

Kimley»Horn

Expect More. Experience Better.



Community Outreach Meeting
Augst 31st, 2026



Huntington Drive and Fremont Avenue
Corridor Improvements Project



Agenda

**Project
Background**

**Project Design
Updates**

Q&A

**Design
Open House**



Project Limits & Goals

Huntington Drive:

- Alhambra Road to Garfield Avenue

Fremont Avenue:

- Alhambra Road to Columbia Street



Safety-
focused
approach



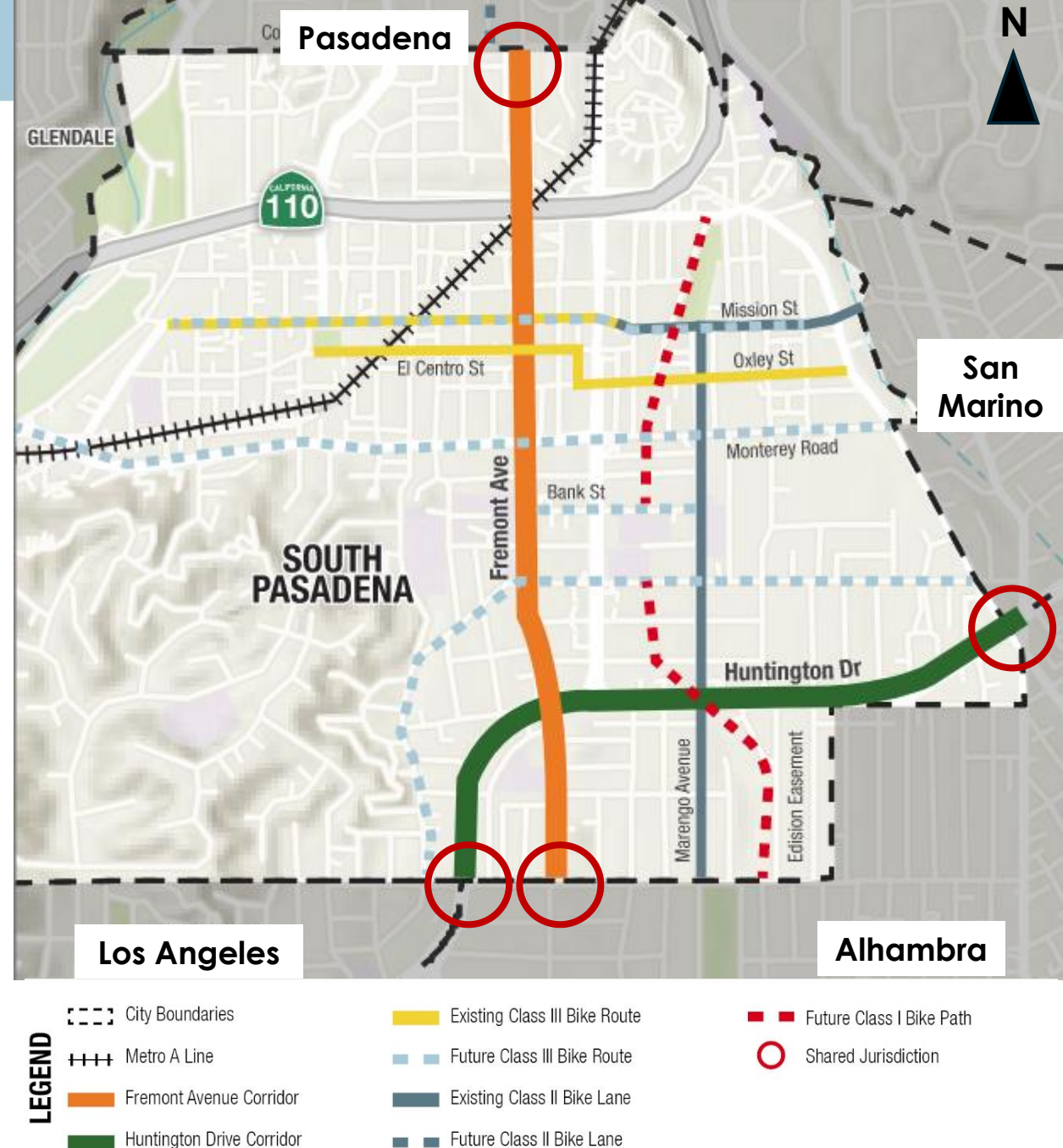
Reduce
vehicle
speeds



Integrate
protected
bicycle
facilities



Optimize
traffic
circulation





Existing Data and Project Need

Collision Data 2015 – 2024 (Both Corridors)

- **216** total crashes (2015 – 2024)
- **35** involving a pedestrian or bicyclist

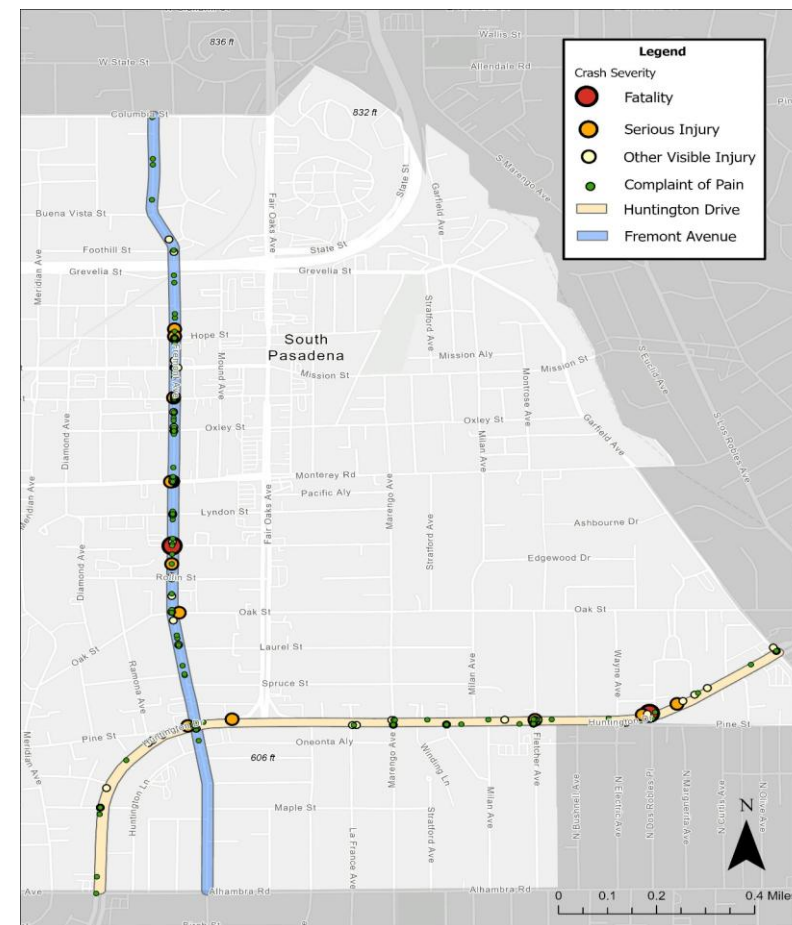
Community Outreach Feedback

- Residents expressed a strong desire for protected bicycle facilities

Anticipated Bicycle Trips

- **5% mode shift** is a typical assumption*

*National Cooperative Highway Research Program (NCHRP)



