

CITY OF SAN MARINO

HUNTINGTON DRIVE SAFE STREETS CORRIDOR PLAN



DRAFT - February 5, 2018



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1. INTRODUCTION

I. INTRODUCTION

The City of San Marino, through the Southern California Association of Governments (SCAG), received a California Department of Transportation (Caltrans) Sustainable Transportation Planning Grant to develop the Huntington Drive Safe Streets Corridor Plan.

As its title suggests, the Plan is a planning document that is focused on Huntington Drive in the City of San Marino, a 2.5-mile stretch of roadway, and it is intended to provide a vision for the future of the corridor.

The Plan was developed to identify policies, projects, and/or programs that will help ensure the corridor functions safely and effectively for all community members now and in the future.

Huntington Drive is a major east-west corridor east of downtown Los Angeles. This corridor is the busiest arterial corridor in the San Gabriel Valley region, transporting more than 38,000 commuters daily through the City of San Marino. The 2.5-mile stretch of corridor is lined with single-family housing and dotted with several schools (four public, one private) and dozens of businesses. The Plan recommends conceptual engineering solutions that were informed through a comprehensive outreach process that included stakeholder meetings, and community tours. The Plan will benefit the City in several ways including:

- a) Providing possible designs, recommendations, and development standards for improved road safety and operations, pedestrian, bicycle and/or transit facilities, and enhanced safety features and streetscapes;
- b) Providing prioritized recommendations for implementation and potential funding sources; and
- c) Potential implementation of recommendations resulting in improved conditions for accessing schools, businesses, and residences located along the Huntington Drive corridor.



2. EXISTING CONDITIONS

ABOUT SAN MARINO

PROJECT STUDY AREA

PLANNING CONTEXT

HUNTINGTON DRIVE ROADWAY CHARACTERISTICS

2. EXISTING CONDITIONS

ABOUT SAN MARINO

The City of San Marino (City) is located approximately 9 miles northeast of downtown Los Angeles and has a population of approximately 13,400 residents (2015 American Community Survey, US Census Bureau). The City is almost entirely residential. The City is bisected by Huntington Drive, a six-lane roadway (three lanes in each direction) with a 60-foot wide median that carries 30,000 vehicles per day. Most of the commercial areas in the city are located along Huntington Drive.

Figure 1 provides a map of San Marino within the overall regional context.

Table 1 below summarizes San Marino's racial and ethnic makeup. As the table shows, of the 13,400 residents, Asians comprise just over half of the City's residents. The median age of the City's residents is 45.9 years, which is higher than Los Angeles County's (County) median age of 35.6 years.



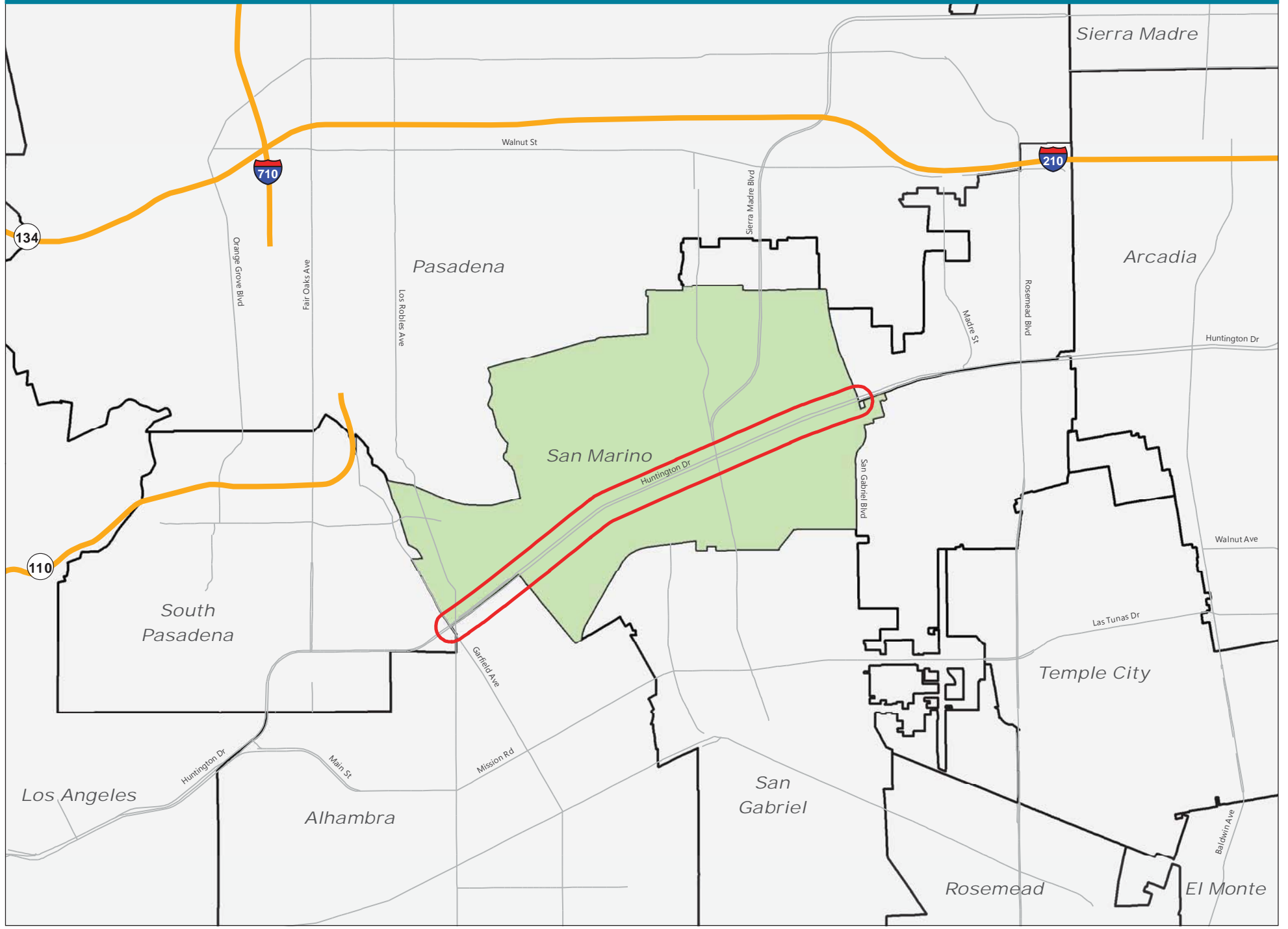
Intersection of San Marino Avenue and Huntington Drive


Table 1: San Marino Race/Ethnicity and Age

Race/Ethnicity	San Marino		Los Angeles County	
	Number	Percent of City Population	Number	Percent of County Population
Total Population	13,353	-	10,038,388	-
Asian	6,887	51.6%	1,418,362	14.0%
White	4,782	35.8%	5,346,316	26.9%
Hispanic/Latino	1,140	8.5%		48.2%
Two or more races	300	2.2%	389,830	2.2%
Black/African-American	130	1.0%	830,791	8.0%
Other	85	0.6%	1,966,673	0.3%
Pacific Islander	29	0.2%	27,076	0.2%
American Indian	0	0.0%	59,340	0.2%
Median Age	45.9		35.6	

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

Figure 1 San Marino Regional Context



 Study Area

The City has a high rate of educational attainment, especially when compared to the County as a whole. As shown in *Table 2*, over 70 percent of the City's population has at least a Bachelor's degree, compared to the County's 30 percent. As shown in *Table 2*, based on the latest available Census numbers, there are approximately 2,400 students enrolled in the City's K-12 schools.

Table 2: San Marino and LA County Population and Education Characteristics

Category	San Marino		Los Angeles County	
	Number	Percent of San Marino Population	Number	Percent of LA County Population
Total Population	13,353	-	10,038,388	-
Educational Attainment (Population over 25 years old)	9,273	-	6,653,174	-
No High School Diploma	506	5%	1,511,510	23%
High School Diploma Only	613	7%	1,375,647	21%
Some College, No Degree	1,198	13%	1,295,086	19%
Associate's Degree	363	4%	456,997	7%
Bachelor's Degree	3,112	34%	1,316,803	20%
Post-Graduate Degree	3,481	38%	697,131	10%
K-12 Enrollment	2,464	-	1,721,594	-

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

The City also has one of the highest median incomes of any jurisdiction in Los Angeles County. As shown in *Table 3*, the median household income in 2015 was about \$133,000, which is well above the County median household income of \$56,196. The City also has a high homeownership rate and a low unemployment rate of 2 percent, well below the County's rate of 6 percent.

Table 3: San Marino and LA County Income, Housing, and Employment

Category	San Marino	Los Angeles County	San Marino to LA County
Total Population	13,353	10,038,388	0.13%
Median Household Income	\$133,676	\$56,196	-
Number of Households	4,330	3,241,204	0.13%
Number of Housing Units	4,905	3,476,718	0.14%
Home Ownership Rate	88%	46%	-
Unemployment Rate	2%	6%	-

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

As shown in *Table 4*, of the 5,000 City residents eligible for employment, about 80 percent drive alone to work (compared to about 73 percent of the County's workforce). The percentage of the City's population over age 65 (retirement age) is 19.4 percent, compared to 12.2 percent for the rest of the County. Only about one percent of the City's commuters take transit to work, with even less walking or biking. As a percentage of population, these numbers are much lower than those of the County's workforce, which has a higher percentage of workers taking public transit, walking, or biking to work.

Table 4: Commute Characteristics

Category	San Marino	Percent of San Marino Population	Los Angeles County	Percent of LA County Population
Eligible Workforce (16+ years of age)	5,206	-	4,516,714	-
Drove Alone	4,169	80.1%	3,296,573	73.0%
Carpool	348	6.7%	449,363	9.9%
Public Transportation	72	1.4%	307,868	6.8%
Walk	46	0.9%	128,186	2.8%
Other Means (bike, etc.)	18	0.3%	102,338	2.3%
Telecommute ¹	553	10.6%	232,386	5.1%
Travel Time to Work (min.)	27.7	-	30.0	-

Source: U.S. Census Bureau, 2011-2015 American Community Survey 5-Year Estimates

1. Work from home instead of commuting to workplace.

As *Table 4* summarizes, the City’s workforce takes an average of about 28 minutes to get to work, compared to about 30 minutes for workers county-wide. This shows that the vast majority of the City’s residents work fairly close to the City of San Marino. *Table 5* below shows the top ten job destinations for City residents.

Table 5: Top 10 Job Destinations for San Marino’s Workforce

Jurisdiction	Commuters	Percent of Commuters
1 Los Angeles	1,199	26.4%
2 Pasadena	428	9.4%
3 San Marino	394	8.7%
4 Alhambra	170	3.7%
5 Monterey Park	159	3.5%
6 San Gabriel	124	2.7%
7 Arcadia	107	2.4%
8 Industry	106	2.3%
9 Burbank	81	1.8%
10 San Diego	67	1.5%
Other Destinations	1,714	37.7%
Total	4,549	-

Source: U.S. Census Bureau, 2014, LODES Data; Longitudinal-Employer Household Dynamics Program, 2011; SCAG. 2017. *Local Profiles Report 2017: Profile of the City of San Marino*.

As the table shows, seven of those top ten destinations are within five miles from the City, meaning that most workers work fairly close to San Marino.

PROJECT STUDY AREA

Huntington Drive is a major east-west corridor east of downtown Los Angeles that extends between the neighborhood of Lincoln Heights within the City of Los Angeles to the west and the City of Duarte to the east, where it becomes Foothill Boulevard / Route 66 and continues to the City of San Bernardino. The street is one of the busiest arterial corridors in the San Gabriel Valley, transporting upwards of 30,000 daily vehicles through the City of San Marino, where it is classified as a Major Arterial, per the City's Circulation Element (1995). For the purposes of this study, the study area is made up of the entire Huntington Drive corridor extent through the City.

Within the study area, Huntington Drive stretches the entire 2.9-mile expanse of San Marino, from its western border with Alhambra and South Pasadena at Garfield Avenue to its eastern border with the unincorporated communities of East Pasadena and East San Gabriel at San Gabriel Boulevard. The corridor contains mostly residential and school uses, with some commercial districts. *Figure 2* shows the various land uses and points of interest within the study area extent. *Figure 3* provides an aerial map of the study area.

On the west end of the corridor, Huntington Drive, Los Robles Avenue, Atlantic Boulevard, and Garfield Avenue form a complex system of three closely-spaced intersections. Because San Marino controls only a quarter of the intersection approaches at this complex, this portion of the corridor has not been included in this project study. Between Garfield Avenue and Granada Avenue, the southern (eastbound) side of Huntington Drive is within the City of Alhambra while the northern (westbound) side is under City of San Marino jurisdiction. The intersection at Granada Avenue is 75% controlled by San Marino and is therefore included in this study. East of San Gabriel Boulevard, the Huntington Drive right-of-way lies within unincorporated Los Angeles County, but Carver Elementary School is within the San Marino city limits along the south side and has its main entrance driveway on the County's portion of Huntington Drive. That segment of Huntington drive is included in this corridor study.

The right-of-way within San Marino varies from a maximum of 215 feet between San Marino Avenue and Westhaven Road to a low of 155 feet between Bedford Road and Cambridge Road/West Drive. Within the majority of the study area, the right-of-way mostly varies between 170 feet and 180 feet, including a 60-foot wide landscaped median. Huntington Drive consists of three travel lanes in each direction, except for the segment between Del Mar Avenue and San Gabriel Boulevard where there are four travel lanes in the westbound direction. The eastbound approach to the San Gabriel Boulevard intersection expands to four lanes.

There are five schools along the project corridor, including:

- Valentine Elementary School (1650 Huntington Drive)
- Carver Elementary School (3100 Huntington Drive)
- Huntington Middle School (1700 Huntington Drive)
- San Marino High School (2701 Huntington Drive)
- Saint Felicitas and Perpetua School (2955 Huntington Drive)

Valentine Elementary School's current attendance zone encompasses the western half of the City of San Marino. Carver Elementary School's attendance zone extends eastward from Oxford Road and San Marino Avenue and beyond the eastern city limit to include portions of East Pasadena and East San Gabriel. Huntington Middle School and San Marino High School draws students from the entire San Marino Unified School District. Saints Felicitas and Perpetua School is a private school with no established attendance boundaries.








Figure 4 shows the schools and school district boundaries in the area. *Table 6* shows enrollment by school along with travel mode split for each.











Figure 2: Study Area - Land Use



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-  Study Area
-  Cemetery
-  Churches
-  City Hall
-  Library
-  Post Office
-  School

- Land Use**
-  Residential
 -  Commercial
 -  Education
 -  Public
 -  Recreation
 -  Agriculture
 -  Transportation
 -  Utility

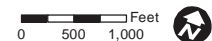
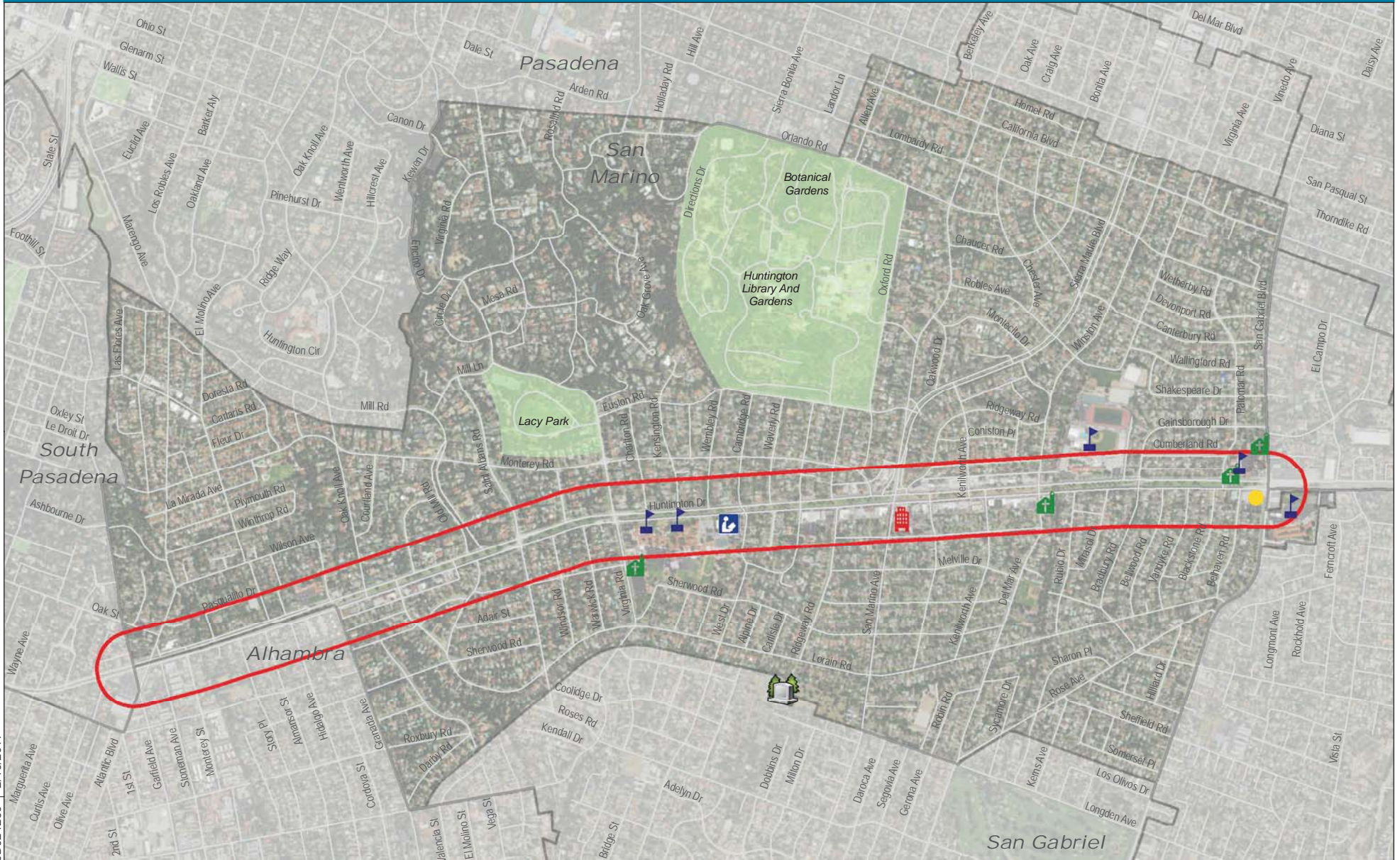


Figure 3: Study Area - Aerial



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Source: Esri, DigitalGlobe, GeoEye, i-cubed, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community








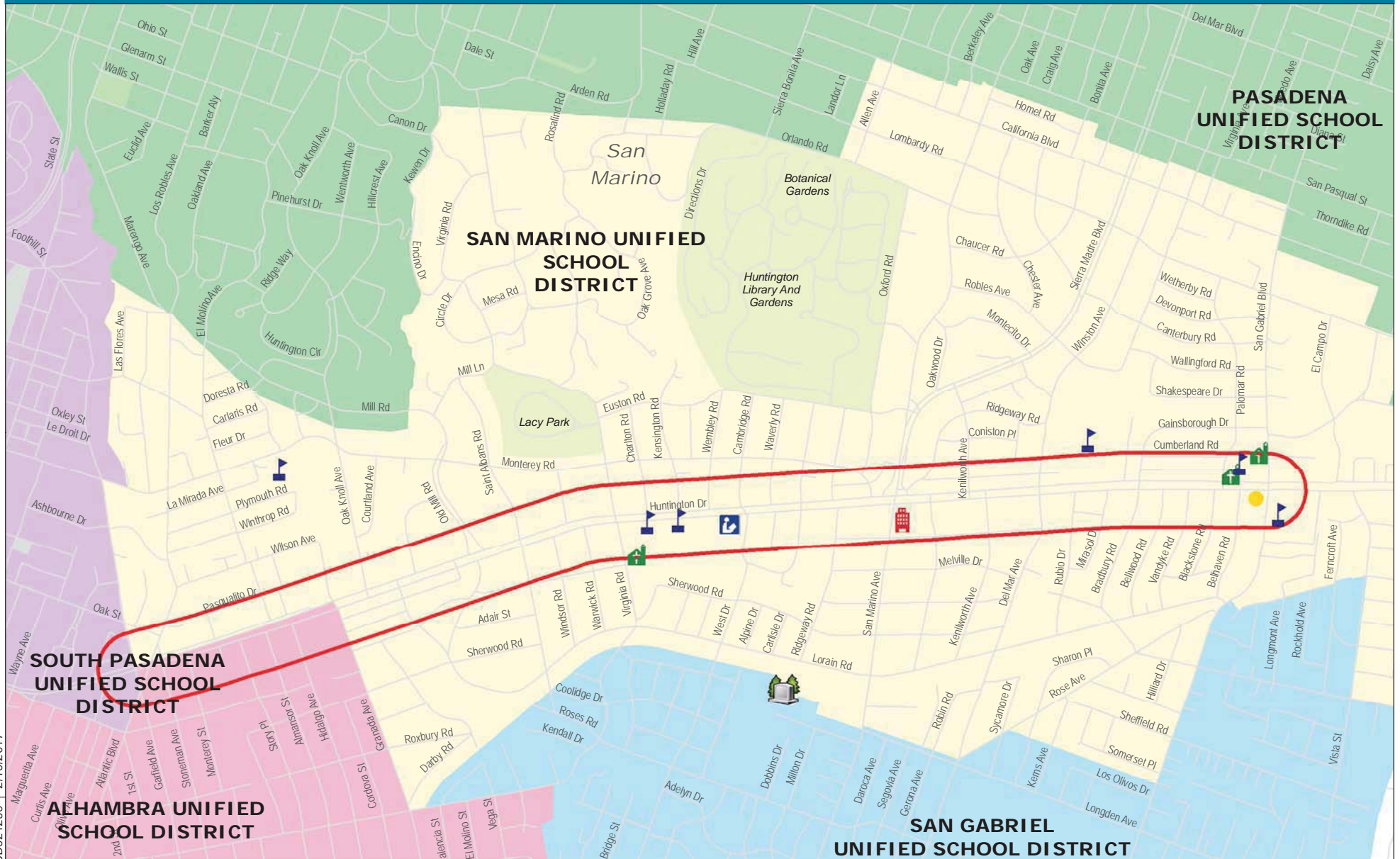
-  Study Area
-  Cemetery
-  Library
-  Churches
-  Post Office
-  City Hall
-  School



Figure 4: School Districts



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- Study Area
- Cemetery
- Churches
- City Hall
- Library
- Post Office
- School

- School District**
- Alhambra Unified School District
 - Pasadena Unified School District
 - San Gabriel Unified School District
 - San Marino Unified School District
 - South Pasadena Unified School District





Students on Huntington Drive near City Hall

Table 6: School Enrollment and Mode Split

School	Enrollment	Mode Split			
		Car	Bike	Walk	Other
Valentine Elementary	614	60%	5%	30%	5%
Carver Elementary	630	> 50%	N/A	< 50%	-
Huntington Middle School	792	80%	15%	5%	-
San Marino High School	1,103	N/A	N/A	N/A	N/A
Saints Felicitas & Perpetua (K-8)	262	90%	-	10%	-

Source: San Marino Unified School District Schools and Saints Felicitas & Perpetua, February 2017
 N/A - Data not available

PLANNING CONTEXT

Over the last several decades, the City has undertaken various citywide planning efforts to improve the quality of life for its residents through enhanced and preserved residential areas and improved transportation options. The following are significant or recent planning efforts that serve as the foundation for the Huntington Drive Safe Streets Corridor Plan.

Los Angeles County Metropolitan Transportation Authority (Metro) Grant

The City of San Marino was recently awarded a grant under Metro’s Call for Projects grant cycle to install dual left eastbound turns at the intersections of San Gabriel Boulevard and San Marino Avenue. The timeline for these projects has not been set. However, those elements will be directly incorporated into the recommendations laid out by this study.

San Marino Safe Routes to School Program (2012 – 2015)

The City of San Marino undertook a Safe Routes to School program that involved coordination between the City and schools in order to improve the safety of students getting to school. This effort led to increased awareness on the importance of student and road safety.

Draft Bicycle and Pedestrian Plan (2014)

The draft plan proposed a list of projects, creating a bikeway network within the City that would provide high-priority links to key activity centers. The plan also proposed bike lanes and improved pedestrian crossing markings along the entire length of Huntington Drive. Some of the options recommended in the plan for Huntington Drive, were:

- a) A one-way cycle track between on-street parking and the sidewalk, crossing refuges, road diet, and specialized street light phasing
- b) A road diet, and separated bicycle path and earthen jogging/walking path in the median
- c) Colored buffered bike lanes, road diet, and reverse in-angled parking
- d) Bike route marked with sharrows.

General Plan (2003)

The City completed its latest General Plan in 2003, which updated the land use, open space, conservation, safety, and noise elements. The General Plan provides the City with a framework to support and partner with its residents and other stakeholders. The Huntington Drive Safe Streets Corridor Plan incorporates elements that were laid out by the General Plan to ensure safety recommendations are consistent. Some of the most applicable to this effort are:

Objective L.8: Huntington Drive – Designate areas for commercial use on Huntington Drive consistent with existing commercial locations:

- Encourage pedestrian-oriented uses and design, such as outdoor dining.
- Consider adoption of a specific plan to implement land use and economic development strategies on Huntington Drive.

Objective L.14: Discourage commercial parking in residential neighborhoods:

- Work with existing and potential businesses on parking plans for employees and customers.
- Consider appropriate land purchases for parking.
- Create commercial parking districts where appropriate and assist districts in the purchase of land for additional parking if warranted.
- Increase signage to direct customers to appropriate parking.
- Encourage businesses to share parking.

Objective L.17: Encourage a pedestrian-oriented business community:

- Consider scale and orientation of storefronts when approving new construction and remodels.
- Incorporate landscape and other interesting streetscape features in the community.

Objective L.19: Create a stronger sense of place and more traditional “boulevard” feel on Huntington Drive:

- Evaluate the reconfiguration of Huntington Drive in the Civic Center/Central area to narrow the median and widen sidewalks in order to mitigate the barrier effect caused by high volumes of traffic on Huntington Drive.
- Consider developing a streetscape master plan along Huntington Drive including street furniture, pedestrian lighting, and new landscape options.



Objective L.20: Evaluate the creation of a public space (civic plaza) that can be a community-gathering location serving pedestrians and shoppers:

- Evaluate the physical restructuring of the intersection of Huntington Drive and Sierra Madre Boulevard/ San Marino Avenue to create a plaza area or areas. Improvements might include seating, law and garden areas, an information kiosk, and other attractive landscape features.

Objective CS.15: Ensure public safety in and around school sites:

- Work with District and other schools to ensure efficient and safe traffic flow around schools.

Commercial Design Guidelines (1998)

The City developed the Commercial Design Guidelines to provide a clear and concise summary of the City's design policies and requirements for projects located in commercial areas. The guidelines seek to ensure that there is a level of consistency in the building design with the adjacent residential neighborhoods. The Huntington Drive Safe Streets Corridor Plan is consistent with these recommended design guidelines, such as landscaping and parking that may be incorporated in any recommended safety improvements along the Project corridor. Some of the most applicable to this effort are:

GOAL: Provide pedestrian-oriented business environments which are compatible with the existing character and scale of the business district and adjacent residential areas.

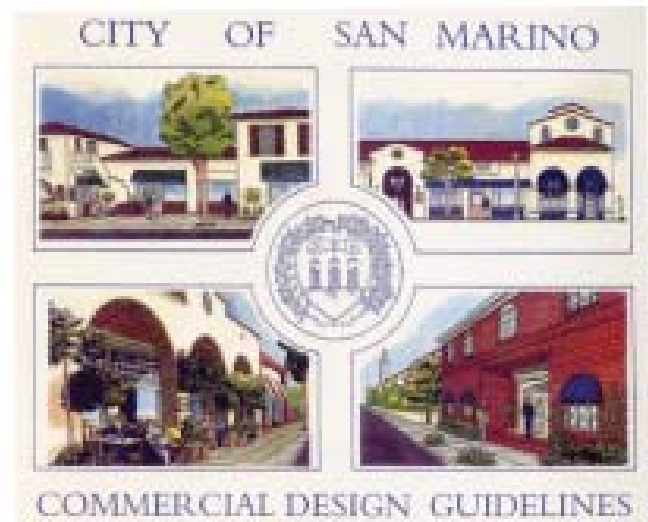
General Development Standards, Building Coverage:

Driveways or parking lots with access from Huntington Drive and Mission Street are discouraged. However, narrow mid-block pedestrian passages that encourage through-block pedestrian circulation and/or arcaded spaces that create wider sidewalk areas for outdoor seating, etc. are encouraged.

