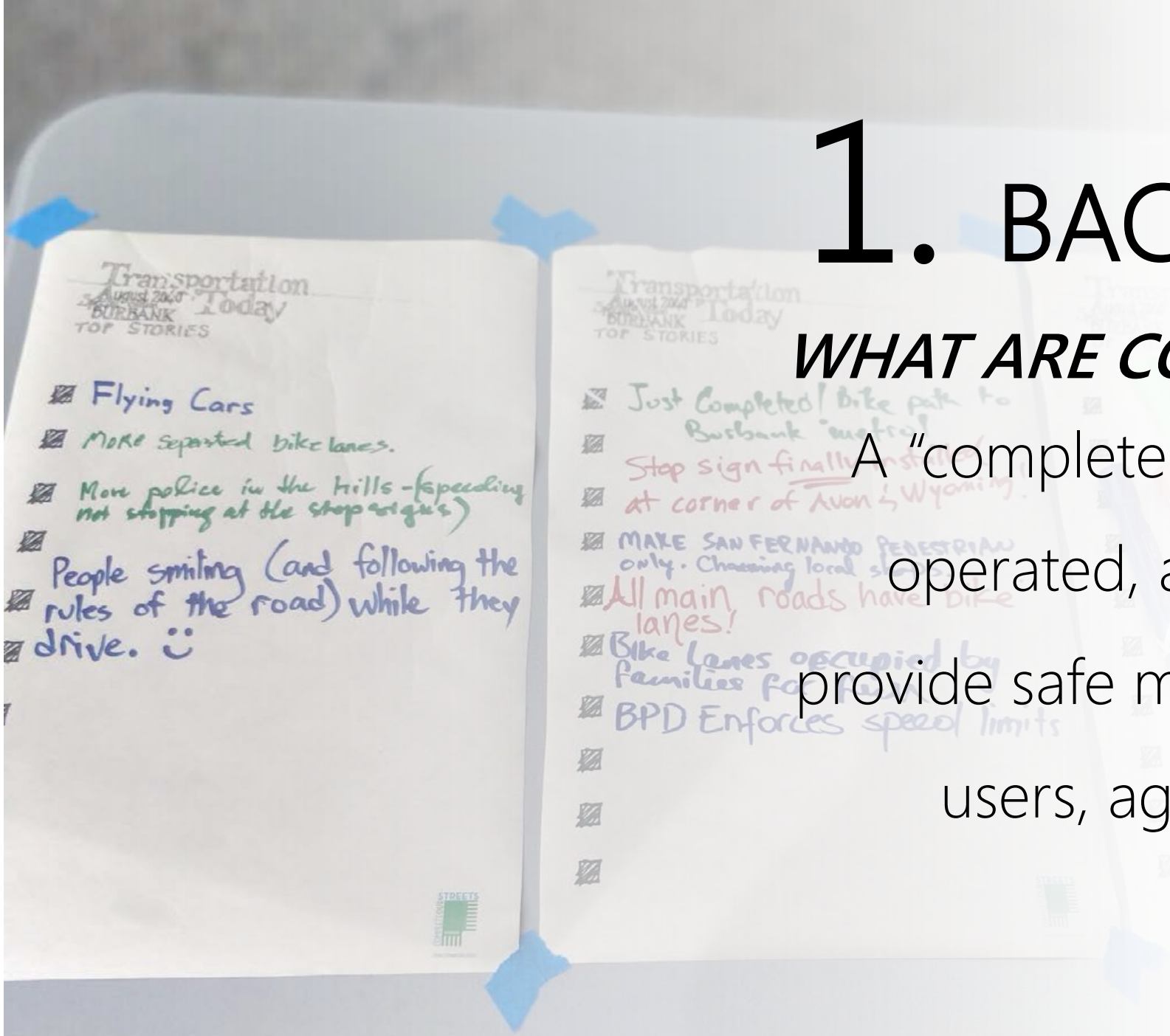
# COMPLETE OUR STREETS

## CITYWIDE COMPLETE STREETS PLAN
**BURBANK, CA**

## PRESENTATION FOR
## CITY BOARDS & COMMISSIONS
*February – March 2020*

# OUTLINE

1. BACKGROUND
2. COMMUNITY INPUT
3. GOALS
4. METHODOLOGY
5. DRAFT POLICY RECOMMENDATIONS
6. DRAFT PROJECT RECOMMENDATIONS




# 1. BACKGROUND

## *WHAT ARE COMPLETE STREETS?*

A "complete street" is designed, operated, and maintained to provide safe mobility for all types of users, ages, and abilities.

# WHY ARE WE CREATING A COMPLETE STREETS PLAN?

- **Burbank2035 General Plan – Chapter 4: Mobility Element**
  - Goal 1: Balance
  - Goal 2: Sustainability
  - Goal 3: Complete Streets
  - Goal 4: Transit
  - Goal 5: Bicycle and Pedestrian Mobility
  - Goal 6: Neighborhood Protection
  - Goal 9: Safety, Accessibility, Equity
- **Burbank Bicycle Master Plan 2009**

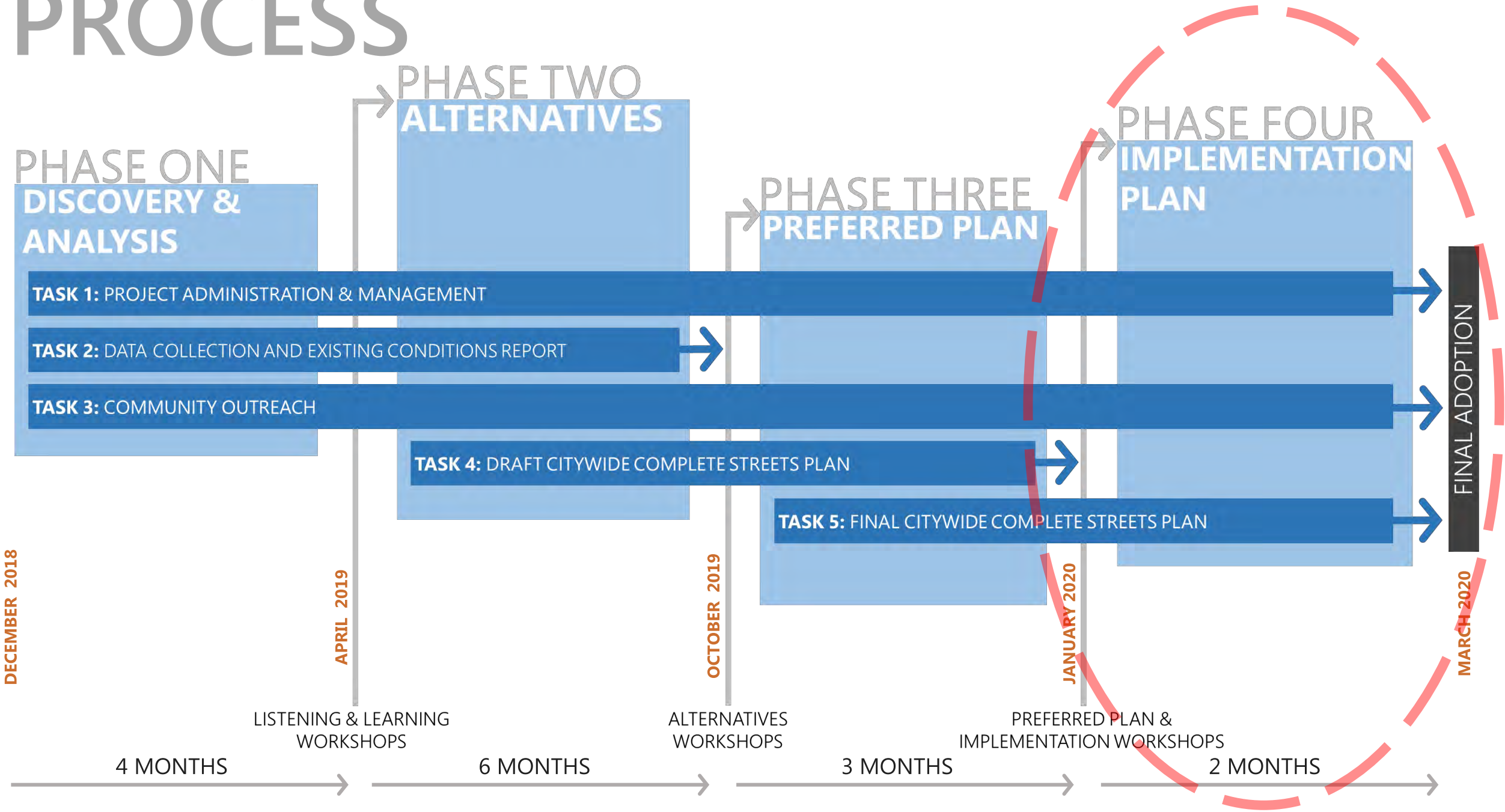
# WHY ARE WE CREATING A COMPLETE STREETS PLAN?

- Safety
- Public Health
- Quality of Life
- Local Economy
- Sustainability
- Shifting Demographics
- Future Trends
- Fiscal Responsibility

# OUTCOMES

- **Engage the community** to shape the future of how people move through the City and interact with the public environment.
- **Establish policies** that will determine the quality and character of future street improvements in Burbank.
- **Provide guidance to City staff** for incorporating the community's values into future street improvements.
- **Provide clarity to private entities** on their role in shaping the City's streets.
- Provide list of **priority projects to pursue for grant funding** and implementation.
- Provides **guidelines and objectives** to which projects in the City will be developed.

# PROCESS


PHASE ONE
DISCOVERY & ANALYSIS
PHASE TWO
ALTERNATIVES
PHASE THREE
PREFERRED PLAN
PHASE FOUR
IMPLEMENTATION PLAN
TASK 1: PROJECT ADMINISTRATION & MANAGEMENT
TASK 2: DATA COLLECTION AND EXISTING CONDITIONS REPORT
TASK 3: COMMUNITY OUTREACH
TASK 4: DRAFT CITYWIDE COMPLETE STREETS PLAN
TASK 5: FINAL CITYWIDE COMPLETE STREETS PLAN
FINAL ADOPTION
DECEMBER 2018
APRIL 2019
OCTOBER 2019
JANUARY 2020
MARCH 2020
LISTENING & LEARNING WORKSHOPS
ALTERNATIVES WORKSHOPS
PREFERRED PLAN & IMPLEMENTATION WORKSHOPS
4 MONTHS
6 MONTHS
3 MONTHS
2 MONTHS

# 2. COMMUNITY INPUT

Staff conducted 7 events

as part of 2 rounds of outreach.

# ROUND 1: VISIONING PHASE

April 2019 – May 2019

- *4 events – approx. 140 participants*

## 1. Downtown Walk & Bike Tour

**(April 13th)**


## 2. Magnolia Park Pop-Up

**(April 26th)**

## 3. Media District Open House

**(May 13th)**

## 4. Downtown Arts Festival

**(May 18th)**

# ROUND 2: IDEAS PHASE

October 2019 – November 2019

- *3 events – approx. 200 participants*

## 5. Farmers Market Pop-Up

**(Oct. 5th)**

## 6. Bud Ovrom Park Pop-Up

**(Oct. 26th)**

## 7. Holiday in the Park

**(Nov. 22nd)**

# Overall Community Impressions

- Vehicle **speeds** have impact on safety.
- Increase **pedestrian crossing** opportunities.
- Need more **east/west connections** over I-5.
- **Don't leave cars out** of conversation. Most people drive.
- **Cleaner vehicles** and transit can help those who may not have the ability or choose to walk or bike.
- Ensure walkability for **seniors and people with disabilities.**
- Desire for more **separated and connected** bicycle network.
- Safe **access to schools** is important.
- **Shade** and pedestrian **lighting** is needed.

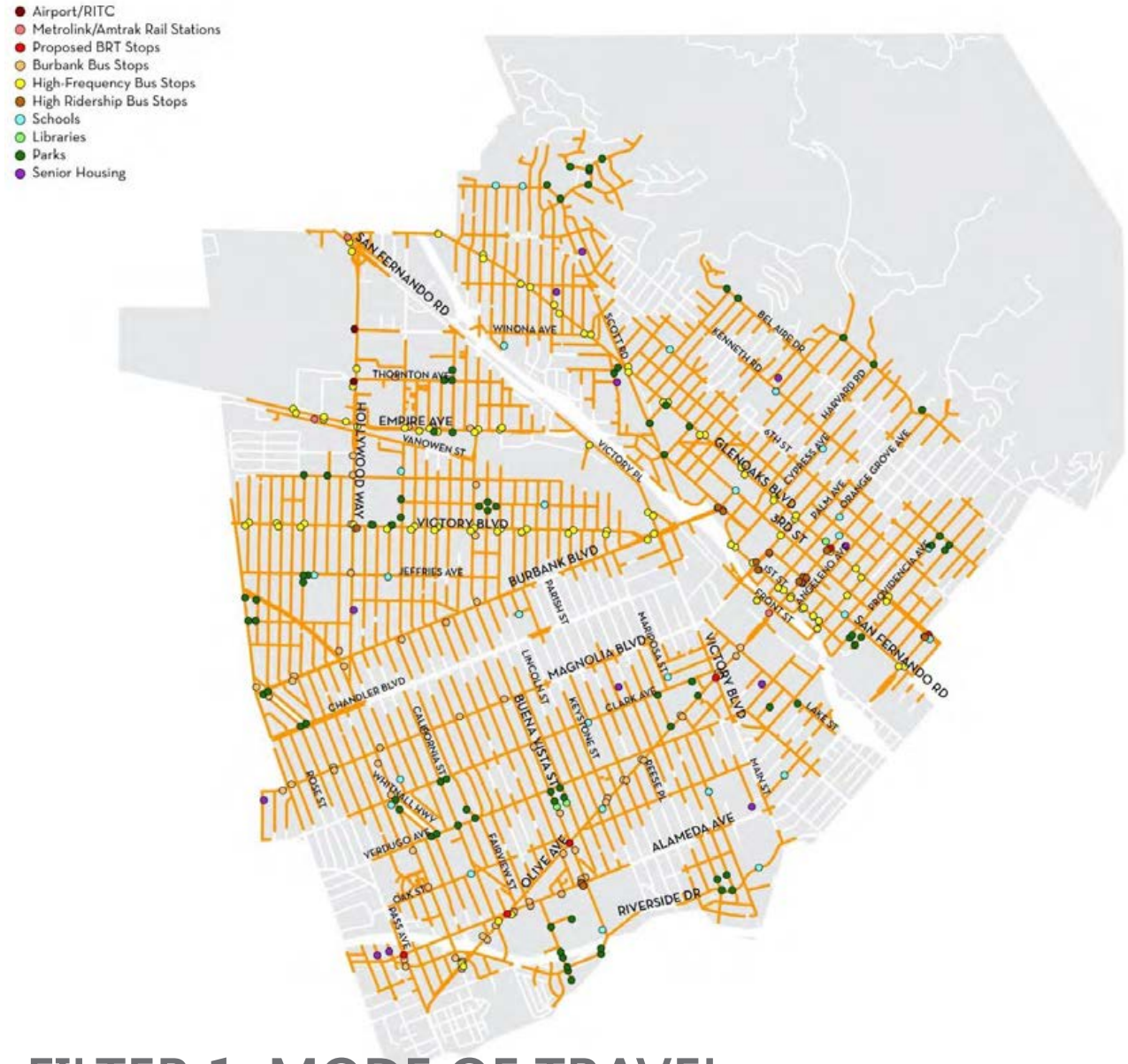
# 3. GOALS

# COMPLETE STREETS PLAN'S GOALS

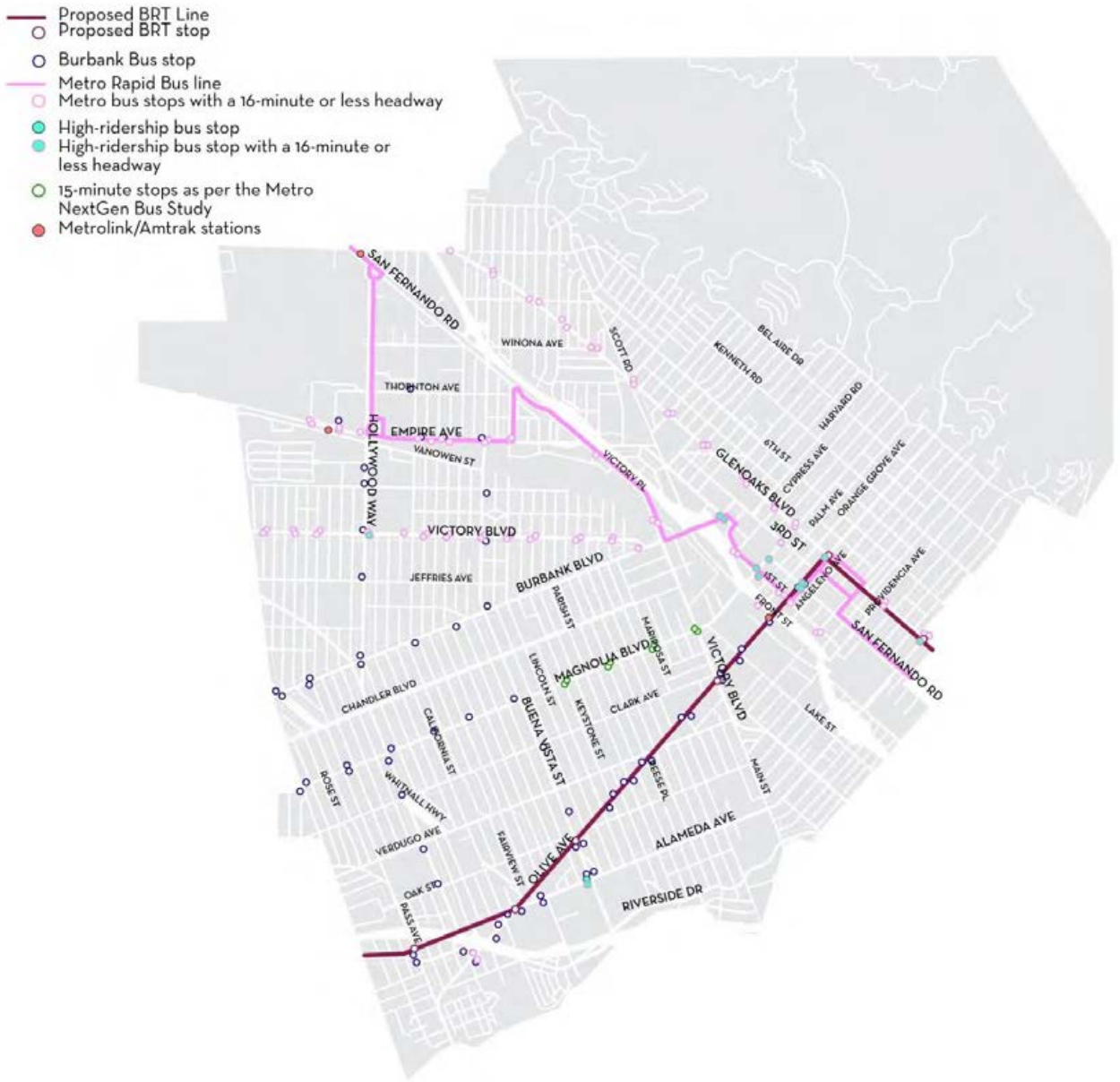
1. Complete all networks of travel.
2. Separate the fast and heavy from the slow and vulnerable.
3. Build better neighborhoods.
4. Bridge across infrastructure barriers.
5. Foster a healthier Burbank.
6. Balance competing goals and priorities.
7. Make Burbank a more inclusive City.
8. Enable people to be and feel safe.
9. Spread shade and shelter.
10. Be proactive.

