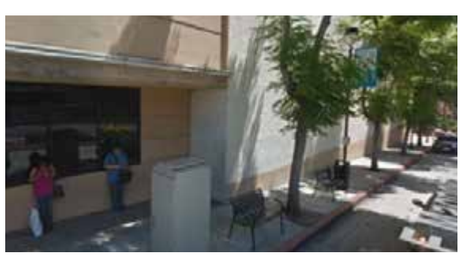
Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **52.4 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **3.4 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **46.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 262 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 17 collisions (**6%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 11 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 3 of 233 collisions (**1%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **70-75%**, and **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $660K

Annual Operations and Maintenance (O&M) Cost Estimate: $25K

Proposed.



Existing.

MID-TERM PRIORITY PROJECT

MAGNOLIA PARK, MAGNOLIA BLVD. RECONFIGURATION PROJECT (PHASE 1)

PROJECT LOCATION:

8 blocks along Magnolia Blvd. between Catalina St. and Hollywood Way.

PROJECT DESCRIPTION:

- Install high-visibility crosswalks and controlled pedestrian crossings at every intersection.
- Install curb extensions at intersections with high pedestrian volumes.

PURPOSE:

- Improve pedestrian safety and connectivity.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

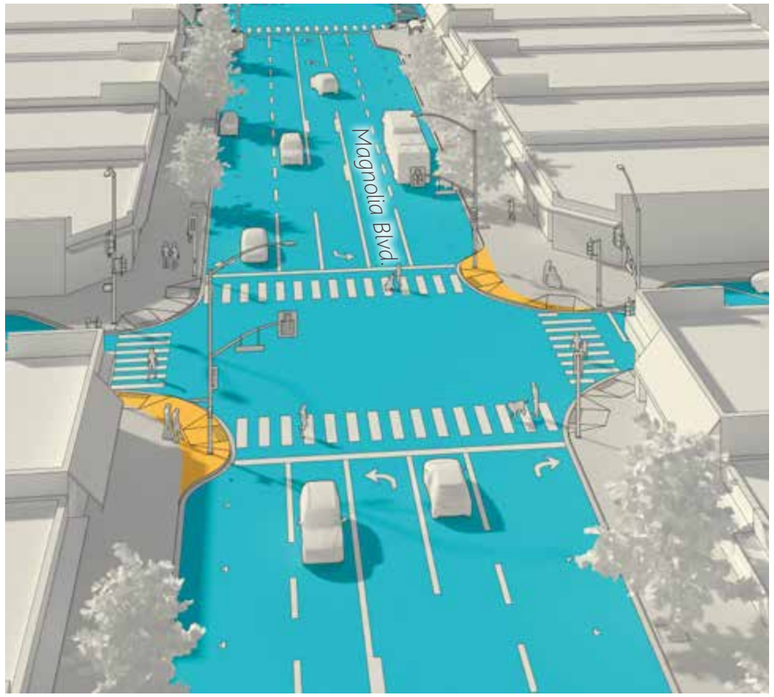
- Total collisions: **35 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **1.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **30.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 3 of 175 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 9 collisions (**11%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 10 collisions (**10%**) resulted in KSI incidents
- Motorist-only collision severity: 1 of 152 collisions (**0.6%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **40-45%** and **60-65%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $4.6 million

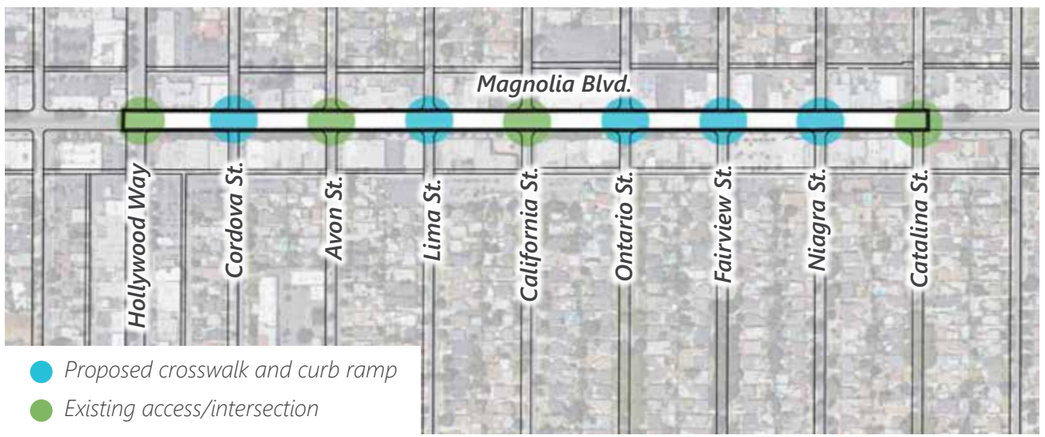
Annual Operations and Maintenance (O&M) Cost Estimate: $65K



Proposed.

Existing.

Existing.



Proposed.

MID-TERM PRIORITY PROJECT

CHANDLER BIKEWAY ACCESS IMPROVEMENTS AND RECONFIGURATION PROJECT

PROJECT LOCATION:

- Chandler Blvd. between Clybourn Ave. and Mariposa St.

PROJECT DESCRIPTION:

- Construct 26 pedestrian curb ramps with high visibility crosswalks and create 5 new access points along the existing multi-use path.
- Re-stripe Chandler Blvd. for vehicular traffic to be the traditional one-way in each direction to provide pedestrian and motorist safety enhancements.

PURPOSE:

- Currently, people with disabilities must travel up to ½ mile to access the Chandler Bikeway. The project would provide ADA upgrades and improve pedestrian safety and convenience.
- Enhance bicyclist safety and accessibility.
- Improve motorist safety.

Priority Eligibility:

- Priority networks: **Pedestrian, Bicyclist**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **43 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **1.2 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **3.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **37.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 2 of 215 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 6 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 19 collisions (**5%**) resulted in KSI incidents
- Motorist-only collision severity: 1 of 188 collisions (**0.5%**) resulted in KSI incidents

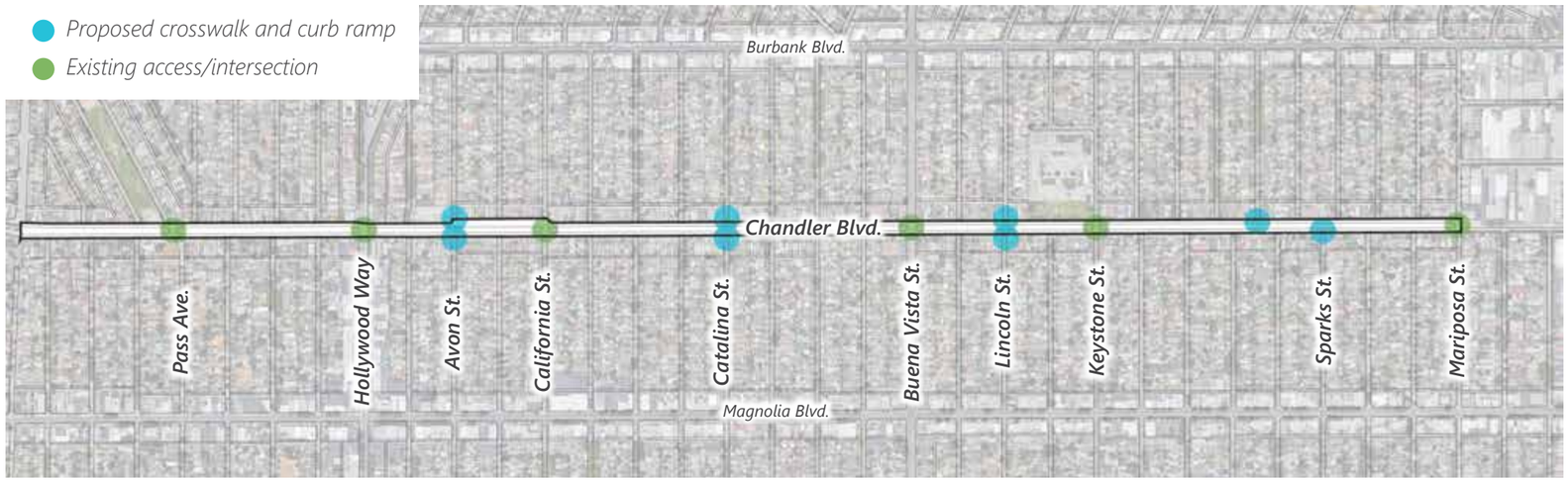
Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **40-45%, 50-55%**, and **55-60%**

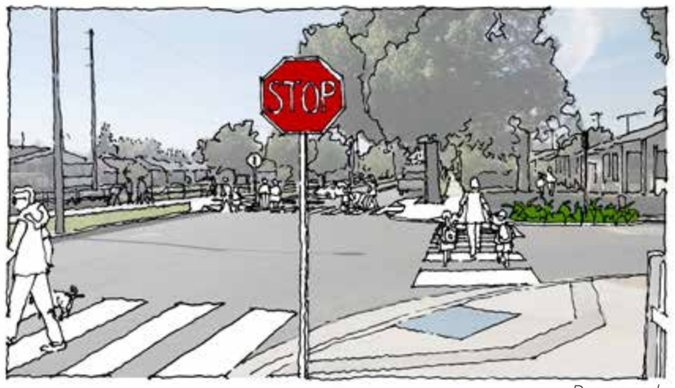
Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $1.55 million

Annual Operations and Maintenance (O&M) Cost Estimate: $13K

Existing.



Proposed.



Proposed.

MID-TERM PRIORITY PROJECT

HOLLYWOOD WAY AT WHITNALL HIGHWAY INTERSECTION RECONFIGURATION PROJECT

PROJECT LOCATION:

Whitnall Highway near Hollywood Way and Clark Ave.

PROJECT DESCRIPTION:

- Reconfigure the intersection to enhance pedestrian and motorist safety.
- Reduce pedestrian crossing distance across Hollywood Way and install high-visibility crosswalks.
- Install landscaping, public art, demonstration garden, and/or stormwater capture.

PURPOSE:

- Increase shade and urban greenery.
- Improve pedestrian and motorist safety.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **23.2 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **1.2 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **1.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **20 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 2 of 116 collisions (**2%**) resulted in KSI incidents
- Pedestrian collision severity: 2 of 6 collisions (**33%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 9 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 0 of 100 collisions (**0%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **60-65%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $265K

Annual Operations and Maintenance (O&M) Cost Estimate: $40K

Proposed.

Existing.

Existing.

MID-TERM PRIORITY PROJECT

EDISON BLVD. AT HOLLYWOOD WAY INTERSECTION RECONFIGURATION PROJECT

PROJECT LOCATION:

Edison Blvd. at Hollywood Way Intersection

PROJECT DESCRIPTION:

- Enhance visibility for motorists.
- Reconfigure the intersection to enhance pedestrian and motorist safety.
- Reduce pedestrian crossing distance across Hollywood Way and install high-visibility crosswalks.
- Install landscaping, public art, demonstration garden, and/or stormwater capture.

PURPOSE:

- Increase shade and urban greenery.
- Improve pedestrian and motorist safety.

Priority Eligibility:

- Priority networks: **Pedestrian**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **27 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0.6 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **1.4 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **24.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 3 of 135 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 3 collisions (**33%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 7 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 2 of 123 collisions **(2%)** resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **60-65%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $290K

Annual Operations and Maintenance (O&M) Cost Estimate: $30K

Proposed.

Existing.

Proposed.

13D. LONG-TERM PRIORITY PROJECTS

LONG-TERM				
#	PROJECT NAME	PRIORITY NETWORKS	IN FOCUS AREA?	PURPOSE
16	Downtown, Magnolia Bridge Rehabilitation Project	• Pedestrian • Bicyclist • Motorist	Yes	• Improve pedestrian and bicycle safety. • Enhance east/west connectivity over freeway.
17	1st Street Complete Street Project (Phase 2)	• Pedestrian • Transit • Bicyclist • Motorist	Yes	• Provide east/west connectivity between Downtown Burbank Metrolink Station and Downtown to eliminate first-/last mile transit gap. • Connect to future First Street Village sidewalk-level Class IV Bikeway.
18	Downtown, Magnolia Blvd. Pedestrian Safety Improvement Project (Phase 2)	• Pedestrian • Bicyclist • Motorist	Yes	• Improved pedestrian and bicycle safety. • Enhance first/last mile connectivity. • Increase shade and urban greenery.
19	North Olive Greening Project	• Pedestrian	No	• Traffic calming for residential street. • Fulfill City's Green Streets Policy. • Expand shade and urban greenery.
20	Mariposa St. Bridle Path Project	• Pedestrian • Equestrian	No	• Improve equestrian access to the only equestrian bridge that connects the City to Griffith Park. • Improve equestrian, pedestrian, and motorist safety.
21	Hollywood Way at Empire Ave. Underpass Improvement Project	• Pedestrian • Transit • Motorist	Yes	• Improve ADA access and pedestrian safety. • Close gaps and improve first/last-mile transit connectivity.
22	Alameda Underpass Improvement Project	• Pedestrian • Motorist	Yes	• Improve ADA access and pedestrian safety. • Close gaps and improve first/last-mile transit connectivity.
23	Magnolia Park, Magnolia Blvd. Reconfiguration Project (Phase 2)	• Pedestrian • Transit • Motorist	Yes	• Reimagine street as a slower, retail street. • Traffic calming could help businesses and build better neighborhoods.
24	CA-134 Freeway Cap Project	• Pedestrian • Transit • Motorist	Yes	• Close gaps and improve first/last-mile transit connectivity. • Expand urban greening and park space.

Figure 13-6. Long-Term Priority Projects List.

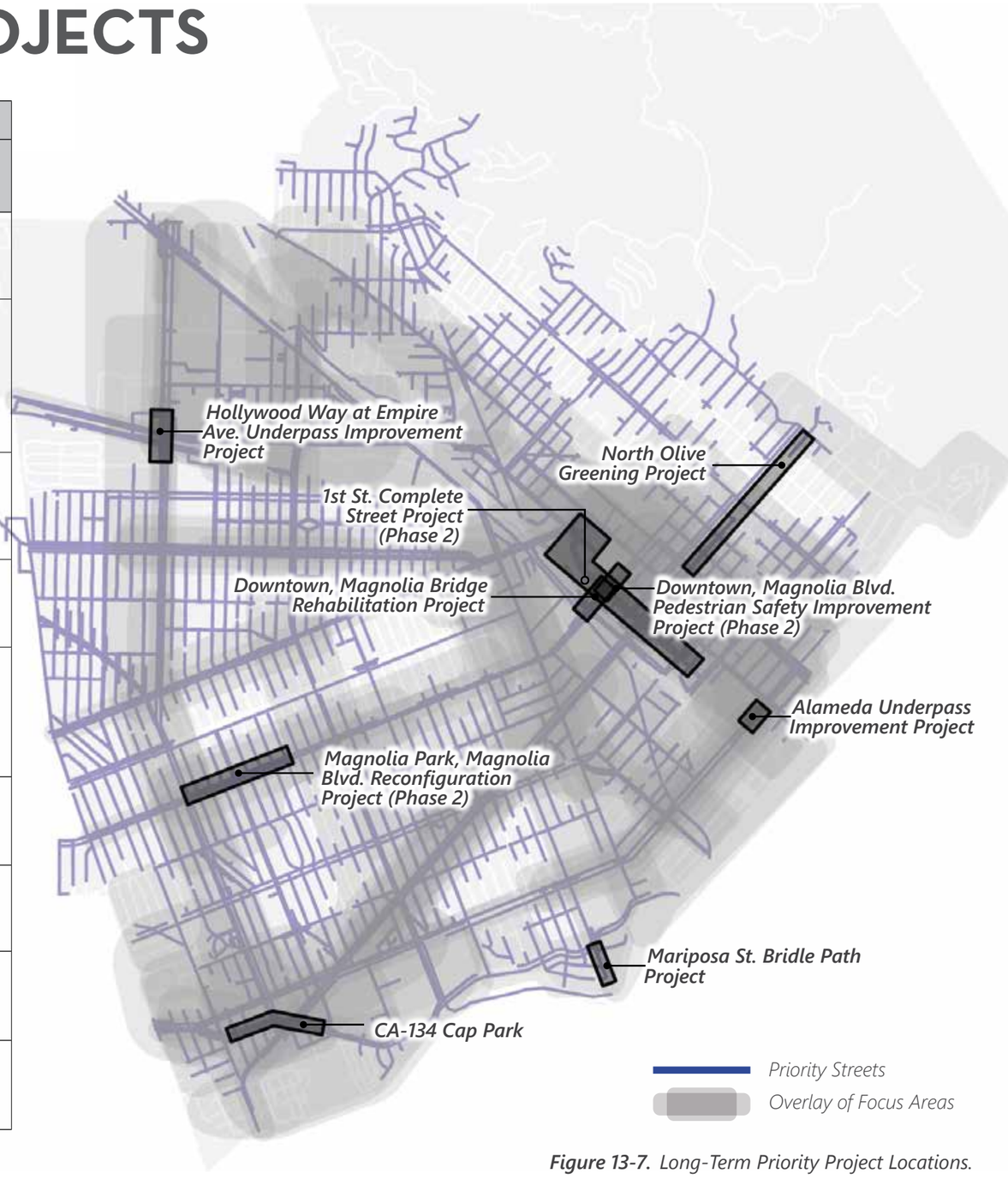


Figure 13-7. Long-Term Priority Project Locations.

LONG-TERM PRIORITY PROJECT

DOWNTOWN, MAGNOLIA BRIDGE REHABILITATION PROJECT

PROJECT LOCATION:

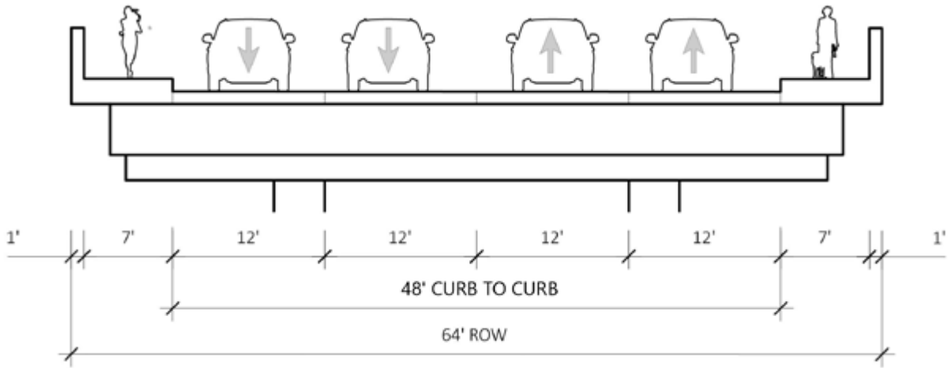
- Magnolia Bridge from 1st St. to Varney St.

PROJECT DESCRIPTION:

- When the Magnolia Bridge is rehabilitated, the project should include bicycle and pedestrian paths that are separated and protected from vehicular traffic.

PURPOSE:

- Improve pedestrian and bicyclist safety.
- Enhance east/west pedestrian and bicyclist connectivity over the freeway. There is currently no direct and convenient way to cross over the I-5 freeway.



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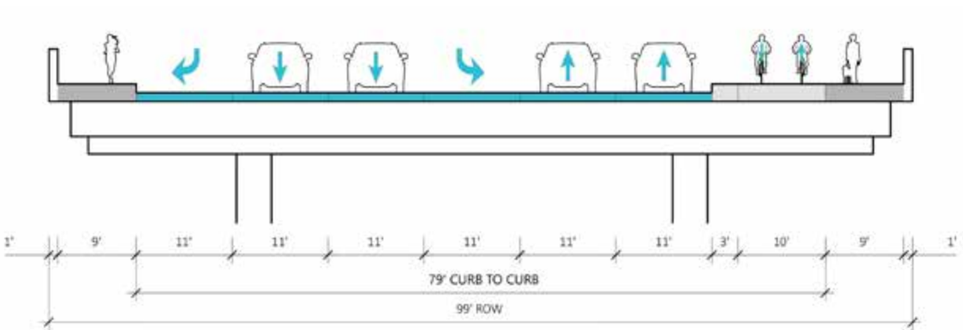


Proposed.

Priority Eligibility:

- Priority networks: **Pedestrian, Bicyclist, Motorist**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **67 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **3.6 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2.4 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **60.2 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 335 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 18 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 12 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 4 of 301 collisions (**1%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **70-75%** and **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $15 million

Annual Operations and Maintenance (O&M) Cost Estimate: $25K

Existing.

LONG-TERM PRIORITY PROJECT

1ST ST. COMPLETE STREETS PROJECT (PHASE 2)

PROJECT LOCATION:

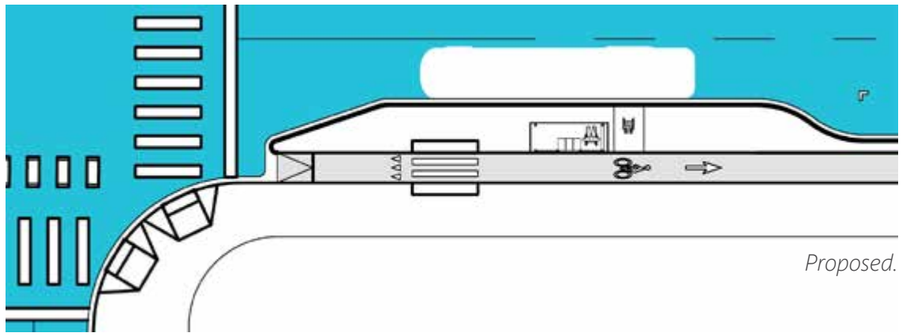
1st St. between San Fernando Blvd. and Verdugo Ave.

PROJECT DESCRIPTION:

- Sidewalk-level Class IV protected bikeway and bus boarding islands

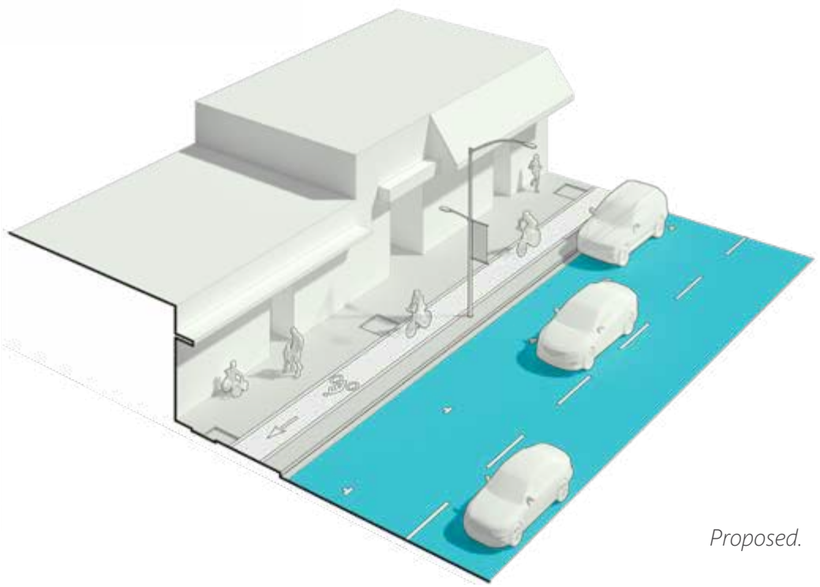
PURPOSE:

- Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile transit gap.
- Connect to future First Street Village development's sidewalk-level bikeway at 1st St. and Magnolia Blvd. and the proposed Front Street Class IV Bikeway Project.



Proposed.

Existing.



Proposed.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **113 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **6.4 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **3.8 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **102.2 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 10 of 565 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 2 of 32 collisions (**6%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 19 collisions (**5%**) resulted in KSI incidents
- Motorist-only collision severity: 7 of 511 collisions (**1%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: varies from **70-75%** to **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $2.2 million

Annual Operations and Maintenance (O&M) Cost Estimate: $35K

LONG-TERM PRIORITY PROJECT

DOWNTOWN, MAGNOLIA BLVD. IMPROVEMENT PROJECT (PHASE 2)

PROJECT LOCATION:

Magnolia Blvd. between 1st St. and 3rd St.

PROJECT DESCRIPTION:

- Remove one westbound travel lane and maintain existing two eastbound travel lanes on Magnolia Blvd.
- Construct a two-way, sidewalk-level Class IV Bikeway on northern side of Magnolia Blvd.
- Expand sidewalk/parkway on northern side of Magnolia Blvd.

PURPOSE:

- Improve pedestrian and bicyclist safety.
- Enhance first/last-mile transit connectivity.
- Increase shade and urban greenery.

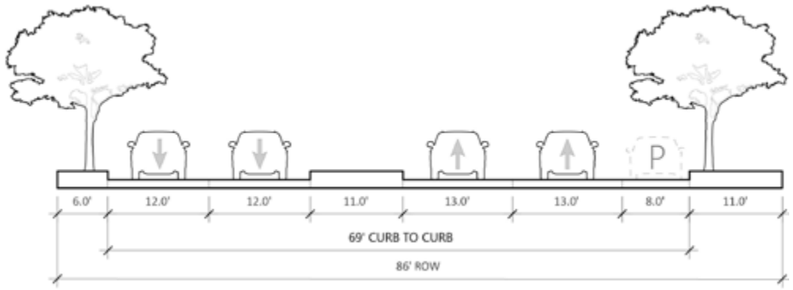
Priority Eligibility:
- Priority networks: **Pedestrian, Bicyclist, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **81.2 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **5 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2.6 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **73 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 8 of 406 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 25 collisions (**4%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 13 collisions (**8%**) resulted in KSI incidents
- Motorist-only collision severity: 6 of 365 collisions (**2%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **70-75%** and **75-80%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $1.52 million

Annual Operations and Maintenance (O&M) Cost Estimate: $51K



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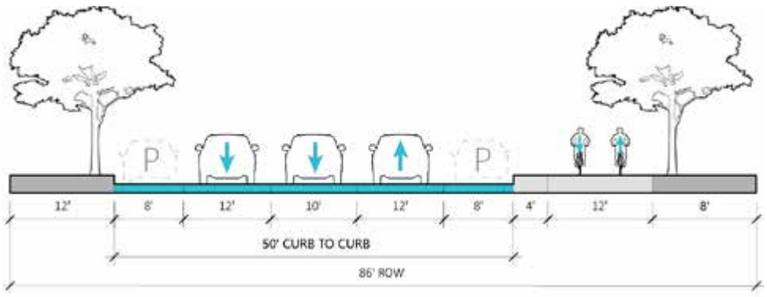

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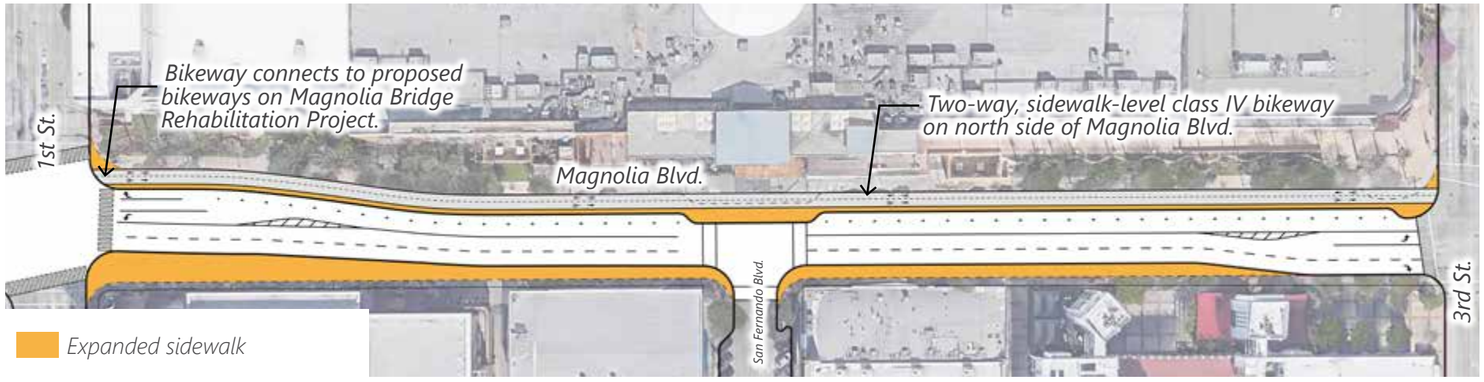
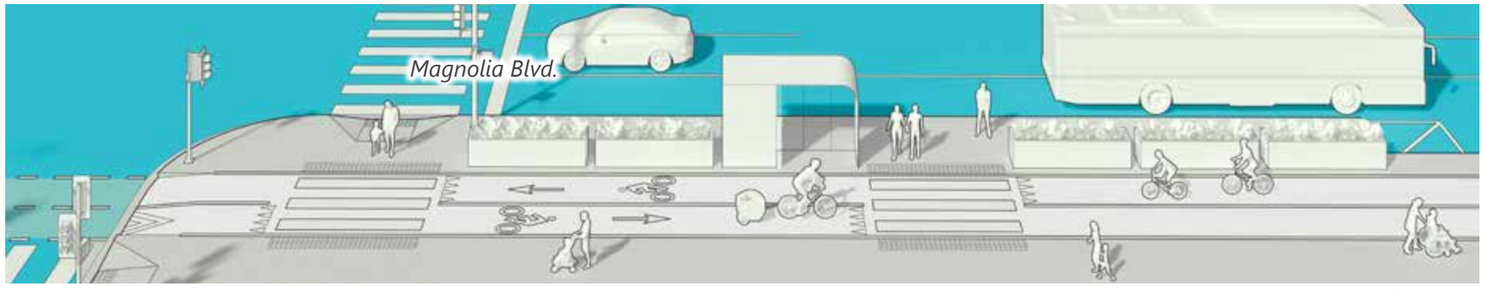




Proposed.

LONG-TERM PRIORITY PROJECT

NORTH OLIVE GREENING PROJECT

PROJECT LOCATION:

Olive Ave. between Sunset Canyon Dr. and Kenneth Rd.

PROJECT DESCRIPTION:

- Construct a landscaped median for stormwater capture and/or a walking path with landscaping.
- Existing vehicular lanes and on-street parking unchanged.

PURPOSE:

- Traffic calming treatment on a residential street.
- Fulfill City's Green Streets Policy and expand stormwater capture.
- Expand shade and urban greenery.

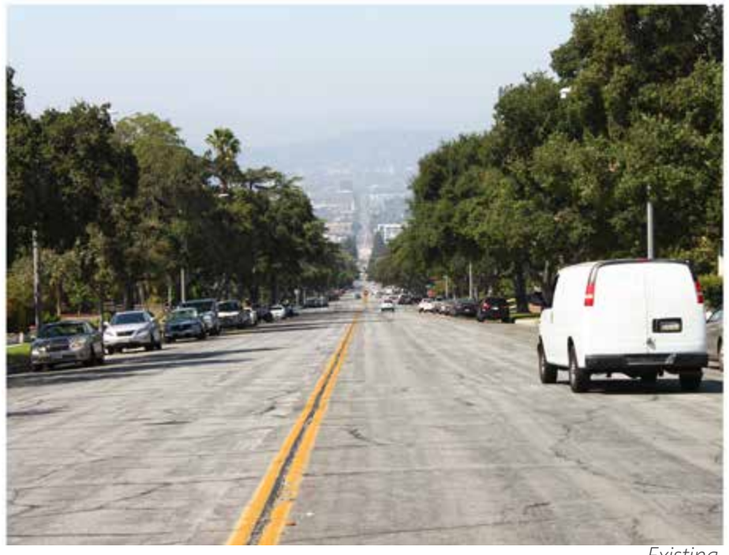
Priority Eligibility:
- Priority networks: **Pedestrian**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **24.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0.4 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0.2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **24 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 0 of 124 collisions (**0%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 2 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 1 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 0 of 120 collisions (**0%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **45-50%** and **60-65%**

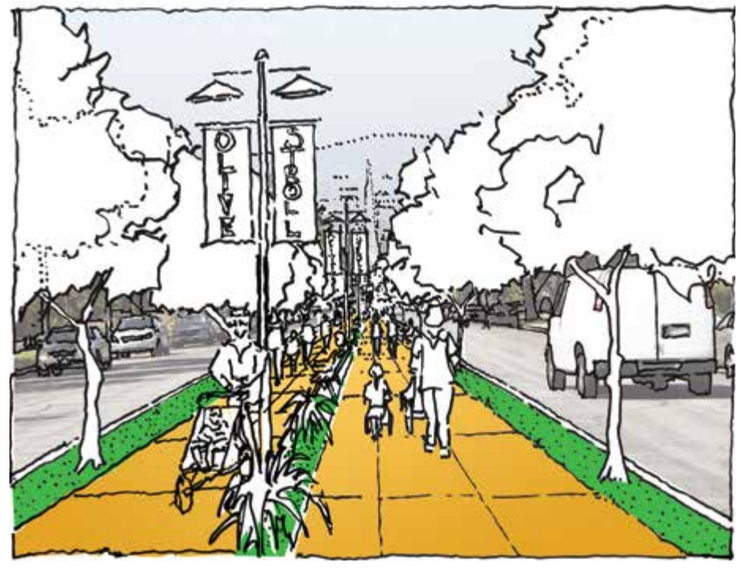
Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $2.34 million

Annual Operations and Maintenance (O&M) Cost Estimate: $50K



Existing.

Proposed Option 1: 20 ft. wide vegetated swale



Proposed Option 2: Landscaped Pedestrian Path

LONG-TERM PRIORITY PROJECT

MARIPOSA ST. BRIDLE PATH PROJECT

PROJECT LOCATION:

Mariposa St. between Riverside Dr. and Valleyheart Dr.

PROJECT DESCRIPTION:

- Request for future dedication from adjacent private property along eastern side of Mariposa St. and remove about eight on-street parking spaces to construct a 12 ft. wide equestrian path.
- Construct a 4 ft. high fence to separate equestrians from other street users.

PURPOSE:

- Project would improve equestrian access to the only equestrian bridge that connects Burbank to Griffith Park.
- Improve equestrian, pedestrian, and motorist safety.
- Provide missing connection from Rancho District to Griffith Park and neighboring disadvantaged communities in the City.

Priority Eligibility:
- Priority networks: **Pedestrian, Equestrian**
- Within focus areas: **No**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **2.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **2.6 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 0 of 14 collisions (**0%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 0 collisions (**20%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 0 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 0 of 13 collisions (**0%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **55-60%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $950K

Annual Operations and Maintenance (O&M) Cost Estimate: $25K

Existing.

Proposed.

LONG-TERM PRIORITY PROJECT

HOLLYWOOD WAY AT EMPIRE AVE. UNDERPASS PROJECT

PROJECT LOCATION:

Hollywood Way underpass between Empire Ave. and Vanowen St.

PROJECT DESCRIPTION:

- Construct elevated and separated sidewalks along the underpass.
- Provide ADA accessibility.
- Enhance roadway and pedestrian lighting.

PURPOSE:

- Currently, there is an existing stairwell, but no sidewalks that connect between Empire Ave. and Vanowen St. along Hollywood Way.
- Improve ADA access, pedestrian safety, and public safety.
- Close gaps and improve first/last-mile connectivity.

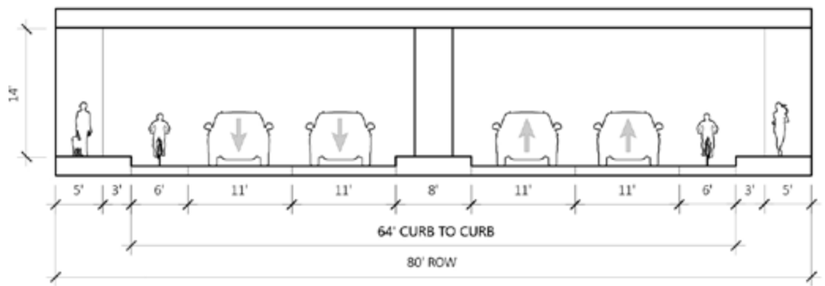
Priority Eligibility:
- Priority networks: **Pedestrian, Transit, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):
- Total collisions: **24.4 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **0.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **0.6 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **23 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 1 of 122 collisions (**0.8%**) resulted in KSI incidents
- Pedestrian collisions severity: 0 of 4 collisions (**0%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 3 collisions (**33%**) resulted in KSI incidents
- Motorist-only collision severity: 0 of 115 collisions (**0%**) resulted in KSI incidents

Socio-Economic Indicators:
- CalEnviroScreen 3.0 Percentile Scores: **90-95%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $2.05 million

Annual Operations and Maintenance (O&M) Cost Estimate: $20K



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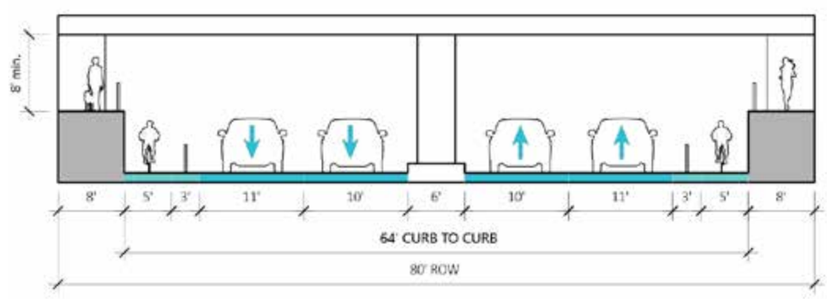
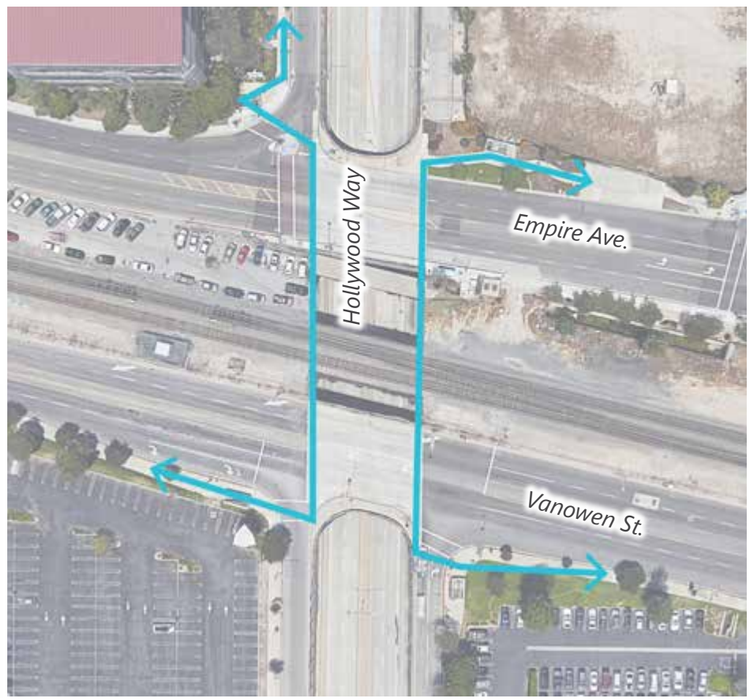


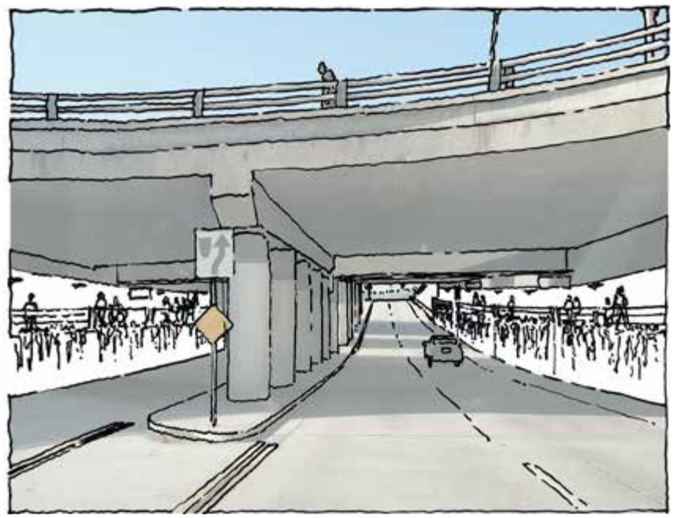
Proposed.



Proposed Pedestrian Circulation.

Existing Stairwell.

Existing.



Proposed.

LONG-TERM PRIORITY PROJECT

ALAMEDA UNDERPASS IMPROVEMENT PROJECT

PROJECT LOCATION:

- Alameda Ave. underpass between Flower St. and San Fernando Blvd.

PROJECT DESCRIPTION:

- Construct elevated and separated sidewalks along the underpass.
- Provide ADA accessibility.
- Enhance roadway and pedestrian lighting.

PURPOSE:

- Improve ADA access, pedestrian safety, and general public safety.
- Close gaps and improve first/last-mile transit connectivity.

Priority Eligibility:

- Priority networks: **Pedestrian, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **37.8 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **1 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2 per year** (citywide average: 63.2 per year)
- Motorist-only collisions: **34.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 3 of 189 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 5 collisions (**20%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 10 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 2 of 172 collisions (**1%**) resulted in KSI incidents

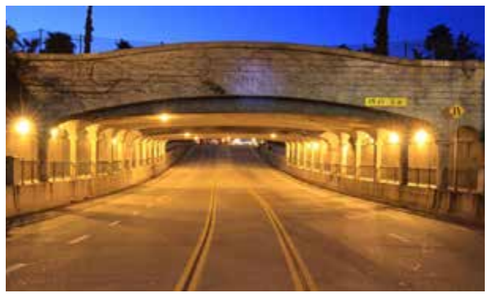
Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **90-95%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $3.3 million

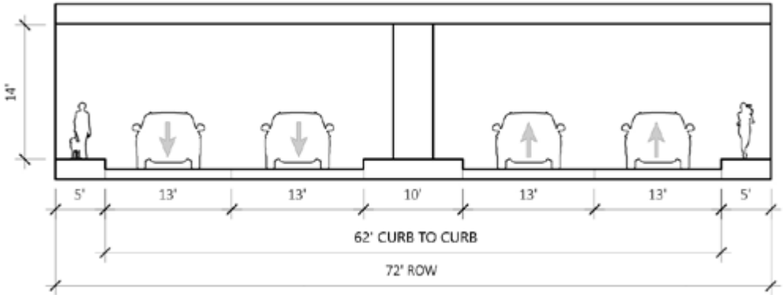
Annual Operations and Maintenance (O&M) Cost Estimate: $15K

Proposed.

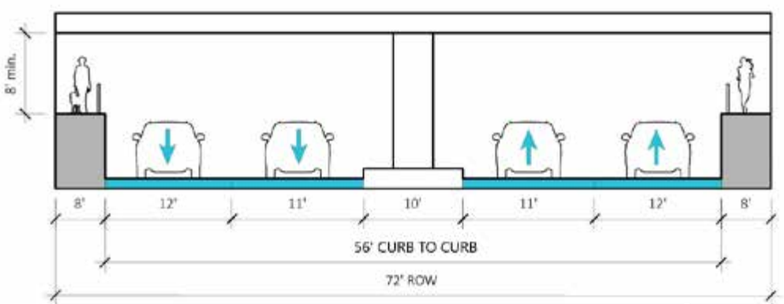


State St. Underpass, Santa Barbara, CA.

Existing.



Existing.



Proposed.

LONG-TERM PRIORITY PROJECT

MAGNOLIA PARK, MAGNOLIA BLVD. RECONFIGURATION PROJECT (PHASE 2)

PROJECT LOCATION:

8 blocks along Magnolia Blvd. between Catalina St. and Hollywood Way

PROJECT DESCRIPTION:

- Reduce vehicular travel lanes from two lanes in each direction with center turn lane to one lane in each direction with left and right-turn pockets at every intersection.
- Install 30 ft. center median for parking and landscaping. About 22 additional parking spaces would be added per block for a total of 176 of parking spaces.
- Neighborhood protection study and planning would need to occur to reduce cut-through traffic.

PURPOSE:

- Re-imagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Traffic calming could help businesses and build better neighborhoods.

Priority Eligibility:

- Priority networks: **Pedestrian, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

- Total collisions: **35 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **1.8 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **2 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **30.4 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 3 of 175 collisions (**2%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 9 collisions (**11%**) resulted in KSI incidents
- Bicyclist collision severity: 1 of 10 collisions (**10%**) resulted in KSI incidents
- Motorist-only collision severity: 1 of 152 collisions (**0.6%**) resulted in KSI incidents

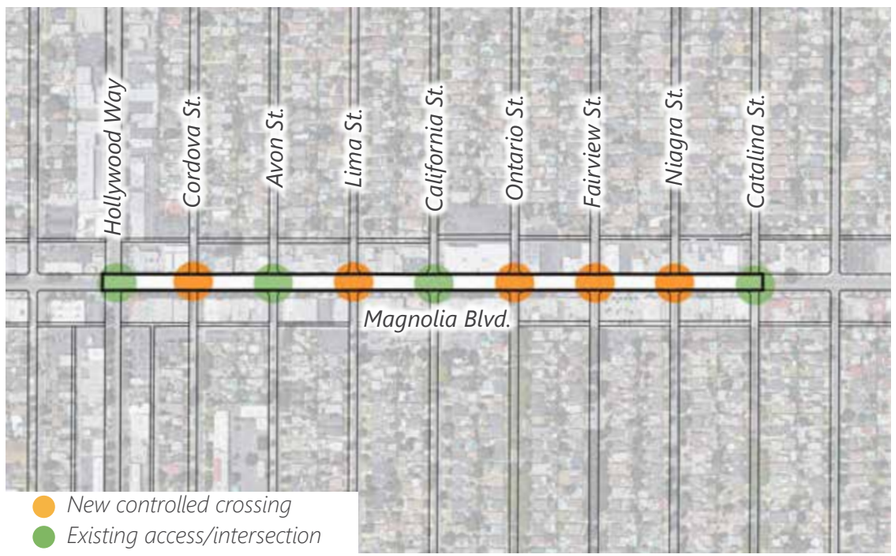
Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **40-45%** and **60-65%**

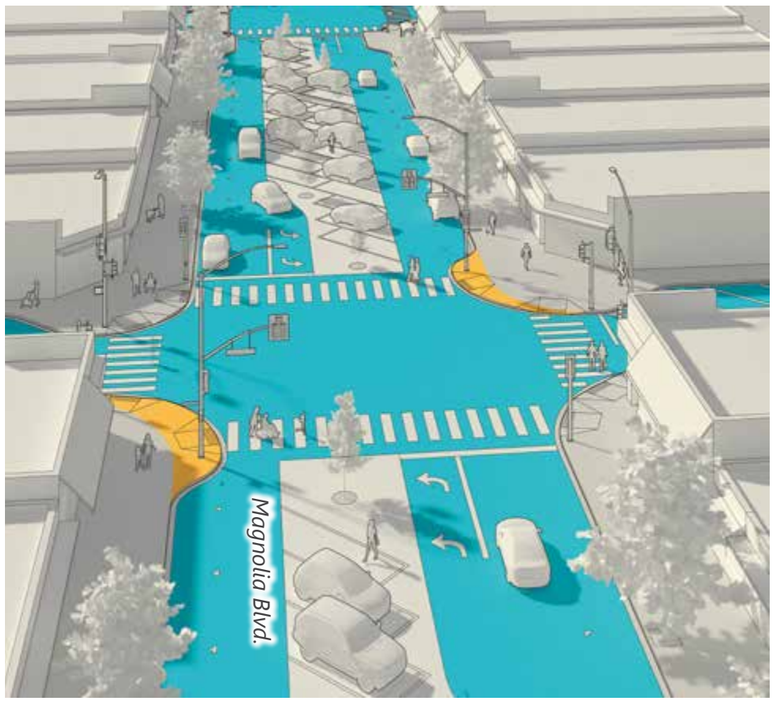
Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $2.3 million

Annual Operations and Maintenance (O&M) Cost Estimate: $60K

Existing.



Proposed.



Proposed.

Proposed.

LONG-TERM PRIORITY PROJECT

CA-134 FREEWAY CAP PROJECT

PROJECT LOCATION:

- SR-124 Freeway from California St. to Pass Ave.

PROJECT DESCRIPTION:

- Construct a new transit center in the City's Media District, which is identified in the Burbank2035 General Plan.
- Construct four decks to connect over the SR-134 freeway.
- Construct passive recreational park with landscaping and greenery.
- Partner with local organizations and local studios to program the outdoor space with community activities and events.

PURPOSE:

- Close gaps and improve first/last-mile connectivity.
- Expand urban greening and park space.

Priority Eligibility:

- Priority networks: **Pedestrian, Transit, Motorist**
- Within focus areas: **Yes**

Average Annual Collisions within a quarter mile (June 2013 - June 2018):

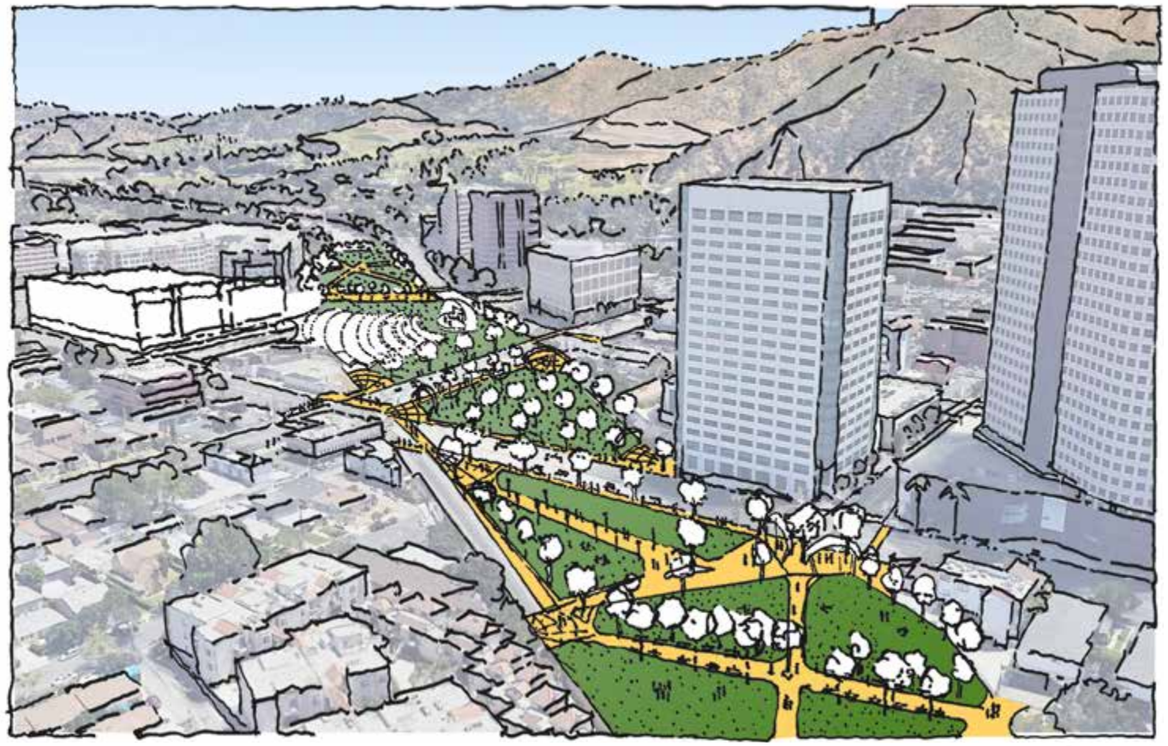
- Total collisions: **379 per year** (citywide average: 1,302.4 per year)
- Pedestrian collisions: **15 per year** (citywide average: 61.4 per year)
- Bicyclist collisions: **19 per year** (citywide average: 53.2 per year)
- Motorist-only collisions: **343 per year** (citywide average: 1,175.2 per year)
- Total collision severity: 4 of 379 collisions (**1%**) resulted in KSI incidents
- Pedestrian collisions severity: 1 of 15 collisions (**7%**) resulted in KSI incidents
- Bicyclist collision severity: 0 of 19 collisions (**0%**) resulted in KSI incidents
- Motorist-only collision severity: 3 of 343 collisions (**0.9%**) resulted in KSI incidents

Socio-Economic Indicators:

- CalEnviroScreen 3.0 Percentile Scores: **40-45%** and **60-65%**

Planning-Level Rough-Order-of-Magnitude (ROM) Cost Estimate: $830 million
Annual Operations and Maintenance (O&M) Cost Estimate: $200K

Proposed.



