



**BASCOM AVENUE**  
COMPLETE STREETS STUDY



# COMMUNITY WORKSHOPS #2

April 18 and 19, 2018

# WORKSHOP AGENDA

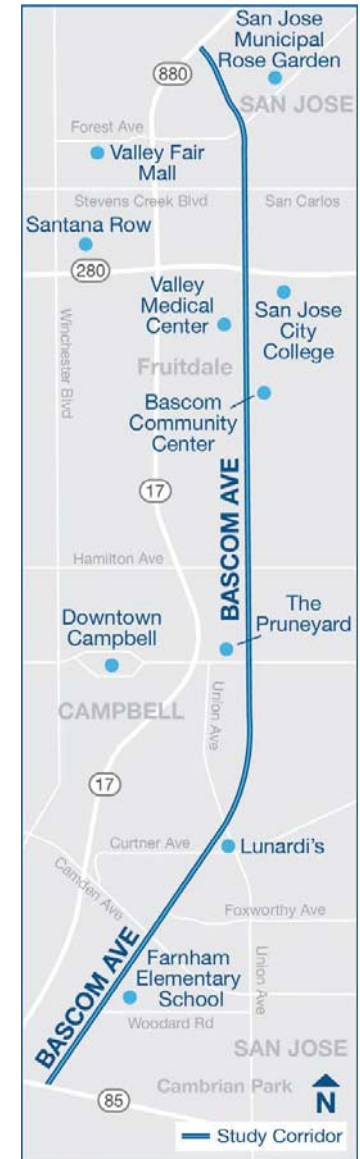
## I. WELCOME

## II. PRESENTATION

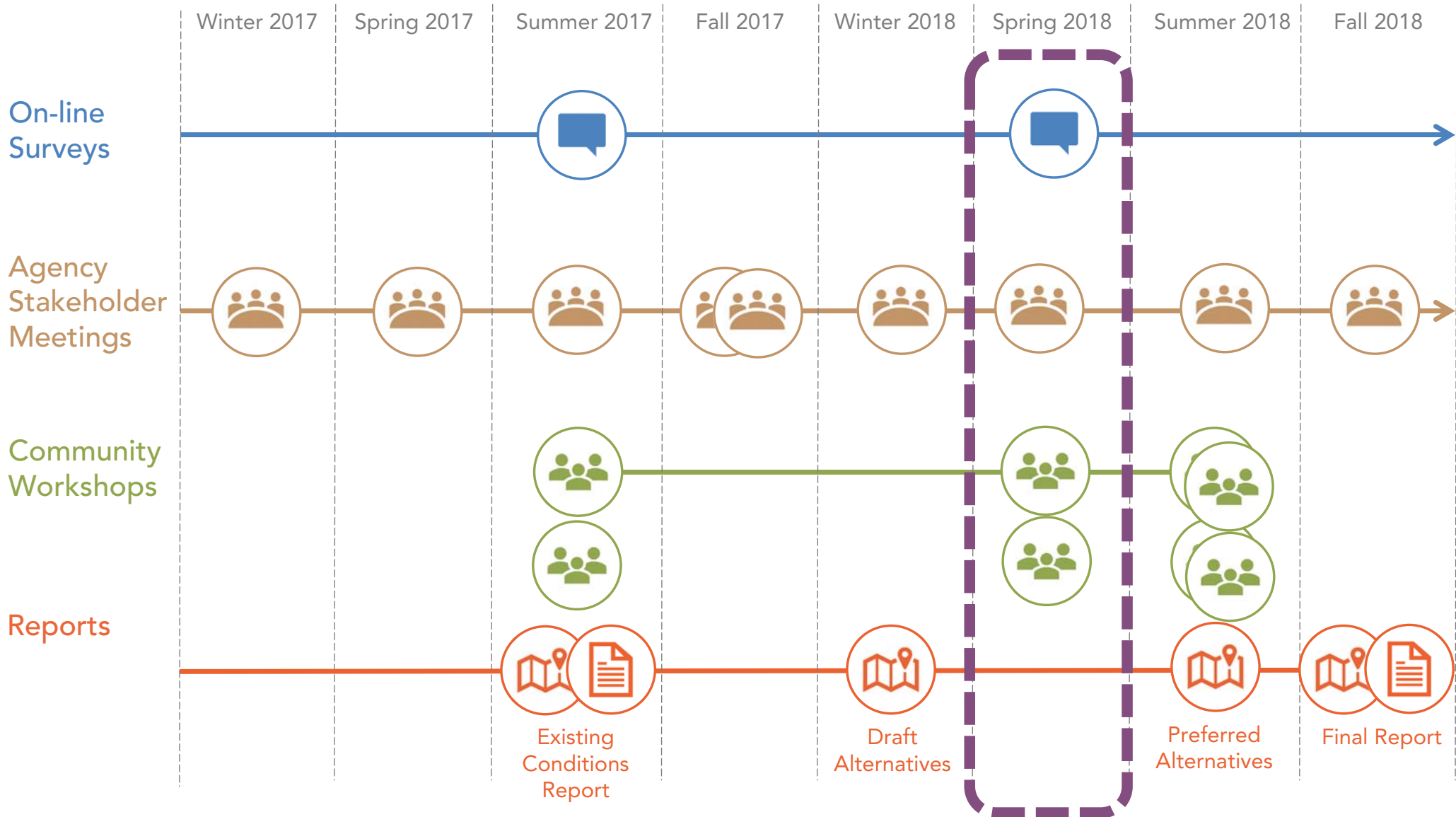
- PROJECT PROCESS
- COMMUNITY VISION & FRAMEWORK
- PROPOSED STREETScape IMPROVEMENTS

## III. OPEN HOUSE

## IV. NEXT STEPS

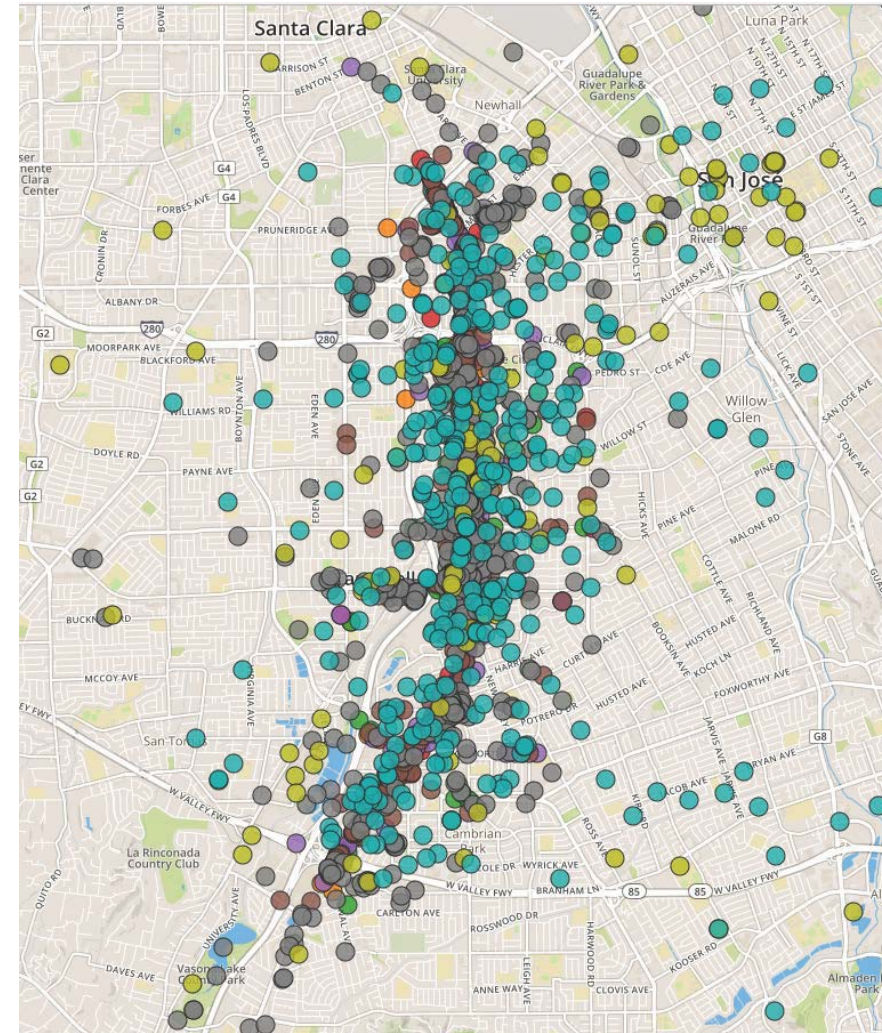


# PUBLIC ENGAGEMENT PROCESS



# ONLINE SURVEY

- Live between **June 1 and July 31, 2017**
- Engaging and interactive online survey where participants could add ideas and changes to a digital map
- Results:
  - Over **450** people participated
  - Nearly **3,500** individual map responses



# COMMUNITY FORUMS

## Bascom Community Center

June 14, 2017

Approx. 60 people attended

## Farnham Elementary School

June 15, 2017

Approx. 30 people attended



# AACI STAKEHOLDER MEETING

**AACI Senior Wellness Center**  
 July 28, 2017  
 Approx. 40 people attended



**BASCOM AVE**  
 COMPLETE STREETS STUDY  
 ASIAN AMERICANS FOR COMMUNITY INVOLVEMENT

MORE SAFER CROSS WALK  
 COMFORT-ABLE  
 IMPROVE TRAFFIC FLOW  
 TRANSIT FRIENDLY

BUS STOP  
 NOT NEXT TO LIBRARY  
 TOO FAR  
 ADD TRANSIT STOP CLOSER.

DRIVE    TRANSIT    WALK

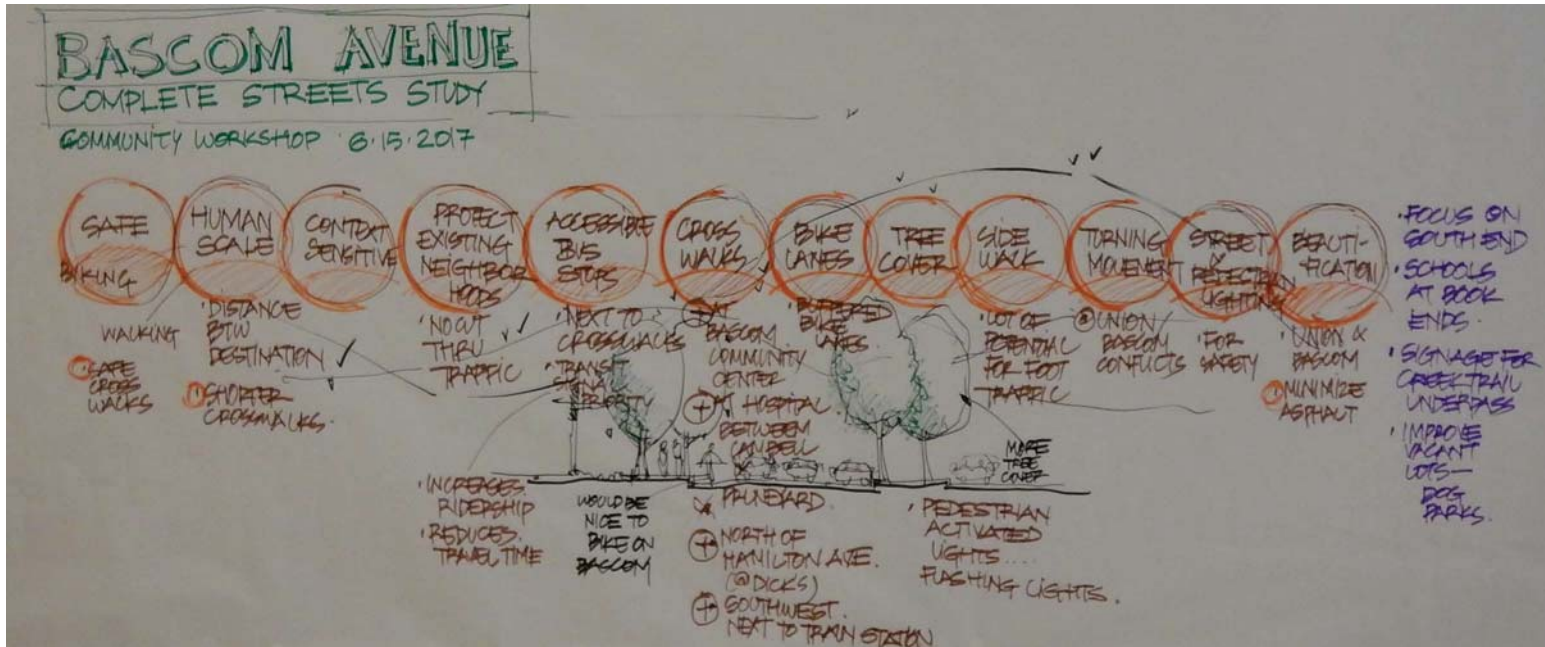
TRANSFERS BETWEEN 25 & 30 ARE DIFFICULT.  
 CONVENIENT/SAFE PLACE FOR BUS TO PICK & DROP OFF PASSENGERS  
 SIDEWALKS ARE DIRTY, SUPPLY NEAR

USE TECHNOLOGY/SENSOR TO IMPROVE SAFETY  
 DESTINATIONS ACCESS  
 URBAN BUS TRANSFER  
 SHOPPING  
 OTHER BUS STOP SIGNS

SPECIAL LANE FOR BUS  
 MORE PEDESTRIAN CROSSWALK  
 CONNECTIONS TO COMMUNITY AGENTS LIKE LIBRARY  
 SIDEWALKS ON WIDE PARK WITH TREES

NAMES ON BUS STOPS  
 WIDER SIDEWALKS (RIGHT NOW TOO NARROW)

# OVERALL VISION



# VISION ELEMENTS

1 SAFE



4 WALK/BIKE/TRANSIT FRIENDLY



7 SUSTAINABLE



2 COMFORTABLE



5 EFFICIENT TRAFFIC FLOW



8 CONTEXT SENSITIVE



3 WELL CONNECTED



6 HEALTHY



9 IDENTIFIABLE





# VISION ELEMENTS

10

BEAUTIFUL



11

STREET ART AND SIGNAGE



12

WELL MAINTAINED

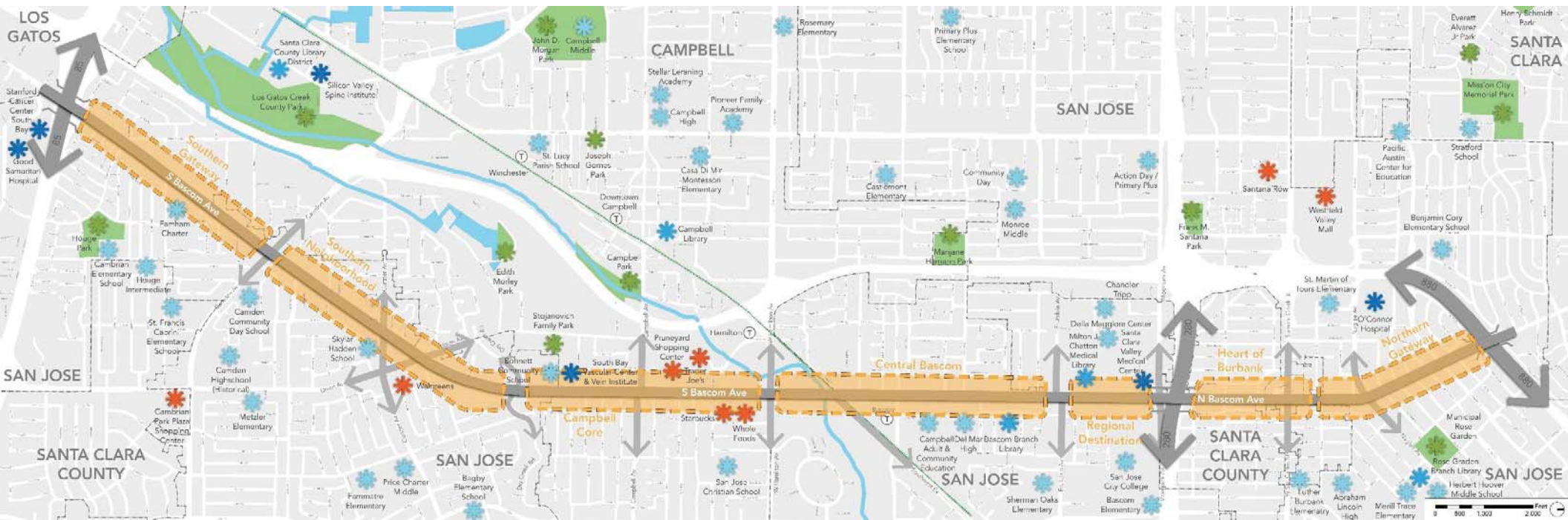


13

PROTECTED NEIGHBORHOODS

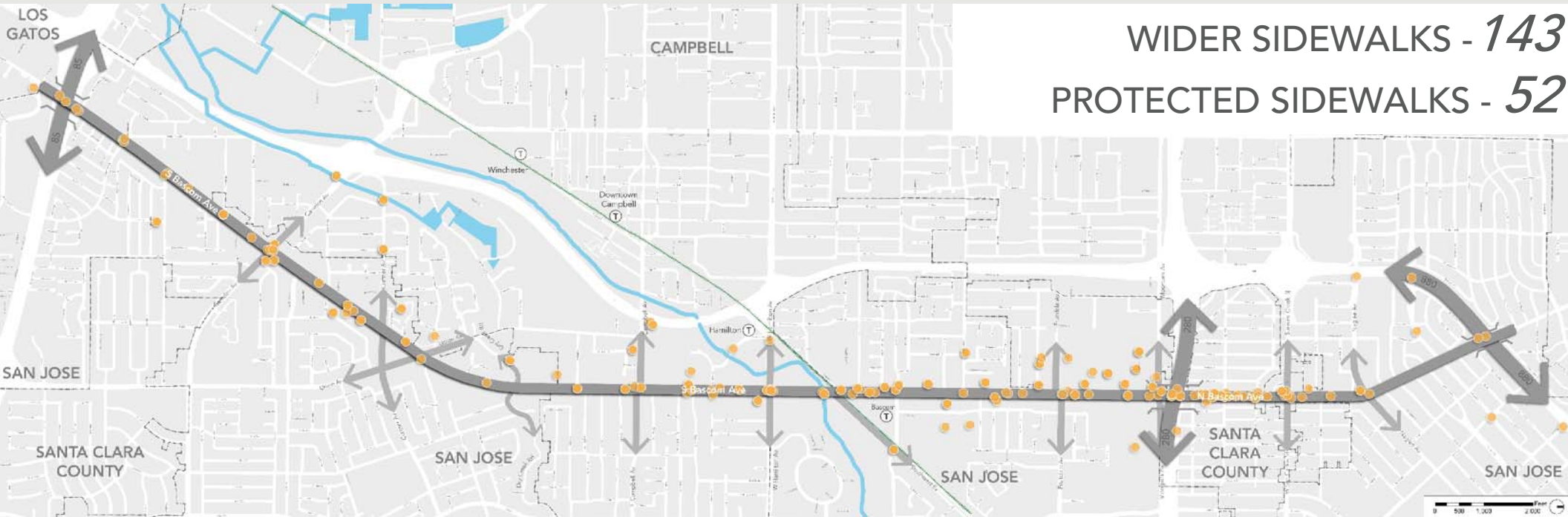


# Overall Framework



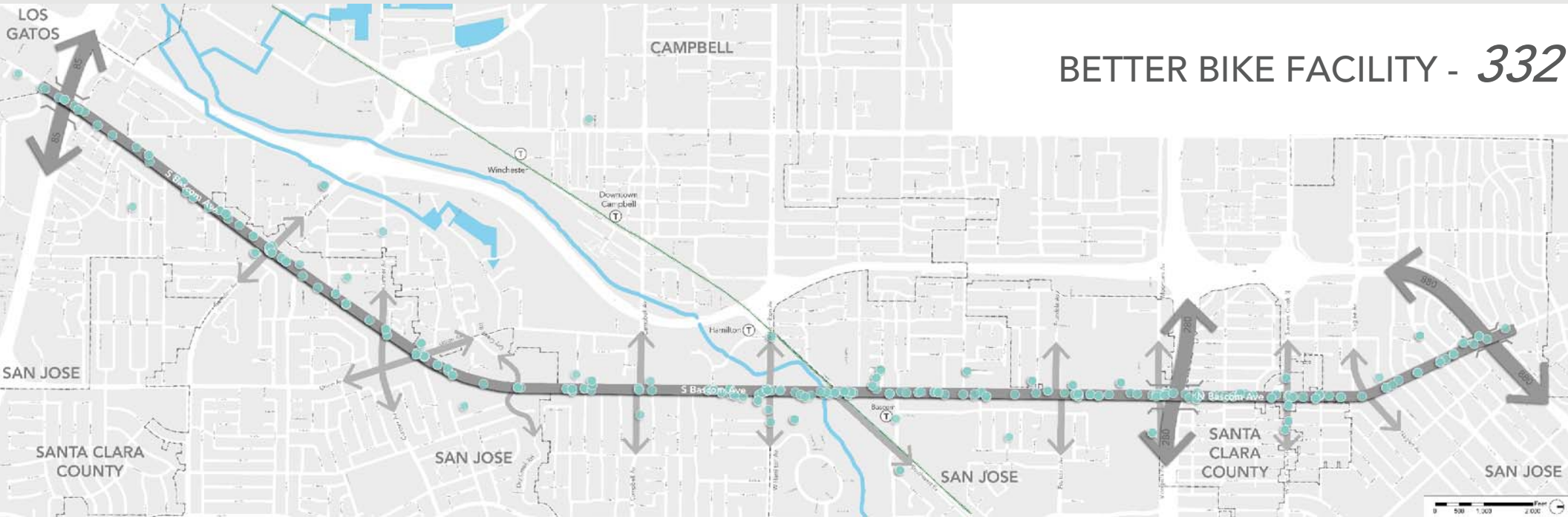
# SIDEWALK IMPROVEMENTS

WIDER SIDEWALKS - 143  
PROTECTED SIDEWALKS - 52



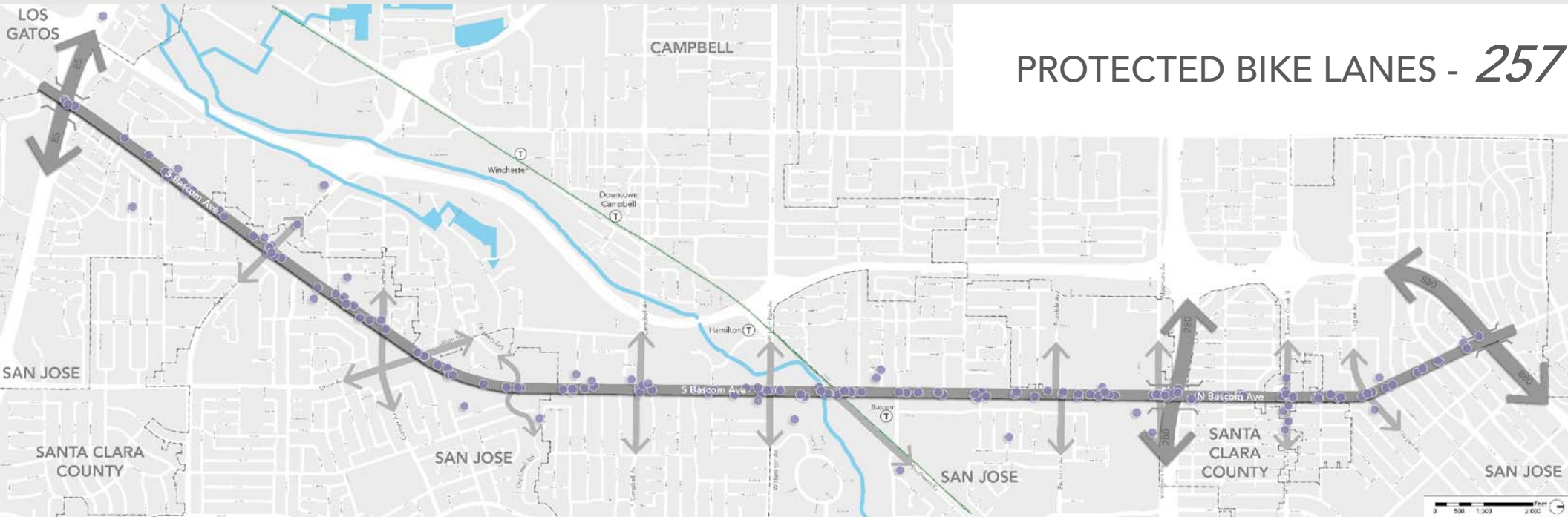
# BIKE FACILITY IMPROVEMENTS – CONTINUOUS BIKE LANES