# 4. METHODOLOGY

# PEDESTRIAN PRIORITY STREETS




# TRANSIT PRIORITY STREETS




## FILTER 1: MODE OF TRAVEL

## BICYCLIST PRIORITY STREETS


## MOTORIST PRIORITY STREETS


# FILTER 1: MODE OF TRAVEL


- PEDESTRIAN PRIORITY STREETS
- TRANSIT PRIORITY STREETS
- BICYCLE PRIORITY STREETS
- MOTORIST PRIORITY STREETS

# FILTER 1: MODE OF TRAVEL

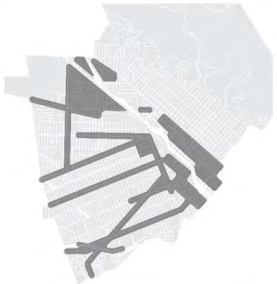
# FILTER 2: FOCUS AREAS

High Intensity Areas

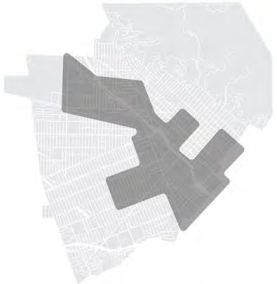
Pedestrian Vulnerability

Bicyclist Vulnerability

Killed or Serious Injury Hotspots



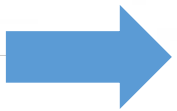
Shade and Shelter

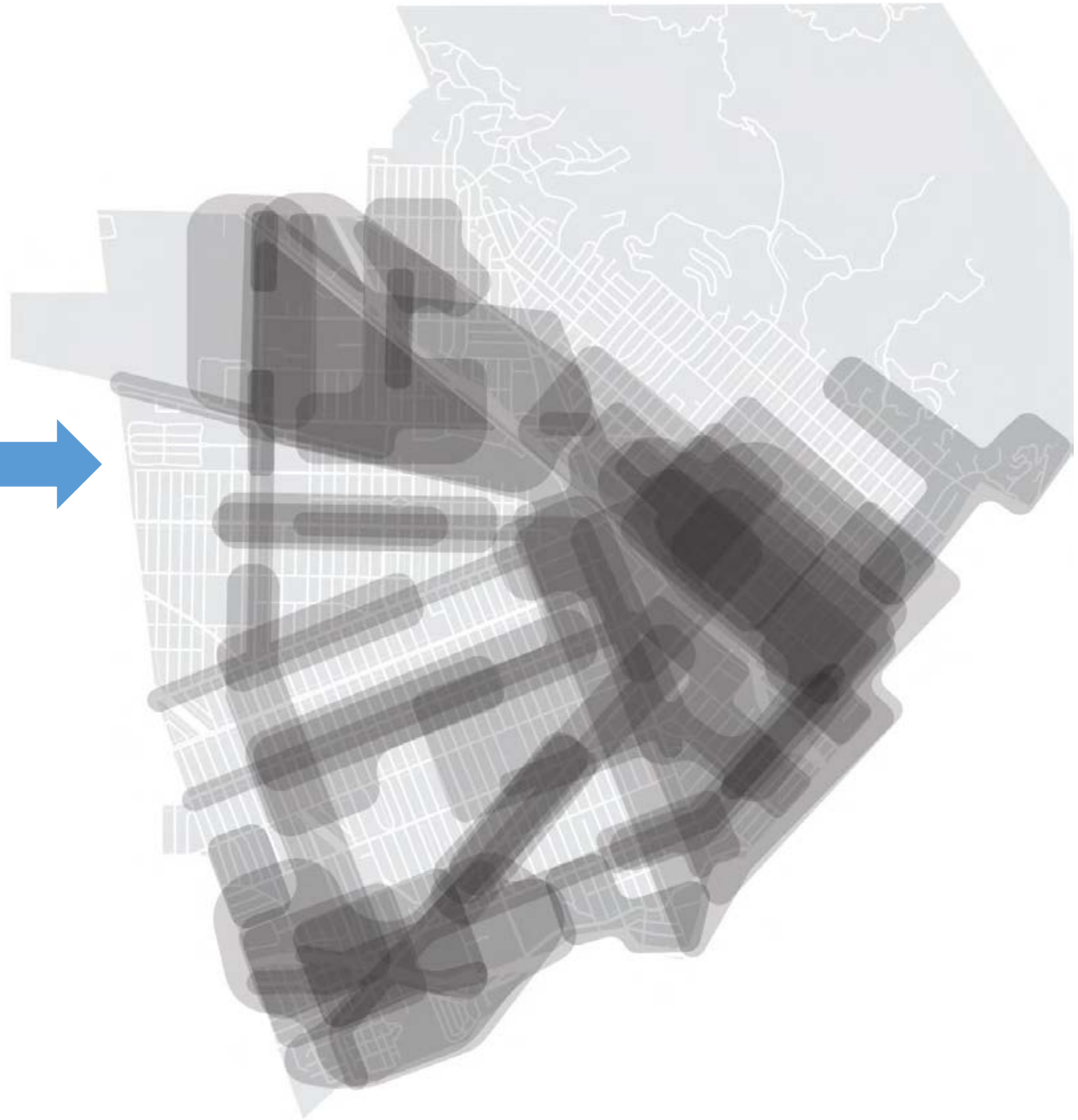


At-Risk Communities

Commuter Districts

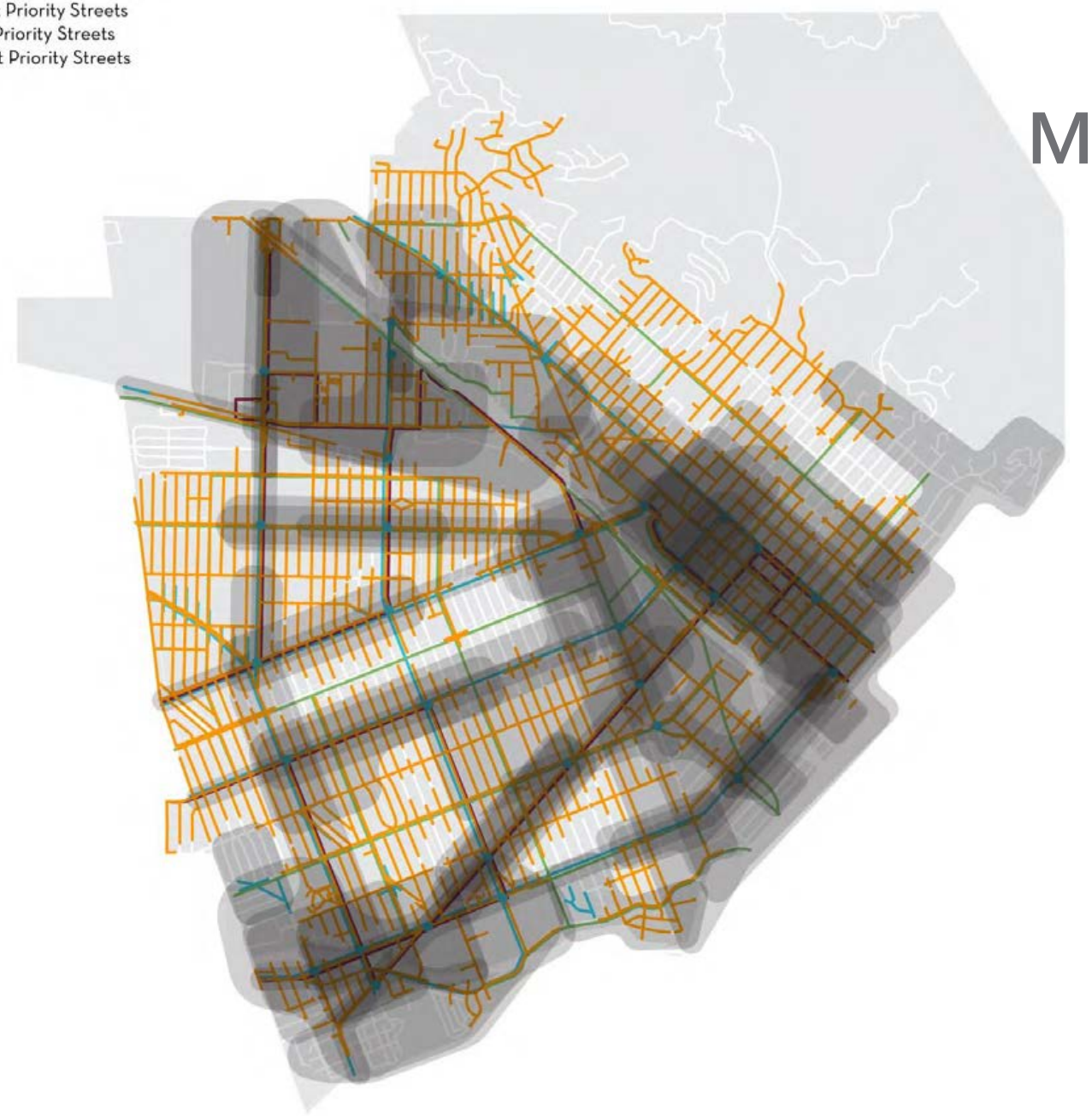
Barriers and Gaps





*FILTER 1 + FILTER 2*

# Modes of Travel+ Focus Areas



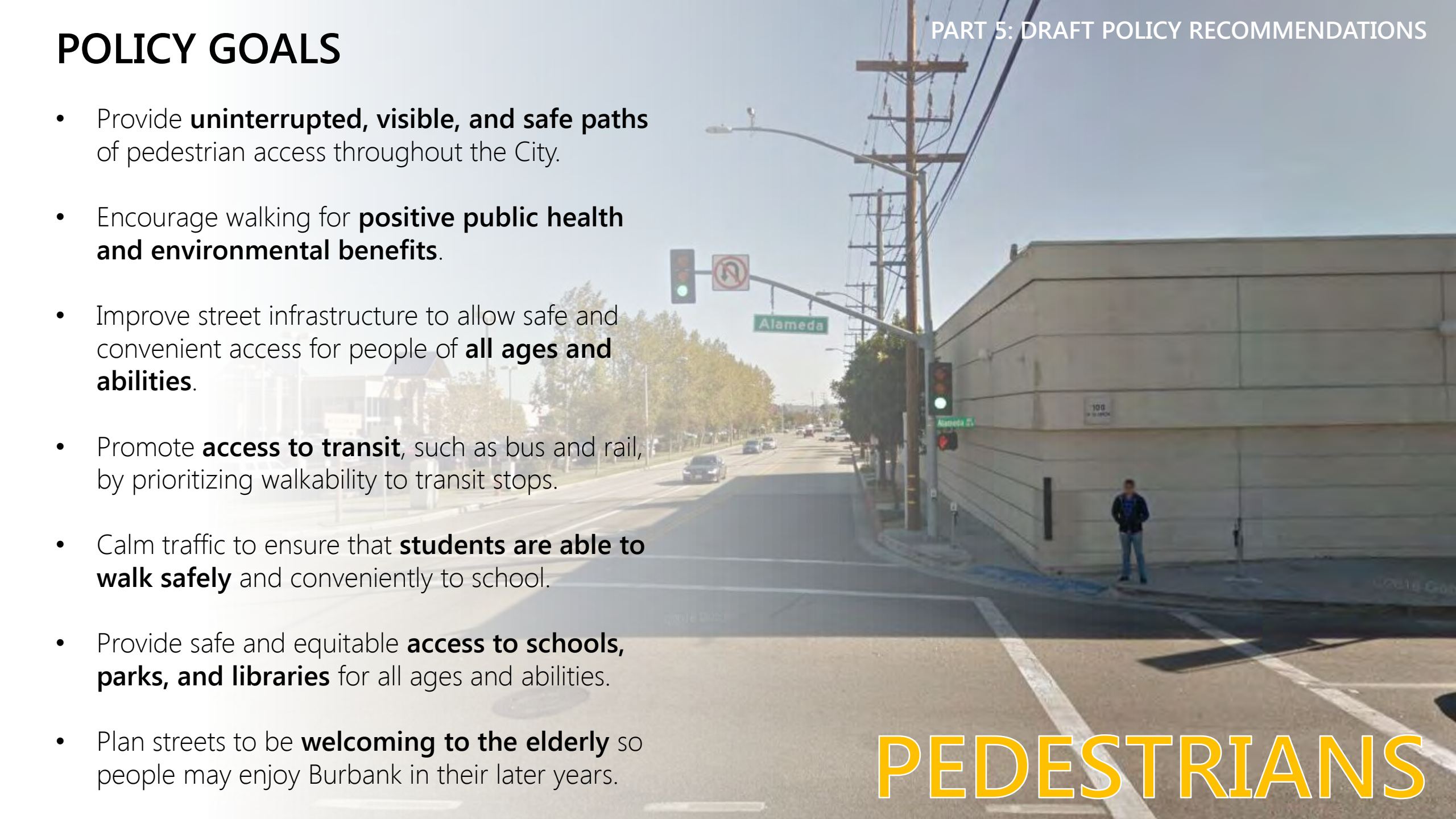

# What streets should we focus on?

- PEDESTRIAN PRIORITY STREETS
- TRANSIT PRIORITY STREETS
- BICYCLE PRIORITY STREETS
- MOTORIST PRIORITY STREETS

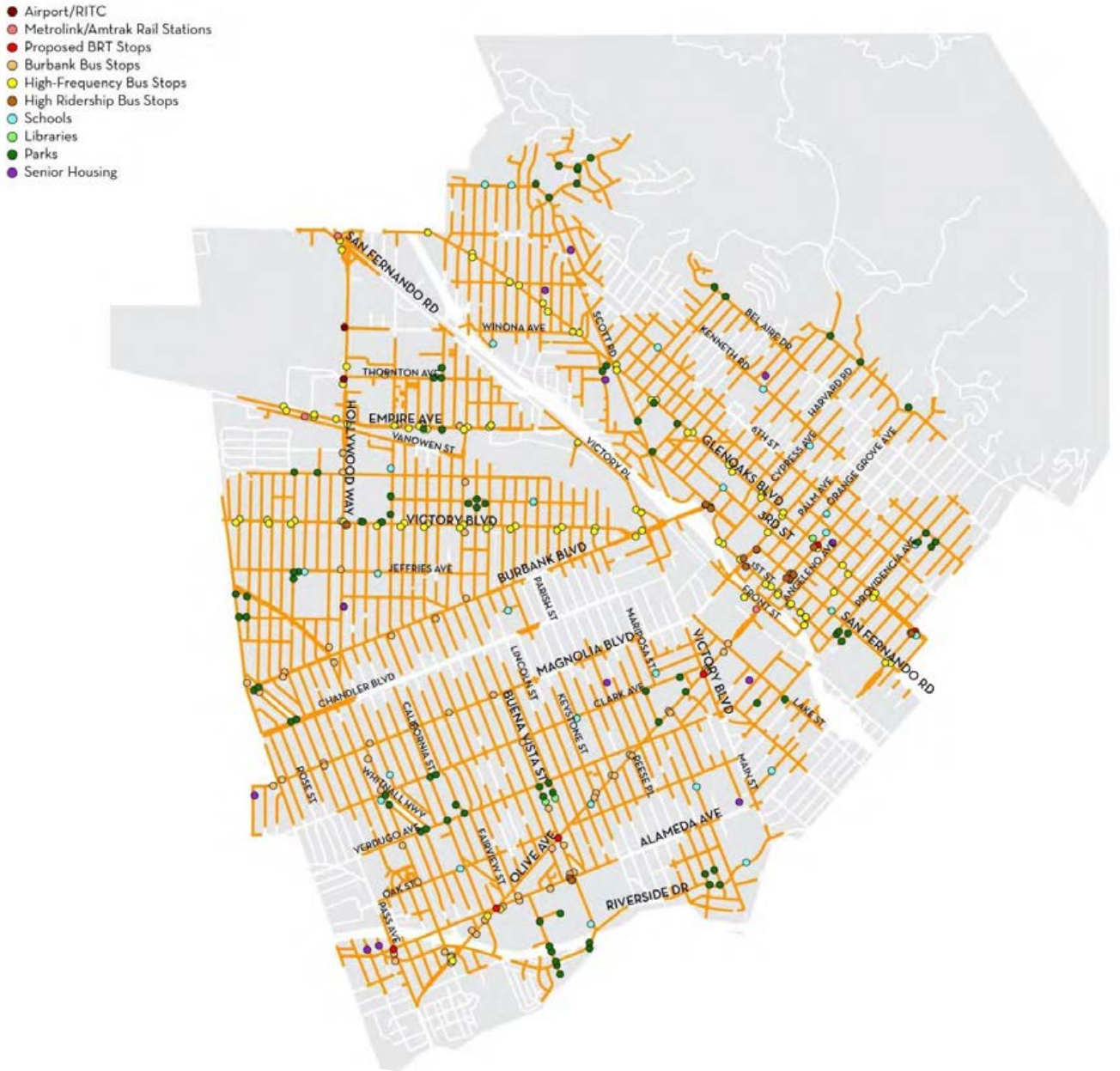
# 5. DRAFT POLICY RECOMMENDATIONS

# POLICY GOALS

- Provide **uninterrupted, visible, and safe paths** of pedestrian access throughout the City.
- Encourage walking for **positive public health and environmental benefits**.
- Improve street infrastructure to allow safe and convenient access for people of **all ages and abilities**.
- Promote **access to transit**, such as bus and rail, by prioritizing walkability to transit stops.
- Calm traffic to ensure that **students are able to walk safely** and conveniently to school.
- Provide safe and equitable **access to schools, parks, and libraries** for all ages and abilities.
- Plan streets to be **welcoming to the elderly** so people may enjoy Burbank in their later years.