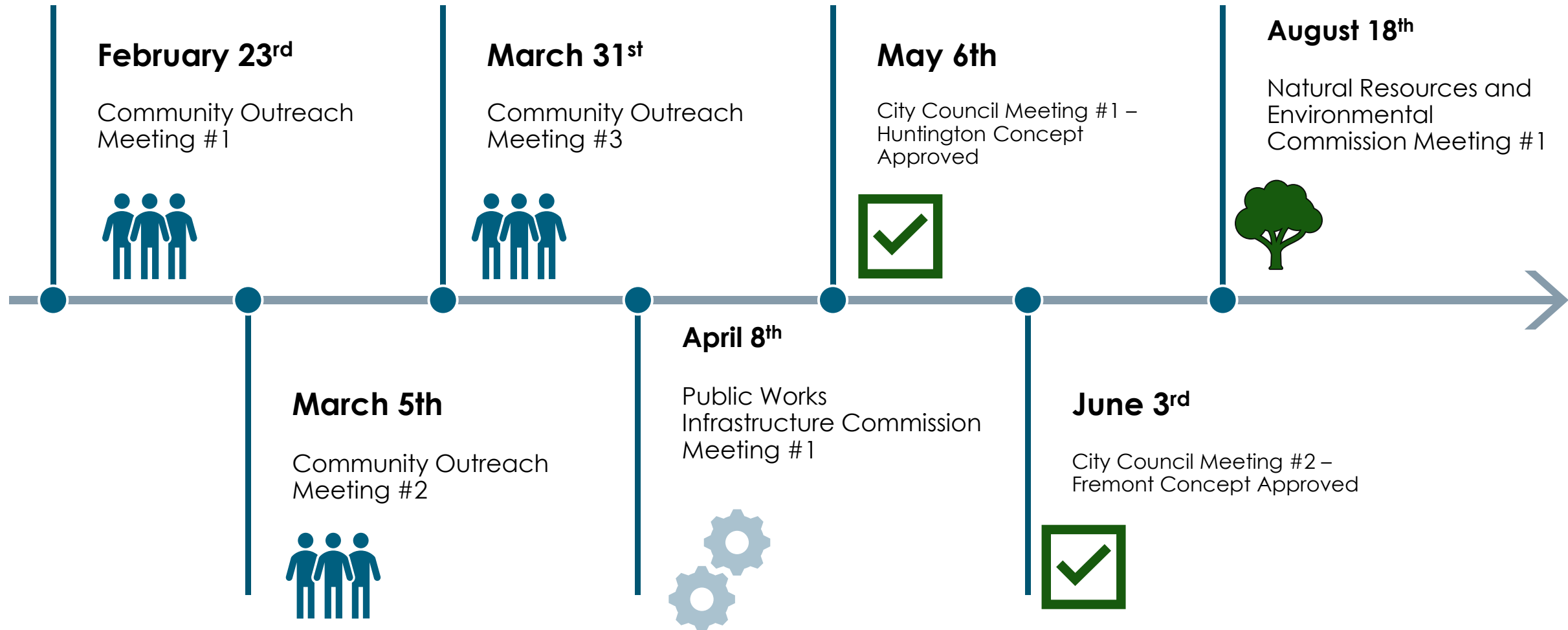
Mapped Collisions

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue filter. The image shows a multi-lane road with traffic, surrounded by residential and commercial buildings, trees, and parking lots. A geometric pattern of white lines and dots is visible on the left side of the image. The text "Project Background" is written in a large, white, sans-serif font in the bottom right corner.

