



Multimodal Transportation Plan (2046)

Needs Assessment, Goals, and Long-Term Strategies for Urban Mobility

City of Burbank, California

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Executive Summary

Burbank, California, is a regional employment center (especially for film production), airport city, and rail gateway, however, most residents and visitors rely on private automobiles for transportation. With a little over 107,000 residents (2020 Census), the city is an important cultural and economic hub in the Los Angeles area. Although dominated by the automobile, BurbankBus, LA Metro Bus, and three Metrolink and Amtrak (heavy commuter rail) stations serve those who are unable to or choose not to drive. Multimodal transit use is low, with 1.6% of residents using public transit and 0.6% using bicycles for daily commutes.

Municipal status quo transportation safety and equity are less than desirable. 205 vehicular crashes were reported in 2025, mostly during afternoon peak periods, with unsafe speed being the leading factor. Higher shares of people with disabilities reside in the central city near the rail corridor. In contrast, high shares of aging populations live in northern hillside tracts and south Burbank. 3.1% of households have no vehicle. All of this reinforces the need for reliable transit, complete ADA facilities, shorter crosswalks, and a safer, well-shaded walking environment.

This plan proposes a visionary future for Burbank, where safe and fast travel does not require automobile ownership, traffic deaths and injuries are rare, and regional rail, bus, walking, and cycling facilities operate holistically. A generational catalyst already in the works is the LA Metro Bus Rapid Transit project. Expected to be completed in time for the 2028 Olympics, this route will be an integral transportation backbone, providing regular commuting and leisure transportation to and from Burbank.

By 2046, the city's main transportation goals are as follows:

1. Implement BRT first/last mile improvements; safe walking routes, secure bike parking, real-time information, shade, and local bus connections.
2. Rebuild the Olive Avenue viaduct to create an intermodal center linking rail, BRT, local bus, bicycling, and passenger pickup/drop-off in a single hub.
3. Advance a long-range study to extend the Metro B Line subway from North Hollywood to the Burbank Airport and advocate for delivery by 2046.
4. Transform Magnolia Boulevard into a safer main street corridor via road dieting.
5. Complete a connected citywide protected bikeway network.
6. Accelerate the Vision Zero implementation program focused on quick-build safety upgrades, ADA improvements, bus stop modernization, and data-driven performance tracking.

Implementation will take place in three phases: 2026-2030 quick-build safety projects, BRT station access, BurbankBus integration, Magnolia pilots, and Olive viaduct multimodal feasibility; 2031-2038 Magnolia and Glenoaks upgrades plus major ADA and first/last-mile investments; and 2039-2046 pursuit of the Metro B Line extension and full airport-district integration with high-speed rail and regional bus and rail services. Funding can be sourced from Measure M and Local Return with ATP, HSIP, CMAQ, TIRCP, Bridge Investment Program, Reconnecting Communities Pilot, and CRISI resources.

Introduction

Burbank, California, is a city of 107,337 residents (2020 Census), with a well-developed transportation network that facilitates travel throughout the city and the region. This network has been primarily designed to accommodate movement via automobile, the dominant travel mode in the city. The city's network also includes two highways (Interstate 5 and State Route 134), local and regional bus service (LA Metro, BurbankBus), heavy rail connections (Metrolink, Amtrak, Union Pacific Railroad), and a regional airport (Hollywood Burbank Airport).

This proposed Multimodal Transportation Plan 2046 aligns with the California Transportation Plan 2050 (CTP 2050) and Senate Bill 375 (SB 375), and includes a sustainable communities strategy (SCS) to meet greenhouse gas (GHG) emission reduction targets set by the California Air Resources Board (CARB). In meeting these targets, this plan is intended to reduce traffic fatalities and serious injuries, lower vehicle miles travelled and greenhouse gases emitted, improve multimodal access for all residents and visitors, and direct investment towards historically underserved populations. This plan is also intended to build on Burbank's own adopted policy goals, including the Mobility Element of the 2013 Burbank General Plan (Burbank2035), 2020 Burbank Complete Streets Plan, and 2025 Safer Streets Burbank Action Plan.

A: Existing Conditions

Burbank is an edge city (1991 term coined by Joel Garreau) in the second-largest metropolitan area of the United States, but retains a suburban character, with a traditional downtown and exceptional regional multimodal interconnectivity. Its geography and infrastructure support greater multimodal transit behavior, but the suburban character of the community constrains demand and receptiveness to improved connectivity and service.

The city is bisected by both Interstate 5 and State Route 134 highways, with a major entertainment employment sector centered in the Media Center district, and an entertainment district downtown. Burbank is a significant regional retail destination as well, with the country's largest IKEA, along with other major chain retailers. Burbank is home to a busy regional airport that is in the final phase of construction of a new passenger terminal. The new 335,000 square foot, 14-gate terminal, scheduled to open in October 2026, anchors a major airport commerce and hotel district and continues to be identified as a stop on the California High Speed Rail. Holistically, these assets give Burbank a huge advantage in intermodal transit, but land use constraints, a fragmented bicycle network, and poor first-last mile connectivity prevent the transit network from operating efficiently and effectively.

Burbank, CA Network Indicators

Indicator	Current Condition	Planning Implication
Population and scale	107,337 residents in 2020; 103,543 estimated in 2024.	Burbank is large enough to support frequent multimodal corridors and station-area planning.
Work-trip mode share	About 62% to 66% drive alone; transit about 1.6%; bike about 0.6%.	The primary challenge is not access to transportation infrastructure in the abstract, but weak everyday mode choice.
Commute time	Mean commute time is 27.2 minutes; only 2.25% commute 90+ minutes.	Many trips are short enough to be shifted if safe and attractive non-auto options exist.
Household access	3.1% of worker households have no vehicle; 55.0% are renter-occupied.	A car-oriented system still excludes a meaningful share of residents and workers.
Safety	205 reported crashes in the 2025 class dataset; unsafe speed is the leading factor.	Street design and operations must be treated as core safety issues, not just enforcement issues.
Transit assets	BurbankBus, Metrolink, Amtrak at Airport-South, RITC, nearby Metro rail, future BRT.	Burbank already has a strong asset base for integration and mode shift.
Equity geography	Higher disability shares in central Burbank and higher 65+ shares in northern and southern tracts.	Universal design and accessible transit must shape corridor priorities.
Bike network	Existing bike facilities are fragmented, with limited separated infrastructure.	Network completion and protection from traffic should be treated as basic system requirements.