PEDESTRIANS



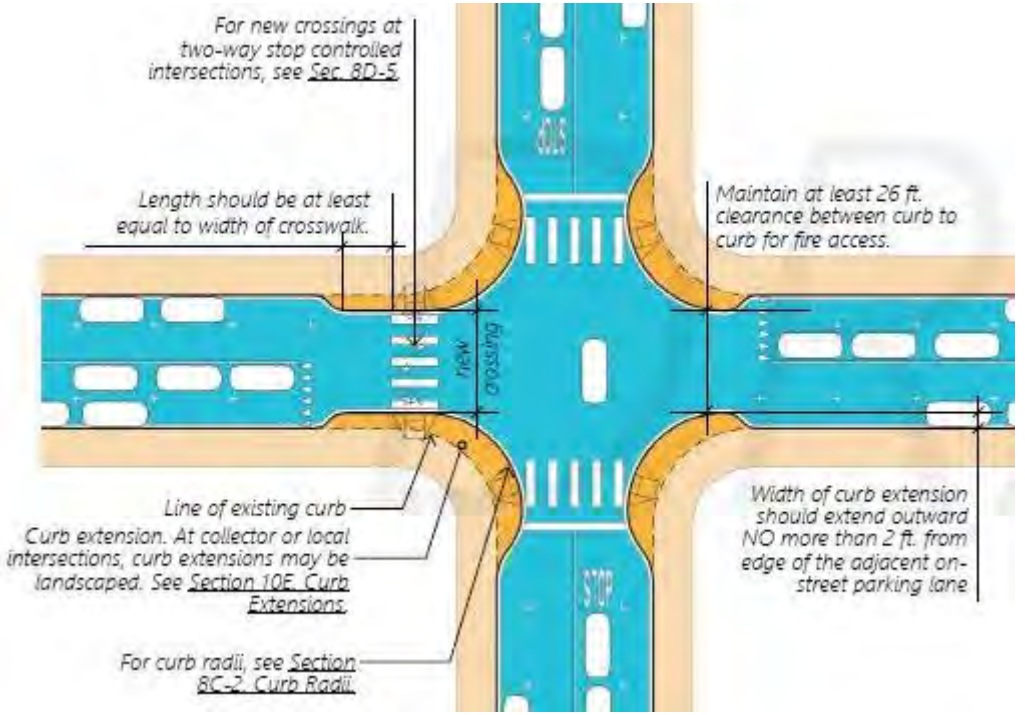

# PEDESTRIANS

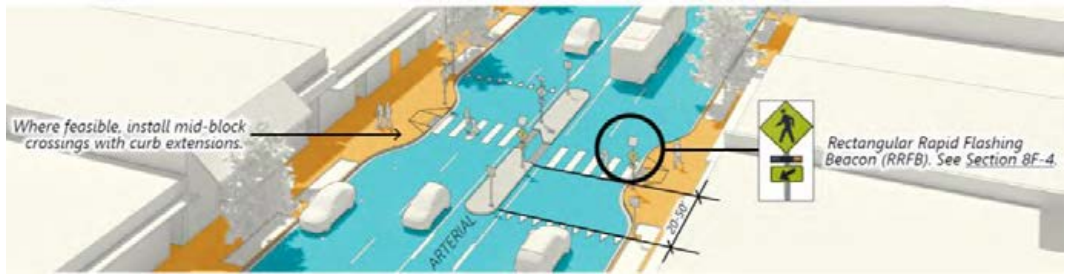
# APPLICABILITY

- 5-minute walking radius (1/4-mi.):
  - Schools
  - Libraries
  - Parks
  - Senior Centers
  - Major transit stops
- High pedestrian volume areas.
- Areas with high levels of pedestrian-involved collisions.
- High-density residential and commercial areas identified in Burbank2035 General Plan.

# PEDESTRIAN CROSSINGS

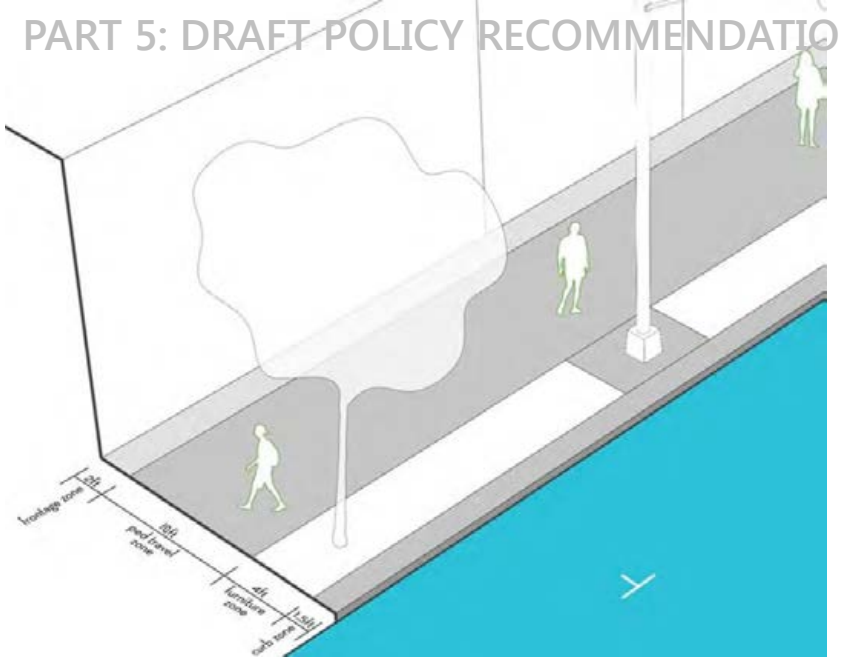
- Bi-directional curb ramps
- High-visibility crosswalks
- Curb extensions
- Mid-block crossings
- Raised crosswalks
- Enhanced crossings at two-way stop-controlled intersections
- Pedestrian walk signal
  - Audible Pedestrian Signal (APS)
  - Advance Walk Signal or Leading Pedestrian Interval (LPI)




# PEDESTRIAN IMPROVEMENTS ALONG THE STREET

- Complete missing sidewalks
- Wider sidewalks
- Sidewalk zones
- Placement of utilities and overhead utility lines
- Pedestrian-level lighting



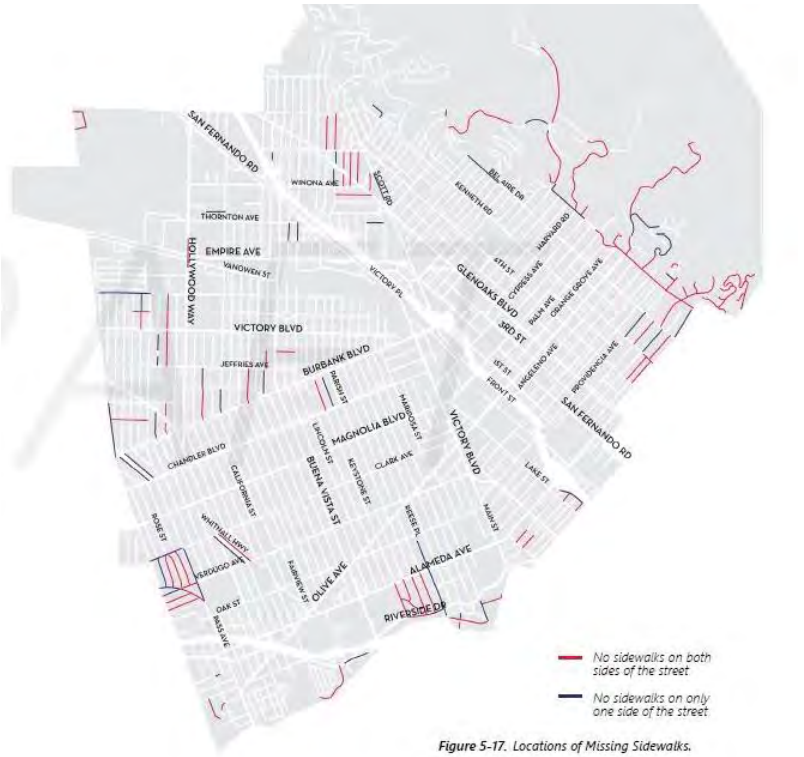
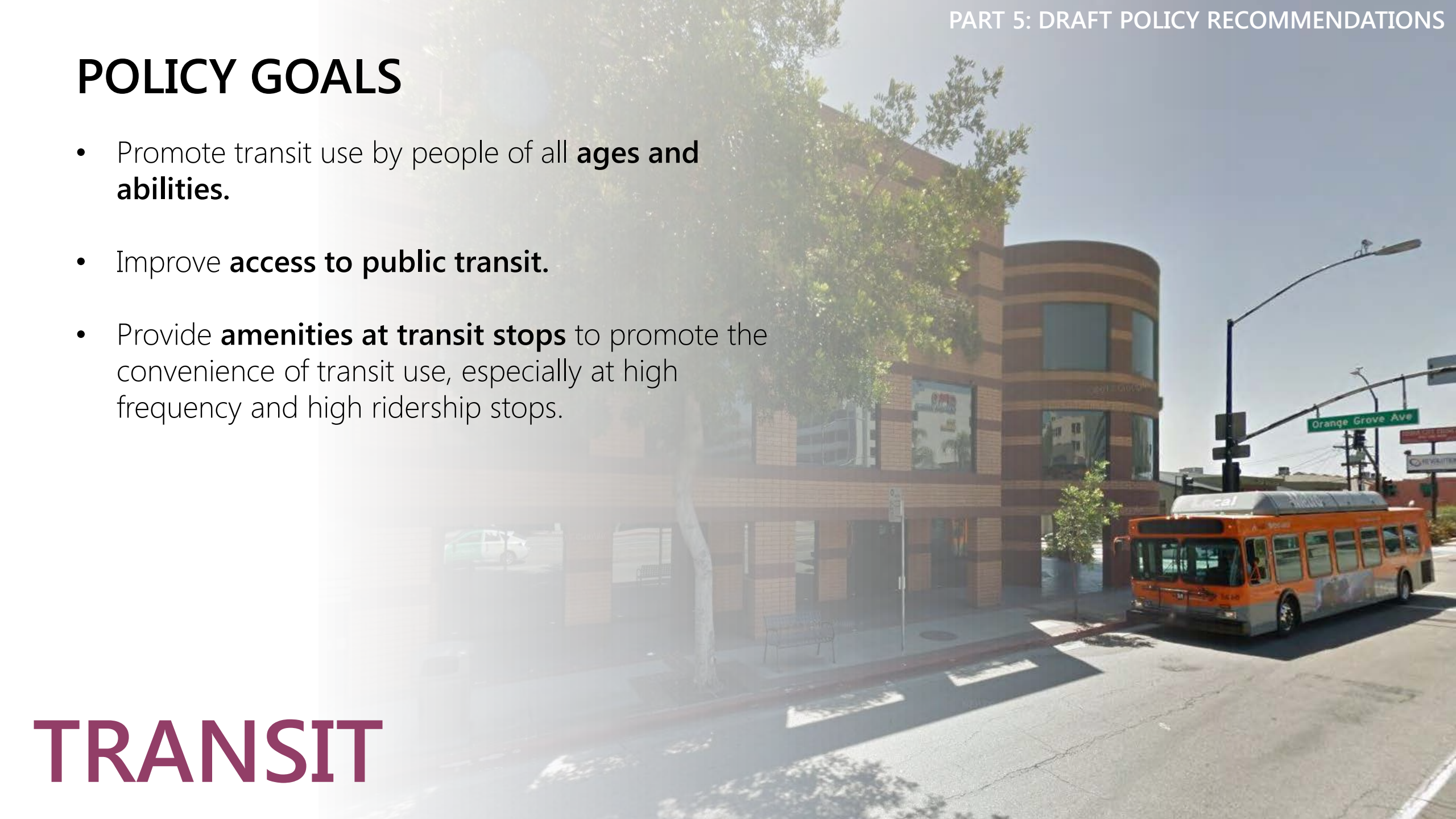




*Figure 5-17. Locations of Missing Sidewalks.*

# POLICY GOALS

- Promote transit use by people of all **ages and abilities.**
- Improve **access to public transit.**
- Provide **amenities at transit stops** to promote the convenience of transit use, especially at high frequency and high ridership stops.




# TRANSIT


# TRANSIT

## APPLICABILITY

- Stops with high daily ridership.
- Stops with high-frequency transit service.

# TRANSIT IMPROVEMENTS

- Guidance on bus stop placement
- Stop Amenities
  - Lighting
  - Seating
  - Signage and wayfinding
  - Trash receptacles
- Accessibility clearances and paths of travel

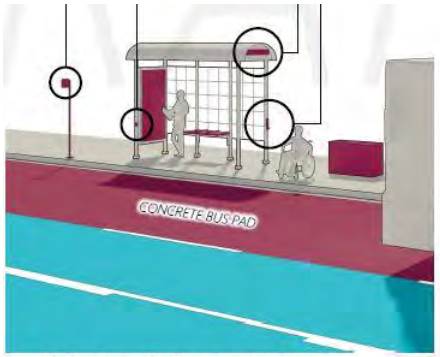



Figure 7-22. Enhanced local bus elements and amenities.

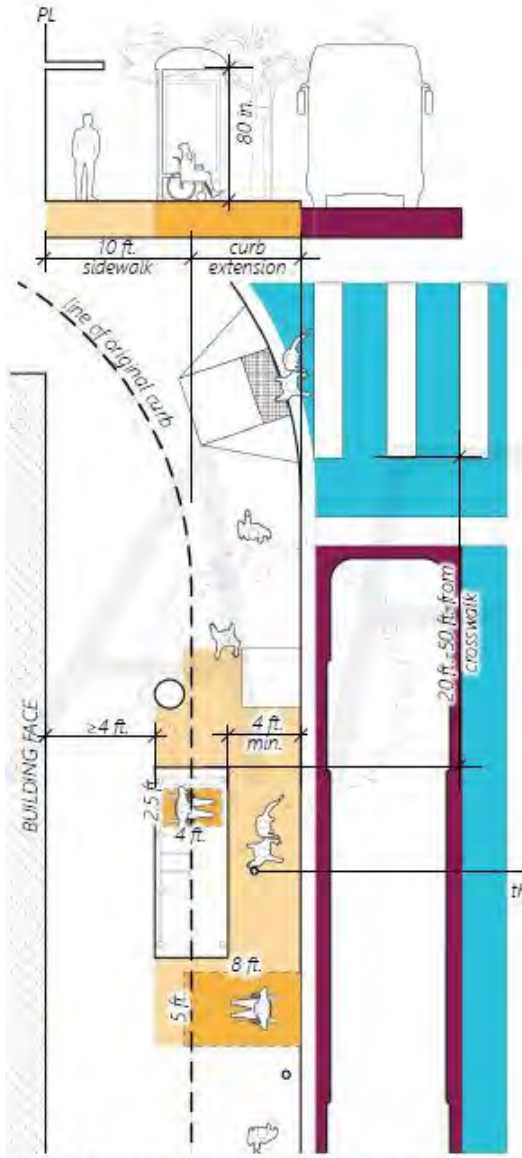



Figure 7-20. 10 ft. wide sidewalk along a retail street, with a far side, in-lane loading bus stop and curb extension.

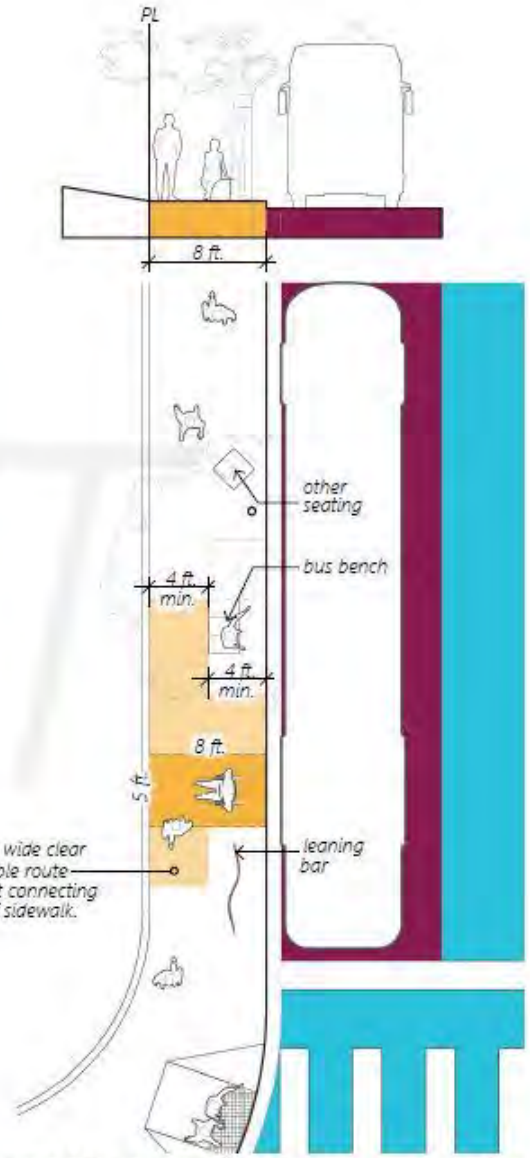



Figure 7-21. 8 ft. wide sidewalk along a commercial street, with a near-side, pull-out loading bus stop and right-turn only lane (curb extension infeasible)

# POLICY GOALS

## BICYCLISTS

- Encourage bicycle use throughout the City as an **attractive, safe, comfortable, healthy, reliable, and environmentally sustainable** recreational and transportation alternative.
- Provide bicycle infrastructure that is easily navigable, accessible, and maintainable to all **ages and abilities.**
- **Connect destinations**, including transit centers, job centers, commercial areas, schools, parks, libraries, and residential neighborhoods.
- Close **gaps and eliminate barriers,** especially across freeways, rail corridors, and along first-mile/last-mile connections to transit.
- Ensure **safety and comfort** of all ages and abilities by separating people bicycling from people driving.