BETTER BIKE FACILITY - 332



# BIKE FACILITY IMPROVEMENTS - PROTECTED BIKE LANES

## PROTECTED BIKE LANES - 257

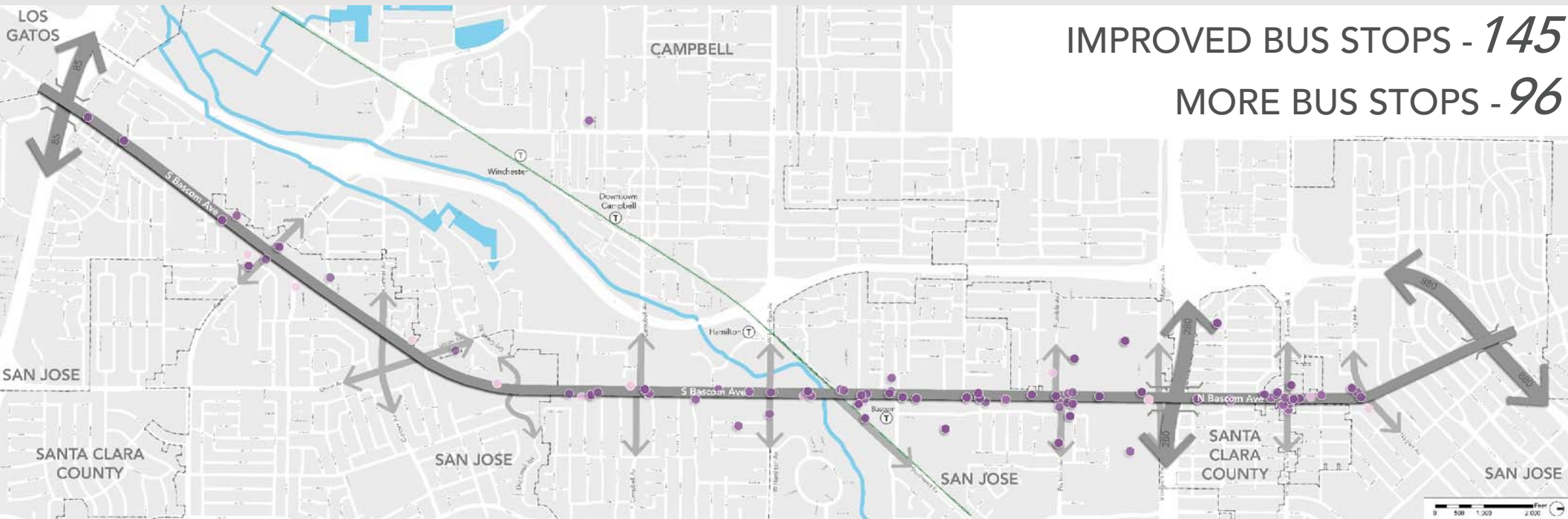


# BIKE FACILITY IMPROVEMENTS - SAFER BIKE CROSSINGS (LIKE BIKE BOX)

## SAFER CROSSINGS - 151



# TRANSIT IMPROVEMENTS



# TRANSIT – BETTER BUS STOP AMENITIES (BENCHES, TRESS, TRASH CANS)

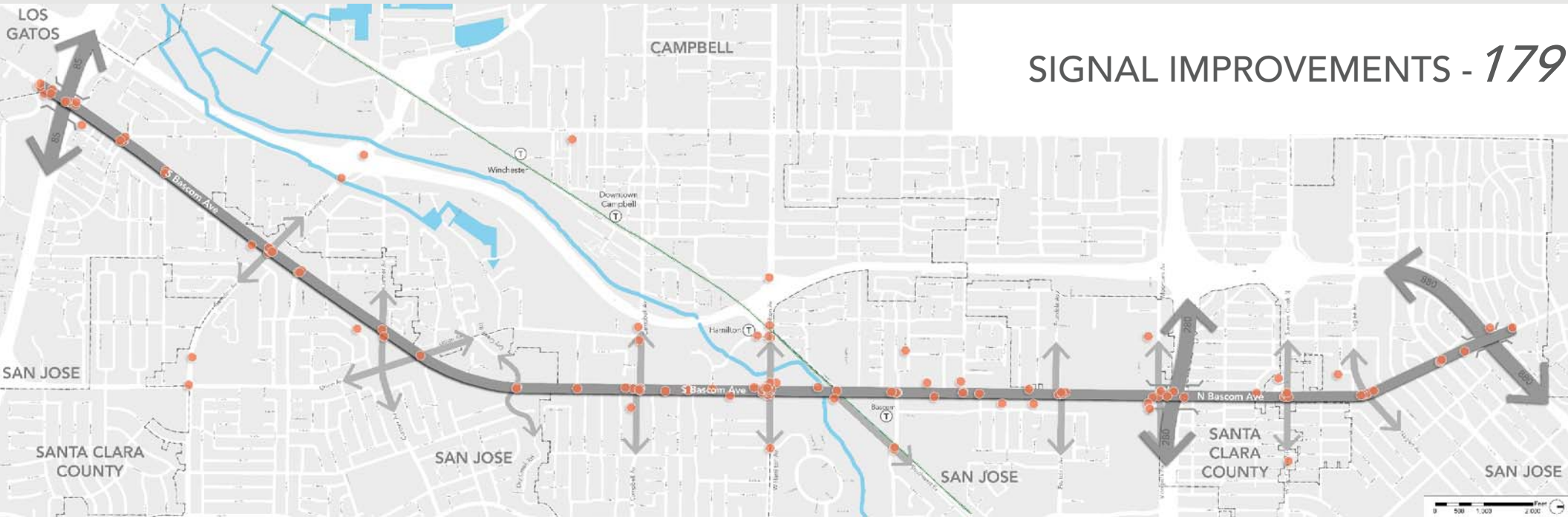
BETTER AMENITIES - 96





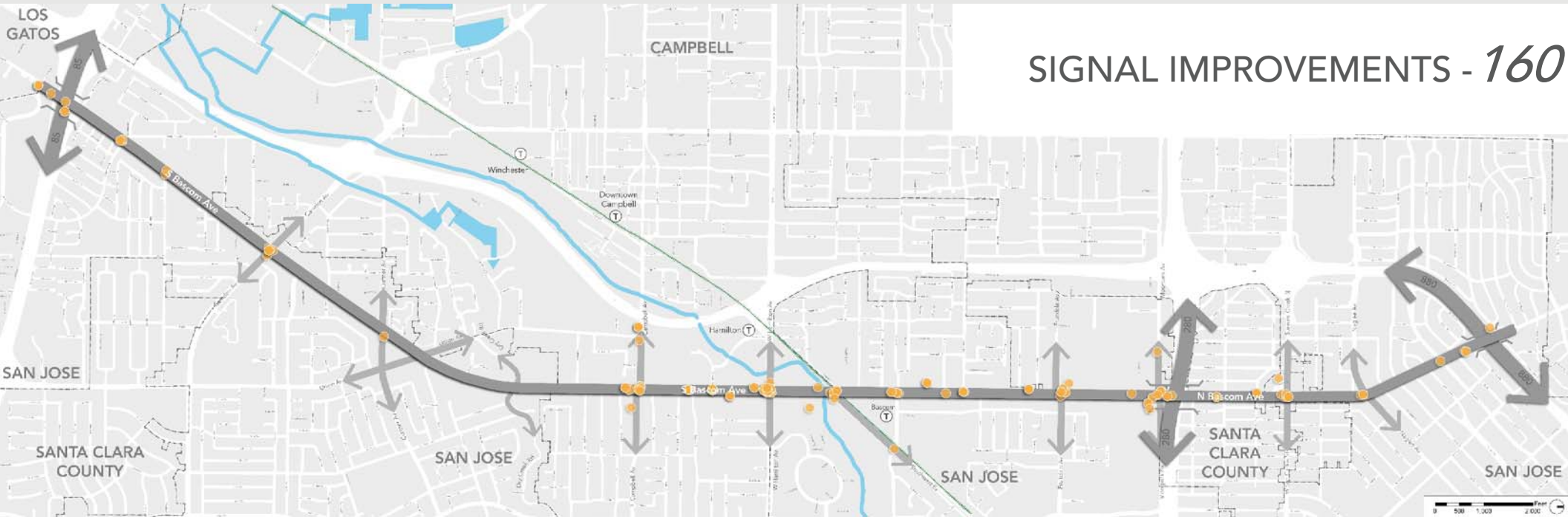
# AUTOMOBILE TRAFFIC FLOW SIGNAL IMPROVEMENTS

SIGNAL IMPROVEMENTS - 179



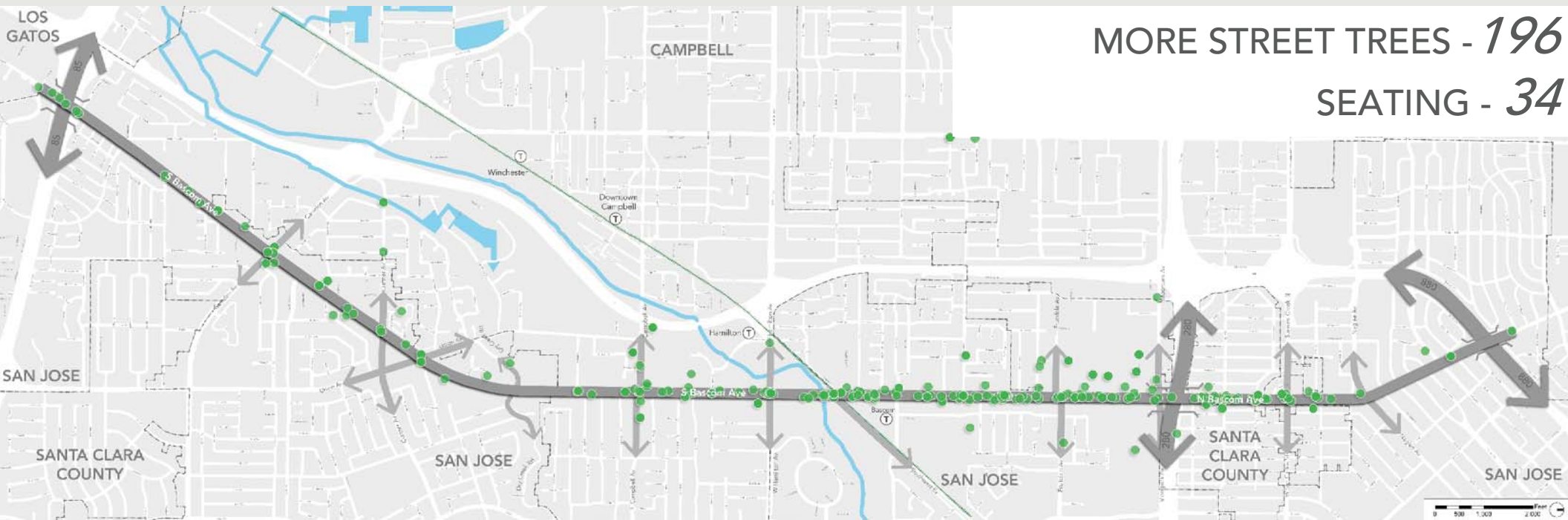
# SIGNAL – PRIORITY FOR PEDESTRIANS, BIKE AND TRANSIT

## SIGNAL IMPROVEMENTS - 160



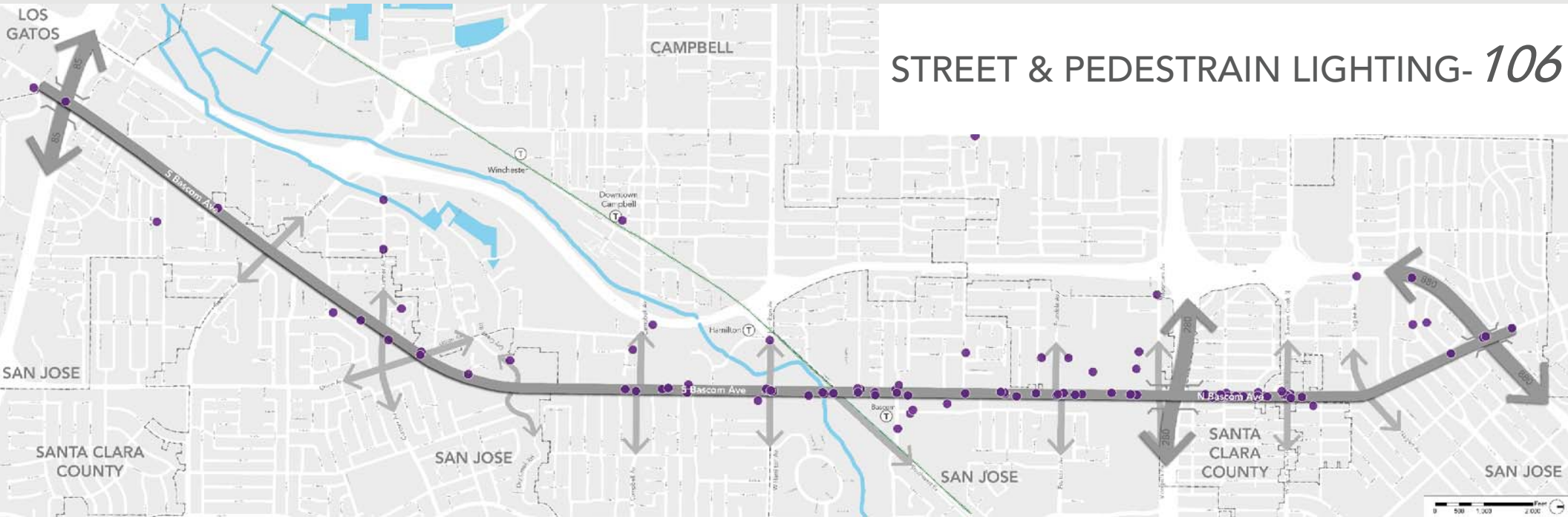
# STREETSCAPE AMENITIES WITH MORE TREES AND PLACES TO SIT

MORE STREET TREES - 196  
SEATING - 34



# STREET LIGHTING

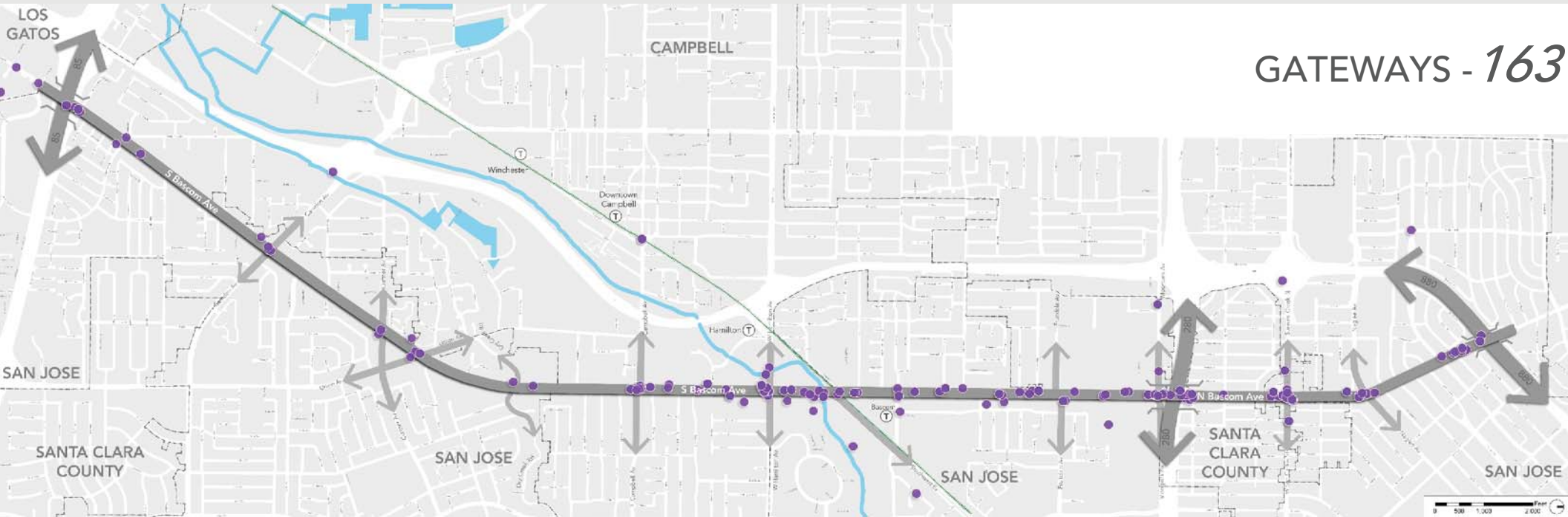
## STREET & PEDESTRIAN LIGHTING- 106



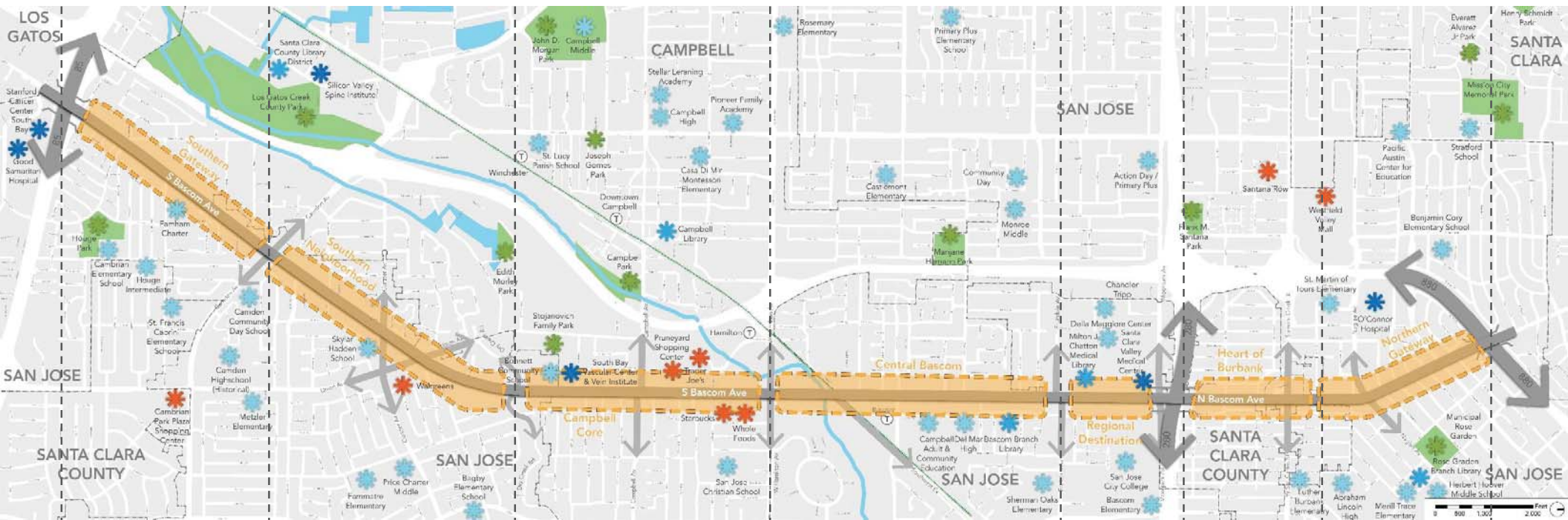


# IDENTITY – GATEWAY, SIGNS, BANNERS AND HISTORICAL MARKERS

GATEWAYS - 163



# Overall Framework - Distinct Corridor Segments



## SOUTHERN GATEWAY

Camden  
to  
Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek  
to  
Camden

## CAMPBELL CORE

Hamilton  
to  
Dry Creek

## CENTRAL BASCOM

Fruitdale  
to  
Hamilton

## REGIONAL DESTINATION

Parkmoor  
to  
Fruitdale

## HEART OF BURBANK

Bailey  
to  
Parkmoor

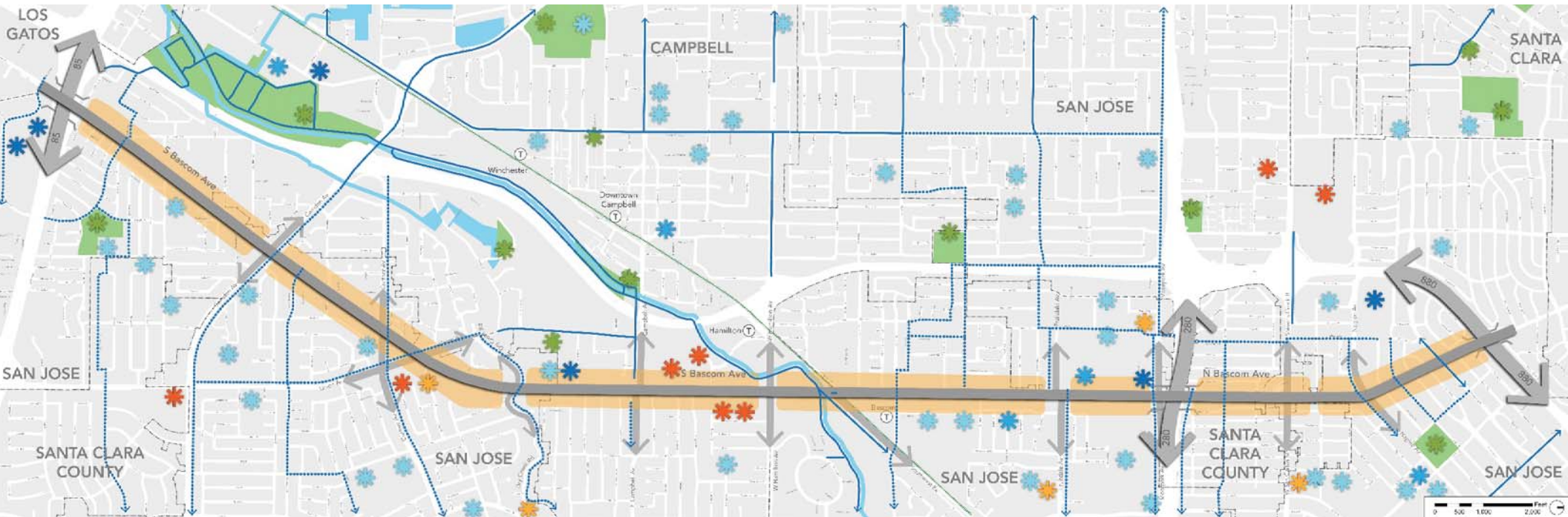
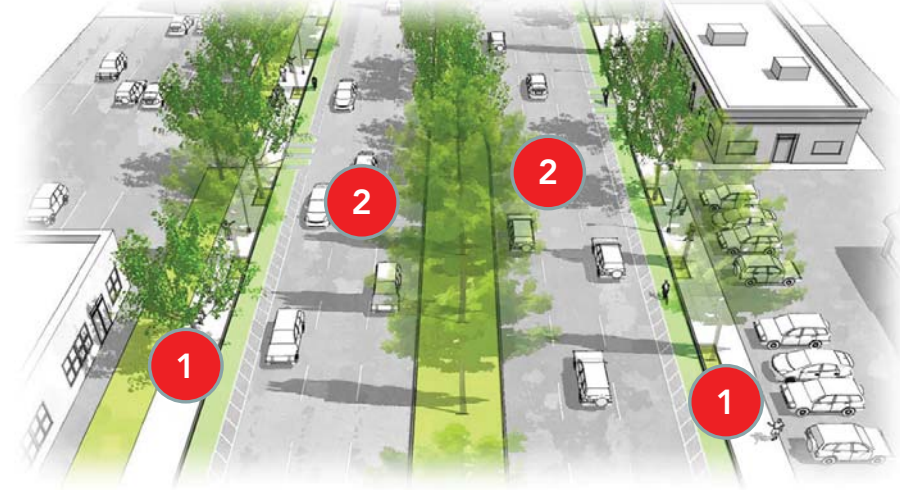
## NORTHERN GATEWAY

