

Safer Streets Burbank is the initiative to eliminate fatalities and serious injuries on Burbank streets by 2035. **SECTION 148 OF TITLE 23. UNITED STATES CODE** REPORTS DISCOVERY AND **ADMISSION INTO EVIDENCE OF CERTAIN REPORTS, SURVEYS, AND INFORMATION** — Notwithstanding any other provisions of law, reports, surveys, schedules, lists, or data compiled or collected for any purpose relating to this section, shall not be subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at the location identified or addressed in the reports, surveys, schedules, lists, or other data. This study applies a systemic safety approach that identifies certain features on particular roadways that are correlated with specific collision types and frequencies. This broad approach is necessitated by the inherent nature of covering an entire agency's facilities in one study and the limited scope/budget available to prepare safety plans. Limited time is available to perform field observations throughout the study area to contextualize the data, and therefore, it is beyond the scope of

work to perform in-depth "hot spot"

evaluations at all locations.

#### TASK FORCE MEMBERS

#### **Burbank Fire Department**

Fire Chief Danny Alvarez
Deputy Fire Chief Mark Hatch
Administration/Logistics Battalion
Chief David Burke
Battalion Chief/Fire Marshal Jim
Moye

#### **Burbank Police Department**

Lt. Jeffrey Barcus Lt. John Pfrommer Sgt. Fletcher Stone

#### Burbank Unified School District

Julie Markussen

#### City Attorney's Office

Lisa Kurihara

#### **Public Information Office**

Jonathan Jones Mary Movsesyan

#### **Public Works**

Ken Berkman, PE Anthony Roman, PE Edward Yu, PE

#### **PROJECT TEAM**

#### City of Burbank Community Development

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# **ACTION PLAN**

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# Safer Streets Burbank Action Plan

# Vision



As we work together toward zero fatalities and severe injuries on our City streets, this Action Plan provides an overview of where we are, where we'd like to be, and how we can get there. It will take extensive coordination across all City departments and collaboration with our residents and visitors. We hope that you will be our partner.



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#### VISION & GUIDING PRINCIPLES

#### VISION

Burbank commits to bringing the number of severe and fatal crashes down to zero by 2035.



#### Safety is our highest priority.

When designing, funding, and restoring our streets, safety is the most important outcome. Burbank will realign resources to match new roadway safety goals.

#### Our streets should be safe and comfortable for all who use them.

Pedestrians and bicyclists are more vulnerable to roadway collisions, and everyone is a pedestrian at some point during every trip.

#### Manage speeds to save lives.

Speed is a fundamental predictor of crash survival, and children and seniors are particularly vulnerable. Burbank will prioritize vehicle speed reduction and redesign for lower speeds to protect human life.

#### Use a context-sensitive and data-driven approach.

An effective safety plan derives its insights from current, concise data that can be easily shared within an organization. The City will use data to identify location-specific needs and to develop clear, transparent reporting of project impacts.

#### Immediate action is critical.

The City will implement projects with quick-build materials to improve roadway safety until permanent projects can be funded and designed.

#### Each City department has a leadership role in helping us reach zero.

Building a culture of roadway safety requires alignment and collaboration among multiple City departments. City staff will work to establish shared goals and policies to enable a quicker, more proactive approach to addressing roadway safety issues.

#### **Build on prior planning work.**

The Complete Streets Plan laid the foundation for Safer Streets Burbank, and these plans will work in tandem to guide both short-term and long-term roadway safety investments.

ACTION PLAN

1
2
3
4
TECHNICAL SUMMARIES



#### **BUILDING A SHARED VISION**

#### **Understanding Community Values**

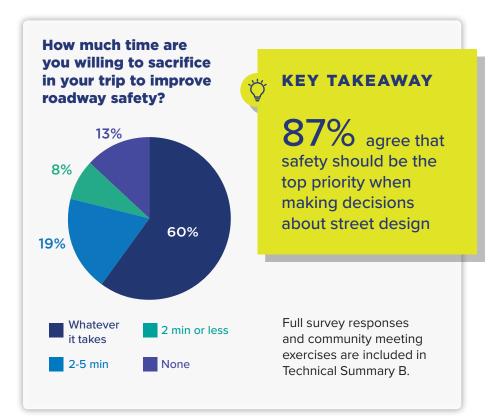
**By the Numbers** 

**Survey Snapshot** 

232
safety concerns mapped

89
online survey responses

30+
community meeting attendees



#### "I feel safe when..."

Statements made by Burbank community members at our Safer Streets Burbank community meeting.

"Cars are driving slow."

"Sidewalks are well lit."

"Drivers share the road."

"I can ride my horse on the side of the street without fear of speeding drivers, rude drivers, or other wheeled vehicles trying to scare horses."



A











"It's 3 am and the streets are quiet."

"Stop signs have blinking red lights... can't miss it!."

"There's plenty of space on the sidewalks for pedestrians."

"...I can get out of parked cars safely."

"Traffic is flowing on major streets."

"There are concrete bollards rather than plastic bollards."



#### **Focus Network**

The focus network identifies streets that had the highest combination of collision history, severe and fatal collisions, and collisions involving bicyclists or pedestrians. These are the streets the City of Burbank will prioritize when investing in roadway safety. More detail on methodology is included in Technical Summary A.





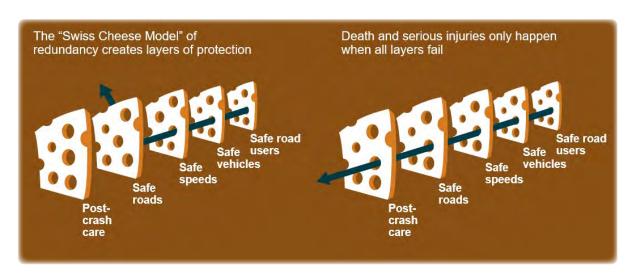
#### **Safe System Framework**

The Safe System approach is a framework for designing and managing our roadways that accounts for human error and vulnerability. The approach is rooted in five core elements (inside the circle) and six guiding principles (outside of the circle). The approach has been adopted both federally by Federal Highway Administration (FHWA) and at the state level by Caltrans. By adhering to the Safe System approach, Burbank is implementing industry best practices, and ensuring eligibility for future federal and state safety grant funding.

By establishing a roadway system that addresses all five core elements, we build in redundancy so that if one piece of the system fails, the whole system doesn't fail.



#### **Redundancy and Roadway Safety**



Source: FHWA



2

#### Safer Streets Burbank Action Plan

# State of Roadway Safety in Burbank



An in-depth analysis of the most recent five years of available injury crash data highlights the focus areas that are the foundation of this Action Plan: severe crashes, intersections, and speed.



#### INTRODUCTION

On average, over 37,700 people lose their life each year in a traffic collision in the United States.<sup>1</sup> In Los Angeles County, vehicle collisions are the leading cause of death for young people under the age of 30 – above homicide, suicide, and drug overdose.<sup>2</sup>

Unfortunately, Burbank is not immune to these trends. Every year, an average of 23 collisions result in death or severe injury on our streets. On average, three of those collisions are fatal, where a person lost their life and a community lost their son, daughter, mom, dad, or dear friend. The remaining 20 collisions result in serious injuries such as severe breakages, head trauma, or paralysis – a person's life permanently changed due to a crash.

We conducted an in-depth analysis of the most recent five years of available injury crash data in the City. There were over 2,100 crashes that resulted in an injury of some kind between 2018 and 2022. This section summarizes the key trends identified through that analysis. A full overview of our analysis is provided in Technical Summary A.

Safer Streets Burbank was initiated by City Council in 2023 as a direct response to these trends. The solutions presented in the following sections are rooted in research and best practice.

<sup>1</sup> National Highway Traffic Safety Administration (NHTSA)

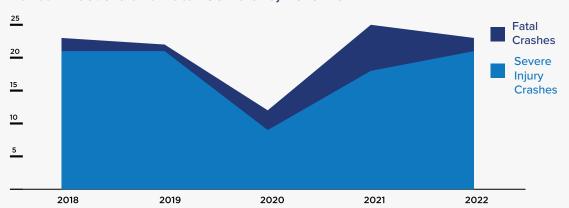
<sup>2</sup> LA County Public Health



#### **FOCUS ON SEVERE CRASHES**

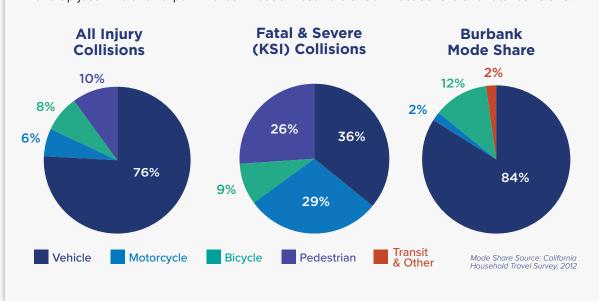
There are on average over 400 crashes each year that result in injury. Safer Streets Burbank is especially focused on the 3% of those crashes that result in death or severe injuries.

#### **Burbank Severe and Fatal Collisions, 2018-2022**



Based on data collected by Burbank Police Department over five years (2018-2022).

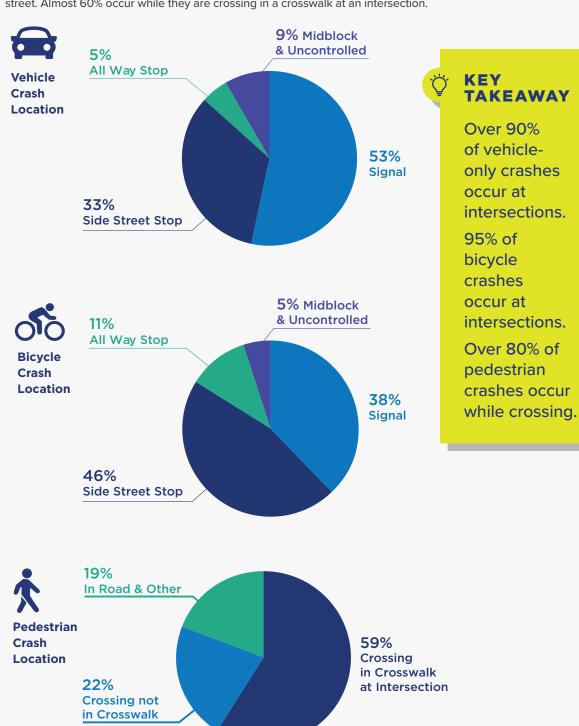
**People walking and biking, and on motorcycles are our most vulnerable road users.** They make up just 24% of all trips in Burbank but almost 70% of our most severe and fatal collisions.





#### **FOCUS ON INTERSECTIONS**

Across all modes of transportation, intersections are key sites of crashes in Burbank. Over 90% of vehicle-only crashes occur at intersections. Broadside crashes are the most common crash type, which typically involves a vehicle making an improper left turn or running a red light. Over 95% of bicycle crashes occur at intersections. Nearly half occur at side-street stop-controlled intersections (i.e. unsignalized intersections with minor-street-only stop control). Over 80% of pedestrian crashes occur while a pedestrian is crossing a street. Almost 60% occur while they are crossing in a crosswalk at an intersection.





#### **FOCUS ON SPEED**

Vehicle speed is the most important factor influencing crash severity. The higher the vehicle speed, the less likely someone is to survive when they are involved in a crash. Not surprisingly, injury crashes in Burbank are concentrated on the highest speed streets. Over 80% of injury crashes occur on streets with a posted speed of 30 mph or higher, while these streets account for one-fifth of Burbank's network.

22%

Share of Streets with Posted Speed 30+ mph

82%

Share of Injury Crashes on Streets with Posted Speed 30+ mph



#### **KEY TAKEAWAY**

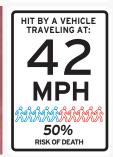
30 mph+ streets account for one-fifth of Burbank's street network but four-fifths of Burbank's injury collisions.

Research shows that the number one indicator of crash severity is speed.













Sources: Fatality Analysis Reporting System; Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020, DOT HS 813 118, June 2021; AAA Foundation for Traffic Safety, Impact Speed and a Pedestrian's Risk of Severe Injury or Death; National Traffic Speeds Survey III: 2015, DOT HS 812 485, March 2018

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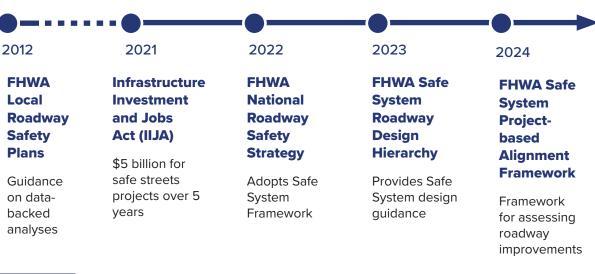
#### **Building on Previous Efforts**

Safer Streets Burbank is built on a strong foundation of federal, state, and local policy and practices.





The Federal Highway Administration has provided guidance and financial incentives to reduce fatal and severe crashes to zero.



#### STATE CONTEXT

California has followed suit and has pushed forward supporting safety legislation every year.

•	•		-0	-0
2020	2021	2022	2023	2024
AB 2147	AB 43	AB 1909	AB 645	SB 1216
"Freedom to Walk" Act	Flexibility in speed limit setting	Bikes can go with pedestrians at signals	Speed camera pilot	Prohibits new sharrow markings
Caltrans "Pivot"		Caltrans	AB 413	on 35+ mph streets
Pivot to the Safe System		adopts a Vision Zero Goal	"Daylighting" bill	
Framework in the Strategic Highway Safety Plan (released in 2022)		Eliminate severe and fatal crashes by 2050		



#### LOCAL CONTEXT

Safer Streets Burbank is the continuation of years of safety-related planning at the City.

#### February 2013

#### City Council adopts Burbank2035 Plan

GOAL 9 – Safety, Accessibility, Equity: Burbank's transportation network is safe, accessible, and equitable.

Safer Streets Burbank is consistent with the City's policy documents like the Burbank 2035 General Plan. as well as state policy meant to de-emphasize congestion and focus on reducing vehicle miles traveled (VMT). Safer Streets Burbank supports these goals by helping the City identify and modify legacy policies and projects that prioritize vehicle throughput and focus on reducing vehicle delay.

#### January 2020

#### City Council adopts Complete Our Streets Plan

GOAL 8 – Help people to be and feel safe on Burbank's streets.

Safer Streets Burbank will help to streamline and focus implementation of **Complete Streets** policies while providing clear guidance on how to implement them more efficiently. The Complete Streets Plan already has a stated goal of improving roadway safety, and it broadly addresses safety and injuries that road users face. Safer Streets Burbank lays out a more focused and dynamic process to implement Complete Streets.

#### 2021

#### Phase II of the Burbank Channel is completed

This project extends the path from the Downtown Metrolink Station to Alameda Avenue and provides a protected off-street path for bicycles and pedestrians.

#### January 2023

City Council directs staff to explore Vision Zero for Burbank





#### March 2024

#### San Fernando Boulevard Reconfiguration Project

This project is implemented to improve the pedestrian experience, multimodal safety, and accessibility.

#### 2025 and Beyond

**The San Fernando Bikeway** will complete a bike path extending from Sylmar to Empire Center with a future connection to Downtown Metrolink.

**The Chandler Bikeway Extension** will connect the existing Chandler Bikeway to the Downtown Metrolink Station, which also closes the gap on the future regional bikeway from Chatsworth to Long Beach.

**The Front Street Protected Bikeway** will provide east/west bicycle connectivity under I-5 between Downtown Burbank, the Downtown Burbank Metrolink Station, and the LaTerra development, which will construct a sidewalk-level separated Bikeway.

**The First Street Separated Bikeway** will provide connectivity between Burbank Bridge, Downtown Burbank, and the Front Street Protected Bikeway, and it will include a sidewalk-level separated bikeway at First Street Village.

The Glenoaks Signal Improvement Project replaced 14 traffic signals to improve safety, enhance operations, and reduce maintenance costs. The project consists of street improvements and traffic signal modifications along Glenoaks Blvd. within the project limits. These improvements include traffic signal modifications [new signal poles, flashing yellow arrows, protected left turns, LED lights, high visibility crosswalks, Accessible Pedestrian Signals (APS), vehicle detection, video cameras, and battery, backup systems], sidewalk, ADA ramps, landscape restoration, AC pavement restoration, signing and striping, traffic control, and various other items as identified by the plans and specifications.





# **Safer Streets Burbank Action Plan**

# Action Plan & Evaluation



The City has established a vision of eliminating fatalities and serious roadway injuries in Burbank by 2035. Achieving this goal will require the City of Burbank to address safety from multiple angles, from updating internal City policies and practices to implementing safety projects on the focus network. This section introduces the set of actions that define the safety roadmap for the City.



#### **ACTION PLAN**

This action list was developed to help the City achieve its vision of eliminating severe and fatal crashes by 2035 and reflects coordination across the Community Development, Public Works, Fire, and Police Departments and the Burbank Unified School District. Additional information on the citywide coordination and public engagement conducted as part of this process is included in the Vision Chapter and Technical Summary B.

The action list was developed to target specific roadway safety challenges identified through an analysis of the City of Burbank's recent collision history. The list represents a set of near-term actions the City may take in the next two to three years to improve roadway safety for our residents and visitors alike. These actions will be periodically revisited to expand on successes and rethink actions that are having a less-than-expected safety impact.





#### **Evaluation Approach**

#### **Outcomes**

We are dedicated to transparency in our efforts to improve transportation safety across the City. We will quantify progress and evaluate the success of this plan by reporting on the following set of performance measures via an annual safety report (Action Item 6.4).

- Number of injury collisions, by mode and severity
- Number of children injured in collisions
- Number of older adults injured in collisions

#### **Actions**

The annual safety report will also include a status update on each action item identified in this plan. We will use the annual analyses to determine what's working and what's not so we can update our approach as necessary, such as:

- Number of priority corridor projects analyzed, evaluated, planned, or completed
- Share of maintenance projects completed with a safety improvement
- Share of projects designed using the Safe System Design Hierarchy
- Number of street segments with lower speed limits





#### **ACTION ITEMS: PHYSICAL INFRASTRUCTURE**

- 1 Implement priority projects identified in the Safer Streets Burbank Plan.
  - 1.1 San Fernando Boulevard (I-5 On/Off Ramp to Cypress Avenue)
  - 1.2 Glenoaks Boulevard (Cypress Avenue to Olive Avenue)
  - 1.3 Victory Boulevard (Burbank Boulevard to Providencia Avenue)
  - 1.4 Alameda Avenue (Main Street to Glenoaks Boulevard)
  - 1.5 Vanowen Street (Ontario Street to Buena Vista Street)
  - 1.6 Hollywood Way (Vanowen Street to Clark Avenue)
  - 1.7 Victory Boulevard (Ontario Street to Burbank Boulevard)
  - 1.8 Buena Vista Street (San Fernando Boulevard to Clark Avenue)
  - 1.9 Olive Avenue (Orchard Drive to 6th Street)
  - 1.10 Additional intersections: side-street stop-controlled intersections
  - 1.11 Additional intersections: signalized intersections
- 2 Implement strategies from the countermeasure toolbox on City streets during routine repaving, maintenance, community development, and new capital projects.
  - 2.1 Develop and maintain a suite of countermeasures that are pre-screened by all relevant departments, updating as needed, thereby reducing lead time in planning and review when implementing road safety projects.
  - 2.2 Develop a roadway project checklist that incorporates mandatory checks for safety opportunities aligned with the Safe System Design Hierarchy to be considered when repaving, maintenance, and capital projects are implemented.
  - 2.3 Develop and/or refine City policies for countermeasures, including but not limited to crosswalks, pedestrian phasing, and speed humps, that reflect Federal and State best practices.
  - 2.4 Incorporate the Safe System Design Hierarchy into Community Development Department transportation study and objective design standards.
- 3 Utilize available state laws to lower speed limits where applicable throughout the City.
  - 3.1 Update City speed limits by incorporating safety-oriented criteria allowed by AB 43 (2021), conducting new engineering and traffic surveys (E&TS) as needed.
  - 3.2 Redirect police patrol officer resources to speed enforcement on Focus Network corridors.
  - 3.3 Augment traffic officer assignments with patrol officers assigned to high-visibility safety missions on the Focus Network.
  - 3.4 Because crime prevention and traffic enforcement both contribute to public safety, direct police patrol efforts to speed and traffic safety enforcement when not assigned to radio calls.
  - 3.5 Integrate traffic safety into police community engagement activities, particularly on the Focus Network and in areas with high pedestrian and bicycle traffic.



#### **ACTION ITEMS: POLICIES AND PROGRAMS**

### 4 Launch a public safety education campaign about Safer Streets Burbank processes, improvements, and future engagement.

- 4.1 Coordinate with Community Based Organizations to conduct targeted outreach, including targeted campaigns for seniors, non-English speaking populations, or other vulnerable groups.
- 4.2 Collaborate across City departments, including the Police and Parks and Recreation Departments, on public programming to build confidence in using active transportation modes and to encourage safer driving behavior.

## 5 Establish durable funding and policy goals that prioritize street safety.

- 5.1 Develop a funding strategy for the next 10 years that includes annual milestones and leverages local, state, and federal funding sources. Ensure that proposed temporary projects align with these policy objectives so they are best positioned to win grant funding to be upgraded to permanent materials.
- 5.2 Develop a plan for acquiring vehicles or contract services that would address the maintenance needs of new, safety-related infrastructure (e.g. street sweepers designed for narrow spaces like curb extensions and bike lanes).
- 5.3 Analyze impacts of Safer Streets Burbank projects on emergency response capacity to identify capital and other needs to maintain response times.
- 5.4 Establish and maintain list of safety-related legislative priorities to be advocated for at the state and federal level.
- 5.5 Conduct annual trainings that include tools such as walk audits and infrastructure demonstrations for council members, department heads, and City staff focused on policy setting and Safe Systems design.

# 6 Improve data collection, tracking, and reporting related to Safer Streets projects and principles.

- 6.1 Conduct before/after speed surveys on roadways where speed management strategies are implemented.
- 6.2 Further standardize police crash reporting practices through training and technology integration.
- 6.3 Develop a streamlined process for timely interdepartmental collision data sharing that can serve as the foundation for future capital project planning.
- 6.4 Produce annual safety reports summarizing City of Burbank crash trends and status of safety projects. Update the Safer Streets Burbank datasets and Focus Network every three years to reflect evolving collision trends.
- 6.5 Refresh project corridors at regular intervals based on updated crash statistics and analysis, and identify updated priority projects accordingly.



Safer Streets Burbank Action Plan

# Priority Projects



The City has worked across departments to establish a list of priority projects that have the potential to significantly move the needle on safety. This section introduces those priority safety strategies and projects.



# FOCUS ON PRIORITY LOCATIONS

The City of Burbank has longer-term vision documents such as the Complete Our Streets Plan that establish the vision for long-term investments on our city streets. This Action Plan is focused on small but mighty design interventions that can be implemented while we work toward the long-term vision outlined in our other planning documents.

The priority treatments outlined in this Plan 1) use cost-effective materials within the existing right-of-way, 2) have been pre-screened to streamline engineering design and departmental depth review, 3) can be deployed at multiple locations, and 4) are in alignment with the longer-term visions outlined in Complete Our Streets Plan.





# **Establishing Safety Strategies** and Priority Projects



#### **Interdepartmental Working Groups**

City staff worked together to develop the basis of this Action Plan and establish priority safety projects that have interdepartmental support. Over four meetings, we:

- Identified collision trends
- Confirmed the focus network
- Identified near-term safety strategies
- Developed priority safety projects

#### Working Group Discussions Lead by the Community Development Department

Christopher Buonomo, AICP David Kriske, AICP Kyle Kramer

#### **Participants**

#### **Burbank Fire Department**

Fire Chief Danny Alvarez
Deputy Fire Chief Mark Hatch
Administration/Logistics Battalion
Battalion Chief/Fire Marshal Jim Moye
Chief David Burke

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Lt. Jeffrey Barcus Lt. John Pfrommer Sgt. Fletcher Stone

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#### City Attorney's Office

Lisa Kurihara

#### **Public Information Office**

Jonathan Jones Mary Movsesyan

#### **Public Works**

Ken Berkman, PE Anthony Roman, PE Edward Yu, PE





#### **Priority Strategies**

Physical infrastructure improvements that address observed collision trends can be implemented to make roadways safer by design. While large-scale capital projects are in development, we can make lower-cost improvements that address safety immediately. The following toolbox presents treatments that address the most pressing safety concerns. The full safety toolbox is included in Technical Summary C.





















The right combination of these tools will vary by intersection and roadway and will be dependent on several factors, including how much right-of-way is available, existing intersection control, surrounding land use, vehicle volumes and speeds, pedestrian and bicycle activity, and collision history. Picking treatments from each of these categories increases the redundancy, and therefore resilience, of City of Burbank roadways.



















#### **Priority Safety Projects (Action Item #1)**

These projects represent an opportunity to make near-term improvements at corridors and intersections with the highest concentration of fatal and severe injury collisions. Project extents are shown in the map on the right.

#### **Key Trends**

We analyzed collision data to uncover collision trends for each priority project and identify the most relevant safety interventions. A detailed overview of our analysis is included in Technical Summary A.