Proposed.

14 APPENDIX

14A. CITY COUNCIL RESOLUTION
14B. GLOSSARY OF TERMS
14C. REFERENCES
14D. COMPLETE STREETS CHECKLIST
14E. COMMUNITY OUTREACH EXHIBITS

A

APPENDIX:
CITY COUNCIL RESOLUTION

RESOLUTION NO. 20-29,150

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK ADOPTING THE BURBANK CITYWIDE COMPLETE STREETS PLAN AND DECLARING CATEGORICAL EXEMPTION UNDER CEQA.

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. On April 28, 2017, the California Legislature passed and Governor Edmond G. Brown Jr. signed into law Senate Bill (SB) 1 – The Road Repair and Accountability Act of 2017, a transportation funding bill that will provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system;

B. The SB 1 grant funds are intended to support and implement the Regional Transportation Plan (RTP) Sustainable Communities Strategies (SCS) and to ultimately achieve the State's greenhouse gas (GHG) reduction target of 40 and 80 percent below 1990 levels by 2030 and 2050, respectively;

C. On February 13, 2018, the City of Burbank accepted the Caltrans Sustainable Transportation Planning Grant – Road Maintenance & Rehabilitation Account (RMRA) – to create a Citywide Complete Streets Plan in the amount of $519,228.00. A local match of $67,272.00 in City funds was provided for a total project amount of $586,228.00.

D. The City of Burbank Complete Streets Plan ("Citywide Complete Streets Plan"), attached to this Resolution as Exhibit A, fulfills the following Burbank2035 General Plan Mobility Element Goal 3, Complete Streets, which states that Burbank's complete streets will meet all mobility needs and improve community health. Goal 3 also has the following policies:

1. Policy 3.1: Use multi-modal transportation standards to assess the performance of the City street system.
2. Policy 3.2: Complete City streets by providing facilities for all transportation modes.
3. Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.
4. Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.
5. Policy 3.5: Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.

E. The Citywide Complete Streets Plan is statutorily exempt under California Environmental Quality Act (CEQA) Title 14, Article 18, Section 15262 as a planning study as it does not commit the City to implement any of the identified improvements that will be included in or approved by the Plan.

THE COUNCIL OF THE CITY OF BURBANK RESOLVES:

1. The Citywide Complete Streets Plan has been processed in accordance with the applicable provisions of the California Environmental Quality Act (CEQA).

2. The Citywide Complete Streets Plan is hereby adopted to guide future improvements to enhance safety for all modes, users, ages, abilities, and disabilities of the transportation system.

PASSED and ADOPTED this 16th day of June, 2020.

Sharon Springer
Mayor

Attest:

Zizette Mullins, MMC, City Clerk

Approved as to Form:
Office of the City Attorney

By: Iain MacMillan
Assistant City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
CITY OF BURBANK)

I, Zizette Mullins, MMC, City Clerk of the City of Burbank, do hereby certify that the foregoing Resolution was duly and regularly passed and adopted by the Council of the City of Burbank at its regular meeting held on the 16th day of June, 2020, by the following vote:

AYES: Frutos, Gabel-Luddy, Murphy, Talamantes and Springer.

NOES: None.

ABSENT: None.

Zizette Mullins, MMC, City Clerk

B APPENDIX: GLOSSARY OF TERMS

B. GLOSSARY OF TERMS

A

AASHTO. American Association of State Highway and Transportation Officials.

Access. A place or way by which pedestrians and vehicles have safe, adequate and usable ingress and egress to a property or use. Source: BMC.

Accessibility. A term describing the degree to which something is accessible by as many people as possible regardless of physical ability or income level. In transportation design, accessibility is often used to focus on people with disabilities and their right of access to thoroughfares, buildings and public transportation. Accessibility also refers to transportation facilities that comply with Public Rights-of-Way Accessibility Guidelines (PROWAG) related to ADA.

Accessible Pedestrian Signal (APS). A device that communicates information about pedestrian signal timing in non-visual format such as audible tones, speech messages, and/or vibrating surfaces. Source: CA MUTCD.

Accessible Pedestrian Signal (APS) Detector. A device designated to assist the pedestrian who has visual or physical disabilities in activating the pedestrian phase. Source: CA MUTCD.

ADA. Americans with Disabilities Act.

Alley or Alleyway. A public right-of-way which serves as a secondary means of access to abutting property. Source: BMC.

Arterial Street, Major. Regional transportation corridors bounded by commercial and multi-family development. Provide access to all transit modes, with the focus on regional transit and auto traffic. Pedestrian connections link land uses to transit. Source: Burbank2035 General Plan.

Arterial Street, Secondary. Streets that serve local cross-town traffic; may serve regional traffic. Provide access to local transit. Pedestrian connections designed to encourage multi-purpose trips. Source: Burbank2035 General Plan.

Average Daily Traffic (ADT). The average 24 hour volume, being the total volume during a stated period divided by the number of days in that period. Normally, this would be periodic daily traffic volumes over several days, not adjusted for days of the week or seasons of the year. Source: CA MUTCD.

B

Beacon. A highway traffic signal with one or more signal sections that operates in a flashing mode. Source: CA MUTCD.

Bicycle or Bike. A pedal-powered vehicle upon which the human operator sits. As per California Vehicle Code (CVC) 231, a bicycle is a device upon which any person may ride, propelled exclusively by human power through a belt, chain, or gears, and having one or more wheels. Source: CA MUTCD.

Bicycle or Bike Facilities. A general term denoting improvements and provisions that accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically defined for bicycle use. Source: CA MUTCD.

Bikeway. A generic term for any road, street, path, or way that in some manner is specifically designated for bicycle travel, regardless of whether such facilities are designated for the exclusive use of bicycles or are to be shared with other transportation modes. All facilities that provide primarily for bicycle travel. Source: CA MUTCD.

Bikeway, Class I. A Bicycle Path or Shared-Use Path that provide a completely separated and off-street right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized. Source: CA MUTCD.

Bikeway, Class II. A Bicycle Lane that provides a restricted right-of-way designated for the exclusive in-street use of bicycles with through travel by motor vehicles or pedestrians prohibited, but crossflows may be allowed. Source: CA MUTCD.

Bikeway, Class III. A Bicycle Route that designates shared travel of bicycles and motor vehicles denoted by signs or pavement markings, such as shared-lane markings. Source: CA MUTCD.

Bikeway, Class IV. A Cycle Track or Protected Bikeway that provides a right-of-way designated exclusively for bicycle travel separated from pedestrians, vehicle traffic, and parked vehicles. Class IV Bikeways are protected and separated using grade separation, flexible posts, inflexible physical barriers, and/or on-street parking. Refer to California Streets and Highways Code Section 890.4 and Caltrans' Design Information Bulletin Number 89 for design criteria. Class IV Bikeways may either be sidewalk-level or in-street and are protected and separated using a Vehicle Buffer and Pedestrian Buffer. Source: CA MUTCD.

BMC. Burbank Municipal Code.

Bridle Path. An equestrian-only trail for riders and their horses. Source: FHWA.

Building Face or Façade. That part of the exterior wall of a building that faces one direction and is located between

ground level and the ceiling of its top story. The front of a Porch is not the building face. Source: BMC.

Bus Rapid Transit (BRT). A high-quality bus service that provides faster, more reliable and convenient service through the use of several key attributes, including, dedicated bus lanes, branded vehicles and stations, higher frequency, intelligent transportation systems, and possible off-board fare collection and/or all door boarding. Source: Los Angeles Metro.

C

CA MUTCD. California Manual of Uniform Traffic Control Devices. CA MUTCD.

Caltrans. California Department of Transportation. Source: CA MUTCD.

Center Line Markings. The yellow pavement marking line(s) that delineates the separation of traffic lanes that have opposite directions of travel on a roadway. These markings need not be at the geometrical center of the pavement. Source: CA MUTCD.

Concrete Bus Pad. Highly durable areas of the roadway surface at bus stops, usually constructed in concrete, addressing the common issue of asphalt distortion at bus stops. (Source: NACTO.)

Collector Street, Downtown. Collector streets that feed cars, pedestrians, and bicycles between arterials and the land uses in the Downtown area. Source: Burbank2035 General Plan.

Collector Street, Neighborhood. Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians. Source: Burbank2035 General Plan.

Crossing. See Crosswalk.

Crosswalk. (a) That portion of a roadway included within the prolongation or connection of the boundary lines of sidewalks at intersections where the intersecting roadways meet at approximately right angles, except the prolongation of such lines from an alley across a street. (b) Any portion of a roadway distinctly indicated for pedestrian crossing by lines or other markings on the surface. Notwithstanding the foregoing provisions of this section, there shall not be a crosswalk where local authorities have placed signs indicating no crossing. Source: CA MUTCD.

Crosswalk, Raised. Ramped speed tables spanning the entire width of the roadway, often placed at mid-block crossing locations. The crosswalk is demarcated with paint and/or special paving materials and acts as a traffic calming measure that allows the pedestrian to cross at grade within the sidewalk. Source: FHWA.

Cycle Length. The time required for one complete sequence of signal indications. Source: CA MUTCD.

CVC. California Vehicle Code.

Complete Street. A street that is designed, operated, and maintained to provide safe mobility for all types of users, of all ages, and all abilities. Everyone - people walking, taking transit, bicycling, driving, and all others - should be able to use streets safely.

Curb-to-Curb Width. See Traveled Way.

Curb Extension or Bulbout. An extension of the sidewalk into the roadway when there is marked on-street parking. Source: Caltrans Highway Design Manual.

Curb Radius, Actual. The curvature along the curb line. See Effective Turning Radius. Source: FHWA.

Curb or Sidewalk-Level. The level of the established curb at the center of the front of the building. Source: BMC.

Curb Zone. See Sidewalk, Curb Zone.

D

Delineator. A retroreflective device mounted on the roadway surface or at the side of the roadway in a series to indicate the alignment of the roadway, especially at night or in adverse weather. Source: CA MUTCD.

Design Vehicle. The longest vehicle permitted by statute of the road authority (State or other) on that roadway. Source: CA MUTCD.

Driveway. A paved access from a street or alley to a garage, carport or other parking area; a driveway may include the space required to turn or maneuver a motor vehicle into and out of such parking area. Source: BMC.

E

Effective Turning Radius. The curvature vehicles follow when making a turning movement around a curb. See Curb Radius, Actual. Source: FHWA.

Engineering Judgment. The evaluation of available pertinent information, and the application of appropriate principles, experience, education, discretion, provisions, and practices as contained in this Manual and other sources, for the purpose of deciding upon the applicability, design, operation, or installation of a traffic control device. Engineering judgment shall be exercised by an engineer, or by an individual working under the supervision of an engineer, through the application of procedures and criteria established by the engineer. Documentation of engineering judgment is not required. Source: CA MUTCD.

Electric Vehicles (EV). Either plug-in electric vehicles, all-electric vehicles, or plug-in hybrid electric vehicles that derive all or part of their power from electricity supplied by the electrical grid. Source: Department of Energy.

Equestrian. A horse rider or relating to horse riding. Equestrians include the young, the elderly, leisure riders, professional riders, organized groups, novices, people with disabilities, and working ranchers. Source: FHWA.

F

Far Side Bus Stop. Bus stops that is located on the far side of the intersection (after the bus passes through the intersection).

Flashing. An operation in which a light source, such as a traffic signal indication, is turned on and off repetitively. Source: CA MUTCD.

Frontage Zone. See Sidewalk, Frontage Zone.

Furnishing Zone. See Sidewalk, Furnishing Zone.

FHWA. Federal Highway Administration.

G

Greenhouse Gas (GHG). Gases that trap heat in the atmosphere, such as carbon dioxide, methane, nitrous oxide, and fluorinated gases. (Source: EPA).

H

Highway. A street which is shown on the General Plan for the City as a major or secondary arterial. Source: BMC.

Hybrid Beacon. A special type of beacon that is intentionally placed in a dark mode (no indications displayed) between periods of operation and, when operated, displays both steady and flashing traffic control signal indications. Source: CA MUTCD.

I

In-Lane (or Curb-Side) Bus Loading. Bus passenger loading that occurs within traffic in the travel lane at the curb, where a bus is not required to shift lanes.

In-Roadway Lights. A special type of highway traffic signal installed in the roadway surface to warn road users that they are approaching a condition on or adjacent to the roadway that might not be readily apparent and might require the road users to slow down and/or come to a stop. Source: CA MUTCD.

In-Street Pedestrian Crossing Sign. A regulatory sign (designation R1-6 or 6a) that may be used to remind road users of laws regarding right-of-way at an un-signalized pedestrian crosswalk. An In-Street Pedestrian Crossing sign shall be placed in the roadway at the crosswalk location on the center line, on a lane line, or on a median island. Source: CA MUTCD.

Intersection. As per California Vehicle Code (CVC) 365, an intersection is the area embraced within the prolongation of the lateral curb lines, or, if none, then the lateral boundary lines of the roadways, of two highways which join one another at approximately right angles or the area within which vehicles traveling upon different highways joining at any other angle may come in conflict. Source: CA MUTCD.

Intersection, Four-Way Stop Controlled (or Multi-Way Stop Controlled). An intersection where all approaches are controlled by a STOP sign. This is typically used when the intersecting roads meet certain traffic conditions or to provide safety and convenience for pedestrian and bicycle crossings. Source: FHWA.

Intersection, Two-Way Stop Controlled (or Minor-Road-Only Stop Control). An intersection in which the entrance into the intersection from two of the approaches (typically the lower-volume, minor road) is controlled by a STOP sign. This is typically used when a major road intersections a lower-volume minor road. Source: FHWA.

Intersection, Signalized. An intersection controlled by a full traffic signal. In their most common form, signalized intersections have indications for users on each intersection approach. Source: FHWA.

L

Lane Line Markings. White pavement marking lines that delineate the separation of traffic lanes that have the same direction of travel on a roadway. Source: CA MUTCD.

Leading Pedestrian Interval (LPI). An interval during which the flashing UPRAISED HAND (symbolizing DON'T WALK) signal indication is displayed approximately 3-7 seconds before vehicles are given a green indication. Source: CA MUTCD.

Limit Line. A solid white line not less than 12 nor more than 24 inches wide, extending across a roadway or any portion thereof to indicate the point at which traffic is required to stop in compliance with legal requirements. Refer to California Vehicle Code (CVC) 377. Source: CA MUTCD.

Local Street. Residential or commercial streets that provide direct access to abutting land uses. Source: Burbank2035 General Plan.

Low Impact Development (LID). Systems and practices that use or mimic natural processes that result in the infiltration,

evapotranspiration or use of stormwater in order to protect water quality and associated aquatic habitat. (Source: EPA).

M

Median. The area between two roadways of a divided highway measured from edge of traveled way to edge of traveled way. The median excludes turn lanes. The median width might be different between intersections, interchanges, and at opposite approaches of the same intersection. Source: CA MUTCD.

Metro. Los Angeles County Metropolitan Transportation Authority.

Mid-Block Bus Stop. Bus stop that is located along the street, not associated with an intersection.

Mid-Block Crossing. Location between intersections where marked pedestrian crossings have been provided. Mid-block crossings enhance pedestrian safety and convenience along long uninterrupted lengths of streets without existing crossings.

Multi-Lane. More than one lane moving in the same direction. A multi-lane street, highway, or roadway has a basic cross-section comprised of two or more through lanes in one or both directions. A multi-lane approach has two or more lanes moving toward the intersection, including turning lanes. Source: CA MUTCD.

Mixed-Flow (or Mixing Zone). With regards to bikeways, mixed-flow refers to the combination of bicyclists and motorists within a travel lane, typically the left- or right-turn lane. Signs and pavement markings are used to demarcate the conflict area. With regards to transit, mixed-flow refers to the combination of buses and motor vehicles within a travel lane.

N

NACTO. National Association of City Transportation Officials.

Near Side Bus Stop. Bus stop that is located on the near side of the intersection (before the bus passes through the intersection).

Night or Nighttime. Equivalent of "darkness" defined by California Vehicle Code (CVC) Section 280: "Darkness" is any time from one-half hour after sunset to one-half hour before sunrise and any other time when visibility is not sufficient to render clearly discernible any person or vehicle on the highway at a distance of 1,000 feet. Source: CA MUTCD.

O

Object Marker. A device used to mark obstructions within or adjacent to the roadway. Source: CA MUTCD.

Opposing Traffic. Vehicles that are traveling in the opposite direction. At an intersection, vehicles entering from an approach that is approximately straight ahead would be considered to be opposing traffic, but vehicles entering from approaches on the left or right would not be considered to be opposing traffic. Source: CA MUTCD.

Overhead Sign. A sign that is placed such that a portion or the entirety of the sign or its support is directly above the roadway or shoulder such that vehicles travel below it. Typical installations include signs placed on cantilever arms that extend over the roadway or shoulder, on sign support structures that span the entire width of the pavement, on mast arms or span wires that also support traffic control signals, and on highway bridges that cross over the roadway. Source: CA MUTCD.

P

Parkway. See Sidewalk, Furnishing Zone.

Pavement Marking. All lines, words, or symbols, except signs, officially placed within the roadway to regulate, warn or guide traffic. Source: CA MUTCD.

Pedestrian. As per California Vehicle Code (CVC) 467, (a) a person who is afoot or who is using any of the following: (1) A means of conveyance propelled by human power other than a bicycle. (2) An electric personal assistive mobility device. (b) a person who is operating a self-propelled wheelchair, motorized tricycle, or motorized quadricycle and, by reason of physical disability, is otherwise unable to move about as a pedestrian, as specified in subdivision (a). Source: CA MUTCD.

Pedestrian Buffer. The buffered space between a pedestrian path of travel and a Class IV Bikeway, which may be occupied by pavement markings, tactile truncated domes, landscaping, utilities, and/or street furniture.

Pedestrian Change Interval. An interval during which the flashing UPRAISED HAND (symbolizing DON'T WALK) signal indication is displayed. Source: CA MUTCD.

Pedestrian Facilities. A general term denoting improvements and provisions made to accommodate or encourage walking. Source: CA MUTCD.

Pedestrian Hybrid Beacon. A special type of hybrid beacon used to warn and control traffic at an un-signalized location to assist pedestrians in crossing a street or highway at a marked crosswalk. Source: CA MUTCD.

Pedestrian Walk Signal (or Pedestrian Signal Head). A pedestrian control feature that provides special types of traffic signal indications exclusively intended for controlling pedestrian traffic. These signal indications consist of the illuminated symbols of a WALKING PERSON (symbolizing WALK) and an UPRAISED HAND (symbolizing DON'T WALK). Source: CA MUTCD.

Permissive Mode. A mode of traffic control signal operation in which left- or right-turns are permitted to be made after yielding to pedestrians, if any, and/or opposing traffic, if any. When a CIRCULAR GREEN signal indication is displayed, both left- and right-turns are permitted unless otherwise prohibited by another traffic control device. When a flashing YELLOW ARROW or flashing RED ARROW signal indication is displayed, the turn indicated by the arrow is permitted. Source: CA MUTCD.

Preemption. The transfer of normal operation of a traffic control signal to a special control mode of operation. Source: CA MUTCD.

Property Line. Means a description of the horizontal limits of a lot consisting of the front, side, and rear lot lines. Source: BMC.

PROWAG. Public Rights-of-Way Accessibility Guidelines.

Pull-Out (or Bus Turnout) Bus Loading. Bus passenger loading that occurs outside of traffic within the on-street parking lane at the curb, where a bus is required to shift lanes.

Push Button. A button to activate a device or signal timing for pedestrians, bicyclists, or other road users. Source: CA MUTCD.

R

Raised Pavement Marker. A device mounted on or in a road surface that has a height generally not exceeding approximately 1 inch above the road surface for a permanent marker, or not exceeding approximately 2 inches above the road surface for a temporary flexible marker, and that is intended to be used as a positioning guide and/or to supplement or substitute for pavement markings Source: CA MUTCD.

Retroreflectivity. A property of a surface that allows a large portion of the light coming from a point source to be returned directly back to a point near its origin. Source: CA MUTCD.

Right-of-Way (ROW). The portion of the public easement between property lines.

Roadway. That portion of a highway improved, designed, or ordinarily used for vehicular travel and parking lanes, but exclusive of the sidewalk, berm, or shoulder even though such sidewalk, berm, or shoulder is used by persons riding bicycles or other human-powered vehicles. In the event a highway includes two or more separate roadways, the term roadway as used in this Manual shall refer to any such roadway separately, but not to all such roadways collectively. Refer to California Vehicle Code (CVC) 527. Source: CA MUTCD.

Roadway Reconfiguration (or Road Diet). The removal of travel lanes from a roadway and utilization of space for other uses and travel modes. A classic road diet typically involves converting an existing four-lane, undivided roadway segment to a three-lane segment consisting of two through lanes and a center, two-way left-turn lane. Source: FHWA.

Rumble Strip. A series of intermittent, narrow, transverse areas of rough-textured, slightly raised, or depressed road surface that extend across the travel lane to alert road users to unusual traffic conditions or are located along the shoulder, along the roadway center line, or within islands formed by pavement markings to alert road users that they are leaving the travel lanes. Source: CA MUTCD.

S

School. A public or private educational institution recognized by the state education authority for one or more grades K through 12 or as otherwise defined by the State. Source: CA MUTCD.

School Zone. As per California Vehicle Code (CVC) 22352(a)(2)(B) When approaching or passing a school building or the grounds thereof, contiguous to a highway and posted with a standard "SCHOOL" warning sign, while children are going to or leaving the school either during school hours or during the noon recess period. The prima facie limit shall also apply when approaching or passing any school grounds which are not separated from the highway by a fence, gate, or other physical barrier while the grounds are in use by children and the highway is posted with a standard "SCHOOL" warning sign. Source: CA MUTCD.

Setback. The area between a property line and a building or structure that must be kept clear or open. Source: BMC.

Shoulder. The portion of the highway contiguous with the roadway for accommodations of pedestrians, bicyclists, stopped vehicles, for emergency use, and for lateral support of base and surface courses. Source: CA MUTCD.

Sidewalk. That portion of a street between the curb line, or the lateral line of a roadway, and the adjacent property line or on easements of private property that is paved or improved and intended for use by pedestrians. As per California Vehicle Code (CVC) 555, "Sidewalk" is that portion of a highway, other than the roadway, set apart by curbs, barriers, markings or other delineation for pedestrian travel. Source: CA MUTCD.

Sidewalk, Curb Zone. The area immediately adjacent to the curb or merely the curb itself. If the sidewalk is expanded to accommodate a curb extension, the Curb Zone may contain landscaping.

Sidewalk, Pedestrian Zone. The area in between the frontage zone and the furnishing zone along a sidewalk that is dedicated for pedestrian through movement.

Sidewalk, Frontage Zone. The area between the property line and the building facade. When the building is set back from the property line, the overall sidewalk width can be increased

and the frontage zone can accommodate both active and inactive uses.

Sidewalk, Furnishing Zone. The area between the pedestrian zone and the curb zone that provides a buffer between pedestrians and the curb (or a sidewalk-level Class IV Bikeway).

Signs. Any traffic control device that is intended to communicate specific information to road users through a word, symbol, and/or arrow legend. Signs do not include highway traffic signals, pavement markings, delineators, or channelization devices. Source: CA MUTCD.

Signal, Traffic. Any highway traffic signal by which traffic is alternately directed to stop and permitted to proceed. Source: CA MUTCD.

Signal Backplate. A thin strip of material that extends outward from and parallel to a signal face on all sides of a signal housing to provide a background for improved visibility of the signal indications. Source: CA MUTCD.

Signal Phase. The right-of-way, yellow change, and red clearance intervals in a cycle that are assigned to an independent traffic movement or combination of movements. Source: CA MUTCD.

Skewed Intersection. An intersection that occurs when streets intersect at angles other than 90 degrees and can create complicated scenarios for pedestrians, bicyclists, and motorists. Source: FHWA.

Speed. Defined based on the following classifications. Source: CA MUTCD.

- (A) Average Speed—the summation of the instantaneous or spot-measured speeds at a specific location of vehicles divided by the number of vehicles observed.
- (B) Design Speed—a selected speed used to determine the various geometric design features of a roadway.
- (C) 85th-Percentile Speed—the speed at or below which 85 percent of the motor vehicles travel.
- (D) Operating Speed—a speed at which a typical vehicle or the overall traffic operates. Operating speed might be defined with speed values such as the average, pace, or 85th-percentile speeds.
- (E) Pace—the 10 mph speed range representing the speeds of the largest percentage of vehicles in the traffic stream.

Speed Bump. Traffic calming device consisting of a raised pavement area across a roadway with a height of typically of 3 to 6 inches and a travel length of 1 to 3 ft. Speed bumps are typically reserved for private roadways and parking lots. Source: NACTO.

Speed Cushion (or Speed Slot or Speed Pillow). Traffic calming device consisting of two or more raised areas placed laterally across a roadway with gaps between the raised areas. Height and length are similar to that of a speed hump, but the spacing of gaps allow for emergency vehicles to pass through. Speed cushions are often placed in a series (typically 260 to 500 ft. apart). Source: International Transportation Engineers (ITE).

Speed Hump. Traffic calming device consisting of rounded (vertically along travel path) raised areas of pavement typically 12 to 14 ft. in length that are often placed in a series (typically spaced 260 to 500 ft. apart). Source: International Transportation Engineers (ITE).

Speed Limit. The maximum (or minimum) speed applicable to a section of highway as established by law or regulation.

State Highway. Any highway owned and operated by Caltrans.

Stop Line. A solid white pavement marking line extending across approach lanes to indicate the point at which a stop is intended or required to be made. For all purposes, limit line(s) as defined per California Vehicle Code (CVC) 377 shall mean stop line(s). Source: CA MUTCD.

Street. A public way which affords the principal means of access to abutting property, and which may include abutting curbs, parkways, and sidewalks. Source: BMC.

Traffic. Pedestrians, bicyclists, ridden or herded animals, vehicles, streetcars, and other conveyances either singularly or together while using for purposes of travel any highway or private road open to public travel (see definition of private road open to public travel). As per California Vehicle Code (CVC) 620, the term "traffic" includes pedestrians, ridden animals, vehicles, street cars, and other conveyances, either singly or together, while using any highway for purposes of travel. Source: CA MUTCD.

Traffic Control Device. A sign, signal, marking, or other device used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, private road open to public travel, pedestrian facility, or shared-use path by authority of a public agency or official having jurisdiction, or, in the case of a private road open to public travel, by authority of the private owner or private official having jurisdiction. Source: CA MUTCD.

T

Traffic Calming. The combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users. Traffic calming consists of physical design and other measures put in place on existing roads to reduce vehicle speeds and improve safety for pedestrians and cyclists. For example, vertical deflections (speed humps, speed tables, and raised intersections), horizontal shifts, and roadway narrowing are intended to reduce speed and enhance the street environment for non-motorists. Closures that obstruct traffic movements in one or more directions, such as median barriers, are intended to reduce cut-through traffic. Traffic calming measures can

be implemented at an intersection, street, neighborhood, or area-wide level. Implementation of traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and cyclists. These measures can also increase pedestrian and bicycling activity. Source: Department of Transportation.

Traffic Signal. Electrically operated traffic control devices that provide indication for roadway users to advance their travels by assigning right-of-way to each approach and movement. Source: FHWA.

Traveled Way. Also known as the curb-to-curb width. The portion of the roadway for the movement of vehicles, exclusive of the shoulders, berms, sidewalks, and parking lanes. Source: CA MUTCD.

U

Use. A purpose for which land or a structure is used. Source: BMC.

V

Vehicle. As per California Vehicle Code (CVC) 670, a "vehicle" is a device by which any person or property may be propelled, moved, or drawn upon a highway, excepting a device moved exclusively by human power or used exclusively upon stationary rails or tracks. Source: CA MUTCD.

Vehicle Buffer. The buffered space between a travel lane and a Class IV Bikeway, which may be occupied by pavement markings, grade separation, bollards, and/or on-street parking.

Vehicle Miles Traveled (VMT). The number of miles traveled by vehicles for a period of one year. VMT is either calculated using two odometer readings or, for vehicles with less than two odometer readings, imputed using a regression estimate. Source: FHWA.

W

Warning Beacon. A beacon used only to supplement an appropriate warning or regulatory sign or marker.

Warning Light. A portable, powered, yellow, lens-directed, enclosed light that is used in a temporary traffic control zone in either a steady burn or a flashing mode.

Warning Sign. A sign that gives notice to road users of a situation that might not be readily apparent.

C

APPENDIX:
REFERENCES

C. REFERENCES

The following is a list of references, including standards, guidelines, plans, policies, and best practices that were used to develop the recommendations for complete streets improvements in this document. The design and maintenance of all pedestrian, bicyclist, transit, motorist, equestrian, and other roadway facilities should be in compliance with applicable federal, state, and local laws.

NATIONAL:

- American Association of State Highway and Transportation Officials. 2004. *AASHTO Policy on Geometric Design of Streets and Highways.*
- American Association of State Highway and Transportation Officials. 1999. *AASHTO Guide for the Development of Bicycle Facilities.*
- Federal Highway Administration (FHWA). 2019. *Bikeway Selection Guide.*
- Federal Highway Administration (FHWA). 2007. *Equestrian Design Guidebook for Trails, Trailheads, and Campgrounds.*
- Federal Highway Administration (FHWA). 2018. *Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations.*
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- Federal Highway Administration (FHWA). 2014. *Road Diet Informational Guide.*
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- National Association of City Transportation Officials (NATO). 2018. *Guidelines for the Regulation and Management of Shared Active Transportation.*
- National Association of City Transportation Officials (NACTO). 2016. *Transit Street Design Guide.*
- National Association of City Transportation Officials (NACTO). 2014. *Urban Bikeway Design Guide.*
- National Association of City Transportation Officials (NACTO). 2013. *Urban Street Design Guide.*
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- National Cooperative Highway Research Program (NCHRP). 2003. *Review of Truck Characteristics as Factors in Roadway Design.*
- National Cooperative Highway Research Program (NCHRP). 2015. *NCHRP Report 812. Signal Timing Manual.*
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- United States Department of Transportation. 2006. *Americans with Disabilities Act (ADA) Standards for Transportation Facilities.*
- United States Access Board. 2011. *Public Rights-of-Way Accessibility Guidelines (PROWAG).*
- United States Access Board. 2015. *Architectural Barriers Act (ABA) Standards.*

STATE:

- California Department of Parks and Recreation. California Equestrian Trails & Land Coalition. 2005. S*afety Considerations for Multi-Use Trails.*
- California Department of Transportation (Caltrans). 2014. *California Manual of Uniform Traffic Control Devices.*
- California Department of Transportation (Caltrans). 2015. *Design Information Bulletin Number 89. Class IV Bikeway Guidance.*
- California Department of Transportation (Caltrans). Sixth Edition. *Highway Design Manual.*

LOCAL:

- City of Los Angeles. *Complete Streets Design Guide.*
- City of Pasadena. 2017. *Street Design Guide.*
- County of Los Angeles. 2012. *Bicycle Master Plan: Appendix F. Design Guidelines.*
- County of Los Angeles. 2014. *Low-Impact Development Standards Manual.*
- County of Los Angeles. 2011. *Model Design Manual for Living Streets.*
- Los Angeles County Metropolitan Transportation Authority (Metro). *NoHo to Pasadena Technical Study.*
- Los Angeles County Metropolitan Transportation Authority (Metro). 2019. Metro *Transit Service Policies and Standards.*
- Orange County Council of Governments. 2016. *Complete Streets Initiative Design Handbook.*

D

APPENDIX:
COMPLETE STREETS CHECKLIST

COMPLETEOURSTREETS
CHECKLIST FOR NEW PROJECTS

The purpose of this checklist is to assist public and private sector partners and project managers (e.g., City staff, public agencies, developers, designers, etc.) to develop projects in line with the City of Burbank COMPLETEOURSTREETS Plan. Review the COMPLETEOURSTREETS Plan, complete this checklist, and submit alongside the project for review. City staff will review and assess whether or not the project supports the Plan and identify what modifications may be incorporated into the project.

Project Manager Name:

Organization Name:

Date:

Part 1: Project Information

Project Name:

Project Address or Location Limits:

Brief Project Description:

Does the project lie within a Priority Street network (see Chapter 4A. Priority Streets)? If yes, identify the improvements that may be applicable to the project in Part 2 of this Checklist.

- ☐ Pedestrian
- ☐ Transit
- ☐ Bicyclist
- ☐ Motorist
- ☐ Green Infrastructure
- ☐ Equestrian
- ☐ None

Does the project lie within a Focus Area (see Chapter 4B. Focus Areas)? If yes, note that the improvements applicable to project may be deemed of greater significance and need.

- ☐ High-intensity uses
- ☐ Pedestrian collision hotspots
- ☐ Bicyclist collision hotspots
- ☐ Killed or seriously injured (KSI) hotspots
- ☐ Lacking tree shade
- ☐ Disadvantaged communities
- ☐ Commuter districts
- ☐ Mobility gaps and barriers
- ☐ None

Does the project lie within a 1/4 mile radius of any of the following (see Chapter 5B. Applicability)? If yes, additional improvements may apply.

- ☐ School
- ☐ Library
- ☐ Park
- ☐ Senior Center
- ☐ Major transit stop
- ☐ None

What street(s) is the project located on?

Street Name:
**Street Classification:*
Average Daily Traffic (ADT):
Vehicle Travel Lanes:

Street Name:
**Street Classification:*
Average Daily Traffic (ADT):
Vehicle Travel Lanes:

Street Name:
**Street Classification:*
Average Daily Traffic (ADT):
Vehicle Travel Lanes:

Street Name:
**Street Classification:*
Average Daily Traffic (ADT):
Vehicle Travel Lanes:

Street Name:
**Street Classification:*
Average Daily Traffic (ADT):
Vehicle Travel Lanes:

**Street Classification, see Burbank2035 General Plan, p4-9.*

COMPLETEOURSTREETS
CHECKLIST FOR NEW PROJECTS

Part 2: Proposed COMPLETEOURSTREETS Project Improvements

Check off each COMPLETEOURSTREETS improvement that may be applicable for the project. To determine applicability, refer to the appropriate chapters in the COMPLETEOURSTREETS Plan for more information.

PEDESTRIANS (SEE CHAPTER 5):

- **Crossing Improvements:**
  - ☐ Curb radii
  - ☐ Pedestrian curb ramps
  - ☐ Marked crosswalks
  - ☐ Curb extensions (bulb-outs)
  - ☐ Mid-block crossings
  - ☐ Raised mid-block crosswalks
  - ☐ Speed cushions
  - ☐ New crossings at two-way stop-controlled intersections
  - ☐ Pedestrian scrambles (diagonal crossing)
  - ☐ Sidewalk/parkway width and sidewalk zones
- **Sign and Signal Improvements:**
  - ☐ Pedestrian walk signal, e.g., accessible pedestrian signals, leading pedestrian intervals, pedestrian recall, etc.
  - ☐ In-street pedestrian crossing sign
  - ☐ Rectangular rapid flashing beacon (RRFB)
  - ☐ Pedestrian warning beacon
- **Infrastructure Improvements:**
  - ☐ Pedestrian-level lighting
  - ☐ Other utility improvements

TRANSIT (SEE CHAPTER 6):

- **Bus Stop Elements and Amenities:**
  - ☐ Sidewalk/parkway width
  - ☐ Bus shelters / seating
  - ☐ Lighting
  - ☐ Cleanliness/trash receptacles
  - ☐ Public information, e.g., signage, wayfinding, real-time passenger information, etc.
  - ☐ Bicycle amenities
  - ☐ Off-board fare collection
  - ☐ Public art
  - ☐ ADA accessibility
  - ☐ Concrete bus pad
- **Along the Street and at Intersections:**
  - ☐ Adequate travel lane width
  - ☐ Bus-only lanes
  - ☐ Transit Signal Priority (TSP)

BICYCLISTS (SEE CHAPTER 7):

- ☐ Class I Bikeway
- ☐ Class II Bikeway
- ☐ Class III Bikeway
- ☐ Class IV Bikeway

MOTORISTS (SEE CHAPTER 8):

- **Street Improvements:**
  - ☐ Road reconfiguration (requires traffic analysis)
  - ☐ Curb radii
  - ☐ Visibility/sight distance
  - ☐ Reconfiguration of skewed intersections
- **Sign, Signal, and Pavement Marking Improvements:**
  - ☐ Advanced curve warning signs
  - ☐ Speed-feedback signs
  - ☐ Emergency vehicle preemption
  - ☐ Retroreflective traffic signal borders
  - ☐ Right-turn control
  - ☐ Left-turn control
  - ☐ Intersection striping
  - ☐ High-friction surface treatment (HFST)
  - ☐ Rumble strips
  - ☐ Directional median openings
  - ☐ One-way street conversions (requires traffic analysis)

GREEN INFRASTRUCTURE (SEE CHAPTER 9):

- ☐ Sidewalk/parkway width
- ☐ Trees and planters
- ☐ Various other green infrastructure treatments, e.g., permeable paving, bioswales, parks, etc.
- ☐ Reconfiguration of skewed intersections

EQUESTRIAN (SEE CHAPTER 10):

- ☐ Separated bridle path
- ☐ Horse-friendly surface treatments
- ☐ Equestrian crossings

E

APPENDIX:
COMMUNITY OUTREACH EXHIBITS

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

A. ATTENDEE SIGN-IN LIST

City of Burbank - Citywide Complete Streets Plan

Community Walk and Bike Tour

Saturday, April 13, 2019

Downtown Burbank

WAIVER:

For and in consideration of my participation in athe Community Walk & Bike Tour, I hereby voluntarily release, discharge, waive, and relinquish any and all actions or causes of action for personal injury, property damage or wrongful death against the City of Burbank or any of its officers, agents, servants or employees, whether the same shall arise by the negligence of any of said persons, or otherwise, occurring to me as a result of the use of my participation.

IT IS MY INTENTION BY SIGNING THIS INSTRUMENT, TO EXEMPT AND RELIEVE THE CITY OF BURBANK, ITS OFFICERS, AGENTS, SERVANTS OR EMPLOYEES FROM LIABILITY FOR PERSONAL INJURY, PROPERTY DAMAGE OR WRONGFUL DEATH CAUSED BY NEGLIGENCE. I am fully aware of the risk and hazards inherent in my participation. I understand that serious accidents can occur during a walk and bike tour and that participants can suffer serious injury or even death. I realize that NO MEDICAL INSURANCE IS PROVIDED BY THE CITY OF BURBANK FOR ANY INJURIES THAT MAY OCCUR TO ME DURING A WALK AND BIKE TOUR PARTICIPATION IN THE CITY. Nevertheless, I hereby elect voluntarily to participate in this tour and assume all risk of loss, damage, or injury that may be sustained to me during the Walk and Bike tour, or any activities incidental thereto.

I agree that in the event any claim for personal injury, property damage, or wrongful death shall be prosecuted against the City of Burbank, or any of its officers, agents, servants, or employees as a result of my participation in the Event(s), I shall indemnify and save harmless the City of Burbank or any of its officers, agents, or employees from any and all such claims or causes of action by whomever or wherever made or presented.

I understand that this RELEASE, INDEMNIFICATION AND ASSUMPTION OF RISK AGREEMENT shall apply not only to me but also to my and/or their heirs, executors, administrators, next of kin, assigns, and successors.

I ACKNOWLEDGE THAT I HAVE READ THE FOREGOING AND AM COMPLETELY AWARE OF THE POTENTIAL DANGERS INCIDENTAL TO MY PARTICIPATION IN THE CITY'S WALK AND BIKE TOUR AND I AM FULLY AWARE OF THE LEGAL CONSEQUENCE OF SIGNING THIS INSTRUMENT.

I grant the City of Burbank permission to use my or my child(ren)s photographs and images, including but not limited to video images and sound recording, for the purpose of publicizing and marketing City activities. I understand that no compensation shall be given for use of these photographs and that these images shall become the sole property of the City of Burbank.

By signing this form I agree to these conditions.

***By signing this form I agree to the conditions outlined on this page.**

FIRST & LAST NAME	EMAIL	PHONE	*SIGNATURE	FUTURE EMAIL UPDATES?	MODE
Dorothy Darnell	[redacted]			✓	☒ Walk ☐ Bike
Troy Darnell	[redacted]			☐	☒ Walk ☐ Bike
Jenni Silberstein	[redacted]			✓	☒ Walk ☐ Bike
Ashley Rockette	[redacted]			☐	☒ Walk ☐ Bike
Alexandra Yawata	[redacted]			☐	☒ Walk ☐ Bike
Patti Hollis	[redacted]			☐	☒ Walk ☐ Bike
Mike Hollis	[redacted]			☐	☐ Walk ☒ Bike
Ross Hoppe	[redacted]			☒	☐ Walk ☒ Bike
Peter Rutherford	[redacted]			☐	☐ Walk ☐ Bike
Kenny Ung	[redacted]			☒	☒ Walk ☐ Bike

1A-1

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

A. ATTENDEE SIGN-IN LIST

City of Burbank - Citywide Complete Streets Plan

Community Walk and Bike Tour

Saturday, April 13, 2019

Downtown Burbank

WAIVER:

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FIRST & LAST NAME	EMAIL	PHONE	*SIGNATURE	FUTURE EMAIL UPDATES?	MODE
Joe Marcano				☐	☐ Walk ☒ Bike
Adrienne Meadow				☒	☐ Walk ☒ Bike
Patrick + Connie Murphy				☒	☒ Walk ☐ Bike
Helen Woo				☐	☒ Walk ☐ Bike
Ted Gimski				☑	☑ Walk ☐ Bike
Sharon Springer				☑	☑ Walk ☐ Bike
Megan Takahashi				☑	☑ Walk ☐ Bike
Marc Caraan				☑	☐ Walk ☐ Bike
				☐	☐ Walk ☐ Bike
				☐	☐ Walk ☐ Bike

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

A. ATTENDEE SIGN-IN LIST

City of Burbank - Citywide Complete Streets Plan

Community Walk and Bike Tour

Saturday, April 13, 2019
Downtown Burbank

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FIRST & LAST NAME	EMAIL	PHONE	*SIGNATURE	FUTURE EMAIL UPDATES?	MODE
Dora Quin	[redacted]			☑	☒ Walk ☐ Bike
McKenzie Finch	[redacted]			☑	☑ Walk ☐ Bike
Emily Fabel-Luck	[redacted]			☑	☒ Walk ☐ Bike
Gordon Haines	[redacted]			☑	☑ Walk ☐ Bike
Monica Martinez	[redacted]			☐	☑ Walk ☐ Bike
Allison Elvove	[redacted]			☑	☒ Walk ☐ Bike
				☐	☐ Walk ☐ Bike
				☐	☐ Walk ☐ Bike
				☐	☐ Walk ☐ Bike
				☐	☐ Walk ☐ Bike

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

A. ATTENDEE SIGN-IN LIST

City of Burbank - Citywide Complete Streets Plan

Community Walk and Bike Tour

Saturday, April 13, 2019

Downtown Burbank

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FIRST & LAST NAME	EMAIL	PHONE	*SIGNATURE	FUTURE EMAIL UPDATES?	MODE
Oliver Akuin	[redacted]			X	☒ Walk ☐ Bike
Keith Selles	[redacted]			X	☐ Walk ☒ Bike
Jay Freedman	[redacted]			☐	☐ Walk ☒ Bike
Jayne Lundquist	[redacted]			X	☒ Walk ☒ Bike
Kathryn Ballard	[redacted]			X	☒ Walk ☐ Bike
Gregory Sweeney	[redacted]			X	☐ Walk ☒ Bike
Crissia de la Cruz	[redacted]			X	☐ Walk ☒ Bike
Jose de la Cruz	[redacted]			X	☐ Walk ☒ Bike
Michael Theresa Raffanti	[redacted]			☐	☐ Walk ☐ Bike
Joseph Glass	[redacted]			X	☐ Walk ☒ Bike

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

B. EVENT NOTICING

COMPLETE OUR STREETS BURBANK

DOWNTOWN BURBANK WALK & BIKE TOUR

Saturday, April 13, 2019
10am to noon

The City of Burbank needs your help as we work to Complete Our Streets.

Share your ideas on making Burbank's streets safe and enjoyable, and hear how the City is planning for safer streets.

COMPLETEOURSTREETS.COM

Meet up at the Farmers Market!

150 NORTH 3RD STREET BURBANK, CA

What to bring?

Walkers: Wear comfortable shoes.

Bicyclists: Bring your bike and a helmet.

For more information:
CompleteOurStreets.com
CompleteOurStreets@burbankca.gov
(818) 238 5270

Check in with City of Burbank staff and the project team at the Farmers Market.

Start your walk or ride at a time that's best for you, but plan for about an hour of activity.

Participants will be provided a map with a short route and a survey to record thoughts and observations!

Families and Children Welcome!

1B-1

COMPLETE OUR STREETS BURBANK

DOWNTOWN BURBANK WALK & BIKE TOUR

SATURDAY
APRIL 13, 2019
10AM TO NOON

Meet up at the Farmers Market!

150 NORTH 3RD STREET BURBANK, CA

Share your ideas on making Burbank's streets safe and enjoyable.

CompleteOurStreets.com
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Walkers: Wear comfortable shoes.
Bicyclists: Bring your bike and a helmet.

COMPLETEOURSTREETS.COM

COMPLETE OUR STREETS BURBANK

DOWNTOWN BURBANK WALK & BIKE TOUR

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Start your walk or ride at a time that's best for you, but plan for about an hour of activity.

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Families and Children Welcome!

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Walkers: Wear comfortable shoes.
Bicyclists: Bring your bike and a helmet.

COMPLETEOURSTREETS.COM

DOWNTOWN BURBANK WALK TOUR

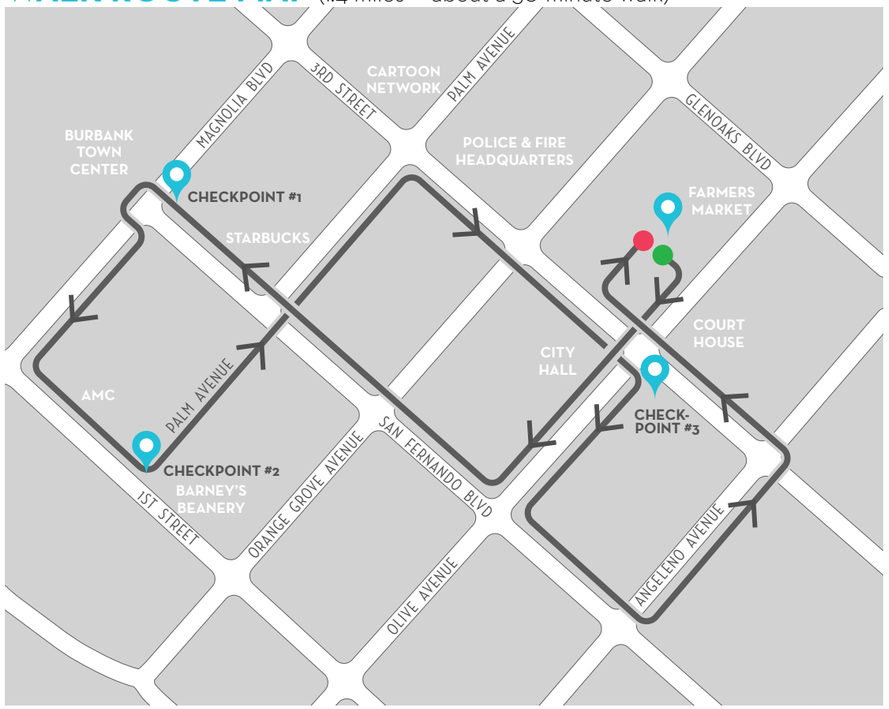
Saturday, April 13, 2019

Complete Streets are streets that are designed to welcome and equitably accommodate all ages and types of street users - pedestrians, bicyclists, the differently-abled, transit users, motorists, etc. Today's walk will help us understand your experiences and expectations as a pedestrian and community member in Burbank.

The route mapped below is meant to provide you a variety of experiences (narrow vs. wide sidewalks, marked vs. unmarked crosswalks, stop sign vs. signalized intersections, and retail streets vs. residential streets, to name a few).

As you walk along the route, please write on the map with notes, comments, and observations about your experience. There will be 3 checkpoints along the way where event staff will provide you directions and have you fill out additional surveys. Please remember to hand back all forms to the project team (or take a photograph with your phone and email it to CompleteOurStreets@burbankca.gov).

WALK ROUTE MAP (1.4 miles – about a 30-minute walk)



Please also see reverse side of this page.

For more information please visit COMPLETEOURSTREETS.COM

Please respond to the following questions and hand this sheet back to event staff at the completion of your tour. Thanks!

What is your connection to Burbank? Select all that apply.

- ☐ I am a resident in Burbank
- ☐ I am a business owner in Burbank.
- ☐ I work in Burbank.
- ☐ I frequent stores, restaurants, or use other services in Burbank.
- ☐ Other _____

When you take trips less than one mile, how do you typically travel? Select all that apply.

- ☐ Walk
- ☐ Bicycle
- ☐ Public Transit
- ☐ Drive Alone
- ☐ Carpool
- ☐ Other _____

When you take trips more than one mile, how do you typically travel? Select all that apply.

- ☐ Walk
- ☐ Bicycle
- ☐ Public Transit
- ☐ Drive Alone
- ☐ Carpool
- ☐ Other _____

How did you hear about this event today?

_____

Please provide your contact information if you would like to receive project updates, public meetings, events, and other opportunities for involvement.

Name: _____

E-Mail: _____

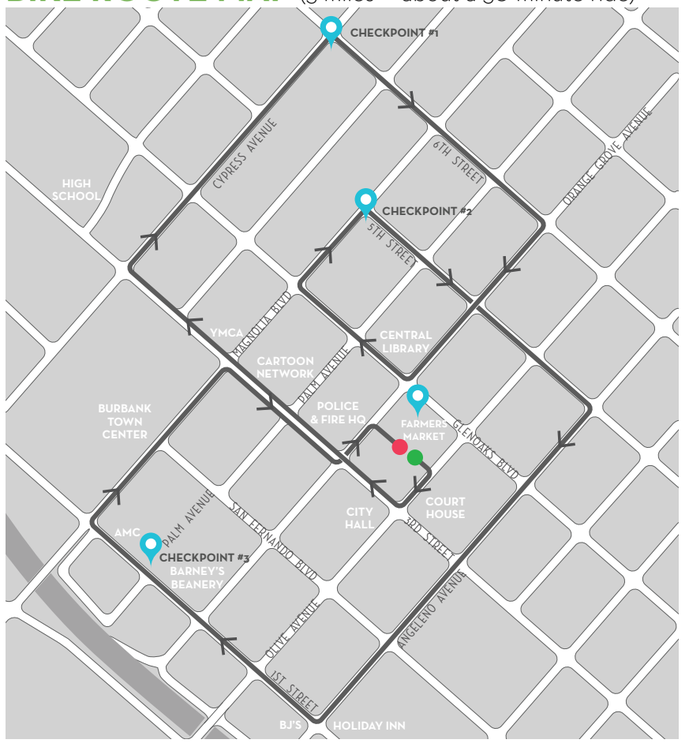
DOWNTOWN BURBANK BIKE TOUR

Saturday, April 13, 2019

Complete Streets are streets that are designed to welcome and equitably accommodate all types users – pedestrians, bicyclists, the differently-abled, transit users, motorists, etc. Today's bike ride will help us understand your experiences and expectations as a bicyclist and community member in Burbank. The route mapped below is meant to provide you a variety of experiences (busy vs. quiet, bike lane vs. lane sharing, controlled vs. uncontrolled intersections, commercial streets vs. residential streets, and flat vs. hills, to name a few).

There will be 3 checkpoints where you will stop to provide information (noted on the map) and given a survey response form to answer specific questions. You may also write on the map with notes, comments, and observations about your experience. Please remember to hand back all forms to the project team (or take a photograph with your phone and email it to CompleteOurStreets@burbankca.gov).

