



CHAPTER

# 4 Mobility Element

## INTRODUCTION

### Moving People Forward

Burbank’s transportation network connects people to jobs, services, and recreation opportunities. Like most transportation systems in America today, Burbank relies heavily on solo vehicle travel. In a new era of higher gasoline costs, limited fossil fuel resources, increasing greenhouse gas emissions, and worsening air quality, Burbank should not be overly dependent on a single mode of travel. Access to mobility should be equally available to all members of the community, whether you are taking



Downtown Burbank streetscape.

the train or bus to work, running errands in your car, riding your bike to meet friends for lunch, or walking home from school. Burbank should prepare its mobility system to adapt to new challenges while maintaining its high quality of life, secure economic position, and equal access to opportunity.

### Purpose and Statutory Requirements

California’s General Plan guidelines mandate that the Mobility Element fulfill the following objectives:

- Show a direct relationship to the Land Use Element to ensure that any changes to land use as stated by the Land Use Element and growth occur with adequate circulation and transportation facilities in mind.
- Address relevant issues, including the adequacy of “major thoroughfares, transportation routes, terminals, other local public utilities and facilities.” The goal of the Mobility Element is to identify circulation problems related to these facilities in the early stages and resolve them in local goals and policies without costly delays.

The state also recommends that the Mobility Element address coordination efforts among the local, regional, and state transportation plans to better resolve circulation issues. Because many



transportation concerns are regional, addressing them requires intergovernmental and regional transportation management plans and policies. These partnerships ensure the most efficient use of funding, infrastructure, and other resources. The state also recommends the “preservation of transportation corridors for future system improvements.”

In addition to the General Plan guidelines, Assembly Bill (AB) 1358, The Complete Streets Act of 2008, requires that cities and counties identify how they will provide for the routine accommodation of all users of roadways, including motorists, pedestrian, bicyclists, individuals with disabilities, seniors, and users of public transportation. Planning and building complete streets is one way cities and counties can meet this requirement. A complete street is a transportation facility that is planned, designed, operated, and maintained to enable safe access for all roadway users. Pedestrians, bicyclists, motorists, and transit riders of all ages and abilities must be able to safely move along and across a complete street.

**Relationship to Other Elements**

The Mobility Element is most closely related to the Land Use, Air Quality and Climate Change, and Noise Elements. Section 65300.5 of the California Government Code requires the Mobility Element to be consistent with the Land Use Element. The nature, routing, and design of circulation facilities are among the major determinants of urban form and land use. Conversely, planned densities and intensities create demand for transportation facilities. The Land Use Element and Mobility Element were developed concurrently, recognizing the close relationship between land use and transportation policy.

The Air Quality and Climate Change Element identifies regional air quality objectives and provides appropriate mitigation that affects the Mobility Element. Improving access, encouraging alternative modes of travel, and maintaining air quality and conservation standards are common objectives of the Air Quality and Climate Change Element and the Mobility Element.

The Noise Element addresses future noise levels associated with roadways, rail, and other transportation facilities. Future volumes of traffic on the circulation system are directly related to future noise levels and mitigation strategies.

**CITYWIDE MOBILITY GOALS AND POLICIES**

The following goals and policies are established for the citywide transportation system. In addition to these citywide goals and policies, the Bicycle Master Plan and Pedestrian Master Plan contain further goals and policies that pertain specifically to these travel modes.

**GOAL 1 BALANCE**

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

**Policy 1.1** *Consider economic growth, transportation demands, and neighborhood character in developing a comprehensive transportation system that meets Burbank’s needs.*

**Policy 1.2** *Recognize that Burbank is a built-out city and wholesale changes to street rights-of-way are infeasible.*

**Policy 1.3** *Maintain and enhance the city’s traditional street and alleyway grid network.*

**Policy 1.4** *Ensure that future land uses can be adequately served by the planned transportation system.*



**Policy 1.5** *Design transportation improvements to be compatible with the scale and design of existing infrastructure.*

**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 multimodal 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.*

**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 multimodal 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 7.1** *Effectively manage citywide parking to improve convenience while maximizing use at all times of the day.*
- Policy 7.2** *Design commercial and residential parking standards to limit new vehicle trips, incentivize transit use, and promote non-motorized transportation.*
- 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.*

#### **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.*



## MOBILITY PLAN

The City of Burbank is dedicated to a transportation system that provides a high level of service to residents, employees, and visitors while enhancing the livability and economic vitality of the city. In implementing the goals and objectives of the Mobility Element, the Mobility Plan relies on Burbank’s diverse transportation network to provide a high level of service while remaining accessible, minimizing neighborhood impacts, and preserving Burbank’s community feel.

In pursuit of these goals, the Mobility Plan focuses on public transit, bicycle transportation, and pedestrian transportation in addition to motor vehicles. The interrelationship of these transportation system components is especially important as the City takes a multimodal approach to achieving its goals. The Mobility Plan describes each component of the city’s transportation system and presents future enhancements to the system that further advance City mobility goals and policies.

### Land Use Plan and Forecasts

The Mobility Plan is designed to meet transportation needs based on assumptions about the intensity and location of development from the Land Use Plan. In turn, the Land Use Plan was developed through an iterative process with the Mobility Plan to ensure that the transportation network can meet the needs of proposed land uses.

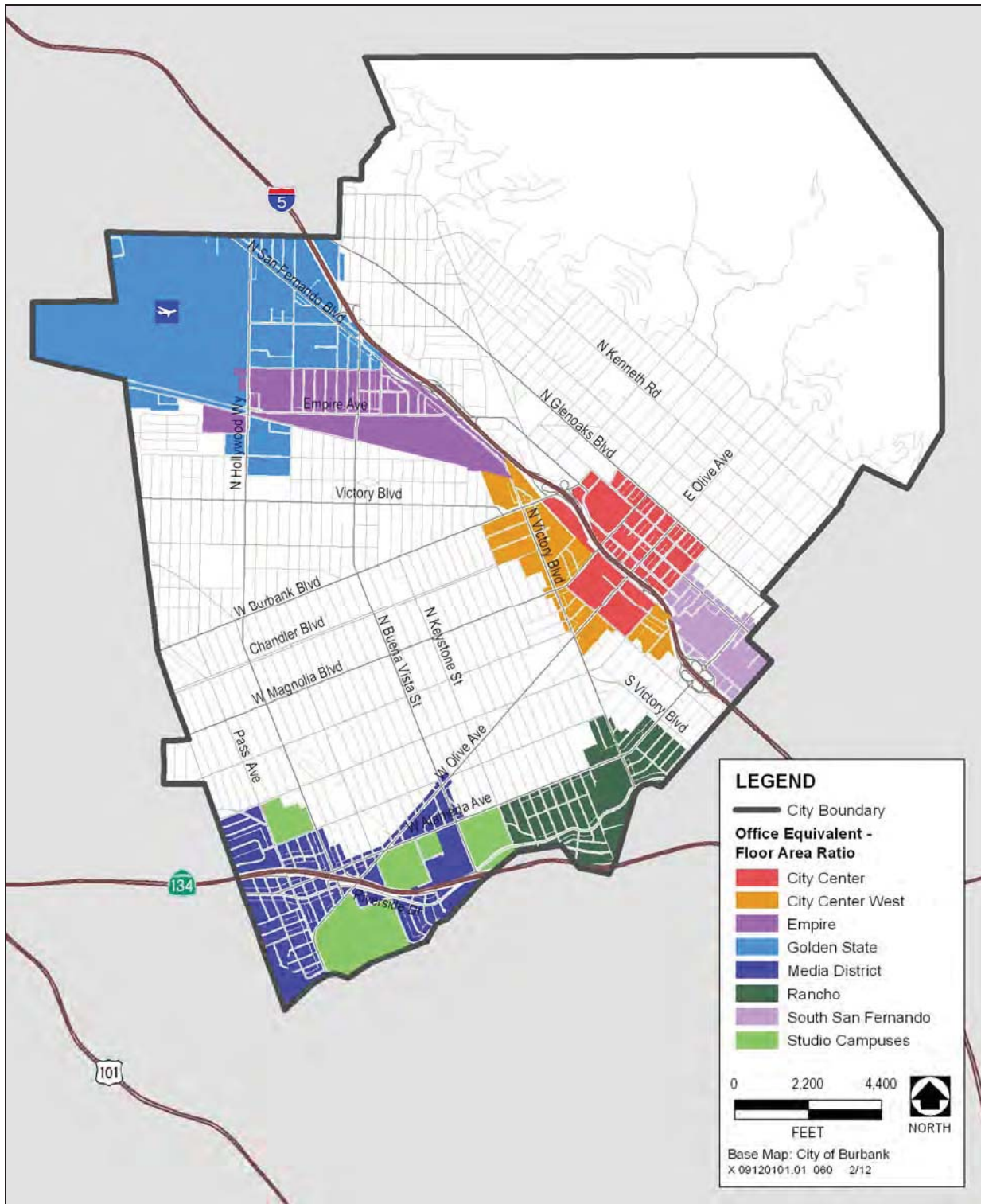
Anticipated future development consistent with Burbank2035 land use designations is presented in Table LU-2 of Land Use Element. With implementation of Burbank2035, up to 5,910 additional dwelling units and 12 million additional non-residential square feet could be constructed in the planning area. This additional development would result in the addition of 140,396 average daily vehicle trips to roadways within the planning area.