I-880  
to  
Bailey

# Overall Framework - Existing Condition

1 Maintain existing curbs and trees, where possible

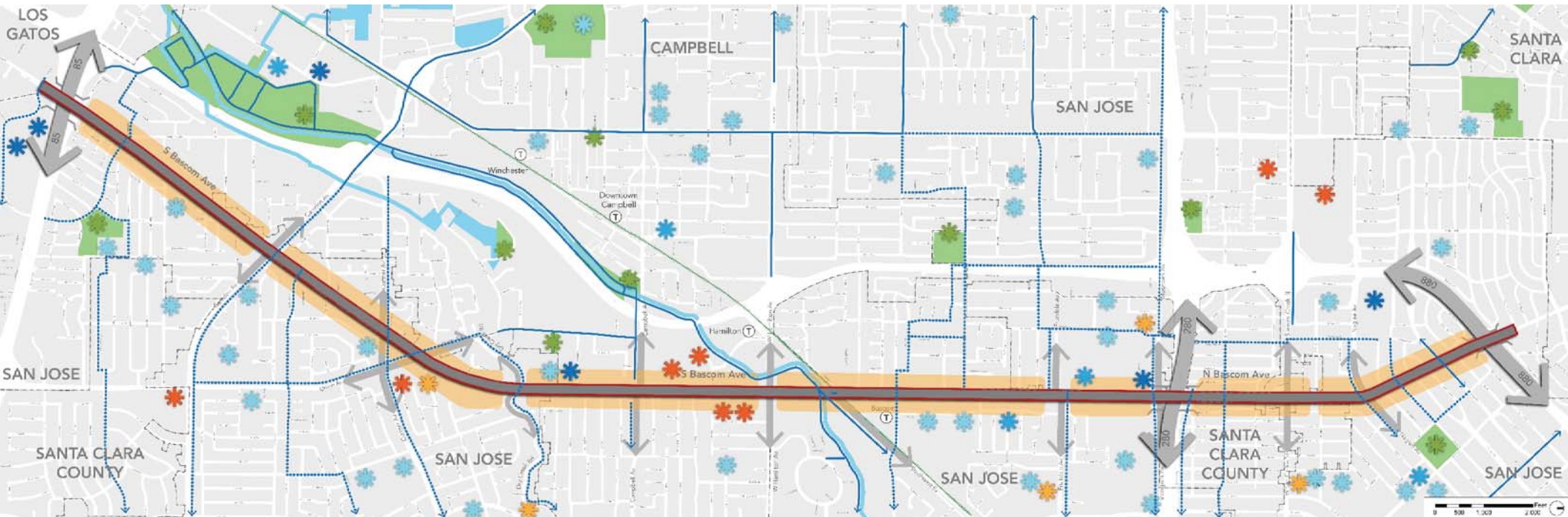
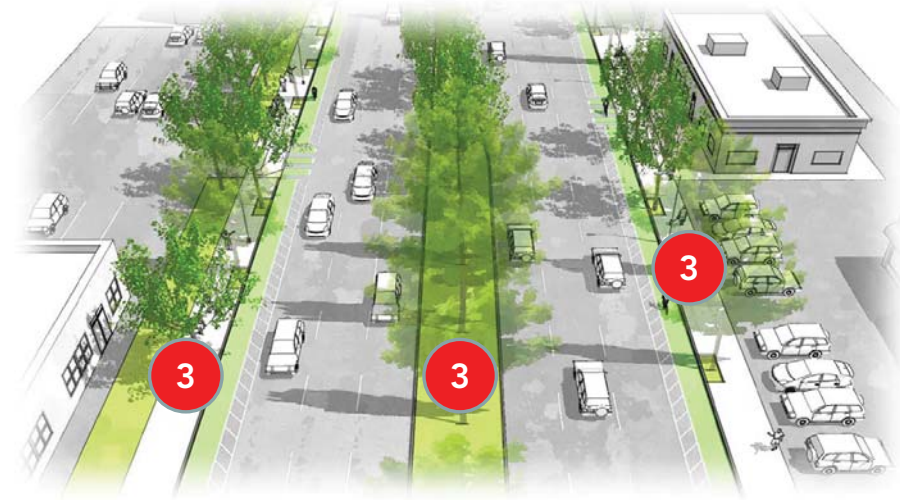
2 Maintain necessary travel lanes and turn lanes





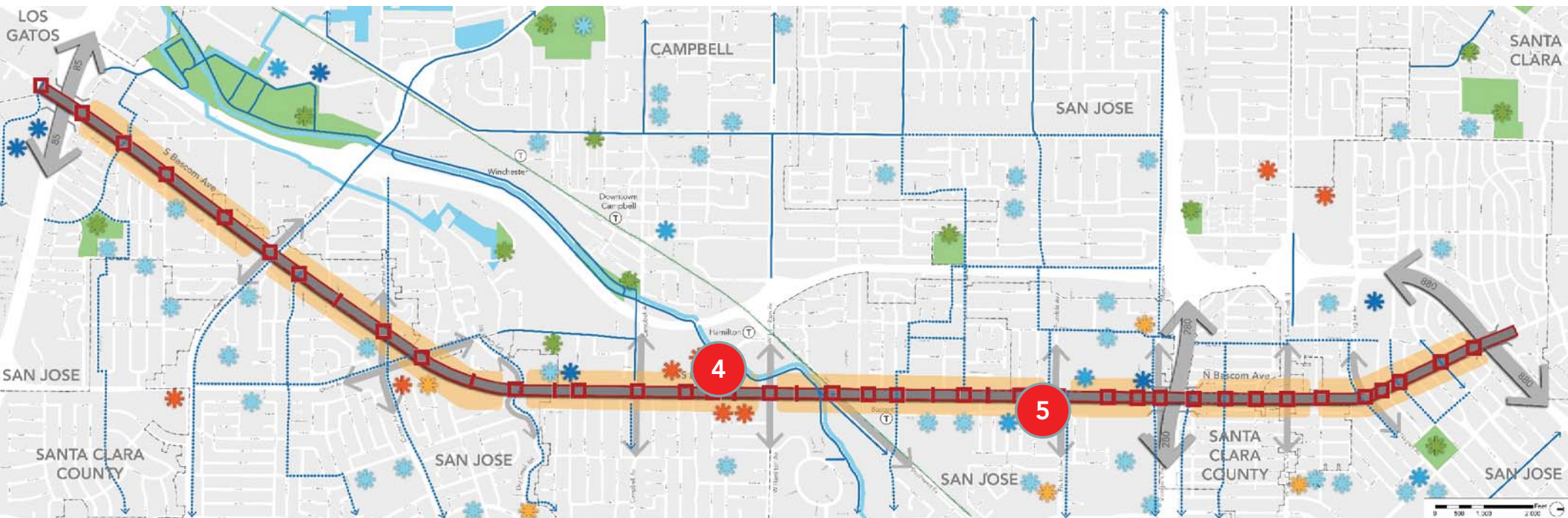
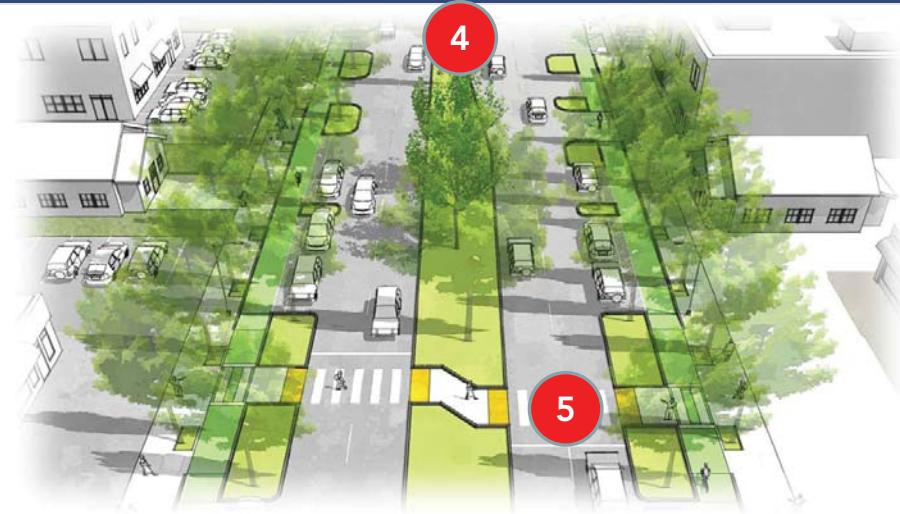
# Overall Framework - Pedestrian Improvements

3 Provide safe and continuous tree lined sidewalks and medians



# Overall Framework – Crosswalk Improvements

- 4 Enhance existing crosswalks
- 5 Provide new crosswalks at intersections and mid-blocks

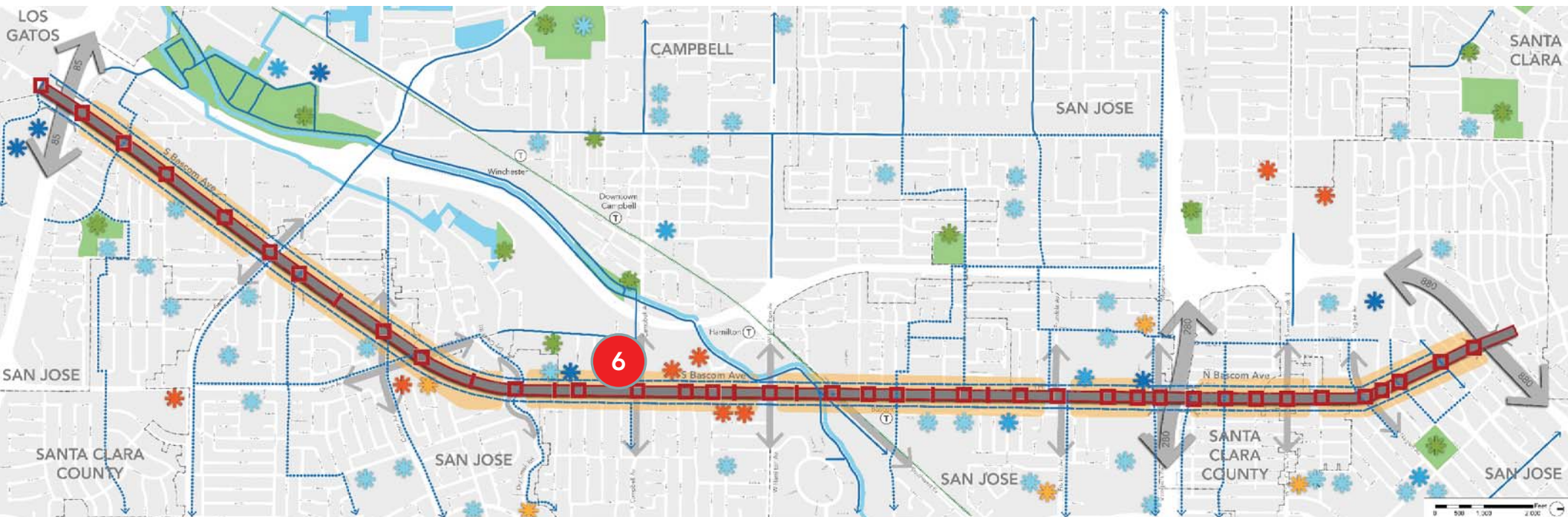


# Overall Improvements - Bike Improvements

**6** Create continuous bike facilities to create a vibrant bike network



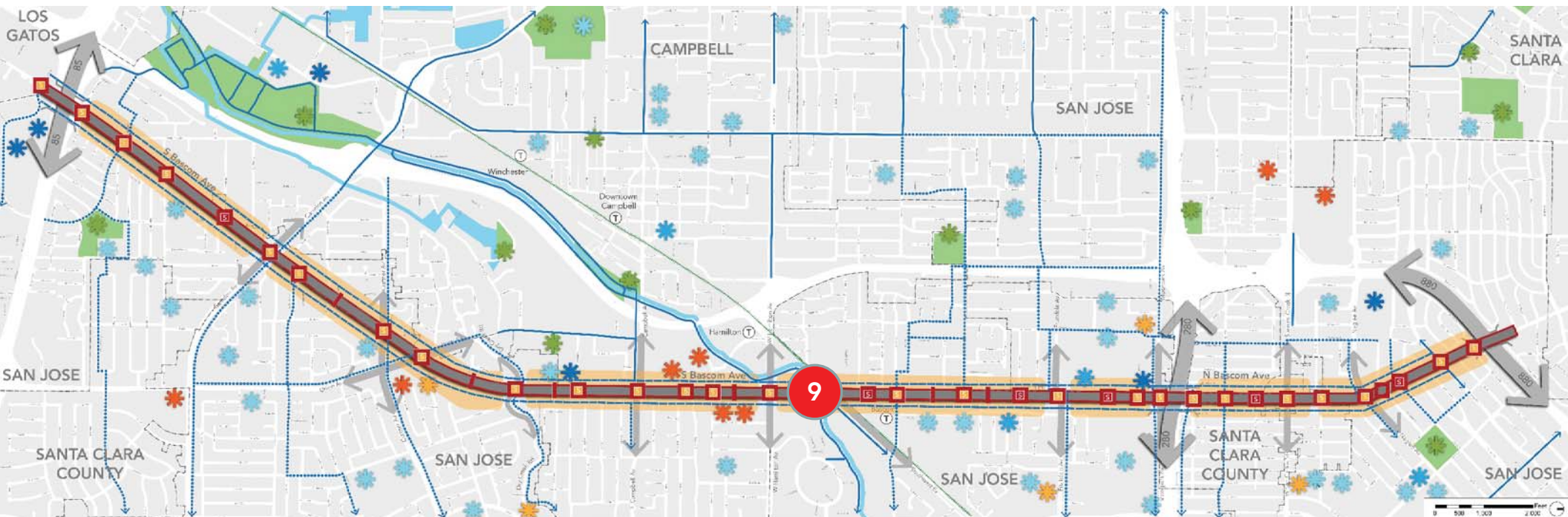
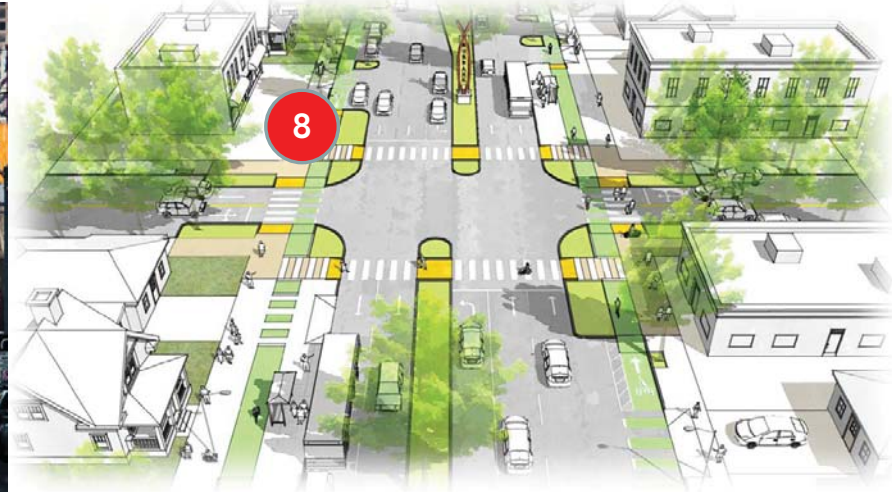
**7** Maximize opportunities for protected bike facilities



# Overall Framework – Improved Traffic Flow

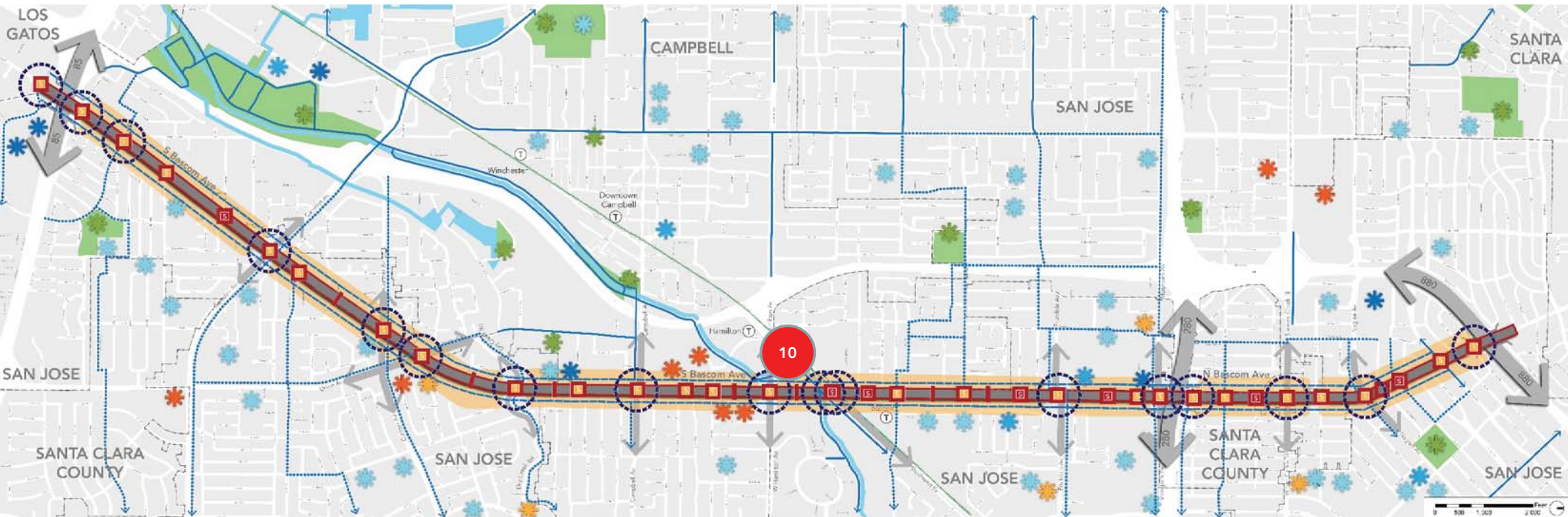
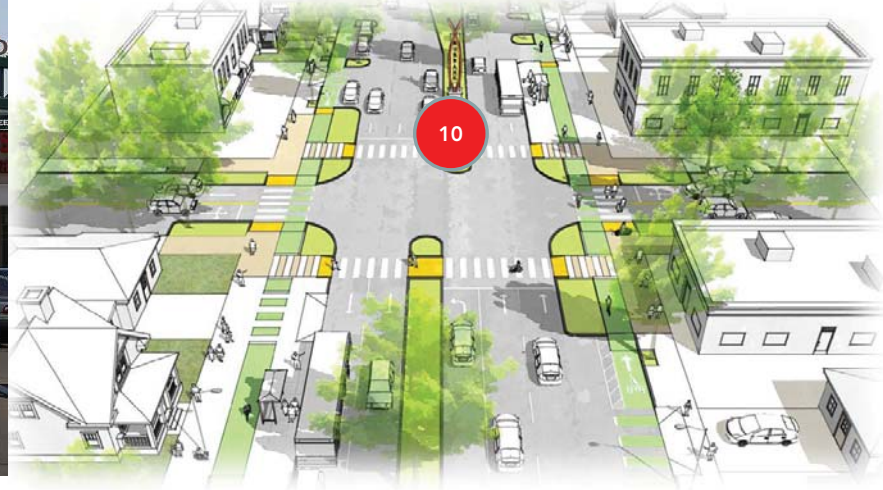
8 Synchronize existing signals

9 Add new signals, where needed



# Overall Framework – Art and Gateway

10 Incorporate Art, Gateways, and Historical Markers

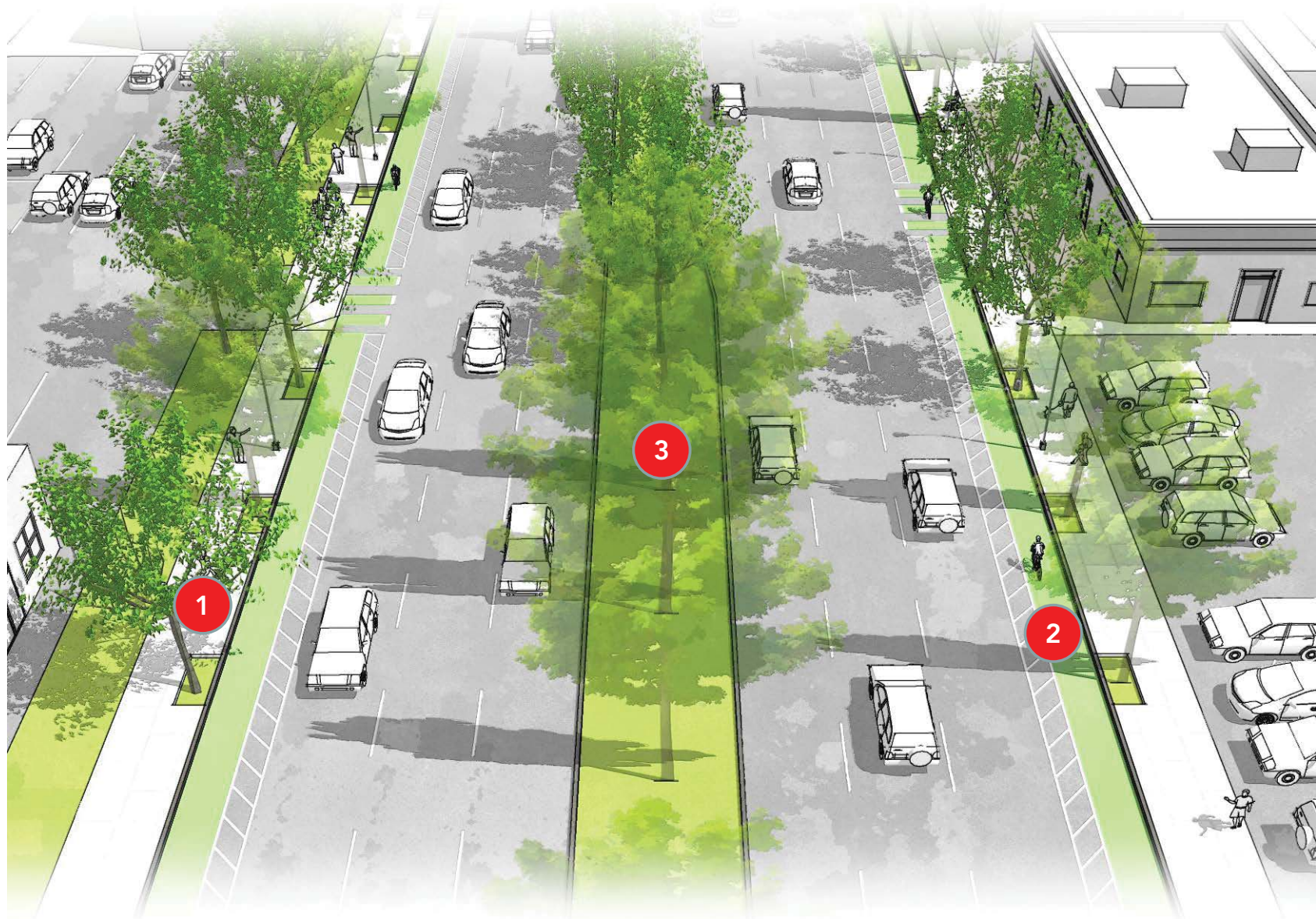


# Overall Framework



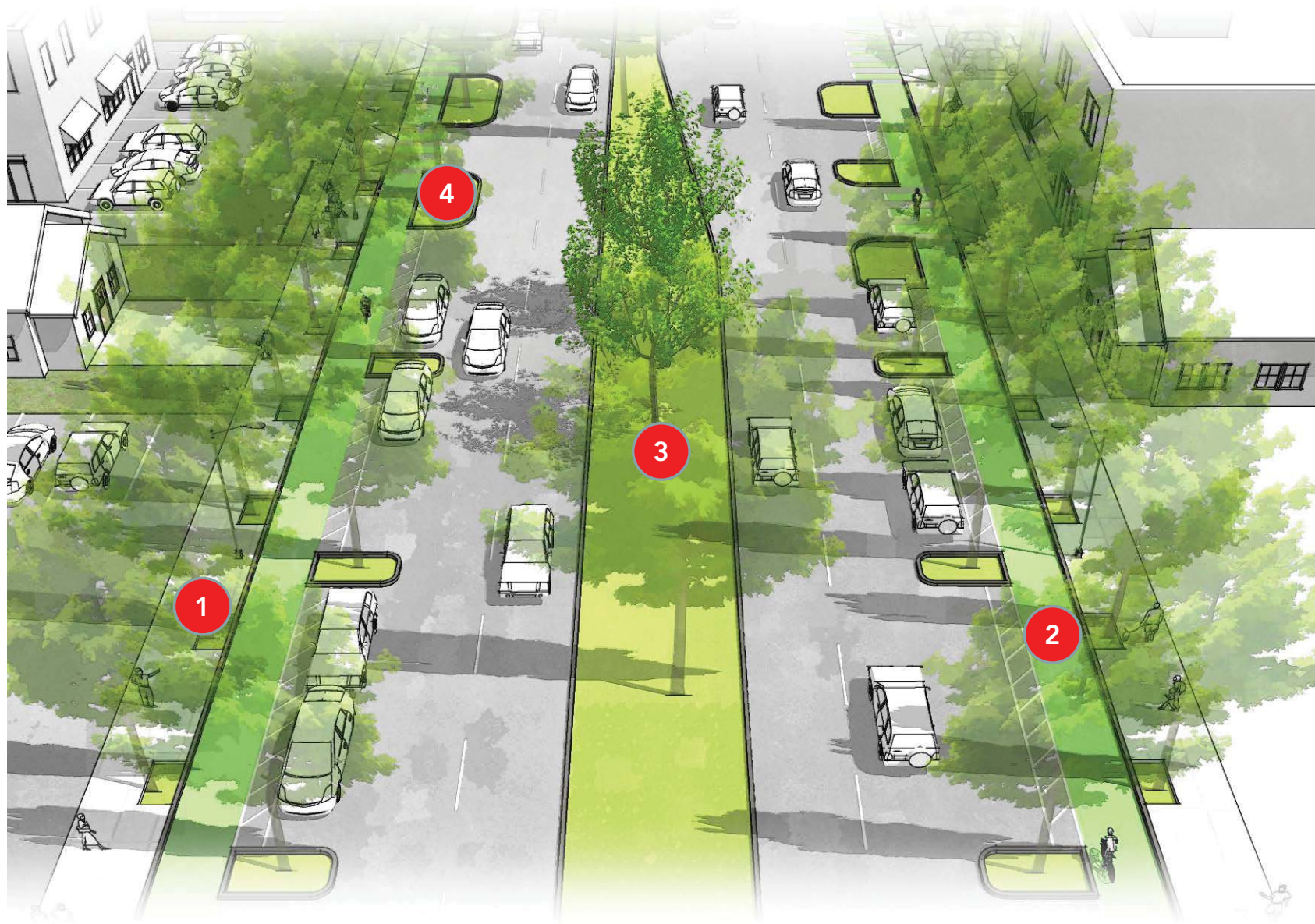
# Overall Framework

- 1 Continuous tree lined sidewalks
- 2 Enhanced bike facilities – buffered bike lanes
- 3 Tree Lined Medians