Project Background



Project Background





Outreach Engagement



250+ **WRITTEN
AND DIGITAL COMMENTS**

collected through in-
person and online
outreach



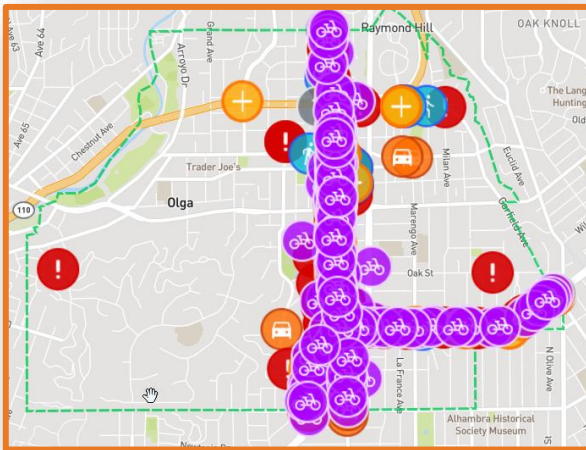
150+ **ATTENDEES**

at previous community
outreach meetings



110+ **EMAILS**

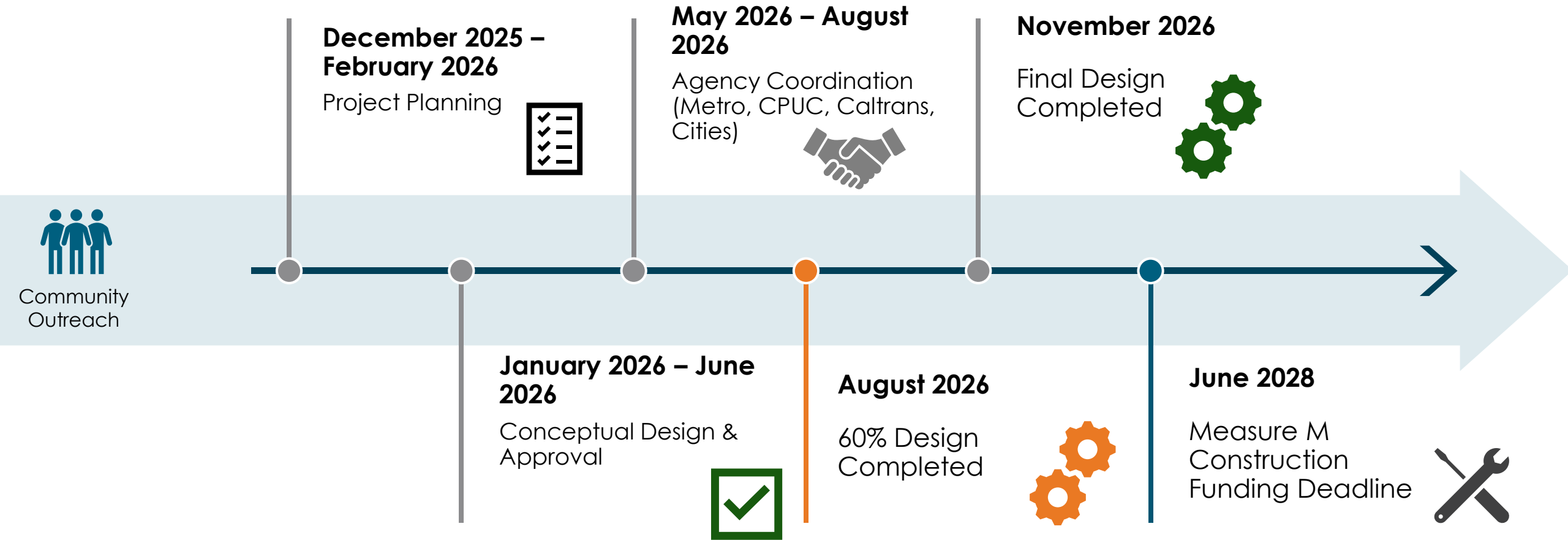
received from
the public



Project advertised through
social media, press
releases, and letter notices

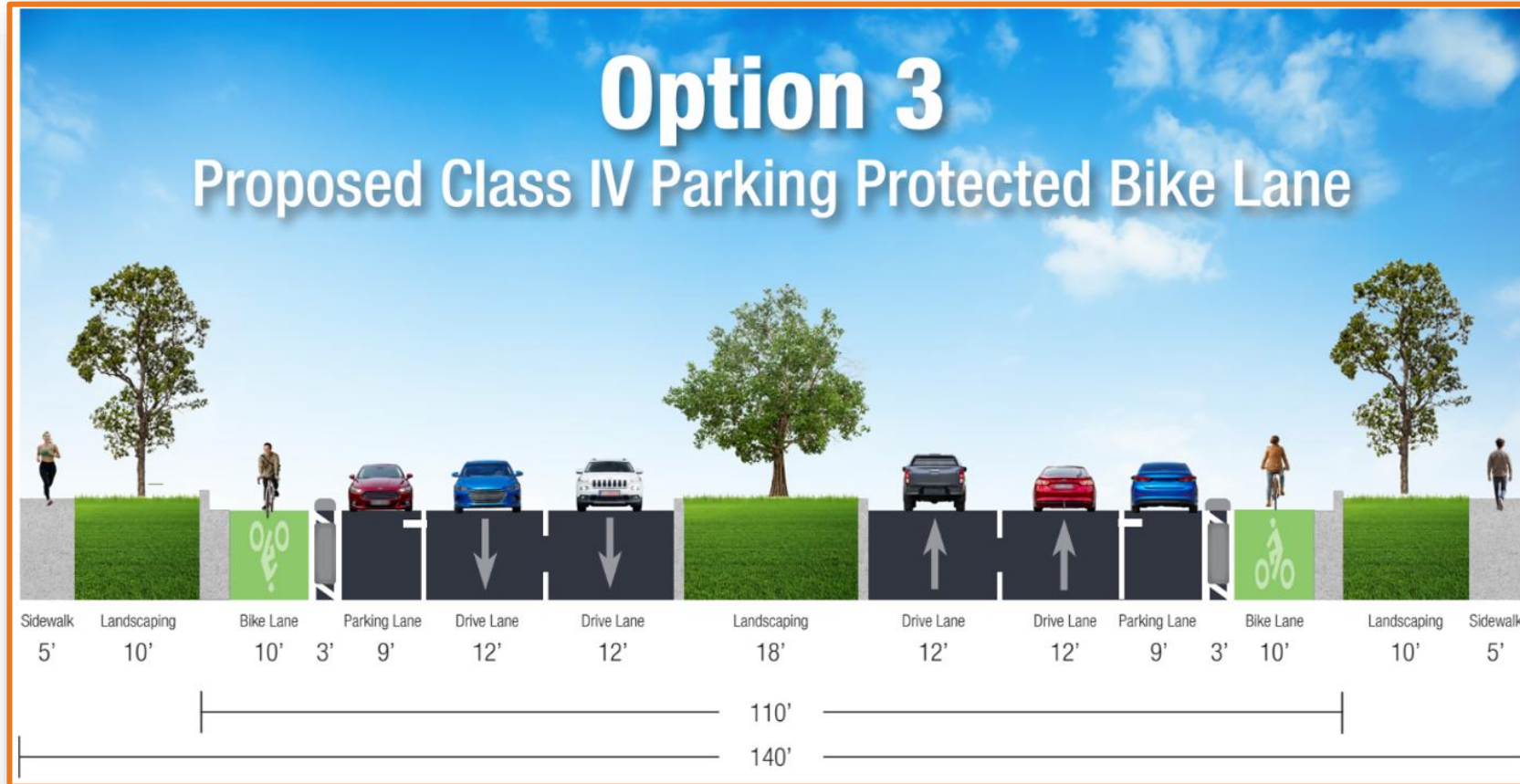


Project Development Process





Council-Approved Concept: Huntington Drive



SAFETY AND SPEED
Improved



BICYCLE FACILITIES
Parking Protected



TREES
Preserved



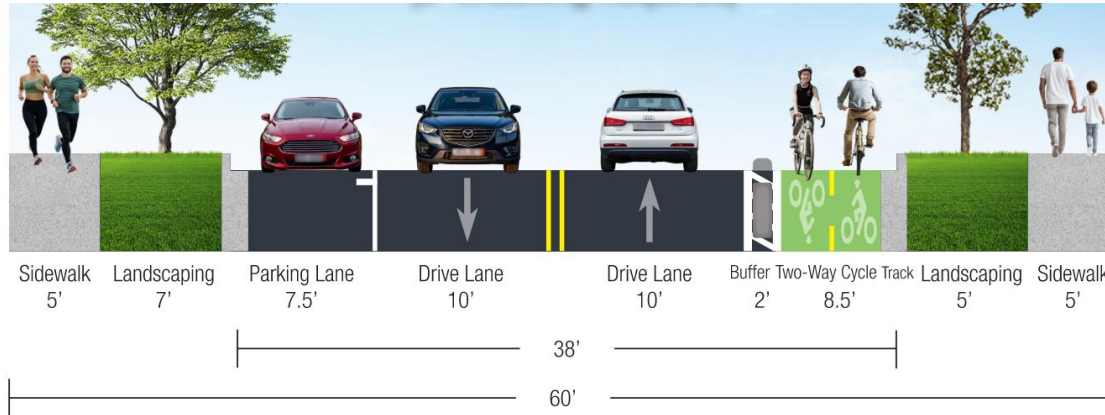
PARKING
Maintained Both Sides
Removed Near Driveways

Alhambra Road to Garfield Avenue



Council-Approved Concept: Fremont Avenue

Section A - Option 2: Columbia Street to Grevelia Street



CENTER LANE
Not Present

BICYCLE FACILITIES
Protected Facility

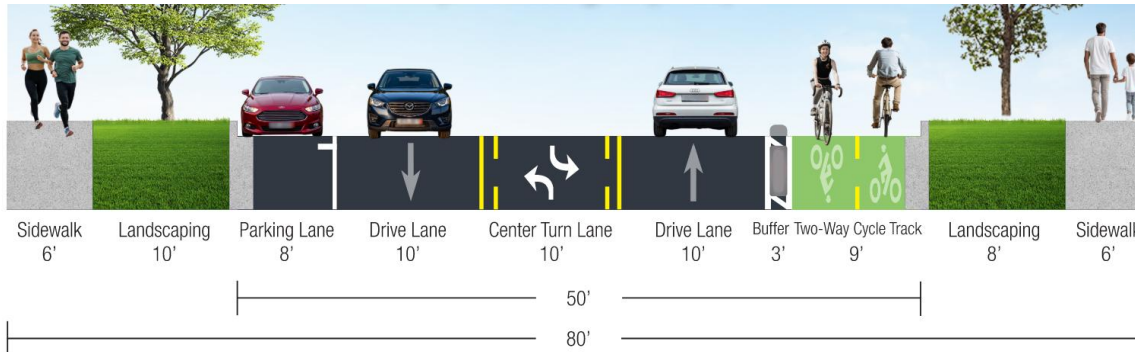
PARKING
West Maintained

PARKING
East Removed

TREES
Some Replaced

ROADWAY
2' East Widened

Section B - Option 2A: Grevelia Street to Alhambra Road



CENTER LANE
Maintained

BICYCLE FACILITIES
Protected Facility

PARKING
West Maintained

PARKING
East Removed

TREES
Some Replaced

ROADWAY
2' East Widened

An aerial photograph of a city street intersection, likely Huntington Drive, showing proposed design updates. The updates include new green-paved medians, crosswalks, and landscaping along the road. The surrounding area is a mix of residential houses and commercial buildings. A semi-transparent blue overlay covers the entire image, and a white geometric pattern of circles and lines is visible on the left side.

