



WELCOME TO THE CITY OF BURBANK'S COMPLETE STREETS POP-UP EVENT!



Since January 2019, the City of Burbank has been working on a Citywide Complete Streets Plan ([COMPLETEOURSTREETS.COM](https://completeourstreets.com)). If the plan is adopted, it will recommend strategies to make Burbank's future streets more "Complete".

Complete Streets are streets that are designed, operated, and maintained to enable safe access for all users – pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Since our last round of events earlier this summer, we have been busy developing ideas, concepts, and analyzing approaches that address the wide range of issues you asked us to look at.

Please review the preliminary concepts exhibited here and provide us your feedback. Please also let us know of other ideas you may have to improve Burbank's streets.

Thanks for dropping by!

EXPLORE IDEAS FOR MAKING BURBANK'S
STREETS SAFE AND ENJOYABLE

DESIGN YOUR OWN STREET

MAKE AN IMPACT ON THE
FUTURE OF BURBANK'S
STREETS

COMPLETEOURSTREETS





COMPLETE OUR STREETS

WHAT IS BURBANK'S COMPLETE OUR STREETS PLAN?

• A “complete street” is designed, operated, and maintained to provide safe mobility for all users of all ages and all abilities. This includes bicyclists, pedestrians, transit vehicles, truckers, motorists, and equestrians. Every complete street looks different according to its context, community preferences, types of road users, and their needs.

• Burbank’s Citywide Complete Streets Plan ([COMPLETEOURSTREETS](#)) strives to fulfill the City’s Burbank2035 General Plan by creating an actionable project for the community.

• [COMPLETEOURSTREETS](#) Plan will establish policies that will determine the quality and character of all future street improvements in Burbank.

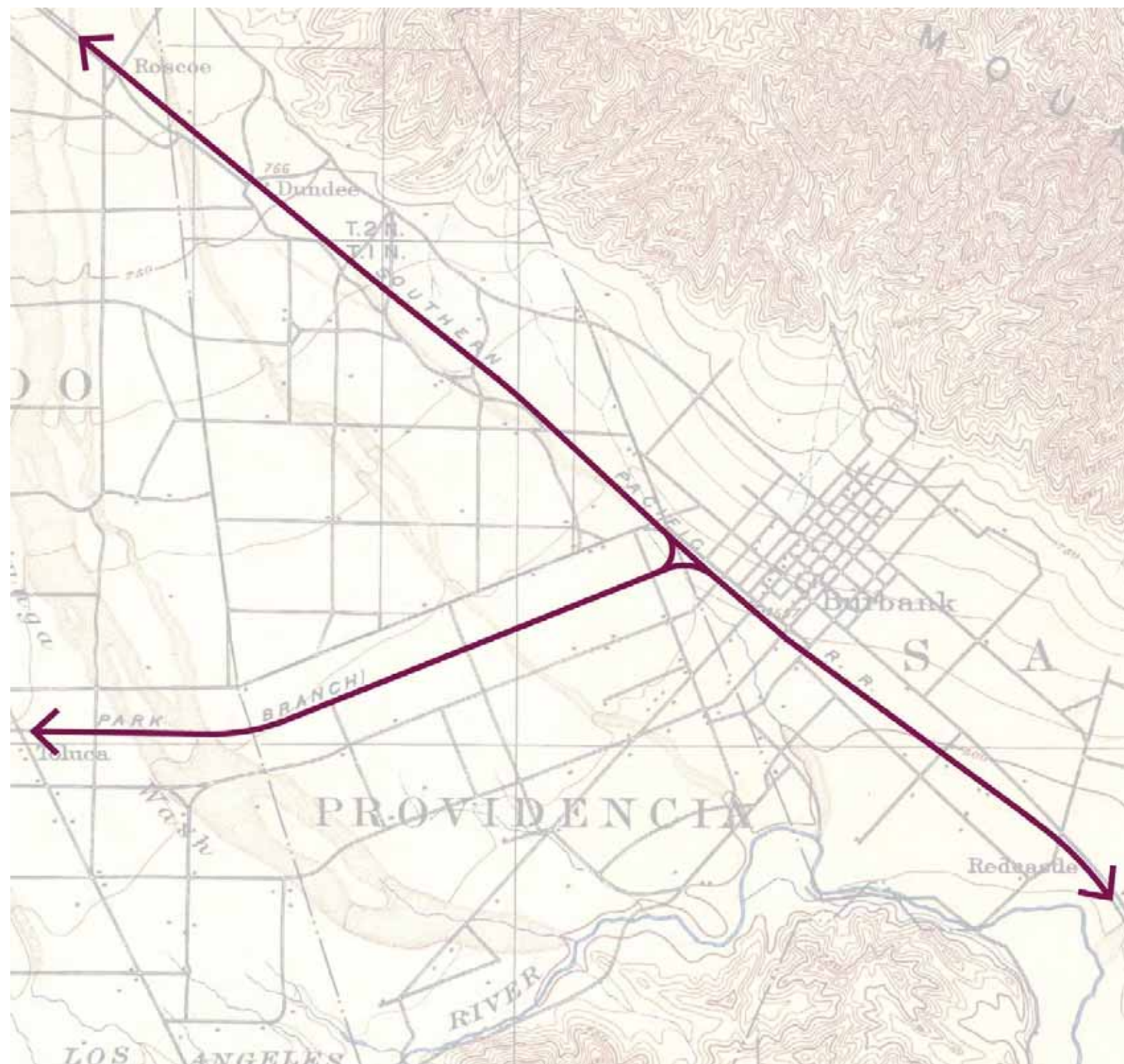
HOW WILL THE PLAN BENEFIT ME?

Complete streets provide a wide array of benefits, including:

- Improved safety for all types of users, ages, and abilities
- Increased transportation choices
- Economic revitalization
- Improved return on infrastructure investments
- More walking and bicycling to improve public health
- Greenhouse gas reduction and improved air quality
- Livable and vibrant communities

HOW CAN I GET AND STAY INVOLVED?

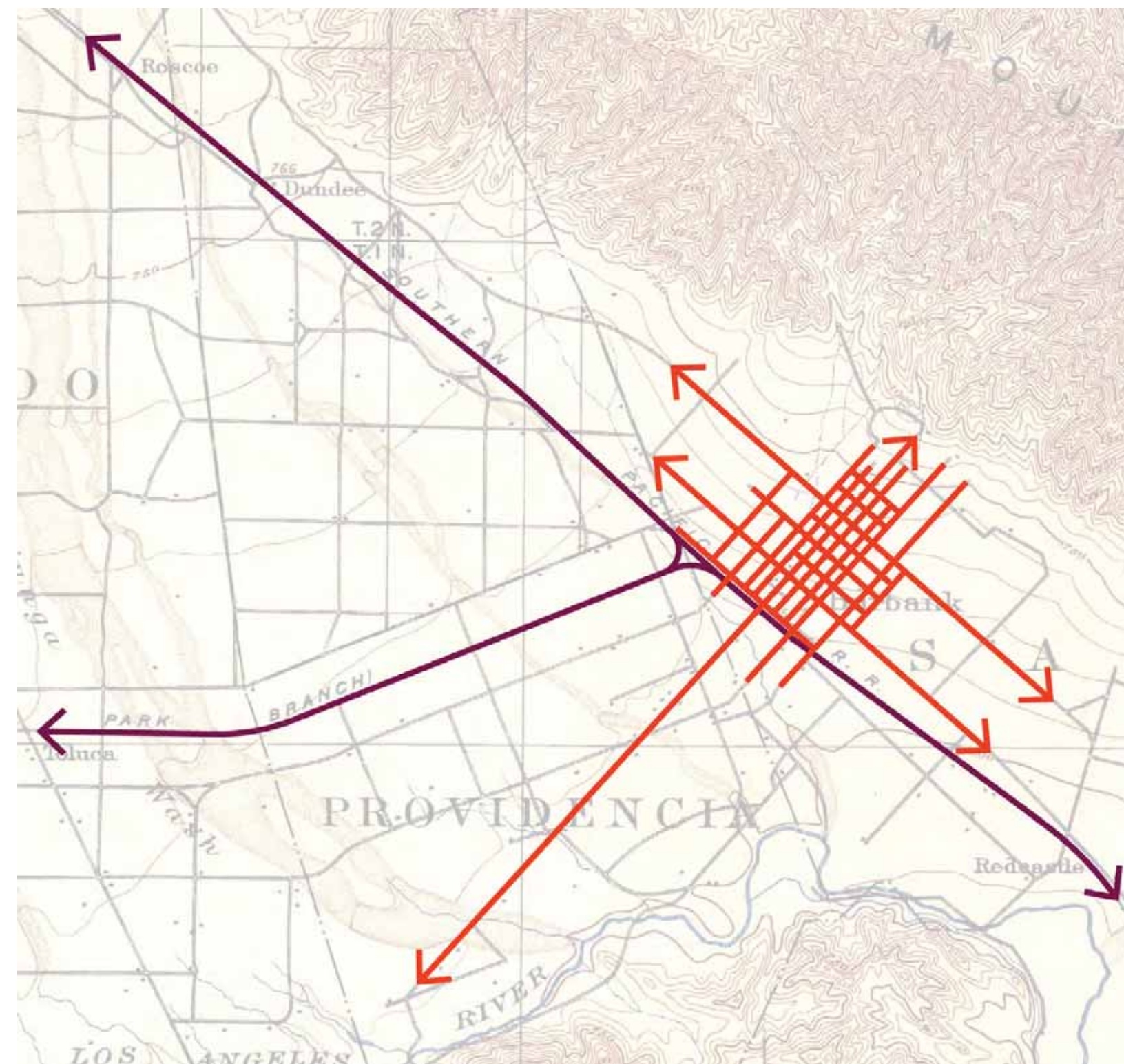
- Visit [COMPLETEOURSTREETS.COM](#) and subscribe to our e-mail list
- Attend a community event and encourage your friends and neighbors to come along.
- Call or e-mail the City of Burbank’s Project Manager with your thoughts or questions at CompleteOurStreets@burbankca.gov or (818) 238-5270.
- Submit a comment on our Contact Us page at [COMPLETEOURSTREETS.COM](#).



RAIL HAS SHAPED BURBANK'S STREET GRID AND GROWTH

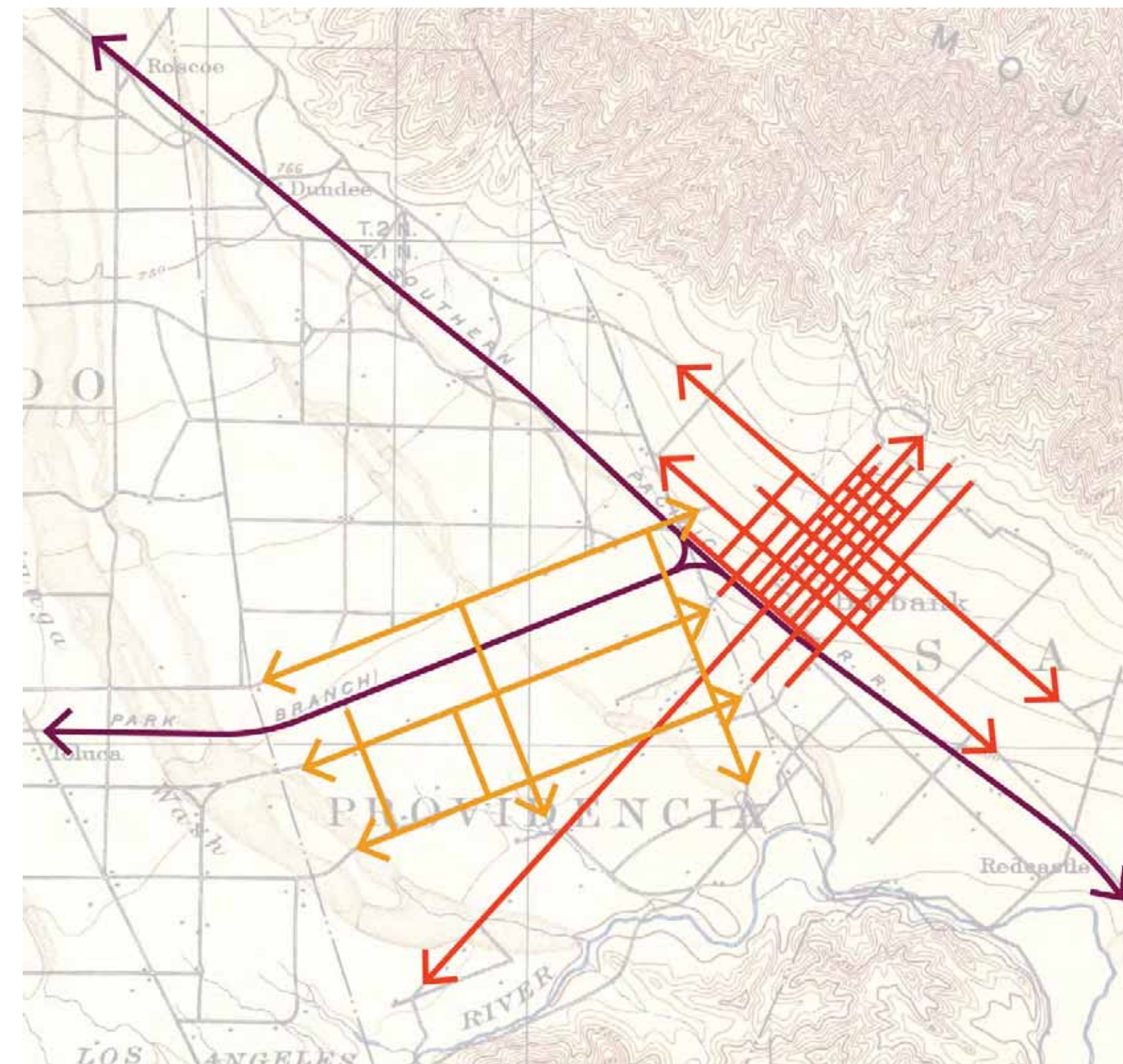
Southern Pacific Railroad completed a rail line from Los Angeles to San Fernando in 1874.

Burbank was a waystation and Southern Pacific established depot there in 1887.



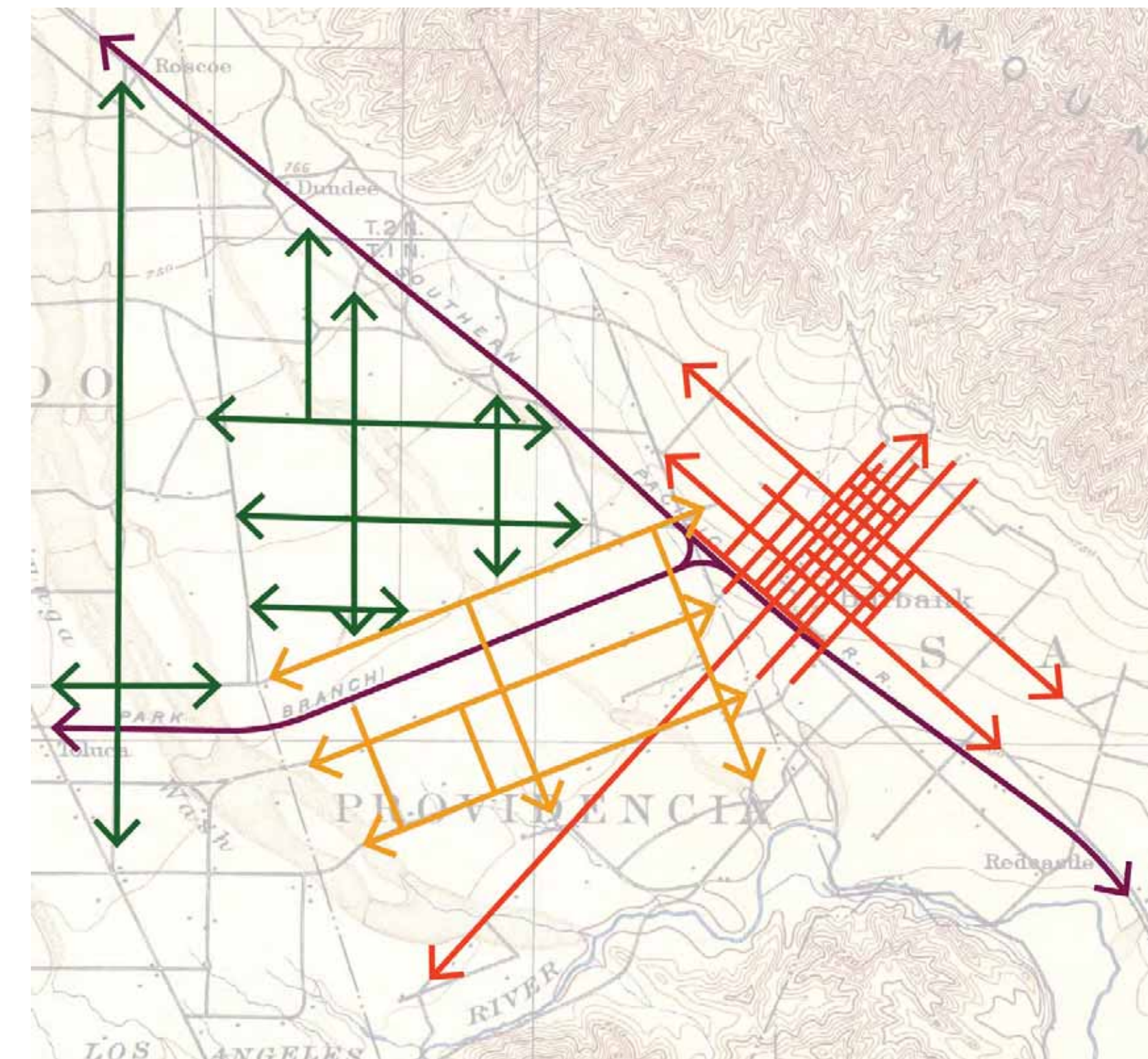
DOWNTOWN GRID

The young city's streets aligned themselves to the rail corridor, leaving a lasting and immediately recognizable imprint in the city's urban core.



MAGNOLIA PARK GRID

The Chatsworth Branch of Southern Pacific's network split to the west in 1895 (today's Chandler Bikeway) and in turn established the Magnolia Park grid of the city.



SAN FERNANDO VALLEY GRID

In the northwest of the city, at its interface with the Valley, the city's street reverted to the cardinal orientation seen elsewhere in the region.



Southern Pacific Train in San Fernando Valley, 1870s



Olive Avenue, 1887



Olive Avenue, 1927



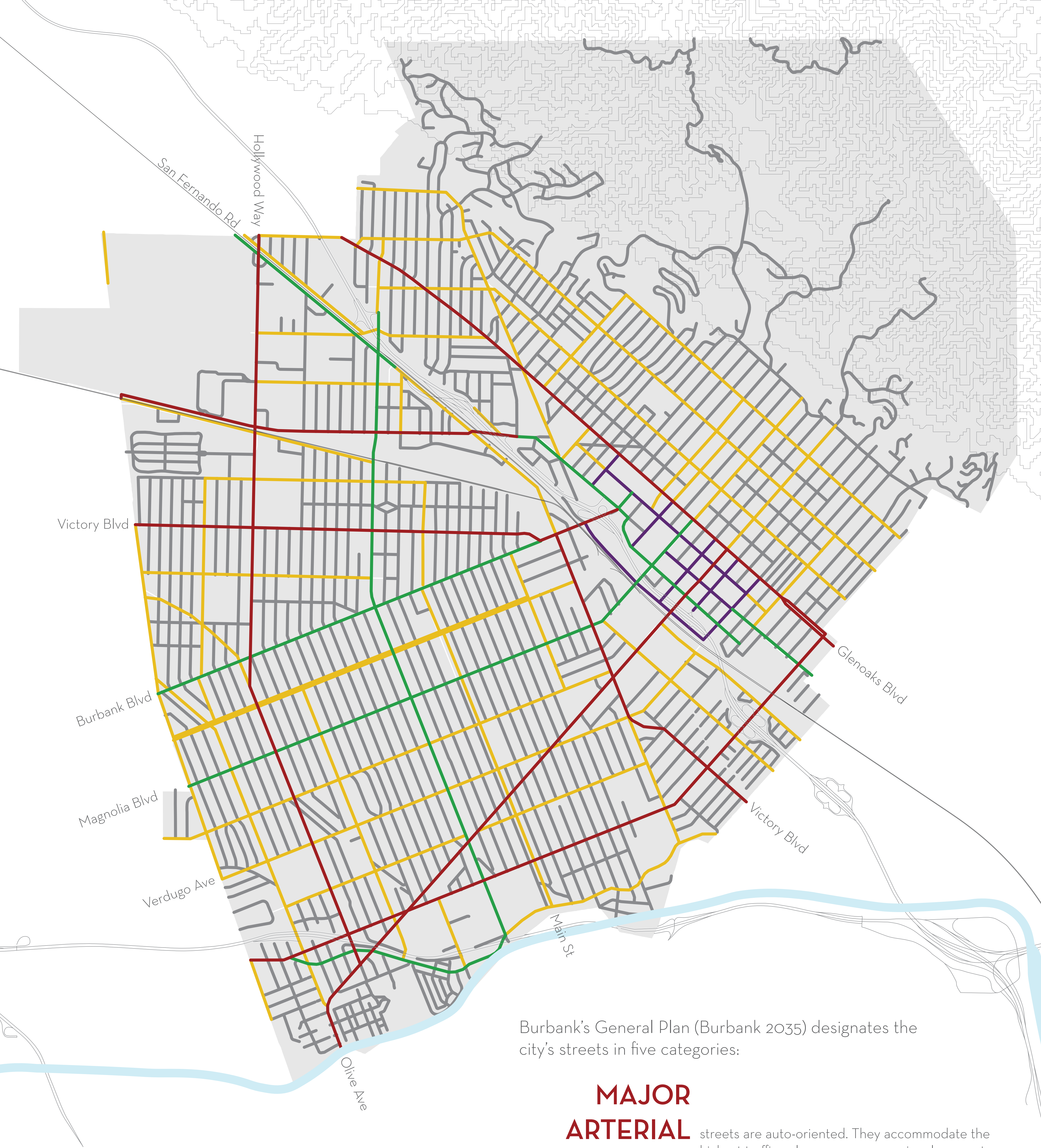
Magnolia Avenue, 1919



Magnolia Avenue, 1962



Lockheed Factory, 1938



Burbank's General Plan (Burbank 2035) designates the city's streets in five categories:

**MAJOR
ARTERIAL**

streets are auto-oriented. They accommodate the highest traffic volumes, serve as regional commuter corridors, and provide access to the regional freeway network.