### Transportation Management Districts

The City has established Transportation Management Districts (TMDs) to optimize performance of the transportation system. Non-residential land uses must conform to the Floor Area Ratio (FAR) and not exceed the Office-Equivalent Floor Area Ratios (OE-FAR) for their TMD for mobility purposes. The City will use OE-FAR as a cumulative threshold for future projects subject to traffic analysis pursuant to the California Environmental Quality Act (CEQA). The OE-FAR values apply to office development and are used to determine trip generation associated with any individual property or proposed use. To determine the equivalent square footage for land uses other than office, a conversion factor must be used. OE-FAR applies to both non-residential and mixed-use projects. For mixed-use projects, the residential portion of the project will be converted to equivalent square footage, and the residential-equivalent square feet will be added to the non-residential square feet to determine the OE-FAR of the project.

Each TMD is identified below, and illustrated in Exhibit M-1.

- City Center (Maximum 2.0 OE-FAR)
- City Center West (Maximum 1.0 OE-FAR)
- South San Fernando (Maximum 1.0 OE-FAR)
- Media District (Maximum 1.1 OE-FAR)
- Golden State (Maximum 0.75 OE-FAR)
- Empire (Maximum 1.25 OE-FAR)
- Rancho (Maximum 0.45 OE-FAR)



Source: City of Burbank 2011

### Exhibit M-1. Transportation Management Districts



- Studio Campuses (Maximum intensity varies; determined by studio master plans)
- Other Areas (Maximum 1.0 OE-FAR)

## Complete Streets

Traditional circulation planning tends to focus on travel by cars, many times at the expense of other modes of transportation, such as walking, biking, train, and transit. The Mobility Plan is intended to accommodate and encourage these other modes of travel. The City seeks to “complete” its streets by recognizing that streets are integral to neighborhoods and provide places for people to gather and recreate. Burbank’s objective is to balance the many competing roles that streets play in the lives of Burbank residents, businesses, and visitors. Complete streets help facilitate a variety of important community benefits. Some of these benefits are described below:

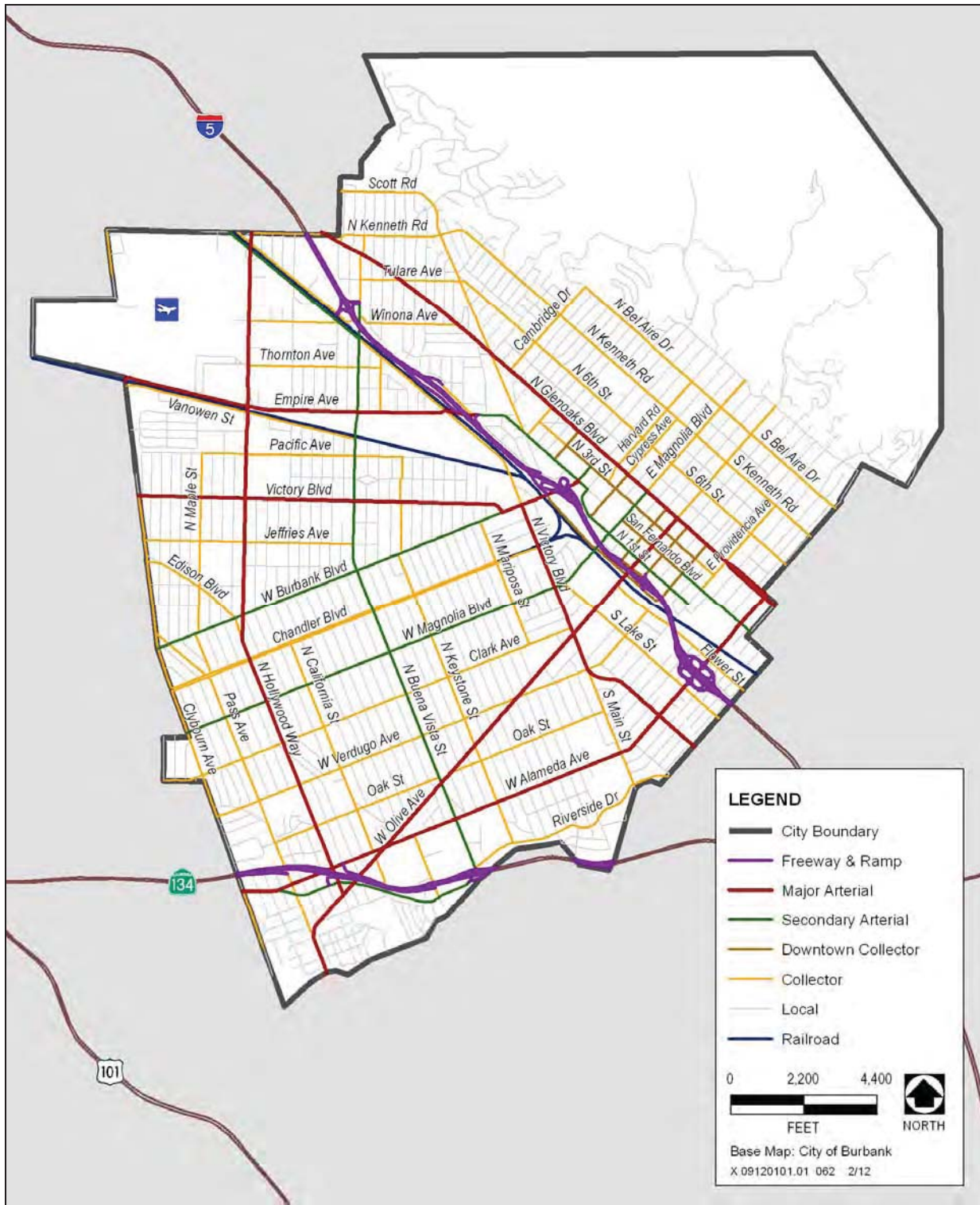
- Complete streets provide safe travel choices and give people the option to avoid traffic jams while increasing the overall capacity of the transportation network.
- Complete streets encourage healthy physical activity. Public health experts promote walking and bicycling to combat obesity, especially in children.
- Planning for complete streets cuts costs. Integrating sidewalks, bike lanes, transit amenities, and safe crossings into the initial design of a project is more cost effective than making retrofits later.
- Complete streets can lead to economic revitalization by reducing transportation costs and travel time while increasing property values and job growth in communities.
- Thoughtful design and accommodations for bicyclists and pedestrians reduces the incidence of crashes and improves safety for all transportation users.
- Complete streets foster strong communities where all people feel safe and welcome on the road and where walking and bicycling are an essential part of improving public transportation and creating friendly, walkable neighborhoods.