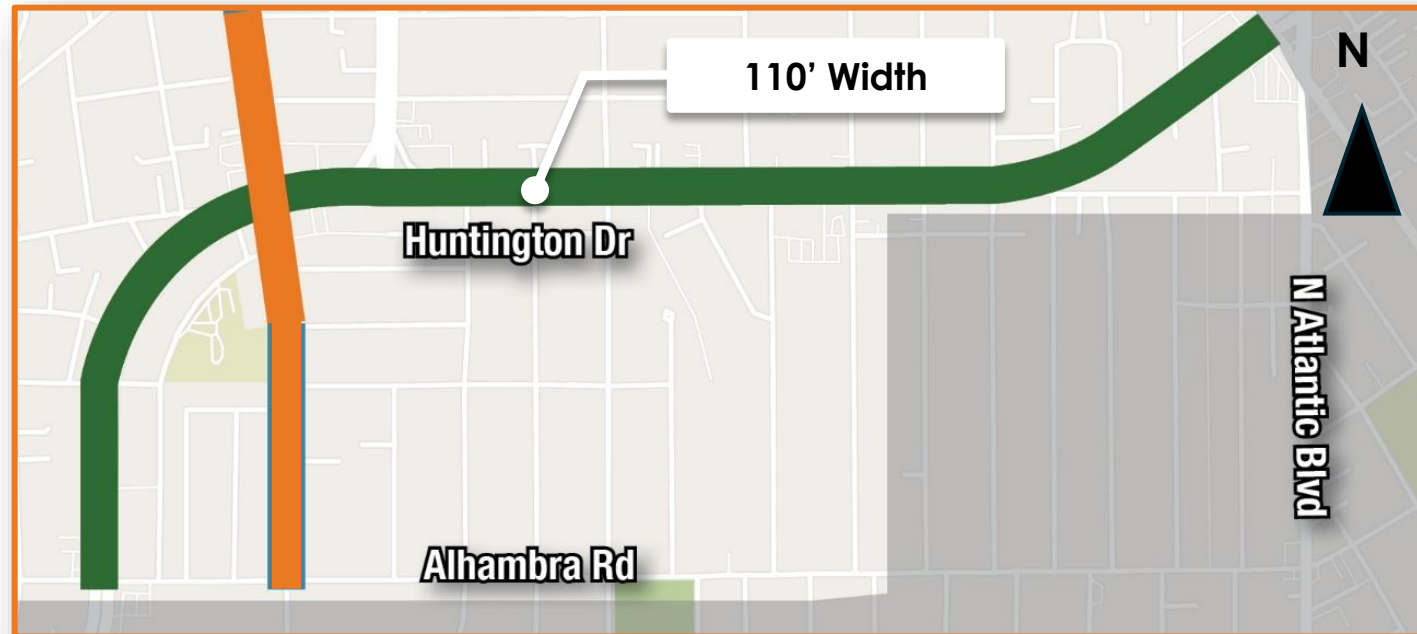
Huntington Drive Design Updates



Huntington Drive - Existing Conditions

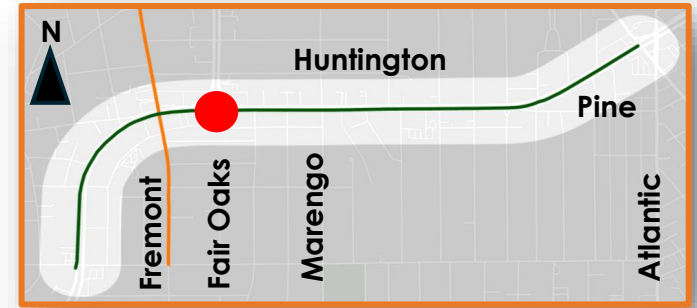
110' Curb-to-Curb Width

- Alhambra Road to Garfield Avenue





Huntington Dr and Fair Oaks Ave



Slip Lane Converted to Multi-Use Path

Slip Lane Converted to Multi-Use Path

Protected Bike Lane Up To Intersection

Realigned Intersection

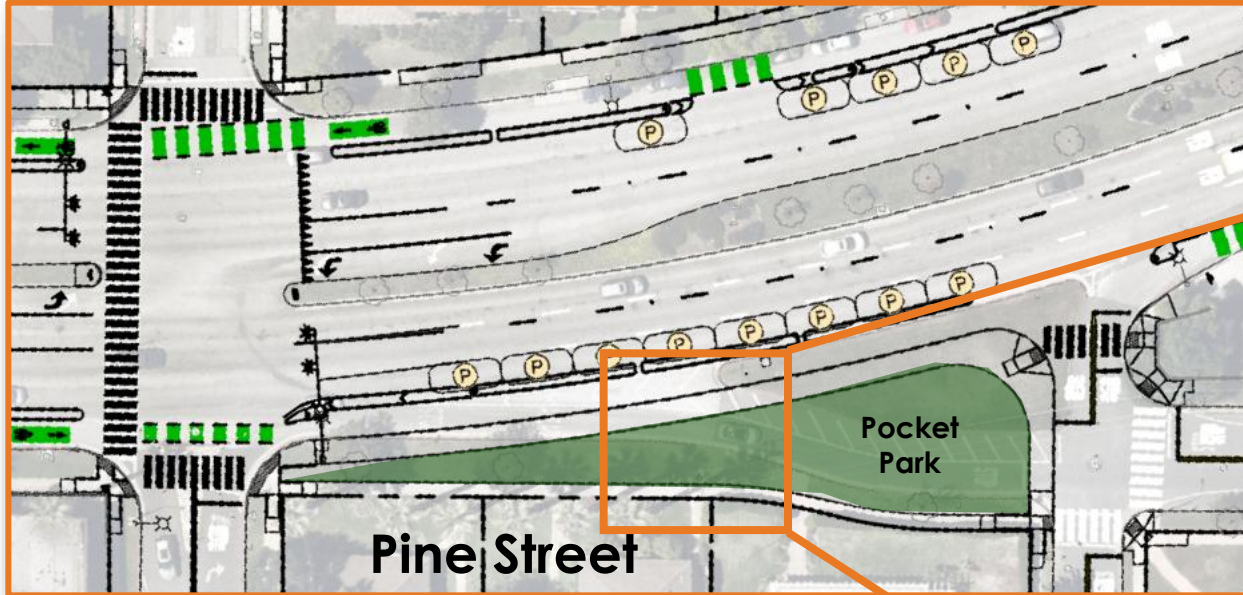
On-Street Parking



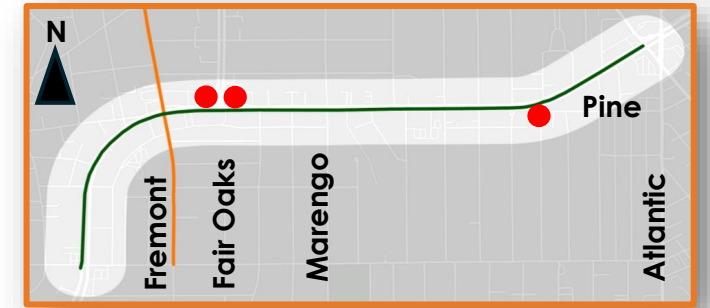
Looking Westbound on Huntington Drive



Pocket Parks



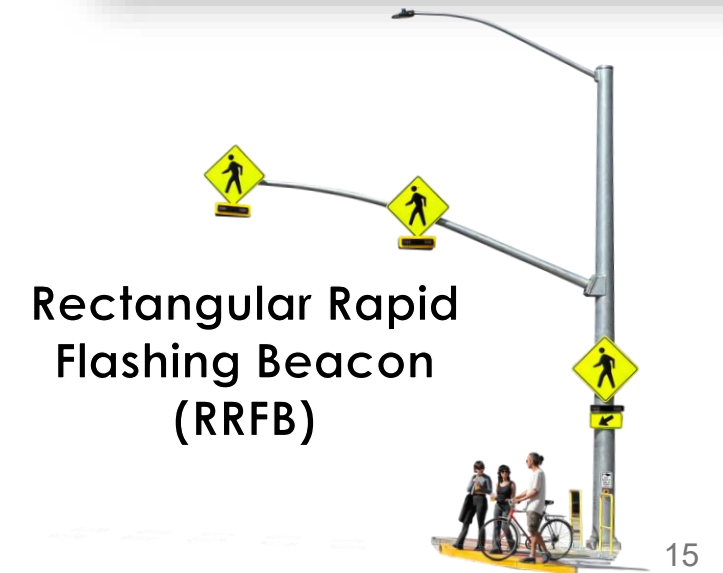
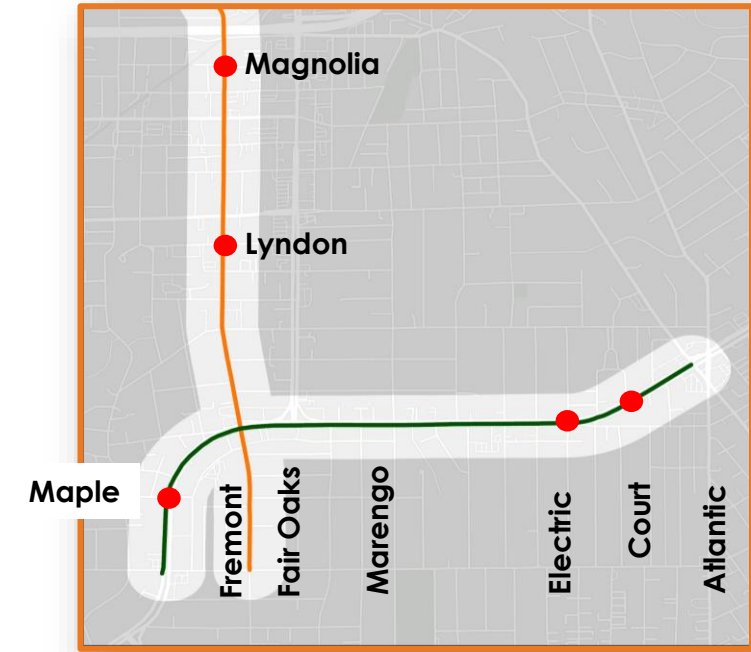
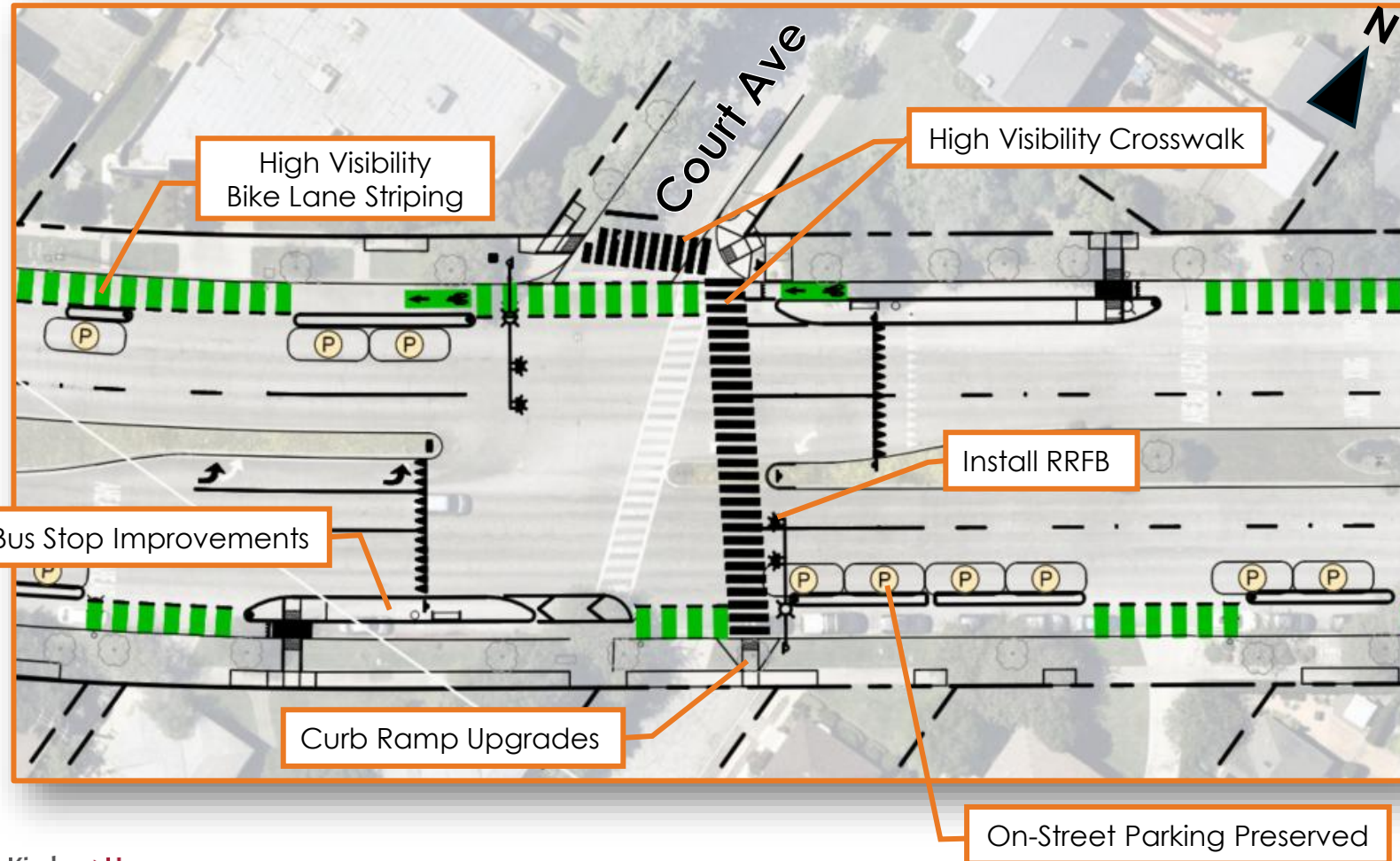
Electric
Avenue