**SECONDARY
ARTERIAL**

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

**DOWNTOWN
COLLECTOR**

streets distribute and feed cars, pedestrians, and bicycles between arterials and Burbank's downtown.

COLLECTOR

streets mediate trips between arterials and local streets.

LOCAL

streets are low intensity, providing final access to residential uses. These constitute the majority of Burbank's street network.

THE STREETS OF BURBANK



Shaded, engaging street



Pedestrian bulb out



Mid-block crosswalk with flashers



Street furniture

PEDESTRIANS



Protected bike lane



Bike Corrals



Separated multi-use path



Protected intersections

BICYCLISTS

WHAT DO COMPLETE STREETS LOOK LIKE?

CALM TRAFFIC



Center median



Speed cushion

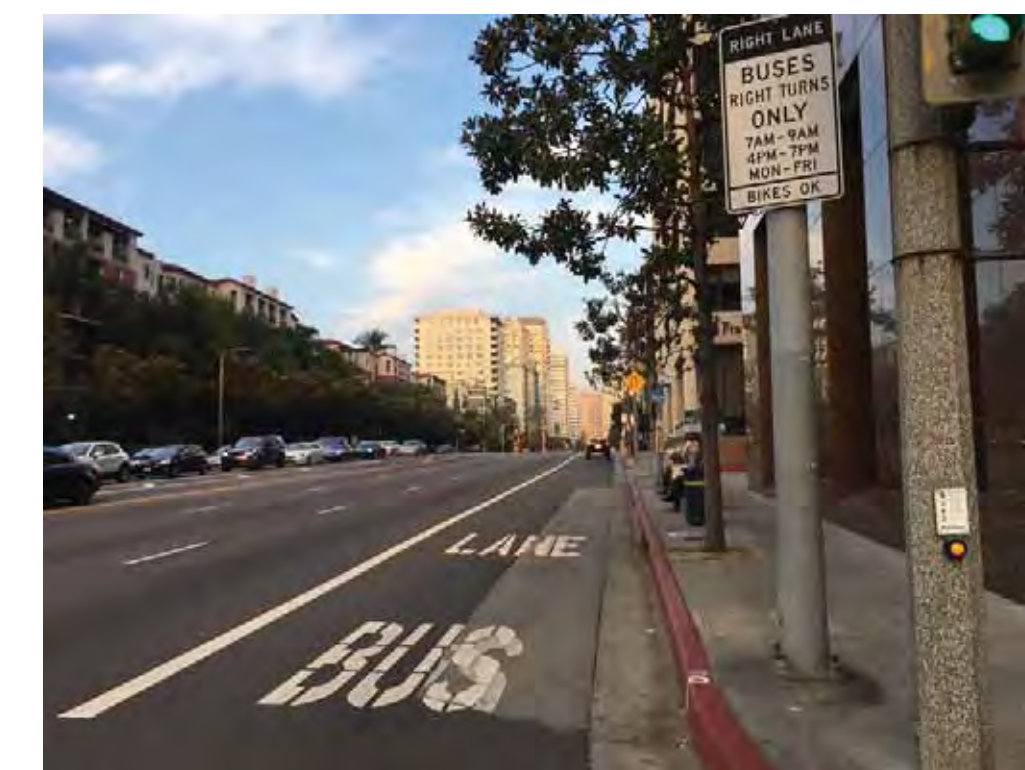


Curb islands



Speed table, raised crosswalk

TRANSIT USERS



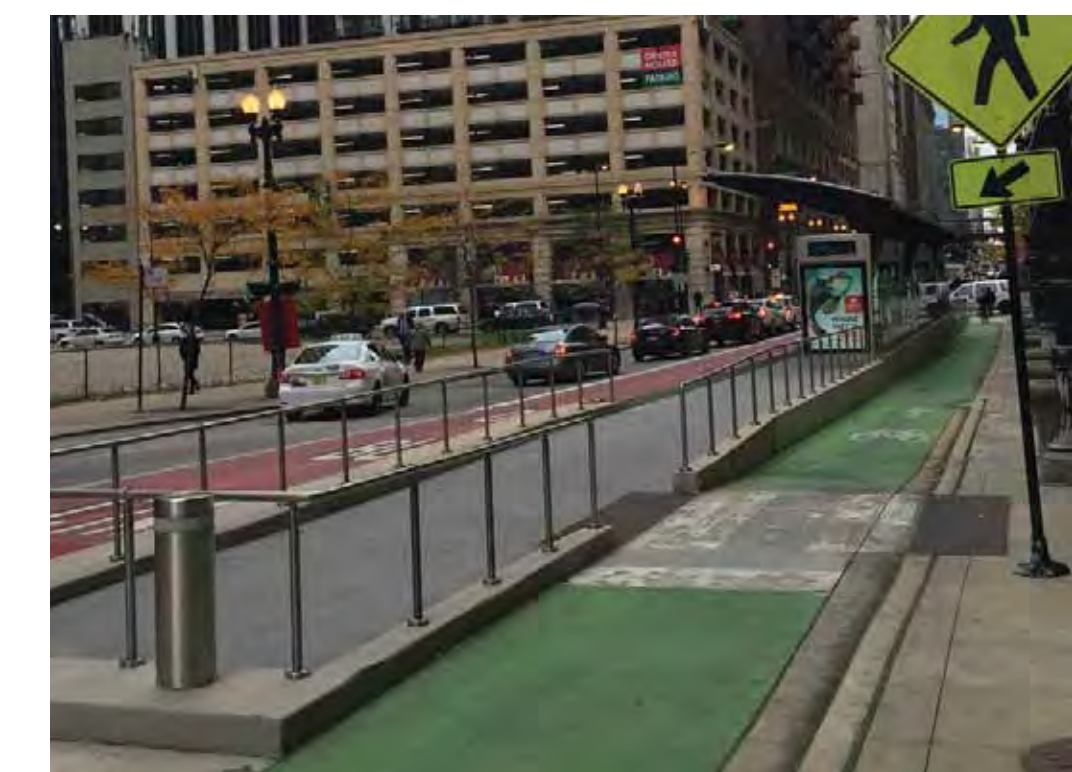
Designated bus lane



Bus shelter



Bus boarding island

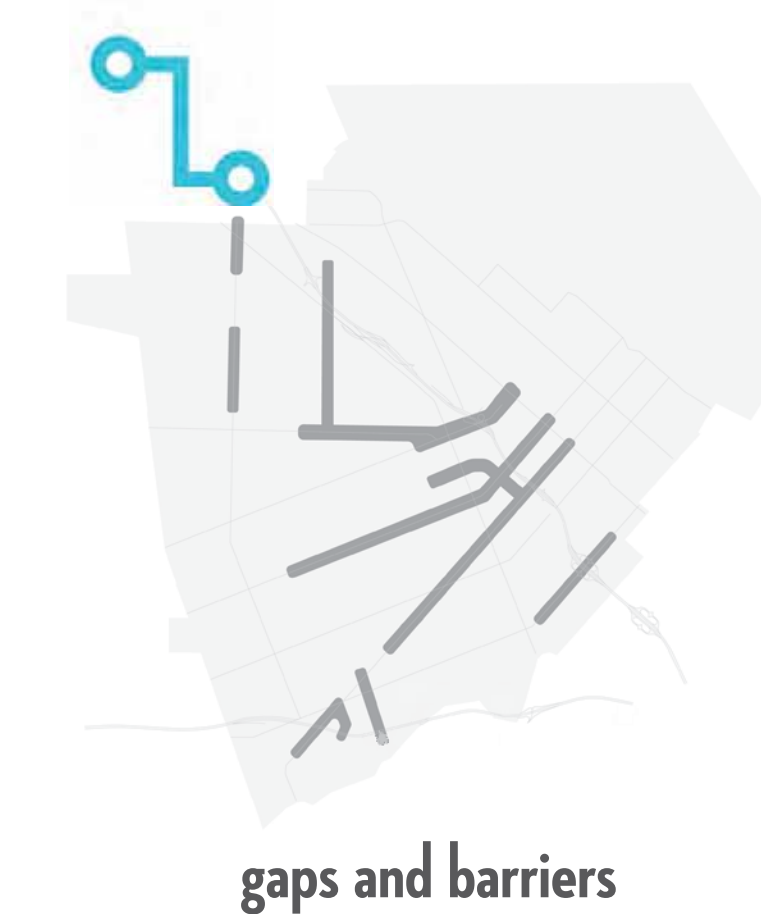
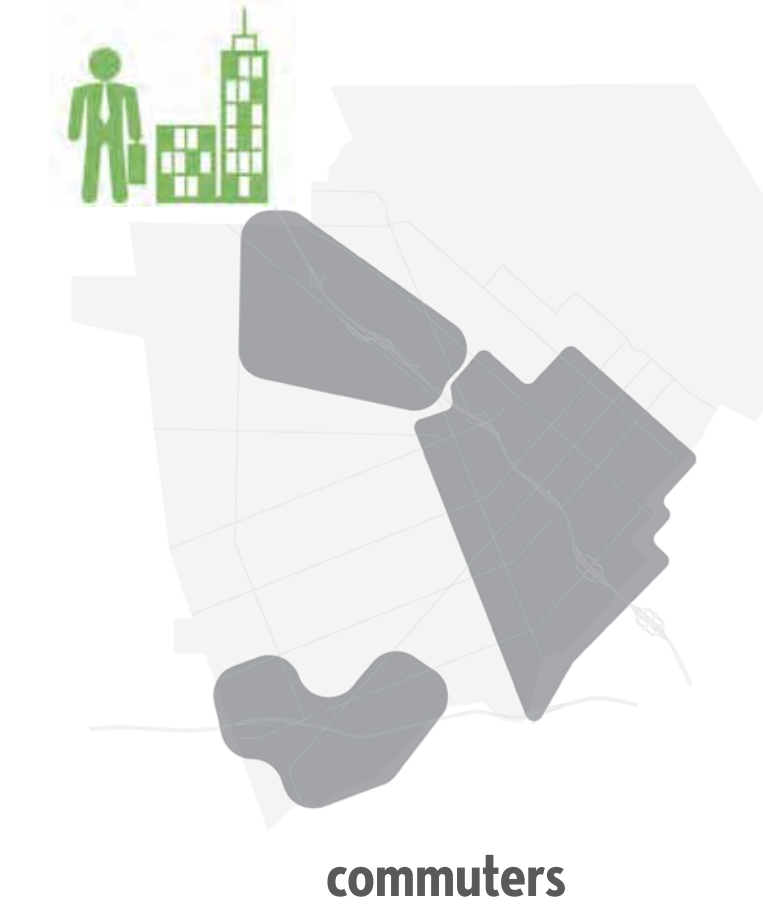
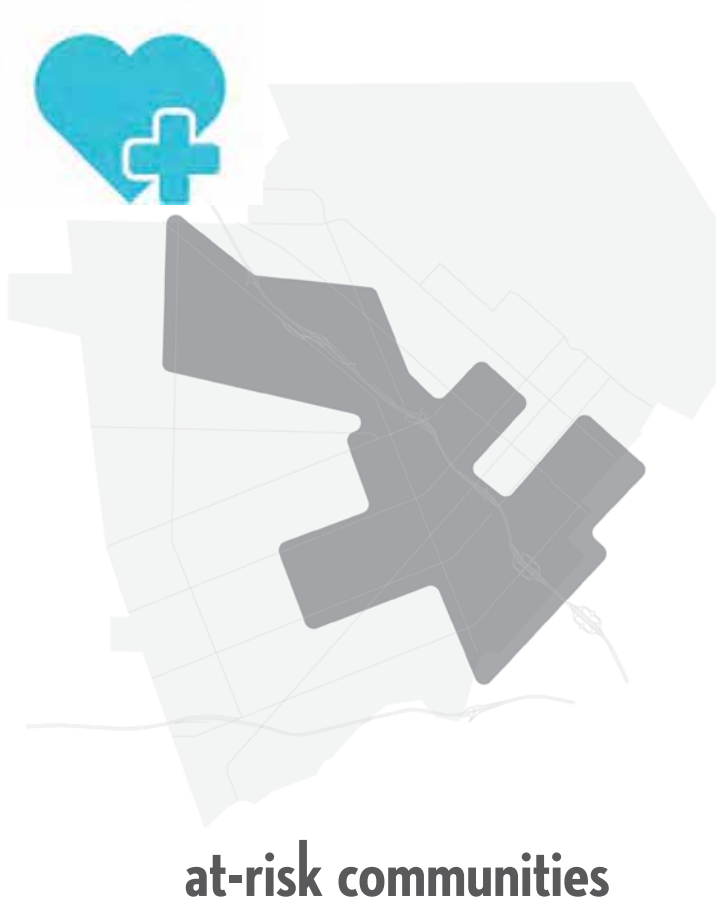
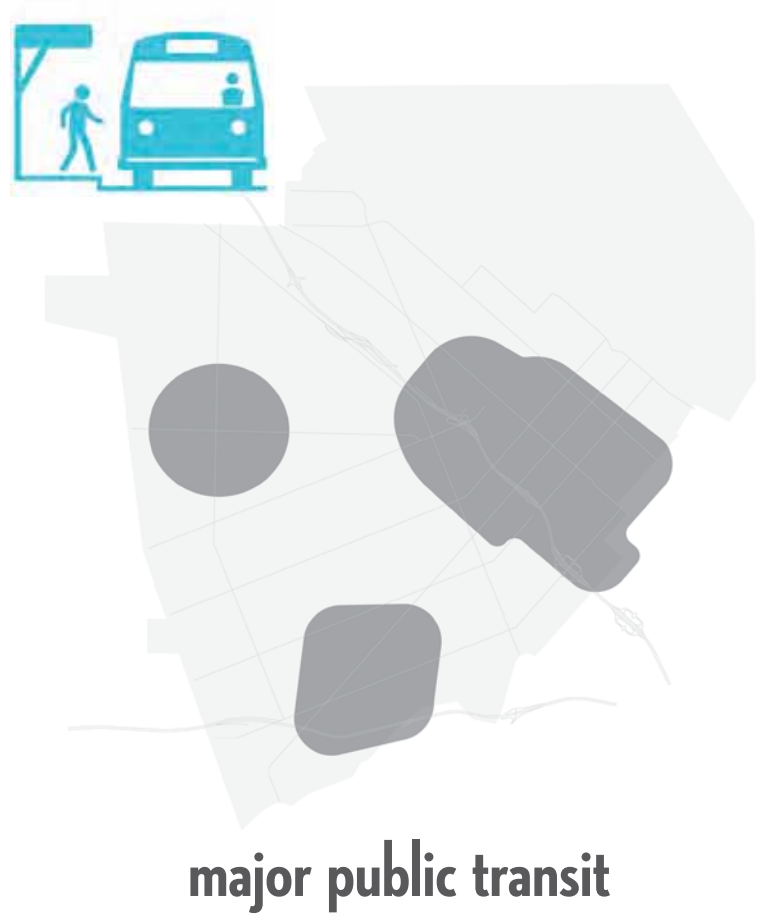
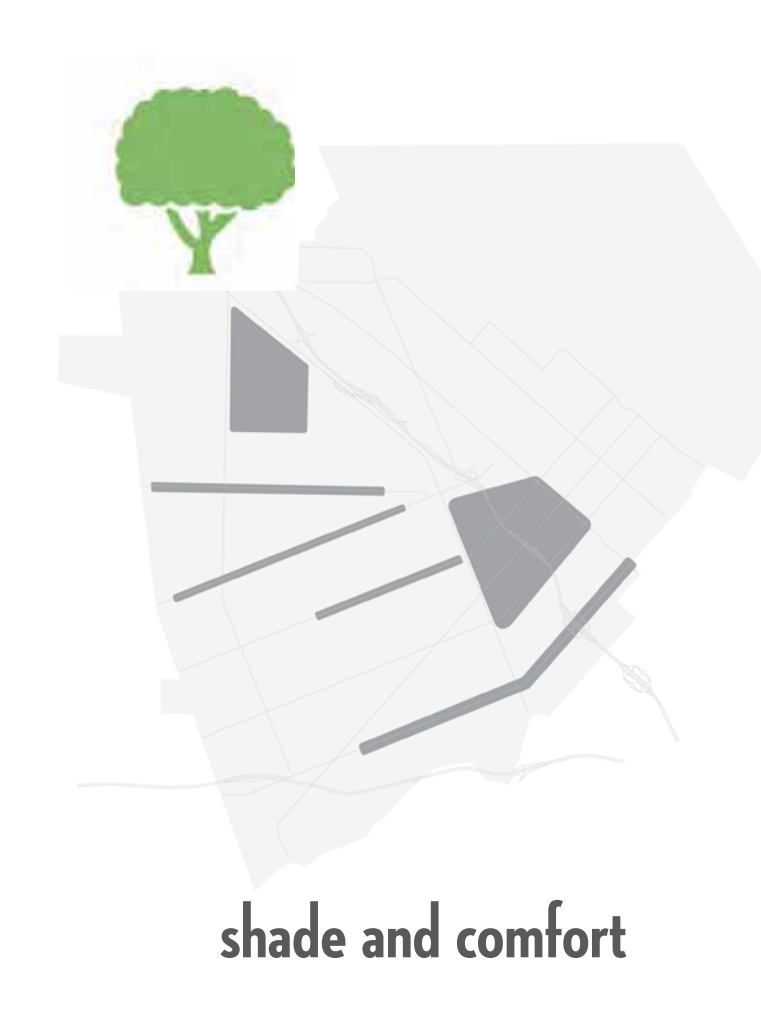


Median bus stop with shelter

CRITERIA FOR IDENTIFYING AREAS OF FOCUS

The City of Burbank has over 250 miles of streets. While the recommendations of the Complete Streets Plan will apply Citywide, the Plan recognizes that effective implementation requires a framework to prioritize improvements.

The ten criteria identified here provide the broad framework for identifying priority streets. Each criteria identifies an area of focus that is mapped and overlaid with focus areas identified by the nine other criteria. The ten criteria were then overlaid onto one map. The darker the area, the greater the priority.



WHAT STREETS SHOULD WE FOCUS ON?



GOALS AND PRINCIPLES

1

BRIDGE ACROSS INFRASTRUCTURE BARRIERS

- Connect across freeways and rail corridors that divide Burbank's neighborhoods.
- The 5-Freeway is a long-standing physical barrier disconnecting East Burbank from West Burbank. It has also created a corridor of disinvestment. Address both issues by creating better ways to fill gaps and eliminate barriers for all people.
- Twin rail corridors in the Airport Area sever neighborhoods and create awkward grade separations. Fix and create new connections at Hollywood Way so users of all abilities and ages can use them.
- CA-134 runs down the middle of the Media District, cleaving it in two. Stitch it back together by introducing a freeway cap park.

2

SEPARATE THE FAST & HEAVY FROM THE SLOW & VULNERABLE

- Inappropriate traffic speed is dangerous. Explore approaches to calm traffic on neighborhood streets while enhancing safety for motorists on arterial streets.
- Physical separation of automobiles from people is essential on arterial and high-speed streets.
- Paint is not separation or protection.

3

COMPLETE ALL NETWORKS OF TRAVEL

- Burbank's bicycle network must address 1st mile/last mile connectivity to fill gaps and eliminate barriers to connect seamlessly to neighborhoods and adjacent communities.
- The bicycle network should be reliable and legible, i.e., it should provide clear long-distance corridors for north/south and east/west travel.
- The bicycle network should prioritize high-demand gaps: connections to Downtown, connecting Chandler Bikeway to the Downtown Metrolink Station, and the Burbank Channel Bikeway.
- Promote access to major transit stops (bus and rail) by prioritizing pedestrian and bicycle access within a 10-minute walking radius.
- Expand the pedestrian network by introducing safe and controlled mid-block crossings on all long blocks, and introducing controlled intersections within all high pedestrian activity areas.

4

MAKE BURBANK A MORE INCLUSIVE CITY

- The young, the elderly, and the mobility-challenged have as much a right to be safe on Burbank's streets as any other. They need special attention, especially at points of conflict (crosswalks, parking lots, and the like).
- Facilitate purposeful and in-place aging by designing street infrastructure that is friendly and welcoming to the elderly.

5

EVERYONE DESERVES TO BE (AND FEEL) SAFE ON BURBANK'S STREETS

- People should feel safe moving through the community.
- School-going children and their parents should be able to safely access school on foot or bicycle.
- Access to parks and community centers should be safe for users of all ages and abilities.
- Streets should accommodate and welcome the mobility-impaired.