# Overall Framework

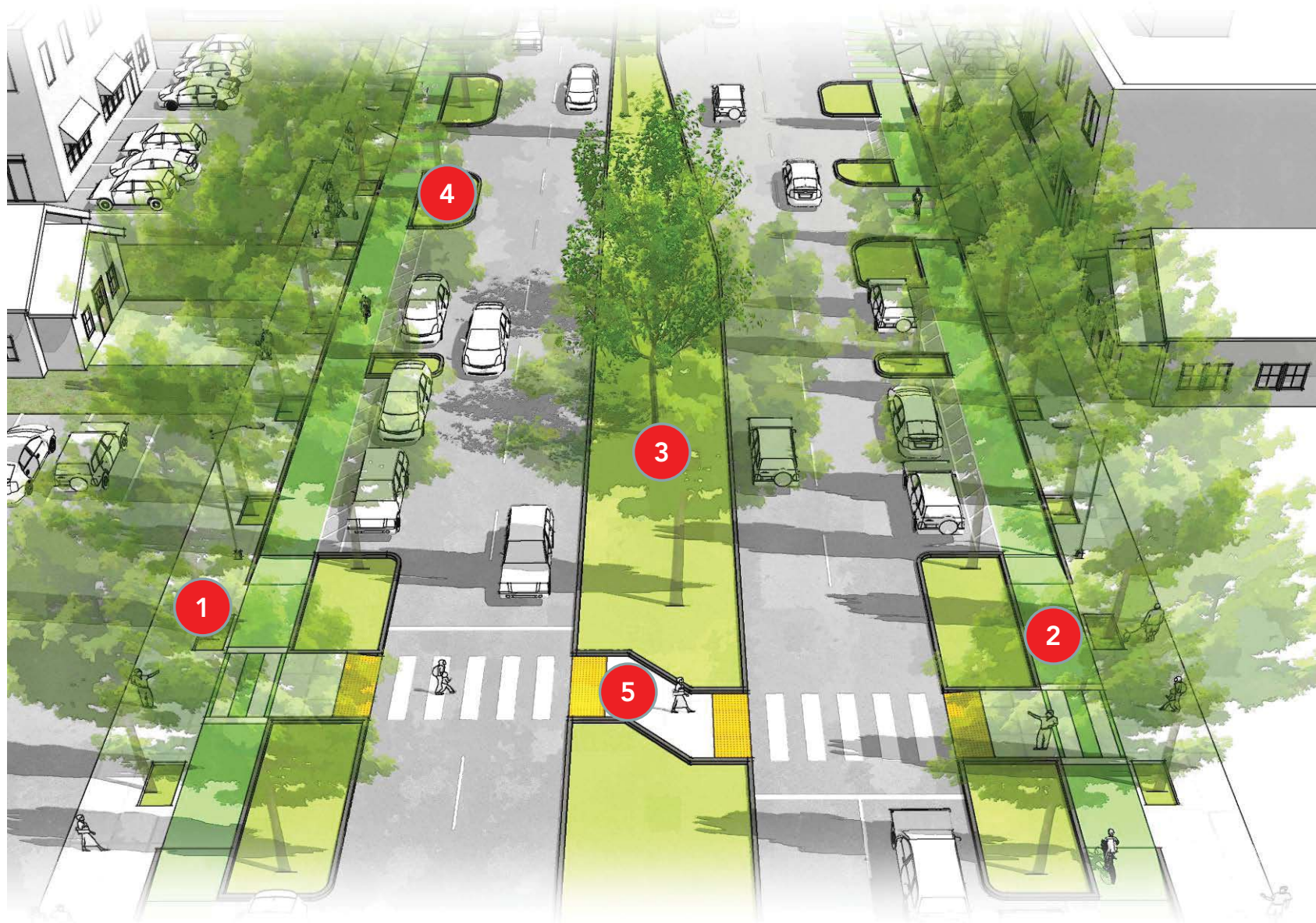
- 1 Continuous tree lined sidewalks
- 2 New protected bike lanes
- 3 Tree Lined Medians
- 4 Enhanced landscaping / Stormwater planters



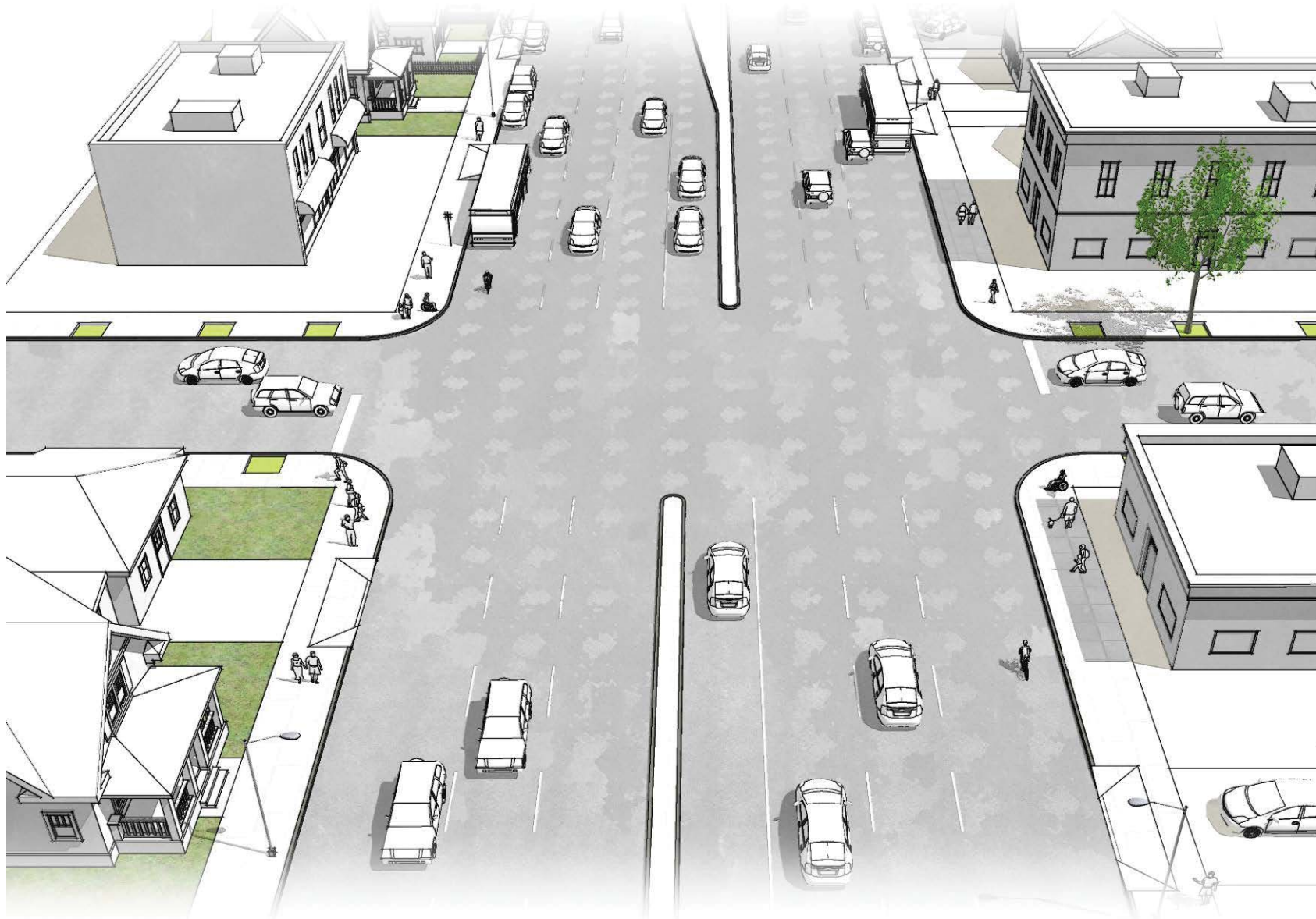


# Overall Framework

- 1 Continuous tree lined sidewalks
- 2 New protected bike lanes
- 3 Tree Lined Medians
- 4 Enhanced landscaping / Stormwater planters
- 5 New mid-block crossings

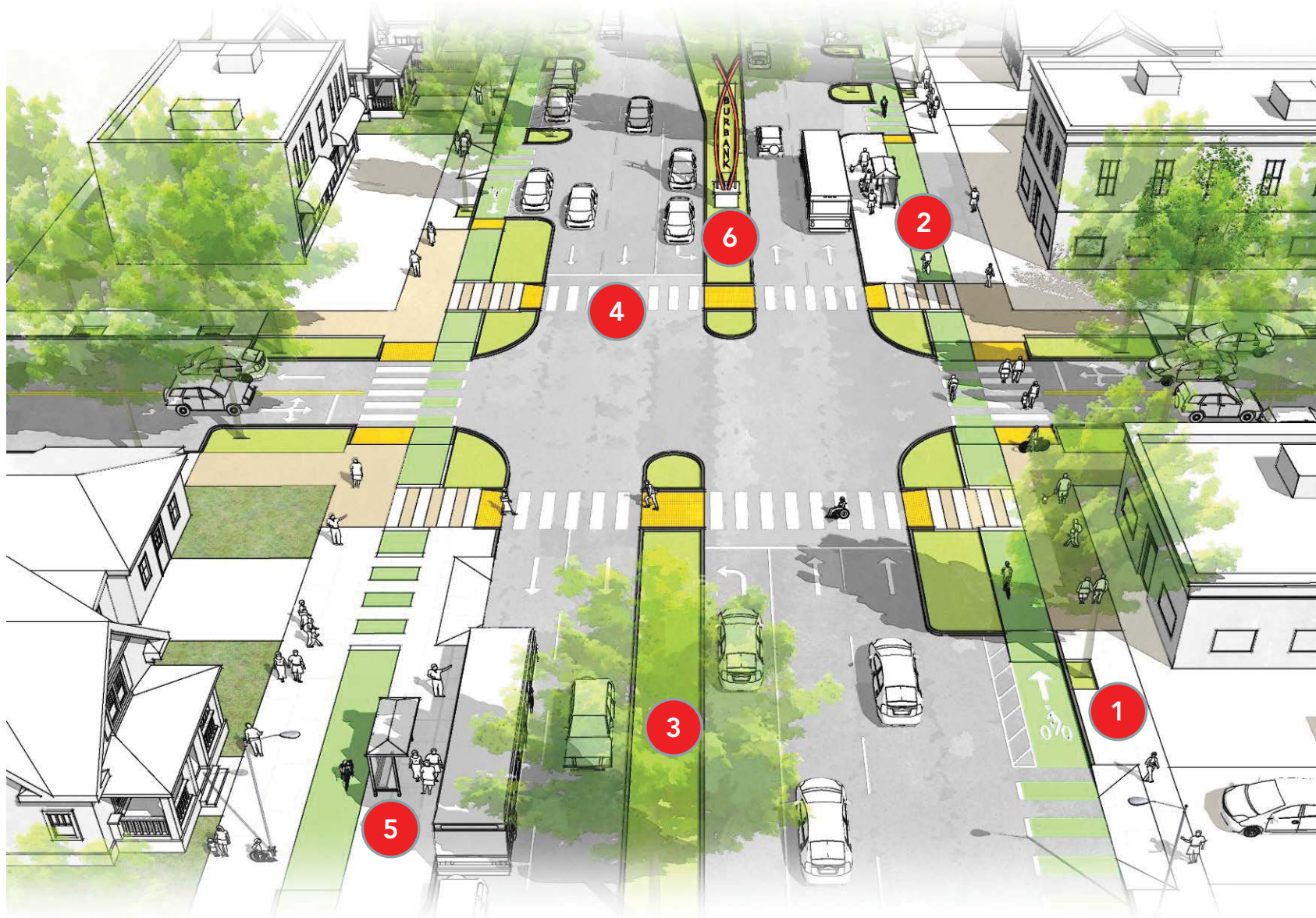


# Overall Framework

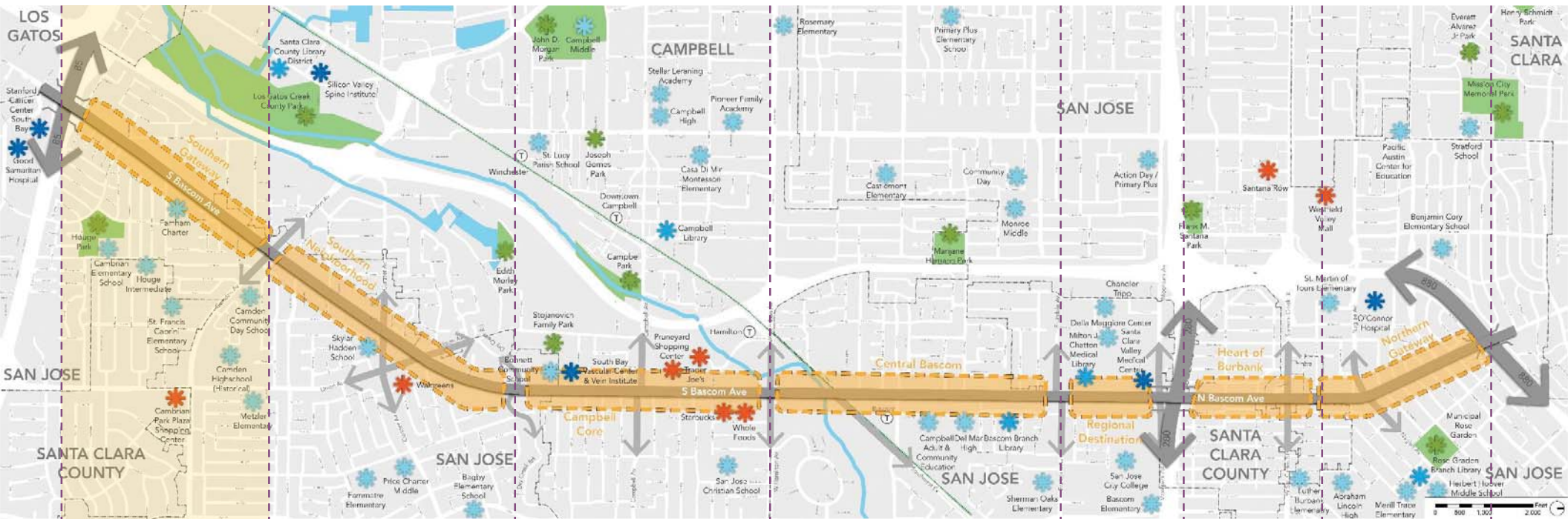


# Overall Framework

- 1 Continuous tree lined sidewalks
- 2 Enhanced bike facilities – Class IV protected bike lanes
- 3 New Tree Lined Medians
- 4 New crosswalks
- 5 Enhanced transit facilities
- 6 New gateway opportunities



# Southern Gateway: Samaritan Dr to Camden Ave



## SOUTHERN GATEWAY

Camden  
to  
Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek  
to  
Camden

## CAMPBELL CORE

Hamilton  
to  
Dry Creek

## CENTRAL BASCOM

Fruitdale  
to  
Hamilton

## REGIONAL DESTINATION

Parkmoor  
to  
Fruitdale

## HEART OF BURBANK

Bailey  
to  
Parkmoor

## NORTHERN GATEWAY

I-880  
to  
Bailey

# Southern Gateway: Samaritan Dr to Camden Ave

## Overall Character:

Predominantly a residential area with some commercial and institutional uses

## Street Character:

Buildings do not engage the street (many large sound walls) and few street trees

## Street Size and Lanes:

118 foot ROW with six to seven lanes and limited street parking

## Multi-Modal Access and Facilities:

Sidewalks: 7 to 9 feet wide

Bike Lanes: None

Transit: Yes

## Traffic Volumes:

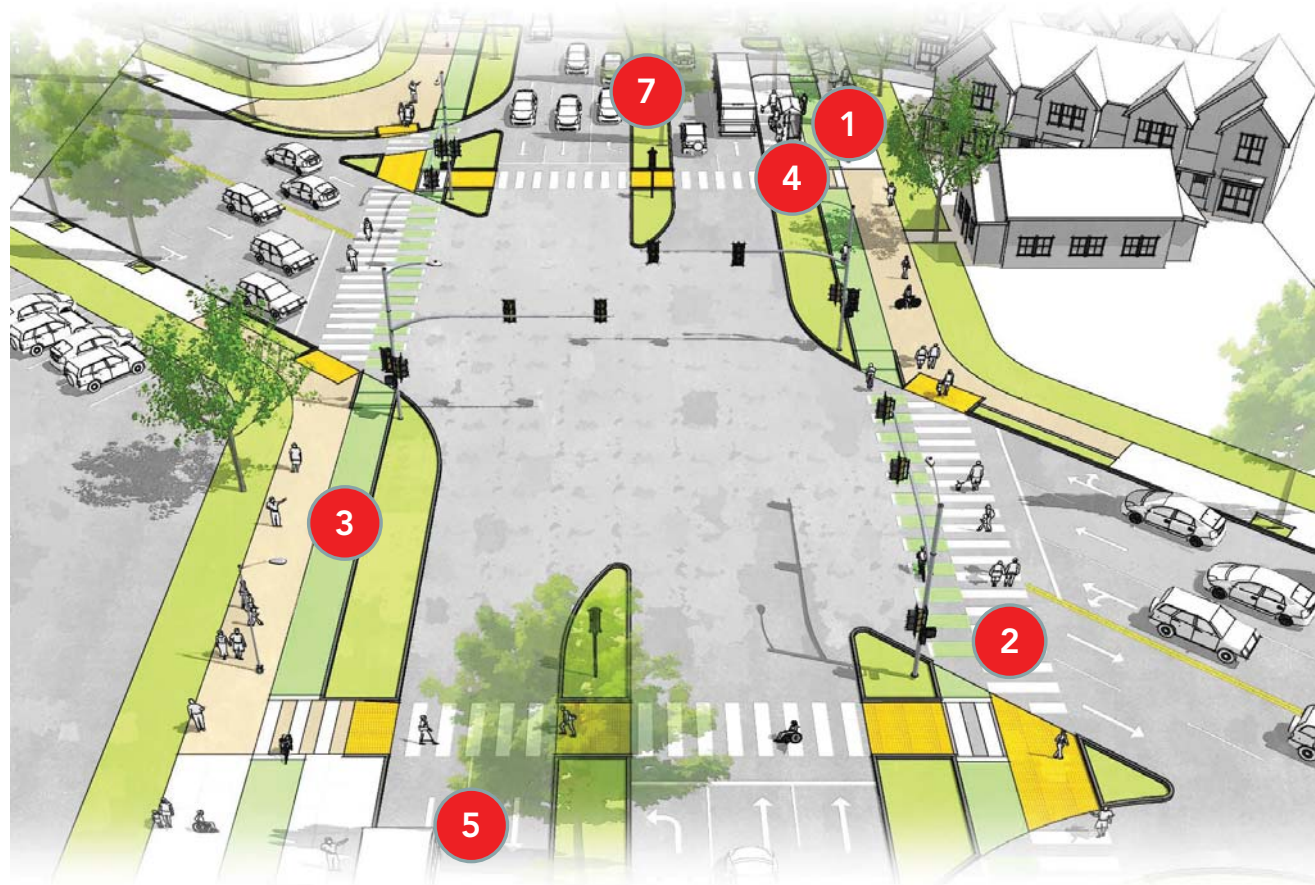
Currently 22,000 cars per day  
(60,000 cars per day design capacity)



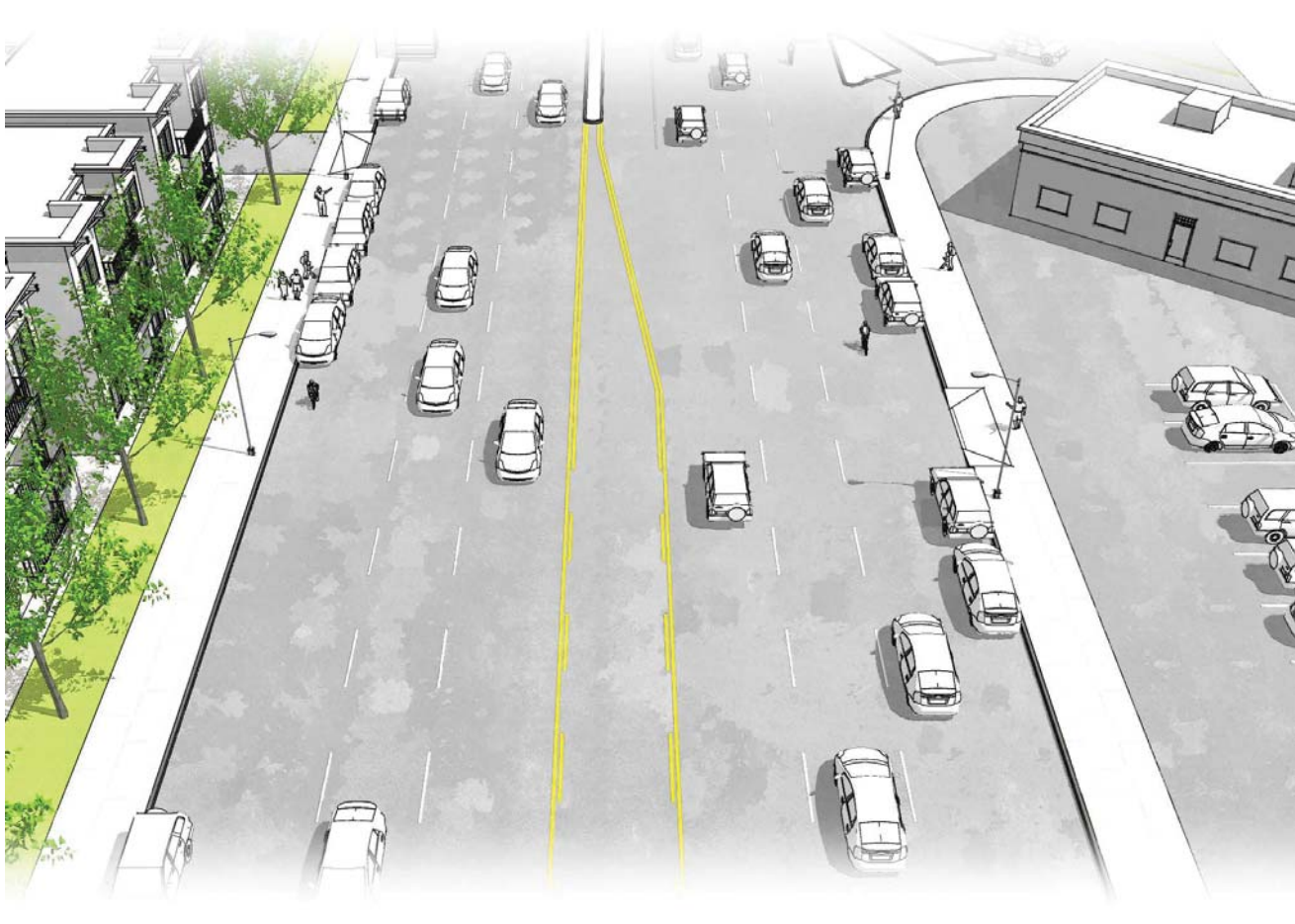
# Southern Gateway: Samaritan Dr to Camden Ave