Compiled from U.S. Census Bureau (2025); Esri-MRI-Simmons (2026); Safe Transportation Research and Education Center, University of California, Berkeley (2025); Southern California Association of Governments (2024 & 2025).

A.1: Travel Behavior & Commuting Patterns

Recent American Community Survey (ACS) data confirms that most of Burbank's residents commute via automobile. Within Burbank, there are 52,659 workers aged 16 and over, with 61.8% of them driving alone, 22.9% teleworking, 4.6% carpooling, 1.6% using public transportation, 2.7% walking, and 0.6% biking to work (Esri-MRI-Simmons, 2026).

Observing the 2026 Esri-MRI-Simmons data, Burbank is lagging in public transportation use. Burbank's commuting via public transit rate is at 1.6%, and Los Angeles County's is more than double at 4.25%. However, Burbank commuters are less likely to commute longer distances than the Los Angeles County average, with fewer commuters spending 90 minutes or more getting to work. In fact, the mean travel time to work is 27 minutes, with 29% of commuters spending less than 15 minutes to get to work. Burbank's commuting profile reveals that many trips are not exceptionally long, so the current low transit, walk, and bike mode shares are better understood as system-design outcomes than as unavoidable geography.

A.2: Safety Conditions

Information from the University of California, Berkeley's Transportation Injury Mapping System (TIMS) paints a picture of automobiles wreaking havoc in the city. Of the 204 reported crashes in 2025, most were rear-end incidents, and only 6 were reported incidents with pedestrians. However, a truly safe transportation system means all vulnerable users are protected. Unsurprisingly, the primary factor of collision is unsafe speed at 45.6%, indicating that the infrastructure makes it too easy for motorists to treat city roads as their speedway. Additionally, the data shows that crashes generally peak during the afternoon rush hour, roughly from 3 to 6 p.m.

Burbank's adoption of the Safer Streets Burbank Action Plan in 2025 provides a response to eliminating fatalities and serious injuries by 2035, memorializing future street improvements and preserving and expanding bicycle, pedestrian, and transit opportunities along existing right-of-ways whenever possible (City of Burbank, 2025).

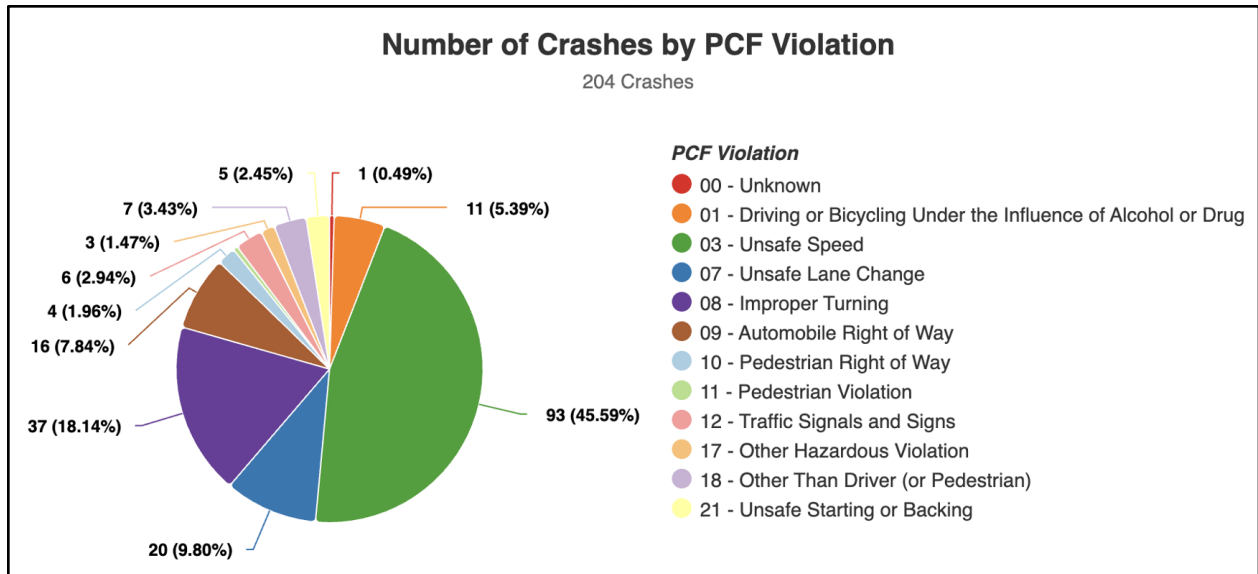


Figure 2: The leading factor in Burbank vehicle crashes is unsafe speed.

A.3: Equity & Access

Transportation equity, or lack thereof, overlaps with age, disability, vehicle access, housing tenure, language, and geography. Specific to Burbank, 16.3% of residents are age 65 and older, 29.9% are foreign-born, 41.5% of residents age five and older speak a language other than English at home, and 6.5% of residents under age 65 live with a disability (U.S. Census Bureau, 2025). Specifically, the aging and disabled populations are where the visual inequities are represented. The housing tracts that have the highest shares of disabilities are in central Burbank near major rail and bus lines (Figure 3), while the highest concentrations of residents age 65 and older appear in northern city hillside tracts and portions of south Burbank (Figure 4)

The aforementioned patterns matter because these residents most likely need comfortable transit, shorter crossings, smooth sidewalks, curb ramps, benches, shade, and legible wayfinding, which are not evenly distributed. Unsurprisingly, people with disabilities gravitate to the center of the city, where services and transit are easier to access without a car. However, aging populations in the hillsides force people into their

cars, as forms of active transit can be quite a challenge for those with mobility issues. Household data shows that 3.1% of the community has no vehicle access and that 27.4% have only one vehicle, meaning the ability to rely on an automobile cannot be guaranteed even in a relatively affluent community (Esri-MRI-Simmons, 2026).

