

STAFF REPORT



COMMUNITY DEVELOPMENT

DATE: November 18, 2025

TO: Justin Hess, City Manager

FROM: Patrick Prescott, Community Development Director
BY: David Kriske, Assistant Community Development Director

SUBJECT: Approval of a Final Project Alignment for the Chandler Bikeway Extension Project

RECOMMENDATION

Approve a final project alignment for the Chandler Bikeway Extension Project.

BACKGROUND

The Chandler Bikeway Extension is a 0.6-mile bikeway extension that would help close the gap between several regionally significant bikeways and increase connectivity to the Downtown Burbank Metrolink Station for active transportation users. The Project would construct a two-way Class I (fully separated bike path) and Class IV (fully separated in-street bike path) bikeway and streetscape improvements, between the existing eastern terminus of the Chandler Bikeway at Mariposa Street and the San Fernando Bikeway extension along the Burbank Western Channel. The Project would be constructed on former Union Pacific rail line now owned by the Metropolitan Transportation Authority and within existing City rights-of-way. No property acquisitions are required to implement this Project.

The Chandler Bikeway Extension would complete a fully protected bikeway corridor that spans the entire City, from North Hollywood to Glendale. While existing backbone bicycle infrastructure currently exists as standalone segments (the Chandler Bikeway, Burbank Channel Bikeway, and Front Street Cycletrack), no direct protected connection exists between them. This gap is identified in the Burbank2035 General Plan, the Bicycle Master Plan, and the Citywide Complete our Streets Plan. The Chandler Bikeway Extension will unite these currently disconnected bikeways, providing bicycle and pedestrian access to

the Downtown Burbank Metrolink station and enabling multi-modal connections across the railroad tracks and I-5. Further, the Chandler Bikeway Extension completes the City's contribution to a future 51-mile regional bikeway from Long Beach to Chatsworth (Attachment 1).

Since the original Chandler Bikeway opened in 2004, staff sought opportunities to extend the bikeway to Victory Boulevard and the Burbank Metrolink Station. In 2013, the City applied for and was awarded a \$2.6 million Metro Call for Projects (CFP) grant to design and construct an extension of the Chandler Bikeway from the current terminus eastward to the Burbank Channel, where it would connect to the San Fernando Bikeway which will begin construction next year. City Council accepted this grant in 2020 and solicited proposals to design the project in 2024, culminating with selection of a design consultant team lead by Kimley-Horn and Associates.

Based on conceptual project development, staff has identified a proposed project alignment that would extend the path eastward along the Metro right of way (like the current Chandler Bikeway) between Mariposa Street and Lomita Street. To avoid freight railroad operations east of Lomita, the path would transition into City right of way and be constructed as a fully protected, "8-to-80"¹ bicycle facility on existing City streets for the remaining distance to the Burbank Western Channel. The proposed alignment would allow the City to extend the Chandler Bikeway all the way to the Downtown Burbank Metrolink Station in a high-quality, protected bike facility while avoiding Union Pacific Railroad.

DISCUSSION

Proposed Chandler Bikeway Extension Project Alignment

The proposed final project alignment consists of four segments. The segments are described as follows and are illustrated in Attachment 2:

1. *Chandler Boulevard – from Mariposa Street to Lomita Street*

This segment would extend the existing bikeway at Mariposa Street eastward to Lomita Street with a Class I bikeway within the abandoned railroad right of way that is not used by freight trains, just like the existing Chandler Bikeway. At Lomita Street, a stop-controlled crosswalk would be installed to facilitate a safe pedestrian and bicycle crossing from the north side of Chandler Boulevard to the sidewalk on the south side of Chandler Boulevard.

