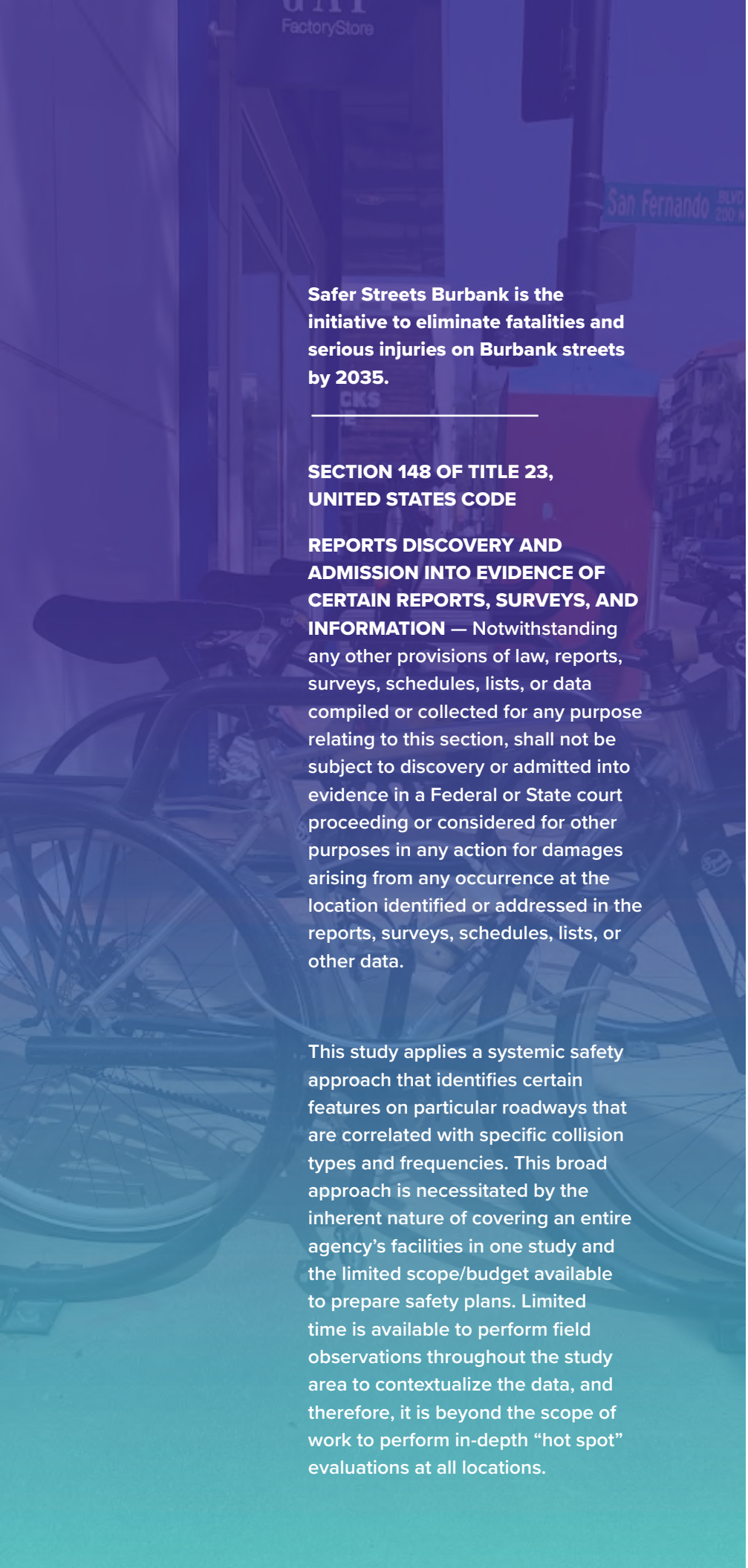
SAFER STREETS BURBANK ACTION PLAN

Adopted August 2025

CITY OF BURBANK



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

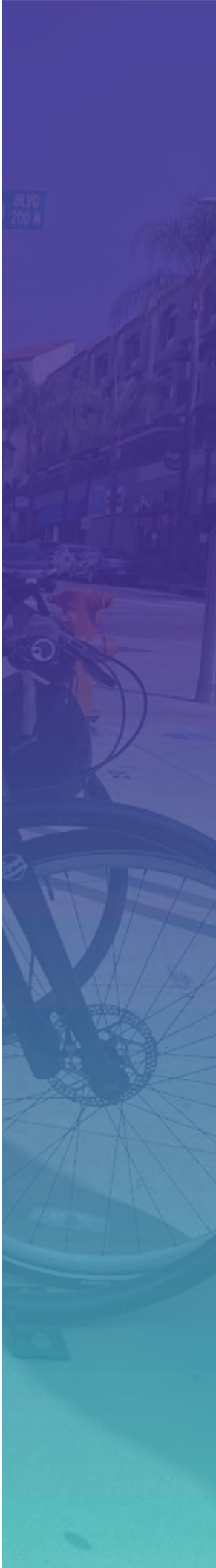
PROJECT TEAM

City of Burbank Community Development
Christopher Buonomo, AICP
David Kriske, AICP
Kyle Kramer, AICP

Fehr & Peers
Natalie Chyba, PE
John Muggridge, AICP
Nata Kovalova
Emily Finkel, RSP1
Ryan Freedman, EIT
Sebastian Silva

ACTION PLAN

TECHNICAL SUMMARIES

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Safer Streets Burbank Action Plan

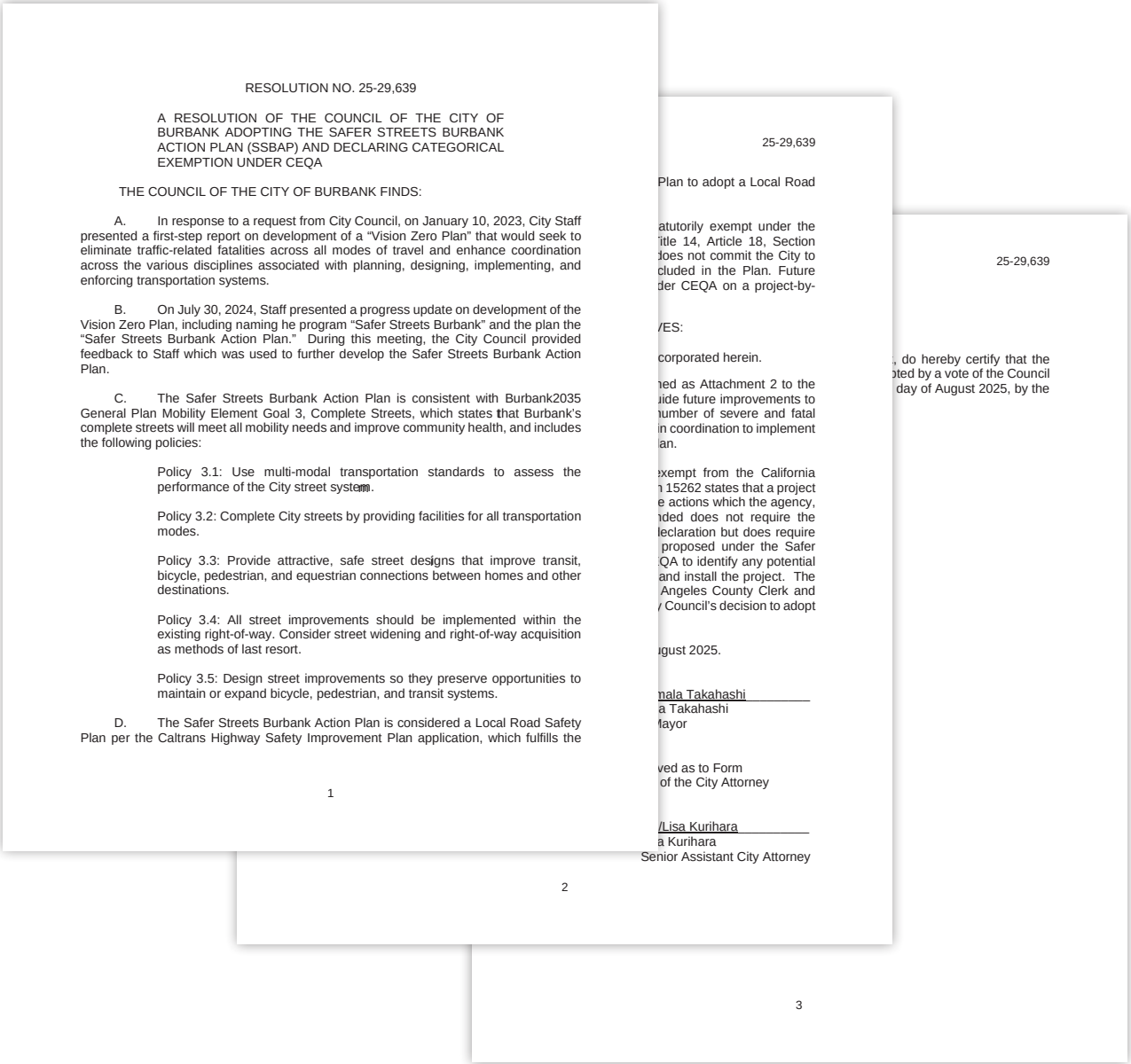
Vision

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.

CITY COUNCIL RESOLUTION

BURBANK CITY COUNCIL RESOLUTION NO. 25-29,639

On August 12th, 2025, the City of Burbank adopted the Safer Streets Burbank Action Plan, pledging to implement its recommended actions and committing to eliminate fatalities and serious injuries on Burbank streets by 2035.



RESOLUTION NO. 25-29,639

A RESOLUTION OF THE COUNCIL OF THE CITY OF BURBANK ADOPTING THE SAFER STREETS BURBANK ACTION PLAN (SSBAP) AND DECLARING CATEGORICAL EXEMPTION UNDER CEQA

THE COUNCIL OF THE CITY OF BURBANK FINDS:

A. In response to a request from City Council, on January 10, 2023, City Staff presented a first-step report on development of a "Vision Zero Plan" that would seek to eliminate traffic-related fatalities across all modes of travel and enhance coordination across the various disciplines associated with planning, designing, implementing, and enforcing transportation systems.

B. On July 30, 2024, Staff presented a progress update on development of the Vision Zero Plan, including naming he program "Safer Streets Burbank" and the plan the "Safer Streets Burbank Action Plan." During this meeting, the City Council provided feedback to Staff which was used to further develop the Safer Streets Burbank Action Plan.

C. The Safer Streets Burbank Action Plan is consistent with Burbank2035 General Plan Mobility Element Goal 3, Complete Streets, which states that Burbank's complete streets will meet all mobility needs and improve community health, and includes the following policies:

Policy 3.1: Use multi-modal transportation standards to assess the performance of the City street system.

Policy 3.2: Complete City streets by providing facilities for all transportation modes.

Policy 3.3: Provide attractive, safe street designs that improve transit, bicycle, pedestrian, and equestrian connections between homes and other destinations.

Policy 3.4: All street improvements should be implemented within the existing right-of-way. Consider street widening and right-of-way acquisition as methods of last resort.

Policy 3.5: Design street improvements so they preserve opportunities to maintain or expand bicycle, pedestrian, and transit systems.

D. The Safer Streets Burbank Action Plan is considered a Local Road Safety Plan per the Caltrans Highway Safety Improvement Plan application, which fulfills the

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Plan to adopt a Local Road

atutorily exempt under the itle 14, Article 18, Section does not commit the City to cluded in the Plan. Future der CEQA on a project-by-

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layor

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of the City Attorney

/Lisa Kurihara
a Kurihara
Senior Assistant City Attorney

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25-29,639

, do hereby certify that the pted by a vote of the Council day of August 2025, by the

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VISION & GUIDING PRINCIPLES

VISION

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

GUIDING PRINCIPLES

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 Our 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.

BUILDING A SHARED VISION

Understanding Community Values

By the Numbers

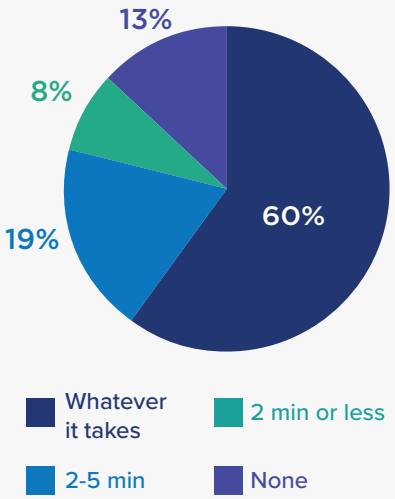
232
safety concerns mapped

89
online survey responses

30+
community meeting attendees

Survey Snapshot

How much time are you willing to sacrifice in your trip to improve roadway safety?



KEY TAKEAWAY

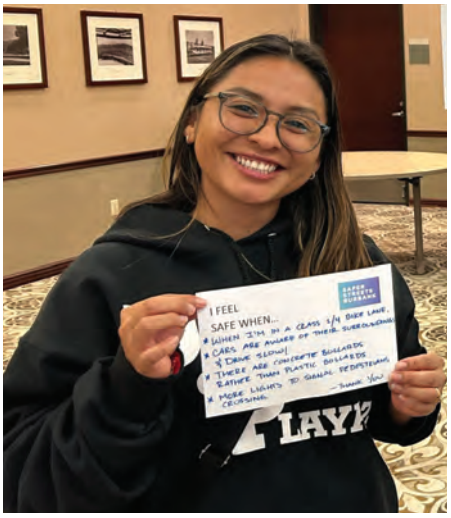
87% agree that safety should be the top priority when making decisions about street design

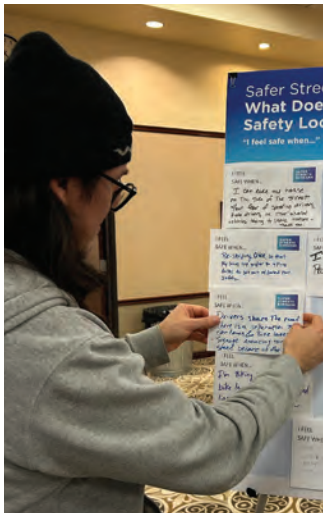
Full survey responses and community meeting exercises are included in Technical Summary B.

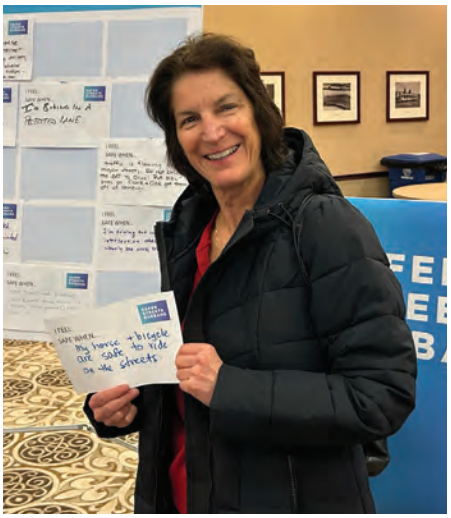
"I feel safe when..."

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

- "I'm biking in a protected lane."
- "Sidewalks are well lit."
- "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." (+1)
- "Cars are driving slow." (+3)
- "Drivers share the road."







“It’s 3 am and the streets are quiet.”

“There’s plenty of space on the sidewalks for pedestrians.”

“Traffic is flowing on major streets.”

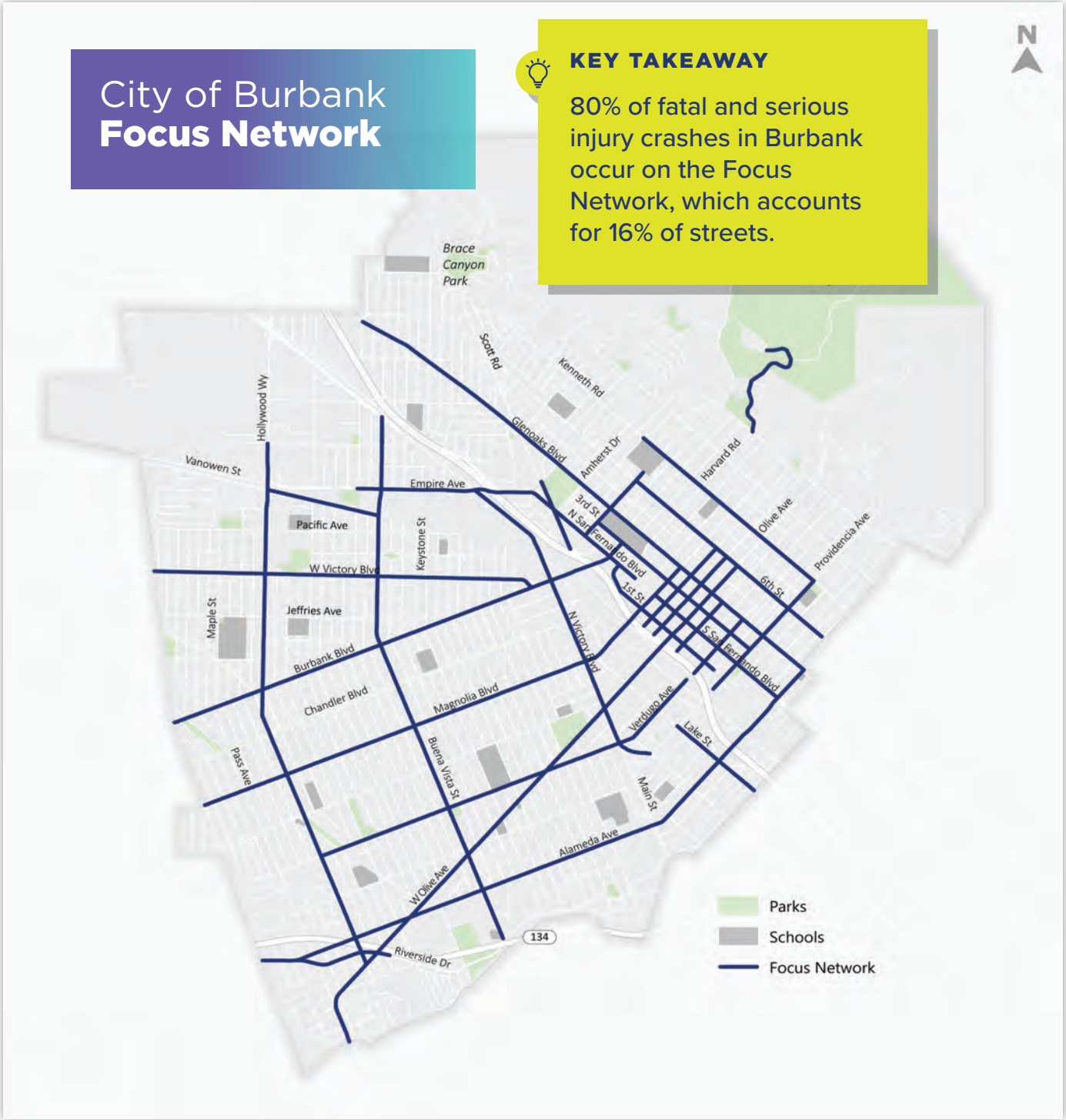
“Stop signs have blinking red lights… can’t miss it!.”

“…I can get out of parked cars safely.”

“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.



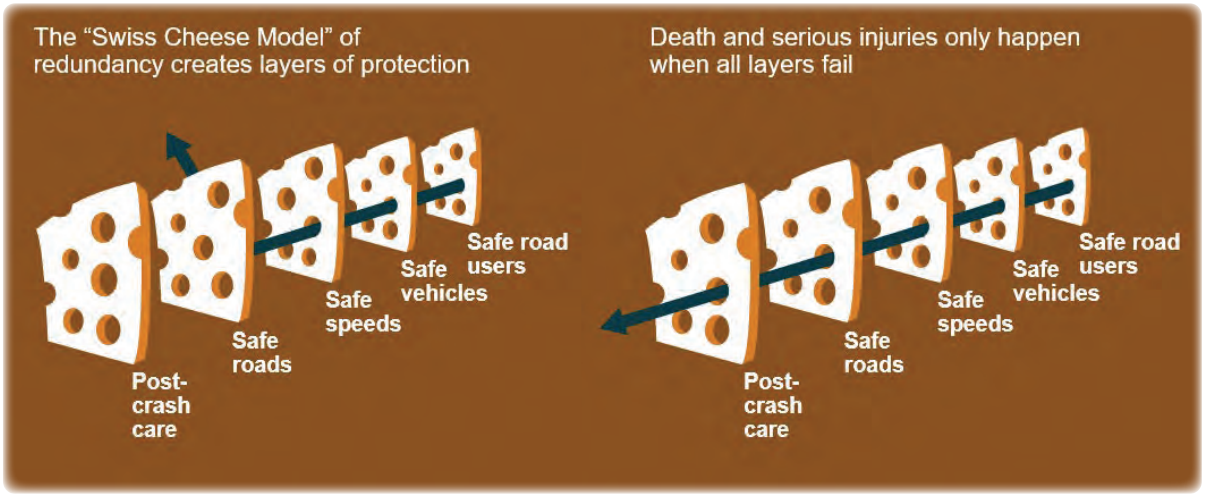
Safe System Framework

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 the 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.

Source: FHWA

Redundancy and Roadway Safety



Source: FHWA


Fresh Produce
Gourmet Meats
HANDY MARKET
Catering
Craft Beer & Fine Wine
OICE MEATS
VICE DELI
RODUCE

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.[1] 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.[2]

Unfortunately, Burbank is not immune to these trends. Every year, an average of 21 collisions result in death or severe injury on our streets. On average, three of those collisions are fatal: a person lost their life, and a community lost their son, daughter, mom, dad, or dear friend. The remaining 18 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.

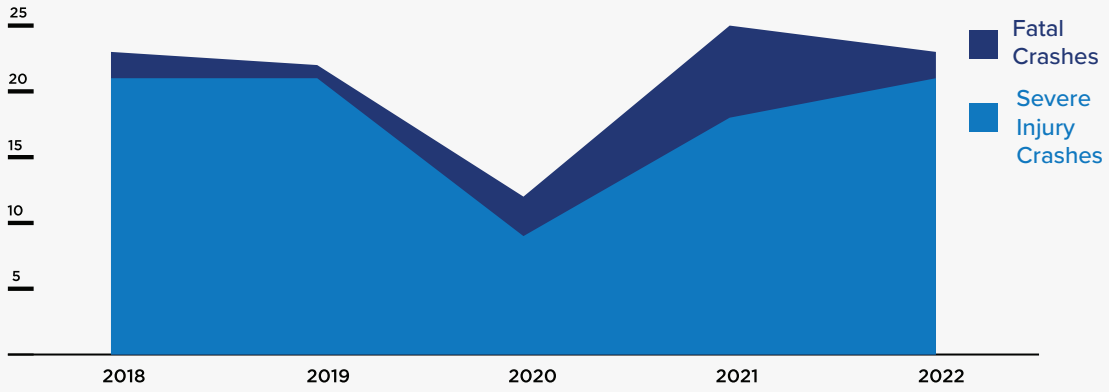
Safer Streets Burbank was initiated by City Council in 2023 as a direct response to these trends. The solutions presented in the following sections are rooted in research and best practice.

1 National Highway Traffic Safety Administration (NHTSA)
2 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.

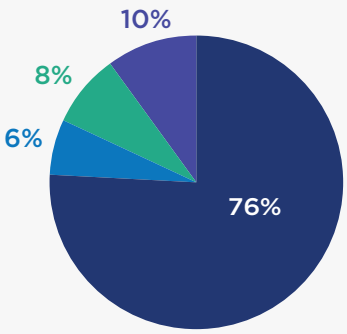
Burbank Severe and Fatal Collisions, 2018-2022



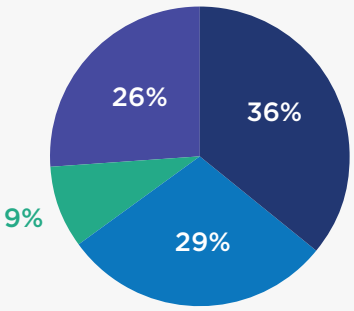
Based on data collected by Burbank Police Department over five years (2018-2022).

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.

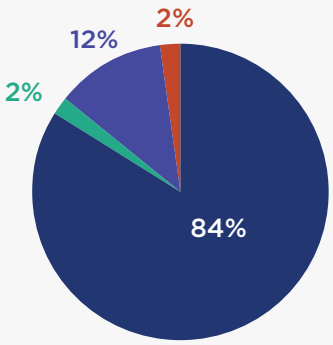
All Injury Collisions



Fatal & Severe (KSI) Collisions



Burbank Mode Share



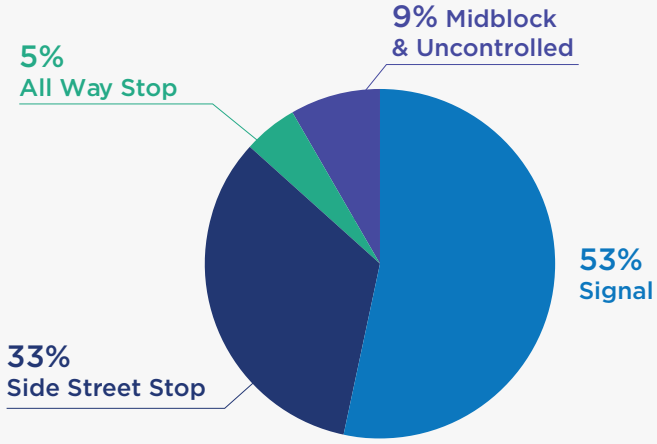
Vehicle | Motorcycle | Bicycle | Pedestrian | Transit & Other

Mode Share Source: California Household Travel Survey, 2012

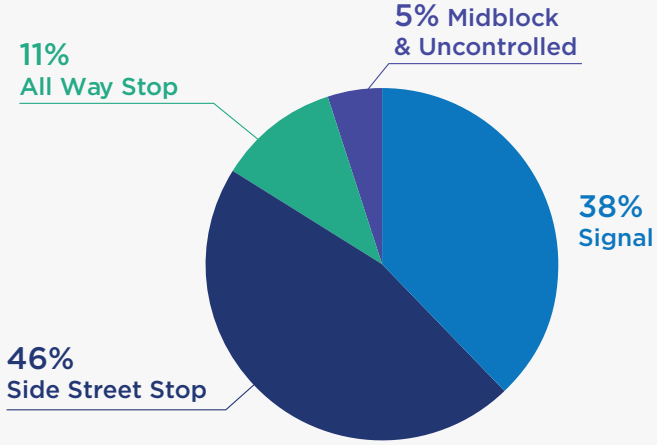
FOCUS ON INTERSECTIONS

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.

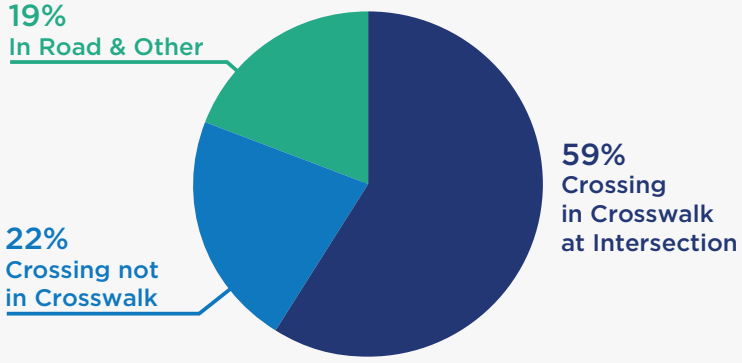
Vehicle Crash Location



Bicycle Crash Location



Pedestrian Crash Location



KEY TAKEAWAY

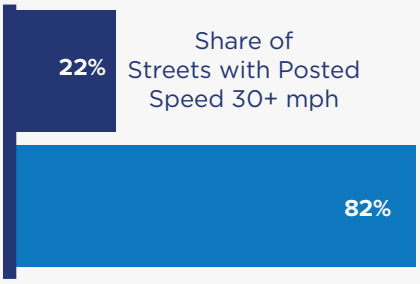
Over 90% of vehicle-only crashes occur at intersections.

