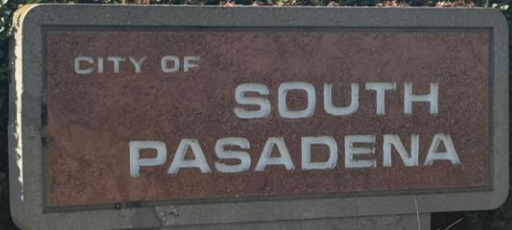


Kimley»»Horn

Expect More. Experience Better.



# Huntington Drive and Fremont Avenue *Corridor Improvements Project*

- **Presentation will provide an overview of project background, goals, and concepts**
- **Presentation will be followed by Q&A**
- **Q&A will be followed by an Open House**



# Agenda

**Project  
Background**

**Project Funding  
& Goals**

**Existing  
Conditions**

**Conceptual  
Cross Sections**

**Q&A**

**Open House**



# Project Development History

**September 2019**

\$10 million awarded through Measure R

**September 2021**

\$6 million awarded through Measure M

**Early 2024**

Toole Report Published

**Fall 2025**

Kimley-Horn selected to complete outreach and design

**May 2021**

Measure R Amendment Executed

**Summer & Fall 2023**

Toole Charette & Outreach

**Summer 2025**

Design RFP Issued & Proposal / Interview Evaluation Process



# Existing Project Funding

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	\$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	\$10,000,000
710 Local Alternative Transportation Improvement Program (LATIP)	\$323,000
City Metro Measure M Local Return	\$112,795
City Metro Measure R Local Return	\$146,690
<b>Total</b>	<b>\$16,638,645</b>



## Measure M / MAT Funding

Funds bike facilities, pedestrian improvements, and **active transportation** infrastructure which expires in June 2028



## Measure R / MIP Funding

Funds street improvements, intersection upgrades, and **traffic signal** improvements and upgrades



## 710 Local Alternative Transportation Improvement Program (LATIP)

Mobility projects to **relieve congestion** on local streets between I-10 and I-210



# Measure R (MIP Funds)

Projects	Original	Proposed
North-South Fair Oaks Ave ITS Project	\$0	\$10 Million*
Huntington Dr & Fremont Ave	\$10 Million	\$35 Million*
SR-110 Ramp Project	\$70 Million	\$35 Million*
	<b>\$80 Million</b>	<b>\$80 Million</b>

*\*PWIC, City Council, and Metro Approval Required*

*\*\*Remaining Funds from SR-110 could be redirected to Huntington/Fremont*



# Proposed Project Funding

Funding Source	Amount
Measure M - Metro Active Transportation (MAT)	\$6,056,160
<b>Measure R - Metro Mobility Improvement Projects (MIP)</b>	<b>\$35 Million*</b>
710 Local Alternative Transportation Improvement Program (LATIP)	\$323,000
City Metro Measure M Local Return	\$112,795
City Metro Measure R Local Return	\$146,690
<b>Proposed Funding Total</b>	<b>\$42 Million</b>

**\*PWIC, City Council, and Metro Approval Required**



# Project Limits

## Huntington Drive:

- Alhambra Road to Garfield Avenue

## Fremont Avenue:

- Alhambra Road to Columbia Street

## Neighboring Cities:

- Alhambra, San Marino, Los Angeles, and Pasadena

The project plans to create **multimodal** and **safe corridors** for all users.



LEGEND					
	City Boundaries		Existing Class III Bike Route		Proposed Class I Bike Path
	Metro A Line		Proposed Class III Bike Route		Existing Class II Bike Lane
	Fremont Avenue Corridor		Proposed Class II Bike Lane		
	Huntington Drive Corridor				



# Community Feedback

- Allow dedicated Q&A time following the presentation

Public Q&A



- Prioritize reducing speeds and protected bicycle infrastructure

Emphasis on safety



- Options with sharrows and painted only treatments have been removed

Protected bike facility



- Preliminary cost estimates have been developed for each proposed option

More specific cost estimates



- Staff has created landing page with full project resources

Resources





# Huntington Drive



# Existing Conditions – Huntington Drive



Mixed-Use  
Corridor

- The corridor has both commercial and residential land uses.



Signalized  
Intersections

- 6 signalized intersections.
- Opportunity to modernize, optimize, and enhance safety through technology.



Pedestrian  
Crossings

- Crossings show an opportunity for pedestrian enhancements, such as installing curb ramps and extensions.



Multi-Modal  
Corridor

- Huntington Drive serves trucks, buses, and vehicles.
- No existing bicycle facilities.



# Project Guiding Principles



Safety-focused approach



Reduce vehicle speeds and traffic volumes



Integrate protected bicycle facilities



Protect trees



Consistency with Toole Report



Develop community corridors focused on improving safety and reducing speed, while preserving neighborhood character and trees



# Huntington Drive



- SAFETY AND SPEED**  
40 MPH Posted
- TOOLE REPORT**  
Not Applicable
- TRAVEL LANES**  
6 Lanes
- PARKING**  
Both Sides
- BICYCLE FACILITIES**  
None
- TREES**  
Present
- COST**  
Not Applicable



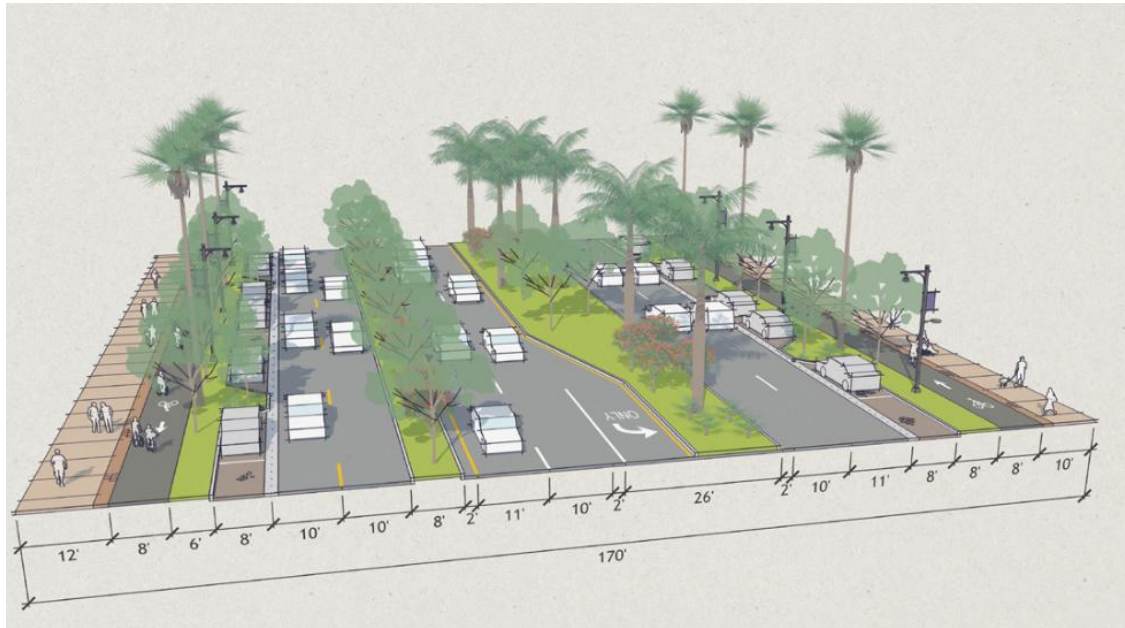
# Huntington Drive (Removed Option)