BIKE ROUTE MAP (3 miles – about a 30-minute ride)



Please also see reverse side of this page.

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How did you hear about this event today?

_____

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Name: _____

E-Mail: _____

COMPLETE OUR STREETS
BURBANK
COMPLETEOURSTREETS.COM

OVERVIEW

The City of Burbank is creating a Citywide long-range transportation plan called the *Complete Our Streets Plan*. A "complete street" is a street that is planned, designed, operated, and maintained to provide safe mobility for users of all ages and abilities, including pedestrians, bicyclists, transit vehicles, motorists, truckers, equestrians, and more.

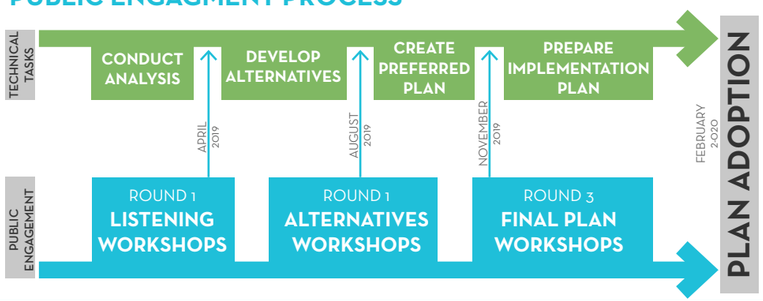
OUTCOMES

If adopted by Burbank City Council, the Complete Our Streets Plan will identify future goals and policies, catalog existing street infrastructure conditions, identify new infrastructure standards, and develop an implementation plan for future projects in Burbank.

The Plan will identify benchmarks for ways the City can improve safety, sustainability, health, transportation equity, connectivity, and economic vitality to build better neighborhoods and develop responsibly in the future.

Whether you are a resident, employee, business owner, student, or just an interested citizen, by engaging in this effort, you will be able to shape the way Burbank looks and feels when you step outside your doors or move through the City.

PUBLIC ENGAGMENT PROCESS



Contact Information
Call: (818) 238-5270
E-Mail: CompleteOurStreets@burbankca.gov
Project Website: www.CompleteOurStreets.com

FREQUENTLY ASKED QUESTIONS

WHAT ARE "COMPLETE" STREETS?

A complete street is a street that is planned, designed, operated, and maintained to provide safe mobility for all users, including bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians, appropriate to the function and context of the facility. Every complete street looks different according to its context, community preferences, types of road users, and their needs.

WHY IS THE CITY OF BURBANK DEVELOPING A CITYWIDE COMPLETE STREETS PLAN?

The Complete Streets Plan strives to fulfill the City's Burbank2035 General Plan by creating an actionable project for the community. The Plan will identify future goals and policies, catalog existing street infrastructure conditions, identify new infrastructure standards, and develop an implementation plan for future projects. The Plan will identify benchmarks for ways in which the City of Burbank can improve safety, sustainability, health, transportation equity, connectivity, and economic vitality to build better neighborhoods and develop responsibly in the future.

HOW CAN I BECOME INVOLVED IN THIS PROJECT?

Here are a few ideas:

- Visit COMPLETEOURSTREETS.COM and subscribe to our e-mail list to stay up to date on the progress of the project and to be notified of upcoming events.
- Attend a community event and encourage your friends and neighbors to come along.
- Call or e-mail the City of Burbank's Project Manager with your thoughts or questions at CompleteOurStreets@burbankca.gov or (818) 238-5270.
- Submit a comment on our Contact Us page at COMPLETEOURSTREETS.COM.

WHAT ARE THE BENEFITS OF COMPLETE STREETS?

Complete streets provide a wide array of benefits, including:

- Improved safety for all types of users, ages, and abilities
- Increased transportation choices
- Economic revitalization
- Improved return on infrastructure investments
- More walking and bicycling to improve public health
- Greenhouse gas reduction and improved air quality
- Livable and vibrant communities

HOW IS THIS PROJECT FUNDED?

This project is funded through a state grant from the California Department of Transportation (Caltrans) and the Los Angeles County Measure R Local Return. Caltrans funds this grant through California Senate Bill (SB) 1 – the Road Repair and Accountability Act of 2017. SB 1 was signed into law to provide a reliable source of funds to maintain and integrate the State's multi-modal transportation system and further State and regional transportation goals.

CAN I ATTEND MEETINGS AND/OR PARTICIPATE IF I NEED SPECIAL ASSISTANCE OR ACCOMMODATION?

Yes. In compliance with the Americans with Disabilities Act (ADA), if any special assistance is needed to participate, please contact the City of Burbank's ADA Coordinator at (818) 238-5424 (voice) or (818) 238-5035 (TDD). Advance notification of at least 48 hours will permit the City to make reasonable accommodations to assure accessibility.

CAN I ATTEND MEETINGS AND/OR PARTICIPATE IF ENGLISH IS NOT MY PREFERRED LANGUAGE?

Yes. We are able to provide translation services for our meetings. Please contact the City of Burbank's Project Manager at (818) 238-5270. Advance notification of at least 48 hours will permit the City to make reasonable accommodations to assure translation services are provided.

COMPLETE OUR STREETS
BURBANK

DOWNTOWN BURBANK WALK & BIKE TOUR

READY TO TOUR DOWNTOWN?

CHECK-IN HERE

*WANT TO LEARN ABOUT **THE CITYWIDE COMPLETE STREETS PLAN**?*

COME TALK TO US OR VISIT COMPLETE**OUR**STREETS.COM

COMPLETE**OUR**STREETS

1. DOWNTOWN COMMUNITY WALKING AND BICYCLING TOUR | APRIL 13, 2019

E. PHOTOGRAPHS

2. MAGNOLIA PARK POP-UP EVENT | APRIL 26, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Magnolia Park Street Pop-Up

Friday, April 26, 2019

Magnolia Park

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Montana Smith	[redacted]		☐
Rob Lara	[redacted]		☐
Wendy Diaz	[redacted]		☐
Brittany McNamara	[redacted]		☐
Ron Yungul	[redacted]		☒
LAURA Veys	[redacted]		☐
Lynn Mathenia	[redacted]		☑
			☐
			☐
			☐

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Magnolia Park Street Pop-Up

Friday, April 26, 2019

Magnolia Park

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Peter Inova	[redacted]		✓
GINA Wilson	[redacted]		
Damien Rozeski	[redacted]		
TIM FREMAUX	[redacted]		
Natalia Mattar-Hung	[redacted]		✓
Ilayne Lucas	[redacted]		✓
Ashley Eriksen	[redacted]		✓
ROBB WAGNER	[redacted]		✓
Ed PEREZ	[redacted]		✓
Dan Macy	[redacted]		✓

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Magnolia Park Street Pop-Up

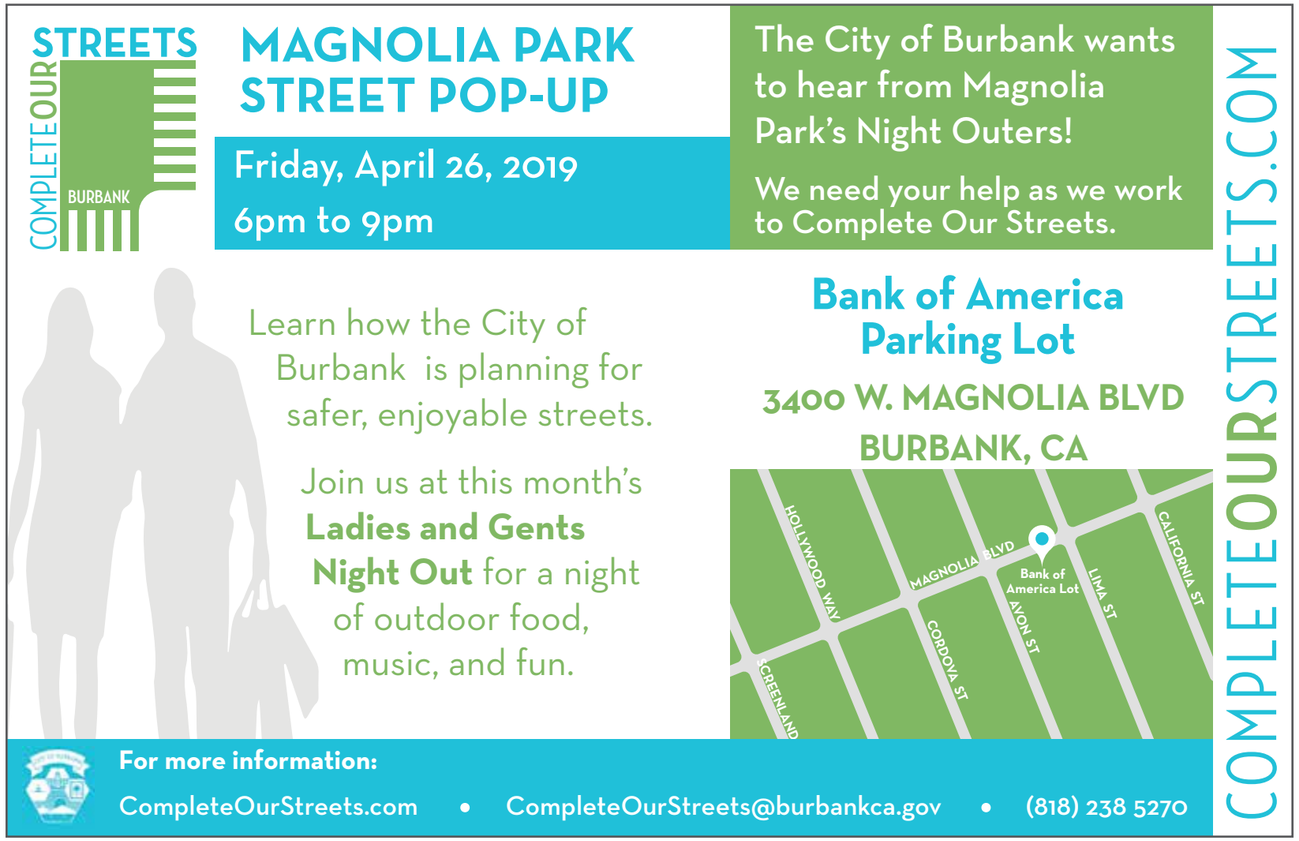
Friday, April 26, 2019

Magnolia Park

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Joe Masiero	[redacted]		☒
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐

2. MAGNOLIA PARK POP-UP EVENT | APRIL 26, 2019

B. EVENT NOTICING



COMPLETE OUR STREETS BURBANK

MAGNOLIA PARK STREET POP-UP

WE WANT TO HEAR FROM MAGNOLIA PARK'S NIGHT OUTERS!

HAVE AN IDEA FOR SAFER STREETS?

TELL US.

*WANT TO LEARN ABOUT **THE CITYWIDE COMPLETE STREETS PLAN**?*

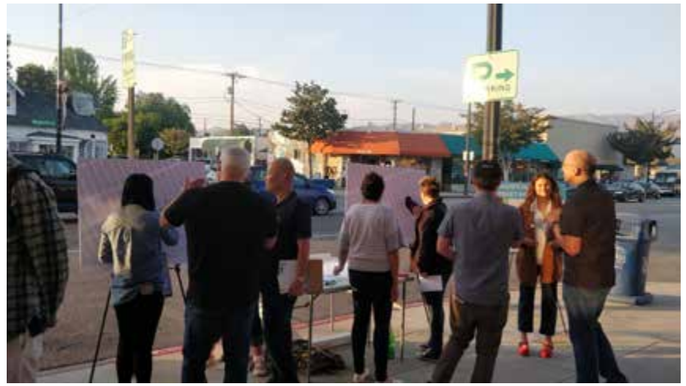
COME TALK TO US OR VISIT COMPLETE**OUR**STREETS.COM

COMPLETE**OUR**STREETS

MAGNOLIA PARK STREET POP-UP
COMPLETE**OUR**STREETS.COM

2. MAGNOLIA PARK POP-UP EVENT | APRIL 26, 2019

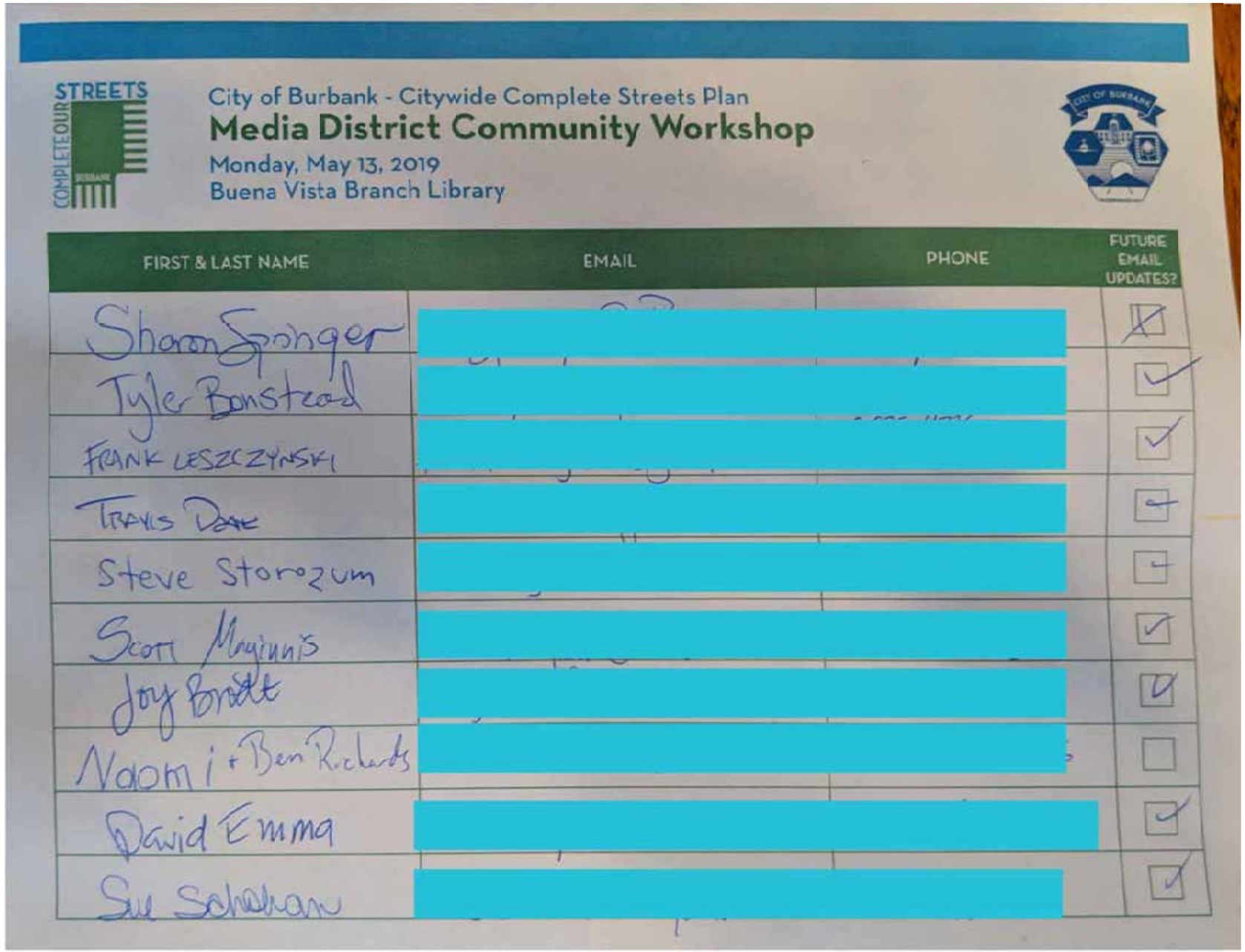
D. PHOTOGRAPHS



2. MAGNOLIA PARK POP-UP EVENT | APRIL 26, 2019
D. PHOTOGRAPHS

3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

A. ATTENDEE SIGN-IN LIST



COMPLETE OUR STREETS

City of Burbank - Citywide Complete Streets Plan

Media District Community Workshop

Monday, May 13, 2019

Buena Vista Branch Library

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Sharon Spanger	[redacted]		☒
Tyler Bonstead	[redacted]		☑
FRANK LESZCZYNSKI	[redacted]		☑
TRAVIS DAKE	[redacted]		☐
Steve Storozum	[redacted]		☐
Scott Maginnis	[redacted]		☑
Joy Brodt	[redacted]		☑
Naomi + Ben Richards	[redacted]		☐
David Emma	[redacted]		☑
Sue Schaban	[redacted]		☑

3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

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City of Burbank - Citywide Complete Streets Plan

Media District Community Workshop

Monday, May 13, 2019

Buena Vista Branch Library

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Pam Tiangco	[redacted]		☐
James Fleming	[redacted]		☐
Tom Zakoor	[redacted]		☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐

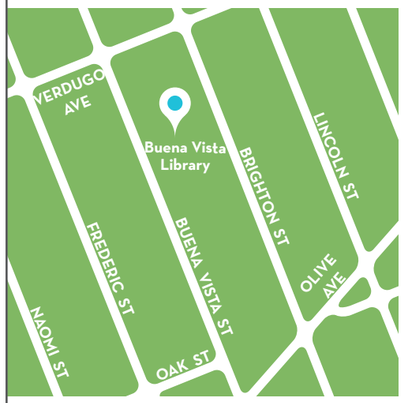
3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

B. EVENT NOTICING

COMPLETE OUR STREETS BURBANK

MEDIA DISTRICT OPEN HOUSE

MONDAY
MAY 13, 2019
6PM TO 8PM



Buena Vista Library
300 N. BUENA VISTA ST
BURBANK, CA

Share your ideas on making Burbank's streets safe and enjoyable, and hear how the City is planning for safer streets.

Please drop in for as much time as you can spare.

Learn about Burbank's *Complete Our Streets Plan*, peruse the exhibits, and have one-on-one conversations with the project team.

COMPLETEOURSTREETS.COM

For more information:
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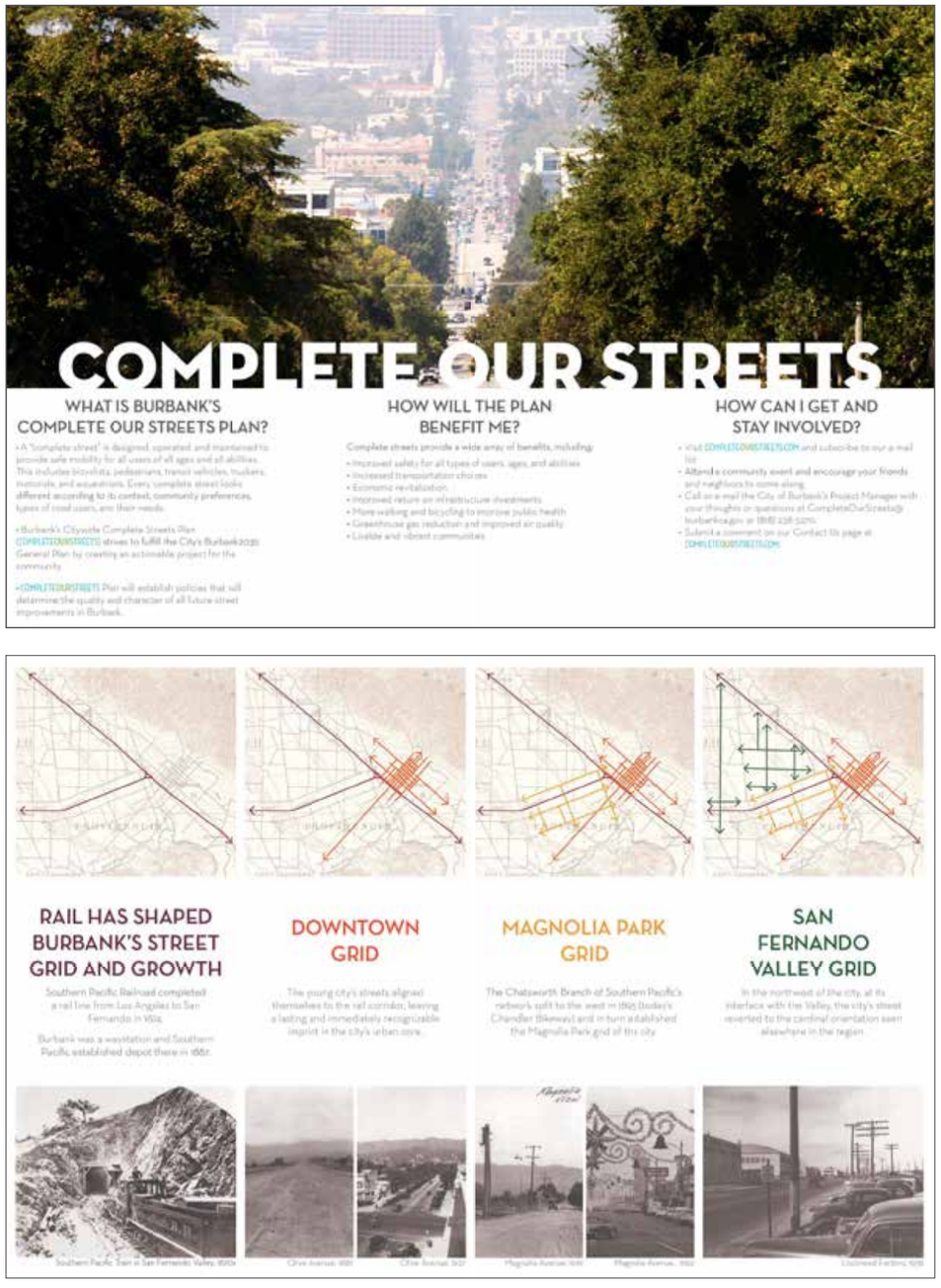
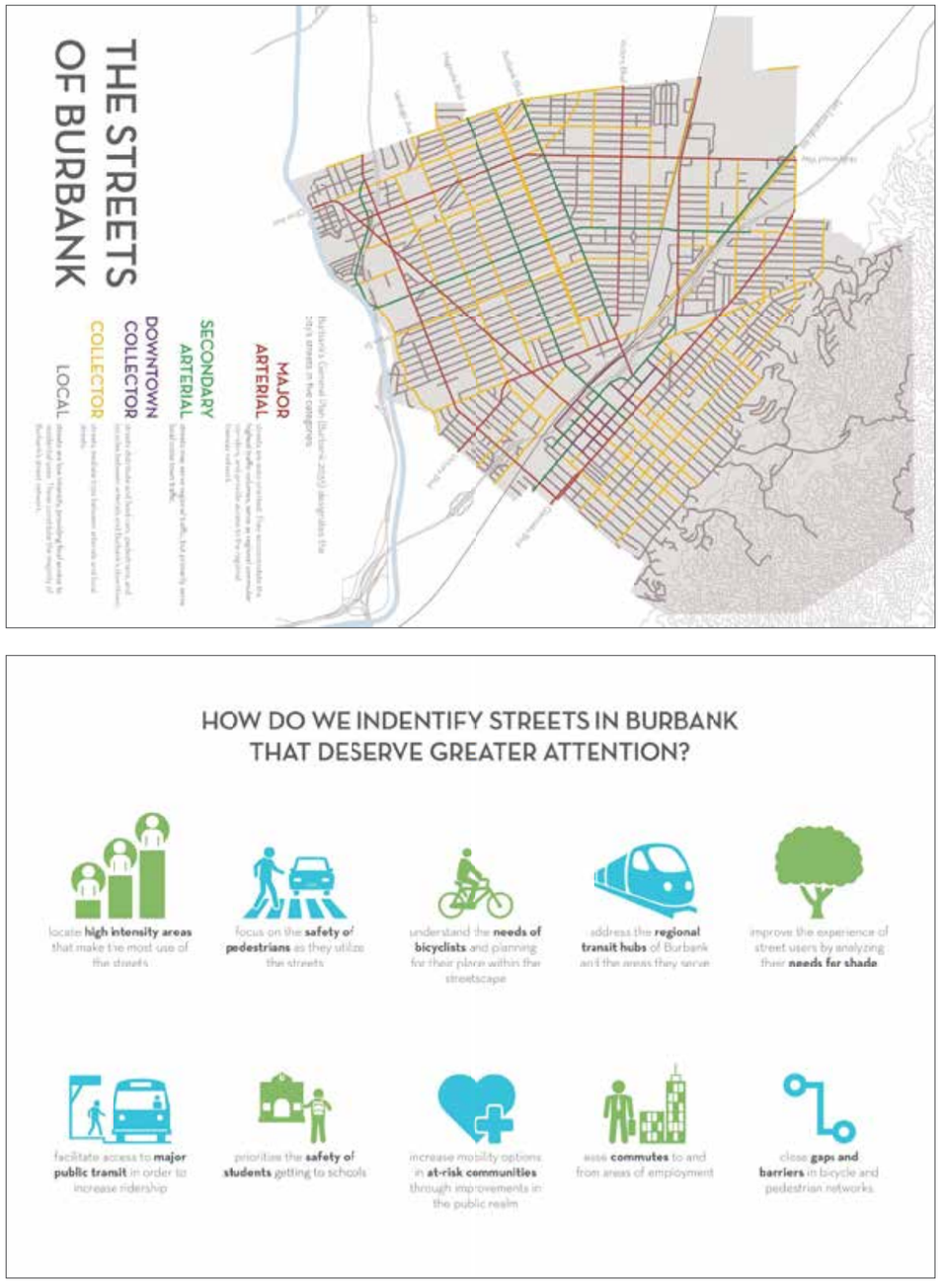
3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

C. DISPLAY BOARDS





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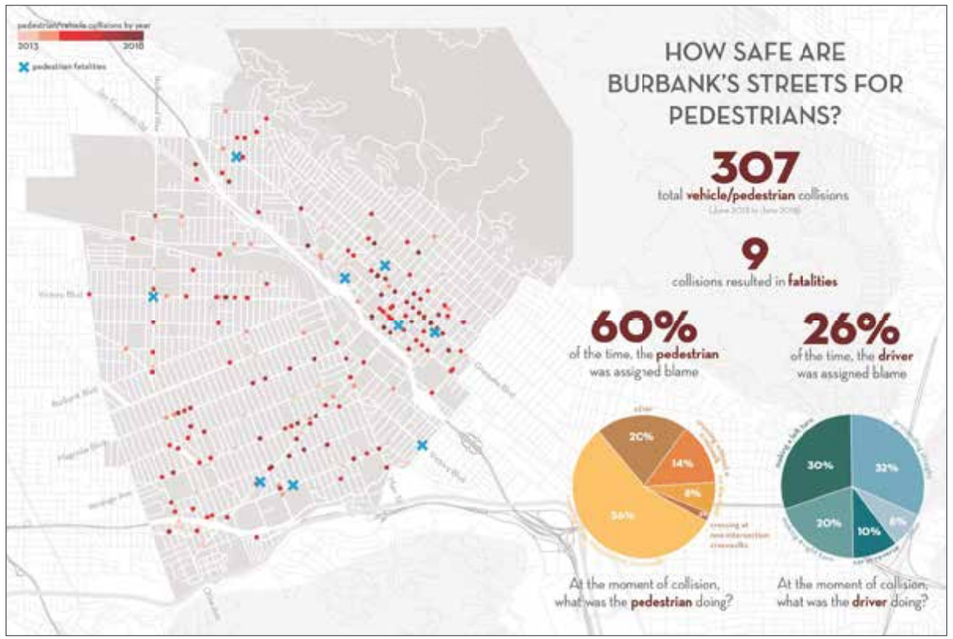

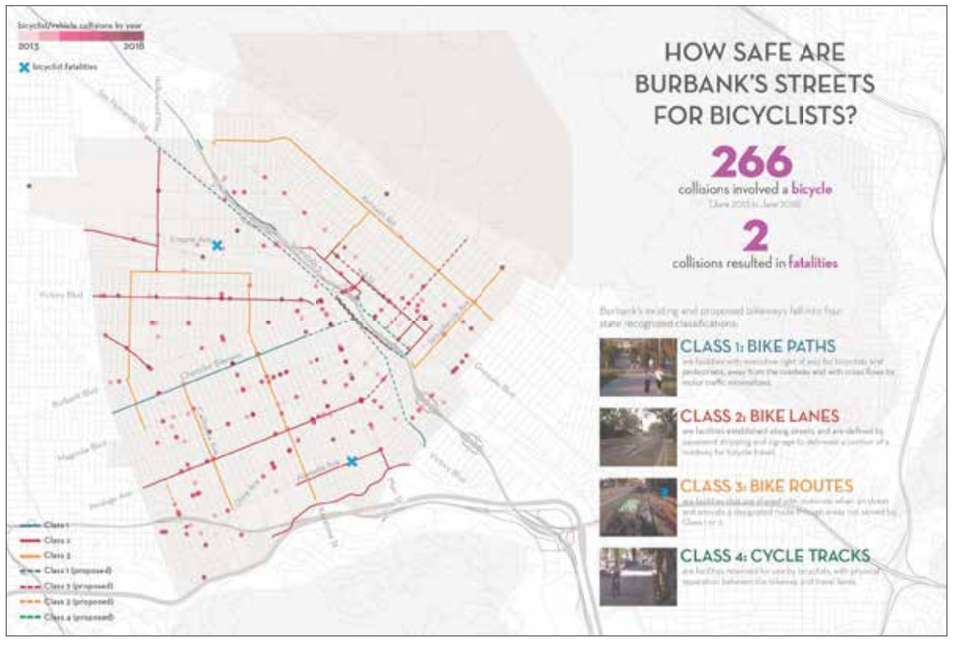

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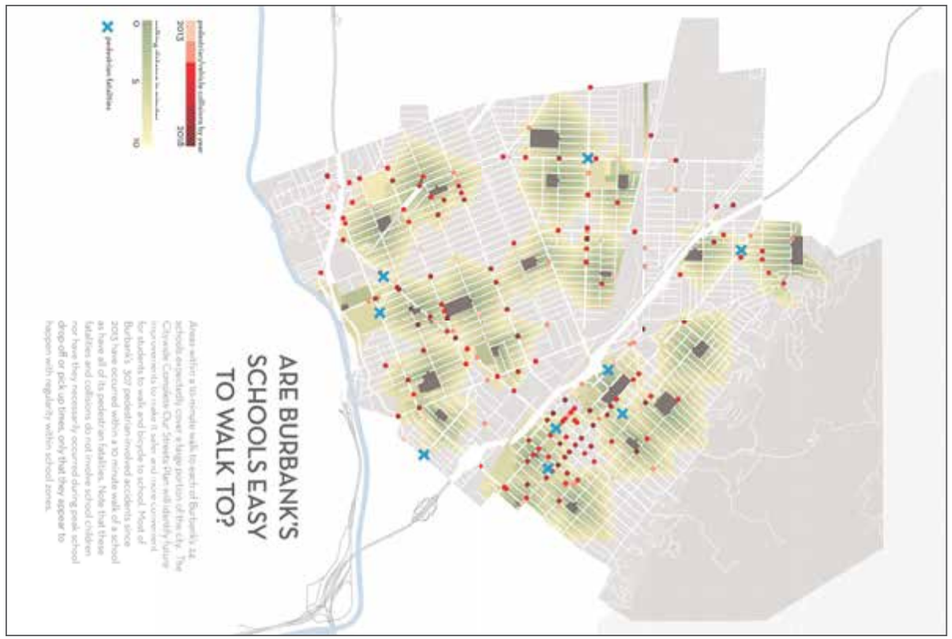
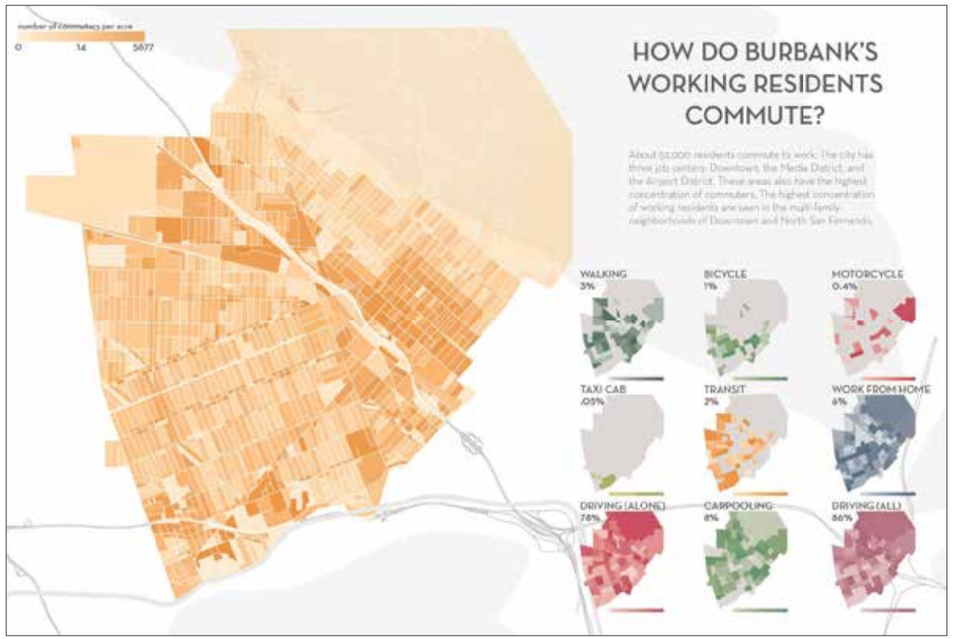
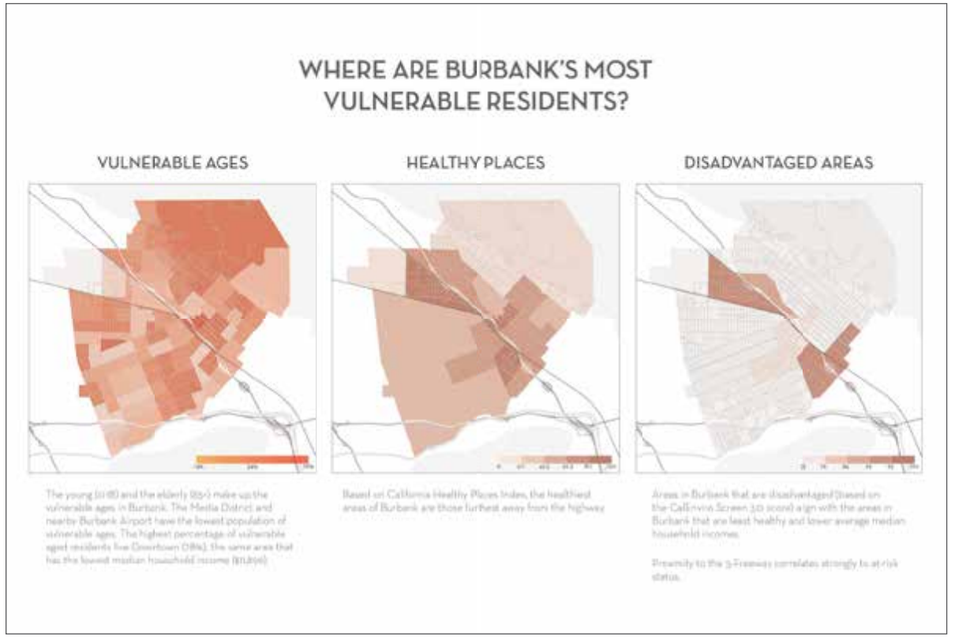
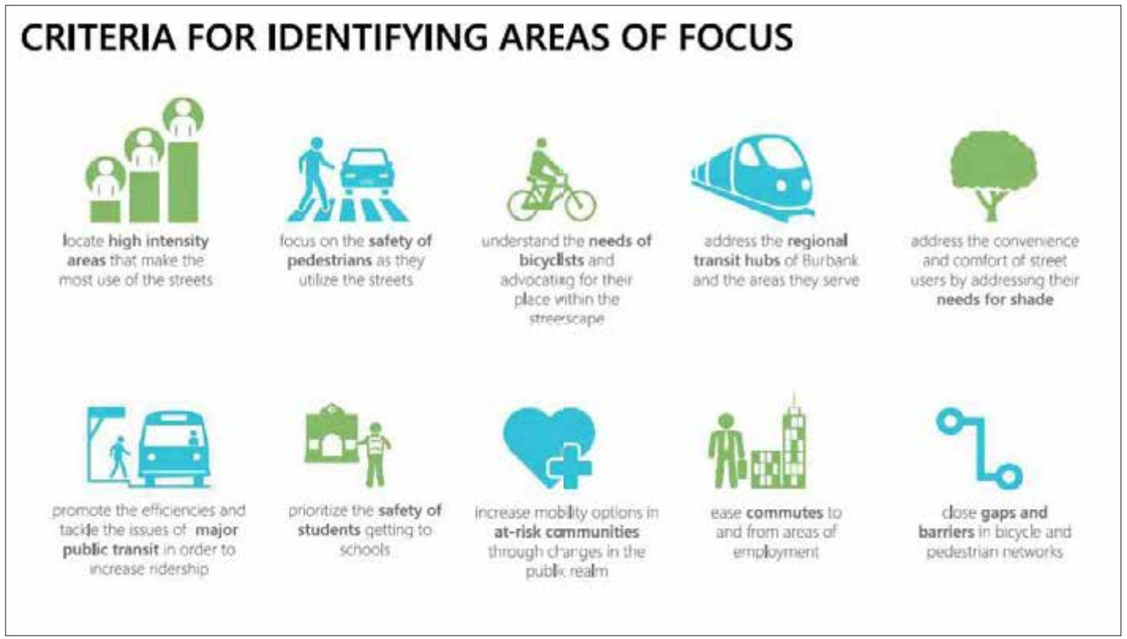
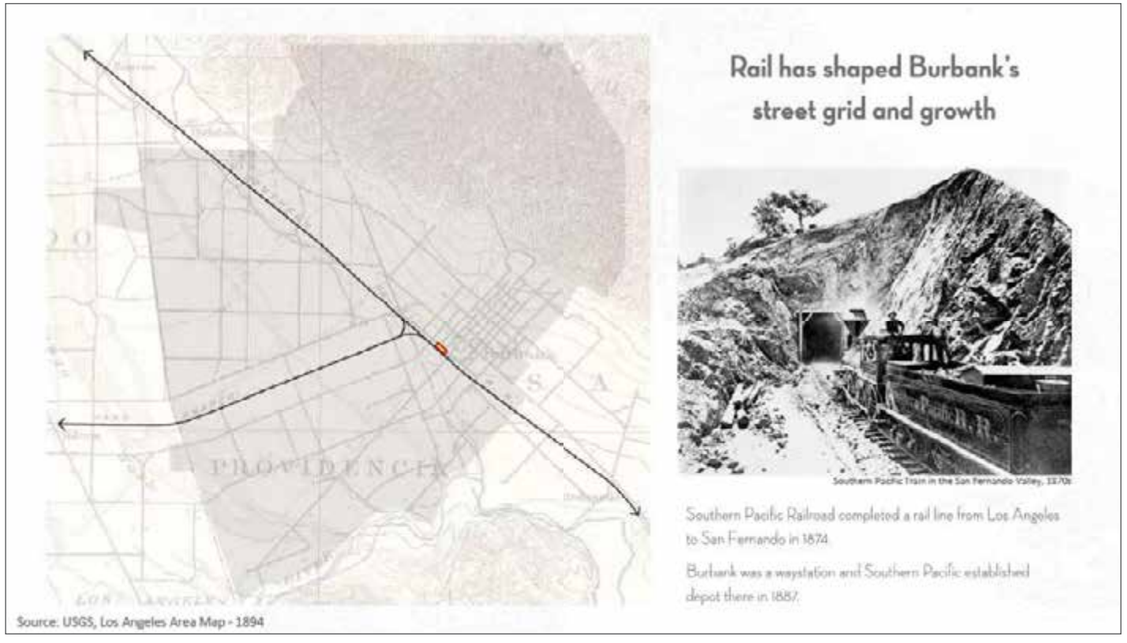






3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019
D. PRESENTATION





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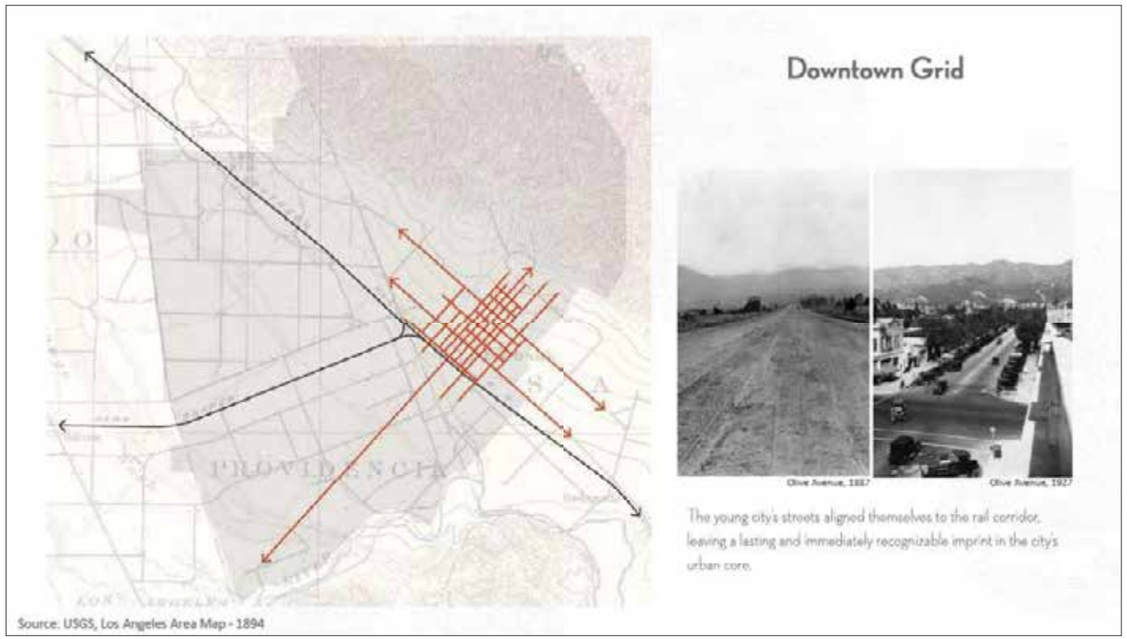
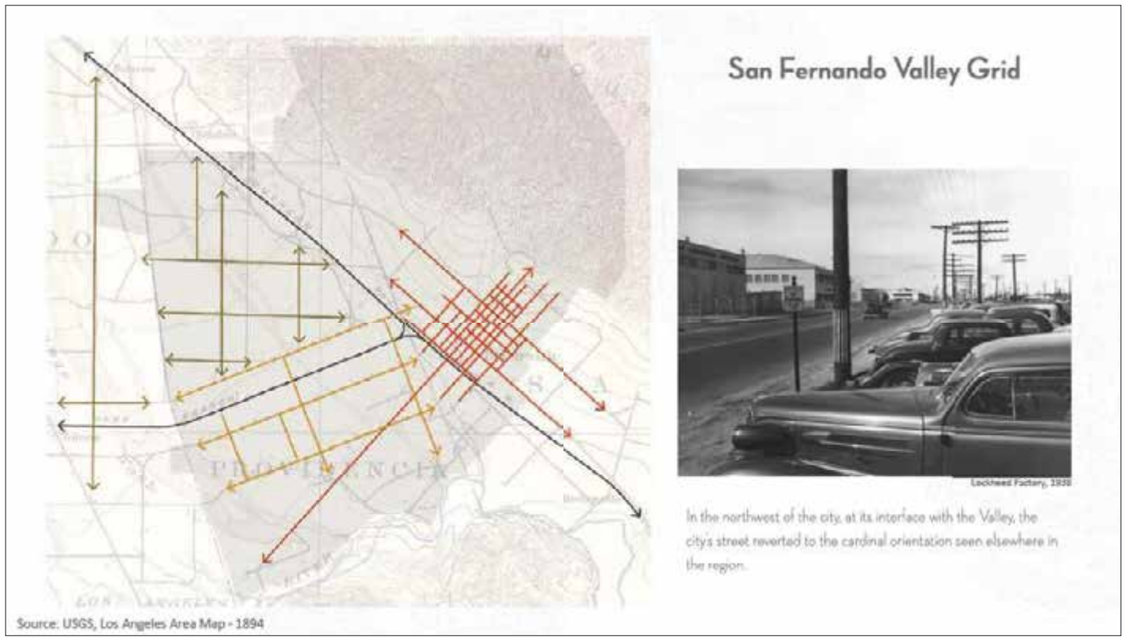
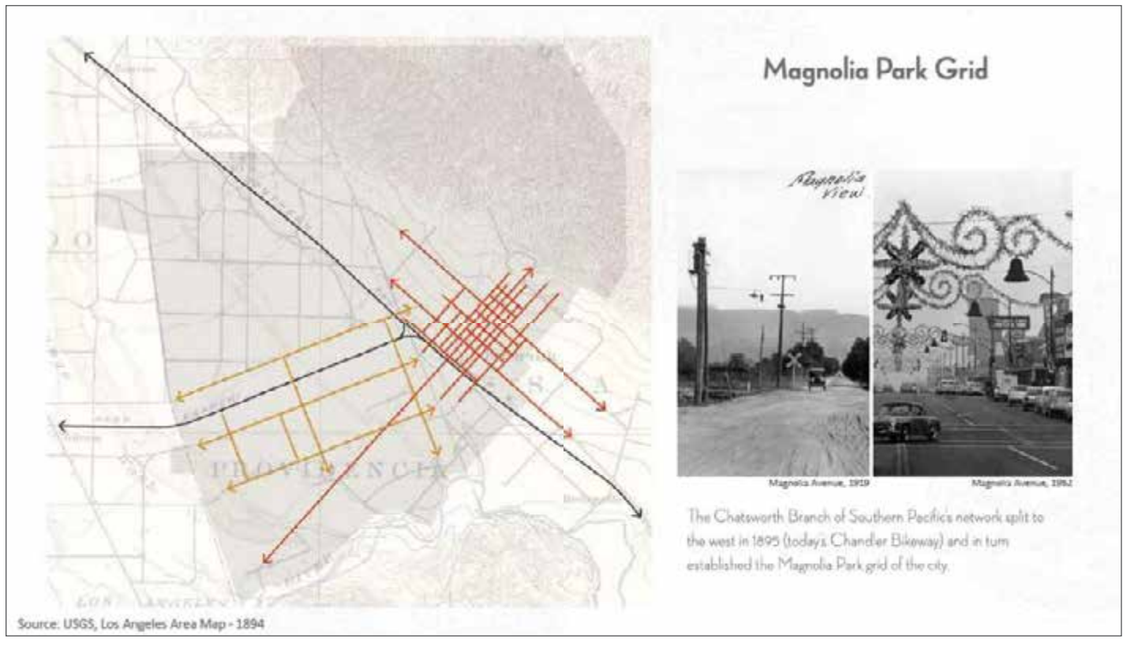
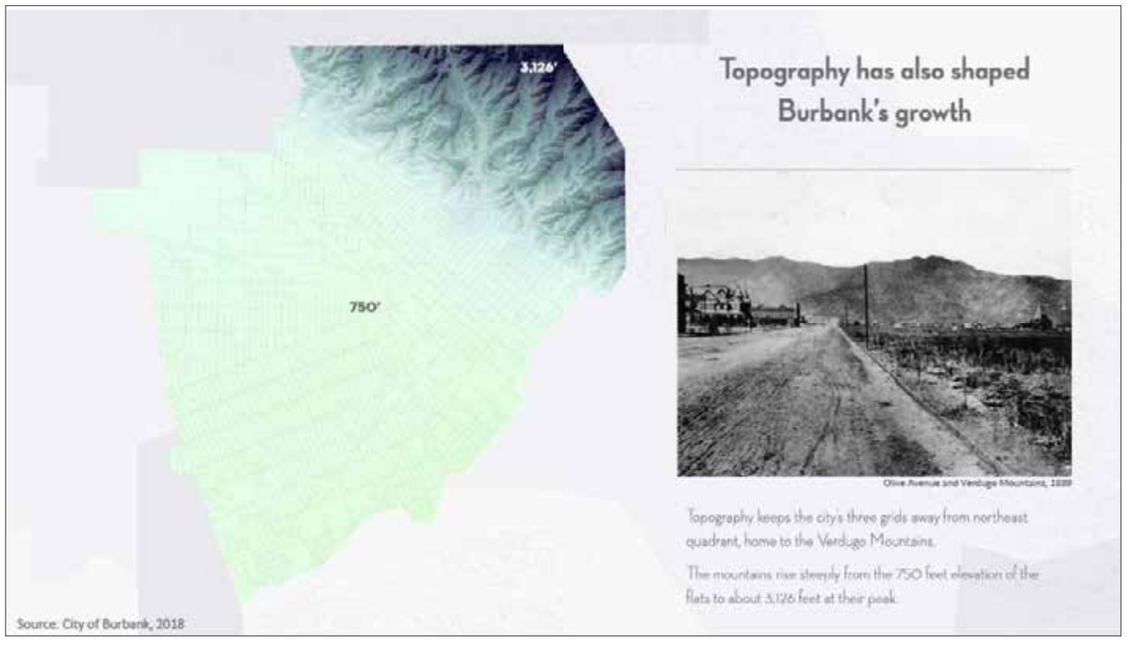








3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

D. PRESENTATION

Brick Block at Olive and San Fernando, 1888

1918

At the turn of the century, Burbank was largely rural. Development was concentrated in downtown (Olive and San Fernando) with sporadic settlements to the east.

Lockheed Factory, 1928

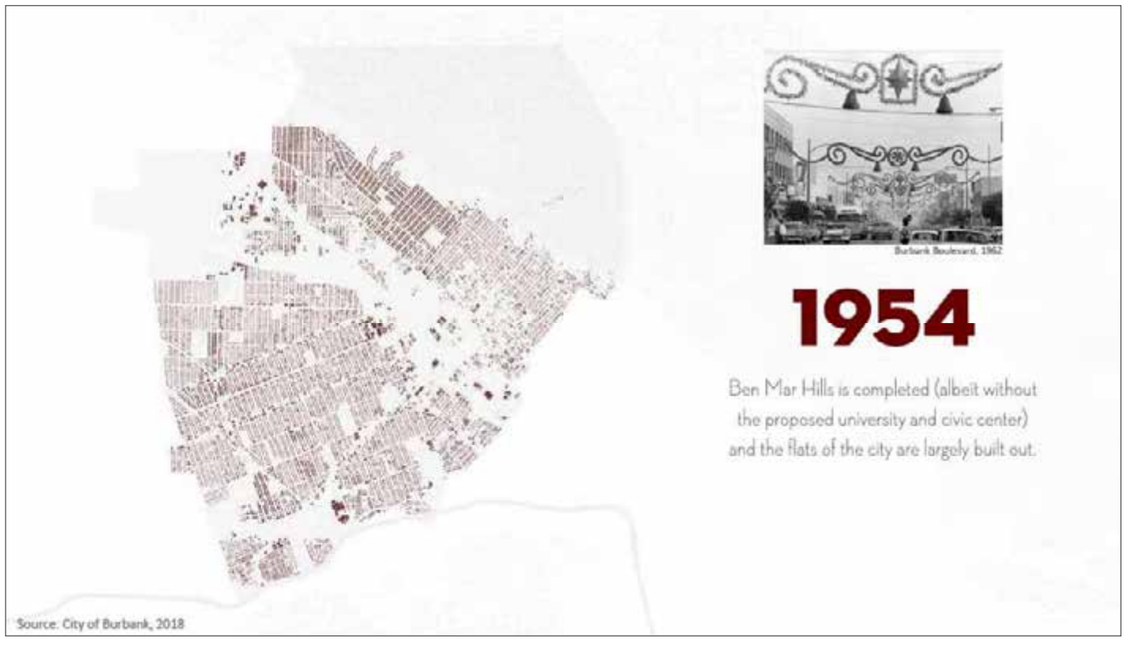
1944

Burbank continued to expand to the north and west into the San Fernando Valley. Lockheed Aircraft Company established its Burbank factory in 1928 and spurred growth in the northwest quadrant of the city.