In addition to providing ways to travel and places for people, Burbank’s streets also provide access to private property and public sewer, water, electrical, and storm drain utilities.

## Street Classifications

Exhibit M-2 presents the Roadway Circulation Diagram, including the city’s street hierarchy. Streets are not equal in function or in their service of different travel modes. Major arterial streets, like Olive Avenue or Hollywood Way, must effectively balance the needs of both automobiles and mass transit vehicles in order to keep drivers from using adjacent neighborhood streets to avoid traffic. Secondary arterial streets like Magnolia Boulevard must provide a greater balance to other modes. These streets must still accommodate vehicles and transit but, due to their neighborhood character, must give a greater priority to bicycles and pedestrians. Collector streets like Clark Avenue or Kenneth Road tip the balance even further from vehicle movement and instead support other modes and uses. Finally, local streets are mixed environments where all users interact, and the street space can be used for recreation or gathering.

Burbank’s street types are mapped on Exhibit M-2 and described in the sections that follow. Each street type includes a definition and design guidelines that illustrate how the street space is divided among roadway, sidewalk, parkway, and other modes and describes certain conflicts between competing modes of travel on each facility. This general description is supported by the required street dedications needed for future development of the network. Priorities and requirements are also listed for each street type to guide design activities; these are not ranked by importance but should all be considered equally.



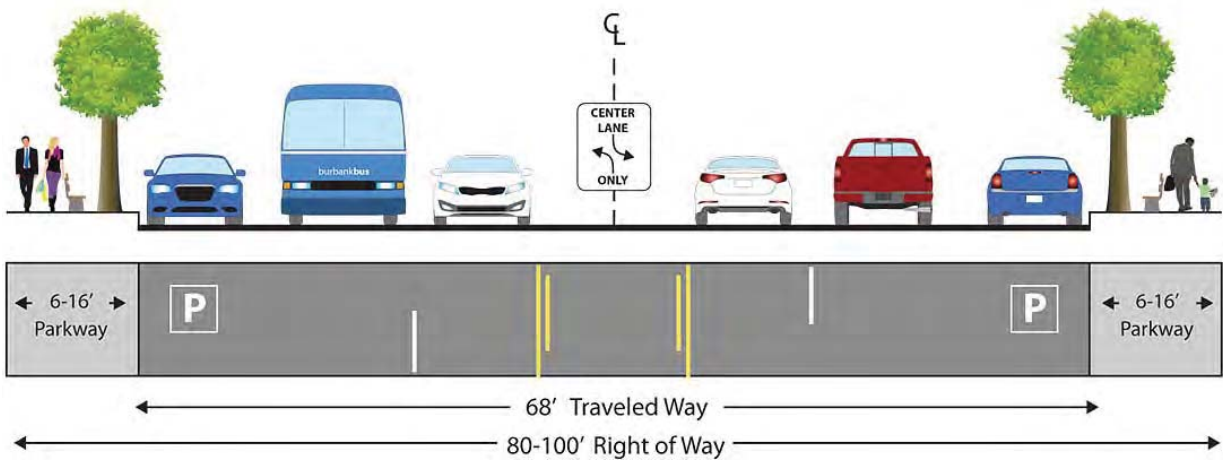
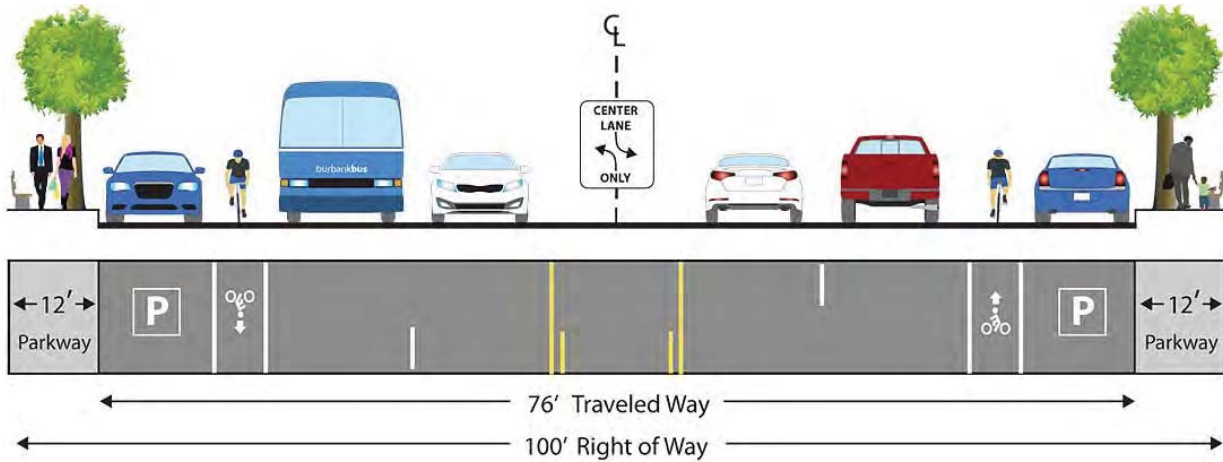
Source: City of Burbank 2010