**REMOVED DUE TO**  
Community Feedback, Speed, and  
Unprotected Bicycle Facility



# Huntington Drive – Toole Concept



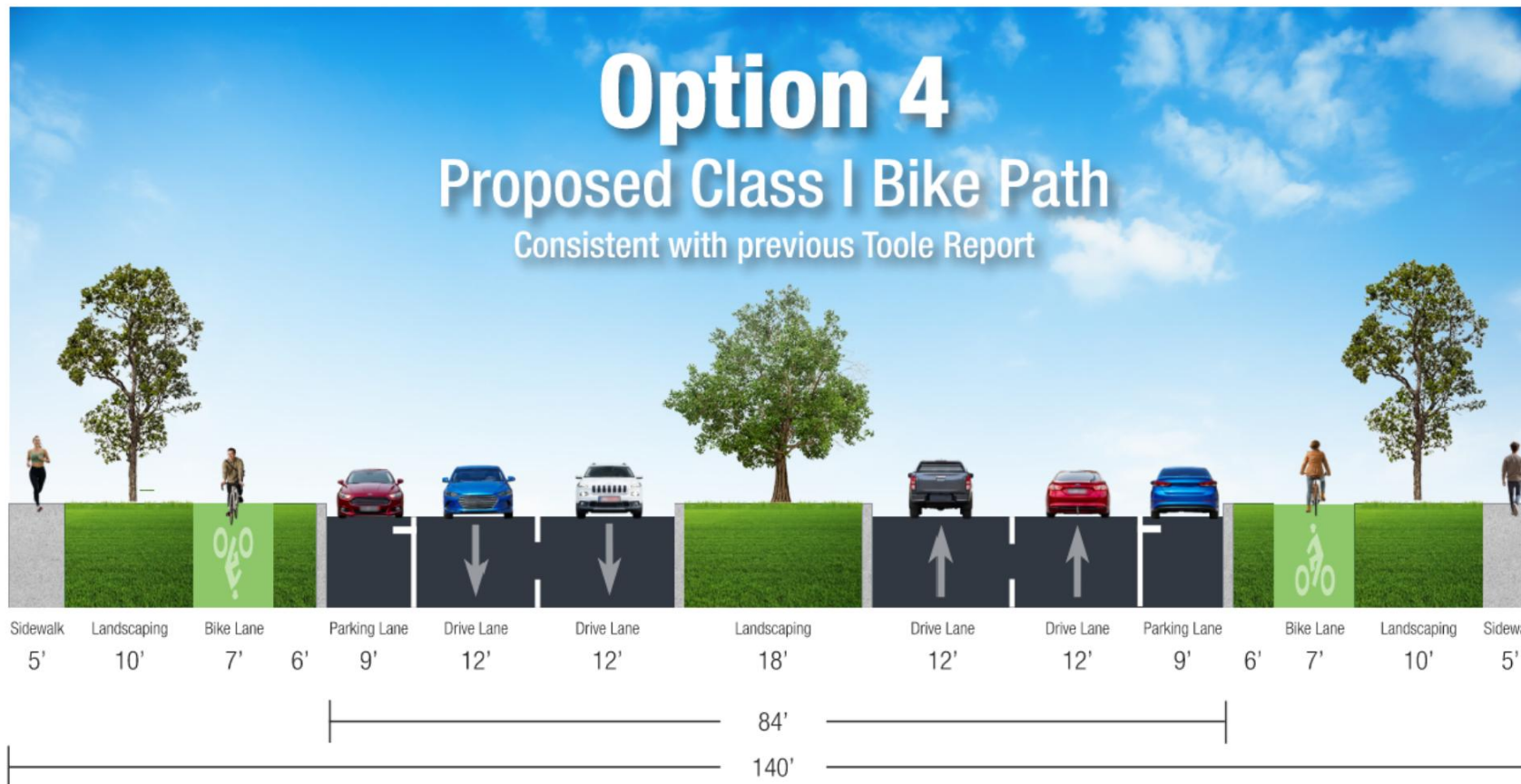
Proposed Cross Section of Huntington Drive and the Frontage Street



Figure 42: Proposed Concept for Huntington Drive, Fremont Avenue and Fair Oaks Avenue