Design Guidelines, Site Development, Ground Level

Treatment: Particular attention should be given to craftsmanship and detailing within the pedestrian's range of touch and view. Businesses fronting mid-block pedestrian passageways and patios are encouraged to provide direct access to those passageways and patios, with attractively framed windows and doorways.

Design Guidelines, Site Development, Parking Standards for New Construction: Separate vehicular and pedestrian circulation systems are encouraged. Access between commercial uses should be emphasized, including distinct pedestrian access from parking areas in larger commercial developments.



City of San Marino Circulation Element (1995)

The City completed its latest Circulation Element in 1995 as a separate document from the General Plan update. The Circulation Element establishes the goals, policies, and objectives of the City which will result in a transportation system that accommodates the City's future growth. The Huntington Drive Safe Streets Corridor Plan integrates these and other policies and recommendations established by the Circulation Element. Some of the most applicable to this effort are:

Goal 3: Provide a transportation system which enhances the accessibility of San Marino's non-residential areas and maximizes the safety of all vehicular and non-motorized (pedestrian and bicycle) traffic.

Goal 5: Reduce the speed of traffic on streets in the City, including Huntington Drive, and maintain Huntington Drive as the "Main Street" of San Marino with an environment hospitable to commercial activity and pedestrian traffic.

Goal 12: Encourage the use of non-motorized transportation through the development of a system of pedestrian facilities (sidewalks) and bicycle routes with an emphasis on safety and accessibility.

Goal 13: Provide adequate parking in commercial areas and at school sites to prevent spillover of parking into residential neighborhoods.

Policy 1, Functional Classifications of Roadways, Parkway: Huntington Drive is categorized as a Parkway within the City's street hierarchy. Although labeled differently from the Federal Highway Classification system, a parkway under the City's Circulation Element, is intended to function as a major thoroughfare for the movement of traffic within the City and neighboring communities. A Parkway may have four or six travel lanes, but must include landscaped median and pedestrian amenities to facilitate pedestrian activity. Parkways are the appropriate locations for commercial activities, higher density land uses, and transit uses.

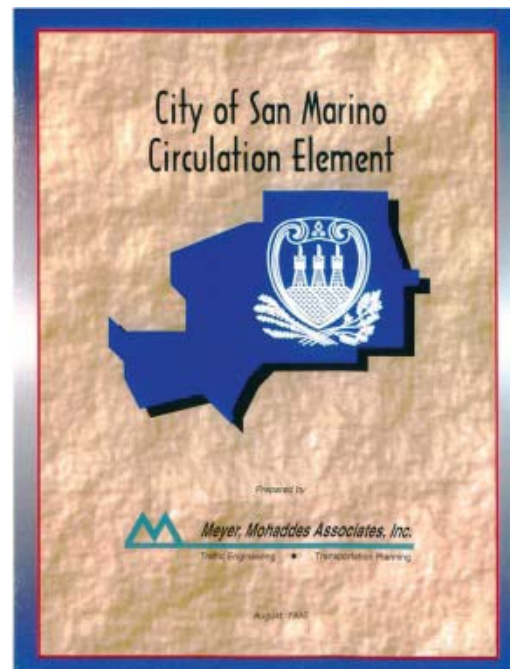
Policy 11: Maintain and enhance the character of Huntington Drive as a Parkway and as the main commercial/civic center of San Marino, thereby strengthening support for these commercial areas, through landscaping and pedestrian amenities in keeping with the residential character of the community.

Policy 17: Improve safety at school drop-off areas and employ appropriate traffic control measures in the vicinity of schools to maximize safety for school children walking or bicycling to/from school.

Policy 23: The City of San Marino shall develop a bicycle plan which provides opportunities for safe, recreational bike usage and provides continuity between land uses in San Marino, which would potentially generate bicycle ridership, and adjacent communities' bicycle facilities.

Policy 25: In areas of the City, where commercial or public facilities are located, the City shall implement measures to enhance the pedestrian and bicycle environment, to attempt to slow passing vehicular traffic, and to ensure handicapped accessibility in accordance with the requirements of the Americans with Disabilities Act.

Policy 26: Install pedestrian-activated signals, where appropriate, and crosswalks to provide safe, adequate pedestrian accessibility for shopping areas and residences.



HUNTINGTON DRIVE ROADWAY CHARACTERISTICS

According to the City's General Plan Circulation Element, Huntington Drive is designated as a Parkway, and as such includes a raised median and serves as a major thoroughfare within the City – refer to *Figure 5* for a map of the street hierarchy within San Marino. Under the Federal Highway Administration's (FHWA) functional classification system, Huntington Drive is designated as a Principal Arterial roadway. Under FHWA's definition, a Principal Arterial serves major activity centers and experiences the highest traffic volumes with the longest trip demands, and is intended to function as a major thoroughfare for the movement of traffic. The street is designed to have a functional capacity of up to 50,000 vehicles per day and also serves as a truck route; about 30,000 daily vehicles travel on Huntington Drive today, meaning it is operating under capacity.

Within the majority of the study area, the right-of-way mostly varies between 170 feet and 180 feet, including a 60-foot wide landscaped median. For the most part, Huntington Drive consists of three travel lanes in each direction; between Del Mar Avenue and San Gabriel Boulevard, there are four travel lanes in the westbound direction. The travel lanes widths are generally 12 feet, with the curb lanes measuring up to 20 feet in width in some areas. The corridor currently has a posted speed limit of 40 miles-per-hour, and 25 miles-per-hour within school zones when children are present. On-street parking is provided mostly in commercial areas and school zones. The corridor also contains a well-developed sidewalk network through its entirety although some sidewalks have impediments for wheelchair users due to steep grades or narrow pedestrian access routes.

Table 7: Citations along Huntington Drive (2006-2016)

Citation	Number	Percent
Speeding	768	68.0%
Turning/Passing	127	11.2%
Vehicle to Vehicle Collisions	114	10.1%
DUI	62	5.5%
Seatbelt Violation	24	2.1%
Bike Violation	14	1.2%
Stop Signs/Signals	8	0.7%
Pedestrian Violation	6	0.5%
Bicycle Injured	6	0.5%
Pedestrian Injured	1	0.1%
Total	1130	100%

Source: City of San Marino Police Department, 2017

Within the study area, there are five major intersections where regional-roadways connect with Huntington Drive, these include:

1. Garfield Avenue / Huntington Drive
2. Atlantic Boulevard – Los Robles Avenue / Huntington Drive
3. San Marino Avenue – Sierra Madre Boulevard / Huntington Drive
4. Del Mar Avenue – Winston Avenue / Huntington Drive
5. San Gabriel Boulevard / Huntington Drive

Data on citations over the last 11 years (2006 to 2016) on Huntington Drive was acquired from the San Marino Police Department in February 2017. Of the 3,600 citations, approximately 1,100 were transportation-related (ie: speed, turning, seatbelt violations, etc.). Of those 1,100, the majority (68 percent) were speed violations, with the next highest category being turning/passing violations (11 percent), and vehicle-to-vehicle collisions (ten percent). The rest (approximately 11 percent) were DUI, seatbelt, bike, and stop signs/signal violations. See *Table 7* for a more detailed breakdown.

The citation data shows that speeding is a major problem on Huntington Drive.

EXISTING TRAFFIC VOLUMES

According to the City's most recent traffic counts (City of San Marino, 2010), the Huntington Drive corridor through San Marino has daily traffic volumes up to approximately 30,000 vehicles per day. On a typical weekday, westbound traffic is heavy during the morning peak hours, and eastbound traffic is heavy during the late afternoon and evening peak hours. Traffic flows are significantly less during mid-day and night time periods. Localized congestion occurs due to heavy commuter traffic during morning and evening peak hours at Huntington Drive's intersections with Granada Avenue, Oak Knoll Avenue, San Marino Avenue, and San Gabriel Boulevard. Furthermore, short-term congestion occurs during school drop-off and pick-up times at the Gainsborough Drive, Winston Avenue, West Drive, and Valentine Road intersections. Please refer to *Figure 6* for the count locations and volumes. Freight traffic is allowed to travel on Huntington Drive as it is designated as a truck route.

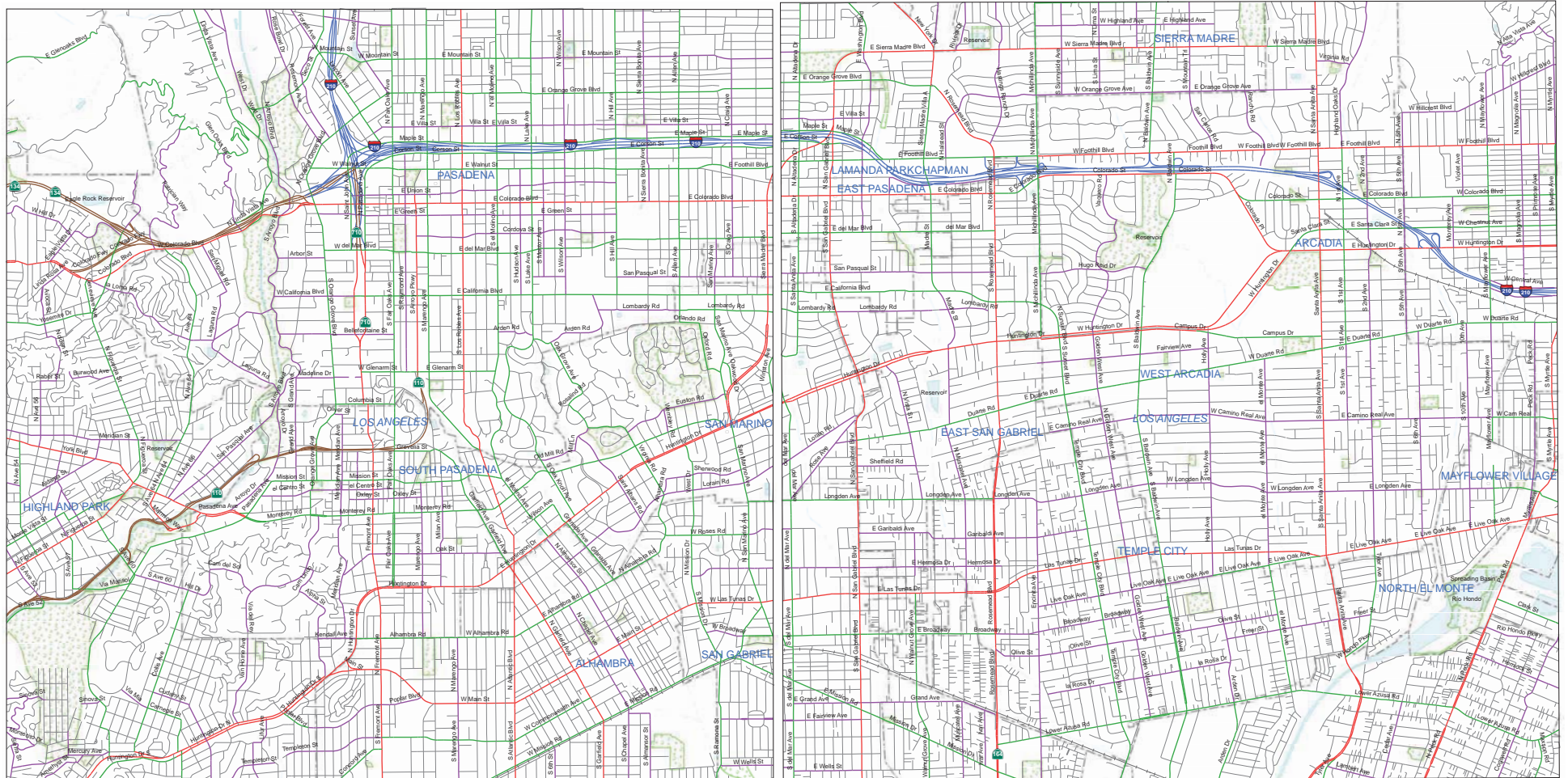


Huntington Drive between Cambridge Road and Bedford Road. A typical cross-section of Huntington Drive.



Huntington Drive at street-level

Figure 5: Functional Street Classification



Date: 04/23/2013
 APPROVED FEDERAL HIGHWAY ADMINISTRATION
Wesley Nathan, P.E.
 FOR WESLEY T. BISHARA
 DIVISION ADMINISTRATOR

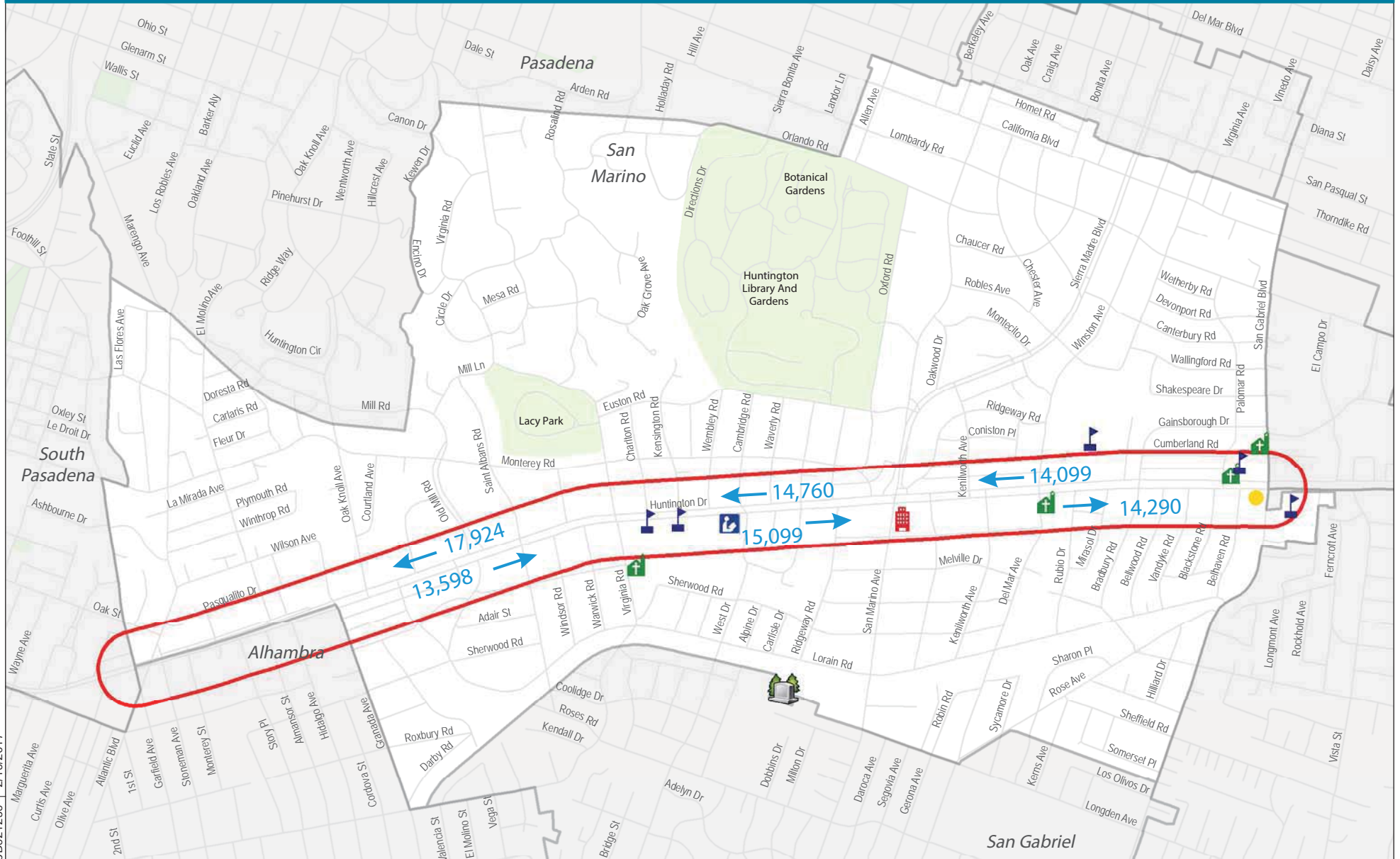
0 0.25 0.5 0.75 1 Mile
 0 1,000 2,000 3,000 4,000 5,000 Feet

STATE OF CALIFORNIA
 DEPARTMENT OF TRANSPORTATION
 In cooperation with the
 FEDERAL HIGHWAY ADMINISTRATION
 AND LOCAL AGENCIES









SIGN ROUTES
 COUNTY HIGHWAY
 CITY HIGHWAY
 STATE

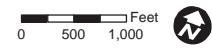
FUNCTIONAL CLASSIFICATION SYSTEM
 INTERSTATE 1
 OTHER FREEWAY OR EXPRESSWAY 2
 OTHER PRINCIPAL ARTERIAL 3
 MINOR ARTERIAL 4
 MAJOR COLLECTOR 5
 MINOR COLLECTOR 6
 LOCAL 7

Figure 6: Daily Traffic On Huntington Drive



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-  Study Area
-  Cemetery
-  Library
-  XX,XXX
-  Churches
-  Post Office
-  City Hall
-  School



COLLISION DATA

Using data from the California Statewide Integrated Traffic Records System (SWITRS), the number of collisions over the last 11 years in the City totaled 564. Of those, about 79 percent of collisions were motor vehicle-related, 17 percent were bicycle-related, and 4 percent were pedestrian-related. As *Table 8* also shows, 2015 had the highest number of collisions over that time period.

Of all the collisions within City limits, none resulted in fatalities and 24 in severe injuries. *Figure 7* below shows the breakdown of collisions by travel mode.

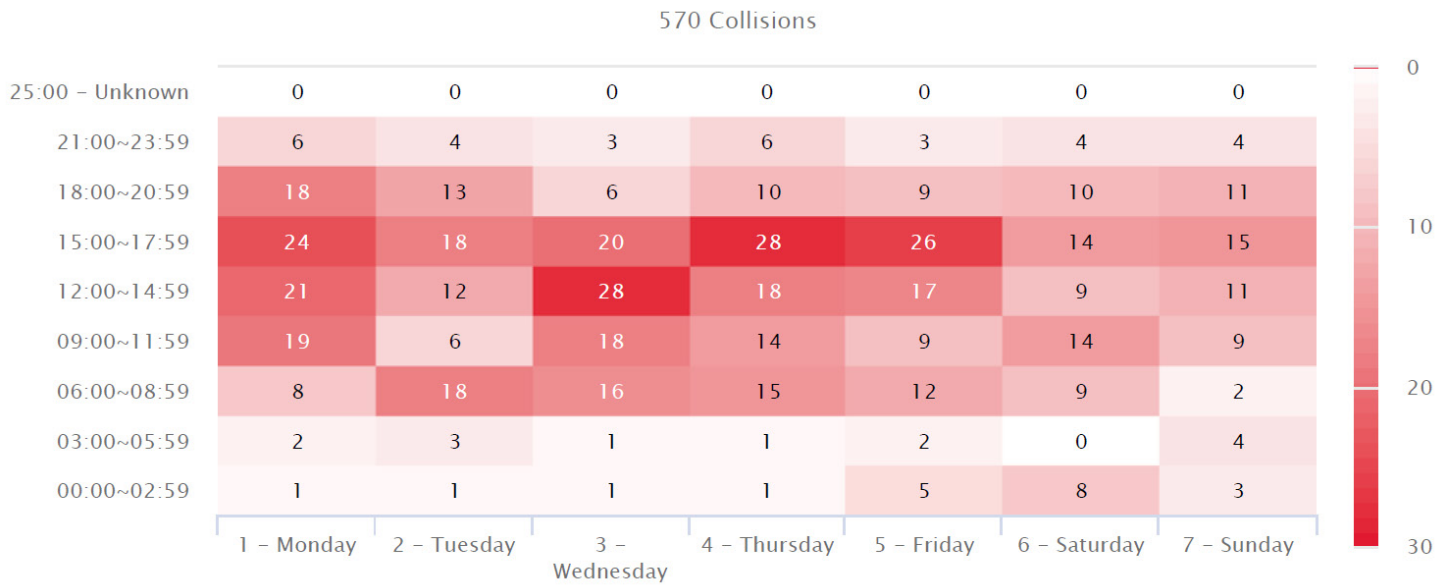
Of the 564 collisions, approximately 46 percent occurred within the study area, as shown by *Table 10*.

Table 8: Collisions in San Marino (2006-2016)

Year	Total	Collisions by Mode								
		Motor Vehicle			Bicycle			Pedestrian		
		Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury
2006	53	49	-	-	3	-	-	1	-	-
2007	36	27	-	-	8	-	-	1	-	1
2008	56	44	-	-	11	-	-	1	-	-
2009	51	38	-	1	10	-	1	3	-	1
2010	54	40	-	-	10	-	1	4	-	-
2011	49	33	-	1	13	-	2	3	-	-
2012	49	38	-	-	10	-	1	1	-	-
2013	59	48	-	2	10	-	1	1	-	1
2014	32	28	-	1	3	-	-	1	-	-
2015	65	50	-	4	11	-	1	4	-	1
2016	60	49	-	2	6	-	1	5	-	1
Total	564	444	0	11	95	0	8	25	0	5
Percent by Mode		79%			17%			4%		

Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

Table 9: Number of Collisions Per Day of Week Per Time (2006-2016)

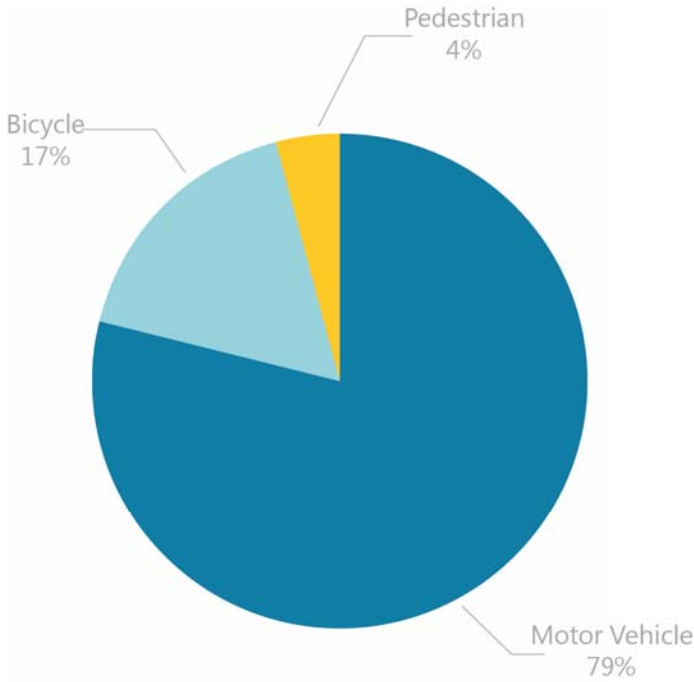


Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

Table 9 provides a breakdown of when collisions occurred in San Marino from 2006-2016. Based on the collision data, collisions occurred most frequently during the following time periods:

- Wednesday, 12:00-14:59 (28 collisions)
- Thursday, 15:00-17:59 (28 collisions)
- Friday, 15:00-17:59 (26 collisions)
- Monday, 15:00-17:59 (24 collisions)
- Monday, 12:00-14:59 (21 collisions)

Figure 7 - Collisions in San Marino by Mode (2006-2016)



Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

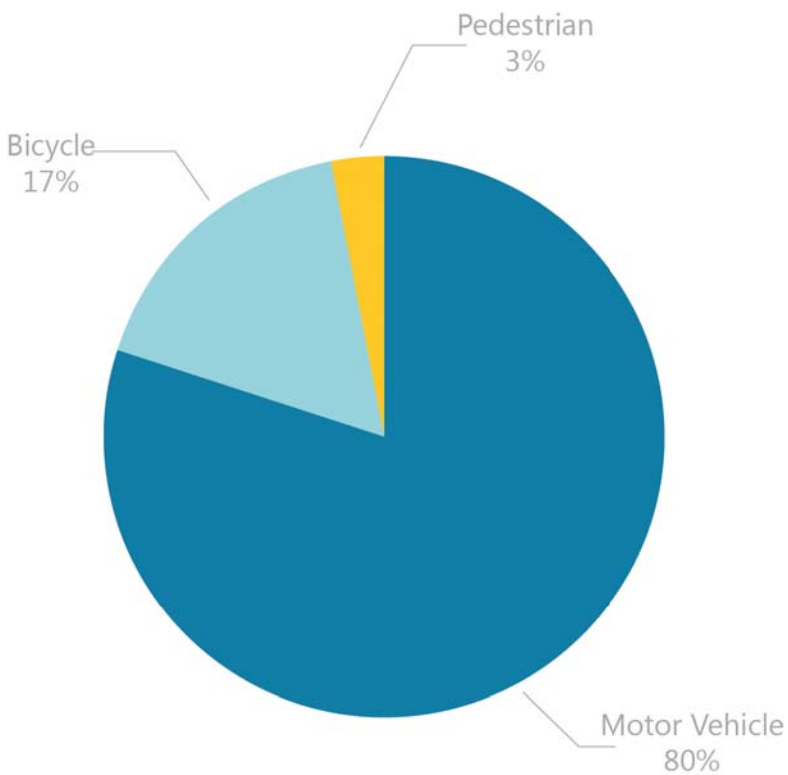
Table 10: Collisions on Huntington Drive within San Marino City Limits (2006-2016)

Year	Total	Collisions by Mode								
		Motor Vehicle			Bicycle			Pedestrian		
		Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury
2006	26	24	-	-	1	-	-	1	-	-
2007	15	11	-	-	4	-	-	0	-	-
2008	36	28	-	-	7	-	-	1	-	-
2009	25	18	-	-	6	-	1	1	-	-
2010	26	19	-	-	6	-	1	1	-	-
2011	24	20	-	1	4	-	1	0	-	-
2012	23	19	-	-	4	-	-	0	-	-
2013	22	18	-	2	4	-	1	0	-	-
2014	12	10	-	-	1	-	-	1	-	-
2015	28	23	-	1	4	-	-	1	-	-
2016	22	17	-	1	3	-	1	2	-	1
Total	259	207	0	5	44	0	5	8	0	1
Percent by Mode		80%			17%			3%		

Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

As *Table 10* shows, there were 259 collisions within the Huntington Drive corridor, within San Marino city limits, and of those, 80 percent were motor vehicle-related, 17 percent were bicycle-related, and three percent were pedestrian-related. Compared to overall city numbers, there was a slightly higher share of motor vehicle-related collisions on Huntington Drive than citywide. Furthermore, whereas the peak crash year for citywide collisions was in 2015, on Huntington Drive, the peak collision year was 2008, with 2015 having the second most total collisions over that time period. *Figure 8* below shows the breakdown of collisions by travel mode.

Figure 8 - Collisions on Huntington Drive by Mode (2006-2016)



Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

However, the Huntington Drive corridor is not entirely within the City of San Marino; on the western end, part of the corridor falls within the City of South Pasadena and the City of Alhambra and on the eastern end, it falls under unincorporated East Pasadena and East San Gabriel. In order to capture all of the collisions within the study area, which encompasses all four jurisdictions, crash data was combined, as shown in *Table 11*.

Outside of San Marino city limits, there were 56 total collisions on Huntington Drive over the last 11 years of available data. The additional collisions do not change the

crash trends along the study area, as 2008 remains the year with the highest number of collisions, while the share of motor vehicle-related collisions only goes up slightly to 81 percent.