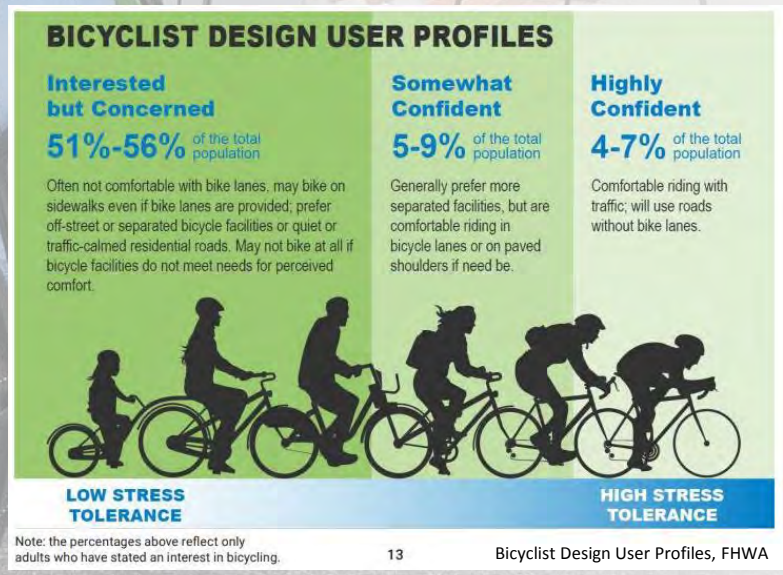

# APPLICABILITY

- Areas with gaps and barriers to ridership, especially along first-mile/last-mile connections.
- High bicycle ridership areas.
- Areas with high bicycle-involved collisions.

BICYCLISTS

# CHOOSING BICYCLE FACILITY TYPES

- Guidance on **how to select a bikeway type and where to implement it.**
- **Road reconfigurations to accommodate new bikeways** while understanding tradeoffs.
- Typical methods for **how to separate and protect bicycles** at intersections, along street segments, and when in conflict with other modes.



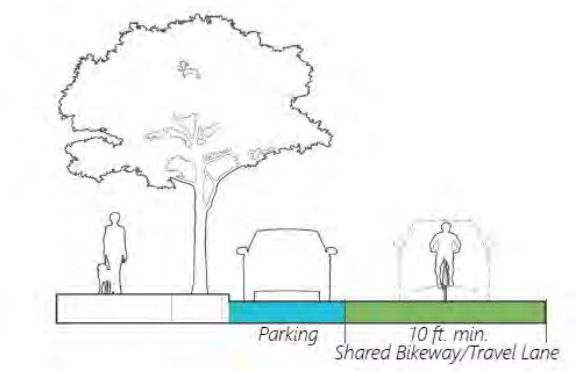
Bicyclist Design User Profiles, FHWA

| CHOOSING A BIKEWAY TYPE BASED ON ROADWAY CHARACTERISTICS | | | | |
|---|---|---|---|---|
| POSTED VEHICLE SPEED | VEHICLE ADT (AVERAGE DAILY TRAFFIC) | NUMBER OF VEHICLE LANES | OTHER CONSIDERATIONS | PREFERRED BIKEWAY TYPE |
| N/A | | | Corridors in and around parks, along waterways, or as repurposed utility or rail corridors | Class I Bikeway (shared with pedestrians) |
| ≤25 MPH | ≤1,500 ADT | ≤2 lanes (single lane in each direction with or without on-street parking) | Streets that are residential or low-intensity | Class III Bikeway or Bicycle Boulevard |
| 25-30 MPH | 1,500 - 6,000 ADT | 2-5 lanes (one to two lanes in each direction with or without center turn lane or on-street parking | Streets with low curbside activity or low vehicle congestion | Class II Bikeway (buffered preferred) |
| ≥30 MPH | ≥6,000 ADT | ≥5 lanes (two or more lanes in each direction with center turn lane and with or without on-street parking | Streets with high curbside activity, such as frequent bus or vehicle loading, on-street parking turnover, vehicle congestion, or vehicle turning conflicts. | Class IV Bikeway (on-street or sidewalk-level) |
| Any | | | | |

*Figure 9-2. Contextual Guidance for Selecting Bikeway Types. Adapted from FHWA.*[1]

# BIKEWAY CLASS TYPES

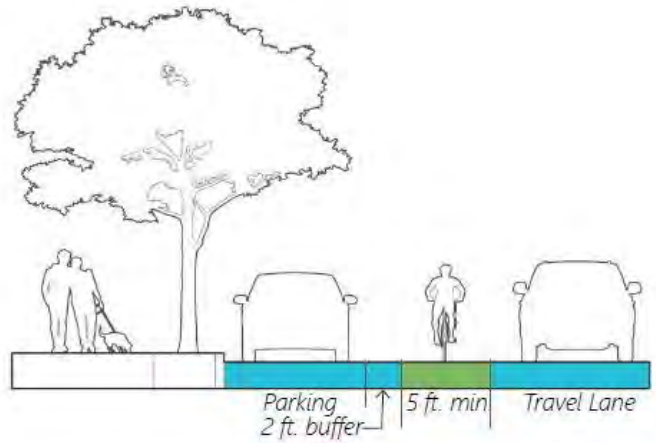
## Bicycle Route (Class III):




Verdugo Ave./Beachwood Dr.


Kenneth Rd./Providencia Ave.

## Bicycle Lane (Class II):




Amherst Dr.

# BIKEWAY CLASS TYPES

## Protected Bicycle Lane (Class IV):

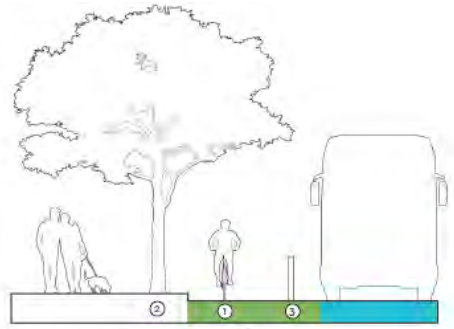


Figure 9-14. Class IV On-Street Bikeway

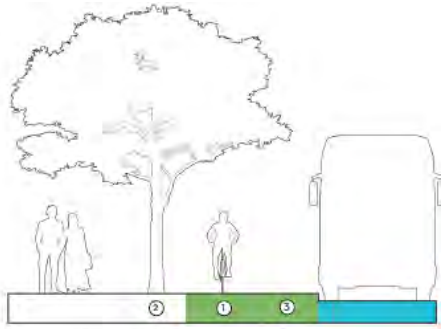


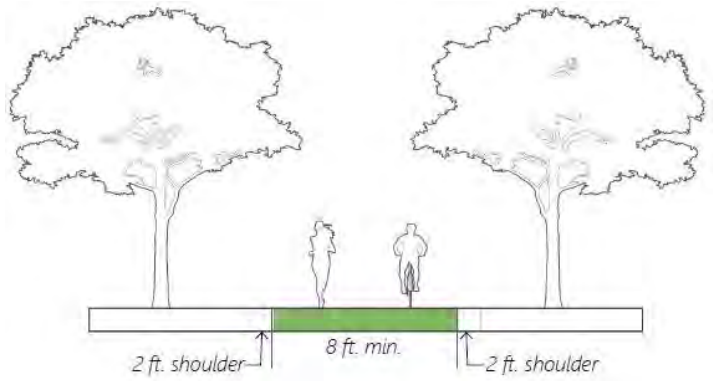
Figure 9-15. Class IV Sidewalk-Level Bikeway

① Bikeway Width
② Pedestrian Buffer (also Furnishing Zone [1])
③ Vehicle Buffer

Chicago, IL

Cambridge, MA (Vassar St.)

## Shared Multi-Use Path (Class I):




Chandler Bikeway

# UPGRADING TO PROTECTED FACILITIES

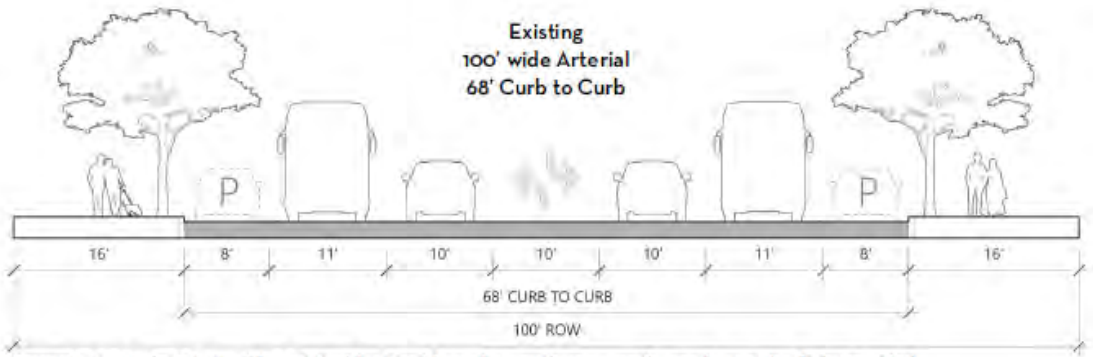



*Figure 9-26. Typical 100' wide ROW with 68' wide curb to curb, e.g., north-south stretch of Victory Blvd.*

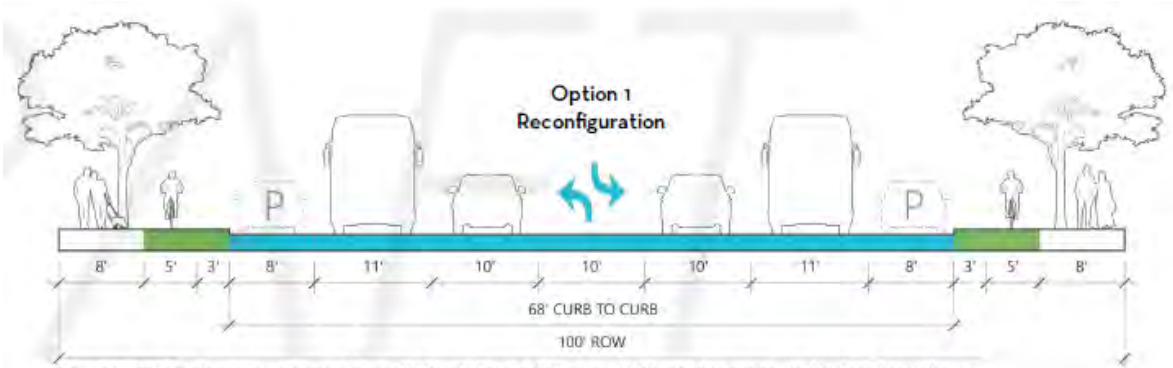



*Figure 9-27. Option 1, one-way, sidewalk-level class IV bikeway, with no impact to vehicular throughput.*

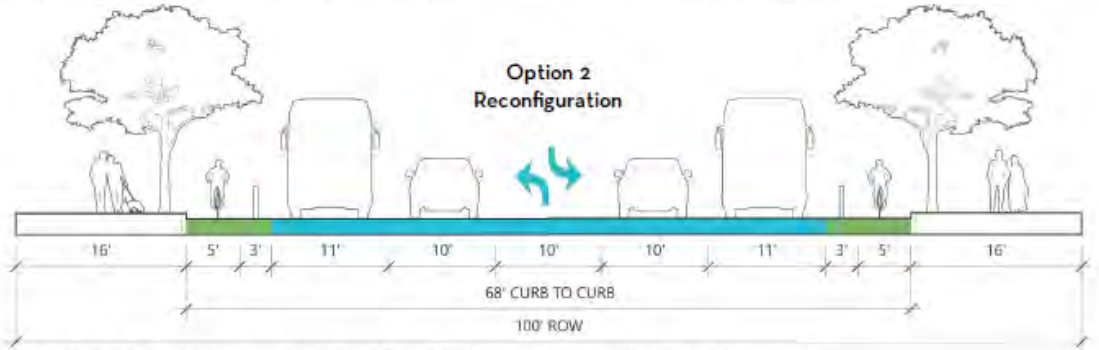



*Figure 9-28. Option 2, one-way, on-street class IV bikeway, if on-street parking is removed.*

# UPGRADING TO PROTECTED FACILITIES

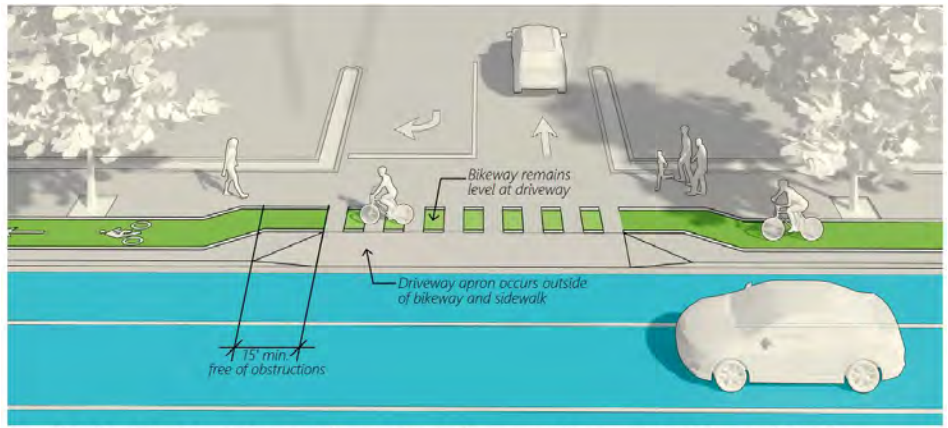



**Figure 9-36.** *Sidewalk-level class IV bikeway at a driveway, where the driveway apron slopes outside of the bikeway and sidewalk.*

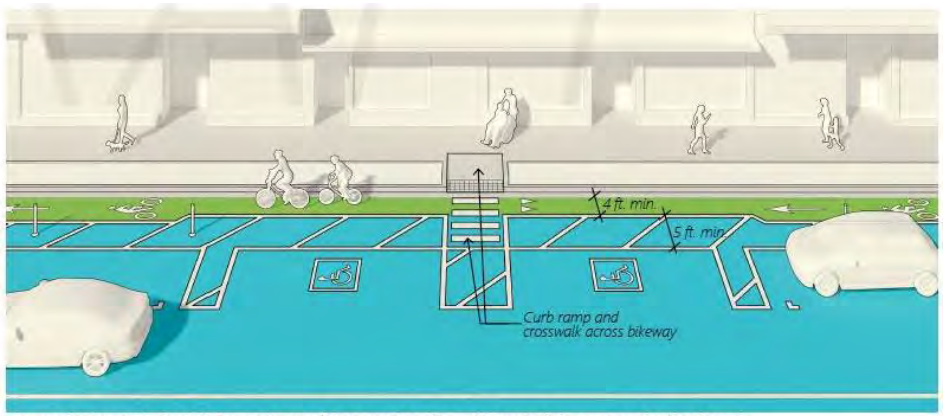



**Figure 6-41.** *On-street class IV bikeway at accessible on-street parking with required clearances and paths of travel.*

