CITY OF SOUTH PASADENA
STUDY SESSION

AGENDA

SPECIAL CITY COUNCIL MEETING
WEDNESDAY, APRIL 15, 2026, AT 6:00 PM

AMEDEE O. "DICK" RICHARDS JR. COUNCIL CHAMBERS
1424 MISSION STREET, SOUTH PASADENA, CALIFORNIA 91030

NOTICE ON PUBLIC PARTICIPATION & ACCESSIBILITY

The South Pasadena City Council Meeting will be conducted in-person from the Amedee O. "Dick" Richards, Jr. Council Chambers, located at 1424 Mission Street, South Pasadena, CA 91030.

Public participation may be made as follows:

- In-Person – Council Chambers, 1424 Mission Street, South Pasadena, CA 91030
- Live Broadcast via the City website – http://www.spectrumstream.com/streaming/south_pasadena/live.cfm
- Via Zoom – Meeting ID: **825 9999 2830**
- Written Public Comment – written comment must be submitted by 12:00 p.m. the day of the meeting by emailing to ccpubliccomment@southpasadenaca.gov
- Via Phone–+1-669-900-6833 and entering the Zoom Meeting ID listed above.

Meeting may be viewed at:

1. Go to the Zoom website, https://zoom.us/join and enter the Zoom Meeting information; or
2. Click on the following unique Zoom meeting link: https://us06web.zoom.us/j/82599992830 or
3. By calling: +1-669-900-6833 and entering the Zoom Meeting ID listed above; and viewing the meeting via http://www.spectrumstream.com/streaming/south_pasadena/live.cfm

CALL TO ORDER:	Mayor	Sheila Rossi
ROLL CALL:	Mayor	Sheila Rossi
	Mayor Pro Tem	Omari Ferguson
	Councilmember	Michael A. Cacciotti
	Councilmember	Jon Primuth
	Councilmember	Janet Braun

PUBLIC COMMENT

ACTION/DISCUSSION

1. DISCUSSION AND FEEDBACK REGARDING DESIGN ALTERNATIVES FOR HUNTINGTON DRIVE AND FREMONT AVENUE COORIDOR IMPROVEMENTS PROJECT

Recommendation

It is recommended that the City Council:

a. Receive a presentation from staff regarding the Huntington Drive and Fremont Avenue Corridor Improvements Project (Project) and feedback received from the community;
b. Discuss the Project design alternatives; and
c. Provide direction as appropriate.

CERTIFICATION OF POSTING

I declare under penalty of perjury that I posted this notice of agenda for the meeting to be held on April 15, 2026, on the bulletin board in the courtyard of City Hall located at 1414 Mission Street, South Pasadena, CA 91030, and on the City, website as required by law, on the date listed below.

04/09/2026 /S/

Date Nikima Newsome, Chief City Clerk

Study Session Agenda Report

ITEM NO. 1

DATE: April 15, 2026

FROM: Todd Hileman, City Manager

PREPARED BY: Julian Lee, Director of Public Works
Michael Vartanians, City Engineer
Bassam AL-Beitawi, Transportation Manager

SUBJECT: **DISCUSSION AND FEEDBACK REGARDING DESIGN ALTERNATIVES FOR HUNTINGTON DRIVE AND FREMONT AVENUE COORIDOR IMPROVEMENTS PROJECT**

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Executive Summary

The City's 2025-2030 Capital Improvement Program (CIP) details the construction of multiple street improvement projects and includes the Huntington Drive and Fremont Avenue Corridor Improvements Project (Project). This item requests feedback regarding the selection of design alternatives for the Project.

Background

The City's Public Works Department (PWD) is responsible for developing and implementing the City's Capital Improvement Program (CIP), including improvements of the City's street, water, and sewer infrastructure. City Council have received a presentation from the PWD on a multi-year plan to improve street infrastructure throughout the City. The Huntington Drive and Fremont Avenue Corridor Improvements Project (Project) was included in this presentation.

