

Fremont / Huntington Project Review

October 15, 2024

Prepared By: Public Works Department

Project Phases

- Funding (\$16.6M)
- **Review Ideas to be Incorporated into Prioritization**
- Planning Prioritization based on Costs
- Environmental & Community Design Process
- Plans, Specifications, & Estimates (PS&E)
- Construction

Funding – Measure R MIP

\$10,000,000 Mobility Improvement Program – Nexus to Highway Operation (710 gap):

- \$1.1M Initial Funding Agreement for Prelim Design, Environmental, & PS&E
- Implement TSM/TDM improvements, including Local Street and Intersection Improvements, Traffic Signal and System Upgrades, and Intelligent Transportation System (ITS) Improvements.
- Remove bottlenecks, reduce weaving conflicts, and reduce congestion on the corridor and at major intersections.
- Enhance multimodal mobility throughout along the corridor.
- Facilitate safe and efficient traffic flow and reduce safety concerns along the corridors including incident/equipment-malfunction induced delays.

Funding – Measure M MAT

\$6,056,160 Metro Active Transportation – Focus on pedestrian & bicycle improvements,

- Huntington Drive:

- bike facilities
- curb ramp improvements
- high visibility crosswalks / flashing beacons
- median bike facilities / refuge island areas
- new signal technology to extend crossing time for pedestrians and bicyclists
- bus benches, trash receptables, and bus shelters.






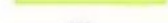






- Fremont Avenue:

- bike routes, boxes, & detection
- curb ramp improvements / extensions & high visibility crosswalks
- advanced warning signage
- median island to facilitate pedestrian crossings and/or refuge areas
- pedestrian crossing features/ flashing beacons
- bus benches, trash receptables, and bus shelters.

Funding – Measures M MAT & MIP



LEGEND

-  HUNTINGTON DR BIKE FACILITIES
-  FREMONT AVE BIKE FACILITIES
-  IMPACTED SIDE STREETS
-  METRO LIGHT RAIL
-  ROUTE 110
-  SCHOOLS
-  RAMPS IMPROVEMENTS
-  BUS PLATFORM
-  BUS PLATFORM W/ NEW BENCH AND TRASH RECEPTACLES
-  EXISTING SIGNAL
-  UPGRADED SIGNAL
-  MEDIAN PEDESTRIAN IMPROVEMENTS (X = LEG)

Funding – HSIP

\$540,760 Highway Safety Improvement Program (HSIP)

- Monterey Road & Fremont Avenue and Fair Oaks Avenue & Grevelia Street Signal Timing, Hardware, and Intersection Lighting Improvements
\$32,350 (50%)
- Fremont Avenue and Huntington Drive Improvements - addition of bike lanes, installation of pedestrian countdown signals, and addition of lighting.
\$50,040 (90%)
- Fremont Avenue from Columbia Street to Monterey Road Improvements - add street lighting, install flashing beacons at stop-controlled intersection, install curve advance warning
\$277,110 (90%)
- Huntington Drive from Lemman Street to Maple Street Improvements - install bike lanes and add street lighting.
\$181,260 (90%)

Planning

- Earlier Iteration(s)
- 2023-2024 Design Charrette
- Design Prioritization
- Request for Design Proposals including Environmental Review

Design Charrette

- Three arterial approach
- Eight (8) member team
 - Four (4) two-member groups – 3 corridors & 1 overall
- Two (2) stages: Discovery & Design



City-wide Recommendations

Reduce Vehicle-Miles-Traveled (VMT) by:

- Reduce car-carrying capacity on affected arterial & collector streets via road diets.
- Provide a consistent car-carrying capacity along streets to avoid bottlenecks.
- Use traffic calming/speed reduction measures to achieve max speeds of 25 mph.
- Use the reclaimed space in the rights-of-way for separated bike facilities, wide sidewalks, transit infrastructure, and street trees.
- Encourage land use mixes and densities such that people can find most of their daily and weekly needs nearby (i.e., in the neighborhood, in South Pasadena, or close by), to reduce average trip lengths.
- Encourage walking and cycling for shorter trips, and transit for long trips.

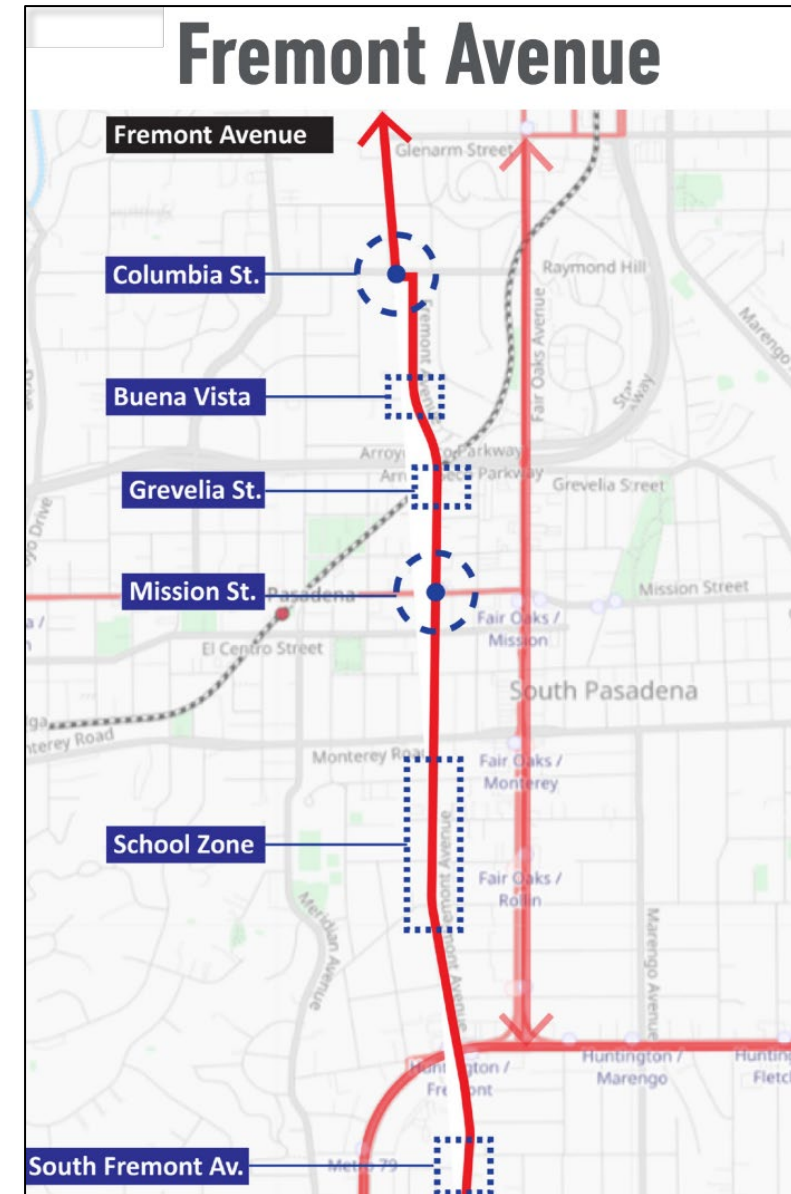
Fremont Ave Objectives

Address:

- significant cut through traffic
- daytime congestion
- high traffic volumes and speed,
- heavy truck usage
- uncomfortable bicycling facility
- insufficient night lighting

Consider:

- Proximity to multiple schools and churches
- Tree lined and shady nature of the avenue,
- Historic homes are wonderful assets



