

Walk Bike Burbank

Council Candidate *Active Transportation* Survey

Walk Bike Burbank regularly discusses issues of great local interest to pedestrians, bike riders, transit riders and car drivers, and makes these discussions available to the public. Recently we asked each Burbank 2017 City Council Candidate a series of questions that are timely, focusing in on active transportation policy along with further attempts to delve into the candidate's point-of-view relating to future active transportation options and funding.

Note: Walk Bike Burbank is a local chapter of the Los Angeles County Bicycle Coalition, which is a 501(c)(3) non-profit and cannot endorse candidates or engage in electioneering on behalf of a candidate. We are offering this questionnaire as a service to candidates to communicate with potential voters for informational purposes only. Walk Bike Burbank will publish a short narrative Policy Position, and then each of the candidate's responses will be published without bias in the order in which they were received.

QUESTION NO. 1

In December 2009, Burbank passed its Bicycle Master Plan, embarking on a quest to make our city friendlier to those traveling under pedal power, to connect and complement regional Metro transportation networks and projects, and to enhance the quality of life for residents and visitors. During the past several decades as well, City Planners and elected officials have made great strides creating the foundation for a true comprehensive network of connected bike paths and routes within the city, and connecting Burbank to adjacent cities and Griffith Park.

Each Council member has the ability to determine what projects are advanced in the City of Burbank as well as a vote on city policy affecting all people who ride and walk. Walk Bike Burbank invites all City Council candidates to appeal directly to a focused, engaged and thoughtful group of voters – our city's bicyclists and pedestrians, as well over a thousand social media followers, most of whom are also local active-transportation voters - by responding to the following questionnaire.

Do you agree that improved bicycle infrastructure such as [protected bike lanes, will help increase the presence and numbers of bicycles](#) in Burbank, which, in turn, will [reduce the number of cars on the road, decrease traffic](#) and [reduce harmful emissions](#) for everyone in Burbank?

“WBB’s position is that separate and protected bike lanes will increase roadway safety for all users. Further active transportation safety improvements and spending will decrease automobile traffic and parking requirements in Burbank, increasing safety and benefitting everyone – even motorists.”

ANTHONY: Yes. I couldn't have said it better myself.

FRUTOS: Yes

GUILLEN: First of all I ride a bike, and I don't feel protected by having a bike lane when I ride. I do not believe that more bike lanes will reduce the number of cars on the road. I believe that when bike lanes are placed where they do not create contention with motorist, it is a good thing. The removal of 2 lanes on Verdugo has only created more traffic, more pollution and contention with motorist and cyclist.

CARR: I agree that improved bicycle infrastructure is sorely needed. I do kindly add that the reason it and other changes are needed to make the roads safer for all, is I don't believe just necessary and solely based on the idea that it reduces traffic.(which some people question) Should one want to ride a bike for recreation purposes only these necessary changes would be just as important.

SPRINGER: Yes.

OTHER COUNCIL CANDIDATES: No response.

QUESTION NO. 2

The City of Burbank has an approved [Bicycle Master Plan](#) from 2009 defining a comprehensive local bike way network connecting to regional bike ways, and other local bicycle infrastructure projects. Do you support updating this plan to include up-to-date new California bike lane classifications and revisions required by recent major local changes in commerce, employment and vehicle circulation patterns in Burbank?

“WBB’s position is the Burbank Bicycle Master Plan must be an iterative-process requirements document. It should be regularly revised and contain up-to-date federal, state and local design and safety requirements applicable to Burbank with its latest physical changes so everyone in Burbank can benefit from it.”

ANTHONY: We must follow the city, county, and state guidelines as we seek to increase our biking infrastructure. These new laws are there for cyclists’ protection and are not detrimental to increasing our two-wheeled transportation.

FRUTOS: I am always available for discussion and I welcome the opportunity to meet with all parties to have an open dialogue as to how to update our current bike master plan to better improve bicycle travel in our city and how it would enhance the quality of life for the residents of our city.