2. *Chandler Boulevard – from Lomita Street to Victory Boulevard*

Between Lomita Street and Victory Boulevard, the project would widen the existing parkway/sidewalk on south side of Chandler Boulevard to construct a Class IV raised protected bikeway to Victory Boulevard. This facility would be fully

¹ An "8-to-80" facility is one that allows users of all ages and abilities (or those from age 8 to age 80) to travel safely and protected from vehicle traffic.

separated from cars travelling on Chandler Boulevard. Driveway crossings would be constructed at entrances to the adjacent shopping center. No vehicle travel lanes would be affected, but about 17 street parking spaces would be removed on the south side of Chandler Boulevard between Lomita and Victory, adjacent to the shopping center and large surface parking lot.

3. *Victory Boulevard to Cypress Avenue*

This segment would require widening the existing parkway/sidewalk along the east side of Victory Boulevard from Chandler Boulevard south to Cypress Avenue. While located along a major arterial, the project would be constructed as completely protected from traffic and reconstructing the curb, gutter and parkway to accommodate the bikeway. No vehicle travel lanes would be affected by the parkway widening, but about 10 street parking spaces would be removed on the east side of Victory.

4. *Cypress Avenue to Burbank Western Channel*

Like the Victory Boulevard segment, this segment would require widening the existing parkway along the north side of Cypress Avenue in order to construct a Class IV bikeway from Victory Boulevard to Varney Street. About 26 street parking spaces along the north side of Cypress Avenue would be removed to accommodate the bikeway. At Varney Street the bikeway would extend eastward from the Cypress / Varney intersection using a piece of City property located at the end of Cypress Avenue. An adjacent business has installed unpermitted encroachments in this property and the City is currently working with the owner to remove them to accommodate the project.

At the Burbank Western Channel, the Chandler Bikeway Extension would end, but would directly connect to the San Fernando Bikeway which will begin construction next year. Cyclists would continue along a fully separated Class I bikeway south along the west side of the Burbank Western Channel, would cross under the Magnolia overpass, and continue south to the Downtown Burbank Metrolink Station west parking lot and station platform. From there, cyclists can use other Class I and Class IV bikeways to connect to Downtown Burbank, the Burbank Channel Bikeway, and eventually to the Los Angeles River Bikeway.

Project Development and Constraints

Staff began the design process in January 2025 and has undertaken utility identification, completed surveying, developed 30% design plans, begun environmental documentation, and engaged various City departments. While the concept does not yet include landscaping plans, Staff has engaged the Department of Parks and Recreation to consider how to extend the existing Chandler Bikeway's role as a linear green space for the neighborhood. This includes landscaping, tree planting, and pocket parks near Lomita

Street and the confluence of the Chandler Bikeway Extension and San Fernando Bikeway. More detailed landscaping plans will be developed in subsequent stages of project development.

Over the course of initial design, Staff identified some conflicts with existing uses of the right of way that will need to be addressed as the project moves forward. First, several street trees will likely need to be removed on the Cypress Avenue segment to accommodate the bikeway on the north side of the street. Staff anticipates replacing these trees with additional trees elsewhere on the project, specifically along the Chandler Boulevard portion.

Second, in order to accommodate a fully protected bikeway in existing street right of way without impacting vehicle travel lanes, roughly 56 parking spaces will need to be removed along the one-half mile project alignment. The street parking on Chandler Boulevard is lightly used due to the presence of a large surface parking lot for the adjacent shopping center. Parking spaces on Victory and Cypress are moderately utilized by adjacent industrial businesses that have varying amounts of off-street parking available.

Finally, the bikeway will need to negotiate several existing driveways along Chandler Boulevard and Victory Boulevard that will need to be reconstructed and regraded to allow the bikeway to pass. Staff is working with its consultant to design them in a way that preserves access to the adjoining properties while providing safe travel for cyclists.