BurbankBus provides senior and disabled residents with low-cost door-to-door transit services on a first-come, first-served basis. However, paratransit and special services should complement, not replace, a truly accessible transportation network.

Percentage of Burbank Population With a Disability by Census Tract

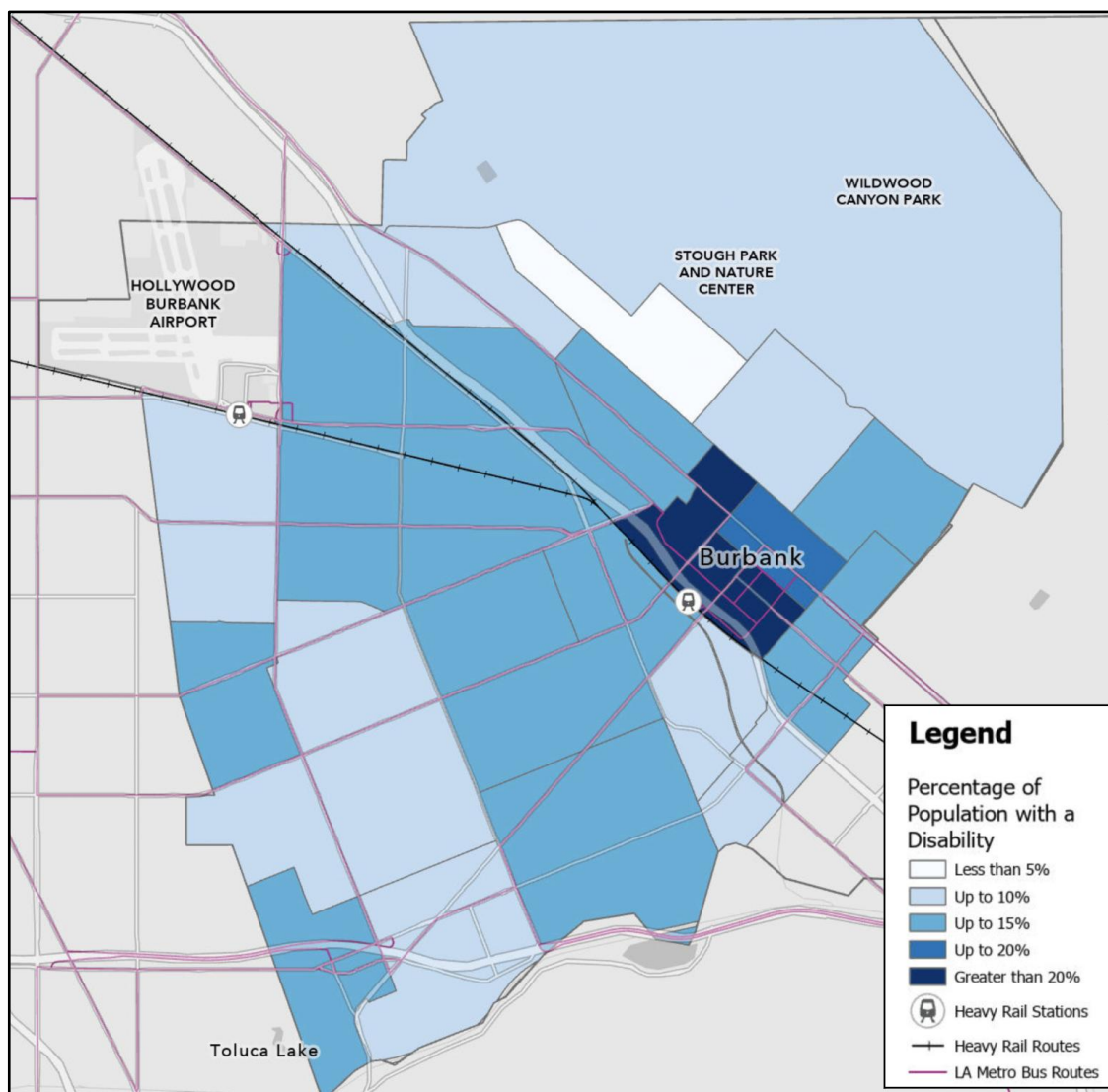


Figure 3: Burbank's population is concentrated in the central city, near vital transportation assets.