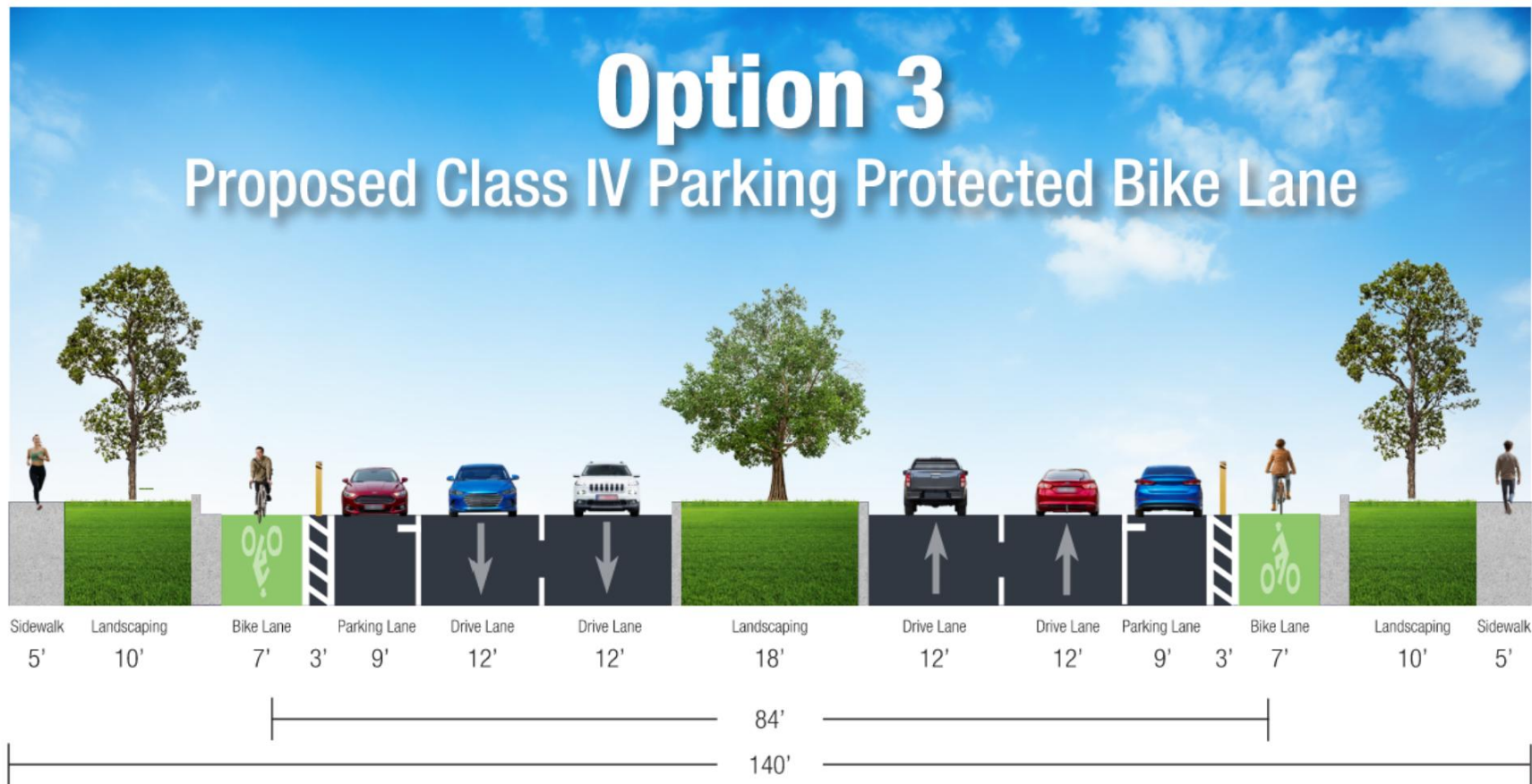
# Huntington Drive – Option 4



- **SAFETY AND SPEED**  
Improved
- **TOOLE REPORT**  
Consistent
- **TRAVEL LANES**  
4 Lanes
- **PARKING**  
Both Sides Preserved Near Driveways
- **BICYCLE FACILITIES**  
Separate Facility
- **TREES**  
Some Removal/Relocation
- **COST**  
\$37 Million



# Huntington Drive – Option 3\*



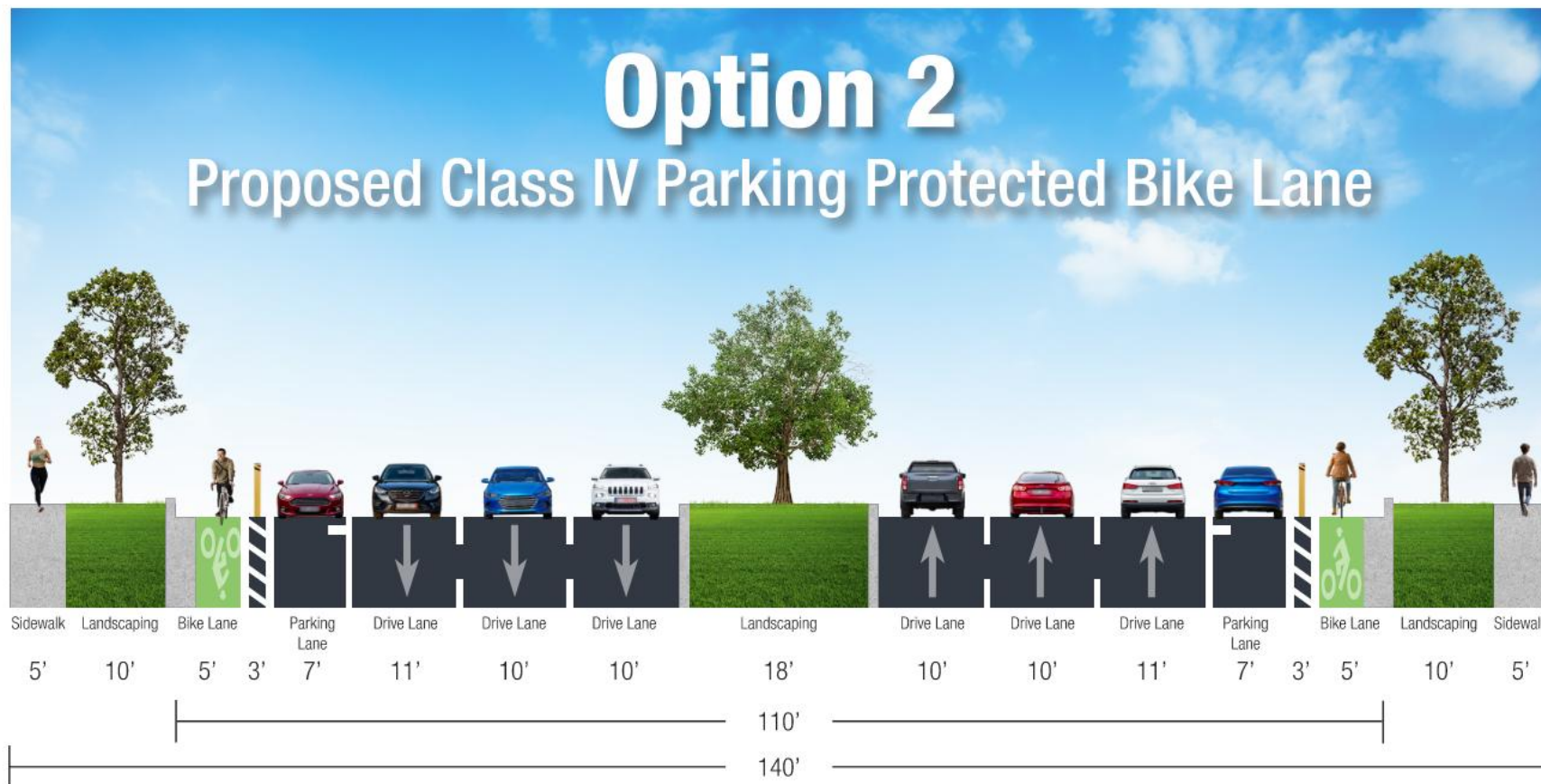
- **SAFETY AND SPEED**  
Improved
- **TOOLE REPORT**  
Consistent Intent
- **TRAVEL LANES**  
4 Lanes
- **PARKING**  
Both Sides  
Removed Near Driveways
- **BICYCLE FACILITIES**  
Parking Protected
- **TREES**  
Preserved
- **COST**  
\$23 Million