## Proposed Improvements

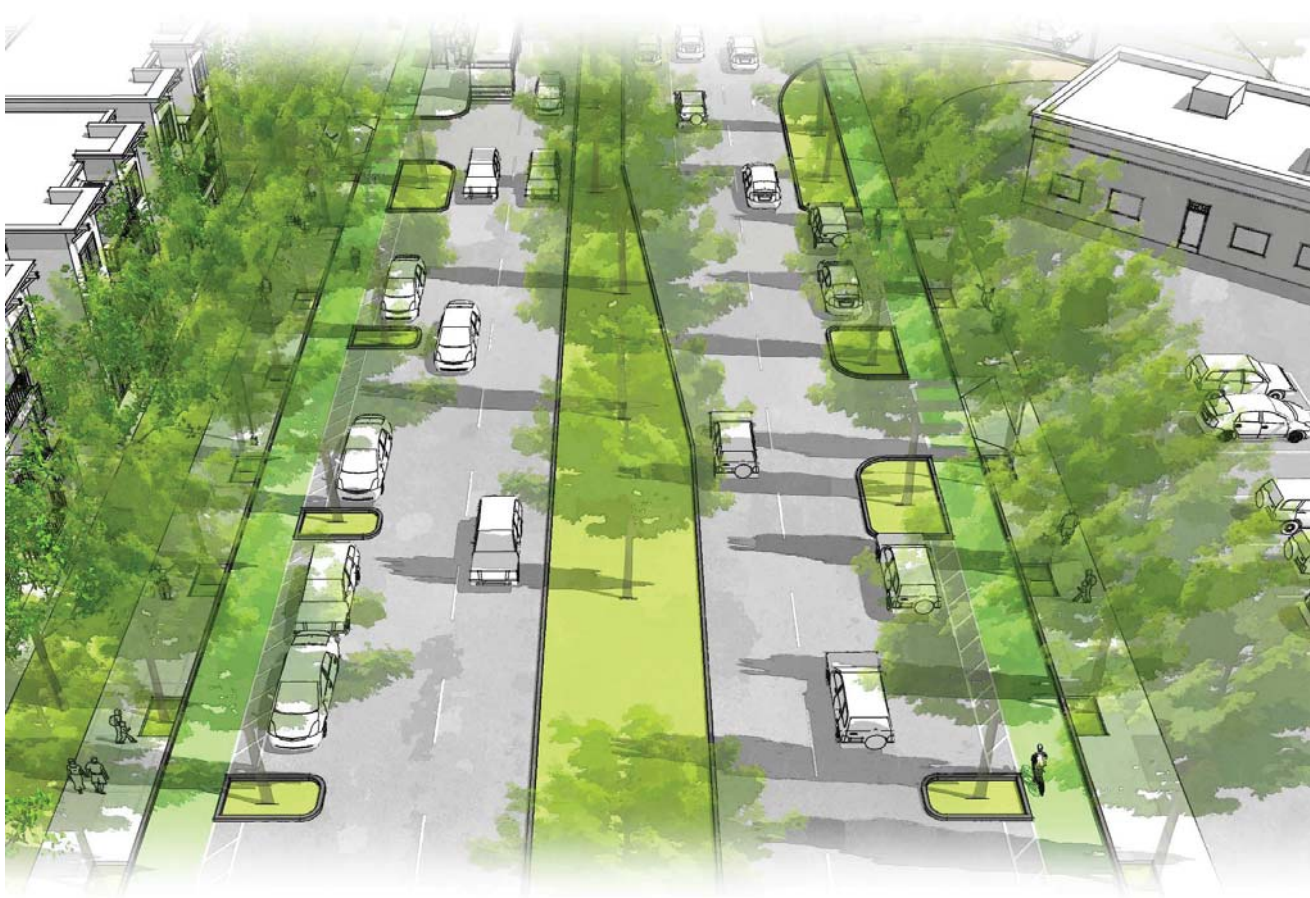
- 1 Widened sidewalks; **Tree lined 9'-10' sidewalks**
- 2 **New crosswalks** at Shelly and Woodard
- 3 **New bike facilities** – Class IV protected lanes and bike crosswalks
- 4 **Enhanced transit facilities**
- 5 **2 travel lanes** in each direction and existing turn lanes
- 6 **Gateway opportunities** at White Oaks and West Valley
- 7 **Enhanced landscaped median**



# Southern Gateway: Samaritan Dr to Camden Ave

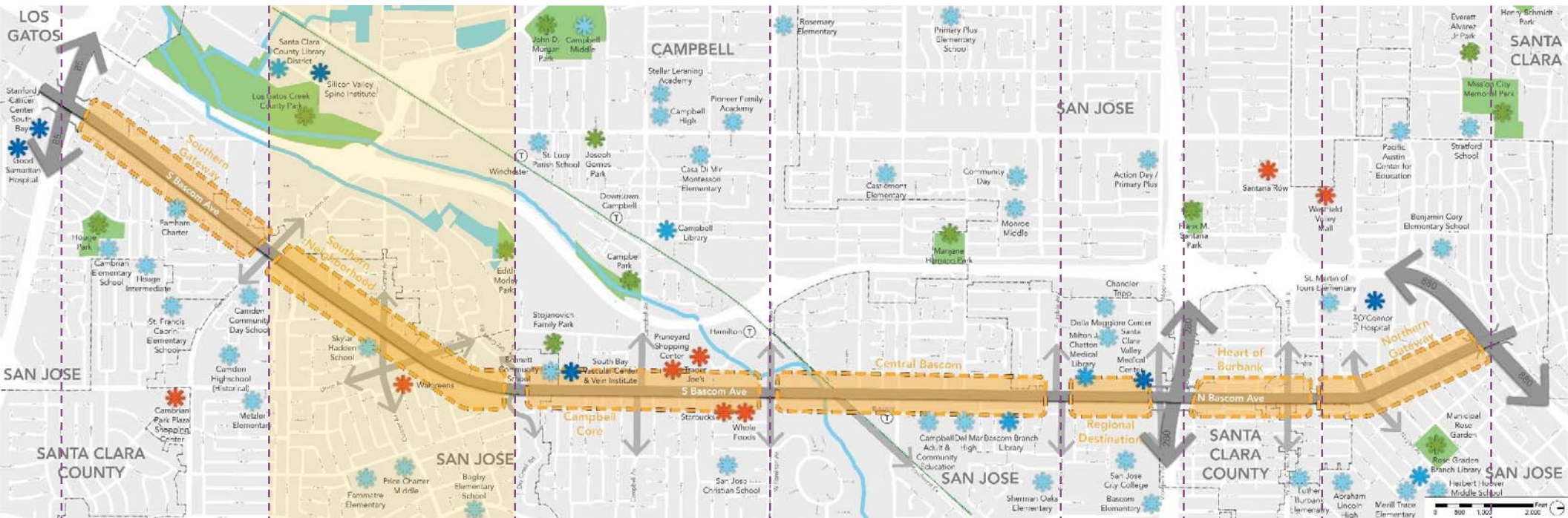


# Southern Gateway: Samaritan Dr to Camden Ave





# South Neighborhood: Camden Ave to Dry Creek Rd



## SOUTHERN GATEWAY

Camden to Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek to Camden

## CAMPBELL CORE

Hamilton to Dry Creek

## CENTRAL BASCOM

Fruitdale to Hamilton

## REGIONAL DESTINATION

Parkmoor to Fruitdale

## HEART OF BURBANK

Bailey to Parkmoor

## NORTHERN GATEWAY

I-880 to Bailey

# South Neighborhood: Camden Ave to Dry Creek Rd

## Overall Character:

Predominantly commercial with some residential and institutional uses

## Street Character:

Long blocks, Most buildings do not engage the street; some street trees

## Street Size and Lanes:

120 to 122' ROW with six to seven lanes, and limited street parking

## Multi-Modal Access and Facilities:

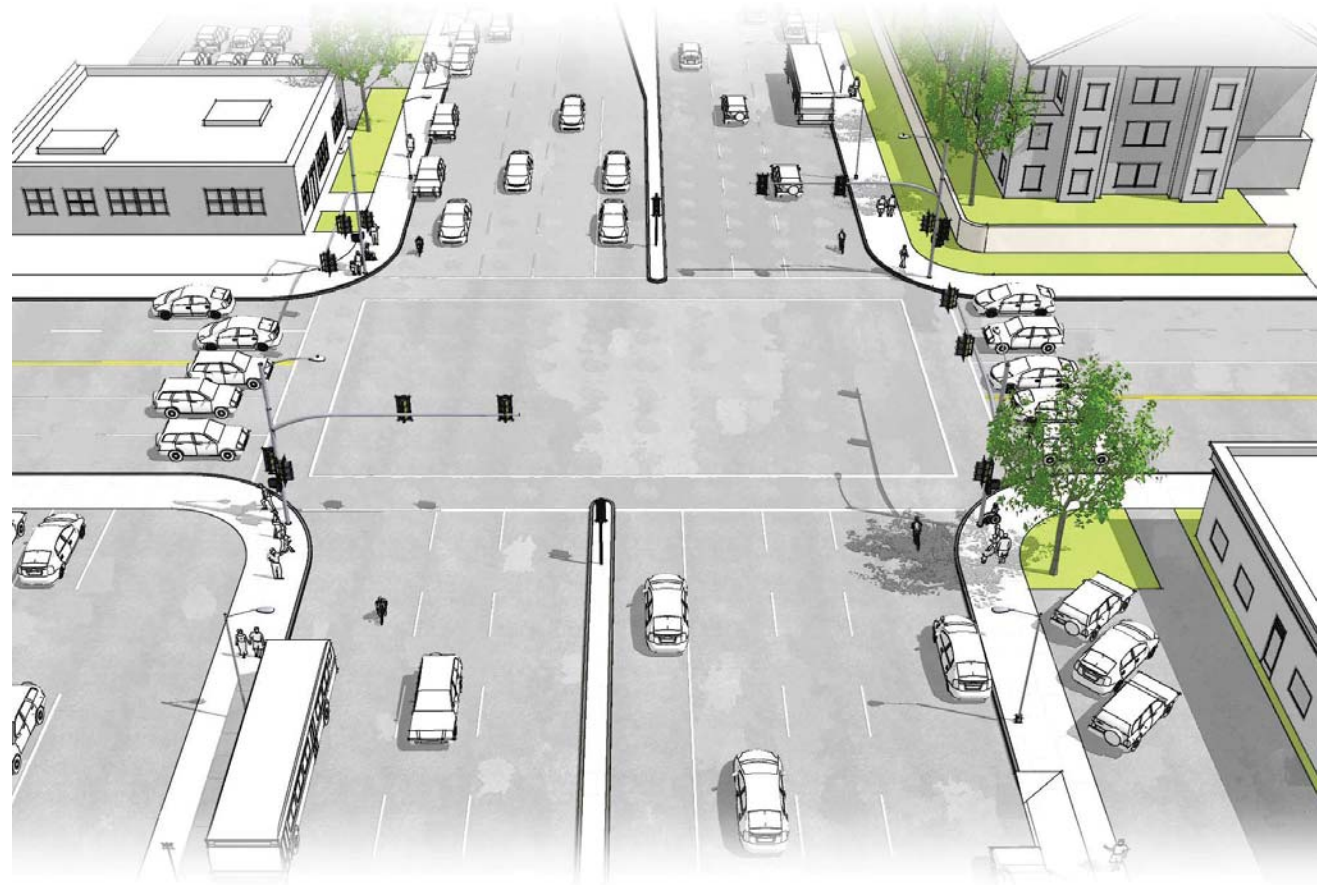
Sidewalks: 9 to 10 feet wide

Bike Lanes: None

Transit: Yes

## Traffic Volumes:

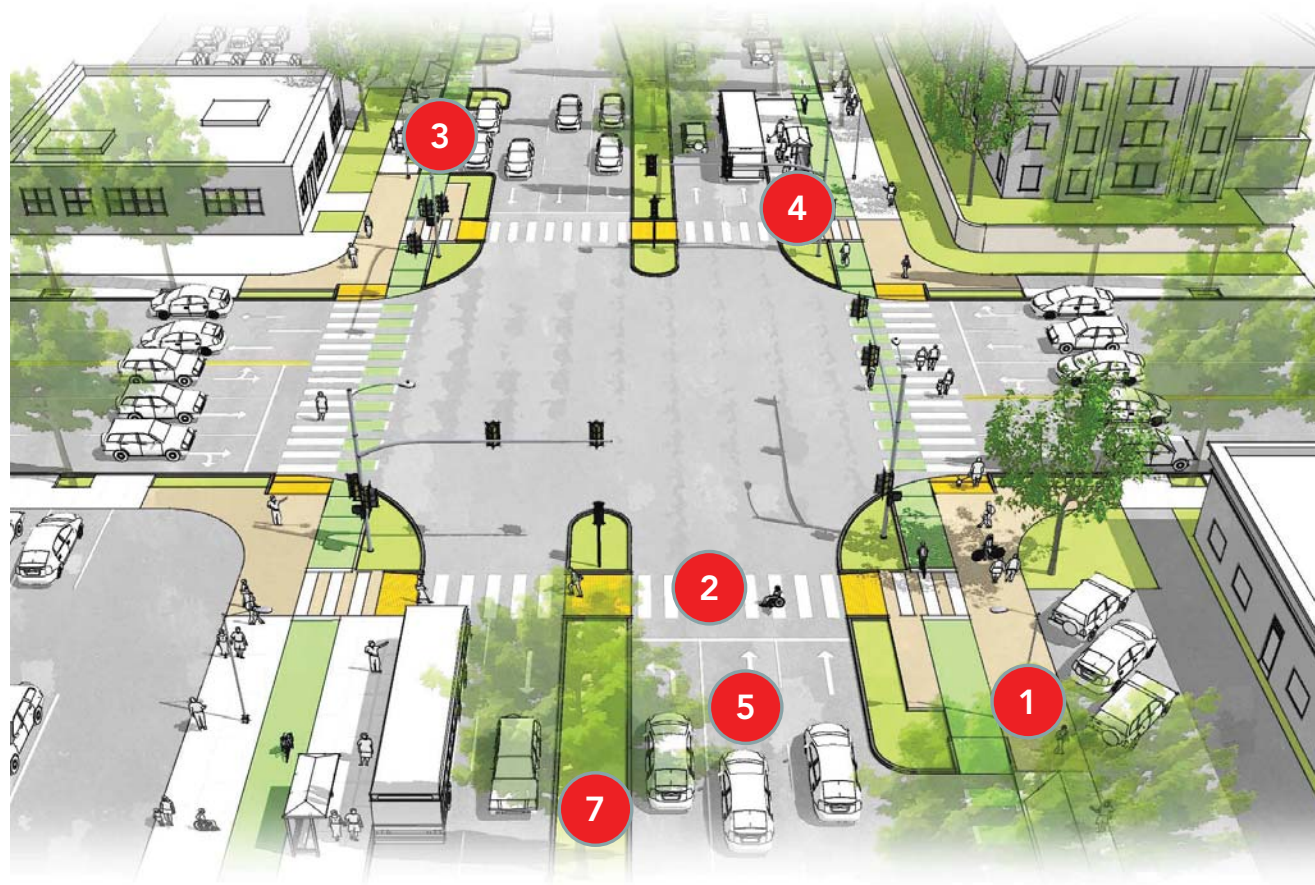
Currently 17,500 cars per day  
(60,000 cars per day design capacity)



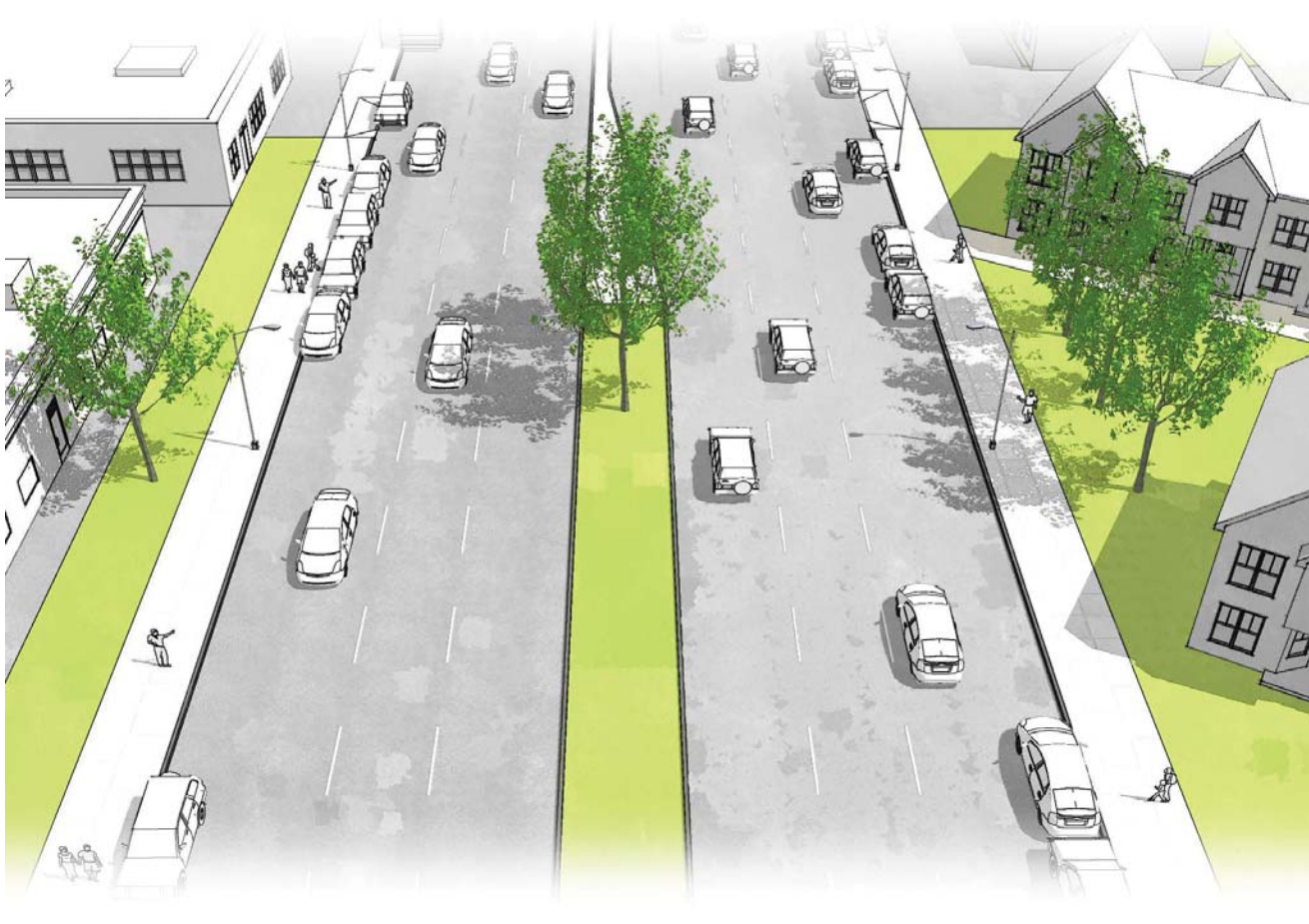
# South Neighborhood: Camden Ave to Dry Creek Rd

## Proposed Improvements

- 1 New continuous sidewalks; **Tree lined 9'-10' sidewalks**
- 2 **New crosswalks** at Jewell and Foxworthy; **new midblock crosswalk** at Shadow Creek Apartments
- 3 **New bike facilities** – Class IV protected lanes and bike crosswalks
- 4 **Enhanced transit facilities**
- 5 **2 travel lanes** in each direction and existing turn lanes
- 6 **Gateway opportunities** at Union, Curtner, and Camden
- 7 Enhanced **landscaped median**



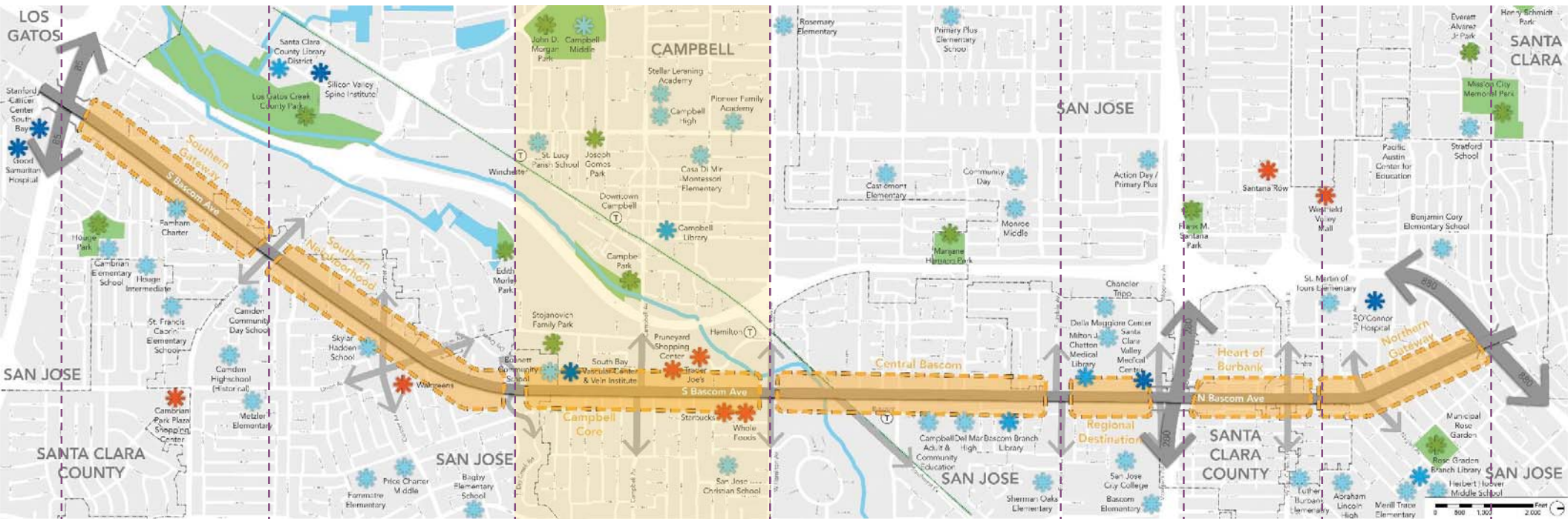
# South Neighborhood: Camden Ave to Dry Creek Rd



# South Neighborhood: Camden Ave to Dry Creek Rd



# Campbell Core: Dry Creek Road to Hamilton Ave



## SOUTHERN GATEWAY

Camden  
to  
Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek  
to  
Camden

## CAMPBELL CORE

Hamilton  
to  
Dry Creek

## CENTRAL BASCOM

Fruitdale  
to  
Hamilton

## REGIONAL DESTINATION

Parkmoor  
to  
Fruitdale

## HEART OF BURBANK

Bailey  
to  
Parkmoor

## NORTHERN GATEWAY

I-880  
to  
Bailey

# Campbell Core: Dry Creek Road to Hamilton Ave

## Overall Character:

Predominantly commercial; some institutional and residential uses

## Street Character:

Engaging; some street trees located in median and along front of sidewalks

## Street Size and Lanes:

120' ROW; 7 lanes and limited street parking

## Multi-Modal Access and Facilities:

Sidewalks: 9 to 10 feet wide

Bike Lanes: Yes

Transit: Yes

## Traffic Volumes:

Currently 35,000 cars per day

(60,000 cars per day design capacity)