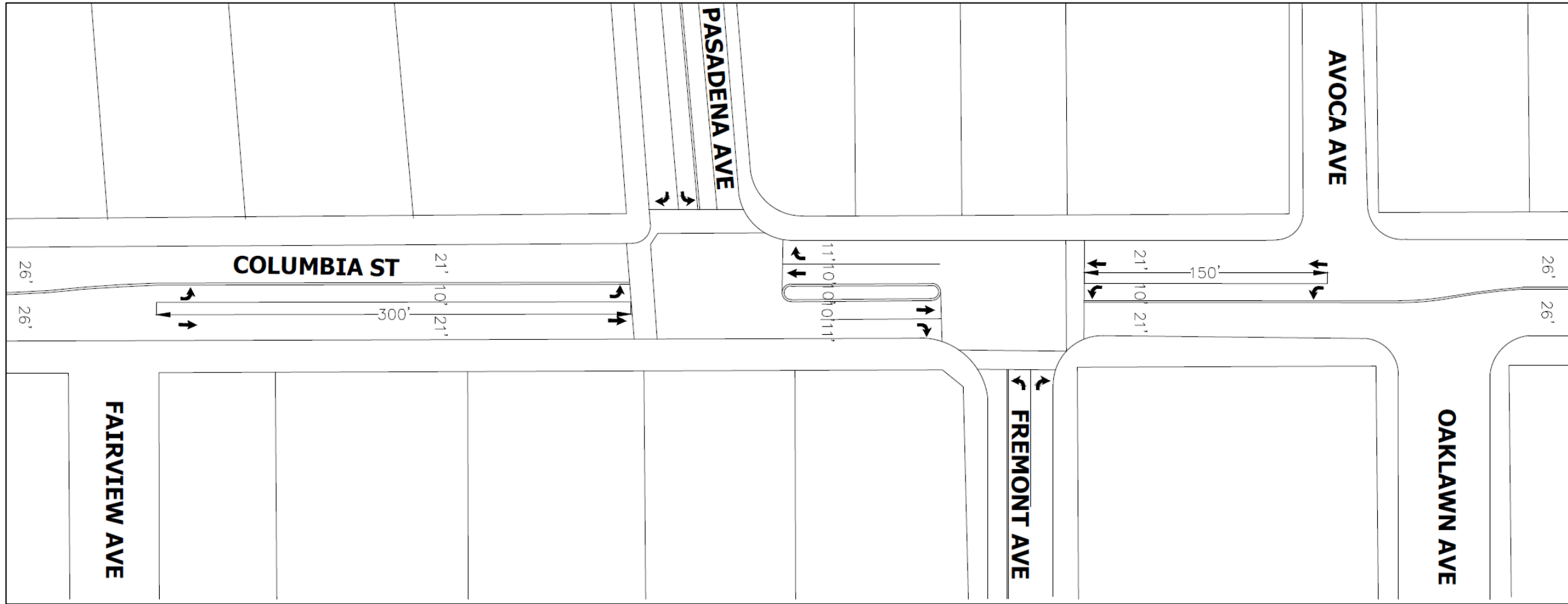
Fremont Ave Recommendations

- Changes to Fremont north entry curbs at Columbia St



Fremont Ave Recommendations

- Current South Pasadena & Pasadena Columbia St Concept



Fremont Ave Recommendations

South of Columbia Street:

- Two travel lanes and a single parking lane
- Shifted curbs - additional space for trees, tree lawns, and sidewalks
- East side of Fremont's sidewalk is enlarged and marked as a shared-use path
- Shade trees on both sides adds to the visual appeal and environmental
- Bulbouts at midblock and corners manage stormwater and provide space for trees, narrowing the street to reduce traffic speed, enhance pedestrian safety, and shorten crossing distances.



Fremont Ave Recommendations

Buena Vista Street:

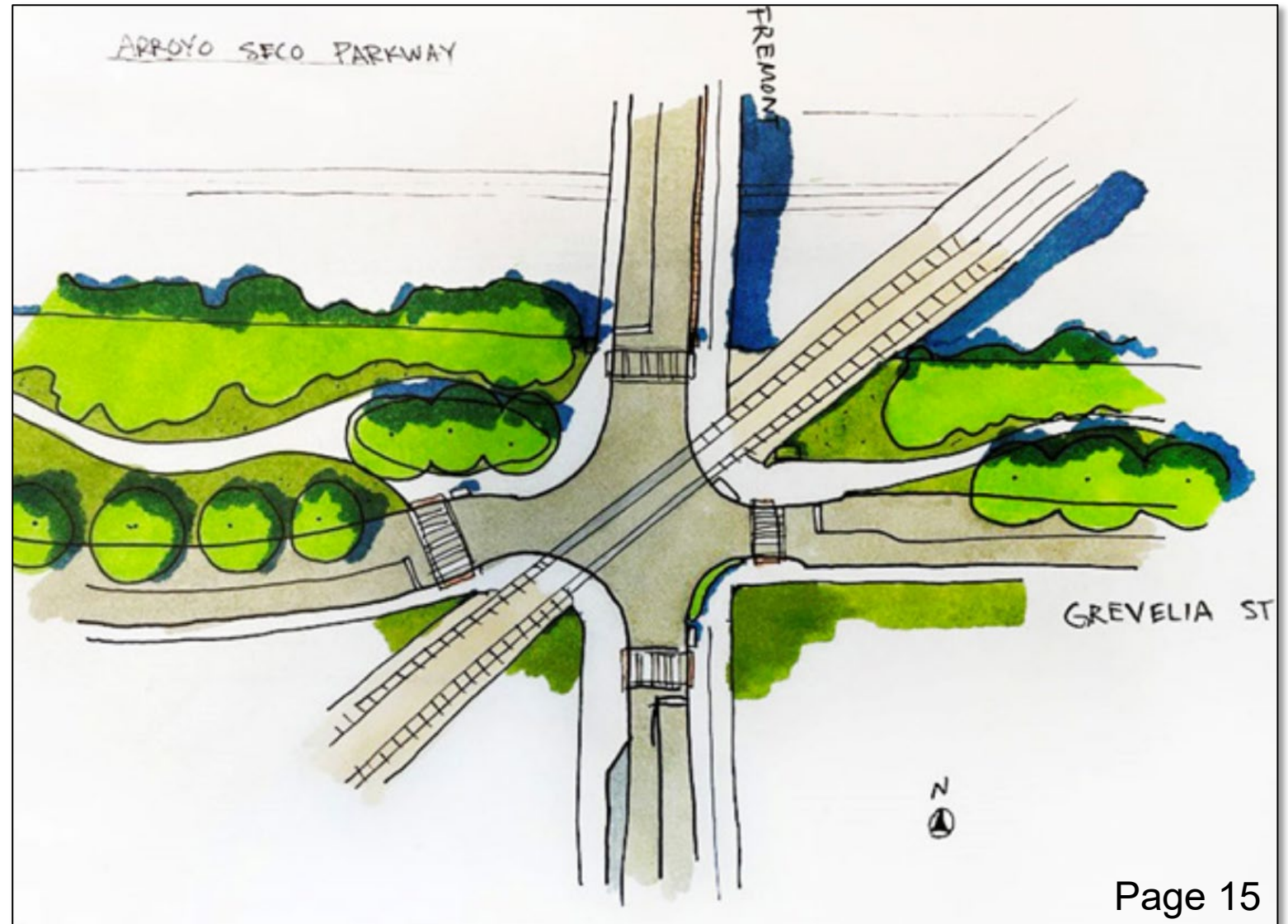
- Steep grade / speeding
- Narrow intersection
- Remove right turn
- Bulb-outs
- East side green swale
- 11.5' travel lanes
- Refuge islands
- Traffic circle explored