\*Option 4 - Phase 1: Most feasible to avoid tree removal

\*Frontage Road may need to be built as Phase 2



# Huntington Drive – Option 2



- **SAFETY AND SPEED**  
Enhanced
- **TOOLE REPORT**  
Not Consistent
- **TRAVEL LANES**  
6 Lanes
- **PARKING**  
Both Sides  
Removed Near Driveways
- **BICYCLE FACILITIES**  
Parking Protected
- **TREES**  
Preserved
- **COST**  
\$17 Million



# Fremont Avenue



# Existing Conditions – Fremont Avenue



Neighborhood  
Corridor

- Home to South Pasadena High School, USPS, and multiple religious institutions.



Signalized  
Intersections

- 11 signalized intersections. Opportunity to modernize, optimize, and enhance safety through technology.



Metro Crossing

- The Metro A-Line intersects with the corridor at Grevelia Street.
- Pedestrian improvement opportunities.



Curb  
Management

- Curb use ranges from parking to red-curb to loading zones.



# Project Guiding Principles



Safety-focused approach



Reduce vehicle speeds and traffic volumes



Integrate protected bicycle facilities



Protect trees



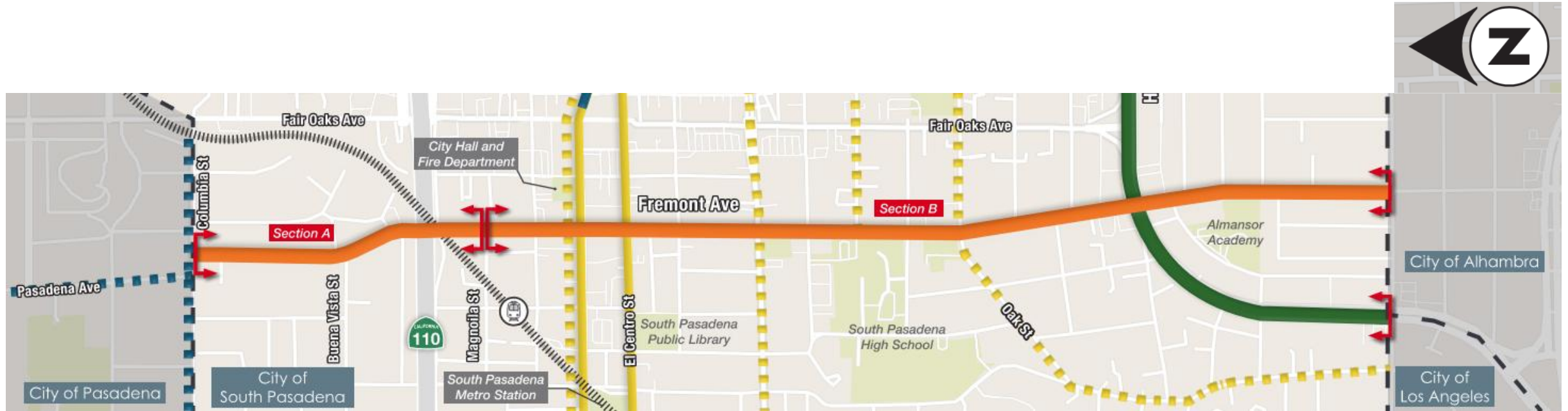
Consistency with Toole Report



Develop community corridors focused on improving safety and reducing speed, while preserving neighborhood character and trees