Percentage of Burbank Population Over the Age of 65 by Census Tract

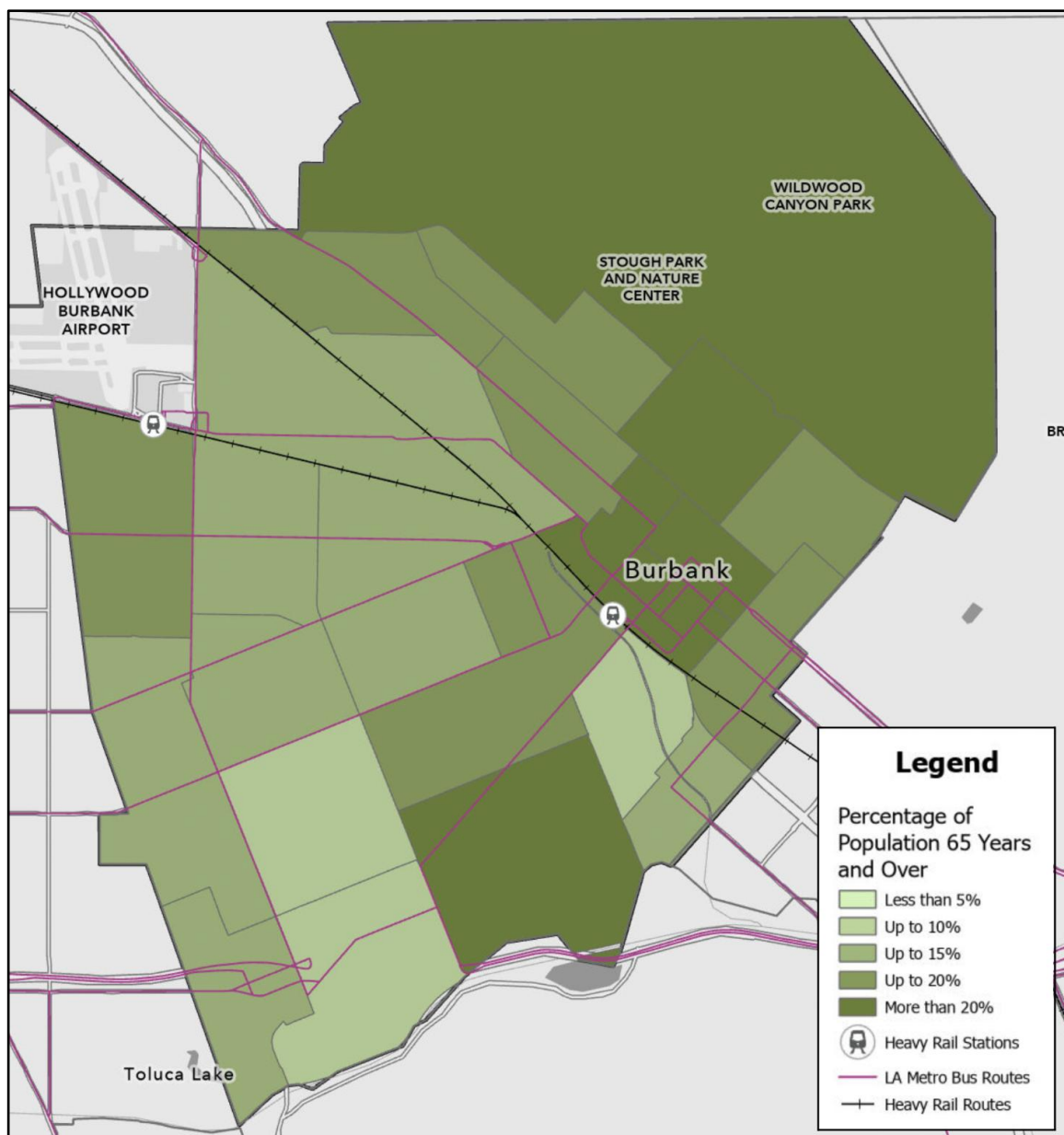


Figure 4: Burbank's aging population in the northeast community does not have equitable access to public transportation.

A.4: Transit Systems

Burbank's transit network is composed of strong individual pieces that fail to come together cohesively. This failure can be partially attributed to suburban land uses, which have resulted in many parts of the city being underserved by transit.

BurbankBus is a city-operated service that runs two fixed route bus lines. The routes, which operate Monday through Friday, are primarily designed to connect Metrolink, Metro Subway, and the airport to local employment centers. Recently, Burbank has been seeking funding to expand the fixed-route service area to include coverage in the Downtown and Northeast neighborhoods, which will greatly expand the ridership potential for these routes. Senior and disabled transit operates seven days a week and offers eligible passengers low-cost service to destinations within and adjacent to Burbank.

LA Metro, a county bus agency, operates several routes through Burbank and uses the Downtown Metrolink/Amtrak station as a transit hub. Metrolink and Amtrak also have stops north and south of the airport.

Hollywood Burbank Airport will soon be opening a new passenger terminal, which is expected to increase airport efficiency and safety. The California High Speed Rail plans to stop at the airport, so future passenger and freight volumes are expected to rise. The City has also permitted hundreds of new residential and hotel units adjacent to the airport, further increasing potential trip demand.

The most significant transportation project on the books for Burbank is the North Hollywood to Pasadena Bus Rapid Transit line, which is scheduled to open in 2027. This new 19-mile transit corridor will bring improved east - west connectivity and potentially unlock new demand for residential and commercial development along its route. Community and staff opposition to this project has the potential to negatively impact the efficiency and popularity of the route; however, to date, Metro is still moving

forward with contested dedicated lanes along significant portions of its route through Burbank.

A.5: Bicycle Infrastructure

Burbank offers a variety of cycle path implementations, ranging from Class 1 to Class 4, with segments that are fragmented and disconnected (Figure 5). The Burbank bike network is largely composed of parking strip signage, painted lanes, and a small number of protected pathways. This lack of connectivity prevents continuous travel across the city and cuts off neighborhoods, leaving many residents reluctant to ride their bicycles due to safety concerns. Additionally, poor wayfinding signage discourages higher usage. As recommended by the National Association of City Transportation Officials (NACTO) in 2014, protected bike lanes should be the default on streets with higher speeds, higher traffic volumes, or multiple travel lanes in the same direction, and emphasize that parking-protected lanes require adequate buffers to address dooring and comfort. Burbank's current network is far from meeting that standard.