Warner Studios, 1929

1922

In just a few years the city grew to the east and west. Magnolia Park, newly established, provided a counter balance to Ben Mar Hills expansion eastward toward Verdugo Mountains. The establishment of Warner Studios in the southwest of the city set the stage for Burbank's emergence as the "media capital of the world".



Burbank Boulevard, 1962

1954

Ben Mar Hills is completed (albeit without the proposed university and civic center) and the flats of the city are largely built out.

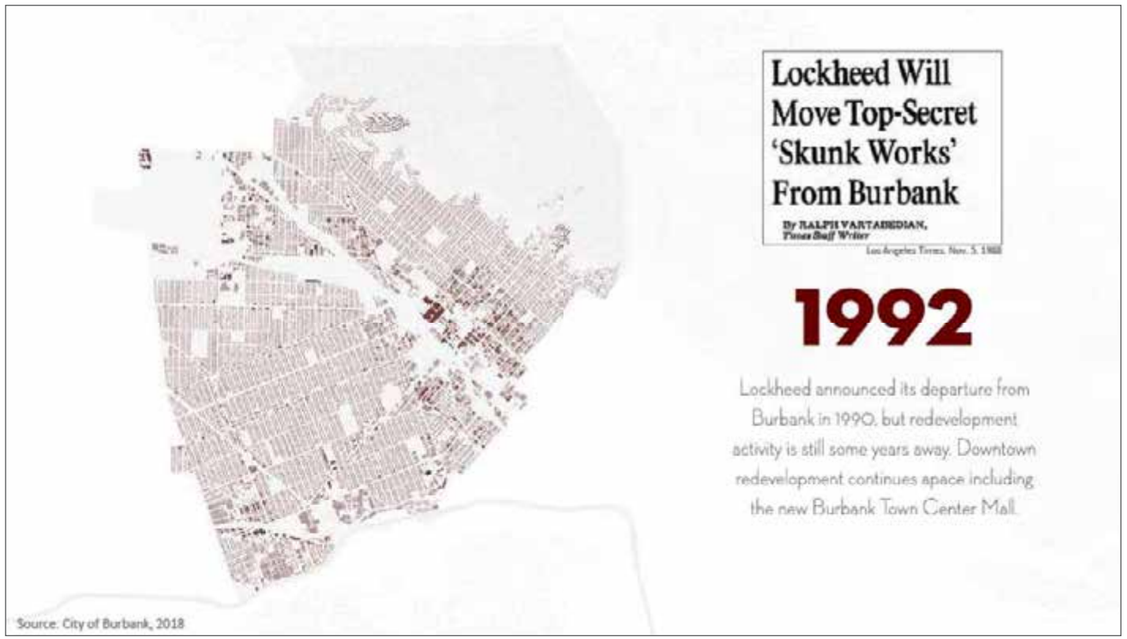
3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

D. PRESENTATION

Driveln at Buena Vista and Winona. 1965

1966

Gradual redevelopment of multi family apartments in the urban core and slow expansion of low-density residential uses up into Verdugo Mountains.



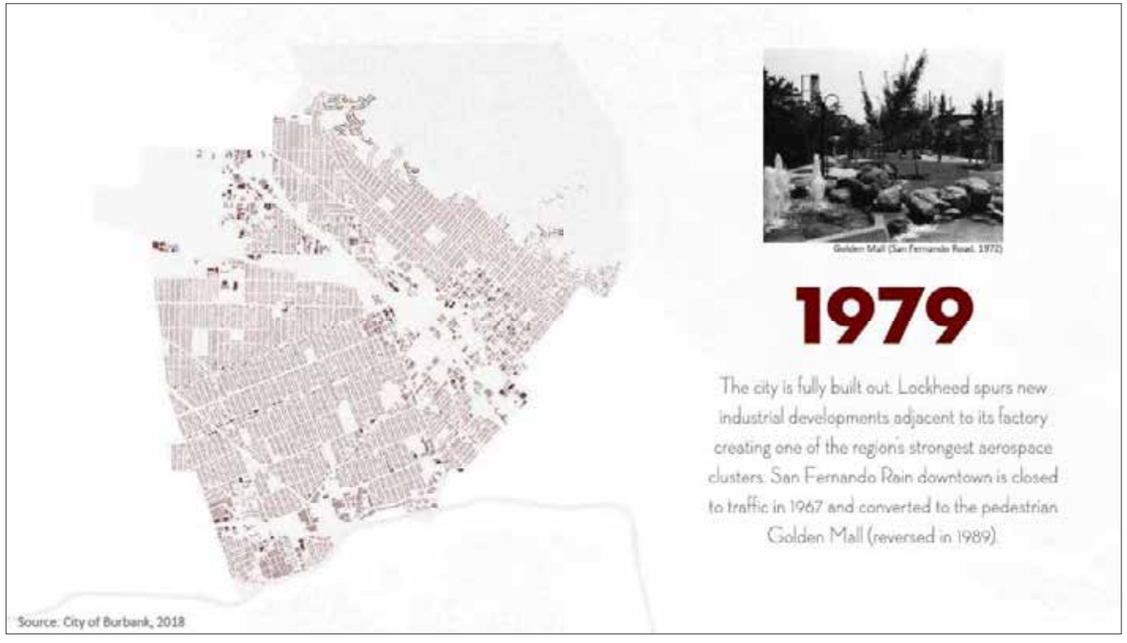
Lockheed Will Move Top-Secret 'Skunk Works' From Burbank

By RALPH VARTABEDIAN, Times Staff Writer

Los Angeles Times, Nov. 5, 1988

1992

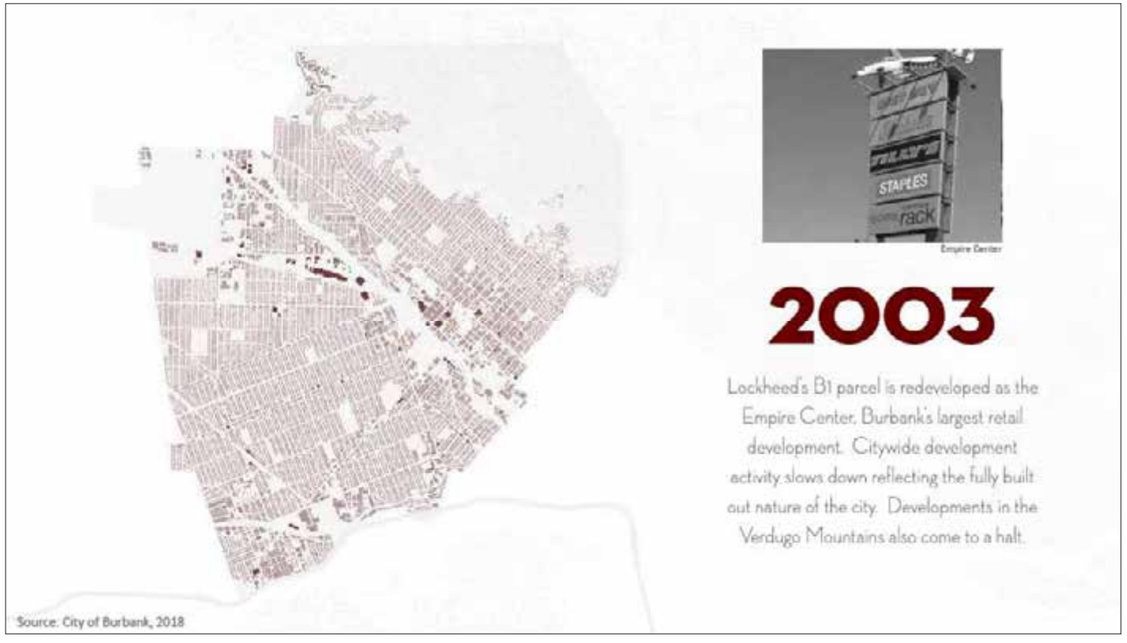
Lockheed announced its departure from Burbank in 1990, but redevelopment activity is still some years away. Downtown redevelopment continues apace including the new Burbank Town Center Mall.



Golden Mall (San Fernando Road, 1972)

1979

The city is fully built out. Lockheed spurs new industrial developments adjacent to its factory creating one of the region's strongest aerospace clusters. San Fernando Rain downtown is closed to traffic in 1967 and converted to the pedestrian Golden Mall (reversed in 1989).



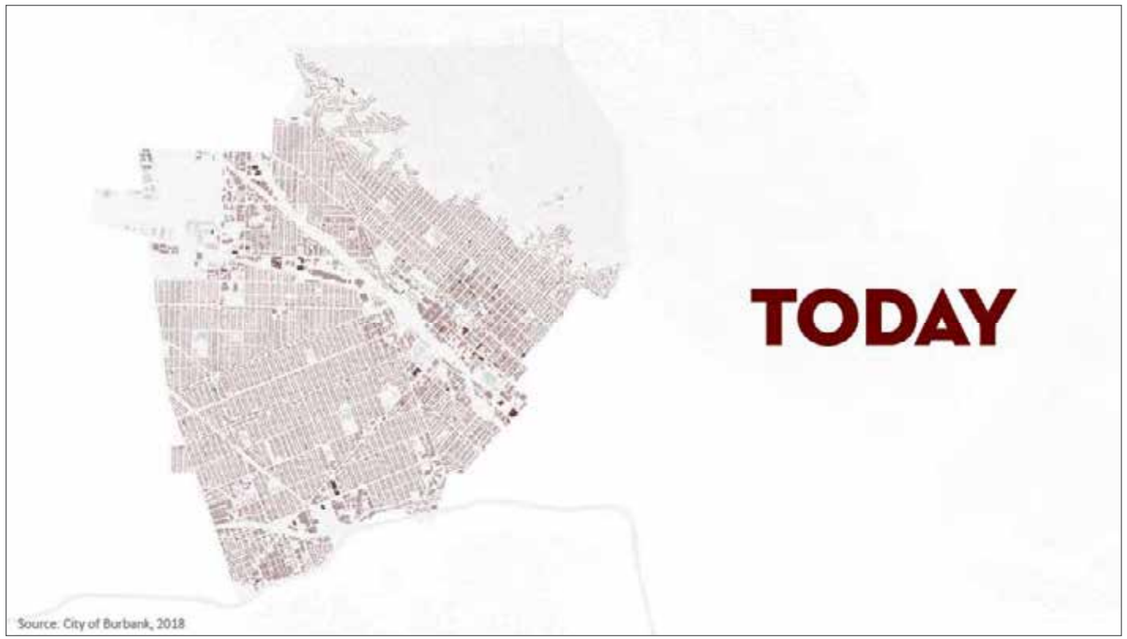
Empire Center

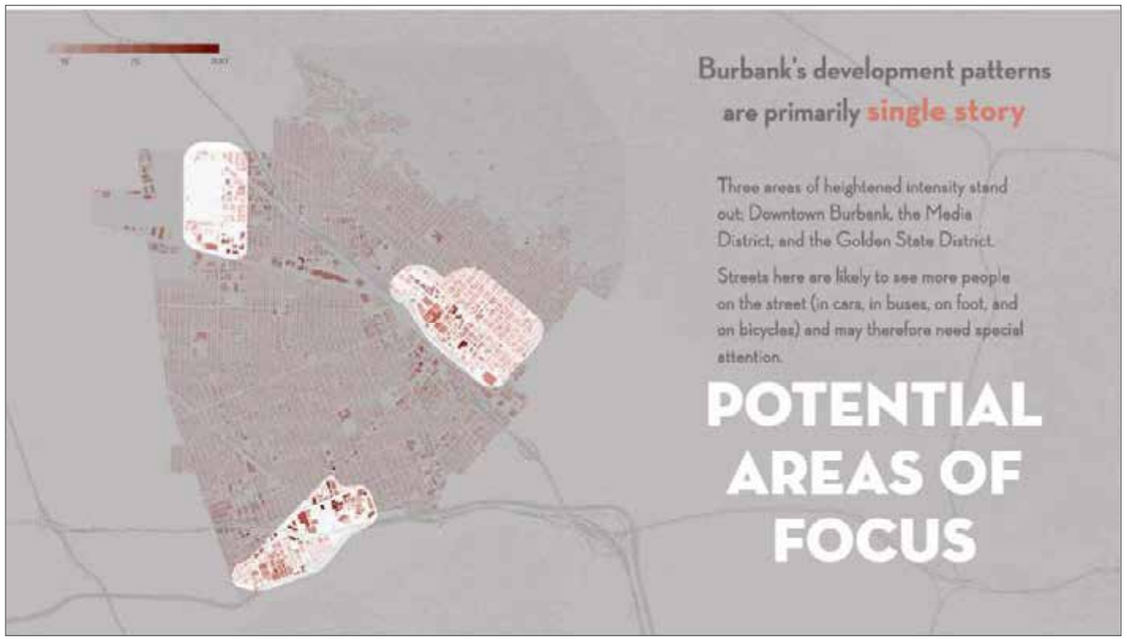
2003

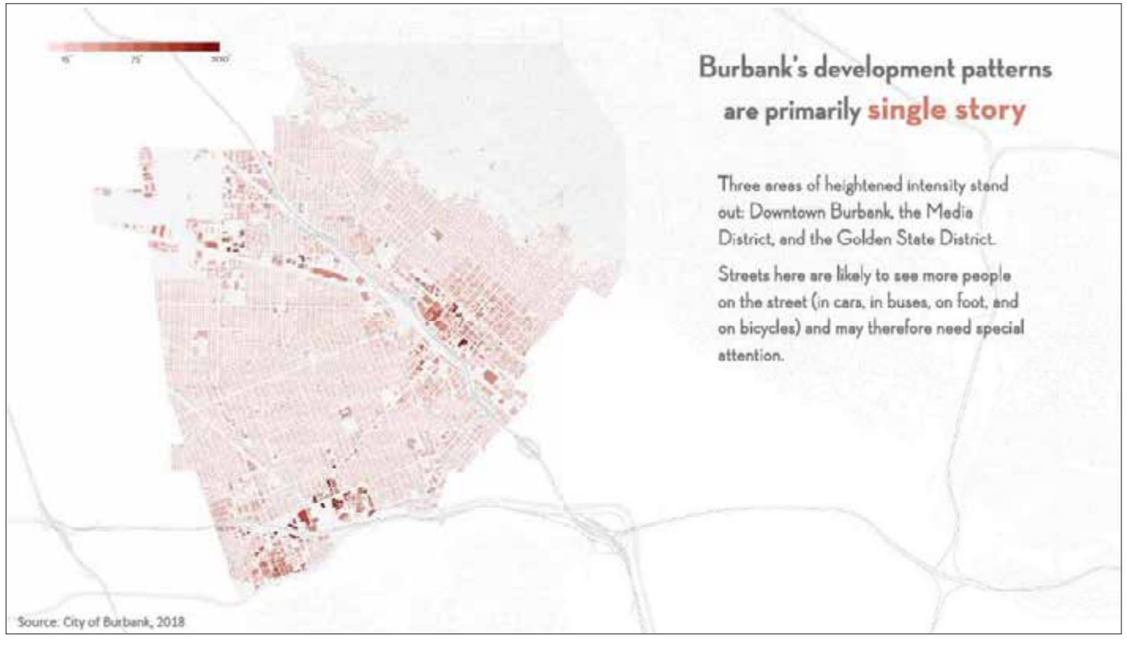
Lockheed's B1 parcel is redeveloped as the Empire Center, Burbank's largest retail development. Citywide development activity slows down reflecting the fully built out nature of the city. Developments in the Verdugo Mountains also come to a halt.

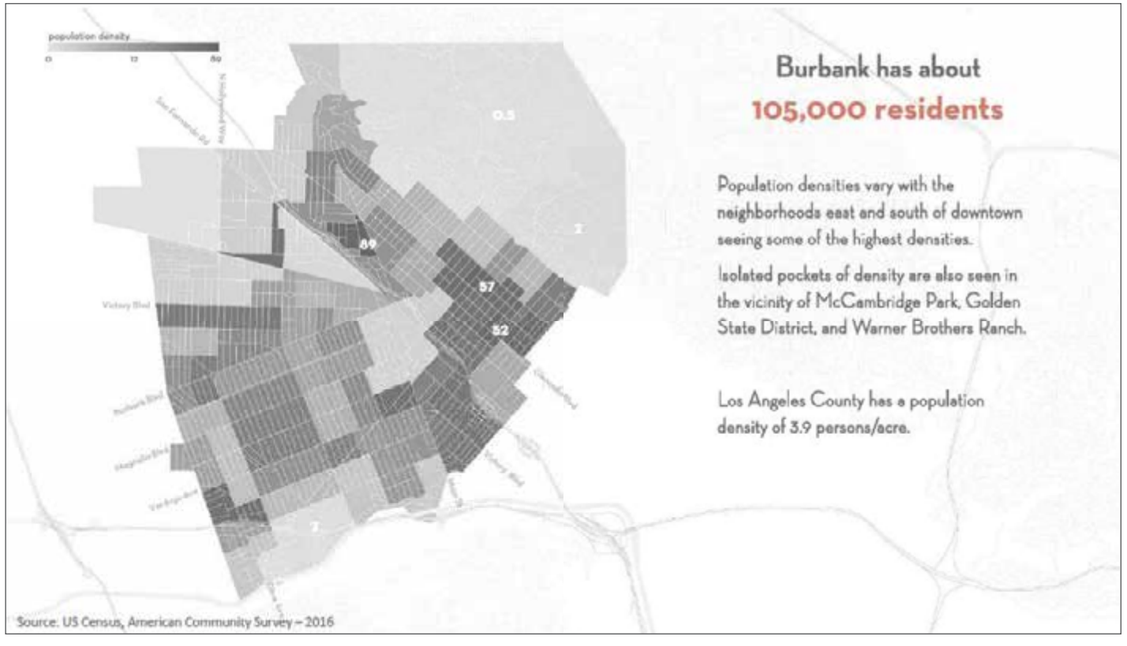
3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

D. PRESENTATION









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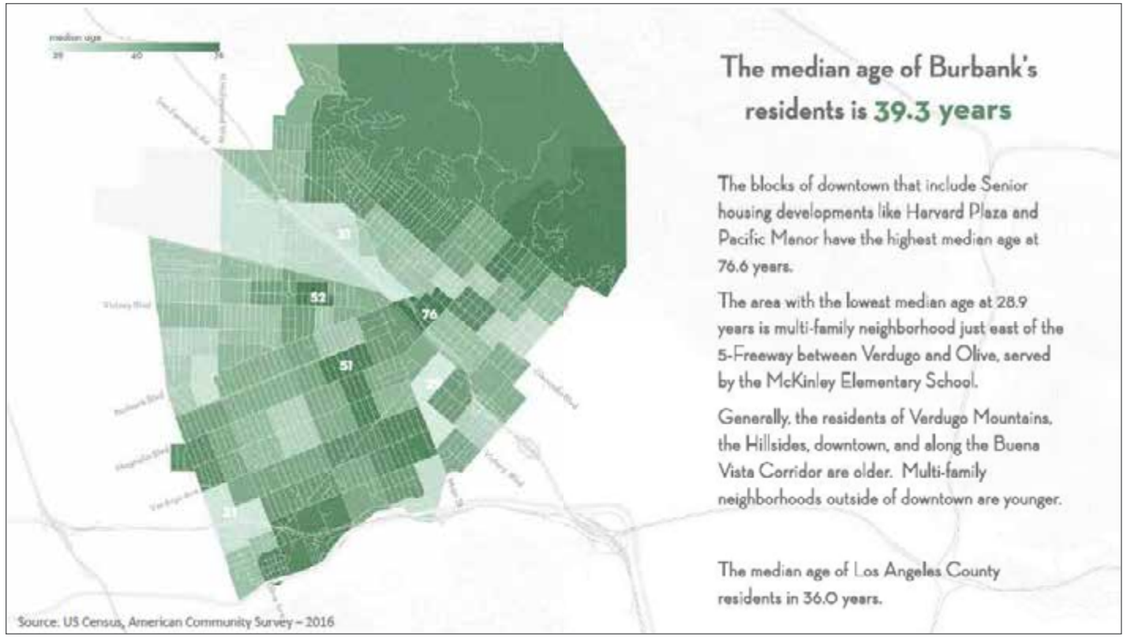

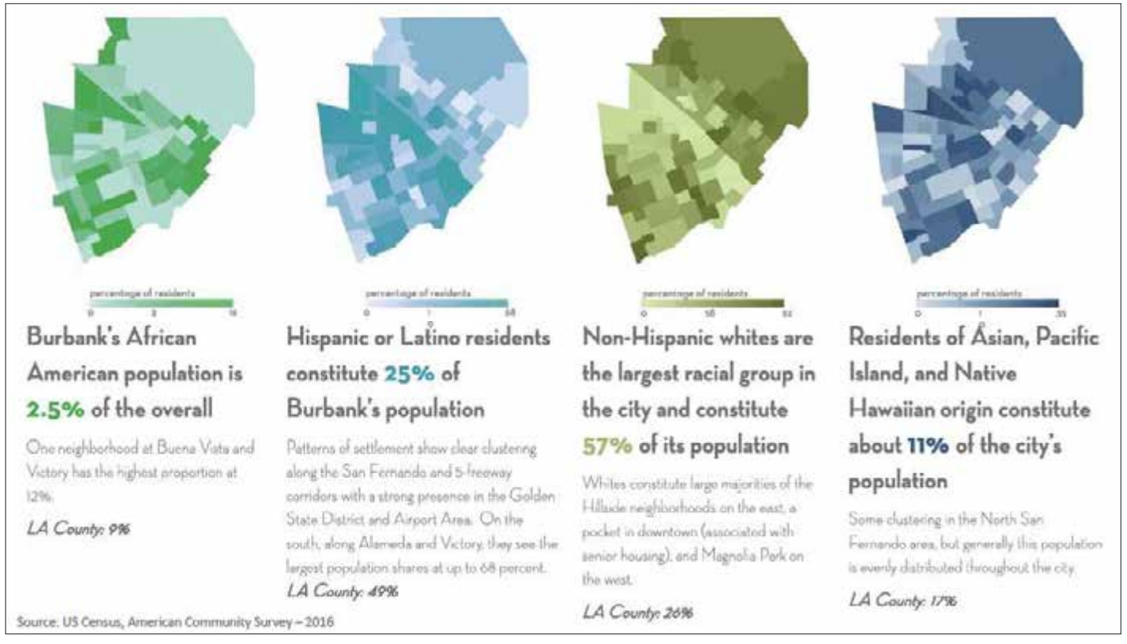

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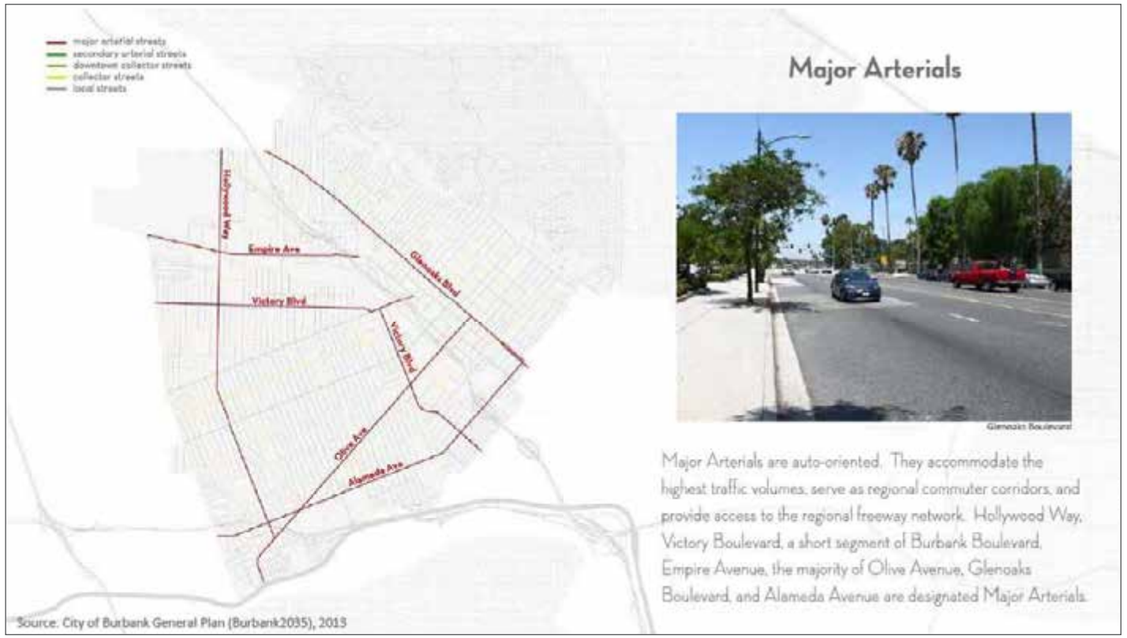

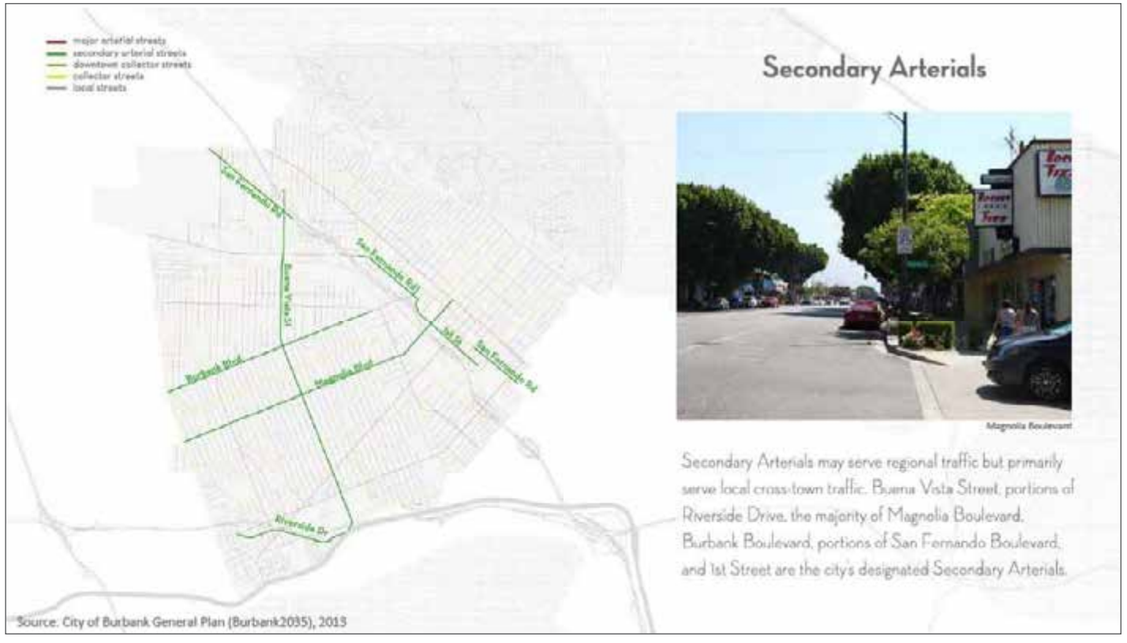

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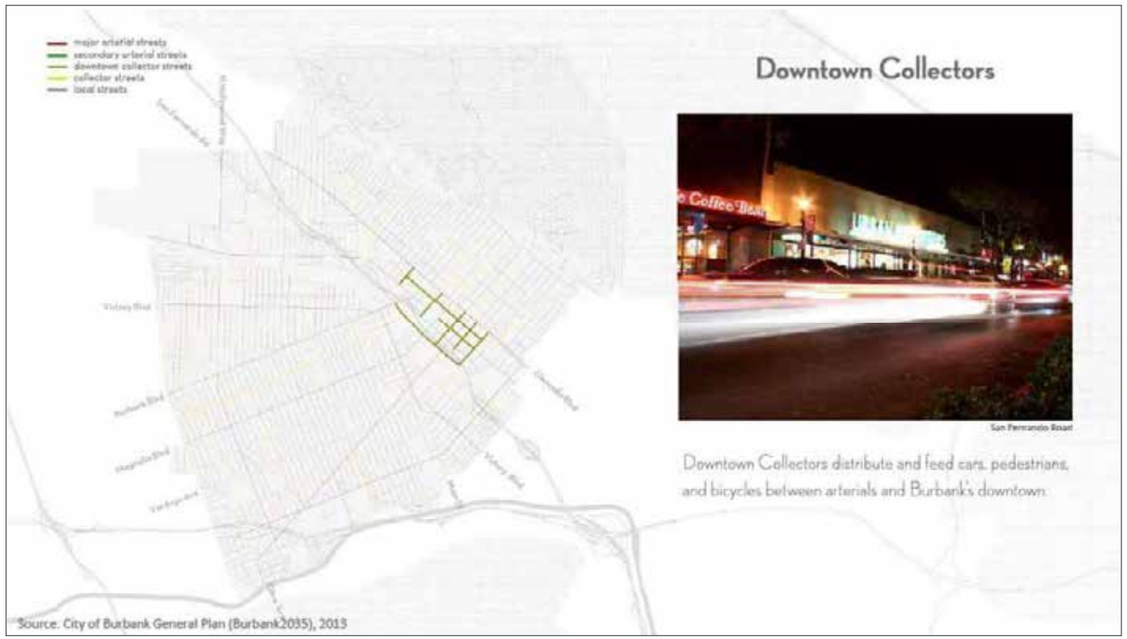

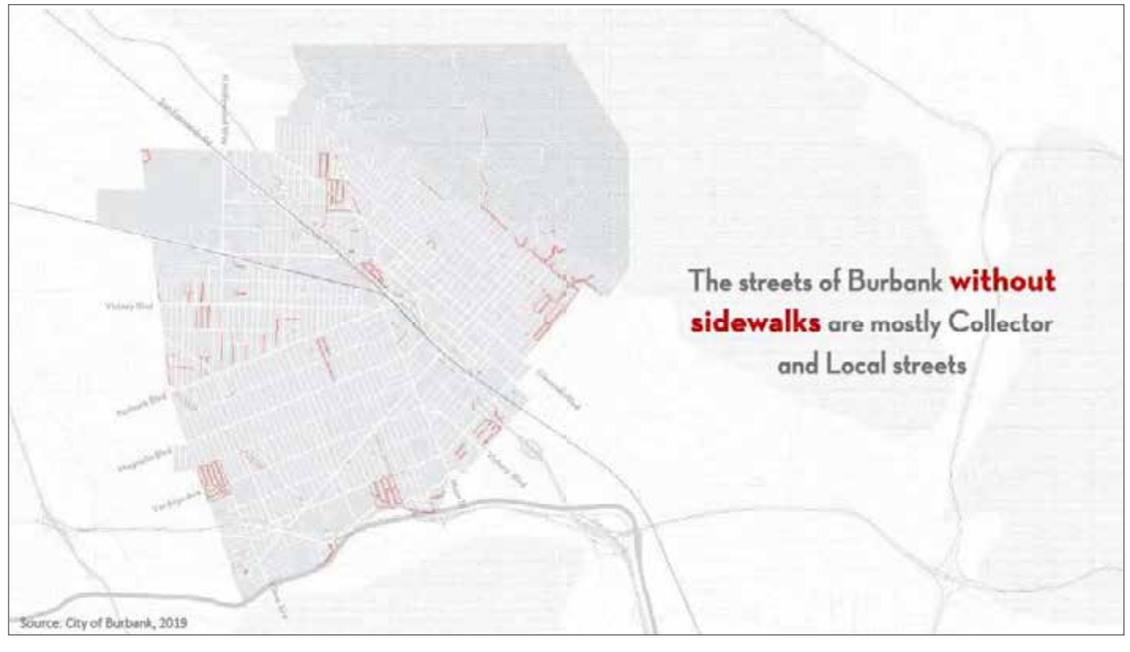

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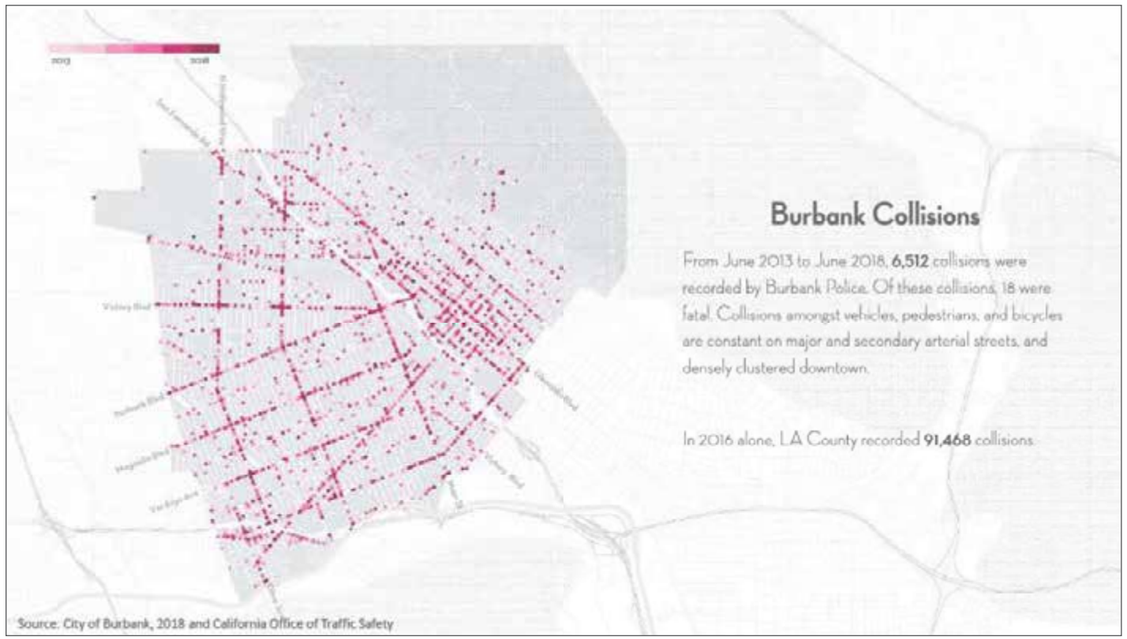

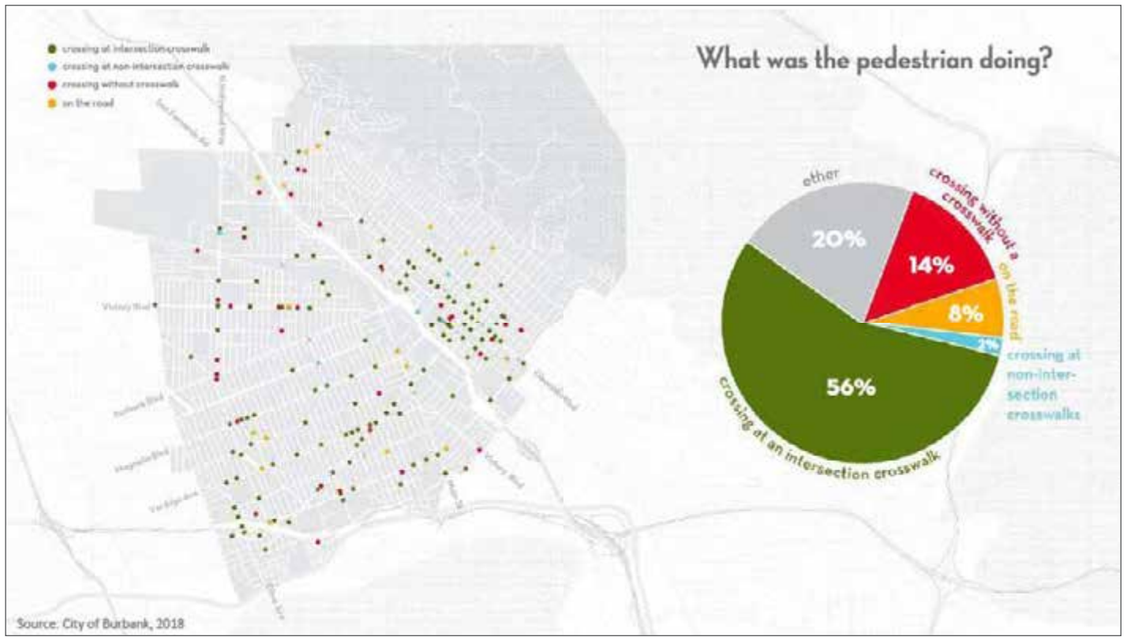

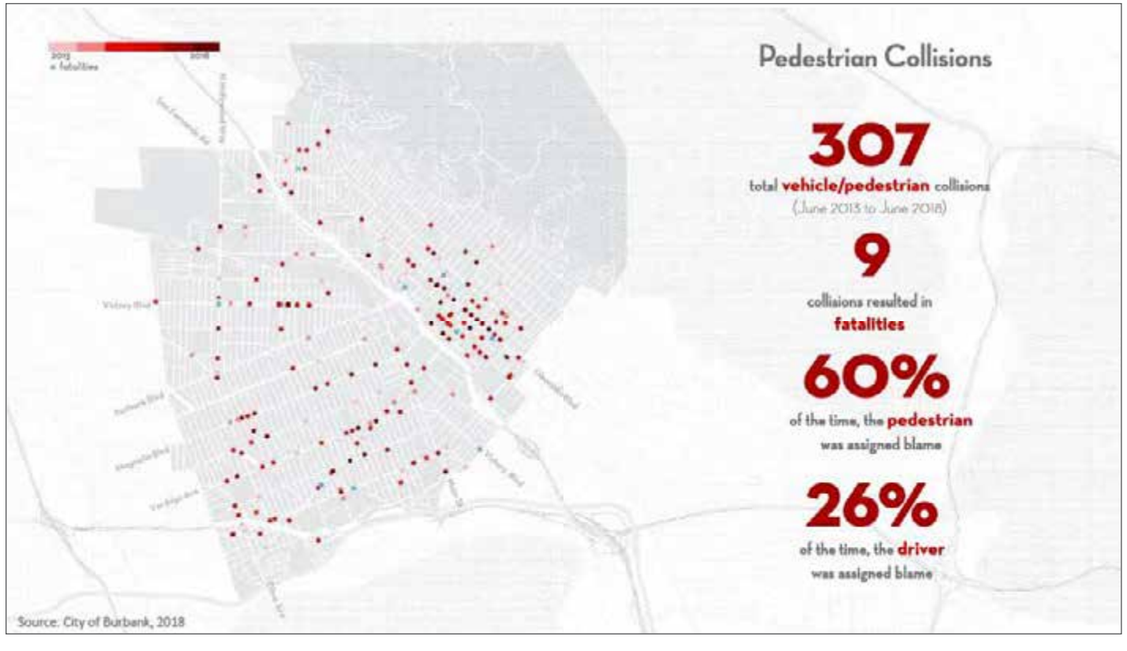

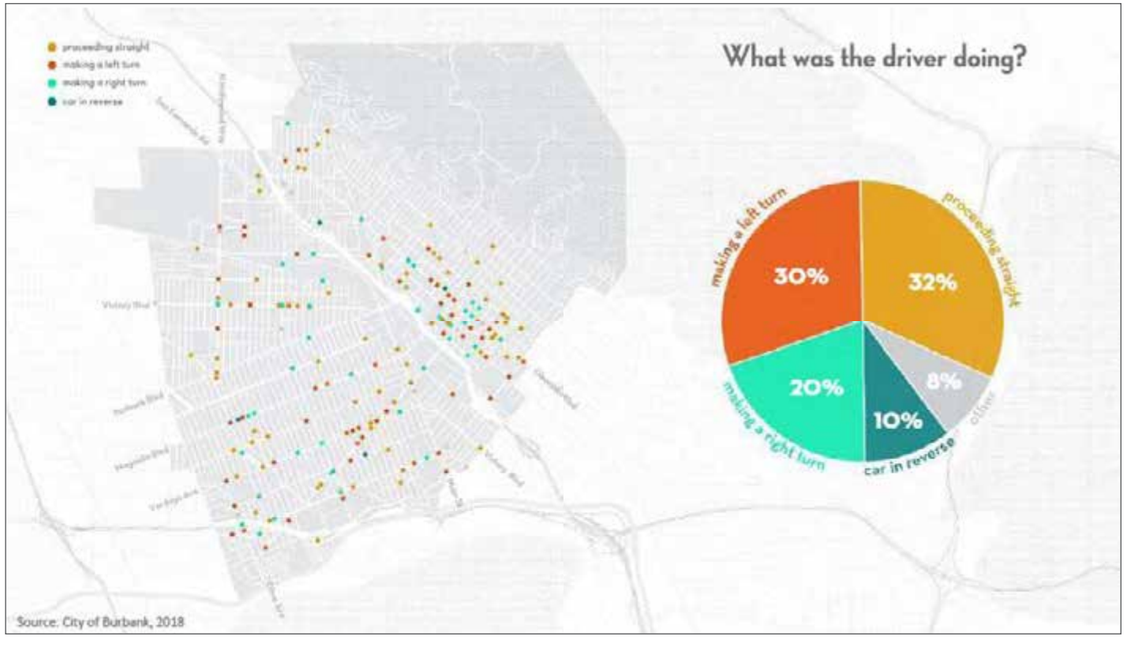

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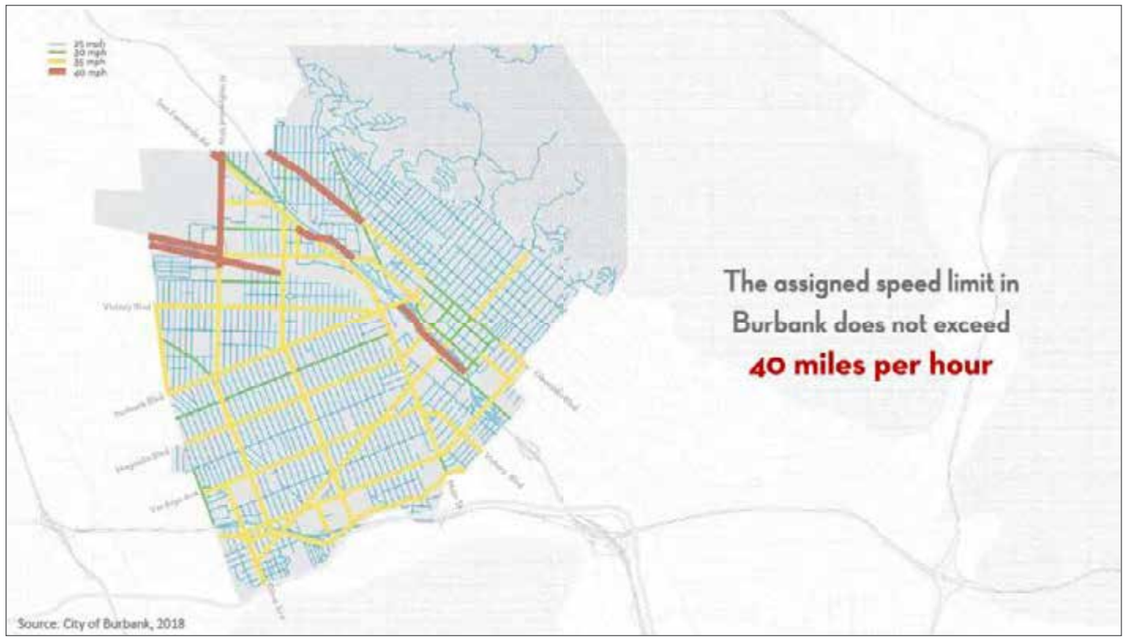
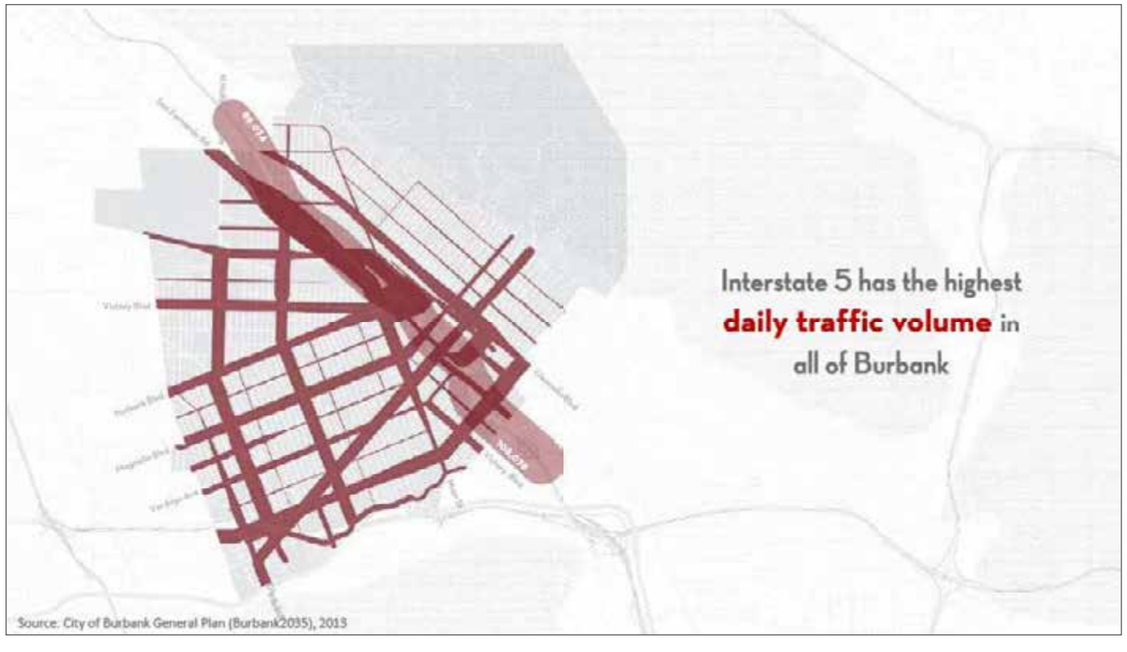
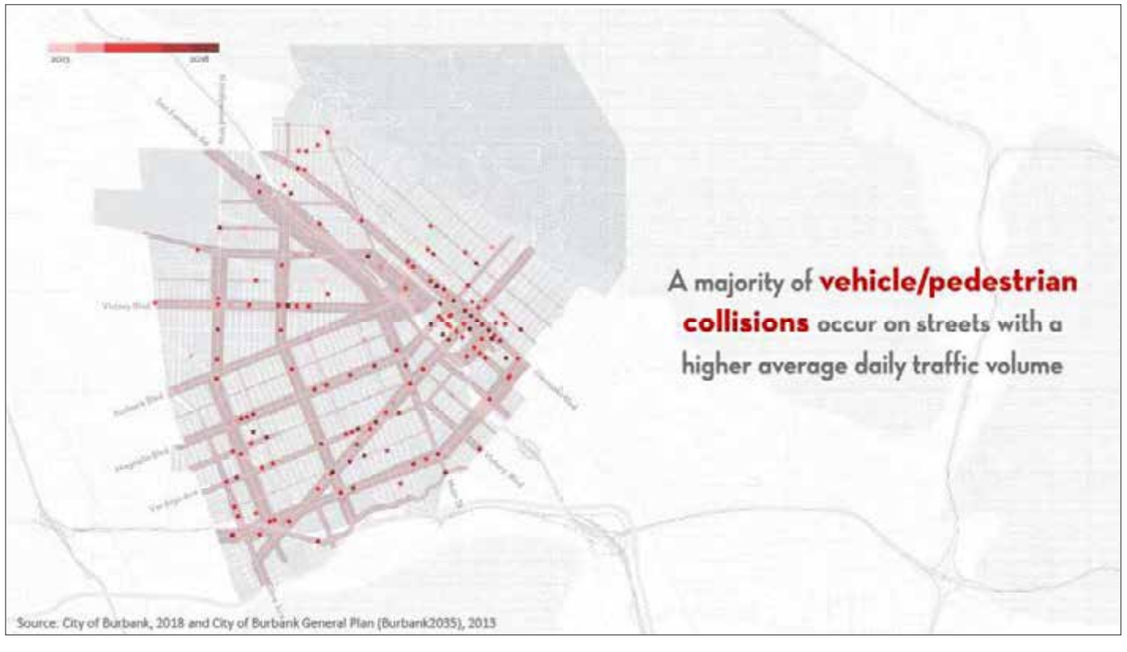


The assigned speed limit in Burbank does not exceed **40 miles per hour**

Major and secondary arterial streets that lead to Interstate 5 and CA-134 have the highest average daily traffic volumes



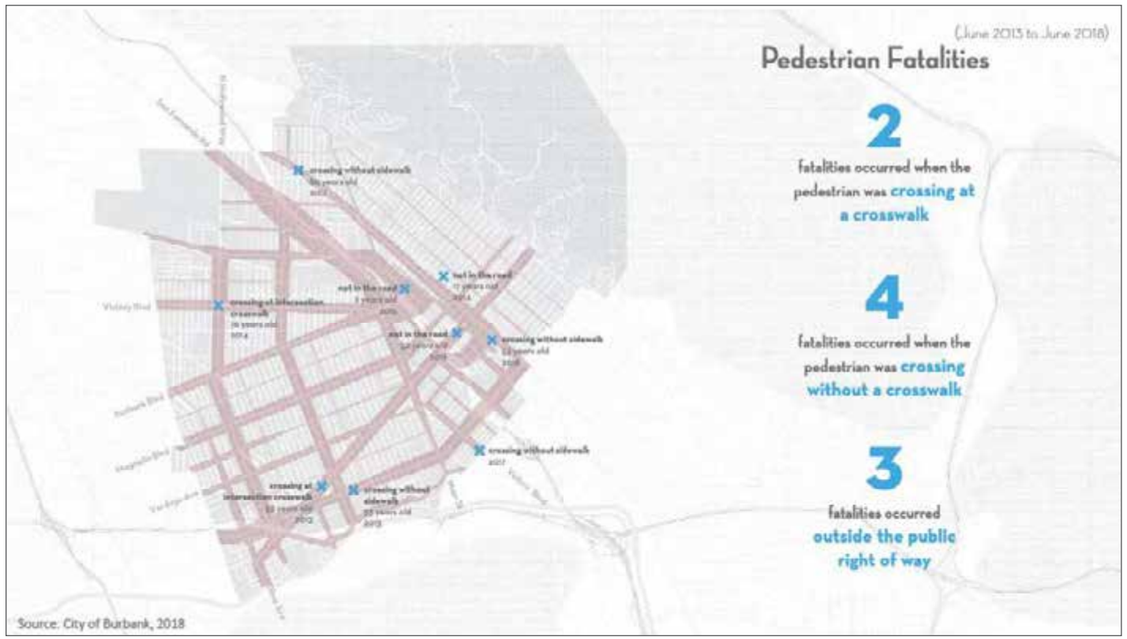
Interstate 5 has the highest **daily traffic volume** in all of Burbank

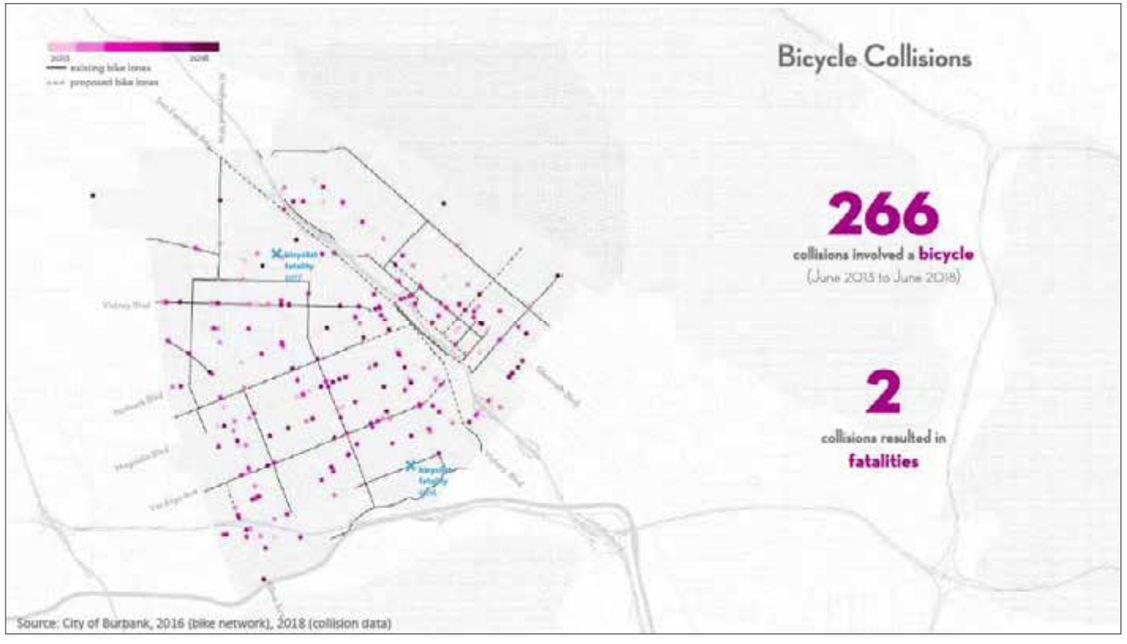


A majority of **vehicle/pedestrian collisions** occur on streets with a higher average daily traffic volume