# Fremont Avenue – Sections



**Section A**  
Columbia Street to Magnolia Street

**Section B**  
Magnolia Street to Alhambra Road



# Fremont Avenue – Section B

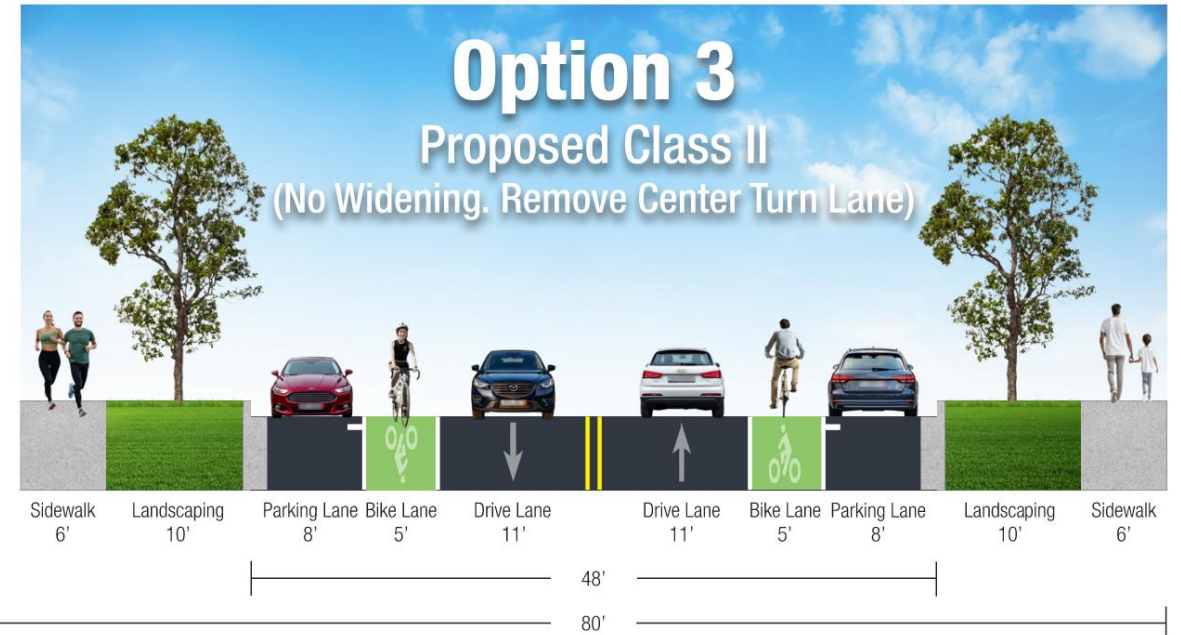


Magnolia Street to Alhambra Road

- SAFETY AND SPEED  
30 MPH Posted
- TOOLE REPORT  
Not Applicable
- CENTER TURN LANE  
Present
- PARKING  
Both Sides
- BICYCLE FACILITIES  
None
- TREES  
Present
- COST  
Not Applicable



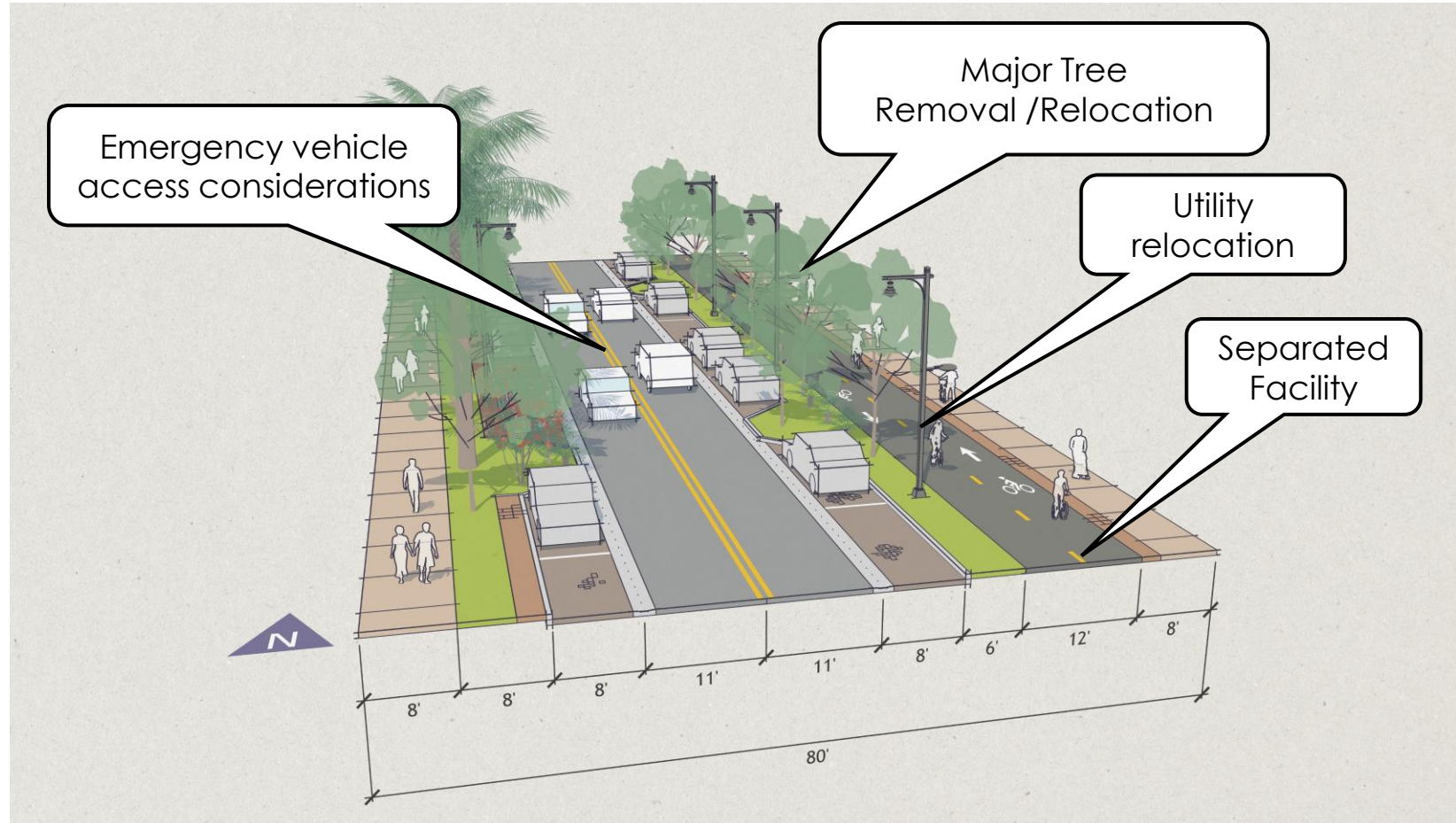
# Fremont Avenue (Removed Options)