Fremont Ave Recommendations

Grevelia Street:

- 60' ROW to 80'
- sidewalk and separated bike lanes
- Existing closed sidewalk
- Roundabout considered
- Bike/pedestrian east
- West wider sidewalk
- four crosswalks;
- Cyclists cross at 90-deg
- Gate waiting spaces
- Longer gate arm
- Remove channelization
- Northwest public space



Fremont Ave Recommendations

Mission Street:

- Emphasis on 'Main St'
- Existing 4-lane, left turns, parking, sharrows
- Right turns removal
- Artistic paving
- Mission future flush/shared
- Bus stop relocation
- Consider 'Slow Street' Class II bike lane plans

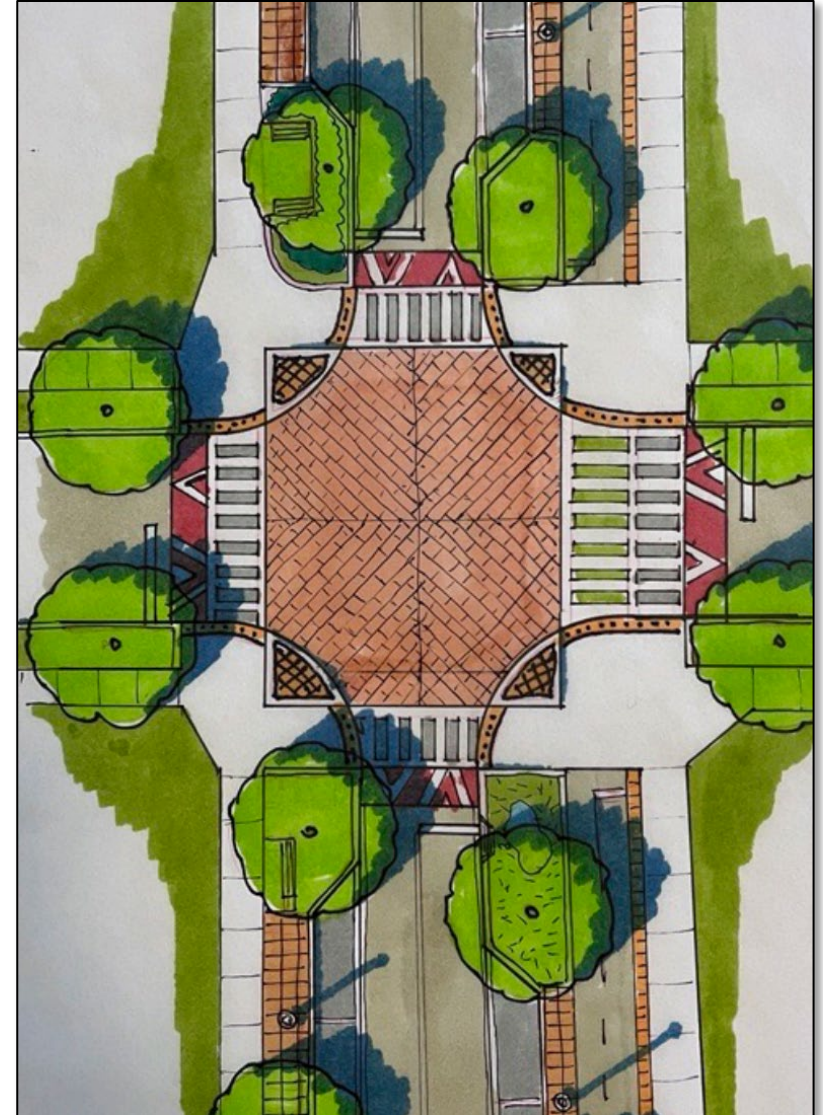


Fremont Ave Recommendations

Lyndon, Bank, Rollin, & Oak Streets

(High School / Holy Family):

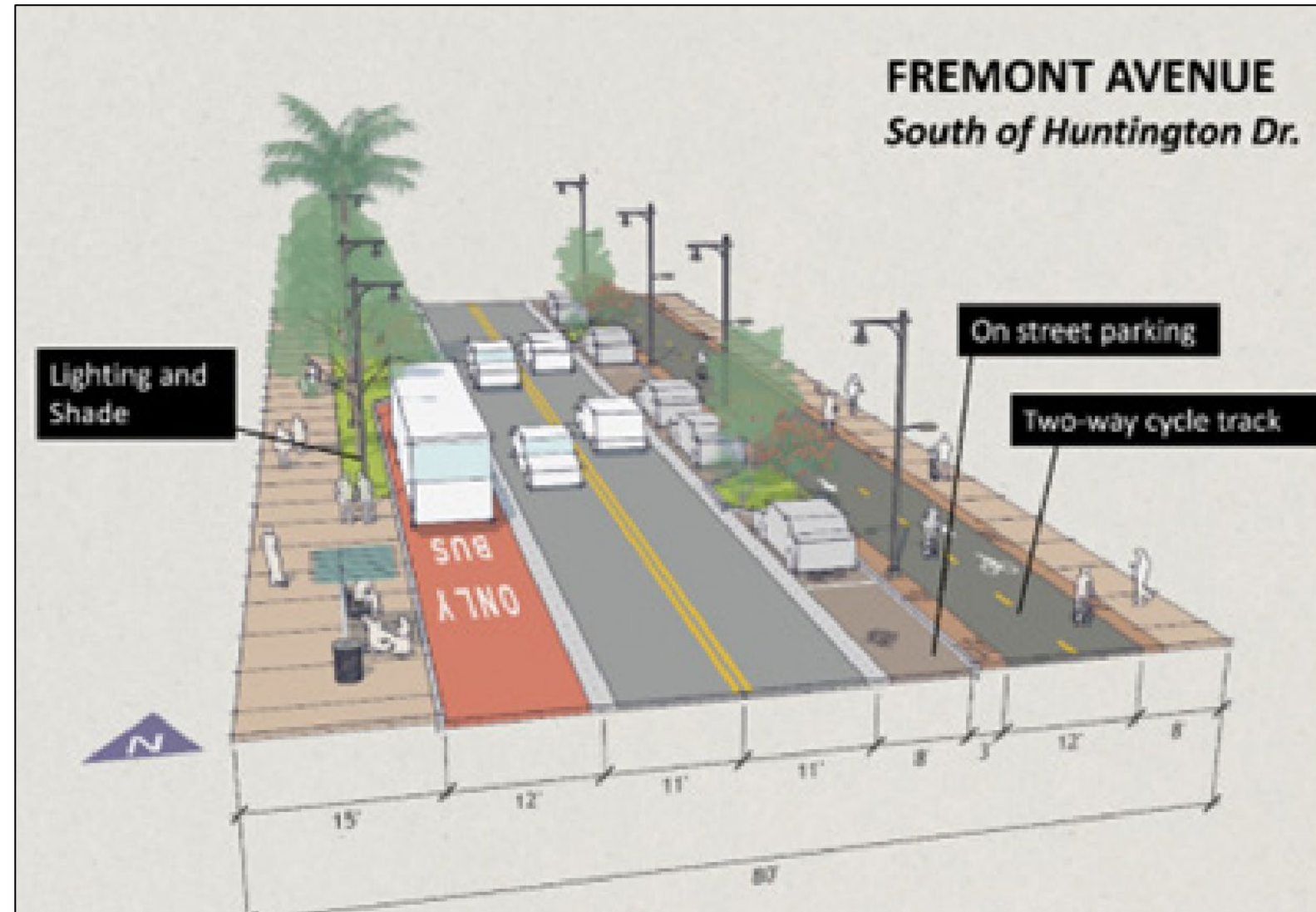
- Similar to Mission
- Removed left turns to minimize crossing distances
- Raised crossings to lower speeds
- Two-way bike facility
- Potential student driven artistic design process
- Flexible curbside pick-up and drop off areas (changing use)
- Curbside bulb-out protection / daylight intersections