3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

D. PRESENTATION





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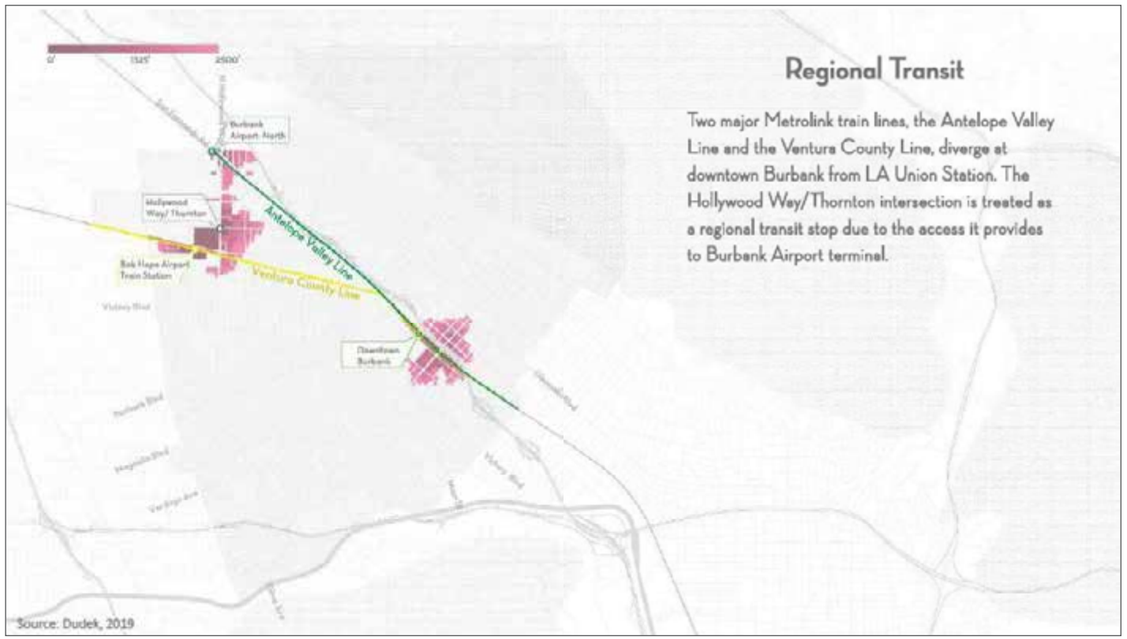

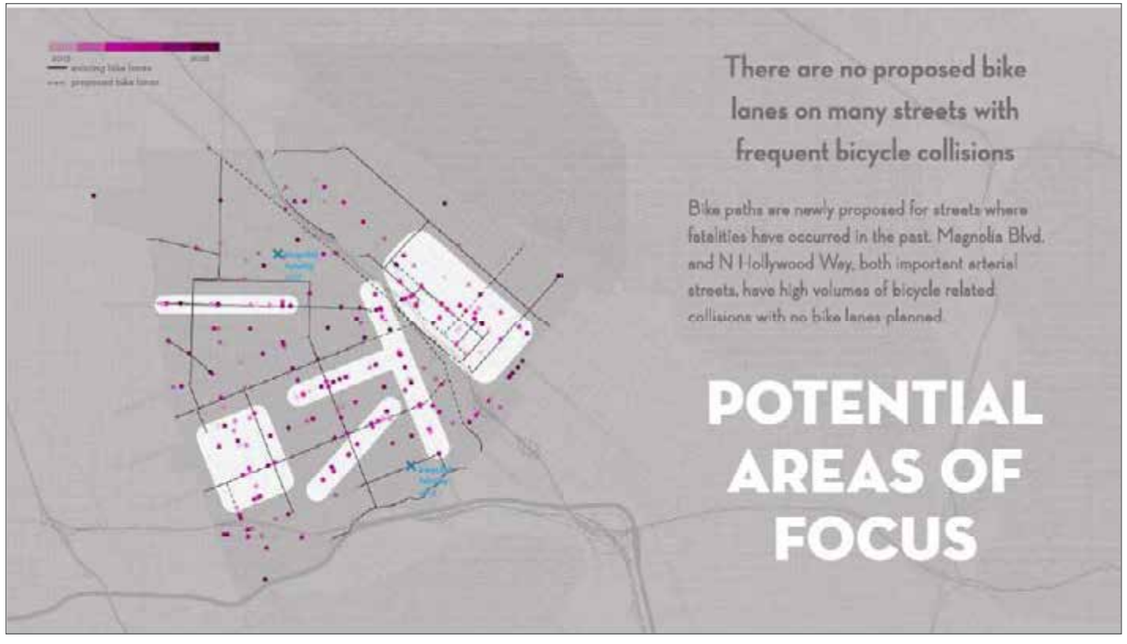

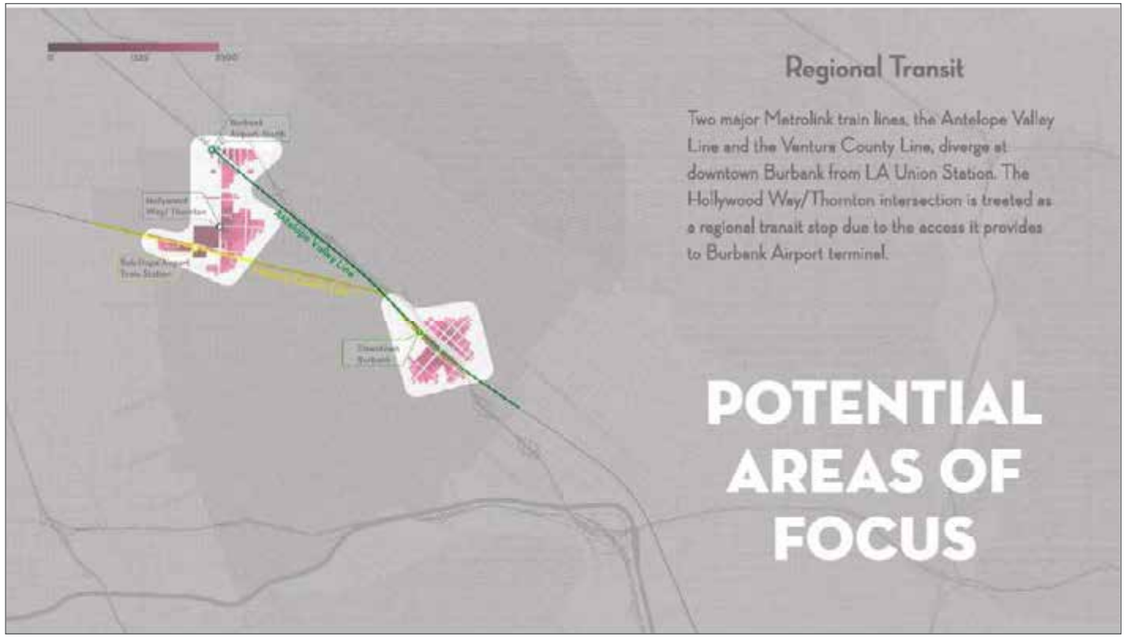

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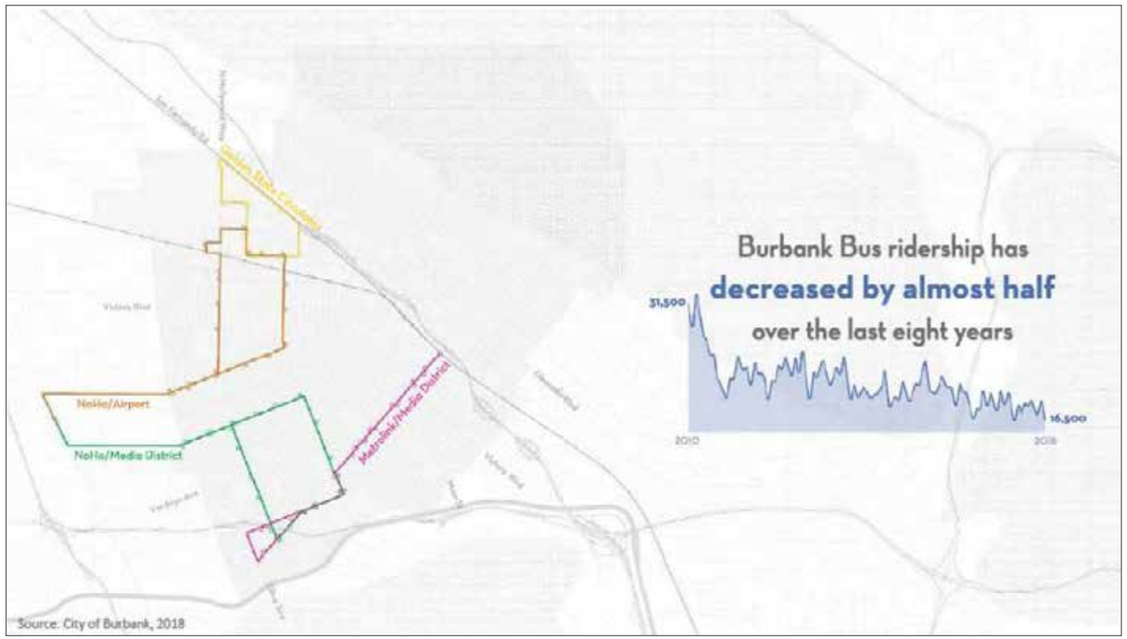

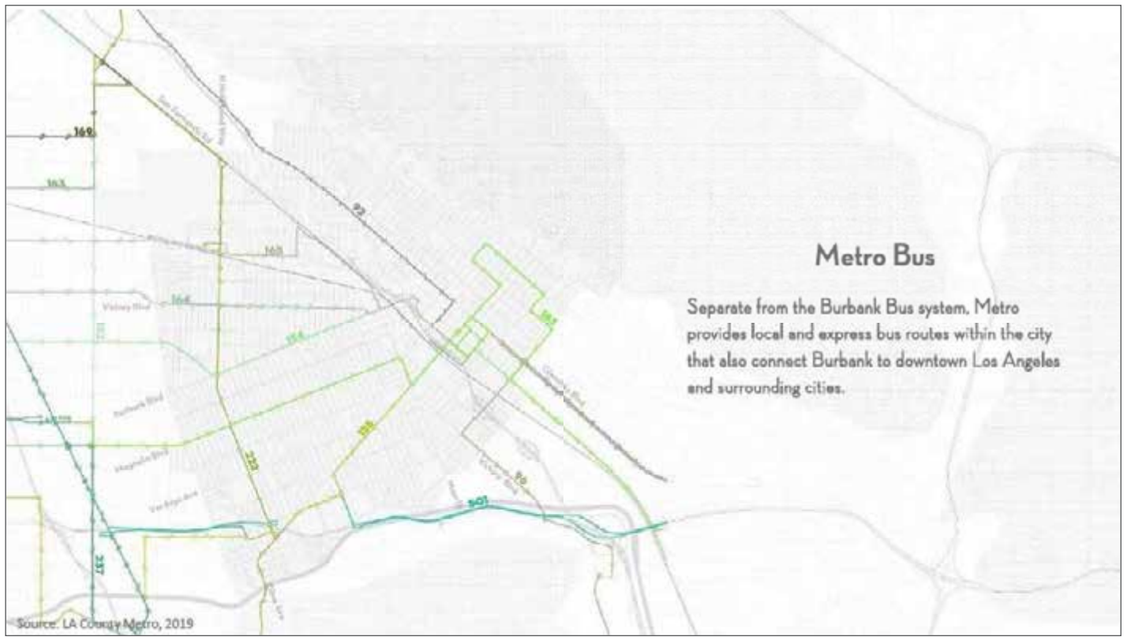

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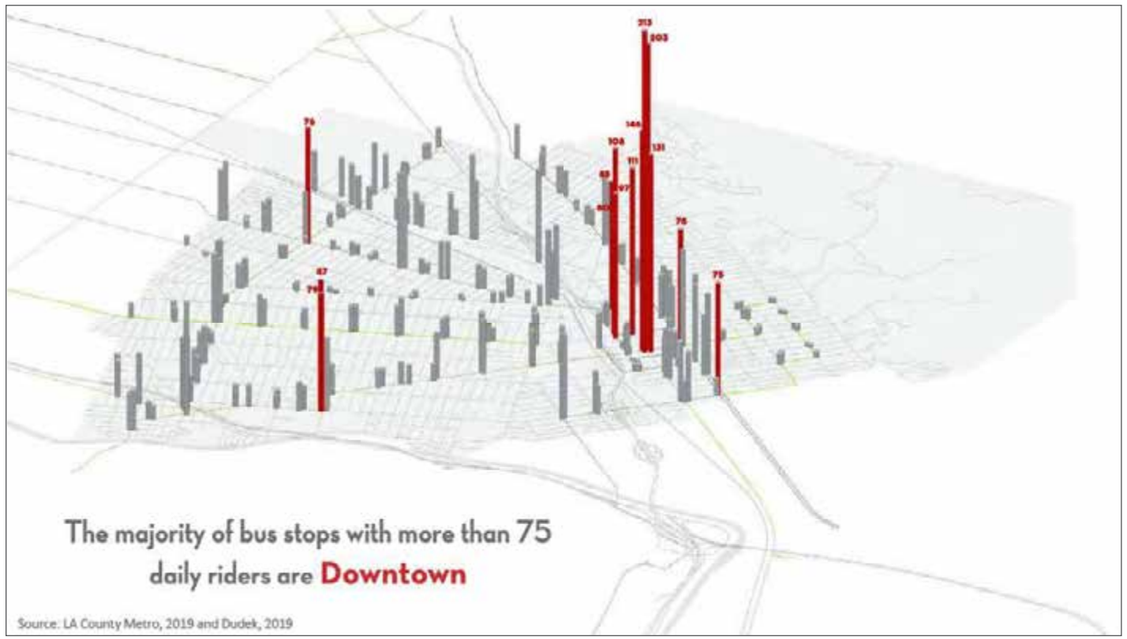

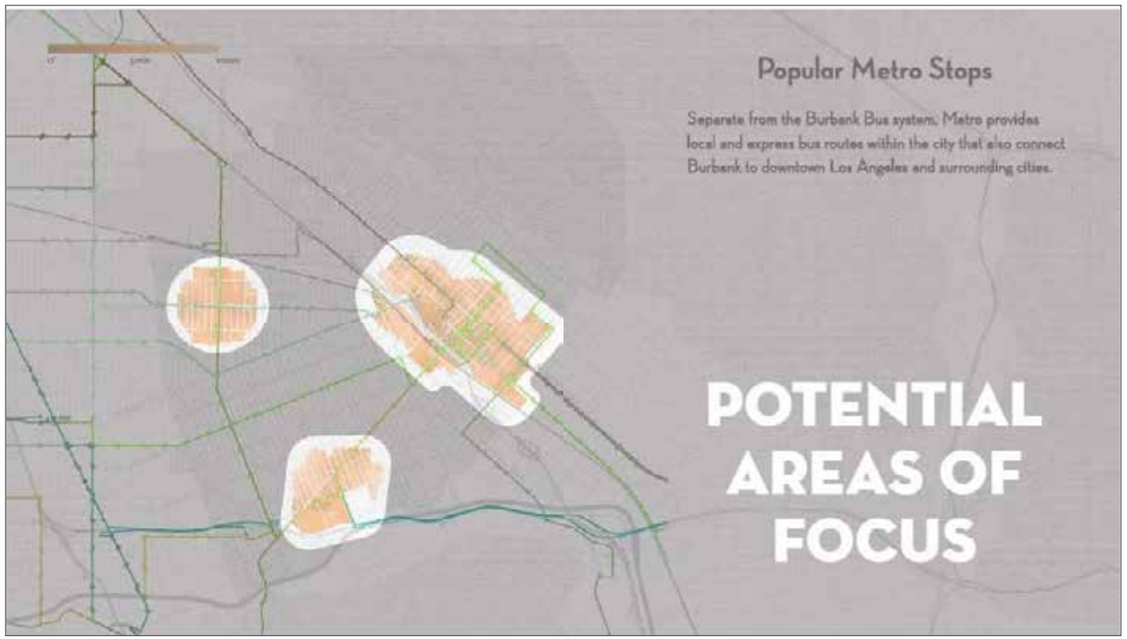

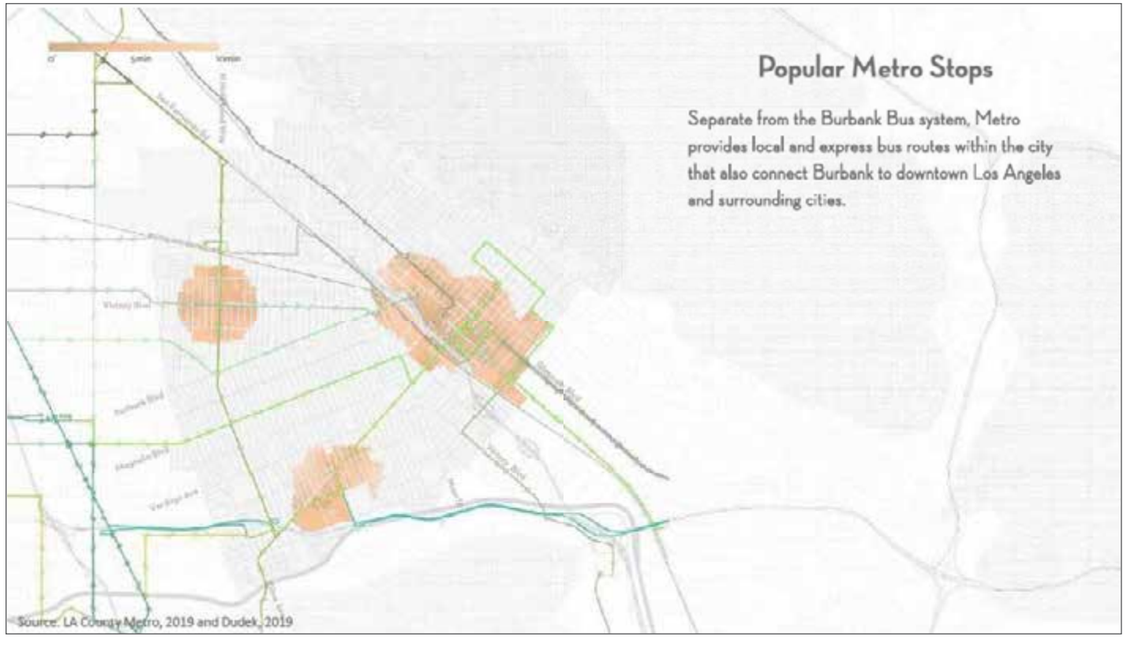

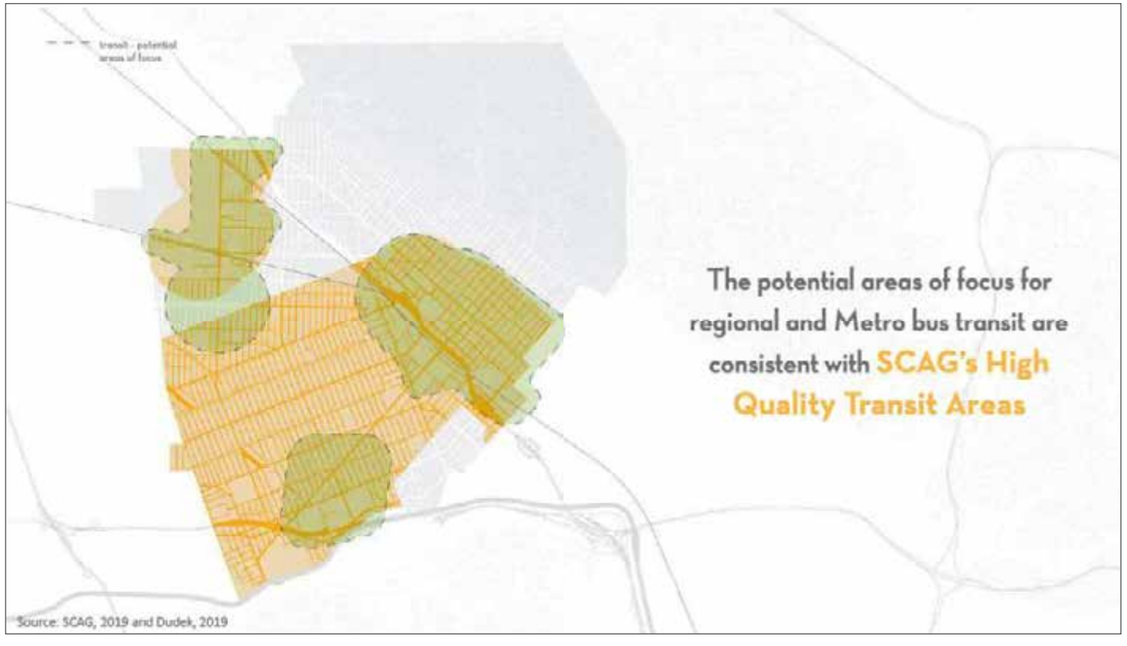

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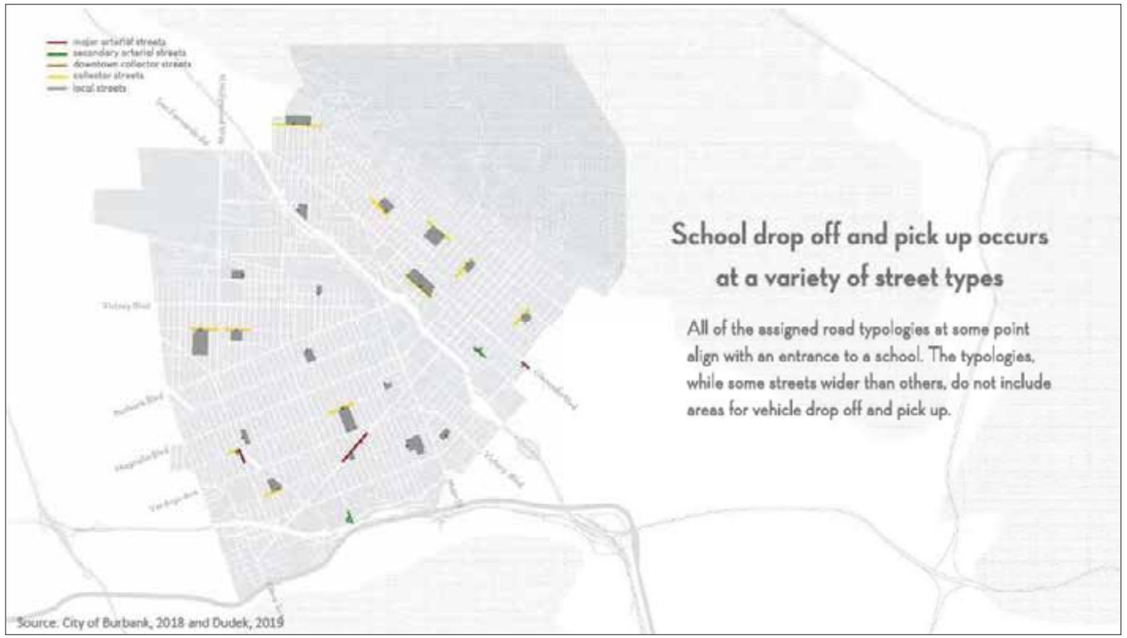

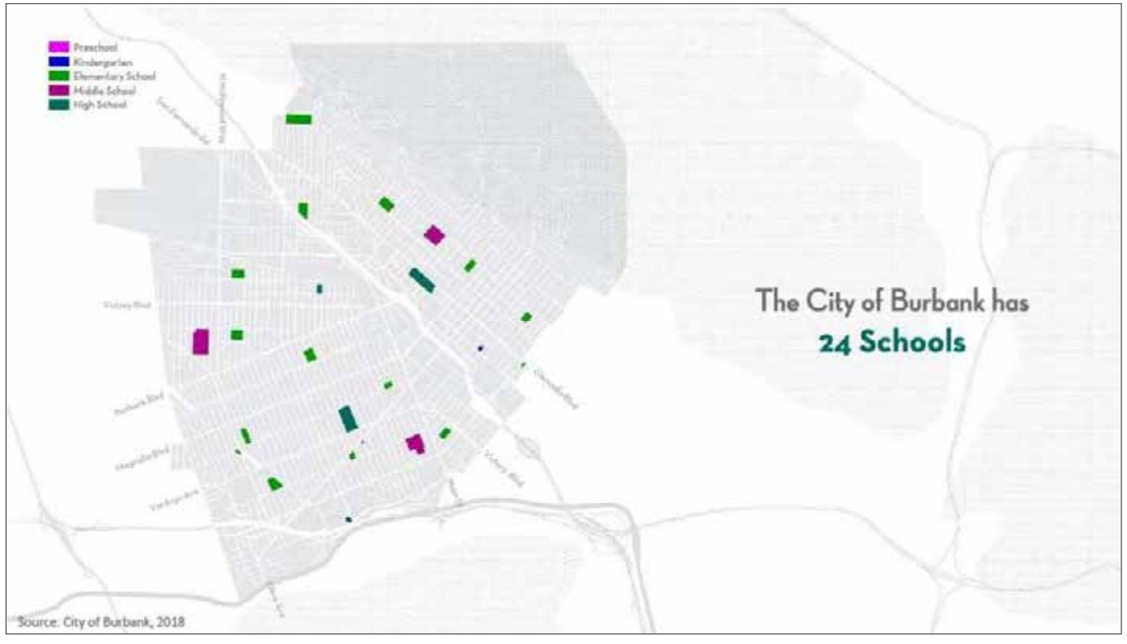

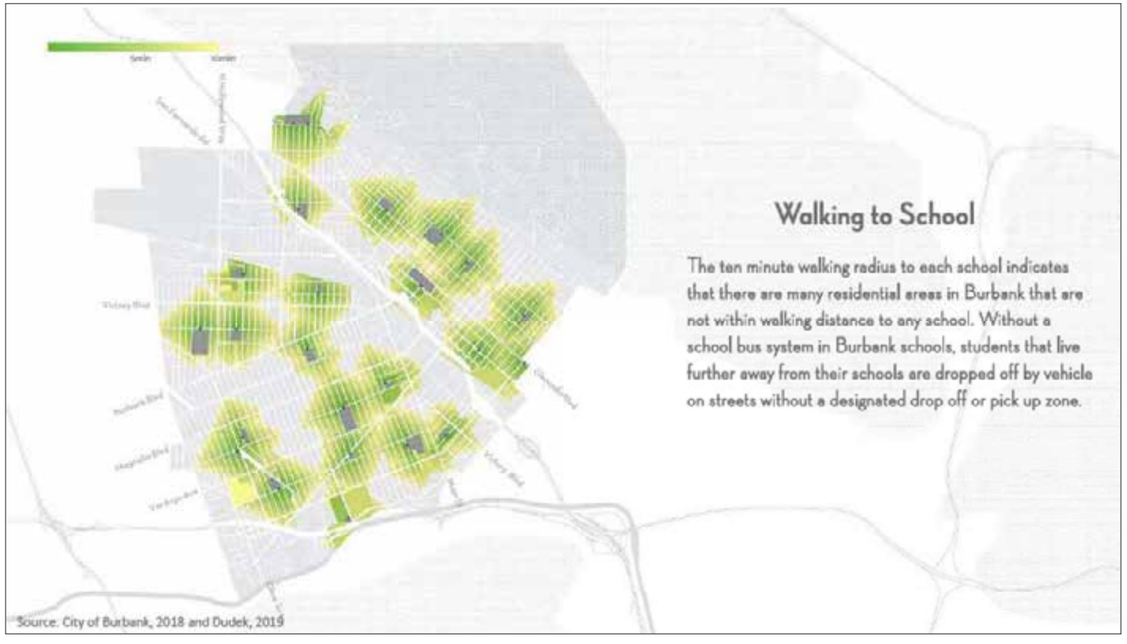

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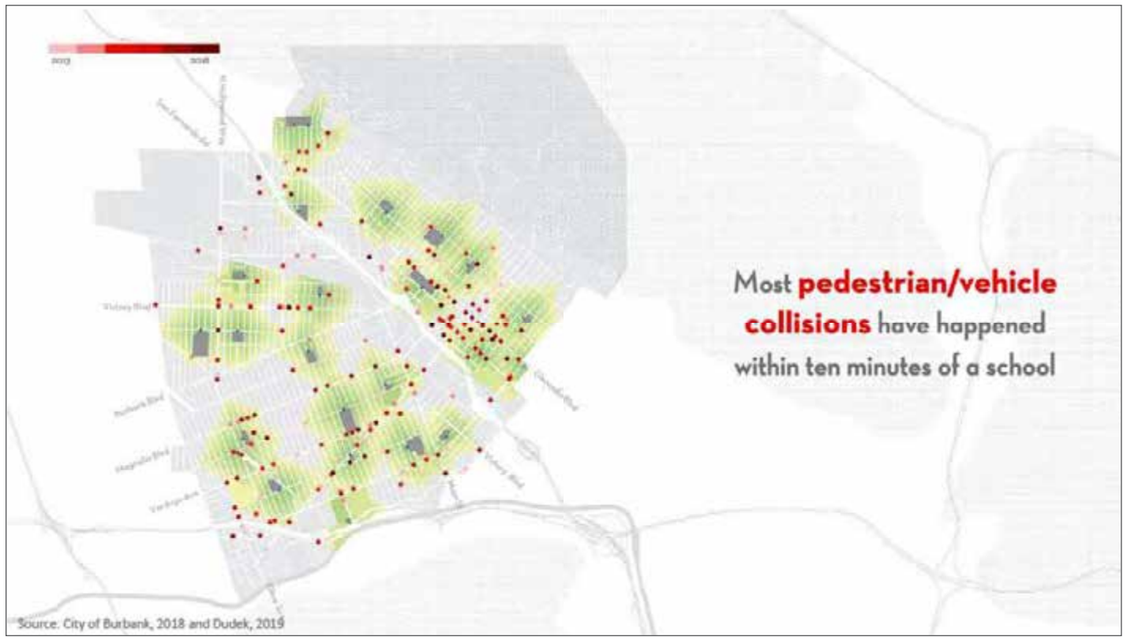

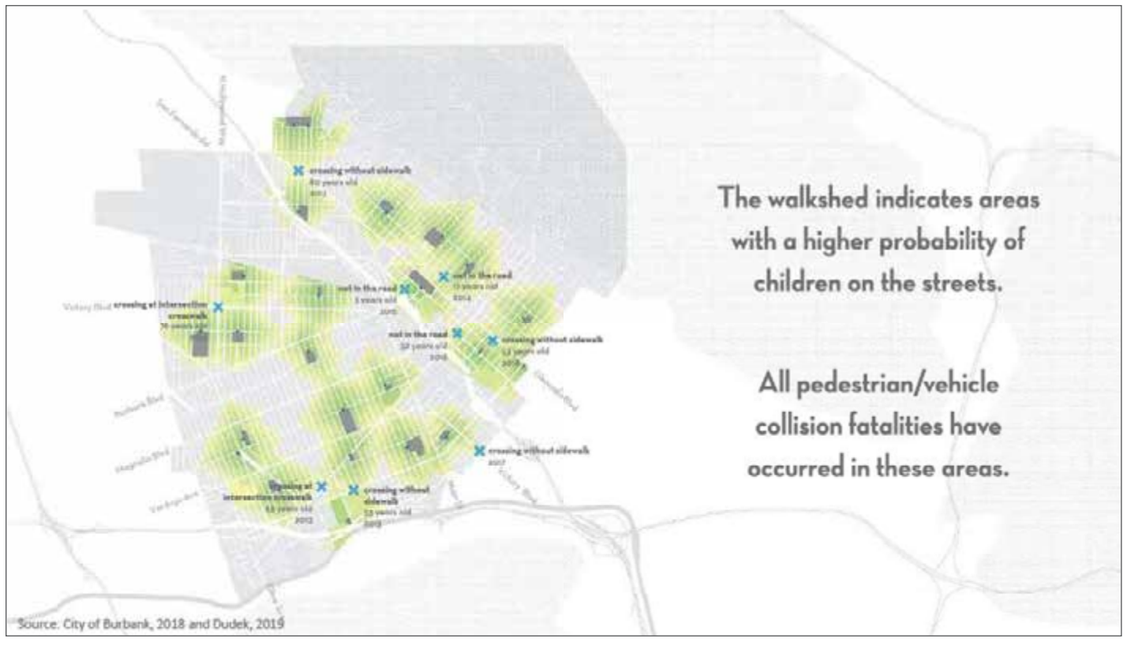

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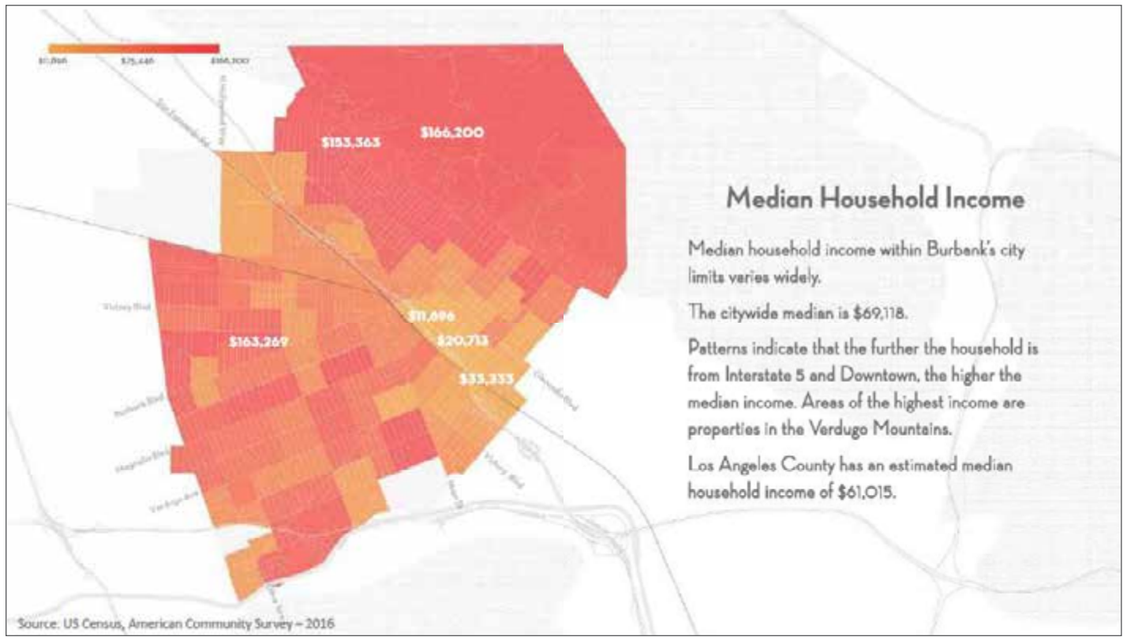
D. PRESENTATION



Median Household Income

Median household income within Burbank's city limits varies widely.

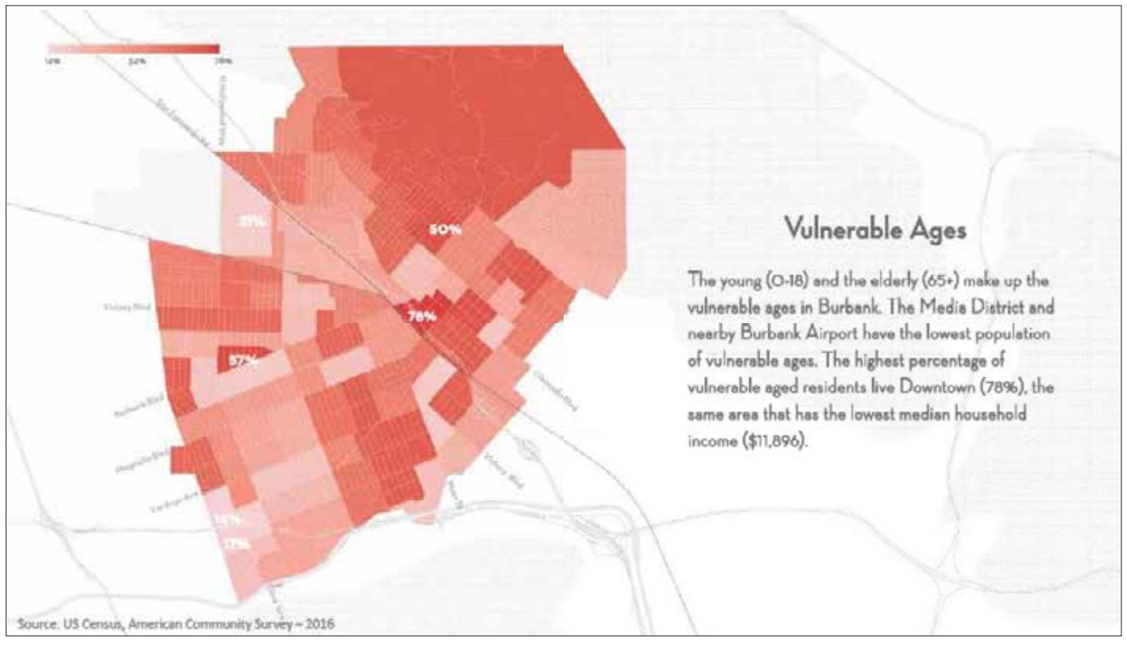
The citywide median is $69,118.

Patterns indicate that the further the household is from Interstate 5 and Downtown, the higher the median income. Areas of the highest income are properties in the Verdugo Mountains.

Los Angeles County has an estimated median household income of $61,015.

Healthy places in Burbank are those furthest away from the highway

(Based on California Healthy Places)



Vulnerable Ages

The young (0-18) and the elderly (65+) make up the vulnerable ages in Burbank. The Media District and nearby Burbank Airport have the lowest population of vulnerable ages. The highest percentage of vulnerable aged residents live Downtown (78%), the same area that has the lowest median household income ($11,896).

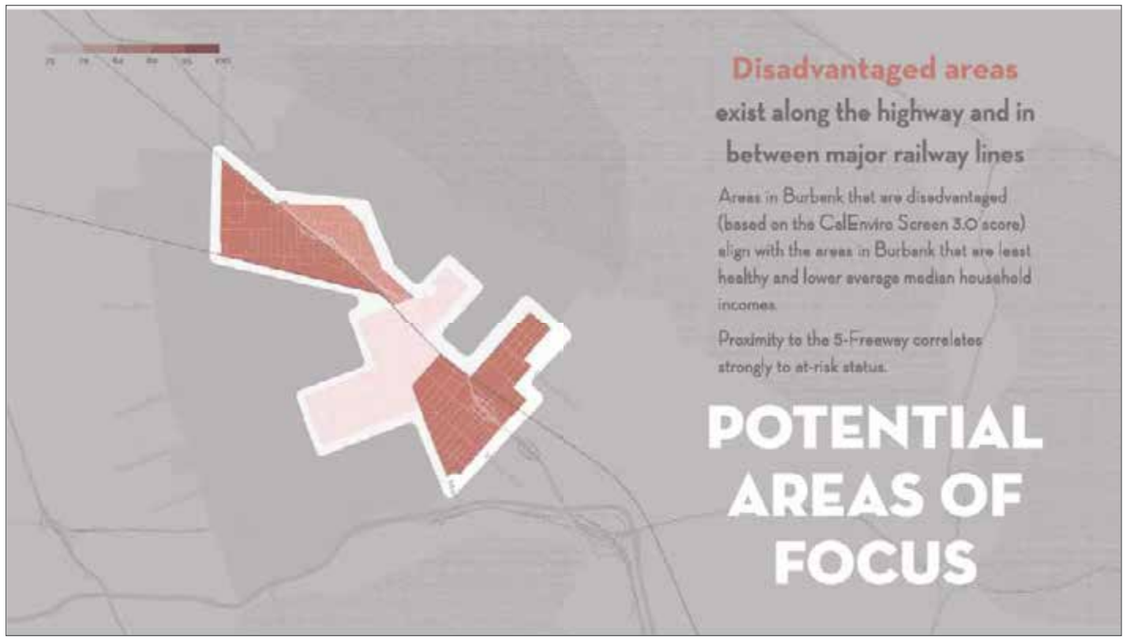
Disadvantaged areas exist along the highway and in between major railway lines

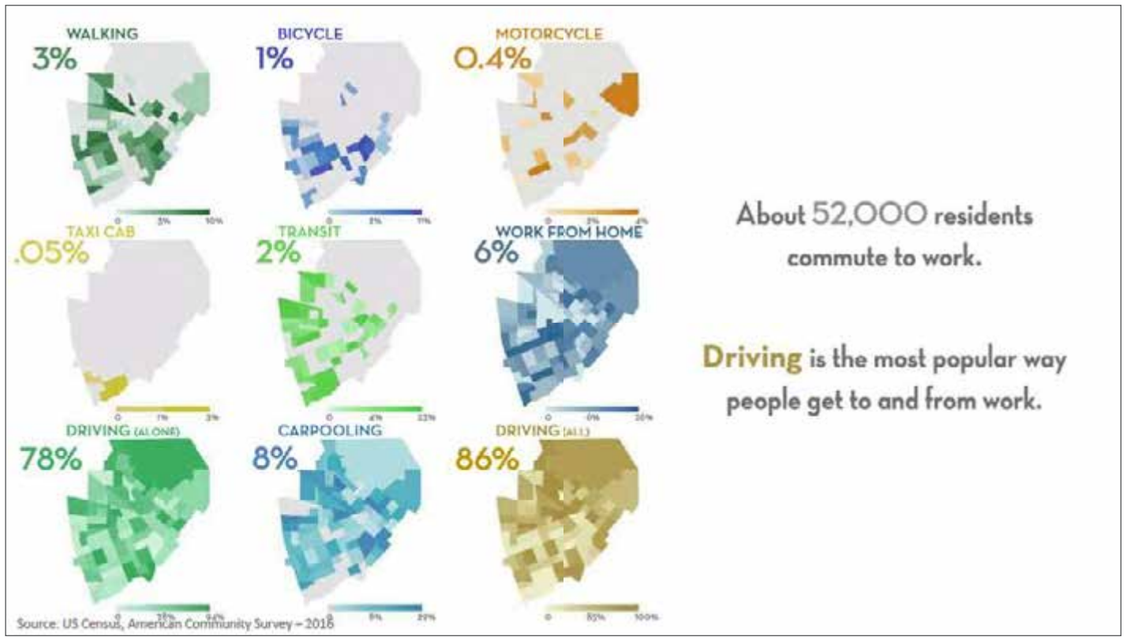
Areas in Burbank that are disadvantaged (based on the CalEnviro Screen 3.0 score) align with the areas in Burbank that are least healthy and lower average median household incomes.

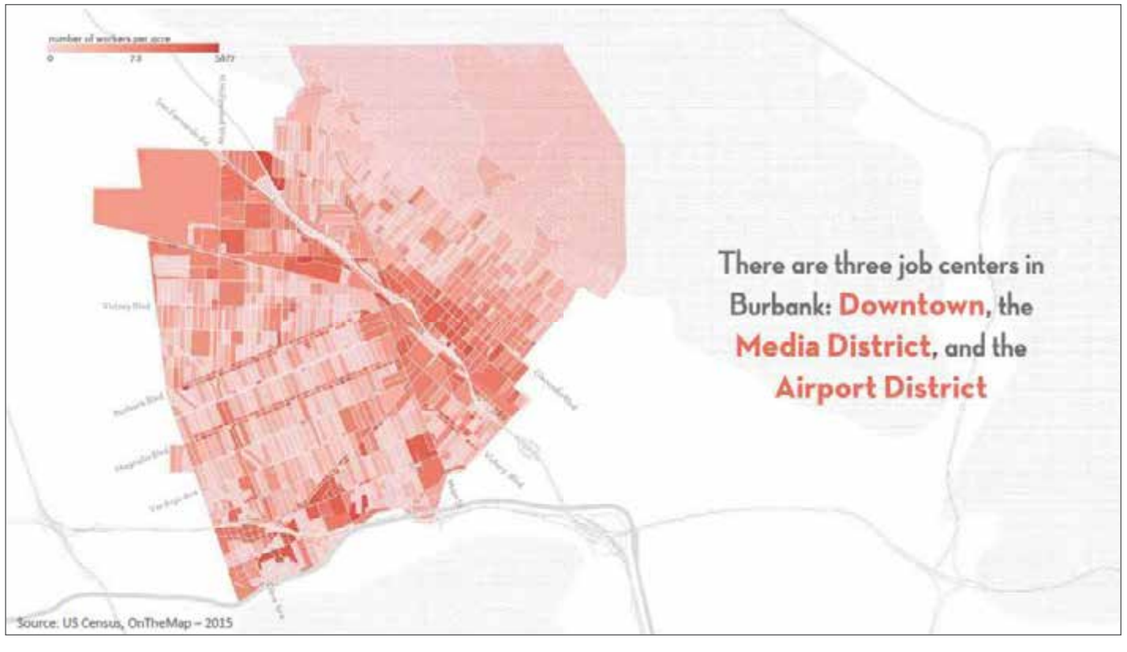
Proximity to the 5-Freeway correlates strongly to at-risk status.