**REMOVED DUE TO**  
Community Feedback, Speed, and  
Unprotected Bicycle Facility



# Fremont Avenue – Toole Concept





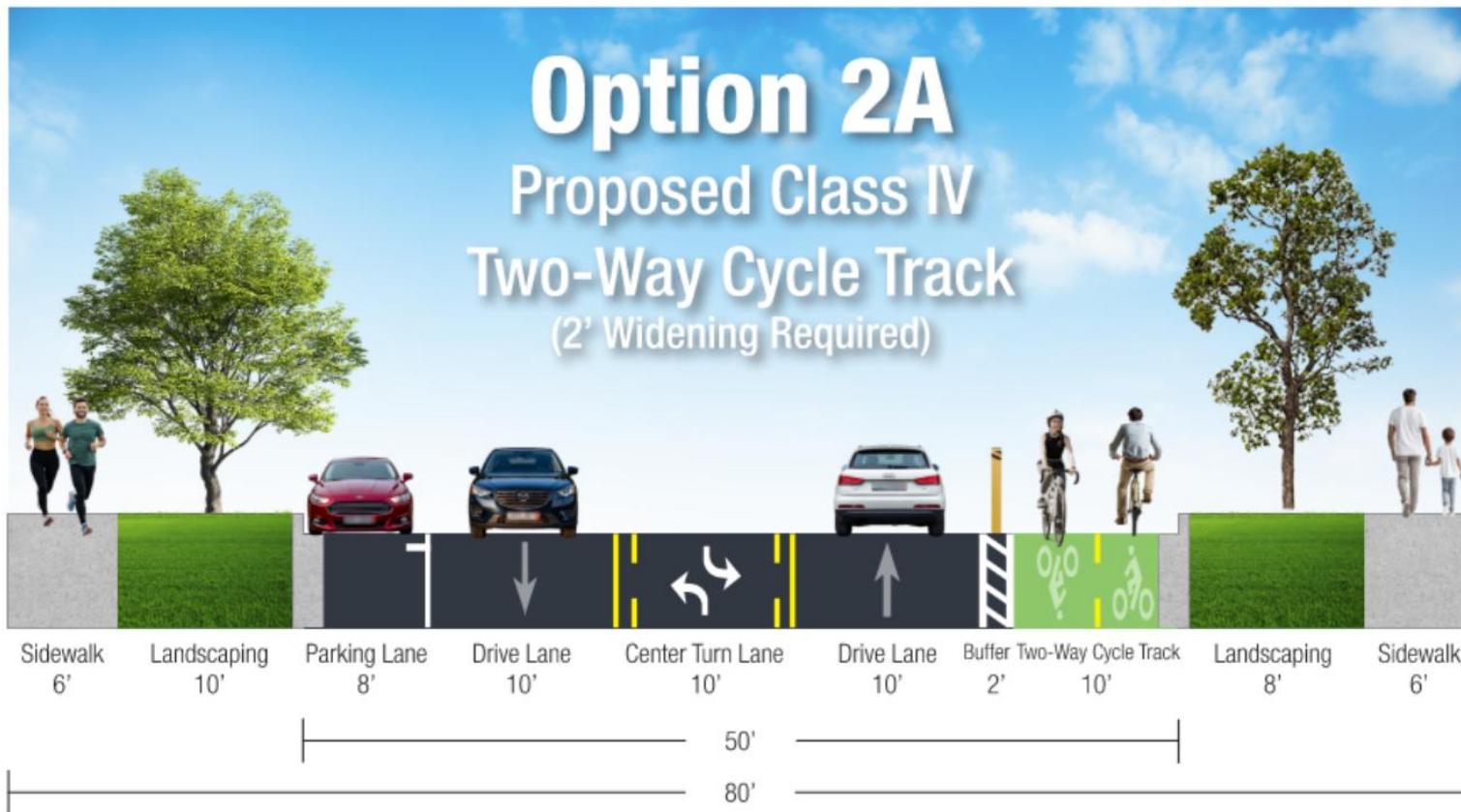
# Fremont Avenue – Option 4



- **SAFETY AND SPEED**  
Improved
- **TOOLE REPORT**  
Consistent
- **CENTER TURN LANE**  
Removed
- **PARKING**  
Maintained
- **BICYCLE FACILITIES**  
Separated Facility
- **TREES**  
Major Removal/Relocation
- **COST**  
\$29 Million