Other Project Alternatives Analyzed

Several project alignment alternatives have been analyzed to extend the Chandler Bikeway over the last 10 years. The most direct alternative analyzed would extend the bikeway east along the existing Metro railroad right of way between Mariposa Street and the Burbank Western Flood Control Channel, and then south to the Metrolink Station. While providing the most direct path that mimics the rest of the Chandler Bikeway, this option has been deemed infeasible because Union Pacific Railroad currently maintains freight train operating rights on Metro's right of way east of Lomita Street. Constructing a bikeway along the active railroad would have significant regulatory, safety, and cost impacts that make this alternative infeasible.

A second alternative was analyzed that would extend the bikeway along Chandler Boulevard to Victory Boulevard but would utilize Victory and Magnolia Boulevards to connect the bikeway to the Metrolink Station instead of Cypress Avenue and Burbank Western Channel. This alternative would place cyclists on more major arterial streets – including the busy Victory / Magnolia intersection – and would require costly roadway realignment, parking removal, and signal improvements to create a true “8-to-80” facility. The cost and disruption needed for this alternative made it infeasible.

Staff requests the City Council approve the final project alignment as described in this

report. If approved, Staff would complete design plans based on this alternative by summer 2026 and seek permission from Caltrans and Metro to spend grant funds for construction by the end of 2026. Construction could then commence in mid-2027 and be completed by 2028.

Community Outreach

The Chandler Bikeway Extension Project was developed as part of several City planning documents that all had extensive public outreach. Even before completion of the existing Chandler Bikeway, extending the bikeway was contemplated in policy documents. It was included in the City's previous 2003 and current 2009 Bicycle Master Plan, identified as a top priority bicycle route the 2013 Burbank 2035 General Plan Mobility Element, and a bicycle priority corridor in the 2020 Citywide Complete our Streets Plan. More recently, staff presented the Chandler Bikeway Extension Project to the Transportation Commission at the September 2025 regular meeting, and provided a mailed public notice of the City Council's potential adoption of the final project alignment to every property within 1,000 feet of the proposed project corridor.

ENVIRONMENTAL REVIEW

The Chandler Bikeway Extension Project is exempt from review under the California Environmental Quality Act (CEQA) pursuant to 14 CCR Section 15301(c) Class I – Existing Facilities. The project involves the minor alteration of existing streets, sidewalks, gutters and public right of way for the purpose of adding Class I and Class IV bicycle facilities. The project will install bicycle and pedestrian infrastructure, landscaping, lighting and minor alteration of existing roadway and utility features to accommodate the project. The project will not expand existing highway capacity or increase vehicle traffic, will not create new roadway access points, and will not create additional automobile lanes that would increase Vehicle Miles Traveled. The project will not create a cumulative impact of successive projects, will not have a significant effect on the environment due to unusual circumstances, is not located on a scenic highway or hazardous waste site, and does not affect any historical resources.

FISCAL IMPACT

There is no additional fiscal impact to approve the final project alignment for the Chandler Bikeway Extension Project. The total project cost has been estimated at \$3,299,105 of which 80%, or \$2,639,284, will be provided by federal funds provided by Metro through the 2013 Metro Call For Projects. The remaining 20%, or \$659,821, in local match funding will be funded by Metro Measure R Highway Operations Improvements funds. As part of the Fiscal Year 2025-26 budget, \$985,068 in Transportation Development Impact Fees has already been budgeted for the project to front the grant funds needed for project design.

CONCLUSION

The Chandler Bikeway Extension Project will provide a safe, “8-to-80” facility that will provide access and seamless connectivity across the City for pedestrians and bicycles of all ages and abilities. By connecting to other projects currently planned or in construction, this project would close a critical gap in the City’s local high-quality protected bicycle network and the regional bikeway system of bike paths extending from Chatsworth to Long Beach. Given the importance of this critical connection, staff recommends that the City Council approve the final project alignment of the Chandler Bikeway Extension so that staff may complete final design and prepare to construct the project.

ATTACHMENTS

Attachment 1 – Local and Regional Gap Closures

Attachment 2 – Project Alignment and Roadway Configurations

Attachment 3 – Graphical Renderings