Exhibit M-2. Roadway Circulation Diagram

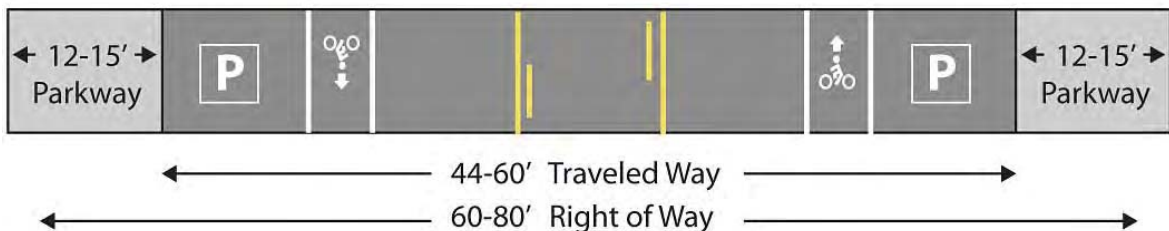
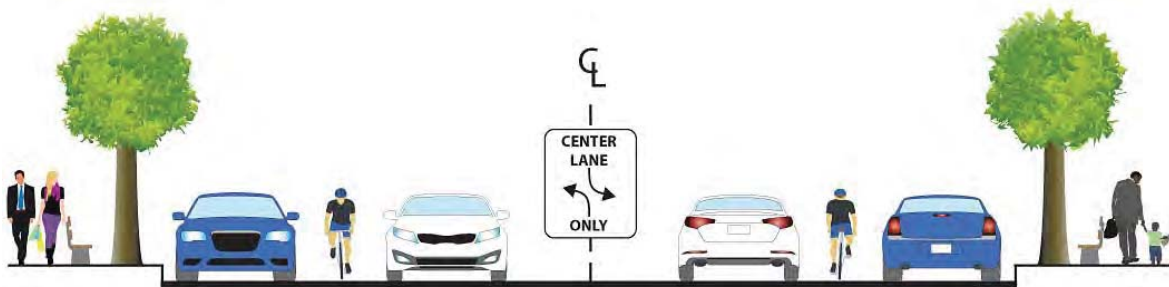
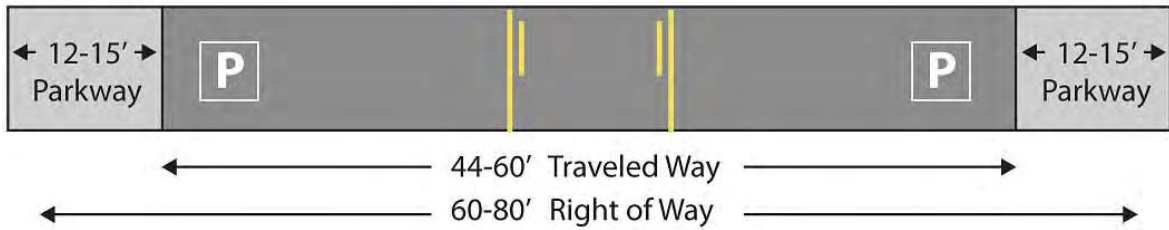
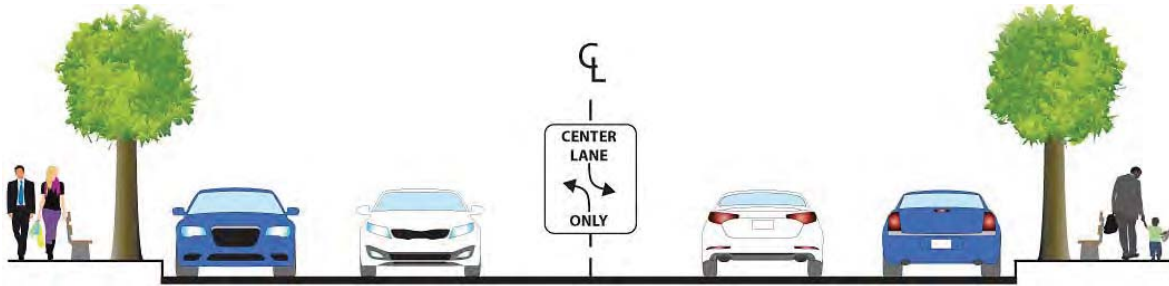


The street classifications outline the rights-of-way required for each arterial and collector street to accommodate vehicle traffic, transit movement, bicycle system implementation, and pedestrian circulation needs. The classifications also provide design guidance, priorities, and requirements for each street type. These rights-of-way and cross-sections are *general* guidelines for street corridors. Many intersections require additional right-of-way to accommodate additional turn lanes, and specific circumstances and planning activities may be used to define a street at any given location.

Burbank is a built-out city. As such, limited opportunities exist to expand the street network. The City must carefully plan available rights-of-way to accommodate all users. The Mobility Element proposes very little road widening for vehicles. If available, additional rights-of-way are better used to widen sidewalks or provide better transit connections than to construct additional vehicle travel lanes.

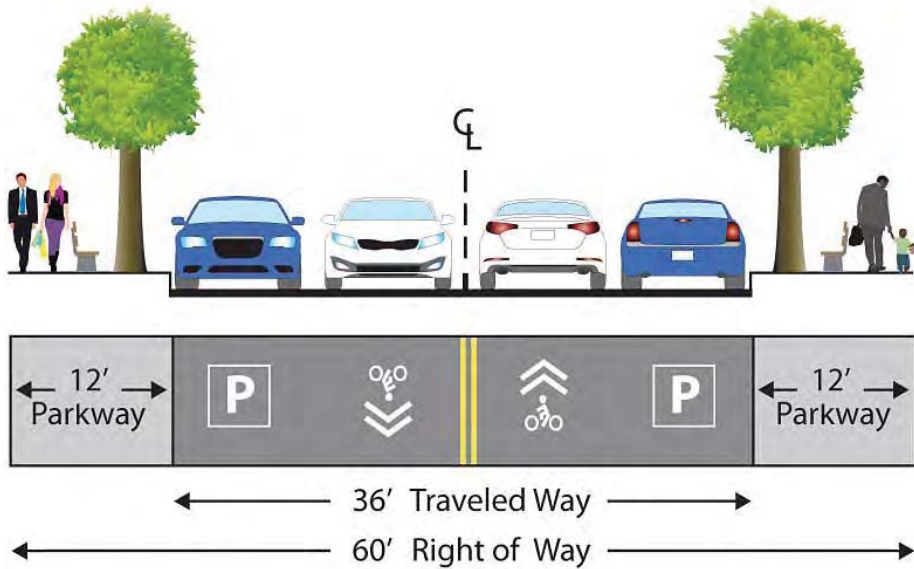
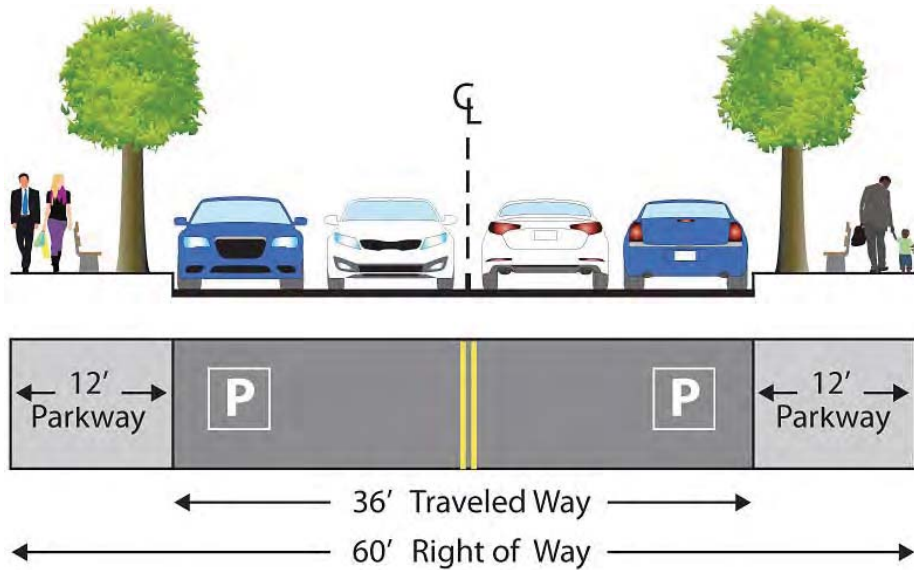


Major and Secondary Arterials	
<b>Description (Major Arterials)</b>	Regional transportation corridors bounded by commercial and multi-family development. Provide access to all transit modes, with the focus on regional transit and auto traffic. Pedestrian connections link land uses to transit.
<b>Description (Secondary Arterials)</b>	Streets that serve local cross-town traffic; may serve regional traffic. Provide access to local transit. Pedestrian connections designed to encourage multi-purpose trips.
<b>Design</b>	<p><b>Driveways:</b> Minimize driveways. Restrict driveways when alley or side-street access is available.</p> <p><b>Speeds:</b> Encourage good transit and automobile progression to minimize cut-through traffic. Maximize signal prioritization. Slower on Secondary Arterials to facilitate pedestrian crossings and bicycle travel.</p> <p><b>Loading:</b> From alley or side street.</p>
<b>Priorities and Requirements (Major Arterials)</b>	<ol style="list-style-type: none"> <li>1. Where transit conflicts with cars, design streets to maximize person versus vehicle throughput.</li> <li>2. On-street parking may be removed to accommodate transit stops or turn lanes. Maximize traffic signal coordination; consider transit signal priority.</li> <li>3. Property dedications may be required to maximize sidewalk widths or to provide intersection capacity enhancements.</li> </ol>
<b>Priorities and Requirements (Secondary Arterials)</b>	<ol style="list-style-type: none"> <li>1. Consider lower design speeds (25 or 30 mph) on streets like Magnolia Blvd. to improve pedestrian crossings, bicycle travel, and neighborhood character.</li> <li>2. Maximize sidewalk widths to accommodate street furniture and higher pedestrian volumes.</li> <li>3. Consider minimum lane widths, provide bicycle lanes, or improvements to sidewalks.</li> <li>4. Parked cars, landscaping, or other traffic calming design measures should be considered to buffer pedestrians from vehicle traffic.</li> </ol>