# Fremont Avenue – Option 2A

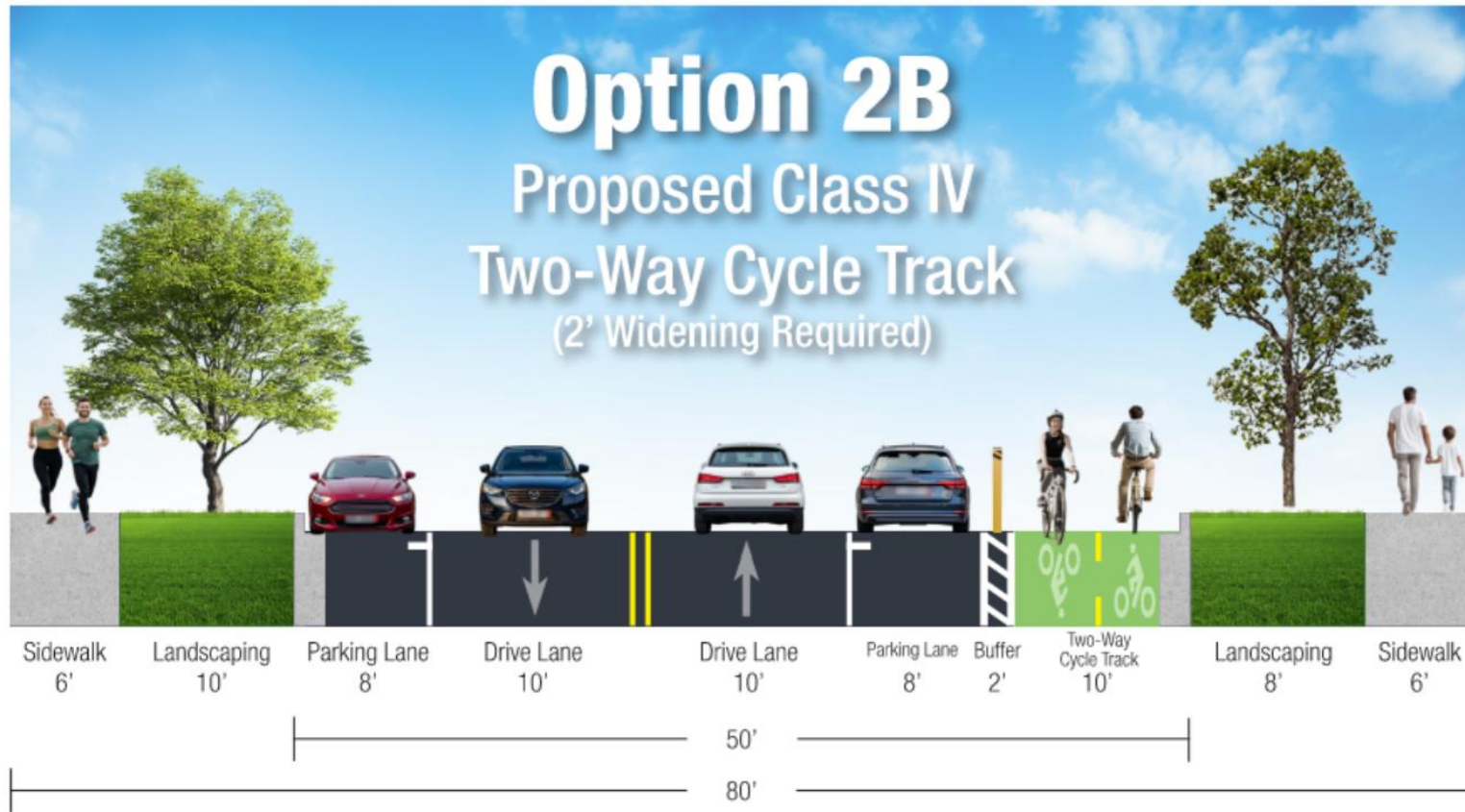


Most feasible to avoid tree removal

- **SAFETY AND SPEED**  
Enhanced
- **TOOLE REPORT**  
Consistent Intent
- **CENTER TURN LANE**  
Maintained
- **PARKING**  
Removed – One Side
- **BICYCLE FACILITIES**  
Protected Facility
- **TREES**  
Some Removal/Relocation
- **COST**  
\$23 Million



# Fremont Avenue – Option 2B



Most feasible to avoid tree removal

- SAFETY AND SPEED  
Enhanced
- TOOLE REPORT  
Consistent Intent
- CENTER TURN LANE  
Removed
- PARKING  
Maintained
- BICYCLE FACILITIES  
Protected Facility
- TREES  
Some Removal/Relocation
- COST  
\$23 Million



# Anticipated Project Funding and Cost

Funding Source	Amount
Existing Funding Total	\$16,638,645
<b>Measure R (MIP) Additional Funding Request</b>	<b>\$25 Million*</b>
<b>Proposed Total Funding</b>	<b>\$41 Million</b>

Project Cost	Amount
Huntington Drive Option 3	\$23 Million**
Fremont Avenue Option 2A/B	\$23 Million
<b>Anticipated Total Cost</b>	<b>\$46 Million</b>

## Project Considerations

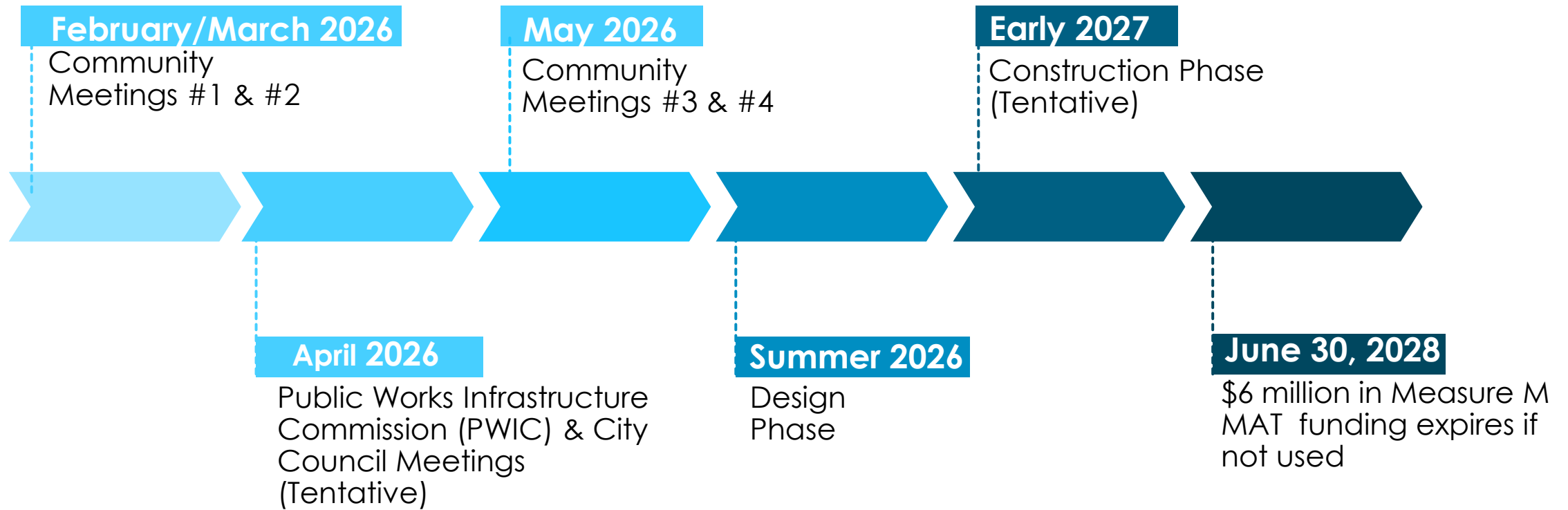
- Design and funding approval by PWIC and City Council and Metro
- Design and funding approval by Metro
- Engineering Feasibility (Safety, Speed, Protected Facilities, Trees, Utilities)

**\*PWIC, City Council, and Metro Approval Required**

**Full build-out for Huntington & Fremont may require all funds from SR-110 Ramp**



# Project Timeline and Approach





# Project Resources

**HUNTINGTON DRIVE AND FREMONT AVENUE**  
Corridor Improvements Project

Attend Our Community Events!

The City of South Pasadena is looking for feedback for the Huntington Drive and Fremont Avenue Corridor Improvements Project.

**SAVE THE DATE!**

Join us in-person at the **Library Community Room**  
1115 El Centro Street, South Pasadena, CA 91030

**Monday, February 23<sup>rd</sup>** | **Thursday, March 5<sup>th</sup>**  
6:00 – 7:30pm | 6:00 – 7:30pm

**Questions or Comments?**  
Please contact the Project Team at [huntington-fremont@southpasadenaca.gov](mailto:huntington-fremont@southpasadenaca.gov)

Instagram - @southpasadenaca

City of SOUTH PASADENA

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## Huntington Drive - Fremont Ave Corridor Improvement Project

### Project Background

The City received two Metro grants in 2021 and 2022, totaling \$16 million, for improvements on Huntington Drive and Fremont Avenue. The first \$6 million grant is from the Measure M Active Transportation Program (MAT), approved in September 2022. The second \$10 million grant comes from reallocating Interstate 710 funds through the Measure R program for local mobility improvement projects (MIP), approved in August 2021. The City also has approximately \$500,000 in State Highway Safety Improvement Program Funds allocated for construction.