Sample Pocket Park Rendering (Pine Street)



Pedestrian Crossings

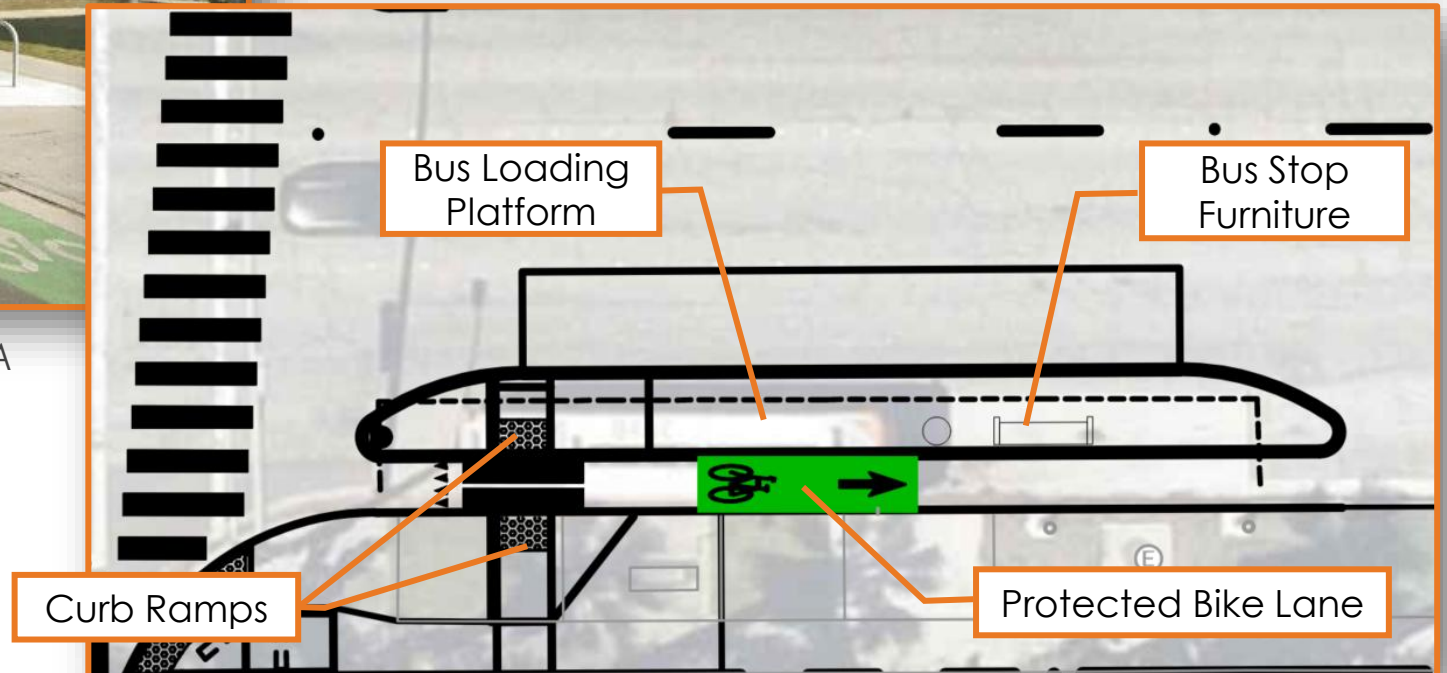
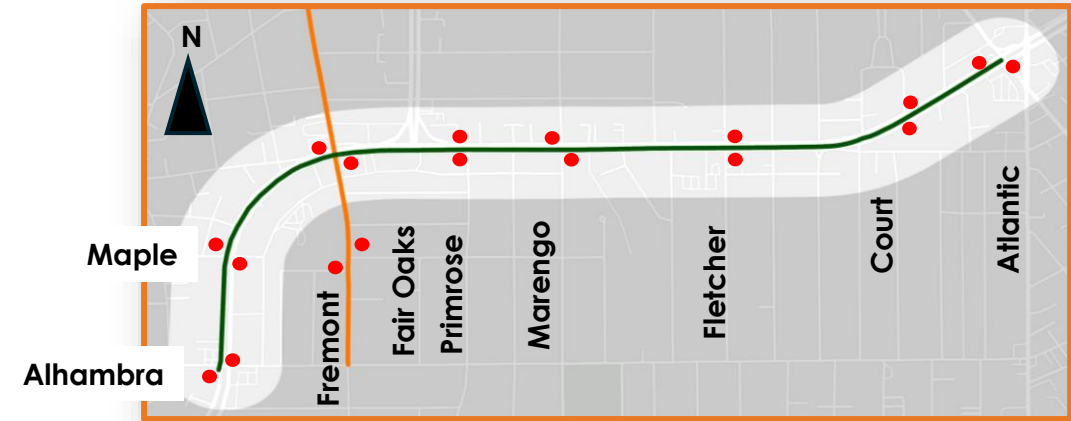




Transit Stops

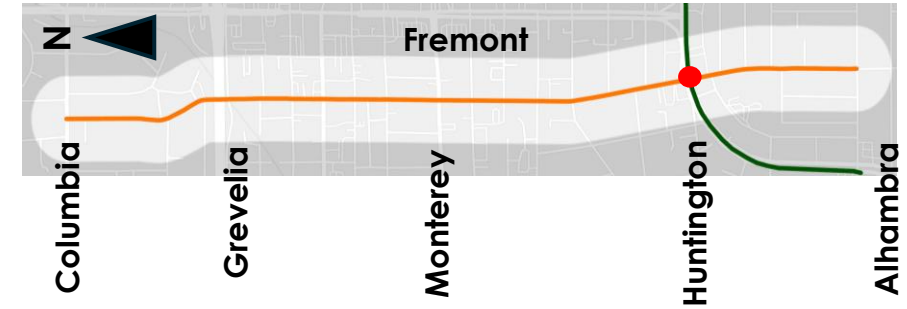


Pictured: Ramona Blvd in El Monte, CA





Huntington Dr & Fremont Ave



Slip Lane Removed

Westbound
U-Turn Allowed

Diagonal Parking

Cycle Track Connectivity
and Protected
Intersection Design

Location: EB Huntington Drive at Fremont Ave

Huntington Drive



An aerial photograph of a city street, Fremont Avenue, showing proposed design updates. The image is overlaid with a semi-transparent blue grid and circular patterns. The street features multiple lanes, green-painted medians and shoulders, and new landscaping including trees and shrubs. Buildings and residential areas are visible on either side of the street.