95% of bicycle crashes occur at intersections.

Over 80% of pedestrian crashes occur while crossing.

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.



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.

HIT BY A VEHICLE TRAVELING AT:
23 MPH
10% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:
42 MPH
50% RISK OF DEATH

HIT BY A VEHICLE TRAVELING AT:
58 MPH
90% RISK OF DEATH

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

Building on Previous Efforts

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

Learn more about **THE SAFE SYSTEM APPROACH** in Chapter 1: Vision.

FEDERAL CONTEXT

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

2012

FHWA Local Roadway Safety Plans

Guidance on data-backed analyses

2021

Infrastructure Investment and Jobs Act (IIJA)

$5 billion for safe streets projects over 5 years

2022

FHWA National Roadway Safety Strategy

Adopts Safe System Framework

2023

FHWA Safe System Roadway Design Hierarchy

Provides Safe System design guidance

2024

FHWA Safe System Project-based Alignment Framework

Framework for assessing roadway improvements

STATE CONTEXT

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

2020

AB 2147

"Freedom to Walk" Act

Caltrans "Pivot"

Pivot to the Safe System Framework in the Strategic Highway Safety Plan (released in 2022)

2021

AB 43

Flexibility in speed limit setting

2022

AB 1909

Bikes can go with pedestrians at signals

Caltrans adopts a Vision Zero Goal

Eliminate severe and fatal crashes by 2050

2023

AB 645

Speed camera pilot

AB 413

"Daylighting" bill

2024

SB 1216

Prohibits new sharrow markings on 35+ mph streets

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 *Burbank2035 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 Our Streets Plan* already has a stated goal of improving roadway safety for pedestrians, transit users, bicyclists, equestrians, and motorists. While it broadly addresses roadway safety, 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.

The Burbank Rancho Neighborhood Specific Plan (RNSP) will incorporate the City's *Complete Our Streets Plan* Equestrian Design Guidelines into transportation projects that address safety for pedestrians, equestrians, bicyclists, and motorists in the City's unique equestrian neighborhood.

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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

Implement priority projects identified in the Safer Streets Burbank Plan.

1.1 Glenoaks Boulevard (Cypress Avenue to Olive Avenue)

1.2 Victory Boulevard (Burbank Boulevard to Providencia Avenue)

1.3 Alameda Avenue (Main Street to Glenoaks Boulevard)

1.4 Hollywood Way (Vanowen Street to Clark Avenue)

1.5 Vanowen Street (Ontario Street to Buena Vista Street)

1.6 San Fernando Boulevard (I-5 On/Off Ramp to Cypress 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: unsignalized intersections with minor-street-only stop control

1.11 Additional intersections: signalized intersections

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.

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.

ACTION ITEMS: POLICIES AND PROGRAMS

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.

4.3 Integrate traffic safety into police community engagement activities, particularly on the Focus Network and in areas with high pedestrian and bicycle traffic.

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.

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.


Orange Grove
MAUI

4

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 in-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*.

Project Benefits

- Use cost-effective materials within the existing right-of-way
- Have been pre-screened to streamline engineering design and departmental depth review
- Can be deployed at multiple locations
- Align 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 priority safety strategies**
- **Developed priority safety projects**

Working Group Discussions Led by the Community Development Department
Christopher Buonomo, AICP
David Kriske, AICP
Kyle Kramer, AICP

Participants

Burbank Fire Department
Fire Chief Danny Alvarez
Deputy Fire Chief Mark Hatch
Deputy 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

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.

Protected Left Turns

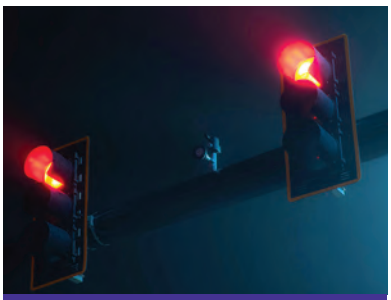
Pavement Markings Through Intersections

Retroreflective Backplates

High Visibility Crosswalks

Leading Pedestrian Intervals

Pedestrian Recall

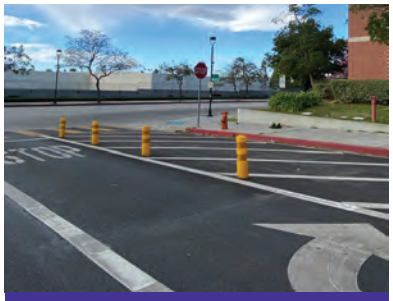


Rest in Red

Closed Slip Lane

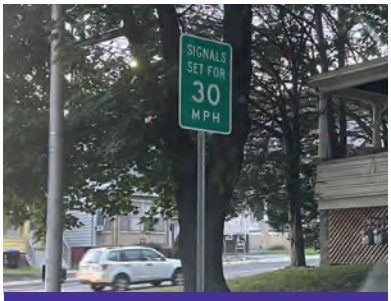
Left Turn Calming

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.



Curb Extensions

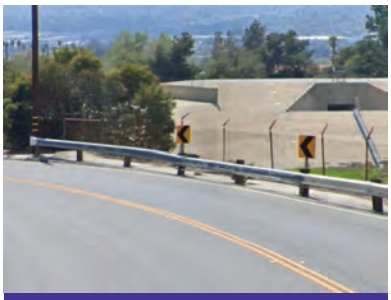
Access Management



Signage Noting that Signals Coordinate to Posted Speeds

Speed Feedback Signs

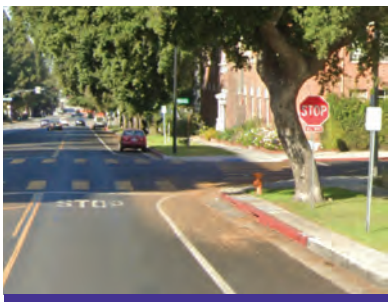
Lane Narrowing



Curve Warning Signage

Close Bike Lane Gaps

Green Conflict Striping



Intersection Daylighting

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.

Project Corridors

1. **Glenoaks Boulevard (Cypress Avenue to Olive Avenue)**
2. **Victory Boulevard (Burbank Boulevard to Providencia Avenue)**
3. **Alameda Avenue (Main Street to Glenoaks Boulevard)**
4. **Hollywood Way (Vanowen Street to Clark Avenue)**
5. **Vanowen Street (Ontario Street to Buena Vista Street)**
6. **San Fernando Boulevard (I-5 On/ Off Ramp to Cypress Avenue)**
7. **Victory Boulevard (Ontario Street to Burbank Boulevard)**
8. **Buena Vista Street (San Fernando Boulevard to Clark Avenue)**
9. **Olive Avenue (Orchard Drive to 6th Street)**

Common Collision Trends

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

Speeding on major streets

Pedestrian collisions involving pedestrians **crossing in a crosswalk**

Bicycle collisions at **intersections**

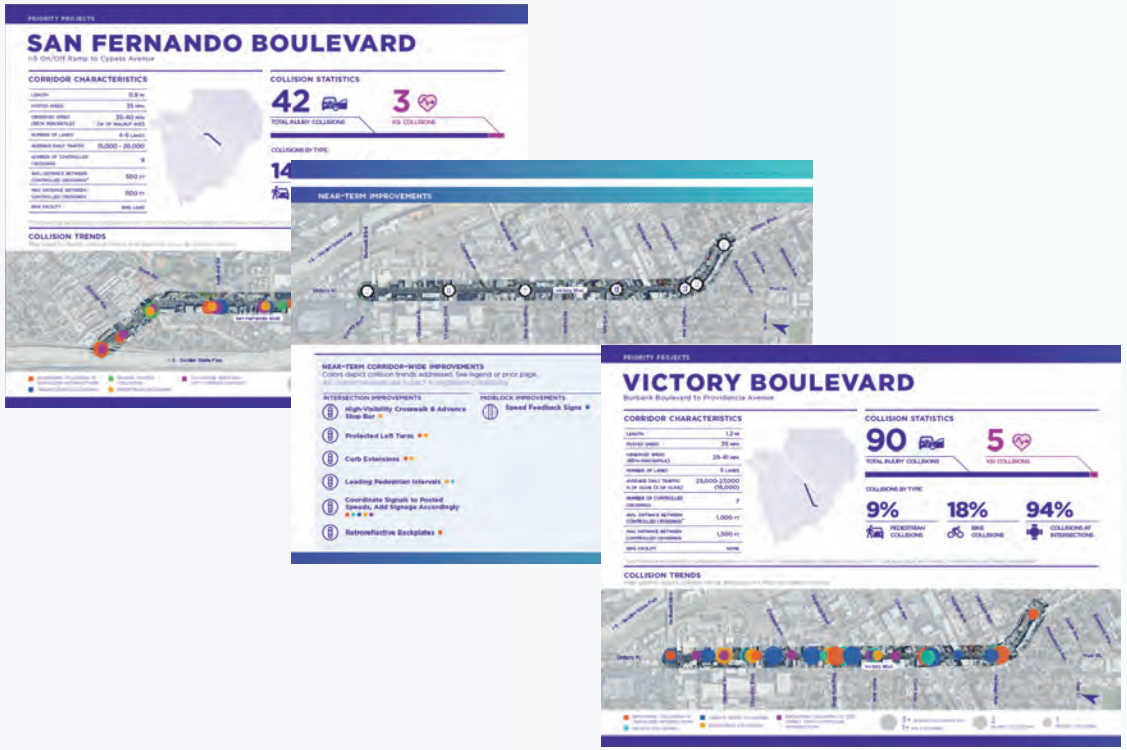
Driving **under the influence,** often leading to collisions with parked cars

City of Burbank **Project Corridors**

PROJECT CUTSHEETS

This Action Plan is focused on cost-effective and time-efficient design interventions that can be implemented at various locations. Each project cutsheet identifies general concepts for corridor-wide and/or location-specific 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 projects will require further study, interdepartmental coordination, in-depth engineering design, and comprehensive community engagement to ensure equitable, effective implementation.



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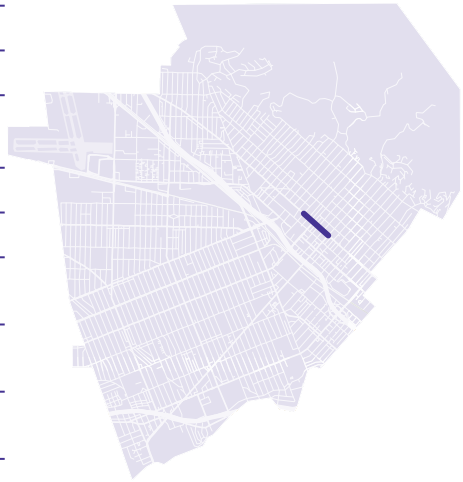
GLENOAKS BOULEVARD

Cypress Avenue to Olive Avenue

CORRIDOR CHARACTERISTICS

LENGTH	0.4 MI
POSTED SPEED	30 MPH
OBSERVED SPEED (85TH PERCENTILE)	34-37 MPH
NUMBER OF LANES	5 LANES
AVERAGE DAILY TRAFFIC	31,000 - 36,000
NUMBER OF CONTROLLED CROSSINGS	4
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	560 FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	700 FT
BIKE FACILITY	NONE



COLLISION STATISTICS (2018-2022)

59 TOTAL INJURY COLLISIONS

6 KSI COLLISIONS

COLLISIONS BY TYPE

22% PEDESTRIAN COLLISIONS

7% BIKE COLLISIONS

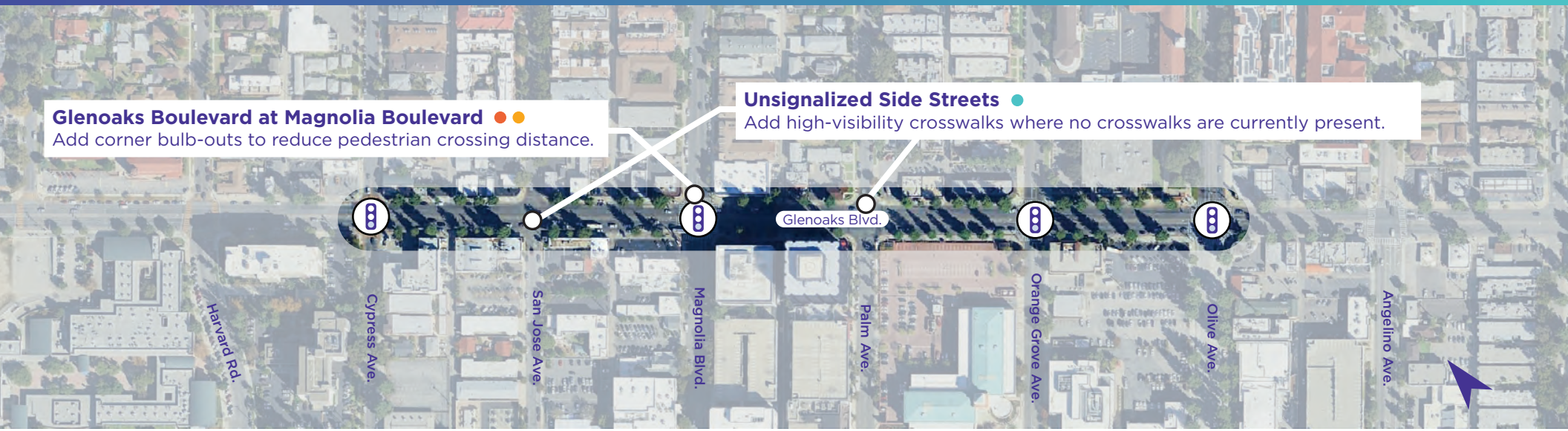
100% COLLISIONS AT INTERSECTIONS

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

PRIORITY IMPROVEMENTS



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
- Signage Noting that Signals are Coordinated to Posted Speeds

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

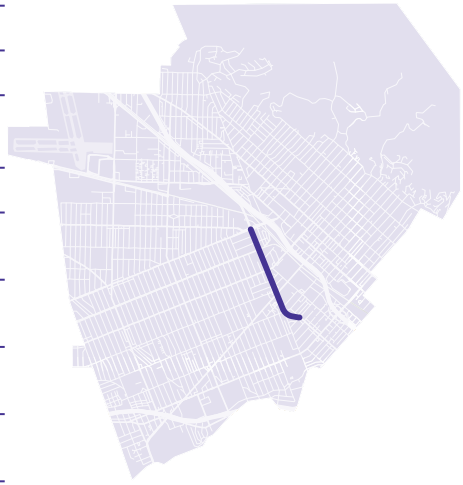
Extend pedestrian safety and speed management improvements along entire Focus Network extent of Glenoaks Blvd

VICTORY BOULEVARD

Burbank Boulevard to Providencia Avenue

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

90 TOTAL INJURY COLLISIONS

5 KSI COLLISIONS

COLLISIONS BY TYPE

9% PEDESTRIAN COLLISIONS

18% BIKE COLLISIONS

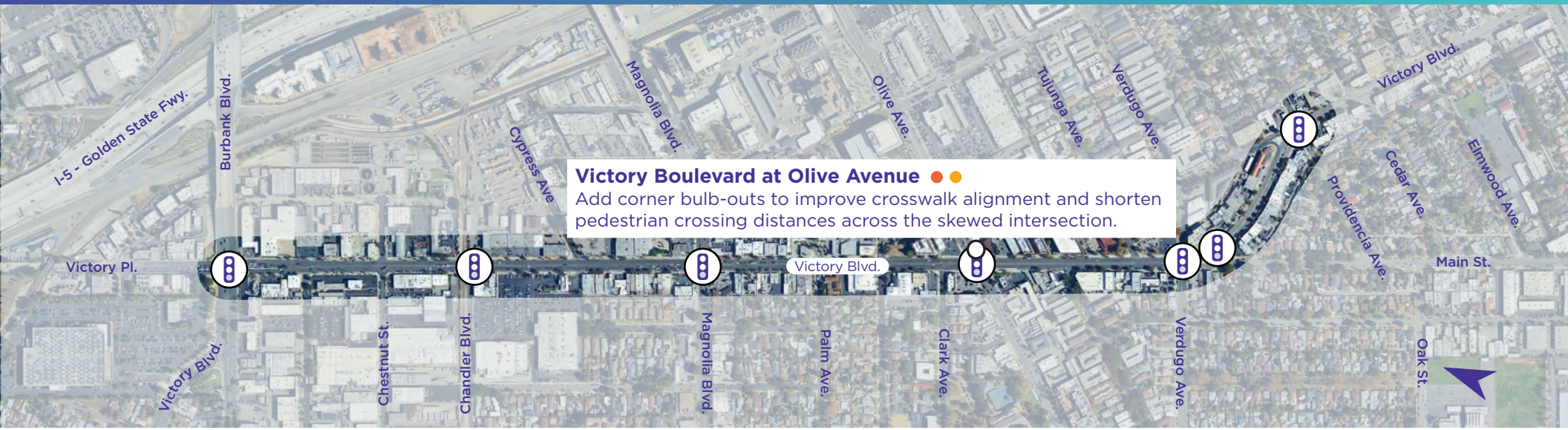
94% COLLISIONS AT INTERSECTIONS

COLLISION TRENDS

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

- BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS
- BICYCLE COLLISIONS
- 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

PRIORITY IMPROVEMENTS



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

- High-Visibility Crosswalk
- Protected Left Turns
- Curb Extensions
- Leading Pedestrian Intervals
- Signage Noting that Signals are Coordinated to Posted Speeds
- 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*.

Victory Signal Synchronization Project is in the planning/design phase in the City's Capital Improvement Program (CIP).

Roadway Reconfiguration & Separated Bikeway
Install a separated bikeway between Burbank Channel Bikeway and Burbank Blvd.

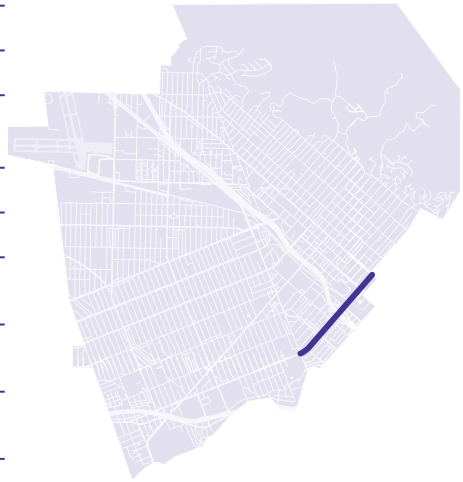
Investigate need for additional signals at Chestnut St, Cypress Ave, Palm Ave

ALAMEDA AVENUE

Main Street to Glenoaks Boulevard

CORRIDOR CHARACTERISTICS

LENGTH	1.2 MI
POSTED SPEED	35 MPH
OBSERVED SPEED (85TH PERCENTILE)	38-44 MPH
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	1,500 FT
BIKE FACILITY	NONE



COLLISION STATISTICS (2018-2022)

93 TOTAL INJURY COLLISIONS

6 KSI COLLISIONS

COLLISIONS BY TYPE

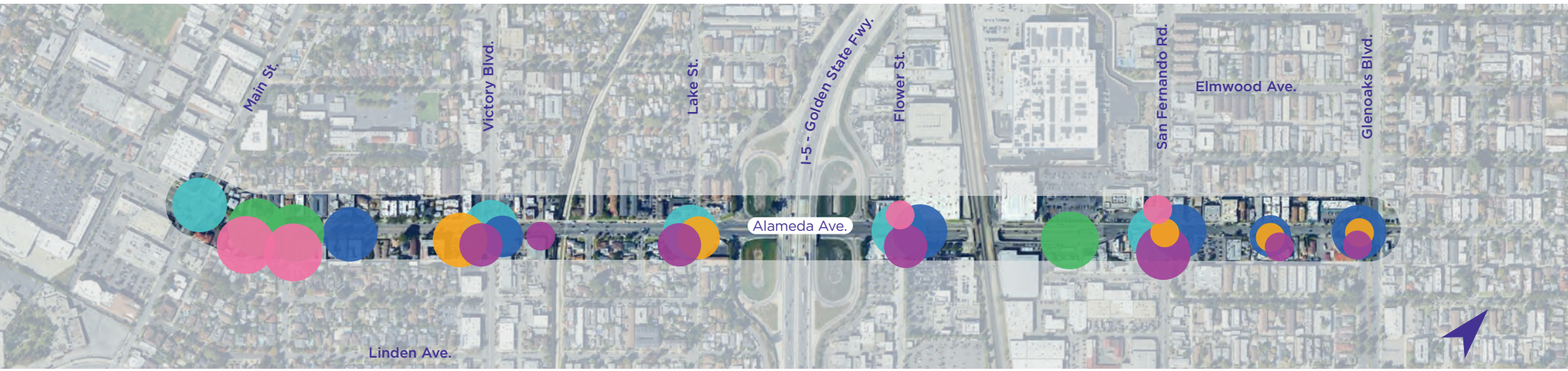
11% PEDESTRIAN COLLISIONS

6% BIKE COLLISIONS

90% 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
- DUI COLLISIONS
- PEDESTRIAN COLLISIONS
- BICYCLE COLLISIONS
- HIT PARKED VEHICLE COLLISION
- LEFT-TURNING VEHICLE COLLISION
- 3+ INJURY COLLISIONS OR 1+ KSI COLLISION
- 2 INJURY COLLISIONS
- 1 INJURY COLLISION

PRIORITY IMPROVEMENTS

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

- Protected Left Turns
- High-Visibility Crosswalk
- Leading Pedestrian Intervals
- Left-Turn Calming
- Retroreflective Backplates
- Rest-in-Red
- Curb Extensions
- Pedestrian Recall
- Signage Noting that Signals are Coordinated to Posted Speeds

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

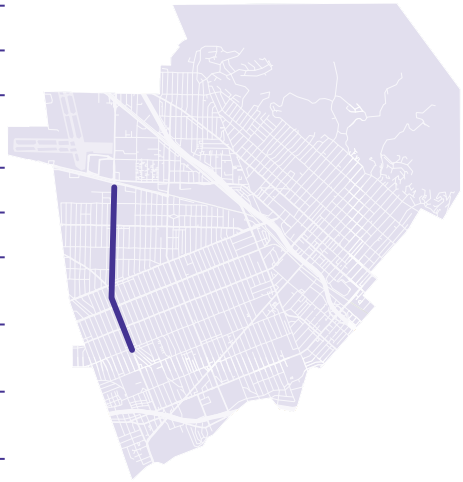
- **Extend median to restrict turns onto Alameda Ave**
- **Elevated and separated sidewalks along underpass**
- **Enhance roadway and pedestrian lighting**

HOLLYWOOD WAY

Vanowen Street to Clark Avenue

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

110 TOTAL INJURY COLLISIONS

9 KSI COLLISIONS

COLLISIONS BY TYPE

12% PEDESTRIAN COLLISIONS

6% BIKE COLLISIONS

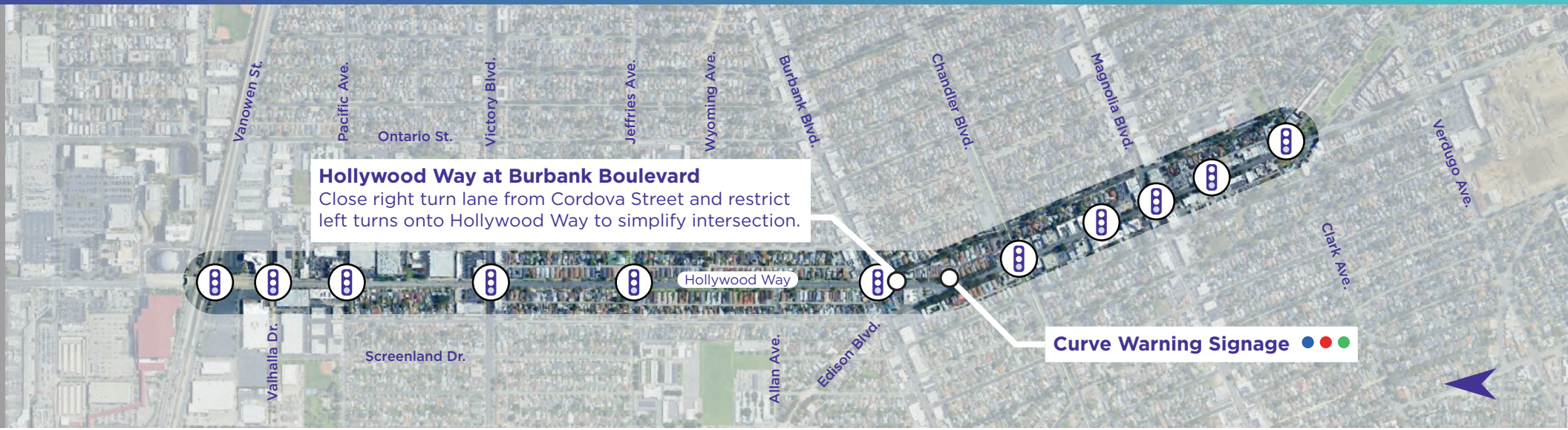
83% COLLISIONS AT INTERSECTIONS

COLLISION TRENDS

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

- BROADSIDE COLLISIONS AT SIGNALIZED INTERSECTIONS
- UNSAFE SPEED COLLISIONS
- DUI COLLISIONS
- PEDESTRIAN COLLISIONS
- HIT PARKED VEHICLE COLLISION
- 3+ INJURY COLLISIONS OR 1+ KSI COLLISION
- 2 INJURY COLLISIONS
- 1 INJURY COLLISION

PRIORITY IMPROVEMENTS



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

- Protected Left Turns
- High-Visibility Crosswalk
- Curb Extensions
- Leading Pedestrian Intervals
- Signage Noting that Signals are Coordinated to Posted Speeds
- 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

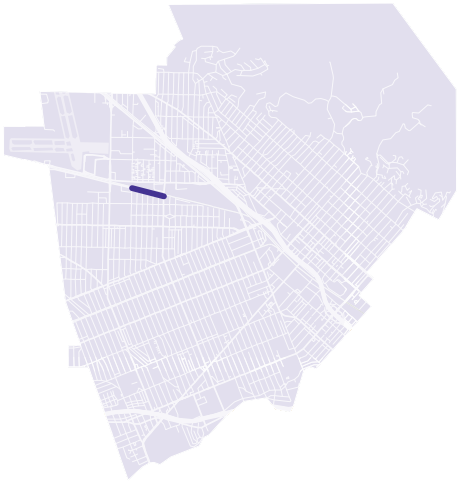
Upgrade Bike Facility to a Separated Bikeway North of Pacific Ave

VANOWEN STREET

Ontario Street to Buena Vista Street

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

14 TOTAL INJURY COLLISIONS

3 KSI COLLISIONS

COLLISIONS BY TYPE

7% PEDESTRIAN COLLISIONS

14% BIKE COLLISIONS

100% 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

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

- 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.

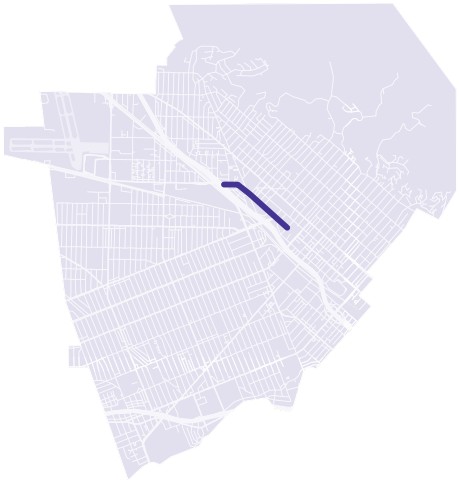
Roadway Reconfiguration & Separated Bikeway Extended to Hollywood Way

SAN FERNANDO BOULEVARD

I-5 On/Off Ramp to Cypress Avenue

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

42 TOTAL INJURY COLLISIONS

3 KSI COLLISIONS

COLLISIONS BY TYPE

14% PEDESTRIAN COLLISIONS

12% BIKE COLLISIONS

95% 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
- 2 INJURY COLLISIONS
- 1 INJURY COLLISION

PRIORITY IMPROVEMENTS

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

- Protected Left Turns
- High-Visibility Crosswalks
- Curb Extensions
- Leading Pedestrian Intervals
- Rest-in-Red
- Signage Noting that Signals are Coordinated to Posted Speeds
- 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.