Two Los Angeles Metro grants were awarded to the City in 2021 and 2022 for the Project. The first grant in the amount of $6 million is from the Measure M Active Transportation Program (MAT), which was approved on September 1, 2022, and the second funding is a $10 million grant from a reallocation of Interstate 710 funds through the Measure R program for local Mobility Improvement Projects (MIP), which was approved on August 12, 2021. In addition to the Los Angeles Metro grants, $323,000 in Local Alternative Transportation Improvement Program (LATIP) funds were adopted by the California Transportation Commission on June 26-27, 2025. $1,017,161 of the Measure M funds, $1,100,000 of the Measure R MIP funds and $323,000 of the LATIP funds, for a total of $2,440,161, are designated for Project Approval & Environmental Documentation (PA&ED) and Plans, Specification and Estimates (PS&E) for the Project. The Metro M and R grants will also have funding for construction, with

approximately $5M in construction funds expiring on June 30, 2028. To meet the construction deadline, it is imperative that design be completed as soon as possible.

The funding for the Project did not include an early planning phase, however, and in order to seek conceptual public input for this project, on July 18, 2023, Public Works staff presented the scope of proposed design charrettes at the Mobility and Transportation Infrastructure Commission (MTIC). On July 19, 2023, City Council, approved a task order with Toole Design Group, LLC for transportation planning services in an amount of $430,473. Toole was assigned to complete four key tasks:

1. Preparation, research, and logistics
2. A multi-step charrette process starting with discovery and a site visit
3. The first and second design charrettes consisting of two 4-day sessions during the Fall of 2023, and,
4. Documentation session and deliverable focusing on recommendations for the three major corridors of Fremont Avenue, Huntington Drive, and Fair Oaks Avenue.

On October 17, 2023, the MTIC held a public meeting presenting the preliminary findings of the Toole Report, a summary and the background of the charrettes and initial public and stakeholder feedback. The MTIC was presented with the Toole Design Report (Report) on October 15, 2024; seven (7) residents spoke on behalf of the findings in the Report.

On July 9, 2025, City staff posted a Request for Proposals (RFP) on Planet Bids requesting proposals from qualified professional civil/traffic engineering firms experienced in the design of roadway and traffic signal design/improvements. Six (6) firms submitted proposals and these were reviewed by a panel of experts. The firms were ranked based on an evaluation of the written proposals and a subsequent oral interview. Based on this comprehensive review, the panel made a recommendation to award a design services contract to Kimley-Horn and Associates.

On October 1, 2025, City Council approved the selection of Kimley-Horn and Associates for civil design services related to the Project.

Analysis
In early 2026, using the Toole Design Report as a foundation, and upon completing field and preliminary technical studies, Kimley-Horn and Associates developed the following alternatives for the Project:

Huntington Drive:

Option 1. Retain 3 driving lanes in each direction and add a Class II bike lane
Option 2. Retain 3 driving lanes in each direction and add a Class IV protected bike lane.
Option 3. Reduce driving lanes to two in each direction and add a Class IV protected bike lane.
Option 4. Reduce driving lanes to two in each direction and add a Class I bike path

Fremont Avenue:

Option 1. Add a Class III bike route
Option 2A. Remove parking on east side of Fremont Ave and add a Class IV two-way cycle

track
Option 2B. Remove center turn lane and add a Class IV two-way cycle track.
Option 3. Remove center turn lane and add a Class II bike lane
Option 4. Remove center turn lane and add a Class I two-way cycle track

These alternatives were presented at an open house held at the South Pasadena Library Community Room on February 23, 2026. At this meeting, residents expressed low support for Class II and Class III bicycle lanes and emphasized the importance of safety. On Fremont Avenue, Options 2A and 2B were most favored; on Huntington Drive, Options 3 and 4 were favored which both support for a reduction in driving lanes along with protected bike lanes.