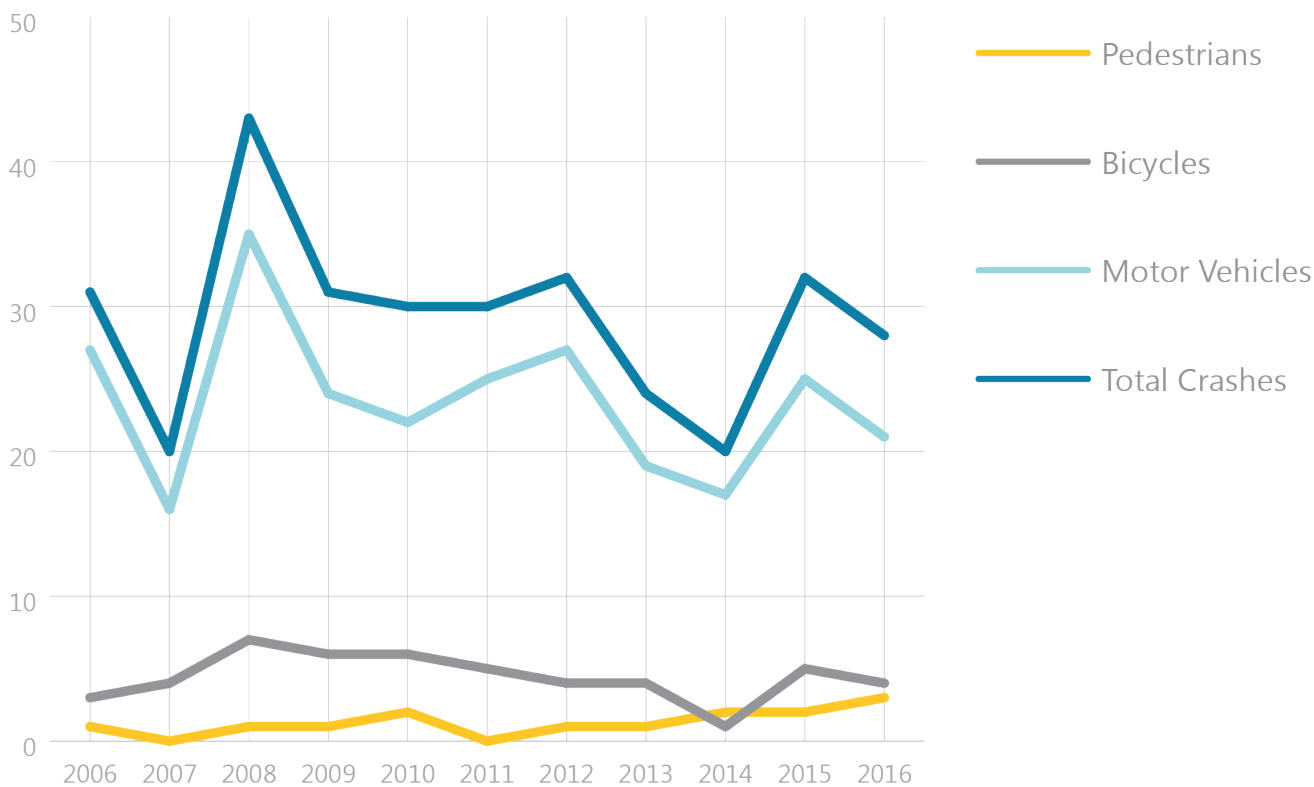
Figure 9 on the next page visually shows the trends in collisions over the last 11 years along the Huntington Drive corridor. As the graph shows, the total number of collisions along the corridor is typically about 30 per year, with a low of 20 in 2007 and 2014 and a high of 43 in 2008.

Table 11: Collisions on Huntington Drive (2006-2016)

Year	Total	Collisions by Mode								
		Motor Vehicle			Bicycle			Pedestrian		
		Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury	Collisions	Fatal	Severe Injury
2006	31	27	-	1	3	-	-	1	-	-
2007	20	16	-	-	4	-	-	0	-	1
2008	43	35	-	-	7	-	-	1	-	-
2009	31	24	-	1	6	-	1	1	-	1
2010	30	22	-	-	6	-	1	2	-	-
2011	30	25	-	1	5	-	2	0	-	-
2012	32	27	-	1	4	-	1	1	-	-
2013	24	19	-	2	4	-	1	1	-	1
2014	20	17	-	1	1	-	-	2	-	1
2015	32	25	-	4	5	-	1	2	-	1
2016	28	21		2	4		1	3		1
Total	321	258	-	13	49	-	8	14	-	6
Percent by Mode		80%			15%			4%		

Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

Figure 9 - Collision Trends on Huntington Drive by Mode (2006-2016)



Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

The bicycle collisions follow the similar trend as the motor vehicle-related collisions with a peak in collisions in 2008, a drop in 2014 and increasing again in 2015. The pedestrian-related collisions have stayed at the same level over the last 11 years. *Figure 10* shows the motor vehicle-related crash locations along the Huntington Drive corridor. *Figure 11* shows the bicycle-related crash locations. *Figure 12* shows the pedestrian-related crash locations and *Figure 13* shows crash locations for all modes between 2006 and 2015.

As the figures show, the locations with the highest collision density are:

1. Atlantic Boulevard – Garfield Avenue / Huntington Drive
2. Granada Avenue – Oak Knoll Avenue / Huntington Drive
3. San Gabriel Boulevard / Huntington Drive
4. San Marino Avenue / Huntington Drive
5. Virginia Road / Huntington Drive

The bicycle-related collisions map (*Figure 11*) shows a high number of collisions at the eastern end of the city occurring near San Marino High School and San Gabriel Boulevard.

As *Table 12* illustrates, the top factors leading to collisions were:

1. Unsafe Speeds, responsible for 26 percent of collisions
2. Violation of Traffic Signals and Signs, responsible for 15 percent of collisions
3. Improper Turning, responsible for 13 percent of collisions
4. Violation of Auto Right-of-Way, responsible for 12 percent of collisions
5. Unidentified (Not Stated/Other/Unknown), responsible for 11 percent of collisions

As *Figure 14* shows, speed-related collisions occurred all along the corridor for the 11-year period.



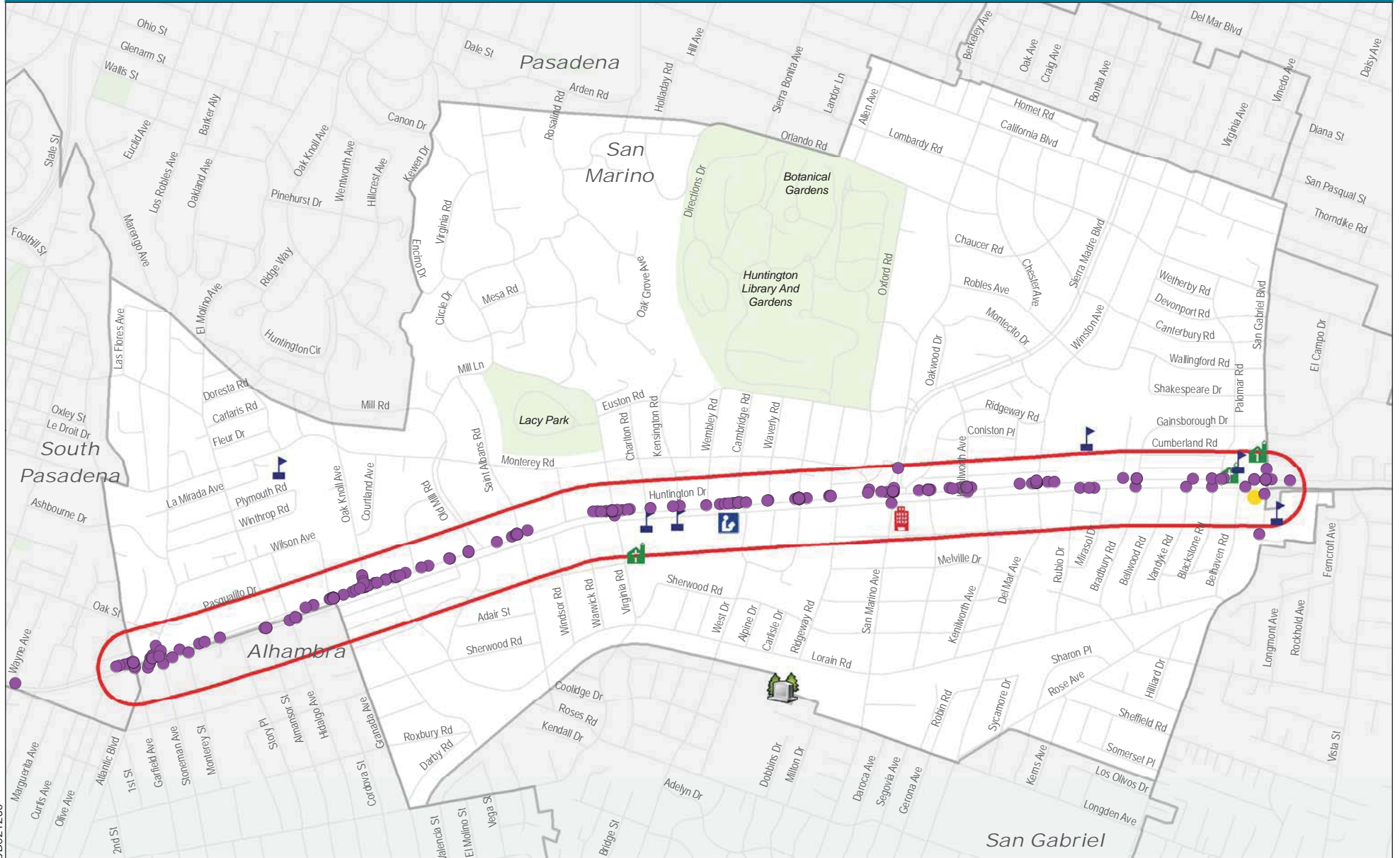
Child bicyclist leaving from Valentine Elementary School

Table 12: Primary Collision Factor for Collisions on Huntington Drive - All Jurisdictions (2006-2015)

Year	Total	Primary Collision Factors (PCF)														
		Unsafe Speed	Violation of Traffic Signals and Signs	Improper Turning	Violation of Auto ROW	Unidentified (Not Stated/ Other/ Unknown)	Unsafe Starting or Backing	Wrong Side of the Road	DUI/ BUI	Ped. Violation	Following too Closely	Unsafe Lane Change	Violation of Ped. ROW	Improper Passing	Improper Driving	Brakes
2006	31	7	-	5	3	0	1	2	3	6	1	1	1	1	-	-
2007	20	2	7	3	2	2	4	-	-	-	-	-	-	-	-	-
2008	43	12	6	3	6	5	2	2	4	-	1	1	1	-	-	-
2009	31	7	4	7	1	5	2	1	-	-	-	1	1	1	1	-
2010	30	9	5	5	3	3	1	2	-	-	1	1	-	-	-	-
2011	30	10	2	4	3	3	2	2	-	1	2	1	-	-	-	-
2012	32	10	6	2	3	5	1	2	1	-	-	-	1	1	-	-
2013	24	4	3	3	5	5	-	1	-	1	1	-	-	-	-	1
2014	20	3	6	5	2	2	-	-	1	-	-	-	1	-	-	-
2015	32	11	2	2	5	5	2	-	1	-	1	2	1	-	-	-
2016	28	9	6	2	4	1	-	1	1	1	1	-	1	-	1	-
Total	321	84	47	41	37	36	15	13	11	9	8	7	7	3	2	1
Percent by PCF		26%	15%	13%	12%	11%	5%	4%	3%	3%	2%	2%	2%	1%	1%	0.3%

Source: Statewide Integrated Traffic Records System (SWITRS) 2006-2016

Figure 10 Car-Related Collision Locations on Huntington Drive (2006-2016)



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- Study Area
- Cemetery
- Library
- Car Collision
- Churches
- Post Office
- City Hall
- School



Figure 12 Pedestrian-Related Collision Locations on Huntington Drive (2006-2016)

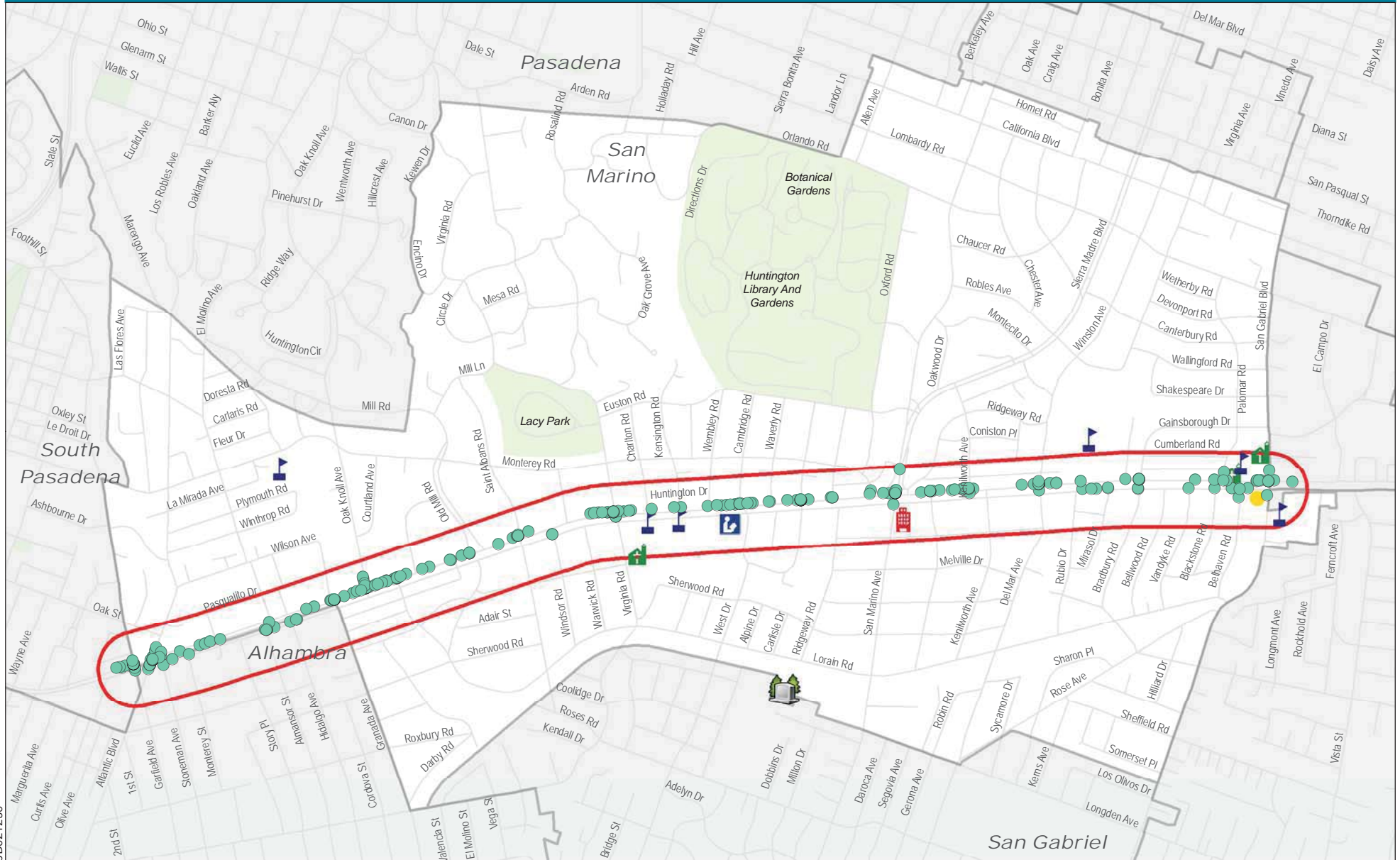


JB521235

- Study Area
- Cemetery
- Library
- Pedestrian Collision
- Churches
- Post Office
- City Hall
- School



Figure 13 Total Collisions Locations on Huntington Drive (2006-2016)

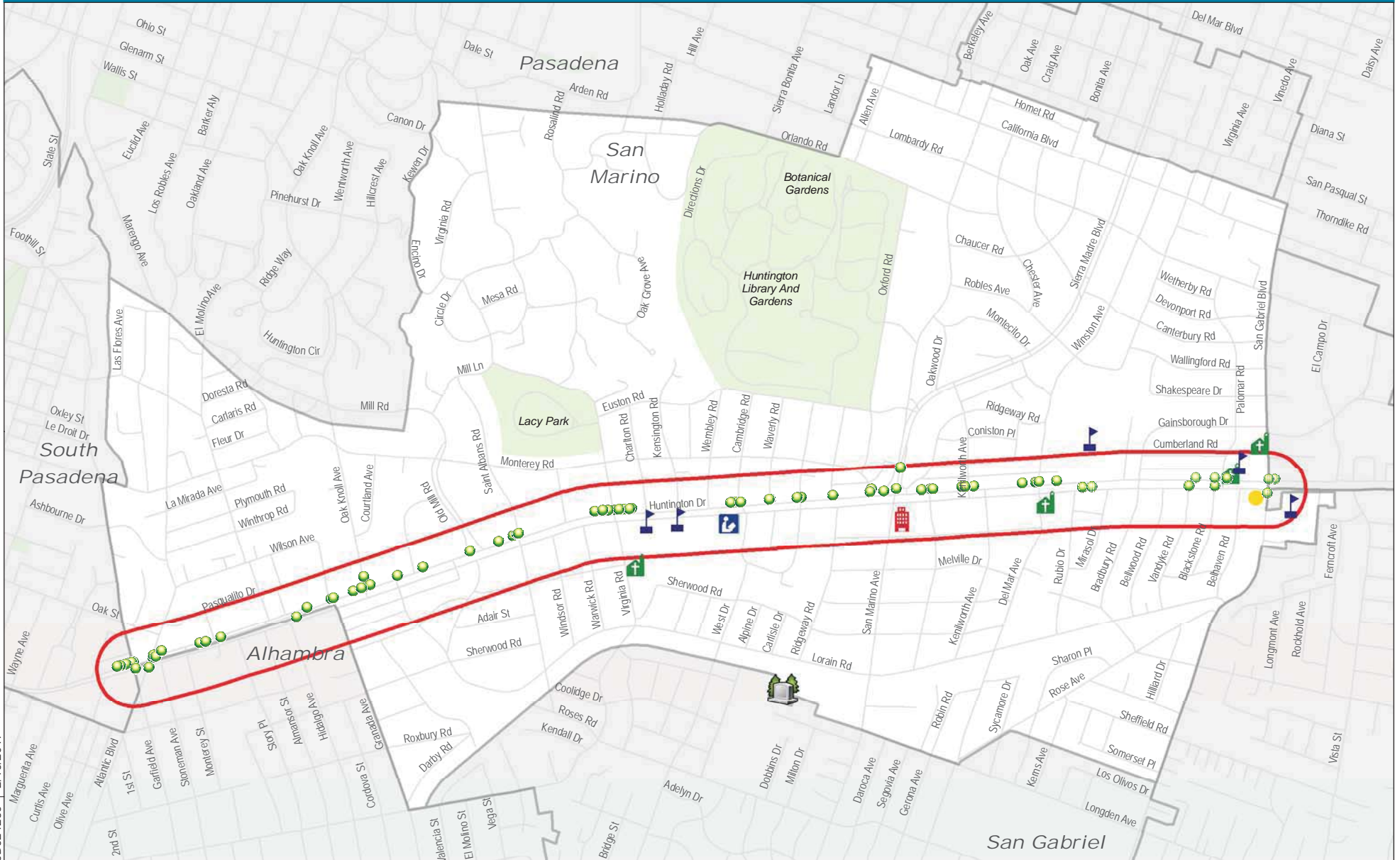


JB521235

- Study Area
- Cemetery
- Library
- Collision (Bike, Pedestrian, or Car)
- Churches
- Post Office
- City Hall
- School



Figure 14: Unsafe Speeding Locations On Huntington Drive



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- Study Area
- Unsafe Speeding Collision (75)
- Cemetery
- Churches
- City Hall
- Library
- Post Office
- School

0 500 1,000 Feet

PARKING FACILITIES AND CONDITIONS

Parking along Huntington Drive is generally allowed without restrictions in non-commercial areas. Parking in these areas is parallel to the street so that parked cars, when present, would be providing a barrier between people walking on sidewalks and the roadway. However, on-street parking rarely occurs on the residential segments of Huntington Drive except in the vicinity of Valentine Elementary School on school days. In commercial areas, parking limits are set at two hours between 9:00am and 5:00pm during weekdays only. There are currently no parking meters or paid parking lots along Huntington Drive. On-street parking in commercial areas is typically in angle parking stalls. Although no formal counts have been taken of parking along the corridor, parking occupancy is generally low during the evenings and weekends.

Some businesses in the corridor's commercial areas provide parking on the rear side of their buildings. These are usually reserved for business owners and employees, but can also be used by patrons, where available. There are no major public parking structures or lots within the study area; no parking management district has been organized.

PEDESTRIAN CIRCULATION

Most of the segments along the corridor have sidewalks. The only segment without sidewalks is on the north side (westbound) of Huntington Drive, between Granada Avenue and Atlantic Boulevard / Los Robles Avenue. In this segment, a narrow one-way residential frontage road provides access to homes. The frontage road is separated from the main Huntington Drive roadway by a raised island with vegetation.

All of the intersections provide pedestrian curb ramps. Mid-block crosswalks usually provide appropriate striping and signage. Sidewalk facilities are generally in good condition, providing pedestrians with adequate access to commercial and residential areas along the corridor. A few segments, however, have narrow and steep pedestrian access routes, most notably the north sidewalk between Cambridge Road and Virginia Road.

Within the study area, 15 intersections have marked crosswalks. Of these, 4 are unsignalized intersections, as summarized in *Table 13*.

Pedestrian-timing varies by intersection, which typically allows enough time for pedestrians to cross the roadway, or reach the center median. All signalized crosswalks are controlled by pedestrian signals actuated by standard pedestrian push buttons.



On-street parking on Huntington Drive



Missing sidewalk at Huntington Drive frontage road



Kenilworth Avenue Crosswalk

Table 13: Marked Crosswalks on Huntington Drive

No.	Intersecting Street	Intersection Type	Pedestrian Countdown	Flashing Lights	Crosswalk Features	Ramp Features	Jurisdiction
1	Garfield Avenue	Signalized	Yes	N/A	Standard (White)	N/A	South Pasadena / Alhambra / San Marino
2	Atlantic Boulevard / Los Robles Avenue	Signalized	Yes	N/A	Standard (White)	N/A	San Marino / Alhambra
3	Granada Avenue	Signalized	Yes	N/A	Standard (Yellow)	Truncated Domes (South Side)	San Marino / Alhambra
4	Oak Knoll Avenue	Signalized	Yes	N/A	Standard (White)	N/A	San Marino
5	Chelsea Road	Unsignalized	N/A	Yes	Ornamental Brick	Truncated Domes / Curb Extension (South Side)	San Marino
6	Saint Albans Road	Signalized	Yes	N/A	Ladder (Yellow)	Truncated Domes	San Marino
7	Virginia Road	Signalized	Yes	N/A	Ladder (Yellow)	Truncated Domes (South Side)	San Marino
8	Cambridge Road	Signalized	Yes	N/A	Ladder (Yellow)	Truncated Domes	San Marino
9	San Marino Avenue	Signalized	Yes	N/A	Standard (White)	Truncated Domes	San Marino
10	Ridgeway Road	Unsignalized	N/A	Yes	Ornamental Brick	Truncated Domes / Curb Extensions	San Marino
11	Kenilworth Avenue	Unsignalized	N/A	Yes	Ornamental Brick	Truncated Domes / Curb Extensions	San Marino
12	Del Mar Avenue / Winston Avenue	Signalized	Yes	N/A	Standard (Yellow)	Truncated Domes	San Marino
13	Bradbury Road / Gainsborough Drive	Signalized	Yes	N/A	Standard (Yellow)	Truncated Domes	San Marino
14	Palomar Road	Unsignalized	N/A	Yes	Ladder (Yellow)	Truncated Domes	San Marino
15	San Gabriel Boulevard	Signalized	Yes	N/A	Ladder (Yellow) / Standard (Yellow)	Truncated Domes	County of Los Angeles / San Marino

Note: All crosswalks provide a pedestrian refuge and signal activation on the median.

BICYCLE CIRCULATION

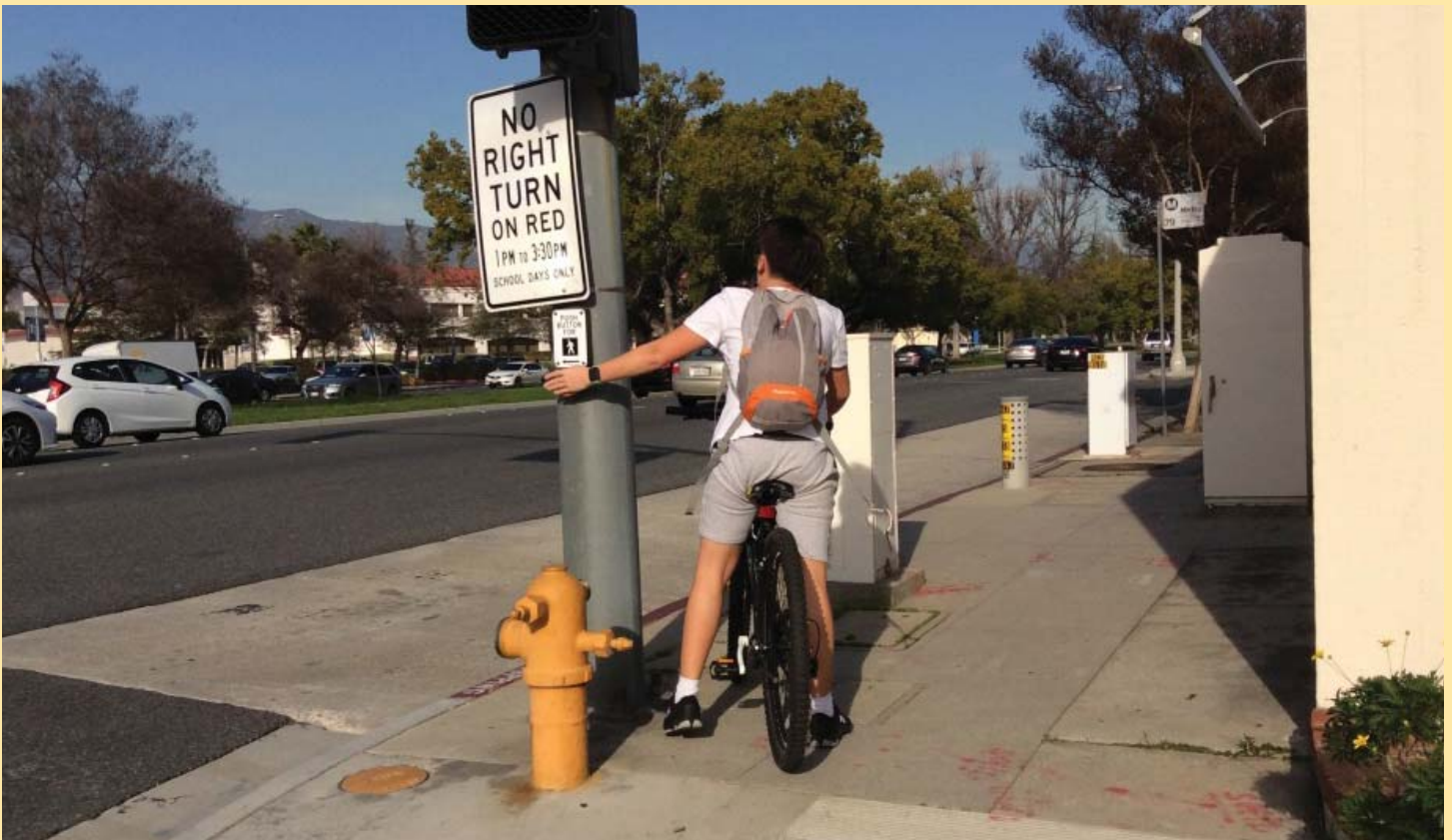
Currently, there are no bikeways along Huntington Drive. The only bicycle facilities provided on the corridor are short-term bicycle racks at various locations. The City currently does not have any bicycle-related counts for Huntington Drive.

For bicyclists comfortable with navigating alongside high speed traffic, Huntington Drive is the primary east-west route through the city. Recreational riders are a common sight on weekends. For bicyclists intimidated by the traffic on Huntington Drive, Monterey Road is a popular alternative bicycle route on the western half of San Marino. Similarly, Lorain Road is popular on the eastern half of the city.

School-age riders often use sidewalks, and are more likely to use the southern sidewalks of Huntington Drive than the more narrow northern sidewalks.