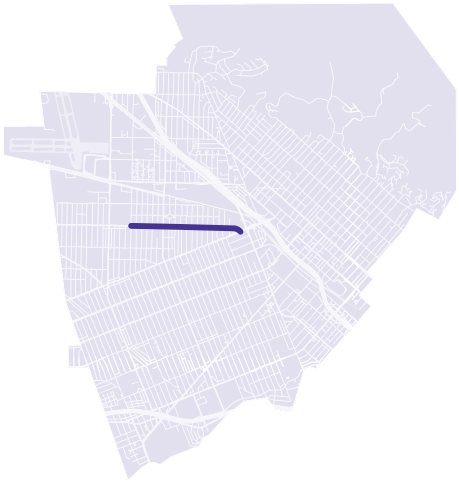
Reconfigure the lanes at the San Fernando/Burbank intersection to enhance pedestrian and bicycle safety treatments

VICTORY BOULEVARD

Ontario Street to Burbank Boulevard

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

75 TOTAL INJURY COLLISIONS

7 KSI COLLISIONS

COLLISIONS BY TYPE

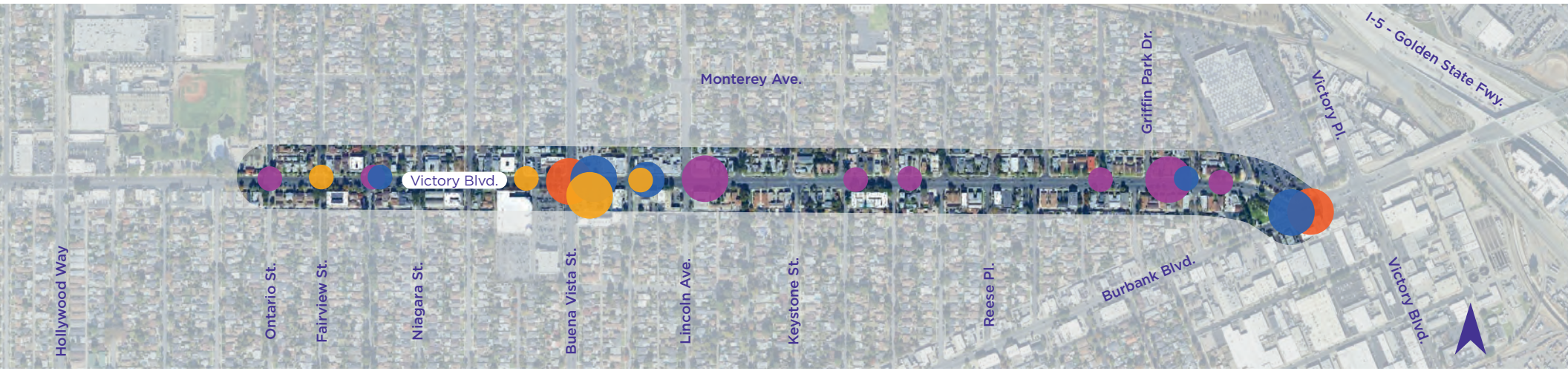
5% PEDESTRIAN COLLISIONS

5% BIKE COLLISIONS

100% 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

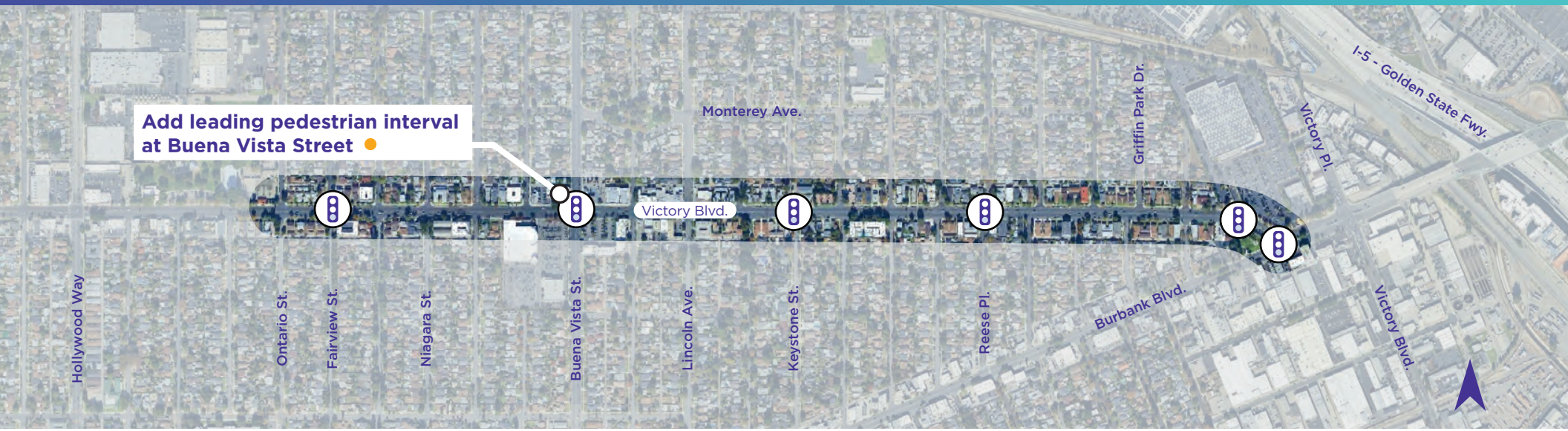
BROADSIDE COLLISIONS AT SIDE STREET STOP-CONTROLLED INTERSECTIONS

3+ INJURY COLLISIONS OR 1+ KSI COLLISION

2 INJURY COLLISIONS

1 INJURY COLLISION

PRIORITY IMPROVEMENTS



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

- Protected Left Turns
- High-Visibility Crosswalk
- Curb Extensions
- Signage Noting that Signals are Coordinated to Posted Speeds
- 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

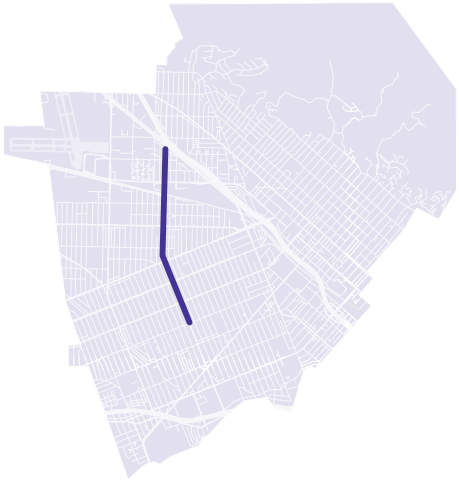
Addresses cluster of crashes at a skewed/complex intersection

BUENA VISTA STREET

San Fernando Boulevard to Clark Avenue

CORRIDOR CHARACTERISTICS

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



COLLISION STATISTICS (2018-2022)

158 TOTAL INJURY COLLISIONS

6 KSI COLLISIONS

COLLISIONS BY TYPE

8% PEDESTRIAN COLLISIONS

7% BIKE COLLISIONS

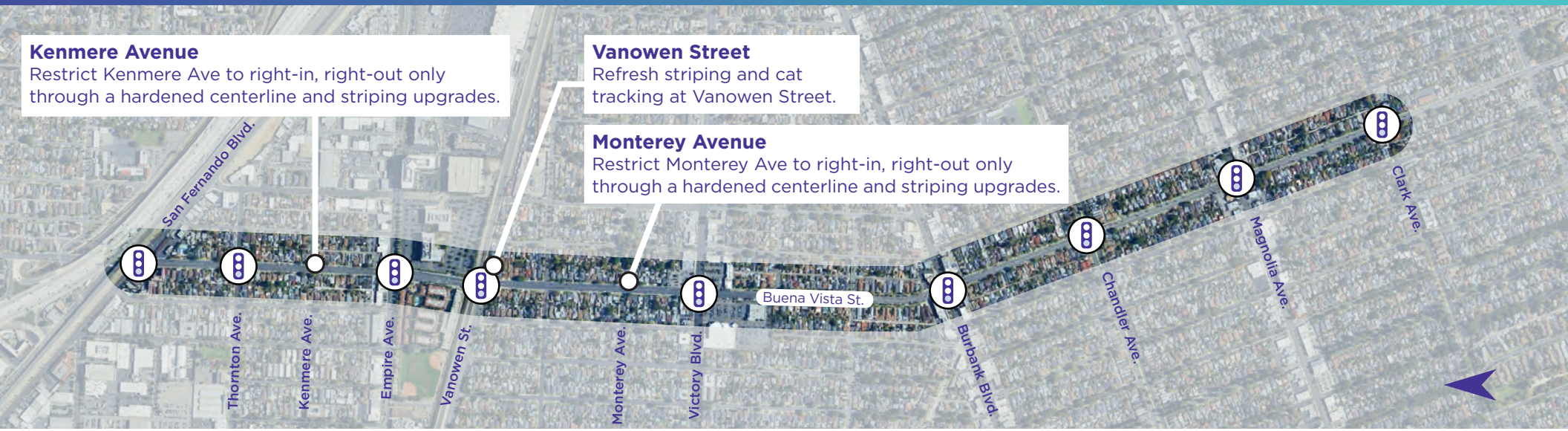
89% COLLISIONS AT INTERSECTIONS

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 INJURY COLLISION

PRIORITY IMPROVEMENTS



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

- Protected Left Turns
- High-Visibility Crosswalk
- Curb Extensions
- Signage Noting that Signals are Coordinated to Posted Speeds
- Retroreflective Backplates

STOP-CONTROLLED INTERSECTION IMPROVEMENTS

- Access Management

MIDBLOCK IMPROVEMENTS

- Speed Feedback Signs

LONG-TERM VISION IMPROVEMENTS

A new signal at Jeffries Ave is in the CIP. Buena Vista Signal Synchronization Project is also in the CIP.

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.

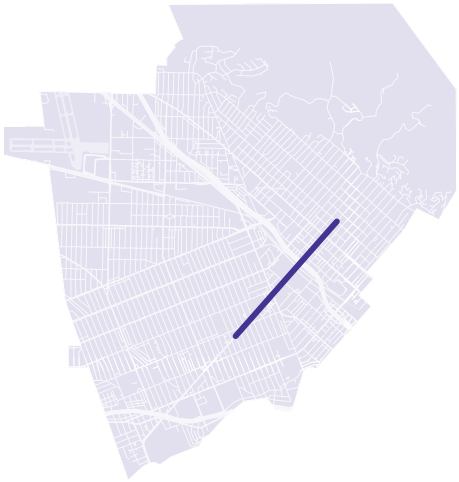
Investigate need for signal at Pacific Ave
Addresses broadside and pedestrian collisions, helps manage speed, and establishes Pacific Avenue as a bike route with comfortable crossing opportunities.

OLIVE AVENUE

Orchard Drive to 6th Street

CORRIDOR CHARACTERISTICS

LENGTH	1.8 MI
POSTED SPEED	35 MPH
OBSERVED SPEED (85TH PERCENTILE)	25-45 MPH
NUMBER OF LANES	2-5 LANES
AVERAGE DAILY TRAFFIC	11,000 - 25,000 (HIGHER S OF 1ST ST)
NUMBER OF CONTROLLED CROSSINGS	6
AVG. DISTANCE BETWEEN CONTROLLED CROSSINGS	1,400 FT
MAX DISTANCE BETWEEN CONTROLLED CROSSINGS	1,600 FT
BIKE FACILITY	NONE



COLLISION STATISTICS (2018-2022)

92 TOTAL COLLISIONS

4 KSI COLLISIONS

COLLISIONS BY TYPE

13% PEDESTRIAN COLLISIONS

7% BIKE COLLISIONS

95% 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
- BROADSIDE COLLISIONS AT SIDE STREET STOP-CONTROLLED INTERSECTIONS
- 3+ INJURY COLLISIONS OR 1+ KSI COLLISION
- 2 INJURY COLLISIONS
- 1 INJURY COLLISION

PRIORITY IMPROVEMENTS

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

- Protected Left Turns
- High-Visibility Crosswalk
- Curb Extensions
- Signage Noting that Signals are Coordinated to Posted Speeds

MIDBLOCK IMPROVEMENTS

- Speed Feedback Signs

LONG-TERM VISION IMPROVEMENTS

Complete Our Streets Plan Connection

Improvements at the Sparks/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.

ADDITIONAL INTERSECTIONS

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

ADDITIONAL INTERSECTIONS

SIGNALIZED INTERSECTIONS NEAR-TERM IMPROVEMENT LOCATIONS

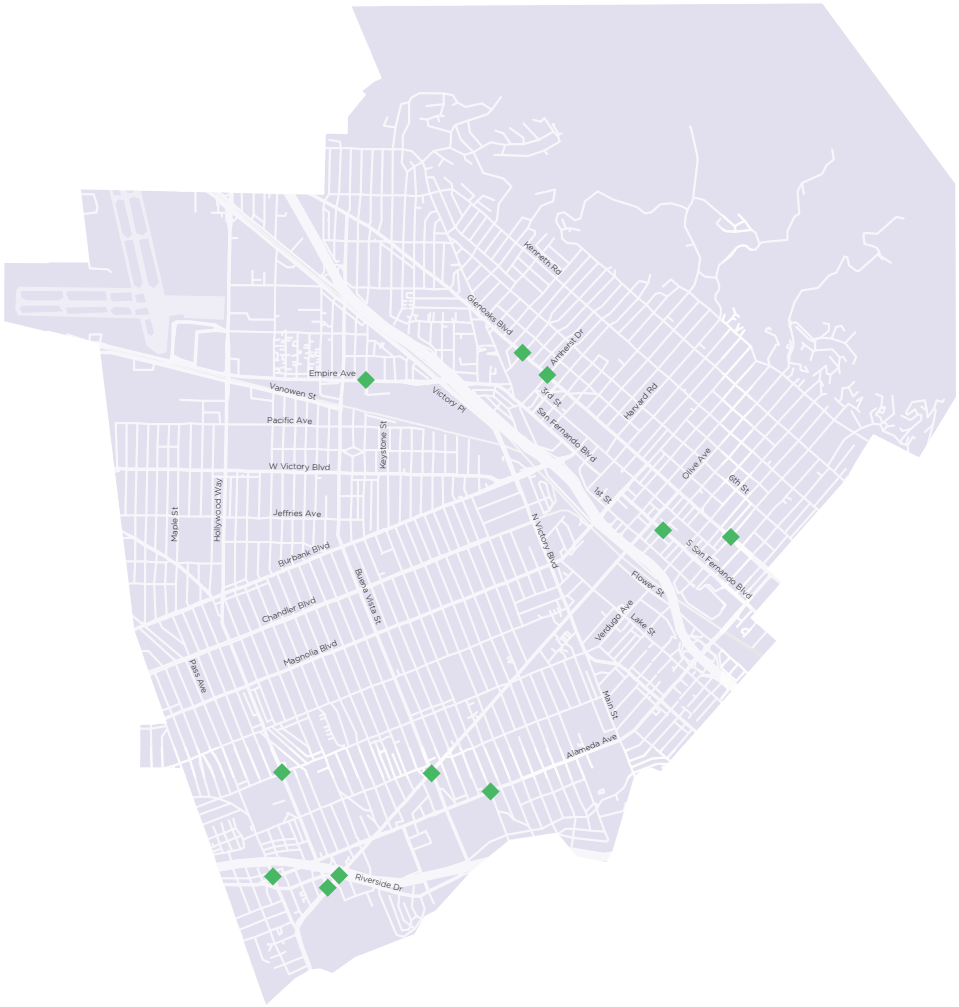
NEAR-TERM IMPROVEMENTS

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



ADDITIONAL INTERSECTIONS

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 Pl/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

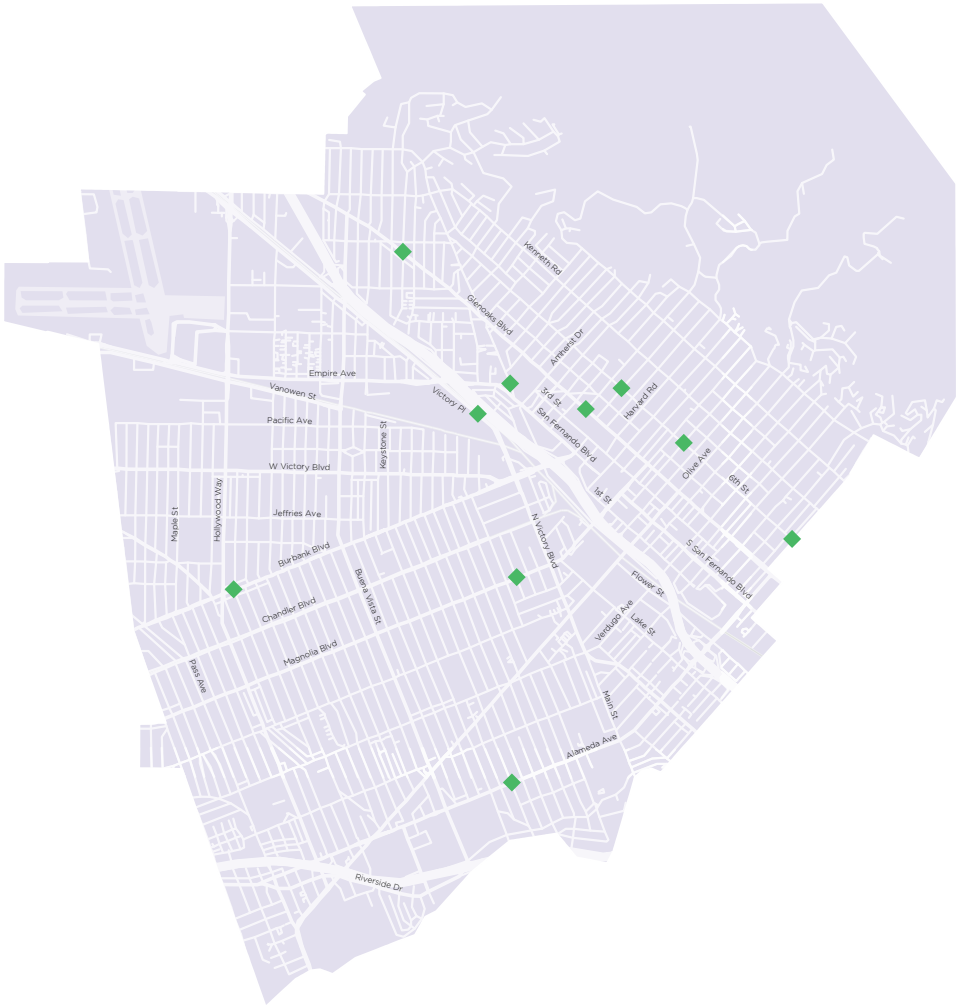
Key: #/# = Injury Collisions 2018-2022 (not including KSIs) / KSIs

Note: Additional neighborhood outreach will be conducted before implementation of traffic circles, bulb-outs, or lane narrowing in predominantly residential neighborhoods.

ADDITIONAL INTERSECTIONS

MINOR-STREET-ONLY STOP CONTROL INTERSECTIONS NEAR-TERM IMPROVEMENT LOCATIONS

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



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

A

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 property-damage-only collisions as well as collisions on State highways and privately-owned roads and parking lots.

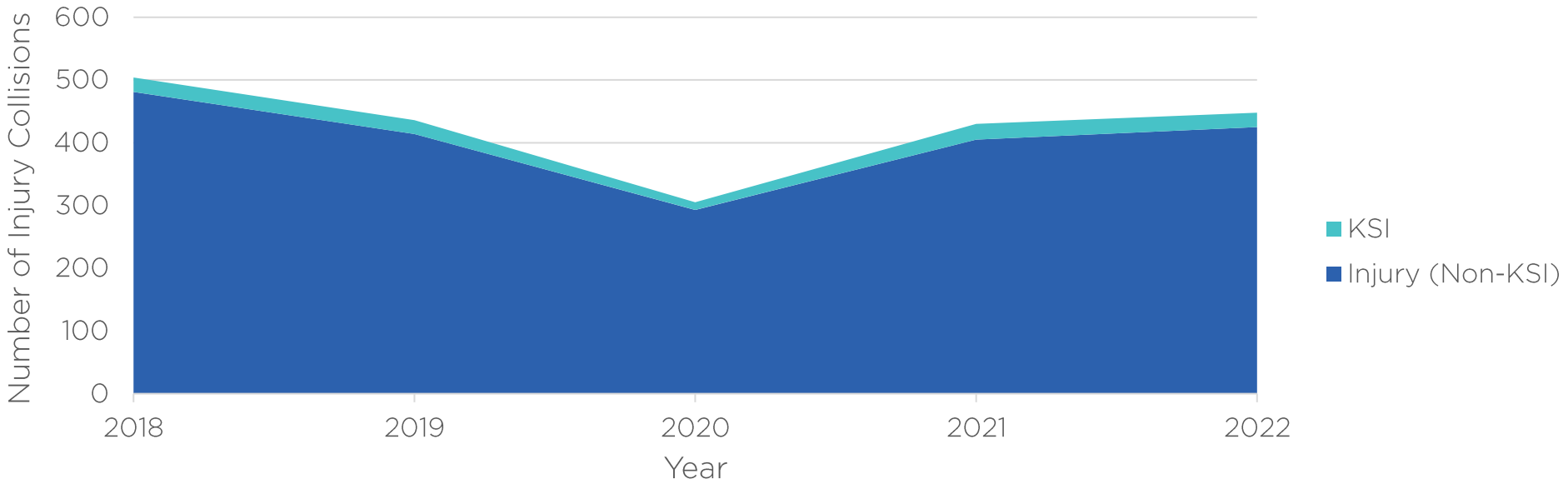
KEY TAKEAWAYS

- **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.**

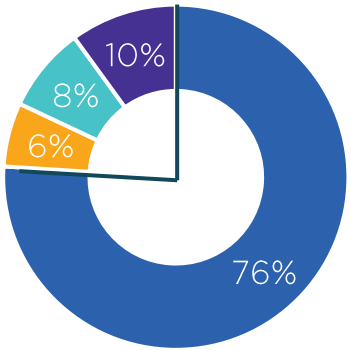
INJURY COLLISIONS



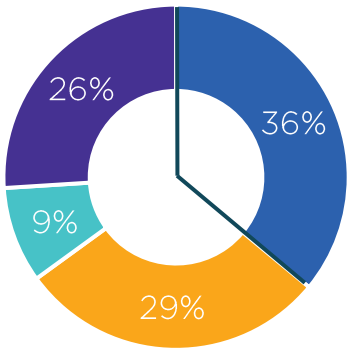
WHO IS INVOLVED

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.

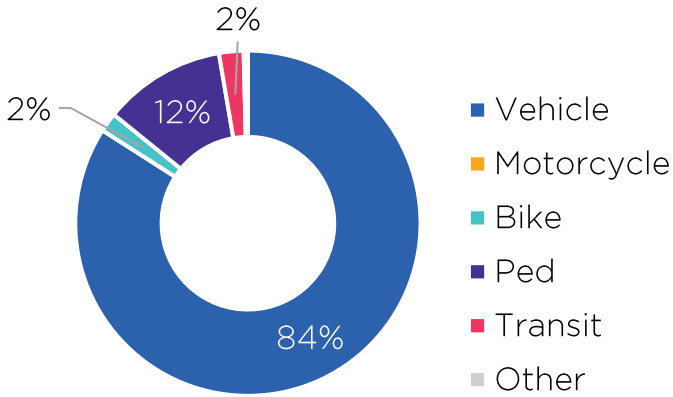
INJURY COLLISIONS BY MODE



KSI COLLISIONS BY MODE



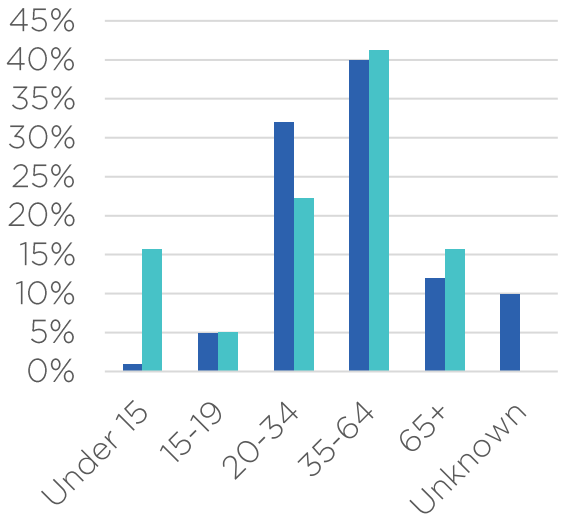
BURBANK MODE SHARE, CHTS 2012



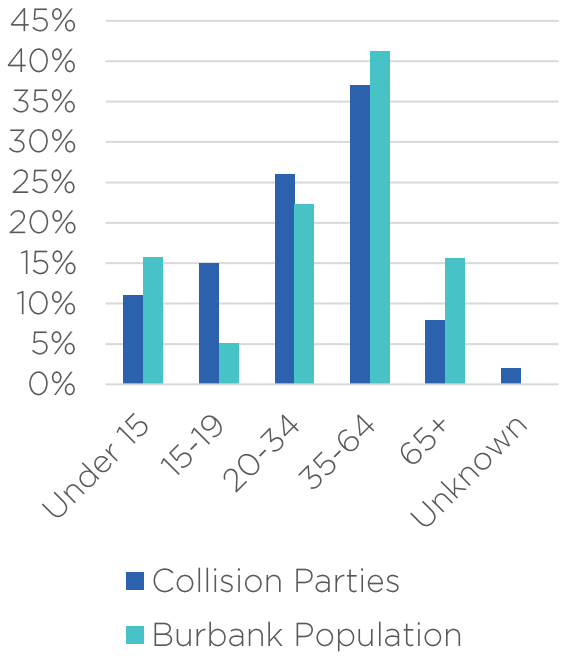
Note: CHTS refers to the California Household Travel Survey, which estimates the mode share for all trips.

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.