**Downtown Collectors**

<b>Description</b>	Collector streets that feed cars, pedestrians, and bicycles between arterials and the land uses in the Downtown area.
<b>Design</b>	<p><b>Driveways:</b> Allowed but consolidated to minimize conflicts with pedestrians. Discouraged if alleys present.</p> <p><b>Speeds:</b> Slow speeds to encourage safe pedestrian and bicycle travel. Use of mid-block crossings encouraged to integrate and reinforce street grid.</p> <p><b>Loading:</b> Street loading allowed.</p>
<b>Priorities and Requirements</b>	<ol style="list-style-type: none"> <li>1. Pedestrian environment over all other modes.</li> <li>2. On-street parking should only be removed to improve pedestrian access.</li> <li>3. Use of bulb-outs, outdoor dining, and space for merchant displays is encouraged.</li> <li>4. Speed management should encourage vehicle speeds at 25 mph.</li> <li>5. Abundant bicycle parking should be provided.</li> </ol>



Neighborhood Collectors or Locals	
<b>Description (Neighborhood Collectors)</b>	Residential streets that provide access between local streets and arterials, or that provide arterial street crossings for bicycles, pedestrians, and equestrians.
<b>Description (Local Streets)</b>	Residential or commercial streets that provide direct access to abutting land uses.
<b>Design</b>	<p><b>Driveways:</b> Discouraged if alleys present.</p> <p><b>Speeds:</b> Slow speeds to accommodate pedestrians, bicycles, and equestrians. Use of traffic-calming techniques to protect neighborhoods. Comprehensive traffic calming through Neighborhood Protection Programs used if neighborhood threatened by cut-through traffic.</p> <p><b>Loading:</b> Street loading allowed.</p>
<b>Priorities and Requirements</b>	<ol style="list-style-type: none"> <li>1. Residential uses on the street, with allowances given to bicycle, pedestrian, and equestrian connections.</li> <li>2. Non-local auto traffic is discouraged; use traffic-calming techniques to protect neighborhoods.</li> <li>3. Encourage bicycle routes on appropriate neighborhood collectors</li> </ol>



### Performance Criteria

To evaluate the ability of the circulation system to serve residents and businesses in Burbank, performance criteria are required. Performance criteria have a policy component that establishes a desired Level of Service (LOS) and a technical component that specifies how traffic forecast data can be used to measure criteria achievement.

LOS is a qualitative measure that characterizes traffic congestion on a scale of A to F, with LOS A representing a free-flow condition and LOS F representing extreme congestion. LOS standards can apply to either intersections or links (a section of street between two intersections). Generally, LOS represents the ability of a roadway or an intersection to accommodate traffic. The LOS definition for intersections is based on a volume-to-capacity (V/C) ratio and provides a quantitative description of traffic operating conditions. Table M-1 defines LOS based on traffic volumes and the design capacity of intersections.

**Table M-1**  
**Level of Service Definitions for Intersections**

Level of Service	Volume-to-Capacity Ratio	Description
A	0.00-0.60	Free Flow/Insignificant Delays: No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.
B	0.61-0.70	Stable Operation/Minimal Delays: An occasional approach phase is fully utilized. Many drivers feel somewhat restricted within platoons of vehicles.
C	0.71-0.80	Stable Operation/Acceptable Delays: Major approach phases fully utilized. Most drivers feel somewhat restricted.
D	0.81-0.90	Approaching Unstable/Tolerable Delays: Drivers may have to wait through more than one red signal indication. Queues may develop but dissipate rapidly, without excessive delays.
E	0.91-1.00	Unstable Operation/Significant Delays: Volumes at or near capacity. Vehicles may wait through several signal cycles. Long queues form upstream from intersection.
F	N/A	Forced Flow/Excessive Delays: Represents jammed conditions. Intersection operates below capacity with low volumes. Queues may block upstream intersections.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington DC, 2000

Various LOS policy standards have been established to evaluate observed traffic conditions, future development plans, and circulation system modifications. Generally, traffic impact mitigation focuses on intersection performance during the peak hour, because system performance is typically a function of intersection performance. At the local level, the City of Burbank has established LOS D as the lowest acceptable LOS for signalized intersection movements during the peak hour. At the regional planning level, highways and roadways designated in Los Angeles County’s Congestion Management Plan (CMP) network are required to operate at LOS E, except where existing LOS is worse than LOS E. In such cases, the existing LOS is the standard. All of the freeway locations in Burbank along Interstate 5 (I-5) and State Route 134 (SR 134) are part of the CMP network.



Conflicts with the City’s LOS D standard occur where mitigation to increase service to LOS D is infeasible or would conflict with other Burbank2035 goals and policies. Mobility Element Policy 1.2 acknowledges that Burbank is built-out and wholesale changes to the street rights-of-way are infeasible. Thus, conflicts to the LOS D standard are as follows:

- **Right-of-Way Conflict.** If any right-of-way acquisition would be needed to implement the proposed mitigation (assuming minimum lane widths and a minimum of 6-foot sidewalks), the improvement would conflict with Mobility Element Policies 1.2 and 3.4.
- **Scale and Design Conflict.** If an improvement would not be compatible with the scale and design of the existing infrastructure or would increase the existing roadway width (measured from curb-to-curb) along a residential or mixed use area, the improvement would conflict with Mobility Element Policy 1.5.
- **Complete Streets Conflict.** If an improvement would prevent development of complete streets by increasing the roadway width at the intersection so as to narrow existing sidewalks, decrease bike lane width, or greatly disturb transit/bus stop locations, the improvement would conflict with Mobility Element Policies 3.2 and 3.5.
- **Pedestrian Opportunities Conflict.** If an improvement would require sidewalk widths to go below the minimum sidewalk standards specified in Table M-2 of the Mobility Element, it would conflict with Mobility Element Policies 3.3, 3.5, and 5.5.

The City recognizes that the current LOS D performance measure accounts for vehicle mobility, and does not necessarily measure the number of people using transit or alternative travel modes. The City will evaluate the use of this LOS standard and revise it to reflect all transportation users.

### Public Transportation

A comprehensive public transit network is critical in providing a complete transportation system. As vehicle congestion continues to grow and opportunities to add road capacity are further limited, transit will increasingly be used to meet mobility needs. Transit options for traveling within the city and to destinations throughout Southern California and outside of the state currently include local shuttle, regional bus, light rail, subway, and commuter rail. A well-connected transit network with good regional connections and connections to other modes of travel (bicycle, pedestrian) can compete favorably with the private automobile in convenience, travel time, and cost. This transit system is a key component of the Mobility Plan and will continue to be maintained and expanded consistent with the goals of the Mobility Element.

The Mobility Plan identifies public transit as the primary alternative to street widening and capacity enhancements that will improve mobility. Transit use, along with key capacity enhancements, will maintain high levels of service and accommodate the traffic caused by new development forecasted over the next 25 years.