3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

D. PRESENTATION







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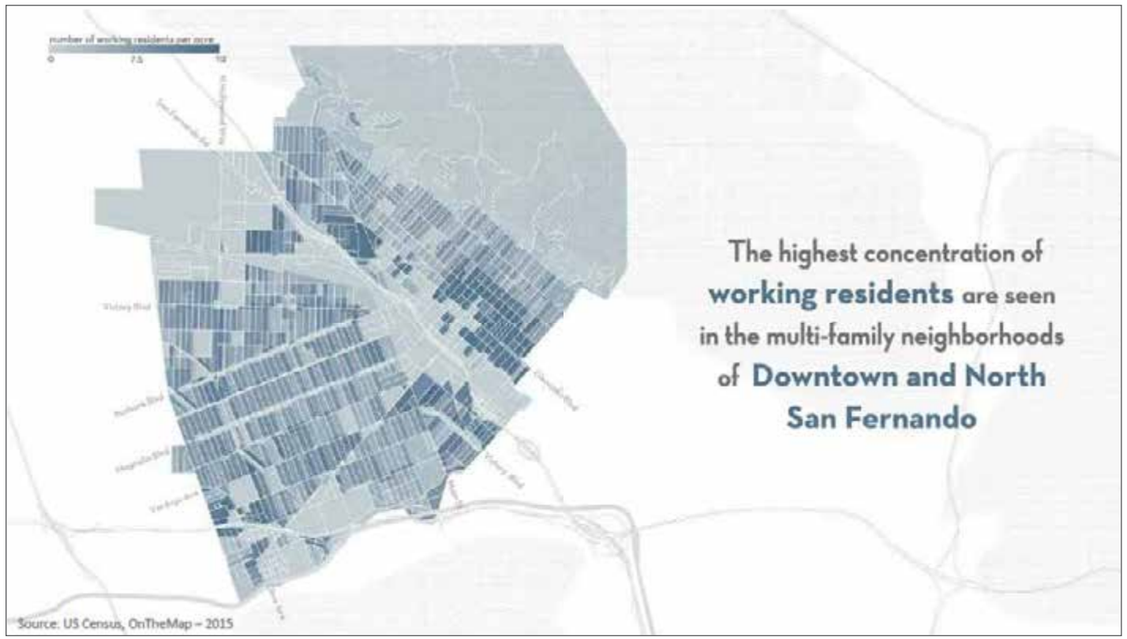
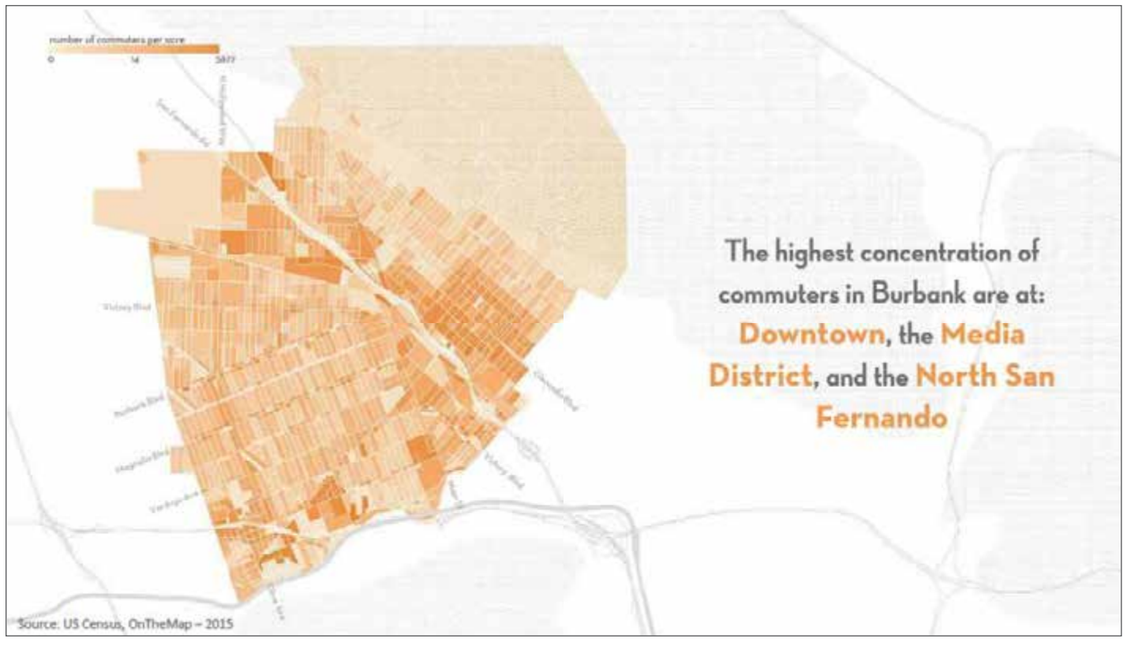
D. PRESENTATION



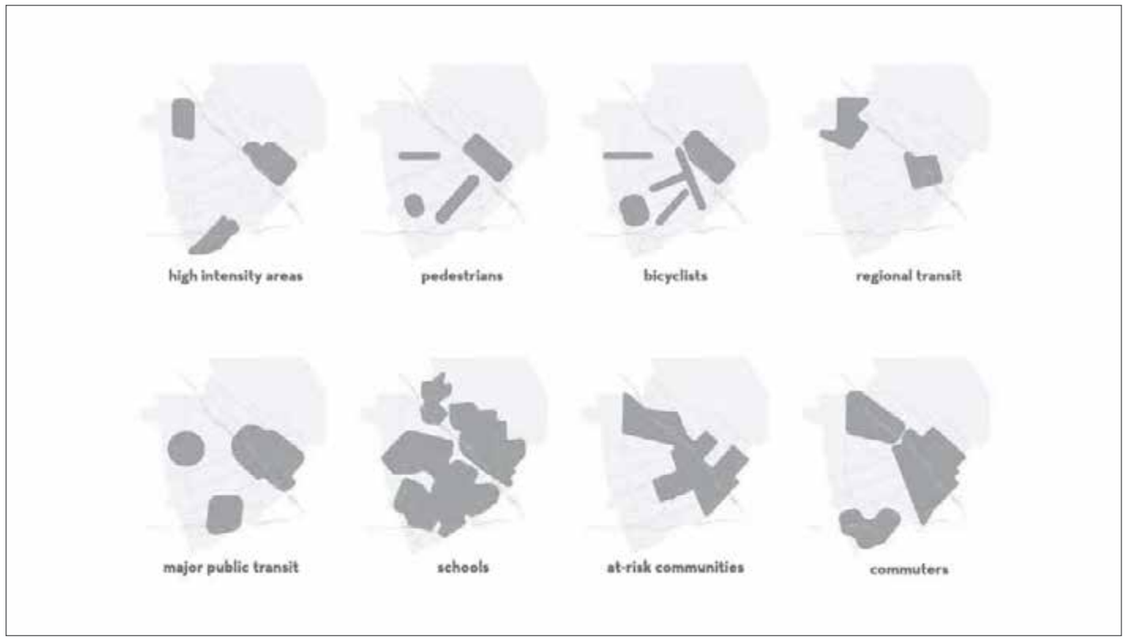
The highest concentration of **working residents** are seen in the multi-family neighborhoods of **Downtown and North San Fernando**

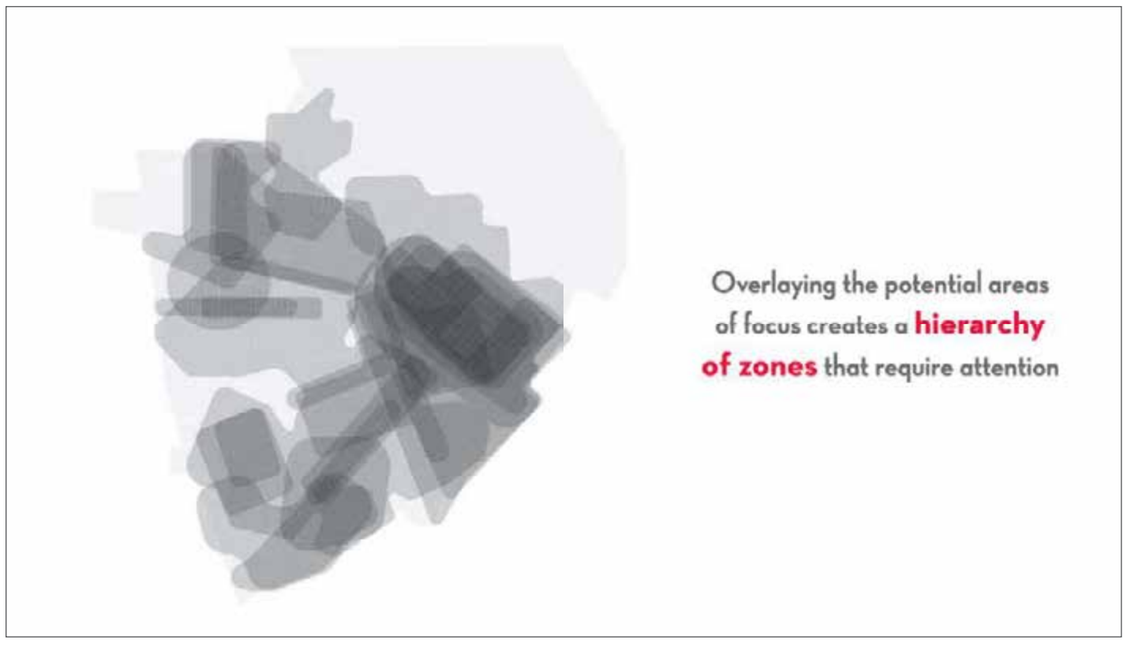


The highest concentration of commuters in Burburbank are at: **Downtown**, the **Media District**, and the **North San Fernando**

3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

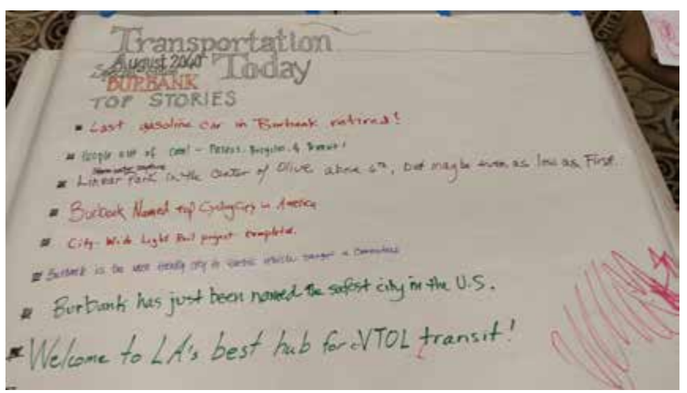
D. PRESENTATION





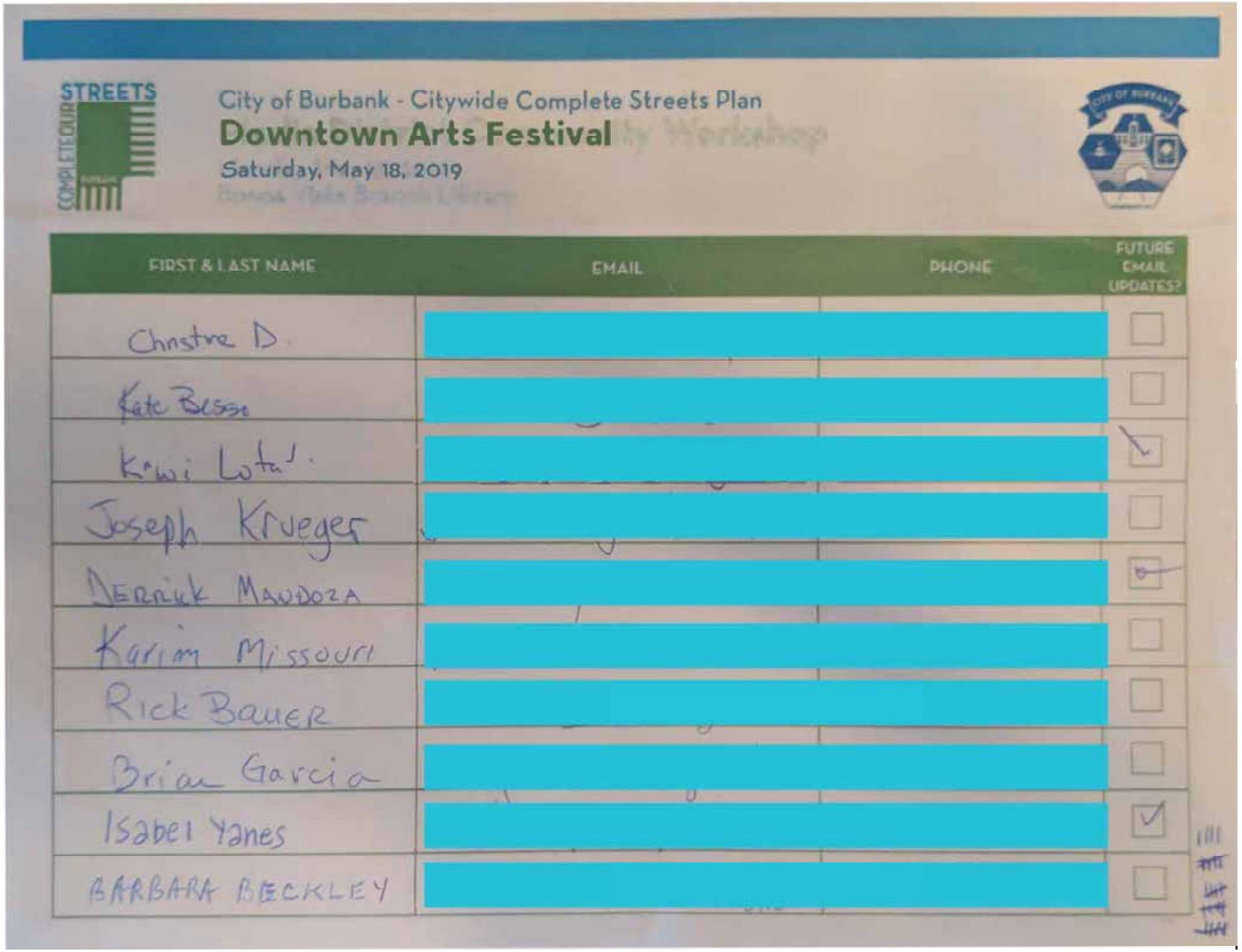
3. MEDIA DISTRICT OPEN HOUSE WORKSHOP | MAY 13, 2019

E. PHOTOGRAPHS



4. DOWNTOWN BURBANK ARTS FESTIVAL POP-UP EVENT | MAY 18, 2019

A. ATTENDEE SIGN-IN LIST



COMPLETE OUR STREETS

City of Burbank - Citywide Complete Streets Plan

Downtown Arts Festival

Saturday, May 18, 2019

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Christie D.			☐
Kate Bliss			☐
Kiwi Lotu			☑
Joseph Krueger			☐
DERRICK MENDOZA			☑
Karim Missouri			☐
Rick Bauer			☐
Brian Garcia			☐
Isabel Yanes			☑
BARBARA BECKLEY			☐

4. DOWNTOWN BURBANK ARTS FESTIVAL POP-UP EVENT | MAY 18, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS

City of Burbank - Citywide Complete Streets Plan

Downtown Arts Festival

Saturday, May 18, 2019

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Christie Lesinski	[redacted]		☒
Ryan Davis	[redacted]		☒
JEFF MILEY	[redacted]		☒
			☐
			☐
			☐
			☐
			☐
			☐
			☐

4. DOWNTOWN BURBANK ARTS FESTIVAL POP-UP EVENT | MAY 18, 2019

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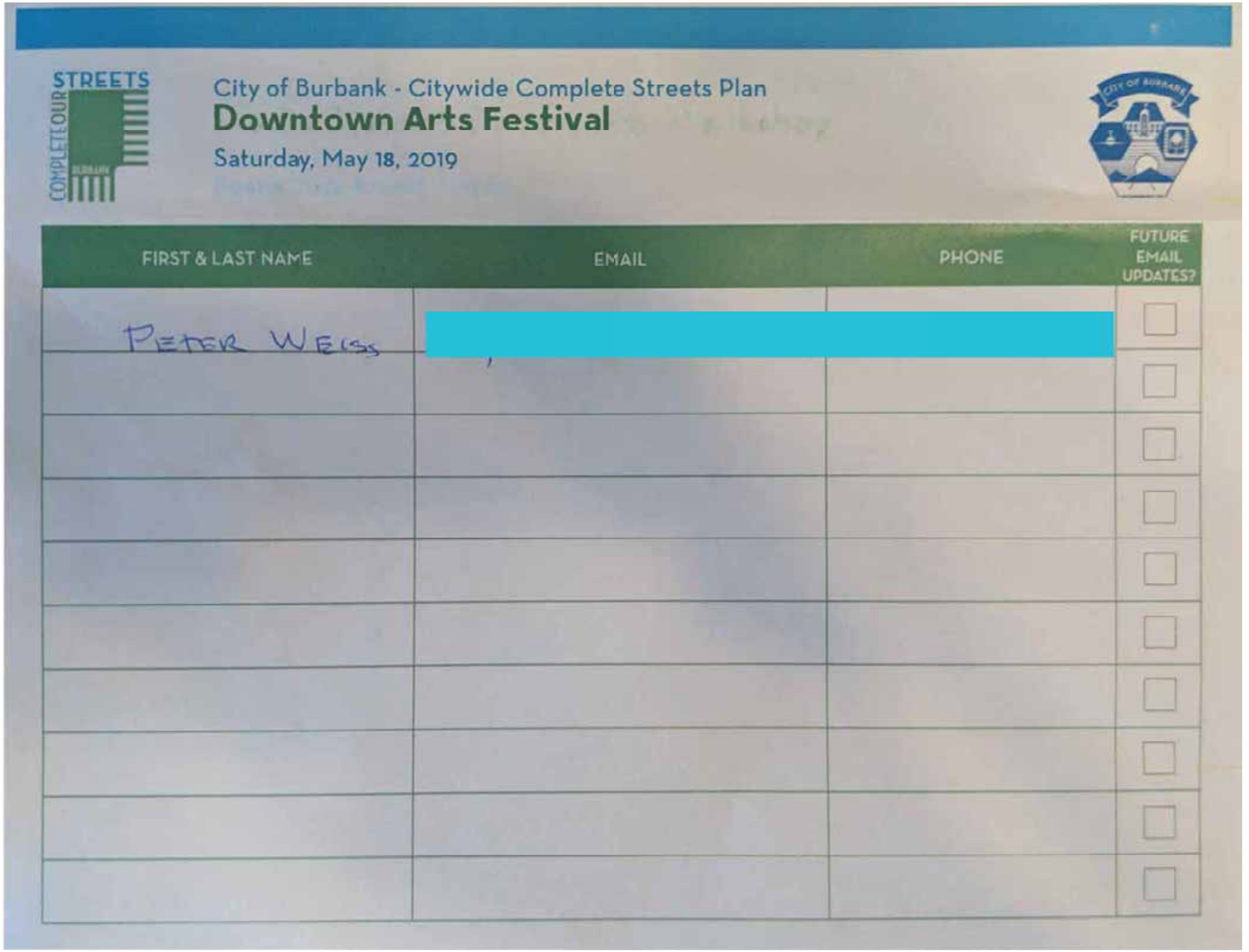


COMPLETE OUR STREETS

City of Burbank - Citywide Complete Streets Plan

Downtown Arts Festival

Saturday, May 18, 2019

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
PETER WEISS	[redacted]		☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐

4. DOWNTOWN BURBANK ARTS FESTIVAL POP-UP EVENT | MAY 18, 2019

B. EVENT NOTICING

LET'S GET CREATIVE!

The City of Burbank needs your help as we work to Complete Our Streets!

HAVE AN IDEA FOR SAFER STREETS?

TELL US

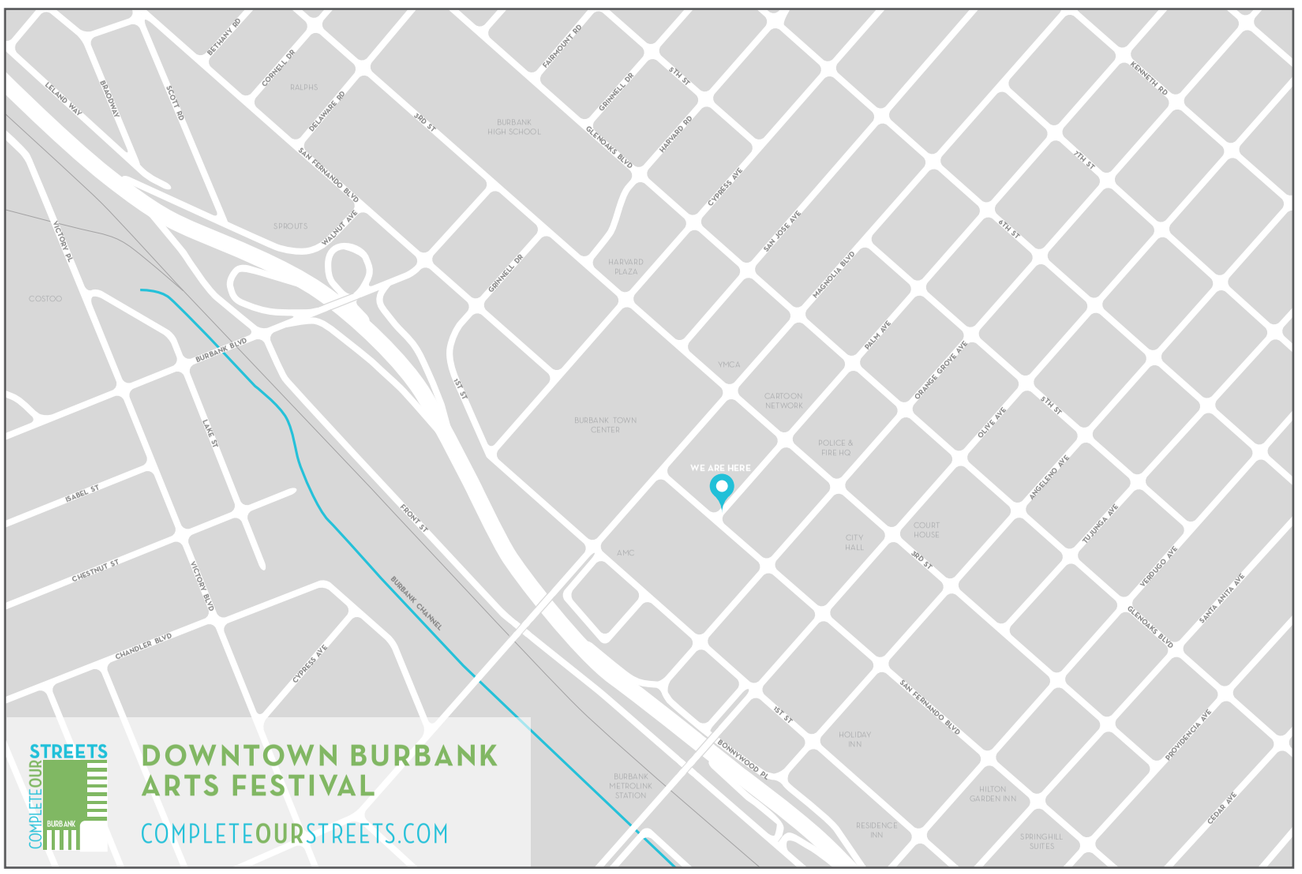
Help us make Burbank's streets safe and enjoyable for **everybody**

*WANT TO LEARN ABOUT THE **CITYWIDE COMPLETE STREETS PLAN**?*

COME TALK TO US OR VISIT COMPLETE**OUR**STREETS.COM

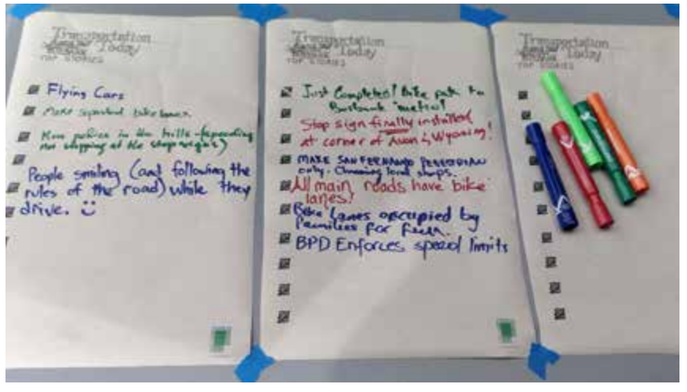
COMPLETE STREETS BURBANK

COMPLETE**OUR**STREETS



4. DOWNTOWN BURBANK ARTS FESTIVAL POP-UP EVENT | MAY 18, 2019

D. PHOTOGRAPHS



5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Downtown Farmers Market Pop-Up

Saturday, October 5, 2019
Downtown Burbank

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Jack O'Neill	[redacted]		X
Antoinette de Wolff			☐
Nicholas de Wolff	[redacted]		☐
Kathleen Riche	[redacted]		X
Cindy Pease	[redacted]		✓
			☐
			☐
			☐
			☐
			☐

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Downtown Farmers Market Pop-Up

Saturday, October 5, 2019
Downtown Burbank

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Vicki Kirschenbaum	[redacted]		☒
Isabel Yanes	[redacted]		☒
Lucia [illegible]	[redacted]		☐
CHERYL COLLINS	[redacted]		☒
Susan Van De Vyvere	[redacted]		☒
MIKE HOLLIS	[redacted]		☒
Patti Hollis	[redacted]		☒
Mo Occhiogrosso	[redacted]		☒
Margo Rowder	[redacted]		☐
Kostantine Anthony	[redacted]		☐

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019

B. EVENT NOTICING

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019
C. DISPLAY BOARDS

COMPLETE OUR STREETS BURBANK

WELCOME TO THE CITY OF BURBANK'S COMPLETE STREETS POP-UP EVENT!

EXPLORE IDEAS FOR MAKING BURBANK'S STREETS SAFE AND ENJOYABLE

DESIGN YOUR OWN STREET

MAKE AN IMPACT ON THE FUTURE OF BURBANK'S STREETS

Since January 2019, the City of Burbank has been working on a Citywide Complete Streets Plan (COMPLETEOURSTREETS.COM). If the plan is adopted, it will recommend strategies to make Burbank's future streets more "Complete".

Complete Streets are streets that are designed, operated, and maintained to enable safe access for all users – pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Since our last round of events earlier this summer, we have been busy developing ideas, concepts, and analyzing approaches that address the wide range of issues you asked us to look at.

Please review the preliminary concepts exhibited here and provide us your feedback. Please also let us know of other ideas you may have to improve Burbank's streets.

Thanks for dropping by!

COMPLETEOURSTREETS

COMPLETE OUR STREETS

WHAT IS BURBANK'S COMPLETE OUR STREETS PLAN?

- A "complete street" is designed, operated, and maintained to provide safe mobility for all users of all ages and all abilities. This includes bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians. Every complete street looks different according to its context, community preferences, types of road users, and their needs.

- Burbank's Citywide Complete Streets Plan (COMPLETEOURSTREETS) strives to fulfill the City's Burbank2035 General Plan by creating an actionable project for the community.

- COMPLETEOURSTREETS Plan will establish policies that will determine the quality and character of all future street improvements in Burbank.

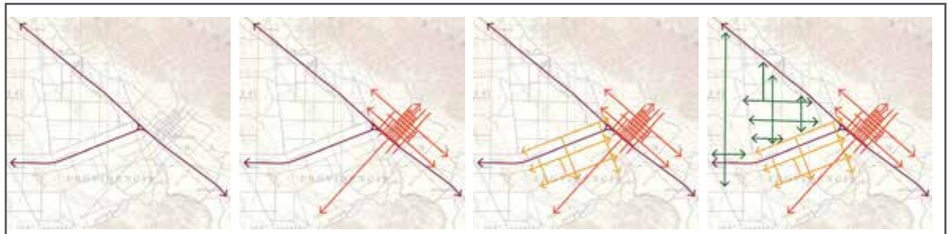
HOW WILL THE PLAN BENEFIT ME?

Complete streets provide a wide array of benefits, including:

- Improved safety for all types of users, ages, and abilities
- Increased transportation choices
- Economic revitalization
- Improved return on infrastructure investments
- More walking and bicycling to improve public health
- Greenhouse gas reduction and improved air quality
- Livable and vibrant communities

HOW CAN I GET AND STAY INVOLVED?

- Visit COMPLETEOURSTREETS.COM and subscribe to our e-mail list
- Attend a community event and encourage your friends and neighbors to come along.
- Call or e-mail the City of Burbank's Project Manager with your thoughts or questions at CompleteOurStreets@burbankca.gov or (818) 238-5270.
- Submit a comment on our Contact Us page at COMPLETEOURSTREETS.COM.



RAIL HAS SHAPED BURBANK'S STREET GRID AND GROWTH

Southern Pacific Railroad completed a rail line from Los Angeles to San Fernando in 1874.

Burbank was a waystation and Southern Pacific established depot there in 1887.

DOWNTOWN GRID

The young city's streets aligned themselves to the rail corridor, leaving a lasting and immediately recognizable imprint in the city's urban core.

MAGNOLIA PARK GRID

The Chatsworth Branch of Southern Pacific's network split to the west in 1895 (today's Chandler Bikeway) and in turn established the Magnolia Park grid of the city.

SAN FERNANDO VALLEY GRID

In the northwest of the city, at its interface with the Valley, the city's street reverted to the cardinal orientation seen elsewhere in the region.

Southern Pacific Train in San Fernando Valley, 1870s | Olive Avenue, 1887 | Olive Avenue, 1927 | Magnolia Avenue, 1919 | Magnolia Avenue, 1962 | Lockheed Factory, 1938

THE STREETS OF BURBANK

Burbank's General Plan (Burbank 2035) designates the city's streets in five categories:

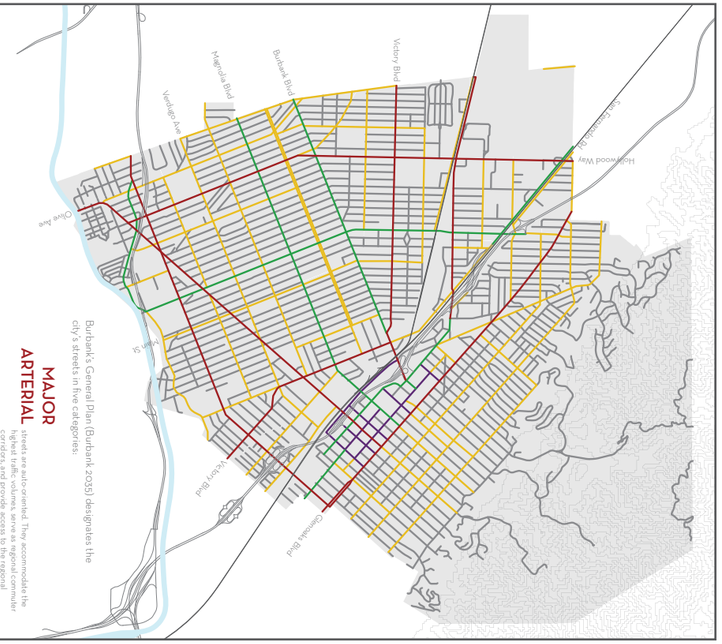
MAJOR ARTERIAL streets are auto-oriented. They accommodate the highest traffic volumes and serve as the primary commuter corridors and provide access to the regional freeway network.

SECONDARY ARTERIAL streets may serve regional traffic, but primarily serve local cross town traffic.

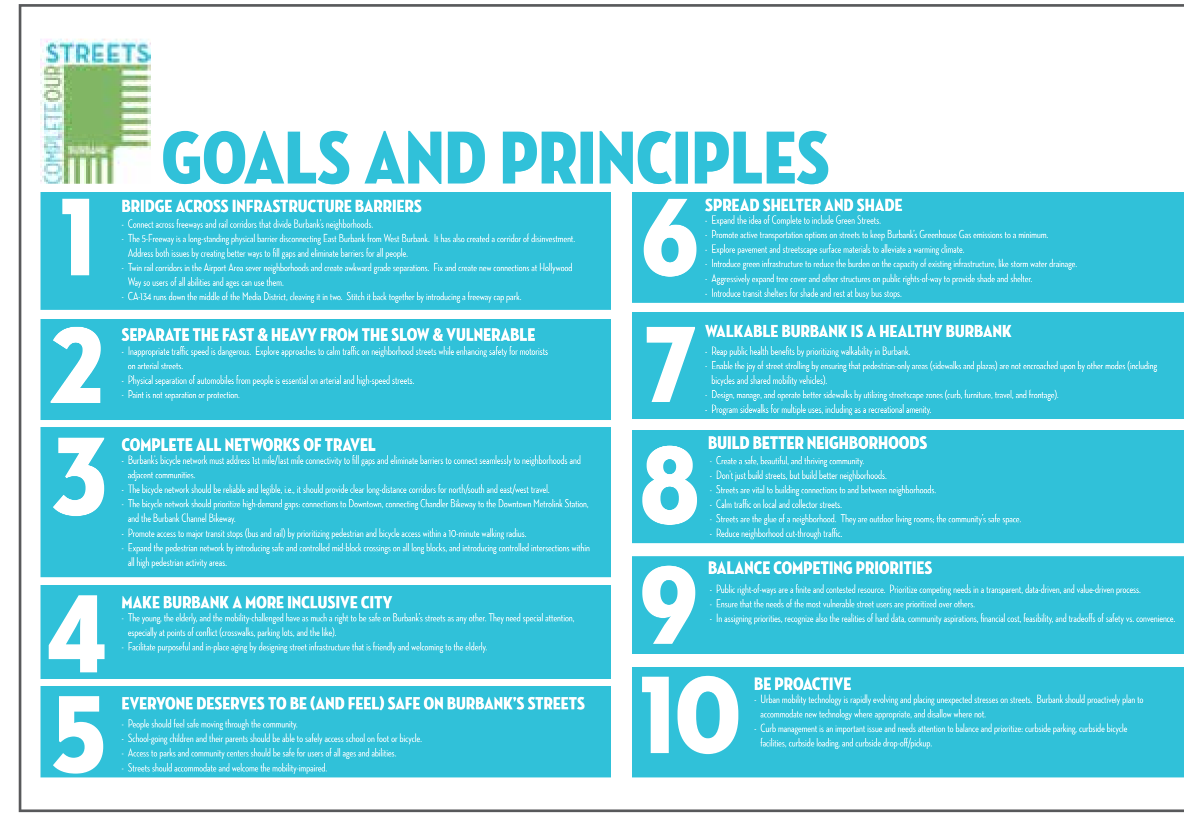
DOWNTOWN COLLECTOR streets distribute and feed cars, pedestrians, and bicyclists between arterials and Burbank's downtown.

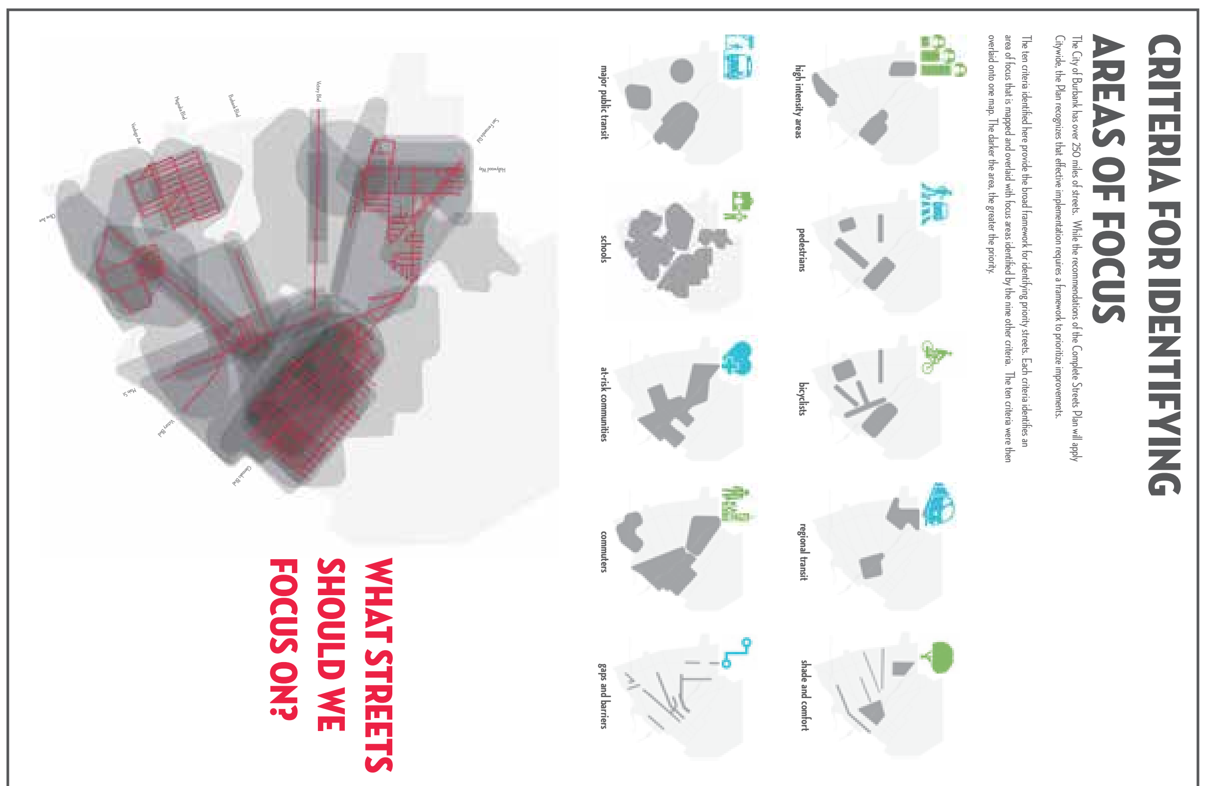
COLLECTOR streets mediate trips between arterials and local streets.

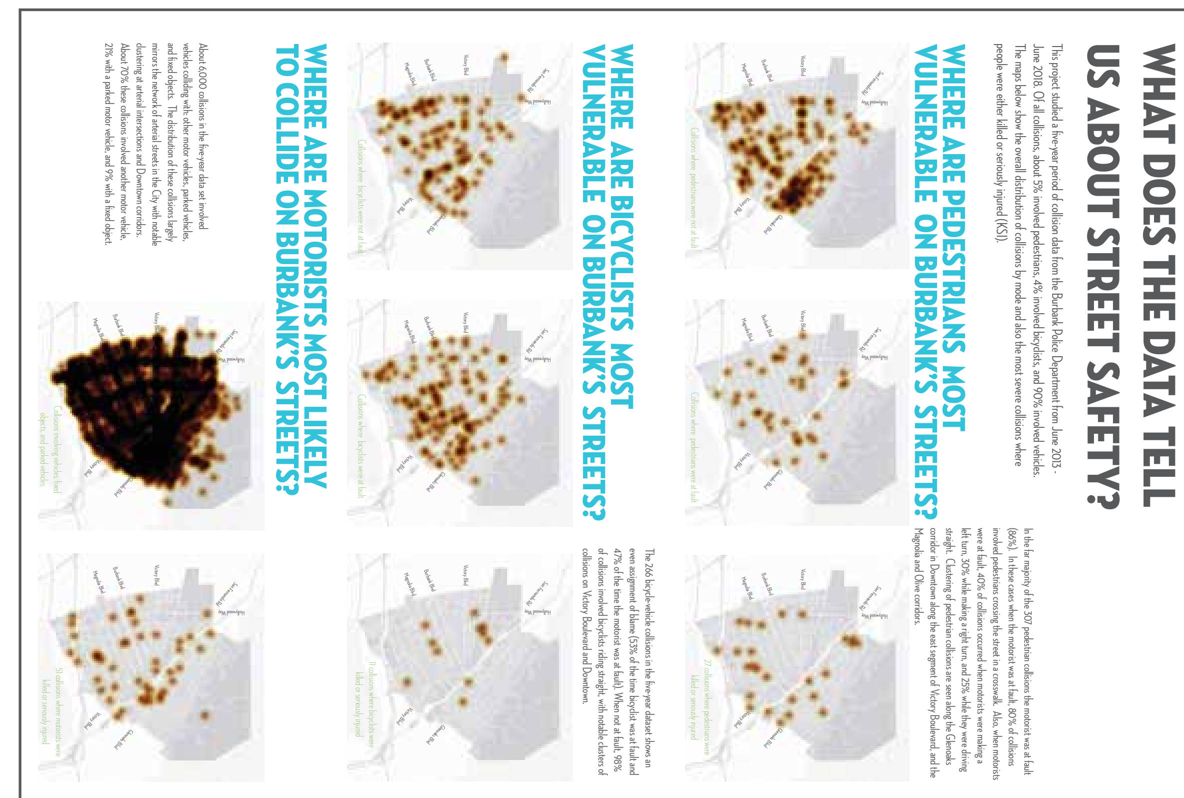
LOCAL streets are low intensity, providing final access to residential uses. These constitute the majority of Burbank's street network.



C. DISPLAY BOARDS



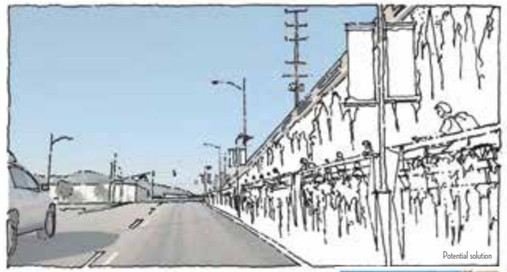




5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019
C. DISPLAY BOARDS

BRIDGING INFRASTRUCTURE BARRIERS

ALAMEDA AVENUE UNDERPASS



Alameda Avenue is a major arterial that connects east-west under the I-5 Freeway and rail corridor. The existing pedestrian connections at the underpasses are uninviting and present a barrier in the City.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Elevating the sidewalks along both sides of Alameda Avenue as it dips below the freeway, creating a physical separation between pedestrians and vehicles.
- This reduces and eases the grade change that pedestrians (and bicyclists) must negotiate to traverse the underpass.

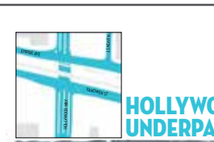
WHAT COULD THIS LOOK LIKE?


State St, Santa Barbara

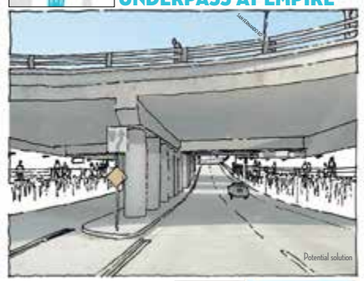

8th St, Calgary


Existing condition


Existing condition



HOLLYWOOD WAY UNDERPASS AT EMPIRE



Hollywood Way is a north-south arterial that serves both commuting as well as airport traffic. It has two underpasses that take it below San Fernando and the Antelope Valley rail corridor north of the Airport, and below Empire Avenue and the Ventura rail corridor south of the Airport. At the Empire Avenue underpass, the sidewalk does not continue along the underpass. Pedestrians utilize stairwells at the four corners of the intersection for north-south access. These stairwells are unusable by street users in wheelchairs or children in strollers.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Introduce ADA handicap access ramps to replace the stairway to make the connection universally accessible.
- Elevate the existing sidewalk in the tunnel, to both create the physical separation between pedestrians/cars.
- Improve lighting along the ramps and sidewalk, addressing public safety concerns.

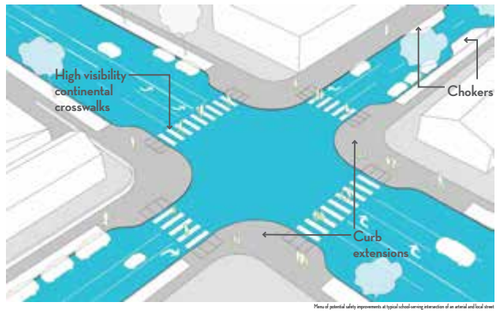

Existing stairwell


Existing condition


Plan Graphic

HOW CAN WE KEEP SCHOOL-AGED CHILDREN SAFE AND CALM TRAFFIC ON NEIGHBORHOOD STREETS?

Burbank has 27 schools distributed throughout the City. Areas within a 10-minute walk to each of these schools cover an extensive footprint within the city. Streets within these areas should prioritize the safety of school-going children and their parents and ensure that they can conveniently and safely access school on foot or bicycle.



Menu of potential safety improvements at typical school-serving intersection of an arterial and local street


Chokers


Speed cushions


Center island


High visibility curb and crosswalk extensions


Roadway striping


Speed table with crosswalk

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?

MAGNOLIA BLVD DOWNTOWN BURBANK

- Magnolia Boulevard is an arterial street with fast-moving, high-volume traffic that cuts through downtown. Its current configuration severs connections between two major destinations in Downtown - the retail and dining on San Fernando Boulevard and the Burbank Town Center Mall.
- The south sidewalk of Magnolia Boulevard is very narrow. Widening the sidewalk will improve pedestrian mobility and could help increase foot traffic in front of businesses.
- To cross over Magnolia Blvd. at 1st St. today you must walk across a 100-foot-long crosswalk. By installing curb extensions, it would reduce the crossing distance while bringing the north and south sides of Downtown closer together.


Existing condition


Existing condition

OPTION 1: EXISTING TRAVEL LANES AND VEHICULAR CAPACITY MAINTAINED. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrian crossing distance across Magnolia Blvd. reduced by about 30' feet.
- Southeast corner of Magnolia Blvd. and 1st St. expanded from 6 feet wide to 30 feet. Provides more pedestrian space.
- Removes about 8 spaces of on-street parking on the south side of Magnolia Blvd. at 1st St., and adds an additional 6ft of sidewalk space
- Retains vehicular capacity

OPTION 2: REMOVE ONE WESTBOUND TRAVEL LANE. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrians two eastbound lanes. One westbound lane would be removed.
- Accommodates 2-way on-curb bike lanes on the north side of the street to allow new bike infrastructure on a future replacement/redesigned Magnolia bridge to connect to existing 3rd Street bike lanes.
- Sidewalk on south side of street widened to about 12 feet.

WHAT COULD THIS LOOK LIKE?

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?

SAN FERNANDO BLVD DOWNTOWN BURBANK

San Fernando is made one-way from Olive Ave. to Magnolia Blvd. One northbound travel lane, Existing diagonal parking is retained on both sides. Diagonal head-in parking on both sides of the street.

NEW SIDEWALK ZONES ON SAN FERNANDO BLVD

OPTION 1: ONE-WAY RECONFIGURATION

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Existing 60 foot curb-to-curb width is reduced to 45 feet, with diagonal parking on both sides and one northbound travel lane towards Magnolia Blvd.
- Sidewalks gain 7.5 feet width on either side to become 17.5 feet wide each. Sidewalk zone design implemented
- Permanent street furniture taken out and replaced with lighter and more streamlined elements.


Existing condition


Existing condition

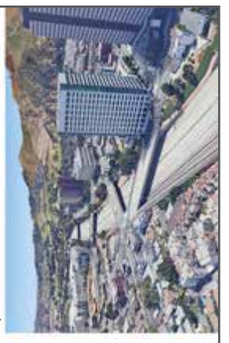

Existing condition

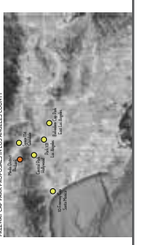
OPTION 2: SHORT-TERM PHASE FOR ONE WAY

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Street circulation is reconfigured to be one-way from Olive Ave. to Magnolia Blvd.
- Existing diagonal parking is retained on both sides. Head-in on the east side. Back-in on the west side.
- This short-term reconfiguration could serve as a 'pilot' study to test traffic impacts and pedestrian activity

LONG-TERM TRANSFORMATIONAL IDEAS
CA-134 CAP PARK

- Burbank's Media District is an iconic, globe-trotted cluster of film, media, television, and technology anchors. It has a storied history and is largely responsible for making Burbank the "Media Capital of the World".
- California State Route 134 cuts through the Media District and severs connections between anchors and amenities that are located on either side of the freeway. Unifying the two sides of the Media District could improve pedestrian connectivity, catalyze economic activity and investment, and build better neighborhoods in the area.
- Capping the CA-134 in the Media District can leverage the presence of major private sector anchors in championing the idea and pursuing public and private funds for what will be a long and challenging effort.





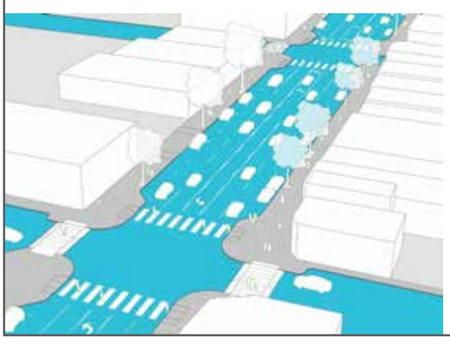
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Extend and connect the public realm of the Media District by capping the 134 Freeway with park space.
- Construct four individual decks between California St, Olive Ave., Hollywood Way, Alameda Ave, and Pass Ave.
- Program the cap with a variety of outdoor activities, including passive greenspace, recreational amenities, and outdoor performance areas that relate back to the needs and context of the Media District and its users.

LONG-TERM TRANSFORMATIONAL IDEAS
MAGNOLIA PARK

- The eight blocks of Magnolia Boulevard between Catalina Street and Hollywood Way host some of the most active street retail in the City.
- Magnolia Boulevard in Mag Park has the right ingredients for a walkable retail corridor: short blocks, wide sidewalks, and buildings that open on to the sidewalk.
- The street is a high-traffic volume arterial. The auto-centric nature of the street conflicts with the pedestrian retail corridor. Traffic calming could help businesses and build better neighborhoods.
- There are only four crossing opportunities, making it difficult and dangerous to "shop on the other side". More crosswalks could help retail businesses and residents.

OPTION 1
EXISTING LANES AND CAPACITY MAINTAINED. NEW CROSSWALKS AND PEDESTRIAN SAFETY MEASURES.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Magnolia Blvd continues to serve an arterial purpose in the future.
- Existing lane and parking configuration retained.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrain visibility and safety.

BUILDING PROTECTED BICYCLE INFRASTRUCTURE

Protected bike lanes are dedicated bike lanes in streets (either on the sidewalk or in the roadway) that are physically separated from vehicular traffic by curbs, bollards, planters, or even parked cars. They are a valuable tool to create bike-friendly complete streets. Research shows that while accomplished bicyclists may be comfortable – and often prefer sharing the street with automobiles – novice, inexperienced, or young bicyclists are deterred from bicycling without the safety of physical barriers. Expanding Burbank's protected bike infrastructure ultimately reduces the barriers of entry for bicyclists of varying skills and increases bicycling opportunities citywide.

NEW PROTECTED BIKE LANES

FIRST STREET

Associated with the proposed First Street Village development protected bike lanes are proposed on First Street from San Fernando Blvd to Verdugo Avenue. They will initially be built with bollard protection in the first phase. In a future phase, the lanes will be reconfigured to be on the sidewalk.

WHAT COULD THIS LOOK LIKE?

W St - Existing

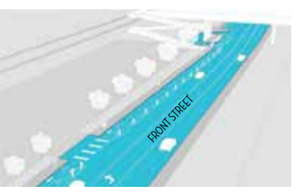
FRONT STREET

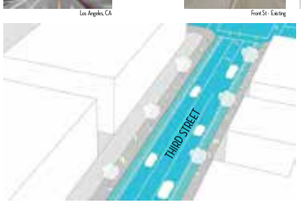
Two-way protected bike lanes are proposed on Front Street from the Downtown Metrolink Station to Ikea Way. These will be constructed on the west side of the street in the roadway with a buffer strip and bollards.

WHAT COULD THIS LOOK LIKE?

Los Angeles, CA

Front St - Existing





THIRD STREET

Third Street currently has bike lanes from Amherst Drive to Verdugo Avenue. The width of the street changes multiple times in these 13 blocks with some segments able to transition to protected bike lanes without impacting street capacity, like the 44-foot wide segments south of Olive Avenue that has two travel lanes, a center turn lane, and no parking. A 2-foot buffer strip and bollards can be introduced by narrowing existing lanes to 10 feet.

WHAT COULD THIS LOOK LIKE?

3rd St - Existing

Long Beach, CA

ANGELENO AVENUE AND VERDUGO AVENUE

These downtown collectors street are both 60-feet (curb to curb) with existing bike lanes (along with two travel lanes, one center lane and parking along both curbs). Transitioning them to accommodate protected bike lanes will require loss of at least one lane of parking.

Angeleno Ave - Existing

Verdugo Ave - Existing

Potential reconfiguration of Angeleno Ave and Verdugo Ave

ALAMEDA AVENUE AND WEST VICTORY BLVD

These are major arterials, 76-feet wide (curb-to-curb) with existing bike lanes (along with four travel lanes, one center lane and parking along both curbs). Transitioning the existing bike lanes to protected bike lanes can be accomplished without loss of parking or travel lanes by moving existing curbs in by 4 feet each and accommodating bicycle lanes on curb.

Alameda Ave - Existing

West Victory - Existing

Potential reconfiguration of Alameda Ave and West Victory Blvd

EXTENDING BICYCLE ACCESS CITYWIDE

- Burbank has a broad and growing network of bicycle infrastructure that provides commuting and recreational options citywide. This includes the Chandler Bike Path, a high quality bicycling experience, that is a valuable recreational and mobility amenity for the City's residents. The existing bicycle network does, however, face some challenges.
- There are barriers presented by rail and freeway infrastructure that create gaps in the network. The bicycle network should prioritize high-demand gaps, especially connections to Downtown Burbank, the regional San Fernando bike path, and the LA River bike path.
- The bicycle network should improve reliability and legibility, i.e., it should provide clear long-distance corridors for north/south and east/west travel and provide a consistent bicycling experience for the entire ride.
- To reduce the threshold of entry for novice bicyclists, efforts should be made to expand the City's protected bicycle infrastructure.

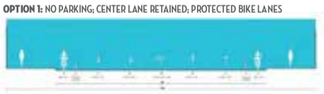
MISSING EAST/WEST CONNECTION

There are no existing bikeways that connect the west side of Burbank into downtown across the existing rail corridor and 5-Freeway. A few approaches to bridge this gap:

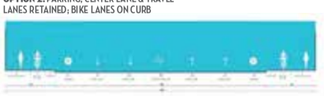
DOWNTOWN BICYCLE CONNECTION VIA VICTORY BLVD AND MAGNOLIA BLVD

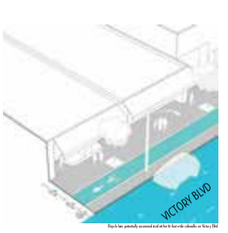
The City is in the process of extending Chandler Bike path to the Downtown Metrolink Station. A portion of this extension will be aligned along Victory Boulevard, a 68-foot wide street. It can accommodate protected bike lanes in a couple of different ways, as shown below.

OPTION 1: NO PARKING; CENTER LANE RETAINED; PROTECTED BIKE LANES



OPTION 2: PARKING, CENTER LANE & TRAVEL LANES RETAINED; BIKE LANES ON CURB





Bicycles have potentially unconstrained width for both curb sidewalks on Victory Blvd

MAGNOLIA BRIDGE REDESIGNED AND REBUILT

Magnolia Bridge will eventually need to be reconstructed. The redesign should include a wider deck to accommodate protected bicycle lanes, wider sidewalks, and landscaping, i.e., design elements that will minimize the barrier it currently presents for east-west bicycle and pedestrian travel. The redesign will address multi-modal connectivity and ensure that Complete Street approaches also applies to bridges.

Magnolia Boulevard Bridge - Existing

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019
C. DISPLAY BOARDS

LONG-TERM TRANSFORMATIONAL IDEAS
MAGNOLIA PARK

OPTION 2
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH PARALLEL ON-STREET PARKING.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with additional on-street parallel parking and landscaping. About 20 additional parking spots added per block.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.

OPTION 3
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH DIAGONAL ON-STREET PARKING.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with head-in diagonal parking and landscaping. About 22 additional parking spots added per block.
- Additional on-street parking could assist local businesses and possibly minimize parking on residential side streets.
- Crosswalks and controlled crosswalks at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.
- Left turn pockets to keep traffic moving (albeit at a slower speed).

WHAT COULD THIS LOOK LIKE?

EXPANDING URBAN GREENERY

RECONFIGURING ODD-ANGLED INTERSECTIONS

- There are three different street grids that constitute Burbank's street network. Where these grids meet often result in unusual, odd-angled intersections.
- These intersections present an opportunity to recapture asphalt as usable pedestrian and green space, while providing vehicular and pedestrian safety benefits.
- Opportunity to expand City's tree cover and provide shade/shelter.
- Opportunity to increase City's green infrastructure, stormwater capture, and water quality goals.

There are over a dozen odd-angle intersections in the City that present opportunities for expanding urban greenery.

Existing condition

The intersection of Edison Way and Hollywood Way is good example of an odd-angle opportunity. It lacks pedestrian connectivity and is difficult for motorists to navigate.

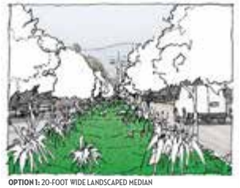
Potential reconfiguration layout of the intersection.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Realign Edison Way to intersect Hollywood Way at a perpendicular angle to improve safety for drivers.
- Convert 6,000 square feet of asphalt and reprogram as park or plaza.
- Green infrastructure improvements (e.g., storm water infiltration and retention).
- New crosswalks to expand pedestrian network.

DECREASING WIDE STREETS

Existing Conditions at North Olive Avenue



OPTION 1: 20-FOOT WIDE LANDSCAPED MEDIAN

OPTION 2: 20-FOOT WIDE WALKING & JOGGING PROMENADE

OPTION 3: 20-FOOT WIDE WALKING & BICYCLING TRAIL

- North Olive Avenue is a residential street with a width of 60 feet, with two tavel lanes and parking on both sides. The travel lanes are very wide and the street presents unique reconfiguration opportunities without impacting capacity or traffic patterns.
- The street can accommodate a 20-foot wide median that can be designed as either a landscaped bioswale for stormwater capture, a recreational bicycling or walking amenity, or a combination of the two.
- There are about a half-dozen other local street segments with curb-to-curb widths over 60 feet that are capable of accommodating non-disruptive inclusion of pedestrian, bicycle, and green infrastructure improvements.