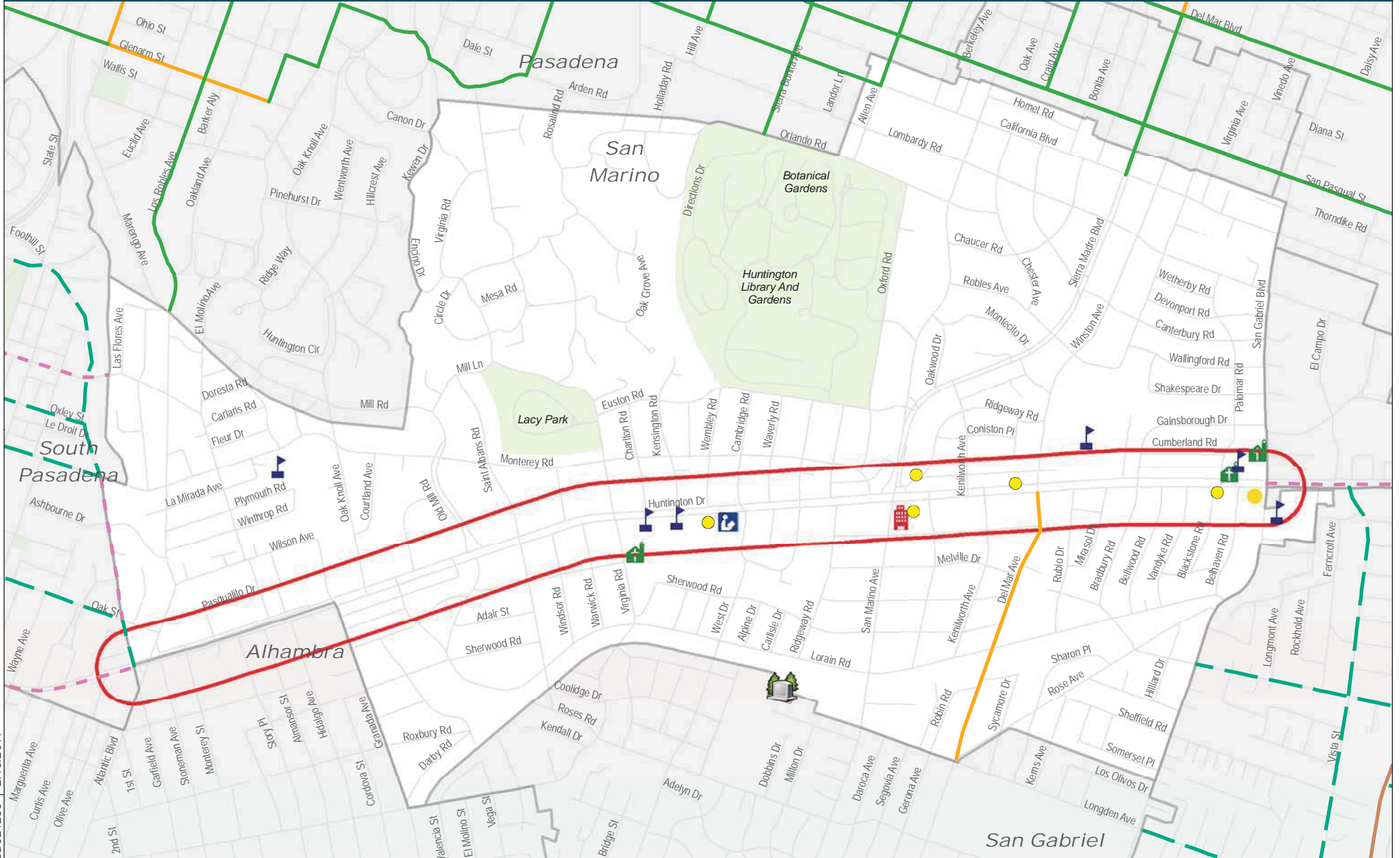
The 2014 Draft San Marino Bicycle and Pedestrian Plan proposed protected bicycle lanes along Huntington Drive. These bicycle facilities are usually physically separated from vehicle traffic by a raised median, parking, or another type of physical separation. The Los Angeles County Bicycle Master Plan proposes Class II bicycle lanes (striped bicycle lanes) on Huntington Drive in unincorporated East San Gabriel –to the east of the study corridor. The 2011 South Pasadena Bicycle Master Plan also proposes Class II bike lanes to the west of the study corridor. However, no bicycle lanes or designated bicycle routes currently exist on Huntington Drive in any adjacent jurisdiction, so the San Marino portion does not currently represent a gap in the regional bikeway network.

Figure 15 shows the existing and proposed bicycle facilities along the study area and in surrounding jurisdictions.



Student bicyclist at Del Mar Avenue and Huntington Drive

Figure 15: Existing and Proposed Bicycle Facilities



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Study Area	Cemetery	Library	Existing Bikeways	Bicycle Master Plan in Other Jurisdictions
Churches	Post Office	School	Bike Lane	Planned Bike Path
City Hall	Short-Term Bicycle Parking		Bike Route	Planned Bike Lane
			Short-Term Bicycle Parking	Planned Bike Route

0 500 1,000 Feet

TRANSIT SERVICE

The corridor is served by the Metro Local 79 bus line that is operated by the Los Angeles County Metropolitan Transportation Authority (Metro). Five other Metro-operated bus lines and one Montebello Bus Lines bus connect to Huntington Drive. *Table 14* provides a list of the bus lines that traverse Huntington Drive or provide access to the corridor.

There are ten bus stops in each direction within the study corridor. *Table 15* provides a summary of the various amenities at the bus stops along Huntington Drive.



Table 14: Transit Service on Huntington Drive

Agency	Line	From	To	Via (within Study Area)	Peak Weekday Headway (min) ¹	Off-Peak Weekday Frequency (min)
Metro	79	Downtown LA	Arcadia	Huntington Drive	15 - 30	30 - 60
Metro	176	Highland Park	Montebello	Garfield Avenue	45	45
Metro	258	Paramount	Altadena	Fremont Avenue / Huntington Drive / Oak Knoll Circle	35 - 40	40 - 60
Metro	260	Altadena	Artesia Blue Line Station	Atlantic Boulevard	10 - 20	20 - 60
Metro	487	Westlake	El Monte Station	San Gabriel Boulevard	20 - 30	45 - 60
Metro	762	Pasadena	Artesia Blue Line Station	Atlantic Boulevard	17 - 30	30
Montebello Bus Lines	30	San Marino	South Gate	Garfield Avenue	45 - 50	45 - 50

Source: Metro and City of Montebello

Note: Only Metro Local 79 bus travels along Huntington Drive through the entire study area. All other bus lines either intersect or provide service along a portion of Huntington Drive.

1. Represents the average time between bus arrivals (minutes) on weekdays from 7-9am

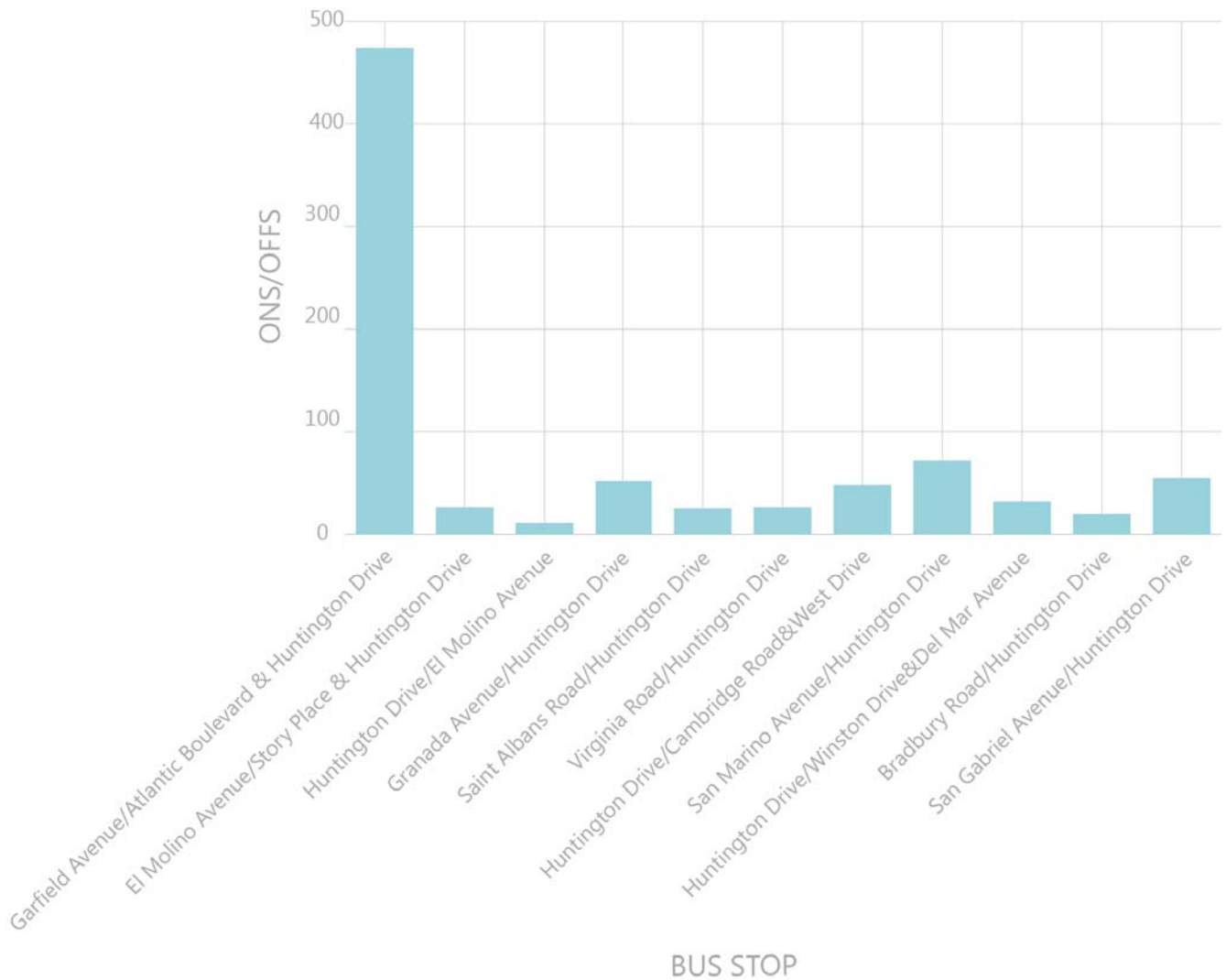
Table 15: Bus Stop Facilities on Huntington Drive

No.	Bus Stop Location	Direction	Features					Jurisdiction
			Bench	Shelter	Lighting	Trash Receptacle	Bicycle Racks	
1	Garfield Avenue/Atlantic Boulevard	Westbound	Yes	Yes	No	Yes	No	South Pasadena
		Eastbound	Yes	No	Yes	Yes	No	Alhambra
2	El Molino Avenue/Story Place	Westbound	Yes	No	Yes	Yes	No	San Marino
		Eastbound	Yes	No	Yes	Yes	No	Alhambra
3	Granada Avenue	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	Yes	No	No	Yes	No	San Marino
4	Saint Albans Road	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	Yes	No	No	Yes	No	San Marino
5	Virginia Road	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	Yes	No	No	Yes	No	San Marino
6	Cambridge Road/West Drive	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	No	No	No	Yes	No	San Marino
7	San Marino Avenue	Westbound	Yes	Yes	No	Yes	Yes	San Marino
		Eastbound	Yes	No	No	Yes	No	San Marino
8	Winston Avenue/Del Mar Avenue	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	No	No	No	No	No	San Marino
9	Gainsborough Drive/Bradbury Road	Westbound	No	Yes	No	No	No	San Marino
		Eastbound	Yes	No	No	Yes	No	San Marino
10	San Gabriel Boulevard	Westbound	Yes	No	No	Yes	No	San Marino
		Eastbound	Yes	Yes	No	Yes	No	San Gabriel

Based on the latest weekday monthly ridership data from Metro (October 2016), Huntington Drive has its highest bus boarding/alighting activity at the Huntington Drive / Garfield Avenue bus stop. *Figure 16* provides a ridership summary of all the bus stops along the corridor for October 2016, a typical month of bus usage.

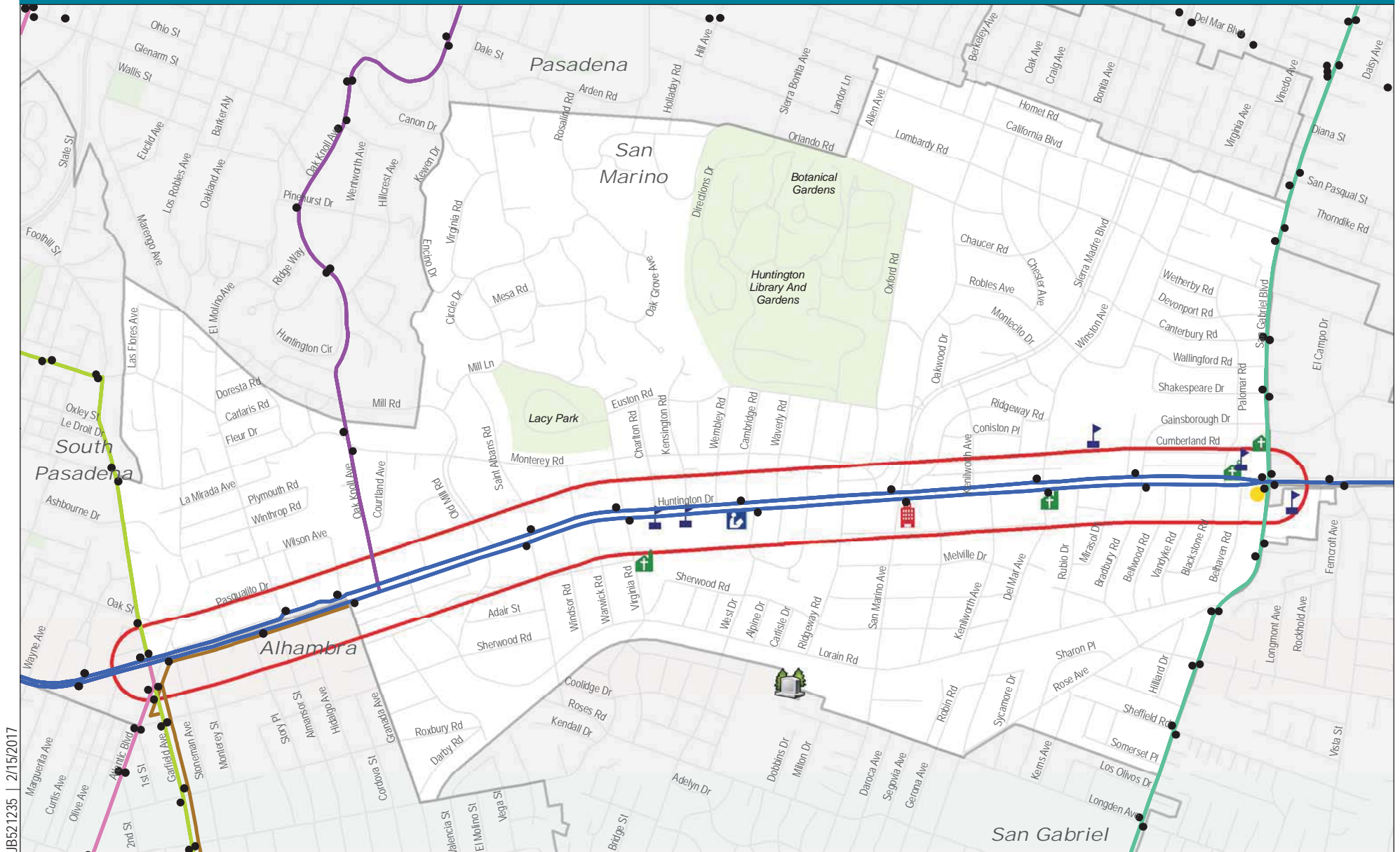
Figure 17 shows a map of the various transit lines and bus stop facilities serving the area.

Figure 16 - Metro Weekday Bus Ridership along Huntington Drive - October 2016



Source: Los Angeles County Transportation Authority (Metro) - 2016

Figure 17: Transit Service and Facilities



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- | | | | | |
|------------|-------------|---------|----------------|--------------------|
| Study Area | Cemetery | Library | Metro Bus Stop | Metro 258 |
| Churches | Post Office | School | Metro 79 | Metro Express 487 |
| City Hall | | | Metro 176 | Montebello Line 30 |
| | | | Metro 260/762 | |

0 500 1,000 Feet

3. PUBLIC PARTICIPATION AND STAKEHOLDER OUTREACH

STAKEHOLDER IDENTIFICATION
STAKEHOLDER ENGAGEMENT ACTIVITIES

3. PUBLIC PARTICIPATION AND STAKEHOLDER OUTREACH



Timeline of Stakeholder Engagement Activities performed

STAKEHOLDER IDENTIFICATION

This project aimed to involve community members from throughout the City of San Marino, including residents, business owners, school administrators, students, teachers, and other community members who were encouraged to attend and offer comments at the project’s stakeholder engagement activities. Community members seeking a more active role in the project had the opportunity to apply to the City to participate in the Ad Hoc Advisory Committee, a group of interested stakeholders that provided guidance and their input on the development of the Huntington Drive Safe Streets Corridor Plan. After careful review, the City Council approved the Ad Hoc Advisory Committee, which is made up of residents, business owners, neighborhood leaders, service organizations, youth, schools, the fire department, and the police department.

STAKEHOLDER ENGAGEMENT ACTIVITIES

The project team conducted Ad Hoc Advisory Committee meetings, a community meeting, community tours, and surveys to gather community input relevant to safety issues and concerns on the Huntington Drive corridor.

AD HOC ADVISORY COMMITTEE MEETINGS

The City of San Marino hosted two Ad Hoc Advisory Committee meetings on August 3, 2016 and February 9, 2017. All comments from both Ad Hoc Advisory Committee meetings are located in the Appendices.

Ad Hoc Advisory Committee Meeting #1 August 3, 2016

At the first meeting, the project team introduced committee members to the project, existing corridor conditions and challenges, community outreach strategy, and project schedule. The project team then facilitated a group discussion focused on corridor safety with the assistance of printed aerial maps to identify potential sites for additional street infrastructure and general safety issues relevant to the study corridor. Participants found the following intersections along Huntington Drive to have the most safety issues: Los Robles, El Molino Avenue, Granada Avenue, Virginia Road, Westhaven Road-Cambridge Road, Monterey Road-San Marino Avenue, Kenilworth Avenue, Del Mar Avenue-Winston Avenue, Gainsborough Drive-Bradbury Road, Palomar Road, and San Gabriel Boulevard. Comments received included suggestions such as adding left turn opportunities, angled parking spaces, school crossing guards, and bike lanes at specific locations. Comments were also made regarding safe passageways for cyclists to community gathering spots such as Starbucks and San Marino High School.

Ad Hoc Advisory Committee Meeting #2
February 9, 2017

At the second meeting, the project team described the community tours that would take place from March to April 2017 and initial project recommendations for San Gabriel Boulevard, Winston Avenue/Del Mar Avenue, San Marino Avenue, Cambridge Road/West Drive, Virginia Road, and Granada Avenue/Oak Knoll Avenue on Huntington Drive based on feedback from the first Ad Hoc Advisory Committee meeting. Committee members in response recommended including infrastructure that would make it safer for northbound vehicles to turn right at Virginia Road/Huntington Drive and to reduce the length of vehicle queues at San Gabriel Boulevard/Huntington Drive. The project team also collected input calling for more beautification elements, extended sidewalk/bulbouts, improvements that increase visibility at street crossings, and sidewalk pedestrian lighting.

The near-final plan recommendations will be presented at a joint meeting of the Ad Hoc Advisory Committee and the City’s Traffic Advisory Commission on February 12, 2018.

COMMUNITY MEETING

Following the first Ad Hoc Advisory Committee meeting, an overview of the project goals, strategy, and initial corridor project concepts were presented to the general public on September 12, 2016. The project team facilitated group discussion between 14 community members after reviewing potential infrastructure improvements on the corridor. The initial project concepts were met with different reactions. Some comments show a desire to include bike lanes, more left turns, and a solution to the lengthy car queues during school drop-off/pick-up times at the locations chosen based off Ad Hoc Advisory Committee input. The

subsequent discussion included general questions about traffic safety problems on Huntington Drive, the need for more crossing guards and pedestrian overpasses. Community members also expressed an interest in exploring lighting solutions to increase visibility and activity on the corridor. To motivate public participation, announcement flyers were posted on the City’s website, in the two local newspapers, and at businesses along the corridor. All community meeting comments are included in the Appendices.

CITY COUNCIL STUDY SESSION

On October 28, 2016, the project team presented a progress update to the San Marino City Council at its study session. The grant-funded project was described as aiming to achieve improved corridor mobility and safety. In response, the city council advised the project team to propose improvements designed to increase safety for all modes traveling through the corridor.

COMMUNITY TOURS

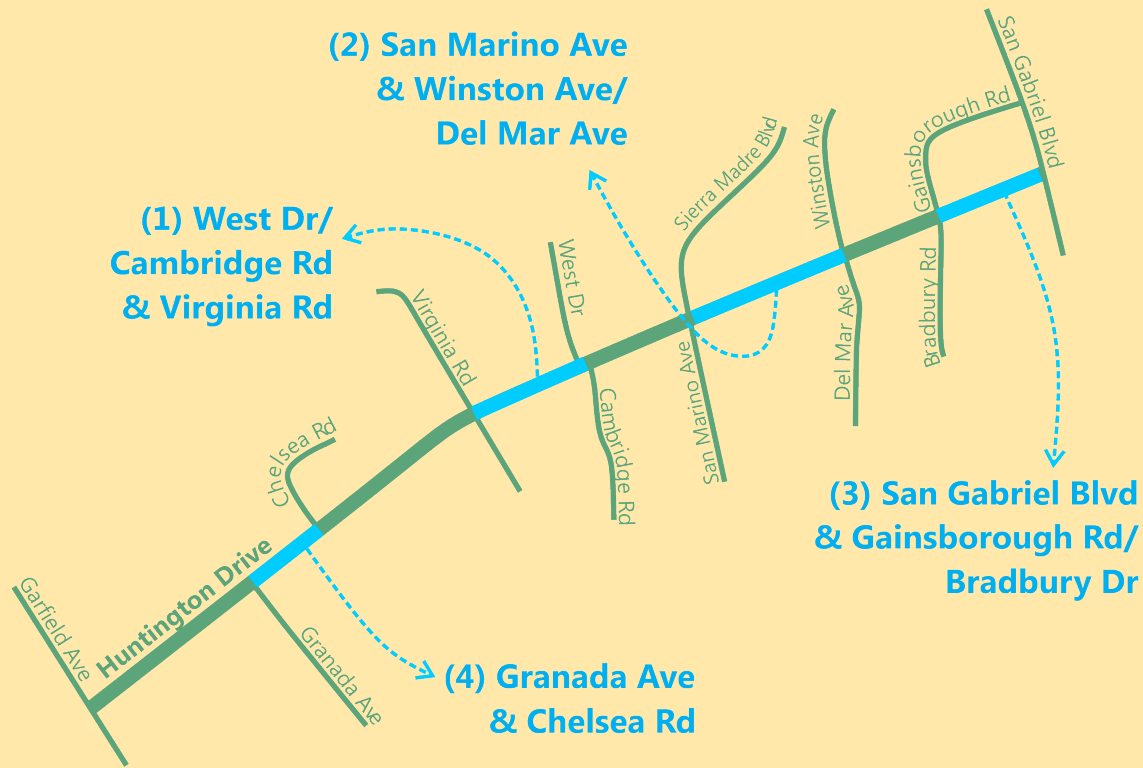
The project team conducted four community tours in March and April 2017. Feedback from the previous meetings determined the community tour locations listed in *Table 16*.

Table 16: Community Tours Conducted on Huntington Drive

Location	From	To	Date
Cromwell Library	West Drive/ Cambridge Road	Virginia Road	March 14, 2017
San Marino City Hall	San Marino Avenue	Del Mar Avenue/ Winston Avenue	March 25, 2017
Saints Felicitas Church	San Gabriel Boulevard	Bradbury Road/ Gainsborough Road	April 4, 2017
San Marino Parks and Recreation	Granada Avenue	Chelsea Road	April 12, 2017



Community tour on Huntington Drive between San Marino Avenue and Del Mar Avenue on March 25, 2017



Community Tour Locations on Huntington Drive

Community Tour #1: Crowell Library

Project staff walked with a group of 3 stakeholders along Huntington Drive between West Drive/Cambridge Road and Virginia Road and regrouped at Crowell Library to discuss observations made during the tour. Participants noted narrow sidewalks, overgrown hedges, and awkwardly placed lamp posts made it difficult for pedestrians to walk comfortably on the northern side of Huntington Drive.

Community Tour #2: San Marino City Hall

During the second community tour, staff led a group of 8 along Huntington Drive between San Marino Avenue and Del Mar Avenue. Community members spoke at great length how speeding cars, bicycle behavior on sidewalks, and a lack of sufficient crossings had a negative impact on the pedestrian experience on Huntington Drive. Furthermore, some participants opposed removing any trees on the corridor.

Community Tour #3: Saints Felicitas & Perpetua Church

The third tour was conducted on Huntington Drive between San Gabriel Boulevard and Bradbury Road with 5 city residents. The group suggested that the plan needed to include a bike lane in each direction between Bradbury Road and San Gabriel Boulevard for children biking to and from school as well as street infrastructure to control motorist behavior on the west leg of San Gabriel Boulevard/Huntington Drive.

Community Tour #4: San Marino Recreation Department

On the last tour, project staff accompanied a city resident along Huntington Drive between Granada Avenue and Chelsea Road. Project staff recorded how the pedestrian experience on the street was hindered by out-of-order pedestrian crossing equipment and waiting an excessive amount of time to cross Granada Avenue/Huntington Drive. The tour group also noted how vehicles interlocked at Granada Avenue as shown in Figure 22.

General Responses

The consultant team presented sidewalk widening and median reduction measures on Huntington Drive at every community tour and received positive feedback. The majority of community tour attendees responded favorably to how the measures would address pedestrian discomfort and traffic flow issues. In addition, attendees stated how this could help reduce conflict between different modes on Huntington Drive.

ONLINE SURVEY

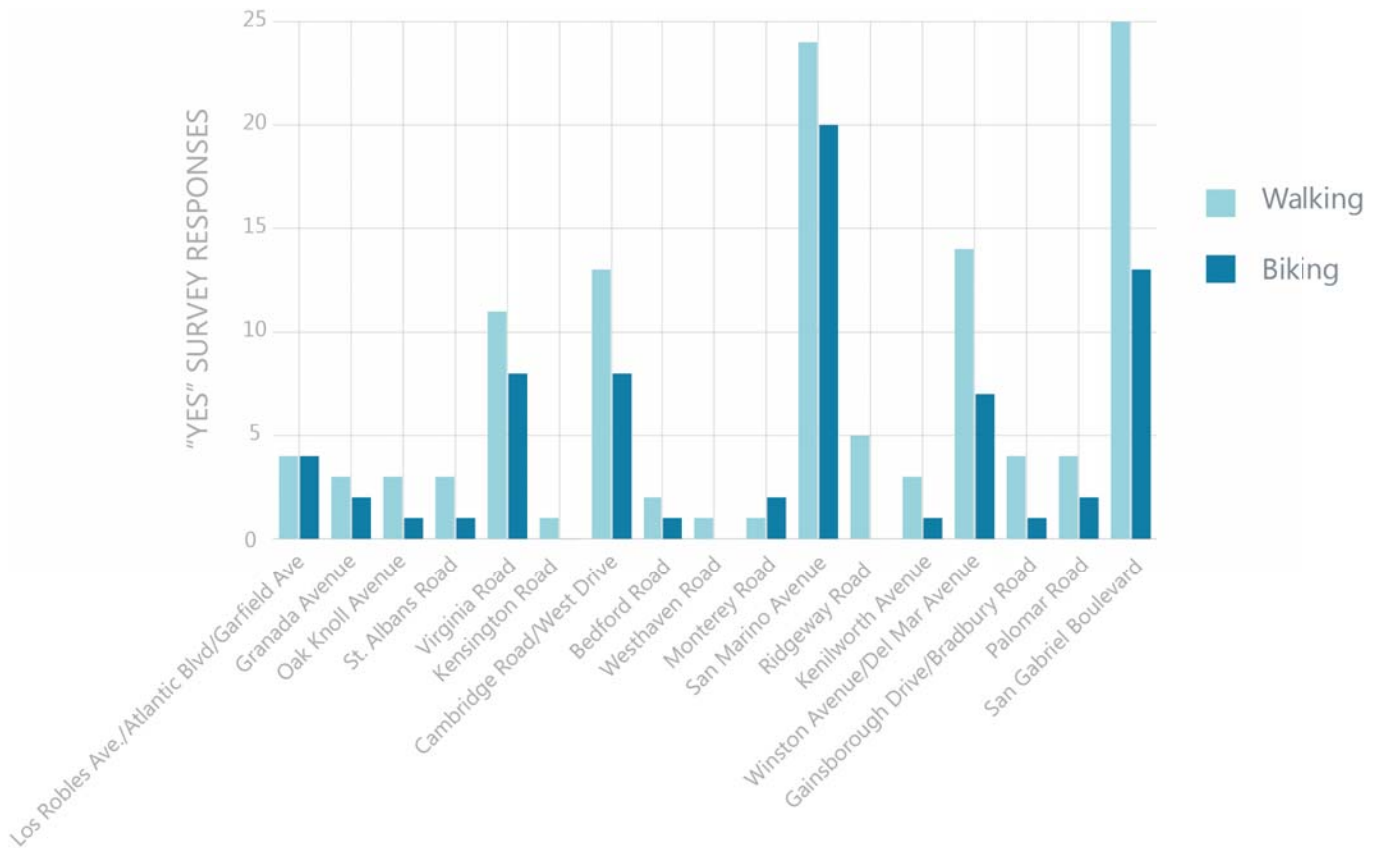
The project team developed and facilitated an online travel behavior survey for community members to complete in order to capture travel behavior patterns on the corridor. The online survey asked questions regarding frequency of walking and biking, perception of safety, and involvement in collisions on the corridor. The survey results can be found in the Appendices.