6

SPREAD SHELTER AND SHADE

- Expand the idea of Complete to include Green Streets.
- Promote active transportation options on streets to keep Burbank's Greenhouse Gas emissions to a minimum.
- Explore pavement and streetscape surface materials to alleviate a warming climate.
- Introduce green infrastructure to reduce the burden on the capacity of existing infrastructure, like storm water drainage.
- Aggressively expand tree cover and other structures on public rights-of-way to provide shade and shelter.
- Introduce transit shelters for shade and rest at busy bus stops.

7

WALKABLE BURBANK IS A HEALTHY BURBANK

- Reap public health benefits by prioritizing walkability in Burbank.
- Enable the joy of street strolling by ensuring that pedestrian-only areas (sidewalks and plazas) are not encroached upon by other modes (including bicycles and shared mobility vehicles).
- Design, manage, and operate better sidewalks by utilizing streetscape zones (curb, furniture, travel, and frontage).
- Program sidewalks for multiple uses, including as a recreational amenity.

8

BUILD BETTER NEIGHBORHOODS

- Create a safe, beautiful, and thriving community.
- Don't just build streets, but build better neighborhoods.
- Streets are vital to building connections to and between neighborhoods.
- Calm traffic on local and collector streets.
- Streets are the glue of a neighborhood. They are outdoor living rooms; the community's safe space.
- Reduce neighborhood cut-through traffic.

9

BALANCE COMPETING PRIORITIES

- Public right-of-ways are a finite and contested resource. Prioritize competing needs in a transparent, data-driven, and value-driven process.
- Ensure that the needs of the most vulnerable street users are prioritized over others.
- In assigning priorities, recognize also the realities of hard data, community aspirations, financial cost, feasibility, and tradeoffs of safety vs. convenience.

10

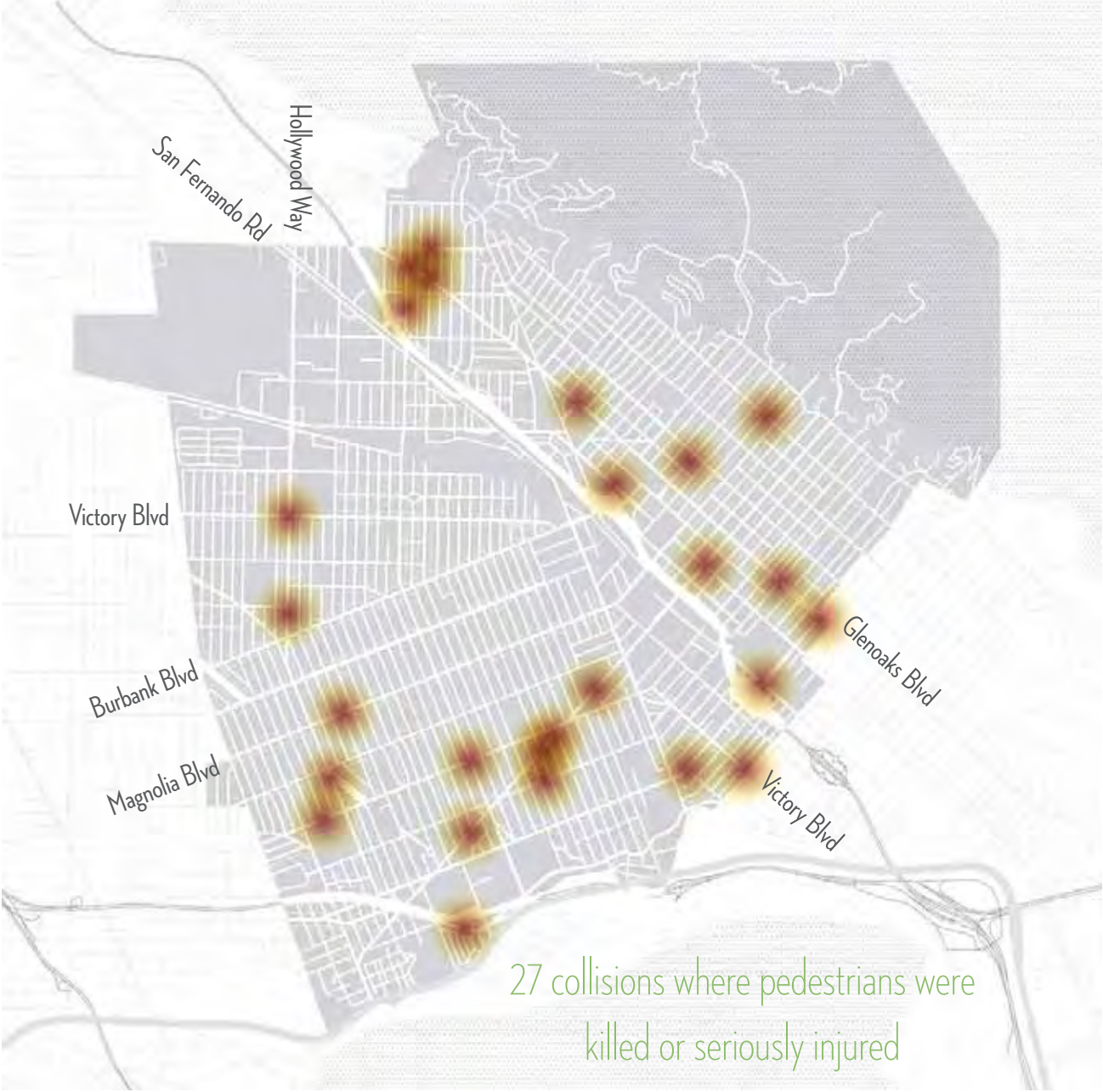
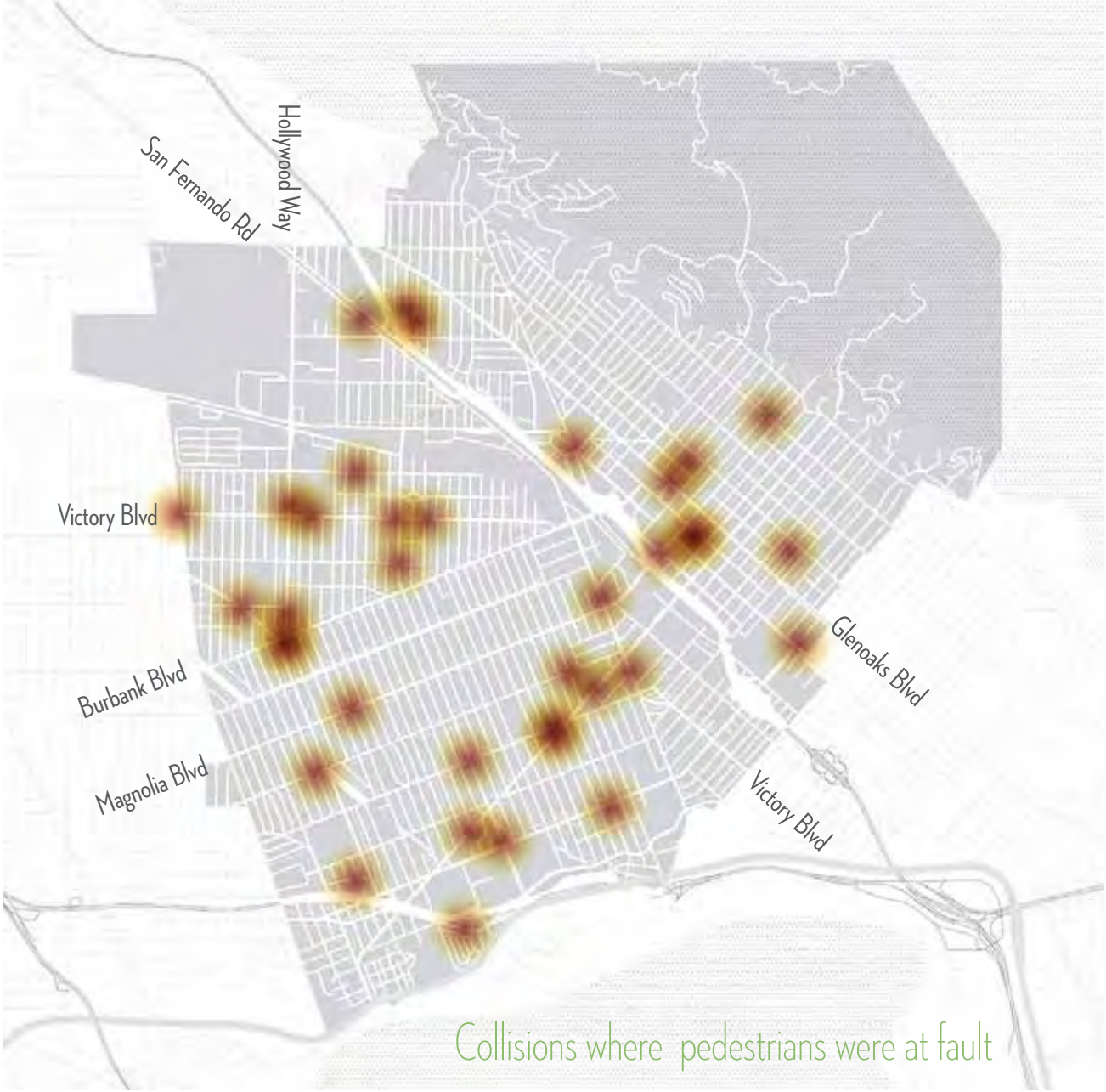
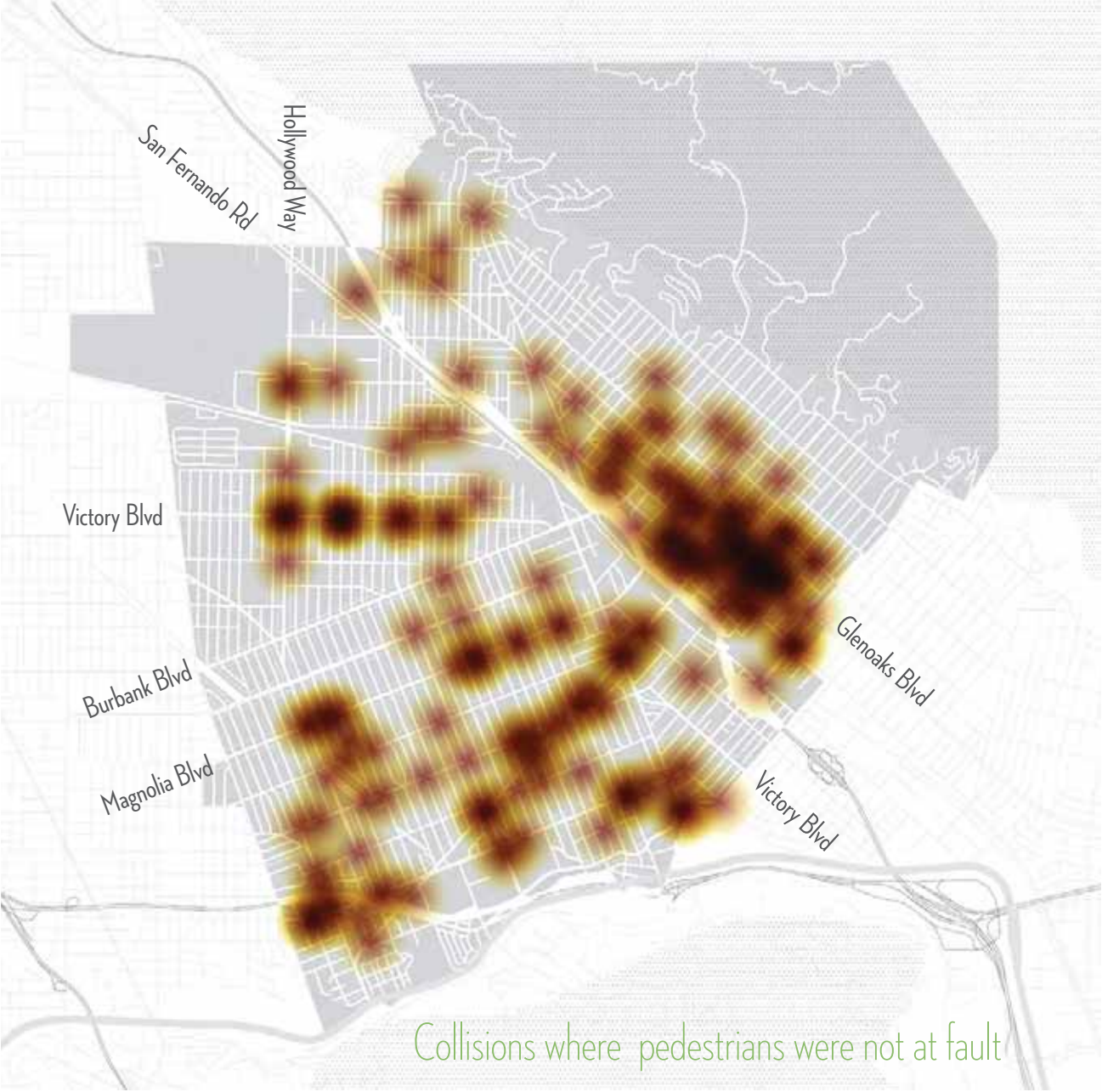
BE PROACTIVE

- Urban mobility technology is rapidly evolving and placing unexpected stresses on streets. Burbank should proactively plan to accommodate new technology where appropriate, and disallow where not.
- Curb management is an important issue and needs attention to balance and prioritize: curbside parking, curbside bicycle facilities, curbside loading, and curbside drop-off/pickup.

WHAT DOES THE DATA TELL US ABOUT STREET SAFETY?

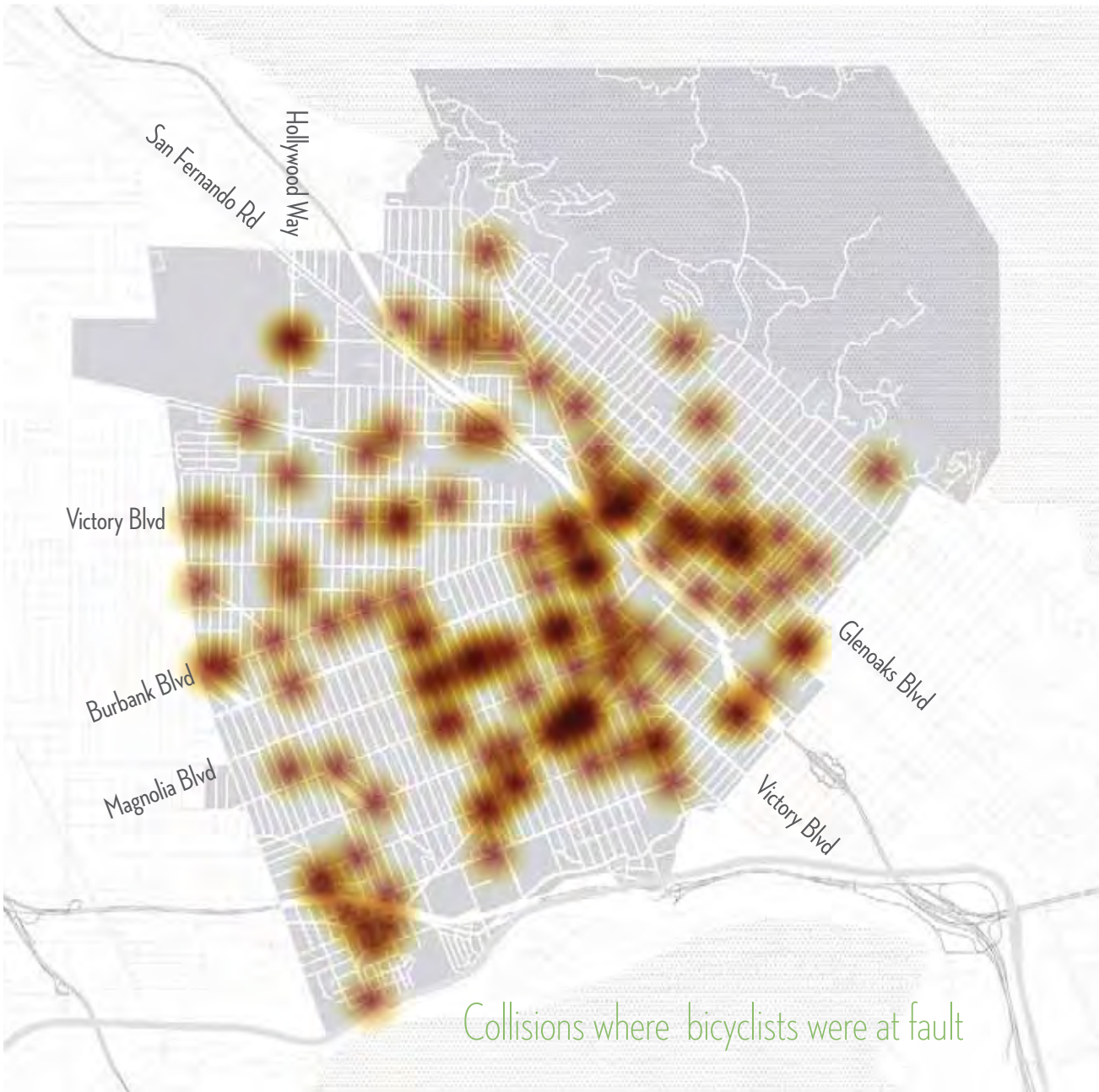
This project studied a five-year period of collision data from the Burbank Police Department from June 2013 - June 2018. Of all collisions, about 5% involved pedestrians, 4% involved bicyclists, and 90% involved vehicles. The maps below show the overall distribution of collisions by mode and also the most severe collisions where people were either killed or seriously injured (KSI).

WHERE ARE PEDESTRIANS MOST VULNERABLE ON BURBANK’S STREETS?



In the far majority of the 307 pedestrian collisions the motorist was at fault (86%). In these cases when the motorist was at fault, 80% of collisions involved pedestrians crossing the street in a crosswalk. Also, when motorists were at fault, 40% of collisions occurred when motorists were making a left turn, 30% while making a right turn, and 25% while they were driving straight. Clustering of pedestrian collisions are seen along the Glenoaks corridor in Downtown along the east segment of Victory Boulevard, and the Magnolia and Olive corridors.