Integrating the feedback received during the first meeting and other correspondence, a second meeting was held on March 5, 2026, which summarized the input received, including a request for open Q&A time during the meetings, prioritizing reducing speeds, preference over protected bike lanes, inclusion of cost estimates and more online project resources. Alternatives with Class II and III (unprotected) bike lanes were removed the presentation.

A third public meeting was held on March 31, 2026, to further answer the public's questions regarding trash pickup, maintenance, coordination with stakeholders, traffic safety, traffic calming, placemaking, aesthetics, emergency response and key intersection considerations.

On April 8, 2026, staff presented the Project to the Public Works and Infrastructure Commission (PWIC) to receive feedback. The project was discussed and the commission made several motions in support of design alternatives for the project. The motions and recommendations made by PWIC are included in the "Commission Review and Recommendation" section of this report.

Huntington Drive:

Option 3. ($23M) Reduce driving lanes to two in each direction and add a Class IV protected bike lane.
Option 4. ($37M) Reduce driving lanes to two in each direction and add a Class I bike path.

Fremont Avenue:
Option 2A*. ($23M) Remove parking on east side of Fremont Ave and add a Class IV two-way cycle track $23M
Option 2B. ($23M) Remove center turn lane and add a Class IV two-way cycle track.
*Option 2A is preferred by South Pasadena Fire Department and Police Department

The combined cost of Option 3 for Huntington Drive and Option 2A for Fremont Avenue is $46M. This cost estimate is a rough order of magnitude estimate, which includes contingencies; the City will be working with its consultant team to identify value engineering options to bring this figure closer to $41M. One option that will be looked at is separating the Huntington Drive and Fair Oaks Avenue intersection full improvements as a separate Project.

Fiscal Impact
Funding for this Project has been adopted in the FY 2025-2026 Budget. The following grant funding is currently available for the Project:

Funding Source	Budget Amount
Metro Active Transport, Transit and First/Last Mile Program (MAT) Measure M Cycle 1	$6,056,160*
Metro Mobility Improvement Projects (MIP) Measure R	$10,000,000**
California Transportation Commission State Route 710 Local Alternative Transportation Improvement Program (710 LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	**$16,638,645**

Note: *$5M of these funds, planned for construction, will expire on 6/30/28.
** City staff proposes to re-allocate an additional $25M from the SR-110 Ramp Project to bring the funding to $41,379,160.

In order to fund the improvements along both corridors staff has initiated a conversation with LA Metro to discuss the possibility to reallocate $25M dollars from the SR-110 to the Fremont and Huntington Corridor project. If Metro and City Council approves of this reallocation the proposed funding for the project would be as follows:

Funding Source	Budget Amount
Metro Active Transport, Transit and First/Last Mile Program (MAT) Measure M Cycle 1	$6,056,160*
Metro Mobility Improvement Projects (MIP) Measure R	$35,000,000
California Transportation Commission State Route 710 Local Alternative Transportation Improvement Program (710 LATIP)	$323,000
City Metro Measure M Local Return	$112,795
City Metro Measure R Local Return	$146,690
Total	**$41,638,645**

Key Performance Indicators and Strategic Plan
This item is related to street improvement goals in the City Council's 2025 compilation of priorities.

Commission Review and Recommendation
The Huntington Drive and Fremont Avenue Corridor Improvements Project has been discussed at multiple meetings of the former Mobility and Transportation Infrastructure Commission and the former Public Works Commission throughout the development of the Project.

In addition, on April 8, 2026, the Public Works and Infrastructure Commission discussed the

Project's design alternatives and made unanimous motions in support of staff's recommendation for Option 2A for Fremont Avenue, Option 3 for Huntington Drive and re-allocating Measure R funds from the SR-110 Ramps Project to complete the proposed improvements. The Pubic Works and Infrastructure Commission was also strongly in favor of construction of a mini-roundabout at the intersection of Fremont Avenue and Hope Street.

Public Notification
The public was made aware that this item to be considered this evening by virtue of its inclusion on the legally publicly noticed agenda, posting of the same agenda and reports on the City's website.