Fremont Avenue Design Updates



Fremont Avenue - Segments

Segment 1: 38' Curb-to-Curb Width

- Columbia Street to Grevelia Street

Segment 2: 48' Curb-to-Curb Width

- Grevelia Street to Oxley Street

Segment 3: 48' Curb-to-Curb Width

- Oxley Street to Oak Street

Segment 4: 55' Curb-to-Curb Width

- Oak Street to Oneonta Knoll

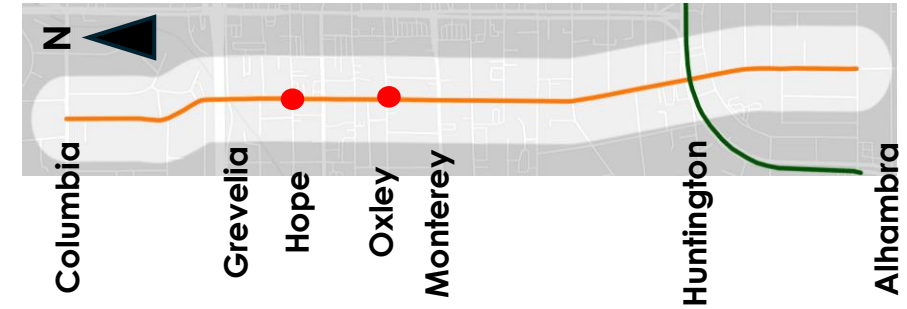
Segment 5: 48' Curb-to-Curb Width

- Oneonta Knoll to Alhambra Road

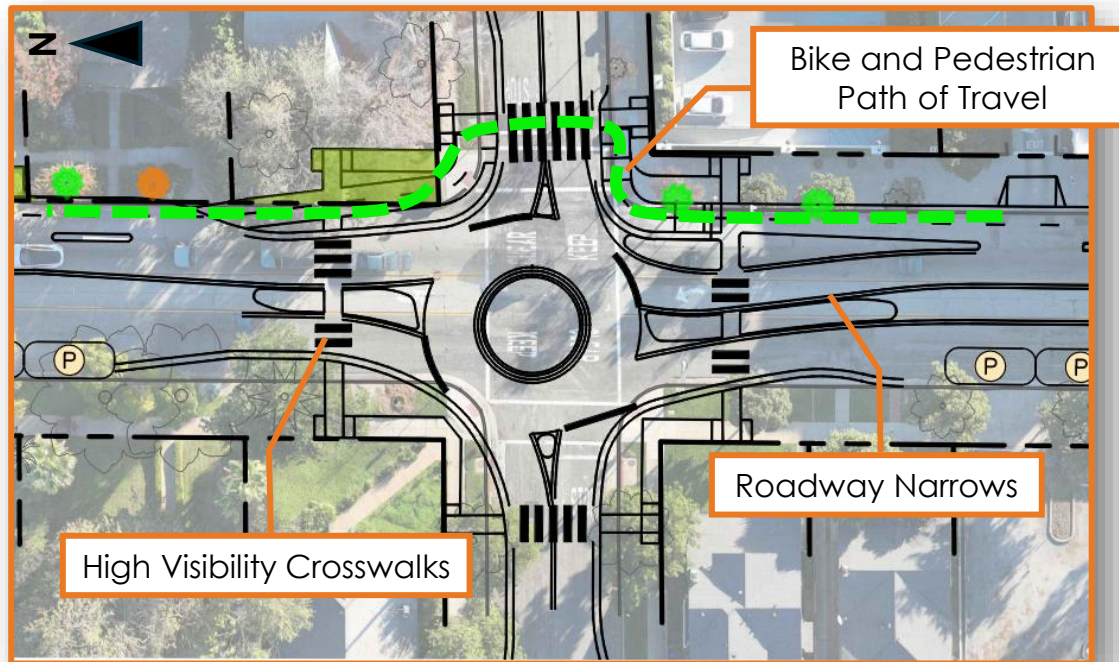




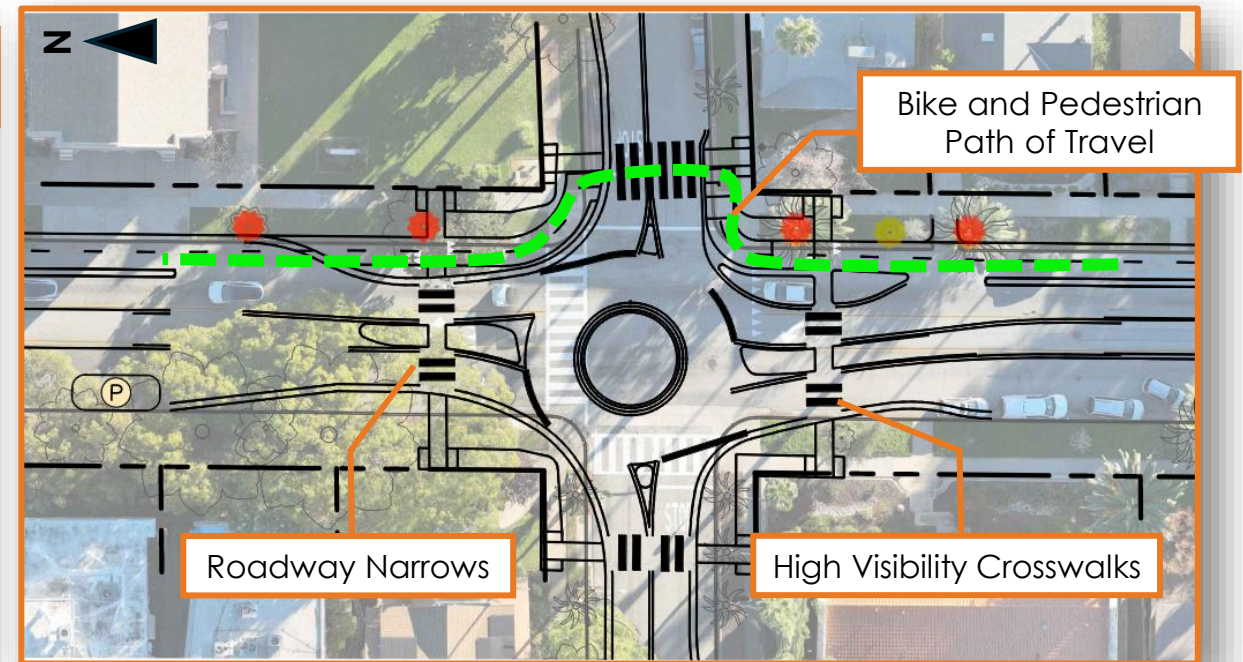
Fremont Avenue Roundabouts



Fremont Ave and Hope St

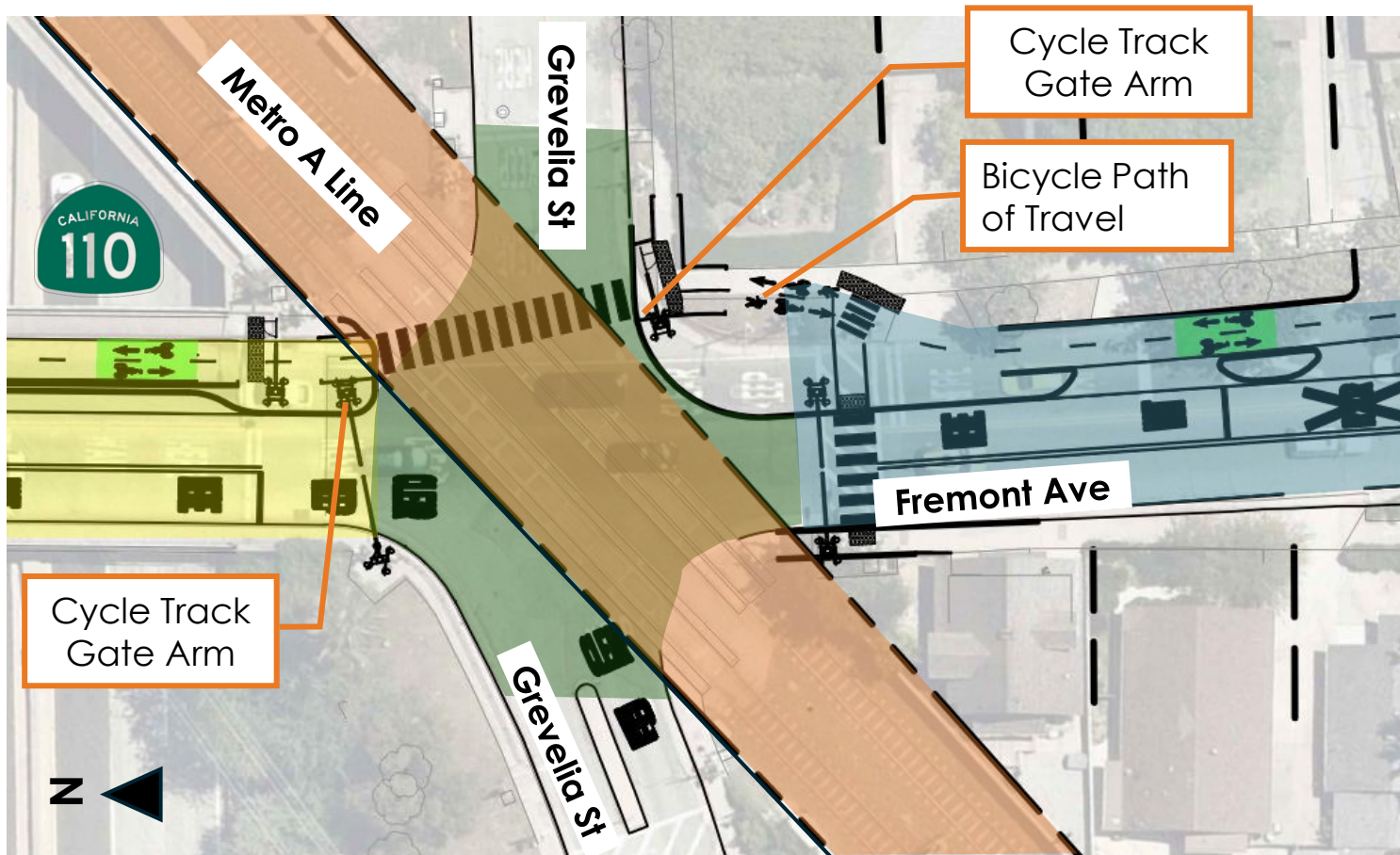


Fremont Ave and Oxley St

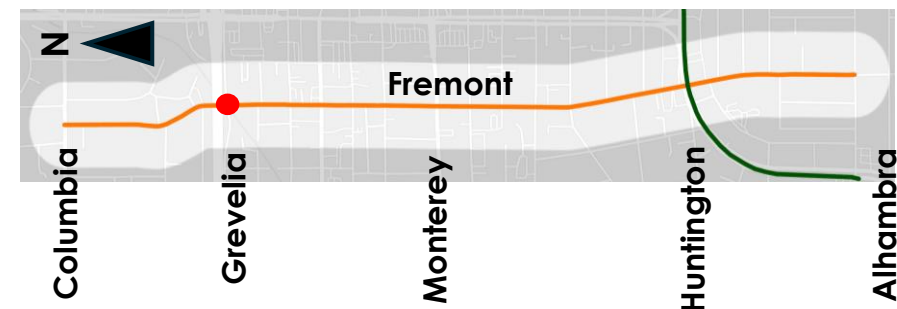




Metro A Line Crossing