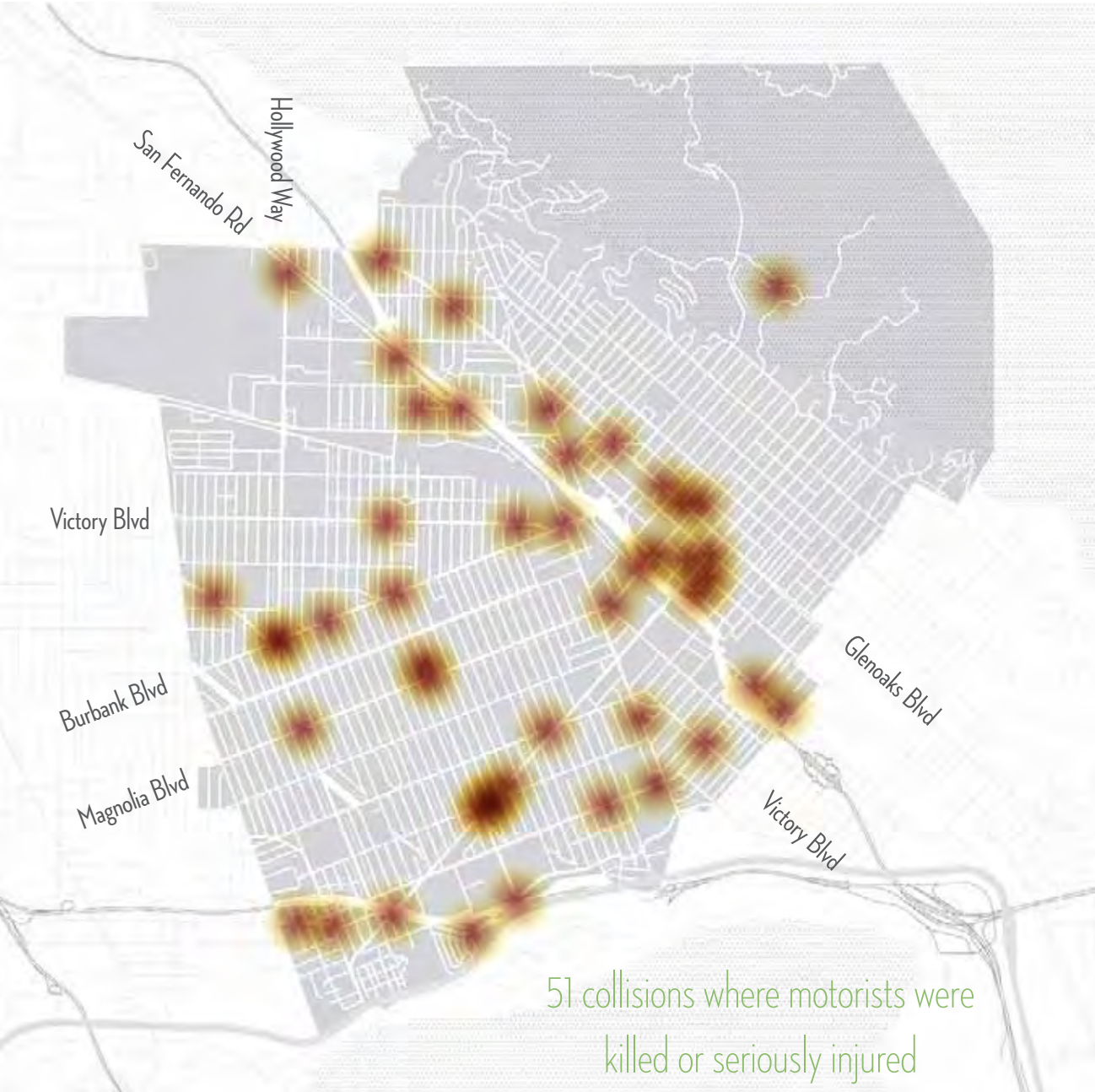
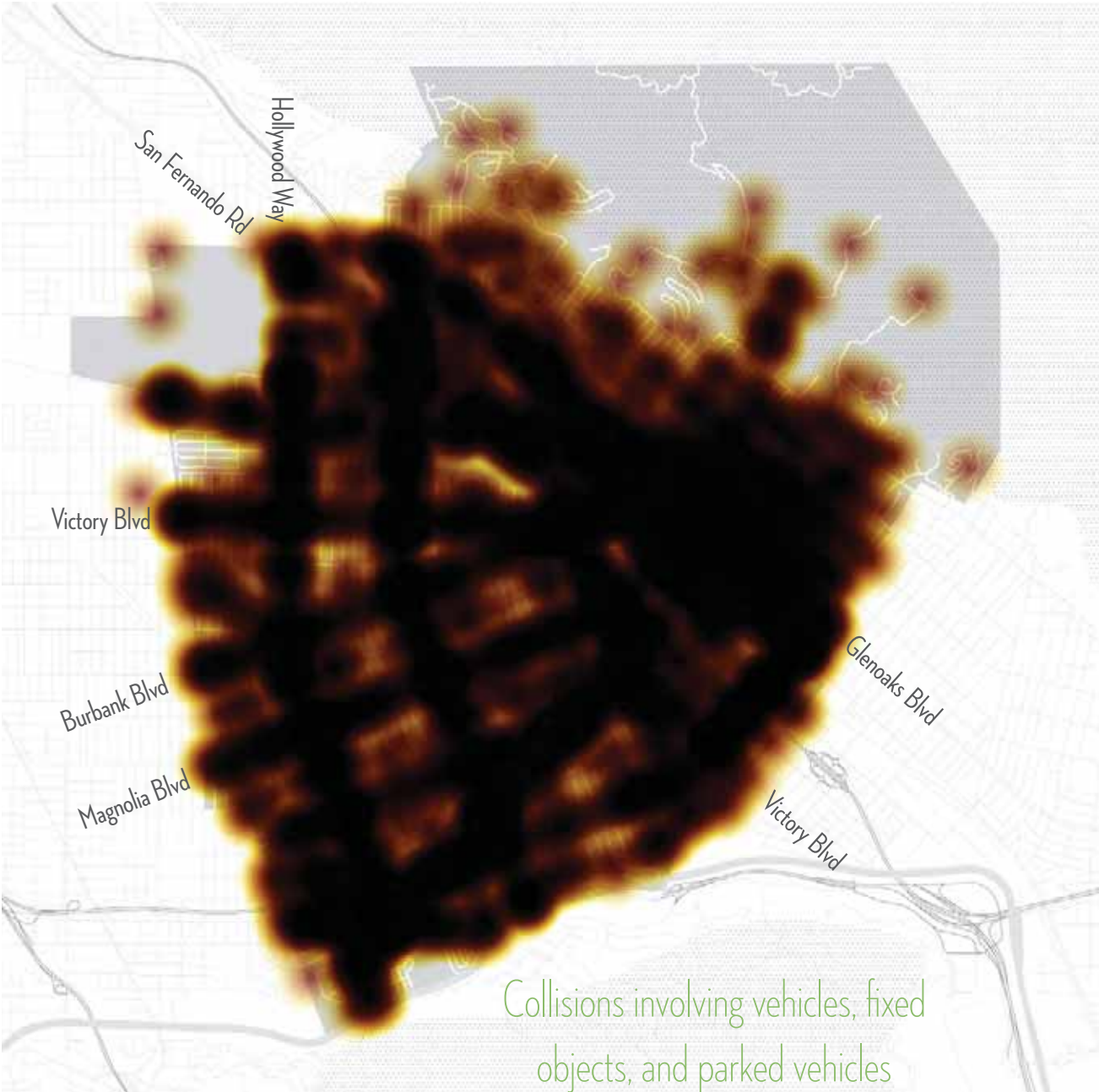
WHERE ARE BICYCLISTS MOST VULNERABLE ON BURBANK’S STREETS?



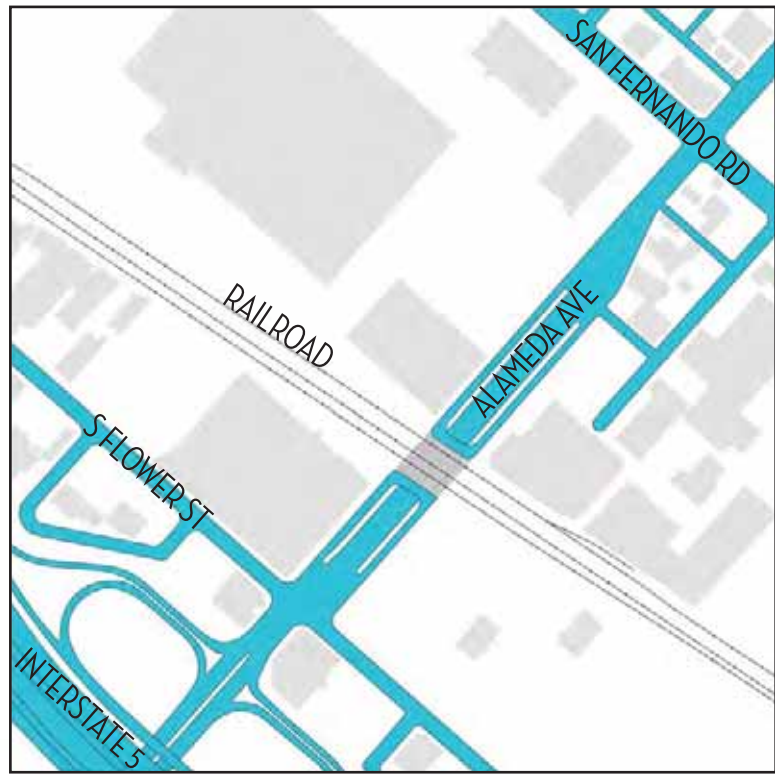
The 266 bicycle-vehicle collisions in the five-year dataset shows an even assignment of blame (53% of the time bicyclist was at fault and 47% of the time the motorist was at fault). When not at fault, 98% of collisions involved bicyclists riding straight, with notable clusters of collisions on Victory Boulevard and Downtown.

WHERE ARE MOTORISTS MOST LIKELY TO COLLIDE ON BURBANK’S STREETS?

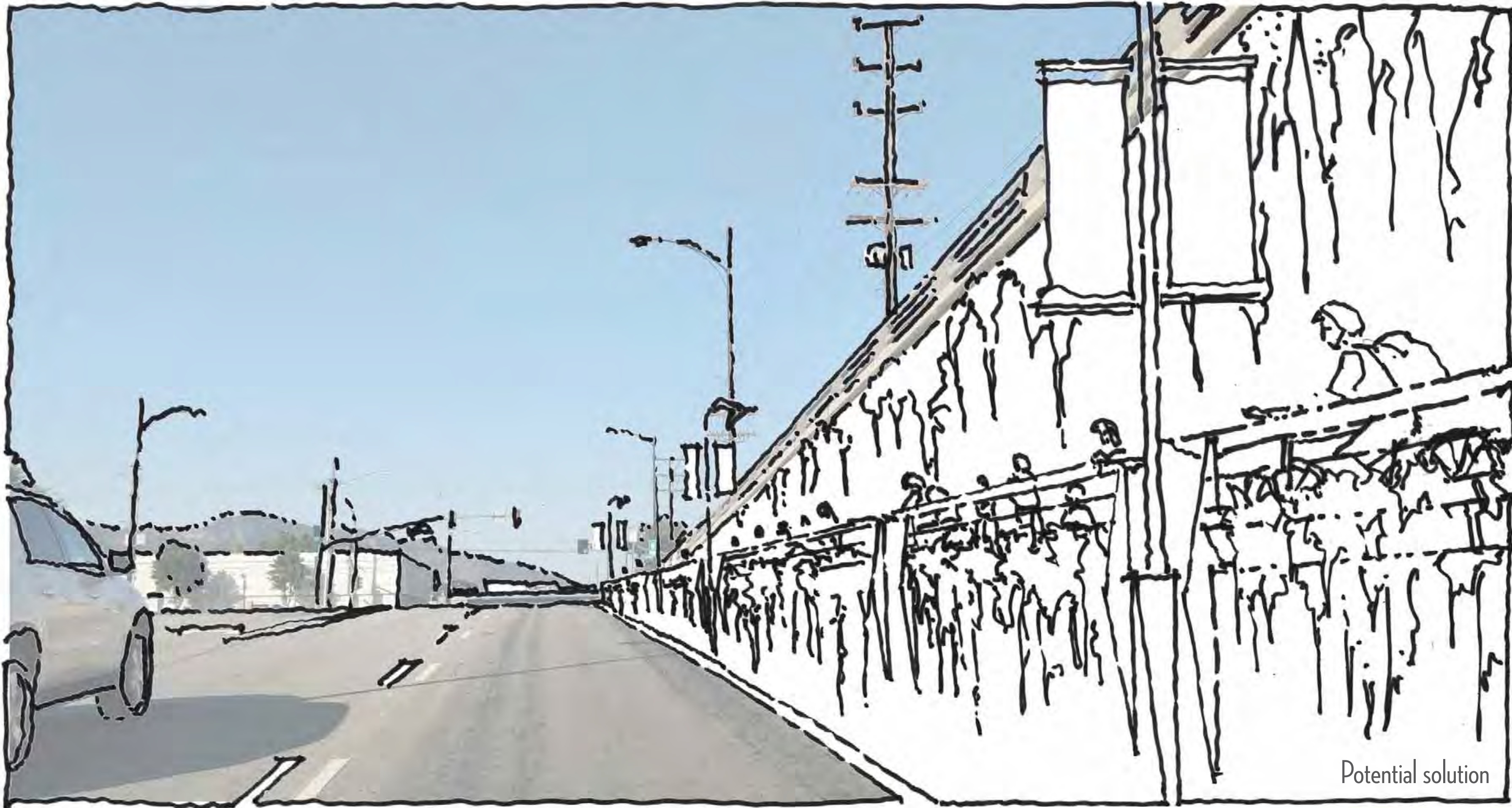
About 6,000 collisions in the five-year data set involved vehicles colliding with: other motor vehicles, parked vehicles, and fixed objects. The distribution of these collisions largely mirrors the network of arterial streets in the City with notable clustering at arterial intersections and Downtown corridors. About 70% these collisions involved another motor vehicle, 21% with a parked motor vehicle, and 9% with a fixed object.



BRIDGING INFRASTRUCTURE BARRIERS



ALAMEDA AVENUE UNDERPASS



Alameda Avenue is a major arterial that connects east-west under the I-5 Freeway and rail corridor. The existing pedestrian connections at the underpasses are uninviting and present a barrier in the City.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Elevating the sidewalks along both sides of Alameda Avenue as it dips below the freeway, creating a physical separation between pedestrians and vehicles.
- This reduces and eases the grade change that pedestrians (and bicyclists) must negotiate to traverse the underpass.

WHAT COULD THIS LOOK LIKE?



State St, Santa Barbara



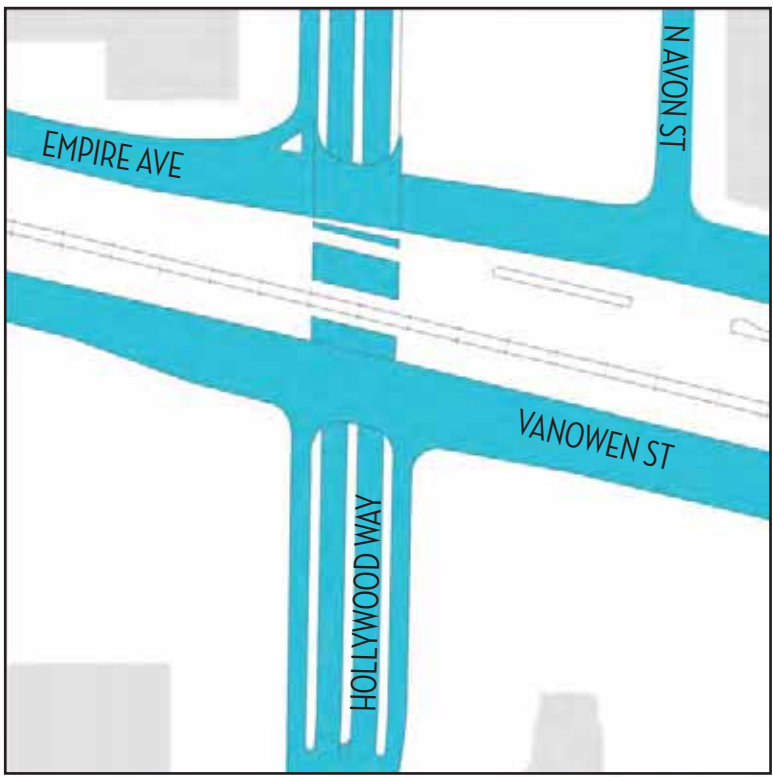
8th St, Calgary



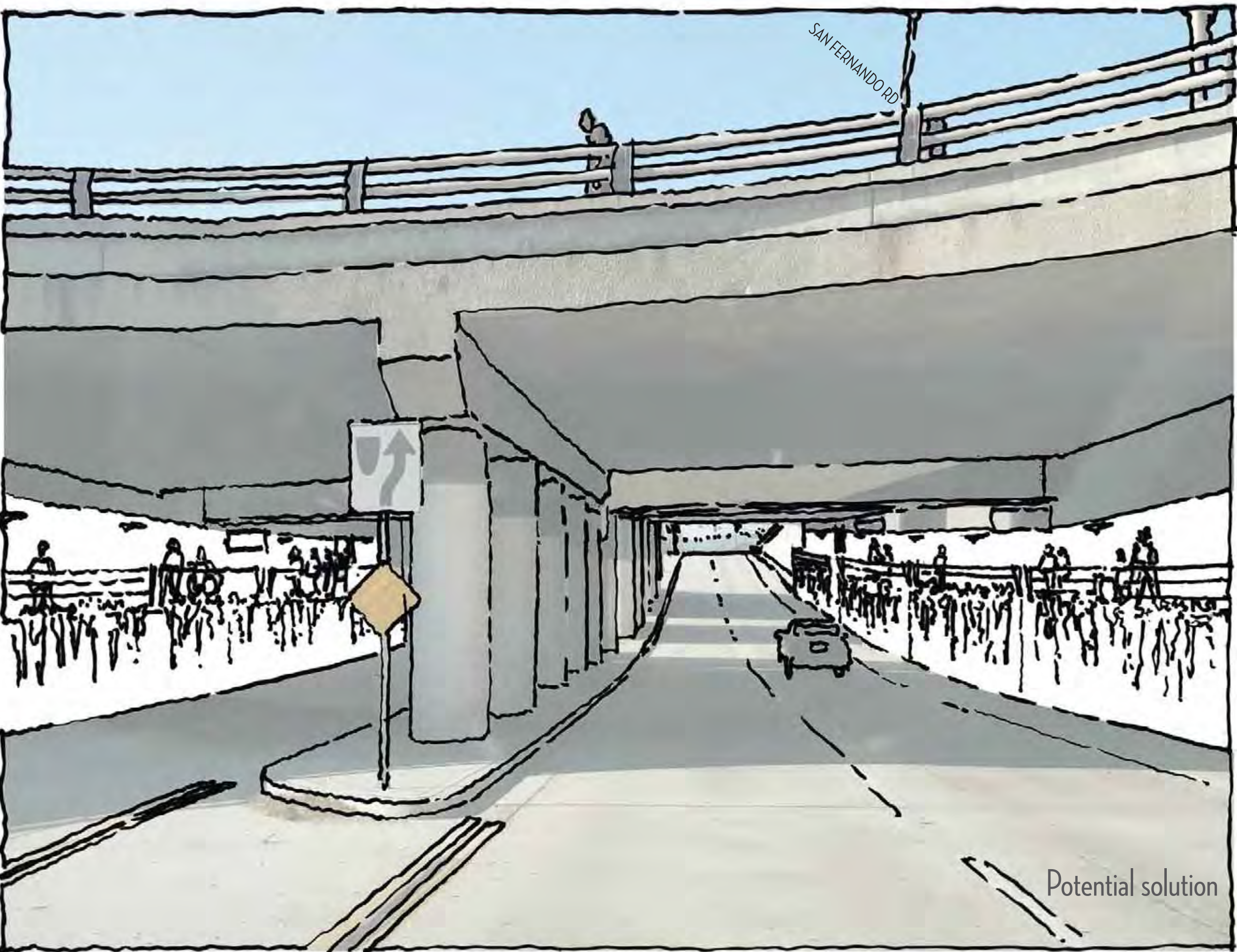
Existing condition



Existing condition



HOLLYWOOD WAY UNDERPASS AT EMPIRE



Hollywood Way is a north-south arterial that serves both commuting as well as airport traffic. It has two underpasses that take it below San Fernando and the Antelope Valley rail corridor north of the Airport, and below Empire Avenue and the Ventura rail corridor south of the Airport. At the Empire Avenue underpass, the sidewalk does not continue along the underpass. Pedestrians utilize stairwells at the four corners of the intersection for north-south access. These stairwells are unusable by street users in wheelchairs or children in strollers.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Introduce ADA handicap access ramps to replace the stairway to make the connection universally accessible.
- Elevate the existing sidewalk in the tunnel, to both create the physical separation between pedestrians/cars.
- Improve lighting along the ramps and sidewalk, addressing public safety concerns.



Existing stairwell



Existing condition

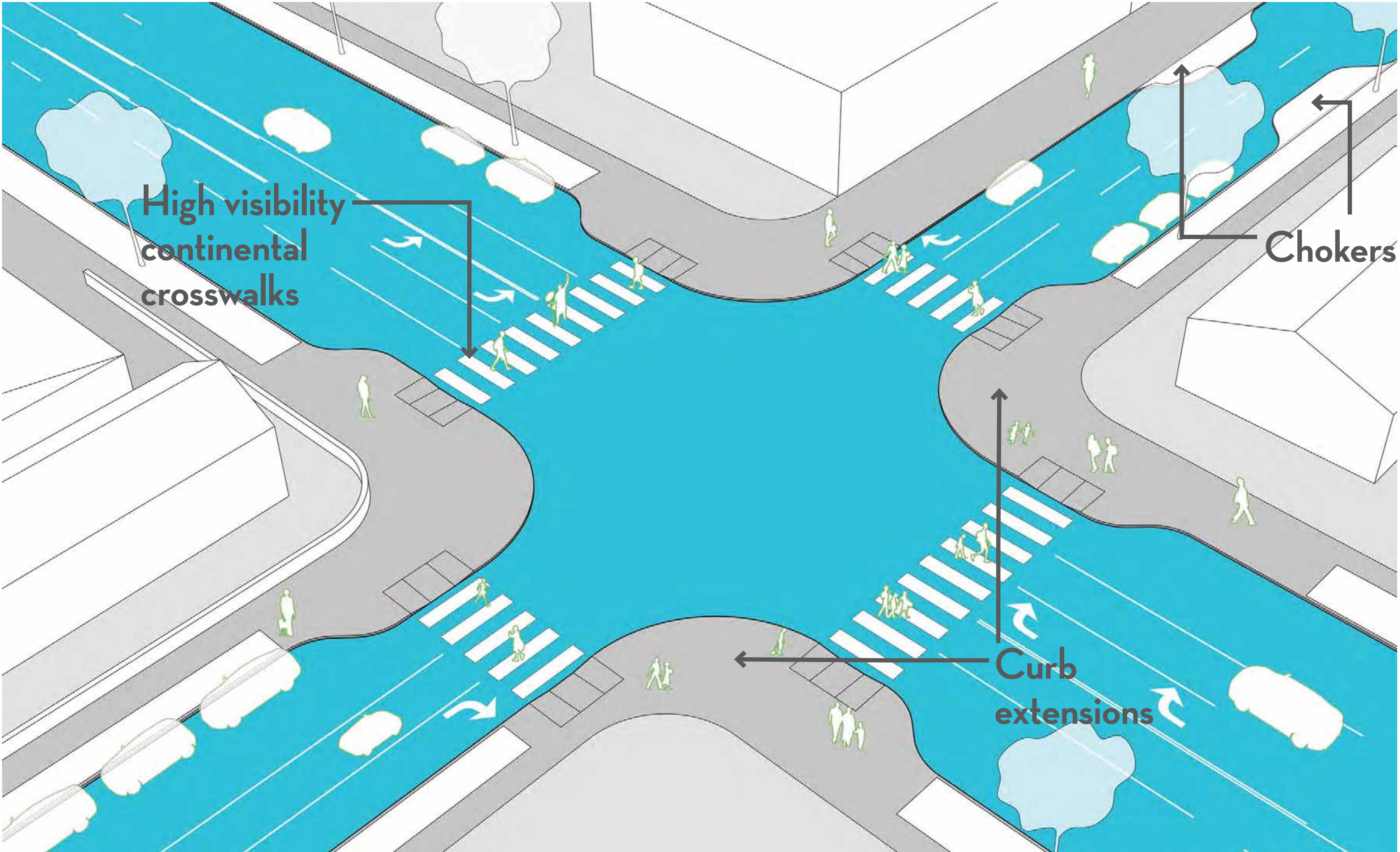


Plan diagram

HOW CAN WE KEEP SCHOOL-AGED CHILDREN SAFE AND CALM TRAFFIC ON NEIGHBORHOOD STREETS?



