

Frequently Asked Questions
Last Revised: 9/25/2026

About Document

This document answers the frequently asked questions the has City received from the public, commissions, and City Council Meetings regarding the Huntingtin Drive and Fremont Avenue Corridor Improvements Project. It is intended to be read alongside the City Documents, Community Outreach Presentations, Design Roll Plots, Interactive Map, and the Project Website at southpasadenaca.gov/huntington-fremont

To view the current design and post comments you may visit the Public Coordinate Project Map at https://bit.ly/4qQhG0U

The Project Team will continue to update the document with additional questions from the public regarding the project. You may contact the Project Team at Huntington-Fremont@southpasadena.gov

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General

- How can I stay informed with project progress?
  - Residents can visit the project webpage and social media channels for updates and key schedule information.
- What is the current project timeline?
  - September 2026: Continued design development and environmental review
  - Winter 2026: Design completion
  - Early 2026: Construction bid advertisement
  - Spring 2027: Construction contract award and start of construction
  - Summer 2028: Construction completion
- What Community Outreach has occurred so far?
  - The City has provided multiple ways for residents and community members to review the project and submit feedback, including:
    - Community meetings and design presentations
    - An interactive online project map
    - Mailed notices to residents near the project corridors
    - Project information on the City website
    - City social media posts
    - Public notices and press releases
    - Email and written comments
    - Comment cards
  - The project has presented the project at the following public community meetings:
    - Community Outreach Meeting 1: February 23rd, 2026
    - Community Outreach Meeting 2: March 5th, 2026
    - Community Outreach Meeting 3: March 31st, 2026
    - PWIC Meeting 1: April 8th, 2026
    - City Council Study Session 1: April 15th, 2026
    - City Council Meeting 1: May 6th, 2026
    - City Council Study Session 2: June 3rd, 2026
    - City Council Meeting 2: June 3rd, 2026
    - NERC Meeting 1: August 18th, 2026
    - Community Outreach Meeting 4: August 31st, 2026
    - Community Outreach Meeting 5: September 1st, 2026
    - PWIC Meeting 2: September 9th, 2026
    - NERC Meeting 1: September 22nd, 2026
- When will this project go back to City Council?
  - The project is anticipated to go to City Council in Winter 2026 for design updates and in Early 2027 for authorization to bid.
- What future community outreach meetings are coming up?
  - Additional outreach will occur before construction to discuss final design, schedule, and phasing of construction activities.



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Funding

- What is the approximate cost of this project?
  - The project is approximated to have a budget of $46 million and includes contingencies per discipline.
- What grant funds are supporting the project?
  - Current based funding available for the project is listed below.
  - Additional HSIP funds may be used for proposed project improvements.
- Are there restrictions on how the project funds can be used?
  - Yes. Funds must be used for eligible transportation improvements including bike lanes on Huntington Drive and Fremont Avenue identified in the grant funding agreements.
- Is funding from the SR-110 Ramp Project being used for this project?
  - Yes. Metro approved the reallocation of funds from the SR-110 Ramp Project to the Huntington Drive and Fremont Avenue Corridor Improvements Project and is processing the formal transfer amendment.
- Which funds expire first?
  - Approximately $6M of Measure M for construction funds expire on June 30, 2028.

Based Project Funding	
Funding Source	**Amount**
Measure M - Metro Active Transportation (MAT)	$ 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**

HSIP 11 Funding	
Funding Sources	**Amount**
H11-07-046 SCAG Monterey/Fremont and Fair Oaks/Grevelia Signal timing, hardware, and intersection lighting	$ 32,350
H11-07-047 SCAG Fremont and Huntington Drive Bike lanes, pedestrian countdown signals, and lighting	$ 50,040
H11-07-048 SCAG Fremont: Columbia to Monterey Install street lighting, flashing beacons, and curve warning signs	$ 277,110
H11-07-049 SCAG Huntington from Leman to Maple Install bike lanes and add street lighting	$ 181,260



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Total	**$ 540,760**

Design

- What improvements are proposed?
  - This is a corridor safety and infrastructure project, not simply a bike-lane project. It combines street, traffic signal, pedestrian, transit, accessibility and bicycle improvements along two important city corridors. Specific improvements include the following:
    - Huntington Drive includes parking-protected bicycle lanes
    - Fremont Avenue includes a two-way cycle track along the east side of the corridor
    - Metro Transit Stop enhancements through upgraded street furniture, signage, and alighting improvements
    - Metro A Line and Grevelia Street bicycle and pedestrian enhancements
    - Huntington Drive and Fair Oaks Avenue slip lane closures
    - Pedestrian-level lighting, sidewalk upgrades, ADA curb ramp improvements, and wayfinding signage
    - Traffic signal improvements, timing upgrades and synchronization
    - ITS Fiber Optic Communications and System Integration
    - Landscape beautification
- Will this project close driveway or alley access?
  - No. The project is being designed to maintain residential and commercial driveway access on both Huntington Drive and Fremont Avenue. Protected buffers will include openings at driveways, along with conflict striping and visibility treatments. During construction, the City will provide prior notice of temporary access changes and coordinate work to maintain access to the extent feasible.
- Will this project remove ADA and loading zones?
  - Existing ADA and loading zones are being reviewed as part of final design. Existing parking spaces along both corridors are being evaluated to be brought up to current standards and provide visibility sight distance when existing driveways.
- Will emergency access be maintained?
  - Yes. The proposed design will preserve the existing two-way left turn lane on Fremont Avenue and existing emergency access along Huntington Drive.
- Was a Traffic Study completed?
  - Yes. A Traffic Corridor Study was completed to analyze the existing and proposed conditions along the project corridors and at city limits. The study will be made available to the public once reviewed and approved by the City.