Cycling Networks in Burbank, CA

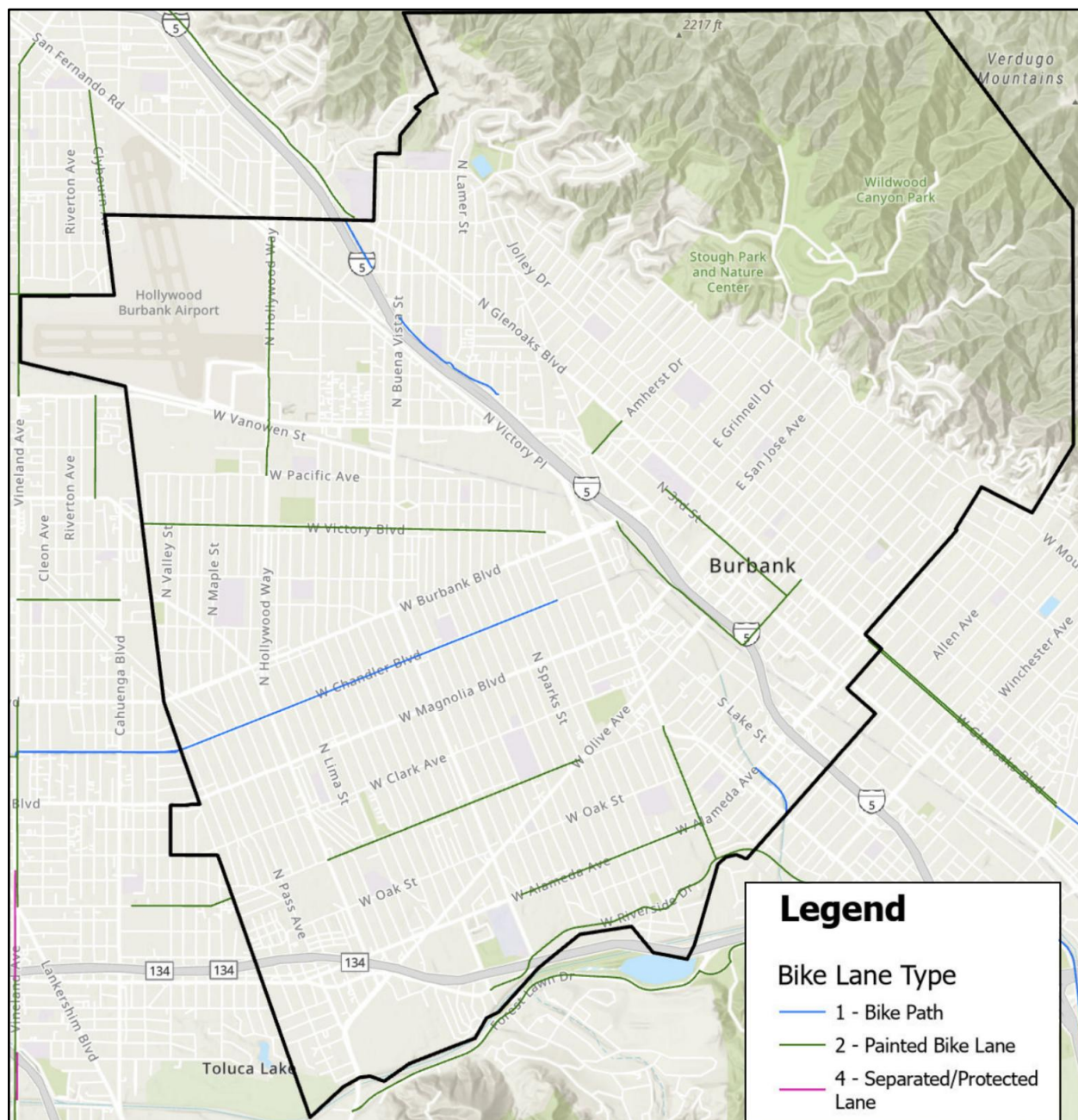


Figure 4: Burbank's cycling infrastructure operates as separate islands that do not connect to the central city or to the greater regional network.

A.6: Pedestrian Environment

Burbank's pedestrian environment reflects a mix of strong walkable districts as well as auto-oriented corridors. Areas such as Downtown, Magnolia Park, and the Media District offer relatively continuous sidewalks and signalized crossings that support short trips on foot and access to transit. However, outside these cores, many arterials, such as Olive Avenue, Alameda Avenue, and parts of Victory Boulevard, prioritize vehicle throughput, with long pedestrian crossing distances, higher speeds, and gaps in shade that can discourage walking. Connectivity between neighborhoods, employment centers, and transit hubs (including the Downtown Burbank Metrolink/Amtrak station and Hollywood Burbank Airport) is uneven, with barriers such as wide roadways and limited wayfinding. While the City has made progress through some traffic calming, streetscape improvements, and Safe Routes to School initiatives, further enhancements, such as widened sidewalks, protected crossings, ADA upgrades, shading trees, and safer first/last-mile connections, will be critical to creating a more accessible pedestrian network.

B: Needs Assessment & Problem Statements

B.1: Automobiles Dominate Burbank

Unlike other cities of its size, Burbank has unusually strong regional transit access; however, commuting mode share is dominated by solo-driver vehicles. This points out an access problem, rather than an infrastructure issue. Access exists and is abundant, but it does not function as an everyday convenient network.

B.2: Major Corridors are a Safety Risk

Burbank's crash profile indicates many arterial roads that encourage speeding above posted limits. A safer system approach is needed that rethinks streets and adjusts speed limits to reduce crash frequency and severity, instead of relying on individual behavior change (the status quo for decades).

B.3: Bike Lanes? Where?

The existing bicycling infrastructure in Burbank is limited, fragmented, and too exposed to traffic. This results in a real and perceived fear of cycling, deterring a large number of potential riders. A bike lane that begins and ends without a safe handoff connection is a poorly designed transportation system. Continuous protected bike lanes are especially lacking on major corridors in Burbank, such as Glenoaks Boulevard, and on many east-west arterials that should connect to the larger Los Angeles Area cycling network.

B.4: Underleveraged Regional Transit Investments

The airport replacement terminal, Metrolink, Amtrak, nearby Metro Rail, and an upcoming BRT corridor are an incredible concentration of mobility assets for Burbank. However, first/last-mile, transfer, and wayfinding gaps still keep these facilities from operating as a unified multimodal system. The Olive Avenue corridor and airport district are the clearest places where better integration could change travel behavior at scale.