Burbank has 27 schools distributed throughout the City. Areas within a 10-minute walk to each of these schools cover an extensive footprint within the city. Streets within these areas should prioritize the safety of school-going children and their parents and ensure that they can conveniently and safely access school on foot or bicycle.



Menu of potential safety improvements at typical school-serving intersection of an arterial and local street



Chokers



Speed cushions



Center island



High visibility curb and crosswalk extensions

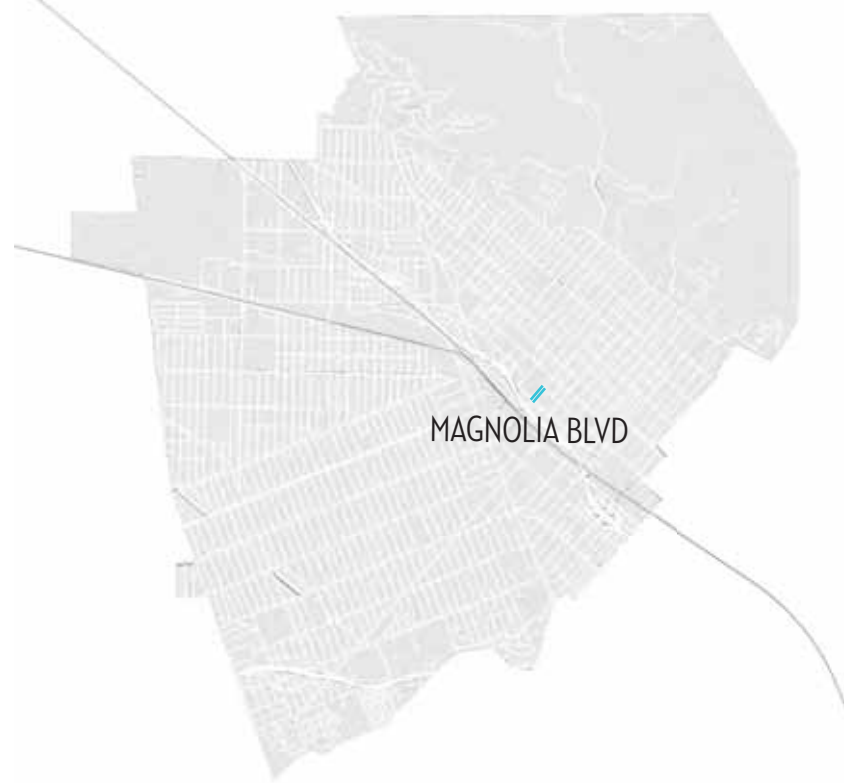


Roadway striping



Speed table with crosswalk

HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?



Existing condition



Existing condition



Existing condition

MAGNOLIA BLVD DOWNTOWN BURBANK

- Magnolia Boulevard is an arterial street with fast-moving, high-volume traffic that cuts through downtown. Its current configuration severs connections between two major destinations in Downtown - the retail and dining on San Fernando Boulevard and the Burbank Town Center Mall.
- The south sidewalk of Magnolia Boulevard is very narrow. Widening the sidewalk will improve pedestrian mobility and could help increase foot traffic in front of businesses..
- To cross over Magnolia Blvd. at 1st St. today, you must walk across a 90-foot long crosswalk. By installing curb extensions, it would reduce the crossing distance while bringing the north and south sides of Downtown closer together.

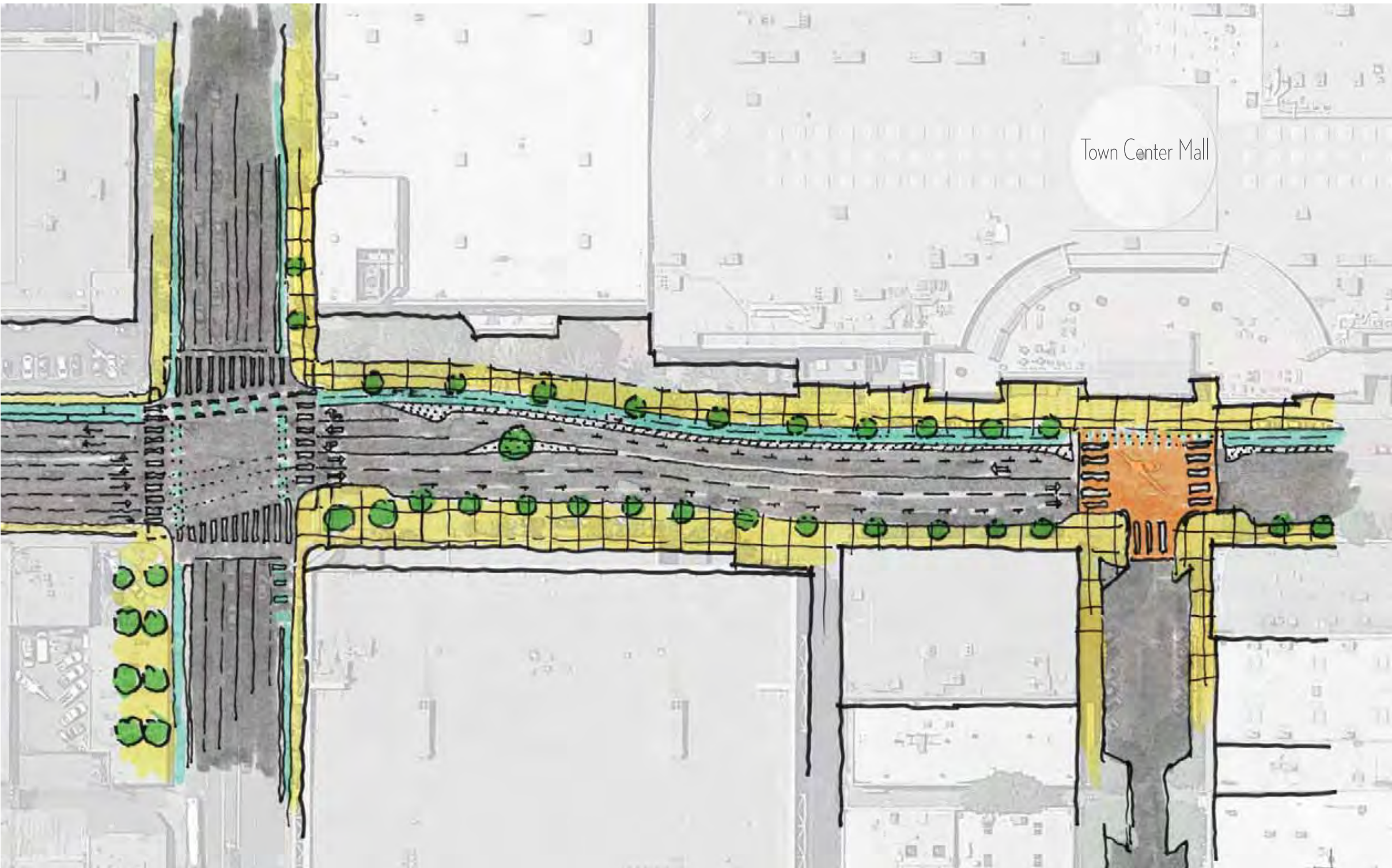
OPTION 1: EXISTING TRAVEL LANES AND VEHICULAR CAPACITY MAINTAINED. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.

POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Lanes narrowed to 10 feet to calm traffic, reduce speeds, and widen sidewalks.
- Pedestrian crossing distance across Magnolia Blvd. reduced by about 30 feet.
- Southeast corner of Magnolia Blvd. and 1st St. expanded from 6 feet wide to 30 feet. Provides more pedestrian space.
- Removes about 8 spaces of on-street parking on the south side of Magnolia Blvd. at 1st St. and adds an additional 6ft of sidewalk space
- Retains vehicular capacity



OPTION 2: REMOVE ONE WESTBOUND TRAVEL LANE. MAGNOLIA BLVD. NARROWED DOWN AT FIRST ST.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Lanes narrowed to 10 feet to calm traffic, reduce speeds, and widen sidewalks.
- Maintains two eastbound lanes. One westbound lane would be removed.
- Accommodates 2-way on-curb bike lanes on the north side of the street to allow new bike infrastructure on a future replacement/redesigned Magnolia bridge to connect to existing 3rd Street bike lanes.
- Sidewalk on south side of street widened to about 12 feet.

WHAT COULD THIS LOOK LIKE?



HOW CAN WE BUILD A SAFER, MORE WALKABLE DOWNTOWN?



Existing Condition

SAN FERNANDO BLVD DOWNTOWN BURBANK

San Fernando Boulevard is at the heart of Downtown Burbank, it's past integrally tied to the origins of the City. It has seen dramatic reconfigurations in the past. The Golden Mall was the most notable, which saw it transition in 1967 from a multi-modal street to a pedestrian-only mall and then a reversal back in 1989 to the configuration that is in place today. It remains an active, charming, retail and dining street that complements the offerings of the Town Center Mall across Magnolia Boulevard.

- Current two-way traffic on San Fernando allows right-turn movement off Magnolia Blvd, creating a bottle neck and pedestrian safety issues at one of the busiest pedestrian intersections in the city.
- Auto speeds are low and the street does not typically serve as a travel route. It is a destination.
- Although traffic is well behaved, the street could move to more to emphasize its pedestrian-first character.
- Sidewalks (typically about 10-feet) are unable to accommodate outdoor dining as well as heavy foot traffic.
- The streetscape is dated with heavy-handed permanent street furniture that intrude into sidewalks.
- Could do with an updated, less intrusive, streetscape that also widens the sidewalks and facilitates the continued vibrancy of the street.



Existing Condition



Existing Condition

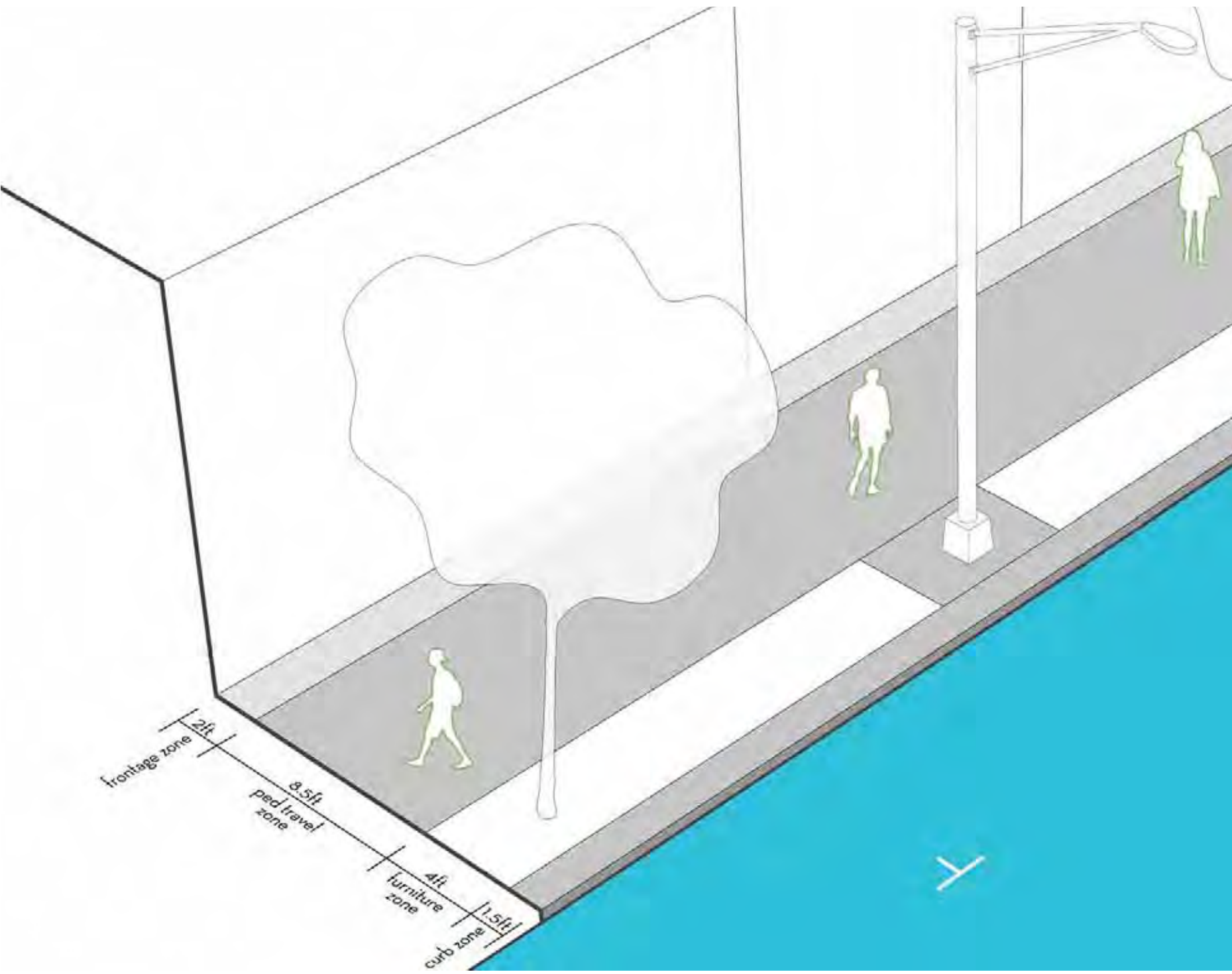


Existing Condition

OPTION 1: ONE-WAY RECONFIGURATION

San Fernando is made one-way from Olive to Magnolia. One northbound travel lane only. Streetscape is redesigned and curbs are reconstructed. Diagonal head-in parking on both sides of the street.

NEW SIDEWALK ZONES ON SAN FERNANDO BLVD



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

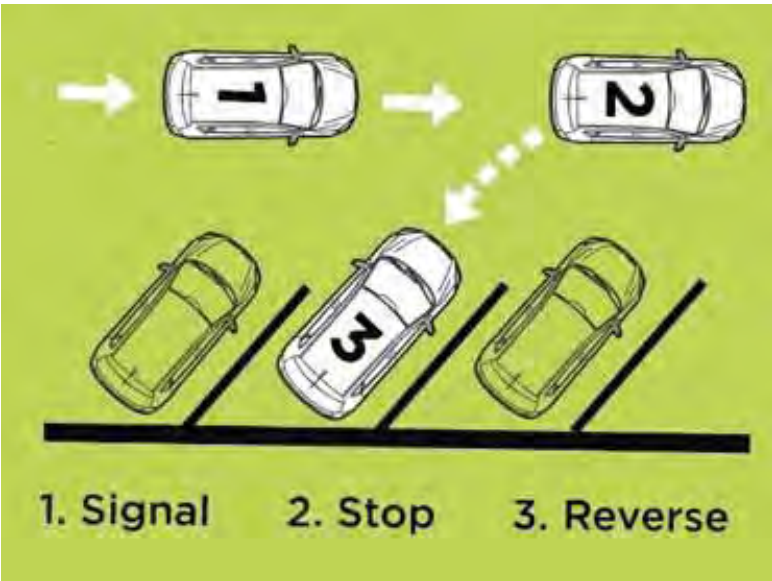
- Existing 60-foot curb-to-curb width is reduced to 45 feet, with diagonal parking on both sides and one northbound travel lane towards Magnolia Blvd.
- Sidewalks gain 7.5 feet width on either side to become 17.5 feet wide each. Sidewalk zone design implemented with clear and wider areas for street furniture, outdoor dining, and pedestrian travel.
- Permanent street furniture taken out and replaced with lighter and more streamlined elements.

OPTION 2: SHORT-TERM PHASE FOR ONE WAY



San Fernando is made one-way from Olive Ave. to Magnolia Blvd. Two travel lanes. Existing diagonal parking is retained on both sides.

WHAT COULD THIS LOOK LIKE?



Bakersfield, CA

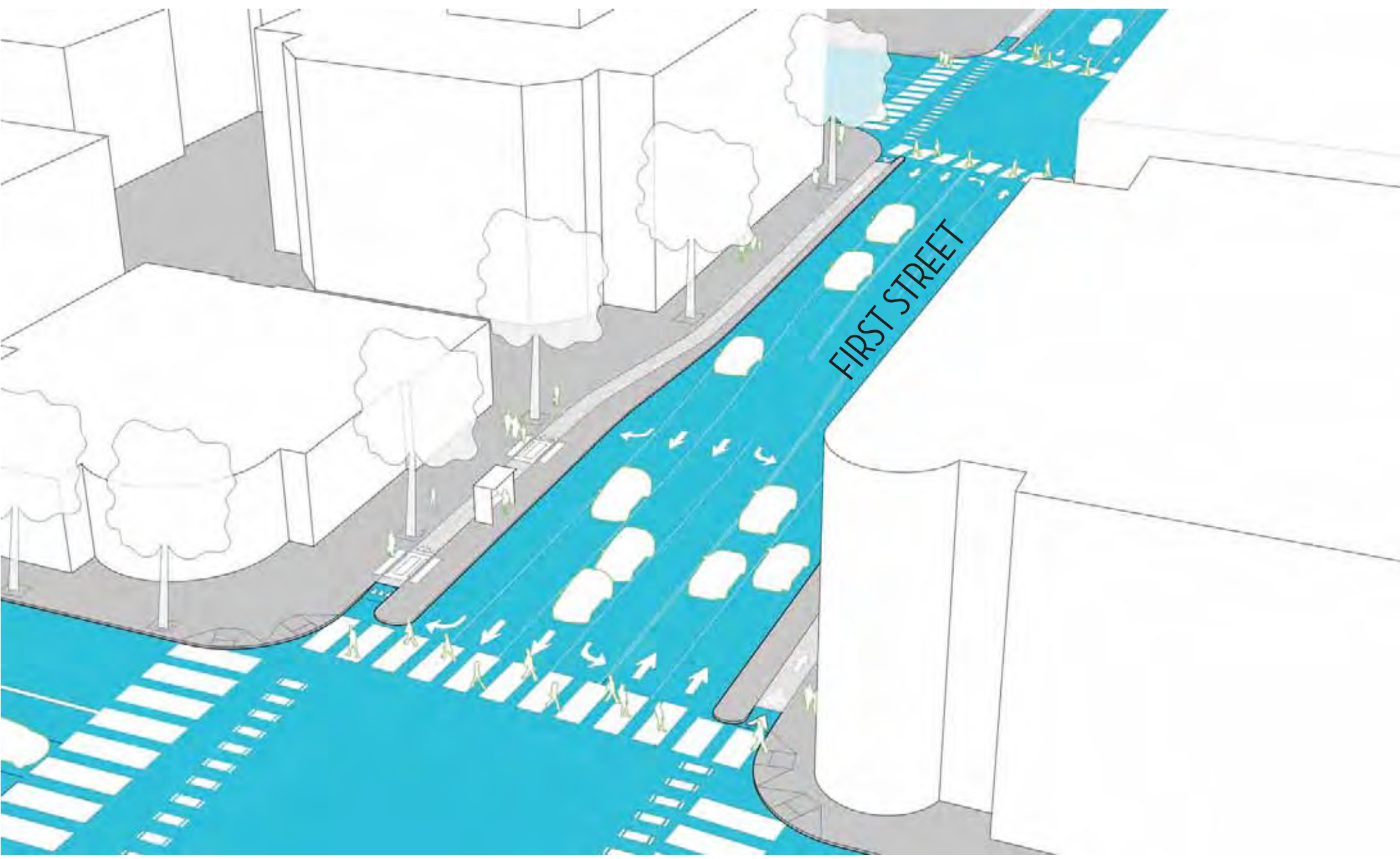


POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Street circulation is reconfigured to be one-way from Olive Ave. to Magnolia Blvd.
- Existing diagonal parking is retained on both sides. Head in on the east side. Back-in on the west side.
- This short term reconfiguration could serve as a pilot study to test traffic impacts and pedestrian activity.

BUILDING PROTECTED BICYCLE INFRASTRUCTURE

NEW PROTECTED BIKE LANES



Protected bike lanes are dedicated bike lanes in streets (either on the sidewalk or in the roadway) that are physically separated from vehicular traffic by curbs, bollards, planters, or even parked cars. They are a valuable tool to create bike-friendly complete streets. Research shows that while accomplished bicyclists may be comfortable – and often prefer sharing the street with automobiles – novice, inexperienced, or young bicyclists are deterred from bicycling without the safety of physical barriers. Expanding Burbank’s protected bike infrastructure ultimately reduces the barriers of entry for bicyclists of varying skills and increases bicycling opportunities citywide.

FIRST STREET

Associated with the proposed First Street Village development protected bike lanes are proposed on First Street from San Fernando Blvd to Verdugo Avenue. They will initially be built with bollard protection in the first phase. In a future phase, the lanes will be reconfigured to be on the sidewalk.



1st St - Existing

WHAT COULD THIS LOOK LIKE?