#### **Common Collision Trends**



Broadside ("T-bone")
collisions at signalized and
side-street stop-controlled
intersections

#### **Project Corridors**

- Glenoaks Boulevard (Cypress Avenue to Olive Avenue)
- Victory Boulevard
  (Burbank Boulevard
  to Providencia
  Avenue)
- Alameda Avenue (Main Street to Glenoaks Boulevard)
- Hollywood Way
  (Vanowen Street to
  Clark Avenue)
- Vanowen Street
  (Ontario Street to
  Buena Vista Street)

- San Fernando
  Boulevard (I-5 On/
  Off Ramp to Cypress
  Avenue)
- Victory Boulevard (Ontario Street to Burbank Boulevard)
- Buena Vista Street (San Fernando Boulevard to Clark Avenue)
- Olive Avenue (Orchard Drive to 6th Street)

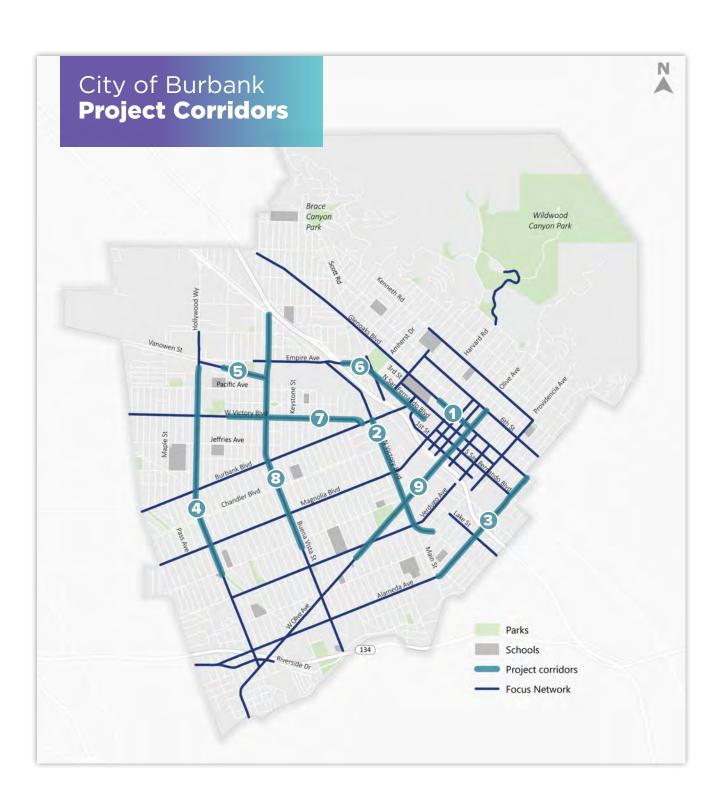






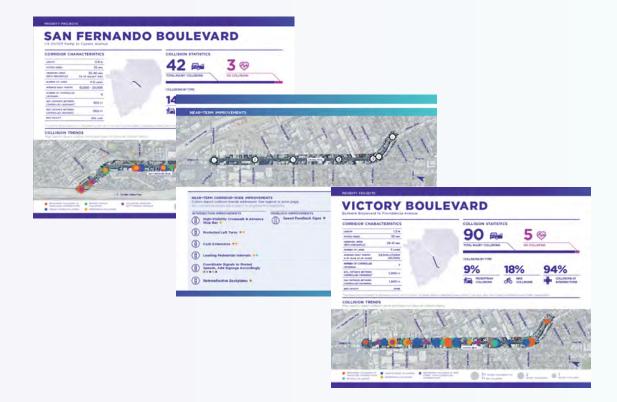






# **PROJECT CUTSHEETS**

This Action Plan is focused on costeffective and time-efficient design interventions that can be implemented at various locations. Each project cutsheet identifies general concepts for corridor-wide and/or locationspecific countermeasures chosen for streamlined implementation. Some of these countermeasures may require additional study or materials procurement. The cutsheets also identify possible long-term capital improvement opportunities and complementary projects outlined in other planning documents such as the Complete Our Streets Plan. These long-term project will require further study, interdepartmental coordination, in-depth engineering design, and comprehensive community engagement to ensure equitable, effective implementation.



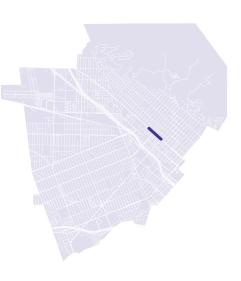
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## **GLENOAKS BOULEVARD**

Cypress Avenue to Olive Avenue

### **CORRIDOR CHARACTERISTICS**

LENGTH	0.4 мі
POSTED SPEED	30 мрн
OBSERVED SPEED (85TH PERCENTILE)	<b>34-37</b> мрн
NUMBER OF LANES	4 LANES
AVERAGE DAILY TRAFFIC	31,000 - 36,000
NUMBER OF CONTROLLED CROSSINGS	4
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>560</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>700</b> FT
BIKE FACILITY	NONE



**COLLISION STATISTICS (2018-2022)** 

**59** 



6



**TOTAL INJURY COLLISIONS** 

**PEDESTRIAN** 

**COLLISIONS** 

KSI COLLISIONS

**COLLISIONS BY TYPE** 

22%

**7**%

100%



BIKE COLLISIONS



COLLISIONS AT INTERSECTIONS

### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



- BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS
- UNSAFE SPEED COLLISIONS
- PEDESTRIAN COLLISIONS AT SIGNALIZED INTERSECTIONS NIGHTTIME PEDESTRIAN
- PEDESTRIAN COLLISIONS AT SIDE STREET STOP-CONTROLLED INTERSECTIONS
- 3+ INJURY COLLISIONS OR 1+ KSI COLLISION
- - 2 INJURY COLLISIONS
- 1 INJURY COLLISION

# Glenoaks Boulevard at Magnolia Boulevard Add high-visibility crosswalks where no crosswalks are currently present. B Glenoaks Biva B Glenoaks Biva B Glenoaks Biva B Glenoaks Biva Glenoaks Biva

### PRIORITY CORRIDOR-WIDE IMPROVEMENTS

Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Left Turn Calming
- Curb Extensions
- Leading Pedestrian Intervals
- Retroreflective Backplates
- Coordinate Signals to Posted Speed, Add Signage Accordingly



## STOP-CONTROLLED INTERSECTION IMPROVEMENTS

High-Visibility Crosswalks
 Across Side Streets



## MIDBLOCK IMPROVEMENTS

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Aligns with Downtown Pedestrian Improvement Study and connects to North Olive Greening Project



**Enhance roadway and pedestrian lighting** 



Investigate need for additional signals and crosswalks at Palm Ave and San Jose Ave



Extend pedestrian safety and speed management improvements along entire Focus Network extent of Glenoaks Blvd

## **VICTORY BOULEVARD**

Burbank Boulevard to Providencia Avenue

### **CORRIDOR CHARACTERISTICS**

LENGTH	1.2 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	29-41 мрн
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	23,000 - 27,000 (16,000)
NUMBER OF CONTROLLED CROSSINGS	7
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>1,000</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>1,500</b> FT
BIKE FACILITY	NONE



STREET STOP-CONTROLLED

**INTERSECTIONS** 

**COLLISION STATISTICS (2018-2022)** 





TOTAL INJURY COLLISIONS

KSI COLLISIONS

**INJURY COLLISIONS** 

**COLLISIONS BY TYPE** 

18%

94%



**PEDESTRIAN COLLISIONS** 

1+ KSI COLLISION

**COLLISIONS** 



**COLLISIONS AT INTERSECTIONS** 

INJURY COLLISION

### **COLLISION TRENDS**

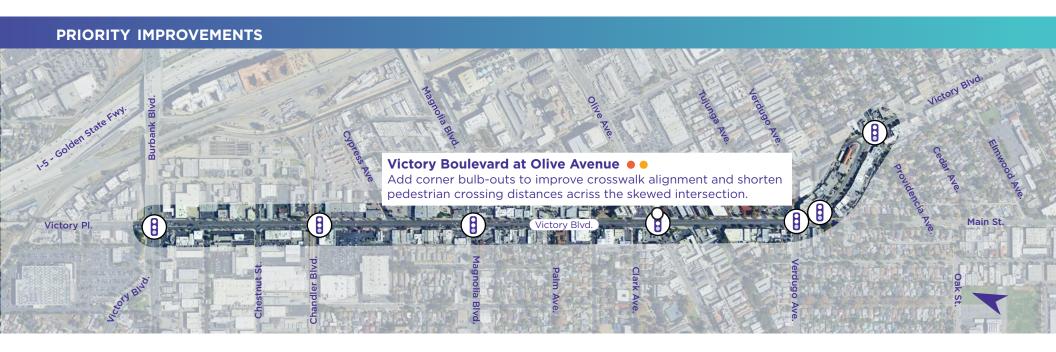
SIGNALIZED INTERSECTIONS

BICYCLE COLLISIONS

Map used to depict collision trends and does not show all collision history.

PEDESTRIAN COLLISIONS





Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- High-Visibility Crosswalk •
- Protected Left Turns
- Curb Extensions •
- Leading Pedestrian Intervals
- Coordinate Signals to Posted Speeds, Add Signage Accordingly
   ● ● ● ●
- Retroreflective Backplates



### MIDBLOCK IMPROVEMENTS

• Speed Feedback Signs •

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Segment identified as a Bicyclist Priority Street in the Complete Our Streets Plan



## Roadway Reconfiguration & Separated Bikeway

Install a separated bikeway between Burbank Channel Bikeway and Burbank Blvd.



Investigate need for additional signals at Chestnut St, Cypress Ave, Palm Ave ••

Note: Victory Signal Synchronization Project is in the planning/design phase in the CIP. See https://www.burbankca.gov/web/public-works/cip-planning-design

## **ALAMEDA AVENUE**

Main Street to Glenoaks Boulevard

### **CORRIDOR CHARACTERISTICS**

LENGTH	1.2 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	38-44 мрн
NUMBER OF LANES	4-5 LANES
AVERAGE DAILY TRAFFIC	25,000 - 30,000
NUMBER OF CONTROLLED CROSSINGS	7
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	1,000 FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>1,500</b> FT
BIKE FACILITY	NONE



**COLLISION STATISTICS (2018-2022)** 





TOTAL INJURY COLLISIONS

KSI COLLISIONS

**INJURY COLLISIONS** 

**COLLISIONS BY TYPE** 

11%

90%



**PEDESTRIAN COLLISIONS** 

1+ KSI COLLISION

**COLLISIONS** 



**COLLISIONS AT INTERSECTIONS** 

INJURY COLLISION

### **COLLISION TRENDS**

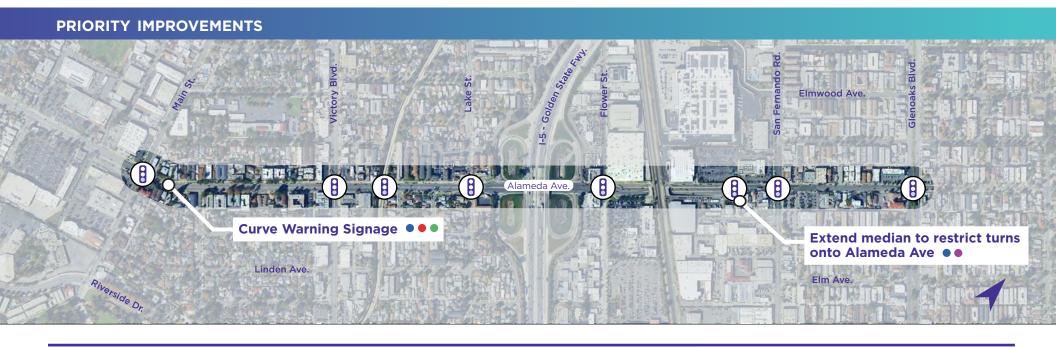
**UNSAFE SPEED COLLISIONS** 

Map used to depict collision trends and does not show all collision history.

BICYCLE COLLISIONS



LEFT TURNING VEHICLE COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalk
- Leading Pedestrian Intervals •
- Left-Turn Calming ● ●
- Retroreflective Backplates •
- Rest-in-Red • •
- Curb Extensions • •
- Pedestrian Recall •
- Coordinate Signals to Posted Speeds, Add Signage Accordingly



### **MIDBLOCK IMPROVEMENTS**

- Speed Feedback Signs
- Lane Narrowing

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Long-term underpass improvements identified as Alameda Underpass Improvement Project



Extend median to restrict turns onto Alameda Ave



Elevated and seperated sidewalks along underpass •



**Enhance roadway and pedestrian lighting** ● ● ●

## **HOLLYWOOD WAY**

Vanowen Street to Clark Avenue

### **CORRIDOR CHARACTERISTICS**

LENGTH	2 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	<b>37-42</b> мрн
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	24,000 - 29,000
NUMBER OF CONTROLLED CROSSINGS	11
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>1,200</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>1,200</b> FT
BIKE FACILITY	BIKE LANE (N OF PACIFIC AVE)



**COLLISION STATISTICS (2018-2022)** 





TOTAL INJURY COLLISIONS

**COLLISIONS** 

KSI COLLISIONS

**COLLISIONS BY TYPE** 

12%

**PEDESTRIAN** 

83%



**COLLISIONS** 



**COLLISIONS AT INTERSECTIONS** 

### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



SIGNALIZED INTERSECTIONS UNSAFE SPEED COLLISIONS

PEDESTRIAN COLLISIONS

HIT PARKED VEHICLE COLLISION

**3+** INJURY COLLISIONS OR 1+ KSI COLLISION

INJURY COLLISIONS

INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalk •
- Curb Extensions
- Leading Pedestrian Intervals
- Coordinate Signals to Posted Speeds, Add Signage Accordingly
   ● ● ● ●
- Retroreflective Backplates



## **MIDBLOCK IMPROVEMENTS**

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Hollywood Way Underpass Improvement identified as a a long-term project



Investigate the need for signals at Allen Ave and Wyoming Ave



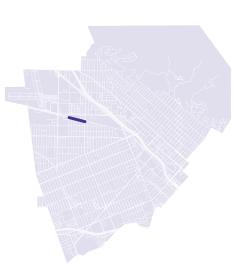
Upgrade Bike Facility to a Separated Bikeway North of Pacific Ave

## **VANOWEN STREET**

Ontario Street to Buena Vista Street

### **CORRIDOR CHARACTERISTICS**

LENGTH	0.4 мі
POSTED SPEED	40 мрн
OBSERVED SPEED (85TH PERCENTILE)	48-52 мрн
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	15,000
NUMBER OF CONTROLLED CROSSINGS	1
NO CROSSWALKS EXCEPT AT BU (0.8 MI TO NEXT CROSSWALK)	JENA VISTA ST
BIKE FACILITY	NONE



**COLLISION STATISTICS (2018-2022)** 

14



3



**TOTAL INJURY COLLISIONS** 

KSI COLLISIONS

**COLLISIONS BY TYPE** 

7%

14%

100%



PEDESTRIAN COLLISIONS



BIKE COLLISIONS



COLLISIONS AT INTERSECTIONS

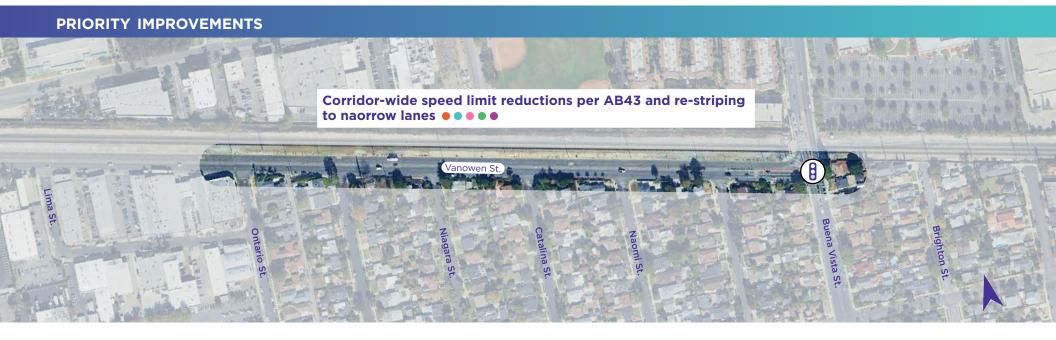
### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



- BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS
- BICYCLE COLLISIONS
- DUI COLLISIONS

  HIT OBJECT COLLISIONS
- BROADSIDE COLLISIONS AT SIDE STREET STOP-CONTROLLED INTERSECTIONS
- 3+ INJURY COLLISIONS OR 1+ KSI COLLISION
- - 2
    INJURY COLLISIONS
- 1 INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Refresh Pavement Markings Through Intersection
- High-Visibility Crosswalk •



### **MIDBLOCK IMPROVEMENTS**

- Speed Limit Reduction & Speed Feedback Signs
- Bike Lane HOLLYWOOD WAY TO NAOMI ST •
- Lane Narrowing • •

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

If bikeway is extended in the long-term, this would connect to the existing bikeway west of Hollywood Way and link with the proposed Hollywood Way Underpass Improvement, a long-term Complete Our Streets Plan project.



Roadway Reconfiguration & Separated Bikeway Extended to Hollywood Way

## SAN FERNANDO BOULEVARD

I-5 On/Off Ramp to Cypess Avenue

### **CORRIDOR CHARACTERISTICS**

LENGTH	0.9 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	35-40 MPH (W OF WALNUT AVE)
NUMBER OF LANES	<b>4-5</b> LANES
AVERAGE DAILY TRAFFIC	15,000 - 20,000
NUMBER OF CONTROLLED CROSSINGS	9
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>500</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	1100 FT
BIKE FACILITY	BIKE LANE



**COLLISION STATISTICS (2018-2022)** 

42





TOTAL INJURY COLLISIONS

KSI COLLISIONS

**COLLISIONS BY TYPE** 

14%

**12%** 

95%



**PEDESTRIAN COLLISIONS** 

**COLLISIONS** 



**COLLISIONS AT INTERSECTIONS** 

### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



**BROADSIDE COLLISIONS AT** SIGNALIZED INTERSECTIONS UNSAFE SPEED COLLISIONS

PARKED VEHICLE COLLISIONS PEDESTRIAN COLLISIONS **COLLISIONS INVOLVING** LEFT-TURNING VEHICLES **3+** INJURY COLLISIONS OR 1+ KSI COLLISION

**INJURY COLLISIONS** 

INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalks
- Curb Extensions • •
- Leading Pedestrian Intervals
- Rest-in-Red • •
- Coordinate Signals to Posted Speeds, Add Signage Accordingly
- Retroreflective Backplates



## STOP-CONTROLLED INTERSECTION IMPROVEMENTS

- High-Visibility Crosswalks
- •
- Curb Extensions



## MIDBLOCK IMPROVEMENTS

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Aligns with Downtown Ped Safety Improvement Study and connects to First Street Bikeway



## Access Management at Scott Road/Amherst Drive

Address the skewed/complex intersection at Amherst Drive through turn restrictions and signal improvements.



Reconfigure the lanes at the San Fernando/Burbank intersection to enhance pedestrian and bicycle safety treatments

## **VICTORY BOULEVARD**

Ontario Street to Burbank Boulevard

### **CORRIDOR CHARACTERISTICS**

LENGTH	1.2 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	25-46 мрн
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	21,000 - 24,000
NUMBER OF CONTROLLED CROSSINGS	6
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>1,400</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>1,600</b> FT
BIKE FACILITY	BIKE LANE



**COLLISION STATISTICS (2018-2022)** 

**75** 



7



TOTAL INJURY COLLISIONS

KSI COLLISIONS

**COLLISIONS BY TYPE** 

5%

5%

100%



PEDESTRIAN COLLISIONS

of

BIKE COLLISIONS



COLLISIONS AT INTERSECTIONS

### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



UNSAFE SPEED COLLISIONS
PEDESTRIAN COLLISIONS

BROADSIDE COLLISIONS AT SIDE STREET STOP-CONTROLLED INTERSECTIONS

3+ INJURY COLLISIONS OR 1+ KSI COLLISION

2 INJURY COLLISIONS

1 INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalk •
- Curb Extensions
- Coordinate Signals to Posted Speeds, Add Signage Accordingly
   ●
- Retroreflective Backplates



## MIDBLOCK IMPROVEMENTS

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Segment identified as a Bicyclist Priority Street in Complete Our Streets Plan



Investigate the need for signals at California St, Catalina St, Lincoln St, Parish Pl, and Griffith Park Dr



### Upgrade Bike Facility to a Separated Bikeway

Reflects FHWA guidance on bikeway facility type on high speed, high ADT corridors. Addresses bicycle collisions



Remove slip lane and install access control, signal, and striping upgrades at Burbank Blvd

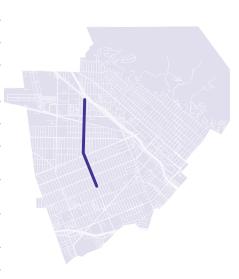
Addresses cluster of crashes at a skewed/complex intersection

## **BUENA VISTA STREET**

San Fernando Boulevard to Clark Avenue

### **CORRIDOR CHARACTERISTICS**

LENGTH	2.3 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	<b>36-43</b> мрн
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	21,000 - 27,000
NUMBER OF CONTROLLED CROSSINGS	9
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>1,200</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>2,000</b> FT
BIKE FACILITY	NONE



**COLLISION STATISTICS (2018-2022)** 

**158** 



6



TOTAL INJURY COLLISIONS

KSI COLLISIONS

**COLLISIONS BY TYPE** 

8%

**7**%

89%





BIKE COLLISIONS



COLLISIONS AT INTERSECTIONS

### **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS PEDESTRIAN COLLISIONS

UNSAFE SPEED COLLISIONS

NIGHTIME DUI COLLISIONS

3+ INJURY COLLISIONS OR 1+ KSI COLLISION



2
INJURY COLLISIONS

1 IN

INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalk •
- Curb Extensions
- Coordinate Signals to Posted Speeds, Add Signage Accordingly
- Retroreflective Backplates



## STOP-CONTROLLED INTERSECTION IMPROVEMENTS

Access Management



## MIDBLOCK IMPROVEMENTS

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS



## Southbound lane reduction and slip lane removal at Vanowen St

Addresses cluster of collisions at a complex intersection with an inconsistent cross section.



## **Investigate treatments for Ralph's Plaza Entrance**

Addresses cluster of collisions turning into/out of plaza.



## Investigate need for signal at Pacific Ave

Addresses broadside and pedestrian collisions, helps manage speed, and establishes Pacific Avenue as a bike route with comfortable crossing opportunities.

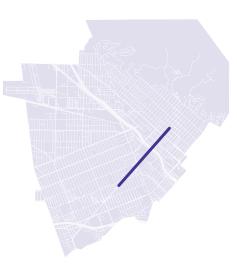
Note: A new signal at Jeffries Ave is in the CIP. Buena Vista Signal Synchronization Project is also in the CIP. See: https://www.burbankca.gov/web/publicworks/cip-planning-design

## **OLIVE AVENUE**

Orchard Drive to 6th Street

### **CORRIDOR CHARACTERISTICS**

LENGTH	1.8 мі
POSTED SPEED	35 мрн
OBSERVED SPEED (85TH PERCENTILE)	25-45 мрн
NUMBER OF LANES	4-5 LANES
AVERAGE DAILY TRAFFIC	11,000 - 25,000 (HIGHER S OF 1ST ST)
NUMBER OF CONTROLLED CROSSINGS	6
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS*	<b>1,400</b> FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS**	<b>1,600</b> FT
BIKE FACILITY	BIKE LANE



### **COLLISION STATISTICS (2018-2022)**

92





**TOTAL COLLISIONS** 

KSI COLLISIONS

**COLLISIONS BY TYPE** 

**PEDESTRIAN** 

**COLLISIONS** 

13%

7%

95%



**COLLISIONS** 



**COLLISIONS AT INTERSECTIONS** 

## **COLLISION TRENDS**

Map used to depict collision trends and does not show all collision history.



SIGNALIZED INTERSECTIONS

PEDESTRIAN COLLISIONS

STREET STOP-CONTROLLED INTERSECTIONS

**3+** INJURY COLLISIONS OR 1+ KSI COLLISION

INJURY COLLISIONS

INJURY COLLISION



Colors below represent collision trends on previous page. All countermeasures are subject to engineering feasibility. Some countermeasures may require additional study to warrant installation.



## SIGNALIZED INTERSECTION IMPROVEMENTS

- Protected Left Turns
- High-Visibility Crosswalk •
- Curb Extensions •
- Coordinate Signals to Posted Speeds, Add Signage Accordingly



### **MIDBLOCK IMPROVEMENTS**

Speed Feedback Signs

### LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Improvements at the Spark/Verdugo intersection will improve crossing for bicycles utilizing the Verdugo bike lanes, identified as a Bicyclist Priority Street.



## **Consolidate Driveways at Orchard**

Addresses a cluster of collisions related to uncontrolled driveway access.



## Install Access Control, Signal, and Striping Upgrades at Verdugo/Sparks

Addresses a cluster of collisions at a skewed/complex intersection.