# Campbell Core: Dry Creek Road to Hamilton Ave

## Proposed Improvements

1 New continuous sidewalks; **Tree lined 9'-10' sidewalks**

2 **New crosswalks** at Pruneyard, Campbell and Dry Creek; **2 new midblock crosswalk** at Campbell Apartments and Bohnett Elementary School

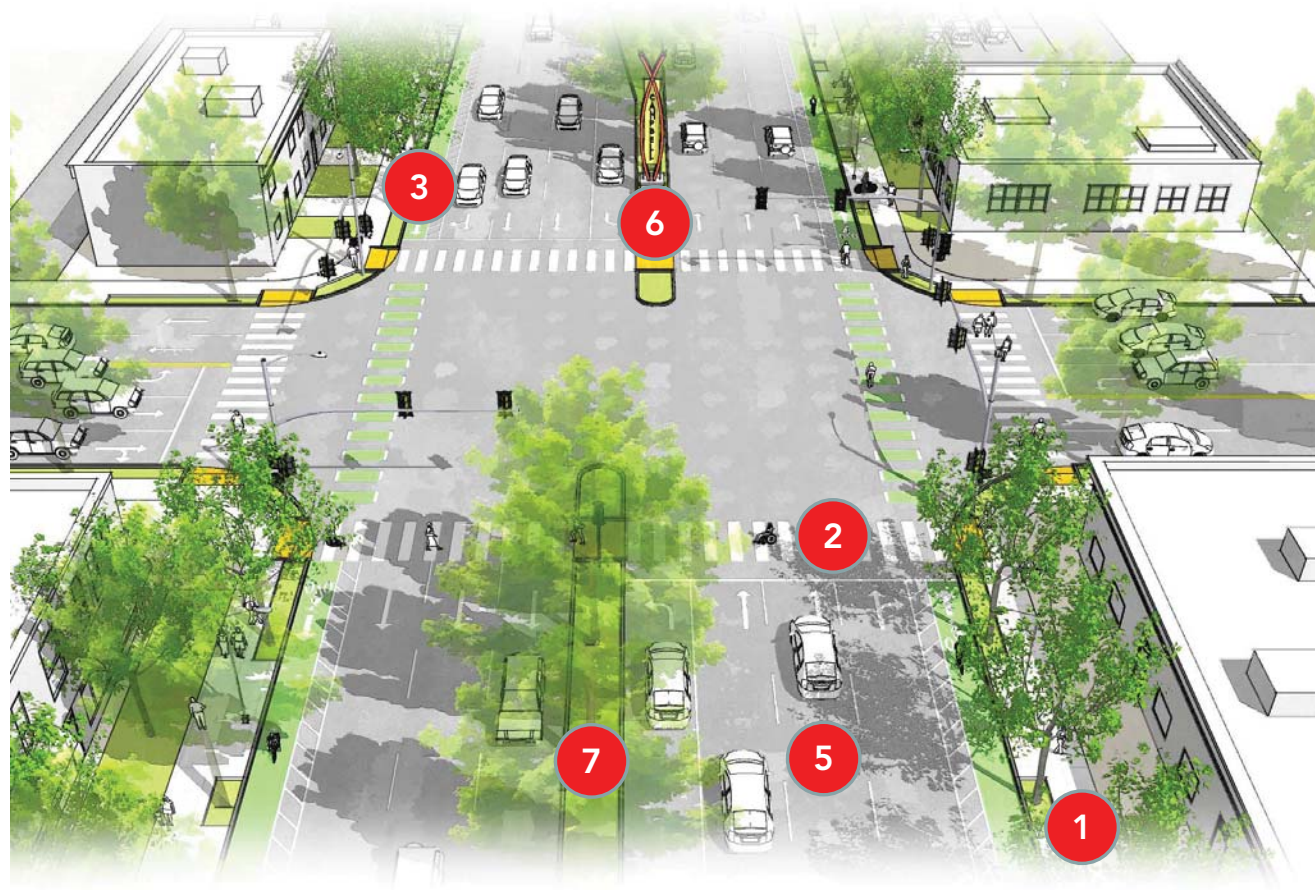
3 **New bike facilities** – buffered bike lanes and bike crosswalks

4 **Enhanced transit facilities**

5 **Existing 3 travel lanes** in each direction and turn lanes maintained

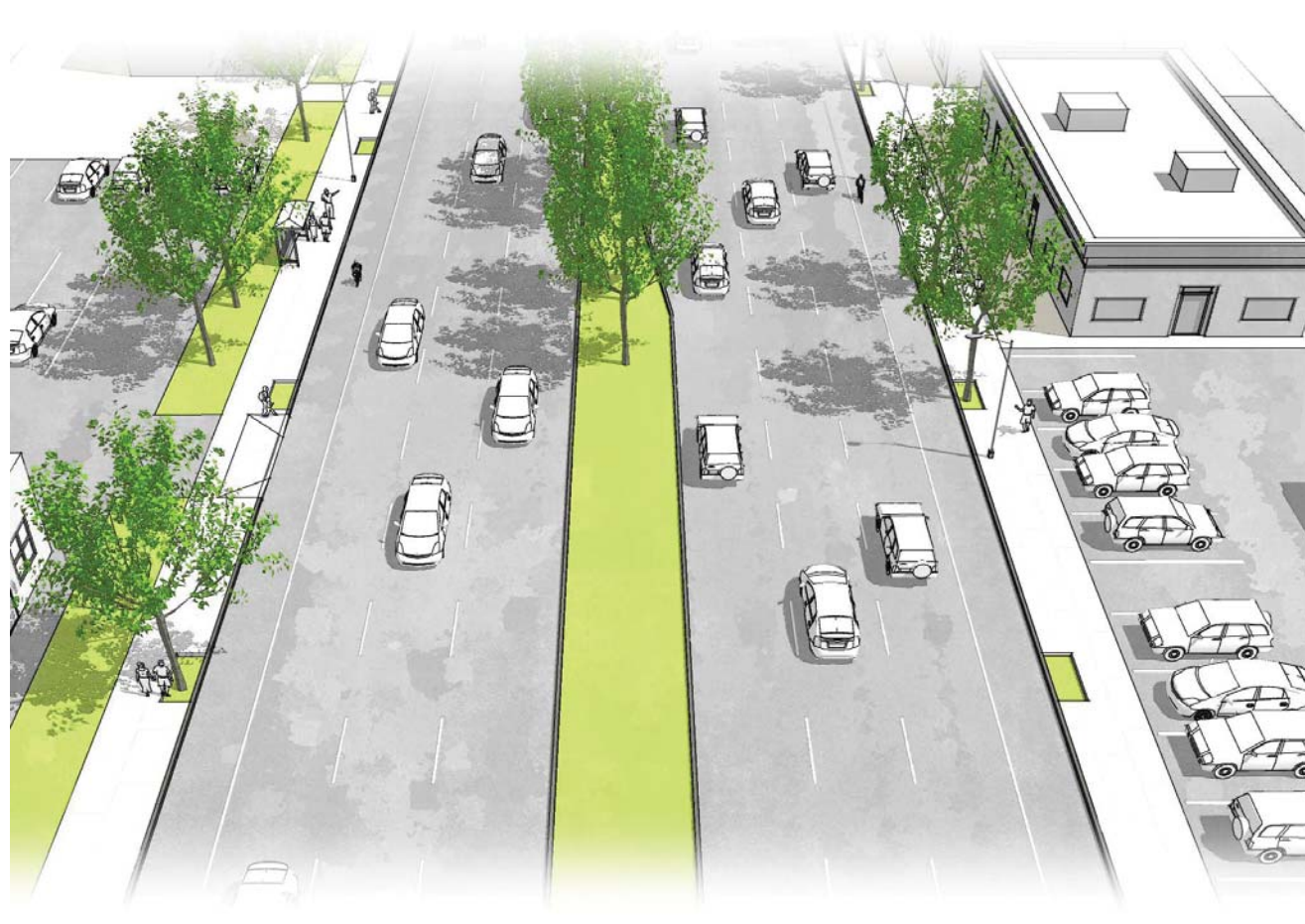
6 Gateway opportunities at Hamilton, Campbell, and Dry Creek

7 Enhanced landscaped median





# Campbell Core: Dry Creek Road to Hamilton Ave



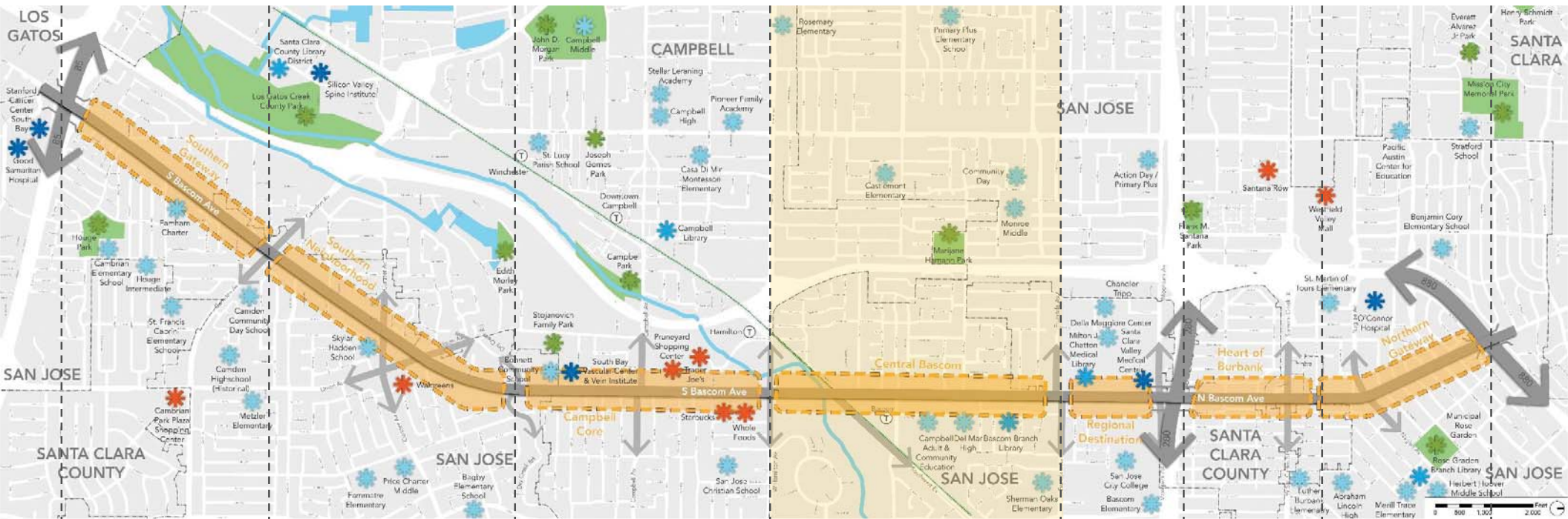
# Campbell Core: Dry Creek Road to Hamilton Ave



# Campbell Core: Dry Creek Road to Hamilton Ave



# Central Bascom: Hamilton Ave to Fruitdale Ave



## SOUTHERN GATEWAY

Camden to Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek to Camden

## CAMPBELL CORE

Hamilton to Dry Creek

## CENTRAL BASCOM

Fruitdale to Hamilton

## REGIONAL DESTINATION

Parkmoor to Fruitdale

## HEART OF BURBANK

Bailey to Parkmoor

## NORTHERN GATEWAY

I-880 to Bailey

# Central Bascom: Hamilton Ave to Fruitdale Ave

## Overall Character:

Predominately commercial and institutional area, some residential

## Street Character:

Building front street, long distances between crosswalks

## Street Size and Lanes:

118 to 120' ROW with seven lanes, and minimal street parking

## Multi-Modal Access and Facilities:

Sidewalks: 9 to 10 feet wide

Bike Lanes: Yes

Transit: Yes

## Traffic Volumes:

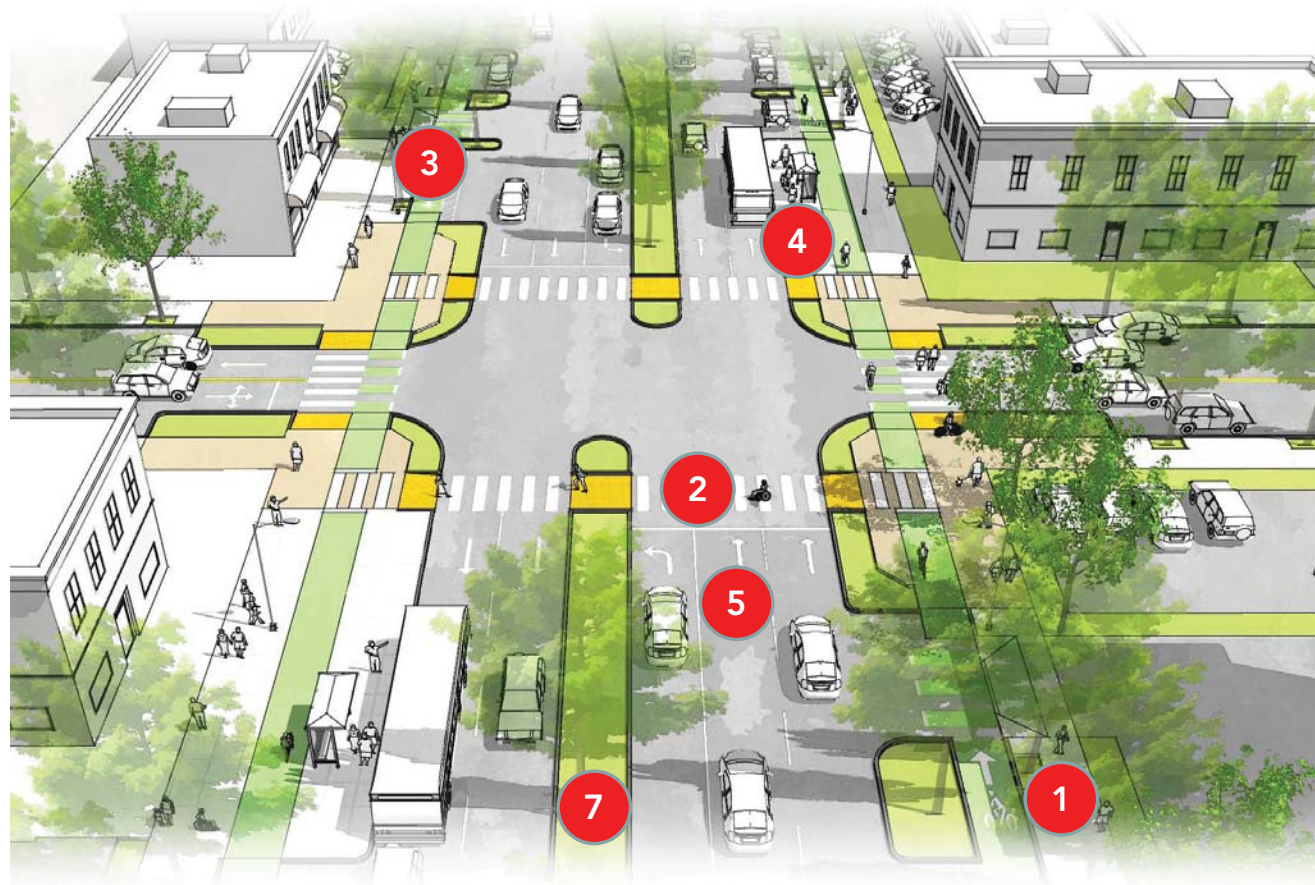
Currently 35,000 cars per day  
(60,000 cars per day design capacity)



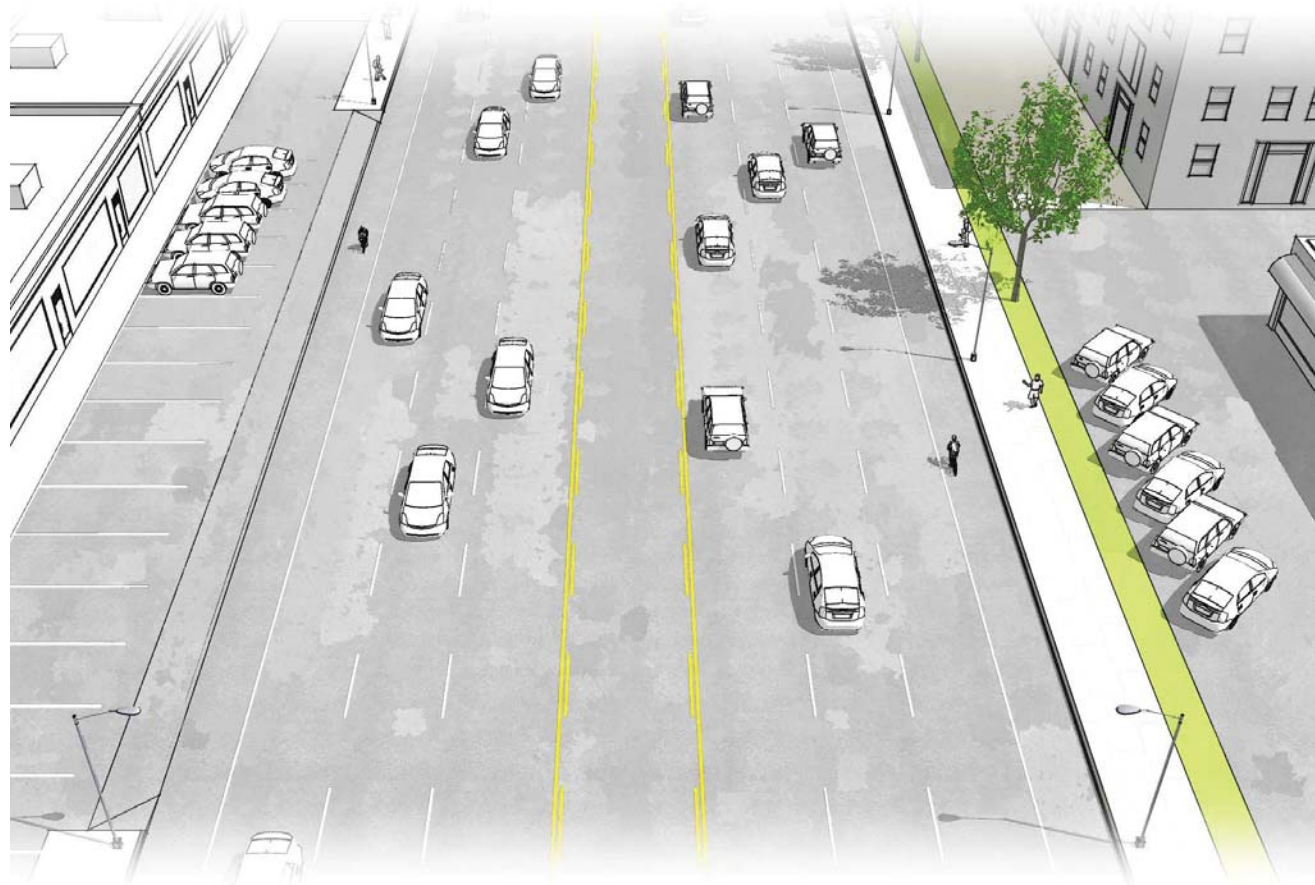
# Central Bascom: Hamilton Ave to Fruitdale Ave

## Proposed Improvements

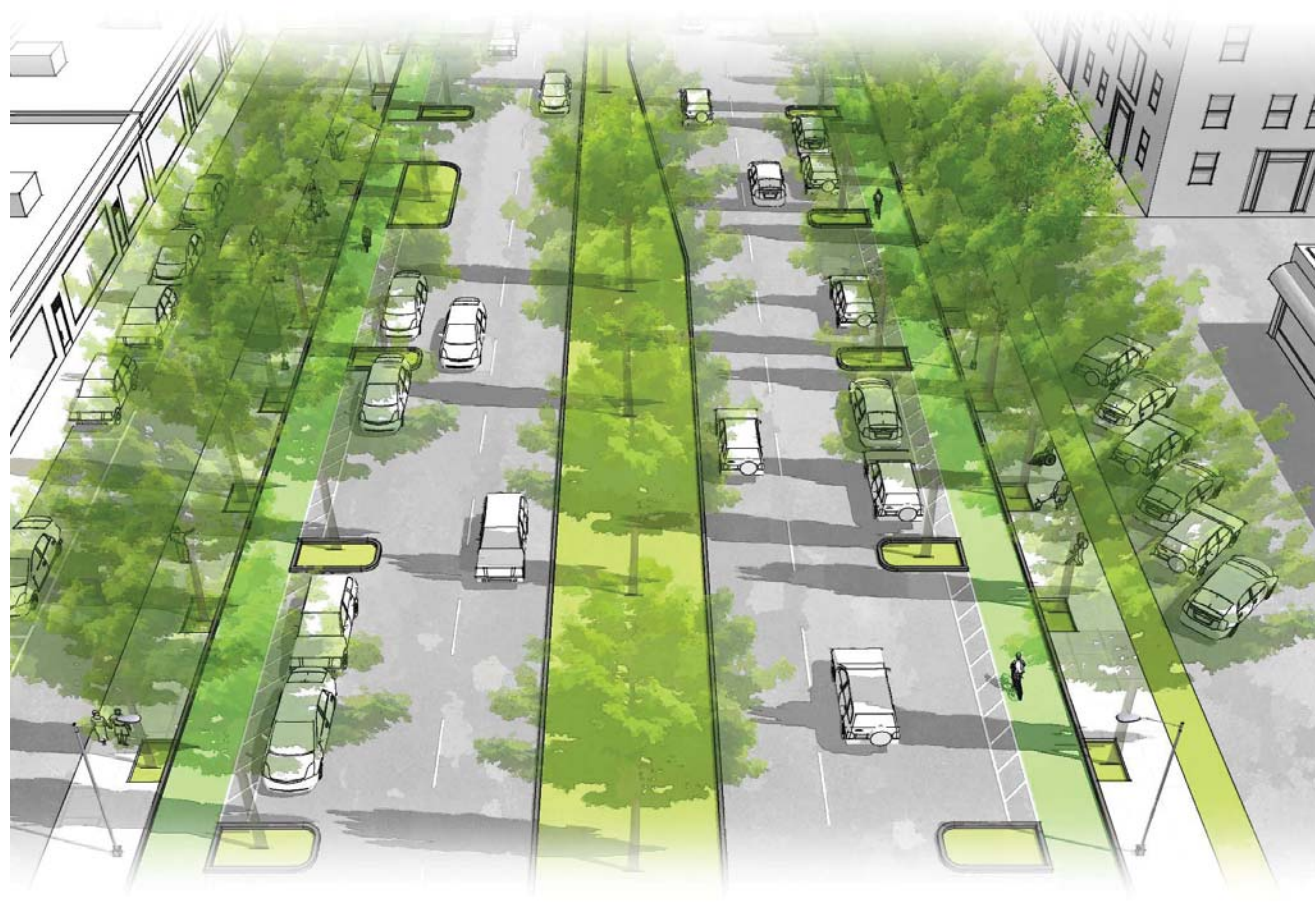
- 1 New continuous sidewalks; **Tree lined 9'-10' sidewalks**
- 2 **New crosswalks** at Lindaire, Downing, Pamlar, Southwest Expressway; **3 new midblock crosswalks** at Bascom Library, Riverwalk Apartments and Del Mar High School
- 3 **New bike facilities** – Class IV protected lanes and bike crosswalks
- 4 **New/enhanced transit facilities**
- 5 **2 travel lanes** in each direction and existing turn lanes
- 6 **Gateway opportunities** at Southwest Expressway and Los Gatos Creek Trail
- 7 **Enhanced landscaped median**