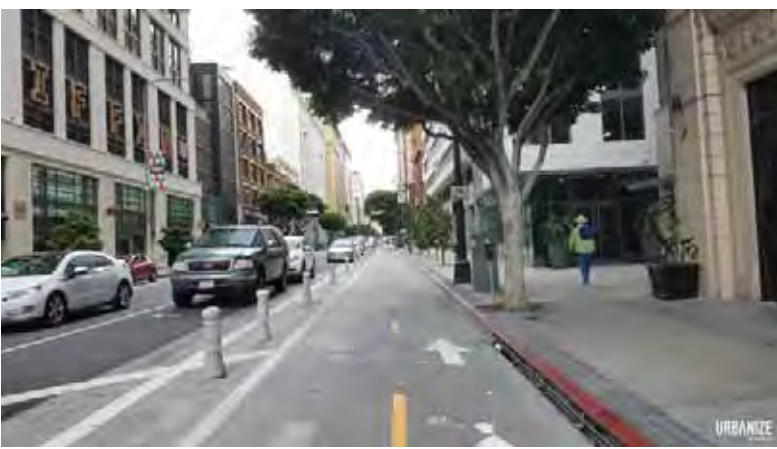


FRONT STREET



Two-way protected bike lanes are proposed on Front Street from the Downtown Metrolink Station to Ikea Way. These will be constructed on the west side of the street in the roadway with a buffer strip and bollards.

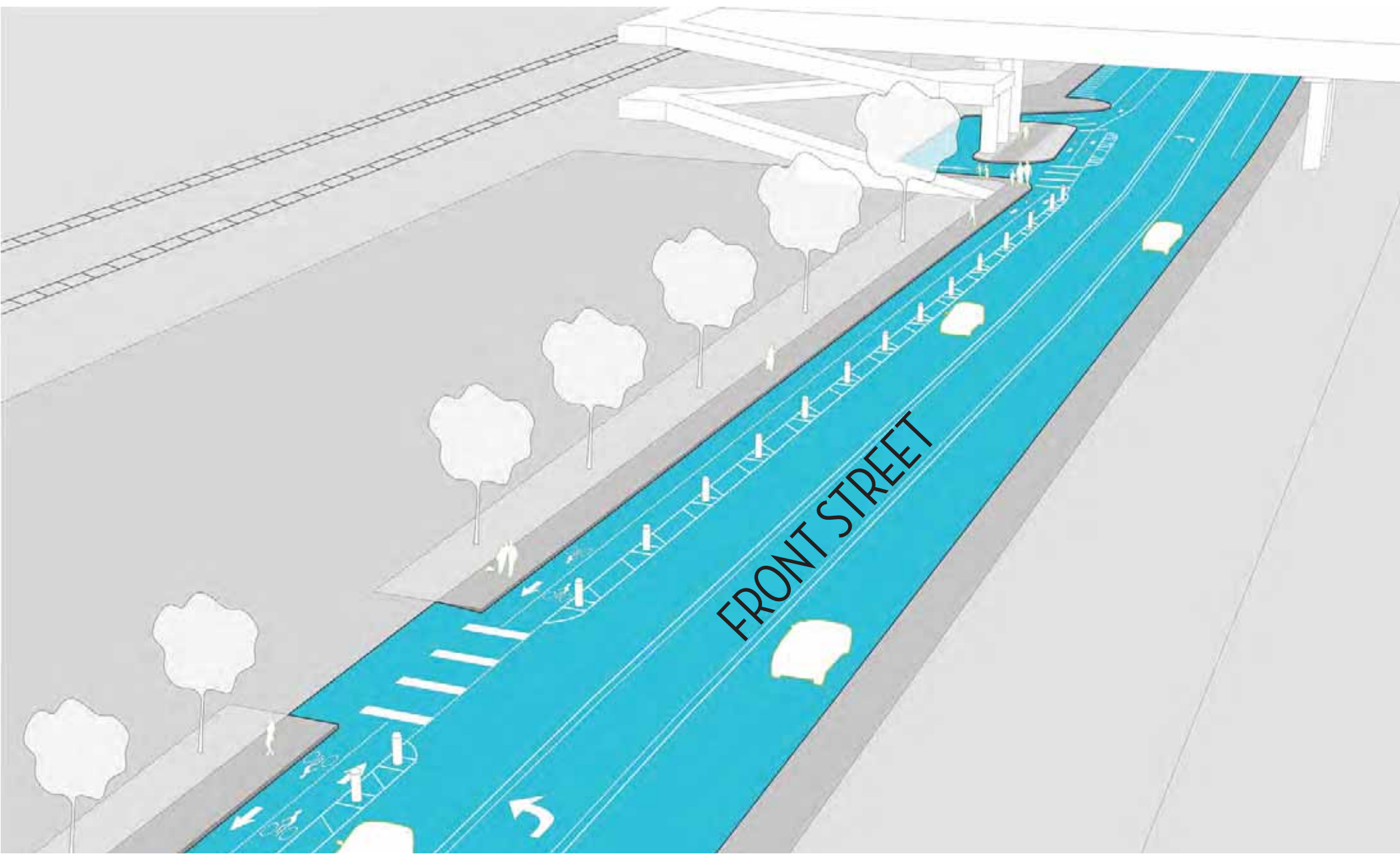
WHAT COULD THIS LOOK LIKE?



Los Angeles, CA



Front St - Existing



THIRD STREET

Third Street currently has bike lanes from Amherst Drive to Verdugo Avenue. The width of the street changes multiple times in these 13 blocks with some segments able to transition to protected bike lanes without impacting street capacity, like the 44-foot wide segments south of Olive Avenue that has two travel lanes, a center turn lane, and no parking. A 2-foot buffer strip and bollards can be introduced by narrowing existing lanes to 10 feet.



3rd St - Existing

WHAT COULD THIS LOOK LIKE?



Long Beach, CA

ANGELENO AVENUE AND VERDUGO AVENUE

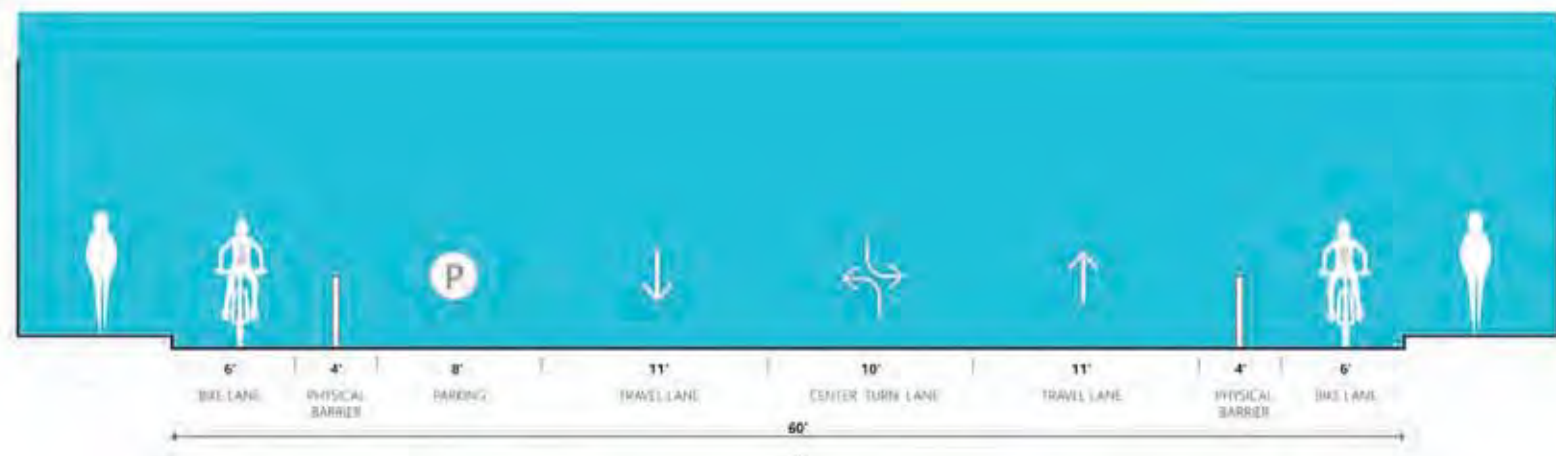
These downtown collectors street are both 60-feet (curb to curb) with existing bike lanes (along with two travel lanes, one center lane and parking along both curbs). Transitioning them to accommodate protected bike lanes will require loss of at least one lane of parking.



Angeleno Ave - Existing



Verdugo Ave - Existing



Potential reconfiguration of Angeleno Ave and Verdugo Ave

ALAMEDA AVENUE AND WEST VICTORY BLVD

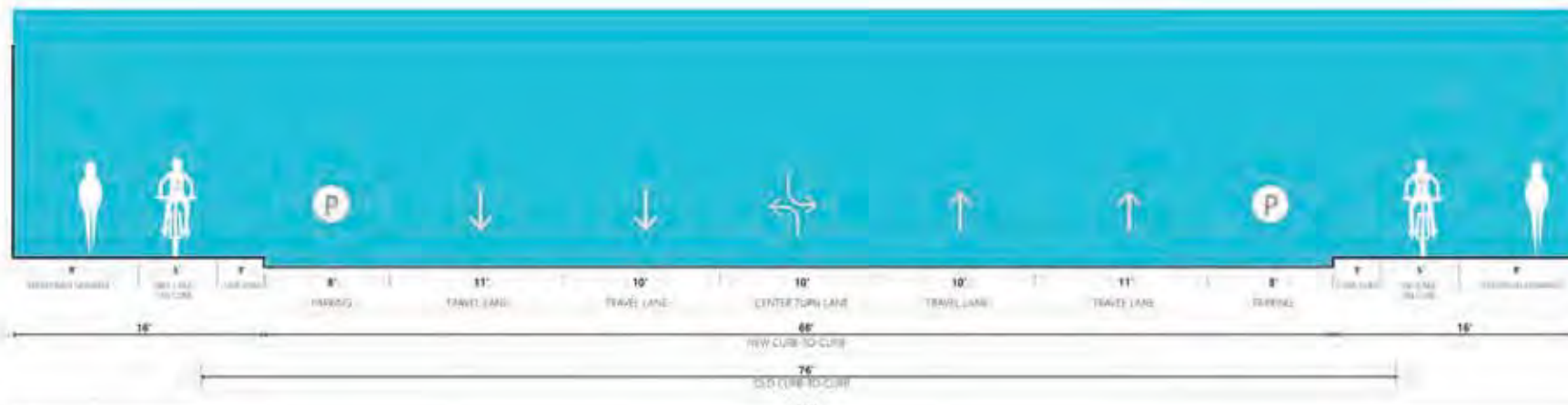
These are major arterials, 76-feet wide (curb-to-curb) with existing bike lanes (along with four travel lanes, one center lane and parking along both curbs). Transitioning the existing bike lanes to protected bike lanes can be accomplished without loss of parking or travel lanes by moving existing curbs in by 4 feet each and accommodating bicycle lanes on curb.



Alameda Ave - Existing



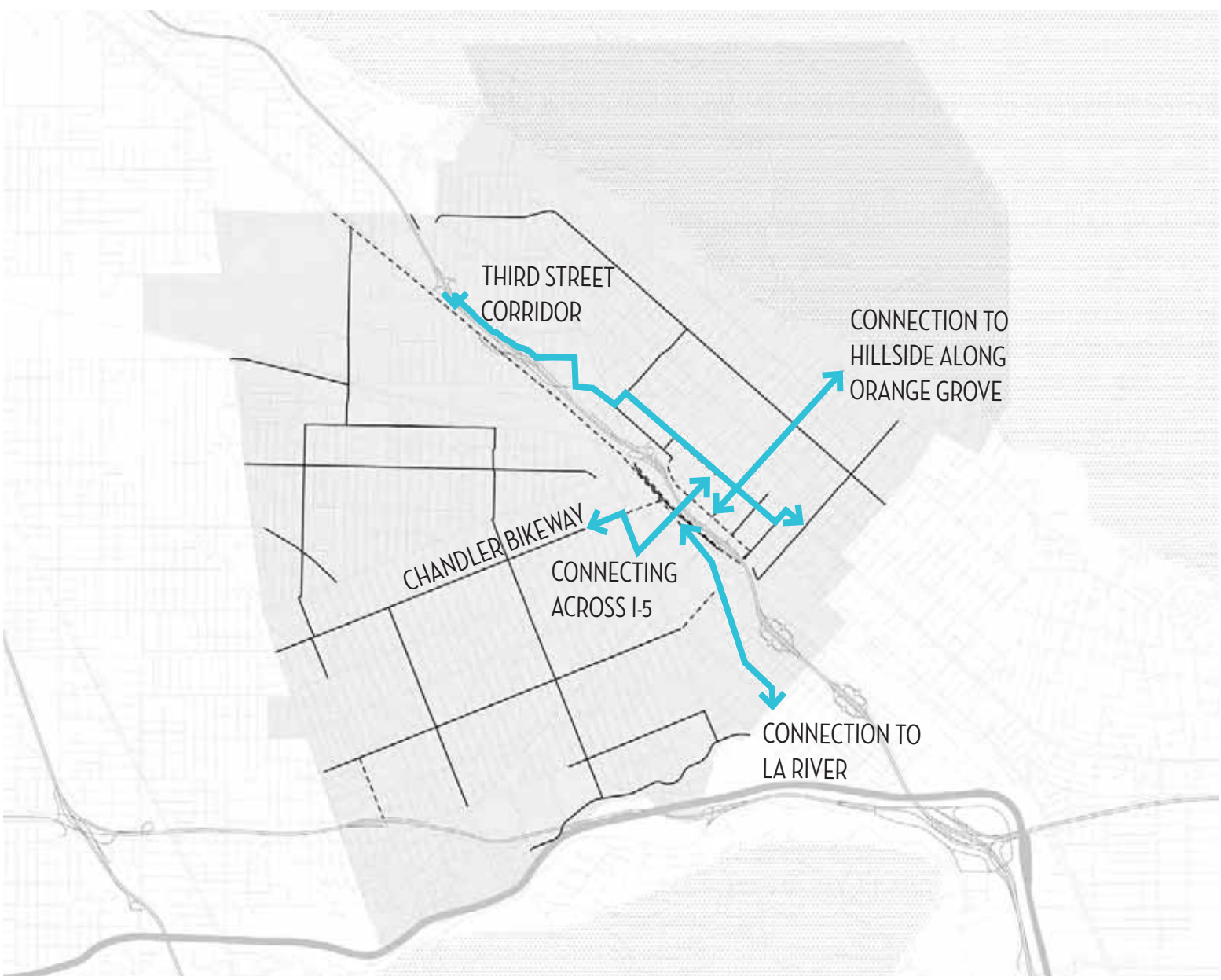
West Victory - Existing



Potential reconfiguration of Alameda Ave and West Victory Blvd

EXTENDING BICYCLE ACCESS CITYWIDE

- Burbank has a broad and growing network of bicycle infrastructure that provides commuting and recreational options citywide. This includes the Chandler Bike Path, a high quality bicycling experience, that is a valuable recreational and mobility amenity for the City’s residents. The existing bicycle network does, however, face some challenges.
- There are barriers presented by rail and freeway infrastructure that create gaps in the network. The bicycle network should prioritize high-demand gaps, especially connections to Downtown Burbank, the regional San Fernando bike path, and the LA River bike path.
- The bicycle network should improve reliability and legibility, i.e., it should provide clear long-distance corridors for north/south and east/west travel and provide a consistent bicycling experience for the entire ride.
- To reduce the threshold of entry for novice bicyclists, efforts should be made to expand the City’s protected bicycle infrastructure.



MISSING EAST/WEST CONNECTION

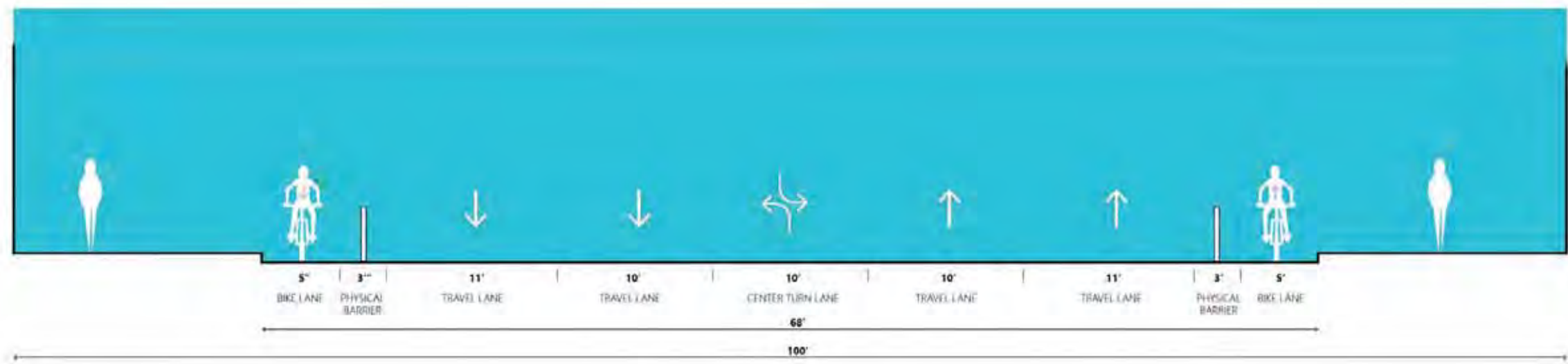
There are no existing bikeways that connect the west side of Burbank into downtown across the existing rail corridor and 5-Freeway. A few approaches to bridge this gap:

DOWNTOWN BICYCLE CONNECTION VIA VICTORY BLVD AND MAGNOLIA BLVD

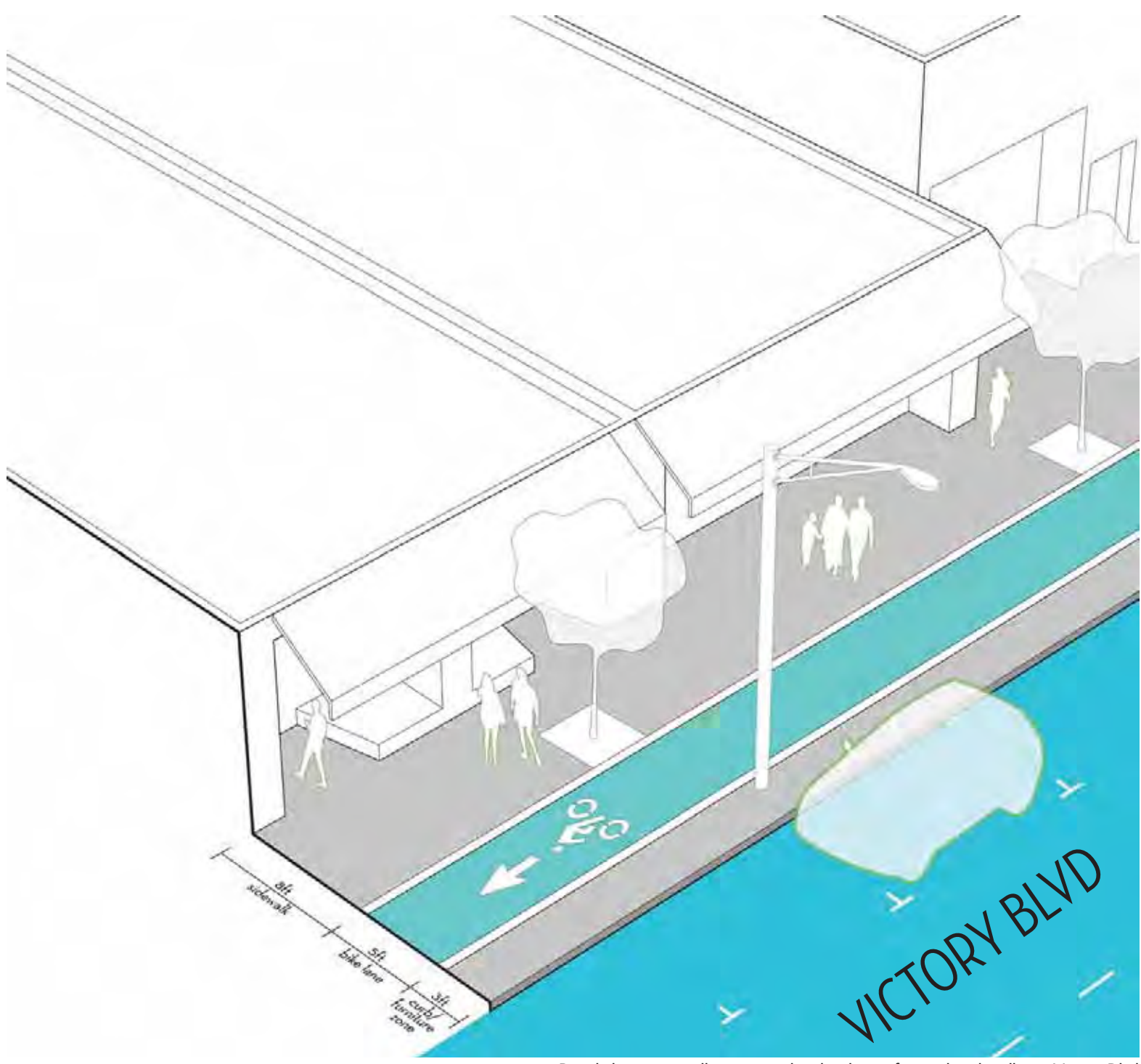
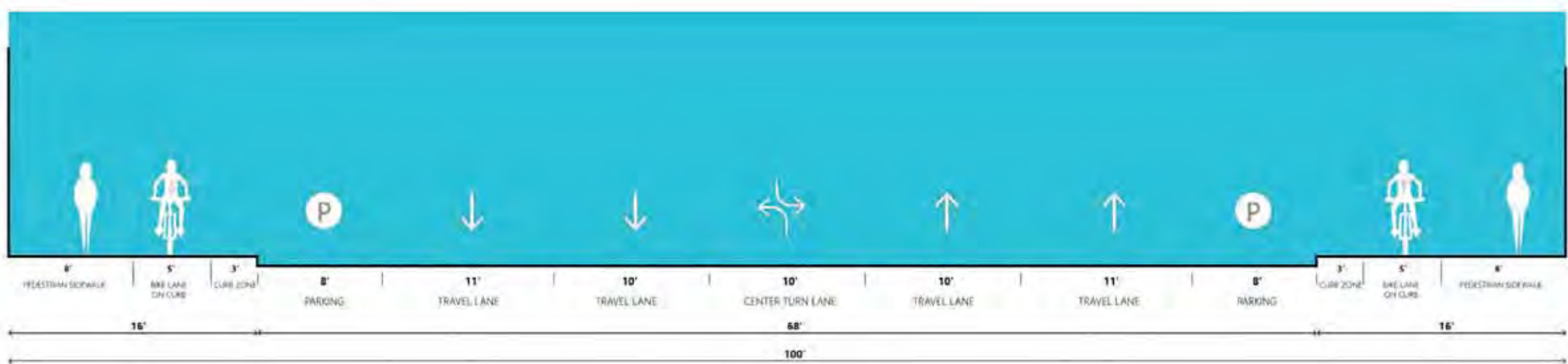
The City is in the process of extending Chandler Bike path to the Downtown Metrolink Station. A portion of this extension will be aligned along Victory Boulevard, a 68-foot wide street. It can accommodate protected bike lanes in a couple of different ways, as shown below.