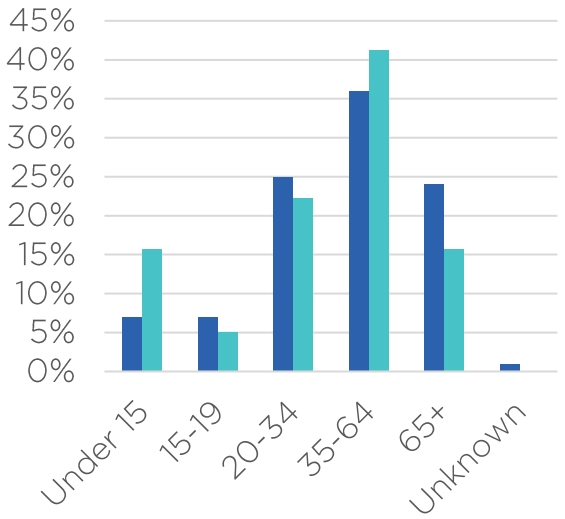
KSI COLLISIONS BY AGE OF INVOLVED PARTIES



BICYCLE-INVOLVED KSI COLLISIONS BY AGE OF INVOLVED PARTIES



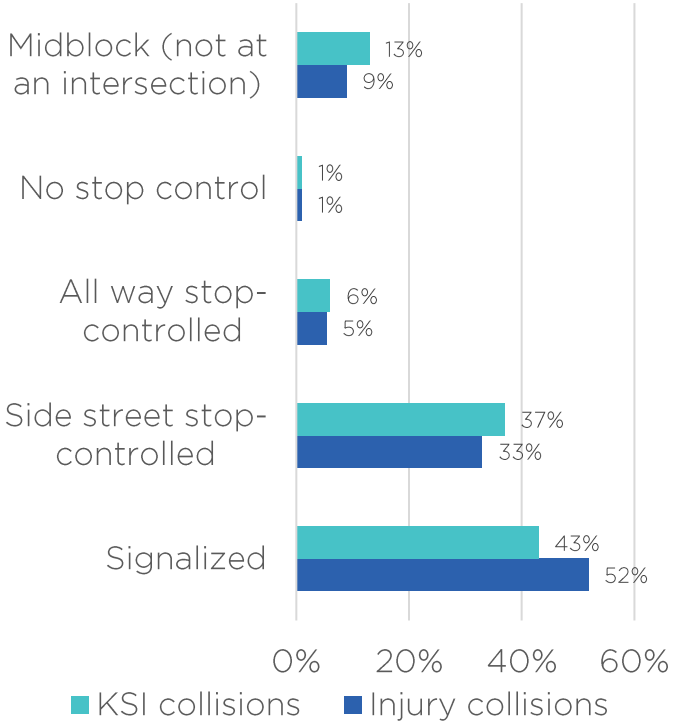
PEDESTRIAN-INVOLVED COLLISIONS BY AGE OF INVOLVED PARTIES



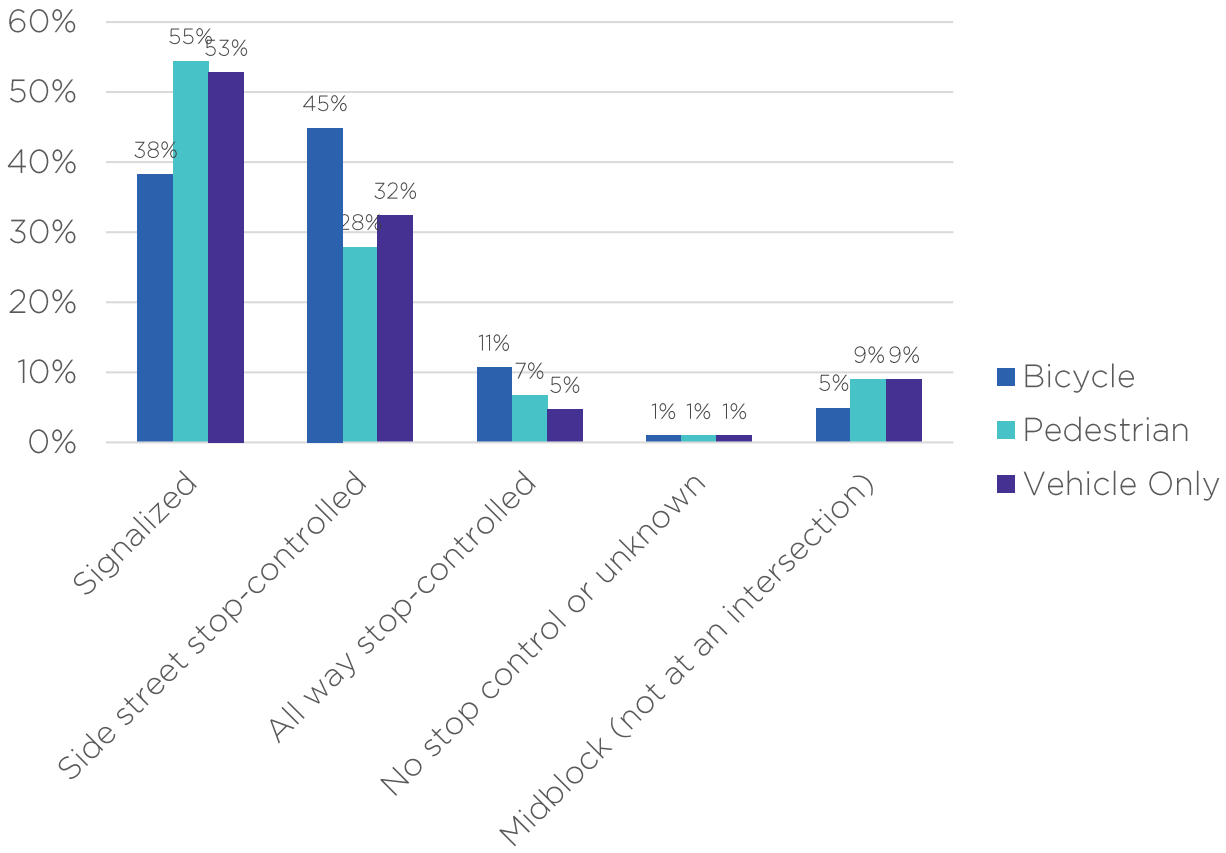
WHERE COLLISIONS OCCUR

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



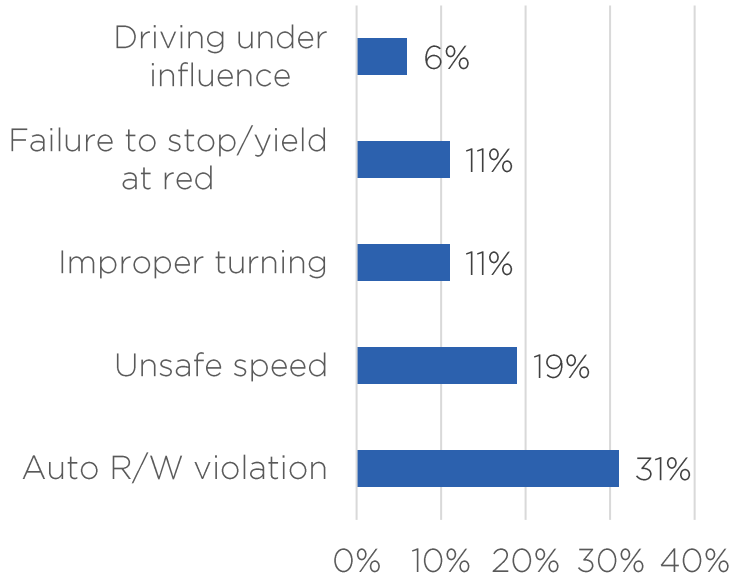
ALL INJURY COLLISIONS BY MODE AND INTERSECTION CONTROL TYPE



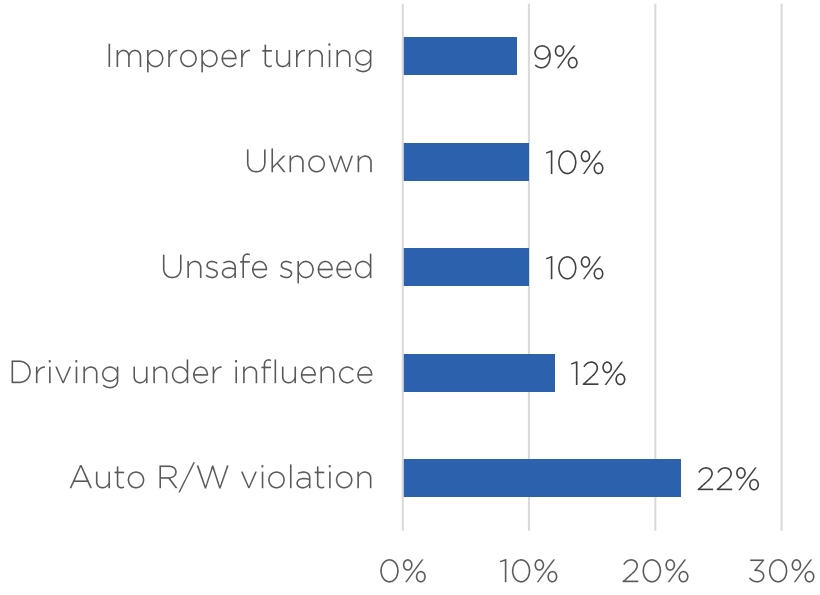
WHY COLLISIONS OCCUR

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

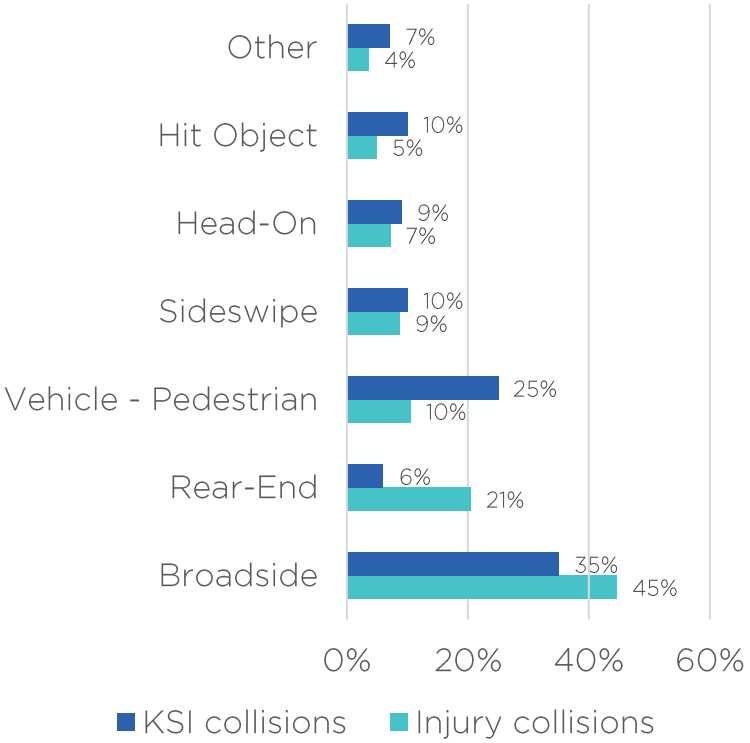


COMMON PRIMARY COLLISION FACTOR (PCF) DEFINITIONS

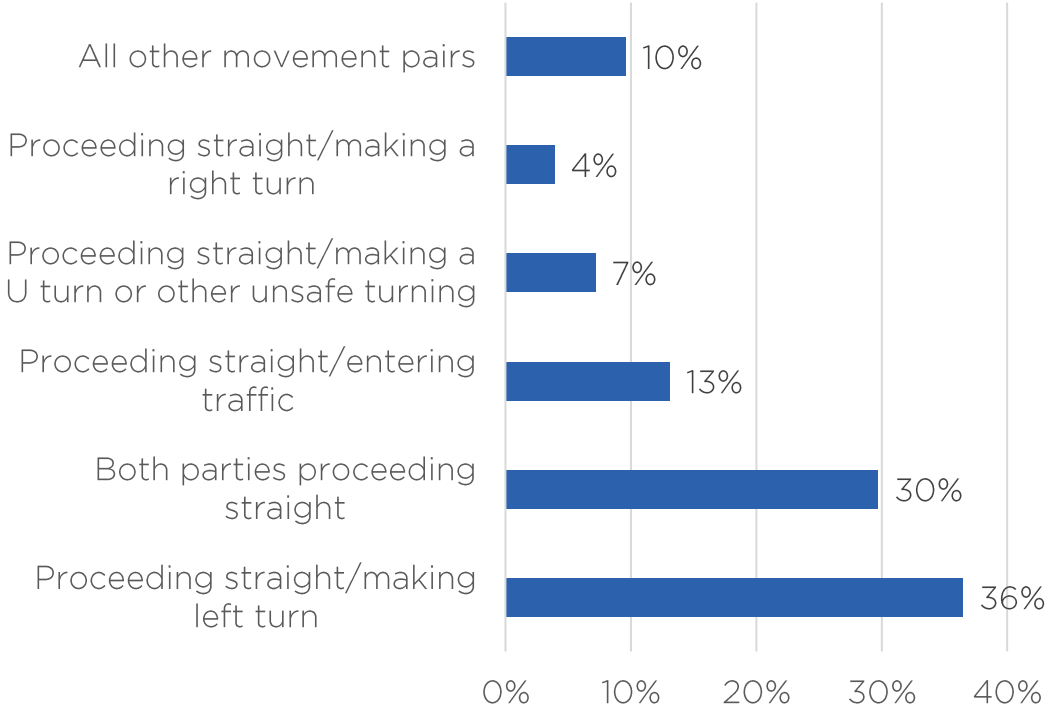
1. **Auto right-of-way violation:** Failure of a party of any mode to yield to the driver's right-of-way or a driver observing their right-of way improperly. *"Autos" may include bikes in this category as the CVC considers a bicycle a vehicle.*
2. **Unsafe speed:** Driving at a speed greater than is 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.
3. **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

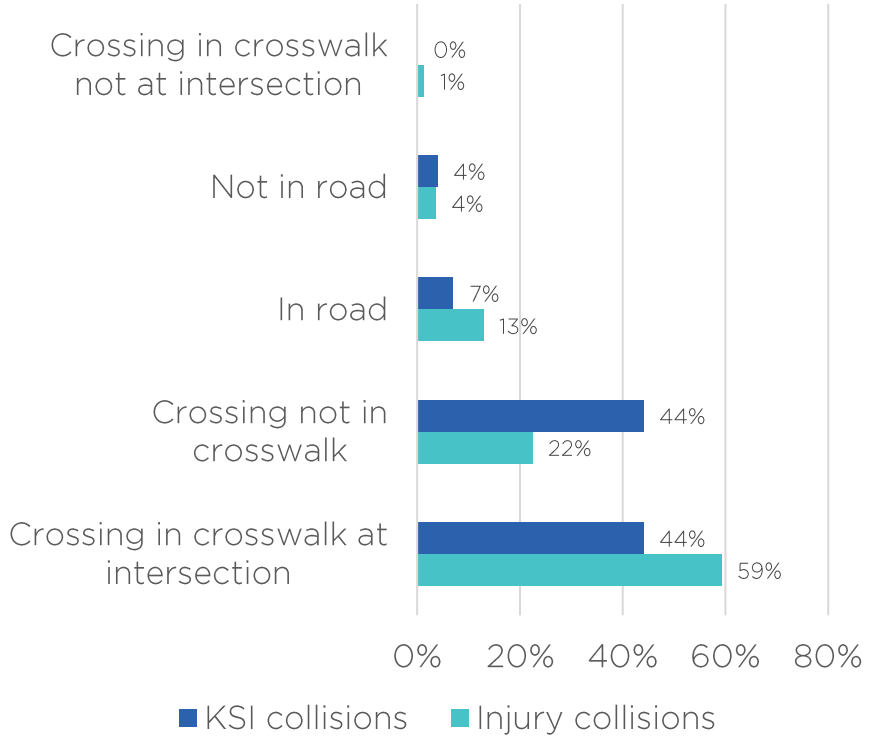


DRIVER MOVEMENT PRECEDING BROADSIDE INJURY COLLISIONS

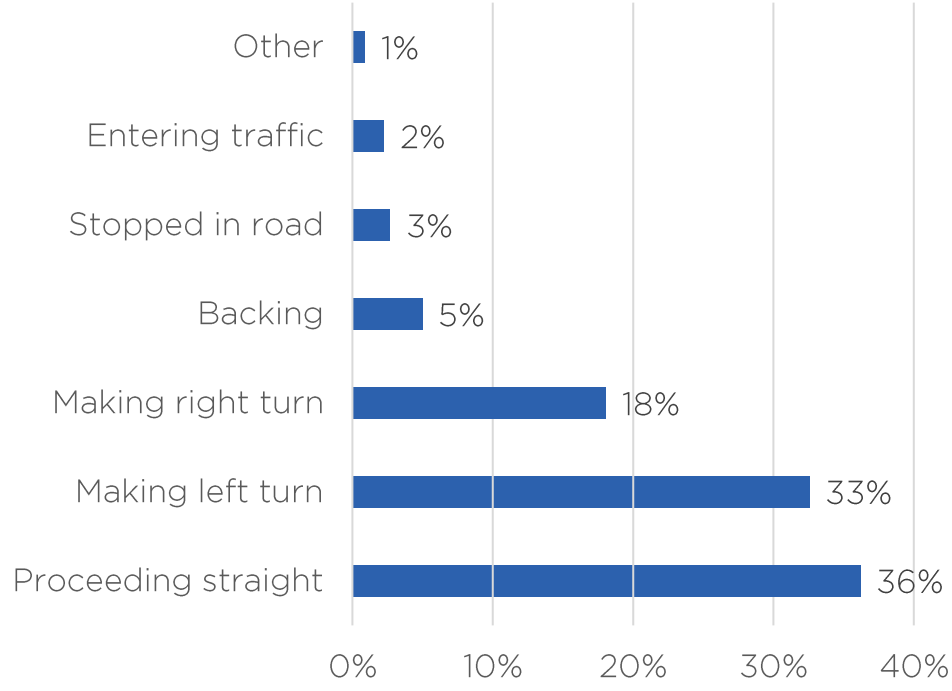


Pedestrian collisions most often occurred while a pedestrian was **crossing in a crosswalk at an intersection**. Over 50% of drivers involved in a pedestrian collision were turning before the collision occurred. Drivers were most often **making a left turn** in these collisions.

PEDESTRIAN ACTION PRECEDING PEDESTRIAN-INVOLVED INJURY COLLISIONS



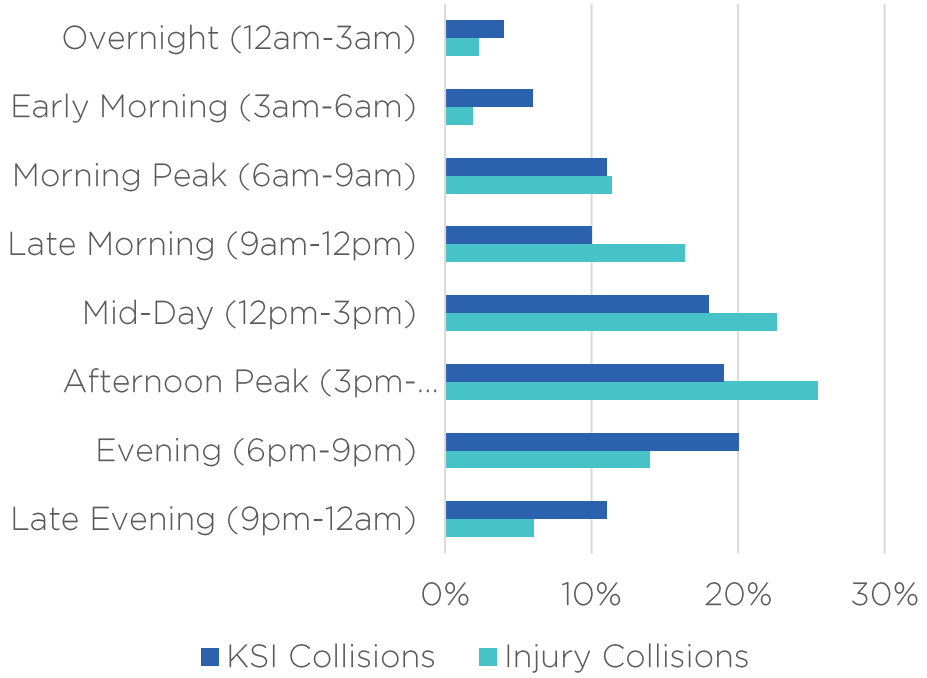
DRIVER MOVEMENT PRECEDING PEDESTRIAN-INVOLVED INJURY COLLISIONS



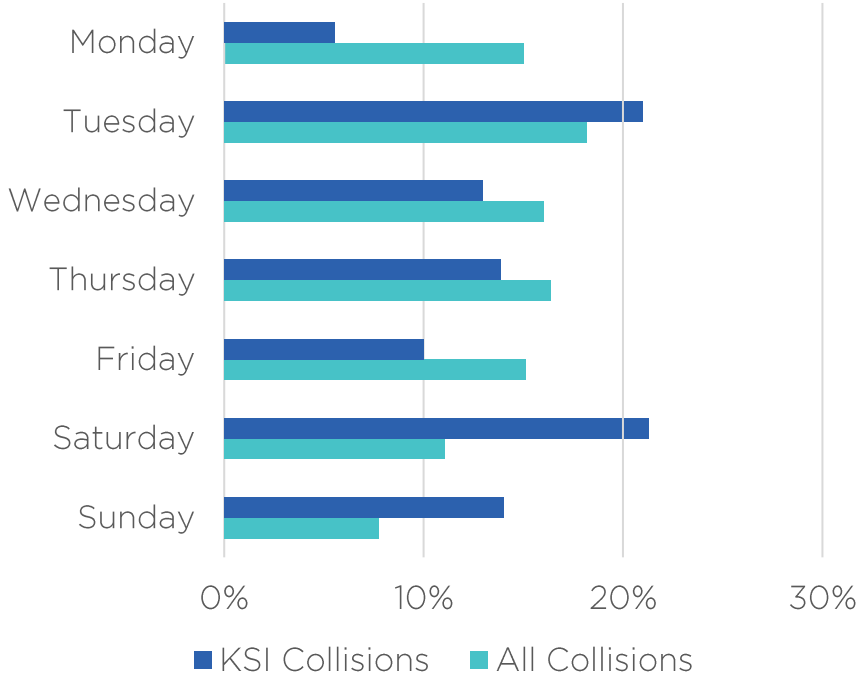
WHEN COLLISIONS OCCUR

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.

ALL INJURY COLLISIONS BY TIME OF DAY



ALL INJURY COLLISIONS BY DAY OF WEEK



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 85th percentile observed speeds of 30mph or more.

DATA SOURCES USED

1. Average daily traffic (Streetlight, 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
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
9. Special Designation Districts
    - Big Box (F&P defined); Downtown; Downtown Core (F&P defined); Golden State; Hillside; Magnolia Park; Media; Rancho

EQUITY 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 25th 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 pedestrian-involved KSI collisions and 50% of bicycle-involved 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 higher-volume, 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, high-speed 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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B

Safer Streets Burbank
Action Plan

Engagement

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

Open

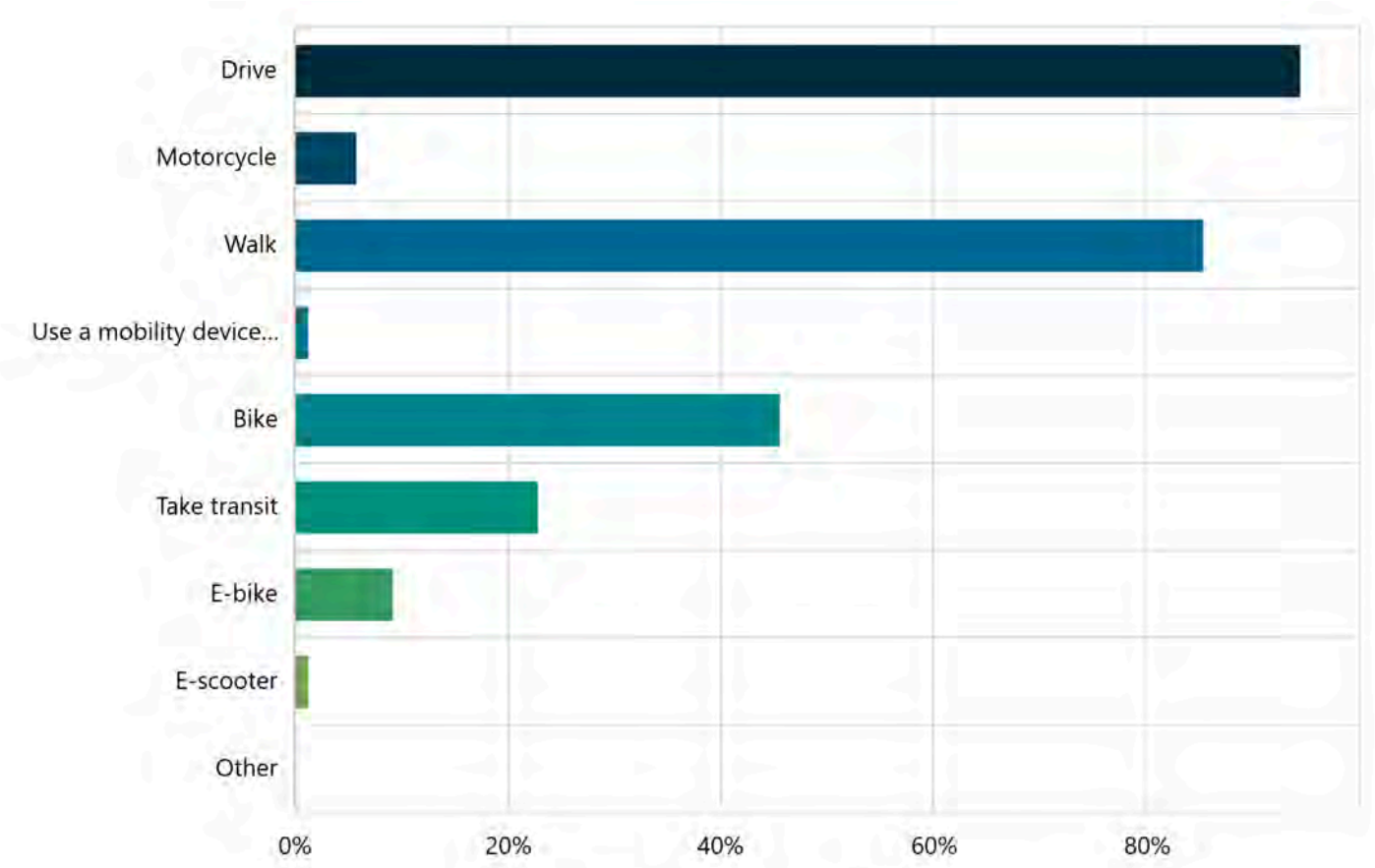
Untitled
Safer Streets Burbank

84	89
Contributors	Contributions

Contribution Summary

1. How do you get around Burbank? Check all that apply. Required

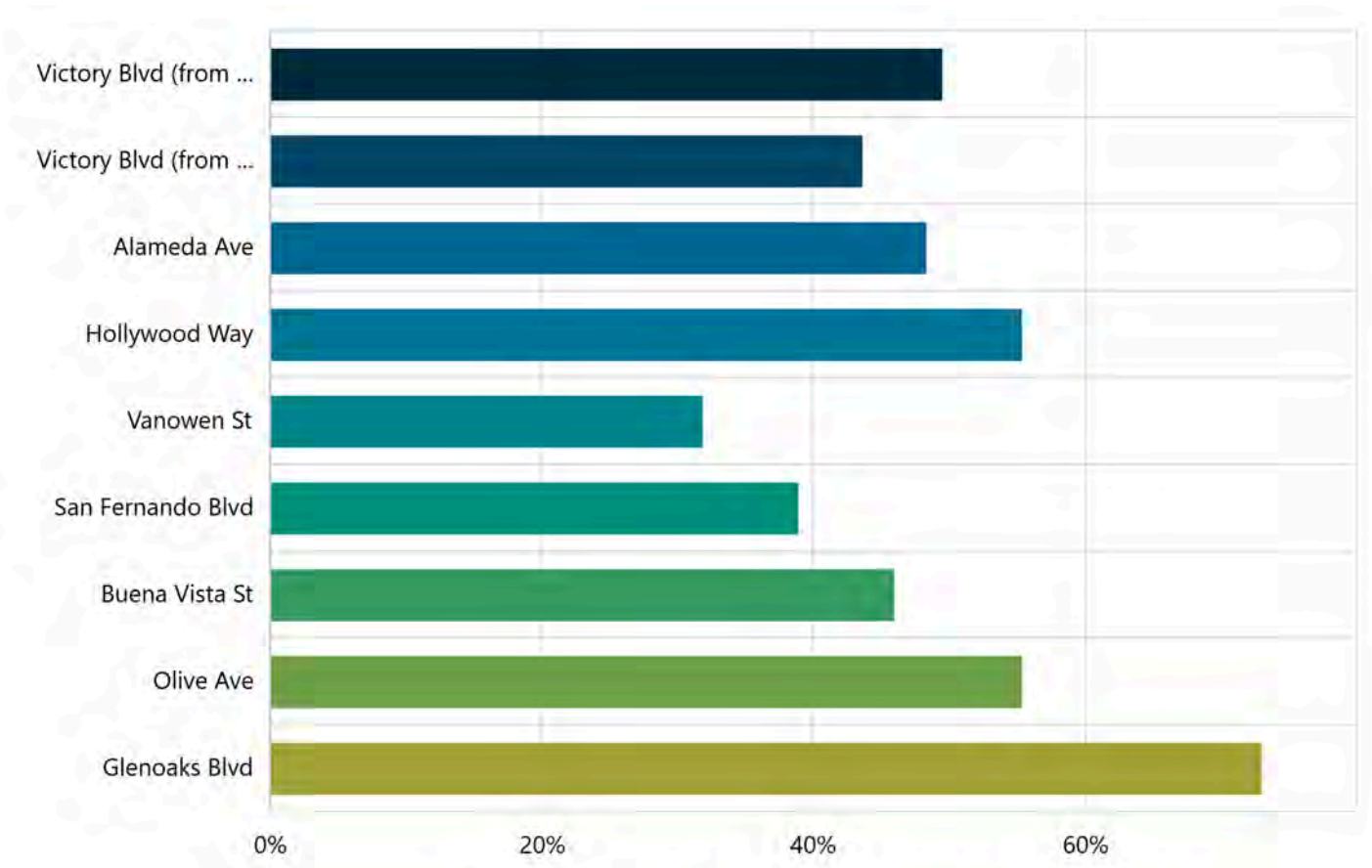
Multi Choice | Skipped: 1 | Answered: 88 (98.9%)