HOW CAN WE GREEN BURBANK'S STREETS?

PLANT AND PROTECT TREES

shade from street trees

A thriving urban forest is important for controlling urban heat in the summer, controlling runoff, and storing carbon. 708 million tons of carbon is currently stored in the urban forests of US cities. The City of Burbank's Sustainability Action Plan calls for action on documenting existing tree canopy and to protect and increase tree canopy. Knowing what you have is important to knowing what you need to protect.

Burbank 2008 Street Tree Master Plan

Burbank Plant a Tree program (photo by Brad Hess)

SITE APPROPRIATE PLANTINGS

drought tolerant trees and plantings

Increasing planting areas including trees helps with heat reduction, cleaning rainwater, and beautifying the community. Drought tolerant plants are from dryer parts of the world and have lower water requirements, and should be encouraged for most situations. In the right location, Southern California natives can also be drought tolerant once established. Using less water in dry regions saves money and our valuable water resources.

use fences/curbs to protect plantings in high traffic areas

natives mixed with low water use

HOW CAN WE GREEN BURBANK'S STREETS?

CLEAN/REUSE/REPLENISH RAINWATER

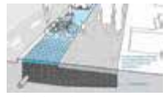
infiltration planters, lake street, burbank

infiltration swale

Rainwater is a precious resource in an area of the US that only gets 17 inches of rainfall a year (compared to the national average of 38 inches). Planting areas designed to collect and filter rainwater can recharge aquifers or clean rainwater before it heads to the ocean. Various bioretention strategies can be employed from permeable paving, infiltration and flow-thru planters to collect and filter the water through layers of vegetation and soils.

flow-thru planter

permeable rubber sidewalks near parks



street pervious paving

REDUCE HEAT ON THE STREET

increase tree canopy and light colored paving materials

Urban areas are hotter than surrounding landscape due to heat-retaining asphalt and concrete. The city center can be 10 degrees warmer than nearby park spaces. Increasing shade over paved surfaces, using light colored surface materials and breaking up paved areas with more planting are all sound strategies to reduce the overall temperature in cities. Planting more trees and adopting street trees in your neighborhood go a long way in assisting this goal.

increase planting

permeable paving

shade from canopies

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019

D. PHOTOGRAPHS

5. DOWNTOWN FARMERS MARKET POP-UP EVENT | OCTOBER 5, 2019

D. PHOTOGRAPHS

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Ovrom Park Open House

Saturday, October 26, 2019

Ovrom Park

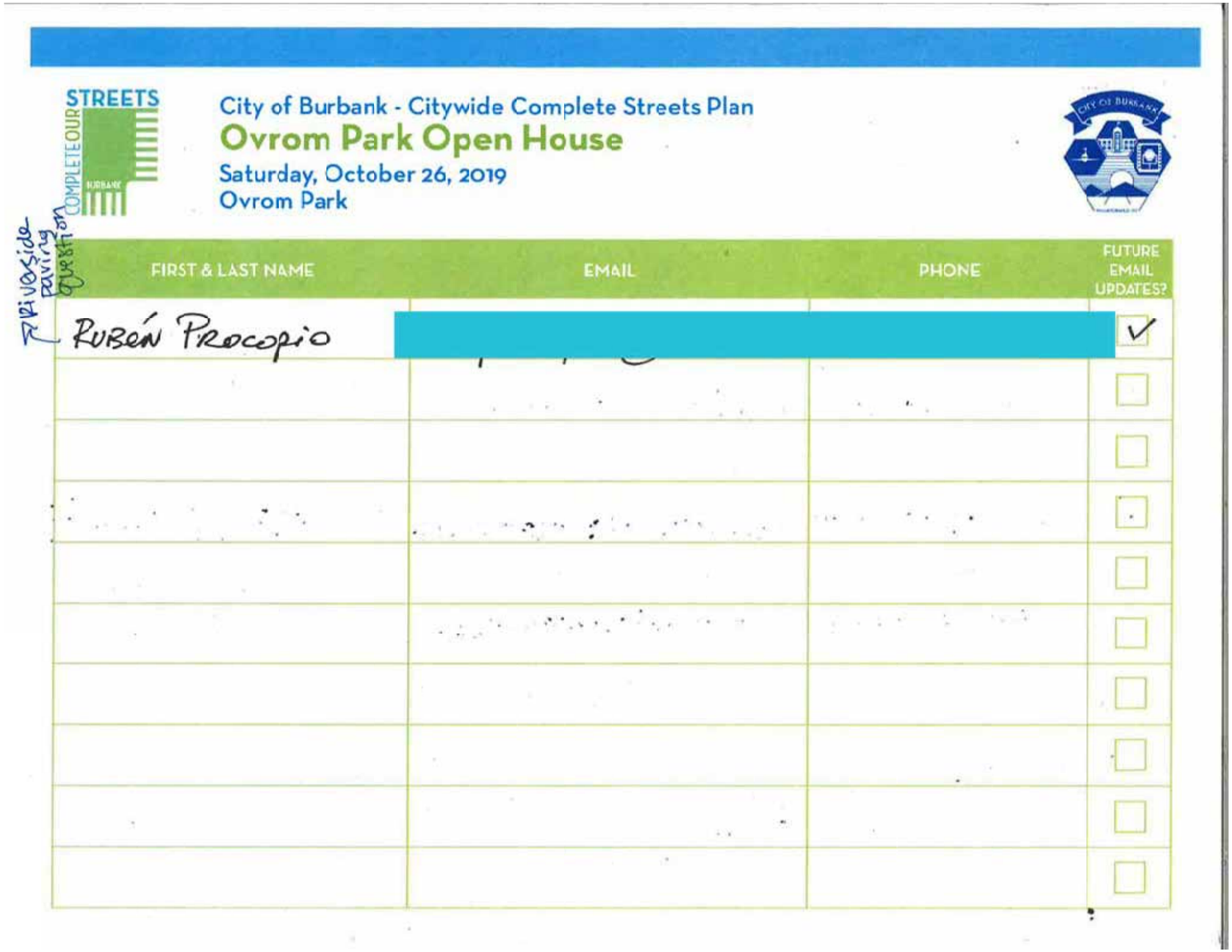
(IIII IIII

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
ASHLEY SEALS			X
Matt Gamboa			✓
Frank Roque			✓
Zara Gomez.			✓
MARY ROTH			
William Depina			✓
Dan Kleiman			
DAVID PENNEY			
Noah Tatak			✓
Jean Schanberger			✓

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

A. ATTENDEE SIGN-IN LIST



COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Ovrom Park Open House

Saturday, October 26, 2019

Ovrom Park

CITY OF BURBANK

Pinoside parking question

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Rubén Procopio			✓
			☐
			☐
			☐
			☐
			☐
			☐
			☐
			☐

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

B. EVENT NOTICING

COMPLETE OUR STREETS BURBANK

SOUTH SAN FERNANDO
COMPLETE STREETS POP-UP
IDEAS OPEN HOUSE

Explore ideas for making Burbank's streets safe and enjoyable.

Hear how the City is planning for safer streets.

Tell us what you think through fun activities. Bring your kids!

Make an impact on the future of Burbank's streets!

Can't join us? Also find us at Holiday in the Park (Magnolia Park) on Friday, November 22 from 5pm-9pm.

For more information:
CompleteOurStreets.com
CompleteOurStreets@burbankca.gov
(818) 238 5270

Saturday
Oct 26, 2019
11am to 3pm
ROBERT R. OVROM PARK
(at the corner of San Fernando Blvd. and Cedar Ave.)

COMPLETE OUR STREETS BURBANK

ՀԱՐԱՎԱՅԻՆ ՍԱՆ ՖԵՐՆԱՆԴՈ ԼՐԱՑՐԵՔ ՓՈՂՈՑԱՅԻՆ POP-UP-Ը
ՄՏԱՀՂԱՑՈՒՆԵՐԻ ԲԱՑ ՕՐ

Ուսումնասիրեք մտահղացումներ Բուրբանկի փողոցները ապահով և հաճելի դարձնելու վերաբերյալ:

Տեղեկացեք, թե ինչպես է քաղաքապետարանը ատրաստվում ավելի ապահով դարձնել փողոցները:

Հայտներ մեզ ձեր կարծիքը զվարճալի գործողությունների միջոցով: Բերեք ձեր երեխաներին:

Ազդեցություն գործեք Բուրբանկի փողոցների ապագայի վրա:

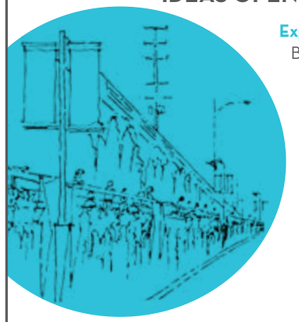
Չե՛ք կարող միանալ մեզ: Կարող եք մեզ գտնել Տոնի ժամանակ այգում (Մագնոլիա այգի) ուրբաթ՝ նոյեմբերի 22-ին երեկոյան 5-ից 9-ը:

Լրացուցիչ տեղեկությունների համար.
CompleteOurStreets.com
CompleteOurStreets@burbankca.gov
(818) 238 5270

Շաբաթ
Հոկտեմբերի 26, 2019
11-ից 3-ը
ՌՈԲԵՐՏ Ռ. ՕՎՐՈՄ ԱՅԳԻ
(Սան Ֆերնանդո բուլվարի և Սիդար ավենյուի անկյունում)

COMPLETE OUR STREETS BURBANK

SOUTH SAN FERNANDO
COMPLETE STREETS POP-UP
IDEAS OPEN HOUSE



Explore ideas for making Burbank's streets safe and enjoyable.

Hear how the City is planning for safer streets.

Tell us what you think through fun activities. Bring your kids!

Make an impact on the future of Burbank's streets!

Can't join us? Also find us at Holiday in the Park (Magnolia Park) on Friday, Nov 22 from 5pm-9pm.

For more information:
CompleteOurStreets.com
CompleteOurStreets@burbankca.gov
(818) 238 5270

Saturday
Oct 26, 2019
11am to 3pm
ROBERT R. OVROM PARK
(at the corner of San Fernando Blvd. and Cedar Ave.)

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019
C. DISPLAY BOARDS

COMPLETE OUR STREETS BURBANK

WELCOME TO THE CITY OF BURBANK'S COMPLETE STREETS POP-UP EVENT!

EXPLORE IDEAS FOR MAKING BURBANK'S STREETS SAFE AND ENJOYABLE

DESIGN YOUR OWN STREET

MAKE AN IMPACT ON THE FUTURE OF BURBANK'S STREETS

Since January 2019, the City of Burbank has been working on a Citywide Complete Streets Plan (COMPLETEOURSTREETS.COM). If the plan is adopted, it will recommend strategies to make Burbank's future streets more "Complete".

Complete Streets are streets that are designed, operated, and maintained to enable safe access for all users – pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Since our last round of events earlier this summer, we have been busy developing ideas, concepts, and analyzing approaches that address the wide range of issues you asked us to look at.

Please review the preliminary concepts exhibited here and provide us your feedback. Please also let us know of other ideas you may have to improve Burbank's streets.

Thanks for dropping by!

COMPLETEOURSTREETS

WHAT IS BURBANK'S COMPLETE OUR STREETS PLAN?

• A "complete street" is designed, operated, and maintained to provide safe mobility for all users of all ages and all abilities. This includes bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians. Every complete street looks different according to its context, community preferences, types of road users, and their needs.

• Burbank's Citywide Complete Streets Plan (COMPLETEOURSTREETS) strives to fulfill the City's Burbank2035 General Plan by creating an actionable project for the community.

• COMPLETEOURSTREETS Plan will establish policies that will determine the quality and character of all future street improvements in Burbank.

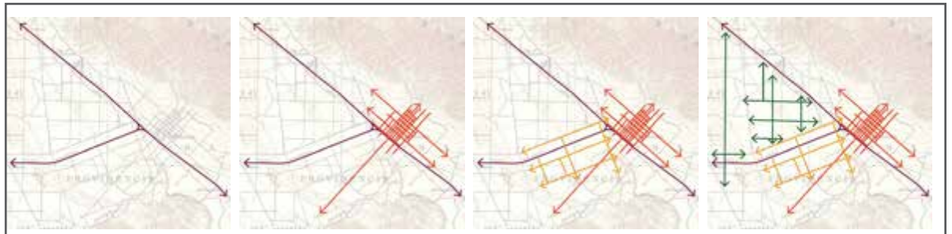
HOW WILL THE PLAN BENEFIT ME?

Complete streets provide a wide array of benefits, including:

- Improved safety for all types of users, ages, and abilities
- Increased transportation choices
- Economic revitalization
- Improved return on infrastructure investments
- More walking and bicycling to improve public health
- Greenhouse gas reduction and improved air quality
- Livable and vibrant communities

HOW CAN I GET AND STAY INVOLVED?

- Visit COMPLETEOURSTREETS.COM and subscribe to our e-mail list
- Attend a community event and encourage your friends and neighbors to come along.
- Call or e-mail the City of Burbank's Project Manager with your thoughts or questions at CompleteOurStreets@burbankca.gov or (818) 238-5270.
- Submit a comment on our Contact Us page at COMPLETEOURSTREETS.COM.



RAIL HAS SHAPED BURBANK'S STREET GRID AND GROWTH

Southern Pacific Railroad completed a rail line from Los Angeles to San Fernando in 1874.

Burbank was a waystation and Southern Pacific established depot there in 1887.

Southern Pacific Train in San Fernando Valley, 1870s

DOWNTOWN GRID

The young city's streets aligned themselves to the rail corridor, leaving a lasting and immediately recognizable imprint in the city's urban core.

Olive Avenue, 1887 Olive Avenue, 1927

MAGNOLIA PARK GRID

The Chatsworth Branch of Southern Pacific's network split to the west in 1895 (today's Chandler Bikeway) and in turn established the Magnolia Park grid of the city.

Magnolia Avenue, 1910 Magnolia Avenue, 1962

SAN FERNANDO VALLEY GRID

In the northwest of the city, at its interface with the Valley, the city's street reverted to the cardinal orientation seen elsewhere in the region.

Lockheed Factory, 1938

THE STREETS OF BURBANK

Burbank's General Plan (Burbank 2035) designates the city's streets in five categories:

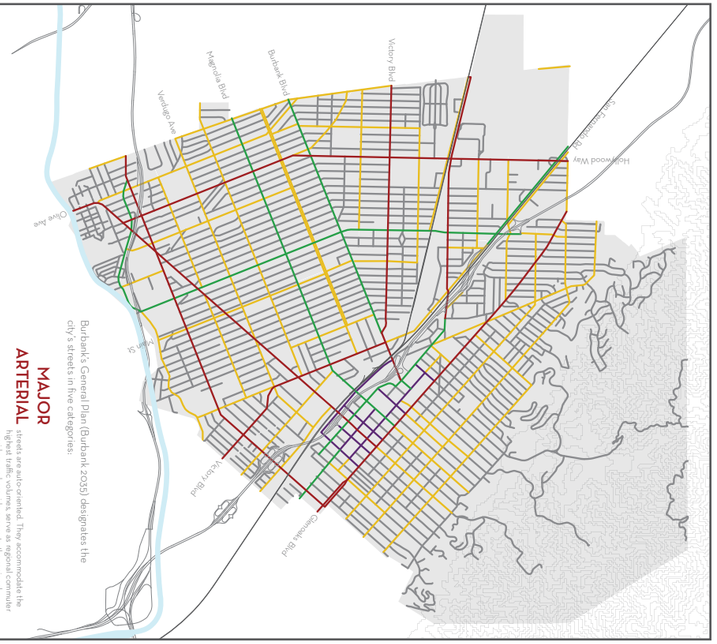
MAJOR ARTERIAL streets are auto oriented. They accommodate the highest traffic volumes over the longest distances, form corridors, and provide access to the regional freeway network.

SECONDARY ARTERIAL streets may serve regional traffic, but primarily serve local cross town traffic.

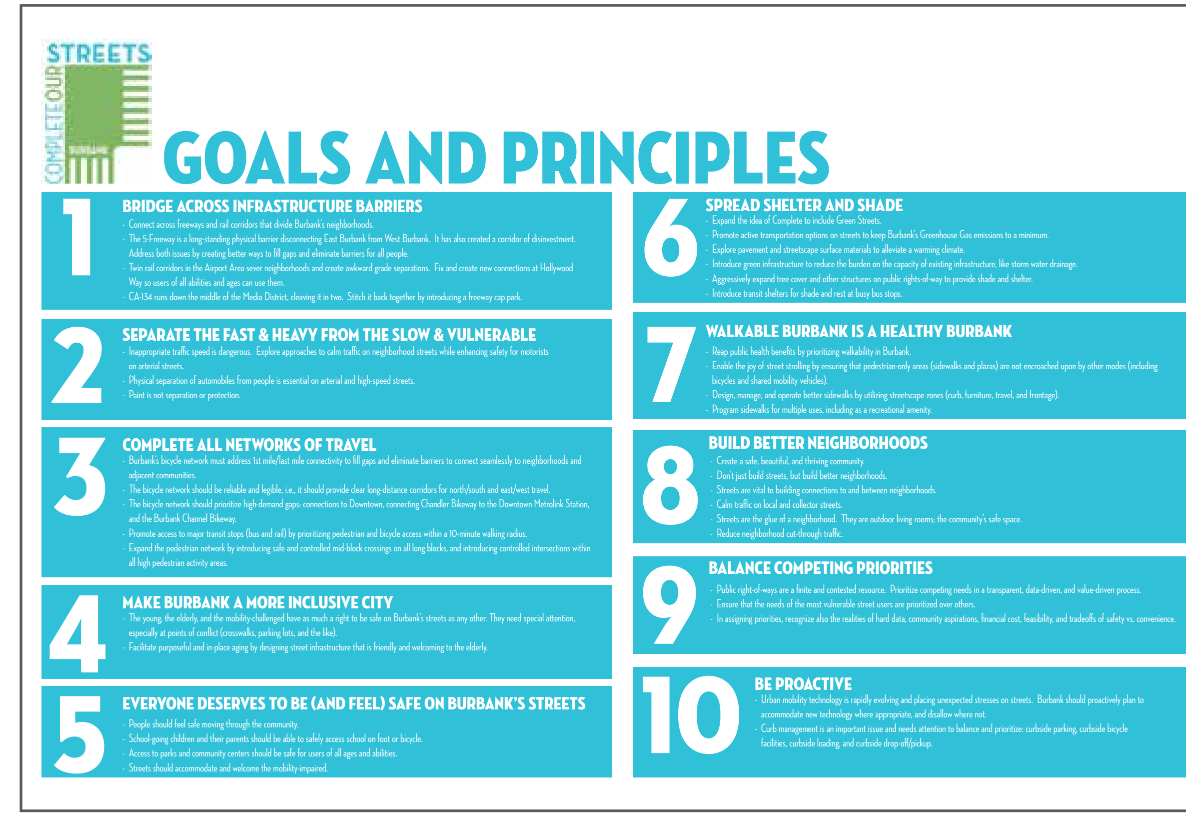
DOWNTOWN COLLECTOR streets distribute and feed cars, pedestrians, and bicycles between arterials and Burbank's downtown.

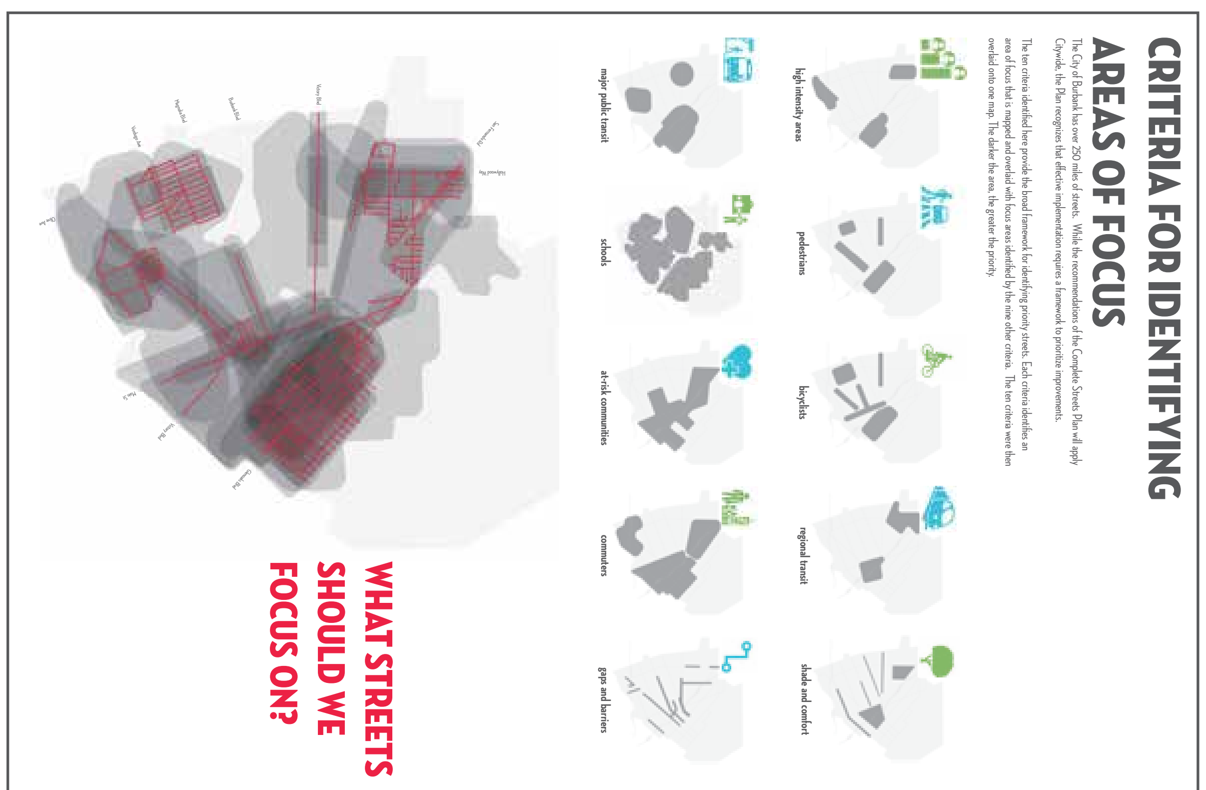
COLLECTOR streets mediate trips between arterials and local streets.

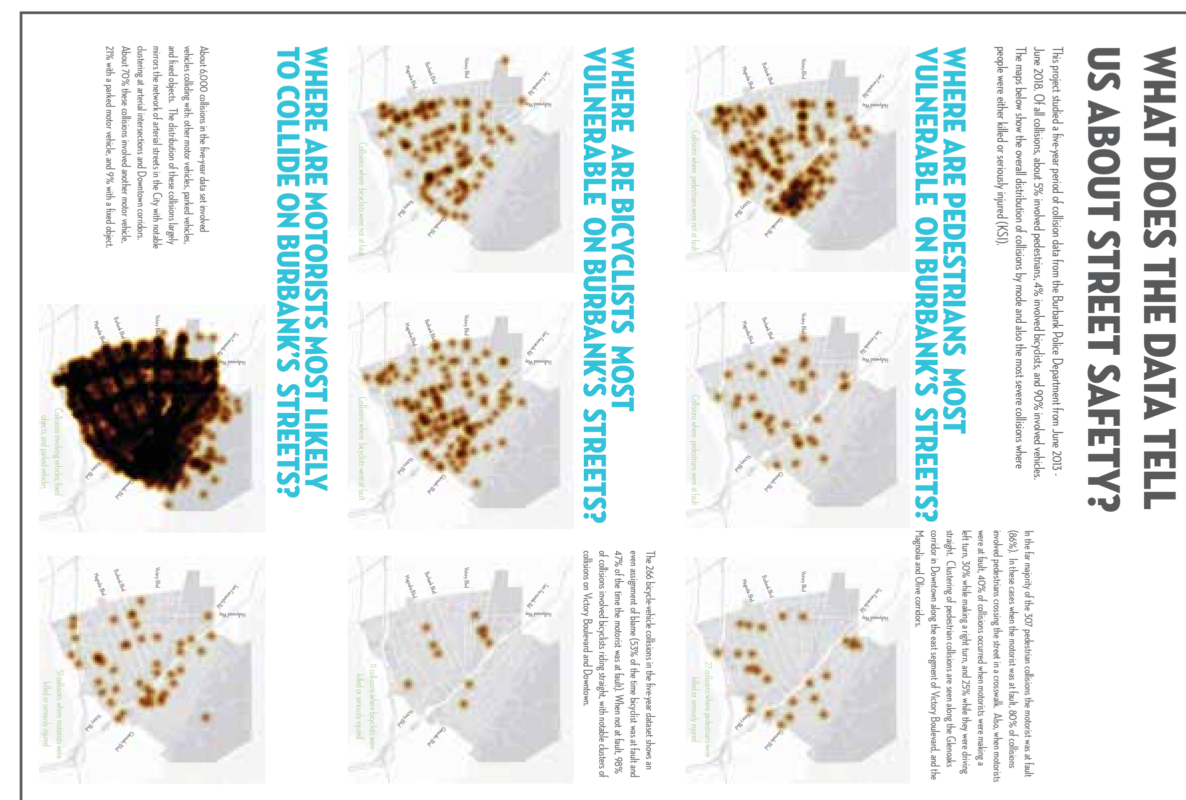
LOCAL streets are low intensity, providing final access to residential uses. These constitute the majority of Burbank's street network.



C. DISPLAY BOARDS



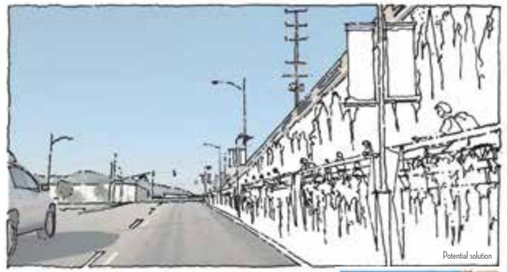




6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019
C. DISPLAY BOARDS

BRIDGING INFRASTRUCTURE BARRIERS

ALAMEDA AVENUE UNDERPASS



Alameda Avenue is a major arterial that connects east-west under the I-5 Freeway and rail corridor. The existing pedestrian connections at the underpasses are uninviting and present a barrier in the City.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Elevating the sidewalks along both sides of Alameda Avenue as it dips below the freeway, creating a physical separation between pedestrians and vehicles.
- This reduces and eases the grade change that pedestrians (and bicyclists) must negotiate to traverse the underpass.

WHAT COULD THIS LOOK LIKE?

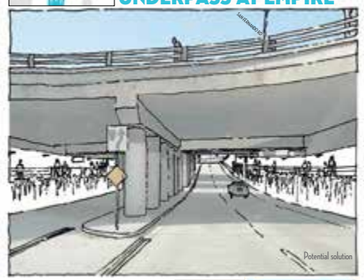

State St, Santa Barbara


8th St, Calgary


Existing condition


Existing condition

HOLLYWOOD WAY UNDERPASS AT EMPIRE



Hollywood Way is a north-south arterial that serves both commuting as well as airport traffic. It has two underpasses that take it below San Fernando and the Antelope Valley rail corridor north of the Airport, and below Empire Avenue and the Ventura rail corridor south of the Airport. At the Empire Avenue underpass, the sidewalk does not continue along the underpass. Pedestrians utilize stairwells at the four corners of the intersection for north-south access. These stairwells are unusable by street users in wheelchairs or children in strollers.

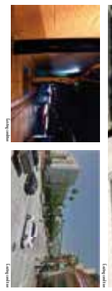

Existing stairwell


Existing condition

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Introduce ADA handicap access ramps to replace the stairway to make the connection universally accessible.
- Elevate the existing sidewalk in the tunnel, to both create the physical separation between pedestrians/cars.
- Improve lighting along the ramps and sidewalk, addressing public safety concerns.


Plan Profile

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?



MAGNOLIA BLVD DOWNTOWN BURBANK

- Magnolia Boulevard is an arterial street with fast-moving, high-volume traffic that cuts through downtown. Its current configuration severs connections between two major destinations in Downtown - the retail and dining on San Fernando Boulevard and the Burbank Town Center Mall.
- The south sidewalk of Magnolia Boulevard is very narrow. Widening the sidewalk will improve pedestrian mobility and could help increase foot traffic in front of businesses.
- To cross over Magnolia Blvd. at 1st St. today you must walk across a 100-foot-long crosswalk. By installing curb extensions, it would reduce the crossing distance while bringing the north and south sides of Downtown closer together.

Existing condition

Existing condition

OPTION 1: EXISTING TRAVEL LANES AND VEHICULAR CAPACITY MAINTAINED. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrian crossing distance across Magnolia Blvd. reduced by about 30 feet.
- Southeast corner of Magnolia Blvd. and 1st St. expanded from 6 feet wide to 30 feet. Provides more pedestrian space.
- Removes about 8 spaces of on-street parking on the south side of Magnolia Blvd. at 1st St., and adds an additional 6ft of sidewalk space
- Retains vehicular capacity

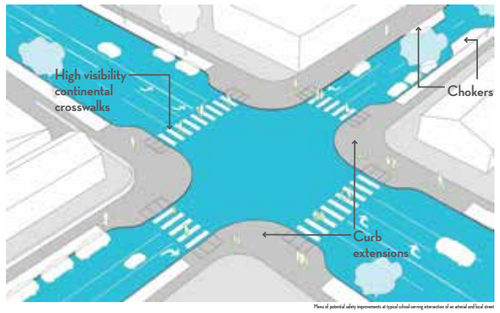
OPTION 2: REMOVE ONE WESTBOUND TRAVEL LANE. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Maintains two eastbound lanes. One westbound lane would be removed.
- Accommodates 2-way on-curb bike lanes on the north side of the street to allow new bike infrastructure on a future replacement/redesigned Magnolia bridge to connect to existing 3rd Street bike lanes.
- Sidewalk on south side of street widened to about 12 feet.

WHAT COULD THIS LOOK LIKE?

HOW CAN WE KEEP SCHOOL-AGED CHILDREN SAFE AND CALM TRAFFIC ON NEIGHBORHOOD STREETS?

Burbank has 27 schools distributed throughout the City. Areas within a 10-minute walk to each of these schools cover an extensive footprint within the city. Streets within these areas should prioritize the safety of school-going children and their parents and ensure that they can conveniently and safely access school on foot or bicycle.



Plans of potential safety improvements at typical school-serving intersection of an arterial and local street


Chokers


Speed cushions


Center island


High visibility curb and crosswalk extensions

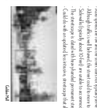

Roadway striping


Speed table with crosswalk

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?

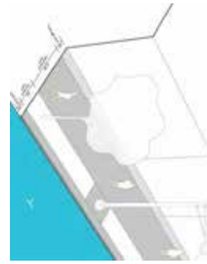
SAN FERNANDO BLVD DOWNTOWN BURBANK

- San Fernando Boulevard is an arterial street with fast-moving, high-volume traffic that cuts through downtown. Its current configuration severs connections between two major destinations in Downtown - the retail and dining on San Fernando Boulevard and the Burbank Town Center Mall.
- The south sidewalk of San Fernando Boulevard is very narrow. Widening the sidewalk will improve pedestrian mobility and could help increase foot traffic in front of businesses.
- To cross over San Fernando Blvd. at 1st St. today you must walk across a 100-foot-long crosswalk. By installing curb extensions, it would reduce the crossing distance while bringing the north and south sides of Downtown closer together.


Existing condition


Existing condition


Existing condition



OPTION 1: ONE-WAY RECONFIGURATION

San Fernando is made one-way from Olive Ave. to Magnolia Blvd. One northbound travel lane is removed. Sidewalks are reconstructed. Diagonal head-in parking on both sides of the street.

NEW SIDEWALK ZONES ON SAN FERNANDO BLVD

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Existing 60 foot curb-to-curb width is reduced to 45 feet, with diagonal parking on both sides and one northbound travel lane towards Magnolia Blvd.
- Sidewalks gain 7.5 feet width on either side to become 17.5 feet wide each. Sidewalk zone design implemented
- Permanent street furniture taken out and replaced with lighter and more streamlined elements.

OPTION 2: SHORT-TERM PHASE FOR ONE WAY

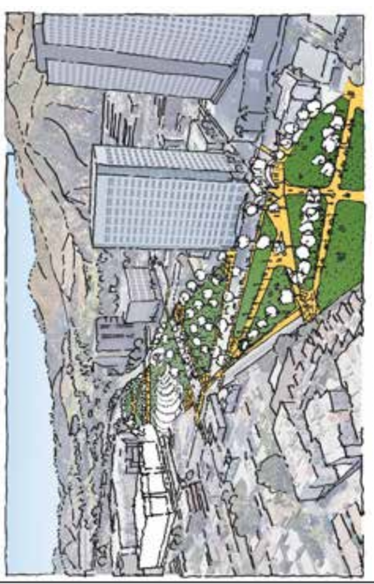
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Street circulation is reconfigured to be one-way from Olive Ave. to Magnolia Blvd.
- Existing diagonal parking is retained on both sides. Head-in on the west side. Back-in on the east side.
- This short-term reconfiguration could serve as a 'pilot' study to test traffic impacts and pedestrian activity

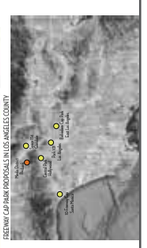
WHAT COULD THIS LOOK LIKE?

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019
C. DISPLAY BOARDS

LONG-TERM TRANSFORMATIONAL IDEAS
CA-134 CAP PARK

- Burbank's Media District is an iconic, globe-trotted cluster of film, media, television, and technology anchors. It has a storied history and is largely responsible for making Burbank the "Media Capital of the World".
- California State Route 134 cuts through the Media District and severs connections between anchors and amenities that are located on either side of the freeway. Unifying the two sides of the Media District could improve pedestrian connectivity, stimulate economic activity and investment, and build better neighborhoods in the area.
- Capping the CA-134 in the Media District can leverage the presence of major private sector anchors in championing the idea and pursuing public and private funds for what will be a long and challenging effort.



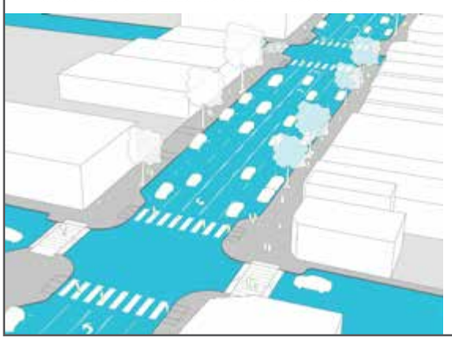


POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Extend and connect the public realm of the Media District by capping the 134 Freeway with park space.
- Construct four individual decks between California St, Olive Ave., Hollywood Way, Alameda Ave, and Pass Ave.
- Program the cap with a variety of outdoor activities, including passive greenspace, recreational amenities, and outdoor performance areas that relate back to the needs and context of the Media District and its users.

LONG-TERM TRANSFORMATIONAL IDEAS
MAGNOLIA PARK

- The eight blocks of Magnolia Boulevard between Catalina Street and Hollywood Way host some of the most active street retail in the City.
- Magnolia Boulevard in Mag Park has the right ingredients for a walkable retail corridor: short blocks, wide sidewalks, and buildings that open on to the sidewalk.
- The street is a high-traffic volume arterial. The auto-centric nature of the street conflicts with the pedestrian retail corridor. Traffic calming could help businesses and build better neighborhoods.
- There are only four crossing opportunities, making it difficult and dangerous to "shop on the other side". More crosswalks could help retail businesses and residents.

OPTION 1
EXISTING LANES AND CAPACITY MAINTAINED. NEW CROSSWALKS AND PEDESTRIAN SAFETY MEASURES.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Magnolia Blvd continues to serve an arterial purpose in the future.
- Existing lane and parking configuration retained.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrain visibility and safety.

BUILDING PROTECTED BICYCLE INFRASTRUCTURE

Protected bike lanes are dedicated bike lanes in streets (either on the sidewalk or in the roadway) that are physically separated from vehicular traffic by curbs, bollards, planters, or even parked cars. They are a valuable tool to create bike-friendly complete streets. Research shows that while accomplished bicyclists may be comfortable – and often prefer sharing the street with automobiles – novice, inexperienced, or young bicyclists are deterred from bicycling without the safety of physical barriers. Expanding Burbank's protected bike infrastructure ultimately reduces the barriers of entry for bicyclists of varying skills and increases bicycling opportunities citywide.

NEW PROTECTED BIKE LANES

FIRST STREET

Associated with the proposed First Street Village development protected bike lanes are proposed on First Street from San Fernando Blvd to Verdugo Avenue. They will initially be built with bollard protection in the first phase. In a future phase, the lanes will be reconfigured to be on the sidewalk.

WHAT COULD THIS LOOK LIKE?

W St - Existing

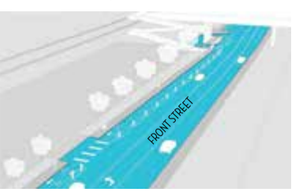
FRONT STREET

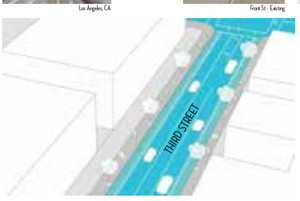
Two-way protected bike lanes are proposed on Front Street from the Downtown Metrolink Station to Ikea Way. These will be constructed on the west side of the street in the roadway with a buffer strip and bollards.

WHAT COULD THIS LOOK LIKE?

Los Angeles, CA

Front St - Existing





THIRD STREET

Third Street currently has bike lanes from Amherst Drive to Verdugo Avenue. The width of the street changes multiple times in these 13 blocks with some segments able to transition to protected bike lanes without impacting street capacity, like the 44-foot wide segments south of Olive Avenue that has two travel lanes, a center turn lane, and no parking. A 2-foot buffer strip and bollards can be introduced by narrowing existing lanes to 10 feet.

WHAT COULD THIS LOOK LIKE?

3rd St - Existing

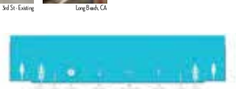
Long Beach, CA

ANGELENO AVENUE AND VERDUGO AVENUE

These downtown collectors street are both 60-feet (curb to curb) with existing bike lanes (along with two travel lanes, one center lane and parking along both curbs). Transitioning them to accommodate protected bike lanes will require loss of at least one lane of parking.

Angeleno Ave - Existing

Verdugo Ave - Existing



Potential reconfiguration of Angeleno Ave and Verdugo Ave

ALAMEDA AVENUE AND WEST VICTORY BLVD

These are major arterials, 76-feet wide (curb-to-curb) with existing bike lanes (along with four travel lanes, one center lane and parking along both curbs). Transitioning the existing bike lanes to protected bike lanes can be accomplished without loss of parking or travel lanes by moving existing curbs in by 4 feet each and accommodating bicycle lanes on curb.

Alameda Ave - Existing

West Victory - Existing

Potential reconfiguration of Alameda Ave and West Victory Blvd

EXTENDING BICYCLE ACCESS CITYWIDE

- Burbank has a broad and growing network of bicycle infrastructure that provides commuting and recreational options citywide. This includes the Chandler Bike Path, a high quality bicycling experience, that is a valuable recreational and mobility amenity for the City's residents. The existing bicycle network does, however, face some challenges.
- There are barriers presented by rail and freeway infrastructure that create gaps in the network. The bicycle network should prioritize high-demand gaps, especially connections to Downtown Burbank, the regional San Fernando bike path, and the LA River bike path.
- The bicycle network should improve reliability and legibility, i.e., it should provide clear long-distance corridors for north/south and east/west travel and provide a consistent bicycling experience for the entire ride.
- To reduce the threshold of entry for novice bicyclists, efforts should be made to expand the City's protected bicycle infrastructure.

MISSING EAST/WEST CONNECTION

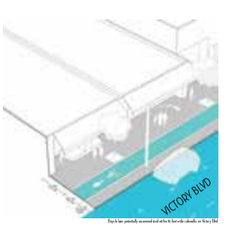
There are no existing bikeways that connect the west side of Burbank into downtown across the existing rail corridor and 5-Freeway. A few approaches to bridge this gap:

DOWNTOWN BICYCLE CONNECTION VIA VICTORY BLVD AND MAGNOLIA BLVD

The City is in the process of extending Chandler Bike path to the Downtown Metrolink Station. A portion of this extension will be aligned along Victory Boulevard, a 68-foot wide street. It can accommodate protected bike lanes in a couple of different ways, as shown below.

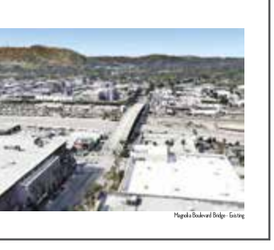
OPTION 1: NO PARKING; CENTER LANE RETAINED; PROTECTED BIKE LANES

OPTION 2: PARKING, CENTER LANE & TRAVEL LANES RETAINED; BIKE LANES ON CURB



MAGNOLIA BRIDGE REDESIGNED AND REBUILT

Magnolia Bridge will eventually need to be reconstructed. The redesign should include a wider deck to accommodate protected bicycle lanes, wider sidewalks, and landscaping, i.e., design elements that will minimize the barrier it currently presents for east-west bicycle and pedestrian travel. The redesign will address multi-modal connectivity and ensure that Complete Street approaches also applies to bridges.



Magnolia Boulevard Bridge - Existing

LONG-TERM TRANSFORMATIONAL IDEAS

MAGNOLIA PARK

OPTION 2
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH PARALLEL ON-STREET PARKING.

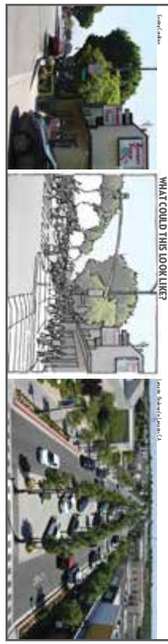
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with additional on-street parallel parking and landscaping. About 20 additional parking spots added per block.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.

OPTION 3
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH DIAGONAL ON-STREET PARKING.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with head-in diagonal parking and landscaping. About 22 additional parking spots added per block.
- Additional on-street parking could assist local businesses and possibly minimize parking on residential side streets.
- Crosswalks and controlled crosswalks at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.
- Left turn pockets to keep traffic moving (albeit at a slower speed).



WHAT COULD THIS LOOK LIKE?

HOW CAN WE GREEN BURBANK'S STREETS?

PLANT AND PROTECT TREES

shade from street trees

A thriving urban forest is important for controlling urban heat in the summer, controlling runoff, and storing carbon. 708 million tons of carbon is currently stored in the urban forests of US cities. The City of Burbank's Sustainability Action Plan calls for action on documenting existing tree canopy and to protect and increase tree canopy. Knowing what you have is important to knowing what you need to protect.

Burbank 2008 Street Tree Master Plan

Burbank Plant a Tree program (plant a tree here)

SITE APPROPRIATE PLANTINGS

drought tolerant trees and plantings

Increasing planting areas including trees helps with heat reduction, cleaning rainwater, and beautifying the community. Drought tolerant plants are from dryer parts of the world and have lower water requirements, and should be encouraged for most situations. In the right location, Southern California natives can also be drought tolerant once established. Using less water in dry regions saves money and our valuable water resources.

use fences/curbs to protect plantings in high traffic areas

natives mixed with low water use

EXPANDING URBAN GREENERY

RECONFIGURING ODD-ANGLED INTERSECTIONS

There are over a dozen odd-angle intersections in the City that present opportunities for expanding urban greenery.

- There are three different street grids that constitute Burbank's street network. Where these grids meet often result in unusual, odd-angled intersections.
- These intersections present an opportunity to recapture asphalt as usable pedestrian and green space, while providing vehicular and pedestrian safety benefits.
- Opportunity to expand City's tree cover and provide shade/shelter.
- Opportunity to increase City's green infrastructure, stormwater capture, and water quality goals.

Existing condition

The intersection of Edison Way and Hollywood Way is good example of an odd-angle opportunity. It lacks pedestrian connectivity and is difficult for motorists to navigate.

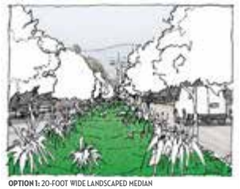
Potential reconfiguration layout of the intersection.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Realign Edison Way to intersect Hollywood Way at a perpendicular angle to improve safety for drivers.
- Convert 6,000 square feet of asphalt and reprogram as park or plaza.
- Green infrastructure improvements (e.g., storm water infiltration and retention).
- New crosswalks to expand pedestrian network.

DECREASING WIDE STREETS

Existing Conditions at North Olive Avenue



OPTION 1: 20-FOOT WIDE LANDSCAPED MEDIAN

OPTION 2: 20-FOOT WIDE WALKING & JOGGING PROMENADE

OPTION 3: 20-FOOT WIDE WALKING & BICYCLING TRAIL

- North Olive Avenue is a residential street with a width of 60 feet, with two tavel lanes and parking on both sides. The travel lanes are very wide and the street presents unique reconfiguration opportunities without impacting capacity or traffic patterns.
- The street can accommodate a 20-foot wide median that can be designed as either a landscaped bioswale for stormwater capture, a recreational bicycling or walking amenity, or a combination of the two.
- There are about a half-dozen other local street segments with curb-to-curb widths over 60 feet that are capable of accommodating non-disruptive inclusion of pedestrian, bicycle, and green infrastructure improvements.

HOW CAN WE GREEN BURBANK'S STREETS?