### SIGNALIZED INTERSECTIONS

ROADWAY CONTEXT					COLLISION	TYPES		
Intersection	Intersection Type	Transit Stops	Bike Facility	Land Use	Vehicle Only	Pedestrian	Bicycle	Total
Hollywood/Olive	Major/Major	Yes	No	Commercial	5/1	0/0	0/0	5/1
Riverside/Olive	Major/Major (skewed)	No	No	Commercial	3/1	0/0	0/0	3/1
Buena Vista/Olive	Major/Major (skewed)	Yes	No	Commercial/ Retail	4/0	1/0	0/0	5/0
Alameda/Pass	Major/Major	Yes	Bike Route (Pass)	Commercial/ Retail	4/0	0/0	1/0	5/0
Hollywood/Verdugo	Major/Minor	Yes	Bike Lane (Verdugo)	Retail	9/0	1/0	0/0	10/0
Empire/Lincoln	Major/Minor	Yes	Bike Lane (Lincoln)	Commercial	3/0	1/1	0/0	4/1
Alameda/Keystone	Major/Minor	No	Bike Lane (Alameda) Bike Route (Keystone)	Commercial/ Residential	4/1	1/0	0/0	5/1
San Fernando/Angeleno	Minor/Minor	Yes	Bike Lane (Alameda)	Retail/ Residential	4/1	0/0	0/0	4/1

Key: #/# = Injury Collisions 2018-2022 (not including KSIs) / KSIs

### SIGNALIZED INTERSECTIONS NEAR-TERM IMPROVEMENT LOCATIONS

### **NEAR-TERM IMPROVEMENTS**

Projects denoted on map in green ◆

- Protected Left Turns
- Left Turn Calming ● ●
- Pavement Markings Through Intersections
- High Visibility Crosswalks
- Rest-in-Red
   ●
- Leading Pedestrian Intervals
- Curb Extensions and/or Pedestrian Refuge Islands
- Close Slip Lanes

Colors depict collision trends addressed. See legend below.

- BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS
- PEDESTRIAN COLLISIONS
- UNSAFE SPEED COLLISIONS
- LEFT TURNING VEHICLE COLLISION



### UNSIGNALIZED INTERSECTIONS WITH MINOR-STREET-ONLY STOP CONTROL

ROADWAY CONTEXT					COLLISION	TYPES		
Intersection	Intersection Type	Transit Stops	Bike Facility	Land Use	Vehicle Only	Pedestrian	Bicycle	Total
Alameda/ Parish	Major/Minor	No	Bike Lane (Alameda)	Residential	4/1	0/0	0/0	4/1
Burbank/ Avon	Major/Minor	No	No	Commercial	0/0	1/1	0/0	1/1
Magnolia/ Shelton	Major/Minor	No	No	Retail	1/0	0/0	1/1	2/1
Glenoaks/ Lamer	Major/Minor (Skewed)	No	No	Residential	3/1	0/0	0/0	3/1
Victory PI/ Empire Center	Major/Minor	No	No	Commercial	3/1	0/0	0/0	3/1
6th/ Roselli	Minor/Minor	No	No	Residential	1/0	1/1	0/0	2/1
6th/Palm	Minor/Minor	No	No	Residential	1/0	1/1	1/1	3/2
6th/ Fairmount	Minor/Minor	No	No	Residential	0/0	1/1	0/0	1/1
East/ Scott	Minor/Minor	No	No	Residential/ Retail/Park	2/0	1/1	0/0	3/1

Key: #/# = Injury Collisions 2018-2022 (not including KSIs) / KSIs

### SIDE STREET STOP-CONTROLLED INTERSECTIONS NEAR-TERM IMPROVEMENT LOCATIONS

	LONG-TERM		
Intersection	Neighborhood Traffic Circle	Access Management (Left Turn Restrictions)	Investigate Installing a Signal
Alameda/ Parish			✓
Burbank/ Avon			✓
Magnolia/ Shelton		✓	
Glenoaks/ Lamer		1	
Victory PI/ Empire Center			✓
6th/ Roselli	<b>√</b> *		
6th/Palm	<b>√</b> *		
6th/ Fairmount	<b>√</b> *		
East/ Scott	1		

<sup>\*</sup>Consider additional traffic circles on 6th Street at Alameda Avenue, Elmwood Avenue, and Cedar Avenue to manage speeds along the corridor.









## **Safer Streets Burbank Action Plan**

## Safety Analysis Technical Summary A



## **SAFETY ANALYSIS**

## INTRODUCTION

We conducted an in-depth analysis of the most recent five years of available injury crash data in the City. There were over 2,100 crashes that resulted in an injury between 2018 and 2022. This section summarizes the analysis of injury collisions, identifies roadway characteristics associated with these collisions, and details the development of the City's Focus Network.

The safety analysis is based on data from the City of Burbank's collision database, supplemented with information on crash locations from the Transportation Injury mapping System (TIMS) maintained by UC Berkeley's Safe Transportation Research and Education Center (SafeTREC) sourced in collaboration with the Burbank Police Department. The goal of this analysis was to inform strategies the City can deploy to eliminate crashes that result in death or severe injuries and therefore excludes propertydamage-only collisions as well as collisions on State highways and privately-owned roads and parking lots.

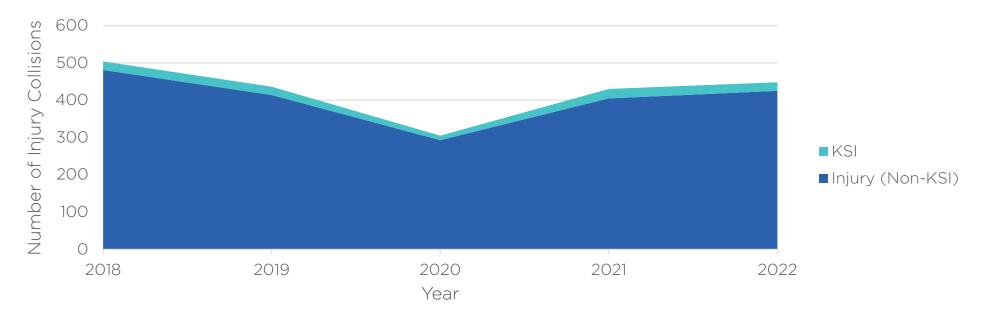
## **KEY TAKEAWAYS**

- Intersections are key sites of crashes in Burbank, across modes. Ninety-one percent of injury collisions occurred at an intersection, most commonly at signalized intersections.
- Broadside collisions (i.e. "T-bone" collisions) accounted for nearly half of injury collisions and over a third of KSI collisions.
- Vulnerable road users experienced severe collision outcomes at higher rates. Collisions involving pedestrians and motorcyclists were more likely to be fatal or severe—their share of KSI collisions was 2.5x and 5x their share in all injury collisions, respectively.
- The most common place for a pedestrian-involved collision was in a crosswalk. Over half of pedestrian collisions and 44% of pedestrian KSI collisions involved a pedestrian crossing in a crosswalk at an intersection.
- Speed was a factor in most injury collisions. 91% of injury collisions and 86% of KSI collisions occurred on roadways with 85th percentile observed speeds of 30mph or more.
- Eighty percent of the City's KSI collisions occurred on just 16% of the street network—we refer to this set of streets going forward as the Focus Network.
- Burbank is not alone in these trends. The U.S. has seen a 25% increase in roadway fatalities between 2012 and 2023, with annual pedestrian fatalities increasing by 54% during that time. The FHWA has emphasized intersections and vulnerable roadway users as key focuses for safety improvements (NHTSA).

## **COLLISION LANDSCAPE**

Between 2018 and 2022, 2,123 injury collisions occurred on city-owned roadways in Burbank. Injury collisions reached a five-year low in 2020, followed by an uptick in 2021. Over the five-year period, there were 105 collisions where victims were killed or severely injured. 15 of these collisions were fatal. This equates to an average of 21 collisions where people were killed or severely injured each year.

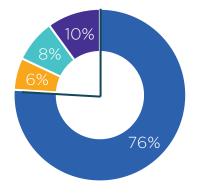
## **INJURY COLLISIONS**



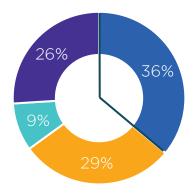
## WHO IS INVOLVED

Pedestrians and motorcyclists made up a disproportionate share of KSI collisions compared to all injury collisions—their share of KSI collisions was **2.5x and 5x their share** in all injury collisions respectively. Injury collisions involving a bicycle were disproportionately high relative to bicycle mode share for all trips in Burbank.

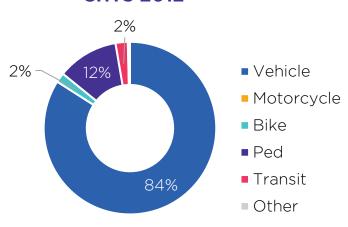
## INJURY COLLISIONS BY MODE



## KSI COLLISIONS BY MODE



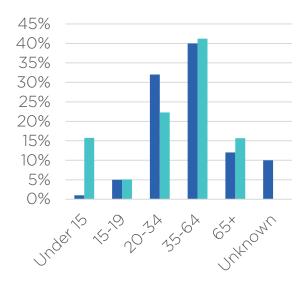
## BURBANK MODE SHARE, CHTS 2012



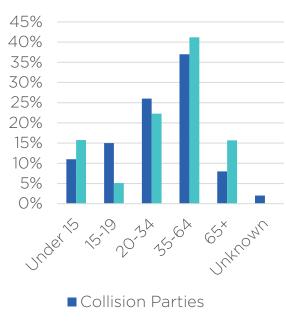
Note: CHTS refers to the California Household Travel Survey, which estimates the mode share for all trips.

Road users ages 20-34 had a disproportionately high rate of involvement in collisions in Burbank. Youth and seniors were disproportionately impacted by bicycle and pedestrian-involved collisions. Road users ages 15-19 accounted for 3x their share of bicycle collisions relative to their share of the City's population. Road users 65 years of age or older accounted for a higher share of pedestrian collisions relative to their share of the population.

## KSI COLLISIONS BY AGE OF INVOLVED PARTIES

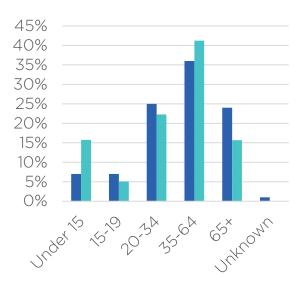


## BICYCLE-INVOLVED KSI COLLISIONS BY AGE OF INVOLVED PARTIES



■ Burbank Population

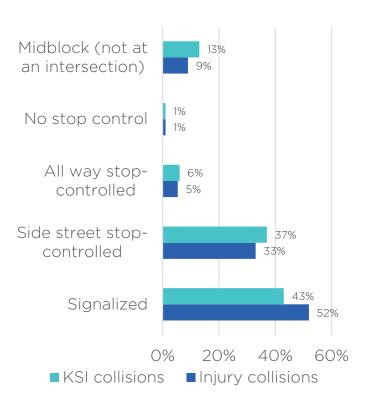
## PEDESTRIAN-INVOLVED COLLISIONS BY AGE OF INVOLVED PARTIES



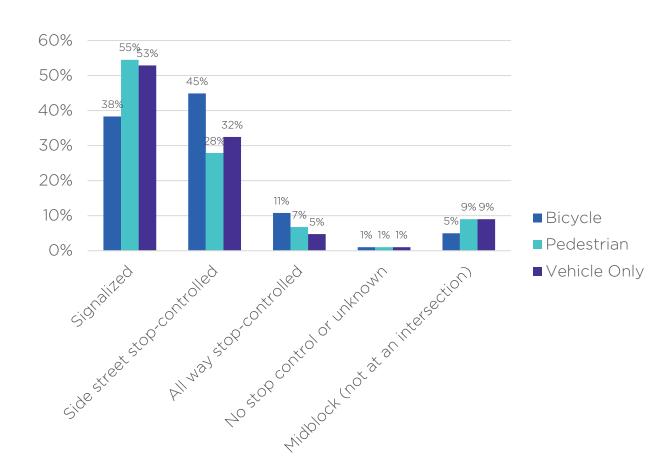
## WHERE COLLISIONS OCCUR

Most injury collisions—91 percent—occurred at an intersection. Vehicle-only and pedestrian collisions occurred most often at signalized intersections, while bicycle-involved collisions occurred most often at side street stop-controlled intersections. Roadways with the most frequent collision history are discussed later in this section in the context of the Focus Network.

## ALL INJURY COLLISIONS BY INTERSECTION CONTROL TYPE



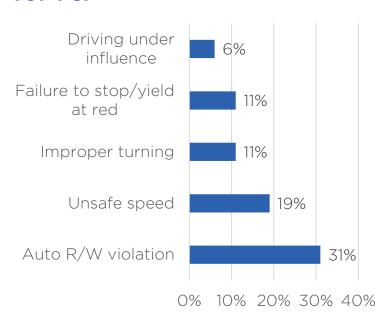
## ALL INJURY COLLISIONS BY MODE AND INTERSECTION CONTROL TYPE



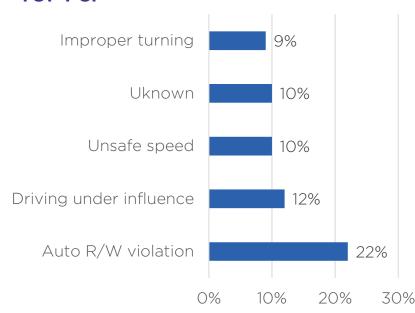
## WHY COLLISIONS OCCUR

The Primary Collision Factor (PCF) refers to the primary cause of the crash as determined by the officer and corresponds to sections of the California Vehicle Code (CVC). Auto right-of-way violation accounted for the most injury collisions and the most KSI collisions among all primary collision factors. Unsafe speed accounted for the second most injury collisions and third most KSI collisions. It is important to note that speed can still be a key factor in collisions where unsafe speed is not the PCF. Driving under the influence accounted for a disproportionate share of KSI collisions compared to all injury collisions. Alcohol may still be involved in collisions despite it not being listed as the PCF—17% of KSI collisions were coded as involving alcohol.

## ALL INJURY COLLISIONS BY TOP PCF



## KSI COLLISIONS BY TOP PCF

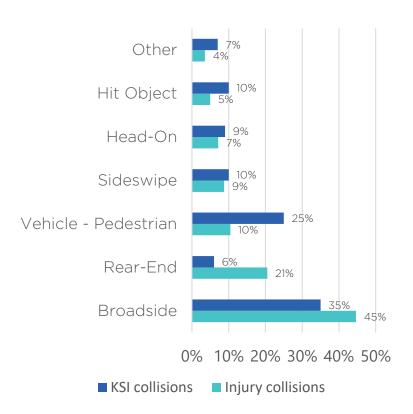


### COMMON PRIMARY COLLISION FACTOR (PCF) DEFINITIONS

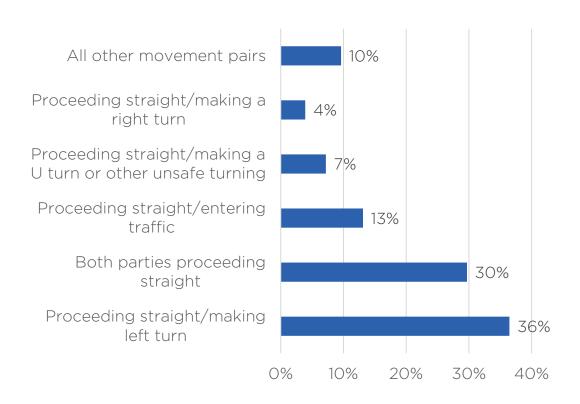
- 1. Auto right-of-way violation: Failure of a party of any mode to yield to the driver's right-of-way or a driver observing their right-of way improperly. "Autos" may include bikes in this category as the CVC considers a bicycle a vehicle.
- 2. Unsafe speed: Driving at a speed greater than is reasonable or prudent having due regard for weather, visibility, the traffic on, and the surface and width of, the highway, and in no event at a speed which endangers the safety of persons or property.
- Improper turning: Turning a vehicle from a direct course or moving right or left upon a roadway before such movement can be made with reasonable safety and/or not giving appropriate signal.
- 4. Traffic signs and signals:
  Failure to stop or yield
  appropriately at a red light
  or stop sign.
- 5. Driving under influence:
  Operating a motor vehicle
  while impaired due to being
  under the influence of
  alcohol, drugs or both.

Broadside collisions (i.e. "T-bone" collisions) accounted for nearly half of injury collisions and over a third of KSI collisions. Over a third of broadside collisions involved a left-turning vehicle. Rear ends were the second most common collision type but were less likely to have a fatal or severe outcome. Collisions between a vehicle and a pedestrian and hit object collisions accounted for a disproportionate share of KSIs relative to injury collisions.

## ALL INJURY COLLISIONS BY COLLISION TYPE

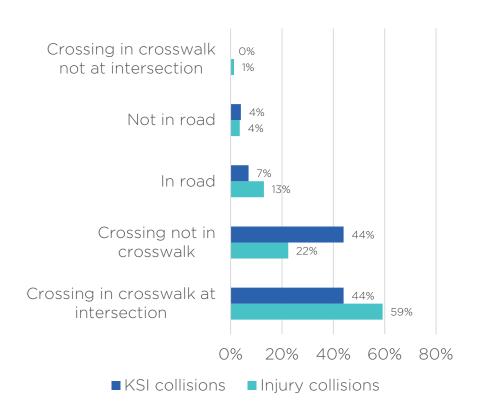


## DRIVER MOVEMENT PRECEDING BROADSIDE INJURY COLLISIONS

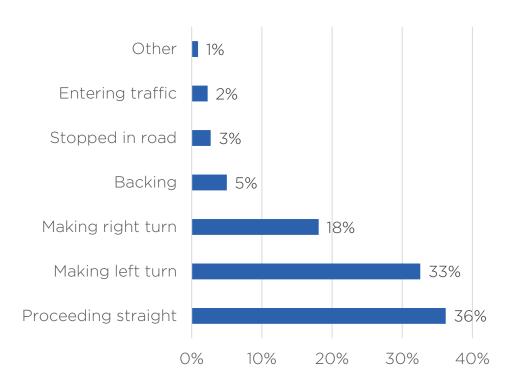


Pedestrian collisions most often occurred while a pedestrian was **crossing in a crosswalk at an intersection**. Over 50% of drivers involved in a pedestrian collision were turning before the collision occurred. Drivers were most often **making a left turn** in these collisions.

## PEDESTRIAN ACTION PRECEDING PEDESTRIAN-INVOLVED INJURY COLLISIONS

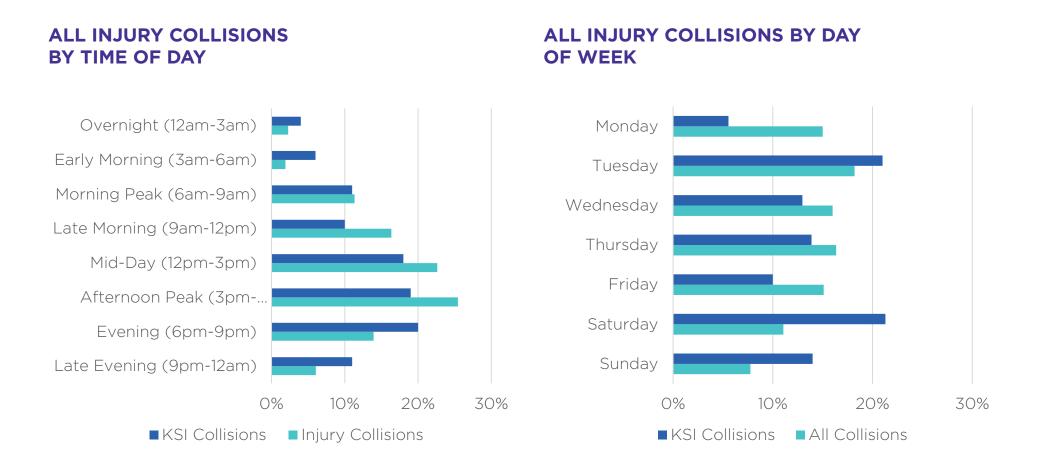


## DRIVER MOVEMENT PRECEDING PEDESTRIAN-INVOLVED INJURY COLLISIONS



## WHEN COLLISIONS OCCUR

The most common time of day for injury collisions to occur was during the afternoon peak from **3pm-6pm**. A higher share of KSI collisions occurred in **dark overnight hours** (6pm-6am) and on weekends compared to all injury collisions.



## CONTEXTUAL FACTORS

We analyzed the locations of the injury collisions to understand what roadway characteristics were most commonly associated with injury collisions in Burbank. We looked at nine different contextual factors to identify common collision profiles for each mode. Combined, these collision profiles accounted for a majority of injury collisions and KSI collisions in Burbank. Collisions at signalized intersections and collisions at side street stop-controlled intersections emerged as trends across modes. Another theme was vehicle speed—71% of injury collisions and 74% of KSI collisions occurred on roadways with 85<sup>th</sup> percentile observed speeds of 30mph or more.

### **DATA SOURCES USED**

- 2022)
- 2. Observed speed data (Wejo, 2022)
- 3. Roadway classification (City of Burbank)
- 4. Intersection Type (F&P defined)
  - Major-Major; Major-Minor; Minor-Minor: Midblock
- 5. Control Type (City of Burbank)
  - Signal; All-Way Stop; Side-Street Stop: None

- 1. Average daily traffic (Streetlight, 6. Presence of Bicycle Facility (City of Burbank)
  - 7. Presence of Speed Humps (City of Burbank)
  - 8. Adjacent Land Use: CalEnviroScreen 4.0 score: near Parks: near Schools: near Transit Stops
  - Special Designation Districts
    - Big Box (F&P defined); Downtown: Downtown Core (F&P defined); Golden State; Hillside; Magnolia Park; Media: Rancho

### **FQUITY CONSIDERATIONS**

This analysis compared the rate of injury collisions and KSI collisions in disadvantaged communities to the City overall. Disadvantaged communities in Burbank were defined as any census tract in the City with a top 25<sup>th</sup> percentile score in the CalEnviroScreen 4.0 tool, which shows pollution burden and vulnerability in California by census tract. The disadvantaged communities in Burbank are concentrated in the neighborhoods adjacent to I-5, including most of Downtown, and account for 40% of the City's land area. Vehicle-only collisions occurred in disadvantaged communities at a similar rate to the City overall, however these areas had a disproportionate share of the City's pedestrian- and bicycle-involved KSI collisions. Areas categorized as disadvantaged communities in Burbank accounted for 63% of pedestrianinvolved KSI collisions and 50% of bicycleinvolved KSI collisions. Disadvantaged community status was considered when selecting priority projects for inclusion in this plan. See Section 4 for additional detail.

## **COLLISION TRENDS**

## Vehicle-Only

- Broadside collisions at signalized intersections
- Side street stop-controlled collisions on highervolume, high-speed roadways
- Collisions near parks
- Collisions in the Downtown District

## THESE FOUR TRENDS MAKE UP:

68% of Veh-Only Injury Collisions 74% of Veh-Only KSI Collisions

## Pedestrian-Involved

- Crossing (in crosswalk) at signalized intersections
- Crossing at a side street stop-controlled intersection
- Crossing (not in crosswalk) on high-volume, highspeed roadways
- Crossing near transit stops
- Crossing in the Downtown District

## THESE FIVE TRENDS MAKE UP:

76% of Ped Injury Collisions 89% of Ped KSI Collisions

## Bicyclist-Involved

- Collisions at side street stop-controlled intersections
- Collisions at signalized intersections
- Collisions on local streets
- Collisions along roadways with Class II bike lanes

## THESE FOUR TRENDS MAKE UP:

90% of Bike Injury Collisions 90% of Bike KSI Collisions

#### **FOCUS NETWORK**

Eighty percent of the City's KSI collisions occurred on just 16% of the street network—we refer to this set of streets going forward as the Focus Network. The Focus Network identifies higher-risk locations for injury collisions across all modes based on collision history and was used to prioritize near-term safety improvements in this plan.



To develop the Focus Network, we weighed injury collisions by the factors listed below.

- Collision severity in terms of "comprehensive" crash cost
- Mode: Involves bicyclist or pedestrian

The weights for collision severity are based on 2022 California Local Road Safety Manual (LRSM) crash costs for each collision severity. In addition to collision severity, additional weight was given to collisions involving pedestrians or bicyclists to reflect a strong emphasis on vulnerable road users in the development of the Focus Network. Cumulative scores for collisions were summed and then aggregated to segments to develop the Focus Network.

#### **AB43 AND SPEED LIMIT SETTING FLEXIBILITY**

The decision to include an additional weight for collisions involving vulnerable road users was informed by the California Manual of Uniform Traffic Control Devices Safety Corridor Definition Requirements, which recommends that crash mode influence collision weighting. The Safety Corridor Definition Requirements were developed by the California Traffic Control Devices Committee (CTCDC) to comply with Assembly Bill 43. Assembly Bill 43 provides local authorities greater flexibility in setting and reducing speed limits.

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# **Safer Streets Burbank Action Plan**



**Technical Summary B** 



#### **COMMUNITY ENGAGEMENT**

#### **OVERVIEW**

Federal and State guidance for safety planning define a data-driven approach to analyzing collision trends, pairing those trends with safety treatments, and identifying priority locations for safety investments. Community engagement is an important part of validating collision data and understanding community sentiment on transportation safety. Building community awareness about perceived and actual collision trends, and how safety treatments can be utilized are critical parts of Action Plan implementation.

Community engagement took three forms over the duration of the Action Plan development:

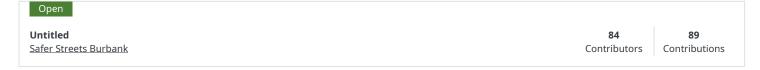
- Status updates to Transportation Commission and City Council. Two updates to City Council were provided on January 10, 2023 and July 30, 2024. One update to Transportation Commission was provided on March 27, 2024.
- Project Website and Digital Survey. Our project website and online survey were live for four months (1/2/2025-3/31/2025). The online survey included a web map where users could add pins where they've experienced transportation safety issues, as well as multiple choice questions about users' experience on Focus Network corridors, their prioritization of transportation safety over time savings, and demographic questions.
- In-person community meeting. A community meeting was held at the Buena Vista Branch Library on 3/12/2025. It included a four stations where visitors could 1) learn more about Safer Streets Burbank, 2) put pins on a map and express their transportation safety concerns, 3) participate in a "I feel safe when..." exercise, and 4) up/down vote for near-term safety strategies.