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

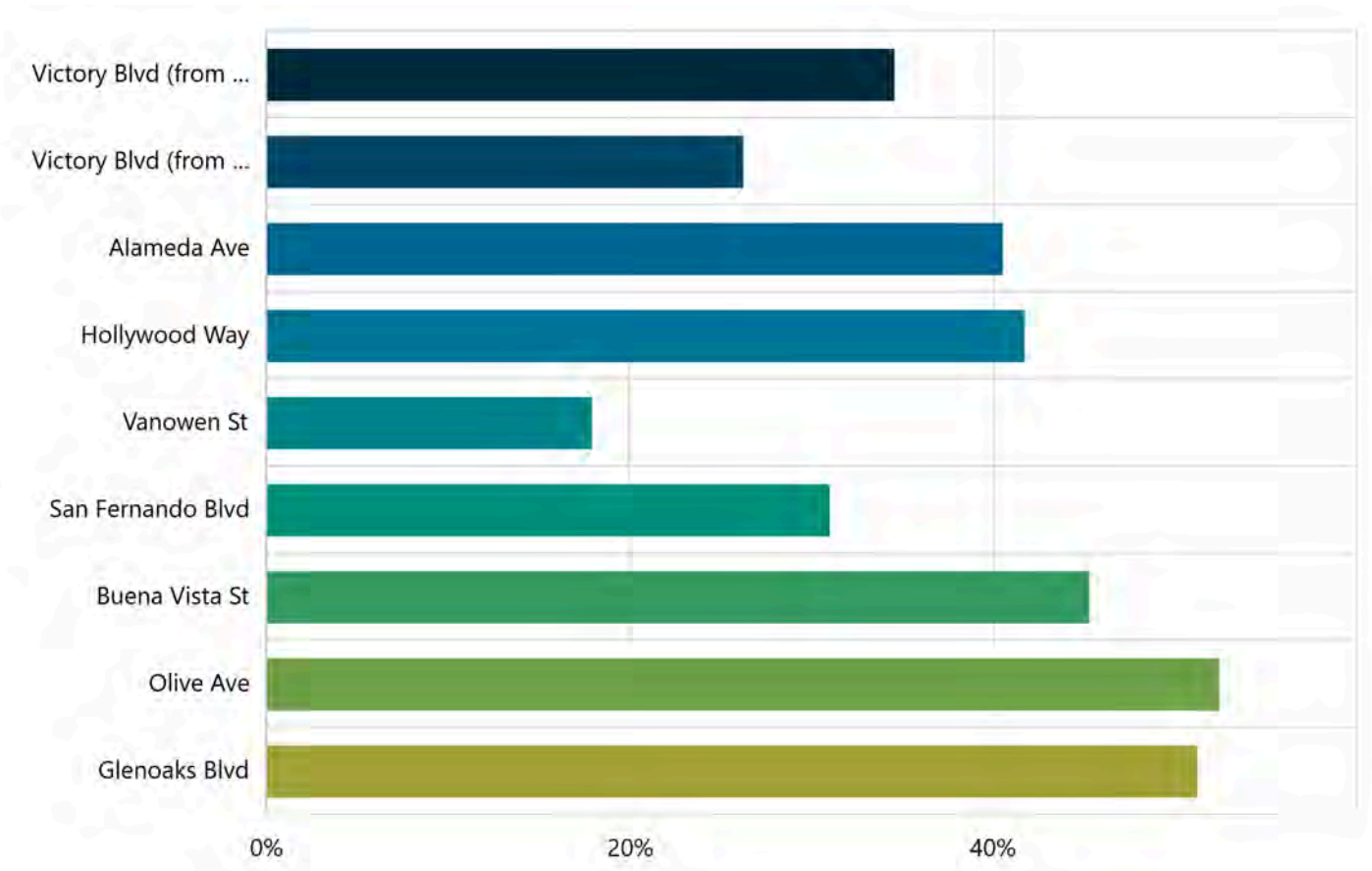
E-bike	9.09%	8
E-scooter	1.14%	1
Other	0%	0

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



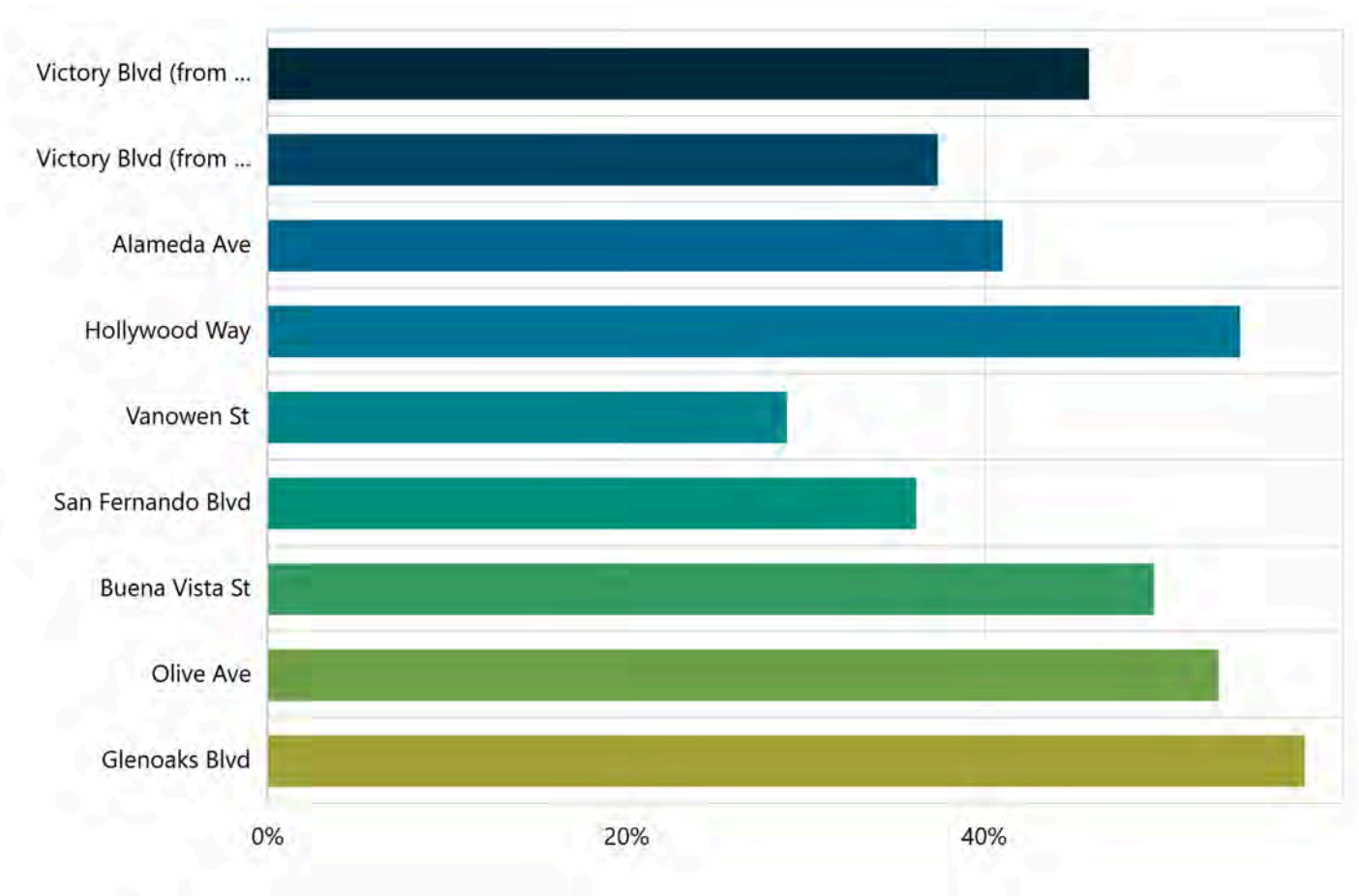
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	49.41%	42
Victory Blvd (from Ontario St to Burbank Blvd)	43.53%	37
Alameda Ave	48.24%	41
Hollywood Way	55.29%	47
Vanowen St	31.76%	27
San Fernando Blvd	38.82%	33
Buena Vista St	45.88%	39
Olive Ave	55.29%	47
Glenoaks Blvd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



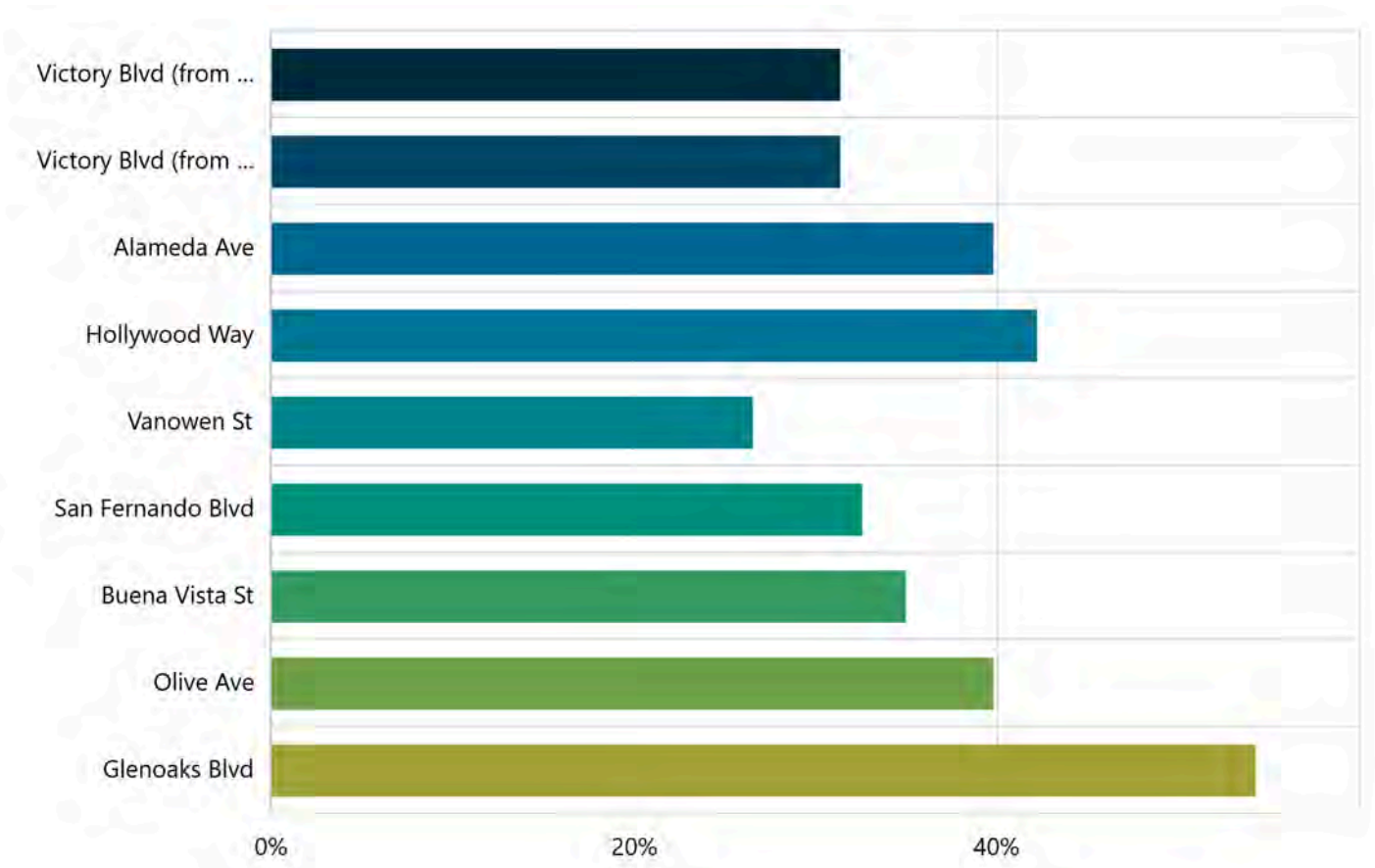
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	34.52%	29
Victory Blvd (from Ontario St to Burbank Blvd)	26.19%	22
Alameda Ave	40.48%	34
Hollywood Way	41.67%	35
Vanowen St	17.86%	15
San Fernando Blvd	30.95%	26
Buena Vista St	45.24%	38
Olive Ave	52.38%	44
Glenoaks Blvd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



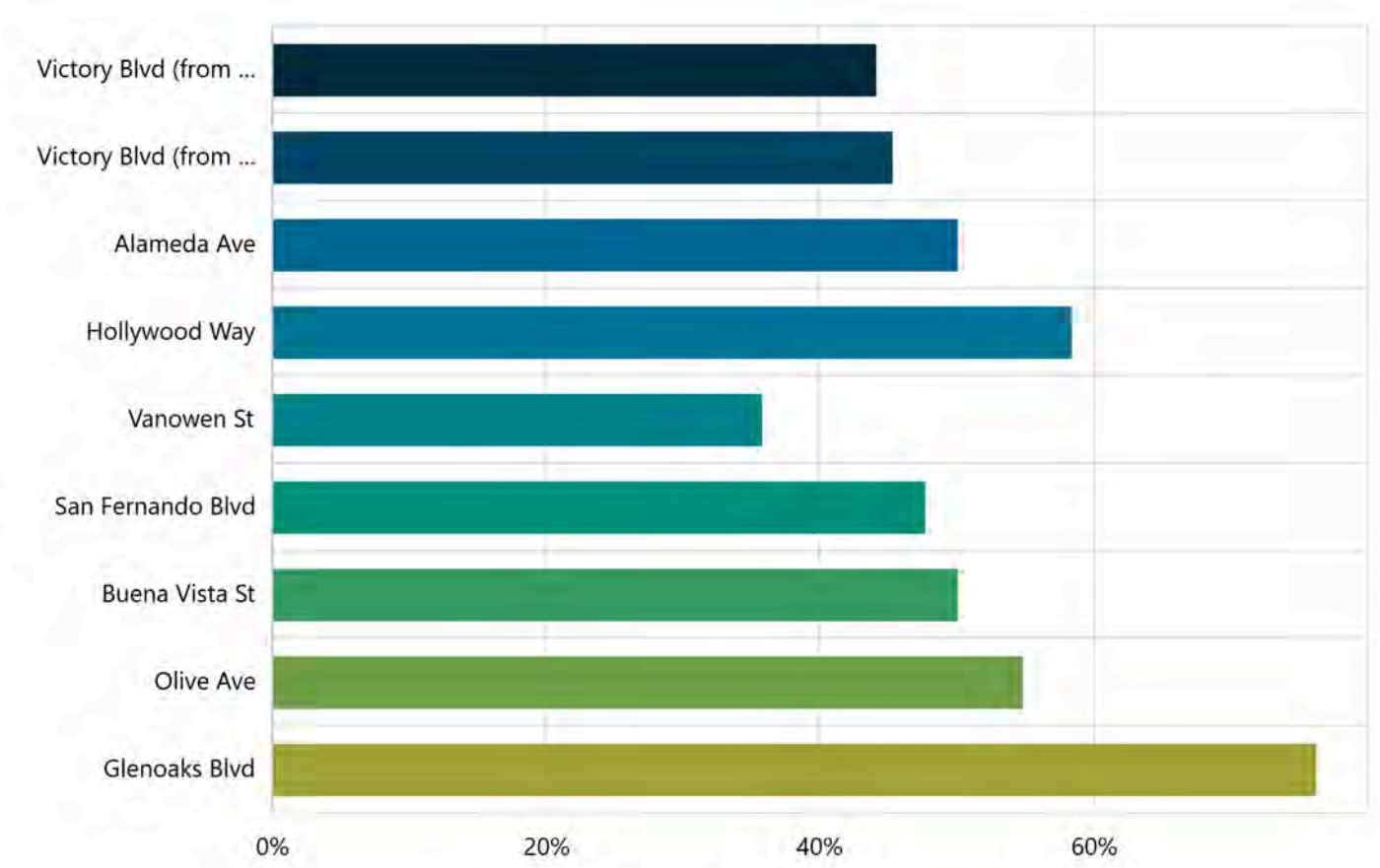
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	45.78%	38
Victory Blvd (from Ontario St to Burbank Blvd)	37.35%	31
Alameda Ave	40.96%	34
Hollywood Way	54.22%	45
Vanowen St	28.92%	24
San Fernando Blvd	36.14%	30
Buena Vista St	49.40%	41
Olive Ave	53.01%	44
Glenoaks Blvd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

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



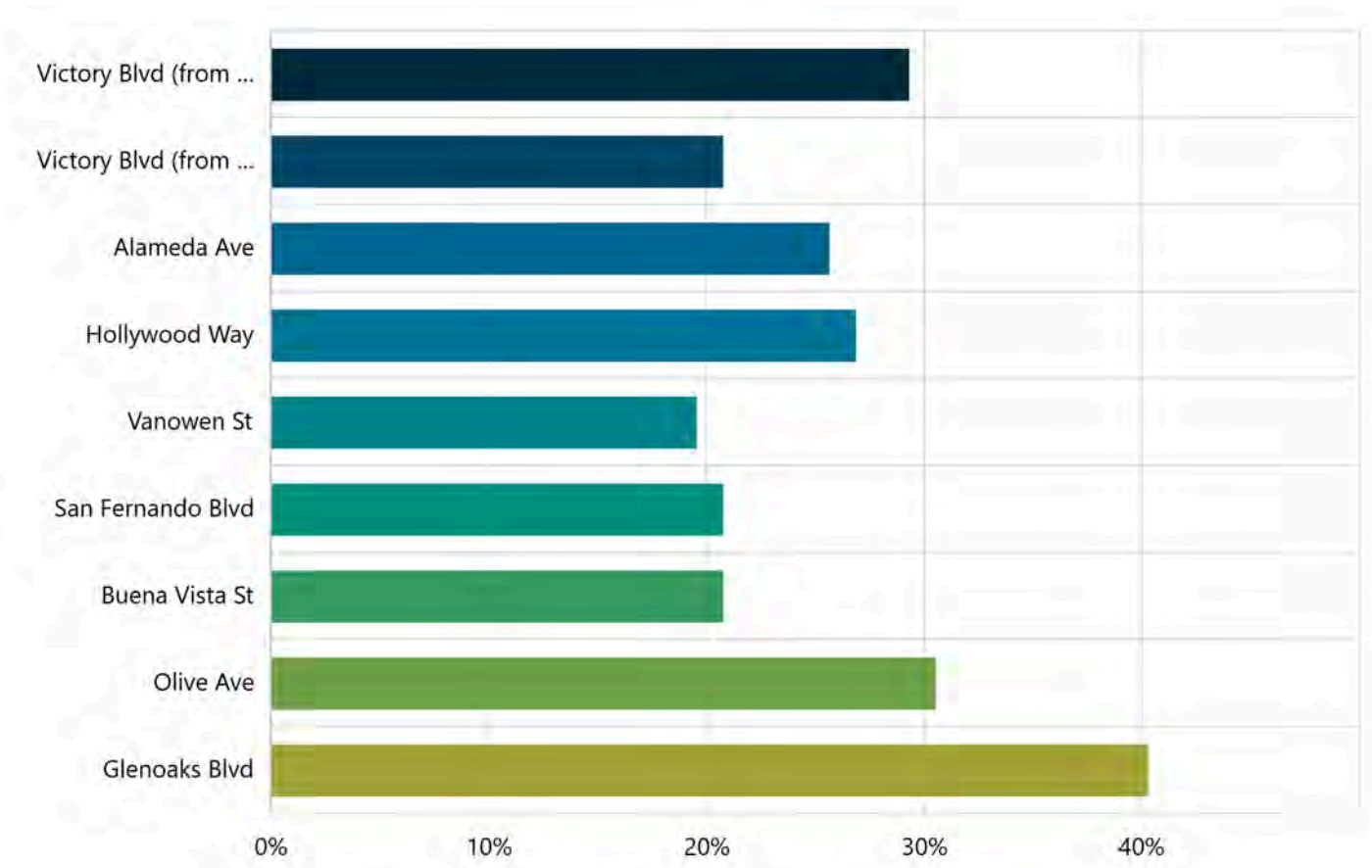
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	31.33%	26
Victory Blvd (from Ontario St to Burbank Blvd)	31.33%	26
Alameda Ave	39.76%	33
Hollywood Way	42.17%	35
Vanowen St	26.51%	22
San Fernando Blvd	32.53%	27
Buena Vista St	34.94%	29
Olive Ave	39.76%	33
Glenoaks Blvd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

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



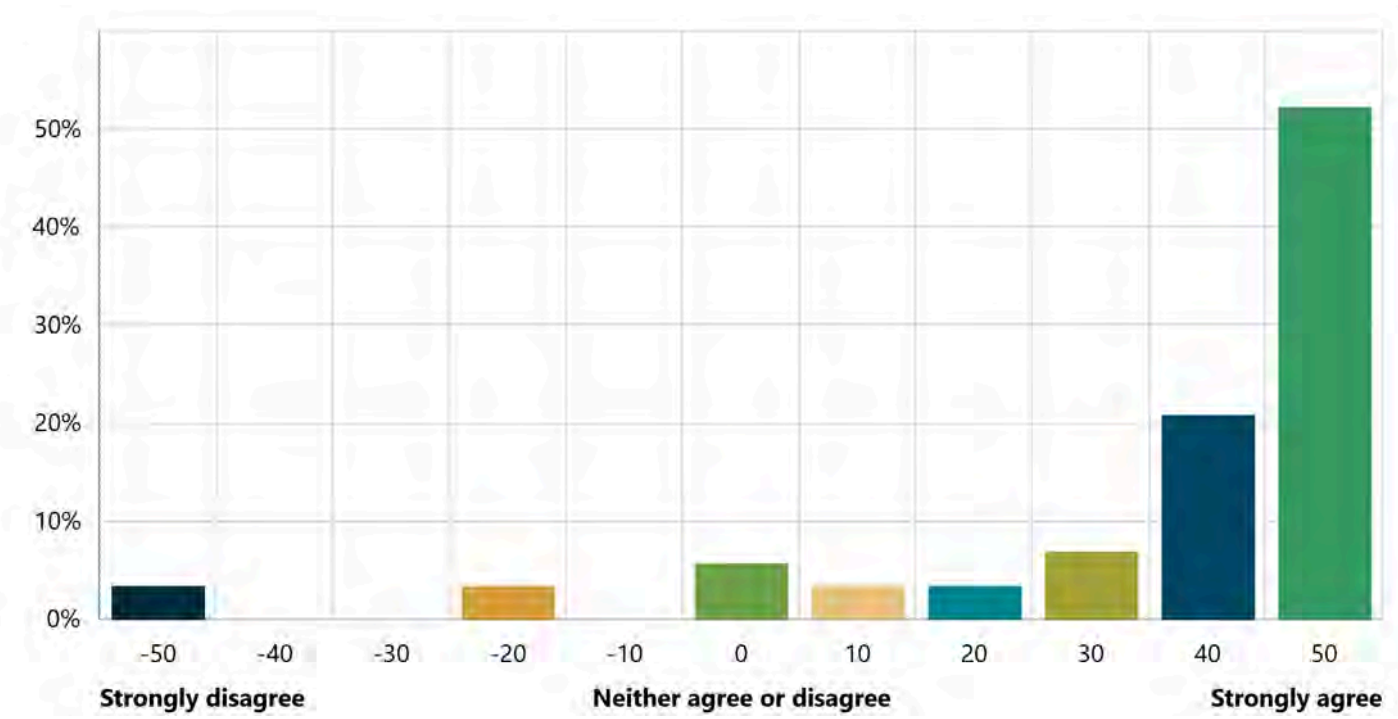
Answer choices	Percent	Count
Victory Blvd (from Burbank Blvd to Providencia Ave)	44.05%	37
Victory Blvd (from Ontario St to Burbank Blvd)	45.24%	38
Alameda Ave	50.00%	42
Hollywood Way	58.33%	49
Vanowen St	35.71%	30
San Fernando Blvd	47.62%	40
Buena Vista St	50.00%	42
Olive Ave	54.76%	46
Glenoaks Blvd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

7. Where have you experienced poor lighting conditions after dark? Check all that apply. Required
Multi Choice | Skipped: 7 | 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%)

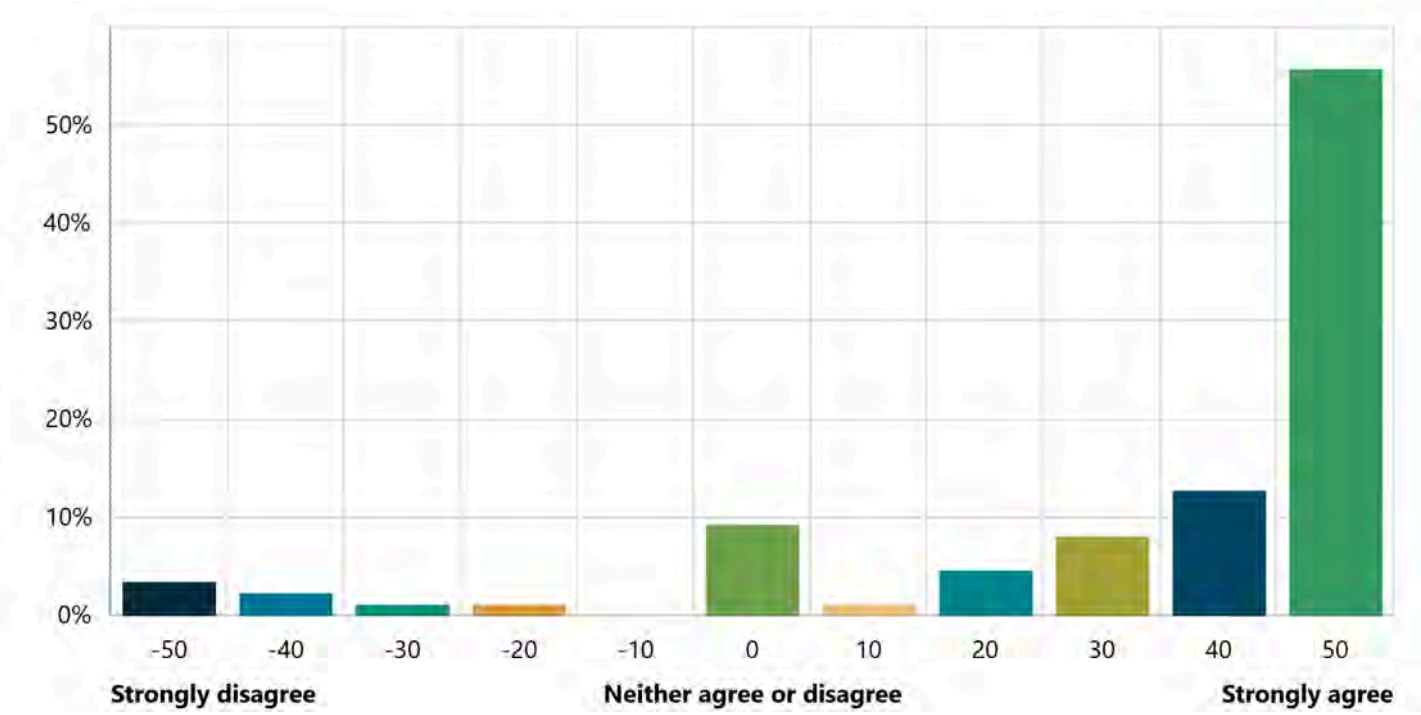


Count	Average	Median	Min	Max
86	35.23	50.00	-50	50

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

9. In areas where children or seniors may be present, the road or street should be designed to slow down drivers. Required