B.5: Uneven Equity Distribution

Older adults and people with disabilities are not evenly distributed across the city. A plan that only improves able-bodied mobility will miss the people and places where accessible transit, shorter crossings, better sidewalks, and easier transfers matter most.

B.6: Business-as-Usual Street Design Fails Climate & Quality of Life Goals

Local and state mandates expect land use and transportation systems to reduce greenhouse gas emissions and vehicle miles traveled over time. A city that continues to widen or manage streets mainly for peak-hour vehicle throughput will not achieve those goals, especially when many trips are short enough to be shifted to other modes.

C: Vision & Goals

By 2046, Burbank can be a safe, well-connected, and climate change-focused city where people can reach their jobs, errands, and pleasure destinations without the use of personal automobiles. Additionally, deaths and serious injuries involving automobiles will be reduced and eventually eliminated with each passing year. Public transit, walking, and bicycling will function seamlessly on livable, road dieted streets. This vision is consistent with the state of California's multimodal and climate goals, Burbank's Mobility Element, and the city's commitment to safer streets. Below is a summary of goals, accompanying performance measures, and target alignments for the next two decades. The performance measures are practical and combine outcome metrics such as severe crashes and mode share, delivery data, and road diet network completion with ADA upgrades.

Burbank Multimodal Transportation Goals by 2046

Goal area	Performance measure	2030 target	2035 target	2046 target
Safety	Severe and fatal crashes on the street network	Reduce by at least 50% from the 2025 pattern	Eliminate fatalities and serious injuries citywide	Sustain zero severe and fatal crashes through system design and maintenance
Mode shift	Drive-alone commute share	At or below 58%	At or below 54%	At or below 48%

Goal area	Performance measure	2030 target	2035 target	2046 target
Transit access	Transit commute share and frequent-transit coverage	Transit commute share at or above 3%	Transit commute share at or above 5%; major local corridors upgraded for frequent service	Transit commute share at or above 8%; regional-local integration at all major hubs
Walking and biking	Combined walk and bike commute share	At or above 5%	At or above 7%	At or above 10%
Bike network	Primary bicycle network protected and connected	At least 50% completed as protected continuous facilities	At least 75% completed	100% of the primary network is protected and connected
Universal access	ADA upgrades at priority transit, school, and high-injury locations	All priority intersections and high-ridership stops upgraded	All major transit corridors upgraded	Networkwide compliance and proactive maintenance
Climate	Per-capita VMT and associated emissions	Reduce per-capita VMT by 10%	Reduce per-capita VMT by 15%	Reduce per-capita VMT by 25%
Governance	Public-facing implementation dashboard and capital tracking	Annual dashboard launched	Annual dashboard and biennial plan update	Embedded performance management and ongoing plan renewal

D: Strategies & Projects

D.1: Safety and Complete Streets

Burbank adopted a complete street plan in 2020 and a safer street plan in 2023, but progress in implementing these strategies has been slow. Both policies are the result of strong planning, and both generated early implementation successes; however, a substantial amount of work remains to be completed. To better optimize city resources, Burbank should implement a Vision Zero high-injury network dashboard to dynamically track conditions and better coordinate priority improvements. Special consideration should be given to intersections near sensitive sites, including schools

and senior destinations, with quick-build remedies utilized first, followed by permanent construction. Additionally, dedicated staff should be assigned to monitor and coordinate improvements to ensure more timely progress.

The city strategy should continue to be guided by the choice not to prioritize automobile travel over other, more climate-friendly modes of travel. While care should be given not to significantly disadvantage drivers, improving access for other transportation modes is necessary and important to achieve safety and climate objectives outlined in the Burbank General Plan. For a built-out city with multiple activity centers, this policy direction is consistent with climate objectives identified in the Burbank general plan, Burbank2035.

D.2: Transit, Rail, & Intermodal Connectivity

Burbank has an immediate opportunity to leverage the new North Hollywood to Pasadena BRT project, which is scheduled to open in 2027. Burbank is one of the longest single-city segments of the BRT, hosting almost 25% of the entire route (LA County Metropolitan Transit Authority, 2023). However, current city policy has been to obstruct full implementation, including city plans to deny permits for dedicated lanes, which are essential to delivering the benefits of a full-featured BRT. These efforts not only will degrade the service in Burbank, but they will also have a detrimental effect on the entire route. Instead, Burbank should embrace the BRT and use it as a catalyst to improve first and last mile connectivity with improved sidewalks, lighting, shade, seating, secure bicycle parking, clear wayfinding, accessible crossings, and simplified transfers to buses and trains. Additionally, the BRT will be a vital resource for residents wanting

to attend the Olympics in 2028, since the games are planned to only be accessible via public transit (Cowan & Karlamangla, 2024).

A generational midrange project should be the rebuilding of the Olive Avenue viaduct that traverses the Interstate 5 highway, a flood control channel, and frontage roads. This project responds to the fact that Olive Avenue, the Downtown Burbank District, the Downtown Burbank rail station, and the BRT corridor all intersect in one strategic area. Metro's final EIR already shows that Burbank station locations and lane treatments require local refinement. Burbank should go further and use the viaduct reconstruction as a reconnection project by widening sidewalks, protecting bikeways, and creating accessible connections between rail, bus, and active transportation. Additional amenities should include curb space for shuttles and passenger pick up, and a civic-quality public space that makes transferring dignified and efficient rather than confusing and off-putting.

The Olive Avenue viaduct project should also be designed to complement and integrate with the airport district and future regional rail opportunities. Because the airport replacement terminal is scheduled to open in 2026 and the future high-speed rail line is reshaping the northern part of the city, Burbank needs more than scattered first/last-mile projects. Burbank needs a networked, coherent chain of intermodal nodes from Downtown Burbank to Olive/Alameda Avenues, Airport South/Regional Intermodal Transit Center, Airport North, and the new replacement terminal.