#### PROJECT WEBSITE AND DIGITAL SURVEY

The following pages present the survey response summary.

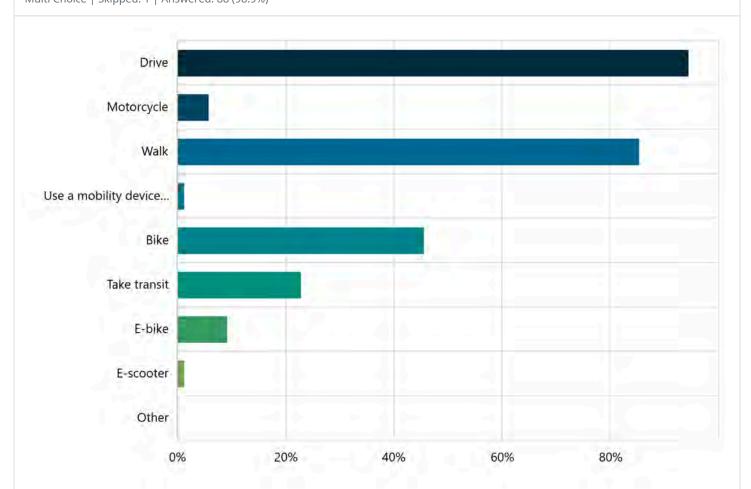
#### **F&P Social Pinpoint**

Report Type: Form Results Summary Date Range: 02-01-2025 - 31-03-2025 Exported: 03-04-2025 12:44:41



#### **Contribution Summary**

### 1. How do you get around Burbank? Check all that apply. Required Multi Choice $\mid$ Skipped: 1 $\mid$ Answered: 88 (98.9%)

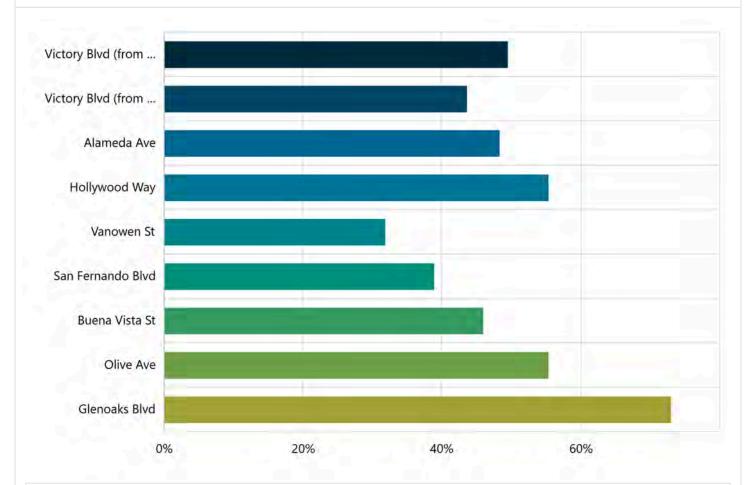


Answer choices	Percent	Count
Drive	94.32%	83
Motorcycle	5.68%	5
Walk	85.23%	75
Use a mobility device such as a walker or wheelchair	1.14%	1
Bike	45.45%	40
Take transit	22.73%	20

E-bike	9.09%	8
E-scooter	1.14%	1
Other	0%	0

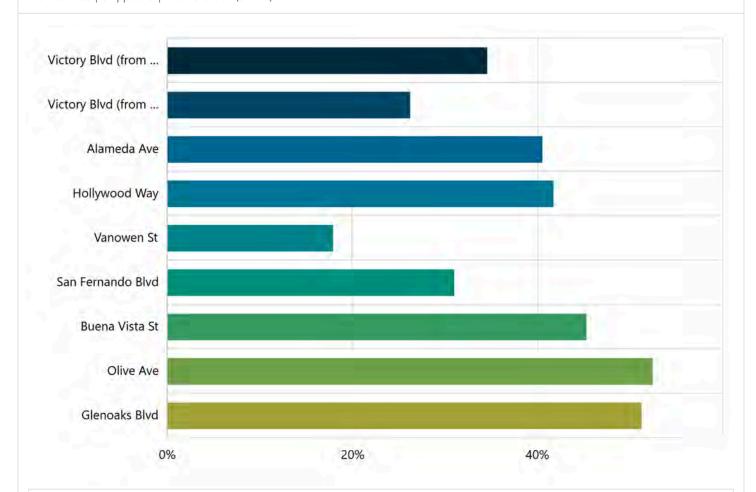


# **2. Where have you experienced speeding drivers? Check all that apply.** Required Multi Choice $\mid$ Skipped: 4 $\mid$ Answered: 85 (95.5%)



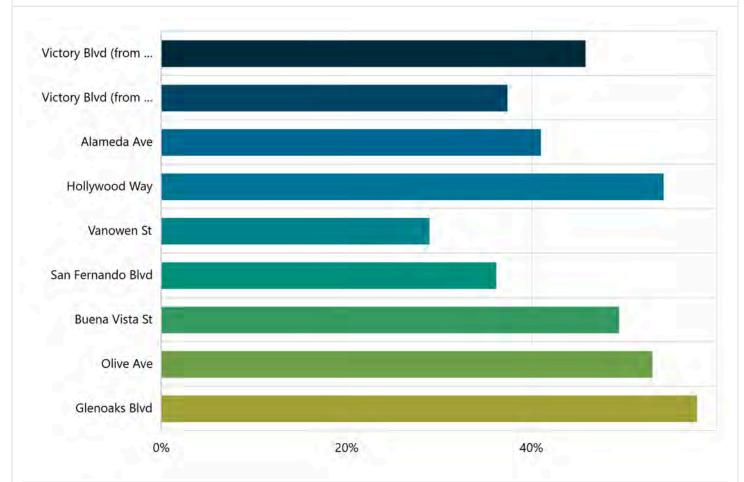
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	49.41%	42
Victory Blvd (from Ontario St to Burbank Blvd)	43.53%	37
Alameda Ave	48.24%	41
Hollywood Way	55.29%	47
Vanowen St	31.76%	27
San Fernando Blvd	38.82%	33
Buena Vista St	45.88%	39
Olive Ave	55.29%	47
Glenoaks Blvd	72.94%	62

### 3. Where have you experienced difficulty crossing the street? Check all that apply. Required Multi Choice | Skipped: 5 | Answered: 84 (94.4%)



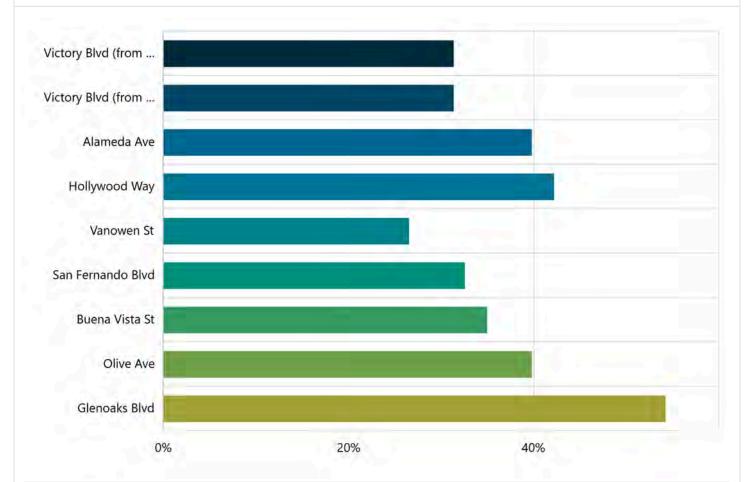
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	34.52%	29
Victory Blvd (from Ontario St to Burbank Blvd)	26.19%	22
Alameda Ave	40.48%	34
Hollywood Way	41.67%	35
Vanowen St	17.86%	15
San Fernando Blvd	30.95%	26
Buena Vista St	45.24%	38
Olive Ave	52.38%	44
Glenoaks Blvd	51.19%	43

# **4.** Where have you experienced discomfort when riding a bike? Check all that apply. Required Multi Choice | Skipped: 6 | Answered: 83 (93.3%)



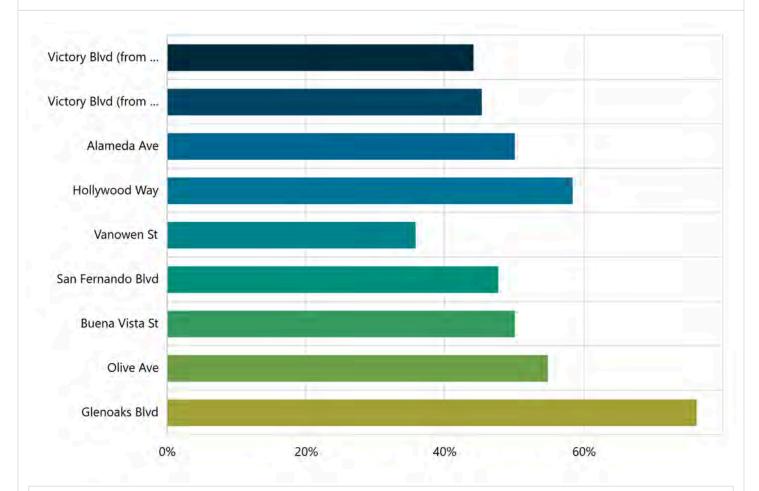
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	45.78%	38
Victory Blvd (from Ontario St to Burbank Blvd)	37.35%	31
Alameda Ave	40.96%	34
Hollywood Way	54.22%	45
Vanowen St	28.92%	24
San Fernando Blvd	36.14%	30
Buena Vista St	49.40%	41
Olive Ave	53.01%	44
Glenoaks Blvd	57.83%	48

# 5. Where have you experienced challenging driving conditions? Check all that apply. Required Multi Choice $\mid$ Skipped: 6 $\mid$ Answered: 83 (93.3%)



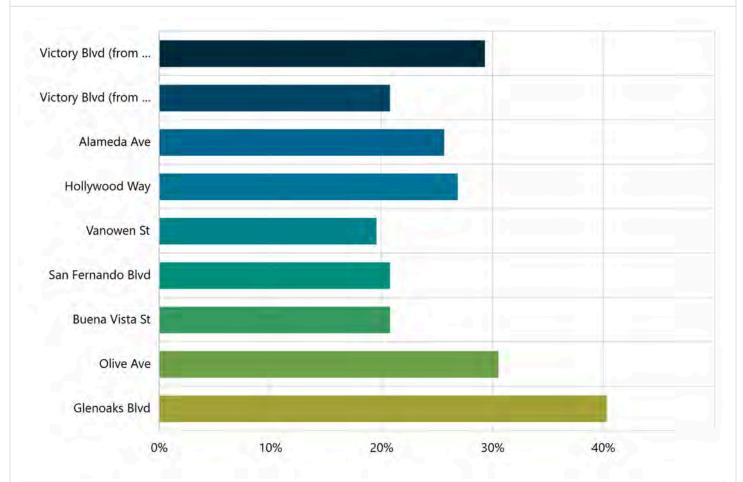
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	31.33%	26
Victory Blvd (from Ontario St to Burbank Blvd)	31.33%	26
Alameda Ave	39.76%	33
Hollywood Way	42.17%	35
Vanowen St	26.51%	22
San Fernando Blvd	32.53%	27
Buena Vista St	34.94%	29
Olive Ave	39.76%	33
Glenoaks Blvd	54.22%	45

# **6. Where have you experienced drivers ignoring traffic laws? Check all that apply.** Required Multi Choice $\mid$ Skipped: 5 $\mid$ Answered: 84 (94.4%)



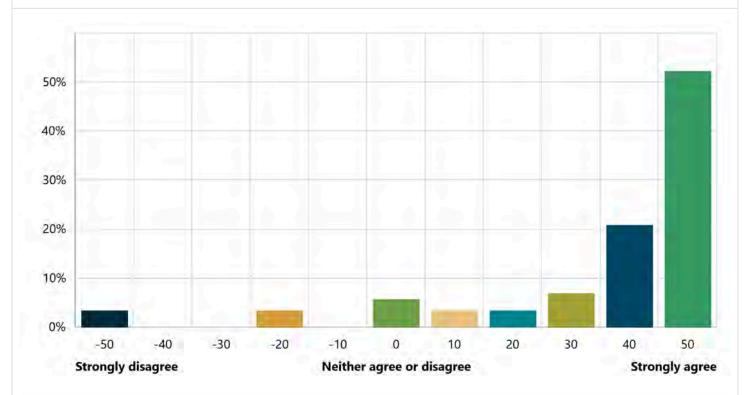
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	44.05%	37
Victory Blvd (from Ontario St to Burbank Blvd)	45.24%	38
Alameda Ave	50.00%	42
Hollywood Way	58.33%	49
Vanowen St	35.71%	30
San Fernando Blvd	47.62%	40
Buena Vista St	50.00%	42
Olive Ave	54.76%	46
Glenoaks Blvd	76.19%	64

# 7. Where have you experienced poor lighting conditions after dark? Check all that apply. Required Multi Choice $\mid$ Skipped: 7 $\mid$ Answered: 82 (92.1%)



Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	29.27%	24
Victory Blvd (from Ontario St to Burbank Blvd)	20.73%	17
Alameda Ave	25.61%	21
Hollywood Way	26.83%	22
Vanowen St	19.51%	16
San Fernando Blvd	20.73%	17
Buena Vista St	20.73%	17
Olive Ave	30.49%	25
Glenoaks Blvd	40.24%	33

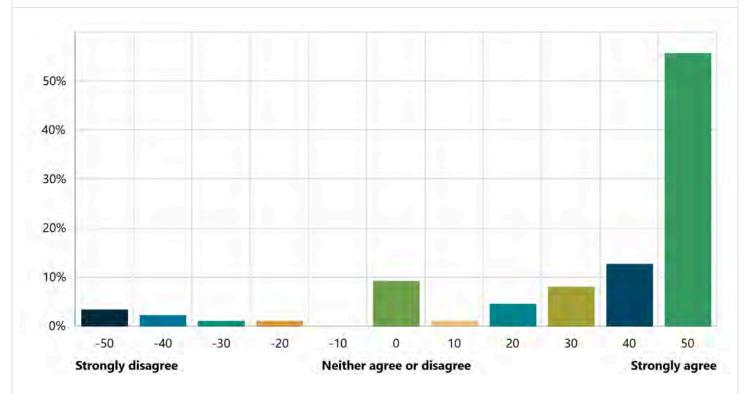
### **8. When making decisions about road or street design, people's safety should be the top priority.** Required Slider | Skipped: 3 | Answered: 86 (96.6%)



Count	Average	Median	Min	Max	
86	35.23	50.00	-50	50	

-50	-40	-30	-20	-10	0	10	20	30	40	50
3.49%	0%	0%	3.49%	0%	5.81%	3.49%	3.49%	6.98%	20.93%	52.33%
3	0	0	3	0	5	3	3	6	18	45

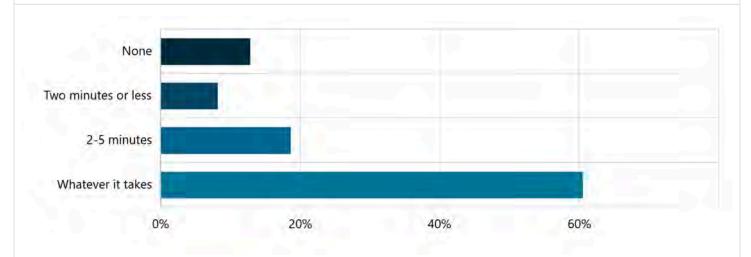
#### 9. In areas where children or seniors may be present, the road or street should be designed to slow down **drivers.** Required Slider | Skipped: 3 | Answered: 86 (96.6%)



Count	Average	Median	Min	Мах
86	33.26	50.00	-50	50

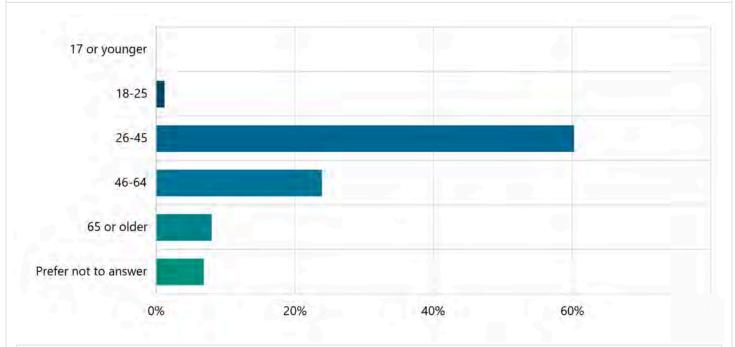
-50	-40	-30	-20	-10	0	10	20	30	40	50
3.49%	2.33%	1.16%	1.16%	0%	9.30%	1.16%	4.65%	8.14%	12.79%	55.81%
3	2	1	1	0	8	1	4	7	11	48

### 10. How much time are you willing to sacrifice in your trip to improve roadway safety? Required Multi Choice $\mid$ Skipped: 3 $\mid$ Answered: 86 (96.6%)



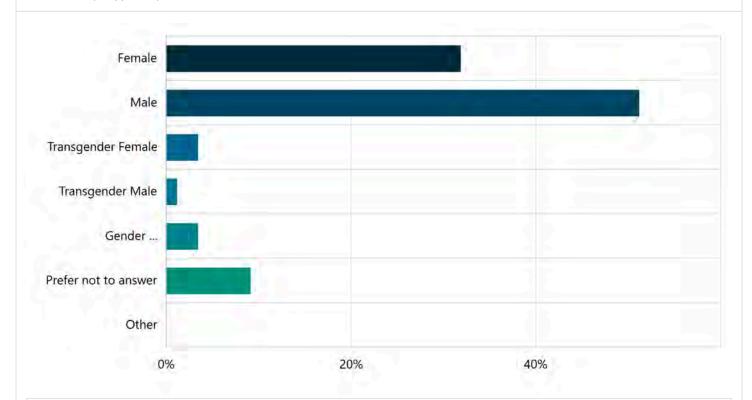
Answer choices	Percent	Count
None	12.79%	11
Two minutes or less	8.14%	7
2-5 minutes	18.60%	16
Whatever it takes	60.47%	52
Total	100.00%	86

### **11. What is your age?** Required Multi Choice | Skipped: 1 | Answered: 88 (98.9%)



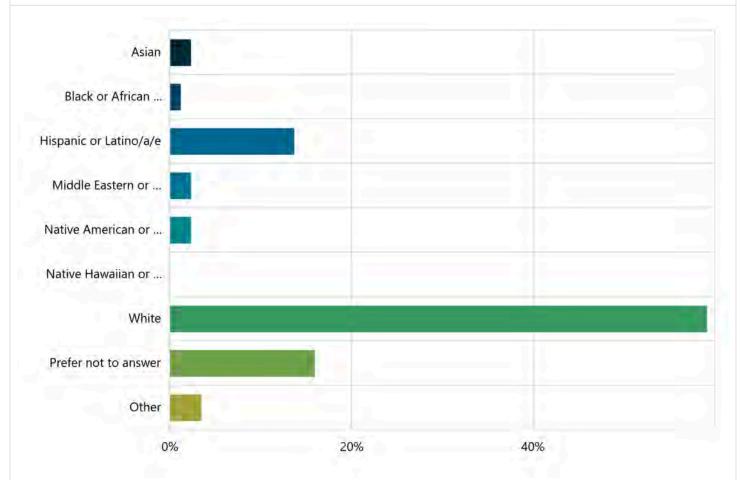
Answer choices	Percent	Count
17 or younger	0%	0
18-25	1.14%	1
26-45	60.23%	53
46-64	23.86%	21
65 or older	7.95%	7
Prefer not to answer	6.82%	6
Total	100.00%	88

### **12. What is your gender identity?** Required Multi Choice | Skipped: 1 | Answered: 88 (98.9%)



Answer choices	Percent	Count
Female	31.82%	28
Male	51.14%	45
Transgender Female	3.41%	3
Transgender Male	1.14%	1
Gender Non-Conforming	3.41%	3
Prefer not to answer	9.09%	8
Other	0%	0
Total	100.00%	88

### **13. What is your race/ethnicity?** Required Multi Choice | Skipped: 1 | Answered: 88 (98.9%)



Answer choices	Percent	Count
Asian	2.27%	2
Black or African American	1.14%	1
Hispanic or Latino/a/e	13.64%	12
Middle Eastern or North African	2.27%	2
Native American or Alaskan Native	2.27%	2
Native Hawaiian or other Pacific Islander	0%	0
White	59.09%	52
Prefer not to answer	15.91%	14
Other	3.41%	3
Total	100.00%	88

14. What is your Zip code? (optional) Short Text   Skipped: 17   Answered: 72 (80.9%)
Sentiment
No sentiment data
Tags
No tag data
Featured Contributions
No featured contributions



15. Anything else you'd like to share with the Safer Streets Burbank team? (optional) Long Text   Skipped: 33   Answered: 56 (62.9%)
Sentiment
No sentiment data
Tags
No tag data
Featured Contributions
No featured contributions



#### **Safer Streets Burbank**

Title/Question:

Untitled

Tool Type:

Form

Report Date Range:

Mar 12, 2025, 04:06 PM

1 Jan 2025 - 3 Apr 2025

Date Exported:

3 Apr 2025 05:34 pm

Date Submitted	Contribution
Date Submitted	Contribution
	Why isn't Magnolia, the most dangerous street in my neighborhood where cars speed, there are no
	pedestrian crossings, and people drag race, not on this list? In Magnolia park people actually want to
	cross the street because they are shopping and contributing to our economy, but it's terrifying to do so
	unless you want to go several blocks out of your way and wait 10 minutes in the hot sun for the light to
Mar 13, 2025, 11:36 AM	change.
	It should be noted that this survey was flawed. Prior to 3/12, it did not allow you to submit unless you
	answered all the question even if the choices did not apply to the respondent. It also forced the
	respondent to answer important safety question without any specifics. The survey was slanted and
Mar 13, 2025, 10:07 AM	unfair. No Bueno.
	In my previous submission stating that I have not noticed unique traffic safety issues in Burbank, I
Mar 12, 2025, 04:49 PM	meant to say my observations are WEST of the 5 (not east)
	The agree or disagree questions are nonspecific, too generalized and unfair. I have not noticed higher
	incidents of traffic safety issues in Burbank from other places in the greater Los Angeles metropolitan
	area. What I have noticed in Burbank (most familiar east of the 5) is there is little traffic congestion.
	The flow of traffic is good and short term and long term parking is abundant and free. Except for the
	occasional bicycle (usually the same two guys) riding on the sidewalk, the pedestrian experience is a
	good one.
	My biggest concern in regards to traffic and pedestrian safety are e-bikes which are apparently allowed
	on sidewalks. That is unacceptable. Personal e-bikes must be prohibited on the sidewalk, as are e-
	scooter, whether there is a abutting empty bike lane or not.
	Burbank is a wonderful 15 minute walking city and an 8 minute driving city. Let's keep it that way and
Mar 12, 2025, 04:25 PM	not ruin it with experiments.
	Feels like they've overlooked the reckless speeding for soo long. Why? Minimum put the speed meter
	permanently on more streets like Alameda and up and down Olive and Glenoaks like the one on
	Riverside. Not that temporary crap. And the one they had temporarily on Alameda flashed red and
	blue lights - I live by there and it got my attention. And the blinking in-ground flashing lights on Main
	that were there years ago for crossing and were great, have never been replaced- we have the
	technology! And most importantly, ticket for Exhibition of Speed and the noise level of these cars. My
	hubby got a ticket for exhibition of speed years ago and I see it going on constantly now. These are
	things we already have in the toolbox. Make the punishment for reckless driving and speeding the

same as a DUI. Both put all of us and our families at risk for being killed in the exact same way.

Impound their car permanently. These will make it stop. .