Caltrans CPUC Metro South Pasadena

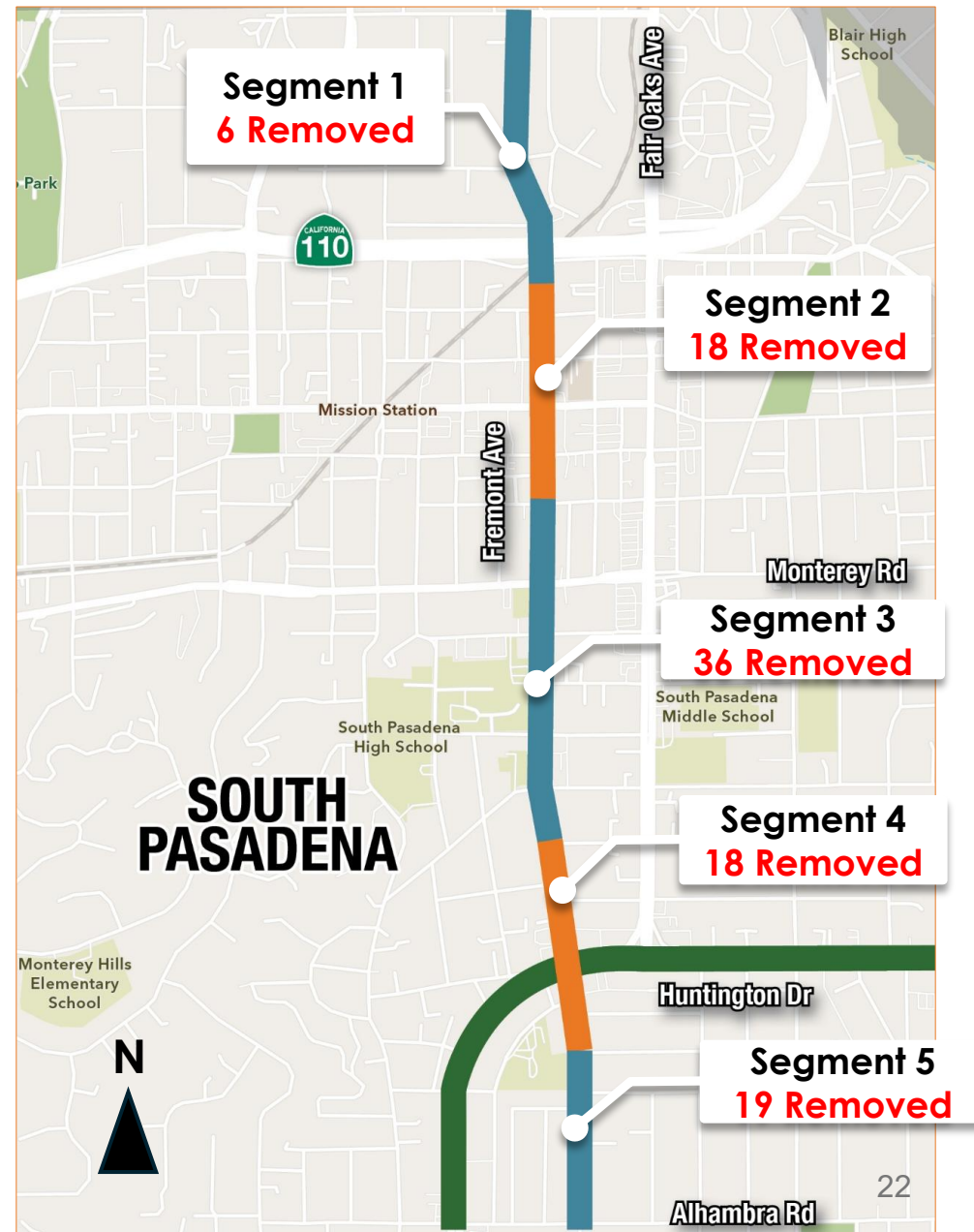


- Agencies involved:
 - California Public Utilities Commission (CPUC)
 - Caltrans
 - LA Metro
 - City
- Separated facilities for east leg over Metro Crossing
- Will include safety improvements for vehicles, pedestrians and cyclists
- May need phased construction due to approval required



Fremont Avenue Parking Considerations

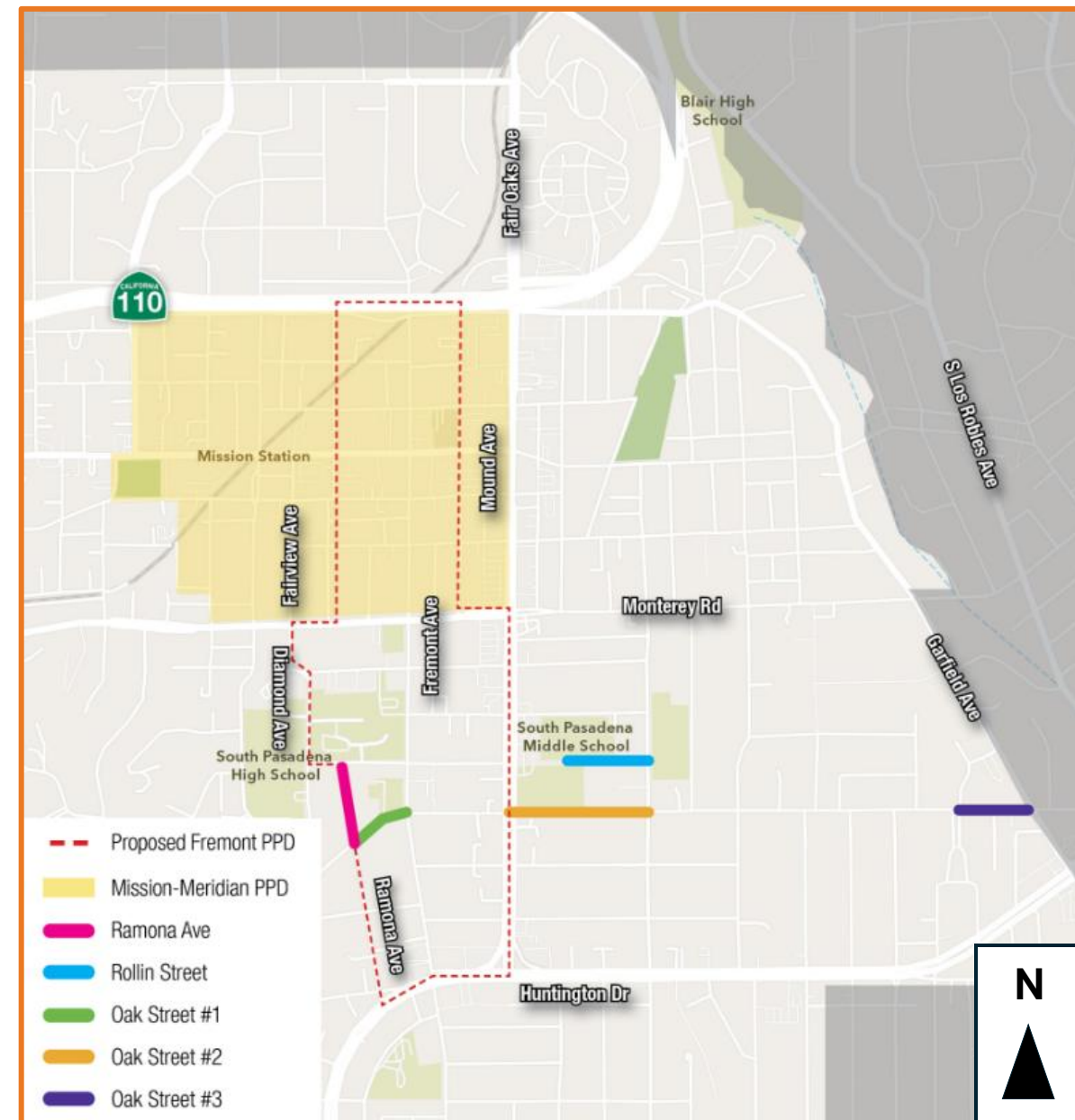
- The installation of a two-way cycle-track results in removed parking on the east side of Fremont
- Parking data was collected for Fremont Avenue and nearby side streets
- City is exploring the idea of implementing a **Preferential Parking District (PPD)**