OPTION 1: NO PARKING; CENTER LANE RETAINED; PROTECTED BIKE LANES



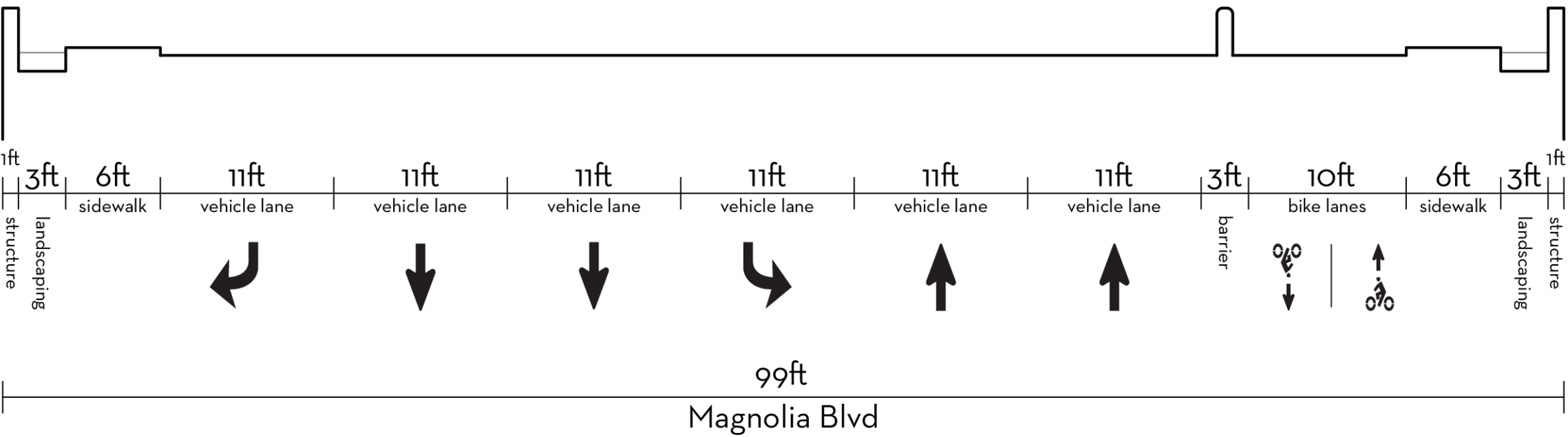
OPTION 2: PARKING, CENTER LANE & TRAVEL LANES RETAINED; BIKE LANES ON CURB



Bicycle lane potentially accommodated within 16-foot wide sidewalks on Victory Blvd

MAGNOLIA BRIDGE REDESIGNED AND REBUILT

Magnolia Bridge will eventually need to be reconstructed. The redesign should include a wider deck to accommodate protected bicycle lanes, wider sidewalks, and landscaping, i.e., design elements that will minimize the barrier it currently presents for east-west bicycle and pedestrian travel. The redesign will address multi-modal connectivity and ensure that Complete Street approaches also applies to bridges.



Magnolia Boulevard Bridge - Existing

LONG-TERM TRANSFORMATIONAL IDEAS

CA-134 CAP PARK



- Burbank's Media District is an iconic, jobs-rich cluster of film, media, television, and technology anchors. It has a storied history and is largely responsible for making Burbank the "Media Capital of the World".
- California State Route 134 cuts through the Media District and severs connections between anchors and amenities that are located on either side of the freeway. Unifying the two sides of the Media District could improve pedestrian connectivity, enhance economic activity and investment, and build better neighborhoods in the area.
- Capping the CA-134 in the Media District can leverage the presence of major private sector anchors in championing the idea and pursuing public and private funds for what will be a long and challenging effort.

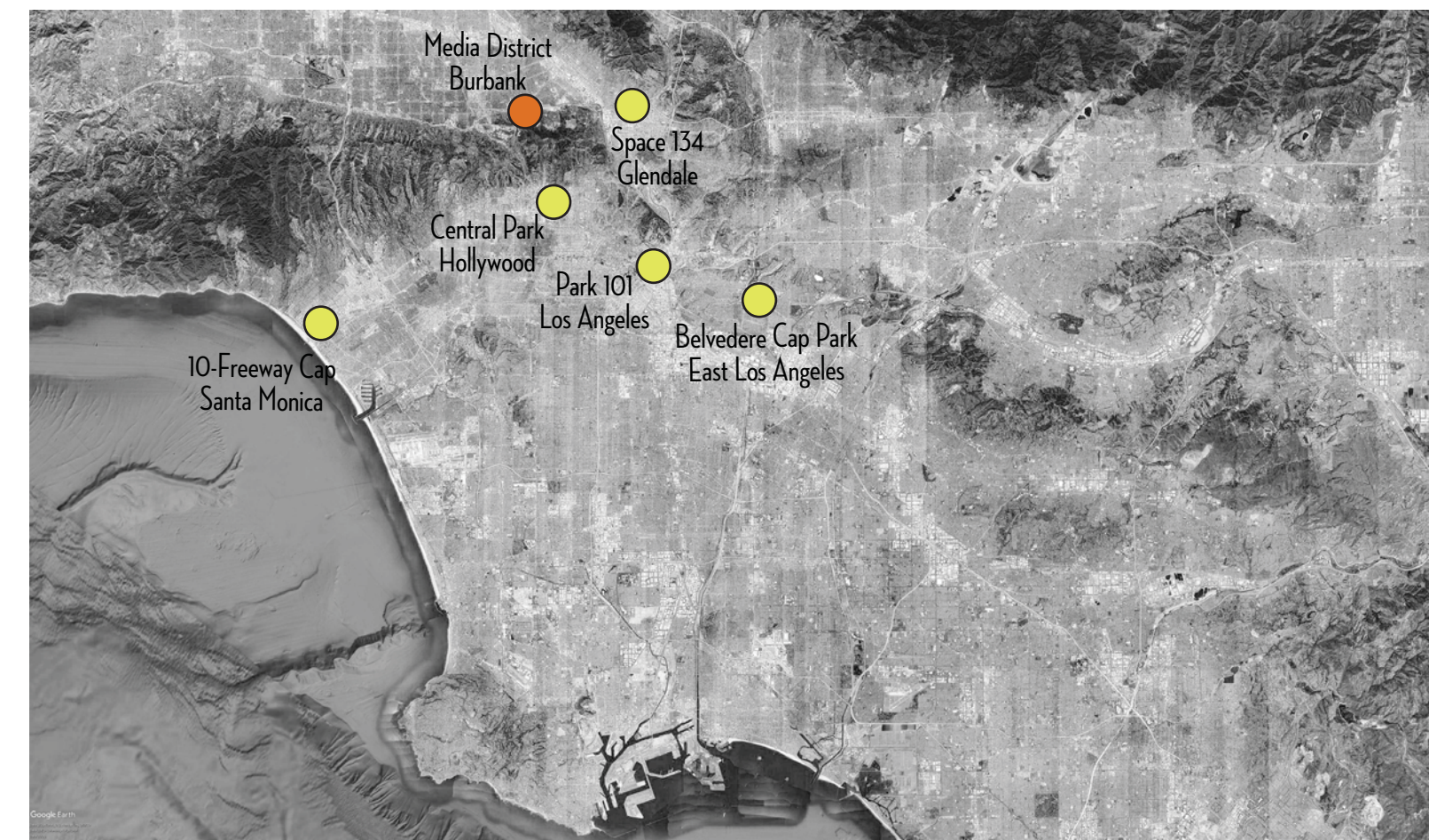
Existing Condition



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Expand and connect the public realm of the Media District by capping the 134 Freeway with park space.
- Construct four individual decks between California St, Olive Ave, Hollywood Way, Alameda Ave, and Pass Ave.
- Program the cap with a variety of outdoor activities, including passive greenspace, recreational amenities, and outdoor performance areas that relate back to the needs and context of the Media District and its users.

FREEWAY CAP PARK PROPOSALS IN LOS ANGELES COUNTY

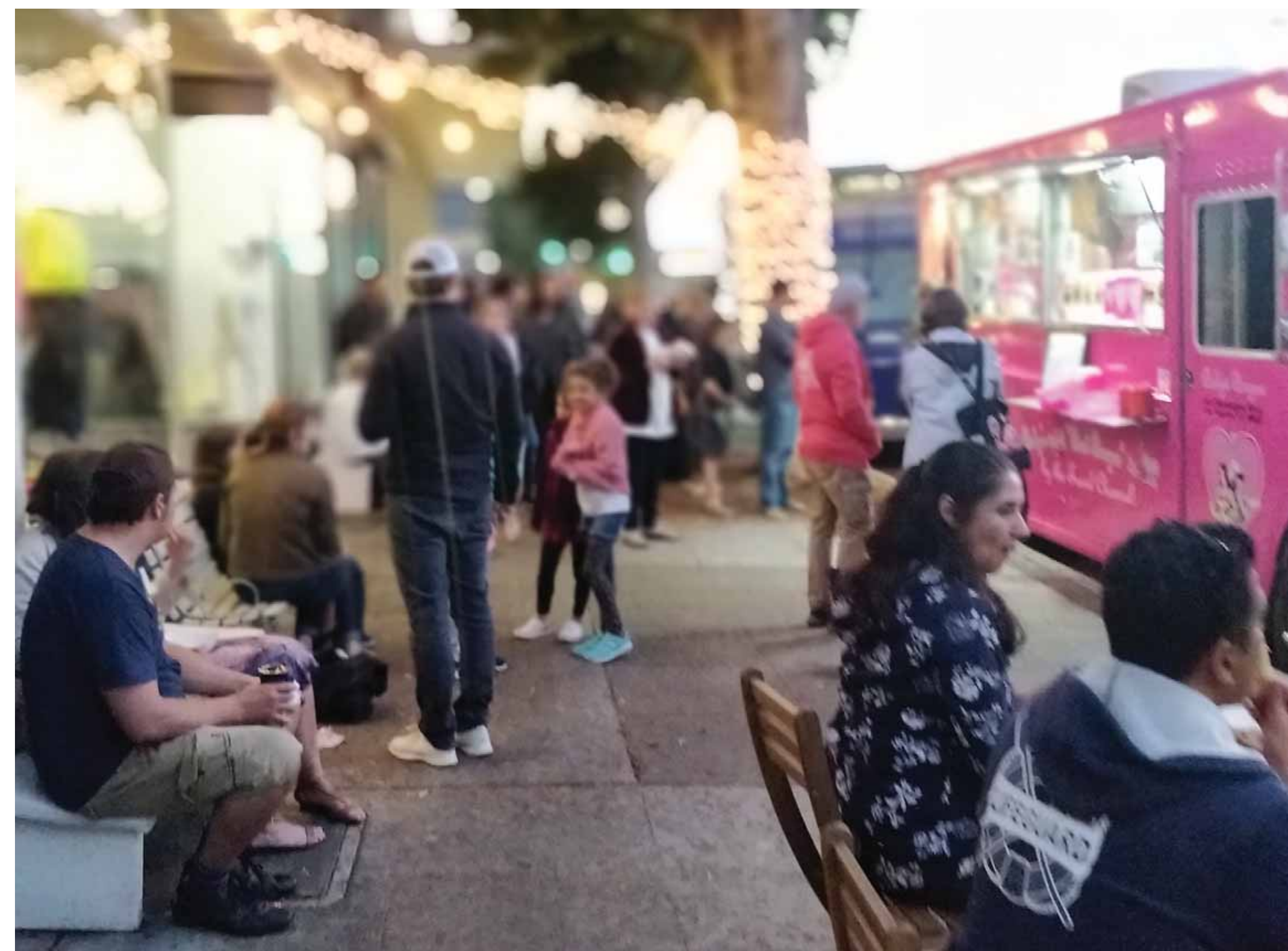


LONG-TERM TRANSFORMATIONAL IDEAS

MAGNOLIA PARK

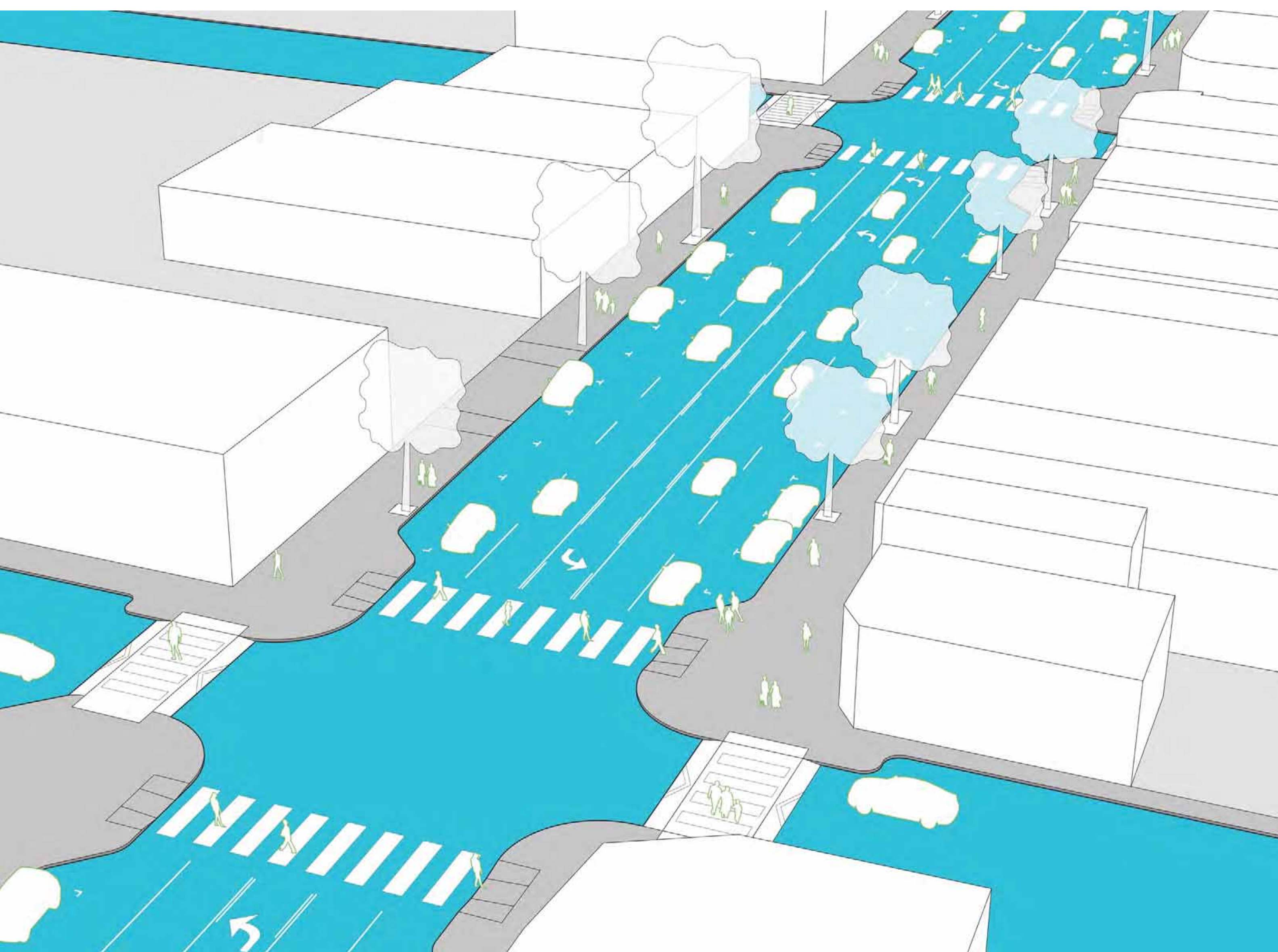


- The eight blocks of Magnolia Boulevard between Catalina Street and Hollywood Way host some of the most active street retail in the City.
- Magnolia Boulevard in Mag Park has the right ingredients for a walkable retail corridor: short blocks, wide sidewalks, and buildings that open on to the sidewalk.
- The street is a high-traffic volume arterial. The auto-centric nature of the street conflicts with the pedestrian retail corridor. Traffic calming could help businesses and build better neighborhoods.
- There are only four crossing opportunities, making it difficult and dangerous to “shop on the other side”. More crosswalks could help retail businesses and residents.



OPTION 1

EXISTING LANES AND CAPACITY MAINTAINED. NEW CROSSWALKS AND PEDESTRIAN SAFETY MEASURES.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Magnolia Blvd continues to serve an arterial purpose in the future.
- Existing lane and parking configuration retained.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.

LONG-TERM TRANSFORMATIONAL IDEAS

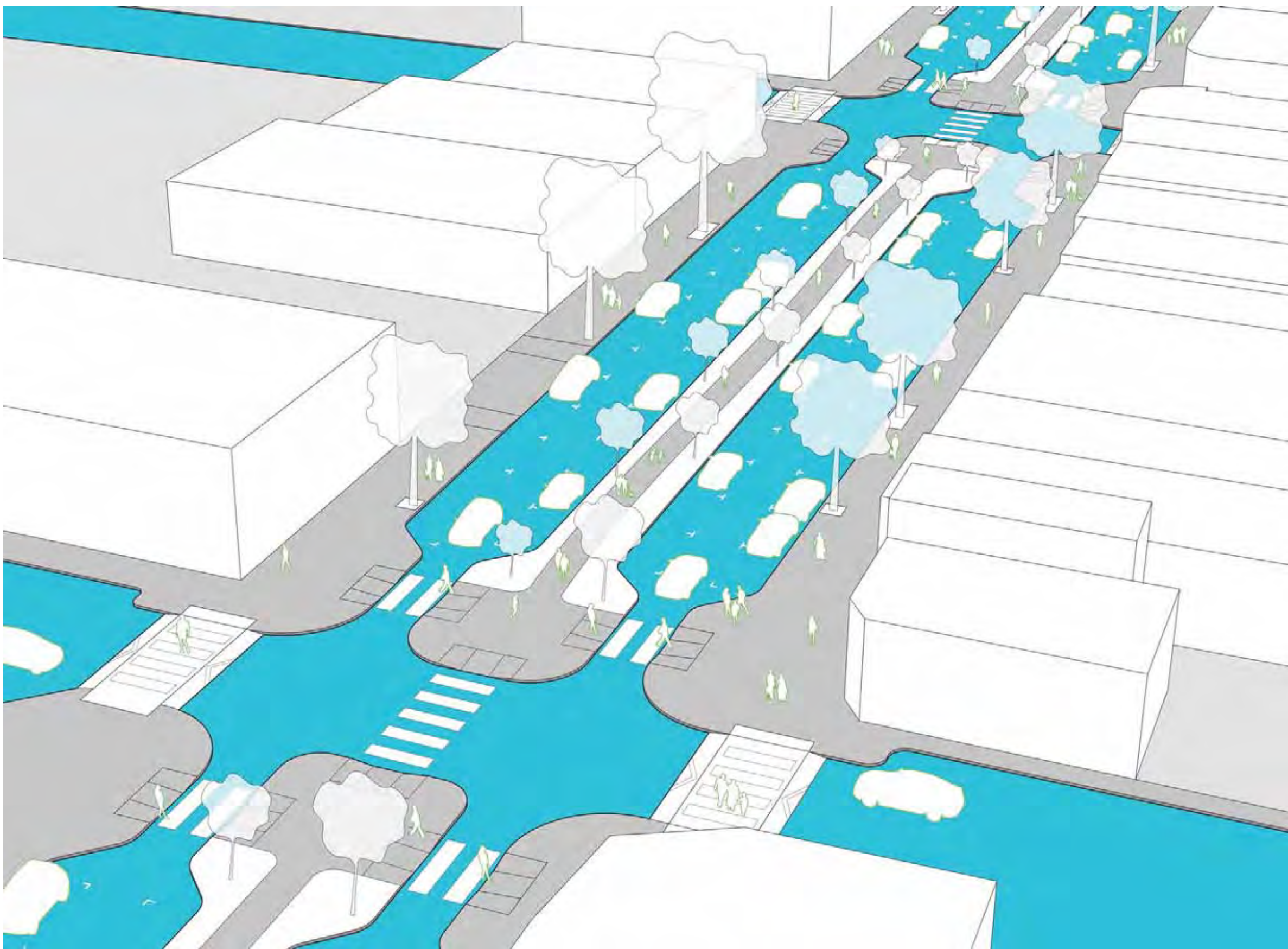
MAGNOLIA PARK

OPTION 2

ONE LANE EACH DIRECTION. CENTER MEDIAN WITH PARALLEL ON-STREET PARKING.