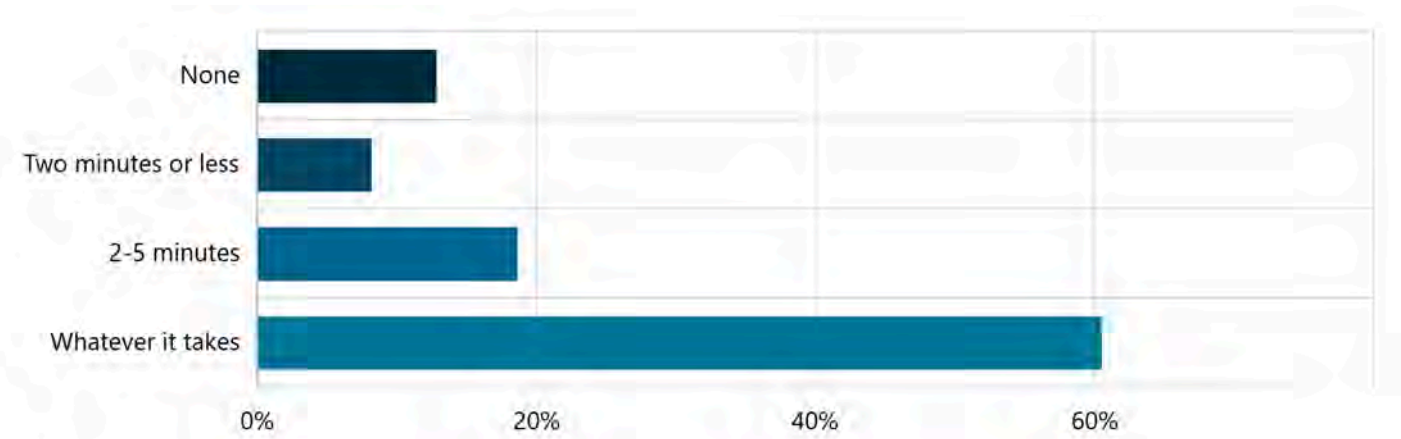
Slider | Skipped: 3 | Answered: 86 (96.6%)



Count	Average	Median	Min	Max
86	33.26	50.00	-50	50

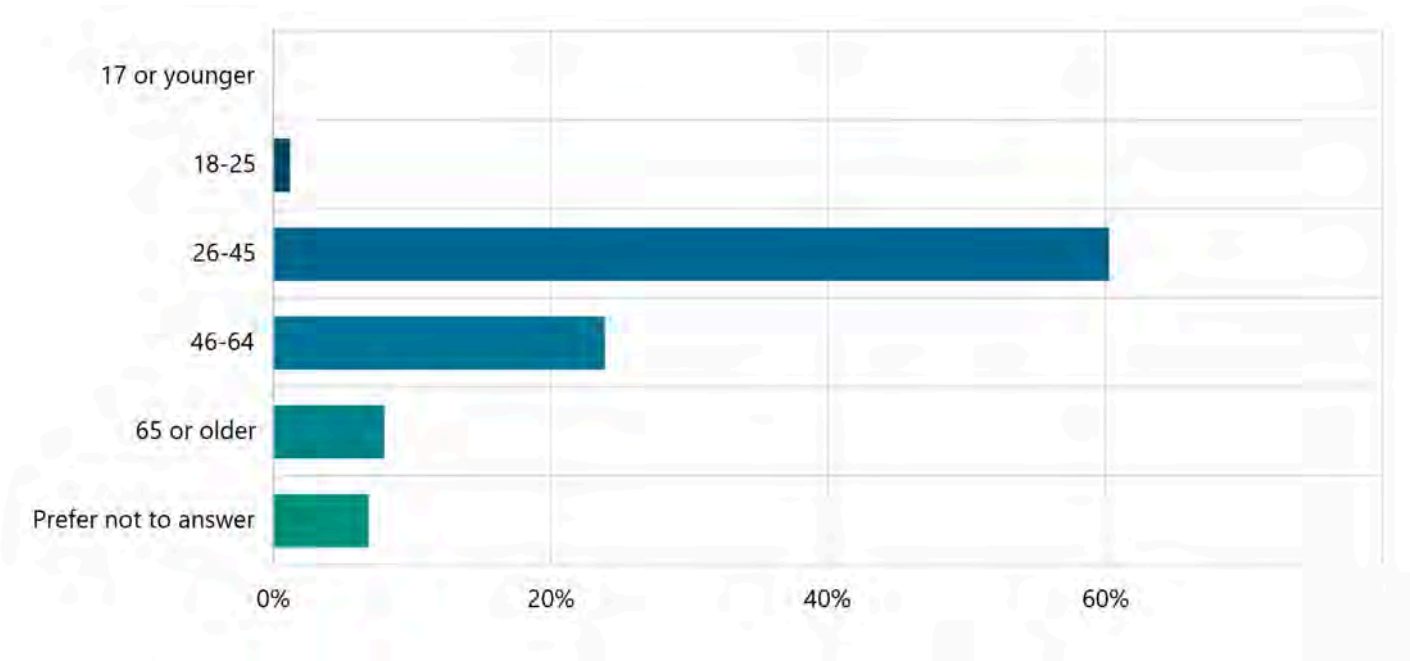
-50	-40	-30	-20	-10	0	10	20	30	40	50
3.49% 3	2.33% 2	1.16% 1	1.16% 1	0% 0	9.30% 8	1.16% 1	4.65% 4	8.14% 7	12.79% 11	55.81% 48

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



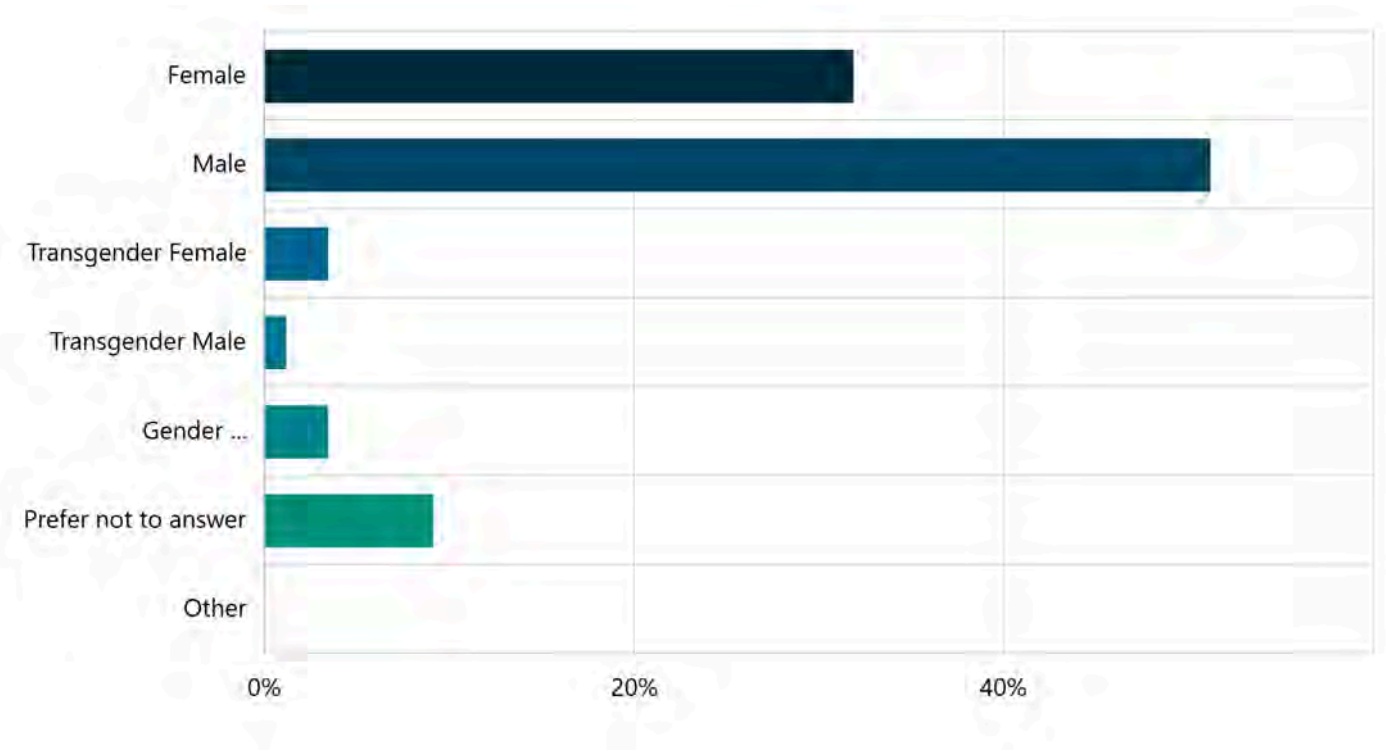
Answer choices	Percent	Count
None	12.79%	11
Two minutes or less	8.14%	7
2-5 minutes	18.60%	16
Whatever it takes	60.47%	52
Total	**100.00%**	**86**

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



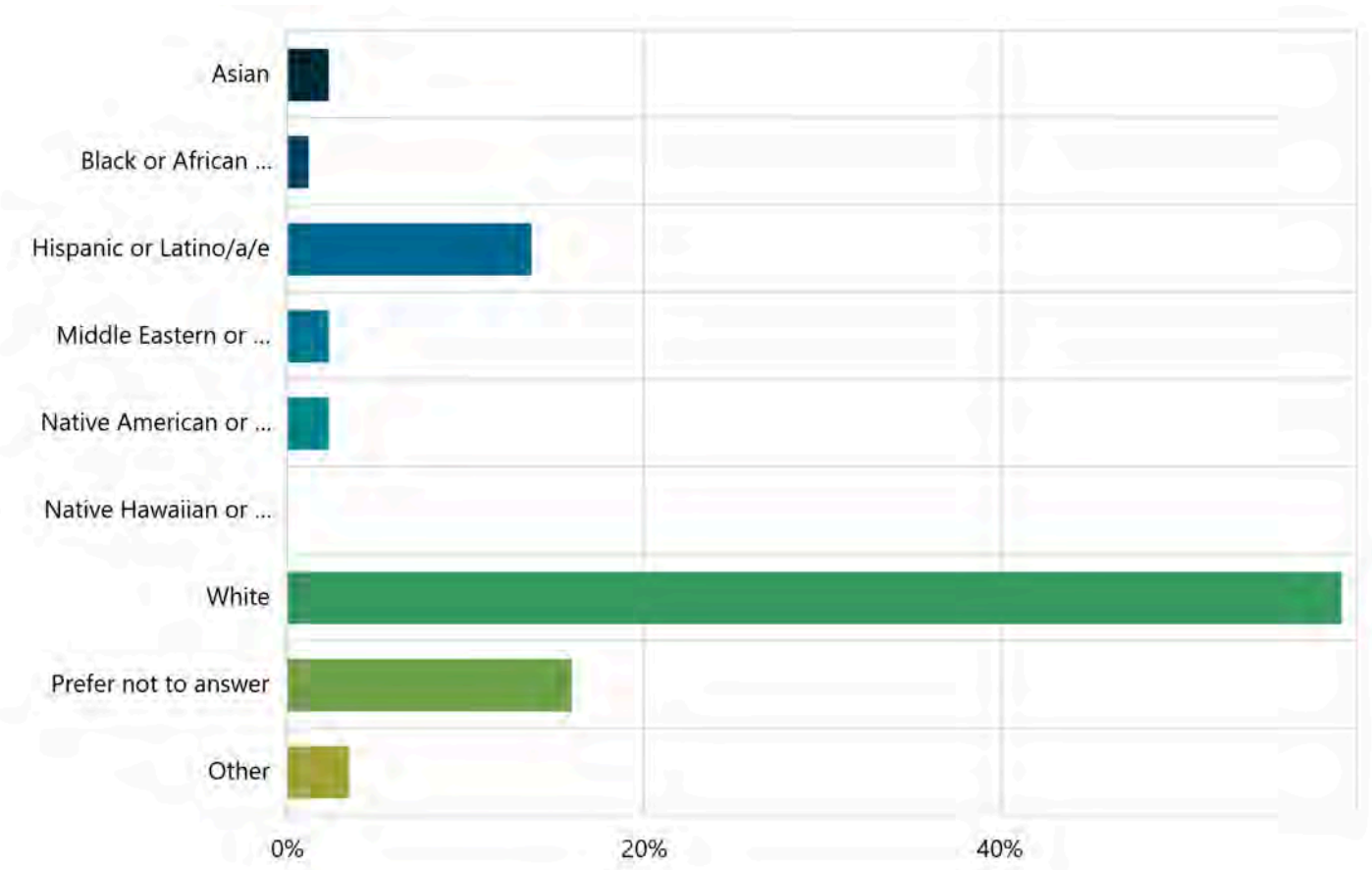
Answer choices	Percent	Count
17 or younger	0%	0
18-25	1.14%	1
26-45	60.23%	53
46-64	23.86%	21
65 or older	7.95%	7
Prefer not to answer	6.82%	6
Total	**100.00%**	**88**

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:	1 Jan 2025 - 3 Apr 2025
Date Exported:	3 Apr 2025 05:34 pm

Date Submitted	Contribution
Mar 13, 2025, 11:36 AM	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 change.
Mar 13, 2025, 10:07 AM	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 unfair. No Bueno.
Mar 12, 2025, 04:49 PM	In my previous submission stating that I have not noticed unique traffic safety issues in Burbank, I meant to say my observations are WEST of the 5 (not east)
Mar 12, 2025, 04:25 PM	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 not ruin it with experiments.
Mar 12, 2025, 04:06 PM	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. .

Mar 12, 2025, 03:11 PM	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 feedback.
Mar 12, 2025, 01:55 PM	the survey does not allow to skip the last question. it does not apply to me , not familiar with the lighting conditions in some of those areas
Mar 11, 2025, 11:47 PM	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 doesn’t make sense.
Mar 10, 2025, 11:41 AM	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 to be killed if the city doesn't get a handle on the reckless drivers.
Mar 06, 2025, 07:17 AM	Have designated bus lanes on major roads, more pedestrian crosswalks in between avenues and more bike lanes. also bicycle repair stations and street signage advocating to share the roads.
Mar 05, 2025, 07:32 PM	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 to be more walkable, right now it doesn’t totally feel safe to walk in certain areas.
Feb 20, 2025, 04:48 PM	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 going straight, then it’s fine. But if I’m going straight and they’re turning left, an accident could happen from me not seeing that, because of how far they are diagonally across from them.
Feb 19, 2025, 09:16 PM	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 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.
Jan 15, 2025, 09:37 AM	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 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?
Jan 14, 2025, 10:08 AM	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 balance needs to be struck.

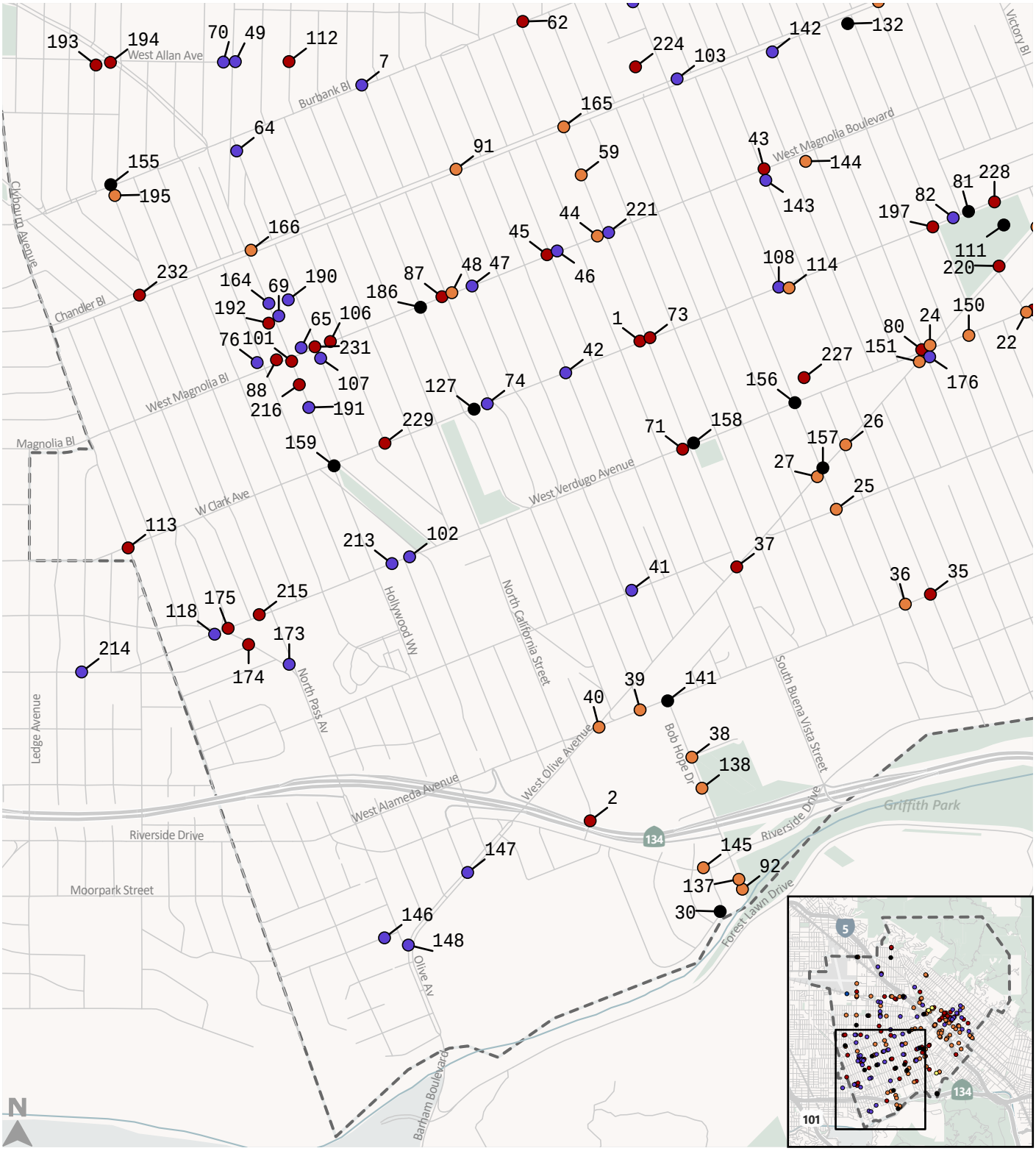
Jan 12, 2025, 04:12 PM	Firstly, all of the bike lanes in Burbank should be converted to protected bike lanes. Secondly, all of the bike lanes should be connected to each other. Lastly, the bike lanes should be connected to the bike infrastructure of the other cities in Los Angeles County.
Jan 08, 2025, 12:07 AM	Biking in Burbank is incredibly difficult. Realistically, we should be prioritizing the safety of all pedestrians.
Jan 06, 2025, 03:36 PM	We need bike lanes that are safer beyond plastic bollards or lines on the streets. And yes to the BRT.
Jan 06, 2025, 03:04 PM	Put all way stops on Clark from Addison to North Hollywood Way.
Jan 06, 2025, 02:55 PM	More bike lanes will remind drivers to share the road, thus making them slow down- and we'd have safer roads
Jan 06, 2025, 01:28 PM	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 :)
Jan 06, 2025, 08:29 AM	Road diets are a scam. Don't remove traffic lanes.
Jan 05, 2025, 11:26 PM	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
Jan 05, 2025, 07:15 AM	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.
Jan 04, 2025, 11:17 PM	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 are no repercussions.

	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.
Jan 04, 2025, 06:32 PM	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, 05:08 PM	Luxury vehicle drivers speeding and driving recklessly as if they have enough money that a ticket isn't relevant. Burbank needs to impound about a thousand bmws and Mercedes if you want it to change
Jan 04, 2025, 03:52 PM	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, 03:16 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 experience difficulties in walking. Poorly designed survey.
Jan 04, 2025, 02:31 PM	Wish there were protected bike lanes and San Fernando / olive to Magnolia should be only for pedestrians.
Jan 04, 2025, 02:25 PM	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.

	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
Jan 04, 2025, 11:02 AM	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 I refuse to put myself 1 foot away from a distracted driver doing 35 miles an hour with no protection.
Jan 04, 2025, 10:38 AM	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 latest trends in urbanism override common sense.
Jan 04, 2025, 09:01 AM	Please adopt LA's no parking within 20 feet of a curb law - my neighbors continually block alleyways and entrances with their huge trucks and SUVs making pulling out into the street difficult.
Jan 04, 2025, 08:24 AM	Traffic calming everywhere world be much appreciated, especially on Glenoaks, but even the tertiary streets in the neighborhoods — roundabouts, raised cross walks, etc
Jan 04, 2025, 07:02 AM	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 roadways safer is a way to measurably reduce that number.
Jan 04, 2025, 06:58 AM	Burbank could be great for pedestrians, why isn't it? I love the changes made to San Fernando.
Jan 04, 2025, 05:20 AM	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 scared to use them and drivers get aggravated to see empty bike lanes that could be car lanes.
Jan 04, 2025, 12:16 AM	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 project that actually helps people to work on.

Jan 03, 2025, 05:39 PM	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.
Jan 03, 2025, 02:03 PM	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.
Jan 03, 2025, 06:28 AM	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. .
Jan 03, 2025, 05:51 AM	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!
Jan 02, 2025, 05:48 PM	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.
Jan 02, 2025, 04:34 PM	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)
Jan 02, 2025, 03:50 PM	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.
Jan 02, 2025, 03:44 PM	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.

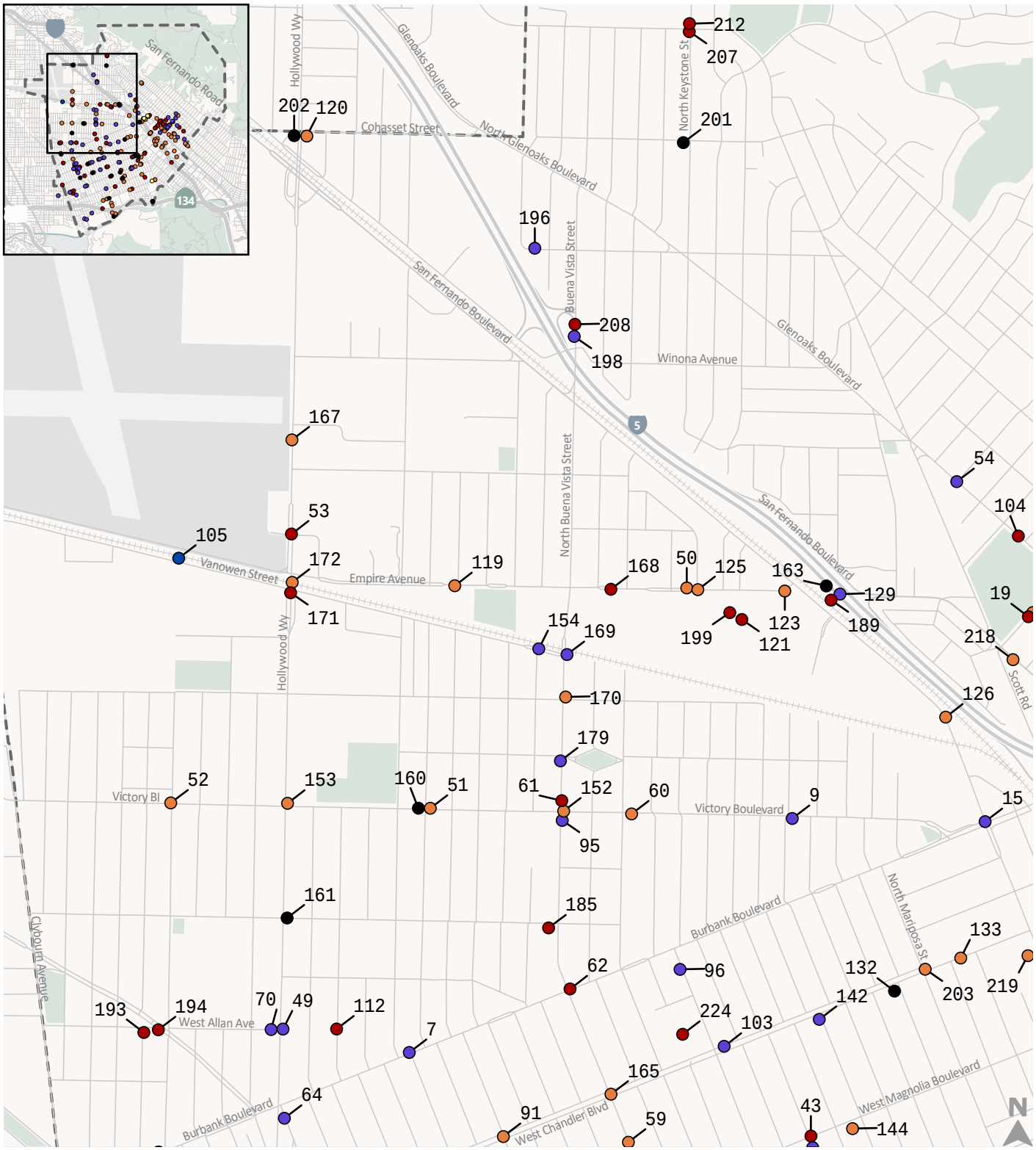
Jan 02, 2025, 11:30 AM	Place your motor cops where the racers are. Glenoaks, San Fernando. Other than that do normal patrols. There is enough crime going on at any given time that you don't have to sit and wait for someone to go by at 5 over the limit
Jan 02, 2025, 10:57 AM	Better crosswalks, especially near the freeway. Walking over either bridge is scary anytime of day. There needs to be better pedestrian options that are safer.
Mar 12, 2025, 06:00 PM	How can e-bike regulation discussion relate to this plan?
Mar 12, 2025, 06:00 PM	Riverside dog park plans currently don’t have crosswalks
Mar 12, 2025, 06:00 PM	Shade and access to water are important to combat heat/sun, especially near bus stops