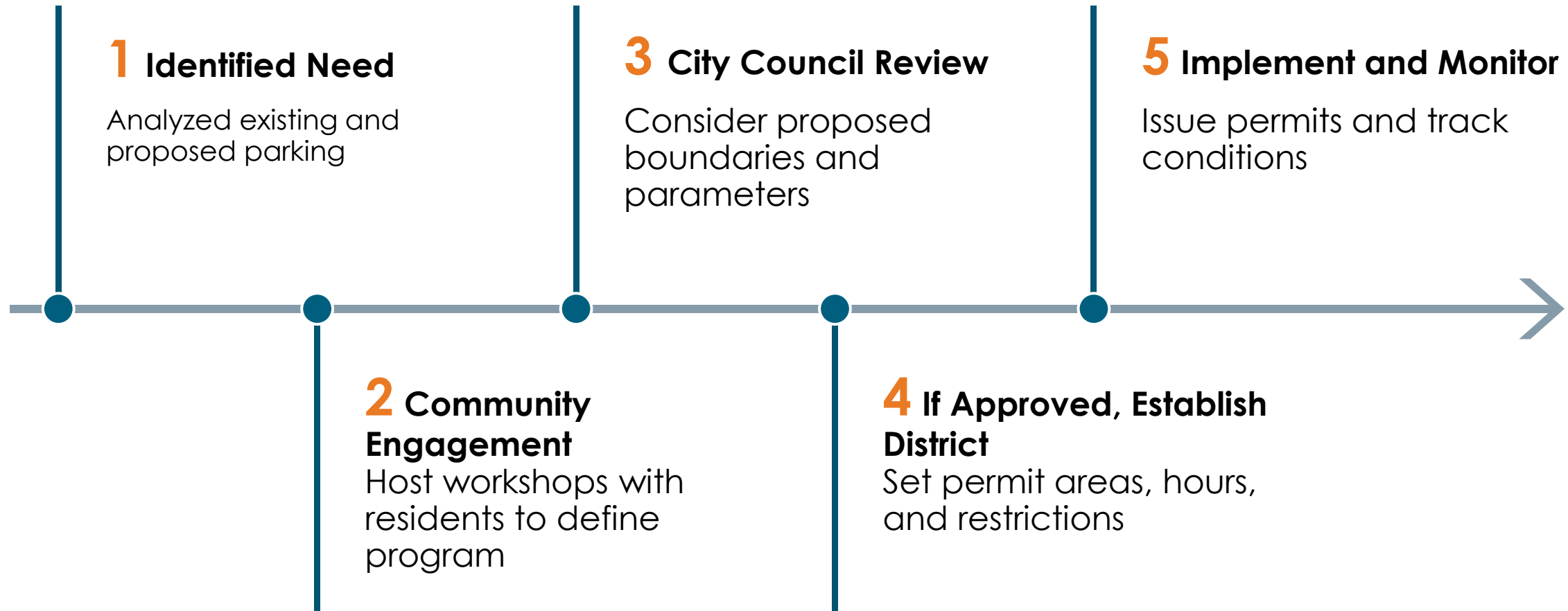
Proposed Fremont PPD

- Prioritize on-street parking for neighborhood residents
- Non-permit parking may be limited by:
 - Time of day
 - Parking duration
- Permit holders are exempt from district restrictions
- City has several existing PPDs
- PPDs defined in California Vehicle Code §22507





Preferential Parking District (PPD) Process





Landscaping and Trees



Non-Functional Turf (AB 1572)

- Prohibits the use of potable water to irrigate non-functional turf
- Includes grass located within street rights-of-way such as medians and parkways
- Limited exceptions where irrigation is necessary to protect trees



Existing Turf Parkway



Existing Drought-Tolerant Parkway



Tree Mitigation

Tree Ordinance Definitions (2409 Chapter 34)

- **Protected Trees:** City-designated species over 4" DBH (Diameter at Breast Height)
- **Significant Trees:** Trees 12" DBH or greater
- **Restricted Trees:** Species, including palms, not permitted for new planting

Preservation Approach

- Preserve existing trees to the extent feasible
- Remove trees only when affected by project improvements
- Provide replacement trees consistent with City Tree Ordinance



Fremont between Monterey and El Centro



Tree Plant Palette

- Tree per City approved tree list
- Native trees to increase habitat for wildlife and pollinators
- Increase species diversity to the corridors
- Low water and drought resistant



Quercus Ilex
Holly Oak



Quercus engelmannii
Engelmann Oak



Laurus nobilis
Sweet Bay



Platanus racemosa
Western Sycamore



Cercis occidentalis
Western Redbud



Chitalpa x tashkentensis
Chitalpa

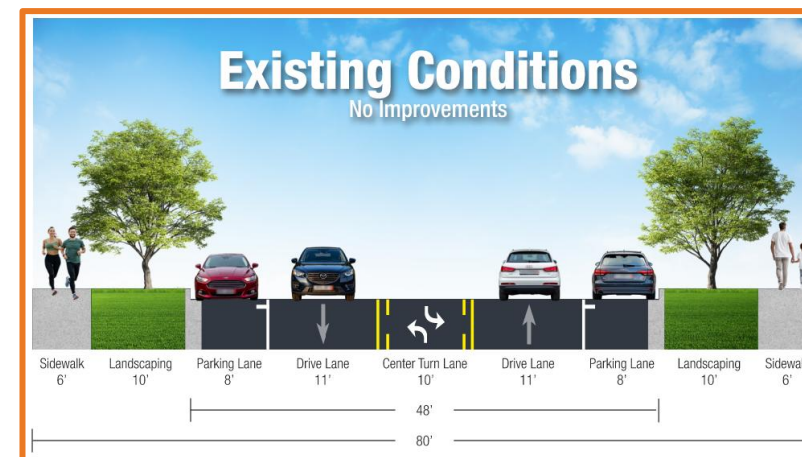


Existing and Proposed Tree Inventory

Huntington Drive



Fremont Avenue



	Huntington Drive			Fremont Avenue		
	363 Existing Trees ¹	Trees Removed ²	Trees Planted ³	343 Existing Trees ¹	Trees Removed ²	Trees Planted ³
Protected Trees	33	0	0	25	2	2 Min.
Significant Trees (12" DBH and above)	163	12	12 Min.	143	51	51 Min.
Restricted Trees (Including Palms)	149	0	0	209	101	101 Min.

¹Trees may qualify for more than one category based on City Tree Ordinance.

²Tree quantities are preliminary and may change based on final design.

³Trees removed shall be planted at a 1:1 replacement ratio per City Tree Ordinance.

An aerial photograph of a city street intersection, overlaid with a semi-transparent blue layer. The image shows a multi-lane road with a crosswalk and surrounding urban buildings and trees. A geometric pattern of white lines and dots is visible on the left side of the image.

Funding and Next Steps



Updated Project Funding

Funding Source	Amount
Measure M - Metro Active Transportation (MAT) ¹	\$6,056,160
Measure R - Metro Mobility Improvement Projects (MIP)	\$40,000,000
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
Total	\$46,638,645

¹ Measure M funds must be used before June 2028.

- On May 5, 2026, City Council approved request for reallocation of Measure R Funds
- On July 15, 2026, Metro approved the request for reallocation
- On September 16, 2026, City Council anticipated to approve Metro amendment



Next Steps



An aerial photograph of a city street intersection. A proposed transit line, highlighted in green, runs diagonally from the top right towards the center. The intersection features a crosswalk and a small landscaped area with trees. The surrounding area is densely packed with residential and commercial buildings. A dark blue banner with white text is overlaid on the image.

Q&A Session

An aerial photograph of a city street intersection, likely in an urban area. The image shows a multi-lane road with a proposed transit design overlay. The overlay includes a green-paved transit lane running diagonally across the intersection, flanked by green-paved shoulders. The surrounding area is filled with residential and commercial buildings, trees, and parking lots. A dark blue banner with white text is overlaid on the center of the image.

Design Open House



Design Open House

1



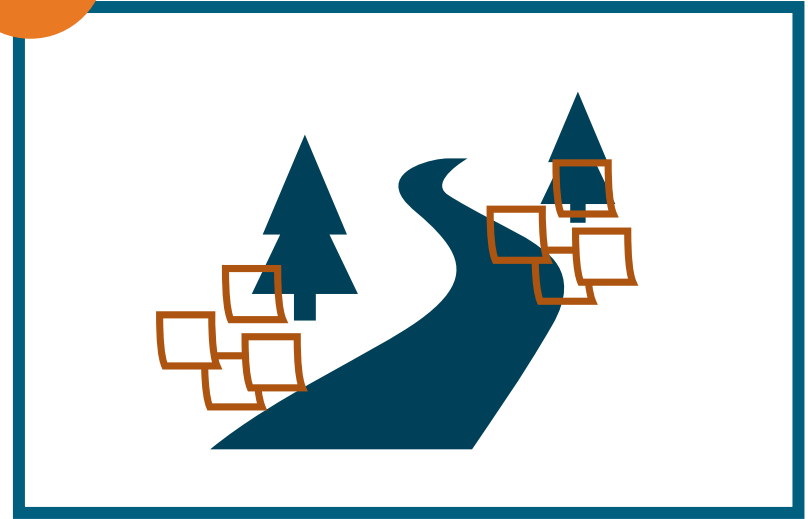
Write Your
Comment

2



Post Your
Comments on
Roll Plots

3





Contact Us

Project Team Contact

Huntington-Fremont@southpasadena.gov



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Project Page

Website

southpasadenaca.gov/huntington-fremont