	Enforce existing laws in school zones, streets, and crosswalks. Narrowing and reducing lanes increases
	risk and creates irritated, and delayed drivers who tend to make careless mistakes. As a motorcycle
	·
	rider, I can say for sure that most hazardous driving is due to, aggressive drivers, exhibition of speed,
	and personal electronic device use. Focus on these for maximum benefit at minimal cost to city and
	impact on good drivers. Survey requires that I enter problem location without offering a "no problem"
	option. This requirement to identify a problem is unethical and dishonest from a data analysis point of
	view. Please disregard my entry of Hollywood Way as a default entry to be allowed to submit this
Mar 12, 2025, 03:11 PM	feedback.
	the survey does not allow to skip the last question. it does not apply to me , not familiar with the
Mar 12, 2025, 01:55 PM	lighting conditions in some of those areas
	Making streets smaller like you did on
	Olive is not safer not for drivers and not for anyone else. This is a very bad policy that meeds
	To be reversed like Glendale did on Brand. I rarely see bikers on these streets. To make everyone suffer
Mar 11, 2025, 11:47 PM	doesn't make sense.
	Consistent and maximum enforcement, no warnings. Anyone who experiences Burbank traffic are
	aware what they are doing. willful disregard for traffic laws is the rule. More innocent people are going
Mar 10, 2025, 11:41 AM	to be killed if the city doesn't get a handle on the reckless drivers.
	Have designated bus lanes on major roads, more pedestrian crosswalks in between avenues and more
Mar 06, 2025, 07:17 AM	bike lanes. also bicycle repair stations and street signage advocating to share the roads.
	Speed bumps in the neighborhoods, especially near schools and library, please. I see the flashing signs
	on Glenoaks that say slow down, but people ignore them, and they roll thru stops. I'd love for Burbank
Mar 05, 2025, 07:32 PM	to be more walkable, right now it doesn't totally feel safe to walk in certain areas.
	The Olive Ave restriping that you did above Glenoaks is a borderline disaster. The one lane of traffic
	with a parking lane and a giant median is NOT safe. I drive up and down it every day, and I see cars
	parked on or over the white line all the time, which means that they're at higher risk of being side
	swiped. Even if they're inside the line, if they open their car door, they'll get hit, because there isn't
	enough room. To feel safe, I straddle the yellow line on the other side, which means I'm driving
	partially in the median. I also have to enter the median because cars frequently park in the single
	driving lane with their emergency lights on (or not), which obviously isn't safe, and is what the median
	is supposed to be used for. Lastly, it's tricky to see cars turning left when they're at a stop sign facing
	the opposite direction from me, because they're basically turning left from (what used to be) a right
	hand lane, and I'm in the opposite right hand lane facing them. With how wide the entire road is, that
	means I'm essentially having to look across (what used to be) four lanes to see them. If we're both
= 1 00 000=	going straight, then it's fine. But if I'm going straight and they're turning left, an accident could happen
Feb 20, 2025, 04:48 PM	from me not seeing that, because of how far they are diagonally across from them.
	Speeding is a major issue in some areas like Vanowen. Another issue is when large trucks usually
	commercial are parked in residential areas and block the line of sight of drivers when trying to make
Feb 19, 2025, 09:16 PM	turns.

	First, Thank you:
	I'm thrilled that Burbank has great planners pushing ahead with accessible mobility campaigns,
	Complete Streets designs and active transportation focus. It's a dream! Now onto the political will, COMMUNITY SUPPORT and billions \$ to make dramatic shifts physically and culturally.
	OP/ED section:
	We've been cornered, crippled and suffocated by the auto industry's century-long campaign to insure car dominance and dependency. I'm an apologetic car owner who tries to minimize driving and maximize cycling for all practical errands and commutes. I love the joyous simplicity and utility, the low cost, silent, low impact wonder of bikes. I can't believe everyone doesn't love them! Of course bikes aren't for everyone they can only serve about 95% of the population.
	Request: Please test all proposed designs with an experienced 8-80 committee get on small-wheeled electric
	chairs with paraplegics and go down the ramp pointed toward the middle of the intersection, or try getting across a bridge; push kids in a stroller; ride with kids going to school or the park; maneuver ramp switchbacks on a loaded cargo bike & trailer, etc. Real world tests expose what's missed or dismissed when compliance is met in an office.
Jan 15, 2025, 10:02 PM	Enormous huge thanks & great cheers for pushing forward. Onward!
Jan 15, 2025, 08:54 PM	The level of lawlessness on the roads the last few years is unprecedented.
	Please arrest and prosecute speeding individuals to the fullest. Especially teen and young men who are the biggest offenders. Make an example, arrest them, and then maybe, just maybe they'll finally realize
Jan 15, 2025, 09:37 AM	that they are not untouchable. So sick of it all.
	I have almost been run over as a pedestrian on Glenoaks multiple times. This has occurred at all hours of the day and night. I like the recent addition of left turn arrows on several Glenoaks cross streets- but they do not protect pedestrians if they are not set to turn to a red arrow. It is typically a vehicle trying to turn left that tries to run me down because drivers are just not looking for people in the crosswalks.
	Additionally, I cannot understand why BPD does not have a presence on Glenoaks to catch people racing, speeding, weaving in and out of traffic, etc. This happens with extremely loud engines revving right in front of the police station, yet nothing changes, and no enforcement occurs. Even after the multiple fatalities of those innocent young people at Glenoaks/ Andover, no real enforcement started.
	Please start giving hefty fines to these irresponsible, selfish, car-obsessed people with their overly tinted windows and loud modified exhausts, who drive in such an unsafe manner that I am afraid to walk and drive in my own city. There is no excuse for allowing them to continue to act in such a
Jan 15, 2025, 07:13 AM	dangerous manner.
Jan 14, 2025, 04:24 PM	We also see a lot of front sidewalk trash dumping-old furniture etc. how can this be mitigated?  I wanted to take a moment to thank y'all for doing what you can for people. Safe transportation, as you know, is incredibly difficult to manage, especially when having to balance the wants of drivers and the needs of pedestrians and bikers. I'm of the stance that pedestrians' and bikers' safety, and dedicated lanes for emergency vehicles and buses take higher priority than typical commuter vehicles. It's
	unfortunate that in order to make every other form of transportation safer, the advantages of driving need to be chipped away and more inconvenient. But there's limited space in this great city and a new halance needs to be struck

Jan 14, 2025, 10:08 AM

balance needs to be struck.

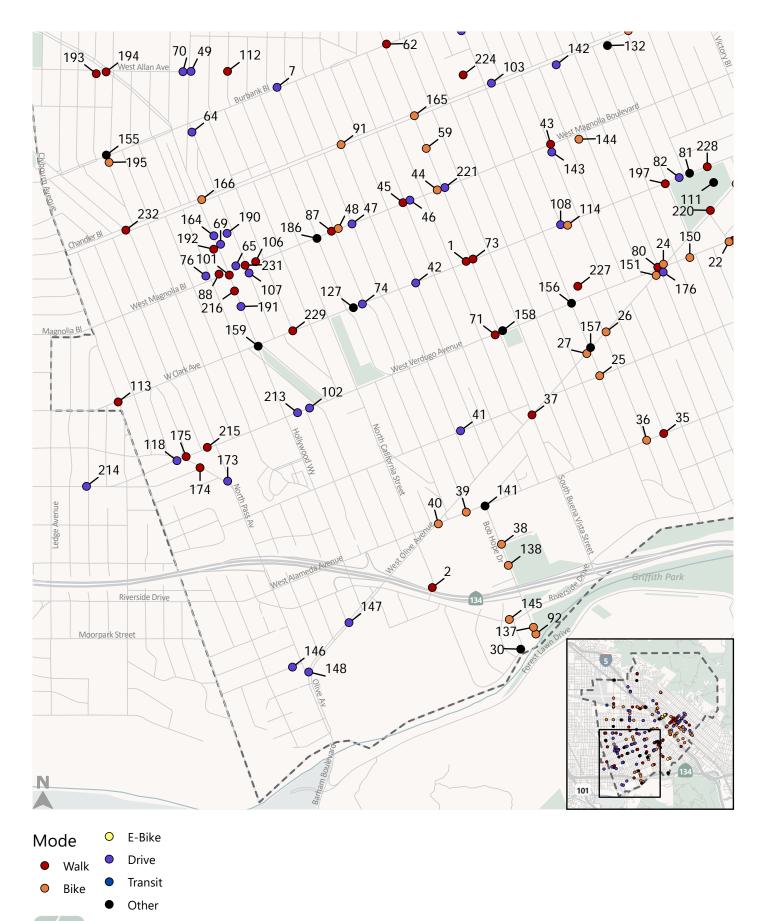
Firstly, all of the bike lanes in Burbank should be converted to protected bike lanes. Secondly, all of the
bike lanes should be connected to each other. Lastly, the bike lanes should be connected to the bike
infrastructure of the other cities in Los Angeles County.
Biking in Burbank is incredibly difficult. Realistically, we should be prioritizing the safety of all
pedestrians.
We would hill a least that are refer how and also the bell and any live are the shorts. And we had the DDT
We need bike lanes that are safer beyond plastic bollards or lines on the streets. And yes to the BRT.
Put all way stops on Clark from Addison to North Hollywood Way.
More bike lanes will remind drivers to share the road, thus making them slow down- and we'd have
safer roads
I love the progress you have made with bike lanes. I would love to see more protected bike lines and
increased usability, like lights changing every so often without needing to get onto the curb and press
the beg button. Also connecting existing bike routes would be huge. Also getting across the
freeways/railroad tracks as I currently only use the large ramp near IKEA to get across because it's the
only one where I don't have to be beside cars going high speeds. Thank you for all your continued hard
work, I can't wait until Burbank becomes a world class bike friendly and accessible city:)
Road diets are a scam. Don't remove traffic lanes.
Give pedestrians more priority - change the lights more quickly on Alameda, more crossings and please
stop prioritizing through traffic over local foot and bike traffic
Crossing the freeway on foot is the biggest issue I've ever had in Burbank. Every other problem can be
easily avoided with an alternate route, but there are so few ways to cross over the freeway and ALL of
them feel too dangerous. The Burbank Blvd overpass has a safety fence, which is good, but you have to
cross multiple freeway on ramps to use it, which is much too dangerous with the way people drive. The
Magnolia and Olive overpasses have guardrails which are so low they provide no safety at all. If I were
to trip or get bumped by another pedestrian on the narrow sidewalk I would fall right over. I waited
years for the San Fernando underpass to be finished so I could walk to the Empire Center, but it too is
too dangerous, requiring me to cross an on-ramp that drivers making a right-on-red often don't even
slow down for. Likewise, they follow right behind the car in front of them, making a chain of drivers
taking rights-on-red without looking for pedestrians. As mentioned in my comment on the map, I
would often find myself having to shout or wave my arms in order for someone to stop and let me
cross when I had the light. It was way too dangerous and stressful and I gave up on it after only a
handful of uses.  I have a small child and a terrified about walking and biking to school. A father and child were recently
hit at a school crossing near our house.
EVERY TIME I leave the house I see (whether biking/driving/walking) no matter where I go in Burbank I
witness aggressive driving and or traffic violations. I wish there was more policing and traffic tickets for
anytime who does this in Burbank. It feels like purple so this in the regular because they know there

Downtown burbank area would greatly improve a sense of community and be more useful if it was closed to car thru-traffic on weekends. Ventura downtown does this. Crossing the 5 freeway on a bike on Burbank blvd is a terrifying experience but one of the only routes. Requires crossing freeway on/off ramps unprotected and a bike lane that switches mid road where cars are at high speeds and not looking for bikes. I've been harassed on my bike while driving on Kenneth ave bike blvd on several occasions due to no separation between cars/bikes and drivers not understanding the roads purpose. The empire center is actively dangerous without a car to go between stores. I've seen people climbing boulders to cross the center due to essentially a single path to connect the lots across the main thru street. Bike lanes should be separated from car traffic by concrete or curbs on all major routes. Unbroken bike routes should be prioritized between major points of interest. Routes like chandler bike path should be a model across the city. It has almost no points of interest yet is loved by the community and has frequent flow of people on foot or wheels. Jan 04, 2025, 07:34 PM Busses should get their own lane when possible. The bikes are a big problem for me as a pedestrian. I got hit by a biker who was speeding and ran a red light. I flew into a busy street and would have died if there was a car passing by at that moment. I got lucky. There are too many bikers who are dangerously ignoring the rules. I also have noticed a lot of car drivers breaking the rules too. For example, the road by the airport recently got changed from two turning lanes to just one. A lot of people cut the line and force their way in, ignoring the rules. This makes the intersection dangerous. It would be nice if a police car could be stationed there, even just for a few hours a week. If people started getting ticketed for aggressive driving/unsafe merging, it would probably deter the bad drivers. Thanks for doing the work to improve the roads!:) Jan 04, 2025, 06:32 PM Luxury vehicle drivers speeding and driving recklessly as if they have enough money that a ticket isn't Jan 04, 2025, 05:08 PM relevant. Burbank needs to impound about a thousand bmws and Mercedes if you want it to change We need more fully-separated or protected bike paths, like Chandler or the Burbank Channel. Connecting Chandler further to the east and to the Metrolink station should be a first priority. Jan 04, 2025, 03:52 PM Please stop changing the streets. Olive above 5th is a ridiculous design. More stop signs along Kenneth and Bel Aire does nothing. Cars still run them. Illegal U turns and running red lights is common along Glenoaks. Where is BPD? Rarely do I see them out. Until people have a consequence from breaking traffic laws, they will do as they want please. Also I should not have to answer questions above that don't pertain to me. I don't ride a bike and don't Jan 04, 2025, 03:16 PM experience difficulties in walking. Poorly designed survey. Wish there were protected bike lanes and San Fernando / olive to Magnolia should be only for Jan 04, 2025, 02:31 PM pedestrians. stop taking away driving lanes for more bike lanes that no one ever uses. make san fernando a two way street again with parking because it is hard to get through and not everyone lives close enough to walk there. make olive ave a two lane street again because the new set up sucks and drivers are driving way too close to parked cars and traffic has gotten worse on this street. Jan 04, 2025, 02:25 PM

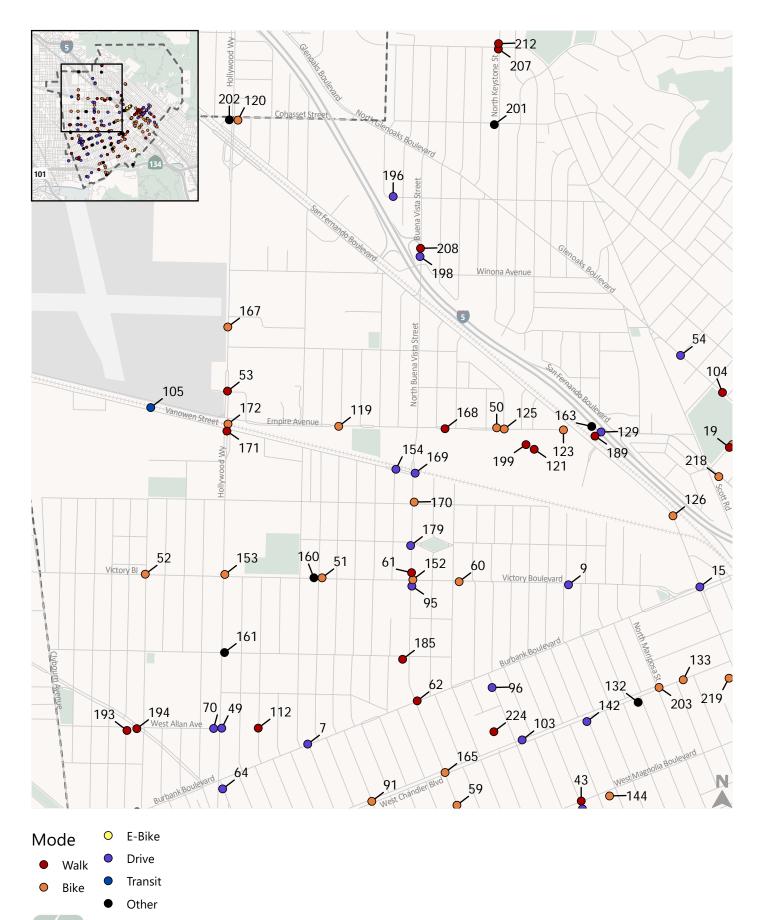
	The "improvement" you made to Olive above Glenoaks is ATTROCIOUS. I walk to my doctor's office
	over there and I feel less safe walking since all the speeding cars are now right next to the parked cars and im constantly worried that cars are going to crash into the parked cars. The giant middle section
	confuses drivers on where to go when they need to turn and I've seen multiple cars almost hit other cars. What is the point of the yellow stripped median?
	The Burbank Bridge and San Fernando are also completely unsafe. The lane markings for cars on the bridge is confusing and people enter the wrong lane all the time. On San Fernando heading from
	Sprouts to the mall has the worst merge I've ever seen and cars are constantly about to hit each other and honking. Who thought it was a good idea to go from multiple lanes to one straight away to 2 lanes?
	I want safer streets, but so far all the city has done is make them unsafe for pedestrians and drivers
Jan 04, 2025, 12:44 PM	three times over. I have lost confidence in the city planners here.
Jan 04, 2025, 11:38 AM	i can't walk one block outside my house without seeing the most insane dangerous driving and almost being hit. I'd also love to be able to bike in burbank but do not feel safe
Juli 07, 2023, 11.30 AIVI	Semb man a discrete to se district since in sursum sur do not reer sure
	Painting lines on the street does not help people are riding their bicycles. We need a hard barrier
	between traffic. Moving the parking lane is one option I've been in support of. Drivers are more
	distracted than ever and it's just not safe. I ride on the sidewalks, respectfully of pedestrians because
Jan 04, 2025, 11:02 AM	refuse to put myself 1 foot away from a distracted driver doing 35 miles an hour with no protection.
	Please have more consideration for the majority of road users WHICH ARE MOTOR VEHICLES when
	making road changes. For example, road diets on streets such as Verdugo severely impact motor
	vehicle users with increased congestion and delays while serving to benefit very few cyclists (look at
	the traffic count of cyclists vs. motorists on Verdugo). Trying to improve safety of cyclists and
	pedestrians is a good thing but if that creates extreme externalizes such as congestion, gridlock, etc.
	you are impacting the majority of road users for the benefit of the very few. Please don't let the lates
Jan 04, 2025, 10:38 AM	trends in urbanism override common sense.
	Please adopt LA's no parking within 20 feet of a curb law - my neighbors continually block alleyways
Jan 04, 2025, 09:01 AM	and entrances with their huge trucks and SUVs making pulling out into the street difficult.
	Traffic calming everywhere world be much appreciated, especially on Glenoaks, but even the tertiary
Jan 04, 2025, 08:24 AM	streets in the neighborhoods — roundabouts, raised cross walks, etc
	When making decisions about street improvements: pedestrians should be at the forefront of priority
	Traffic violence is the number one cause of death for children in the US. Making our Burbank roadway
Jan 04, 2025, 07:02 AM	safer is a way to measurably reduce that number.
	Burbank could be great for pedestrians, why isn't it?
Jan 04, 2025, 06:58 AM	I love the changes made to San Fernando.
	I'd love to see bike lanes are are actually protected by barriers. This could be as easy as switching bike
	lane and parking lane in some areas. Bad bike lanes are bad for everyone because cyclists are too
Jan 04, 2025, 05:20 AM	scared to use them and drivers get aggravated to see empty bike lanes that could be car lanes.
	You have already slowed down traffic to a crawl in Burbank. All of those artificial dead ends you built
	by the Whole Foods force everybody to use Hollywood Way or Buena Vista, and now you want to
	further complicate something that is unbroken. With a survey worded this way, no wonder you were
	going to get results that say things are unsafe. They absolutely are not and you should find a new
Jan 04, 2025, 12:16 AM	project that actually helps people to work on.

It is absolute lunacy that our city is talking about "Complete Streets" and then focusing on like 10 areas. This is not a serious effort. People in Burbank do not have the freedom to consider alternative transit because we are completely held captive by the idea that the automobile is the only form of transit that deserves good, convenient infrastructure. Until we have leaders who show some courage and initiative, we will be given half measures like this whole project. It's absurd. "Bike lanes" like the one on Verdugo are not safe, period. Honestly ask yourself if you'd feel comfortable putting a 10 year old child in that lane. The studies are done. Grade separated, protected bikeways like Chandler are the only infrastructure that will actually attract users. Infrastructure needs to get people to where they need to go, not by picking some random stretches of roads and putting some paint in the street. Are we seriously still debating this? This is infuriating, stop submitting to entrenched, entitled people and do
what's right.  BUSD needs BPD or trained crossing guards at all BUSD schools. Huerta has a gracious volunteer doing
it now but she's not trained and she herself would like to see the schools step up on street safety. We need the city to step up where BUSD won't.
Triple the traffic enforcement division. Maximum enforcement with severe penalties are the the only way to get compliance. Target the core group who is committing the majority of the dangerous driving.
I am an experienced bicyclists and am comfortable riding on the street but recently I have been having to visit a family member daily at St Joe's hospital and have been riding my bike there from the Magnolia Park area. I have been having to ride on the sidewalk during the afternoon peak because I no longer feel safe riding on Buena Vista between Alameda and Magnolia.
The Transportation Commission and City Council should be mandated to ride a bike with their families at peek times along the corridors in this plan. If they would not recommend that their families ride and walk on these streets they should amend the plan to provide safe streets and alternative biking routes. Thanks!
I've attempted to reach out to council members about this issue and have had no response. I'm glad
Burbank is taking this seriously, but we need more engagement on this issue.
All drivers shouldn't be punished because of the unsafe drivers.  Are the updates on the East Olive study going to be released?
Please disregard the survey answers on the following. It would not let me submit without an answer. I do not ride a bike and have not experienced difficulties crossing the streets.  Where have you experienced difficulty crossing the street? Check all that apply. Required (NOT
APPLICABLE)  Where have you experienced discomfort when riding a bike? Check all that apply. Required (NOT APPLICABLE)
Where have you experienced poor lighting conditions after dark? Check all that apply. Required (NOT
APPLICABLE)  Many of these questions also apply to Magnolia Boulevard between Hollywood Way and Buena Vista.
Given the number of businesses and pedestrians, the City of Burbank should consider more crosswalks with flashing pedestrian signs crossing Magnolia and a road diet to 1 lane each way.
Ever consider increasing the number of law enforcement officers in the department to help mitigate the growing population of our city? Because with growth of population, comes growth of violations of
said population. Just an option.

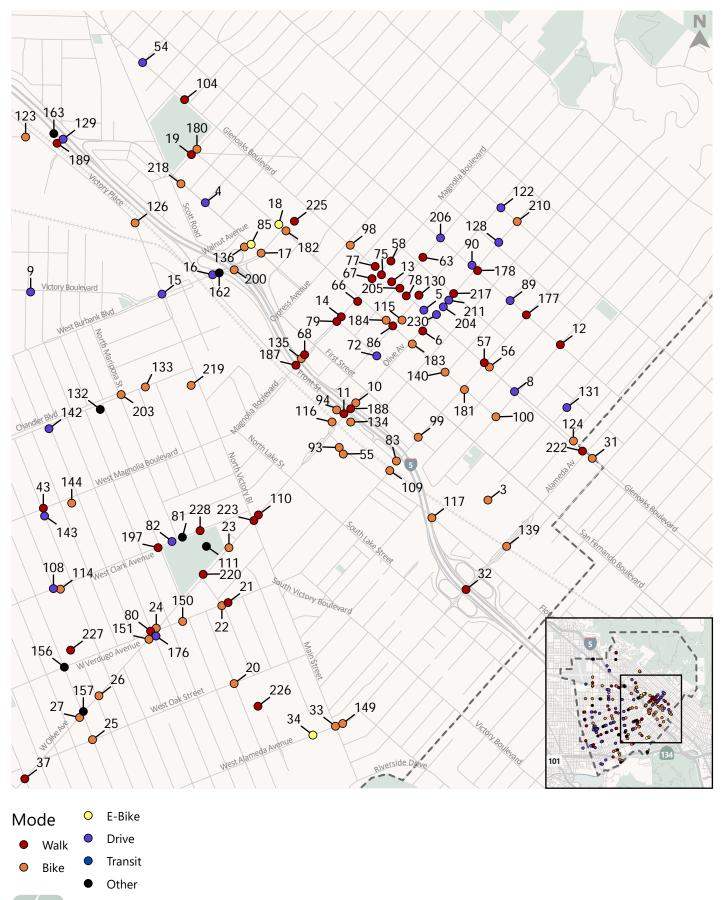
Place your motor cops where the racers are. Glenoaks, San Fernando. Other than that do normal patrols. There is enough crime going on at any given time that you don't have to sit and wait for
someone to go by at 5 over the limit
Better crosswalks, especially near the freeway. Walking over either bridge is scary anytime of day.
There needs to be better pedestrian options that are safer.
How can e-bike regulation discussion relate to this plan?
Riverside dog park plans currently don't have crosswalks
Shade and access to water are important to combat heat/sun, especially near bus stops



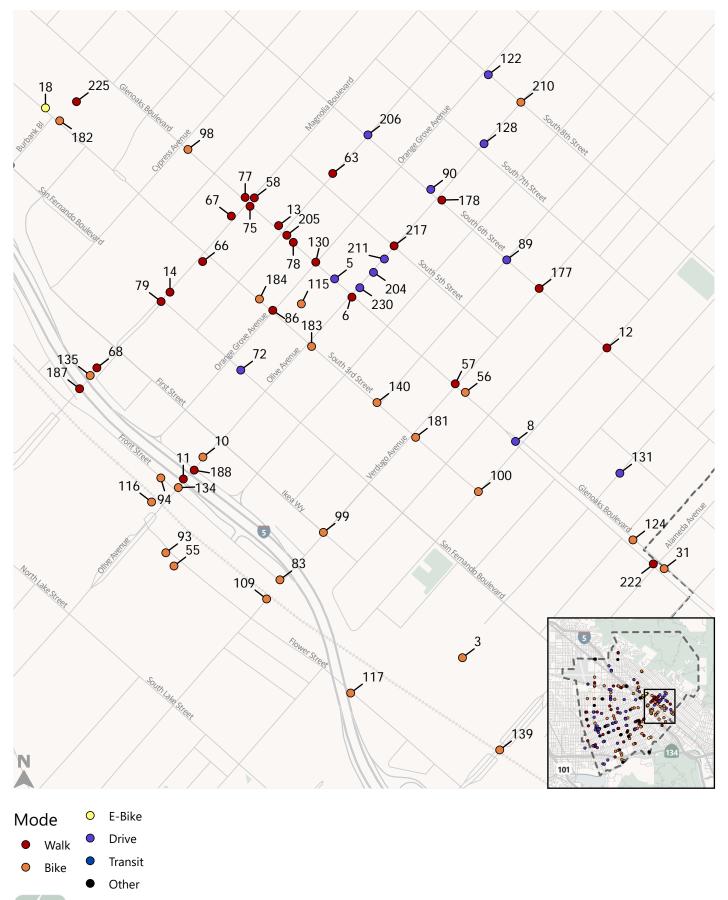














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	50	amend that!