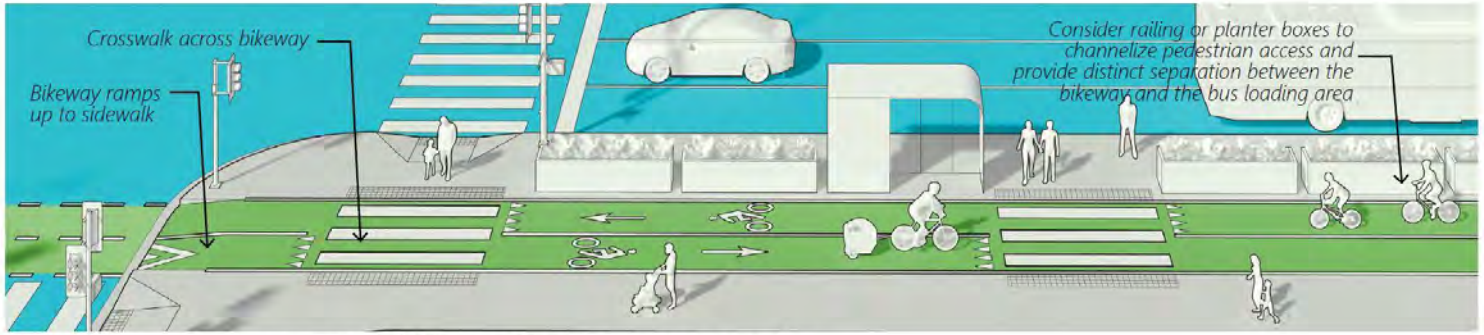



**Figure 6-44.** *Two-way, sidewalk-level class IV bikeway at far side, in-lane loading bus stop.*

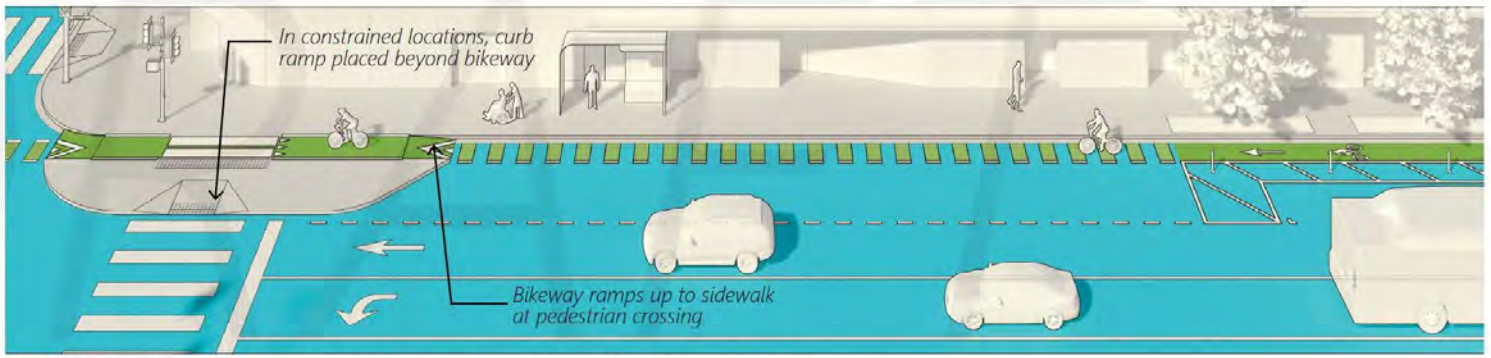
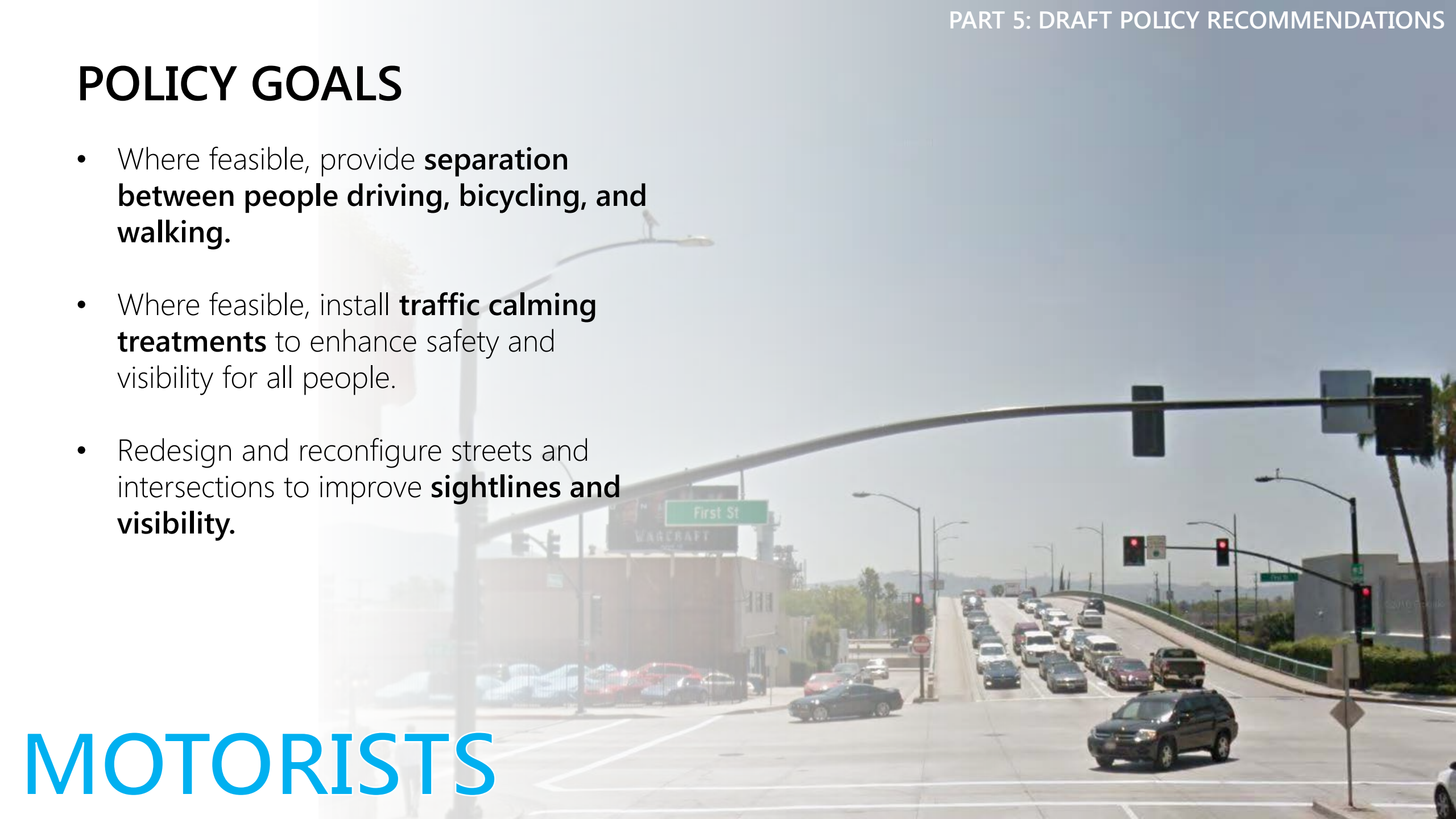



**Figure 6-45.** *One-way in-street class IV bikeway at a near side, pull-out loading bus stop.*

# POLICY GOALS

- Where feasible, provide **separation between people driving, bicycling, and walking.**
- Where feasible, install **traffic calming treatments** to enhance safety and visibility for all people.
- Redesign and reconfigure streets and intersections to improve **sightlines and visibility.**




# MOTORISTS


# APPLICABILITY

- Streets and/or intersections that have high vehicle-involved collisions.
- High-volume and high-speed streets.
- Intersections that are odd-angled or skewed in geometry.

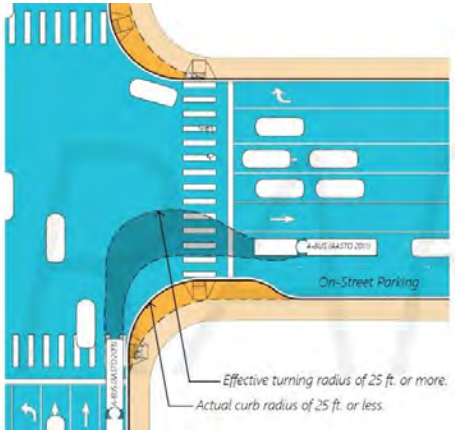
# MOTORISTS

# TRAFFIC CALMING & MOTORIST SAFETY

- Speed Humps/Cushions
- Reduced Turning Radius
  - **25 ft. minimum**
- Speed Feedback Signs
- Retroreflective Backplates
- Emergency Vehicle Pre-Emption
- Minimum Lane Widths:

| | |
|---|---|
| - Travel lane not adjacent to curb | 10 ft. |
| - Travel lane adjacent to curb or in-street bicycle lane | 11 ft. |
| - On-street parking lane | 8 ft. |
| - On-street parking lane adjacent to curb and in-street bicycle lane | 7 ft. |

Speed Cushions




Turning Radius

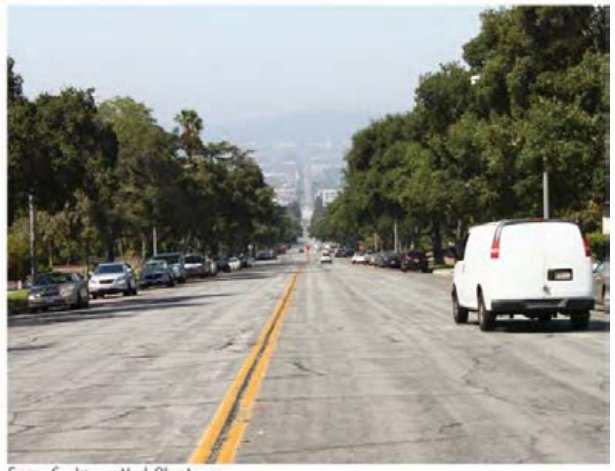

Speed Feedback Signs

Retroreflective Backplates

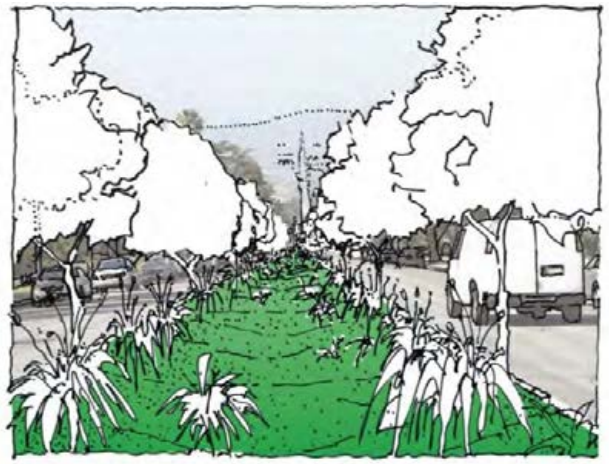
Emergency Vehicle Pre-Emption

# STREET RECONFIGURATIONS

- Improve sightlines
- Landscaping, urban greening, and storm water capture
- Improve right-of-way delineation



Existing Conditions at North Olive Avenue



**OPTION 1:** 20-FOOT WIDE LANDSCAPED MEDIAN

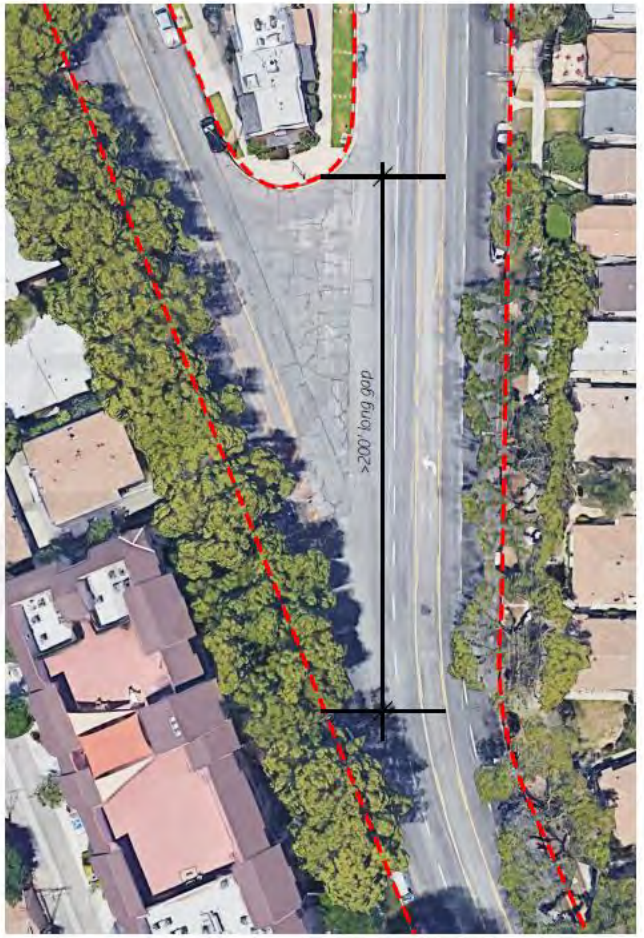



*Figure 11-4. Existing skewed intersection at Edison Way and Hollywood Way.*

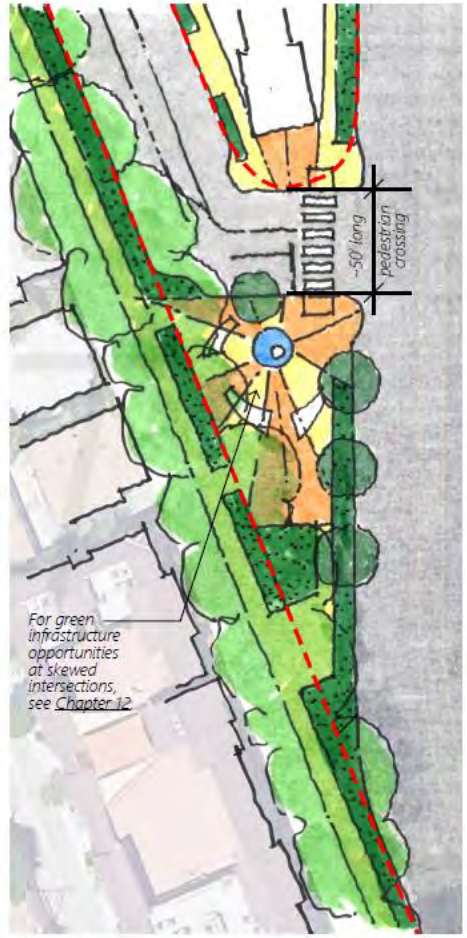



*Figure 11-5. Reconfigured interesection, with new crosswalk, and open space opportunities.*

# GREEN STREETS

## POLICY GOALS

- Treat **storm water** more effectively.
- **Reduce the demand** on traditional infrastructure.
- Integrate with **traffic calming** measures.
- Improve **air quality.**
- Reduce **heat-island effect.**
- Integrate street **beautification.**
- Fulfill existing **Green Streets Policy.**

# APPLICABILITY

- Streets that may lack shade.
- Wide streets that may benefit from traffic calming.
- Skewed/odd-angled intersections to improve safety for all modes of travel.


Figure 10-1. Locations lacking tree canopies



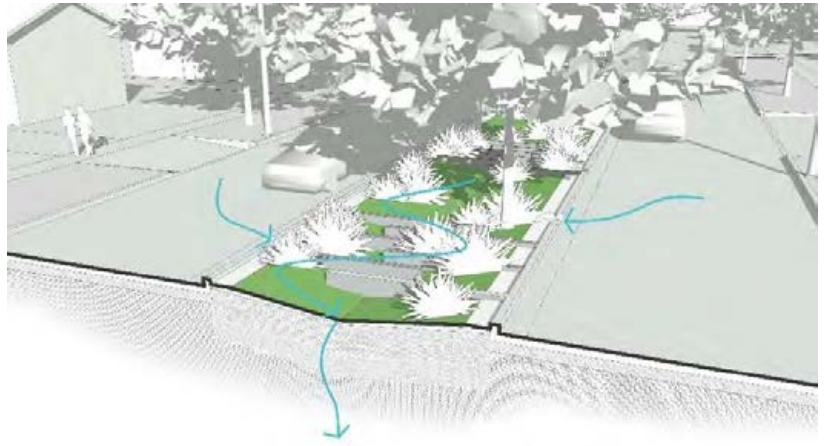
Figure 10-2. Locations of skewed/odd-angle intersections

# GREEN STREETS

# URBAN GREENING & LANDSCAPING

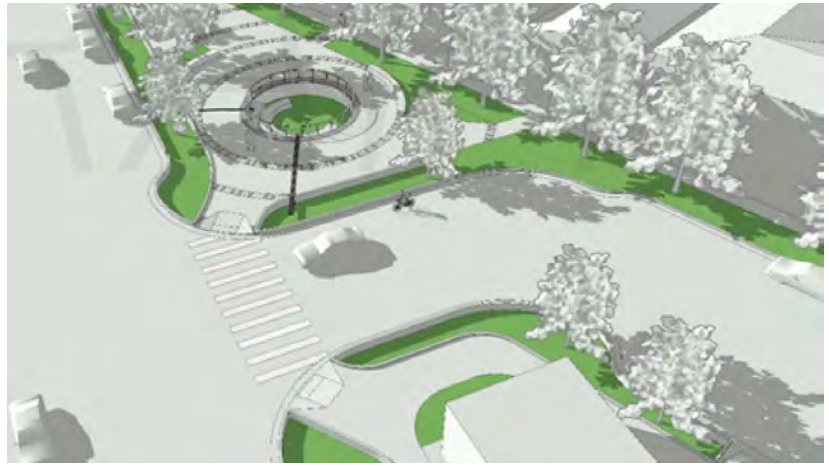
- Curb Extensions
- Medians
- Parkways
- Community Gardens or Butterfly Gardens

**Curb Extension**



**Landscaped Median**

**Parkway**



**Community Garden**


# POLICY GOALS

- **Facilitate and accommodate** the unique access and mobility requirements of equestrians within the Rancho neighborhood.
- **Promote safety** of horses, their riders, and other street users in the Rancho neighborhood.

EQUESTRIANS

# EQUESTRIANS

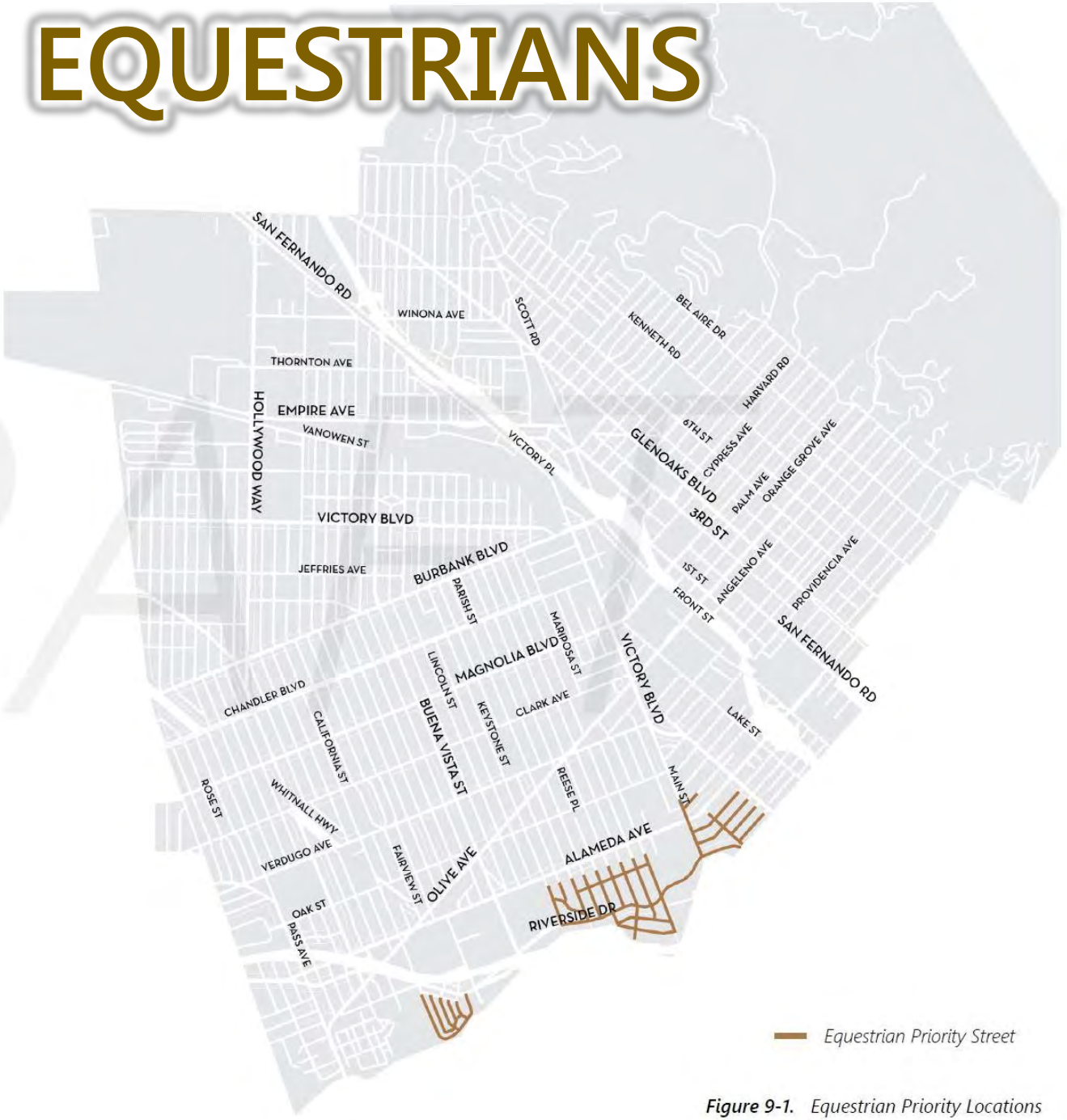



**Figure 9-1.** *Equestrian Priority Locations*

# APPLICABILITY

- Land uses zoned R-1-H: Single Family Residential Horse-keeping.
- Streets that connect to equestrian trails and facilities along the L.A. River.