Fremont Ave Recommendations

South of Huntington:

- Dedicated transit lane (queue jump)
- Bikeway to transit connectivity with bicycle parking
- Narrowing the roadway to two lanes
- Eliminating center turn lanes, integrating left turn pockets for high volume
- High visibility crosswalks, striped across all legs of intersections



Fremont Ave Recommendations

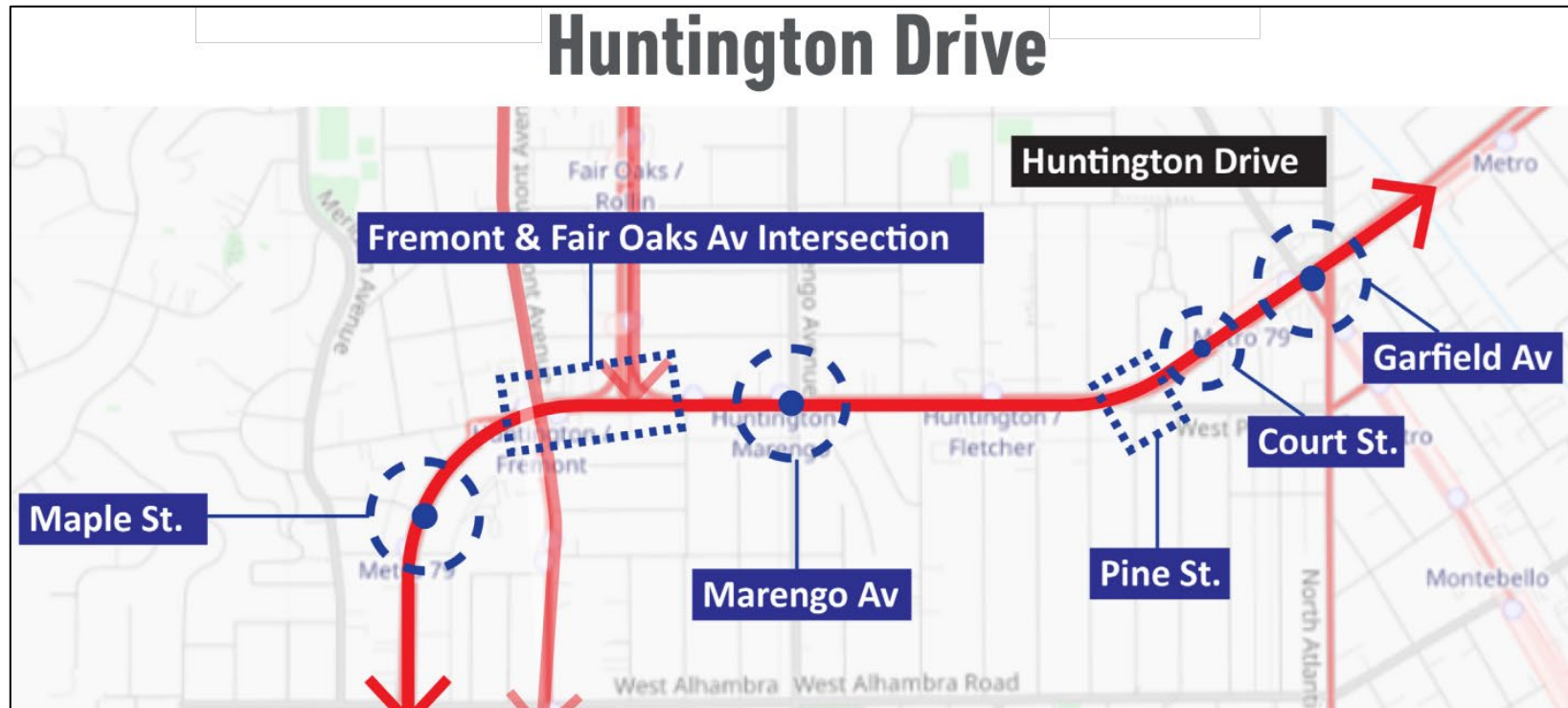
Alhambra Road:

- Similar approach to Columbia
- Requires coordination with City of Alhambra
- Narrowing and reduced turning radii
- Raised pedestrian crossing
- Deter large vehicle cut-through
- Deter merge 'racing'
- Remove truck route



Huntington Objectives

- Reconnect the City across Huntington Drive.
- Increase the quality of life of people living along or near Huntington.
- Increase access to businesses along Huntington.
- Reduce the traffic volume and speeds along Huntington.