	I've recently started to avoid walking down Glenoaks because I do not feel safe as a pedestrian, even in the middle of the day. I've nearly			
	been hit multiple times by oblivious or impatient drivers making quick turns when I have the right of way to cross. I've also witnessed			
	drivers speed through red lights during the early morning as I am walking to the bus stop.			
57	Drivers treat this street as if it were a recent sack, and that is largely due to the width of the lance. Narrowed lance, such extensions, and			
	Drivers treat this street as if it were a race track, and that is largely due to the width of the lanes. Narrowed lanes, curb extensions, and speed bumps are a few ways to discourage speeding and improve safety. A *protected* bike path on Glenoaks, with an actual physical			
	barrier (i.e. planters) would be a great addition as well.			
F0	The timing of the pedestrian lights crossing Glenoaks is too short. It's approx 15 seconds, with the opposing light approx 1m45. If			
58	emergency vehicles are incoming from the station one block away, you miss the light and have to wait a cycle.			
59	A protected bike lane on Buena Vista would make a great north-south route for cyclists and ebike riders			
60	A protected bike lane on Victory would make a great additional east-west route for cyclists and e-bike riders			
61 62	An APS signal is needed at this busy intersection.  My father is visually impaired, and APS device would be beneficial in this intersection.			
63	Drivers are speeding up and down Palm all the time. You wouldn't think it's a residential area.			
64	Cars try and turn left onto Hollywood Way from N. Cordova and try to cross all lanes. Many near misses. Put up no left turn sign at Cordova.			
65	Cars constantly double parked along Magnolia for Portos. People just stopping and getting out in middle of street for Portos. Portos needs to come up with a better solution to control traffic and parking issues impacting all.			
66	The planters without grills take up half the width and make two-way pedestrian traffic hard. They all need to have grills.			
67	The combination of planters that take half the width and driveways that slant the entire width makes this difficult to use with two-way pedestrian traffic.			
68	It's really scary to walk on this bridge. The sidewalk is narrow and the guardrail is low.			
69	Cars still try and turn left into Target parking lot causing backup and near misses. Put up more car barriers so they can't turn left into parking lot.			
70	Many near misses with cars trying to turn left from Allen onto Hollywood Way. Way too busy of a street to allow left turn here. Causes backups and also near misses with traffic collision. Make a no left turn intersection.			
	Extremely dangerous intersection to cross in any direction. Cars often don't stop at red lights to turn right and don't look for pedestrians.			
71	A woman was killed there last year for that exact reason. Need a way to make cars stop before turning right as they race down to get to freeway and areas further down.			
72	This diagonal parking/different colors/messy-posters-covid-sidewalk -seating barriers is a confusing mess. Feels like you're in Culver City.			
73	Pedestrian walk signal does not activate unless button is pressed. (there is no green left turn arrow, only a yellow left turn arrow that doesn't always flash) This is common at other intersections. Not sure what the logic is. Walk signal should flash whether button is pushed or not.			
74	The dumpster that has been parked on this corner for a year prevents drivers from seeing stop sign. Especially at night.			
75	There is a good amount of red light running here. Have to wait a few seconds after the light turns to make sure no one is coming.			
76	Cars driving East-bound on Magnolia often run the red light here.			
77	Drivers get impatient here, turning N on Magnolia to E on Glenoaks. I've been nearly hit several times.			
78	It is not safe to cross Glenoaks here. One has to walk to Orange Grove or Magnolia. A crosswalk would be nice.			
79	Would it make sense to change the crosswalk timing here to make a pedestrian scramble? I feel like these work well in Glendale and Colorado in similar areas (think Colorado Blvd).			
00	this intersection is dangerous for pedestrians crossing, as cars turning are very likely to hit people crossing Verdugo when the lights			
80	change. Visibility is challenging.			
	Evenesive appead from Vietany to Buone Vieta on Clark, failure to etan at etan sima. I have seen appead as high as Court has a see			
81	Excessive speed from Victory to Buena Vista on Clark, failure to stop at stop signs. I have seen speeds as high as 60mph. No one complies with the speed limits 25 mph or 15 mph while children are present. NO ONE! Some of the worst violaters are local residents. I			
	know, because I see the same vehicles daily. Fail to stop before turning right or left at stop signs. Not yielding to pedestrians.			
82	Only 30% of drivers stop on Clark.			
	So glad to see the quick build Front Street and Verdugo bike lane connecting downtown to the Metro station. No more dodging sidewalk			
	blocking utility poles or cutting through the bushes to get into the parking lot and as far away from the frenetic drivers' inattentions as possible. The sidewalks still need wheelchair review and upgrades.			
83	Gosh! That stinky old I-5 is an offensive, blaring barrier to peace on earth or any semblance of good health or modern "livability."			
00				
	How about removing the I-5 for an organic agriculture & wildlife corridor? Since the corps of engineers and Caltrans destroyed the natural wash, along with Burbank's "small town charm"; that too should be restored.			
	I'll bring my pickaxe and a couple thousand of my closest friends with banjos & wheelbarrows.			
	This fella seems upset that our vast police resources won't be singularly utilized to make sure a 150 lb biker follows the same rules that			
	they don't even enforce for the 4,000 lb SUVs cruising through stop signs all over town at dangerous speeds. One time a car failed to			
84	stop at a stop sign and I crashed into them on my bike. My bike got busted up while thier BMW got a minor dent. There's a			
	weight/power/destruction imbalance between these 2 means of transport, let's make sure we prioritize enforcing traffic laws on the ones			
	able to inflict great damage.			

85	Oh man going East down San Fernando on a bike - I love and appreciate that there's a bike lane all the way down this road. But at these				
	2 intersections the bike lane shifts and cars are crossing left and right and man do you have to be hyper aware as a biker.				
86	An all cross signal would be great here. Making downtown Burbank pedestrian/bicycle only would be even better!				
	Been begging for a pedestrian crossing here. It'll help slow down the fast traffic and I won't have to cross the street here without fearing				
87	for my safety. So many folks cross this bc the other pedestrian crossings are farther away. This is an easy lift!				
88	All cross signal here would be fantastic.				
89	Can we please put a stop sign here? Cars going north/south go very fast, and there's not a lot of visibility if you're going east/west. I				
89	always feel like there's a car accident waiting to happen when I drive through here to get to Verdugo.				
	I wish we could make one of these lanes a dedicated bike lane. Other than that, I drive this street every single day and the only issue I've				
90	seen w/ the new re-striping is impatient drivers using the middle lane to bypass other cars waiting at the stoplight. I have never had an				
	issue with cyclists at this intersection.				
	Chandler is a world class awesome bikeway but it is also a barrier to north-south travel by wheelchairs, strollers, and bikes.				
91	Crossing ramps are needed between the existing street crossings. Some stretches of the Bikeway are close to a half mile without				
	crossings or access. This no problem for drivers in climate controlled luxury cars but for human beings exposed to high heat, pouring				
	rain or cold nights, it can be unexpectedly serious.				
	Grand parents peddling with kids on bikes or people dependent on wheelchairs must choose between one of two death-defying, high-				
	speed, car-dominated routes over the LA river:				
	1. the Riverside bridge over the 134 fwy or 2. the Barham bridge.				
92	If the equestrian neighborhood wants exclusive control of the publicly-financed "no bike" Mariposa Bridge, how about shifting all the				
92	costs of inspections, liabilities, and upkeep to an exclusive EQUESTRIAN DISTRICT IMPROVEMENT TAX.				
	COSIS OF ITISPECTIONS, HADILITIES, AND UPREED TO ATTEXCUSIVE EQUESTRIAN DISTRICT INFROVEMENT TAX.				
	The City could then re-allocate the public funds to a bridge that serves the greater public, such as the proposed bridge at Bob Hope				
	Drive.				
	This is a great class 1 bike path used by neighbors and travelers of all ages!				
	The is a great state of this pain asset by heighbors and maistered of an agest				
93	WELL DONE!!!				
	Let's get it connected to the LA River!				
	The metro station bike parking room is in bad shape and looks like it hasn't been cleaned since the Obama admin. How about a bike				
	parking clean up day?				
94	Also the bathroom was a vandalized horrific mess and something suspicious was happening in the stall.				
34					
	Definitely not a good first impression to Burbank visitors nor an incentive for the grandparents & grandkids to travel by train.				
	GRRRR!!! Vandals!				
0.5	This signal needs to have the left turn light function even if there are no cars in the left hand turn lane when the camera scans. People				
95	exiting Ralphs, the BofA ATM lot drive extremely fast in the middle lane trying to get the left turn arrow.				
	This is a high accident corner involving left hand turns  This intersection is not aligned going North South. The signals for N-S are long and encourage people to drive the alleys in order to get				
96					
	across.  This may be the only spot in the state that specifically has a "no bikes allowed" sign. Like you can't even dismount and walk a bike				
97	across. And police enforce this. I don't think this is even allowed under state guidelines. Can we look into this and allow bikers to cross or				
57	and off their bikes? Equal access for horses, bikers, and pedestrians.				
	One time I went up Cypress and then turned right on Glenoaks and wow I'll never do that again because drivers RACE up and down				
98	Glenoaks at all hours of the day and only view roads as suitable thruways for vehicles. They pass close and fast, none of that required				
00	3ft or changing lanes to go around a bike.				
	Love that there's now a bike lane here, and that it's protected around the turn! But it's a little difficult to get onto when traveling South				
99	down Verdugo and I have to cross onto the other side with oncoming traffic.				
400	Biking east on 3rd st, this dead end is very scary. Cars parked near the corner create huge blind spots. I have to venture out slowly until				
100	I'm well into the lane before I can see clearly in both directions to ensure no cars are coming.				
	Agreed! An all cross pedestrian signal is needed at this intersection.				
404					
101	The signal lights should also be placed on the near side of the intersection rather than the far side so cars stop before the crosswalk.				
	Too many people stop (or don't stop) after they have driven half way around the corner.				
102	Time to go back to Verdugo with two lanes in either direction. Cars headed east line up to Pass Ave waiting for the Hollywood Way light.				
102	Bicyclists don't use Verdugo they use Clark to the north, Oak to the south to ride or the Chandler bikeway.				
103	Please note that there is NO comment suggesting that Chandler be changed to one direction on each side.				
	Just like school zones with 15 mph speed limits, driving speeds around parks should also be limited. The power and speed of cars				
104	needs to be restricted like tobacco, as a public health threat.				
	Glenoaks is too wide and too fast. It needs protected bike lanes and calming measures for universal access				

	I have dropped off & picked up passengers, and used this Amtrak platform for train service. It's design is an embarrassing leftover and
	afterthought from the last 2 centuries. Traffic is frantic, parking is hideous, there are no reasonable ADA, pedestrian or bicycle access
	points.
105	
	Is this a City, Amtrak, or other agency's jurisdiction?
	I hope it will receive a COMPLETE station redesign that integrates it with the airport; with the redevelopment of Fry's, and gets
	convenient, safe connections to local neighborhoods by all modes.
400	There have been numerous near-miss accidents involving pedestrians jaywalking across Magnolia Blvd at Cordova St. I urge the City to
106	install a flashing crosswalk to enhance safety and prevent potential accidents.
	The corner of Magnolia and Hollywood Way is a nightmare. A big issue are the Uber/Dash drivers who are jaywalking across the street
107	to pick up orders. They are also stacked up on the corners, take all the parking spots and just hangout. Porto's needs to create a pickup
	lot or something safer.
100	This set of 3 stop signs in a row is understandable because of the school, but makes it very annoying to drive through at any other time of the day or night. I'd love to see a set of circles or other road diet artifacts replace the jerky stop-and-go situation with a slow, smooth
108	drive.
	A bike & pedestrian bridge crossing the railroad tracks at Verdugo could reconnect the neighborhood divided by the freeway and
109	railroad.
	Agreed, prohibit right turns on red.
110	Also, position signals at the entrance of intersections not in the middle or on the exit side of the intersection. Cars will stop further back
	from the pedestrian crossing.
	Agreed too, raise pedestrian crossings so drivers feel the difference and pedestrians stand taller.
	With the upcoming Olive Park Rec Center redevelopment, fully accessible routes to the park will be more important than ever.
111	All parks, schools and public places need routes that pass the 8-80 test. Strollers, wheelchairs, walkers, bikes and boards need safe
	access. People own cars, not the streets. Those who truly need cars also need ADA parking for those everyday short trips. Others need
	safe routes free of high speed hubris and dismissive distractions.
	Lima Street is located 1 block from Brett Harte Public Elementary School. Yet Lima Street is one of the only streets in our neighborhood without sidewalks or speed bumps. As a result, families that live on this street must walk in the main street with cars whizzing by (too
	fast, often not paying attention fumbling with phones/car dashboards.) It's a miracle no one has been hit by cars racing down the street.
	And, ironically, the reason many cars are speeding down the street is to drop their kids off on time in the morning at 8:22 am PT. Lima
	Street is home to many families with young children. This roadway connects a Public School to a popular Public Restaurant (Coral Cafe.)
	The current solution is either:
112	
	A) Walk in the streets with your children, ducking between parked cars when oncoming traffic pays you no mind (unsafe)
	D) Wells on populate laying (acts, but transposing on private property.)
	B) Walk on people's lawns (safe, but trespassing on private property.)
	Every parent on our street has asked: "how can we get a public sidewalk made by the city?" I am hoping to make this sidewalk happen.
	And I am happy to work with the city to make it happen for the betterment of the community.
113	Vehicles frequently run the stop sign here and have almost hit pedestrians
	During peak traffic hours, lots of students bike, skate, scoot & walk to Burroughs High School. These active transportation champions
114	deserve recognition for their service to humanity and commitment to a healthier, cleaner world. They will also be more likely to continue
	their habits into adulthood and support safe, humane, accessible mobility.
115	The bike parking enclosure at the Community Service Building smells like a urinal and houses an organic waste dumpster with its own
115	composite fragrance and diverse wildlife. Since few bikes are ever parked there how about putting an electric car charging station in the enclosure beside the organics bin. Just sayin
	The ADA ramp connecting the train platform to the west side parking lot of the Metro station has a 180 degree turn that directs wheel
	chair users AWAY from ADA parking.
116	The 180 turn is also too narrow for long frame cargo or tandem bikes. Even for standard frame bikes this ramp turn is annoyingly tight.
	By cutting the railing at the curve and adding a north bound ramp extension, the tight turning radius problems would be solved and exiting
	in two directions would be possible.

	If you need a creepy, isolated, freeway-adjacent crime scene for your bicycle slasher movie, look no further than the Caltrans bike bridge connecting Flower Street to Santa Anita. Few people know it exists and fewer still have any desire to set foot or wheel upon it.			
	Good luck finding it; the entrances are secluded, unmarked and forbidding. The filthy surroundings roar with freeway noise. There are littered encampments, mattresses in the shrubs, ripped clothes on fences, eroded embankments, broken glass and shadowy repetitive concrete pillars.			
117	Ride it alone on a cold foggy night and you'll get jumpy creep show jitters equal to a real \$18 Hollywood horror movie.			
	The ride over this bridge includes about a thousand feet of switchback ramps and about 800 feet beside diesel-infused freeway congestion. The chainlink tunnel raises the "no way out " primal fear. Bring your inhaler, your body guard and attorney. Views at the top include peculiarly littered roofs, car crash debris and creosoted railroad tracks.			
	Streetsblog described this bike bridge as a hellscape that only a freeway designer could love. It stands to reason, you'll never find this bike bridge listed in a Burbank travel brochure unless of course it's featured in a cult horror movie first.			
118	Dangerous intersection. Accidents occur frequently and very dangerous to cross. With no sidewalks on either side of the street, it makes it nearly impossible to walk as well.			
119	With few parking spaces and hundreds of units, the Empire project on Empire Ave. needs a complete street make over with accessible sidewalks, bike lanes, and supreme transit connections. The developer should take on much of the connectivity costs.			
120	The median dividing Hollywood Way at the intersection of Cohasset is a barrier for cyclist turning south on Hollywood Way From Cohasset.			
	That said, the speed of cars through this section of Hollywood Way is the real issue.			
	The Empire Center is a consumer hellscape with strategically placed barriers, blindspots, and frantic congestion designed to kill off			
	pedestrians of any age.			
121	Don't enter this war zone in anything but an armored vehicle if you expect to survive. And speaking of surviving, don't get me started on how tree canopy compliance was met for one of the largest constructed heat islands in the city.			
122	People speeding down Kenneth, not stopping at the stop signs. Especially witness this with cars w loud exhausts, they fly right through fast speeds. I walk my dog and am always afraid of these speeders not coming to a complete stop. Can there be speed humps along Kenneth? Up olive?			
123	Holy cannoli! Heading East on Empire Ave and having to merge from the bike lane into fast moving traffic ready to enter the 5-South just to continue straight is scary! I do this every day on my ebike commute and it's one of my many daily nerve wracking experiences			
124	Glendale has bike lanes all along Glenoaks, but once it gets into Burbank they disappear. This is a major through-way, and should be set up for safe bicycling access. There's plenty of lanes for cars and parking, let's make some space for bikes!			
125	This is a scary intersection for bikers. Whenever there are two lanes with a lot of fast moving traffic, it's very scare for bikers to try to merge over into the left lane to make a left turn, like here to get into the empire center. Many roads and intersections were clearly designed only with cars in mind, and not for cycling.			
126	This is a very scary area to bike ride. It's difficult to get to the empire center via bicycle, especially because of this fast moving road that merges and then splits again.			
	Clark Ave connects 5 schools, 2 parks, a community garden, and hundreds of small local businesses. It was proposed to become a "bike boulevard" in Burbank's 2009 Bicycle Master Plan. A "Bike Boulevard" is not a prescribed design, instead it's an open approach for calming streets and enhancing safety for pedestrians, cyclists and wheelchair users.			
	Enhanced safety and full access make good sense. Families gain safe routes to schools and local businesses. Neighborhoods gain slower speeds on residential streets and less congestion during school drop off & pick up. Over 3,000 students attend schools along Clark St.			
127	Even though all residents would gain greater access and mobility options, neighbors in their own worst interest, opposed the improvement opportunities and BY DEFAULT defended car dependency, growing congestion, and high-speeds.			
	People who don't depend on wheelchairs, don't walk or bike through the city, or don't believe they are serious forms of local transportation shouldn't be impeding the health, safety benefits of others who do. Everyone benefits from safe, accessible, and joyous mobility.			
	We need improvements on Clark to reduce excessive driving and congestion.			
128	Stops signs seem to be optional in this area from most cars and seems like all cyclists. Additionally, the one lane restricting of Olive is problematic and dangerous. Its too narrow and too close to parked cars posing a danger to people getting in and out of their vehicles with opening doors. This new setup is causing more traffic congestion, pollution and noise for residents due to slower moving traffic.			

129	Walking, this place is a mess and feels massively unsafe. Biking, this place is a place to avoid (despite the lovely sectioned off bike lanes in lower Front Street). Driving, the left turn from Empire Ave to Front Street is scary. So many drivers making right turns on red when they shouldn't. Too many lights and signs to pay attention to. This is a crazy location for all forms of transport and I don't envy the ones trying to make sense of it. It feels like it was designed for driver's first, making every other form of transport a life-threatening risk. With the new apartments going up, this place will only get further snarled by traffic of all kinds, particularly foot traffic. Unless an alternate form of pathways are given to pedestrians and bikers, many drivers here are just doing what they want and risking everyone else's lives in the process.			
130	I've seen way too many people get nearly hit by cars wishing to turn right on red, despite pedestrians having the signal to walk. The city has done a great job making Burbank Downtown walkable and I think that if driver's weren't allowed to make right turns on red, that'd help reduce how unsafe it still feels to walk in such a busy area.			
131	E Elmwood Ave is a forgivably wide street. However, many drivers going up and down this street have been flooring it because of how safe it feels. I've been nearly t-boned many times emerging from the underground parking of my apartment because of how fast so many of the cars travel and how close cars are allowed to park to the exits of driveways, further limiting views. Some speed bumps or other researched solution would go a long way to making this street less desirable to speed down.  Chandler Bikeway is the premier east-west route connecting Burbank to NoHo Metro lines, and the west end of the Valley.			
	However, it is a north south barrier for wheelchairs, strollers, and bikes. it's about a half mile in some stretches between intersections with accessible ramps.			
132	Chandler needs all-access ramped crossings for wheelchairs, strollers and bikes. Drivers hardly notice a half mile but people in wheelchairs, those pushing strollers, or peddling tired kids in cargo bikes really do; especially in bad weather.			
	We need to upgrade Chandler with north south access ramps for all. This could be a phased project over a number of years to spread the cost. Maybe residents or businesses would sponsor access ramps for naming rights.			
133	A route connecting Chandler to the Metro station is being explored! Public support will keep it moving and ensure that it is fully accessible by all abilities and ages.			
	The Olive bridge was built in 1958, during Jim Crow, before the Civil Rights Act; the Voter Rights Act, and the Clean Water Act. Cars burned leaded gas, doctors smoked in hospitals, and automobiles dominated the San Fernando Valley's sprawling suburban streets.			
124	Like other bridges, Olive is a safety risk and a physical barrier to wheel chairs, bikes, and pedestrians 8-80 y/o. It was built during last century's car-dominated hubris. It is now outdated and in need of replacement, a drastic redesign, or an adjacent accessible bridge for wheelchairs, bikes and pedestrians.			
134	The future successes of High Speed Rail, BRT, MetroLink, Metro, and Burbank Bus may be enhanced or encumbered by access from Olive Bridge.			
	People who don't depend on wheelchairs, don't walk or bike through Burbank, shouldn't be setting policy or designing active transportation elements for a livable community.			
	Human beings need and deserve healthy, safe, accessible, and joyous mobility.			
	Burbank is divided by the massive curves of the recently widened I-5 freeway. All of the I-5 pedestrian crossings are afterthoughts which prioritize cars and dismiss pedestrians' safety, full access, and the pursuit of happiness.			
135	No one is allowed to drive a car on a runway dominated by cargo jets; so why would anyone want to walk wheelchair or bike next to semi trucks and 700 hp pompous drivers?			
	New or drastically redesigned bridges and underpasses are needed to clear the way for humane, enjoyable, local mobility.			
136	Burbank BLVD is a freeway hellscape for pedestrians and cyclists. It completely fails the 8-80 y/o test. So much effort went into the horrifying results. Erase this mistake and build a real bridge fit for human beings of all ages and abiities. This is a textbook case of car dominance and why people are so "armored" car dependent.			
	People who dismiss bikes (and wheelchairs) as serious local transportation have a history of blocking accessible corridors including planned & existing bike bridges across the LA River.			
137	Driving is a privilege, not a right to dominate mobility.			
	Build a bike and pedestrian bridge across the LA River.			
138	Drivers use Bob Hope Drive as a high speed connector between the freeway off ramp and Alameda. Biking northward along the west side of the park is especially dangerous because of driver disregard and high speeds			
139	Alameda is a very tough street to bike on, to get to the existing bike lanes at Main/Alameda, or the burbank channel path. This connection is unsafe, making the burbank channel inaccessible for most.			
140	please harden the 3rd street bike lanes to add protection. please also optimize the signals to be more dynamic. When there is no traffic on perpendicular streets, 3rd street queue builds, particularly if you are walking or biking.			

