

Phase I: 3-Mile Corridor Project Segments

The project presents a unique opportunity to create a new vision along Huntington Drive by providing a modern multimodal corridor that provides safe and reliable transit service, bicycle and pedestrian facilities, and dependable vehicular flow. Improvements along the corridor will enhance public green space, quality of life, and accommodate emerging technologies. The project corridor is comprised of five segments. The following design improvements illustrate a potential future for each of the road segments.

Slide the arrows to compare conceptual alternatives (right) with existing conditions (left).

Mission Road Segment at Lincoln Park



North Soto Street to Monterey Road | The first segment is 0.7 miles long and has the narrowest right-of-way width of the entire project limits. At its narrowest, right-of-way is only 90 feet wide, posing a significant challenge for improving the constrained roadway. There is currently no sidewalk on most of the northbound side of Huntington Drive. This lack of sidewalk forces several existing bus lines to take the smaller and slower Huntington Drive South frontage road to complete their route. Adding sidewalk provides an opportunity to shift the bus lines onto the main roadway and improve route speed and reliability.

Segment 2: Monterey Road (7-legs Intersection)



Monterey Road to Eastern Avenue | This segment is 0.5 miles long and has two frontage roads, Huntington Drive North and South, that can be combined with the main roadway. The beginning of this segment has a seven-legged intersection with an existing transit hub that serves 3 Metro bus lines. This section has a wide existing right-of-way width but will require retaining walls for additional roadway widening. This segment is similar to Segment 1 in that there is no sidewalk on the northbound side. It can be improved to enable transit routes to operate on the main Huntington Drive roadway. This segment has the steepest and most unstable terrain within the project limits, particularly along the Huntington Drive North frontage road near Collis Ave.

Segment 3: Pueblo Avenue



Eastern Avenue to Van Horne Avenue | This segment is 0.5 miles long and has an average right-of-way width of 180 feet, approximately double that of Segment 1. This segment has the widest existing roadway and does not have frontage roads but includes diagonal on-street parking with abutting commercial land uses. This segment would likely not require widening and can be reconfigured to better serve transit users, pedestrians, and bicyclists. It is also worth noting that the adjacent Eastern Avenue Multi-Modal Improvement project would terminate in this area.

Segment 4: Van Horne Avenue – El Sereno Park



Van Horne Avenue to Kendall Avenue | This segment is 1.2 miles long and has wide medians and landscaping between Huntington Dr and the Huntington Dr North frontage road. The medians and landscaping can be narrowed and reconfigured to provide space for transit, pedestrian, and bike improvements. Right-of-way is very wide in this segment, except near the BMW Collision Repair Center on Main St where the right-of-way narrows significantly. A portion of the northbound Huntington Drive within this segment is located within the City of Alhambra, making them a key stakeholder on this project.