Figure 18 provides a summary of how 216 community members responded when asked “Are there intersections along Huntington Drive where you do not feel safe walking/biking across?” Based on the results, survey respondents felt the most uncomfortable walking and

biking across San Gabriel Boulevard and San Marino Avenue on Huntington Drive. These results may reflect the number of trip generators around each intersection. For instance, the City’s only post office, two schools, two churches, and a shopping plaza with a grocery store are located within close proximity of San Gabriel Boulevard/Huntington Drive whereas most other intersections on the corridor are surrounded mostly by single-family housing.

Chapter 6 describes at length how the existing infrastructure can be modified to reduce the discomfort and anxiety community members currently experience while crossing Huntington Drive within the City.

Figure 18 - Online Community Survey - Intersections Respondents “Felt Unsafe” Walking/Biking Across



COMMUNITY EVENT

On Saturday, March 5, 2017 the project team operated a booth during 626 Golden Streets, a 17-mile long street closure event that ran through several cities in the San Gabriel Valley. The booth was located on Huntington Drive at Granada Avenue. Project team members working in the booth promoted the project and collected 13 surveys on walking and biking behavior patterns along Huntington Drive from Golden Streets event participants. In addition, the booth conducted traffic safety educational activities for children.



Huntington Drive Safe Streets Corridor Plan booth at 626 Golden Streets event

4. SCHOOL WORKSHOPS AND TRAVEL PATTERNS

EDUCATION AND AWARENESS WORKSHOPS
EXISTING TRAVEL PATTERNS AROUND SCHOOLS

4. SCHOOL WORKSHOPS AND TRAVEL PATTERNS

EDUCATION AND AWARENESS WORKSHOPS

All four of the San Marino Unified School District campuses as well as the campus of Saints Felicitas and Perpetua School are immediately adjacent to Huntington Drive. Education and awareness workshops were conducted at these schools as well as other locations to teach school age children safe walking and biking behavior. Events included the following:

- Walking and bicycling safety booth at the 626 Golden Streets event on March 5, 2017
- Freewheelers Summer Bike Riding Camp Rodeo at Lacy Park on June 13, 2017
- San Marino High School Bike Rodeo during Art Works event, April 1, 2017
- Workshops or assemblies at Huntington Middle School, Valentine Elementary School, and Sts. Felicitas and Perpetua School, spring 2017
- Workshops and assemblies scheduled for the five schools on the corridor, February 2018.

EXISTING TRAVEL PATTERNS AROUND SCHOOLS

The travel patterns of students arriving and departing from these schools were observed before and after school on numerous occasions during the 2016-2017 school year and fall 2017. Consultant staff conducted their observations mostly by bicycle.

SCHOOL BELL SCHEDULES

Morning

San Marino High School 8:00am. Period 0 starts 7:00 am

Huntington Middle School 8:00am

Elementary schools 8:30am

Saints Felicitas and Perpetua 8:00am

Afternoon

San Marino High School 3:00pm

Huntington Middle School 2:50pm

Elementary Schools, Transitional Kindergarten to 3rd Grade 2:30pm, 4th and 5th Grade 2:50pm.

Saints Felicitas and Perpetua, 3:00pm



Huntington Drive Safe Streets Corridor Plan booth at 626 Golden Streets event

SCHOOL DROP-OFF AND PICK-UP PATTERNS

All five schools along the corridor provide off-street drop-off and pick-up zones within their respective campuses. In all cases, they are heavily used. However, many parents and caregivers prefer to perform drop-off and pick-up on the surrounding streets or in some cases, in private parking lots nearby. Reasons for doing so might include the lack of capacity of the loading route, the convenience of less congested waiting area outside of the on-campus loop, the need for the parent or caregiver to attend to business on campus, or in the case of elementary school pick-ups, the need to pick up one child who exits the school at 2:30pm and another to exit at 2:50pm. As a result, what might appear to be high walk-to-school activity on streets adjacent to the schools is actually created by drop-offs and pick-ups nearby. This is most apparent for the two public elementary schools, where parents park on nearby streets and walk with their children for drop-off and pick-up. At K. L. Carver Elementary School, the highest off-campus parking area is on San Gabriel Boulevard south of Huntington Drive and on Kinghurst Road. At W. L. Valentine Elementary School, Huntington Drive and Virginia Road are the preferred parking spots.

CROSSING GUARDS

On a typical school day, seven crossing guards work the crosswalks on Huntington Drive before and after school. Two are at San Gabriel Boulevard, one is at Palomar Road, two are at West Drive and Cambridge Road, and two are at Virginia Road. The crossing guard program is handled by the San Marino Police Department. The crossing guards are present during the peak school pedestrian hour that brackets the morning arrival and afternoon departure periods. The crossing guards assist children walking or bike-riding to and from school, but also parents who park nearby the school who escort their children to the campus, as well as community members who happen to be crossing at intersections immediately before and after school.

NON-AUTOMOTIVE STUDENT ARRIVAL AND DEPARTURE PATTERNS

Walking: Much of the walking activity observed around the schools is actually generated by informal drop-offs and pick-ups along nearby streets across the street from schools. Carver Elementary School conducts “walking school bus” operations on Friday mornings at 8:00 am, one that starts at the intersection of Sunnyslope Drive and Vista Street from the east and the other from Kenilworth Drive from the west. Volunteer parents lead students who assemble at the starting spots or join en route along the south side of Huntington Drive. Typically about 20 students are seen in the group. No equivalent operation is conducted in the afternoon.

Bicycling: Significant activity has been observed among older Valentine Elementary School students, and among middle school and high school students. Student bicyclists are far more likely to ride on sidewalks than adult bicyclists. One location where students have been seen riding on the Huntington Drive pavement in the wrong (eastbound) direction is on the north side of the corridor between Monterey Road and San Marino Avenue.

Bus: Transit usage is somewhat minimal. A few Huntington Middle School students regularly use the Metro 79 line from the far eastern end of the school district, using the bus stops at the Cambridge Road/West Drive intersection. Some San Marino High School students use the bus stop at the Winston Avenue/ Del Mar Avenue intersection.

Some private bus activity can be seen at Carver Elementary School to take children to an after school program, using San Gabriel Boulevard south of Huntington Drive as a loading zone.

5. SCHOOL-RELATED RECOMMENDATIONS

INFRASTRUCTURE RECOMMENDATIONS

NON-INFRASTRUCTURE RECOMMENDATIONS

5. SCHOOL-RELATED RECOMMENDATIONS

INFRASTRUCTURE RECOMMENDATIONS

This project concentrates on improvements along the Huntington Drive Corridor. Recommendations are for near-term only, meaning improvements that can be accommodated with signage, markings, signal modification, or changes in policy. Longer term improvements are included under Corridor Recommendations in the next chapter.

Infrastructure recommendations for the five schools are presented based on their location along the corridor from east to west. The school recommendations are illustrated in *Figures 19-21*.

K.L. CARVER ELEMENTARY SCHOOL

- Trim landscaping along east sidewalk of San Gabriel Boulevard between Huntington Drive and the school entrance and at the southwest corner of the Wells Fargo Bank building to avoid forcing pedestrians to walk single file, which is especially noticeable during Walk to School Fridays.
- Remove the regulatory signs posted on the median island east of the Huntington Drive and San Gabriel Boulevard intersection facing southbound pedestrians that reads "WAIT HERE FOR NEXT WALK; USE PUSH BUTTON". The traffic signal provides sufficient time for a pedestrian to cross both roadways of Huntington Drive without the need to pause on the median island. The posted sign is in regulatory colors, implying all pedestrians must stop on the median even though a pedestrian walking at the national suggested speed of 3.5 feet per second could reach the far side of the intersection.
- Arrange for occasional police or sheriff deputy presence to discourage the after-school pick-up queue of eastbound motorists from extending across the intersection of San Gabriel Boulevard and Huntington Drive.

SAINTS FELICITAS AND PERPETUA SCHOOL

- Install a "SCHOOL: SPEED LIMIT 25 WHEN CHILDREN ARE PRESENT" sign facing westbound Huntington Drive, upstream of San Gabriel Boulevard to supplement the existing sign currently downstream of the Huntington Drive/Palomar Road intersection.

SAN MARINO HIGH SCHOOL

- Add continental-style "ladder" markings to the existing yellow school crosswalks at the intersections of Huntington Drive with Gainsborough Drive / Bradbury Road and with Winston Avenue/ Del Mar Avenue. Continental-style crosswalk markings have higher visibility to motorists than the standard pair of parallel crosswalk lines.
- For lane separation markings where the fourth westbound lane of Huntington Drive becomes a right turn-only lane onto Winston Street, replace the ceramic raised pavement markers ("Botts dots") with retroreflective paint. Similarly, use retroreflective striping to replace the Botts dots that forms the edge line of westbound Huntington Drive between Winston Street and Ridgeway Road running behind the north side angle parking stalls. The raised pavement markers cannot be detected by newer model cars with lane departure warning, driver navigation, and potentially, self-driving features. Furthermore, raised pavement markers are a slippery obstruction for bicyclists.

HUNTINGTON INTERMEDIATE SCHOOL

- Install additional "SCHOOL: SPEED LIMIT 25 WHEN CHILDREN ARE PRESENT" signs facing westbound Huntington Drive at a location upstream (east) of the Huntington Drive/Cambridge Road intersection. Currently a sign is located downstream of the intersection, which means motorists would see the sign after passing the school crossing.
- Provide a bus bench for the Metro 79 line on the southeast corner of Huntington Drive and West Drive to serve students who ride the bus after school.

W.L. VALENTINE ELEMENTARY SCHOOL

- Remove the regulatory signs posted on Huntington Drive's east median island at Virginia Road that reads "WAIT HERE FOR NEXT WALK SIGNAL." The signs contradict the signal timing that provides sufficient time for a pedestrian to cross both roadways of Huntington Drive. A sign that implies pedestrians must wait an unnecessary extra minute-and-a-half to cross Huntington Drive is detrimental to encouraging more active transportation.

NON-INFRASTRUCTURE RECOMMENDATIONS

SAFE ROUTES EDUCATION AND ENCOURAGEMENT

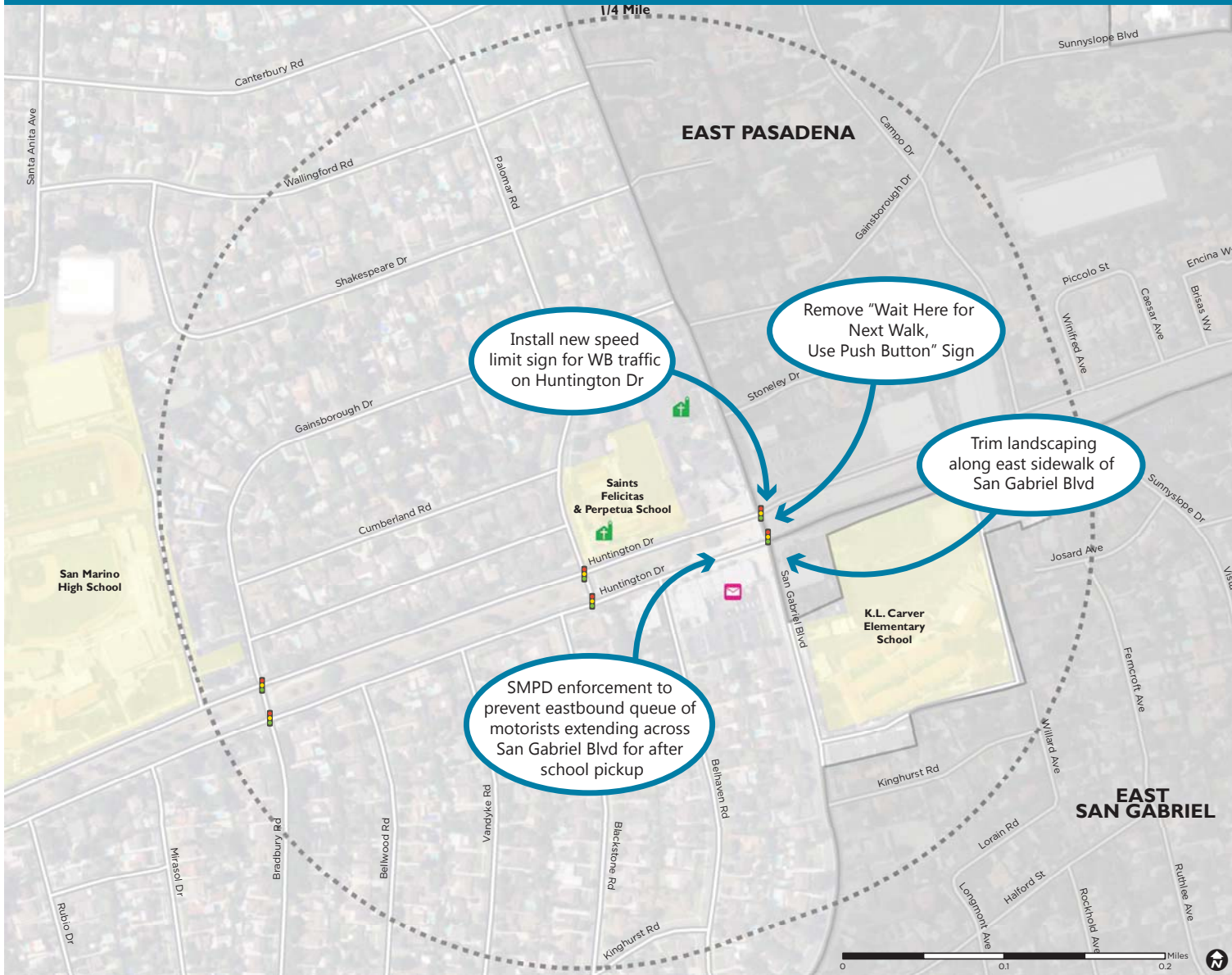
Students can be taught safe walking and biking at events such as school assemblies and bike rodeos. A regular program of these events offered annually or bi-annually at the schools is recommended.

School-run surveys of parents and students regarding mode of transportation to school can not only provide important data but also serve to encourage travel to school by means other than by riding in an automobile.





Walkability and bikeability audits not only provide an opportunity for parents to suggest improvements but serve to show that safe walking and biking habits are encouraged.

The Carver Elementary School's Friday morning walking school buses appear to be a successful way to encourage students to travel to school by foot. Getting students to walk to school at an early age means that they will be more likely to walk as they advance to middle school and high school. If a similar program were offered at Valentine Elementary School, the benefits could be even greater because that elementary school's campus is adjacent to the middle school. A walking habit developed at this campus could easily transfer to the next. A walking school bus program for Valentine Elementary School is recommended.

Figure 19: K.L. Carver Elementary School & Saints Felicitas & Perpetua School Recommendations



EXISTING

-  Church
-  Post Office
-  School
-  Traffic Light

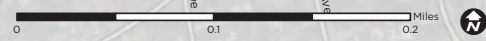
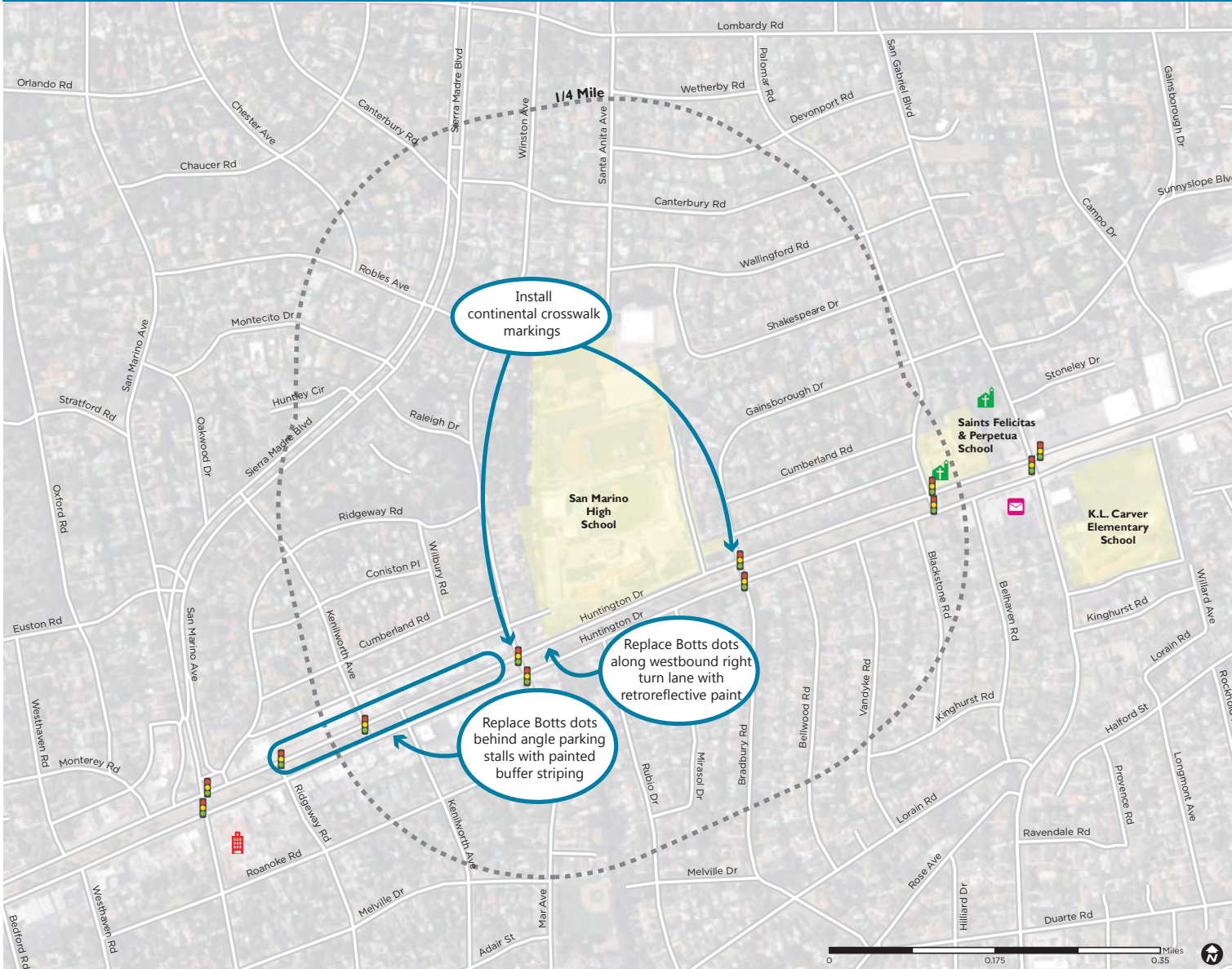


Figure 20: San Marino High School Recommendations



EXISTING







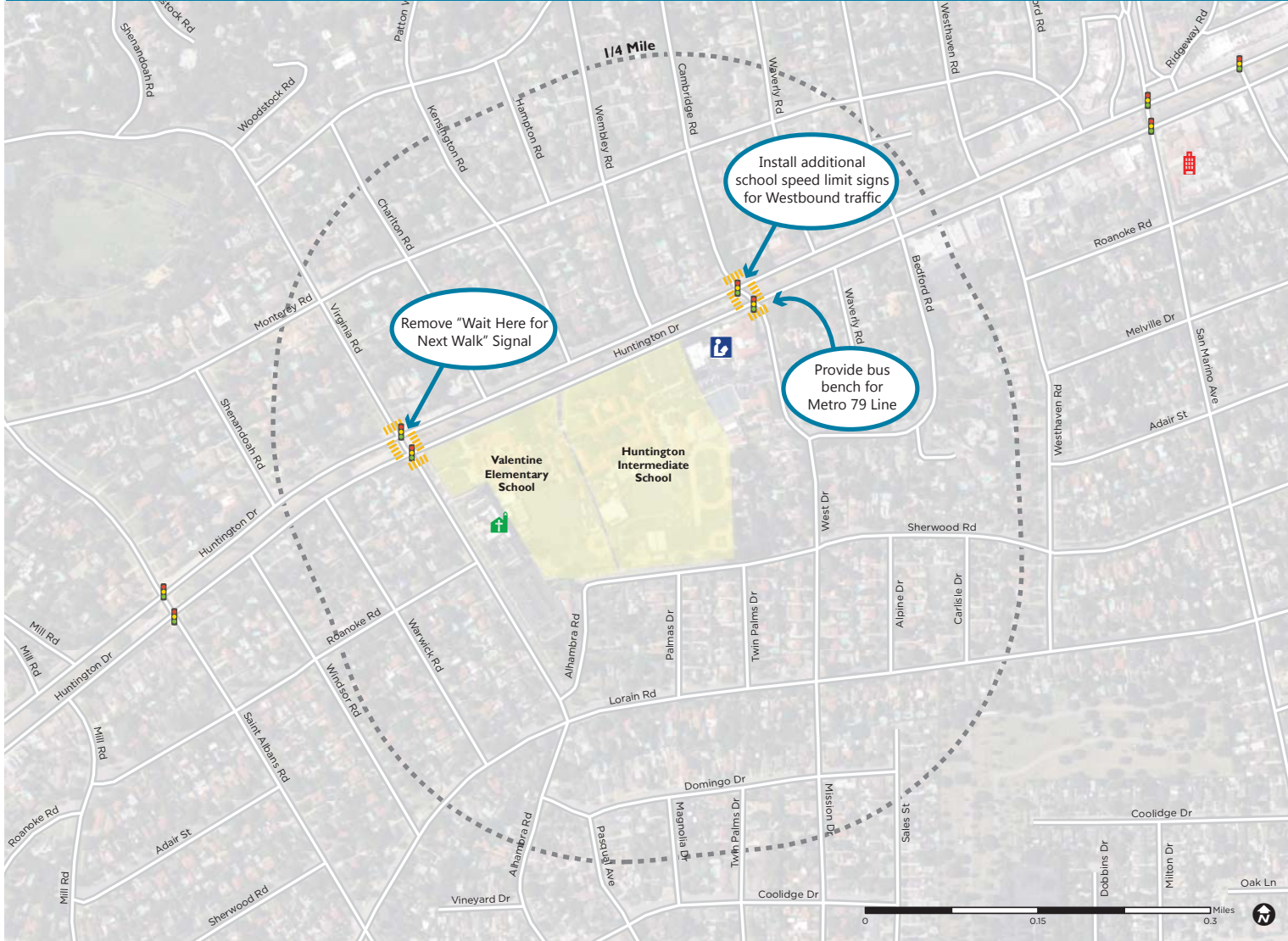






-  Church
-  City Hall
-  Library
-  Post Office
-  School
-  Traffic Light



Figure 21: Huntington Intermediate School & Valentine Elementary School



EXISTING

-  Church
-  City Hall
-  Library
-  Crosswalk
-  School
-  Traffic Light

6. CORRIDOR RECOMMENDATIONS

CORRIDOR-WIDE ISSUES
GENERAL RECOMMENDATIONS

6. CORRIDOR RECOMMENDATIONS

Huntington Drive's unusually wide public right-of-way provides adequate space for roadway, median, and sidewalk modifications. Furthermore, it allows for opportunities to improve the efficiency and safety of intersections for all users, facilitate pedestrian circulation, and provide aesthetic enhancements that reinforce community identity.

CORRIDOR-WIDE ISSUES

Huntington Drive has median islands that are typically 60 feet wide, which result in longer travel distances for motorists and pedestrians in the north-south directions because there are fewer opportunities to initiate turning movements.

NORTHBOUND AND SOUTHBOUND LEFT TURN INTERLOCK

One observed problem for motorists is the possibility of left turn interlocking, where a queue of cars wishing to make a northbound left turn would block the movement of car queues making a southbound left turn. In a typical intersection with a narrower median, northbound and southbound left turns maneuver in front of the opposing left turn movement, rather than behind the left turn queue, so that the interlocking problem cannot occur. This can be seen at the more conventional intersections in South Pasadena (*Figure 22*).

LENGTHY PEDESTRIAN CROSSINGS

Many of the north-south crosswalks on the corridor are extremely long, with the longest being the west crosswalk at San Gabriel Boulevard with a distance of 186 feet. To meet acceptable guidelines for adequate crossing time, the traffic signal needs to provide a pedestrian clearance time (the flashing red hand plus yellow and red clearance times) of over 50 seconds. Although pedestrians are allowed to pause on the median island if they cannot cross both roadways of Huntington Drive in time, common traffic signal timing practice discourages forcing pedestrians to pause on the median. To accommodate lengthy pedestrian crossing times, the traffic signal at a very wide intersection such as San Gabriel Boulevard must provide a lengthy 200-second cycle, which is the time for a signal to repeat its sequence. The result is that pedestrians might need to wait as long as 3 minutes and 20 seconds for a chance to cross Huntington Drive. The long crosswalks also increase the exposure of pedestrians to traffic, with more time spent walking in the crosswalk increasing the possibility of collisions with motor vehicles.

Pedestrian crossing distances can be reduced by narrowing the median of Huntington Drive and widening the sidewalks. For comparison, if the Huntington Drive signalized intersections were configured similar to those in South Pasadena, the amount of pedestrian exposure to traffic would be reduced from over 50 seconds to closer to 30 seconds.

LIMITATIONS TO NORTH-SOUTH MOVEMENT

The landscaped median of Huntington Drive results in limiting cross-corridor north-south movements to the signalized intersections and to the unsignalized median breaks that are located at Palomar Road, the two intersections of Kenilworth Avenue, Bedford Road, the alley west of Old Mill Road, Chelsea Road, El Molino Avenue, and Almansor Street. The unsignalized median breaks appear to be popular with San Marino residents, allowing for local motor vehicle access without encountering the delays at the signalized intersections. Local access for residents could be further improved by reconfiguring some of the existing median breaks that serve two-way traffic into what is known as a "Michigan left" configuration, consisting of a U-turn slot in which a left turn movement is replaced with a U-turn and a subsequent right turn. The advantage of a Michigan left is that movements are constrained by opposing left turn interlock, conflicts with traffic emerging from a cross street, or pedestrians in an adjacent crosswalk. An example of a Michigan left can be seen on Huntington Drive east of Fair Oaks Avenue in South Pasadena.

NARROW SIDEWALKS

In spite of Huntington Drive's extensive width, some segments provide narrow sidewalks. This can be seen on the north side between Palomar Road and Gainsborough Road, and between Westhaven Road and Virginia Road. Some portions of these segments will eventually need to be upgraded to provide adequate accessible width for wheelchairs around existing street light poles. The segment of Palomar Road and Gainsborough Road is too narrow to accommodate street light poles and, thus, is the only unlighted portion of the corridor.

Sidewalk widths in the commercial core of San Marino, while sufficient to meet Americans with Disability Act guidelines, appear to be narrow considering the business activity that is being supported. This is most apparent on the north side of Huntington Drive between Winston Avenue and San Marino Avenue. Wider sidewalks could be achieved by narrowing travel lanes on Huntington Drive, or shifting the roadways toward the median.

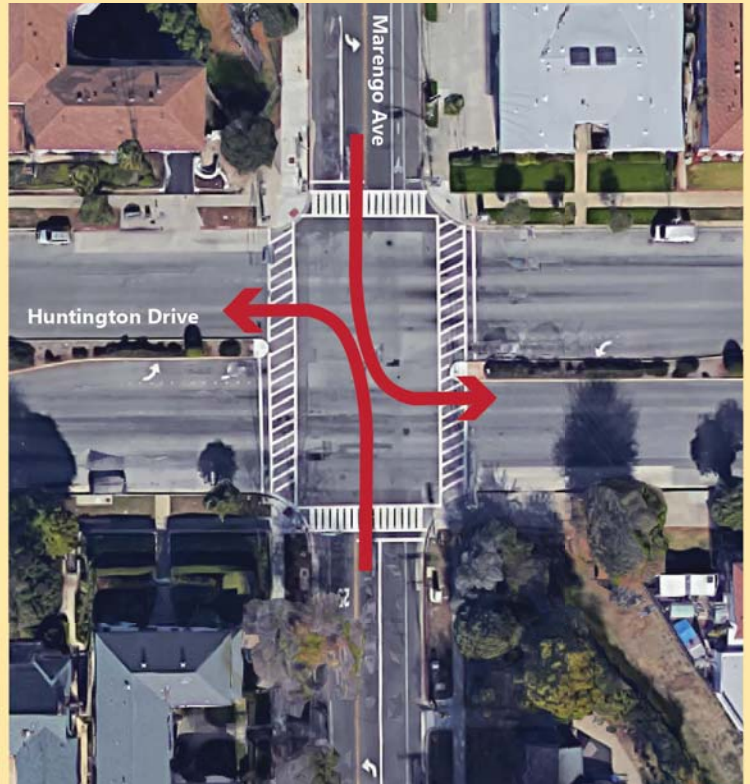
HIGH VEHICULAR SPEEDS

The posted speed limit on Huntington Drive is 40 mph, but many motorists travel at higher speeds. Speed limits are governed by the California Vehicle Code's restrictions on radar or lidar enforcement and must be set close to the 85th percentile speed, so that 85 percent of the vehicles are at or below the limit. California statute prevents the City from lowering the speed limit much below the 85th percentile, even if the intent is to promote safety. As a result, lower speeds cannot be achieved by merely changing the posted speed limit. Instead, lower speeds can be attained by changing the configuration of

Figure 22: Northbound and Southbound Left Turn Interlock



Existing issues: North-south left turn paths interlock at Huntington Drive and Granada Avenue



No interlock can occur at Huntington Drive and Marengo Ave in South Pasadena

the roadway. Huntington Drive has wide 12-foot travel lanes, which are wider than the lanes on the Arroyo Seco Parkway and encourage higher speeds.