The most ambitious recommendation in this plan is a long-range extension of the Metro B Line from North Hollywood to the Hollywood Burbank Airport. This is not a currently funded Metro project, so it should be understood as a 2046 strategic

recommendation rather than an existing commitment. Still, this proposal offers tremendous benefits for both the city and the region by connecting the Metro to an important LA County airport, creating a powerful transit service for the airport and rail districts.

Alongside these capital projects, Burbank should continue to improve the BurbankBus fixed-route service. In 2026, the city adopted a new planned route configuration that will extend service to the Downtown and Hillside districts. The city should continue to pursue higher frequencies and greater coverage, especially in high-propensity use transit neighborhoods, and where fiscally feasible, better coordinate service with Metrolink and BRT arrivals, improve TAP-based transfer convenience, and upgrade all stops with real-time information and accessible amenities. Providing a frequent and convenient local network is essential in ensuring that regional transportation improvements are useful to residents and visitors alike.

D.3: Walking, Bicycling, and Micro Mobility

Burbank should adopt a network-completion rule for bicycling and micro mobility: no new bicycling or micromobility facility should be built unless it safely connects to another facility or a major destination. As noted, Burbank has stretches of protected pathways, but a lack of network connectivity greatly diminishes their benefits and appeal. Just as important, protection from traffic should become the default condition on the primary bicycle network. Signage, paint, and plastic bollards do not offer the level of safety that most people desire, and perception is essential to using this network. NACTO recommends protected facilities on streets with higher speeds, multiple lanes in each direction, or daily volumes over 6,000 vehicles, all conditions that describe many

of Burbank's key corridors. Burbank's bike map makes it clear that the city is still far from that standard (Figure 4).

A top priority should be to fill in the major gaps in the citywide network and connect them to the larger Los Angeles system. Burbank will complete the connection of the Chandler Bike Pathway to the Downtown Metrolink station in 2027, but a major gap will still exist along the full length of Glenoaks Blvd. Glenoaks is too important to remain incomplete, as it ties together neighborhoods, commercial areas, and access routes north and west of Downtown. To address this gap, the plan recommends a continuous protected Glenoaks facility, intersection treatments that protect riders, and wayfinding signage that links Glenoaks to the Chandler bike pathway, Downtown, BRT stations, and the neighboring cities of Glendale and Los Angeles.

Magnolia Boulevard should be treated as Burbank's flagship neighborhood complete street. Between Hollywood Way and Buena Vista Avenue, a street with popular shops and restaurants, the plan recommends a calmed, more people-oriented neighborhood main street, with safer crossings, shorter crossing distances, clearer loading zones, more bicycle and pedestrian facilities, and greater shade cover. The recommended street treatment is to install a median chicane, which increases parking options and adds new opportunities for landscaping and placemaking amenities while also forcing drivers to slow down (Figure 5).



Figure 5: Before and after installation of a median chicane in Lancaster, CA.

During final design, the city should test exact vehicle counts and turning data, but the objective should remain consistent, which is reallocation of space away from excess auto throughput and toward a street that supports small businesses, bicycling, walking, and safer neighborhood streets. In 2014, the Federal Highway Administration (FHWA) identified road diets as appropriate for four-lane roads at or below roughly 20,000 average daily traffic, which qualifies Magnolia Boulevard. Because this is a main street retrofit rather than a regional transit project, it should be more politically feasible and perceived as less disruptive than an LA Metro project.

Investment in pedestrian infrastructure should accompany every bicycle and transit project. The city should prioritize completing the sidewalk network, widening and better landscaping existing sidewalks, upgrading disabled access, adding benches, and improving lighting and wayfinding signage. Following NACTO guidance, all improvements must be done to scale, ensuring that improvements don't merely squeeze pedestrians between driveways, poles, and parked cars.

D.4: Driving, Freight, Curb Management, & Demand Management

This intermodal plan is not intended to eliminate the role of driving but rather changes the city's priorities for how driving is accommodated. In Burbank, the driving strategy should focus on reliability, safety, and access management, rather than merely road capacity and travel time. This translates into targeted turn-lane and signal improvements where they reduce serious conflicts, especially with non-automobile street users. Also important is better driveway consolidation where feasible, curbside management in busy commercial districts, and package/freight delivery strategies that reduce double parking and blocked lanes (California Department of Transportation, 2023).

Curb management is especially important in Magnolia Park, Downtown, the Media District, and around major transit hubs. NATCO emphasizes that the curb is a limited public resource used by buses, bikes, loading, passenger pick-up, and parking, and that successful multimodal street design requires explicit allocation of that space. Burbank should therefore clearly designate loading zones by time of day, protect bus stops and bikeways from encroachment, provide accessible parking near crossings, and use passenger pickup/drop-off management around facilities instead of letting ride-hail and private vehicles dominate the most valuable curb frontage.

Finally, the city should expand the Burbank Transportation Management Organization (BTMO) to more effectively address reducing traffic generated by major employers, including studios, medical institutions, schools, and airport-related businesses. The BTMO should expand its outreach efforts so that every employer offers details and incentives for their employees, including transit pass programs, employee

shuttles, secure bike parking, and flexible delivery scheduling. Since 39% of Burbank workers commute into the city, even modest shifts in employee commuting could produce meaningful reductions in drive-alone trips (Esri-MRI-Simmons, 2026).