Burbank will rely on a number of regional public transit networks to provide transit services within the city. Because of this dependence on outside agencies, regional cooperation is crucial to ensure that the transit network operates effectively. Providing seamless transfers between different transit agencies requires cooperation and is a critical step necessary to provide a viable transit alternative. Also, collaboration is needed to ensure the needed construction and expansion of regional rail, bus, and light rail systems. Operating within the greater Los Angeles region, Burbank will actively seek partnerships with regional agencies to offer transit that serves the city and the region.



### Local Transportation Services

BurbankBus is a commuter-oriented service that provides local connections to regional Metrolink rail service. BurbankBus serves Burbank’s major employment areas and local gaps in the regional bus network. In addition to BurbankBus, Los Angeles County Metropolitan Transportation Authority (MTA) operates a number of bus routes that serve local destinations. Transit corridors and transit centers are illustrated on Exhibit M-3. Persons with disabilities can access all fixed-route, public-transit buses. As part of the BurbankBus system, the City offers special services for seniors, youth, and the disabled.



BurbankBus offers local service throughout Burbank during the morning and evening commute.

### Regional Transportation Services

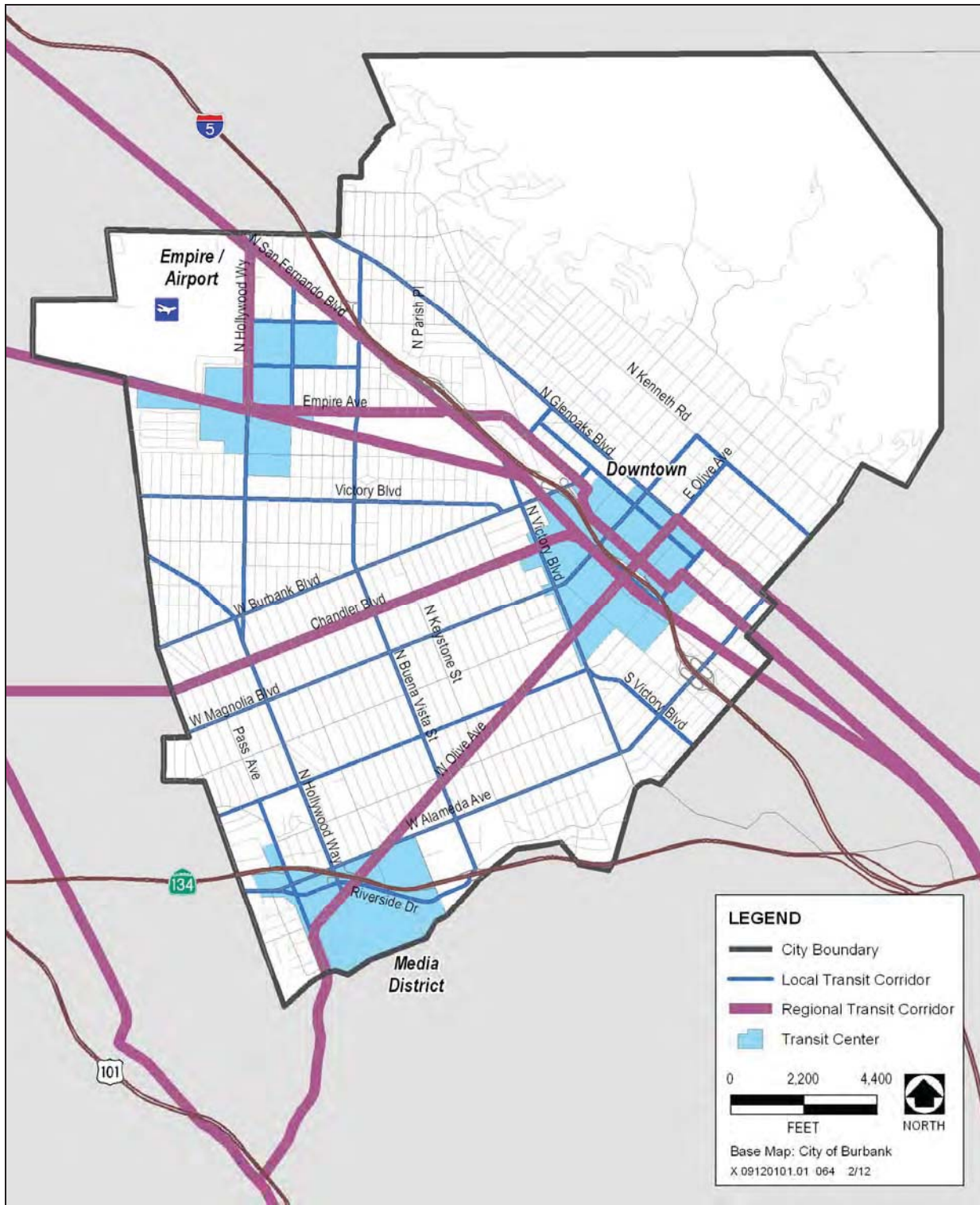
The regional transit network operating within the city connects Burbank to other population and employment centers in Southern California. The network consists of bus, rail, and air service and is operated by agencies outside of the city. MTA operates bus service, which provides local service within the city and connects to regional destinations and other regional transit services. Other important bus service providers include the City of Glendale Beeline, Los Angeles Department of Transportation Commuter Express Service, and Santa Clarita Transit.



Metrolink heavy rail connects Burbank to the rest of Southern California.

Complementing the regional transit network, Burbank is served by the Metrolink Commuter Rail system with stops at the Downtown Burbank Metrolink Station and the Bob Hope Airport Metrolink Station. The Coast Route provides commuter service between Union Station in Downtown Los Angeles and Ventura County, while the Valley line operates between Downtown Los Angeles and Palmdale/Lancaster. Through Union Station, connections can be made to Orange County and the Inland Empire. Metrolink service is supplemented by Amtrak Surfliner service, which stops at the Bob Hope Airport Station. This extended-range service provides connections to Ventura, Santa Barbara, San Luis Obispo, Orange County, and San Diego.

MTA’s Red Line Subway and Orange Line Busway provide a transit connection between Downtown Los Angeles and Warner Center via Hollywood and North Hollywood. The North Hollywood Station is the connection point for both of these services. BurbankBus and MTA Local bus services provide the local connection to these regional services.



City of Burbank 2010 & 2011

### Exhibit M-3. Transit Corridors and Centers



## Planned Improvements to Regional Transit

In addition to improvements to the local transit system, the City will work with other local and regional stakeholders and agencies to secure additional funding for needed regional transit improvements. One of the most pressing improvements to regional service is the need for better connections within the Arroyo Verdugo Cities. This region, which consists of the Cities of Burbank, Glendale, Pasadena, South Pasadena, and La Cadenas-Flintridge, is currently underserved by the transit network. In particular, there is a large unmet demand for regional east-west transit service connecting Burbank, Glendale, and Pasadena. Current transit options for this corridor are circuitous and inconvenient for transit users, and the large population, employment centers, and commercial centers in this corridor are underserved by existing services.

### Transit Centers

One of the strategies to enable the transportation network to better serve planned land uses by 2035 is to make the transit system more accessible to various land uses in the city. By allowing and encouraging new residential and commercial development to be located within walking distance of transit, the City can provide better opportunities to shift more trips from car to transit modes.

Burbank has a number of areas where multiple local and regional bus routes operate or intersect. These transit centers are shown on Exhibit M-3. Policies in these areas encourage density, provide reduced parking incentives, encourage better land use connections to walking and biking networks, and offer transit as potential mitigation for traffic impacts from new development. Promoting transit-oriented design standards in these areas will help reduce the reliance on automobile use.