Other cities, such as Los Angeles and Pasadena, use 10-foot widths for interior traffic lanes, i.e. lanes that are not adjacent to curb. Motorists travel through narrower lanes more carefully and therefore at lower speeds. For the signalized intersections of the Huntington Drive corridor, reducing east-west interior lane widths to 10 feet could be an effective tool for reducing speeds. For locations where, depending on the upstream configuration of the roadway, a transition of lane widths from 12 feet down to 10 feet might be considered to be too abrupt, a reduction to eleven feet could be effective. It should be noted that many freeways in the Los Angeles area have 11-foot lanes, including Santa Monica Freeway and San Bernardino Freeway (Interstate 10) as well as the Foothill Freeway (Interstate 210). The lane striping on Huntington Drive provides large curvatures and lengthy transitions that are appropriate for speeds of 50 miles per hour or more, and not surprisingly, motorists react accordingly. Lane striping can be made tighter and sharper to a 35-mph design speed.

EXCESSIVE NUMBER OF LANES

Huntington Drive provides three lanes in each direction throughout most of San Marino except for the eastern segment between San Gabriel Boulevard and Winston Street that has four lanes in the westbound direction but only three lanes eastbound. The four westbound lanes serve fast-moving traffic past Saints Felicitas and Perpetua School and San Marino High School, terminating in a right lane at Winston Street. Field observations indicate that three westbound lanes should be sufficient on this segment, given that the vast majority of motorists using the northernmost lane on the approach to San Gabriel Boulevard turn right to head north. Converting the fourth lane into an exclusive right-turn lane at San Gabriel Boulevard would have minimal affect on traffic capacity, while allowing for a buffered curbside loading zone for those two schools.

ANGLE PARKING MANEUVERS

Angle parking is provided within business zones on several blocks within the corridor. The angle parking provides motorists with easy entry into parking spots. However, exiting an angle parking spot is a difficult maneuver given that visibility is limited of oncoming high-speed traffic and bicycles. Backing out of an angle parking stall is most difficult where the gap between the back of the stall and the third lane of traffic is narrow, such as the north side of Huntington Drive between Winston Avenue and Ridgeway Road, or the south side between Oak Knoll Avenue and the alley west of Old Mill Road. Exiting an angle parking stall would be much easier if traffic lanes were shifted toward the median so as to leave a wider buffer between the tail end of a parking stall and moving lanes of traffic.

Some agencies have had success with back-in angle parking where the parking stalls, rather than being slanted upstream, are slanted downstream so that motorists enter the stall in reverse. The advantage of back-in angle parking is that motorists have a better view of motor vehicles and bicycles while exiting. The disadvantage is that backing into a stall is a much more difficult maneuver than entering front first. Furthermore, back-in angle parking would result in tailpipe exhaust directed toward the sidewalk which is incompatible with sidewalk dining.

BICYCLE ACCESS DEFICIENCIES

Along most segments of the project corridor, bicyclists riding on the pavement of Huntington Drive have sufficient separation from moving traffic such that neither mode impedes the progress of the other mode. This is due in large part because, although curbside parking is permitted along most of the corridors, cars are rarely parallel parked. Notable exceptions are during school drop-off and pick-up periods in front of Valentine Elementary School and Huntington Middle School, where parked cars in the 18-foot curb leave insufficient space for a bicycle and car to occupy the remainder of the lane side-by-side. The situation is somewhat ameliorated by the fact that heavy curbside activity tends to make roadway traffic travel slower along Huntington Drive.

Bicyclists riding past angle parking stalls face the risk of conflict with cars backing out of the stalls. The risk is far less where the separation between the traffic lanes and rear of the parking stalls is wide. Motorists can back out to a point where they can see oncoming traffic and bicyclists, while bicyclists have room to maneuver within the buffer zone around cars backing out of stalls. The risk is greatest on the north side of Huntington Drive between Winston Street and Ridgeway Road where the separation is far less and the buffer zone is lined with a triple set of raised ceramic pavement markers, or Bott's dots. The Bott's dots, intended to serve as a rumble strip for wayward motorists, are not traversable for bicyclists and as a result, bicyclists riding along those blocks must share a lane with fast moving traffic. Given that Bott's dots are virtually invisible to the lane detection warning systems used in modern vehicles, replacing the Bott's dots with retro-reflective paint would be a safer solution.

Other notable segments that are uncomfortable for bicyclists are:

- westbound where Bott's dots line the right turn lane at Winston Avenue
- eastbound along the angle parking stalls past Oak Knoll Avenue,
- westbound past a curb extension west of Granada Avenue at the start of the north frontage road
- westbound at Monterey Road where right turning vehicles weave across bicyclists traveling straight west over a wide expanse of unmarked pavement.

Monterey Road is a popular bike route that provides a connection between the Mission District on the far west end of the city and the city's center at San Marino Avenue. Mission Street terminates just short of San Marino Avenue. Bicyclists have been seen riding the wrong way on the north side of Huntington Drive between Monterey Road and the north crosswalk at San Marino Avenue, so that they can use the bicycle-friendlier Ridgeway Road, Cumberland Road, and the alley north of Huntington Drive and reach as far east as the San Marino High School campus. The installation of a two-way separated bikeway on the north side of San Marino Avenue for this short segment could provide a valuable bikeway connection for this popular route.

GENERAL RECOMMENDATIONS

CORRIDOR-WIDE RECOMMENDATIONS

The implementation of a variety of physical modifications could greatly improve access for all modes of transportation. They are:

1. Drop one lane of westbound traffic at San Gabriel Boulevard by converting the northernmost lane into a westbound right turn lane. Compensate for loss of intersection capacity by providing a second left turn lane in the eastbound direction, for which funding is available from Metro. The reduction of westbound through lanes from four to three will allow for wider separation from fast-moving traffic for loading activities in front of Saints Felicitas & Perpetua School and San Marino High School.
2. Widen the sidewalks and reduce the length of crosswalks at signalized intersections.
3. Reduce the width of the median at signalized intersections to reduce the lengths of crosswalks and eliminate the left turn interlock problem.
4. Reduce lane widths of interior lanes from existing 12 feet to 11 feet, or 10 feet where appropriate.
5. Use tighter radii and tapers for lane striping approaches to key intersections.
6. Shift lanes toward the median and, where possible, reduce the width of the median.
7. Provide "Michigan Left" U-turn slots in lieu of the current median openings to reduce potential turn conflicts for motorists wishing to make left turn, U-turn, and cross-corridor movements.
8. Reduce the traffic signal cycle length to take advantage of the reduced crosswalk lengths, thereby reducing delay for motorists and pedestrians.
9. Remove Bott's dots and replace with retroreflective striping that is better suited for lane detection warning technology in modern automobiles. The removal would also reduce slippery obstructions that impede bicycle travel.
10. Where sidewalks are widened, add street lighting where they are currently lacking such as the north side of Huntington Drive between Palomar Road and Gainsborough Road, and bike racks in commercial zones.

Figures 25 to 30 depict the recommended improvements at key intersections, as described below.

San Gabriel Boulevard at Huntington Drive

The figure shows the fourth lane westbound, the curb lane that passes by the Trader Joe's site, converted to a right-turn only lane. Currently the majority of vehicles in that lane turn right anyway, but not all, so the lane drop results in a small decrease in capacity. This can be compensated by providing a second left turn lane in the eastbound lane, for which funding is available from Metro. The recommended plan shows eastbound and westbound travel lanes tapered toward the median to enable construction of curb extensions, or "bulb outs," that will reduce the amount of time that pedestrians are exposed to traffic as they cross Huntington Drive. The current traffic signal length at this intersection is an exceptionally long 200 seconds. This means that a pedestrian who presses the push button to cross Huntington Drive immediately after a cycle passes must wait 3 minutes and 20 seconds to receive the walk signal. For comparison, typical worst-case wait times to cross a major arterial would be on the order of 90 to 120 seconds. By reducing crosswalk lengths by 30 or 40 feet as shown in the figure, the amount of time required for the north-south green light can be reduced by 10 seconds. By proportionally reducing other signal phases, the overall cycle length can be reduced to under 3 minutes.

The fourth travel lane that passes by Saints Felicitas and Perpetua School and San Marino High School, while no longer carrying high speed westbound traffic, can be converted to buffered loading zones for the schools.

Another recommendation is to replace the Palomar Road median cut with a Michigan Left treatment, with two one-way U-turn slots to reduce potential number of conflicts. This combination will better serve motorists wishing to travel from south to north.

Winston Avenue and Del Mar Avenue at Huntington Drive

Figure 23 shows Winston Avenue and Del Mar Avenue at Huntington Drive. At Winston Avenue, the fourth westbound travel lane would no longer be fed by traffic traveling straight across the San Gabriel Boulevard intersection and would thus be effectively a wide loading lane for San Marino high School. Sidewalks are shown to be widened and the median is reduced in width, making for a smaller intersection and allowing for shorter signal cycle timing and less delay for motorists and pedestrians.

Figure 23: Winston Avenue and Del Mar Avenue at Huntington Drive - Existing Conditions & Plan Recommendations



Existing Conditions at Winston Avenue and Del Mar Avenue at Huntington Drive



Winston Avenue and Del Mar Avenue at Huntington Drive with Plan Recommendations

[San Marino Avenue at Huntington Drive](#)

Figure 24 shows the existing conditions and plan recommendations for San Marino Avenue and Huntington Drive. The wide expanse of unmarked pavement where Monterey Road intersects the north edge of Huntington Drive could be better utilized with the installation of a two-way cycle track. Bicyclists would be able to travel in both directions between Monterey Road and Ridgeway Road, thus creating a vital missing link for high school students accessing San Marino High School from the northwest parts of the city. Eastbound, a second left turn lane could be added using Metro funding, and traffic lanes could be narrowed and tapered toward the median so that wider sidewalks can be provided on the south side of the street. South side angle parking would have a wider separation from moving traffic.

It should be noted that even with the separated bike lane on the north side and lane width reductions, the traffic-handling capacity of the intersection will increase and delay for all modes of traffic should decrease.

[Cambridge Road/West Drive at Huntington Drive](#)

Shifting travel lanes toward the median, narrower lanes, and wider sidewalks should result in reduced travel speeds but no loss in traffic capacity while reducing crosswalk lengths. Northbound and southbound left turn interlock can be eliminated with the narrower median.

[Virginia Road at Huntington Drive](#)

A narrower median, narrower lanes, and wider sidewalks should lower speeds but cause no loss in capacity, reduce delays due to a shorter signal cycle, and reduce the exposure of school children to conflicting traffic due to the shorter crosswalks.

[Granada Avenue and Oak Knoll Avenue at Huntington Drive](#)

The left turn interlock problem is most notable at Granada Avenue. There, the slot between the eastbound and westbound roadways of Huntington Drive can store only two cars wishing to turn left without blocking the opposing left turn movement. Left turns in one direction are made *behind* the path of left turns in the other direction, rather than in front of each other as in a conventional intersection. When heavy demand for either northbound left turn and southbound left turns occurs such that a third car is present, that car blocks the left turn lane in the other direction. The left turn interlock problem can be relieved by bringing the two Huntington Drive roadways closer together as with a conventional intersection and directing left turns to turn in front of each other.

Similar to other intersections, the lanes are shown pushed toward the median with narrower lanes and wider sidewalks. Shifting the eastbound lanes northward allows for new angle parking spaces to be installed serving the businesses between Granada Avenue and Oak Knoll Avenue.

Figure 24: San Marino Avenue and Huntington Drive - Existing Conditions & Plan Recommendations



Existing Conditions at San Marino Avenue and Huntington Drive



San Marino Avenue and Huntington Drive with Plan Recommendations

Figure 25: Recommendations for Huntington Drive at San Gabriel Boulevard

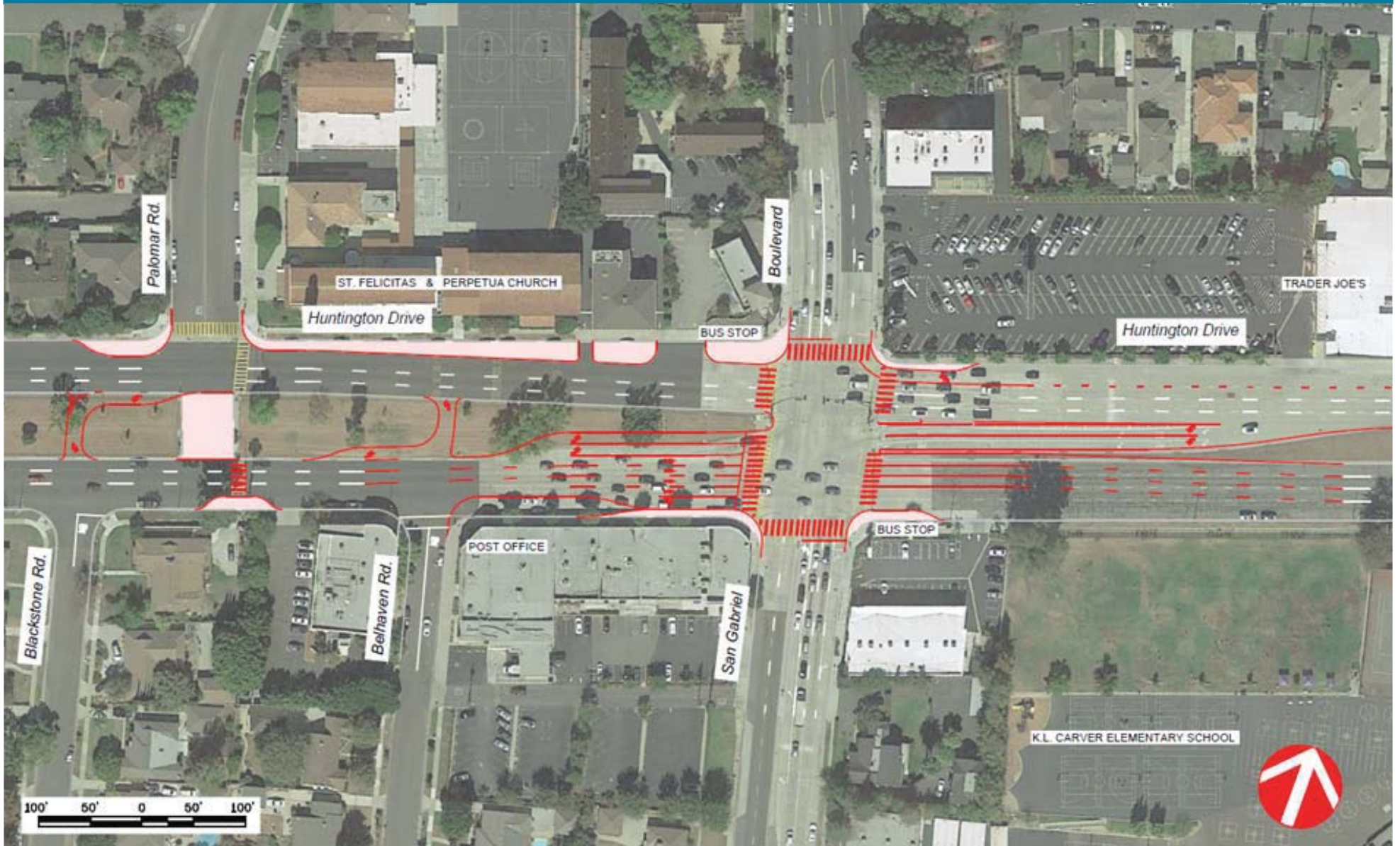


Figure 26: Recommendations for Huntington Drive at Winston Avenue and Del Mar Avenue



Figure 27: Recommendations for Huntington Drive at San Marino Avenue

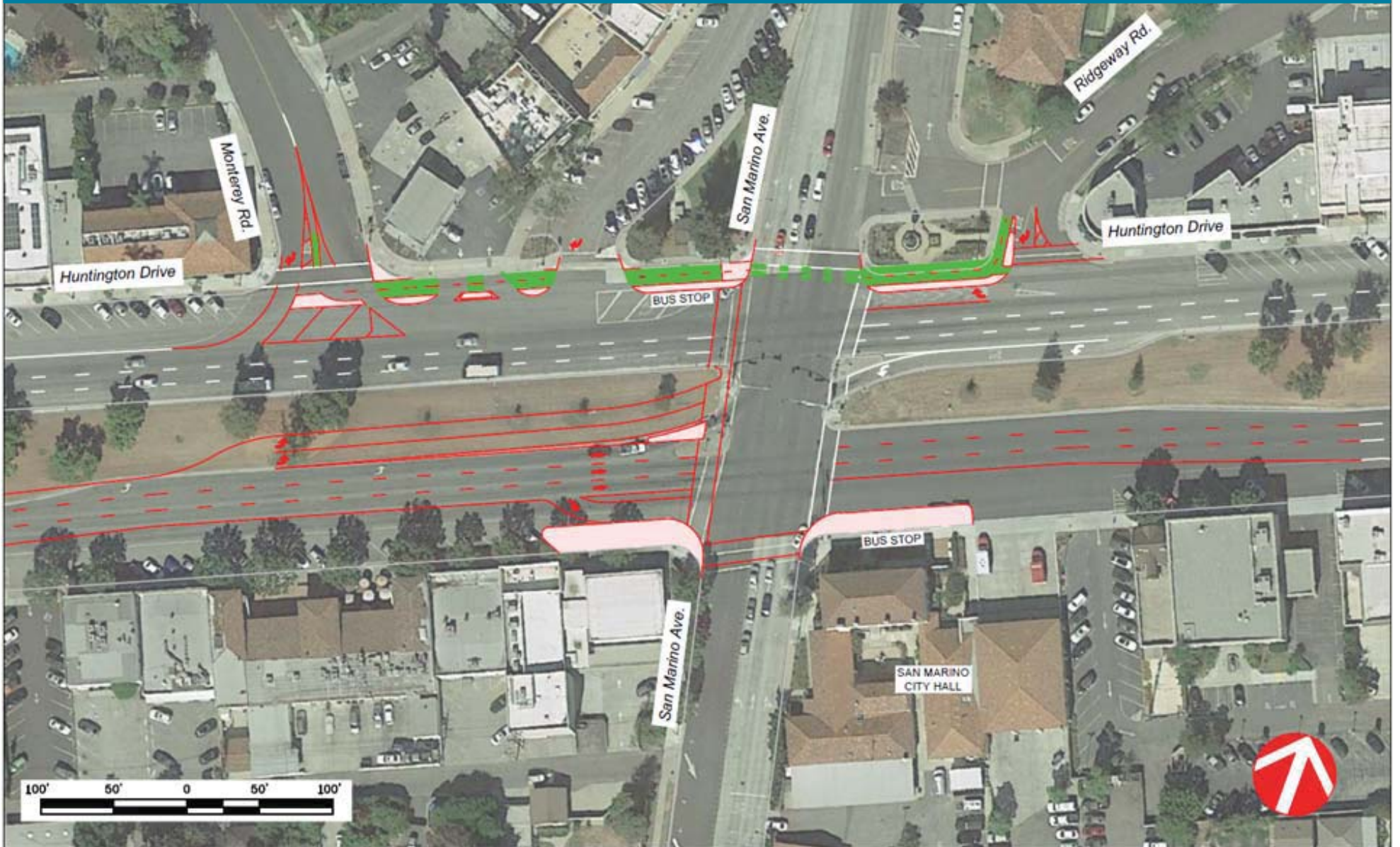


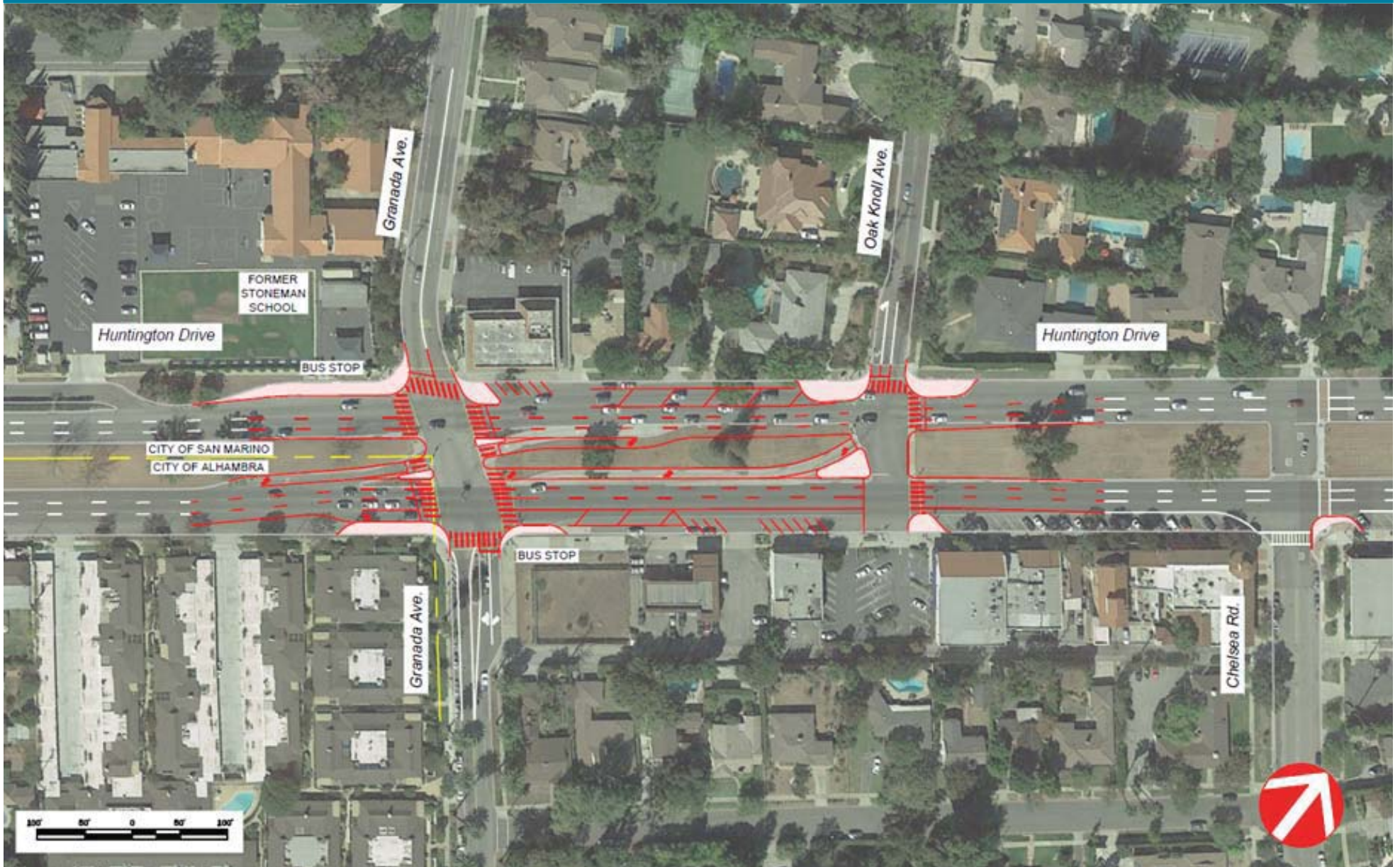
Figure 28: Recommendations for Huntington Drive at Cambridge Road and West Drive



Figure 29: Recommendations for Huntington Drive at Virginia Road



Figure 30: Recommendations for Huntington Drive at Granada Avenue and Oak Knoll Avenue



7. FUNDING AND IMPLEMENTATION

7. FUNDING AND IMPLEMENTATION

The City of San Marino can seek a variety of funding opportunities for the planning, designing, and construction of the recommended projects. This section provides an overview of the federal, state, and local funding sources with infrastructure projects.

Grant/Program	Source	Agency ¹	Description	Website
TIGER	Federal	USDOT	The Transportation Investment Generating Economic Recovery (TIGER) is a grant program run by the US Department of Transportation to distribute funds to projects that improve access to reliable, safe, and affordable transportation options in communities. For FY 2017, the grant will be providing 500 million in discretionary grant funding to projects such as infrastructure improvement, public health and safety, regional connectivity, economic growth/development projects.	https://www.transportation.gov/tiger
Fixing America's Surface Transportation (FAST) Act	Federal	FHWA	The Fixing America's Surface Transportation (FAST) Act was signed into law in 2015 by President Obama, replacing the Moving Ahead for Progress in the 21st Century Act (MAP-21). The FAST Act provides \$226.3 billion of federal funding for surface transportation programs for FY 2016 to 2020. The Act strives to improve mobility on America's highways, create jobs and support economic growth, and promote innovation; it also provides long-term funding certainty for projects. Road, bridge, bicycling, and walking improvements qualify for funding.	https://www.fhwa.dot.gov/fast-act/
Surface Transportation Block Grant Program	Federal	FHWA	The FAST Act converted the Surface Transportation Program into the Surface Transportation Block Grant Program in 2015. The program continues to provide funding for state and local transportation projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge, and tunnel projects on any public road, pedestrian and bicycle infrastructure, transit capital, and intercity bus terminals.	https://www.fhwa.dot.gov/fast-act/fact-sheets/stbgfs.cfm
Congestion Mitigation and Air Quality (CMAQ) Program	Federal	FHWA	The Congestion Mitigation and Air Quality Improvement Program (CMAQ) supports surface transportation projects and other related efforts that strive to improve air quality and provide congestion relief. The program is administered by FHWA, and funneled through States, Metropolitan Organizations (MPOs), and Regional Transportation Planning Agencies. Nationwide, the FAST Act provides approximately \$2.4 billion of funding per year until the year 2020. California receives approximately \$455 million of CMAQ funds annually.	https://www.fhwa.dot.gov/environment/air_quality/cmaq/
State Planning & Research (SP&R)	Federal	FHWA	The State Planning and Research Program is a component of the FAST Act and funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation research activities throughout the State.	https://www.fhwa.dot.gov/research/

1. USDOT= United States Department of Transportation
FHWA= Federal Highway Association

Grant/Program	Source	Agency ¹	Description	Website
Urbanized Area Formula Grants - Section 5307 (S.5307)	Federal	FTA	<p>The Urbanized Area Formula Funding program offers financial support for transit capital, operating assistance projects, and transportation-related planning projects in urbanized areas. Urbanized areas are defined as incorporated areas with a population of 50,000 or more. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guide way systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.</p>	https://www.transit.dot.gov/funding/grants/urbanized-area-formula-grants-5307
Enhanced Mobility of Seniors & Individuals with Disabilities - Section 5310	Federal	FTA	<p>This program aims to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities to areas currently unable to. The program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the demand. Eligible projects include both "traditional" capital investment and "nontraditional" investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. Eligible projects include:</p> <ul style="list-style-type: none"> • buses and vans • wheelchair lifts, ramps, and securement devices • transit-related information technology systems, including scheduling/routing/one-call systems • mobility management programs • acquisition of transportation services under a contract, lease, or other arrangement 	https://www.transit.dot.gov/funding/grants/enhanced-mobility-seniors-individuals-disabilities-section-5310
Section 5304 (Planning Funds)	Federal	FTA	<p>These funds intends to support the development of multimodal transportation planning. Cities can apply for projects that focus and support one or more of the following: economic vitality in metropolitan areas, motorized and non-motorized safety and security, improved accessibility and mobility for people and freight, environmental sustainability, transportation connectivity, efficient system management and operation, and the preservation of the existing transportation system.</p>	https://www.transit.dot.gov/funding/grants/metropolitan-statewide-planning-and-nonmetropolitan-transportation-planning-5303-5304