Mode

- Walk
- Bike
- E-Bike
- Drive
- Transit
- Other

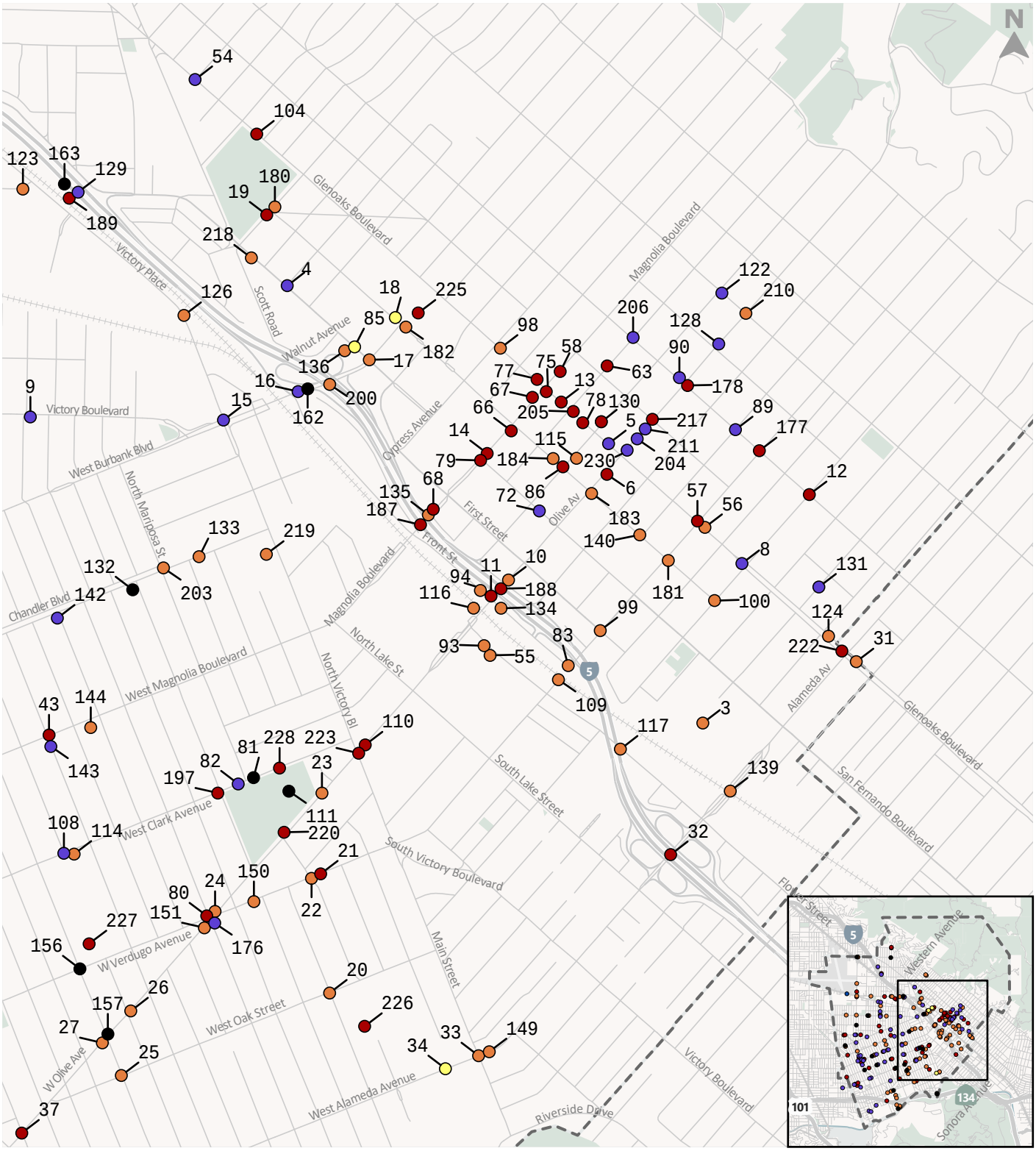
Social Pinpoint Contributions (1 of 4 Southwest)



Mode

- Walk
- Bike
- E-Bike
- Drive
- Transit
- Other

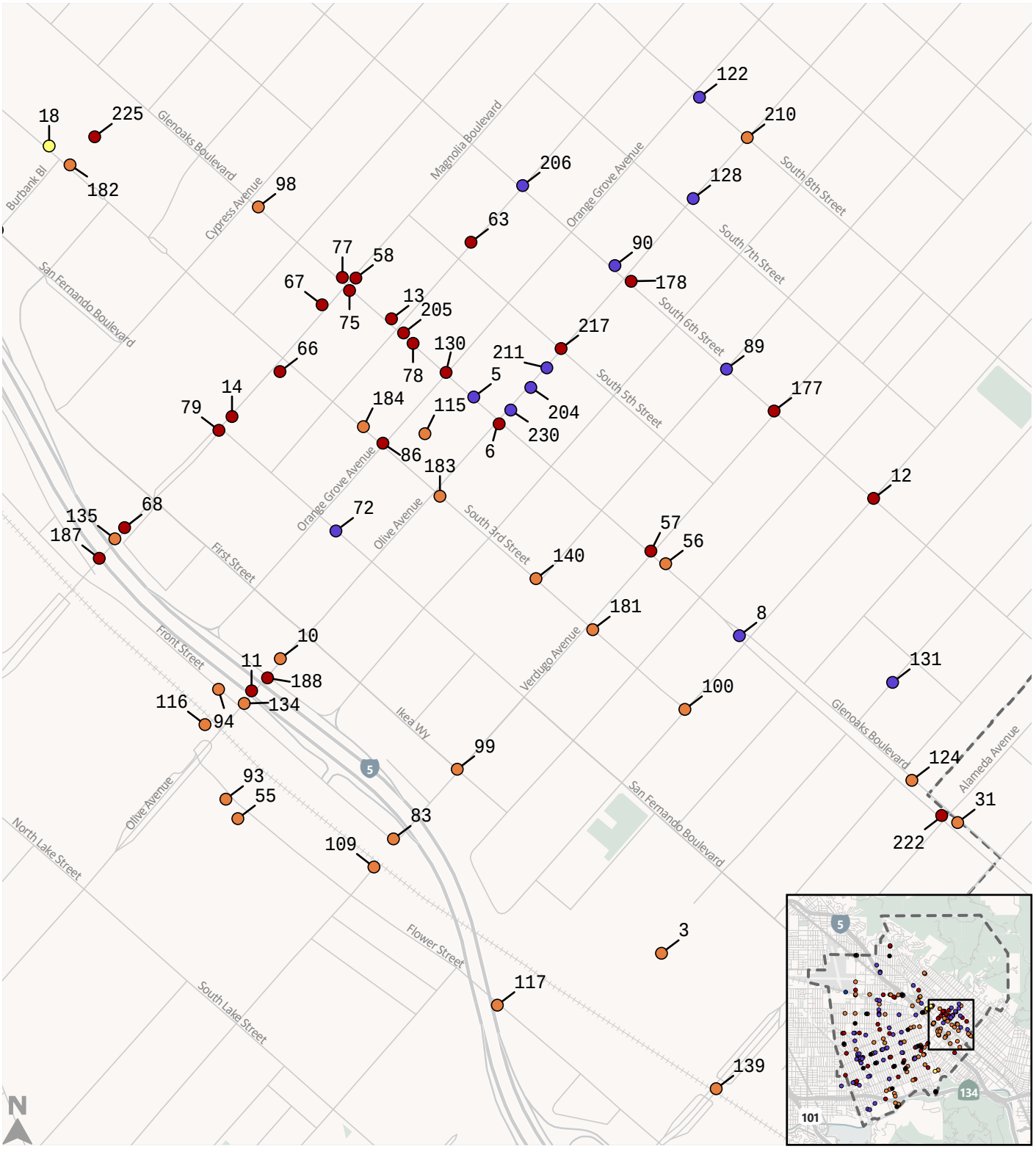
Social Pinpoint Contributions (2 of 4 Northwest)



Mode

- Walk
- Bike
- E-Bike
- Drive
- Transit
- Other

Social Pinpoint Contributions (3 of 4 East)



Mode

- Walk
- Bike
- E-Bike
- Drive
- Transit
- Other

Social Pinpoint Contributions (4 of 4 Downtown Zoomed)

Pin ID	Comment
1	Buena Vista/Clark: want peds to go automatically with green
2	California @ 134: Need new/better ped crossings in this area.
3	Ikea bridge: hard to access on bike because ramps are out of the way, better signage needs, public art also needed.
4	San Fernando (New Popeyes/McDonalds): Turn lane issue
5	Glenoaks: Slow vehicle speeds
6	E Olive/Glenoaks: New median means drivers don't feel they need to stop for pedestrians as much.
7	Victory/Burbank/Glenoaks: Drivers using center lane as passing lane. Not enough enforcement on speed.
8	Victory/Burbank/Glenoaks: Drivers using center lane as passing lane. Not enough enforcement on speed.
9	Victory/Burbank/Glenoaks: Drivers using center lane as passing lane. Not enough enforcement on speed.
10	Biking issue [No detail provided]
11	Olive at Fwy: Sidewalk too narrow, low rail, bikes on sidewalks, not enough space.
12	Walking issue [No detail provided]
13	Glenoaks intersections: Issues with turning drivers (right+left) and peds crossing
14	San Fernando/Magnolia: Needs exclusive ped phase from turning drivers.
15	Driving issue [No detail provided]
16	Front/Burbank/Fwy ramp: Dual rights need more clarification
17	Burbank/San Fernando: Bikes and right turn issues.
18	3rd Street/Burbank: Conflicts between bikes and school drop off
19	Amherst/3rd: Drivers don't stop for peds in crosswalk.
20	Biking issue [No detail provided]
21	Walking issue [No detail provided]
22	Biking issue [No detail provided]
23	Biking issue [No detail provided]
24	Verdugo/Olive: Need roundabout
25	Biking issue [No detail provided]
26	Biking issue [No details provided]
27	Keystone/Olive: Bike button not working.
28	Equestrian issue [No detail provided]
29	Mariposa Bridge: Safey issues w/ horse riders, speed, access to Griffith Park needs improvement
30	Safety for equestrians, cyclists, and pedestrians need to co-exist.
31	Extend bike lane on Glenoaks
32	Alameda@ Fwy: keeps people from access to downtown via walking.
33	Geeky Tea & Games on Alameda/Main won't nail down their bike rack.
34	E-biking issue [No detail provided]
35	Alameda/Parish: need safe crossings 9speeds too fast), deliver drivers/trees impacting sigh lines, shorten crossing.
36	Alameda: Extend bike lane on Alameda
37	Buena Vista/Olive: Needs longer crossing time.
38	Bob Hope near Park: Lower posted speed
39	Alameda: There was a fatal bike crash due to dooring
40	Alameda between Buena Vista and Hollywood: Need bike facilities
41	Oak and Clark: Speed management needed
42	Oak and Clark: Speed management needed
43	Need safe crossing (driver speeds), shorten crossing
44	There was a fatal bike crash
45	Walking issue [No detail provided]
46	Needs signal. People are using the alleys to cut through.
47	Needs signal. People are using the alleys to cut through.
48	Magnolia needs bike facilities
49	Driving issue [no detail provided]
50	There was a fatal bike crash on Empire.
51	bike issue
52	Victory around Hollywood: Bikes encountering issues with driver inattention
53	Hollywood Way is like a freeway
54	Fast unsafe drivers , drivers passing to avoid cars turning into Cambridge, pedestrians being ignored or nearly hit when crossing Cambridge over Cambridge drive. Cars turn into Cambridge and Birmingham fast which is danger to pedestrians.
55	I love this bike path and wish it were more accessible from downtown Burbank. Making the Olive Ave bridge safer for bikers and pedestrians would be a start.
56	My previous comment suggested a protected bike "path" on Glenoaks--what I actually meant was a protected bike lane. Just wanted to amend that!

57	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. 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.
58	The timing of the pedestrian lights crossing Glenoaks is too short. It's approx 15 seconds, with the opposing light approx 1m45. If 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	An APS signal is needed at this busy intersection.
62	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.
71	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. 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).
80	this intersection is dangerous for pedestrians crossing, as cars turning are very likely to hit people crossing Verdugo when the lights change. Visibility is challenging.
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.
83	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. Gosh! That stinky old I-5 is an offensive, blaring barrier to peace on earth or any semblance of good health or modern "livability." 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.
84	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 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!
87	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 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 always feel like there's a car accident waiting to happen when I drive through here to get to Verdugo.
90	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 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.
91	Chandler is a world class awesome bikeway but it is also a barrier to north-south travel by wheelchairs, strollers, and bikes. 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.
92	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. If the equestrian neighborhood wants exclusive control of the publicly-financed "no bike" Mariposa Bridge, how about shifting all the costs of inspections, liabilities, and upkeep to an exclusive EQUESTRIAN DISTRICT IMPROVEMENT 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.
93	This is a great class 1 bike path used by neighbors and travelers of all ages! WELL DONE!!! Let's get it connected to the LA River!
94	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? Also the bathroom was a vandalized horrific mess and something suspicious was happening in the stall. Definitely not a good first impression to Burbank visitors nor an incentive for the grandparents & grandkids to travel by train. GRRRRR!!! Vandals!
95	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 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
96	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 across.
97	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 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 on and off their bikes? Equal access for horses, bikers, and pedestrians.
98	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 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 3ft or changing lanes to go around a bike.
99	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 down Verdugo and I have to cross onto the other side with oncoming traffic.
100	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 I'm well into the lane before I can see clearly in both directions to ensure no cars are coming.
101	Agreed! An all cross pedestrian signal is needed at this intersection. 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. 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.
104	Just like school zones with 15 mph speed limits, driving speeds around parks should also be limited. The power and speed of cars 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

105	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. 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.
106	There have been numerous near-miss accidents involving pedestrians jaywalking across Magnolia Blvd at Cordova St. I urge the City to install a flashing crosswalk to enhance safety and prevent potential accidents.
107	The corner of Magnolia and Hollywood Way is a nightmare. A big issue are the Uber/Dash drivers who are jaywalking across the street 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.
108	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 drive.
109	A bike & pedestrian bridge crossing the railroad tracks at Verdugo could reconnect the neighborhood divided by the freeway and railroad.
110	Agreed, prohibit right turns on red. 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.
111	With the upcoming Olive Park Rec Center redevelopment, fully accessible routes to the park will be more important than ever. 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.
112	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: A) Walk in the streets with your children, ducking between parked cars when oncoming traffic pays you no mind (unsafe) 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
114	During peak traffic hours, lots of students bike, skate, scoot & walk to Burroughs High School. These active transportation champions 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 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...
116	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. 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.

117	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. 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.
121	The Empire Center is a consumer hellscape with strategically placed barriers, blindspots, and frantic congestion designed to kill off pedestrians of any age. 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 at 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.
127	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. 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.
132	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. 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.
134	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. 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. 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.
135	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. 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.
137	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. 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 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 behind. I would like to see at least painted bike arrows on the right side lane to remind drivers of bikers presence.
146	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. 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).
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160	Inappropriate signal timing (favors arterial street too heavily).
161	Signal timing which so heavily favors commuter traffic on Hollywood Way is grossly inappropriate. Run the signal free off-peak to 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.
166	Signal operation here is an MUTCD violation. All turns across bike signals must be exclusive and separate from the bike 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.
169	This intersection has a prolific collision history (as many T intersections involving the stems as the termini of arterials often do). Vanowen 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 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 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
176	Many people are asking about a roundabout here
177	Another popular stop sign roll-through intersection. Make America stop at stop signs again.
178	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 just look and roll through.
179	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 done.
180	Cars coming from all directions don't stop for pedestrians or bikers. They often don't stop at the stop signs, they just keep turning slowly and if they don't see anyone coming just plow through the stop signs and speed up or down Amherst.

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, but only barely. I see many vehicles making turns at this intersection in unsafe ways, “rolling stops” + quick acceleration to match the traffic speed on Magnolia Blvd.
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.
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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 notice pedestrians trying to cross, and I found myself often having to shout or wave my hands to get noticed. I no longer think it's worth the risk, which prevents me from walking to the Empire Center.
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 the stop without even slowing
195	While biking with my daughter and waiting for light to change on pass traveling north, a person who was making a left onto Pass from burbank nearly hit us head first before serving to avoid us. This is because we were waiting within the traffic light circle to trigger the light and people who are parking on the west side of the street so close to the pass/burbank intersection make it seem more narrower to drivers who are turning onto that street and aren't paying attention for cyclists waiting for the light. 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.
196	Cars frequently park right up to the ally entrance blocking all visibility when exiting the ally to the road turning left. Almost on several 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.
200	Extremely dangerous route for bikes interacting with fast moving vehicles. Unprotected across freeway entrances/exits. Has bikes switch 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.
202	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 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 the 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 your car, even with someone entering their parked car. Echoing the other comment on here: BRING ON THE GREENSPACE MEDIAN!! Would 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 neighboorhood 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.
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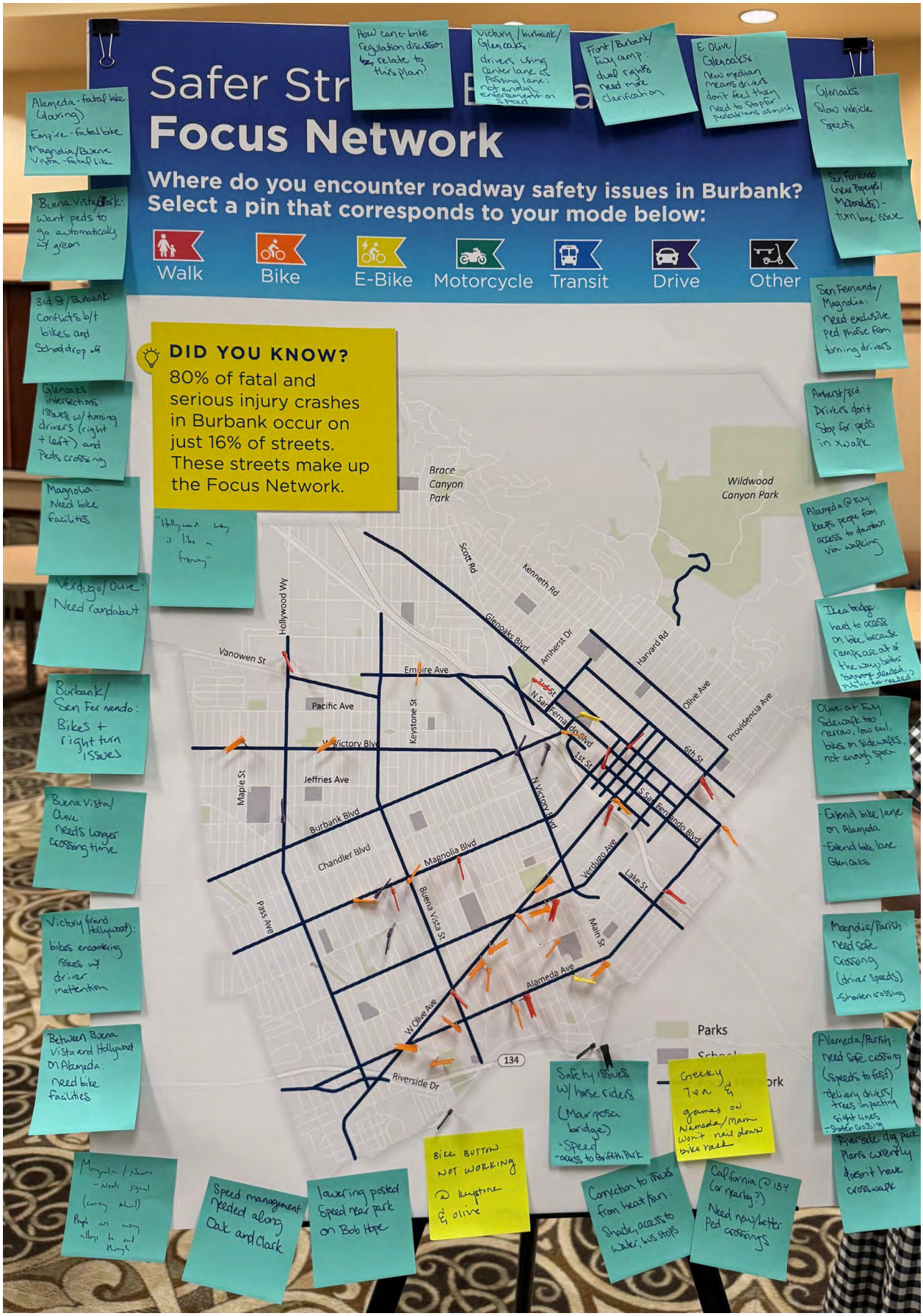
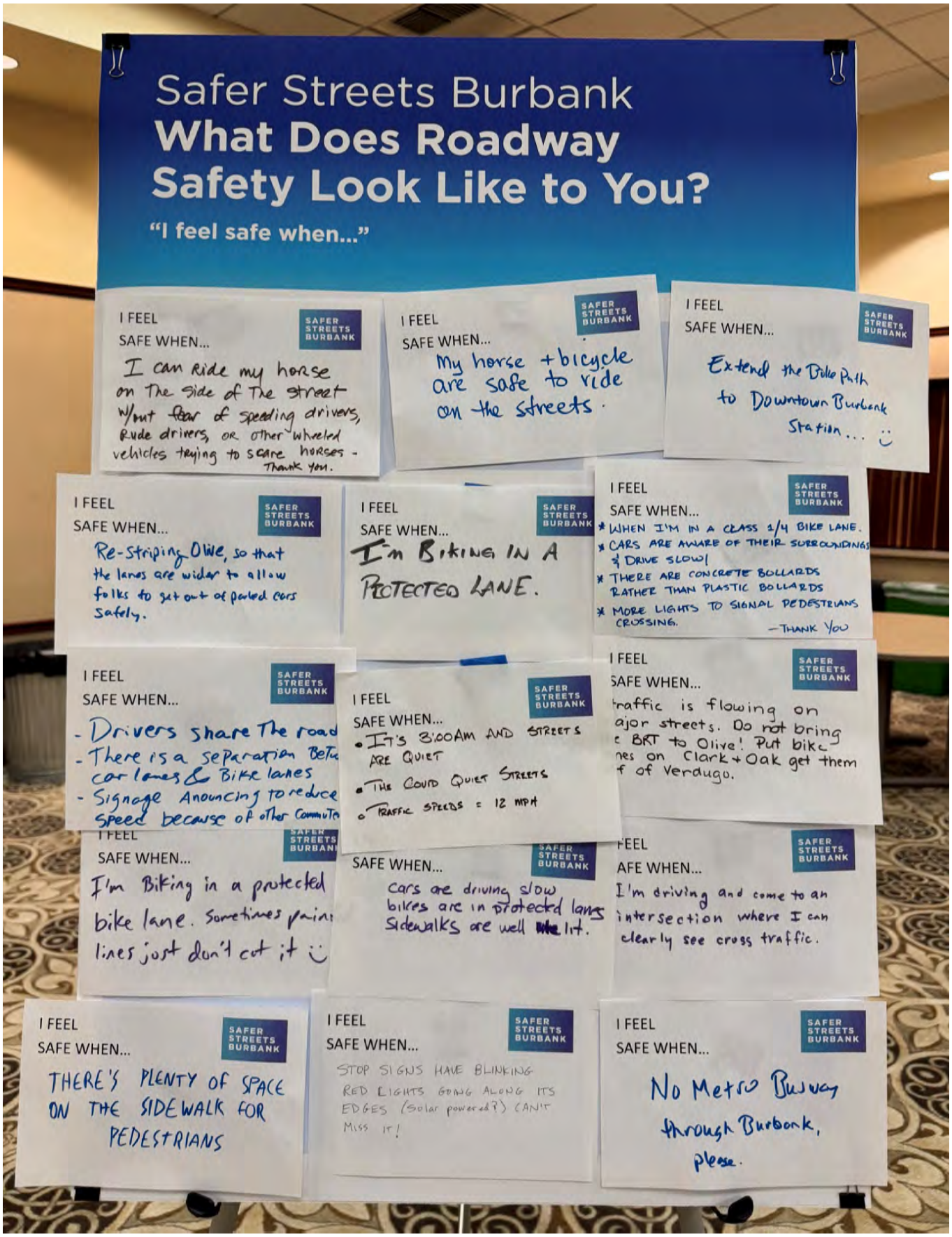
229	A lot of cars do not stop at this intersection, and there are a lot pedestrians nearby due to the elementary school and populated neighborhood. I have nearly been struck by cars here on at least 6 locations because drivers fail to stop at the stop signs.
230	Going to one lane on Olive at Glenoaks is problematic as there is often traffic from the light and emergency vehicles at the senior facility on the corner. Additionally, the new striped lanes on Olive are to narrow and not comparable to the width of lanes on Palm or Magnolia
231	Because there is an elementary school down the street, there should be a cross walk and flashing pedestrian crossing sign here.

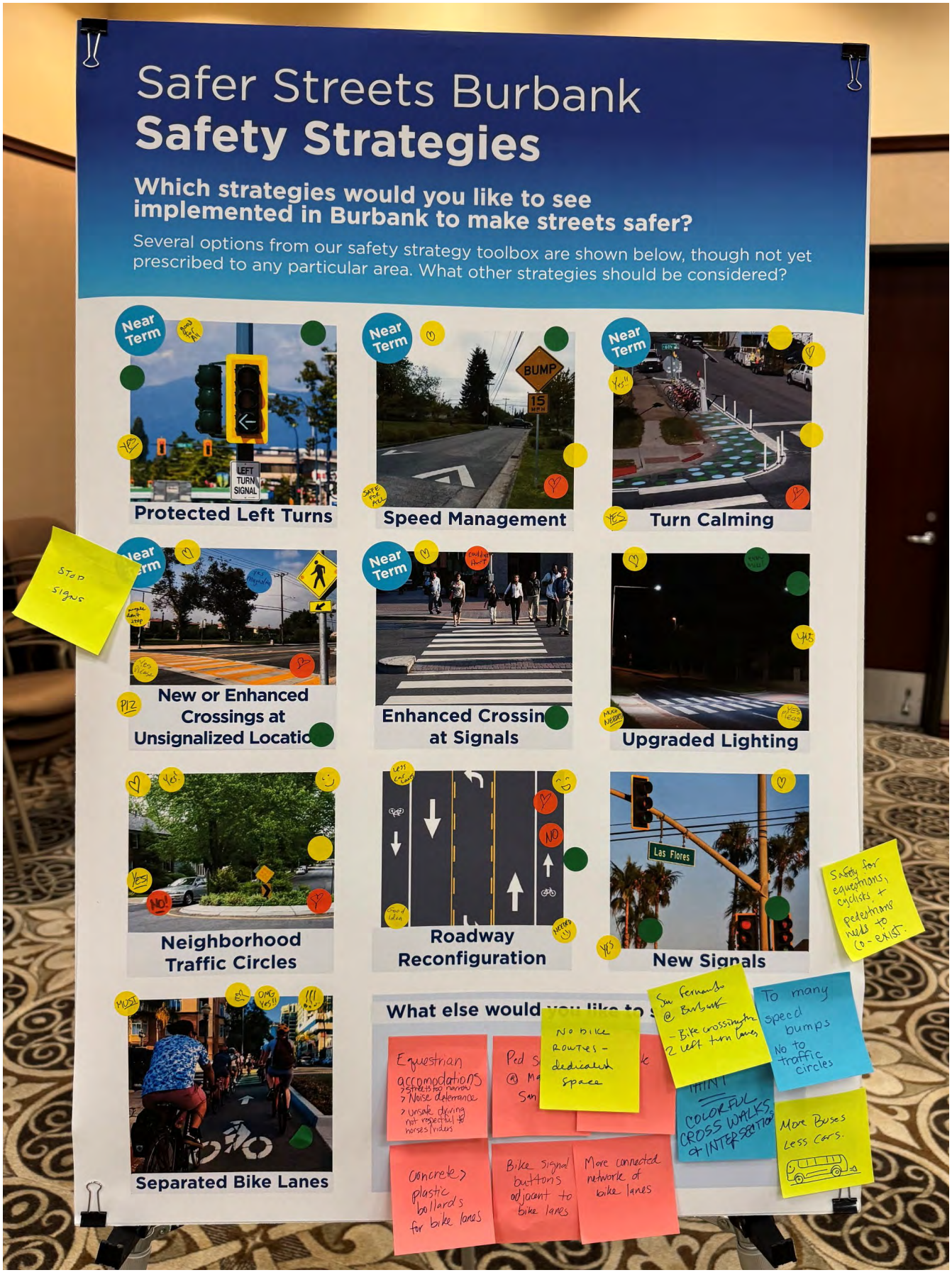
232	This intersection is increasingly dangerous for pedestrians using the Chandler path. Pedestrian crosswalks are not marked when crossing to reach the Chandler bike path coming South down Whitnall Highway or coming North up N. Pass. Due to the number of stop signs and directions, drivers' are distracted 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 Str
Focus Network
Where do you encounter roadway safety issues in Burbank? Select a pin that corresponds to your mode below:
Walk
Bike
E-Bike
Motorcycle
Transit
Drive
Other
DID YOU KNOW?
80% of fatal and serious injury crashes in Burbank occur on just 16% of streets. These streets make up the Focus Network.
Brace Canyon Park
Wildwood Canyon Park
Scott Rd
Kenneth Rd
Glenoaks Blvd
Amherst Dr
Harvard Rd
Olive Ave
Providencia Ave
Hollywood Wy
Vanowen St
Empire Ave
Pacific Ave
Keystone St
W Victory Blvd
Maple St
Jeffries Ave
Burbank Blvd
Chandler Blvd
Magnolia Blvd
Buena Vista St
Pass Ave
N Victory Blvd
N San Fernando Blvd
1st St
3rd St
S San Fernando Blvd
6th St
Verdugo Ave
Lake St
Main St
Alameda Ave
W Olive Ave
Riverside Dr
134
Parks


Safer Streets Burbank
What Does Roadway Safety Look Like to You?
"I feel safe when..."
I FEEL SAFE WHEN... I can ride my horse on the side of the street w/out fear of speeding drivers, Rude drivers, or other wheeled vehicles trying to scare horses - Thank you.
I FEEL SAFE WHEN... My horse + bicycle are safe to ride on the streets.
I FEEL SAFE WHEN... Extend the Bike Path to Downtown Burbank Station...
I FEEL SAFE WHEN... Re-Striping Olive, so that the lanes are wider to allow folks to get out of parked cars safely.
I FEEL SAFE WHEN... I'm Biking in a Protected Lane.
I FEEL SAFE WHEN... * When I'm in a class 1/4 bike lane. * Cars are aware of their surroundings & Drive slow! * There are concrete bollards rather than plastic bollards * More lights to signal pedestrians crossing. -Thank You
I FEEL SAFE WHEN... - Drivers share the road - There is a separation Bet car lanes & Bike lanes - Signage Anouncing to reduce speed because of other Commut
I FEEL SAFE WHEN... • It's 3:00Am and streets are quiet • The could quiet streets • Traffic speeds = 12 mph
I FEEL SAFE WHEN... raffic is flowing on ajor streets. Do not bring e BRT to Olive! Put bike nes on Clark + Oak get them f of Verdugo.
I FEEL SAFE WHEN... I'm Biking in a protected bike lane. Sometimes pain lines just don't cut it
SAFE WHEN... cars are driving slow bikes are in protected lans Sidewalks are well lit.
FEEL AFE WHEN... I'm driving and come to an intersection where I can clearly see cross traffic.
I FEEL SAFE WHEN... THERE'S PLENTY OF SPACE ON THE SIDEWALK FOR PEDESTRIANS
I FEEL SAFE WHEN... STOP SIGNS HAVE BLINKING RED LIGHTS GOING ALONG ITS EDGES (Solar powered?) CAN'T MISS IT!
I FEEL SAFE WHEN... No Metro Busway through Burbank, please.