Main Strategies for Burbank 2046

Project	Timeframe	Lead Agencies	Primary Funding Pathways
Vision Zero high-injury network quick-build safety program	2026-2030 and ongoing	City of Burbank, Caltrans, where applicable	HSIP, Measure M Local Return, local capital budget
BRT station-area access package in Burbank	2026-2030	City of Burbank, Metro	Measure M, CMAQ, Local Return, ATP for active access elements
Olive Avenue bridge reconstruction and Olive Multimodal Center	Study 2026-2030; deliver 2031-2038	City of Burbank, Metro, Caltrans, Metrolink, Airport Authority	Bridge Investment Program, Reconnecting Communities, TIRCP, CRISI, Measure M
BurbankBus frequency, fare, and stop modernization program	2026-2035	City of Burbank	Local Return, Metro formula funds, CMAQ, Section 5310 / related operating partnerships where eligible
Magnolia Boulevard complete street/road diet project	Pilot 2026-2030; permanent 2031-2035	City of Burbank	ATP, HSIP, Local Return, Measure M, local economic development partnerships
Glenoaks Boulevard protected bikeway and citywide gap closure	2026-2038	City of Burbank, adjacent jurisdictions where needed	ATP, CMAQ, Local Return, Measure M Active Transportation programs
ADA, shade, and universal-access corridor program	2026-2046	City of Burbank	ATP, Local Return, federal accessibility and safety grants, and local capital budget
Airport district multimodal coordination package	2026-2038	Airport Authority, City of Burbank, Metrolink, Metro	Airport funding, TIRCP, CRISI, Local Return, discretionary rail/bus grants
Metro B Line extension to Airport-South / RITC district	Study 2026-2035; target delivery 2039-2046	Metro, City of Burbank, LA County partners	FTA Capital Investment Grants, Measure M / regional funds, state rail-transit funds, federal discretionary grants

Project	Timeframe	Lead Agencies	Primary Funding Pathways
Curb and freight management program for Downtown, Magnolia, and Media District	2026-2035	City of Burbank	Local Return, local operating funds, corridor partnerships

E. Implementation, Funding, & Public Engagement Strategy

E.1: Governance & Phasing

So Burbank can show progress while also preparing for other major capital projects, implementation should be staged over time. Phase 1, from 2026 to 2030, should include quick-build safety upgrades, BRT station access, bus integration, the Magnolia Boulevard design program, protected bike gap closures, and early engineering for the Olive Avenue intermodal project and Metro B Line extension to the Burbank airport. Phase 2, from 2031 to 2038, should deliver corridor rebuilds and ADA upgrades along Magnolia and Glenoaks Boulevards. Additionally, the Olive Ave viaduct Multimodal Center will be completed. In phase 3, from 2039 to 2046, Burbank can move on to regional project delivery by working with LA Metro to extend the B Subway line to the city's airport, completing a desperately needed airport integration.

For work management, Burbank must create a standing Community Transportation Plan implementation committee composed of city departments, LA Metro, Metrolink, the airport authority, Caltrans, SCAG, school district representatives, disability advocates, and other neighborhood stakeholders. An annual dashboard will aid the public in observing project delivery status, safety outcomes, network completion, and grant performance.

E.2: Funding Strategy

To deliver the entirety of the 2046 program, Burbank must create a portfolio strategy to access transportation enhancement funding from multiple sources. Walking and bicycling project funds can be sourced from the State of California's Active Transportation Program, explicitly intended to increase modes of transit for non-motorized users and reduce greenhouse gases. The city can submit safety improvements to corridors and intersections via California's Local Highway Safety Improvement Program (HSIP) funds, which prioritize recognized crash reduction potential. Congestion Mitigation and Air Quality Improvement (CMAQ) funds can work for bus stop improvements, transit priority, bike projects, zero-emission shuttles, and other projects that reduce emissions.

For larger multimodal and transit projects, local and regional revenue can be combined with state and federal discretionary programs. Transit and Intercity Rail Capital Program (TIRCP) *funds* will be especially important to Burbank because it funds transformative rail and bus capital improvements that reduce emissions, vehicle miles traveled, and congestion.

E.3: Public Engagement Plan

Engaging the community in the design and implementation of this multimodal plan is essential to both reflecting the aspirations of the community and ensuring that the plan is widely accepted and supported. The public engagement strategy should be multilingual, corridor-based, and widely accessible. As noted in a 2019 article by Campa, a significant number of residents speak a language other than English; engagement should routinely provide materials in English, Spanish, and Armenian, at a

minimum. The city should also coordinate with the Magnolia Park Merchant Association and the Downtown Burbank Property Improvement District, Jocelyn Adult Center, other senior-serving organizations, disability advocates, transit riders, and major employers and school communities.

Meetings should be held in transit-rich locations like the Downtown Burbank station, Buena Vista Library, Magnolia Park, airport district locations, senior centers, and along future BRT corridors. Every meeting should offer ADA accommodations, captioning, large-print materials, and remote participation. Community charrettes and temporary demonstration projects should also be used, especially on Magnolia Boulevard and on new bicycle corridors. Quick-build pilots make design tradeoffs easier for the public to understand than engineering drawings alone.

The recommended guiding principle of this process should be that public engagement will be sought before major design and engineering decisions are made. Early engagement will better ensure that the plan stays connected to the people, businesses, and institutions it is meant to serve.

Conclusion

Burbank's Multimodal Transportation Plan 2046 presents a clear and achievable pathway toward a safer, more connected, and more equitable mobility system that reduces dependence on single-occupancy vehicles while supporting climate initiatives and improving Burbank's Master Plan quality of life and economic development goals. By shifting focus from system designs primarily based on maintaining automobile volumes and speeds to a balanced network of transit, walking, bicycling, and accessible design, the City can better leverage its strong regional assets and address longstanding

gaps in safety, connectivity, and first/last-mile access. Strategic investments in complete streets, transit integration, and network continuity paired with inclusive public engagement and performance-driven implementation will ensure that mobility improvements benefit all residents, particularly older adults, people with disabilities, and underserved communities.

With sustained commitment, coordination, and funding, Burbank can transform its transportation system into one that is not only efficient and resilient but also reflective of its values as a livable, welcoming, sustainable, and forward-looking city.

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Note: This document was created with assistance from ChatGPT. This tool was used for brainstorming and outlining.