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- Will water meter and irrigation control boxes be relocated?
  - Yes. With the east side of Fremont Avenue being widened by approximately 2 feet, facilities such as water meters and control boxes need to be relocated. The relocation of such facilities will be included as part of the construction plans for the project.

- How are west-bound direction right turns being handled at the intersection of Huntington Drive and Fremont Avenue?
  - The existing slip lane will be removed and the intersection will be realigned along Huntington Drive approaching Fremont Avenue.
- Is the curb moving on Huntington Drive?
  - No. The existing curbs will remain in place.
  - Pedestrian median refuge islands, bicycle buffers, and ADA curb ramp improvements will be completed to improve visibility and safety of all users along the corridor. Additionally, the intersections of Huntington Drive/Fair Oaks Ave and Huntington Drive/Pine Street will close existing slip lanes to reduce vehicle speeds along the corridor

Parking

- How is parking being addressed on Fremont Avenue?
  - The proposed two-way cycle track would remove approximately 97 parking spaces from the east side of Fremont Avenue. A Parking Utilization Study found available parking capacity along adjacent side streets. The City is exploring a Preferential Parking District (PPD) to further evaluate the needs around the corridor.
- What is a Preferential Parking District (PPD)?
  - PPDs are defined and allowed per the California Vehicle Code (CVC) §22507. The CVC allows the City to establish a district boundary within which parking is limited based on time of day, duration, or use. Permit holders would be exempt from the district restrictions but may not be guaranteed a parking spot.

Environmental

- What CEQA environmental clearance document is being prepared for the project?
  - In coordination with the City Attorney's Office, the Project Team, is reviewing the applicability of a Class 1 Categorical Exemption.

Construction

- When is construction scheduled?
  - Construction is anticipated to begin in Spring 2027 and end in Summer 2028.



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- Will construction be phased?
  - Once a contractor is selected additional detailed for construction staging, phasing, and timing will be provided.
  - To construct the proposed improvements the contractor may need to prepare lane closures, parking restrictions, driveway reconstruction, or temporary access adjustments. If temporary closures are unavoidable, residents will receive advance notice with information about the expected timing and duration of the closure. The City will coordinate with residents, businesses, and schools during construction to minimize disruptions and provide temporary access where feasible.



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Landscaping

- Can trees be of multiple categories per the Tree Municipal Code?
  - Yes. Trees may qualify for more than one category per 2409 Chapter 34.
  - **Protected Trees:** City-designated species over 4” Diameter at Breast Height (DBH).
  - **Significant Trees:** Trees 12” DBH or greater
  - **Restricted Trees:** Species, including palms, not permitted for new planting
- What will happen to the trees that need to be removed?
  - The City is working to preserve existing trees wherever feasible. If tree removal is required to accommodate the proposed improvements, removed trees would be replaced or relocated where feasible, consistent the City Tree Ordinance.
  - Protected trees and significant trees will be protected to the extent feasible. If removal is required, replacement will be provided with a similar tree consistent with the City Tree Ordinance.
  - Restricted trees, including species that are no longer planted in the City, may be removed when impacted by project improvements and replaced with a non-restricted tree species consistent with the City Tree Ordinance.
- What methodology was used to select the replacement trees?
  - Replacement trees will be selected in accordance with the City Tree Ordinance and evaluated based on mature canopy coverage, site suitability, aesthetic qualities, and ecological function. Proposed species will prioritize drought tolerance and low water demand to support long-term sustainability and efficient landscape management.
- Will there be a delta DBH from one corridor to another?
  - The project anticipates maintaining the overall DBH through urban forests within the project limits, however, there may be adjustments between the individual corridors.
- How will you handle shade replacement from the existing trees on Fremont Avenue?
  - Replacement species will be evaluated based on mature canopy spread, growth habit, site compatibility, and water-use efficiency, with the goal of maintaining and ultimately enhancing the shade benefits currently provided by the existing Magnolia trees.
- How were pocket parks incorporated into the design?
  - As a part of these project enhancements, there’s an opportunity to introduce two pocket parks at Huntington Drive and Fair Oaks Avenue, and one pocket park at Huntington Drive and Pine Street.
- How will public and private irrigation systems along with tree watering be handled?



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  - The proposed replacement trees (as selected from the City Tree Ordinance) along with the proposed landscape material will be low water use and drought resistant.
  - The City may also provide plant palette information for compliant materials based on Assembly Bill (AB) 1572 along with educational materials for future-ready parkways to support property owners in preparing to care for these updated landscapes.
  - Following a minimum establishment period of a year, in which the selected contractor will provide supplemental water for the plant material, adjoining property owners will be required to maintain the health of the new trees (South Pasadena Municipal Code 31.48).
- Are stormwater facilities being considered as part of this project?
  - Stormwater facilities are being considered where feasible.
- Will shade be provided at bus stops?
  - Yes. Where permitted by Metro and to the extent feasible along with consideration of the City Tree Ordinance the project will provide tree shade at bus stops.