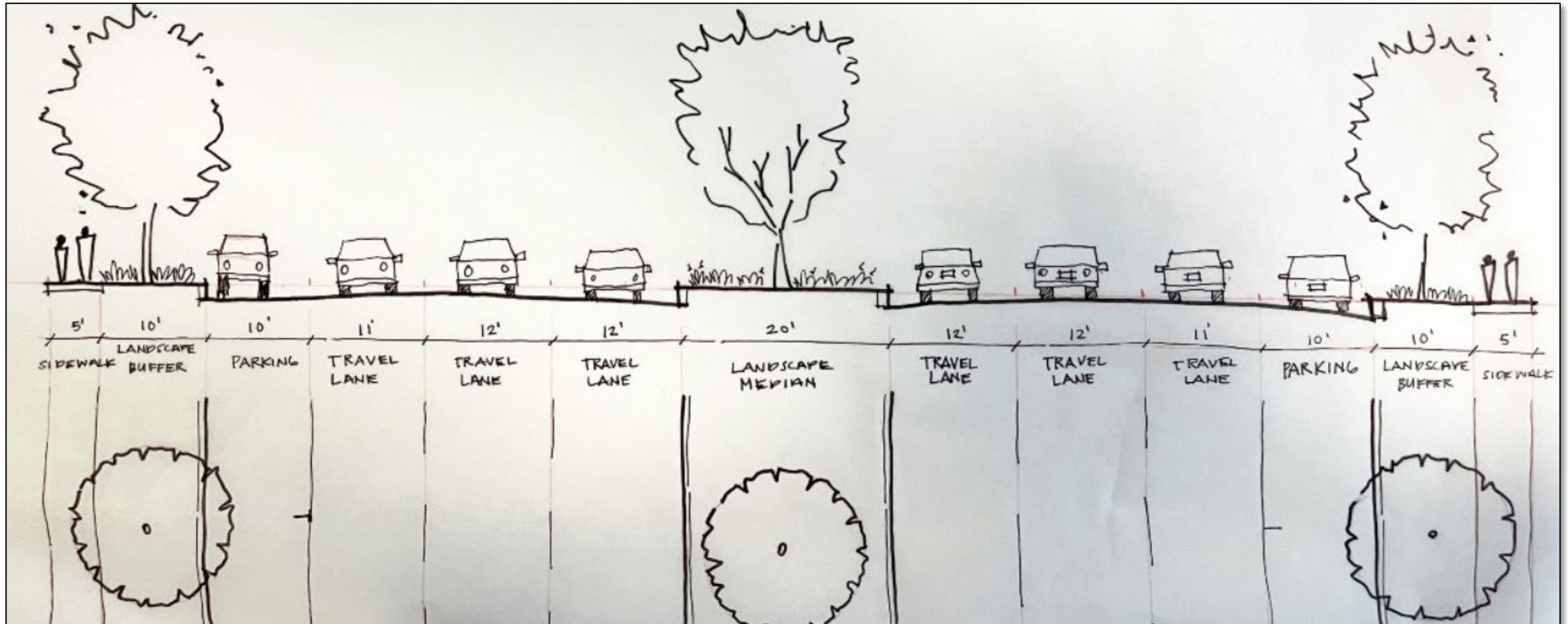


Huntington Recommendations

- Road Diet and Complete Streets
 - Seven (7) lanes to five (5) lanes
 - Separated bike lanes
 - Added shade trees, accent trees, valley gutters, & bulb-outs with trees
- Frontage Street
 - Particularly focused on south side access
- Pine Street Transformation
 - Remove high-speed shortcut
 - Discourage cut-through
 - Adding public green space

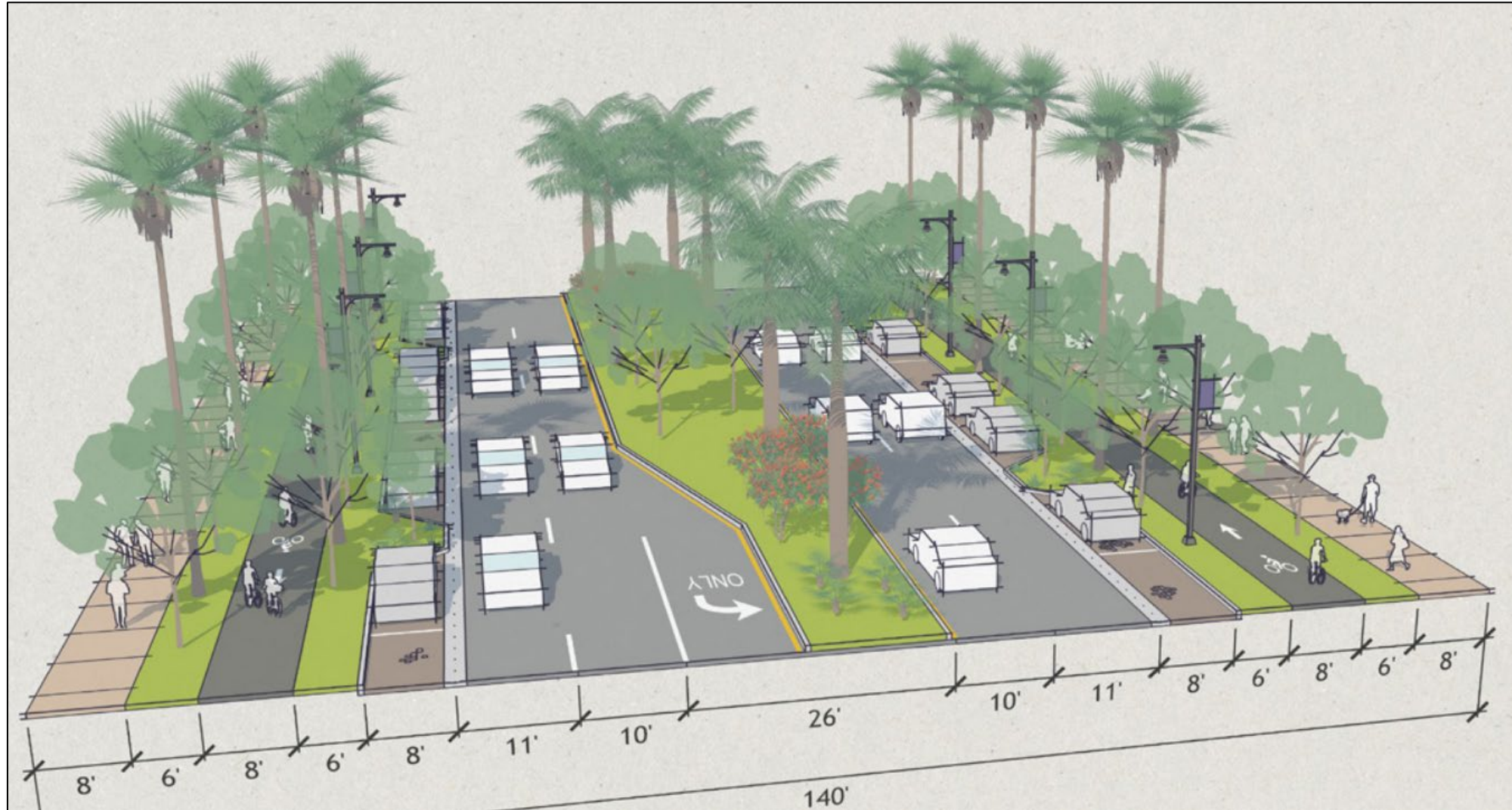
Huntington Recommendations

Existing Cross Section:



Huntington Recommendations

Typical Proposed Cross Section:



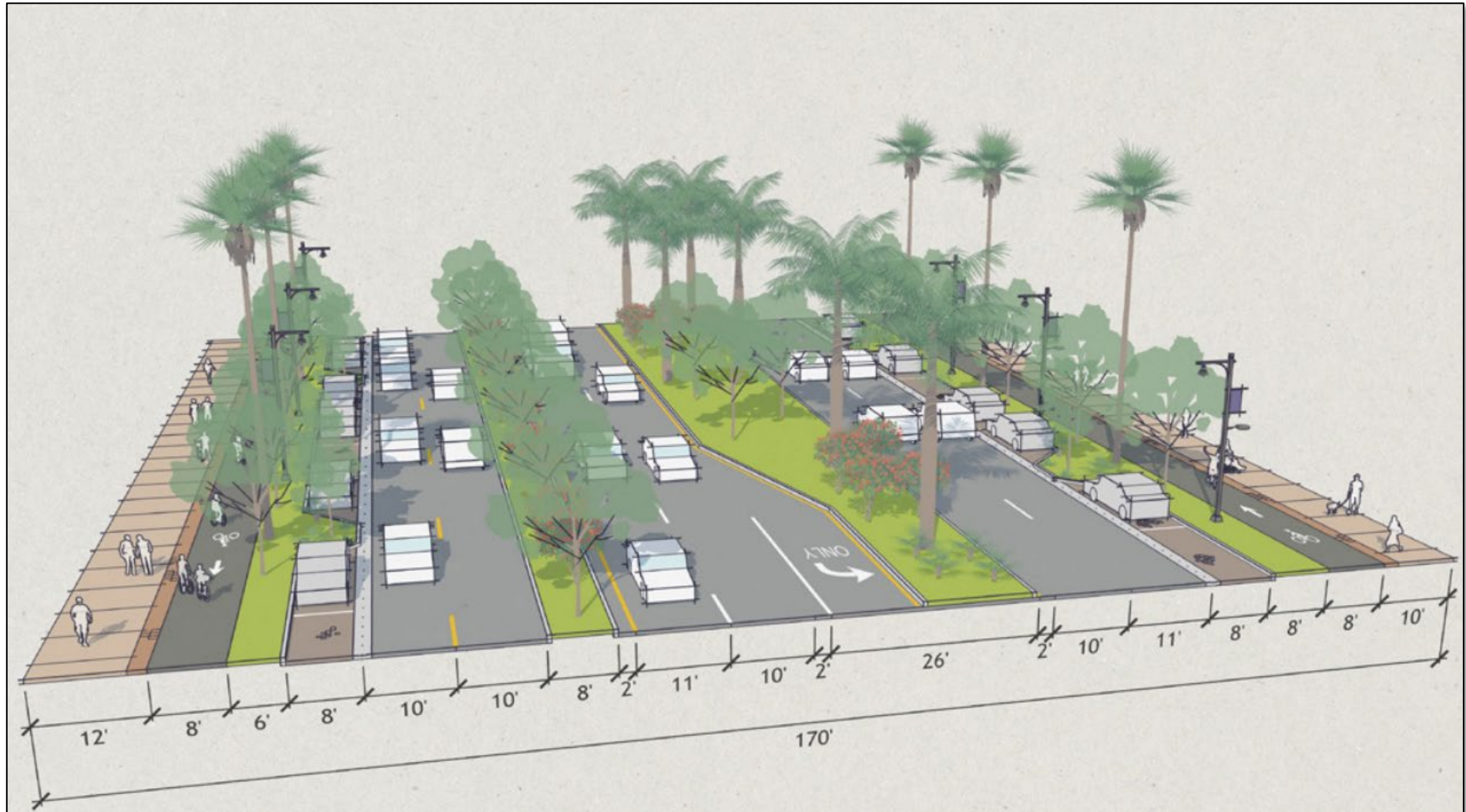
Huntington Recommendations

Fremont & Fair Oaks:



Huntington Recommendations

Proposed Frontage Cross Section:



Huntington Recommendations

Fremont & Fair Oaks:

- Frontage road increases south side access
- Southbound motorists, from Fair Oaks Avenue, and westbound motorists, from Huntington Drive, enter the frontage street at east end to access the businesses
- Eastbound motorists, from Huntington Drive, and southbound motorists, from Fremont Avenue, enter the frontage street at west end (one-way eastbound)
- Huntington / Fair Oaks high-speed right turn channels removed to reduce speeds, incorporate multimodal elements, and add public space/gateway feature
- Road diets reduce the size of the of the two intersections which shorten pedestrian crossings, provide space for the frontage street, reduces the impervious area and traffic volumes

Huntington Recommendations

Marengo Avenue:

- Protected bike lanes
- Narrow travel lanes
- Add street trees, and bulb-outs along the street
- Raised crossings proposed in the east-west direction at the intersection to calm speeds, increase accessibility for pedestrians of all abilities, message motorists to expect people walking and bicycling



Huntington Recommendations

Court Avenue:

- Fair Oaks to Court Road Diet with bus stop relocation and no pull-outs
- 2-stage crossings (median refuge)
- At Court crossing currently 120' with no refuge
- Southside frontage lane provides buffer and some on-street parking



Huntington Recommendations

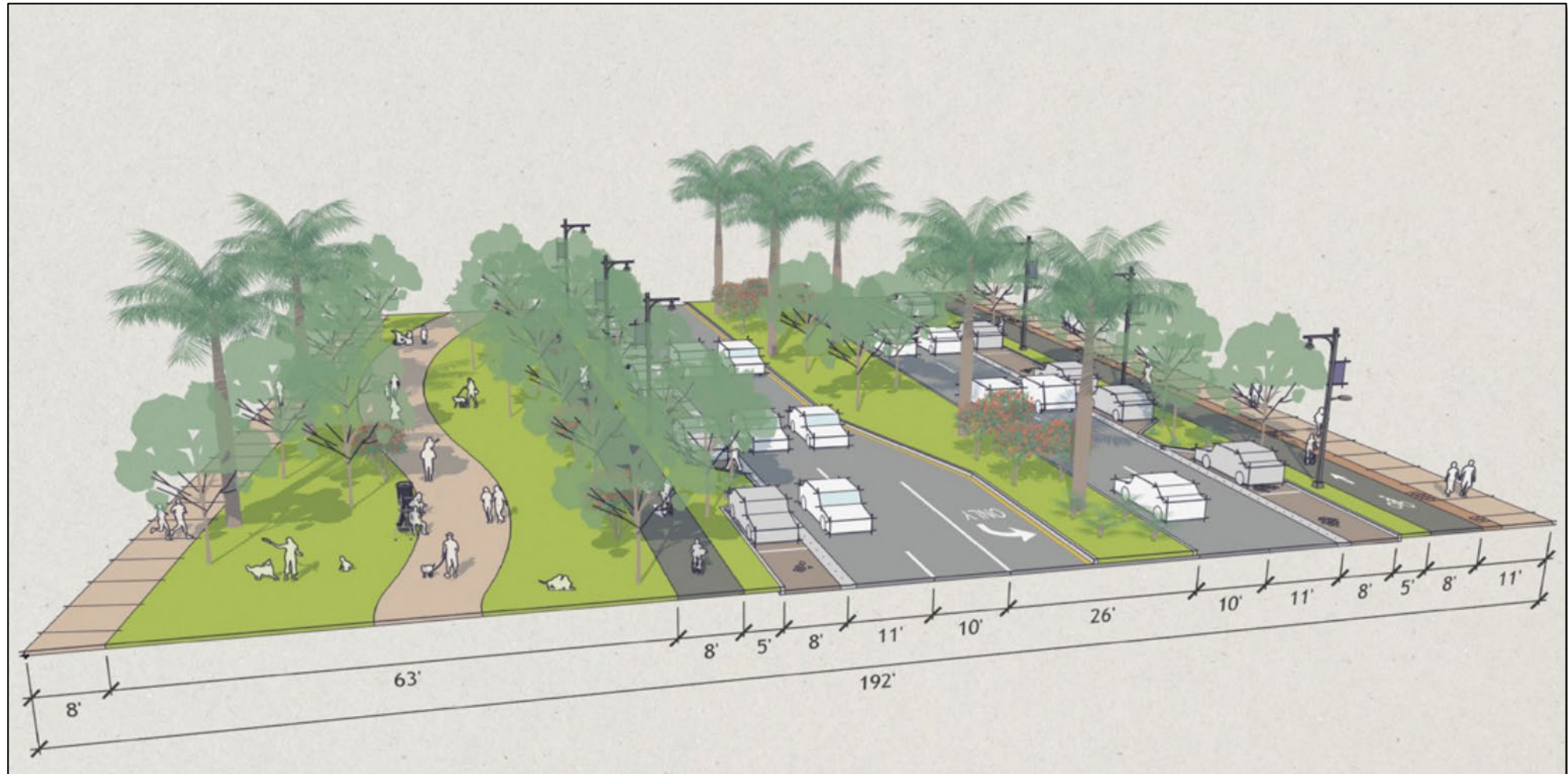
Pine Street:

- Shortcutting motorists avoid the queue at signalized Garfield
- Remove slip lane – converting to public space
- Remove high-speed shortcut
- Discourage cut-through



Huntington Recommendations

Pine Street:



Huntington Recommendations

Garfield/Atlantic:

- eastbound to southbound right turn lanes to prevent Pine St cut-through and City exit
- Reduce volumes by narrowing via separate bike facilities and bulb-outs
- Northbound through movement to Garfield limited to one lane
- Westbound through movements to Huntington Drive limited to two lanes