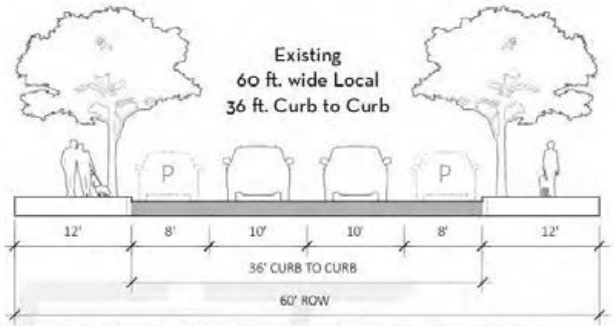



**Figure 9-3.** *Typical 60 ft. wide ROW with 36 ft. wide curb to curb local street.*

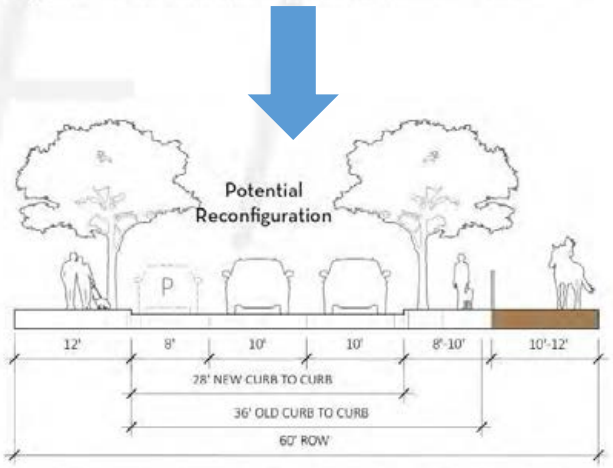



**Figure 9-4.** *New bridle path by removing on-street parking on one side of the street.*

# SMART STREETS

## POLICY GOALS

- Address new trends and technologies that are increasing competition for curb space and the public right-of-way.

## APPLICABILITY

- Streets with high pedestrian, bicyclist, and vehicular volumes.
- Transit stops and routes with high-frequency service and/or high-ridership.
- Areas zoned for high-density residential and commercial land uses.
- High curbside activity areas.

**Essential Right-of-Way Functions**

| Function | Definition | Uses |
|---|---|---|
| Mobility | Moves people and goods | Sidewalks<br>Bus or streetcar lanes<br>Bike lanes<br>General purpose travel lanes - includes freight<br>Right-or left-turn only lanes |
| Access for People | People arrive at their destination, or transfer between different ways of getting around | Bus or rail stops<br>Bike parking<br>Curb bulbs<br>Passenger load zones<br>Short-term parking<br>Taxi zones |
| Access for Commerce | Goods and services reach their customers and markets | Commercial vehicle load zone<br>Truck load zone |
| Activation | Offers vibrant social spaces | Food trucks<br>Parklets and streateries<br>Public art<br>Seating<br>Street festivals |
| Greening | Enhances aesthetics and environmental health | Plantings<br>• Boulevards<br>• Street trees<br>• Planter boxes<br>Rain gardens and bio-swales |
| Storage | Provides storage for vehicles or equipment | Bus layover<br>Long-term parking<br>Reserved spaces (e.g. for Police or other government use)<br>Construction |

*Primary right-of-way functions identified by Seattle Department of Transportation.*

(Photo Credit: *Medium)*


***Relocate*** curb spaces to better utilize the curb zone.


***Convert*** curb space to different uses to better utilize the curb zone.


Convert curb spaces to ***flexible time of day zones*** to meet demand-based uses throughout the day.

# 6. DRAFT PROJECT RECOMMENDATIONS

# Burbank Citywide Complete Streets Plan
# PRIORITY PROJECTS

## SHORT-TERM

***CRITERIA FOR SELECTION:***

- Located within Filter 1 ***AND*** Filter 2
- Low capital cost, "quick-build"
- Grant-eligibility
- Could utilize existing funds or likely to be implemented via private developer in near future

## MID-TERM

***CRITERIA FOR SELECTION:***

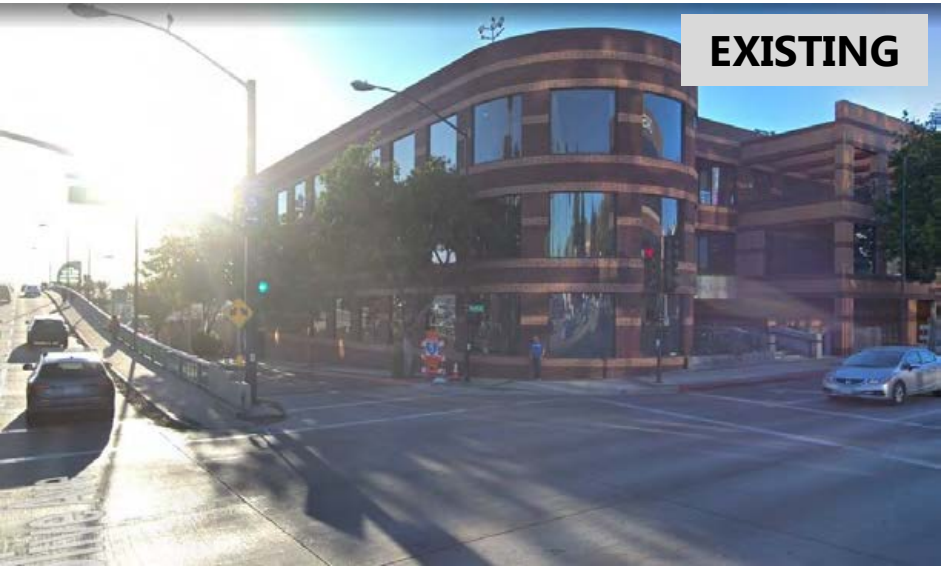
- Located within Filter 1 ***AND/OR*** Filter 2
- Medium capital cost
- Grant-eligibility

## LONG-TERM / ASPIRATIONAL

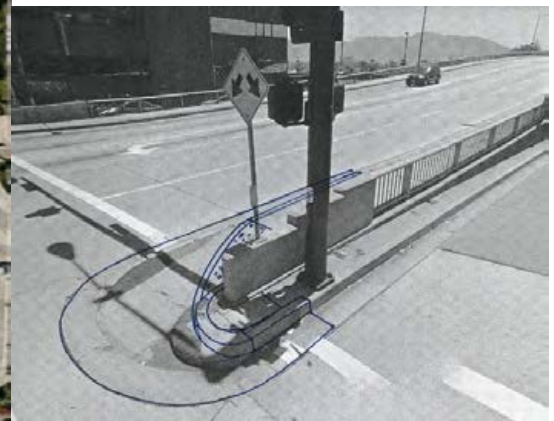
***CRITERIA FOR SELECTION:***

- Located within Filter 1 ***AND/OR*** Filter 2
- High capital cost
- Grant-eligibility
- Multi-agency and/or multi-jurisdictional
- Requires additional public engagement and support
- Significant intervention that would transform City's public realm

# SHORT-TERM PROJECT
## BONNYWOOD PLACE CLOSURE PROJECT



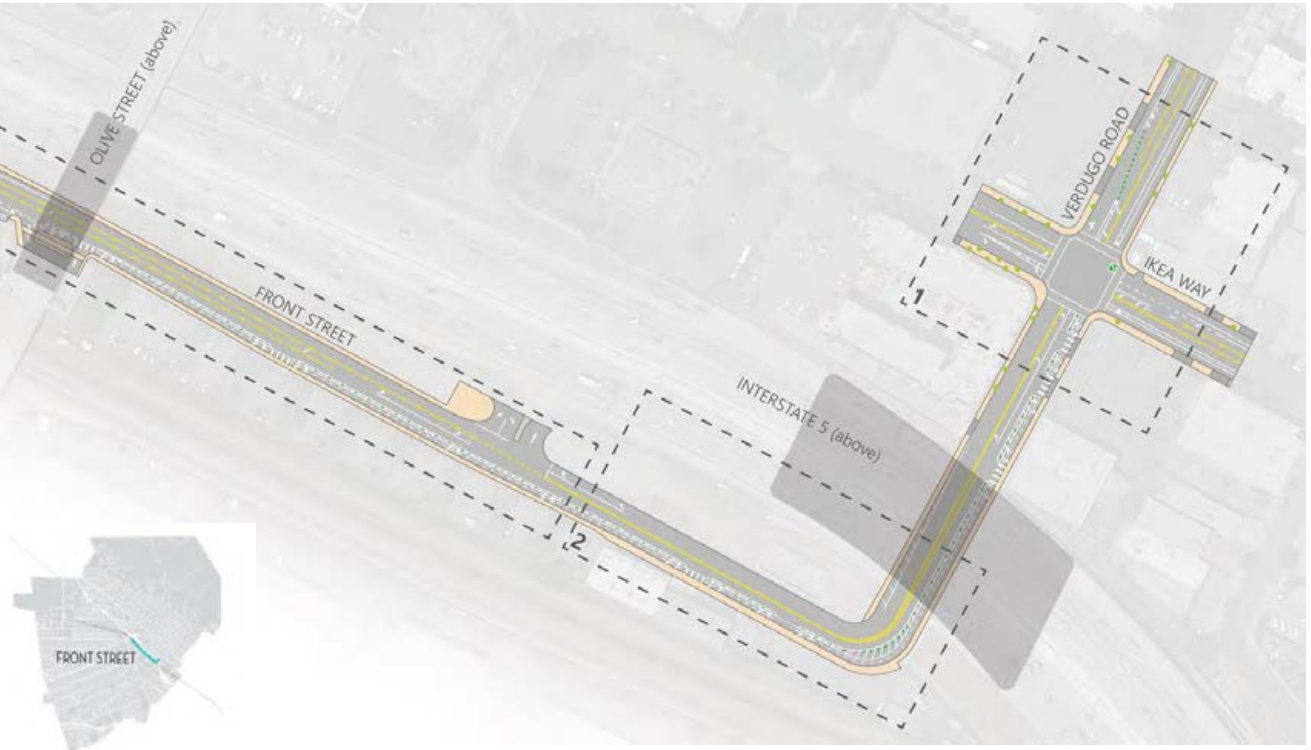


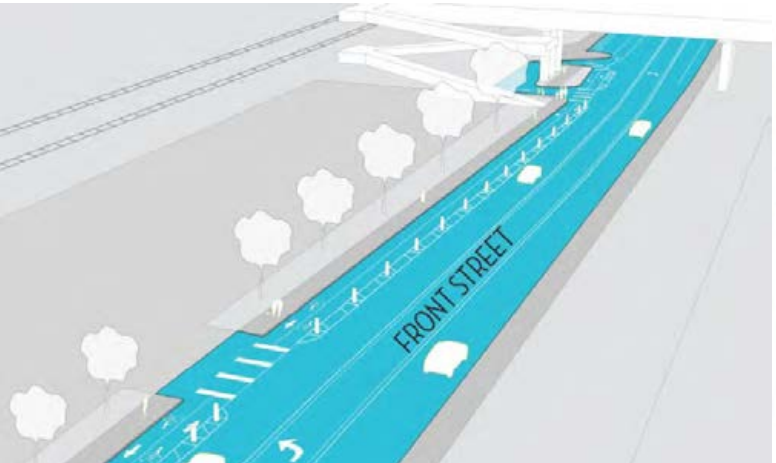


- **Project Location:**
  - Bonnywood Pl. at 1st St. and Olive Ave.
- **Project Description:**
  - Close vehicular access to Bonnywood Pl.
  - Improve pedestrian crossing by adding high-visibility crosswalks, upgrading ADA ramps, and enlarging pedestrian landing area at the bottom of Olive Bridge.
- **Purpose:**
  - Improve pedestrian safety in Downtown Burbank.
  - Improve first/last-mile connectivity to the Downtown Burbank Metrolink Station.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

# SHORT-TERM PROJECT
## FRONT STREET CLASS IV BIKEWAY – PHASE 1



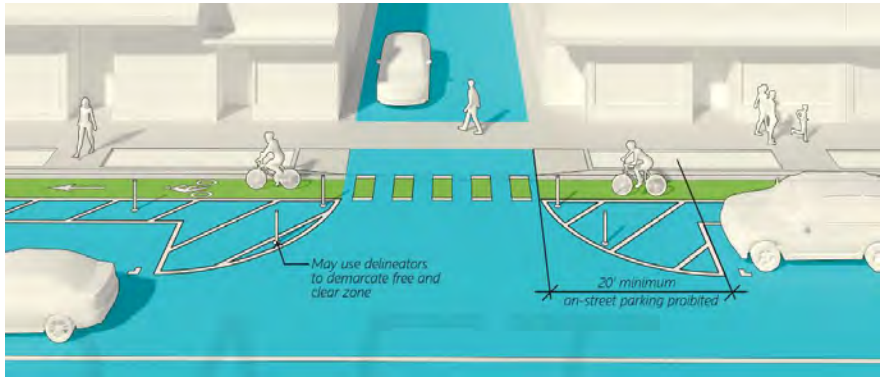




Front St - Existing

- **Project Location:**
  - Front St. between 1st St. and Olive Bridge underpass.
- **Project Description:**
  - Two-way, in-street Class IV protected bikeway with bollards.
- **Purpose:**
  - Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile gap.
  - Connect to future LaTerra (777 Front St.) development's sidewalk-level bicycle lane.

- **Priority Networks:**
  - Pedestrian
  - Bicyclist
- **Focus Area?:** Yes

# SHORT-TERM PROJECT
## FIRST STREET COMPLETE STREET PROJECT – PHASE 1


1st St - Existing

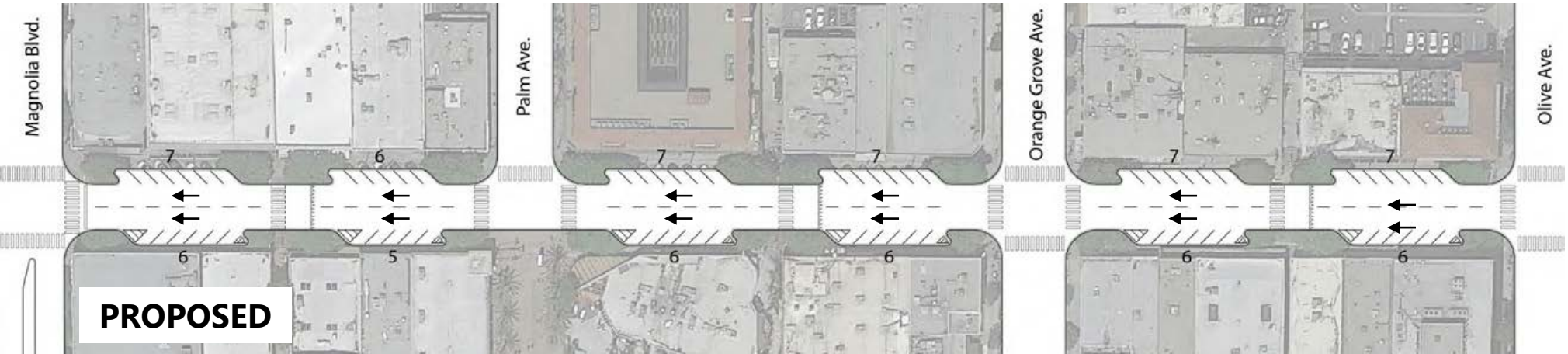
- **Project Location:**
  - 1st St. between San Fernando Blvd. and Verdugo Ave.
- **Project Description:**
  - In-street Class IV protected bikeway with bollards and bus boarding islands
- **Purpose:**
  - Provide east/west connectivity between the Downtown Metrolink Station and Downtown Burbank to eliminate first/last-mile gap.
  - Connect to future First Street Village development's sidewalk-level bikeway at 1st St. and Magnolia Blvd. and the proposed Front Street Class IV Bikeway Project.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

# SHORT-TERM PROJECT
## DOWNTOWN SAN FERNANDO BVLD. RECONFIGURATION – PHASE 1


**EXISTING**

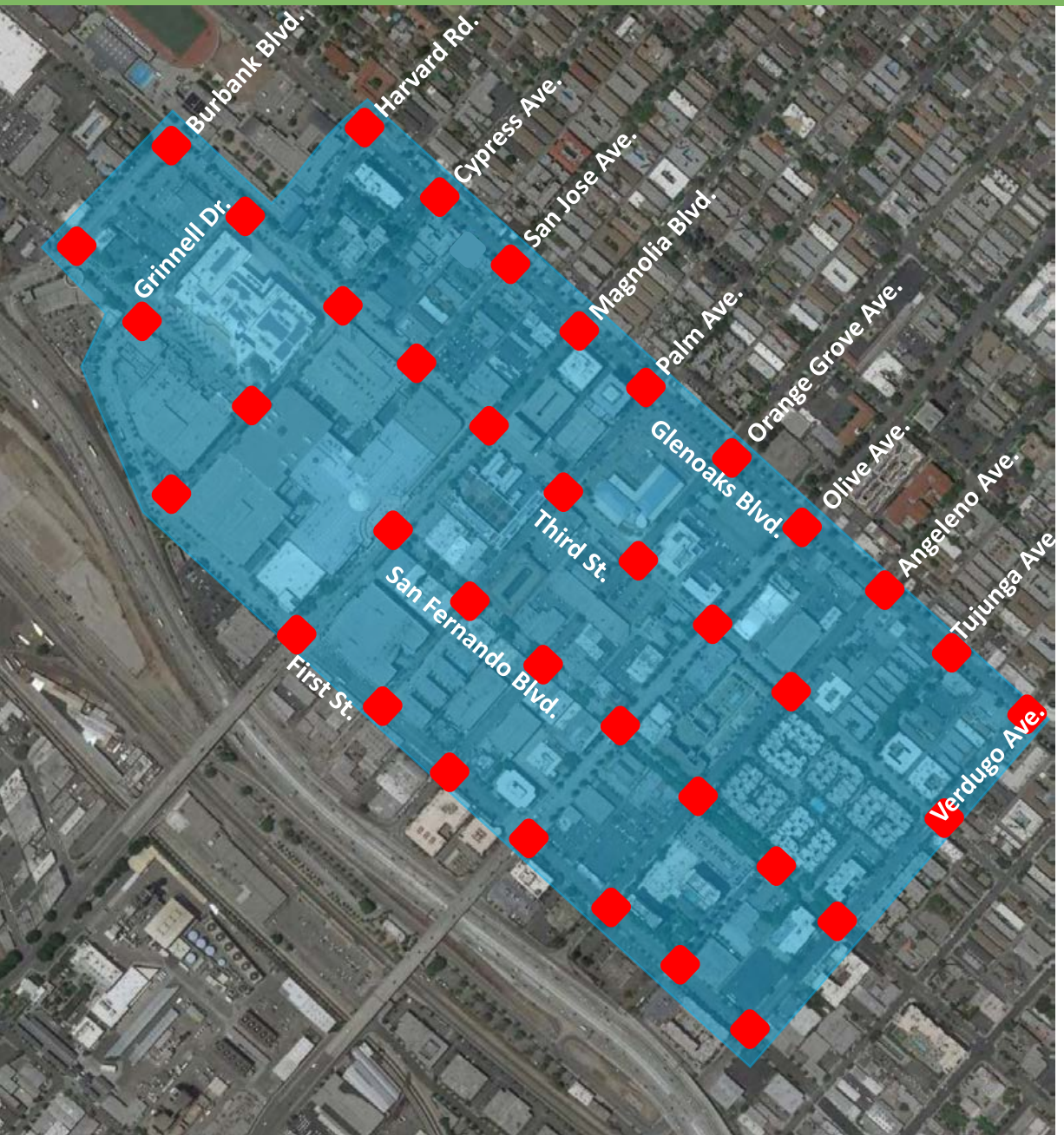
- **Project Location:**
  - San Fernando Blvd. between Magnolia Blvd. and Olive Ave.
- **Project Description:**
  - Change vehicular flow of traffic to be two lanes one-way only traveling northbound on San Fernando Blvd.
  - Install signage and modify roadway striping.
  - Remove 6 parking spaces to maintain head-in angled parking on west side of San Fernando Blvd.
- **Purpose:**
  - Enhance vehicular and pedestrian safety.
  - Phase 1 would be a short-term test project. If successful, a Phase 2 project would create a more long-term improvement with wider sidewalks and traffic calming.