### High-Speed Transit Corridors

Burbank is located along the proposed California High Speed Rail Corridor. This corridor, currently being designed by the California High Speed Rail Authority (CHSRA), would traverse the state linking major population centers, including San Diego, Los Angeles, the Central Valley, San Jose, San Francisco, and Sacramento. This service is intended to offer an alternative to air travel, with travel times between Los Angeles and San Francisco forecasted to be less than 3 hours.

The recommended statewide high-speed rail corridor follows the existing Union Pacific/MetroLink right-of-way through Burbank. Several station locations are being considered, including one located adjacent to the Bob Hope Airport MetroLink Station in Burbank. The City supports this proposed location and will work with CHSRA to ensure that potential impacts are mitigated and that adequate connections to the local street and transit networks are constructed.

### Air Transportation

Burbank is home to Bob Hope Airport, a regional airport built in 1930 that provides general aviation, freight, and commercial passenger services. During 2009, approximately 4.6 million passengers arrived or departed at the airport for an average of 12,600 passengers per day. Burbank is also served by Los Angeles International Airport, 26 miles to the southwest, and by other regional airports including Long Beach and Ontario. With these facilities, Burbank enjoys convenient and abundant air transport service.



Passengers board a flight at Burbank's Bob Hope Airport.



## Bicycle Transportation

The bicycle is a great mode of transportation for short commute and errand trips and enhances the reach of public transit networks by providing the “last mile” connection between a home or worksite and the transit network. A comprehensive bicycle network, including bicycle routes, convenient bicycle parking facilities, and overall street designs that make the roadway network more hospitable to cycling, will make cycling more desirable for these short trips. Burbank’s bicycle network is also part of a larger regional bikeway system that provides bicycle corridors and transit connections to regional facilities.



Cyclists enjoy the Chandler Bikeway.

Burbank has pursued an extensive planning process for future bicycle improvements. These planning efforts culminated in the adoption of an updated Bicycle Master Plan in 2009. This plan identifies and prioritizes current and future bicycle routes and funding and makes the City eligible to apply for the California Bicycle Transportation Account grant program. Cooperation with neighboring cities and MTA is crucial in making the bicycle network an effective tool to provide greater access to the region’s transit network, as well as providing a backbone of commuter bikeways to facilitate greater commuter bicycle travel.

### Bicycle Facilities

Burbank’s bikeways are classified into four types:

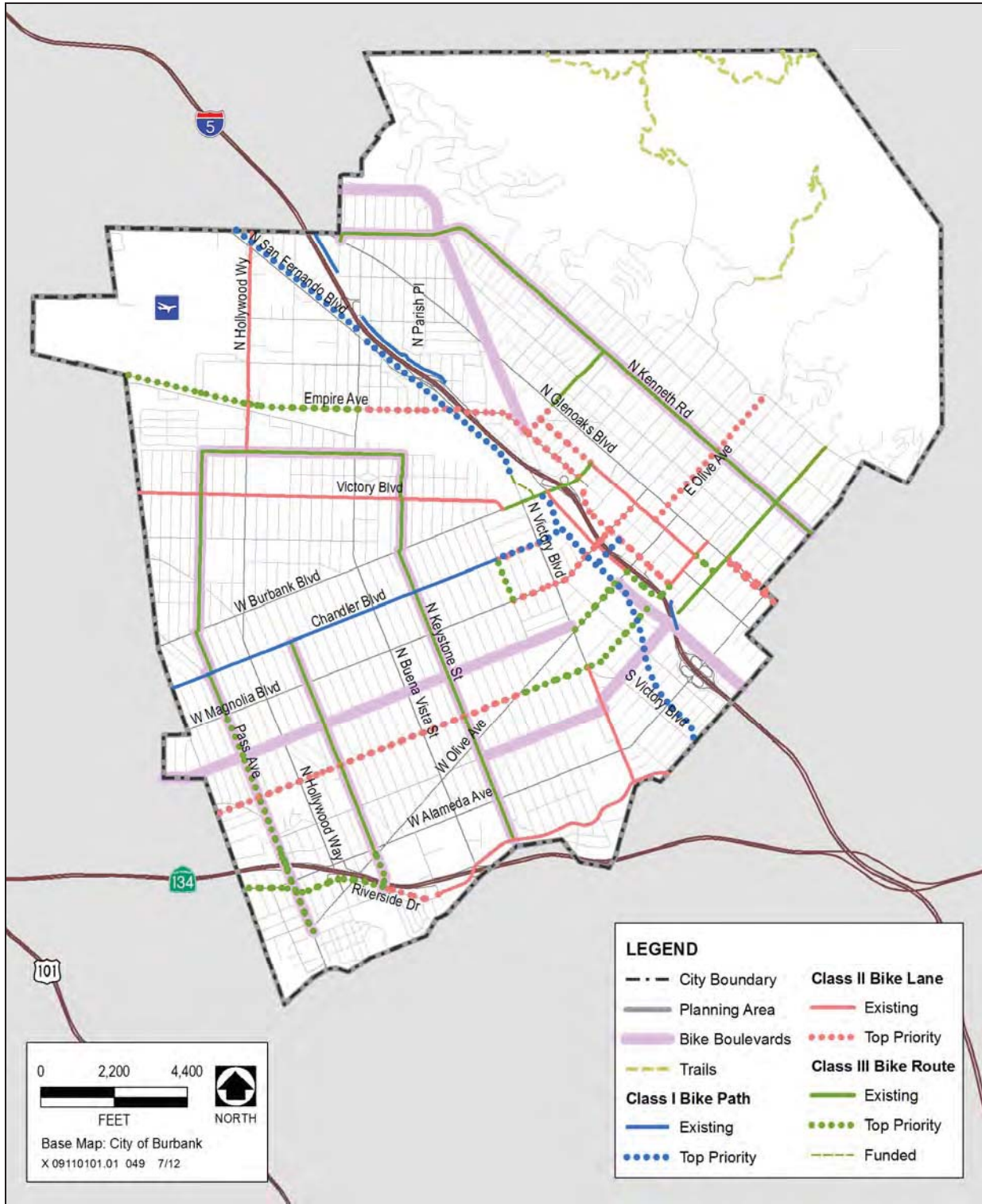


- **Bicycle Boulevard:** A Bicycle Boulevard is generally a low-traffic neighborhood street that has been optimized for bicycling. They provide direct, attractive routes for cyclists while also enhancing and improving the character of the neighborhoods.
- **Class I Bikeway:** These are commonly called bike paths and provide a separate, paved right-of-way for bicycle travel.
- **Class II Bikeway:** These are commonly called bike lanes and provide a striped and stenciled lane for one-way travel on a street or highway.

- **Class III Bikeway:** These are commonly called bike routes and provide for shared travel with pedestrians and motor vehicles. These routes are identified only by signing.

Although specific bike routes are identified on only some streets, all of Burbank’s streets and roadways are open to travel by bicycle except freeways and freeway ramps. Detailed bikeway configurations and future bikeway improvements are identified in the Bicycle Master Plan and presented on Exhibit M-4.

In addition to these facilities, the City has also installed an extensive network of bicycle parking facilities. Bicycle racks have been installed within most commercial corridors and in Downtown Burbank. Bicycle lockers are also available at the Downtown Burbank Station. The City’s Zoning Ordinance requires bicycle parking to be installed for all new multi-family residential and some new commercial development projects.