# Central Bascom: Hamilton Ave to Fruitdale Ave



# Central Bascom: Hamilton Ave to Fruitdale Ave





# Regional Destination: Fruitdale Ave to Parkmoor Ave



## SOUTHERN GATEWAY

Camden to Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek to Camden

## CAMPBELL CORE

Hamilton to Dry Creek

## CENTRAL BASCOM

Fruitdale to Hamilton

## REGIONAL DESTINATION

Parkmoor to Fruitdale

## HEART OF BURBANK

Bailey to Parkmoor

## NORTHERN GATEWAY

I-880 to Bailey

# Regional Destination: Fruitdale Ave to Parkmoor Ave

## Overall Character:

Predominantly regional medical and academic;  
some smaller commercial

## Street Character:

Larger buildings and many parking lots, few  
street trees

## Street Size and Lanes:

118 to 120' ROW with 7 to 8 lanes, and  
minimal on-street parking

## Multi-Modal Access and Facilities:

Sidewalks: 9 to 10 feet wide

Bike Lanes: No

Transit: Yes

## Traffic Volumes:

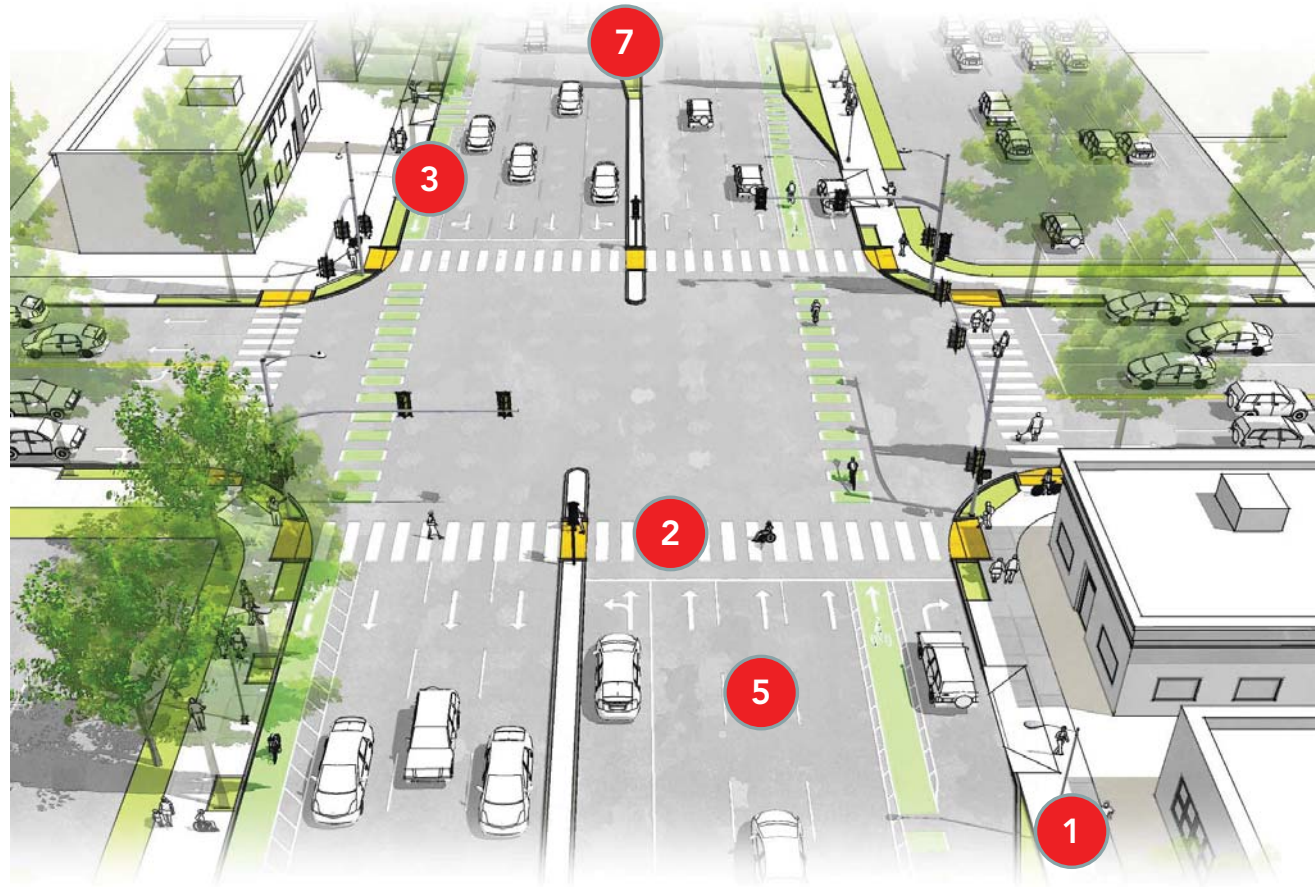
Currently 37,400 cars per day  
(60,000 cars per day design capacity)



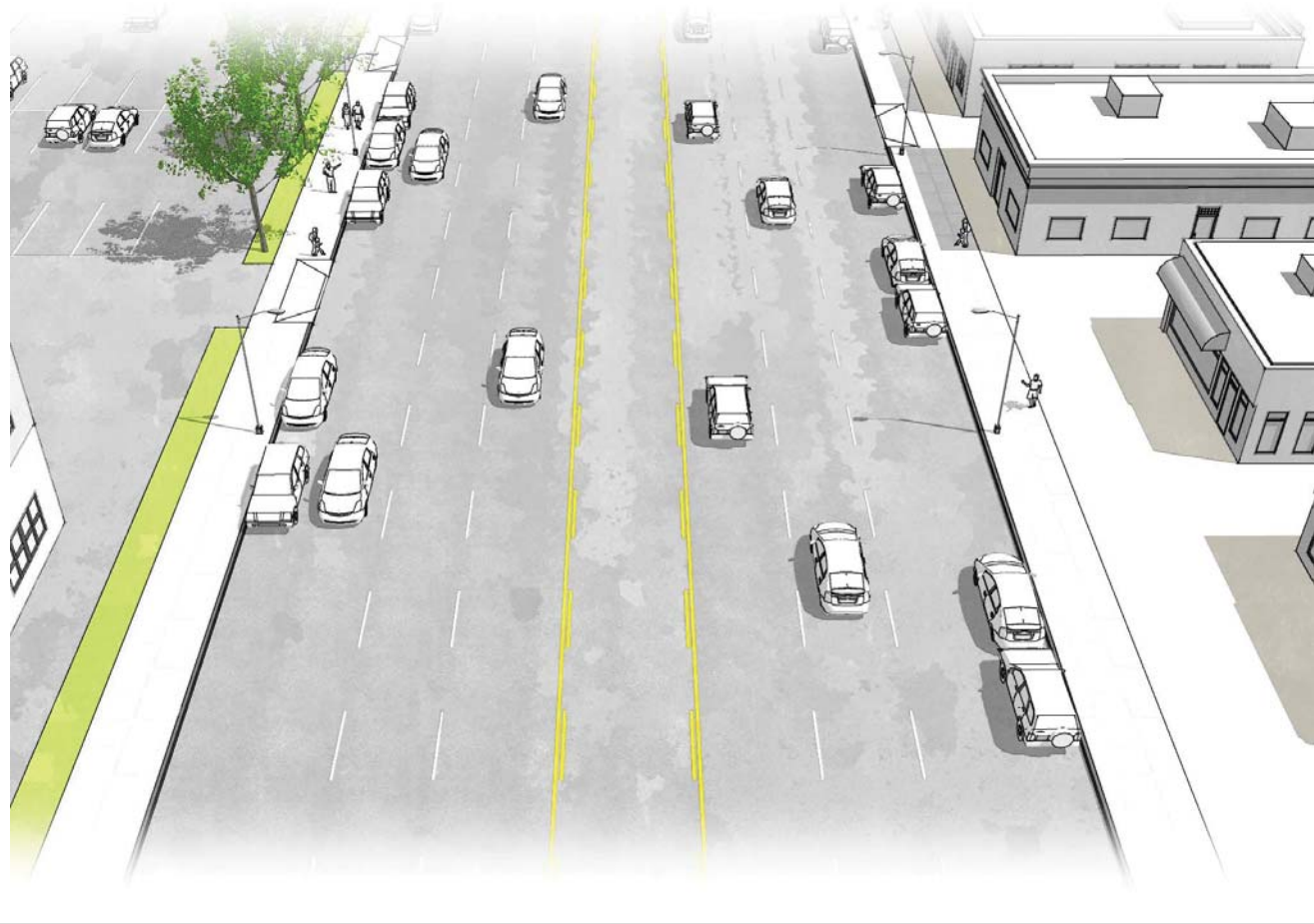
# Regional Destination: Fruitdale Ave to Parkmoor Ave

## Proposed Improvements

- 1 New continuous sidewalks; **Tree lined 9'-10' sidewalks**
- 2 **New crosswalks** at Renova and Ensborg; **new midblock crosswalk** at Medical Library/City College
- 3 **New bike facilities** – buffered bike lanes and bike crosswalks
- 4 **Enhanced transit facilities**
- 5 **Existing travel lanes** and turn lanes maintained
- 6 **Gateway opportunities** at Fruitdale and Moorpark
- 7 Enhanced **landscaped median**



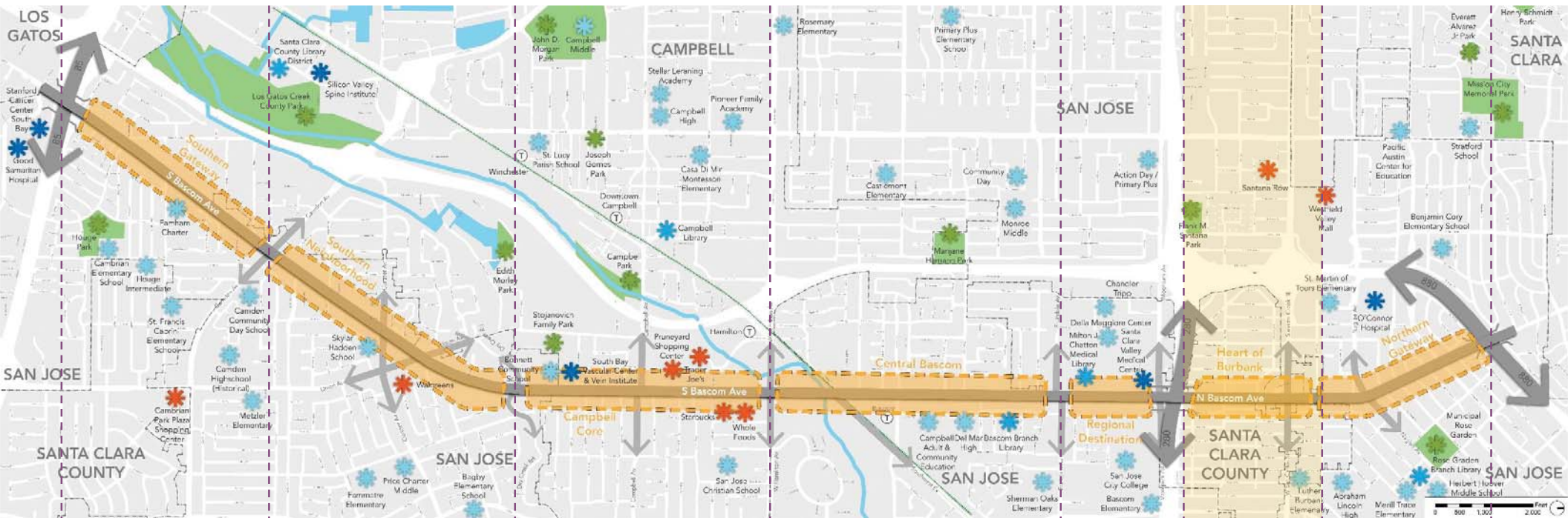
# Regional Destination: Fruitdale Ave to Parkmoor Ave



# Regional Destination: Fruitdale Ave to Parkmoor Ave



# Heart of Burbank: Parkmoor Ave to Bailey Ave



## SOUTHERN GATEWAY

Camden to Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek to Camden

## CAMPBELL CORE

Hamilton to Dry Creek

## CENTRAL BASCOM

Fruitdale to Hamilton

## REGIONAL DESTINATION

Parkmoor to Fruitdale

## HEART OF BURBANK

Bailey to Parkmoor

## NORTHERN GATEWAY

I-880 to Bailey



# Heart of Burbank: Parkmoor Ave to Bailey Ave

## Overall Character:

Predominately commercial area with some residential uses

## Street Character:

Businesses face the street; parking fronting the sidewalk, many sidewalk gaps

## Street Size and Lanes:

118 to 120' ROW; 6 to 7 travel lanes

## Multi-Modal Access and Facilities:

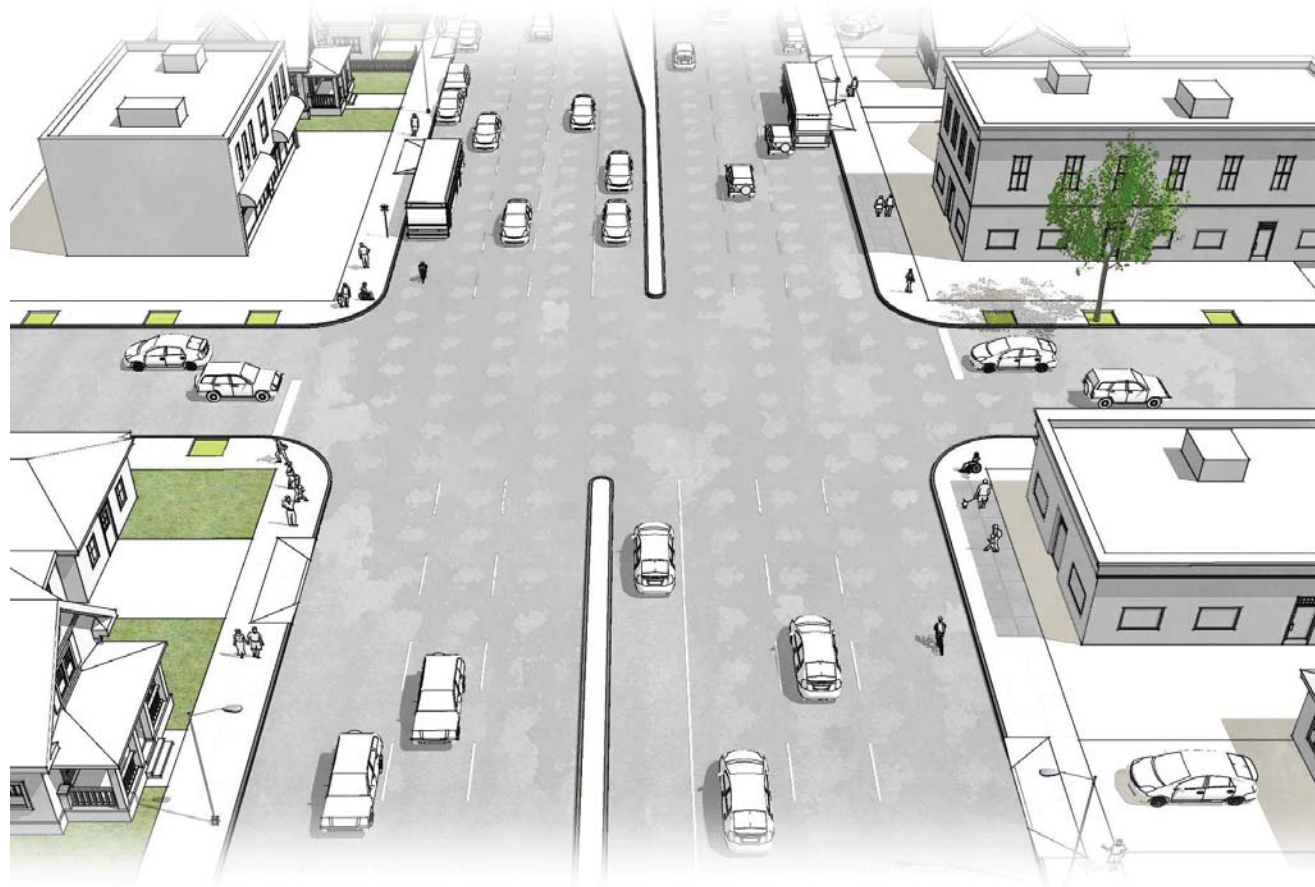
Sidewalks: 9 to 10 feet wide

Bike Lanes: None

Transit: Yes

## Traffic Volumes:

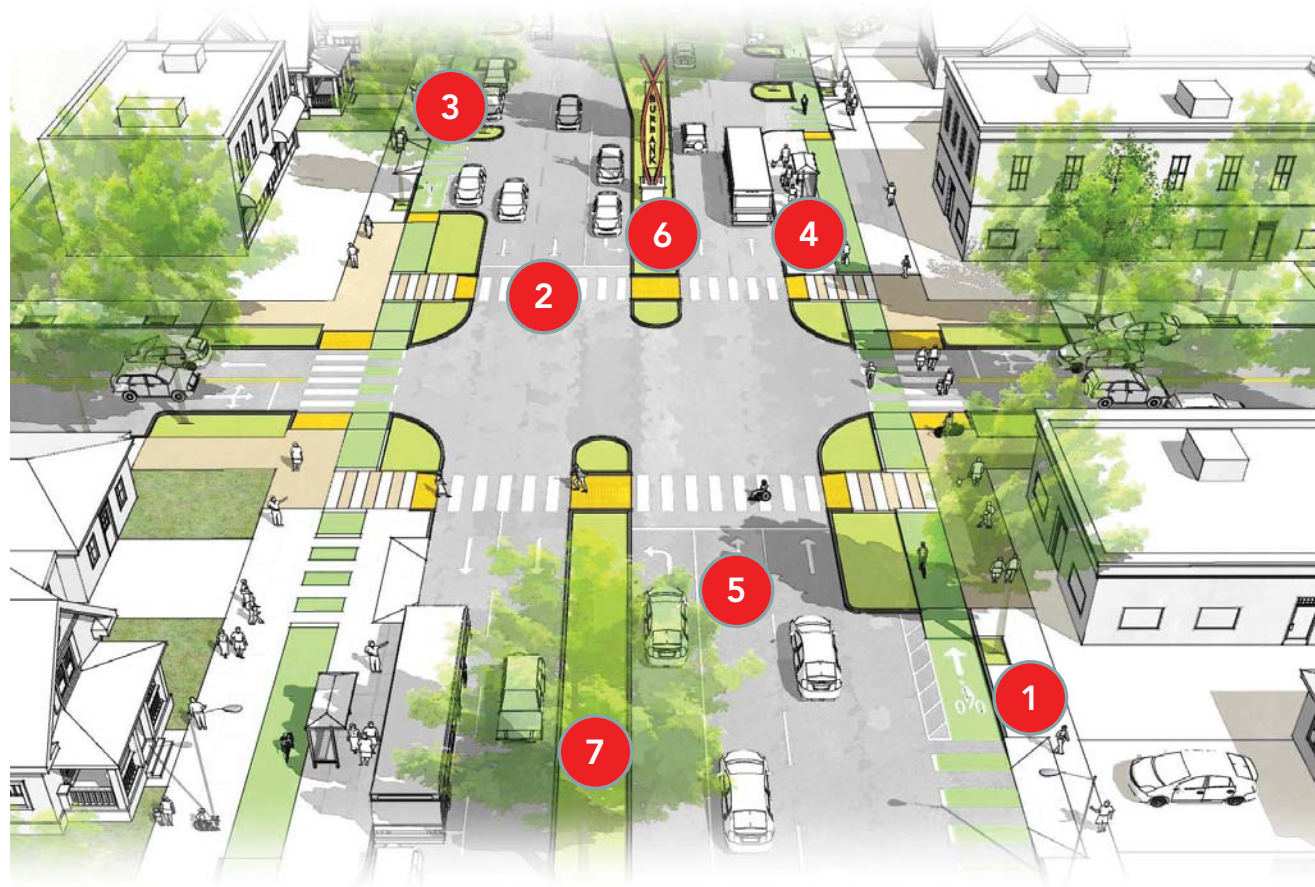
Currently 30,000 cars per day  
(60,000 cars per day design capacity)



# Heart of Burbank: Parkmoor Ave to Bailey Ave

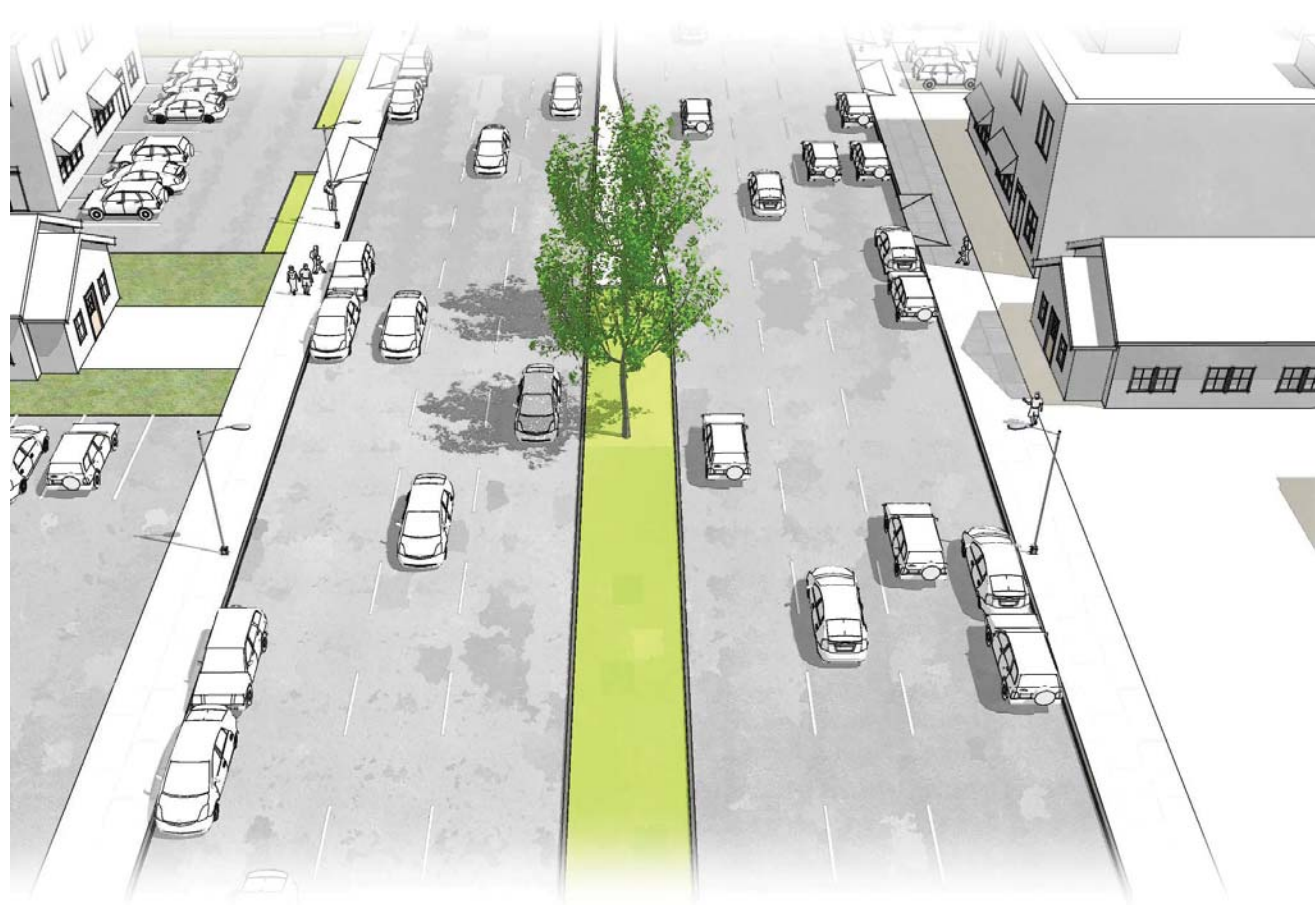
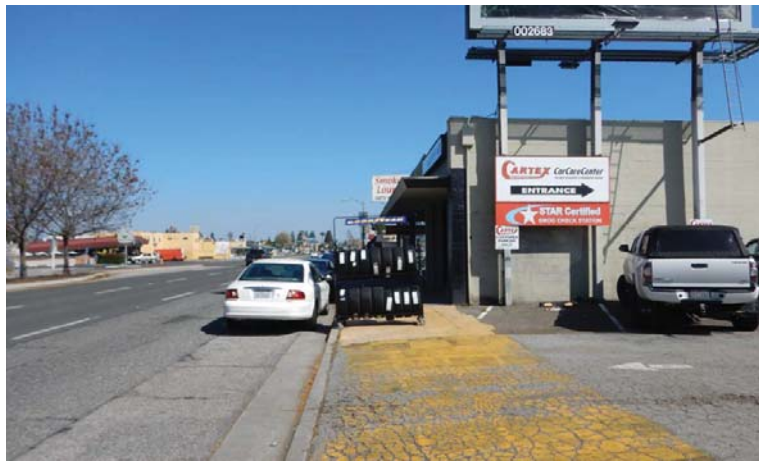
## Proposed Improvements