Huntington Recommendations

Maple Street:

- Bulb-outs with shade trees at both ends of the block to narrow the crossing distances and protect the ends of the on-street parking rows
- Consider changing the parallel parking on the south side to 60-degree, back-in-angled parking (due to the slope) to calm motor vehicle speeds, create a safer parking condition, almost double on-street parking on the south side of the street
- Raise pedestrian and bicycle crossings across the west approach
- Add crosswalk to the intersection on the south approach to make the whole intersection more conspicuous and make pedestrian access to the bus stops more convenient



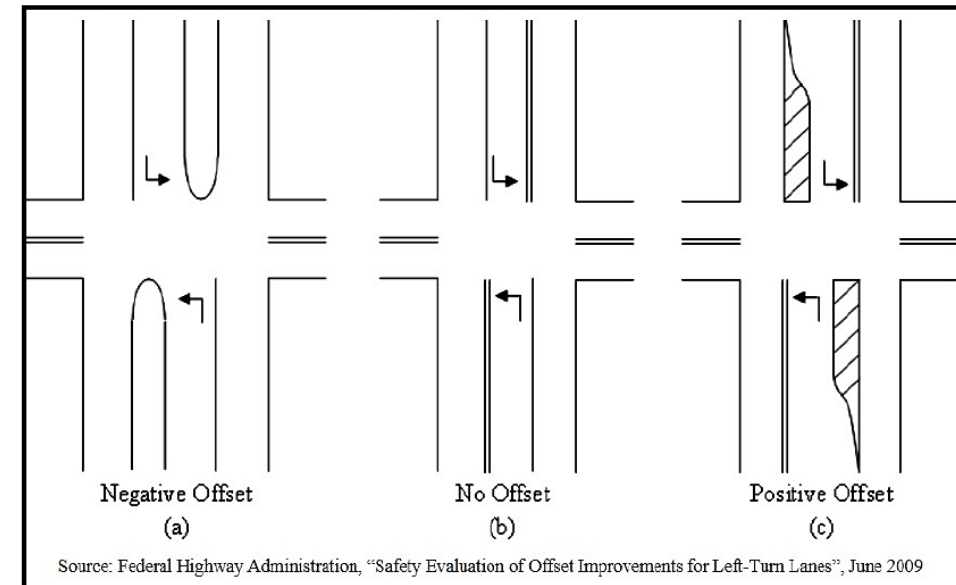
Marengo Study Recommendations

Marengo / Huntington

- Vehicle Head Indications from 8-in to 12-in
- Leading Pedestrian Interval (LPI)
- Accessible Pedestrian Signal (APS) push buttons
- Radar or hybrid video/radar vehicle detection to address red-light running
- North/South Left Turn Alignment



Southwest Corner – Eight Inch Vehicle Heads for North/South



Additional MAT Funding Request

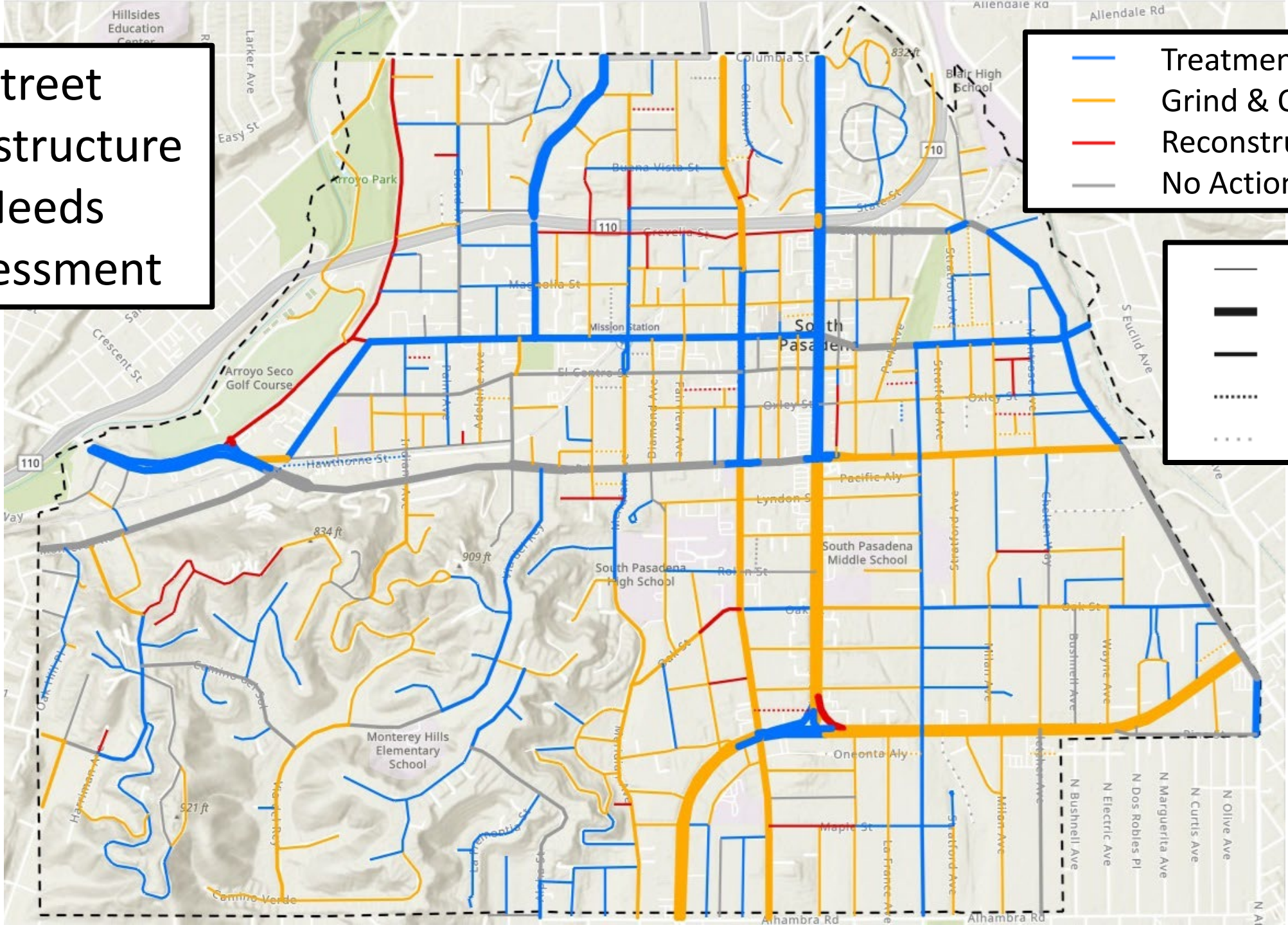
- Fremont Ave at Buena Vista Street
- Fremont Ave at Mission Street
- Huntington Dr at Marengo Ave