**PROPOSED**

- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** Yes

# SHORT-TERM PROJECT
## DOWNTOWN PEDESTRIAN IMPROVEMENTS STUDY AND CONCEPTUAL DESIGN

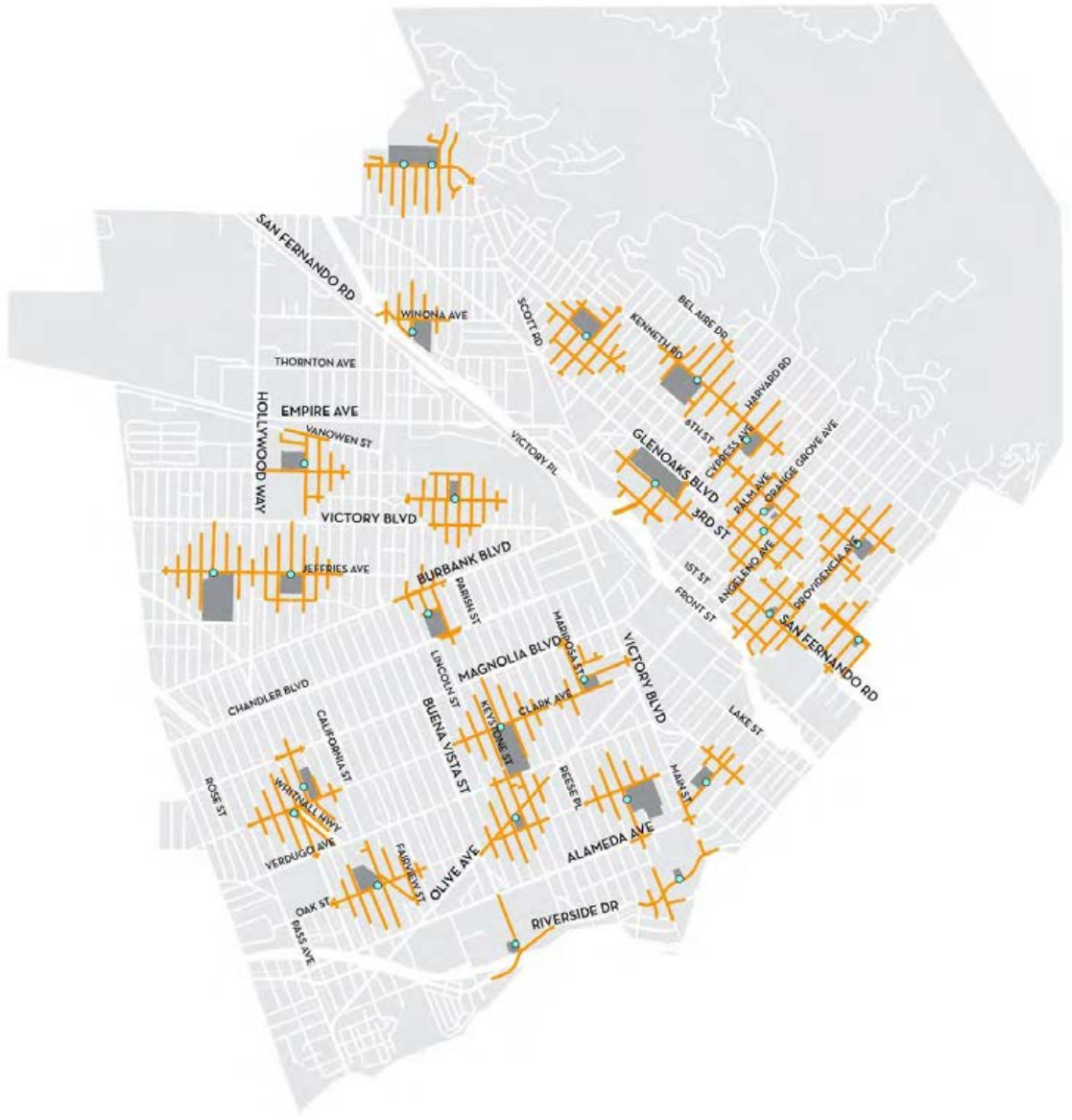



- **Project Location:**
  - 38 intersections in Downtown from Burbank Blvd. to Verdugo Ave. between Glenoaks Blvd. and 1st St.
- **Project Description:**
  - Conduct a study and conceptual engineering design for potential pedestrian safety improvements in the Downtown core.
- **Purpose:**
  - Improve pedestrian safety in Downtown Burbank, which has shown the highest pedestrian volumes and pedestrian-involved collisions in the City.

Study Intersection
Study Area

- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** Yes

# SHORT-TERM PROJECT
## CITYWIDE SAFE ROUTES TO SCHOOL SITE ASSESSMENTS AND CONCEPTUAL DESIGN PLANS




- **Project Location:**
  - All 27 schools Citywide.

- **Project Description:**
  - Conduct site assessments at every school in the City and create conceptual plans for traffic safety improvements.
  - Create an implementation plan for future grant funding opportunities or to be installed gradually over time.

- **Purpose:**
  - Council adopted a local all-way stop and 15 mph school speed zone criteria in November 2018 to support school traffic safety. This project would be the next step in reinforcing school traffic safety and to calm traffic.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

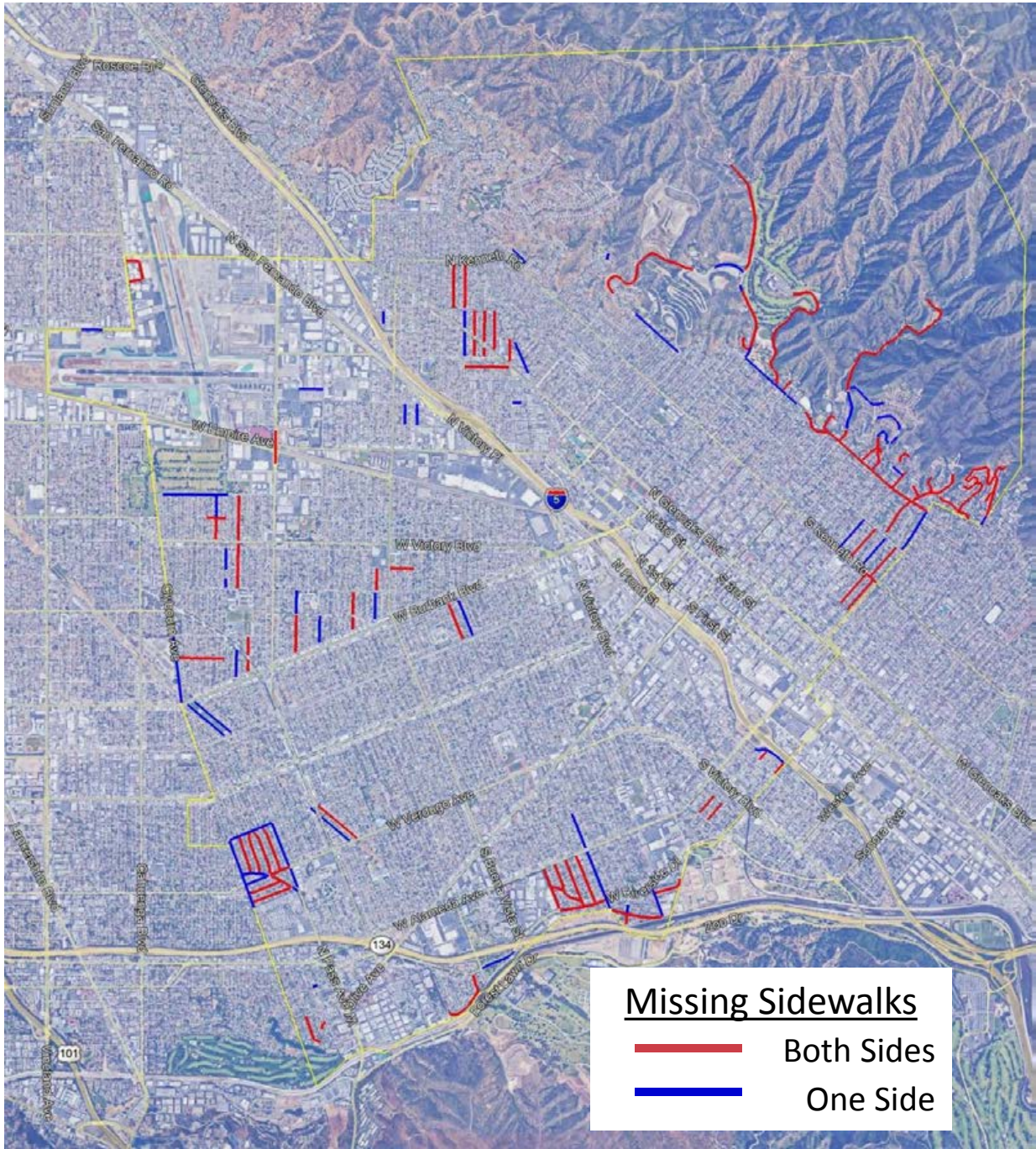
# SHORT-TERM PROJECT
## CITYWIDE SIDEWALKS IMPLEMENTATION PLAN

- **Project Location:**
  - Missing sidewalks Citywide.

- **Project Description:**
  - Create an Implementation Plan for how to build currently missing sidewalks Citywide.
  - Locations near schools, parks, libraries, senior centers, and transit stops would be prioritized first.

- **Purpose:**
  - Improve pedestrian safety and connectivity.
  - Complete first/last-mile connections.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes



# SHORT-TERM PROJECT
## LOCAL ROAD SAFETY PLAN (LRSP)

- **Project Location:**
  - Citywide.
- **Project Description:**
  - Create a framework to systematically identify and analyze traffic safety issues Citywide and recommend future safety improvements based on comprehensive data analysis.
- **Purpose:**
  - Reduce motorist fatalities and serious injuries.
  - Meet state and federal requirements to expand future grant funding eligibility.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

# MID-TERM PROJECT
## DOWNTOWN SAN FERNANDO RECONFIGURATION – PHASE 2



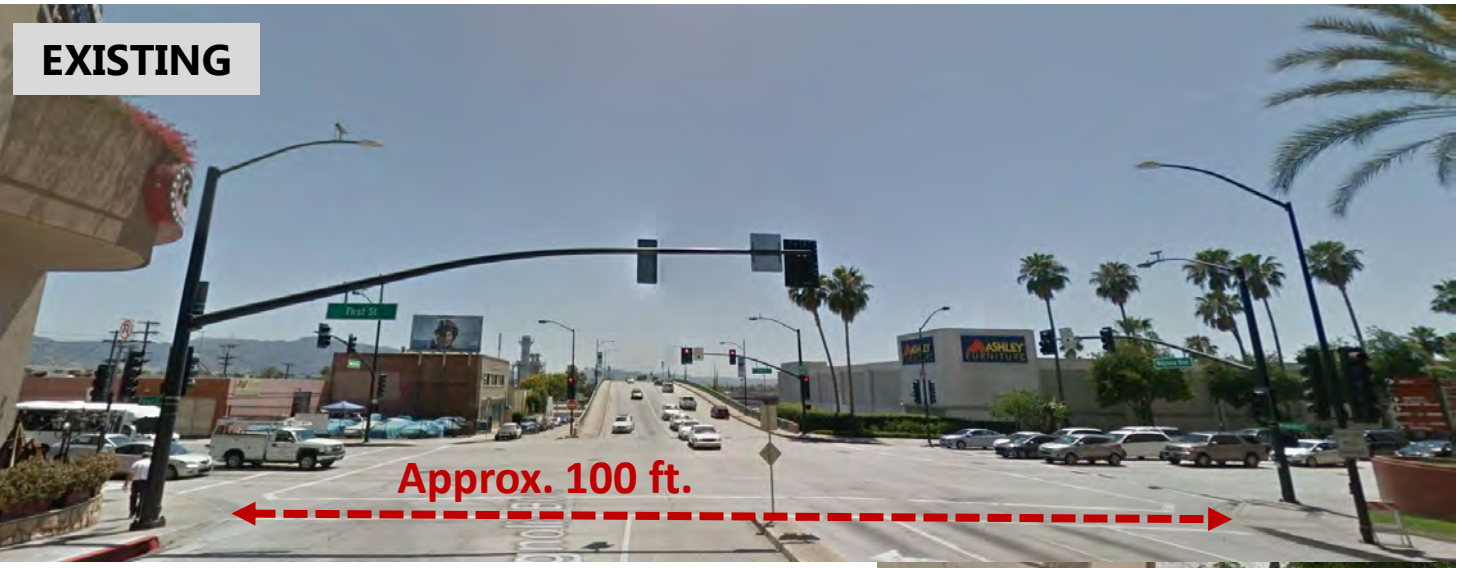
- **Project Location:**
  - San Fernando Blvd. between Magnolia Blvd. and Olive Ave.

- **Project Description:**
  - Build permanent infrastructure and signs for Phase 2.
  - Make one-way vehicular flow of traffic be permanent.
  - Reduce vehicle travel lanes from two lanes to one lane.
  - Reconstruct curb and gutter to expand parkways from current 10 ft. to about 17 ft.
  - Streamline and reorganize sidewalk zones.
  - Provide more street trees and/or shade structures along San Fernando Blvd.

- **Purpose:**
  - Enhance vehicular and pedestrian safety.
  - Expand shade in Downtown.


- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** Yes

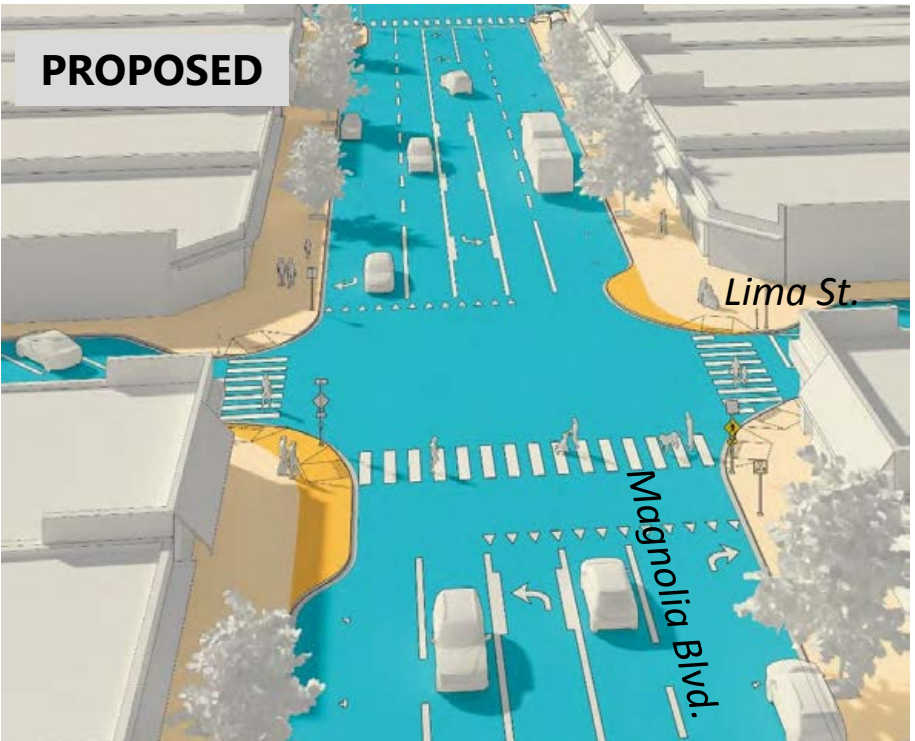
**EXISTING**




**PROPOSED**


- **Project Location:**
  - Magnolia Blvd. between 1st St. and San Fernando Blvd.
- **Project Description:**
  - Upgrade pedestrian crossing at 1st St. and Magnolia Blvd. intersection to high visibility crosswalks.
  - Widen sidewalks along southern side of Magnolia Blvd. to about 10 ft. by removing about 8 parking spaces.
  - Expand northeast and southeast corner at 1st/Magnolia to reduce pedestrian crossing distance by about 30 ft.
  - Retain vehicular capacity and existing travel lanes.
- **Purpose:**
  - Improve pedestrian safety and connectivity.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes


- **Project Location:**
  - 8 blocks along Magnolia Blvd. between Catalina St. and Hollywood Way.
- **Project Description:**
  - Install high-visibility crosswalks and controlled pedestrian crossings at every intersection.
  - Install curb extensions at intersections with high pedestrian volumes.
- **Purpose:**
  - Improve pedestrian safety and connectivity.


- **Priority Networks:**
  - Pedestrian
  - Motorist
- **Focus Area?:** Yes

Project Intersection
Project Area
New Controlled Crossing

# MID-TERM PROJECT
## CHANDLER BIKEWAY ACCESS IMPROVEMENTS & RECONFIGURATION



- **Project Location:**
  - Chandler Blvd. between Clybourn Ave. and Mariposa.

- **Project Description:**
  - Construct 26 pedestrian curb ramps with high visibility crosswalks.
  - Create 5 new access points along the existing multi-use path.
  - Re-stripe Chandler Blvd. for vehicular traffic to be the traditional one-way in each direction.

- **Purpose:**
  - Currently, people with disabilities must travel up to ½ mile to access the Chandler Bikeway. The project would provide ADA upgrades and improve pedestrian safety and convenience.
  - Enhance bicyclist safety and accessibility.
  - Improve motorist safety.