141	The T intersection at Alameda & Bob Hope Dr. is one of the few intersections connecting Johnny Carson Park with neighborhoods to the
141	north. The intersection also typifies the dangers and disregard drivers demonstrate for pedestrians in crosswalks especially after exiting
	the freeway and continuing at high speed on surface streets. Pedestrians are often cut off or intimidated by impatient left turning drivers.
142	There needs to be more daylighting at the streets along Chandler because visibility is poor when trying to turn on to Chandler
143	35 MPH on Magnolia is way too fast because people usually drive 5-10 MPH higher. Therefore, you have drivers going 45-55 MPH on a
	street that is in a commercial/residential area.
144	Claim the large sidewalk on Magnolia to create a protected bike lane.
145	Lack of connectivity of bike lane along this stretch of Riverside. When traveling west at this corner, it is very blind for drivers coming up
140	behind. I would like to see at least painted bike arrows on the right side lane to remind drivers of bikers presence.
	Warner Ave is the only street that enters Pass Ave from the West in this part of Toluca Lake. It is a one lane "no entry" from the east.
146	While I see the good intention of this, no one obeys that rule. Cars come from arterial roads like Olive and Pass and have not yet slowed
	down so they enter Warner going 30 miles an hour at times. Very unsafe. I would rather it be closed off entirely.
147	The fact that Olive becomes 3 lanes here causes drivers to speed. I have seen the new speed counter here which is great but in the long
	run, I think a lane reduction and bike lane would be necessary to slow cars and allow connectivity to Forest Lawn Bike Lane.
148	There needs to be more speed control on this stretch of Pass Ave. Multiple times I have almost been hit crossing the street by cars
	turning right onto Olive.
149	Signal timing is inappropriate at this intersection (favors Alameda too heavily).
150	Remove parking and/or the center lane to maintain bike lane continuity in the eastbound direction.
151	Cat-track bike lanes across this complicated intersection.
152	Remove some parking to make bike lanes continuous across intersection and no breaks.
153	Remove some parking to make bike lanes continuous across intersection and no breaks.
154	WBLT visibility obstructed by hedges in median
155	Inappropriate signal timing (favors arterial street too heavily).
156	Inappropriate signal timing (favors arterial street too heavily).
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158	Inappropriate signal timing (favors arterial street too heavily).
159	Inappropriate signal timing (favors arterial street too heavily).
160	Inappropriate signal timing (favors arterial street too heavily).
	Signal timing which so heavily favors commuter traffic on Hollywood Way is grossly inappropriate. Run the signal free off-peak to
161	facilitate reasonable wait times for peds and bikes on Jeffries. Run shorter more reasonable cycle lengths during peak. This comment
	applies to most arterial/minor street crossings in Burbank.
162	This interchange was also horrendously designed with respect to how it treats bicyclists and pedestrians. Requires major coordination
	with Caltrans. Especially gnarly is the N/B off-ramp dual right turn where motorists routinely ignore pedestrians.
163	This interchange was designed with motorist efficiency in mind. The EBRT is a high-speed wide right that encourages conflict. Striping
	adjustments should be made to protect the bike lanes and slow the turning traffic getting onto and off the freeway.
164	Drivers still make the NBLT into Target despite the restriction and bollards. Add additional bollards to the north.
165	Signal operation here is an MUTCD violation. See my comment for Chandler/Hollywood Way.
400	Signal operation here is an MUTCD violation. All turns across bike signals must be exclusive and separate from the bike
166	green/clearance. That means when the bike green is on, no turns should be permitted across the bike path. At the very least, turn on the
	NRT LED signs for the right turns across the bike path during the bike green.
167	Bike lanes by the Airport should be protected (as an extension of the very nice facility north of the airport on the west side).
168	Some sidewalks around Burbank including this one are challenging for persons with mobility impairments due to vertical obstructions
	and/or broken tree wells.
	This intersection has a prolific collision history (as many T intersections involving the stems as the termini of arterials often do). Vanowen
169	should be road dieted in advance and/or feature more slowing/calming features approaching the intersection. Because there are few
	opportunities to cycle across the tracks, this is one of the few places to do it and other improvements should be made to facilitate a
470	better safer bicycle crossing (to/from Pacific).
170	This intersection should be signalized. The existing bike crossing signs are woefully inadequate.
171	There is no ADA access for pedestrians using this underpass. There should be signage directing people with mobility impairments to use
470	the crossings/ramps at the Burbank Airport South station.
172	Underpass is harrowing. Bike lanes should be protected with bollards/curbs.
173	This space is empty, giving drivers ability to turn north onto Toluca Park Drive at extreme high rate of speed from Pass Ave
174	Corner here is extremely unsafe for pedestrians. Due to how wide and blind this corner is, cars enter Jacaranda Ave at extreme high
	rates of speed and carelessness. Stop sign and reducing the corner's wide angle with will help immensely.
175	pedestrian crosswalk  Many people are acking about a roundabout here
176	Many people are asking about a roundabout here
	Another popular stop sign roll-through intersection. Make America stop at stop signs again.
177	Stop signs - are they enting a new Sure seems like it all ever Purhank, consciolly have How seem we get drivers to stop and leak, and
	Stop signs - are they optional now? Sure seems like it all over Burbank, especially here. How can we get drivers to stop and look, not
177	just look and roll through.
177	just look and roll through.  I live down the street and there are always accidents on BV between Victory and Vanowen. It's really bad and something needs to be
177 178	just look and roll through.

181	I wish many intersections with bicycle lanes had more accessible "beg buttons" to change the light. Biking down 3rd st, if there's no cars to set off the sensor, the light will never change. Many intersections that do have buttons are only accessible on the sidewalk, which is difficult to get to on a large or heavy ebike.				
182	Former route of my morning bicycle commute down 3rd Street. I had to stop taking this route because cars dropping off students in the morning aggressively and dangerously pulling in and out of the drop-off zone, or just stopping in the street and doors opening to let students out. Too many near misses due to drivers not looking when pulling in and out. It's an otherwise lovely and efficient bike lane all down 3rd street.				
183	FedEx trucks often parked here between 3-6pm on weekdays. As a bicycle commuter, it's frustrating and dangerous to have large trucks parked in the bike lane for long periods of time, especially when they have their own parking lot.				
184	UPS truck often parked here between 3-6pm on weekdays. As a bicycle commuter, it's frustrating and dangerous to have large trucks parked in the bike lane for long periods of time, especially when they have their own parking lot.				
185	Crossing Buena Vista at Jeffries is hazardous no cross walk. I have to either 1) make a run for it or 2) make a fairly long trek to either Burbank Blvd. or Victory in order to cross with a light. I've also seen several vehicles making a left hand turn from Jeffries onto Buena Vista have a close call due to the speeding traffic on Buena Vista.				
186	Vehicle on the south side of Ontario St. began to turn left onto Magnolia Blvd. in front of me. I was able to stop in time and not get hit, I				
187	Similar to the Olive overpass, the guardrails on the overpass are so low, it feels like I could easily fall right over, and the narrow sidewalk means I'm forced to walk close to the guardrail. I wish there was a fence the way there is on the Burbank Blvd overpass.				
188	The guardrails on the overpass are so low, it feels like I could easily fall right over, and the narrow sidewalk means I'm forced to walk close to the guardrail. I wish there was a fence the way there is on the Burbank Blvd overpass.				
189	I'm too scared to cross this freeway on ramp. Drivers coming from the north side, taking a right-on-red onto the ramp, generally do not				
190	Consistent aggressive driving and speeding from people generally traveling to the 134.				
191	I was driving but saw a gentleman walking across H Way from portos when another driver sideswiped him when she changed her mind from turning into the portos parking lot to going back on Hollywood way. We stopped to check on him and he was thankfully okay				
192	Almost hit by northbound drivers still trying to turn left into the target				
193	Blind corner here for drivers. Makes it very dangerous for crossing.				
194	Constant speeding and plowing through the stop signs all through edison. Was at a crosswalk and had someone completely go through				
195	This happened again although less of a close call because the driver saw me faster while approaching and widened to avoid me.				
	The first incident was so scary that we literally both screamed as the driver was heading for us.  Cars frequently park right up to the ally entrance blocking all visibility when exiting the ally to the road turning left. Almost on several				
196	occasions by cross traffic or others entering the ally.				
197	Cars regularly blow through this 4-way stop, especially in the morning when kids are walking to school (Disney and JBHS).				
198	Traffic from off-ramp doesn't yield. Dangerous to merge for 5 south onramp. Creates traffic in the morning.				
199	Few safe walking routes in most of the center. Especially from the REI.  Extremely dangerous route for bikes interacting with fast moving vehicles. Unprotected across freeway entrances/exits. Has bikes switch				
200	lanes into the middle of a multi lane road where cars are moving at high speeds not expecting bikes.				
201	A USPS mailbox placed directly in the sidewalk path. Needs to be moved.  There is some sort of box and poles in the middle of the sidewalk making it impossible to pass with a baby stroller and I'm guessing any				
202	wheelchair or similar. No way to go around and also don't see until you begin heading down.				
203	Please prioritize extending Chandler's bike path to the Metrolink station and downtown.				
204	Love the initiative to narrow this section of Olive! I drive this way nearly daily, and there's never any real amount of traffic, even during busiest times. Yes, it feels tighter and slightly more claustrophobic to the parked cars, but that's the point: we're supposed to drive slower and more carefully in these smaller streets. And unless you're driving a doublewide hummer, there's plenty of space for you even with someone entering their parked car. Echoing the other comment on here: BRING ON THE GREENSPACE MEDIAN!! W love to walk my dog or take a jog down here.				
205	I live in the neighborhood north of Glenoaks and regularly walk directly down Palm Ave to the theater and restaurants in the promenade. The walk is super pedestrian friendly with the exception of the intersection with Glenoaks, where there is no infrastructure for pedestrian crossing. I think a dedicated "yield to pedestrians" crosswalk with flashing yield lights when a pedestrian is present would significantly improve foot-traffic efficiency and safety for the members of this neighborhood with minimal impact to flow of traffic. I know there are dedicated stoplights/crosswalks at Magnolia and Orange Grove, but this neighborhood has plenty of families with small children/strollers and elderly folks who would benefit from a more efficient route to their downtown area.				

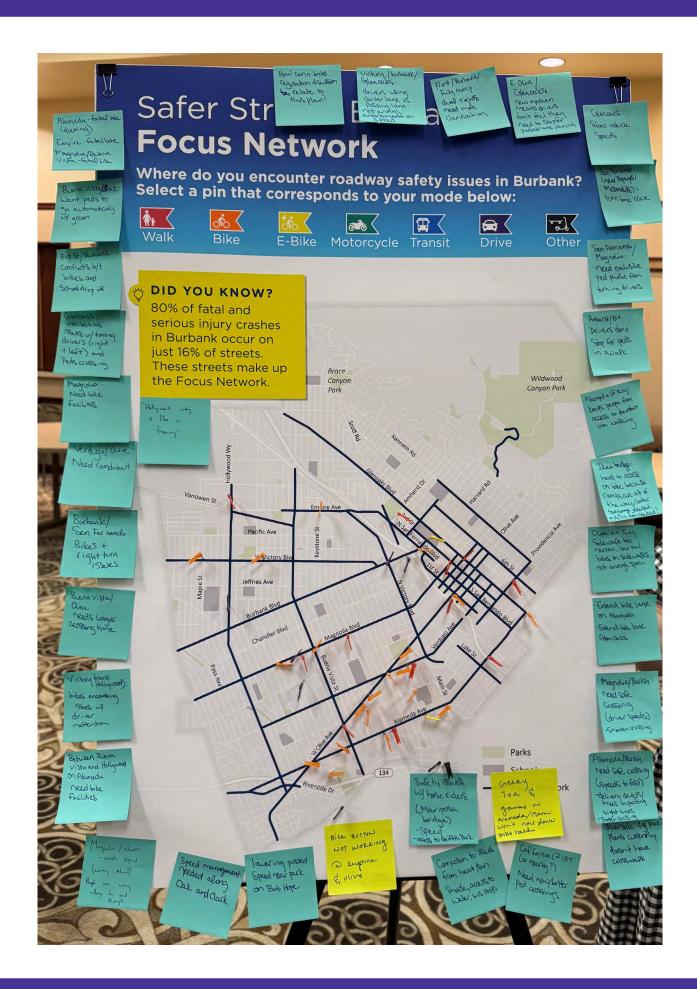
206	Drivers are regularly speeding down Sixth St to avoid traffic on Glenoaks Blvd. Witnessed a car travelling way too fast collide with another car and take out a city hydrant on this corner, sending water cascading 40 feet into the air for hours. Incredibly dangerous driving that needs to be curbed with speed bumps!
207	Bulbouts / curb extensions are needed at the cross walks at Kenneth and Keystone. Speeding cars don't stop completely and don't see/yield to pedestrians. Even with reduced speed limits and school X-ing signs, the problem here near the school is getting worse.
208	Dangerous condition here with fast traffic exiting the freeway off ramp. Many vehicles fail to yield (yield sign exists) creating conflicts with pedestrians in sidewalk crossing and traffic in the #2 lane on southbound Buena Vista. Can we work with Caltrans to get a stop sign for the off ramp? The yield sign is not effective.
209	More enforcement of stop sign violations ESPECIALLY WITH CYCLISTS needed. Entitled cyclists often ignore stop signs even with other vehicles present. Burbank Police: please increase enforcement of cyclist scofflaws!
210	More enforcement of stop sign violations ESPECIALLY WITH CYCLISTS needed. Entitled cyclists often ignore stop signs even with other vehicles present. Burbank Police: please increase enforcement of cyclist scofflaws!
211	The new striping on Olive is problematic. The lanes are too narrow creating dangers with parked vehicles. Consider narrowing the center striped median and increasing the width of travel lanes to move traffic further away from vehicles parked along the street (potential for collisions with opening parked vehicle doors). Bike lanes in each direction along the travel lanes could also make sense here.
212	Consider traffic calming improvements and increased enforcement near Horace Mann Center. Speeding motorists often do not stop at the stop signs. This is a very dangerous condition with many young children present near the school.
213	Road diet (reduction to 1 lane each direction to fit bike lanes) on Verdugo creates severe impacts to motorists! Congestion, delays, and blocked intersection to tens of thousands of motorists to benefit dozens? of cyclists per day. Does this make sense?
214	Despite being a 2 way street this section gets unusually fast, there is little to no sidewalk so it's impossible to use for a pedestrian. Would like to see speed calming measures as well as raised sidewalks.
215	Sidewalk abruptly ends here on both sides of the street, essentially blocking this access off from anyone who does not own a car or bike. Pedestrians are forced to walk a mile or more in the wrong direction to feel save traveling further up verdugo.
216	Since this is the busiest crosswalk in the immediate area it should have an all-cross signal
217	Move onto the next phase of the lane striping project and build the walking path down the median of the road. Need more green space in the center of the city!
218	Traffic on this road is far too fast to rely on paint for protection; need something physical. Flip bike lane to other side of parked cars and raise it to the sidewalk level.
219	Claim some of the large sidewalk to create a bike path similar to what is done up by the airport. Need a safe connection between where Chandler ends and the train station.
220	Create all-cross signal in preparation for BRT stop
221	Cars often almost get into accidents trying to park outside Porto's or double parking in the travel lane. I would suggest removing the parking immediately on the corner and creating 10 minute parking spots further in
222	I've been hit twice (glancingly) by cars in the past 12 months while using this intersection as a pedestrian.  I live in downtown Burbank, near Third & Olive, and it is getting increasingly dangerous to walk to the library or anywhere in my neighborhood.
223	This intersection has been super dangerous lately as drivers keep driving over the walkway and not looking at walkers coming into traffic. I think making the stop a "do not turn right of red" would help diminish hazards. On multiple ocassions drivers turning right have not looked once the walk light has turned on for walkers and drive into the crosswalk almost hitting me.
224	All crosswalks within 500 ft of a school should be raised to sidewalk level. When pedestrians are dipped to street level, it is an indication to drivers and pedestrians alike that they are in a car's space. We should prioritize our children's safety and require these spaces to be pedestrian first.
225	All crosswalks within 500 ft of a school should be raised to sidewalk level. When pedestrians are dipped to street level, it is an indication to drivers and pedestrians alike that they are in a car's space. We should prioritize our children's safety and require these spaces to be pedestrian first.
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227	All crosswalks within 500 ft of a school should be raised to sidewalk level. When pedestrians are dipped to street level, it is an indication to drivers and pedestrians alike that they are in a car's space. We should prioritize our children's safety and require these spaces to be pedestrian first.
228	All crosswalks within 500 ft of a school should be raised to sidewalk level. When pedestrians are dipped to street level, it is an indication to drivers and pedestrians alike that they are in a car's space. We should prioritize our children's safety and require these spaces to be pedestrian first.
229	A lot of cars do not stop at this intersection, and there are a lot pedestrians nearby due to the elementary school and populated neighborhood. I have nearly been struck by cars here on at least 6 locations because drivers fail to stop at the stop signs.
230	Going to one lane on Olive at Glenoaks is problematic as there is often traffic from the light and emergency vehicles at the senior facility on the corner.
230	Additionally, the new striped lanes on Olive are to narrow and not comparable to the width of lanes on Palm or Magnolia
	Because there is an elementary school down the street, there should be a cross walk and flashing pedestrian crossing sign here.

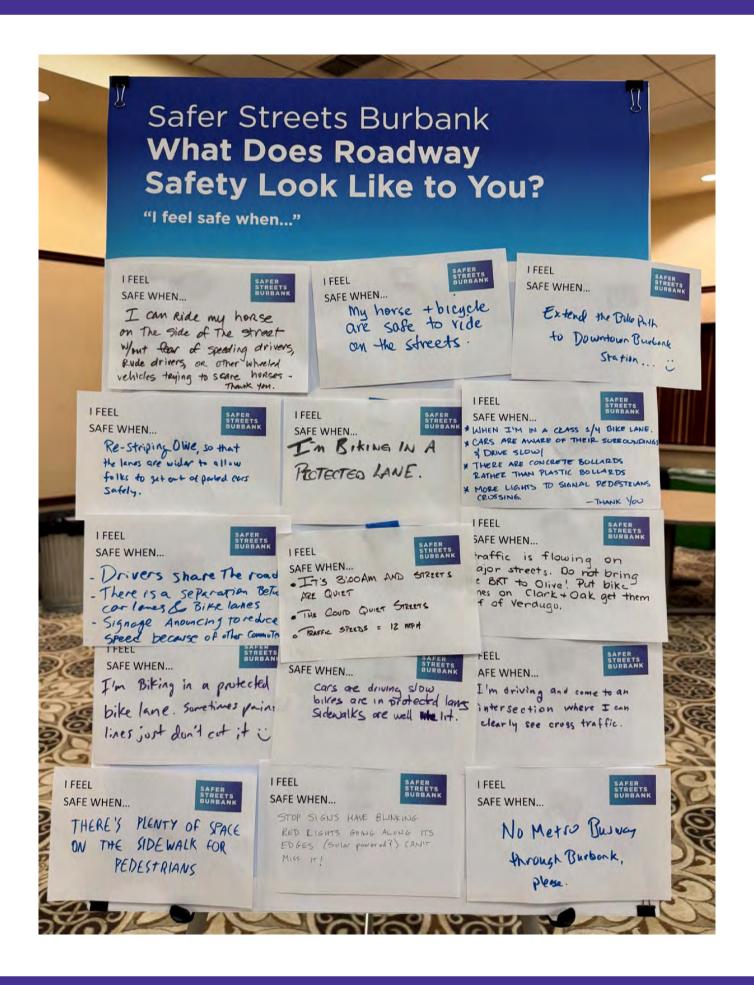
232

This intersection is increasingly dangerous for pedestrians using the Chandler path. Pedestrian crosswalks are not marked when crossing to reach the Chandler bike path coming South down Whitnall Highway or coming North up N. Pass. Due to the number of stop signs and directions, drivers' are distracted and not focused on pedestrians, especially when it is dark.

## **IN-PERSON COMMUNITY MEETING**

The following pages include photos of the boards following each of the exercises. The comments on the Focus Network map were transcribed and added to the webmap after the meeting.













# **Safer Streets Burbank Action Plan**

# **Countermeasure Toolbox**

**Technical Summary C** 



# COUNTERMEASURE TOOLBOX Introduction

This technical summary details a comprehensive set of proven engineering and nonengineering countermeasures the City can implement to address roadway safety issues.

The toolbox was developed with the City context in mind and includes priority strategies from the Action Plan as well as countermeasures to consider down the line. Countermeasures draw from state and federal safety resources such as the Federal Highway Administration Proven Safety Countermeasures and the Caltrans Local Roadway Safety Manual. These resources



provide additional guidance on Countermeasure applicability and possible magnitude of collision reduction (i.e., Crash Reduction Factor).<sup>1</sup>

1 <u>FHWA Proven Safety Countermeasures</u> Caltrans Local Roadway Safety Manual

### **Key Terms**

#### **COUNTERMEASURE**

A physical infrastructure change or programmatic solution specifically designed to address a collision type.

### PRIORITY IMPLEMENTATION

Many of the engineering countermeasures in this toolbox represent priority treatments, meaning they have design options that meet most of the following: 1) use cost-effective materials within the right-of-way, 2) have been pre-screened to streamline engineering design and departmental depth review, 3) can be deployed at multiple locations, and 4) are in alignment with the longer-term visions outlined in Complete Our Streets Plan.

### **COUNTERMEASURE TOOLBOX**

### **Design Guidance**

There are four core design principles to keep in mind when designing safe, comfortable, and intuitive roadways. These design principles are rooted in the Caltrans-adopted Federal Highway Administration (FHWA) Safe System framework.

### SEPARATE USERS IN TIME

There are times where different roadway users will need to occupy the same physical space to continue on their journey, such as when passing through an intersection or crossing the street. This type of conflict can be managed by separating users in time through discrete and alternating opportunities to navigate the intersection/crossing.

#### SEPARATE USERS IN SPACE

Separating users in space removes severe conflicts through the elimination of high-risk conditions like shared space of roadway users travelling at different speeds or in different directions. Countermeasures in this bucket include separated bikeways and sidewalks.

#### SPEED MANAGEMENT

Kinetic energy (the combination of speed and mass) is the primary indicator of the severity of a crash. Managing speeds is critical to reducing the likelihood and severity of crashes. Speeds can be managed through countermeasures such as speed feedback signs, coordinating signals to the posted speed, and speed humps.

#### **DRIVER ALERTNESS**

Increasing driver attentiveness and awareness to roadway conditions can help mitigate crashes related to distracted driving and alert drivers to potential conflicts. Countermeasures such as high-visibility crosswalks, object markers, and retroreflective backplates fall in this category.

The right combination of these tools will vary by intersection and roadway and will be dependent on several factors, including how much right-of-way is available, existing intersection control, surrounding land use, vehicle volumes and speeds, pedestrian and bicycle activity, and collision history. Picking treatments from each of these categories increases the redundancy, and therefore resilience, of City of Burbank roadways.

# **COUNTERMEASURE TOOLBOX**

# **Index and Countermeasure Suitability**

	Priority	Street Type	
Recommended	Implementation – Measure	Major	Residential
INTERSECTION IMPROVEMENTS			
Separate Users in Time			
Traffic Signal			
All-Way Stop Control			
Protected Left Turns	<b>Ø</b>		
Separate Right-Turn Phasing			
Prohibit Right-Turn-on-Red			
Exclusive Pedestrian Phase			
Leading Pedestrian Interval	<b>Ø</b>		
Pedestrian Recall	<b>Ø</b>		
Bicycle Signal/Exclusive Bike Phase			
Bike Detection			
Rest-in-Red Signal	<b>Ø</b>		
Improve Signal Timing			
Separate Users in Space			
Access Management	<b>Ø</b>		
Pedestrian Refuge Island			
Close Slip Lane	<b>⊘</b>		
Two-Stage Turn Queue Bike Box			
Green Conflict Striping			
Remove Bicycle Mixing Zones			
Bike Box			
Protected Intersection			
Bus Boarding Island			
Speed Management			
Signage Noting that Signals Coordinate to Posted Speeds	<b>⊘</b>		
Roundabout			
Neighborhood Traffic Circle	<b>⊘</b>		
Curb Extensions	<b>⊘</b>		
Left Turn Calming	<b>Ø</b>		
Skewed Intersection Redesign			
Driver Alertness			
Intersection Daylighting			
Intersection Lighting			
Retroreflective Backplates	<b>Ø</b>		
Pavement Markings through Intersection	<b>Ø</b>		

	Priority	Stree	et Type
	Implementation  Measure	Major	Residential
MIDBLOCK IMPROVEMENTS	1.00000		
Separate Users in Space			
Separated Bikeway			
Bike Lanes			
Bike Path			
Roadway Reconfiguration			
Curbside Management			
Speed Management			
Speed Limit Reduction			
Speed Hump			
Driver Alertness			
Bicycle Boulevard			
Curve Warning Signage	<b>Ø</b>		
Speed Feedback Sign	<b>Ø</b>		
Edge Line			
Lane Narrowing	<b>⊘</b>		
Segment Lighting			
INTERSECTION/MIDBLOCK IMPROVEMENTS			
Separate Users in Space			
New and Widened Sidewalks			
Separate Users in Time			_
Pedestrian Hybrid Beacon			
Speed Management			
Raised Crosswalk			
Driver Alertness			
Rectangular Rapid Flashing Beacon			
High-Visibility Crosswalk	<b>Ø</b>		
Delineators, Reflectors, and/or Object Markers			
PROGRAMMATIC IMPROVEMENTS			
Targeted Enforcement and Deterrence			
Safe Routes to School			
Neighborhood Slow Zone			

### **TOOLBOX ENTRY STRUCTURE**

### **Example of What You'll See In This Toolbox**



### PRIMARY CRASH TYPES ADDRESSED:

that can support an additional signal head. A study will be required to determine impacts.

- Turn-related
- Pedestrian
- Bicycle

# Primary Crash Types Addressed

- All
- Bicycle
- Hit object
- Night
- Pedestrian
- Red-light running
- Run off road
- Turn-related
- Unsafe speed

Image Source: City of Surrey

### **Separate Users in Time**



#### **MAJOR STREET**

Installing traffic signals adds/expands existing traffic control at an intersection. The installation of traffic signals can break up longer roadway segments to manage vehicle speeds, provide pedestrian crossing opportunities, and improve side-street access.

#### PRIMARY CRASH TYPES ADDRESSED:

All



### **All-Way Stop Control**

**Priority Improvement** 

#### RESIDENTIAL STREET

An all-way stop-controlled intersection requires all vehicles to stop before crossing the intersection. An all-way stop-controlled intersection improves safety by removing the need for motorists, bicyclists, and pedestrians on a side-street stop-controlled intersection to cross free-flowing lanes of traffic, which reduces the risk of collision.

#### IMPLEMENTATION CONSIDERATIONS:

Installation should comply with California Manual on Uniform Traffic Control Devices (MUTCD).