1. FTA = Federal Transit Administration

Grant/Program	Source	Agency ¹	Description	Website
SB-1 Transportation Funding	State	Caltrans	<p>Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. This legislative package invests \$54 billion over the next decade to fix roads, freeways and bridges in communities across California and puts more dollars toward transit and safety. These funds will be split equally between state and local investments.</p> <p>SB 1's \$52 billion investment in transportation is split equally between the state, and cities and counties. The legislation provides funding for projects addressing congestion relief, trade corridor improvements, improved transit/rail travel, and pedestrian/cyclist safety.</p>	http://www.dot.ca.gov/hq/tpp/grants.html
State Highway Account (SHA) [Planning Funds]	State	Caltrans	The Stateway Highway Account (SHA) is the largest transportation account and holds the bulk of resources available for the state's highway transportation system. The two major sources of funding for the SHA are the balance of fuel taxes transferred from the HUTA, and reimbursements from the Federal Highway Trust Fund (FHTF) for federal-aid highway projects.	http://www.dot.ca.gov/budgets/docs/2016-17CaliforniaTransportationFinancingPackage.pdf
State Highway Account (SHA) Loan Program	State	Caltrans	Assembly Bill (AB) 1012, (Torlakson) Chapter 783, Statutes of 1999 authorized the use of unallocated funds in the State Highway Account (SHA) for the purpose of making short-term loans to advance the capital improvement phase of State Transportation Improvement Program (STIP) eligible projects that are included within an adopted Regional Transportation Plan (RTP). Transportation Planning Agencies, County Transportation Commissions, Transit Districts, City and County Governments, and Local Transportation Authorities are eligible to apply for a loan under this program.	http://www.dot.ca.gov/hq/innovfinance/sha.htm
Active Transportation Program (ATP)	State	Caltrans	The ATP consolidates existing federal and state transportation programs, including the Transportation Alternatives Program (TAP), Bicycle Transportation Account (BTA), and State Safe Routes to School (SR2S), into a single program. The purpose of the program is to encourage increased use of active modes of transportation by achieving an overall increase in walking and biking trips and decrease in non-motorized trips. The City can reapply for more funding through the program for projects identified in this plan.	http://www.dot.ca.gov/hq/LocalPrograms/atp/
Highway Safety Improvement Program (HSIP)	State	Caltrans	The Highway Safety Improvement Program (HSIP) is a federal-aid program created from the FAST Act. The purpose of the program is to reduce fatalities and serious injuries on all public roads. In California, the HSIP funds are managed by the Division of Local Assistance (DLA). The City can apply for HSIP funds toward any public road or publicly owned bicycle or pedestrian pathway or trail in order to improve the safety for its users.	http://www.dot.ca.gov/hq/LocalPrograms/hsip.html

1. Caltrans = California Department of Transportation

Grant/Program	Source	Agency ¹	Description	Website
Metro Call for Projects	Regional/Local	LACMTA	Metro awards discretionary federal, state, and local transportation funds every other year to projects that accelerate the development of a multimodal transportation system in Los Angeles County to improve mobility, improve air quality and health, and strengthen the local economy. All eligible projects must fit one of the following categories: regional surface transportation improvements, goods movement improvements, signal synchronization and bus speed improvements, transportation demand management, bicycle improvements, pedestrian improvements, and transit capital. The City should note that projects with Complete Streets and First/Last Improvements began to take priority in 2015.	https://www.metro.net/projects/call_projects/
Local Return Program	Regional/Local	LACMTA	The local Return program, funded by Proposition A, C, and R, re-allocates funds to projects that address specific transportation needs of each jurisdiction in Los Angeles County. Eligible projects fall into one of the following categories: streets and roads, traffic control measures, bikeway and pedestrian improvements, public transit service, public transit capital, and transportation marketing, transportation administration, and planning, engineering and/or study, congestion management program (CMP).	https://www.metro.net/projects/local_return_pgm/

1. LACMTA= Los Angeles County Metro Transportation Authority

APPENDICES

APPENDIX A: AD HOC ADVISORY COMMITTEE COMMENTS

APPENDIX B: COMMUNITY MEETING COMMENTS

APPENDIX C: COMMUNITY TOUR COMMENTS

APPENDIX D: EVENT COMMUNITY SURVEY AND COMMENTS

APPENDIX E: ONLINE COMMUNITY SURVEY AND RESULTS

**APPENDIX A:
AD HOC ADVISORY COMMITTEE COMMENTS**

**City of San Marino
Ad Hoc Advisory Committee Comments**

No.	Location	Comment	Issue
1	S Los Robles Avenue/ Huntington Drive	eliminate roadway (El Chente, Police, and Park)	Improve safety
2	Huntington Drive (between Garfield Avenue & and Pasqualito Drive)	remove frontage road (grass/trees north of median) in front of businesses	Improve visibility
3	Huntington Drive (between Garfield Avenue & and Pasqualito Drive)	concerns: lower speeds, safer angle parking, bike lane,	traffic calming and improve safety
4	Huntington Drive (between Garfield Avenue & and Pasqualito Drive)	concern: no traffic diverting to Monterey Road or Lorain Rd	improve safety and traffic
5	Huntington Drive (between N Story Place and N Granada Avenue)	poor visibility along Huntington Drive due to hedges along frontage road	Improve visibility
6	El Molino Avenue/ Huntington Drive	allow southbound left from El Molino?	left turn - improve safety
7	Huntington Drive (between N Story Place and N Granada Avenue)	redesign median	Improve visibility
8	Huntington Drive (between N Story Place and N Granada Avenue)	many vocal residents adamantly opposed against bike lanes	
9	N Granada Avenue/ Huntington Drive	consider improving intersection to address conflicts with left turns an right turns	Improve safety
10	Huntington Drive (between N Granada Avenue and Chelsea Road)	need more bus shelters	Improve pedestrian visibility
11	N Granada Avenue/ Huntington Drive	look at left turn -lefts from Granada Avenue interlock	Improve safety
12	S Oak Knoll Avenue/ Huntington Drive	criss-cross traffic problem (see sheet 3 of 11 for location)	Improve safety
13	Huntington Drive (between Shenandoah Road and Kensington Road)	parents unwilling to let children walk or bike are fearful- perception of crime	Improve safety
14	Huntington Drive (between Shenandoah Road and Kensington Road)	middle school kids might walk but no bikes (helmets and stuff)	Improve pedestrian visibility
15	Huntington Drive (between Virginia Road and Kensington Road)	eastbound queue back into Valentine Elementary School	Traffic control
16	Huntington Drive (between Virginia Road and Kensington Road)	Issue with parents parking during drop off and pick-up- concern about cars circulation	Parking and traffic control
17	Huntington Drive (between Kensington Road and Waverly Road)	school should improve drop off zone for Huntington Middle School	Improve safety
18	Huntington Drive (between Wembley Road and Cambridge Road)	need longer pocket for eastbound movement	Improve safety
19	Huntington Drive (between Wembley Road and Cambridge Road)	heavy U-turn demand	Improve safety
20	Huntington Drive (between Wembley Road and Cambridge Road)	concern about backing up form angle parking	Improve safety
21	Huntington Drive (between Wembley Road and Cambridge Road)	use countdown ped heads	Improve pedestrian visibility
22	Huntington Drive (between Bedford Road and San Marino Avenue)	bikes shouldn't be on Huntington Drive unless median or lane becomes a path	Improve safety
23	Monterey Road/ Huntington Drive	bicyclists riding eastbound on Monterey Road need a way to get to SMHS	Improve safety
24	Huntington Drive (between Westhaven Road and Monterey Road)	good angle parking	Improve safety
25	San Marino Avenue/ Huntington Drive	eastbound left backs up	Traffic control
26	San Marino Avenue/ Ridgeway Road/ Huntington Drive	Improve this area - see Sheet 7 of 11 for exact location	Improve pedestrian visibility
27	San Marino Avenue/ Huntington Drive	reverse the flow of this road to northbound (adjacent to Joanna's Floral Expressions & TCF)	Improve safety
28	San Marino Avenue/ Huntington Drive	pedestrian and bicyclists crossing San Marino Avenue on north side	Improve safety
29	San Marino Avenue/ Huntington Drive	safety line for angle parking doesn't have enough space for SUV's or pick up trucks	Improve safety
30	Ridgeway Road/ Huntington Drive	angle parking has visibility problem	Improve safety
31	Huntington Drive (between Ridgeway Road and Kenilworth Road)	close median access to cars. Pedestrian only with z-shaped crossing	Improve safety
32	Huntington Drive (between Ridgeway Road and Kenilworth Road)	maybe need only two lanes not three- reduce median width	Improve safety
33	Kenilworth Road/ Huntington Drive	flashing signal should be replaced with standard signal	Improve safety
34	Huntington Drive (between Ridgeway Road and Kenilworth Road)	backing out of angle parking is worse for westbound than eastbound	Improve safety
35	Huntington Drive (between Ridgeway Road and Kenilworth Road)	lots of SPSHS kids walk to Starbucks	Improve safety
36	Huntington Drive (between Winston Avenue and Mirasol Drive)	alley across Winston: pedestrian, car, and bike conflicts	Improve safety
37	Winston Avenue/ Del Mar Avenue/ Huntington Drive	install continental crosswalks	Improve safety
38	Huntington Drive (between Winston Avenue and Mirasol Drive)	school drop off and pick up is a problem at San Marino High School	Improve safety
39	Huntington Drive (between Winston Avenue and Mirasol Drive)	cars loading and unloading on Huntington obstruct driveway visibility at SMHS	Improve safety
40	Huntington Drive (between Winston Avenue and Mirasol Drive)	heavy left turns	Improve safety
41	Huntington Drive (between Winston Avenue and Mirasol Drive)	some kids might walk but fewer bike	Improve safety
42	Huntington Drive (between Gainsborough Drive and Belhaven Road)	northside sidewalk too narrow	Improve safety
43	Gainsborough Drive/ Bradbury Road/ Huntington Drive	need regular signal	Improve safety
44	Huntington Drive (between Gainsborough Drive and Belhaven Road)	heavy left turns	Improve safety
45	Palomar Road/ Huntington Drive	install standard signal	Improve safety
46	Huntington Drive (between San Gabriel Boulevard and Sunnyslope Drive)	eastbound access to HOWs (future Trader Joes) is difficult	Improve safety
47	San Gabriel Boulevard/ Huntington Drive	southbound left and westbound left traffic runs the red light	Improve safety
48	San Gabriel Boulevard/ Huntington Drive	need longer left turn pocket	Improve safety
49	San Gabriel Boulevard/ Huntington Drive	bus stop on southeast corner - poor visibility	Improve safety
50	San Gabriel Boulevard/ Huntington Drive	Carver Elementary School- drop off is good. Not Valentine's	Improve safety

Huntington Drive Safe Streets Corridor Plan Public Comments

Ad-Hoc Advisory Committee Meeting - Cromwell Public Library

Wednesday, August 3, 2016

By Intersection/Location

Atlantic Boulevard - Los Robles Avenue / Huntington Drive

Eliminate roadway and create pocket park (NE Corner)

Should the frontage road on north side of street be kept?

Lower speeds, safer angled parking, change median landscaping

El Molino Avenue / Huntington Drive

Add SB Left Turn movement from El Molino Avenue

Address poor visibility due to hedges along frontage road

No bike lanes

Granada Avenue / Huntington Drive

Improve left turn movements

Improve/add bus shelters

Criss-cross traffic problem near Oak Knoll Avenue

Virginia Road / Huntington Drive

Improve vehicle circulation and pick-up/drop-off at Valentine Elementary and Huntington MS

Eastbound queue back-up into Valentine Elementary

Parents are unwilling to have kids walk/bike to school due to crime and traffic safety concerns

Westhaven Road-Cambridge Road / Huntington Drive

Need longer pocket for EB turn movements

High U-turn demand

Use countdown pedestrian heads

Concern about back-up from angled parking

Monterey Road-San Marino Avenue / Huntington Drive

People on bikes riding EB on Monterey Road need safe and direct way to get to SMHS

Bikes shouldn't be on Huntington Drive unless median or lane becomes a path

EB Left backs up at San Marino Avenue

Many pedestrians and cyclists crossing San Marino Avenue on north side

Improve Ridgeway Road/Huntington Drive intersection

Explore options for RT lane at SB San Marino Avenue

Add a bike track at intersection?

Huntington Drive Safe Streets Corridor Plan Public Comments

Ad-Hoc Advisory Committee Meeting - Cromwell Public Library

Wednesday, August 3, 2016

By Intersection/Location

Kenilworth Avenue / Huntington Drive

Angled parking has visibility problem and doesn't give enough back-up space for larger vehicles

Add a one-way bike lane?

May be able to add a travel lane by reducing median width

Flashing signal should be replaced with standard signal

Many San Marino HS kids walking to starbucks

Prohibit median access to cars and allow for pedestrians with Z-shaped crossing

Del Mar Avenue-Winston Avenue / Huntington Drive

Alley across Winston has pedestiran, bike, car, conflicts

Install continental crosswalks

Heavy left-turn volumes

Cars loading/unloading obstruct driveway visibility at SMHS

Improve pick-up/drop-off operation at SMHS

Gainsborough Drive - Bradbury Road / Huntington Drive

Need traffic signal

Northside sidewalk is too narrow

Heavy u-turn traffic demand

Palomar Road / Huntington Drive

Install traffic signal

San Gabriel Boulevard / Huntington Drive

Eastbound access to new Trader Joe's site is difficult

SB Left and WB Left turns run the red light signal

Need longer WB left-turn pocket

Bus stop on SE corner has poor visibility

Carver Elementary drop-off operation works well

Do we want to keep wide median?

Do we want to reduce number of lanes on Huntington Drive?

Do we want to keep angled parking?

General Comments

Bikes shouldn't be on Huntington Drive unless median or lane becomes a path

Sierra Madre / San Marino intersection is an issue due to pedestrian/cyclists crossing eastbound

Cyclists heading eastbound on Monterey Road need safe way to Starbucks/SMHS

Many residents are adamantly opposed to bike lanes

Huntington Drive Safe Streets Corridor Plan Public Comments

Ad-Hoc Advisory Committee Meeting - Crowell Public Library

Thursday, February 9, 2017

By Intersection/Location

Virginia Road / Huntington Drive

Have proposed bulbout on southeast corner extend so much onto roadway, as it will make right-turns much more difficult

San Gabriel Boulevard / Huntington Drive

There is a long queue of SB-LT vehicles - would like this plan and the Metro grant to address that issue

Would like to have the Metro grant to also look at increasing vehicle throughput at the intersection.

Lots of queuing for EB-LT, so dual left-turn lanes will help

Advisory committee liked the right-turn lane trap-lane

General Comments

Community would be more perceptive if plans show more beautification benefits of this plan in renderings

Would like to see more ideas on what can go in extended sidewalk/bulbout areas (i.e.: plants, street furniture, etc.)

Generally, San Marino residents like the medians, so any changes might be a concern to the community

Must calculate the number of trees that would be lost as a result of the intersection improvements

Losing trees will be a major concern to the community - maybe propose a 2-for-1 replacement program

Please show more examples of crosswalks that improve visibility at street crossings

Maybe even do pilot/temporary bulbouts to show how they would work.

Do not have ANY intersection be designed like Fair Oaks/Mission in South Pasadena

Need more pedestrian lighting on sidewalks - maybe changing the types of trees can help improve lighting

Suggest producing a draft conceptual plan (to scale) for advisory committee in order to get better idea of changes

**APPENDIX B:
COMMUNITY MEETING COMMENTS**

Huntington Drive Safe Streets Corridor Plan Public Comments

Community Meeting - Cromwell Public Library

Monday, September 12, 2016

By Intersection/Location

Atlantic Boulevard - Los Robles Avenue / Huntington Drive

Need more left turn lanes for WB Atlantic Boulevard

Chelsea Road / Huntington Drive

Angled vs. Parallel Parking - ratio between parking spaces created using angled vs. parallel is somewhere between 1 and 2x. Parallel parking produces extra lane space at the expense of less parking capacity.

Virginia Road / Huntington Drive

*Difficult to make left turn from Virginia onto Huntington EB during morning school hours
Cars pile up at school drop-off/pick-up times*

Westhaven Road-Cambridge Road / Huntington Drive

2-left turn lanes at Westhaven/Cambridge

Monterey Road-San Marino Avenue / Huntington Drive

2 left-turn lanes north onto San Marino / Sierra Madre Boulevard

Del Mar Avenue-Winston Avenue / Huntington Drive

Convert median grass area with decreased width and add bike lanes.

San Gabriel Boulevard / Huntington Drive

Lengthen EB left-turn lane

Two left-turn lanes south on San Gabriel to Huntington Drive

General Comments/Questions

More crossing guards at all major intersections.

Add pedestrian overpasses at 5 locations: San Marino Avenue / Kenilworth Avenue / Winston Avenue / Virginia Road / San Gabriel Boulevard

Do we even have a traffic safety problem on Huntington Drive?

Is transit part of the solution?

Is there a budget limit to improvements?

It is unacceptable to encourage unattended school children to walk/bike to school due to traffic/crime safety

Traffic and pedestrian lighting solutions can be part of the plan to increase visibility and activity

Where is the funding coming from?

This whole plan may be a solution looking for a problem

City should focus on other problems/issues

**Huntington Drive Safe Streets Corridor Plan
Community Meeting Public Comments
9/12/2016**

No.	Location	Comment	Issue
1	Atlantic Blvd/ Huntington Drive	need more left turn lanes	Improve safety
2	Huntington Drive (between N Granada Avenue and Chelsea Road)	angled vs. parallel parking: ratio between parking spaces created using angled vs parallel is somewhere between 1 and 2x. Parallel parking produces	Improve visibility
3	Virginia Road/ Huntington Drive	difficult to make a left turn from Virginia onto Huntington eastbound during morning school hours	traffic calming and improve safety
4	Huntington Drive (between Virginia Road and Kensington Road)	cars pile up at school drop-off/pick up times (near Valentine ES & Huntington MS)	Improve safety and traffic
5	Cambridge/ Westhaven [West Dr]/ Huntington Drive	2 left turn lanes at Westhaven [West Dr]/ Cambridge /	Left turn - improve safety
6	Huntington Drive (between Bedford Road and San Marino Avenue)	2 left turn lanes onto San Marino Ave/ Sierra Madre Blvd	Left turn - improve safety
7	Huntington Drive (between Ridgeway Road and Kenilworth Road)	more crossing guards at all major intersections	Improve visibility
8	Huntington Drive (between Winston Avenue and Mirasol Drive)	turn intermedian grass area into a decreased width, and add bike lanes	Improve safety
9	Huntington Drive (between San Gabriel Boulevard and Sunnyslope Drive)	2 left turn lanes south on San Gabriel to Huntington	Improve safety
10	San Gabriel Boulevard/ Huntington Drive	lengthen access to left turn	Improve pedestrian visibility
11	Huntington Drive	suggests pedestrian overpasses on Huntington Drive at 5 locations: San Marino Ave, Kenilworth Ave, Winston Ave, Virginia Rd, and San Gabriel Blvc	Improve safety
12	Huntington Drive	traffic and pedestrian lighting solutions can be part of the plan to increase visibility and activity near activity nodes	Improve safety

**APPENDIX C:
COMMUNITY TOUR COMMENTS**

HUNTINGTON DRIVE SAFE STREETS CORRIDOR PLAN

COMMUNITY TOUR #1 – CROMWELL LIBRARY

TUESDAY, MARCH 14, 2017

6:30PM-8:00PM

Summary

KOA staff (Walter Okitsu, Carlos Velasquez, and Brianne Masukawa) conducted the first community tour/walk audit at Cromwell Library for the Huntington Drive Safe Streets Corridor Plan. KOA staff first presented to community members the existing conditions of Huntington Drive, why San Marino is pursuing mobility and safety-oriented infrastructure for the corridor, and street infrastructure elements that could be installed. Before walking on Huntington Drive between West Drive/Cambridge Road and Virginia Road, each participant was given a map of Huntington Drive and encouraged to indicate any spot(s) they felt merited concern during the tour. Participants and staff members regrouped after the tour to discuss observations made and suggestions for how to address trouble spots. Three people attended the meeting, one was a City resident, another resident of West Covina, and the third from the San Marino Tribune.



Figure 1: Community tour on Huntington Drive



Figure 2: Participant writing notes on distributed map



Figure 3: Regrouping and discussing observations made during the community tour

General Feedback

After walking along Huntington Drive, staff collected the following feedback relevant to Huntington Drive between Virginia Road and West Drive/Cambridge Road from community members. It should be noted that only three persons attended the community tour.

1. Participants commented that the sidewalk between Virginia Road and Wemberly Road on the northern side of Huntington Drive to be too narrow for comfortable pedestrian use.
2. Overgrown hedges and lamp posts located in the middle of the sidewalk made it unpleasant and difficult to walk through this segment.
3. One participant commented that modifying the north sidewalk would be expensive compared to pedestrian usage. Thus, coupling sidewalk modification with other alternative infrastructure solutions that support the goal of sustainability such as storm-water management infrastructure would help justify the cost.
4. Unlike the northern side of Huntington Drive, the community uses the southern side of Huntington Drive between Virginia Road and Cambridge Road/West Drive for recreation.
5. Participants were receptive to the sidewalk widening and median reduction shown in the presentation.

HUNTINGTON DRIVE SAFE STREETS CORRIDOR PLAN

COMMUNITY TOUR #2 – SAN MARINO CITY HALL

SATURDAY, MARCH 25, 2017

10:00AM-11:30AM

Summary

KOA staff (Walter Okitsu, Carlos Velasquez, and Ivy Hang) conducted the second community tour/walk audit at the San Marino City Hall for the Huntington Drive Safe Streets Corridor Plan. KOA staff first presented to community members the existing conditions of Huntington Drive, why San Marino is pursuing mobility and safety-oriented infrastructure for the corridor, and street infrastructure elements that could be installed. Before walking on Huntington Drive between San Marino Avenue and Del Mar Avenue, each participant was given a map of Huntington Drive and encouraged to indicate any spot(s) they felt merited concern during the tour. Participants and staff regrouped after the tour to discuss observations made and suggestions for how to address trouble spots. A total of eight people attended the meeting, one of the participants was a business owner, and majority of the participants were residents of City of San Marino.



Figure 1: Presentation prior to tour on Huntington Drive



Figure 2: Community tour on Huntington Drive



Figure 3: Walter explaining the proposed improvements, and participants commenting on the area on distributed map



Figure 4: Participant commenting on poster after the tour

General Feedback

After walking along Huntington Drive, staff collected the following general feedback from community members.

1. Over time, the intensity of traffic on St. Albans Street increased. Children find it difficult to cross at San Marino Avenue since there is no crosswalk between Lorain Street and Huntington Drive.
2. Since no crosswalk was installed on San Marino Avenue, north of Huntington Drive, it is challenging to walk westbound.
3. One participant asked what the nighttime crash rate is. (The rate will be provided in the final report.)
4. Address the cars speeding through the alley located behind the Wells Fargo Bank (Kenilworth Avenue) by installing speed bumps.
5. Participants are unsatisfied with bicycle behavior on sidewalk and desire stronger police enforcement.
6. The City should consider the installation of planters or permit sidewalk café dining to develop a pleasant street experience for pedestrians.
7. The driving speed should be reduced on Huntington Drive. People speed through, and overlook retail shopping opportunities along the corridor.
8. Lorain Road is busy during the a.m. peak hour (7-9 AM). The Lorain Road and San Marino Avenue intersection experiences high levels of pedestrian crossings despite being dangerous to cross.
9. Participants called for traffic reduction on Lorain Road and Monterey Street.
10. The recent implementation of a bulb out caused the removal of on-street parking spaces.
11. Mid-block crossings near the schools could benefit from advance stop bars/lines.
12. Participants recommend reaching out to the business community to understand their concerns and ideas on concepts.
13. The City's planned repaving in 1-2 years presents an opportunity to improve striping and pedestrian crossings.

The following feedback from the community members is area specific to San Marino Avenue and Huntington Drive:

1. Participants were favorable to reducing median width in order to gain sidewalk space.
2. The intersection is confusing for first-time users and elderly drivers.
3. The intersection could be less confusing by narrowing the street with planters instead of painted asphalt.
4. The City needs to maximize east-west traffic flow and northbound onto Sierra Madre Boulevard.
5. The intersection would benefit from providing more bike facilities.

The following feedback from the community members is area specific to Kenilworth Avenue and Huntington Drive:

1. Although many bikes are parked outside of Starbucks and the new ice cream shop (west of San Marino Avenue), participants feel that the installation of any bicycle parking facilities is unwarranted. The parked bikes currently do not block the sidewalk or cause any other significant obstacle to pedestrians.
2. Both Kenilworth Avenue and Ridgeway Road on Huntington Drive have pedestrian signals, but participants noted feeling safer crossing at Kenilworth Avenue than at Ridgeway Road. One participant recommended upgrading Ridgeway Road's pedestrian signal to a signalized pedestrian crossing.
3. If any tree must be removed, the City should consider planting a replacement tree in the median prior to the tree's scheduled removal. Also advertise the life span of existing trees.
4. The bike path running along Huntington Drive and behind the Wells Fargo Bank sufficiently services the community's needs.
5. All participants do not support removing any trees.

The following feedback from the community members is area specific to Winston/Del Mar Avenue and Huntington Drive:

1. Participants want kids to be safe at crossing.
2. Vehicles were not stopping when making right turns (northbound right and eastbound right).

3. Planned sidewalk improvement will not work.
4. It is not safe for pedestrians crossing Del Mar Avenue from the San Marino Congregational Church.
5. Many who park at the southwestern corner of Del Mar Avenue and Huntington Drive do not use the existing crosswalk to cross Del Mar Avenue to the San Marino Congregational Church (located on the southeast corner of Del Mar Avenue and Huntington Drive).

HUNTINGTON DRIVE SAFE STREETS CORRIDOR PLAN

COMMUNITY TOUR #3 — PALOMAR ROAD (North of Huntington Drive)

TUESDAY, APRIL 4, 2017

6:30PM-8:00PM

Summary

KOA staff (Walter Okitsu, Carlos Velasquez, and Brianne Masukawa) conducted the third community tour/walk audit on Palomar Road just north of Huntington Drive for the Huntington Drive Safe Streets Corridor Plan. KOA staff first presented to community members the existing conditions of Huntington Drive, why San Marino is pursuing mobility and safety-oriented infrastructure for the corridor, and street infrastructure elements that could be installed. Before walking on Huntington Drive between San Gabriel Boulevard and Bradbury Road, each participant was given a map of Huntington Drive and encouraged to indicate any spot(s) they felt merited concern during the tour. Participants and staff members regrouped after the tour to discuss observations made and suggestions for how to address trouble spots. Five people attended the meeting and all were city residents.



Figure 1: Presentation to participants



Figure 2: Reviewing existing conditions on community tour



Figure 3: Feedback after the walk



Figure 4: More feedback after the walk

General Feedback

After walking along Huntington Drive, staff collected the following feedback relevant to Huntington Drive between San Gabriel Boulevard to Bradbury Road from community members. It should be noted that five persons attended the event.

1. Participants found it appropriate to install a bike lane in each direction between Bradbury Road and San Gabriel Boulevard due to children riding their bikes to school on the sidewalk instead of recommended on-road routes.
2. Eastbound left-turn and right-turn cars at San Gabriel Boulevard/Huntington Drive tend to block the crosswalk.
3. Cars ignore the crosswalk lights at Palomar Road/Huntington Drive even when a crossing guard is present.
4. From the southern side of Huntington Drive heading east in front of the Post Office, it is very difficult to cross all lanes of traffic and reach the left-turn lane at San Gabriel Boulevard/Huntington Drive in order to make a U turn onto Huntington Drive.
5. Participants noted very few in the community walk on the sidewalk between Bradbury Road and Palomar Road on Huntington Drive.
6. Participants suggested converting Huntington Drive into a one-way street.
7. Participants were receptive to the sidewalk widening and median reduction shown in the presentation.

HUNTINGTON DRIVE SAFE STREETS CORRIDOR PLAN COMMUNITY TOUR #4 — SAN MARINO PARKS AND RECREATION DEPARTMENT (Stoneman School Site)

WEDNESDAY, APRIL 12, 2017

7:30AM-9:00AM

Summary

KOA staff (Walter Okitsu, Carlos Velasquez, and Brianne Masukawa) conducted the fourth community tour/walk audit at Stoneman School located adjacent to the San Marino's Park and Recreation Department for the Huntington Drive Safe Streets Corridor Plan. KOA staff first discussed why Huntington Drive between Granada Avenue and Chelsea Road deserves special attention and street infrastructure elements that could be installed. Before walking on Huntington Drive, staff distributed a map of Huntington Drive and encouraged the participant to indicate any spot(s) she felt merited concern during the tour. All those present regrouped after the tour to discuss observations made and suggestions for how to address trouble spots. One city resident who previously came to the last community tour attended.