Proposed New Access Point
Existing Access Point
Project Area

- **Priority Networks:**
  - Pedestrian
  - Bicyclist
- **Focus Area?:** No

# MID-TERM PROJECT
## EDISON/HOLLYWOOD INTERSECTION RECONFIGURATION





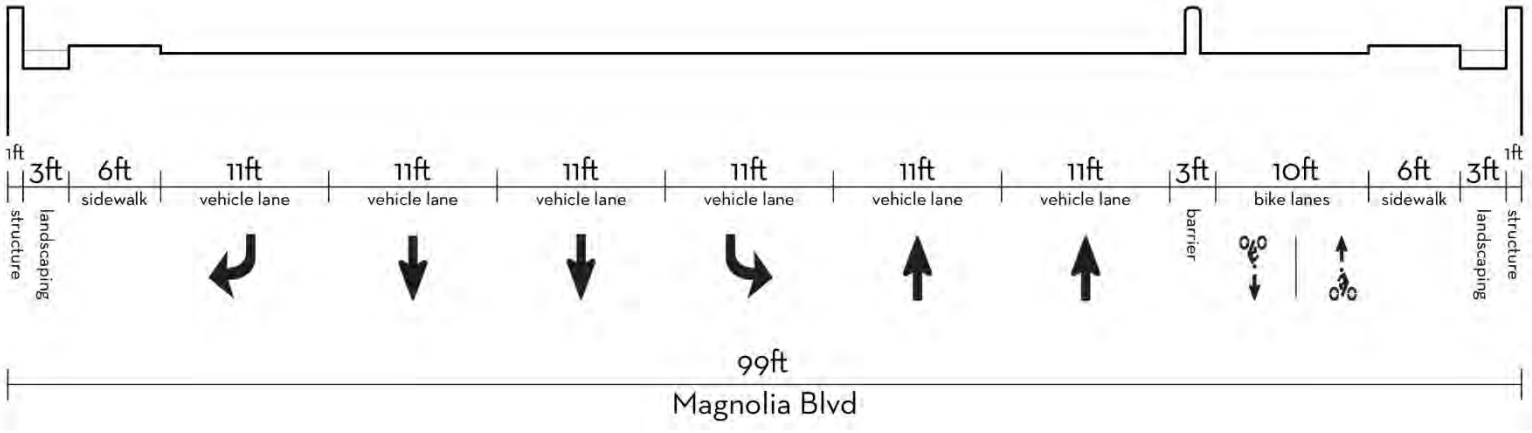
- **Project Location:**
  - Edison Blvd. at Hollywood Way
- **Project Description:**
  - Reconfigure the intersection to enhance pedestrian and motorist safety.
  - Reduce pedestrian crossing distance across Hollywood Way and install high-visibility crosswalks.
  - Install landscaping, public art, demonstration garden, and/or storm water capture.
- **Purpose:**
  - Increase shade and urban greenery.
  - Improve pedestrian and motorist safety.

- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** No

# LONG-TERM PROJECT
## MAGNOLIA BRIDGE IN DOWNTOWN

**EXISTING**

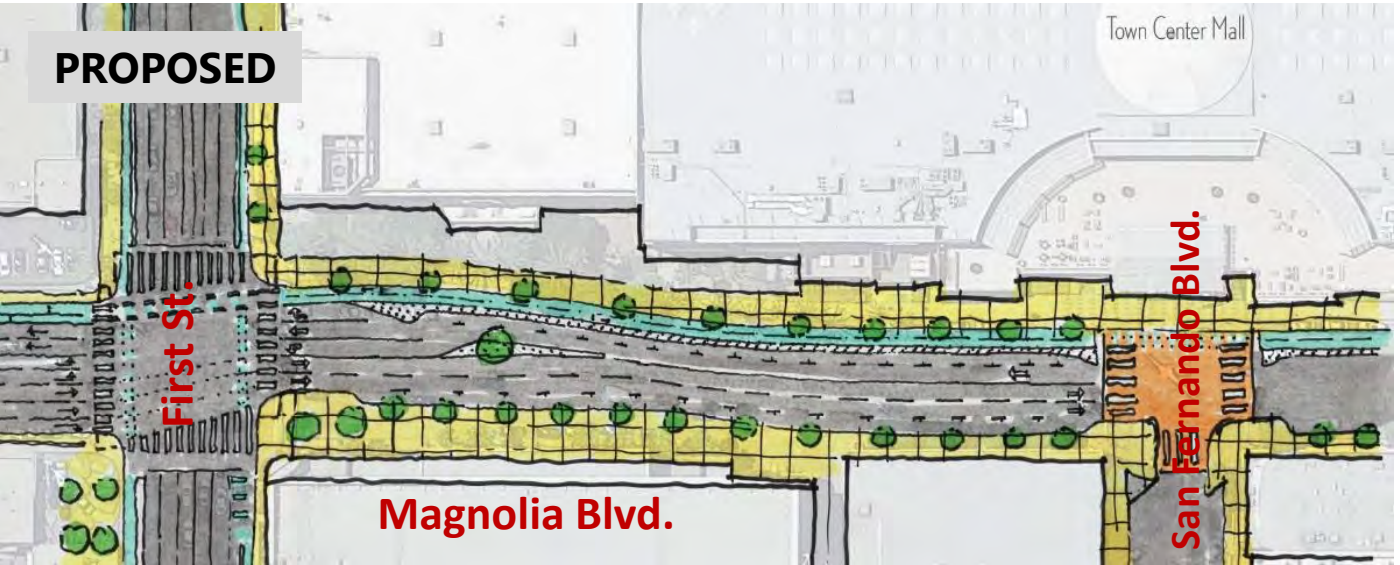
**PROPOSED**




- **Project Location:**
  - Magnolia Bridge from 1st St. to Varney St.
- **Project Description:**
  - When the Magnolia Bridge is rehabilitated, the project should include bicycle and pedestrian paths that are separated and protected from vehicular traffic.
- **Purpose:**
  - Improve pedestrian and bicyclist safety.
  - Enhance east/west pedestrian and bicyclist connectivity over the freeway. There is currently no direct and convenient way to cross over the I-5 freeway.

- **Priority Networks:**
  - Pedestrian
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

# LONG-TERM PROJECT
## DOWNTOWN MAGNOLIA BOULEVARD IMPROVEMENT PROJECT – PHASE 2

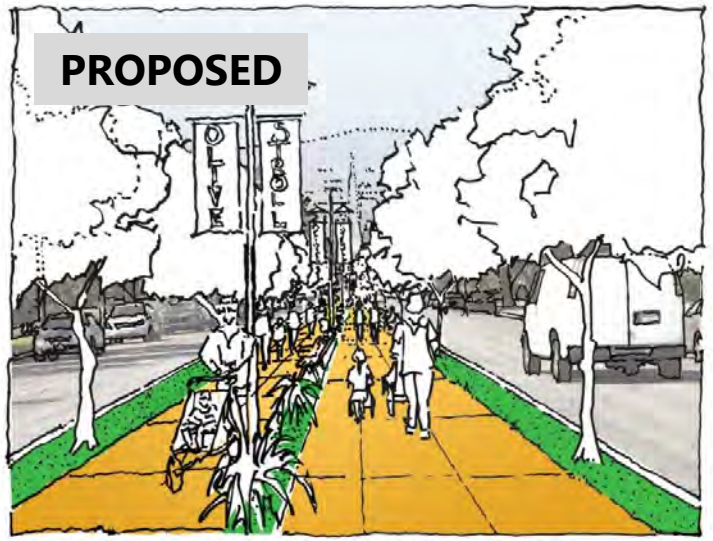

- **Project Location:**
  - Magnolia Boulevard between 1st St. and 3rd St.
- **Project Description:**
  - Remove one westbound travel lane and maintain existing two eastbound travel lanes on Magnolia Blvd.
  - Construct two-way, sidewalk-level Class IV bicycle lanes on northern side of Magnolia Blvd.
- **Purpose:**
  - Improve pedestrian and bicyclist safety.
  - Enhance first/last-mile connectivity.
  - Increase shade and urban greenery.

- **Priority Networks:**
  - Pedestrian
  - Bicyclist
  - Motorist
- **Focus Area?:** Yes

# LONG-TERM PROJECT
## NORTH OLIVE AVENUE GREENING PROJECT



OPTION 1: 20-FOOT WIDE LANDSCAPED MEDIAN




OPTION 2: 20-FOOT WIDE WALKING & JOGGING PROMENADE

- **Project Location:**
  - Olive Avenue between Sunset Canyon Dr. and Kenneth Rd.
- **Project Description:**
  - Construct a landscaped median for storm water capture or a walking path with landscaping.
  - Existing vehicular lanes and on-street parking would remain unchanged.
- **Purpose:**
  - Traffic calming for a residential street.
  - Fulfill City's Green Streets Policy and expand storm water capture.
  - Expand shade and urban greenery.

- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** No

# LONG-TERM PROJECT
## MARIPOSA BRIDLE PATH PROJECT

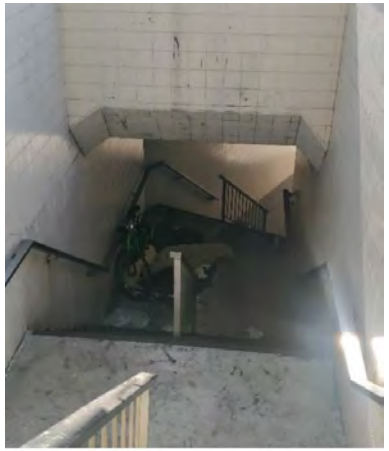


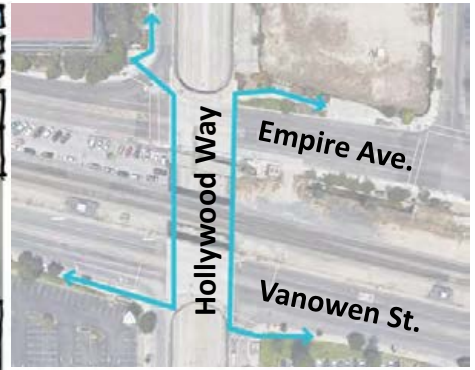

*Dirt equestrian bridle path with side barrier, in Simi Valley, CA. Source: Sydney Ember.*

- **Project Location:**
  - Mariposa St. between Riverside Dr. and Valleyheart Dr.
- **Project Description:**
  - Acquire right-of-way along eastern side of Mariposa St. and remove about 8 on-street parking spaces to construct a 12 ft. wide equestrian path.
  - Construct a high fence to separate equestrian from other street users.
  - Would require future dedication.
- **Purpose:**
  - Project would improve equestrian access to the only equestrian bridge that connects Burbank to Griffith Park.
  - Improve equestrian, pedestrian, and motorist safety.

- **Priority Networks:**
  - Pedestrian
- **Focus Area?:** No

# LONG-TERM PROJECT
## HOLLYWOOD WAY/EMPIRE IMPROVEMENT UNDERPASS PROJECT



Existing stairwell


**WHAT COULD THIS LOOK LIKE?**

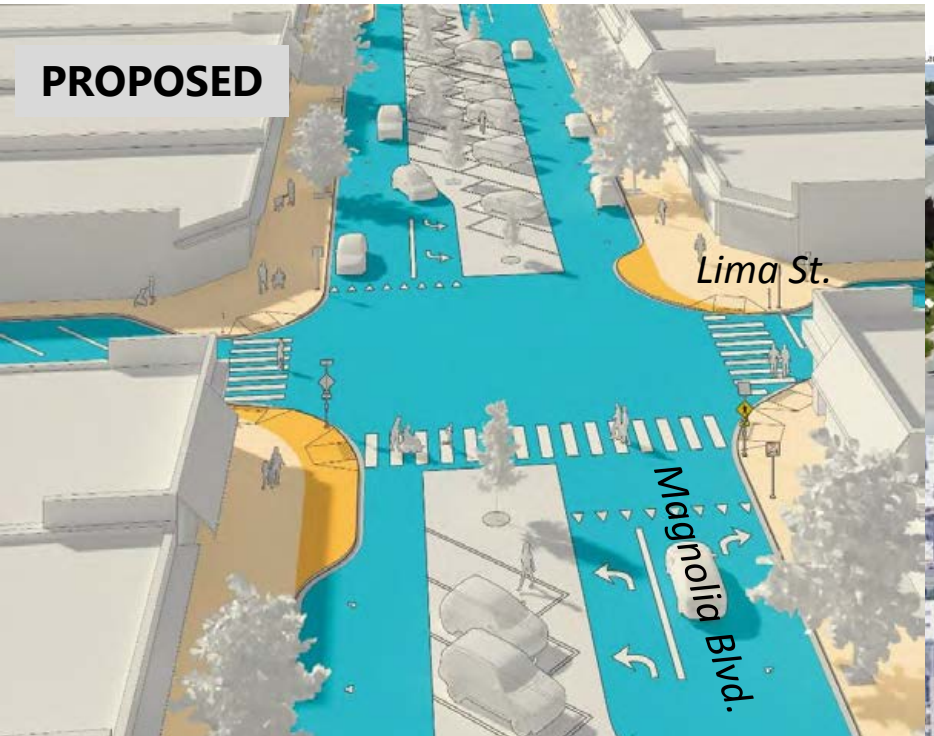

State St, Santa Barbara

- **Project Location:**
  - Hollywood Way underpass between Empire Ave. and Vanowen St.
- **Project Description:**
  - Construct elevated and separated sidewalks along the underpass.
  - Provide ADA accessibility.
  - Enhance roadway and pedestrian lighting.
- **Purpose:**
  - Currently, there is an existing stairwell, but no sidewalks that connect between Empire Ave. and Vanowen St. along Hollywood Way.
  - Improve ADA access, pedestrian safety, and public safety.
  - Close gaps and improve first/last-mile connectivity.

- **Priority Networks:**
  - Pedestrian
  - Transit
  - Motorist
- **Focus Area?:** Yes

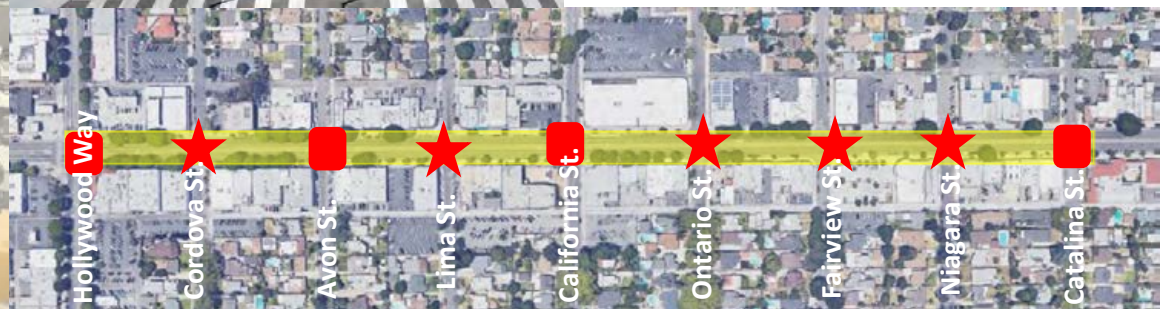
# LONG-TERM / ASPIRATIONAL IDEA

## MAGNOLIA BLVD. IN MAG PARK RECONFIGURATION PROJECT – PHASE 2



- **Project Location:**
  - 8 blocks along Magnolia Blvd. between Catalina St. and Hollywood Way.
- **Project Description:**
  - Reduce vehicular travel lanes from two lanes in each direction with center turn lane to one lane in each direction with left and right-turn pockets at every intersection.
  - Install 30 ft. center median for parking and landscaping. About 22 additional parking spaces would be added per block.
  - Neighborhood protection study and planning would need to occur to reduce cut-through traffic.
- **Purpose:**
  - Reimagine the segment as a slower, retail street that does not serve as an arterial street in the future.
  - Traffic calming could help businesses and build better neighborhoods.

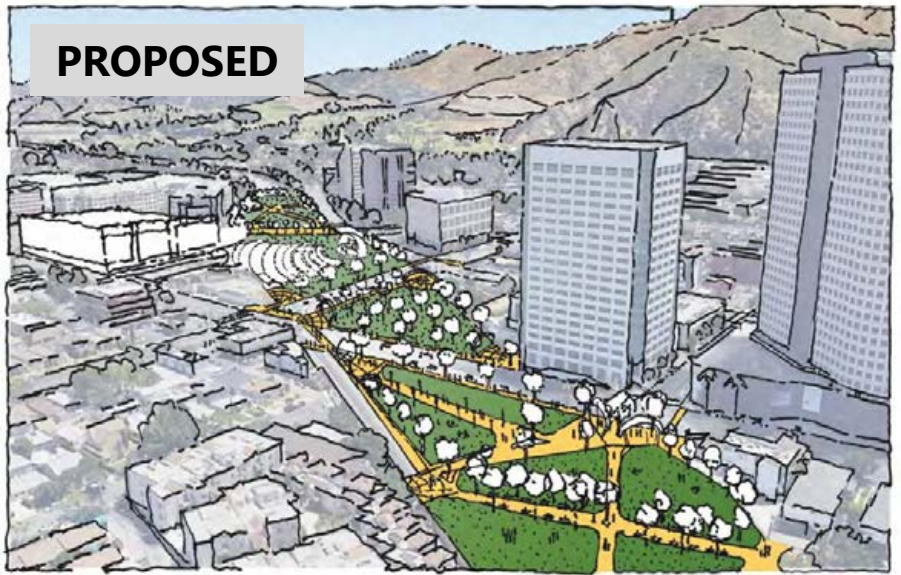



- **Priority Networks:**
  - Pedestrian
  - Motorist
- **Focus Area?:** Yes

Project Intersection
Project Area
New Controlled Crossing

# LONG-TERM / ASPIRATIONAL IDEA

## CA-134 FREEWAY CAP



- **Project Location:**
  - SR-134 freeway from California St. to Pass Ave.
- **Project Description:**
  - Construct four decks to connect over the SR-134 freeway.
  - Construct passive recreational park with landscaping and greenery.
  - Partner with local organizations and local studios to program the outdoor space with community activities and events.
- **Purpose:**
  - Close gaps and improve first/last-mile connectivity.
  - Expand urban greening and park space.


- **Priority Networks:**
  - Pedestrian
  - Transit
  - Motorist
- **Focus Area?:** Yes

# SCHEDULE OF MEETINGS

- **February 24th**
  - Transportation Commission Meeting
- **March 4th**
  - Magnolia Merchants Association Meeting
- **March 5th**
  - Downtown Burbank Board (P-BID) Meeting
- **March 9th**
  - Planning Board Meeting
- **March 16th**
  - Sustainable Burbank Commission Meeting
- **March 17th**
  - City Council 2nd Study Session
- **March 26th**
  - Infrastructure Oversight Board (IOB) Meeting
- **April 21st**
  - City Council Public Hearing for Adoption of the Final Plan

# QUESTIONS?

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