Safer Streets Burbank
Safety Strategies
Which strategies would you like to see implemented in Burbank to make streets safer?
Several options from our safety strategy toolbox are shown below, though not yet prescribed to any particular area. What other strategies should be considered?
Near Term
LEFT TURN SIGNAL
Protected Left Turns
BUMP
15 MPH
Speed Management
Turn Calming
STOP signs
New or Enhanced Crossings at Unsignalized Locatio
Enhanced Crossin at Signals
Upgraded Lighting
Neighborhood Traffic Circles
NO
Roadway Reconfiguration
Las Flores
New Signals
Safety for equestrians, cyclists + pedestrians needs to (c - exist.
Separated Bike Lanes
What else would you like to
Equestrian accomodations
> Noise deterrance
> unsafe driving not respectful to horses/riders
No bike Routes - dedicated space
San Fernando @ Burbank - Bike crossing/re 2 left turn lanes
To many speed bumps
No to traffic circles
MINT
COLORFUL CROSS WALKS & INTERSECTIONS
More Buses Less Cars.
Concrete > plastic bollards for bike lanes
Bike signal buttons adjacent to bike lanes
More connected network of bike lanes

C

Safer Streets Burbank
Action Plan

Countermeasure Toolbox

Technical Summary C

COUNTERMEASURE TOOLBOX
Introduction

This technical summary details a comprehensive set of proven engineering and non-engineering 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).[1]

1 FHWA Proven Safety Countermeasures
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 in-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 traveling 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

■ Recommended

	Priority Implementation Measure	Street Type	
		Major	Residential
INTERSECTION IMPROVEMENTS			
Separate Users in Time			
Traffic Signal		■	■
All-Way Stop Control			■
Protected Left Turns	✓	■	■
Separate Right-Turn Phasing		■	■
Prohibit Right-Turn-on-Red		■	■
Exclusive Pedestrian Phase		■	
Leading Pedestrian Interval	✓	■	■
Pedestrian Recall	✓	■	■
Bicycle Signal/Exclusive Bike Phase		■	
Bike Detection		■	■
Rest-in-Red Signal	✓	■	■
Improve Signal Timing		■	■
Separate Users in Space			
Access Management	✓	■	■
Pedestrian Refuge Island		■	
Close Slip Lane	✓	■	■
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 are Coordinated to Posted Speeds	✓	■	
Roundabout		■	
Neighborhood Traffic Circle	✓		■
Curb Extensions	✓	■	■
Left Turn Calming	✓	■	■
Skewed Intersection Redesign		■	■
Driver Alertness			
Intersection Daylighting		■	■
Intersection Lighting		■	■
Retroreflective Backplates	✓	■	
Pavement Markings through Intersection	✓	■	

	Priority Implementation Measure	Street Type	
		Major	Residential
MIDBLOCK IMPROVEMENTS			
Separate Users in Space			
Separated Bikeway		■	
Bike Lanes			■
Bike Path		■	
Close Gaps in Bike Lanes	✓		■
Roadway Reconfiguration		■	
Curbside Management		■	
Speed Management			
Speed Limit Reduction		■	■
Speed Hump			■
Driver Alertness			
Bicycle Boulevard			■
Curve Warning Signage	✓	■	
Speed Feedback Sign		■	■
Edge Line		■	■
Lane Narrowing	✓	■	
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	✓	■	■
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

Photo

Title

Protected Left Turns

Priority Improvement

Implementation Timeline

Road Type Suitability

MAJOR STREET | RESIDENTIAL STREET

Description

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.

Implementations Considerations

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**

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

INTERSECTION IMPROVEMENTS
Separate Users in Time

Traffic Signal

Long-Term Improvement

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

Image Source: Irvine Standard

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

Image Source: Google Streetview

INTERSECTION IMPROVEMENTS
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**

Image Source: City of Surrey

Separate Right-Turn Phasing

Priority Improvement

MAJOR STREET | 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**

Image Source: Gaston Gazette

INTERSECTION IMPROVEMENTS
Separate Users in Time

Prohibit Right-Turn-on-Red

Priority Improvement

MAJOR STREET | RESIDENTIAL STREET

Prohibiting right-turn-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**
- **Bicycle**

Image Source: UNC at Chapel Hill

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**

Image Source: Rebuilding Place in the Urban Space (Pasadena, CA)

INTERSECTION IMPROVEMENTS
Separate Users in Time

Leading Pedestrian Interval

Priority Improvement

MAJOR STREET | RESIDENTIAL STREET

At intersection locations that have a high volume of turning vehicles 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**

Image Source: City of Long Beach

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**

Image Source: LA Walks

INTERSECTION IMPROVEMENTS
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 cyclists navigating through an intersection.

PRIMARY CRASH TYPES ADDRESSED:

- **Bicycle**

Image Source: Bike Portland

Bike Detection

Long-Term Improvement

MAJOR STREET RESIDENTIAL STREET

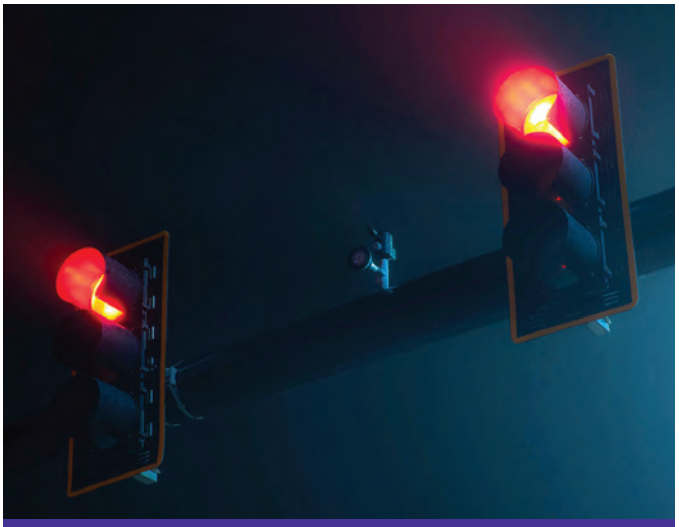
Bike detection is a technology used to identify the presence of a bicycle at signalized intersections or along roadways, either through use of push-buttons, in-pavement loops, or by video or infrared cameras, to call a green light for bicyclists and reduce delay for bicycle travel. Provides appropriate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

PRIMARY CRASH TYPES ADDRESSED:

- **Bicycle**

Image Source: City of Long Beach

INTERSECTION IMPROVEMENTS
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 and dexpense, so will only be short term where existing conditions allow.

PRIMARY CRASH TYPES ADDRESSED:

- **Unsafe speeds**

Image Source: City of Portland, OR

Improve Signal Timing

Priority Improvement

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 higher-risk movements, and coordinating signals at multiple locations. These changes can decrease exposure to conflicts, reduce wait times, adjust signals for peak/off-peak hours, and improve intersection capacity.

PRIMARY CRASH TYPES ADDRESSED:

- **Red-light running**
- **Pedestrian**
- **Bicycle**

Image Source: City of San Gabriel

INTERSECTION IMPROVEMENTS
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.

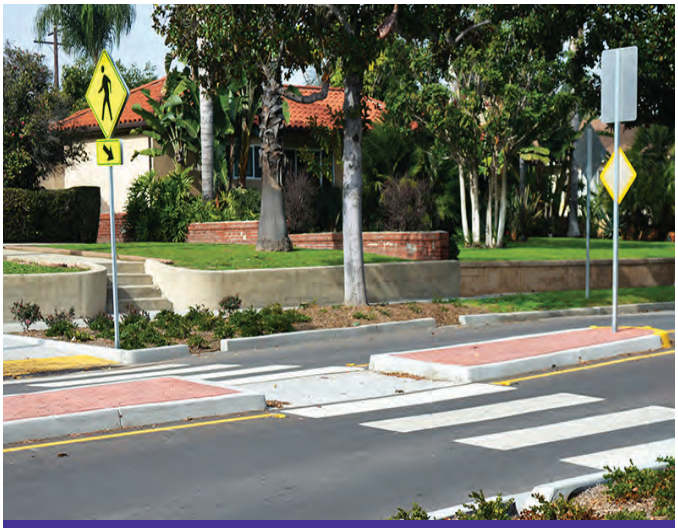
IMPLEMENTATION CONSIDERATIONS:

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**

Image Source: Google Earth



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**

Image Source: City of Long Beach

INTERSECTION IMPROVEMENTS
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**

Image Source: Streetsblog USA

Two-Stage Turn Queue Bike Box

Priority Improvement

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**

Image Source: NACTO

INTERSECTION IMPROVEMENTS
Separate Users in Space

Green Conflict Striping

Priority Improvement

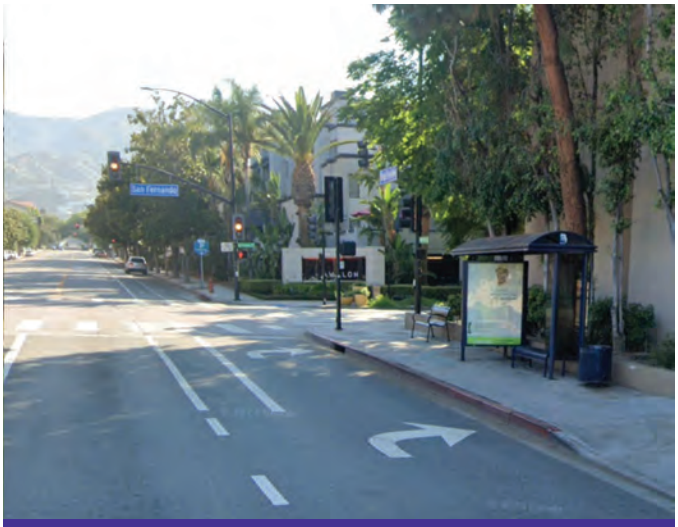
MAJOR STREET | RESIDENTIAL STREET

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**

Image Source: Fehr & Peers



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**

Image Source: Google Streeetview

INTERSECTION IMPROVEMENTS
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**

Image Source: NACTO

Protected Intersection

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**

Image Source: Santa Monica Spoke

INTERSECTION IMPROVEMENTS
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

INTERSECTION IMPROVEMENTS
Speed Management

Signage Noting that Signals are Coordinated 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 traveling 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**

Image Source: The Wolf

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**

Image Source: Google Earth

INTERSECTION IMPROVEMENTS
Speed Management

Neighborhood Traffic Circle

Priority Improvement

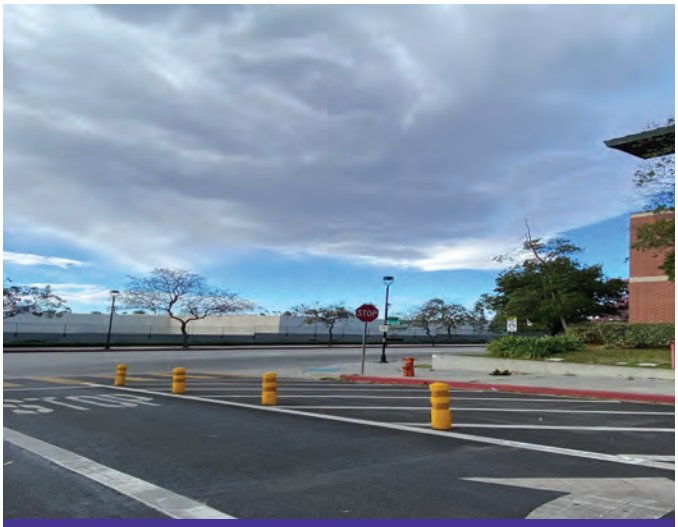
RESIDENTIAL STREET

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

Image Source: City of Beverly Hills



Curb Extensions

Priority Improvement

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 sharper, 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

Image Source: City of Burbank

INTERSECTION IMPROVEMENTS
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**

Image Source: IIHS

Skewed Intersection Redesign

Long-Term Improvement

MAJOR STREET | RESIDENTIAL STREET

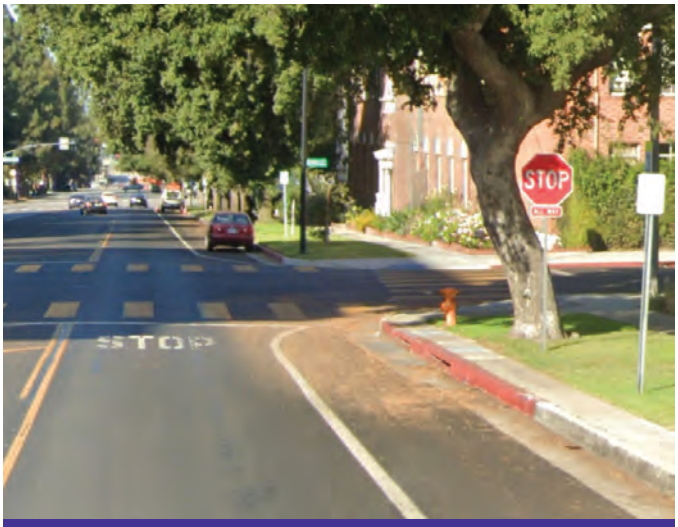
"Square up" skewed intersections to reduce large curb radii that allow for higher turn speeds by restriping approaches. A squared up intersection provides better visibility for all road users, reduces turning speeds, and reduces pedestrian crossing lengths.

PRIMARY CRASH TYPES ADDRESSED:

- **All**

Image Source: Google Earth

INTERSECTION IMPROVEMENTS
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**

Image Source: Google Earth

Intersection Lighting

Long-Term Improvement

MAJOR STREET | RESIDENTIAL STREET

Adding intersection and/or pedestrian-scale 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**

Image Source: Fehr & Peers

INTERSECTION IMPROVEMENTS
Driver Alertness

Retroreflective Backplates

Priority Improvement

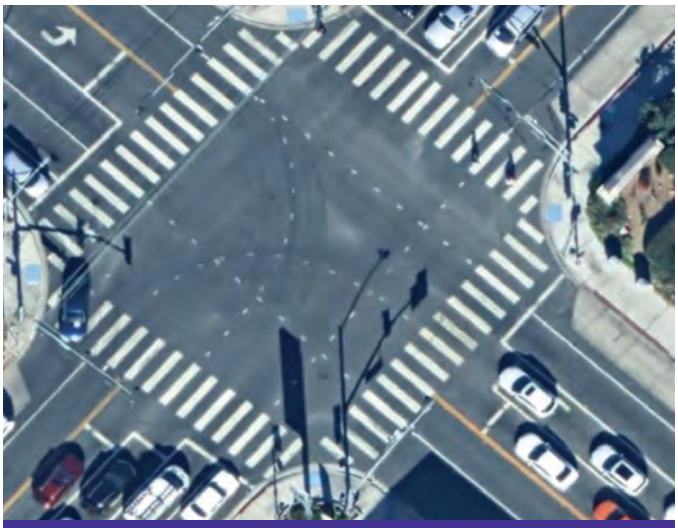
MAJOR STREET

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

Image Source: City of Surrey



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

Image Source: Google Earth

MIDBLOCK IMPROVEMENTS
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 road-narrowing effect with buffers or vertical barriers, which may reduce vehicle speeds.

PRIMARY CRASH TYPES ADDRESSED:

- **Bicycle**

Image Source: City of Burbank

Bike Lane

Priority Improvement

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**

Image Source: City of Covina

MIDBLOCK IMPROVEMENTS
Separate Users in Space

Bike Path

Long-Term Improvement

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.

PRIMARY CRASH TYPES ADDRESSED:

- **Bicycle**
- **Pedestrian**

Image Source: City of Orlando

Close Bike Lane Gaps

Priority Improvement

RESIDENTIAL STREET

Prioritize closing small gaps in bike lanes to ensure continuous bike lanes. 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:

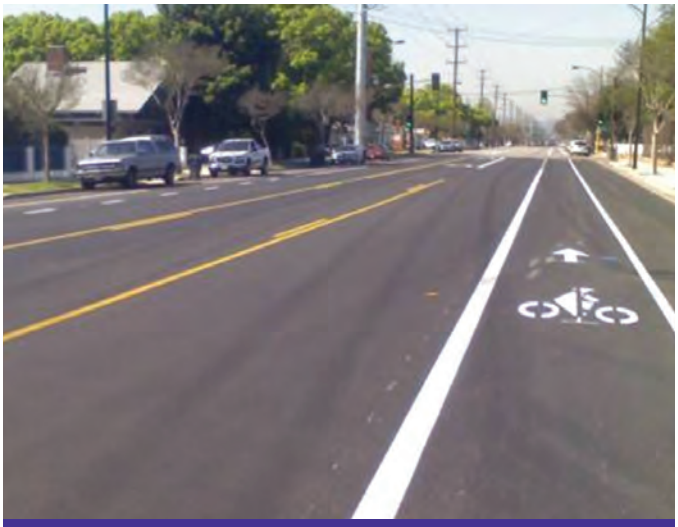
Bike lanes are most appropriate on streets with daily traffic volumes below 6,500 and auto speeds below 30 miles per hour.

PRIMARY CRASH TYPES ADDRESSED:

- **Bicycle**

Image Source: City of Covina

MIDBLOCK IMPROVEMENTS
Separate Users in Space



Roadway Reconfiguration

Long-Term Improvement

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

Image Source: Streetsblog

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

Image Source: Curb IQ

MIDBLOCK IMPROVEMENTS
Speed Management

Speed Limit Reduction

Priority Improvement

MAJOR STREET | RESIDENTIAL STREET

Takes 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.

PRIMARY CRASH TYPES ADDRESSED:

- All

Image Source: San Francisco Chronicle

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

Image Source: PEDBIKESAFE

MIDBLOCK IMPROVEMENTS
Driver Alertness

Bicycle Boulevard

Priority Improvement

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 boulevards. They should be centered in the travel lane, at least three feet away from parked cars (outside the "door" zone).

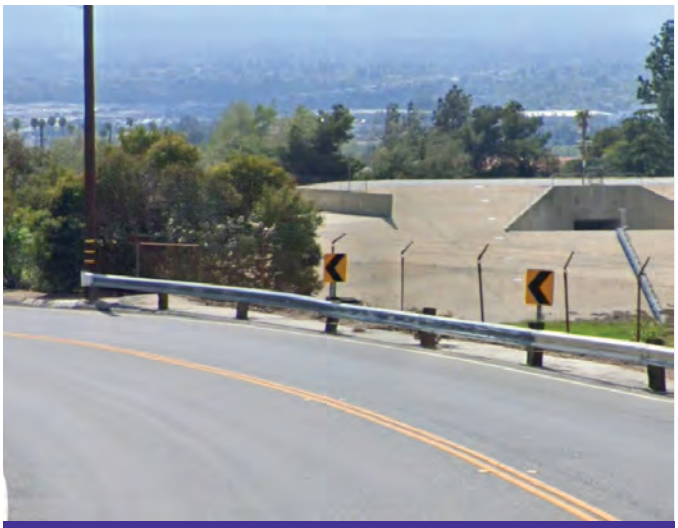
IMPLEMENTATION CONSIDERATIONS:

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

PRIMARY CRASH TYPES ADDRESSED:

- All

Image Source: Los Angeles Eco-Village



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**

Image Source: Google Earth

MIDBLOCK IMPROVEMENTS
Driver Alertness

Speed Feedback Sign

Priority Improvement

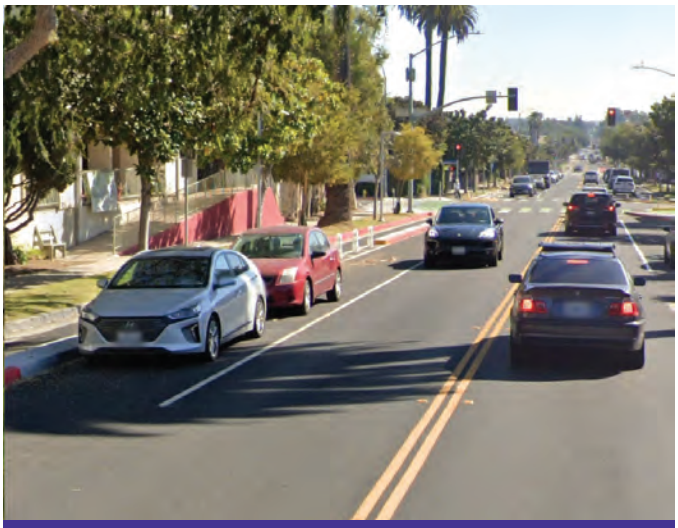
MAJOR STREET | RESIDENTIAL STREET

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**

Image Source: City of Covina



Edge Line

Priority Improvement

MAJOR STREET | RESIDENTIAL STREET

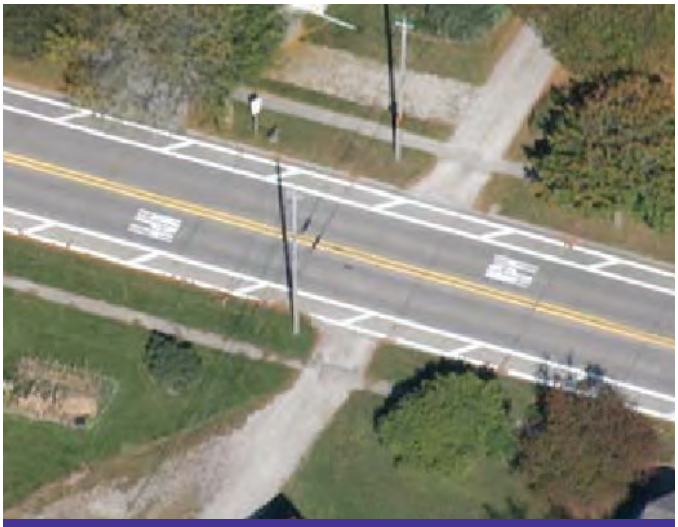
Edge lines are striping between the travel lane and the parking lane and are used to narrow a driver's visual field, which can help lower speeds. Edge lines and other striping (centerline, striped median, etc.) can be a lower-cost traffic calming alternative to vertical and horizontal traffic displacement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

PRIMARY CRASH TYPES ADDRESSED:

- **Unsafe speeds**

Image Source: Google Streetview

MIDBLOCK IMPROVEMENTS
Driver Alertness



Lane Narrowing

Priority Improvement

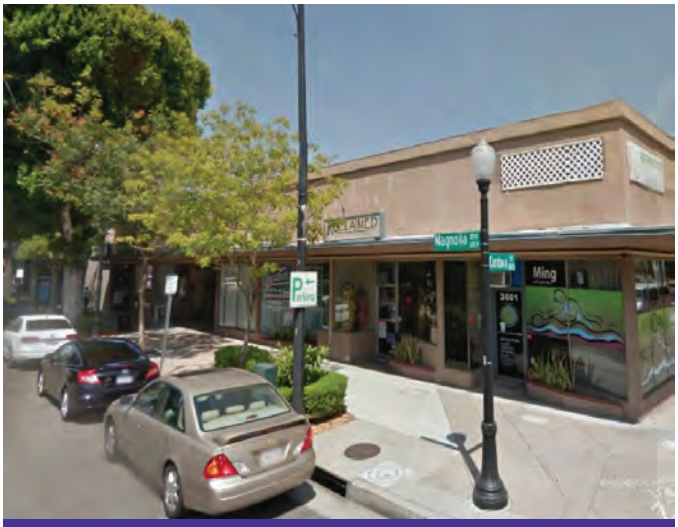
MAJOR STREET

Lane narrowing reduces lane widths to encourage motorists to travel at slower speeds.

PRIMARY CRASH TYPES ADDRESSED:

- **Unsafe speeds**

Image Source: Research Gate



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**

Image Source: City of Burbank

INTERSECTION/MIDBLOCK IMPROVEMENTS
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

INTERSECTION/MIDBLOCK IMPROVEMENTS
Separate Users in Time

Pedestrian Hybrid Beacon

Long-Term Improvement

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

INTERSECTION/MIDBLOCK IMPROVEMENTS
Speed Management

Raised Crosswalk

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

INTERSECTION/MIDBLOCK IMPROVEMENTS
Driver Alertness

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**

Image Source: City of Covina

High-Visibility Crosswalk

Priority Improvement

MAJOR STREET RESIDENTIAL STREET

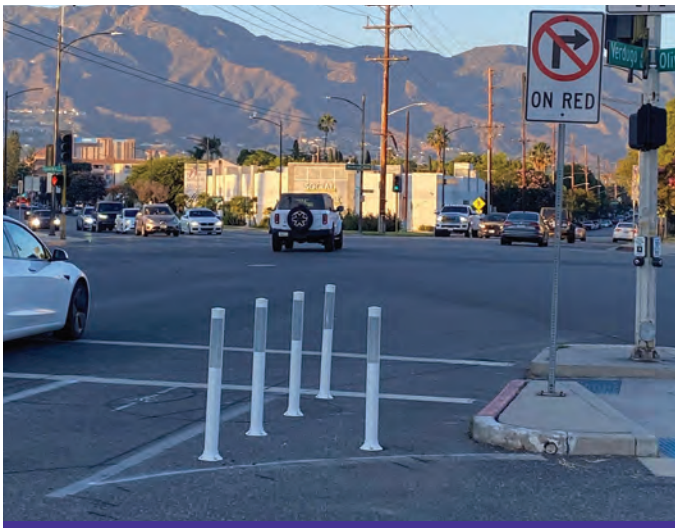
A high-visibility crosswalk has a striped pattern with ladder markings made of high-visibility material, such as thermoplastic tape, instead of paint. A high-visibility crosswalk improves safety by increasing the visibility of marked crosswalks and provides motorists a cue to slow down and yield to pedestrians.

PRIMARY CRASH TYPES ADDRESSED:

- **Pedestrian**

Image Source: NACTO

INTERSECTION/MIDBLOCK IMPROVEMENTS
Driver Alertness



Delineators, Reflectors, and/or Object Markers

Priority Improvement

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 highest-collision locations in the City using a data-driven 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.

Image Source: Adobe Stock

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.

Image Source: Adobe Stock

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