GUILLEN: Yes

CARR: I have reviewed the BMP 2009 and it is woefully in need of updating. New clearly marked paths and turn lanes, other revisions, etc., are very much needed.

SPRINGER: Yes.

OTHER COUNCIL CANDIDATES: No response.

QUESTION NO. 3

Studies have shown that [people on bicycles spend more](#) per month in local business districts than those arriving by other modes. What steps would you take to ensure local businesses and business-districts like Magnolia Park receive additional amenities, such as additional bike-parking corrals and sidewalk bike hoops, so that more merchants can benefit from better and safer bicycle access.

“WBB believes a municipal bike parking policy on par with current Burbank minimum parking requirements will encourage increased bicycle traffic, including retail bicycle traffic, to the benefit of everyone.”

ANTHONY: I am in favor of the expanded Metro Bike system being proposed at the Transportation Commission. I’m also in favor of adding much more infrastructure, including protected lanes and many bike hoops spread out across the city. The studies you cite are the same studies I reference when I talk about supporting bicyclists in Burbank.

FRUTOS: I support the collaboration between the Merchants and the City to add bicycle amenities based on our city budget. If the Merchant is willing to finance it, I am in support of streamlining the process/permit and willing to make the process more user- friendly. I would like to see this city wide.

GUILLEN: I believe that when bike amenities are placed where they do not create contention with motorist, it is a good thing.

CARR: 3. Not only the addition of modern, secure bicycle parking apparatus but the public notification of the locations, uses and benefits, should be prioritized. Many time lack of response or use is do to lack of info.

SPRINGER: They need safe access and storage. Measure M that passed in November 2016 will provide funding and I will make sure that Burbank is very proactively asking for that money.

OTHER COUNCIL CANDIDATES: No response.

QUESTION NO. 4

Measure M, an additional countywide transportation sales tax, recently passed with over 70% approval. [None of the existing three half-cent measures \(Propositions A & C and Measure R\) currently dedicate significant funding for walking or biking, despite these modes making up 19% of all trips and 39% of all roadway fatalities in LA County.](#) Would you support dedicating at least 10% of Burbank’s local Measure M sales tax return allocations directly to improved walking and biking infrastructure through local active transportation projects and investment in safe routes to schools locally in Burbank?

“WBB’s position is this: 39% of all roadway fatalities in Burbank and Los Angeles County involve pedestrians and bicyclists, and 19% of all trips are completed by bicycle or walking in Burbank and Los Angeles County; given this, the current status quo of utilizing only 1% of the currently available funding for active

transportation on accommodation for cyclists and pedestrians is a deadly failure in the City of Burbank. Burbank's local-return funds for active transportation from Measure M should be allocated such that 20% of those available funds – or approximately \$300,000 annually – are devoted to the specific purpose of improving Burbank's pedestrian and cyclist infrastructure for the safety of everyone."

ANTHONY: If I become council member, I cannot promise a definitive 10% financial investment to any one group, and any candidate who does is not someone I would put faith in. However, I did not own a car for eight years and I am an avid cyclist, walker, and mass transit user. My campaign manager Margo Rowder has not owned a car since 2000, prefers alternative modes of transportation, and keeps me up-to-date on cycling statistics and issues. Any spending from these measures that come across my desk will be reviewed through the eyes of a cyclist ally.

FRUTOS: It is my understanding that with the passing of Measure M, we will see on the streets investing in place notes that up to 8% of measure M funds will go towards walking and biking investments, compared to the 1% allocated to in today's current transportation spending.

GUILLEN: Without knowing what percentage of measure M is being used where. I cannot in good faith make that promise. I will say if we say if elected I will look into making improved walking and biking infrastructure through local active transportation projects and investment in safe routes to schools locally in Burbank.

CARR: Measure M. I will have to delay my response to this question as without further study of the Measure and its full implications and funding to Burbank, my response would be subjective. Certainly, 'some' of the funding should be geared toward the needed improvements.