#### PRIMARY CRASH TYPES ADDRESSED:

All

### **Separate Users in Time**



### **Protected Left Turns**

**Priority Improvement** 

#### MAJOR STREET RESIDENTIAL STREET

A protected left turn is a traffic signal configuration that provides dedicated time for vehicles to make left turns, minimizing conflicts with oncoming traffic, bicyclists, and pedestrians. Left turns are widely recognized as the highest-risk movement at signalized intersections due to the need of the driver to make multiple judgement calls at once (identify appropriate gap in traffic, presence of bicyclists/pedestrians) and the higher speeds they can be made at. Protected left turns improve comfort of motorists and limit exposure of both vehicles and pedestrians.

#### **IMPLEMENTATION CONSIDERATIONS:**

Protected left turns can be installed at existing locations with left turn pockets and a mast arm that can support an additional signal head. A study will be required to determine impacts.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicycle



### **Separate Right-Turn Phasing**

**Priority Improvement** 

MAJOR STREET R

RESIDENTIAL STREET

A separate right-turn phase provides a green arrow phase for right-turning vehicles. It helps mitigate conflicts between right-turning traffic and bicyclists or pedestrians crossing the intersection on their right.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicycle

### **Separate Users in Time**



### **Prohibit Right-Turn-on-Red**

**Priority Improvement** 

#### MAJOR STREET RESIDENTIAL STREET

Prohibiting right-run-on-red movements should be considered at skewed intersections, or where exclusive pedestrian "WALK" phases, Leading Pedestrian Intervals (LPIs), sight distance issues, or high pedestrian volumes are present. It can help prevent crashes between vehicles turning right on red from one street and through vehicles on the cross street, and crashes involving pedestrians.

### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicvcle



### **Exclusive Pedestrian Phase**

Priority Improvement

#### **MAJOR STREET**

An exclusive pedestrian phase is a form of pedestrian "WALK" phase at a signalized intersection in which all vehicular traffic is required to stop, allowing pedestrians to cross through the intersection in any direction, sometimes including diagonally. The pedestrian exclusive phase significantly reduces conflicts between vehicles and pedestrians at intersections and provides maximum pedestrian visibility.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

### **Separate Users in Time**



### **Leading Pedestrian Interval**

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

At intersection locations that have a high volume of turning vehicle and have high pedestrian/vehicle conflicts, a leading pedestrian interval gives pedestrians the opportunity to enter an intersection three to seven seconds before vehicles are given a green indication. With this head start, pedestrians can better establish their presence in the crosswalk before vehicles have priority to turn left or right.

### PRIMARY CRASH TYPES ADDRESSED:

- Pedestrian
- Bicycle



### **Pedestrian Recall**

**Priority Improvement** 

MAJOR STREET RESIDENTIAL STREET

Pedestrian recall is a traffic signal timing function that causes a pedestrian walk phase to activate automatically every cycle. Pedestrian recall can benefit pedestrians by reducing pedestrian delay. Improved convenience of crossing in turn can reduce unsafe crossing behavior.

#### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

### **Separate Users in Time**



### **Bicycle Signal**

Long-Term Improvement

#### **MAJOR STREET**

A bicycle signal is specifically designed to control the movement of bicycles at intersections, operating either independently or in coordination with traffic signal. It separates bicycle movements from conflicting motor vehicle, streetcar, light rail, or pedestrian movements enhancing safety and visibility for cyclist navigating through an intersection.

#### PRIMARY CRASH TYPES ADDRESSED:

Bicycle



### **Bike Detection**

Long-Term Improvement

#### MAJOR STREET RESIDENTIAL STREET

Bike detection is a technology used to identify the presence of a bicycle at signalized intersections or along roadways, either through use of push-buttons, inpavement loops, or by video or infrared cameras, to call a green light for bicyclists and reduce delay for bicycle travel. Provides appropriate signal timing or priority for bicyclists, which can discourage red light running, increase convenience, and safety.

### PRIMARY CRASH TYPES ADDRESSED:

Bicycle

### **Separate Users in Time**



### **Rest-in-Red Signal**

**Priority Improvement** 

#### MAJOR STREET RESIDENTIAL STREET

At certain hours (e.g. late night) a signal remains red for all approaches until a vehicle arrives at the intersection to encourage lower travel speeds. Speed sensitive rest in red signals will not turn green until after a vehicle stops, if the vehicle is going faster than the desired speed. If the vehicle is going the desired speed the signal will change to green before the vehicle arrives, providing an operational benefit to drivers traveling at the desired speed limit.

#### **IMPLEMENTATION CONSIDERATIONS:**

Rest-in-red can be implemented at any fully actuated signal with existing loop detection. New loops will add time an expense, so will only be short term where existing conditions allow.

#### PRIMARY CRASH TYPES ADDRESSED:

· Unsafe speeds



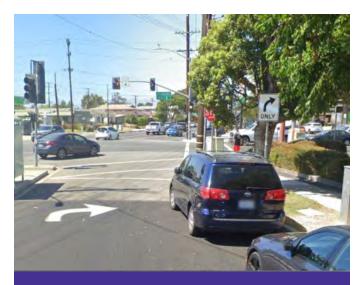
MAJOR STREET RESIDENTIAL STREET

Traffic signal cycles have a significant impact on the quality of the urban realm and consequently, the opportunities for bicyclists, pedestrians, and transit vehicles to operate safely along a corridor. Signalization improvements may include adding phases, lengthening clearance intervals, eliminating or restricting higherrisk movements, and coordinating signals at multiple locations. These changes can decrease exposure to conflicts, reduces wait time, adjust signals for peak/off-peak hours, and improves intersection capacity.

### PRIMARY CRASH TYPES ADDRESSED:

- Red-light running
- Pedestrian
- Bicycle

### **Separate Users in Space**



## Access Management

Priority Improvement

#### MAJOR STREET RESIDENTIAL STREET

Common forms of access management include restricting left turns into/out of driveways and side streets, particularly those within 250 feet of intersections; restricting left turns at major intersections where sight distance needs cannot be accomodated; and closing legs of complex intersections.

#### **IMPLEMENTATION CONSIDERATIONS:**

The most effective form of access management includes hardening the centerline through raised curb or more temporary materials. Mountable curb can be used to maintain emergency service access at these locations.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicycle



### Pedestrian Refuge Island

Long-Term Improvement

#### **MAJOR STREET**

A pedestrian refuge island is a raised barrier in the center of the roadway that provides a place for pedestrians and bicyclists to wait if they are unable to finish crossing the intersection. A pedestrian refuge island improves safety by reducing the exposure time for pedestrians crossing the intersection and reducing left-turning vehicle speeds.

#### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

### **Separate Users in Space**



### **Close Slip Lane**

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

Closing the slip lane modifies the corner of an intersection to remove the sweeping right turn lane for vehicles. It results in shorter crossings for pedestrians, reduced speed for turning vehicles, better sight lines, and space for landscaping and other amenities.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian



MAJOR STREET RESIDENTIAL STREET

This roadway treatment provides bicyclists with a means of making a left turn at a multi-lane signalized intersection from a bike lane or separated bikeway on the far right side of the roadway. Bicyclists are separated from the flow of traffic while waiting to turn.

#### PRIMARY CRASH TYPES ADDRESSED:

Bicycle

### **Separate Users in Space**



### **Green Conflict Striping**

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

Green conflict striping is dashed green markings in bike lanes through conflict areas such as at turn pockets, driveways, and intersections. They signal to drivers and bikers to take caution and look for conflicts.

#### PRIMARY CRASH TYPES ADDRESSED:

Bicycle



### **Remove Bicycle Mixing Zones**

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

In locations where a bike lane is dropped due to a right turn pocket, the intersection approach may be restriped to allow for bicyclists to move to the left side of right turning vehicles ahead of reaching the intersection.

### PRIMARY CRASH TYPES ADDRESSED:

Bicycle

### **Separate Users in Space**



### **Bike Box**

**Priority Improvement** 

#### **RESIDENTIAL STREET**

A bike box is a designated area between the stop bar and intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. They are most effective on side streets or approaches that don't typically have the green, as it gives bicyclists an opportunity to position themselves appropriately.

#### PRIMARY CRASH TYPES ADDRESSED:

Bicycle



Long-Term Improvement

#### **MAJOR STREET**

Protected intersections use corner islands, curb extensions, and colored paint to delineate bicycle and pedestrian movements across an intersection. Slower driving speeds and shorter crossing distance increase safety for pedestrians.

#### IMPLEMENTATION CONSIDERATIONS:

Corner wedges can be designed to be mountable for emergency service vehicles

### PRIMARY CRASH TYPES ADDRESSED:

All

## **Separate Users in Space**



# **Bus Boarding Island**

Long-Term Improvement

#### **MAJOR STREET**

Transit boarding islands allow for bicycles to bypass the bus stop in a separated space, provide transit speed and reliability improvements by allowing for in-lane stopping, and can double as a pedestrian refuge island.

### PRIMARY CRASH TYPES ADDRESSED:

Bicycle

Image Source: San Francisco Bike Coalition

### **Speed Management**



Signage Noting that Signals

Coordinate to Posted Speeds

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

Coordinate signals on major roadways to match posted speeds. Reinforce safe driving behavior by providing drivers travelling at the posted speed a "green wave," limiting their need to stop at signals and improving their travel time. Signage can be used to supplement signal coordination to alert drivers of this benefit.

#### PRIMARY CRASH TYPES ADDRESSED:

Unsafe speed



### Roundabout

Long-Term Improvement

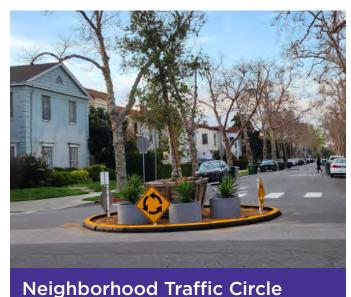
#### **MAJOR STREET**

A roundabout is a type of circular intersection in which traffic is permitted to flow in one direction around a central island, and priority is typically given to traffic already in the junction. Left-turn conflicts are not present in a roundabout and the geometry of a roundabout encourages drivers to reduce speeds as they proceed through the intersection, reducing the severity of crashes when they do occur. Pedestrians only have to cross one direction of traffic at a time at roundabouts, thus reducing the potential for vehicle/pedestrian conflicts as well.

#### PRIMARY CRASH TYPES ADDRESSED:

All

### **Speed Management**



### reignborhood traffic circle

Priority Improvement

#### **RESIDENTIAL STREET**

Traffic circles, also referred to as mini roundabouts, are a type of roundabout typically small in diameter and located on residential streets. Traffic circles decrease vehicle speeds and severity of collisions while reducing congestion and improving traffic flow.

#### PRIMARY CRASH TYPES ADDRESSED:

All



#### MAJOR STREET RESIDENTIAL STREET

A curb extension is a traffic calming measure that widens the sidewalk for a short distance to enhance the pedestrian crossing and reduce turning vehicle speeds. For the pedestrian, this reduces the crossing distance and improves pedestrian visibility. For the vehicle, this visual narrowing encourages drivers to reduce speed when approaching the intersection and modifies the turning movement geometry to encourage shaper, slower turns.

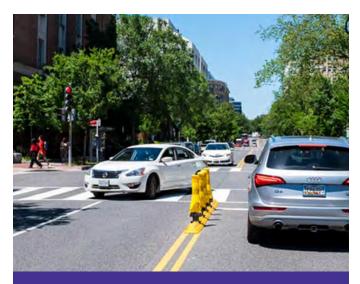
### **IMPLEMENTATION CONSIDERATIONS:**

Materials used can be designed to be fully mountable by emergency service vehicles. Curb radii can also be modified to be outside emergency service vehicles' effective turn radius.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicycle

### **Speed Management**



### **Left Turn Calming**

Priority Improvement

#### MAJOR STREET RESIDENTIAL STREET

Use paint and bollards to extend the centerline and slow left turns at intersections. Widening the turning radii of left-turning vehicles expands the field of vision for drivers and increases the visibility of pedestrians.

### IMPLEMENTATION CONSIDERATIONS:

Materials used can be designed to be fully mountable to limit the effects on emergency service vehicles. May need to develop implementation criteria to avoid overdeployment.

#### PRIMARY CRASH TYPES ADDRESSED:

- Turn-related
- Pedestrian
- Bicycle



### **Skewed Intersection Redesign**

Long-Term Improvement

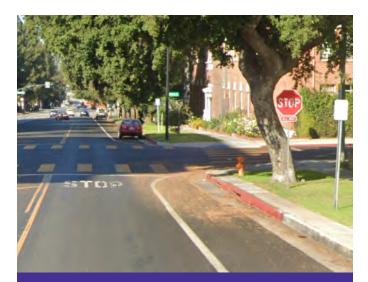
MAJOR STREET RESIDENTIAL STREET

"Square up" skewed intersections to reduce large curb radii that allow for higher turn speeds by restriping approaches. A squared up intersection provides better visibility for all road users, reduces turning speeds, and reduces pedestrian crossing lengths.

#### PRIMARY CRASH TYPES ADDRESSED:

All

### **Driver Alertness**



### **Intersection Daylighting**

Priority Improvement

#### MAJOR STREET RESIDENTIAL STREET

Remove objects that may prevent drivers and pedestrians from having a clear sightline. This may include installing red curb at intersection approaches to remove parked vehicles (also called "daylighting"), trimming or removing landscaping, or removing or relocating large signs. This countermeasure supports compliance with AB 413, California's daylighting law that prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk.

### PRIMARY CRASH TYPES ADDRESSED:

All



### **Intersection Lighting**

Long-Term Improvement

#### MAJOR STREET RESIDENTIAL STREET

Adding intersection and/or pedestrianscale lighting at intersections improves safety by increasing visibility of all road users. This countermeasure improves safety for all users by increasing the visibility of pedestrians at intersections at night.

#### PRIMARY CRASH TYPES ADDRESSED:

Night

### **Driver Alertness**



### **Retroreflective Backplates**

Priority Improvement

#### **MAJOR STREET**

Retroreflective signal borders enhance the visibility of traffic signals for aging and color-vision-impaired drivers, enabling them to understand which signal indication is illuminated. Retroreflective borders may also alert drivers to signalized intersections during periods of power outages when the signals would otherwise be dark, and non-reflective signal heads and backplates would not be visible.

#### PRIMARY CRASH TYPES ADDRESSED:

All



# Pavement Markings through Intersection

Priority Improvement

#### **MAJOR STREET**

Adding clear pavement markings, also known as "cat tracks," can guide motorists through complex intersections. Intersections where the lane designations are not clearly visible to approaching motorists and/or intersections noted as being complex and experiencing crashes that could be attributed to a driver's unsuccessful attempt to navigate the intersection can benefit from this treatment.

#### PRIMARY CRASH TYPES ADDRESSED:

Turn-related

## **Separate Users in Space**



## **Separated Bikeway**

Long-Term Improvement

### **MAJOR STREET**

A separated bikeway provides dedicated street space, typically adjacent to outer vehicle travel lanes, with physical separation from vehicle traffic, designated lane markings, pavement legends, and signage. Physical separation may consist of plastic posts, parked vehicles, or a curb. Separated bikeways improve safety by reducing conflicts between bicycles and vehicles on the road and by creating a roadnarrowing effect with buffers or vertical barriers, which may reduce vehicle speeds.

### PRIMARY CRASH TYPES ADDRESSED:

Bicycle



### RESIDENTIAL STREET

A bike lane provides dedicated street space, typically adjacent to outer vehicle travel lanes, with designated lane markings, pavement legends, and signage. Bike lanes improve safety by reducing conflicts between bicycles and vehicles on the road and by creating a road-narrowing effect with buffers or vertical barriers, which may reduce vehicle speeds. They can be paired with buffers to provide extra width between moving vehicles, people exiting parked vehicles, and bicyclists.

### **IMPLEMENTATION CONSIDERATIONS:**

Bike lanes are most appropriate on streets with daily traffic volumes below 6,500 and auto speeds below 30 miles per hour.

### PRIMARY CRASH TYPES ADDRESSED:

Bicycle

# **Separate Users in Space**



### **MAJOR STREET**

A bike path provides a completely separate right of way that is designated for the exclusive use of people riding bicycles and people walking with minimal cross-flow traffic.

Long-Term Improvement

### PRIMARY CRASH TYPES ADDRESSED:

- Bicycle
- Pedestrian



### **MAJOR STREET**

A roadway reconfiguration reduces roadway space dedicated to vehicle travel lanes to create room for bicycle facilities, wider sidewalks, center turn lanes, pedestrian refuge islands, or parking. A roadway reconfiguration improves safety by reducing vehicle speeds and creating designated space for all road users.

### PRIMARY CRASH TYPES ADDRESSED:

• All

# **Separate Users in Space**



# **Curbside Management**

Priority Improvement

### **MAJOR STREET**

Curbside management can better prioritize reliable transit, safe bicycling infrastructure, freight deliveries, passenger pick-ups/drop-offs, green stormwater infrastructure, public spaces, and parking management.

### PRIMARY CRASH TYPES ADDRESSED:

• All

## **Speed Management**



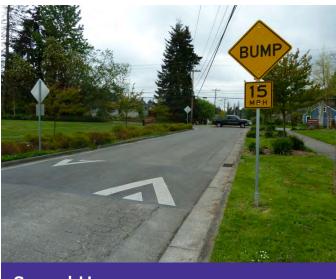
MAJOR STREET RESIDENTIAL STREET

Take advantage of flexibility provided to local jurisdictions through AB 43 and CA MUTCD updates to set speed limits to reflect the surrounding land use context of the roadway. Lower speed limits allow for shorter stopping distances, reduce the likelihood of collisions, decrease the severity of crashes, and enhance the overall experience all users.

**Priority Improvement** 

### PRIMARY CRASH TYPES ADDRESSED:

All



# **Speed Hump**

Near-Term Improvement

### RESIDENTIAL STREET

A speed hump is a parabolic traffic calming device that uses vertical defection to raise the entire wheelbase of a vehicle and encourage motorists to travel at slower speeds to avoid damage to the undercarriage of an automobile. Speed humps span the full width of the street and are typically used to slow speeds on low volume, low speed roads. They should be spaced every 250 to 500 feet for maximium efficacy. Speed hump installation in Burbank is subject to the City's adopted Speed Hump Policy.

### PRIMARY CRASH TYPES ADDRESSED:

All

### **Driver Alertness**



#### RESIDENTIAL STREET

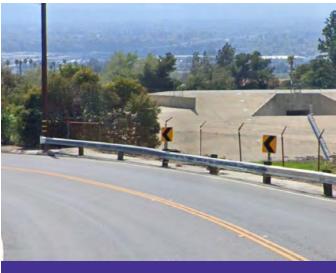
A bicycle boulevard is a street with low vehicle traffic volumes and speeds, designated to give bicyclists travel priority and create a low-stress cycling experience. Bike boulevards typically feature various traffic calming measures to reduce vehicle speeds and prioritize bicycles, such as branded wayfinding, pavement markings, traffic diverters, and landscaping. Sharrows are the most common pavement marker used on bike boulevard. They should be centered in the travel lane, at least three feet away from parked cars (outside the "door" zone).

### **IMPLEMENTATION CONSIDERATIONS:**

Implement traffic calming features every 250 feet to encourage slow, attentive driving.

#### PRIMARY CRASH TYPES ADDRESSED:

All



### **Curve Warning Signage**

**Priority Improvement** 

#### **MAJOR STREET**

Post-mounted chevrons are intended to warn drivers of an approaching curve and provide tracking information and guidance to the drivers. Install chevron signs at major curves in the roadway to alert drivers to the change in curvature.

### PRIMARY CRASH TYPES ADDRESSED:

- Run off road
- Hit object

# MIDBLOCK IMPROVEMENTS Driver Alertness

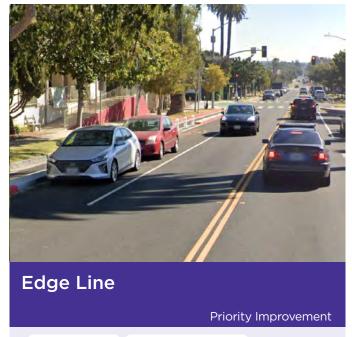


MAJOR STREET RESIDENTIAL STREET

A speed feedback sign notifies drivers of their current speed, usually followed by a reminder of the posted speed limit. A speed feedback sign improves safety by providing a cue for drivers to check their speed and slow down, if necessary.

### PRIMARY CRASH TYPES ADDRESSED:

Unsafe speeds



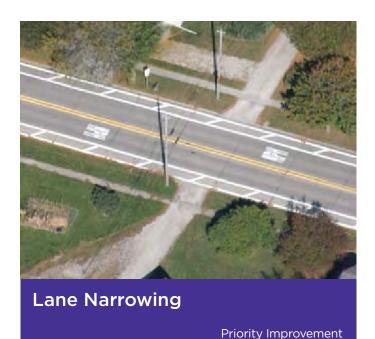
MAJOR STREET RESIDENTIAL STREET

Edge lines are striping between the travel lane and the parking lane and are used to narrow a driver's visual field, which can help lower speeds. Edge lines and other striping (centerline, striped median, etc.) can be a lower-cost traffic calming alternative to vertical and horizontal traffic displacement devices like speed humps/speed tables and lateral shifts.

### PRIMARY CRASH TYPES ADDRESSED:

Unsafe speeds

# MIDBLOCK IMPROVEMENTS Driver Alertness



### MAJOR STREET

Lane narrowing reduces lane widths to encourage motorists to travel at slower speeds. Caltrans recommends lanes as narrow as 10.5 feet.

### PRIMARY CRASH TYPES ADDRESSED:

· Unsafe speeds



# Segment Lighting

Long-Term Improvement

### MAJOR STREET RESIDENTIAL STREET

Providing roadway lighting improves safety during nighttime conditions by increasing driver awareness, increasing sight distance, and improving visibility of pedestrians and bicyclists.

### PRIMARY CRASH TYPES ADDRESSED:

Night

**Separate Users in Space** 



## **New and Widened Sidewalks**

Long-Term Improvement

### MAJOR STREET RESIDENTIAL STREET

New and widened sidewalks provide a more comfortable space for pedestrians, particularly in locations with high volumes of pedestrians, and provides space to accommodate people in wheelchairs. New and widened sidewalks improve safety by minimizing collisions with pedestrians walking in the road.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

Image Source: Fehr & Peers

# **Separate Users in Time**



### **MAJOR STREET**

A pedestrian hybrid beacon (PHB) is used at unsignalized intersections or mid-block crosswalks to notify oncoming motorists to stop with a series of red and yellow lights. Unlike a traffic signal, the PHB rests in dark until a pedestrian activates it via pushbutton or other form of detection providing enhanced pedestrian visibility.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

Image Source: City of San Luis Obispo

# **Speed Management**



Long-Term Improvement

### MAJOR STREET RESIDENTIAL STREET

A raised crosswalk is a pedestrian crosswalk that is typically elevated 3-6 inches above the road or at sidewalk level. A raised crosswalk improves safety by increasing crosswalk and pedestrian visibility and slowing down motorists. To be considered in combination with other appropriate traffic control devices at mid-block crossings.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

Image Source: New York City Street Design Manual





## Rectangular Rapid Flashing Beacon

**Priority Improvement** 

### RESIDENTIAL STREET

Rectangular Rapid Flashing Beacons (RRFBs) are pedestrian safety devices installed at crosswalks to enhance visibility and alert drivers to the presence of pedestrians. Activated by pedestrians, these beacons emit a rapid, alternating flash pattern, capturing drivers' attention and prompting them to yield. RRFBs improve crosswalk visibility, increase driver compliance with yielding to pedestrians, and thereby enhance pedestrian safety. RRFBs are most appropriate on lower speed, lower volume roadways with no more than three lanes.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian



## **High-Visibility Crosswalk**

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

A high-visibility crosswalk has a striped pattern with ladder markings made of high-visibility material, such as thermoplastic tape, instead of paint. A high-visibility crosswalk improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

### PRIMARY CRASH TYPES ADDRESSED:

Pedestrian

## **Driver Alertness**



MAJOR STREET RESIDENTIAL STREET

Delineators, reflectors and/or object markers are intended to warn drivers of an approaching curve or fixed object that cannot easily be removed.

### PRIMARY CRASH TYPES ADDRESSED:

Hit object

Image Source: City of Burbank

## PROGRAMMATIC IMPROVEMENTS



Targeted Enforcement and Deterrence

Targeted enforcement and deterrence allocates police resources toward the most dangerous driver behaviors and highestcollision locations in the City using a datadriven approach aimed at safety corridors. These campaigns can include highly visible deterrence policies such as publicized sobriety checkpoints, saturation patrol, and other high-visibility enforcement efforts. To ensure equitable and effective implementation, targeted enforcement should be supported by activities such as outreach notifying the public of the campaign; law enforcement training on enforcement procedures and pedestrian and crosswalk laws; and training prosecutors and judges on the campaign's purposes in preparation for increased citations.



### Safe Routes to School

A Safe Routes to School (SRTS) program identifies specific street safety interventions near schools and for students traveling. to school. This type of program typically involves a partnership between City transportation staff and the school district.

# **PROGRAMMATIC IMPROVEMENTS**



**Neighborhood Slow Zones** 

A neighborhood slow zone program allows specific neighborhoods or blocks of a street to request treatments to slow motor vehicles to 15 to 20 miles per hour using traffic calming features, signs, and markings. Selected locations are typically in areas serving children, seniors, public transit users, commercial activity, and pedestrian/bicycle activity.

Image Source: Streetsblog