City Website – [southpasadenaca.gov/huntington-fremont](https://southpasadenaca.gov/huntington-fremont)

Map showing the Huntington Drive and Fremont Avenue Corridor Improvements Project area. The map includes a legend for Fremont Avenue (blue), Huntington Drive (purple), and South Pasadena City Limits (green). A QR code is overlaid on the map for more information.

Interactive Feedback Map - <https://bit.ly/4qQhG0U>

An aerial rendering of a city street intersection. A proposed road improvement project is highlighted in green, showing a multi-lane road with a central green median and green-paved shoulders. The surrounding area includes residential buildings, trees, and other city infrastructure. A dark blue banner with white text is overlaid on the center of the image.

# Q&A Session

An aerial rendering of a city street intersection. The scene shows a multi-lane road with a central intersection. A dark blue banner with rounded corners is overlaid across the middle of the image, containing the text "Open House" in white. The background shows a dense urban area with buildings, trees, and a road that curves to the right. The overall color palette is muted, with a light blue overlay on the right side of the image.

# Open House



# Open House Stations

1



**Write** Your  
Comment

2



**Post** Your  
Comments on  
Project Boards

3





# Open House Stations

### Project Overview

**THE VISION**

The project vision is to develop transportation & community design concepts that integrate complete streets design and technical improvements to meet the needs of all users of the roadway, including pedestrians, bicyclists, and motorists.

**LEGEND**

- Class III Bike Route
- Class II Bike Lanes
- Class IV Bike Lanes
- Class I Cycle Path
- Other
- Other
- Other
- Other

City of South Pasadena  
Kinley | Horn

### Project Data and Benefits

The Transportation Injury Mapping System (TIMS), provided by the State Transportation Research and Education Center at UC Berkeley, is a public tool used to analyze collision data. Collision data from TIMS was reviewed for a 10 year period, from January 1, 2015 to December 31, 2024, along the two project corridors.

**COLLISION DATA (2015-2024)**

Topic	Fremont	Huntington
Total Collisions	140	75
Involving Pedestrians	11	5
Involving Cyclists	11	8
Fatal	1	1
Serious Injury	6	3

**Top Factors:**

- Unsafe Speed (32%)
- Traffic Signals and Signs (18%)
- Automobile Right-of-Way (14%)

**Intersections with the most collisions:**

- Fremont Avenue and Huntington Drive (22 collisions)
- Huntington Drive and Garfield Avenue (16 collisions)
- Fremont Avenue and Rollin Street (14 collisions)

**Collision Map**

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### Landscape and Plant Palette

**TREES**

- California Sycamore
- Redwood
- Almond
- Walnut
- Boxelder
- Black Locust
- White Birch
- Amelanchier
- Flowering Quince
- Flowering Dogwood
- Flowering Crabapple
- Flowering Pear
- Flowering Almond
- Flowering Peach
- Flowering Plum
- Flowering Apple
- Flowering Pear
- Flowering Plum
- Flowering Apple

**SHRUBS**

- Manzanita
- Yucca
- Agave
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant

**GROUNDCOVERS**

- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant

**ACCENTS**

- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant
- San Diego Red Flowering Currant

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### Project Funding

**Funding Compliance**

**Measure M:**

- PAED (2025 Q4 - 2028 Q3)
- PS&E (2025 Q4 - 2028 Q3)

**Measure R:**

- PAED (2025 Q4 - 2026 Q3)
- PS&E (2025 Q4 - 2026 Q3)

**CTC 710:**

- PAED (2025 Q4 - 2026 Q3)
- PS&E (2025 Q4 - 2026 Q3)

Funding Source	Amount
Metro Active Transport, Transit and First/Last Mile Program (MAT) Measure M Cycle 1	\$6,056,100
Metro Mobility Improvement Projects (MIP) Measure R	\$10,000,000
City Metro Measure M Local Return	\$112,795
City Metro Measure R Local Return	\$146,690
CTC State Route 710 Local Alternative Transportation Improvement Program (710 LATIP)	\$323,000
<b>TOTAL</b>	<b>\$16,638,645</b>

**Environmental Documentation**

**Project Description**

- Define an envelope of maximum potential impacts
- Can be developed prior to selection of preferred concept

**Determine if the Project qualifies for an exemption**

- Multiple potential options: Under California Environmental Quality Act (CEQA) Categorical Exemptions (Class 1 or 4) or Senate Bill 288

**Perform Technical Studies (if needed):**

- Traffic Study
- Air and Noise Study
- Tree Inventory Survey
- Hazardous Materials Report
- Historic & Cultural Survey Results

**Prepare an Initial Study (if needed):**

- Negative Declaration or Mitigated Negative Declaration (MND)
- Mitigation Monitoring and Response Plan (MMRP)

**Existing sidewalk and parkway area on Fremont Ave**

City of South Pasadena  
Kinley | Horn

### Pedestrian Enhancements, Bike Amenities, and Intersection Treatments

- Bicycle Facilities
- Leading Pedestrian Interval (LPI)
- ADA Ramps, Bulb-Outs, Sidewalks
- High Visibility Crosswalks
- Bus Stop Improvements

**Class III Bike Route**  
Shared Lane Marking

- Minimal protection
- Cost effective
- Least comfortability for bicyclists

**Class II Bike Lanes**  
Striped Buffer

- Enhanced protection
- Cost effective
- Improved comfortability for bicyclists

**Class IV Bike Lanes**  
Vertical Element (Post, Median, Parking)

- Vertical protection
- Greatest cost
- Highest comfortability for bicyclists

**Class I Cycle Path**  
Off Street Path

- Maximum off-street protection
- Greatest cost
- Highest comfortability for bicyclists

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### Fremont Ave Section A - Columbia Street to Magnolia Street

**Fremont Ave - Section A**

- Class III Bike Route
- Class II Bike Lanes
- Class IV Bike Lanes
- Class I Cycle Path

City of South Pasadena  
Kinley | Horn



## Contact Us



### ***Project Team Contact***

[Huntington-Fremont@southpasadena.gov](mailto:Huntington-Fremont@southpasadena.gov)

## Post Comments Interactive Map



### ***Public Coordinate Project Map***

<https://bit.ly/4qQhG0U>



## Stay Informed Project Page



### ***Website***

[southpasadenaca.gov/huntington-fremont](https://southpasadenaca.gov/huntington-fremont)