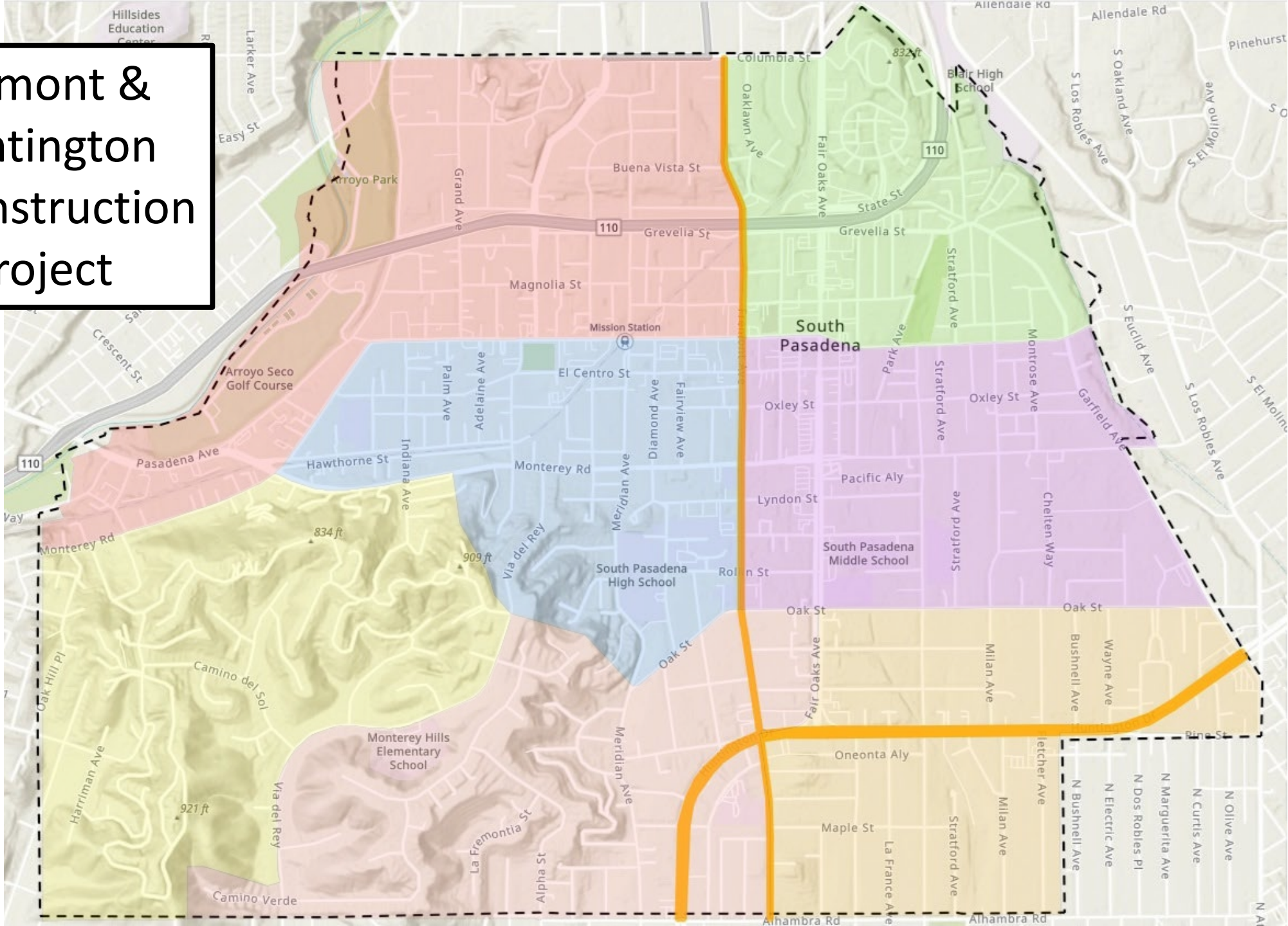
Street Infrastructure Needs Assessment

- Treatment
- Grind & Overlay
- Reconstruction
- No Action Needed

- Local
- Arterial
- Collector
- Alley
- Private

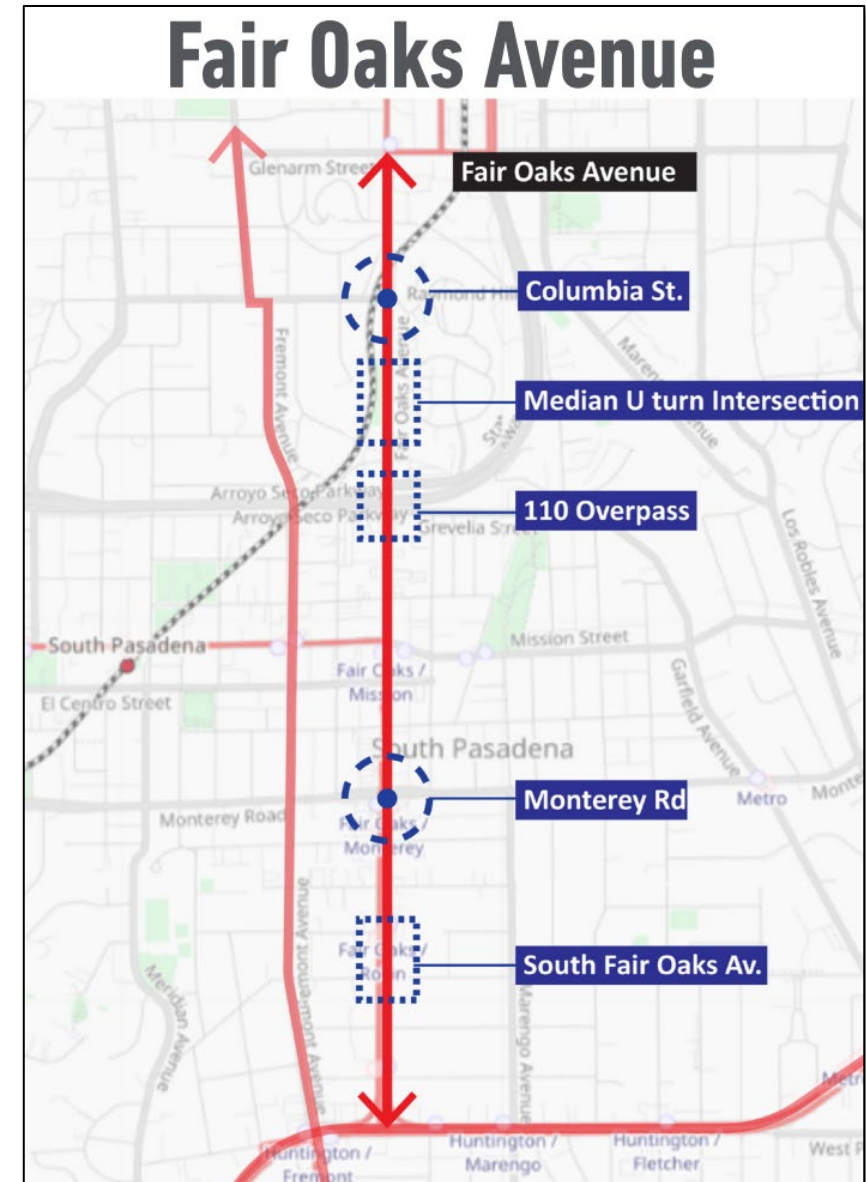


Fremont & Huntington Reconstruction Project



Other Streets / Corridors

- Meridian Avenue
- Orange Grove Avenue
- Pasadena Ave & Columbia Street
- Marengo Avenue
- Arroyo Seco Parkway SR-110
- Monterey Road
- Mission Street
- **Fair Oaks Avenue**



Next Steps

- **Finalizing Environmental & Design Scope for RFP with Prioritized Ideas (including Alternatives & Costs)**
- **Release RFP to Professional Services On-call Vendors**
- **Evaluate results of RFP with MTIC & Award at Council**

Questions?