- 1 New continuous sidewalks; **Tree lined 9'-10' sidewalks**
- 2 **New crosswalks** at Olive and Elliott
- 3 **New bike facilities** – Class IV protected lanes and bike crosswalks
- 4 **Enhanced transit facilities**
- 5 **2 travel lanes** in each direction and existing turn lanes
- 6 **Gateway opportunities** at Stevens Creek and Parkmoor
- 7 Enhanced **landscaped medians**

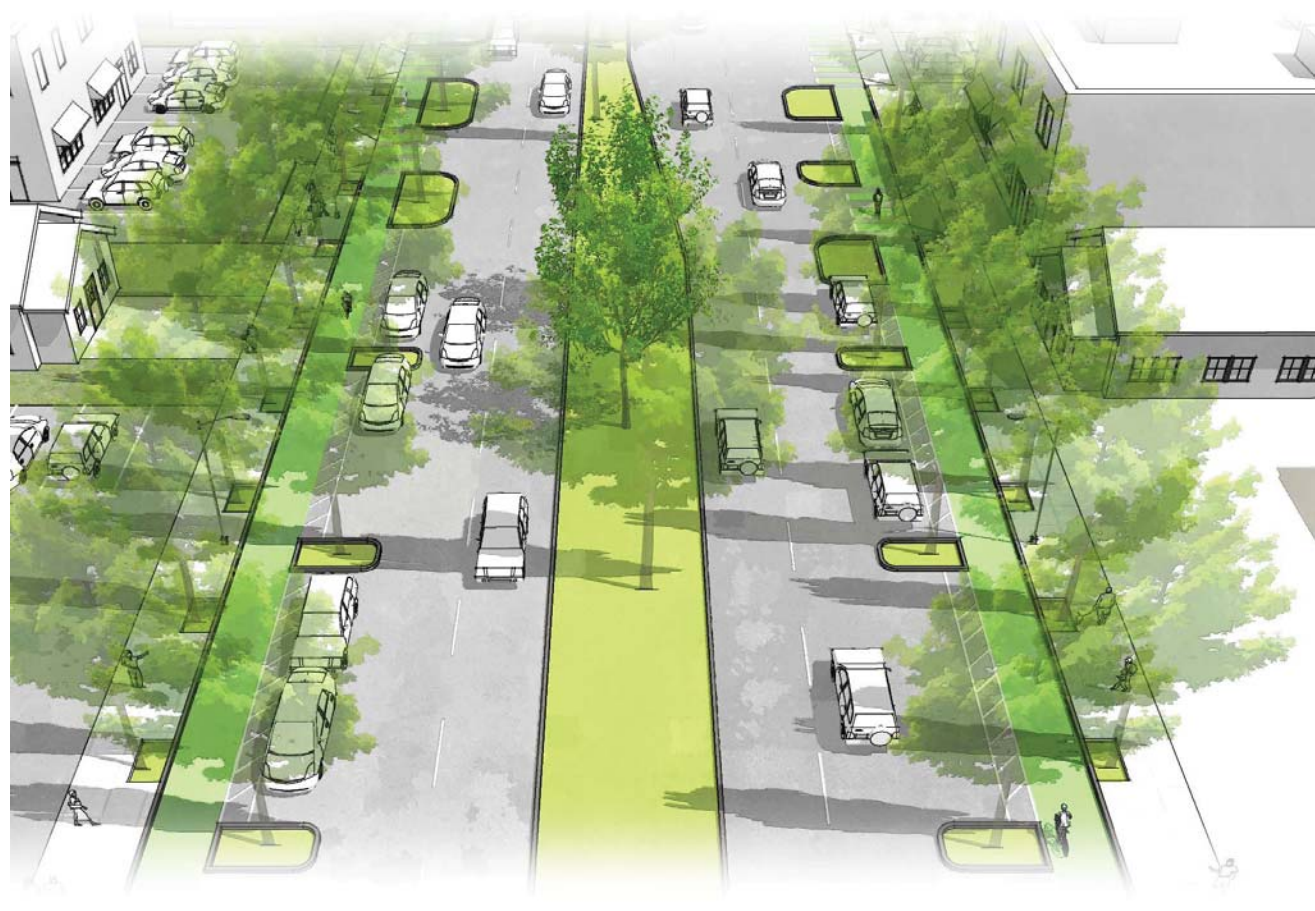




# Heart of Burbank: Parkmoor Ave to Bailey Ave



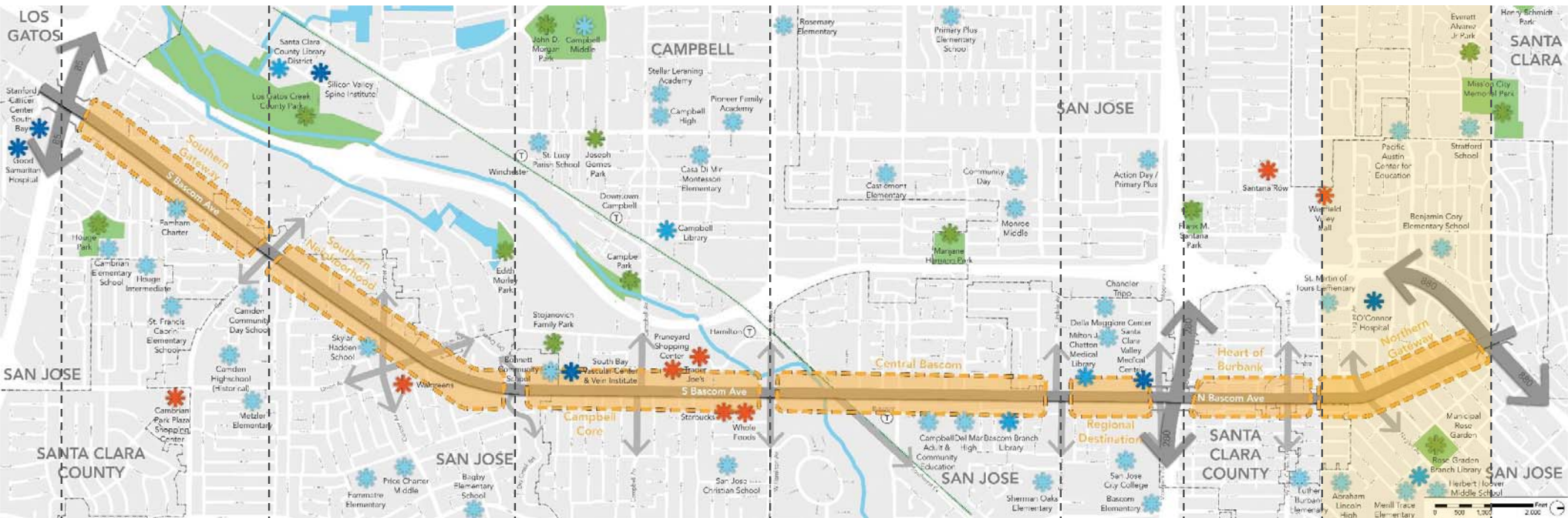
# Heart of Burbank: Parkmoor Ave to Bailey Ave



# Heart of Burbank: Parkmoor Ave to Bailey Ave



# Northern Gateway: Bailey Ave to Interstate 880



## SOUTHERN GATEWAY

Camden to Samaritan

## SOUTH NEIGHBORHOOD

Dry Creek to Camden

## CAMPBELL CORE

Hamilton to Dry Creek

## CENTRAL BASCOM

Fruitdale to Hamilton

## REGIONAL DESTINATION

Parkmoor to Fruitdale

## HEART OF BURBANK

Bailey to Parkmoor

## NORTHERN GATEWAY

I-880 to Bailey

# Northern Gateway: Bailey Ave to Interstate 880

## Overall Character:

Predominately residential area with some commercial and industrial uses

## Street Character:

Residential front yards; few trees in the median or at back of sidewalks

## Street Size and Lanes:

80-90' ROW; 4 to 5 travel lanes; some on-street parking

## Multi-Modal Access and Facilities:

Sidewalks: 11 to 12 feet wide  
Bike Lanes: None  
Transit: No current facilities

## Traffic Volumes:

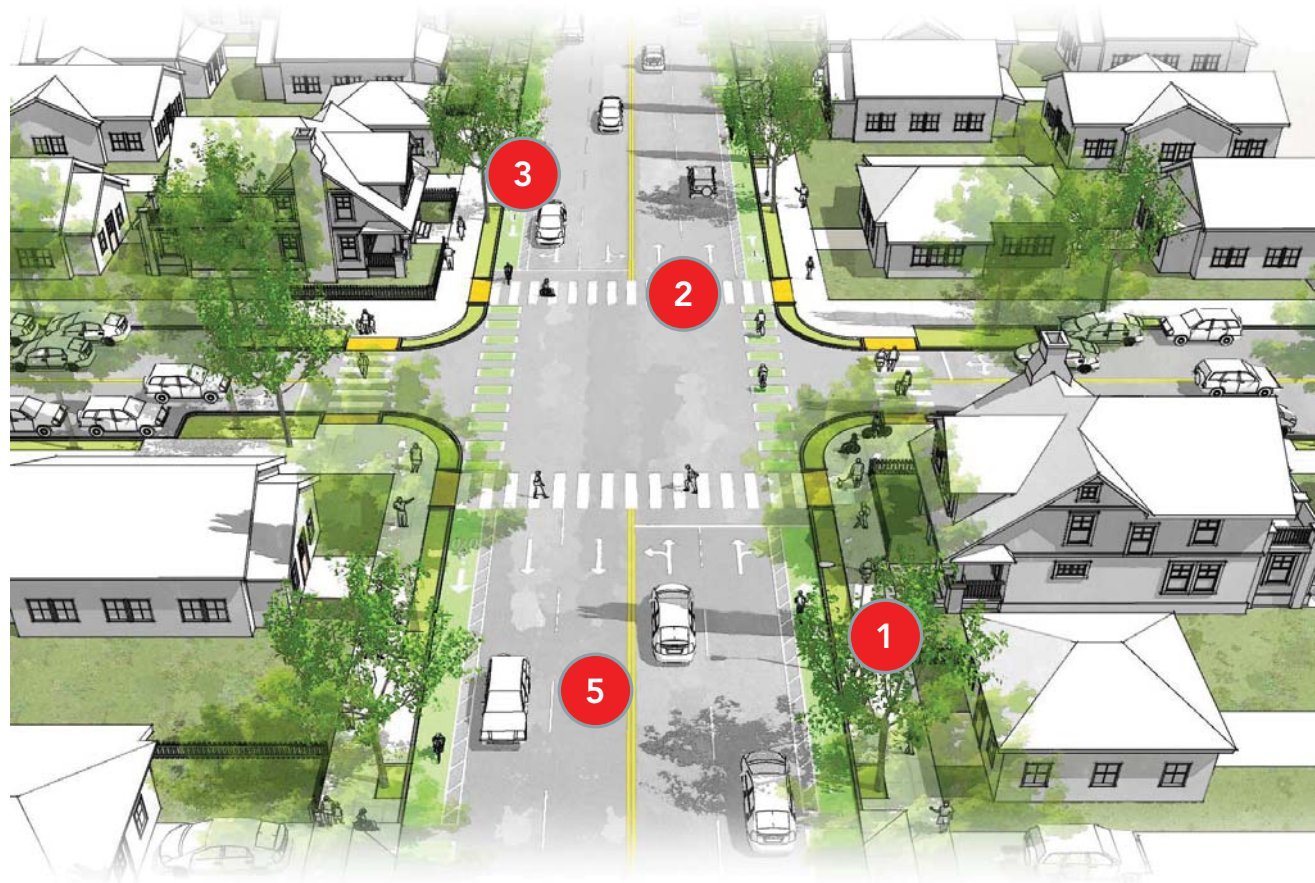
Currently 21,600 cars per day  
(32,000 cars per day design capacity)



# Northern Gateway: Bailey Ave to Interstate 880

## Proposed Improvements

- 1 New continuous sidewalks; **Tree lined 11'-12' sidewalks**
- 2 **New** crosswalks at Emory, McDaniel, and Olive
- 3 **New bike facilities** – buffered bike lanes and bike crosswalks
- 4 **New transit facilities**
- 5 **2 travel lanes in each direction** and existing turn lanes
- 6 **Gateway opportunities** at 880 and Naglee



# Northern Gateway: Bailey Ave to Interstate 880



# Northern Gateway: Bailey Ave to Interstate 880





# TRAFFIC FLOW ANALYSIS

## Traffic Counts & Analysis

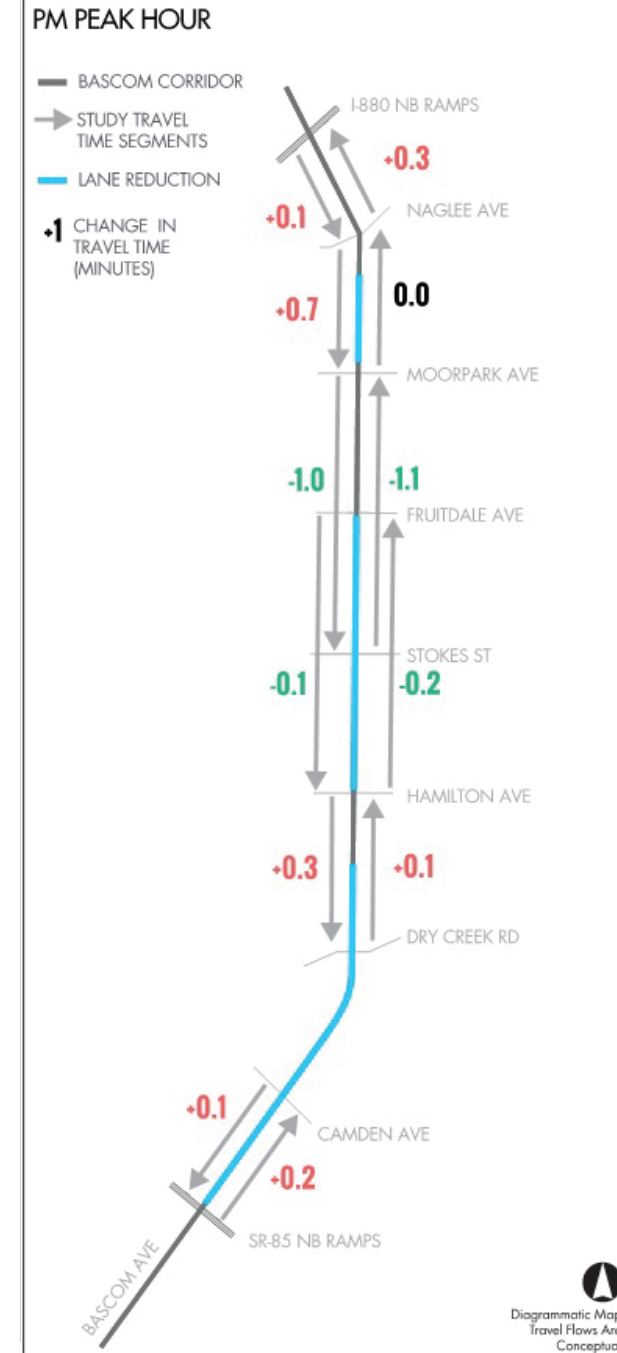
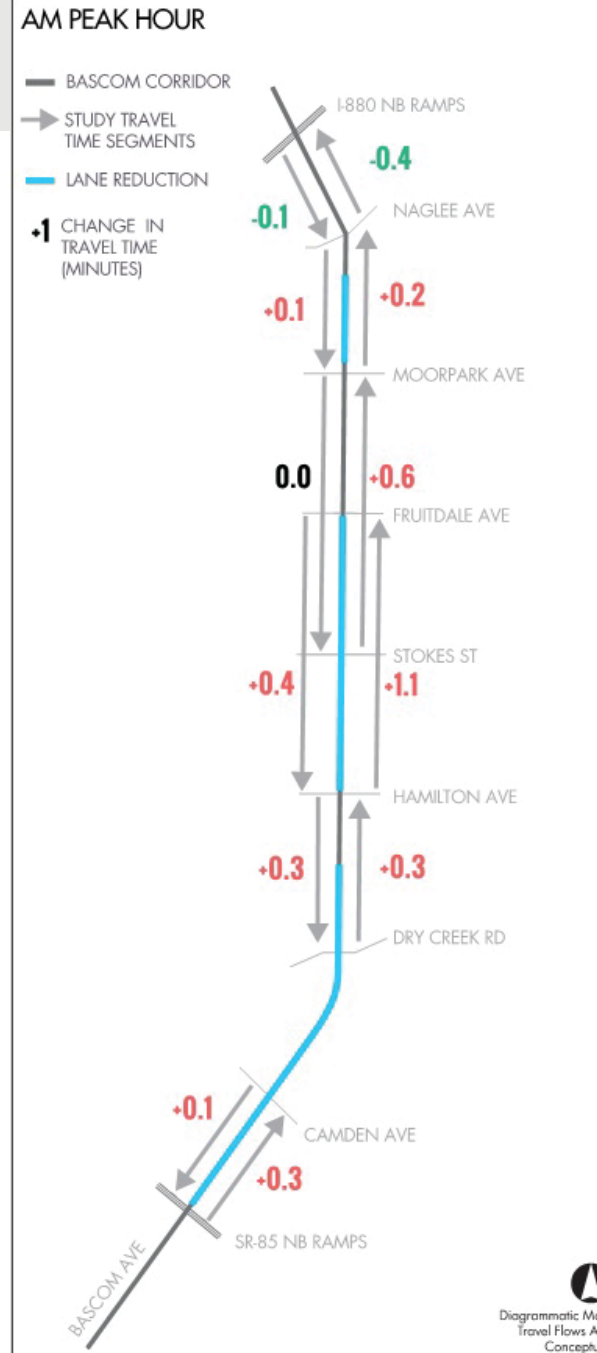
- 12 intersections
- 6 Roadway segments

## Existing Traffic Volumes

- Not a significant increase in travel times
- Significant increase in safety and mobility choices

## Future Traffic Volumes

- Regional increase in traffic
- Need for significant mode shift



# TRAFFIC FLOW ANALYSIS

## TRAFFIC FLOW IMPROVEMENTS

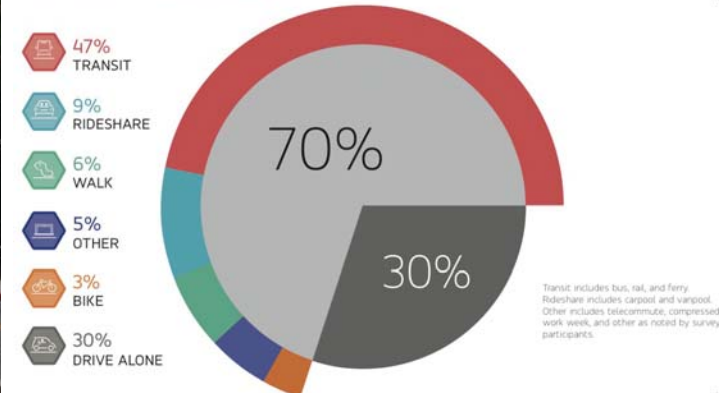
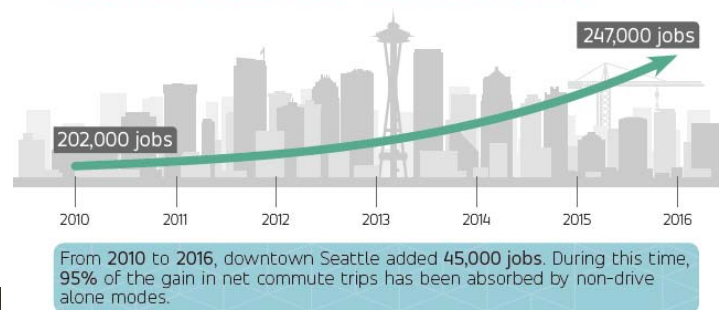
- Synchronize signals
- Provide longer turn lanes, dynamic lanes, etc.

## MODE SHIFT

- Provide Land Use Choices
- Maximize Mobility Choices



### Record Growth and Choices for All



**Downtown Daily Commute Trends**

Because the drive alone rate is going down, Downtown roads have only absorbed 2,255 single occupant vehicle trips daily.

35% in 2010 to 30% in 2016

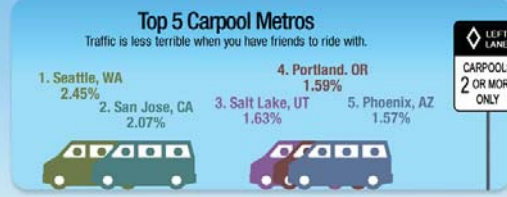
### Get to Work! America's Commuting Habits

The average American commute is 24 minutes long. But how do we get to work? We've crunched the numbers to find out who is driving, biking, walking or riding to the office. How does your commute compare to the rest of the country?

#### Commute By Car

More than 96% of workers drive in Motor City, USA. Compare that to New York City, where just over 50% of commuters rely on their cars

HIGHEST PERCENTAGE		LOWEST PERCENTAGE	
1. Detroit, MI	96.39%	1. New York, NY	50.36%
2. Birmingham, AL	96.09%	2. San Francisco, CA	62.79%
3. Oklahoma City, OK	95.98%	3. Chicago, IL	72.77%
4. Kansas City, KS	95.85%	4. Washington, DC	74.09%
5. Louisville, KY	95.73%	5. Seattle, WA	75.63%



Share of workers driving alone to work by place of residence	2015		
	2015	2005	Change
New York city, New York	21.8%	23.6%	-1.8%
Los Angeles city, California	69.7%	67.8%	1.9%
Chicago city, Illinois	49.5%	53.4%	-3.8%
Houston city, Texas	77.2%	74.4%	2.8%
Phoenix city, Arizona	75.0%	73.2%	1.7%
San Diego city, California	75.1%	78.8%	-3.7%
San Antonio city, Texas	80.1%	78.9%	1.1%
Philadelphia city, Pennsylvania	51.0%	51.4%	-0.4%
Dallas city, Texas	76.6%	73.5%	3.1%
Austin city, Texas	73.7%	74.5%	-0.8%
San Francisco city, California	35.3%	39.7%	-4.5%
San Jose city, California	76.6%	78.1%	-1.6%
Columbus city, Ohio	79.1%	82.7%	-3.7%
Charlotte city, North Carolina	77.9%	76.1%	1.7%
Jacksonville city, Florida	81.3%	80.9%	0.5%
Seattle city, Washington	48.5%	57.3%	-8.8%
Indianapolis city (balance), Indiana	81.8%	80.7%	1.1%
Fort Worth city, Texas	81.6%	80.3%	1.3%
Denver city, Colorado	73.0%	71.6%	1.4%
Boston city, Massachusetts	37.4%	43.3%	-5.9%

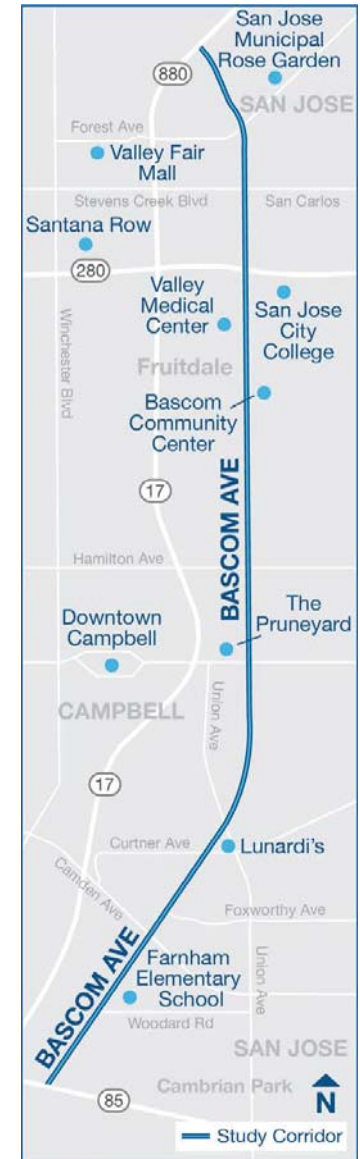
# OPEN HOUSE

## I. VISIT 8 STATIONS

- PROJECT OVERVIEW AND VISION
- SOUTHERN GATEWAY
- SOUTHERN NEIGHBORHOOD
- CAMPBELL CORE
- CENTRAL BASCOM
- REGIONAL DESIGNATION
- HEART OF BURBANK
- NORTHERN GATEWAY

## II. PROVIDE FEEDBACK

- COMMENTS CARDS
- STICKY NOTES





**BASCOM AVENUE**  
COMPLETE STREETS STUDY



# COMMUNITY WORKSHOPS #2

April 18 and 19, 2018