Source: City of Burbank 2010

### Exhibit M-4. Bicycle Routes



## Pedestrian Transportation

Burbank strives to improve the quality of life for residents and visitors by creating a more walkable community. Some sidewalks in Burbank are not wide enough to accommodate pedestrian needs and some streets do not have sidewalks. Pedestrian-friendly neighborhoods and streets have the potential to improve public health, reduce traffic and air pollution, and create a more interesting community. To ensure that Burbank provides adequate pedestrian infrastructure in the future, the City will complete a Pedestrian Master Plan outlining suggested pedestrian improvements, design guidelines, and sidewalk standards.



Different types of sidewalks are appropriate in different neighborhoods.

Burbank2035 sets specific sidewalk width requirements for Burbank’s streets, which will be used as the basis for the Pedestrian Master Plan. Table M-2 defines the standard and minimum sidewalk widths required within each land use designation.

**Table M-2**  
**Sidewalk Standards**

Land Use Designation	Standard Width	Minimum Width
<b>Commercial/Industrial</b>		
Corridor Commercial	15 feet	10 feet
Downtown Commercial	15 feet	12 feet
Media District Commercial	15 feet	10 feet
North Victory Commercial/Industrial	15 feet	10 feet
Rancho Commercial	15 feet	10 feet
Regional Commercial	15 feet	10 feet
South San Fernando Commercial	15 feet	10 feet
Golden State Commercial/Industrial	10 feet	6 feet
<b>Residential</b>		
Low Density Residential	12 feet	6 feet
Medium Density Residential	12 feet	10 feet
High Density Residential	12 feet	10 feet
<b>Other</b>		
Airport	N/A	N/A
Institutional	*	*
Open Space	N/A	N/A

Notes:

N/A = not applicable

\* Dependent on surrounding land uses



## Neighborhood Protection Programs

One strategy for preserving livability of neighborhoods is the use of Neighborhood Protection Programs (NPPs) to discourage cut-through traffic. Burbank’s NPPs respond to specific development projects or regional traffic that affects local streets. The City has completed a number of NPPs over the last 15 years, as illustrated in Exhibit M-5. NPPs use a variety of methods to discourage cut-through traffic, reduce vehicle speed, and limit overflow parking onto residential streets, including the following:

- Speed humps;
- Street narrowing (chokers);
- Medians;
- Preferential parking;
- Limited-term parking;
- Turn prohibitions during peak hours; and
- Efficient signage.

## Parking

Inadequate parking is one of the most frequent complaints of residents and visitors. Parking problems can result from lack of supply, exceptional demand, or poor parking management.

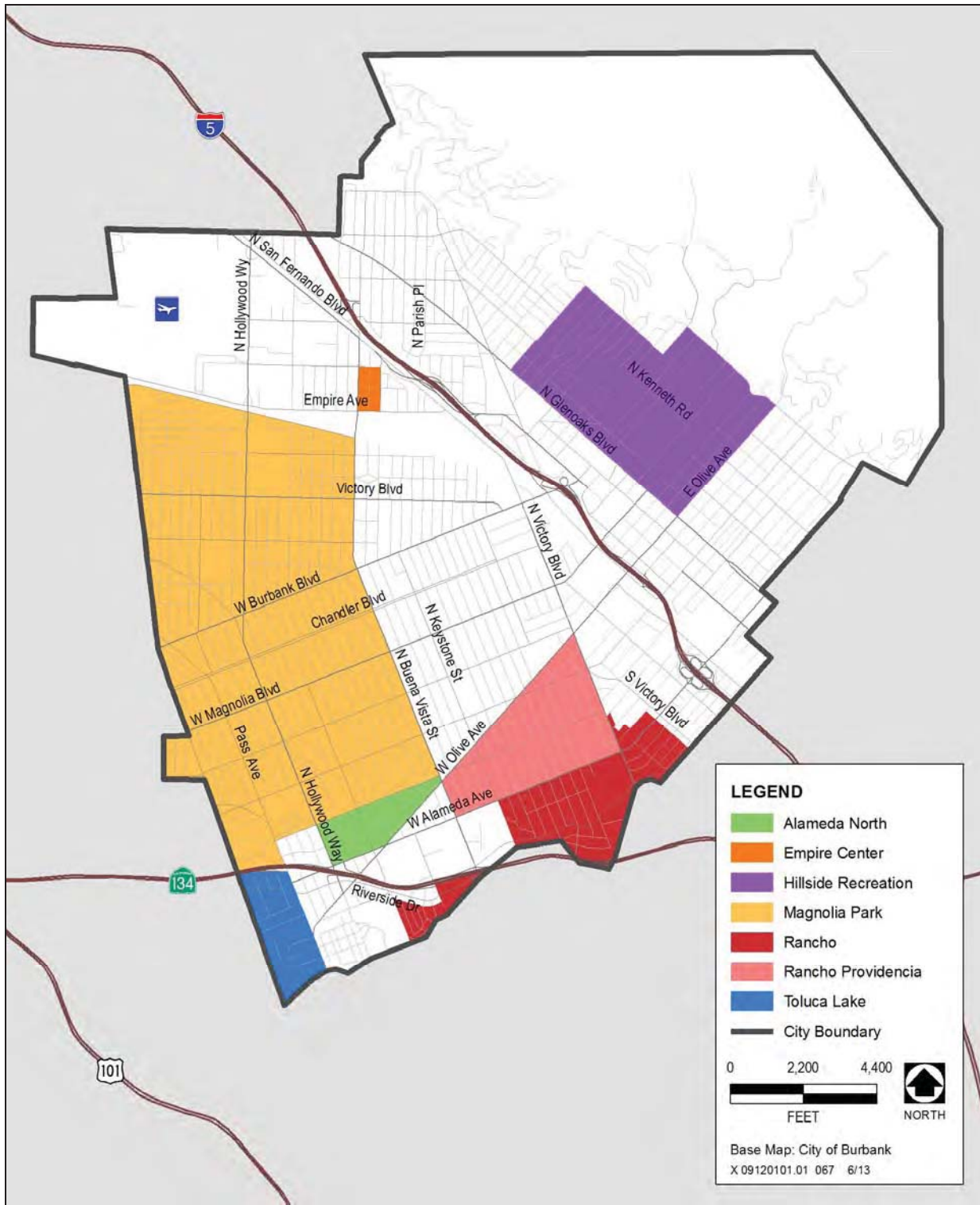
The city’s parking supply is made up of a combination of on-street curb parking, off-street public parking lots and structures, private off-street parking, and shared public/private structures. New development is generally required to supply parking to satisfy its highest expected demand, but many existing businesses without on-site parking rely on available on-street parking or public parking facilities. To ensure that Burbank’s parking supply continues to efficiently serve the needs of the community, a variety of parking strategies may be used, including:

- Shared parking;
- Parking signs and directions;
- Increasing parking supply;
- Managing parking demand with validations, paid parking, and enforcement;
- Adjusting off-street parking requirements, use of in-lieu fees, and parking reduction programs; and
- Parking benefit districts.

## Transportation Demand Management

Transportation Demand Management (TDM) seeks to reduce congestion by encouraging transit use, bicycling, carpooling, or walking instead of driving alone. Burbank has two TDM programs: a citywide program for new development and two area-specific programs. Both area-specific programs have been successful meeting their annual trip reduction goals. To meet future trip-reduction targets, Burbank will:

- Expand citywide TDM measures for new development,
- Consider new or different incentives to promote alternative transportation,
- Expand geographic boundaries of TDM areas (i.e., Golden State, Empire Corridor), and
- Continue partnerships with a Transportation Management Organization (TMO) to assist businesses in reaching trip-reduction targets.



Source: City of Burbank 2010

### Exhibit M-5. Neighborhood Protection Programs



Burbank in 2035: Drawing by Josh Trevizo of Bret Harte Elementary School