CLEAN/REUSE/REPLENISH RAINWATER

infiltration planters, lake street, burbank

infiltration swale

Rainwater is a precious resource in an area of the US that only gets 17 inches of rainfall a year (compared to the national average of 38 inches). Planting areas designed to collect and filter rainwater can recharge aquifers or clean rainwater before it heads to the ocean. Various bioretention strategies can be employed from permeable paving, infiltration and flow-thru planters to collect and filter the water through layers of vegetation and soils.

flow-thru planter

permeable rubber sidewalks near parks

street pervious paving

REDUCE HEAT ON THE STREET

increase tree canopy and light colored paving materials

Urban areas are hotter than surrounding landscape due to heat-retaining asphalt and concrete. The city center can be 10 degrees warmer than nearby park spaces. Increasing shade over paved surfaces, using light colored surface materials and breaking up paved areas with more planting are all sound strategies to reduce the overall temperature in cities. Planting more trees and adopting street trees in your neighborhood go a long way in assisting this goal.

increase planting

permeable paving

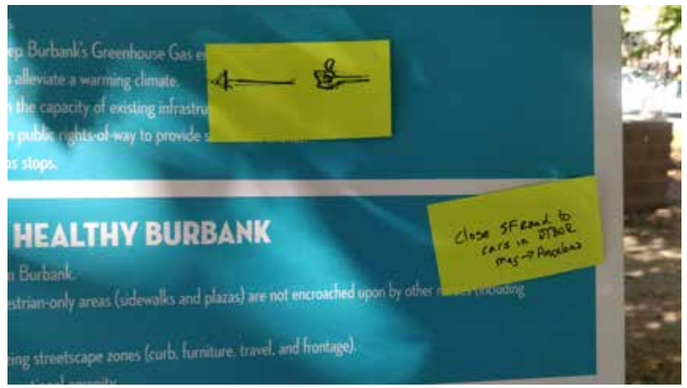
shade from canopies

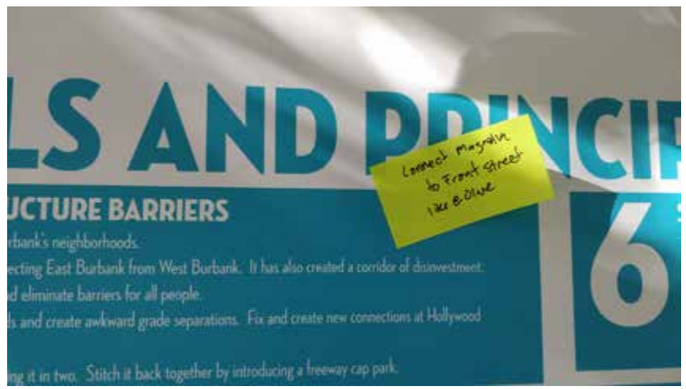
6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

D. PHOTOGRAPHS

6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

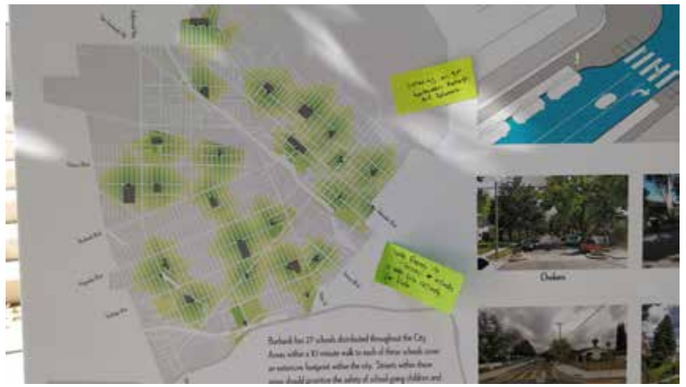
D. PHOTOGRAPHS

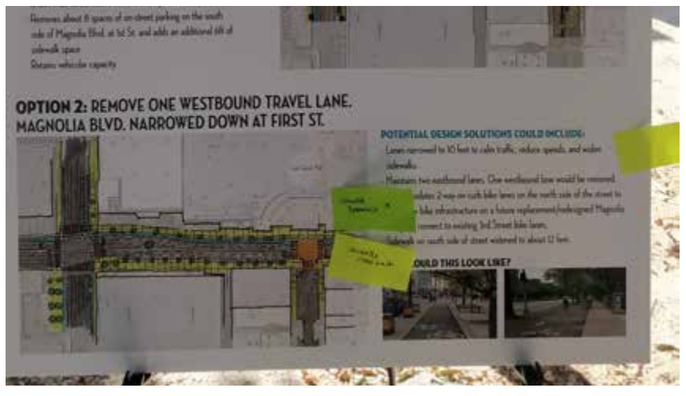


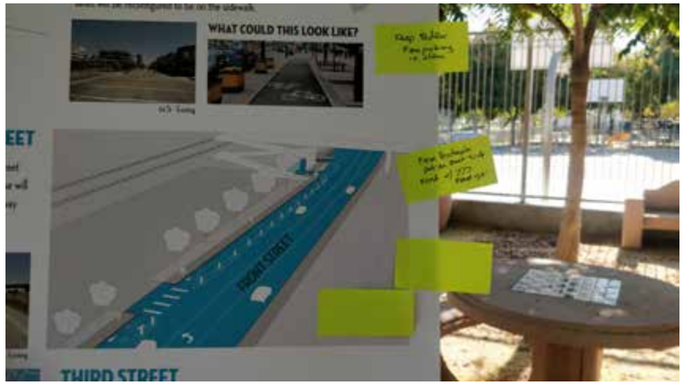


6. SOUTH SAN FERNANDO OPEN HOUSE | OCTOBER 26, 2019

D. PHOTOGRAPHS







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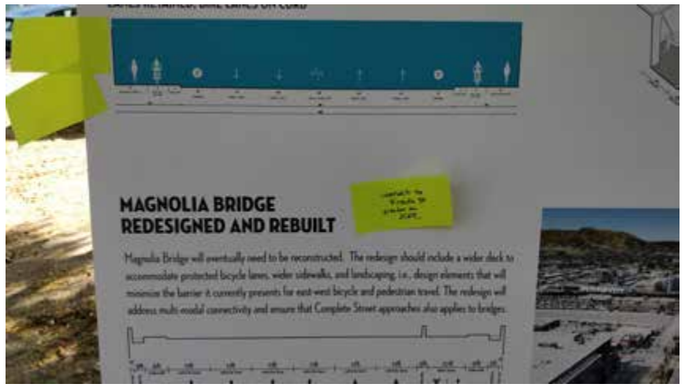
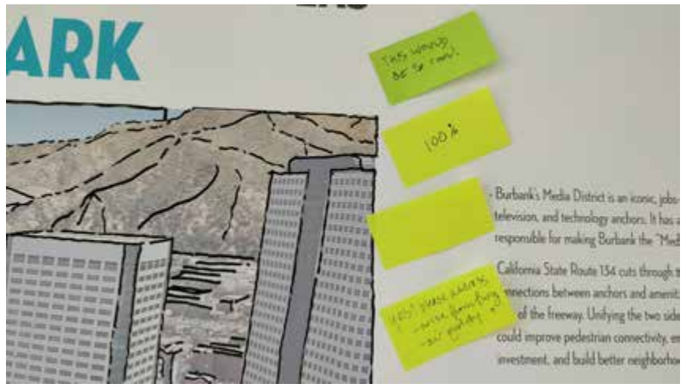
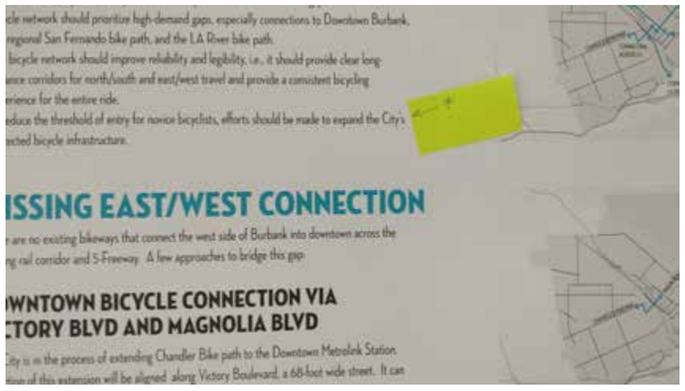
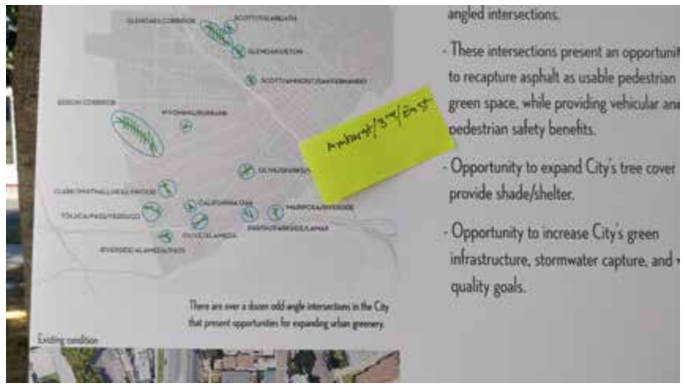
D. PHOTOGRAPHS









7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019

A. ATTENDEE SIGN-IN LIST

COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Holiday in Magnolia Park Pop-Up

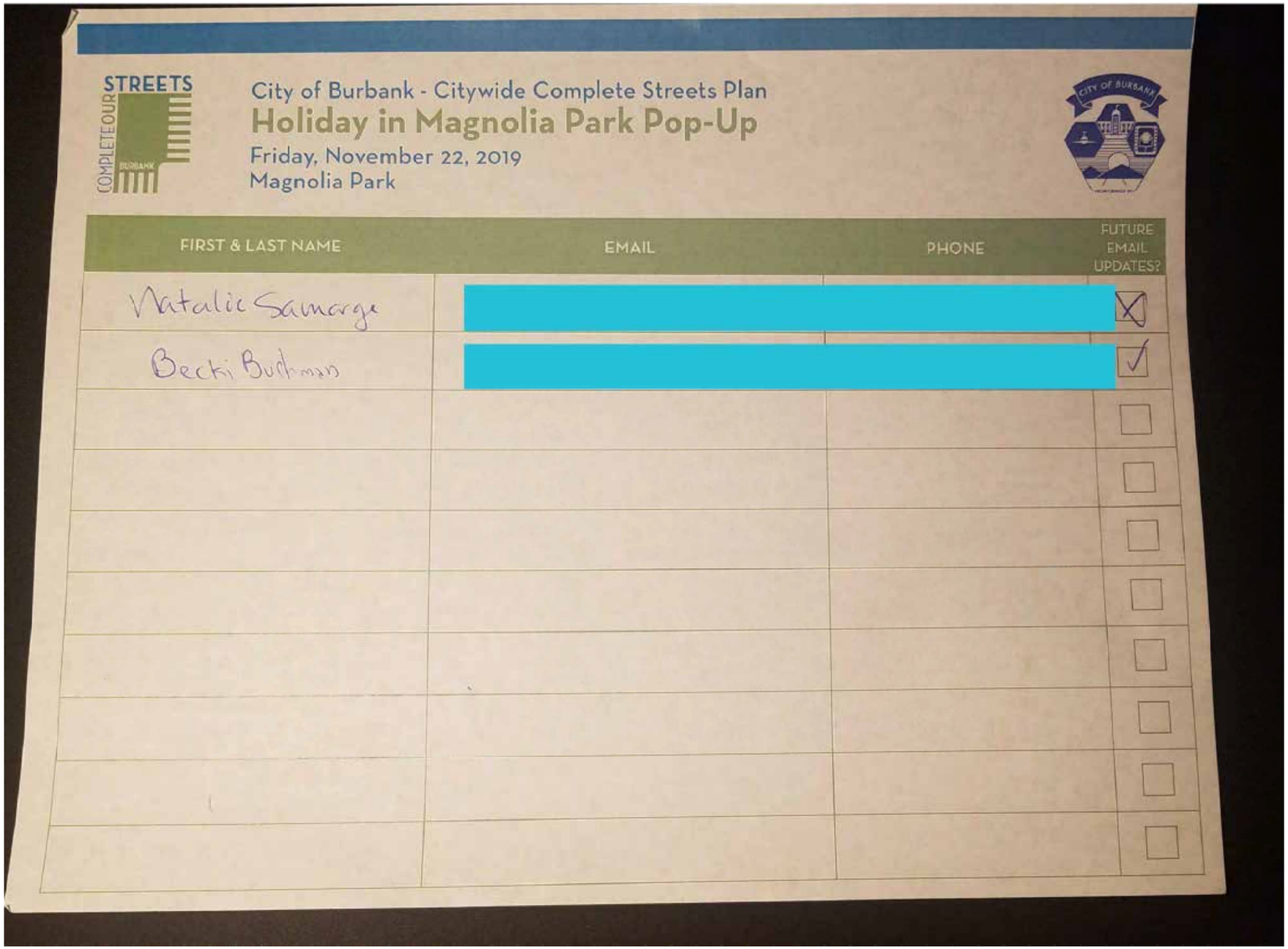
Friday, November 22, 2019

Magnolia Park

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Kaisa Pooke	[redacted]		☑
L. Gerred	[redacted]		☐
Edelmira Contreras	[redacted]		☑
Gabriel C.	[redacted]		☒
Cory Doctorow	[redacted]		☐
Mark Moretti	[redacted]		☑
Laura Hitchcock	[redacted]		☑
Steve Blumenthal	[redacted]		☒
Teresa Green	[redacted]		☐
Matt Sanderson	[redacted]		☒

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019

A. ATTENDEE SIGN-IN LIST



COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Holiday in Magnolia Park Pop-Up

Friday, November 22, 2019

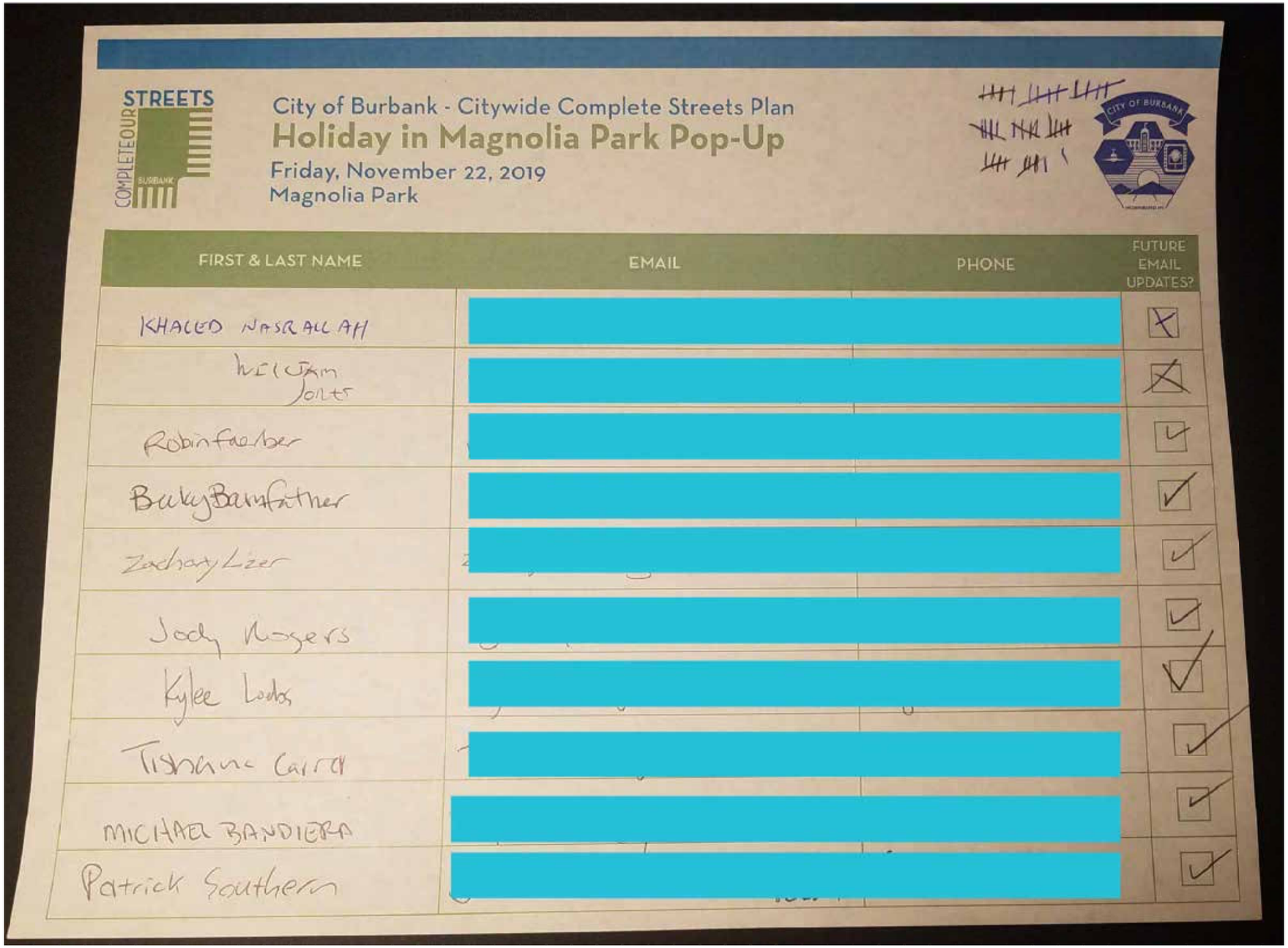
Magnolia Park

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
Natalie Samarge	[redacted]		☒
Becki Burkman	[redacted]		☑
			☐
			☐
			☐
			☐
			☐
			☐
			☐

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019

A. ATTENDEE SIGN-IN LIST



COMPLETE OUR STREETS BURBANK

City of Burbank - Citywide Complete Streets Plan

Holiday in Magnolia Park Pop-Up

Friday, November 22, 2019

Magnolia Park

CITY OF BURBANK

FIRST & LAST NAME	EMAIL	PHONE	FUTURE EMAIL UPDATES?
KHALED NASRALLAH	[redacted]		☒
WILLIAM JOLLY	[redacted]		☒
Robin faerber	[redacted]		☑
BabyBarnfather	[redacted]		☑
Zachary Lizer	[redacted]		☑
Jody Rogers	[redacted]		☑
Kylee Lobs	[redacted]		☑
Tishana Carey	[redacted]		☑
MICHAEL BANDIERA	[redacted]		☑
Patrick Southern	[redacted]		☑

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019

B. EVENT NOTICING

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019
C. DISPLAY BOARDS

COMPLETE OUR STREETS BURBANK

WELCOME TO THE CITY OF BURBANK'S COMPLETE STREETS POP-UP EVENT!

Since January 2019, the City of Burbank has been working on a Citywide Complete Streets Plan (COMPLETEOURSTREETS.COM). If the plan is adopted, it will recommend strategies to make Burbank's future streets more "Complete".

Complete Streets are streets that are designed, operated, and maintained to enable safe access for all users – pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Since our last round of events earlier this summer, we have been busy developing ideas, concepts, and analyzing approaches that address the wide range of issues you asked us to look at.

Please review the preliminary concepts exhibited here and provide us your feedback. Please also let us know of other ideas you may have to improve Burbank's streets.

Thanks for dropping by!

EXPLORE IDEAS FOR MAKING BURBANK'S STREETS SAFE AND ENJOYABLE

DESIGN YOUR OWN STREET

MAKE AN IMPACT ON THE FUTURE OF BURBANK'S STREETS

COMPLETEOURSTREETS

COMPLETE OUR STREETS

WHAT IS BURBANK'S COMPLETE OUR STREETS PLAN?

- A "complete street" is designed, operated, and maintained to provide safe mobility for all users of all ages and all abilities. This includes bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians. Every complete street looks different according to its context, community preferences, types of road users, and their needs.
- Burbank's Citywide Complete Streets Plan (COMPLETEOURSTREETS) strives to fulfill the City's Burbank2035 General Plan by creating an actionable project for the community.
- COMPLETEOURSTREETS Plan will establish policies that will determine the quality and character of all future street improvements in Burbank.

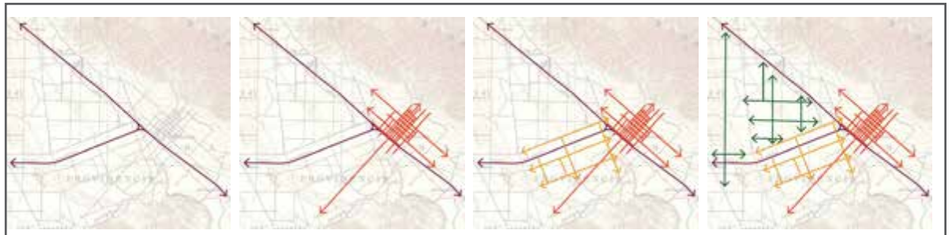
HOW WILL THE PLAN BENEFIT ME?

Complete streets provide a wide array of benefits, including:

- Improved safety for all types of users, ages, and abilities
- Increased transportation choices
- Economic revitalization
- Improved return on infrastructure investments
- More walking and bicycling to improve public health
- Greenhouse gas reduction and improved air quality
- Livable and vibrant communities

HOW CAN I GET AND STAY INVOLVED?

- Visit COMPLETEOURSTREETS.COM and subscribe to our e-mail list
- Attend a community event and encourage your friends and neighbors to come along.
- Call or e-mail the City of Burbank's Project Manager with your thoughts or questions at CompleteOurStreets@burbankca.gov or (818) 238-5270.
- Submit a comment on our Contact Us page at COMPLETEOURSTREETS.COM.



RAIL HAS SHAPED BURBANK'S STREET GRID AND GROWTH

Southern Pacific Railroad completed a rail line from Los Angeles to San Fernando in 1874.

Burbank was a waystation and Southern Pacific established depot there in 1887.

DOWNTOWN GRID

The young city's streets aligned themselves to the rail corridor, leaving a lasting and immediately recognizable imprint in the city's urban core.

MAGNOLIA PARK GRID

The Chatsworth Branch of Southern Pacific's network split to the west in 1895 (today's Chandler Bikeway) and in turn established the Magnolia Park grid of the city.

SAN FERNANDO VALLEY GRID

In the northwest of the city, at its interface with the Valley, the city's street reverted to the cardinal orientation seen elsewhere in the region.

Southern Pacific Train in San Fernando Valley, 1870s | Olive Avenue, 1887 | Olive Avenue, 1927 | Magnolia Avenue, 1910 | Magnolia Avenue, 1962 | Lockheed Factory, 1938

THE STREETS OF BURBANK

Burbank's General Plan (Burbank 2035) designates the city's streets in five categories:

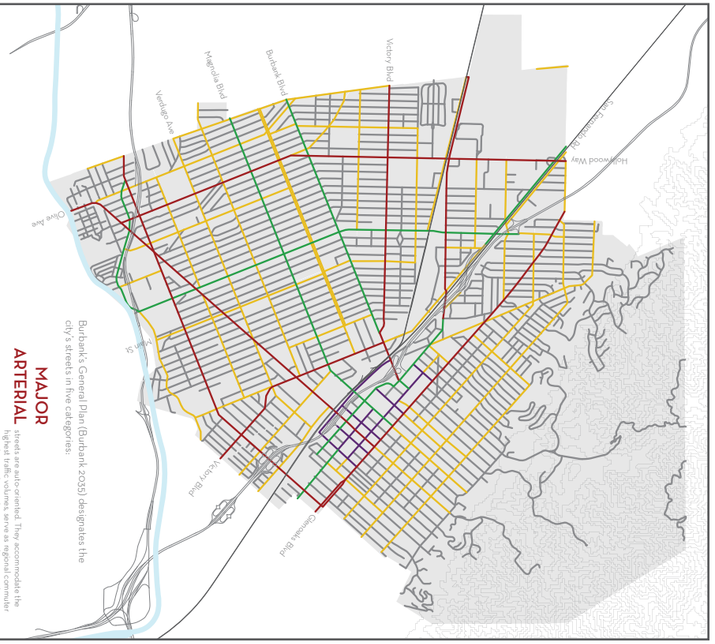
MAJOR ARTERIAL streets are auto oriented. They accommodate the highest traffic volumes and serve as the primary commuter corridors and provide access to the regional freeway network.

SECONDARY ARTERIAL streets may serve regional traffic, but primarily serve local cross town traffic.

DOWNTOWN COLLECTOR streets distribute and feed cars, pedestrians, and bicycles between arterials and Burbank's downtown.

COLLECTOR streets mediate trips between arterials and local streets.

LOCAL streets are low intensity, providing final access to residential uses. These constitute the majority of Burbank's street network.



7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019
C. DISPLAY BOARDS


Shaded, engaging street


Pedestrian bulb out


Mid-block crosswalk with flashers


Street furniture

PEDESTRIANS


Protected bike lane


Bike Corrals


Separated multi-use path


Protected intersections

BICYCLISTS

WHAT DO COMPLETE STREETS LOOK LIKE?

CALM TRAFFIC


Center median


Speed cushion


Curb islands


Speed table, raised crosswalk

TRANSIT USERS


Designated bus lane


Bus shelter


Bus boarding island


Median bus stop with shelter

COMPLETE OUR STREETS BURBANK

GOALS AND PRINCIPLES

1 BRIDGE ACROSS INFRASTRUCTURE BARRIERS
- Connect across freeways and rail corridors that divide Burbank's neighborhoods.
- The 5 Freeway is a long-standing physical barrier disconnecting East Burbank from West Burbank. It has also created a corridor of disinvestment. Address both issues by creating better ways to fill gaps and eliminate barriers for all people.
- Twin rail corridors in the Airport Area sever neighborhoods and create awkward grade separations. Fix and create new connections at Hollywood Way so users of all abilities and ages can use them.
- CA-134 runs down the middle of the Media District, cleaving it in two. Stitch it back together by introducing a freeway cap park.

2 SEPARATE THE FAST & HEAVY FROM THE SLOW & VULNERABLE
- Inappropriate traffic speed is dangerous. Explore approaches to calm traffic on neighborhood streets while enhancing safety for motorists on arterial streets.
- Physical separation of automobiles from people is essential on arterial and high-speed streets.
- Paint is not separation or protection.

3 COMPLETE ALL NETWORKS OF TRAVEL
- Burbank's bicycle network must address 1st mile/last mile connectivity to fill gaps and eliminate barriers to connect seamlessly to neighborhoods and adjacent communities.
- The bicycle network should be reliable and legible, i.e., it should provide clear long-distance corridors for north/south and east/west travel.
- The bicycle network should prioritize high-demand gaps: connections to Downtown, connecting Chandler Bikeway to the Downtown Metrolink Station, and the Burbank Channel Bikeway.
- Promote access to major transit stops (bus and rail) by prioritizing pedestrian and bicycle access within a 10-minute walking radius.
- Expand the pedestrian network by introducing safe and controlled mid-block crossings on all long blocks, and introducing controlled intersections within all high pedestrian activity areas.

4 MAKE BURBANK A MORE INCLUSIVE CITY
- The young, the elderly, and the mobility-challenged have as much a right to be safe on Burbank's streets as any other. They need special attention, especially at points of conflict (crosswalks, parking lots, and the like).
- Facilitate purposeful and in-place aging by designing street infrastructure that is friendly and welcoming to the elderly.

5 EVERYONE DESERVES TO BE (AND FEEL) SAFE ON BURBANK'S STREETS
- People should feel safe moving through the community.
- School-going children and their parents should be able to safely access school on foot or bicycle.
- Access to parks and community centers should be safe for users of all ages and abilities.
- Streets should accommodate and welcome the mobility-impaired.

6 SPREAD SHELTER AND SHADE
- Expand the idea of Complete to include Green Streets.
- Promote active transportation options on streets to keep Burbank's Greenhouse Gas emissions to a minimum.
- Explore pavement and streetscape surface materials to alleviate a warming climate.
- Introduce green infrastructure to reduce the burden on the capacity of existing infrastructure, like storm water drainage.
- Aggressively expand tree cover and other structures on public rights-of-way to provide shade and shelter.
- Introduce transit shelters for shade and rest at busy bus stops.

7 WALKABLE BURBANK IS A HEALTHY BURBANK
- Reap public health benefits by prioritizing walkability in Burbank.
- Enable the joy of street strolling by ensuring that pedestrian-only areas (sidewalks and plazas) are not encroached upon by other modes (including bicycles and shared mobility vehicles).
- Design, manage, and operate better sidewalks by utilizing streetscape zones (curb, furniture, travel, and frontage).
- Program sidewalks for multiple uses, including as a recreational amenity.

8 BUILD BETTER NEIGHBORHOODS
- Create a safe, beautiful, and thriving community.
- Don't just build streets, but build better neighborhoods.
- Streets are vital to building connections to and between neighborhoods.
- Calm traffic on local and collector streets.
- Streets are the glue of a neighborhood. They are outdoor living rooms; the community's safe space.
- Reduce neighborhood cut-through traffic.

9 BALANCE COMPETING PRIORITIES
- Public right-of-ways are a finite and contested resource. Prioritize competing needs in a transparent, data-driven, and value-driven process.
- Ensure that the needs of the most vulnerable street users are prioritized over others.
- In assigning priorities, recognize also the realities of hard data, community aspirations, financial cost, feasibility, and tradeoffs of safety vs. convenience.

10 BE PROACTIVE
- Urban mobility technology is rapidly evolving and placing unexpected stresses on streets. Burbank should proactively plan to accommodate new technology where appropriate, and disallow where not.
- Curb management is an important issue and needs attention to balance and prioritize: curbside parking, curbside bicycle facilities, curbside loading, and curbside drop-off/pickup.

WHAT DOES THE DATA TELL US ABOUT STREET SAFETY?

This project studied a five-year period of collision data from the Burbank Police Department from June 2013 - June 2018. Of all collisions, about 5% involved pedestrians, 4% involved bicyclists, and 90% involved vehicles. The maps below show the overall distribution of collisions by mode and also the most severe collisions where people were either killed or seriously injured (KSI).

WHERE ARE PEDESTRIANS MOST VULNERABLE ON BURBANK'S STREETS?


All pedestrian collisions (2013-2018)


All severe pedestrian collisions (2013-2018)

In the last majority of the 307 pedestrian collisions the motorist was at fault (66%). In those cases where the motorist was at fault, 40% of collisions involved pedestrians crossing against the signal. In cases where the pedestrian was at fault, 40% of collisions occurred when motorists were making a left turn, 30% while making a right turn, and 25% while they were driving straight. Clustering of pedestrian collisions are seen along the Glenoaks corridor in Downtown Area, the east segment of Victory Boulevard, and the Magnolia and Olive corridors.

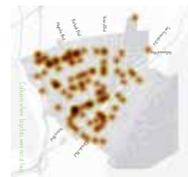
WHERE ARE BICYCLISTS MOST VULNERABLE ON BURBANK'S STREETS?


All bicycle collisions (2013-2018)

All severe bicycle collisions (2013-2018)

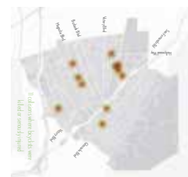
The 266 bicycle-vehicle collisions in the five-year dataset shown on even segment of blame (53% of the time bicyclist was at fault and 47% of the time the motorist was at fault). Where not at fault, 90% of collisions involved bicyclists riding straight with notable clusters of collisions on Victory Boulevard and Downtown.

WHERE ARE MOTORISTS MOST LIKELY TO COLLIDE ON BURBANK'S STREETS?


All collisions involving motorists (2013-2018)


All severe collisions involving motorists (2013-2018)

About 6,000 collisions in the five-year data set involved vehicles colliding with other motor vehicles, parked vehicles, and fixed objects. The distribution of these collisions largely mirrors the network of arterial streets in the City with notable clustering at arterial intersections and Downtown corridors. About 70% these collisions involved another motor vehicle, 21% with a parked motor vehicle, and 9% with a fixed object.


All bicycle collisions (2013-2018)

All severe bicycle collisions (2013-2018)

CRITERIA FOR IDENTIFYING AREAS OF FOCUS

The City of Burbank has over 250 miles of streets. While the recommendations of the Complete Streets Plan will apply City-wide, the Plan recognizes that effective implementation requires a framework to prioritize improvements.

The ten criteria identified here provide the broad framework for identifying priority streets. Each criteria identifies an area of focus that is mapped and overlaid with focus areas identified by the nine other criteria. The ten criteria were then overlaid onto one map. The darker the area, the greater the priority.


high intensity areas


pedestrians


bicyclists


regional transit

shade and comfort

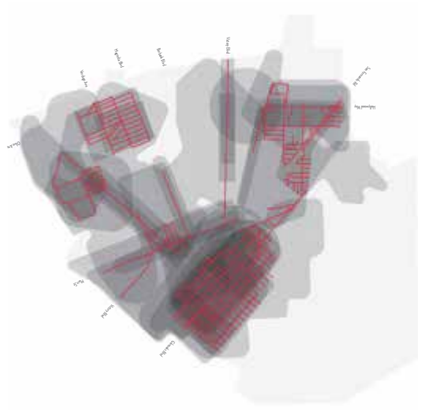

major public transit


schools


at-risk communities


commuters

gaps and barriers

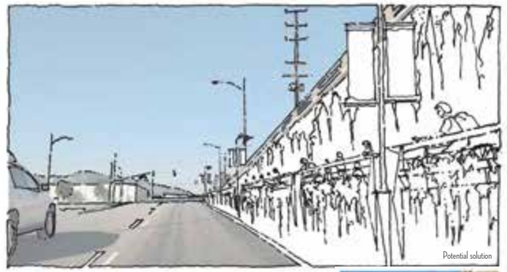


WHAT STREETS SHOULD WE FOCUS ON?

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019
C. DISPLAY BOARDS

BRIDGING INFRASTRUCTURE BARRIERS

ALAMEDA AVENUE UNDERPASS



Alameda Avenue is a major arterial that connects east-west under the I-5 Freeway and rail corridor. The existing pedestrian connections at the underpasses are uninviting and present a barrier in the City.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Elevating the sidewalks along both sides of Alameda Avenue as it dips below the freeway, creating a physical separation between pedestrians and vehicles.
- This reduces and eases the grade change that pedestrians (and bicyclists) must negotiate to traverse the underpass.


Existing condition

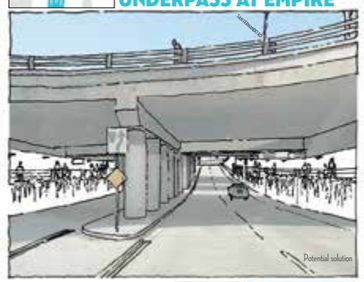

Existing condition

WHAT COULD THIS LOOK LIKE?


State St, Santa Barbara


8th St, Calgary

HOLLYWOOD WAY UNDERPASS AT EMPIRE



Hollywood Way is a north-south arterial that serves both commuting as well as airport traffic. It has two underpasses that take it below San Fernando and the Antelope Valley rail corridor north of the Airport, and below Empire Avenue and the Ventura rail corridor south of the Airport. At the Empire Avenue underpass, the sidewalk does not continue along the underpass. Pedestrians utilize stairwells at the four corners of the intersection for north-south access. These stairwells are unusable by street users in wheelchairs or children in strollers.


Existing stairwell

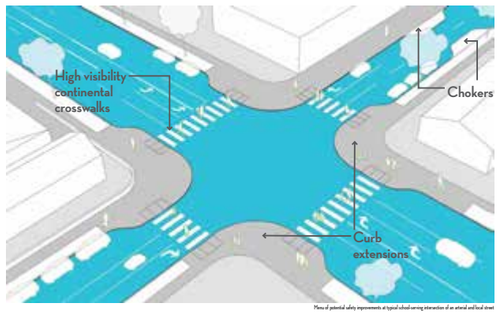

Existing condition

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Introduce ADA handicap access ramps to replace the stairway to make the connection universally accessible.
- Elevate the existing sidewalk in the tunnel, to both create the physical separation between pedestrians/cars.
- Improve lighting along the ramps and sidewalk, addressing public safety concerns.


Plan Profile

HOW CAN WE KEEP SCHOOL-AGED CHILDREN SAFE AND CALM TRAFFIC ON NEIGHBORHOOD STREETS?

Burbank has 27 schools distributed throughout the City. Areas within a 10-minute walk to each of these schools cover an extensive footprint within the city. Streets within these areas should prioritize the safety of school-going children and their parents and ensure that they can conveniently and safely access school on foot or bicycle.

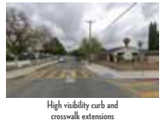


Plans of potential safety improvements at typical school-serving intersection of an arterial and local street


Chokers


Speed cushions


Center island


High visibility curb and crosswalk extensions


Roadway striping


Speed table with crosswalk

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?

MAGNOLIA BLVD DOWNTOWN BURBANK

- Magnolia Boulevard is an arterial street with fast-moving, high-volume traffic that cuts through downtown. Its current configuration severs connections between two major destinations in Downtown - the retail and dining on San Fernando Boulevard and the Burbank Town Center Mall.
- The south sidewalk of Magnolia Boulevard is very narrow. Widening the sidewalk will improve pedestrian mobility and could help increase foot traffic in front of businesses.
- To cross over Magnolia Blvd. at 1st St. today you must walk across a 100-foot-long crosswalk. By installing curb extensions, it would reduce the crossing distance while bringing the north and south sides of Downtown closer together.


Existing condition


Existing condition

OPTION 1: EXISTING TRAVEL LANES AND VEHICULAR CAPACITY MAINTAINED. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrian crossing distance across Magnolia Blvd. reduced by about 30' feet.
- Southeast corner of Magnolia Blvd. and 1st St. expanded from 6 feet wide to 10' feet. Provides more pedestrian space.
- Removes about 8 spaces of on-street parking on the south side of Magnolia Blvd. at 1st St., and adds an additional 6ft of sidewalk space
- Retains vehicular capacity

WHAT COULD THIS LOOK LIKE?

OPTION 2: REMOVE ONE WESTBOUND TRAVEL LANE. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

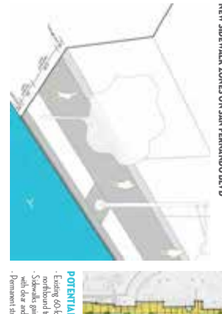
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Lanes narrowed to 10' feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrians two eastbound lanes. One westbound lane would be removed.
- Accommodates 2-way on-curb bike lanes on the north side of the street to allow new bike infrastructure on a future replacement/redesigned Magnolia bridge to connect to existing 3rd Street bike lanes.
- Sidewalk on south side of street widened to about 12 feet.

WHAT COULD THIS LOOK LIKE?

SAN FERNANDO BLVD DOWNTOWN BURBANK

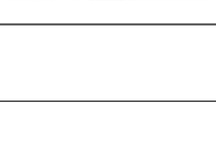
- San Fernando is made one-way from Olive Ave. to Magnolia Blvd. Two travel lanes. Existing diagonal parking is retained on both sides.
- Magnolia Blvd. is made two-way from Olive Ave. to Magnolia Blvd. One northbound travel lane towards Magnolia Blvd. Existing diagonal parking is reconstructed. Diagonal head-in parking on both sides of the street.
- Sidewalks gain 2 feet width on either side to become 13' feet wide each. Sidewalk zone design implemented.
- Permanent street furniture taken out and replaced with lighter and more streamlined elements.

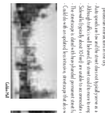
NEW SIDEWALK ZONES ON SAN FERNANDO BLVD



OPTION 1: ONE-WAY RECONFIGURATION

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Existing 60 foot curb-to-curb width is reduced to 45 feet, with diagonal parking on both sides and one northbound travel lane towards Magnolia Blvd.
- Sidewalks gain 2 feet width on either side to become 13' feet wide each. Sidewalk zone design implemented
- Permanent street furniture taken out and replaced with lighter and more streamlined elements.




Existing condition


Existing condition


Existing condition

OPTION 2: SHORT-TERM PHASE FOR ONE WAY

Existing condition

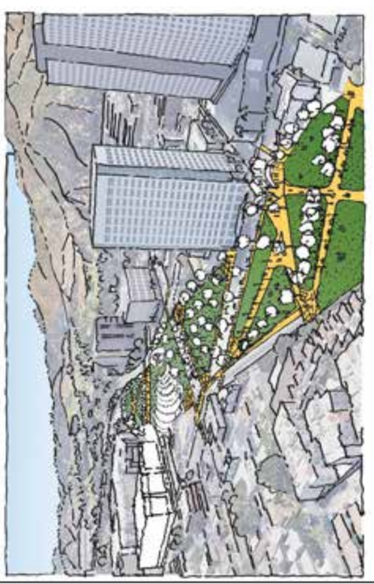
WHAT COULD THIS LOOK LIKE?

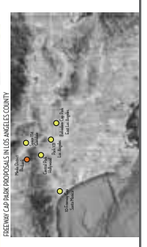
San Fernando is made one-way from Olive Ave. to Magnolia Blvd. Two travel lanes. Existing diagonal parking is retained on both sides.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:
- Street circulation is reconfigured to be one-way from Olive Ave. to Magnolia Blvd.
- Existing diagonal parking is retained on both sides. Head-in on the east side. Back-in on the west side.
- This short-term reconfiguration could serve as a pilot study to test traffic impacts and pedestrian activity

LONG-TERM TRANSFORMATIONAL IDEAS
CA-134 CAP PARK

- Burbank's Media District is an iconic, pile-on-it cluster of film, media, television, and technology anchors. It has a storied history and is largely responsible for making Burbank the "Media Capital of the World".
- California State Route 134 cuts through the Media District and severs connections between anchors and amenities that are located on either side of the freeway. Unifying the two sides of the Media District could improve pedestrian connectivity, stimulate economic activity and investment, and build better neighborhoods in the area.
- Capping the CA-134 in the Media District can leverage the presence of major private sector anchors in championing the idea and pursuing public and private funds for what will be a long and challenging effort.





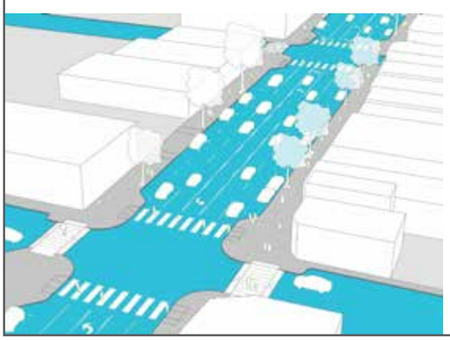
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Extend and connect the public realm of the Media District by capping the 134 Freeway with park space.
- Construct four individual decks between California St, Olive Ave., Hollywood Way, Alameda Ave, and Pass Ave.
- Program the cap with a variety of outdoor activities, including passive greenspace, recreational amenities, and outdoor performance areas that relate back to the needs and context of the Media District and its users.

LONG-TERM TRANSFORMATIONAL IDEAS
MAGNOLIA PARK

- The eight blocks of Magnolia Boulevard between Catalina Street and Hollywood Way host some of the most active street retail in the City.
- Magnolia Boulevard in Mag Park has the right ingredients for a walkable retail corridor: short blocks, wide sidewalks, and buildings that open on to the sidewalk.
- The street is a high-traffic volume arterial. The auto-centric nature of the street conflicts with the pedestrian retail corridor. Traffic calming could help businesses and build better neighborhoods.
- There are only four crossing opportunities, making it difficult and dangerous to "shop on the other side". More crosswalks could help retail businesses and residents.

OPTION 1
EXISTING LANES AND CAPACITY MAINTAINED. NEW CROSSWALKS AND PEDESTRIAN SAFETY MEASURES.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Magnolia Blvd continues to serve an arterial purpose in the future.
- Existing lane and parking configuration retained.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrain visibility and safety.

BUILDING PROTECTED BICYCLE INFRASTRUCTURE

Protected bike lanes are dedicated bike lanes in streets (either on the sidewalk or in the roadway) that are physically separated from vehicular traffic by curbs, bollards, planters, or even parked cars. They are a valuable tool to create bike-friendly complete streets. Research shows that while accomplished bicyclists may be comfortable – and often prefer sharing the street with automobiles – novice, inexperienced, or young bicyclists are deterred from bicycling without the safety of physical barriers. Expanding Burbank's protected bike infrastructure ultimately reduces the barriers of entry for bicyclists of varying skills and increases bicycling opportunities citywide.

NEW PROTECTED BIKE LANES

FIRST STREET

Associated with the proposed First Street Village development protected bike lanes are proposed on First Street from San Fernando Blvd to Verdugo Avenue. They will initially be built with bollard protection in the first phase. In a future phase, the lanes will be reconfigured to be on the sidewalk.

WHAT COULD THIS LOOK LIKE?

W St - Existing

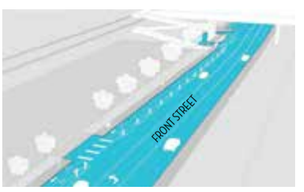
FRONT STREET

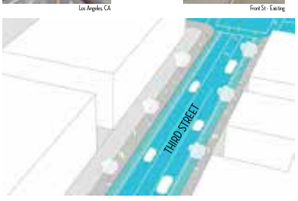
Two-way protected bike lanes are proposed on Front Street from the Downtown Metrolink Station to Ikea Way. These will be constructed on the west side of the street in the roadway with a buffer strip and bollards.

WHAT COULD THIS LOOK LIKE?

Los Angeles, CA

Front St - Existing





THIRD STREET

Third Street currently has bike lanes from Amherst Drive to Verdugo Avenue. The width of the street changes multiple times in these 13 blocks with some segments able to transition to protected bike lanes without impacting street capacity, like the 44-foot wide segments south of Olive Avenue that has two travel lanes, a center turn lane, and no parking. A 2-foot buffer strip and bollards can be introduced by narrowing existing lanes to 10 feet.

WHAT COULD THIS LOOK LIKE?

3rd St - Existing

Long Beach, CA

ANGELENO AVENUE AND VERDUGO AVENUE

These downtown collectors street are both 60-feet (curb to curb) with existing bike lanes (along with two travel lanes, one center lane and parking along both curbs). Transitioning them to accommodate protected bike lanes will require loss of at least one lane of parking.

Angeleno Ave - Existing

Verdugo Ave - Existing

Potential reconfiguration of Angeleno Ave and Verdugo Ave

ALAMEDA AVENUE AND WEST VICTORY BLVD

These are major arterials, 76-feet wide (curb-to-curb) with existing bike lanes (along with four travel lanes, one center lane and parking along both curbs). Transitioning the existing bike lanes to protected bike lanes can be accomplished without loss of parking or travel lanes by moving existing curbs in by 4 feet each and accommodating bicycle lanes on curb.

Alameda Ave - Existing

West Victory - Existing

Potential reconfiguration of Alameda Ave and West Victory Blvd

EXTENDING BICYCLE ACCESS CITYWIDE

- Burbank has a broad and growing network of bicycle infrastructure that provides commuting and recreational options citywide. This includes the Chandler Bike Path, a high quality bicycling experience, that is a valuable recreational and mobility amenity for the City's residents. The existing bicycle network does, however, face some challenges.
- There are barriers presented by rail and freeway infrastructure that create gaps in the network. The bicycle network should prioritize high-demand gaps, especially connections to Downtown Burbank, the regional San Fernando bike path, and the LA River bike path.
- The bicycle network should improve reliability and legibility, i.e., it should provide clear long-distance corridors for north/south and east/west travel and provide a consistent bicycling experience for the entire ride.
- To reduce the threshold of entry for novice bicyclists, efforts should be made to expand the City's protected bicycle infrastructure.

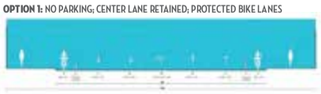
MISSING EAST/WEST CONNECTION

There are no existing bikeways that connect the west side of Burbank into downtown across the existing rail corridor and 5-Freeway. A few approaches to bridge this gap:

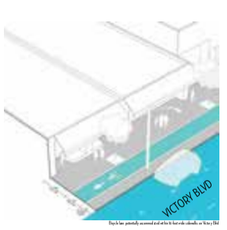
DOWNTOWN BICYCLE CONNECTION VIA VICTORY BLVD AND MAGNOLIA BLVD

The City is in the process of extending Chandler Bike path to the Downtown Metrolink Station. A portion of this extension will be aligned along Victory Boulevard, a 68-foot wide street. It can accommodate protected bike lanes in a couple of different ways, as shown below.

OPTION 1: NO PARKING; CENTER LANE RETAINED; PROTECTED BIKE LANES



OPTION 2: PARKING, CENTER LANE & TRAVEL LANES RETAINED; BIKE LANES ON CURB



MAGNOLIA BRIDGE REDESIGNED AND REBUILT

Magnolia Bridge will eventually need to be reconstructed. The redesign should include a wider deck to accommodate protected bicycle lanes, wider sidewalks, and landscaping, i.e., design elements that will minimize the barrier it currently presents for east-west bicycle and pedestrian travel. The redesign will address multi-modal connectivity and ensure that Complete Street approaches also applies to bridges.

Magnolia Boulevard Bridge - Existing

LONG-TERM TRANSFORMATIONAL IDEAS
MAGNOLIA PARK

OPTION 2
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH PARALLEL ON-STREET PARKING.

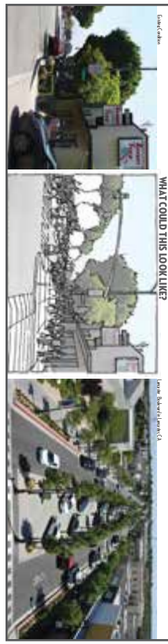
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with additional on-street parallel parking and landscaping. About 20 additional parking spots added per block.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.

OPTION 3
ONE LANE EACH DIRECTION. CENTER MEDIAN WITH DIAGONAL ON-STREET PARKING.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with head-in diagonal parking and landscaping. About 22 additional parking spots added per block.
- Additional on-street parking could assist local businesses and possibly minimize parking on residential side streets.
- Crosswalks and controlled crosswalks at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.
- Left turn pockets to keep traffic moving (albeit at a slower speed).



WHAT COULD THIS LOOK LIKE?

HOW CAN WE GREEN BURBANK'S STREETS?

PLANT AND PROTECT TREES

shade from street trees

A thriving urban forest is important for controlling urban heat in the summer, controlling runoff, and storing carbon. 708 million tons of carbon is currently stored in the urban forests of US cities. The City of Burbank's Sustainability Action Plan calls for action on documenting existing tree canopy and to protect and increase tree canopy. Knowing what you have is important to knowing what you need to protect.

Burbank 2008 Street Tree Master Plan

Burbank Plant a Tree program (planted by Boy Scout)

SITE APPROPRIATE PLANTINGS

drought tolerant trees and plantings

Increasing planting areas including trees helps with heat reduction, cleaning rainwater, and beautifying the community. Drought tolerant plants are from dryer parts of the world and have lower water requirements, and should be encouraged for most situations. In the right location, Southern California natives can also be drought tolerant once established. Using less water in dry regions saves money and our valuable water resources.

use fences/curbs to protect plantings in high traffic areas

natives mixed with low water use

EXPANDING URBAN GREENERY
RECONFIGURING ODD-ANGLED INTERSECTIONS

There are over a dozen odd-angle intersections in the City that present opportunities for expanding urban greenery.

Existing condition

The intersection at Edison Way and Hollywood Way is good example of an odd-angle opportunity. It lacks pedestrian connectivity and is difficult for motorists to navigate.

Potential reconfiguration layout of the intersection.

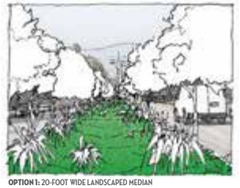
- There are three different street grids that constitute Burbank's street network. Where these grids meet often result in unusual, odd-angled intersections.
- These intersections present an opportunity to recapture asphalt as usable pedestrian and green space, while providing vehicular and pedestrian safety benefits.
- Opportunity to expand City's tree cover and provide shade/shelter.
- Opportunity to increase City's green infrastructure, stormwater capture, and water quality goals.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Realign Edison Way to intersect Hollywood Way at a perpendicular angle to improve safety for drivers.
- Convert 6,000 square feet of asphalt and reprogram as park or plaza.
- Green infrastructure improvements (e.g., storm water infiltration and retention).
- New crosswalks to expand pedestrian network.

DECREASING WIDE STREETS

Existing Conditions at North Olive Avenue



OPTION 1: 20-FOOT WIDE LANDSCAPED MEDIAN

OPTION 2: 20-FOOT WIDE WALKING & JOGGING PROMENADE

OPTION 3: 20-FOOT WIDE WALKING & BICYCLING TRAIL

- North Olive Avenue is a residential street with a width of 60 feet, with two tavel lanes and parking on both sides. The travel lanes are very wide and the street presents unique reconfiguration opportunities without impacting capacity or traffic patterns.
- The street can accommodate a 20-foot wide median that can be designed as either a landscaped bioswale for stormwater capture, a recreational bicycling or walking amenity, or a combination of the two.
- There are about a half-dozen other local street segments with curb-to-curb widths over 60 feet that are capable of accommodating non-disruptive inclusion of pedestrian, bicycle, and green infrastructure improvements.

HOW CAN WE GREEN BURBANK'S STREETS?

CLEAN/REUSE/REPLENISH RAINWATER

infiltration planters, lake street, burbank

infiltration swale

Rainwater is a precious resource in an area of the US that only gets 17 inches of rainfall a year (compared to the national average of 38 inches). Planting areas designed to collect and filter rainwater can recharge aquifers or clean rainwater before it heads to the ocean. Various bioretention strategies can be employed from permeable paving, infiltration and flow-thru planters to collect and filter the water through layers of vegetation and soils.

flow-thru planter

permeable rubber sidewalks near parks

street pervious paving

REDUCE HEAT ON THE STREET

increase tree canopy and light colored paving materials

Urban areas are hotter than surrounding landscape due to heat-retaining asphalt and concrete. The city center can be 10 degrees warmer than nearby park spaces. Increasing shade over paved surfaces, using light colored surface materials and breaking up paved areas with more planting are all sound strategies to reduce the overall temperature in cities. Planting more trees and adopting street trees in your neighborhood go a long way in assisting this goal.

increase planting

permeable paving

shade from canopies

7. HOLIDAY IN THE PARK POP-UP EVENT | NOVEMBER 22, 2019

D. PHOTOGRAPHS

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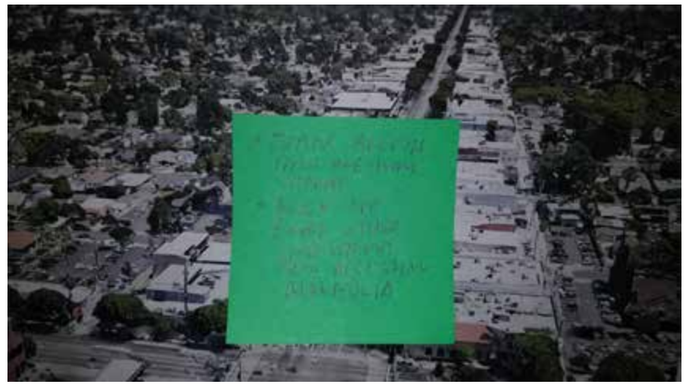

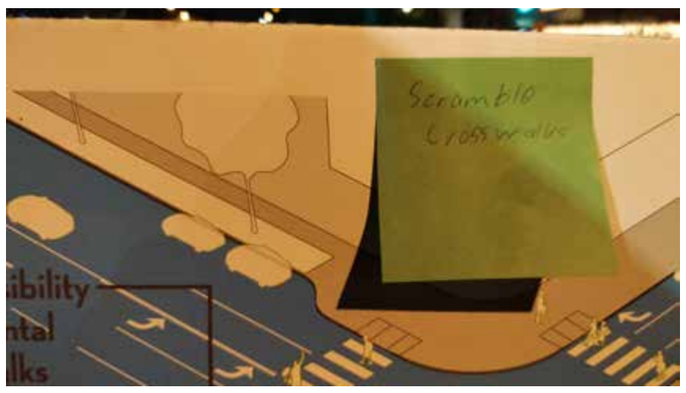

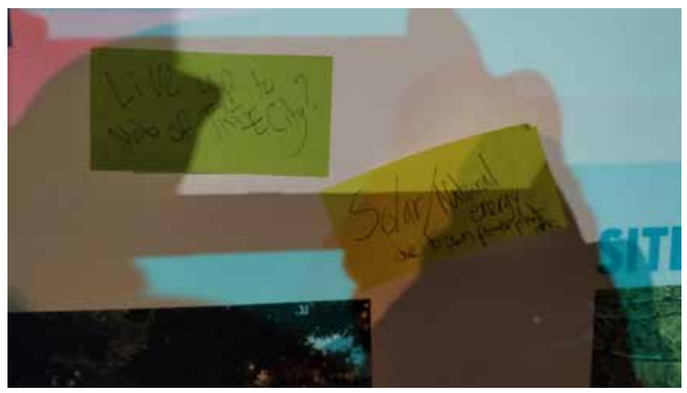

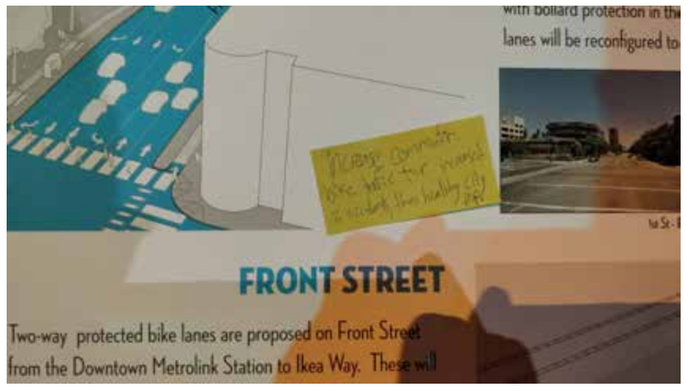

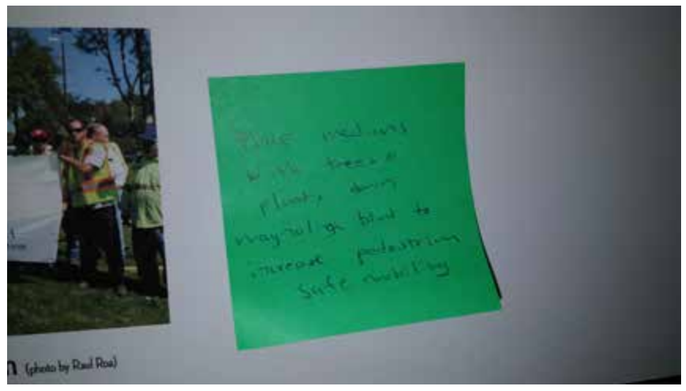

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Streets and places are created by deliberate choices and policies.

The Citywide Complete Street Plan is the City of Burbank's articulation of policies that will determine the quality and character of future street improvements in the City.

Magnolia Blvd. at San Fernando Blvd.

CITY OF BURBANK

COMPLETE STREETS PLAN