SPRINGER: Yes. Many people with whom I've spoken have told me they love the community located schools and that their children can walk and bike there. Residents, especially seniors, have told me they would walk to destinations if safe and attractive pedestrian routes are available.

OTHER COUNCIL CANDIDATES: No response.

QUESTION NO. 5

In your opinion, what is the biggest obstacle faced by residents wanting to ride bicycles for routine local trips or to schools in Burbank?

"WBB's believes the primary obstacle faced by residents wanting to ride bicycles for routine trips Burbank is the publicly-known and unsafe lack of active transportation infrastructure throughout Burbank. This is due to a measurable, decade-long political failure to properly allocate already available funding for the safe, bicycle-and-pedestrian-oriented capital improvements that would benefit the entire Burbank community."

ANTHONY: The biggest obstacle is investment in infrastructure for cyclists. When we build streets and roads in Burbank with an awareness of cycling, then our infrastructure can lead to safer streets and

more accessible bike paths. Currently, our system of building roads ignores the very basic needs of cyclists. We must change the fundamental way we see our commutes across the city.

FRUTOS: Originally, our streets were poorly designed to accommodate bicyclists in terms of safety and connectivity. The Chandler Bike Path is a great example of a well-engineered bike path; however it has its limitations. The city needs to keep this in mind for future developments.

GUILLEN: The poor condition of the streets

CARR: Biggest obstacle is safety of the bicyclist and motorist together. Both have equal responsibility for safe operation, by knowing the rules of the road using common sense and mutual respect.

SPRINGER: Safe passage. Our streets need to be safe for those people who want to walk or travel by bicycle.

OTHER COUNCIL CANDIDATES: No response.

QUESTION NO. 6

Is there anything else you'd like to share with Burbank voters regarding the bicycling or active transportation community?

ANTHONY: I'm currently in negotiations with Lyft to create an on-demand bus system that eliminates static bus stops in favor of a more accessible, user-friendly mass transit to reduce dependency on automobiles. In addition, I'm actively campaigning for an extension to the Orange Line that would bring light rail all the way down Chandler Boulevard through downtown Burbank into Glendale and terminating at the Pasadena Gold Line.

FRUTOS: I am happy to see that Walk Bike Burbank is engaged in getting to know the City Council Candidates. As you know, I have been working with Walk Bike Burbank for the last three and a half years. I have enjoyed participating in the some of your annual activities and I have made myself available to keep an open line of communication with your group. Our bicycle community in Burbank is as important as any other community group and the city needs to represent them in a fair and objective manner. I thank you for this opportunity to respond to your very important questions.

GUILLEN: It is important that we work together to find common ground to serve the needs of our community.

CARR: Lastly, I have ridden bikes all my life. Born in Burbank, I rode to Jefferson, John Muir and even BHS until in my senior year I was able to save money and buy a car, that incidently got a whopping 7 miles to the gallon!!

SPRINGER: I am pro multi modal transportation. Many baby boomers want to “get out of their cars” or reduce the number of vehicles to one per household. Many young people, leaving college, do not want to own a car (at least for now). Transportation preferences are changing and we must proactively play a part in the transformation. If we help people “get out of their cars” it will make it easier and less congested for those people who must drive, or like to drive.

Public transportation must be greatly improved and Measure M funds will help. The Orange Line will be extended from NoHo to Pasadena within 10 years. Glendale recently applied for a grant to study light rail connecting downtown Glendale to downtown Burbank to Hollywood Bob Hope Airport. If light rail moves forward with a Glenoaks Blvd. alignment, I propose a connecting street car link down Magnolia Blvd. to the Red Line NoHo Station.

OTHER COUNCIL CANDIDATES: No response.

The 2017 Burbank city council candidate survey was prepared, and responses compiled, by Patrick Dickson, Policy and Planning Director for Walk Bike Burbank. If you have questions, please email us at walkbikeburbank@gmail.com