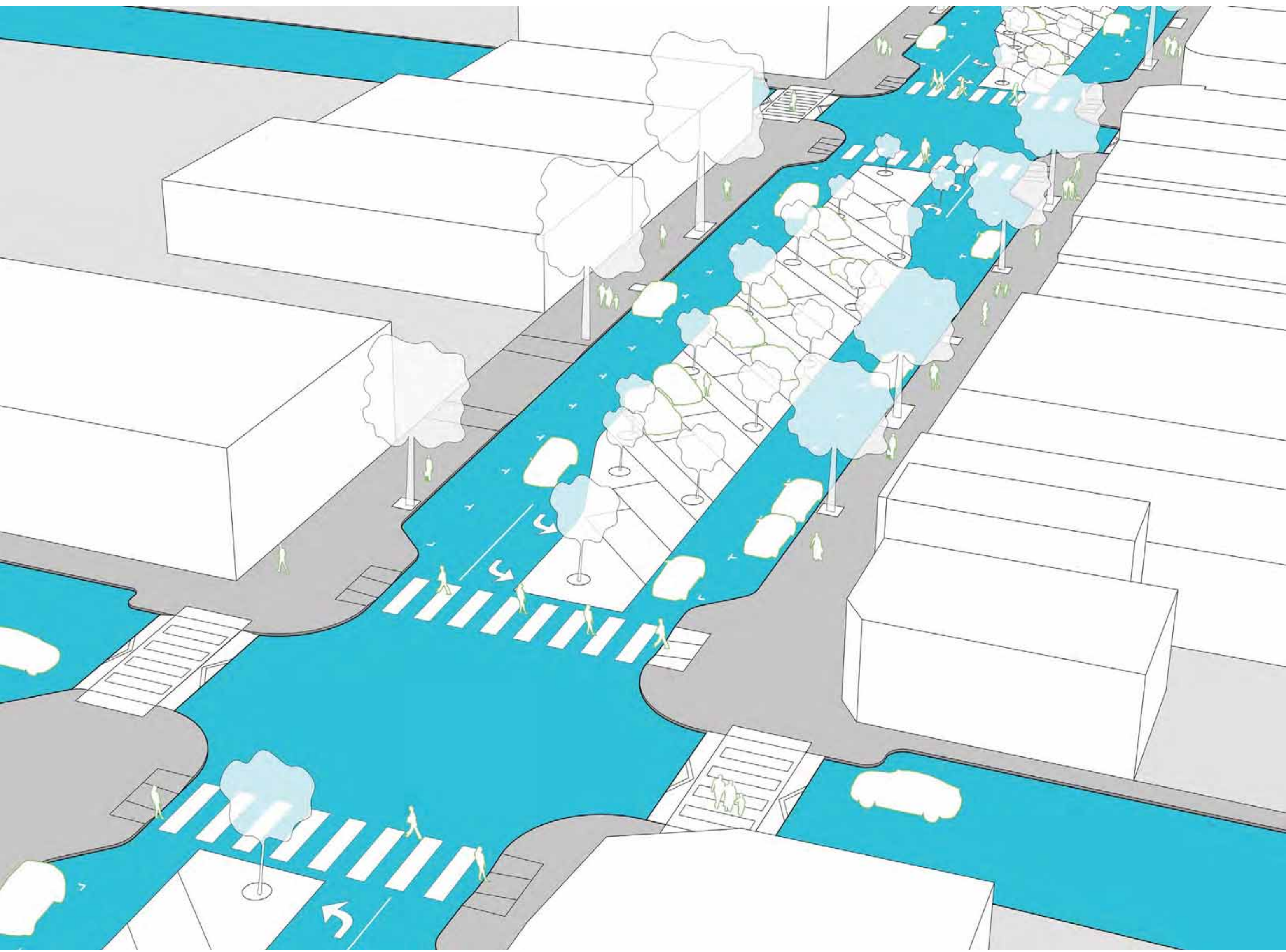
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with additional on-street parallel parking and landscaping. About 20 additional parking spots added per block.
- Crosswalks and controlled crossings at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.



OPTION 3

ONE LANE EACH DIRECTION. CENTER MEDIAN WITH DIAGONAL ON-STREET PARKING.



POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
- Reduce vehicle lanes to one lane in each direction. Curbside parking is retained.
- 30-foot wide center median is introduced with head-in diagonal parking and landscaping. About 22 additional parking spots added per block.
- Additional on-street parking could assist local businesses and possibly minimize parking on residential side streets.
- Crosswalks and controlled crosswalks at every intersection from Hollywood Way to Catalina Street.
- Raised crosswalks to slow down cars turning onto local residential streets.
- Curb extensions at highly-traveled crosswalks to enhance pedestrian visibility and safety.
- Left turn pockets to keep traffic moving (albeit at a slower speed).

Existing Condition



WHAT COULD THIS LOOK LIKE?

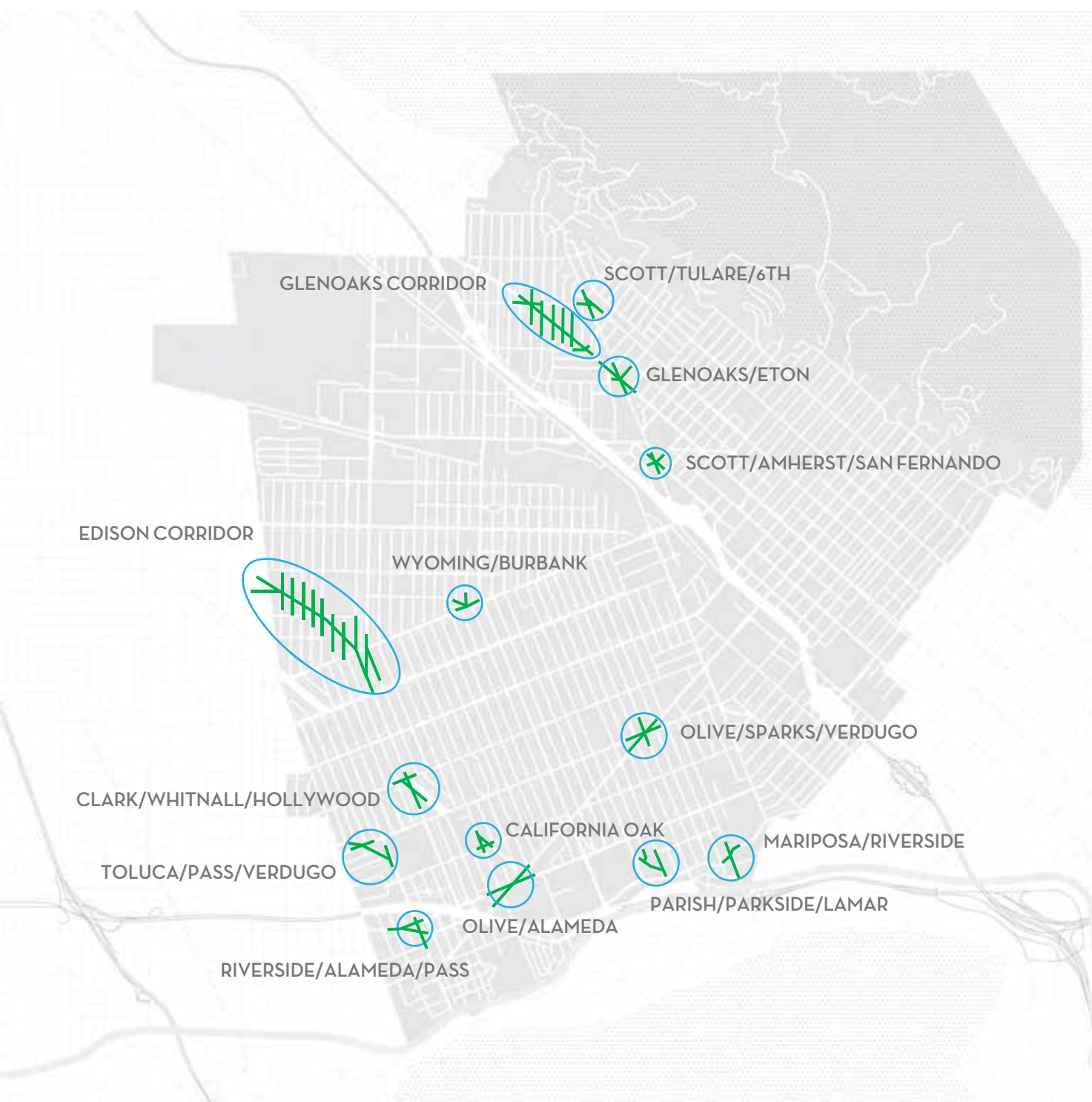


Lancaster Boulevard in Lancaster, CA



EXPANDING URBAN GREENERY

RECONFIGURING ODD-ANGLED INTERSECTIONS



There are over a dozen odd-angle intersections in the City that present opportunities for expanding urban greenery.



- There are three different street grids that constitute Burbank's street network. Where these grids meet often result in unusual, odd-angled intersections.
- These intersections present an opportunity to recapture asphalt as usable pedestrian and green space, while providing vehicular and pedestrian safety benefits.
- Opportunity to expand City's tree cover and provide shade/shelter.
- Opportunity to increase City's green infrastructure, stormwater capture, and water quality goals.

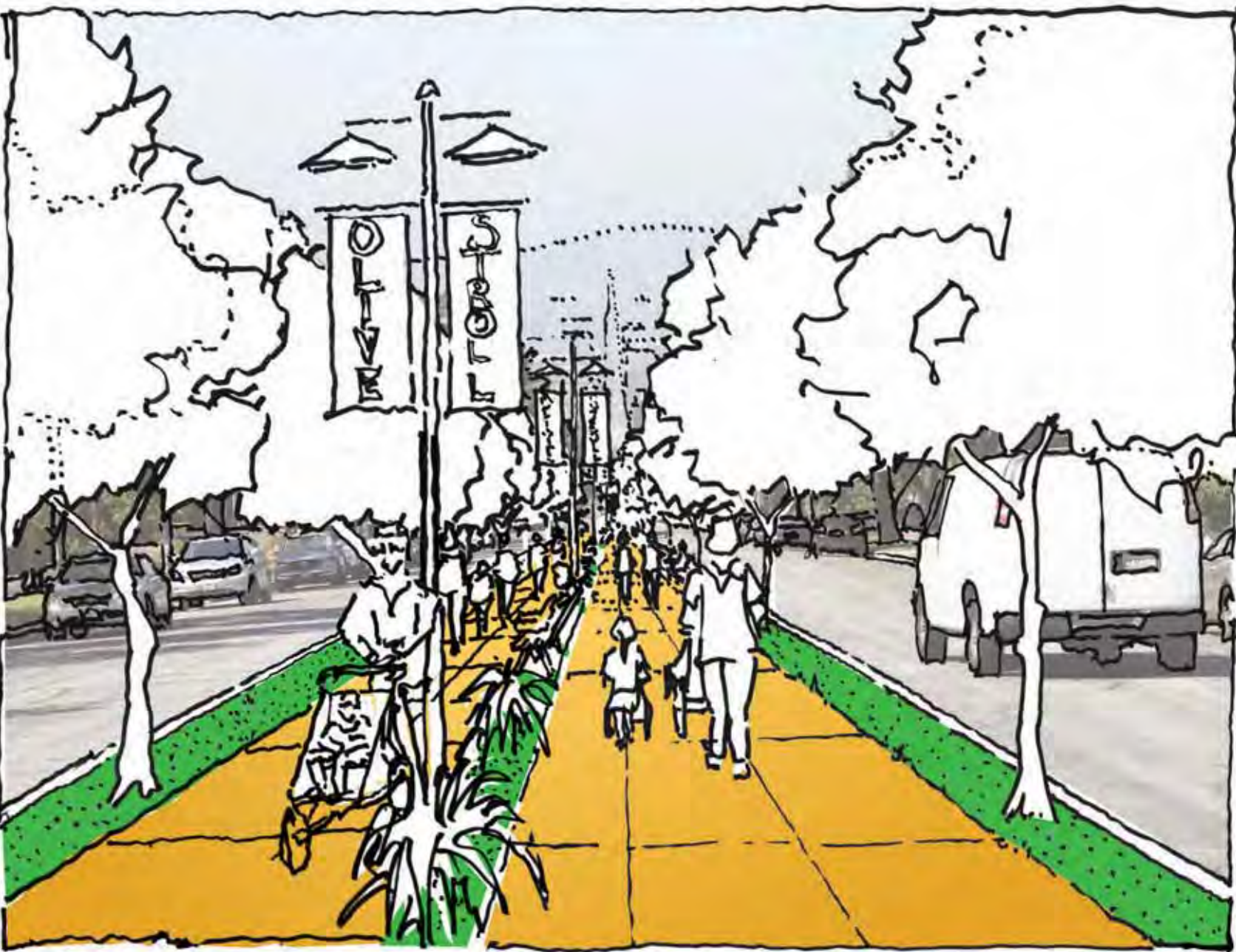
POTENTIAL DESIGN SOLUTIONS COULD INCLUDE:

- Realign Edison Way to intersect Hollywood Way at a perpendicular angle to improve safety for drivers.
- Convert 6,000 square feet of asphalt and reprogram as park or plaza.
- Green infrastructure improvements (e.g., storm water infiltration and retention).
- New crosswalks to expand pedestrian network.

DECREASING WIDE STREETS



Existing Conditions at North Olive Avenue



OPTION 2: 20-FOOT WIDE WALKING & JOGGING PROMENADE



OPTION 1: 20-FOOT WIDE LANDSCAPED MEDIAN



OPTION 3: 20-FOOT WIDE WALKING & BICYCLING TRAIL

- North Olive Avenue is a residential street with a width of 60 feet, with two travel lanes and parking on both sides. The travel lanes are very wide and the street presents unique reconfiguration opportunities without impacting capacity or traffic patterns.
- The street can accommodate a 20-foot wide median that can be designed as either a landscaped bioswale for stormwater capture, a recreational bicycling or walking amenity, or a combination of the two.
- There are about a half-dozen other local street segments with curb-to-curb widths over 60 feet that are capable of accommodating non-disruptive inclusion of pedestrian, bicycle, and green infrastructure improvements.



HOW CAN WE GREEN BURBANK'S STREETS?

PLANT AND PROTECT TREES



shade from street trees

A thriving urban forest is important for controlling urban heat in the summer, controlling runoff, and storing carbon. 708 million tons of carbon is currently stored in the urban forests of US cities. The City of Burbank's Sustainability Action Plan calls for action on documenting existing tree canopy and to protect and increase tree canopy. Knowing what you have is important to knowing what you need to protect.



Burbank 2008 Street Tree Master Plan



Burbank Plant a Tree program (photo by Raul Rosa)

SITE APPROPRIATE PLANTINGS



drought tolerant trees and plantings

Increasing planting areas including trees helps with heat reduction, cleaning rainwater, and beautifying the community. Drought tolerant plants are from dryer parts of the world and have lower water requirements, and should be encouraged for most situations. In the right location, Southern California natives can also be drought tolerant once established. Using less water in dry regions saves money and our valuable water resources.



use fences/curbs to protect plantings in high traffic areas



natives mixed with low water use

HOW CAN WE GREEN BURBANK'S STREETS?

CLEAN/REUSE/REPLENISH RAINWATER

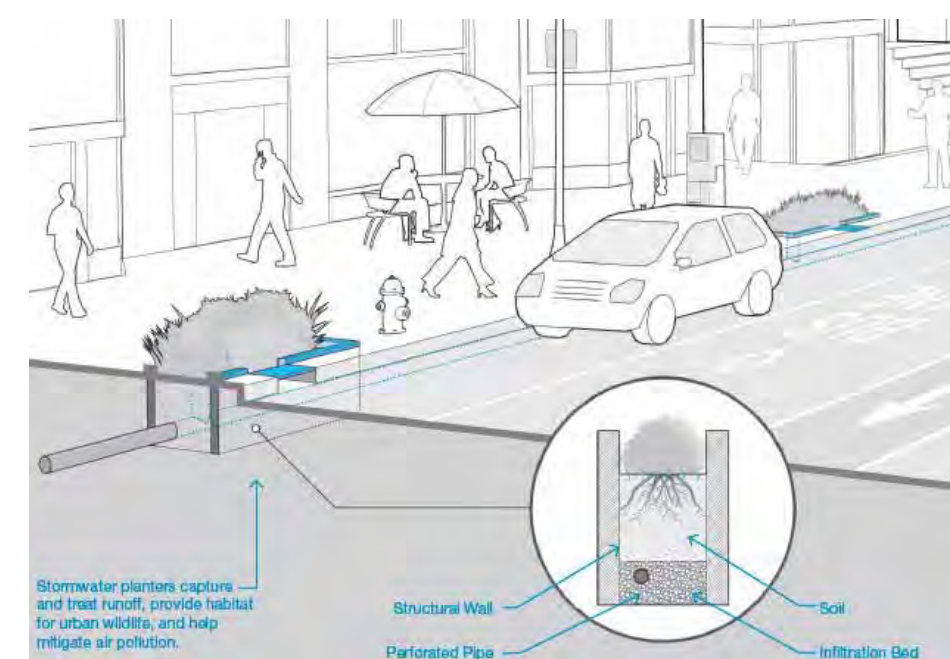


infiltration planters, lake street, burbank



infiltration swale

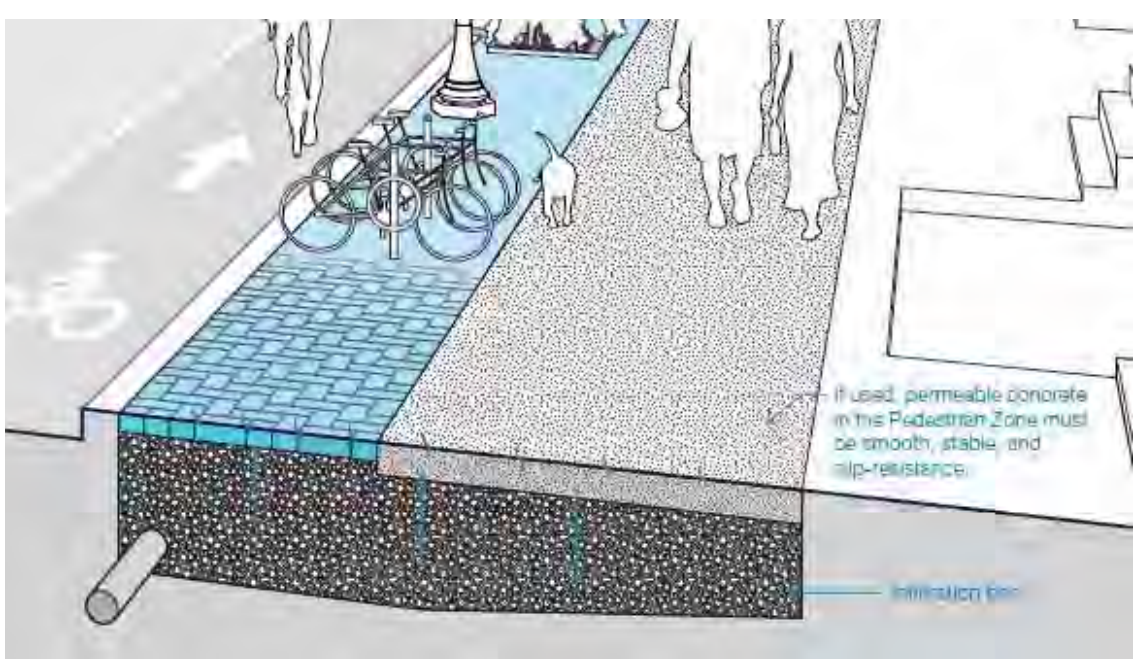
Rainwater is a precious resource in an area of the US that only gets 17 inches of rainfall a year (compared to the national average of 38 inches). Planting areas designed to collect and filter rainwater can recharge aquifers or clean rainwater before it heads to the ocean. Various bioretention strategies can be employed from permeable paving, infiltration and flow-thru planters to collect and filter the water through layers of vegetation and soils.



flow-thru planter



permeable rubber sidewalks near parks



street pervious paving

REDUCE HEAT ON THE STREET



increase tree canopy and light colored paving materials

Urban areas are hotter than surrounding landscape due to heat-retaining asphalt and concrete. The city center can be 10 degrees warmer than nearby park spaces. Increasing shade over paved surfaces, using light colored surface materials and breaking up paved areas with more planting are all sound strategies to reduce the overall temperature in cities. Planting more trees and adopting street trees in your neighborhood go a long way in assisting this goal.



increase planting



permeable paving



shade from canopies