Figure 1: Presentation of potential street infrastructure elements to be installed

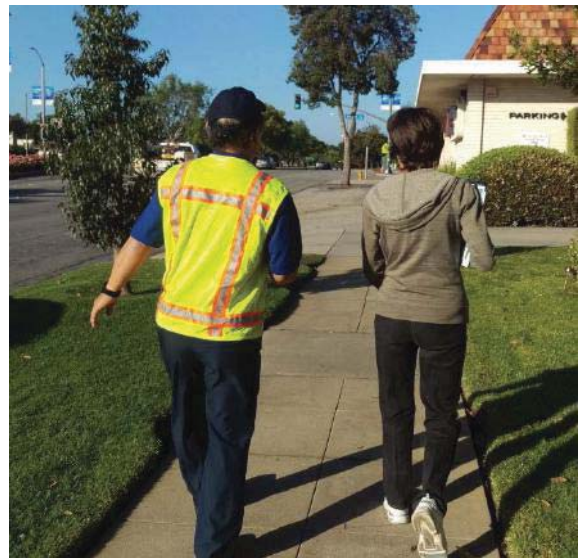


Figure 2: Community tour between Granada Avenue to Chelsea Road

General Feedback

After walking along Huntington Drive, staff collected the following feedback relevant to Huntington Drive between Granada Avenue to Chelsea Road. It should be noted that only one person attended the event.

1. Our lone community member noted many drivers take Granada Avenue/Huntington Drive to avoid Garfield Avenue/Huntington Drive.
2. Those present witnessed traffic between vehicles northbound and southbound at Granada Avenue/Huntington Drive interlocking as shown in Figure 3.
3. Pedestrians experience a long wait after pushing the “Walk” signal button to cross from west to east and vice versa at Granada Avenue/Huntington.
4. During the tour, the community member noted the long queue of eastbound vehicles making a left onto Oak Knoll Avenue at times extends all the way to Granada Ave/Huntington Drive.
5. The pedestrian crosswalk button at Chelsea Road/Huntington Drive is out of order.
[The City of San Marino was notified of the pedestrian crosswalk button’s condition.]



Figure 3: A long queue of southbound vehicles blocked northbound vehicles from completing left turns at Granada Avenue/Huntington Drive. Vehicles unable to complete their movement within one phase waited in the middle of the intersection until traffic cleared.

**APPENDIX D:
EVENT COMMUNITY SURVEY AND COMMENTS**



BICYCLE SAFETY SURVEY



1. How frequently do you bike on Huntington Drive in San Marino? (check one)

<input type="checkbox"/> Never or hardly ever	<input type="checkbox"/> A few times a year	<input type="checkbox"/> About once a month
<input type="checkbox"/> About once a week	<input type="checkbox"/> Daily	

2. Bicycle safety is a big problem on Huntington Drive in San Marino. (check one)

<input type="checkbox"/> Strongly agree	<input type="checkbox"/> Agree	<input type="checkbox"/> Don't know	<input type="checkbox"/> Disagree
<input type="checkbox"/> Strongly disagree			

3. As a bicyclist, are there intersections along Huntington Drive where you do not feel safe crossing? (check one)

<input type="checkbox"/> Yes (if yes, name the intersection below that is unsafe)
<input type="checkbox"/> No

 Intersection _____ and _____

Street 1
Street 2

4. Rate yourself as a driver: (check one)

<input type="checkbox"/> I already do enough to be safe and watch out for bicyclists	<input type="checkbox"/> I don't know
<input type="checkbox"/> I don't drive	
<input type="checkbox"/> I could be safer if I _____	

5. Rate yourself as a bicyclist: (check one)

<input type="checkbox"/> I already do enough to be safe and alert to vehicles	<input type="checkbox"/> I don't know
<input type="checkbox"/> I could be a safer bicyclist if I _____	

TELL US ABOUT YOURSELF:

- a. What zip code do you live in? _____
- b. What are the nearest cross streets where you live?
 #1 _____ and #2 _____
- c. Including yourself, do any members of your household attend school?
 Elementary School Middle School High School College No students
- d. Are you: (circle one) Male Female
- e. What age group are you: (circle one)
 15 or under 16-24 years 25-45 years 46-64 year 65 years or older
- f. Yes, I am interested in receiving email updates on the City of San Marino Huntington Drive Safe Streets Corridor Plan. My email address is: _____.

Thank you!

CITY OF SAN MARINO

GOLDEN STREETS EVENT - Bicycle Safety Survey
03/05/2017

No.	How frequently do you bike on Huntington Drive in San Marino?	Bicycle safety is a big problem on Huntington Drive in San Marino.	As a bicyclist, are there intersections along Huntington Drive where you do not feel safe crossing?	Intersection - Street 1	Intersection - Street 2	Rate yourself as a driver:	Rate yourself as a bicyclist:	What zip code do you live in?	What are the nearest cross streets where you live? (Street 1)	What are the nearest cross streets where you live? (Street 2)	Including yourself, do any members of your household attend school?	Gender	What age group are you	Note
1	Never or hardly ever	Strongly agree	Yes	Winston/Huntington	Palomar/Huntington	I could be safer if I'm better alert looking for ped/bikes	I already do enough to be safe and alert to vehicles	91108	Huntington	Del Mar	Elementary School, Middle School, High School		46-64 year	
2	About once a month	Agree	Yes	San Gabriel		I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	91107	Huntington	San Gabriel	No students	Male	46-64 year	
3	A few times a year	Disagree	Yes	Garfield	Los Robles	I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	91001	Altadena Drive	Fair Oaks	No students		46-64 year, 65 years or older	
4		Strongly agree	No			I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	91106	Lake	Cordova	College	Male	46-64 year	I don't do business in San Marino because there is no legal place to park my bike
5	Never or hardly ever	Agree				I could be safer if bikes sometimes don't watch out for drivers		91801	Hidalgo	Huntington				
6	Never or hardly ever	Strongly agree	Yes	San Gabriel	San Marino/Sierra Madre	I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	91108	Rose Avenue	Duarte Road	High School	Male	16-24 years	
7	Never or hardly ever	Agree	Yes			I could be safer if I gave bicyclists 3 foot buffer at all times	I already do enough to be safe and alert to vehicles	90026	Alvarado	Beverly	No students	Female	25-45 years	
8	About once a week	Don't know				I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	91030	Marengo	Mission	Elementary School, Middle School	Female	25-45 years	
9	Never or hardly ever	Don't know	No			I already do enough to be safe and watch out for bicyclists	I already do enough to be safe and alert to vehicles	90745	Avalon Blvd	Sepulveda Blvd	College	Female	16-24 years	

CITY OF SAN MARINO

GOLDEN STREETS EVENT - Pedestrian Safety Survey

03/05/2017

No.	How frequently do you walk on Huntington Drive in San Marino?	Pedestrian safety is a big problem on Huntington Drive in San Marino.	As a pedestrian, are there intersections along Huntington Drive where you do not feel safe crossing?	Intersection - Street 1	Intersection - Street 2	Rate yourself as a driver:	Rate yourself as a pedestrian:	What zip code do you live in?	What are the nearest cross streets where you live? (Street 1)	What are the nearest cross streets where you live? (Street 2)	Including yourself, do any members of your household attend school?	Gender	What age group are you?	Note
1	Never or hardly ever	Strongly disagree	No			I already do enough to be safe and watch out for pedestrians	I already do enough to be safe and am alert to vehicles	91778	Muscatel	Las Tunas	College	Female	25-45 years	
2	Daily	Disagree	Yes	Huntington	just before San Gabriel	I already do enough to be safe and watch out for pedestrians	I already do enough to be safe and am alert to vehicles	91801	Hidalgo	Huntington	Elementary School, Middle School, High School	Male	25-45 years	
3	Daily	Disagree	Yes			I already do enough to be safe and watch out for pedestrians	I already do enough to be safe and am alert to vehicles		Hidalgo	Huntington	No Students		46-64 year	would be interested in seeing a bike lane
4	Never or hardly ever	Agree	No			I already do enough to be safe and watch out for pedestrians	I could be a safer pedestrian if I carried flashlight	91108	Sierra Madre	California	No Students	male	25-45 years	

**APPENDIX E:
ONLINE COMMUNITY SURVEY AND RESULTS**

City of San Marino Street Safety Survey

* Required

1. How frequently do you walk on Huntington Drive in San Marino? *

Mark only one oval.

- Never or hardly ever
- A few times a year
- About once a month
- About once a week
- Daily

2. Walking safety is a big problem on Huntington Drive in San Marino. *

Mark only one oval.

- Strongly agree
- Agree
- Don't know
- Disagree
- Strongly Disagree

3. Are there intersections along Huntington Drive where you do not feel safe walking across?

Mark only one oval.

- Yes (if yes, please answer the next question)
- No

4. If "yes" on the last question, which intersections did you feel not safe crossing?

City of San Marino Street Safety Survey

5. How frequently do you bike on Huntington Drive in San Marino? *

Mark only one oval.

- Never or hardly ever
- A few times a year
- About once a month
- About once a week
- Daily

6. Bicycle safety is a big problem on Huntington Drive in San Marino. *

Mark only one oval.

- Strongly agree
- Agree
- Don't know
- Disagree
- Strongly Disagree

7. Are there intersections along Huntington Drive where you do not feel safe BIKING across?

Mark only one oval.

- Yes (if yes, please answer the next question)
- No

8. If "yes" on the last question, which intersection did you feel not safe crossing?

9. Rate yourself while walking:

Mark only one oval.

- I already do enough to be safe and am alert to vehicles
- I don't know
- I could be a safer bicyclist and can steps to do

10. Rate yourself while biking:

Mark only one oval.

- I already do enough to be safe and am alert to vehicles
- I don't know
- I could be a safer bicyclist and can steps to do

General Info

11. What zip code do you live in?

12. **What are the nearest cross streets where you live?**

13. **Including yourself, do any members of your household attend school? (check all that apply)**

Check all that apply.

- Elementary School
- Middle School
- High School
- College
- No Students

14. **I identify my gender as...**

Mark only one oval.

- Male
- Female
- Trans*
- Prefer not to say
- Other

15. **What age group are you?**

Mark only one oval.

- 15 or under
- 16-24
- 25-45
- 46-64
- 65 years of older

16. **Yes, I am interested in receiving email updates on the City of San Marino Huntington Drive Safe Streets Corridor Plan. My email address is:**

City of San Marino
Online Community Survey and Results

ID	How frequently do you walk on Huntington Drive in San Marino?	Walking safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe walking across?	If "yes" on the last question, which intersections did you feel not safe crossing?	How frequently do you bike on Huntington Drive in San Marino?	Bicycle safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe BIKING across?	If "yes" on the last question, which intersection did you feel not safe crossing?	Rate yourself while walking:	Rate yourself while biking:	What zip code do you live in?	What are the nearest cross streets where you live?	Including yourself, do any members of your household attend school? (check all that apply)	I identify my gender as...	What age group are you?
1	About once a week	Agree	Yes (if yes, please answer the next question)	Del Mar	A few times a year	Agree	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91108	Huntington blackstone	Elementary School, High School	Prefer not to say	25-45
2	About once a week	Agree	Yes (if yes, please answer the next question)	Huntington and Los Robles	Never or hardly ever	Don't know	Yes (if yes, please answer the next question)	Huntington at Los Robles	I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington and Los Robles	College	Male	46-64
3	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know		San Gabriel and Woodlawn	High School	Female	25-45
4	Daily	Disagree	No		About once a week	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Woodlawn	Middle School, High School	Female	25-45
5	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91107	LaPressa	High School	Male	46-64
6	About once a month	Agree	Yes (if yes, please answer the next question)	Virginia, West	About once a month	Agree	No		I don't know	I don't know	91108	Mission and Euclid	Elementary School	Male	25-45
7	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Virginia, West	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	All of them	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Los Robles and mission	Elementary School	Female	25-45
8	About once a month	Agree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington	High School	Female	46-64
9	About once a week	Agree	No		A few times a year	Don't know	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91775	Virginia	Elementary School	Female	25-45
10	Daily	Strongly agree	Yes (if yes, please answer the next question)	Virginia, Saint Albans	Never or hardly ever	Agree	No				91108	Saint Albans	Elementary School	Female	25-45
11	Daily	Disagree	No		Never or hardly ever	Don't know	No				91775	Huntington and la presa	Elementary School	Female	25-45
12	About once a month	Agree	Yes (if yes, please answer the next question)	Starbucks San Marino. Even with crossing lights. Many cars still don't stop in time or break last minute	About once a month	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington / bradbury	High School	Male	46-64
13	About once a week	Agree	Yes (if yes, please answer the next question)	The crosswalks without a stop light	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Roses	Elementary School, Middle School	Female	25-45
14	A few times a year	Don't know	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	California -San Marino ave	High School	Female	25-45
15	A few times a year	Agree	Yes (if yes, please answer the next question)	West Drive and Huntington Drive, Virginia and Huntington, San Marino Ave and Huntington	A few times a year	Agree	Yes (if yes, please answer the next question)	Huntington Drive and San Marino Ave	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	St Albans	Middle School	Female	46-64
16	About once a week	Strongly agree	No		About once a week	Strongly agree	Yes (if yes, please answer the next question)	All of them	I don't know	I could be a safer bicyclist and can steps to do so	91108	Winston and Huntington Drive	High School, College	Female	25-45
17	About once a week	Disagree	Yes (if yes, please answer the next question)	Sunriskyope	About once a month	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	La Presa and Huntington	Elementary School	Female	25-45
18	A few times a year	Disagree	No		About once a month	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	SanMarino and Lorain	Elementary School	Male	25-45
19	A few times a year	Agree	Yes (if yes, please answer the next question)	Huntington and Del Mar, Huntington and Kenilworth, Huntington and San Marino Ave	A few times a year	Agree	Yes (if yes, please answer the next question)	Del Mar, Kenilworth, San Marino Ave	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Kenilworth and Ridgeway	High School	Female	46-64
20	About once a month	Strongly Disagree	No		About once a month	Disagree	No		I don't know	I don't know	91108	Lorain and St. Albans	Middle School, High School	Male	46-64
21	About once a week	Don't know	Yes (if yes, please answer the next question)	Huntington and san gabriel going into carver. Drivers dropping of kids at carver drive at unsafe speeds and do not follow the rules. Many are in a hurry and attempt to enter the school using both lanes	Never or hardly ever	Agree	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I don't know	91107	San Gabriel Blvd	High School	Female	46-64
22	Never or hardly ever	Agree	Yes (if yes, please answer the next question)		A few times a year	Agree	Yes (if yes, please answer the next question)	Huntington and san gabriel	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	California x san marino	Elementary School, Middle School	Male	46-64
23	About once a week	Strongly agree	Yes (if yes, please answer the next question)	At sierra madre, west, and San gabriel	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Sierra Nader, west, San Marino Ave	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	In adair between west haven and San Marino	Elementary School, Middle School	Female	25-45
24	A few times a year	Don't know	Yes (if yes, please answer the next question)	The ones with no signals	Never or hardly ever	Don't know	No		I don't know	I don't know	91801	Almansor st and mission	High School	Female	46-64
25	Never or hardly ever	Agree	Yes (if yes, please answer the next question)	The intersections without lights such as the one just east of San Marino avenue.	Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Plymouth and Los Robles	Elementary School	Female	25-45
26	A few times a year	Disagree	Yes (if yes, please answer the next question)	Huntington and San Gabriel Blvd	A few times a year	Don't know	Yes (if yes, please answer the next question)	Huntington and Palomar Rd	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91107	California Blvd & San Gabriel Blvd	Elementary School	Female	25-45
27	About once a week	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington x St Albans	Middle School, High School	Female	25-45
28	About once a month	Don't know	Yes (if yes, please answer the next question)	Huntington and San Marino ave	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Adair / San Marino Ave	Elementary School	Female	25-45
29	A few times a year	Disagree	Yes (if yes, please answer the next question)	Generally every intersection because so many cars but especially at Garfield	A few times a year	Disagree	Yes (if yes, please answer the next question)	Garfield	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108		Elementary School	Female	25-45
30	Daily	Agree	Yes (if yes, please answer the next question)	Kensington	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Granada / Huntington	Middle School	Male	46-64
31	Daily	Strongly agree	No		Never or hardly ever	Don't know	No		I could be a safer pedestrian and can steps to do so		91108		Elementary School	Female	25-45
32	Daily	Agree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108		High School	Female	16-24
33	A few times a year	Disagree	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles			Middle School, High School	Male	46-64
34	About once a week	Agree	Yes (if yes, please answer the next question)		About once a week	Agree	Yes (if yes, please answer the next question)	Any intersection that crosses Huntington or	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Los robles and mission	Elementary School	Male	46-64
35	Daily	Strongly Disagree	Yes (if yes, please answer the next question)	Huntington & San Gabriel San Gabriel and Duarte Rose and San Gabriel Hillard and rose Rose and Woodlawn	Daily	Strongly agree	Yes (if yes, please answer the next question)	Huntington & San Gabriel	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Hilliard	Elementary School, High School	Male	25-45
36	Daily	Strongly agree	Yes (if yes, please answer the next question)		Daily	Strongly agree	Yes (if yes, please answer the next question)	Any section one lane without sidewalk	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Hilliard and woodlawn	Elementary School, Middle School	Female	25-45
37	Never or hardly ever	Strongly agree	No		A few times a year	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Bradbury	Middle School, High School	Female	46-64
38	A few times a year	Agree	No		Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission and Los Robles	No Students	Female	65 years of older
39	About once a week	Strongly agree	Yes (if yes, please answer the next question)	At Virginia and At West/Cambridge and at Sierra Madre	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Virginia, Cambridge/West and Sierra Madre	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Sherwood and West Drive	Elementary School	Male	46-64
40	About once a week	Don't know	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Monterey and Westhaven	Middle School, High School, College	Female	46-64
41	Daily	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino and Huntington	Elementary School, Middle School, High School	Male	25-45
42	Never or hardly ever	Agree	No		Never or hardly ever	Don't know	Yes (if yes, please answer the next question)		I don't know	I don't know	91108		Middle School	Female	46-64

City of San Marino
Online Community Survey and Results

ID	How frequently do you walk on Huntington Drive in San Marino?	Walking safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe walking across?	If "yes" on the last question, which intersections did you feel not safe crossing?	How frequently do you bike on Huntington Drive in San Marino?	Bicycle safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe BIKING across?	If "yes" on the last question, which intersection did you feel not safe crossing?	Rate yourself while walking:	Rate yourself while biking:	What zip code do you live in?	What are the nearest cross streets where you live?	Including yourself, do any members of your household attend school? (check all that apply)	I identify my gender as...	What age group are you?
43	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Huntington and Del Mar	Never or hardly ever	Don't know	Yes (if yes, please answer the next question)	Huntington and Del Mar	I already do enough to be safe and am alert to vehicles	I don't know	91108	Lorain and Del Mar	High School, College	Male	46-64
44	About once a month	Strongly agree	Yes (if yes, please answer the next question)	St Albans	A few times a year	Strongly agree	Yes (if yes, please answer the next question)	Virginia	I don't know	I could be a safer bicyclist and can steps to do so	91108	St Albans	Middle School	Male	46-64
45	A few times a year	Agree	No		A few times a year	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Oak, Atlantic, Los Robles	Middle School, High School	Male	16-24
46	About once a month	Agree	Yes (if yes, please answer the next question)	Huntington and Del Mar	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	Del mar	I already do enough to be safe and am alert to vehicles	I don't know	91108	Lorain and San Marino ave	High School	Female	46-64
47	A few times a year	Disagree	No		A few times a year	Strongly agree			I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	San Gabriel & Huntington	High School	Female	25-45
48	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91107	San Gabriel	Elementary School	Female	25-45
49	Daily	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No				91108	Longden	High School, College	Male	46-64
50	About once a month	Don't know	Yes (if yes, please answer the next question)	At San Gabriel Blvd.	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Del Mar x Longden	Elementary School	Male	25-45
51	Daily	Strongly Disagree	Yes (if yes, please answer the next question)	San Marino Ave	Daily	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino and Adair	High School	Male	46-64
52	Never or hardly ever	Agree	No		Never or hardly ever	Agree	No		I don't know	I don't know	91108	Darby Rd	Middle School	Female	15 or under
53	Daily	Strongly agree	Yes (if yes, please answer the next question)	Street after San Marino Ave	Daily	Strongly agree	Yes (if yes, please answer the next question)	Where there's no bike lane	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission	Elementary School, High School	Female	46-64
54	About once a week	Agree	Yes (if yes, please answer the next question)	Winston and Huntington	Never or hardly ever	Agree			I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission and Los Robles	High School	Female	46-64
55	A few times a year	Don't know	No		Daily	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Gabriel and Huntington	No Students	Male	15 or under
56	Daily	Agree	Yes (if yes, please answer the next question)	When I press the button, the yellow lights flash, but no car stop	Daily	Agree	Yes (if yes, please answer the next question)	When I press the button, yellow lights flash, but no car stop	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Next to San Marino security company	Elementary School, Middle School	Female	25-45
57	About once a month	Agree	Yes (if yes, please answer the next question)	Virginia	About once a month	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	El Molino 2285 Melville DR, San Marino	Elementary School	Male	25-45
58	Daily	Agree	No		Never or hardly ever	Don't know	No		I don't know	I could be a safer bicyclist and can steps to do so	91108	San Gabriel Blvd. and Duarte Road	Elementary School	Female	25-45
59	Daily	Agree	No		About once a month	Agree	No		I don't know	I already do enough to be safe and am alert to vehicles	91108	Huntington and West Dr.	High School	Female	46-64
60	About once a week	Agree	Yes (if yes, please answer the next question)	Cumberland, palomar	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Same as walking plus San Gabriel and Virginia	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Monterey and Los Robles	Elementary School, Middle School, High School	Female	25-45
61	Daily	Strongly agree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Bradbury Road	High School	Female	46-64
62	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	Along school sites	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	Along school sites	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Sierra Madre Blvd	Middle School, High School	Female	46-64
63	A few times a year	Don't know	No		Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	Wilbur, Kenilworth	High School, College	Female	46-64
64	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Huntington & West/Cambridge Ridgeway. The cars never yield even when the flashing lights go on	About once a month	Strongly agree	Yes (if yes, please answer the next question)	West/Cambridge	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West & Virginia	Elementary School	Female	25-45
65	Daily	Strongly agree	Yes (if yes, please answer the next question)		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	San Marino ave	High School, College	Female	46-64
66	About once a week	Strongly agree	No		A few times a year	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	San Gabriel Blvd. and Duarte Road	Elementary School, Middle School	Female	46-64
67	About once a week	Disagree	Yes (if yes, please answer the next question)	Pedestrian crossing between San Marino and Del Mar with only blinking lights. It's a very dangerous crossing and should be removed in my opinion.	A few times a year	Disagree	Yes (if yes, please answer the next question)	Same crossing as walking noted above	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Warwick & Lorain	College	Female	46-64
68	About once a week	Agree	No		Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91107	San Gabriel Blvd and Devonport	Elementary School, Middle School	Female	46-64
69	About once a week	Don't know	No		About once a week	Agree	Yes (if yes, please answer the next question)	San Gabriel And Huntington	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Melville and Lorain	Elementary School	Female	25-45
70	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Los Robles/Atlantic & Huntington	A few times a year	Strongly agree	No		I don't know	I don't know	91107	Los Robles & Huntington	Elementary School	Female	46-64
71	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I don't know	I don't know	91108	Stratford	High School	Female	46-64
72	About once a week	Don't know	Yes (if yes, please answer the next question)	Saint albans	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Saint albans and mill lane	High School	Female	46-64
73	A few times a year	Don't know	No		A few times a year	Agree	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	St. Albans and Monterey	High School	Female	46-64
74	About once a week	Disagree	No		About once a month	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Cambridge x Monterey	Elementary School, Middle School	Female	25-45
75	About once a week	Agree	Yes (if yes, please answer the next question)		Never or hardly ever	Strongly agree	No		I don't know	I don't know	91108	Los Robles and Monterey	Middle School, High School	Male	46-64
76	Daily	Strongly agree	Yes (if yes, please answer the next question)	Virginia Rd and Cambridge Rd	Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Old Mill Rd	Elementary School	Female	25-45
77	Daily	Disagree	No		Never or hardly ever	Agree			I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Euston	High School	Female	46-64
78	About once a week	Disagree	No		Never or hardly ever	Agree	Yes (if yes, please answer the next question)	Granada	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	El Molina and Plymouth	Middle School	Female	46-64
79	About once a month	Don't know	No		About once a week	Agree	Yes (if yes, please answer the next question)	San Maino Ave & Huntington	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Granada & Huntington	Middle School, High School, College	Male	46-64
80	Daily	Strongly agree	No		Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	San Marino Avenue	No Students	Female	46-64
81	About once a week	Strongly agree	Yes (if yes, please answer the next question)		About once a week	Strongly agree	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles		Chelsea and Huntington Drive	High School, College		
82	Daily	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	Duarte Rd & N Vista St	Elementary School	Female	25-45
83	A few times a year	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108			Female	46-64
84	About once a month	Agree	Yes (if yes, please answer the next question)		About once a week	Strongly agree	Yes (if yes, please answer the next question)	Granada, St. Albans, Virginia, San Marino ave	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Granada and Oak Knoll	Elementary School, Middle School, High School	Female	25-45
85	A few times a year	Disagree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	Huntington	High School	Male	46-64
86	Daily	Disagree	No		About once a week	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108		Elementary School	Male	46-64
87	Daily	Strongly agree	No		A few times a year	Strongly agree	Yes (if yes, please answer the next question)	between huntington drive and san gabriel Blvd	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	huntington drive	Elementary School, High School	Female	25-45

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88	A few times a year	Disagree	No		Never or hardly ever	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino Ave, West Dr	Elementary School	Female	25-45
89	Daily	Disagree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91101	Lake Ave. & Walnut St.	Elementary School	Male	25-45
90	About once a month	Strongly agree	Yes (if yes, please answer the next question)		About once a month	Strongly agree	Yes (if yes, please answer the next question)	Del Mar and San Marino	I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	90118	Rose and Sheffield	Middle School	Male	46-64
91	About once a month	Strongly agree	Yes (if yes, please answer the next question)		About once a month	Strongly agree	Yes (if yes, please answer the next question)	Del Mar and San Marino	I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	90118	Rose and Sheffield	Middle School	Male	46-64
92	Never or hardly ever	Don't know	No		A few times a year	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington and Rubio	Middle School	Female	46-64
93	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	SG & Huntington; St Felicitas crosswalk	A few times a year	Strongly agree	Yes (if yes, please answer the next question)	See above intersections	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Del Mar & Huntington	Elementary School	Female	25-45
94	A few times a year	Don't know	No		Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91101	California and Lake	High School	Male	46-64
95	Daily	Agree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Monterey Road	Elementary School	Female	25-45
96	Never or hardly ever	Disagree	No		Never or hardly ever	Disagree	No		I don't know	I don't know	91801	Huntington	Middle School, High School	Female	25-45
97	Daily	Agree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	St. Albany and Sherwood	Middle School, High School	Male	46-64
98	About once a month	Disagree	No		About once a month	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mirasol	Elementary School	Male	46-64
99	A few times a year	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington and Sherwood	High School	Female	46-64
100	About once a week	Agree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Rose avenue	High School	Female	15 or under
101	About once a month	Strongly agree	No		A few times a year	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91775	San Gabriel Blvd	High School	Female	46-64
102	A few times a year	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San marino	Middle School		46-64
103	Daily	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel Blvd and Sierra madre	A few times a year	Strongly agree		Everywhere	I already do enough to be safe and am alert to vehicles	I don't know	91108	Bradbury	Elementary School, Middle School	Female	46-64
104	About once a month	Don't know	Yes (if yes, please answer the next question)	Westhaven st	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington	Elementary School	Prefer not to say	25-45
105	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Westhaven, Bedford, West	About once a month	Strongly agree			I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	Westhaven/Huntington Drive	Elementary School	Female	25-45
106	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission Dr.	High School	Female	46-64
107	Never or hardly ever	Disagree	No		About once a month	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Del Mar Ave.	High School	Male	46-64
108	About once a month	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel Blvd	Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles		91107	San Marino Ave.	Elementary School	Female	46-64
109	About once a month	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel Blvd.	Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles		91107	San Marino Ave.	Elementary School	Female	46-64
110	About once a week	Agree	Yes (if yes, please answer the next question)	Hunt @ Sierra Madre	About once a week	Don't know	Yes (if yes, please answer the next question)	Sierra madre	I already do enough to be safe and am alert to vehicles	I don't know	91108	Warwick and Rosnke	Middle School	Female	46-64
111	Daily	Agree	Yes (if yes, please answer the next question)	San Gabriel and Huntington	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91775	Lorain and kinghurst	Elementary School, Middle School	Male	46-64
112	About once a week	Strongly Disagree	No		Never or hardly ever	Disagree	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91108	San Marino Ave	High School	Female	46-64
113	A few times a year	Disagree	No		Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington Dr	No Students	Female	25-45
114	A few times a year	Don't know	No		A few times a year	Don't know	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission & Euclid	Elementary School	Female	25-45
115	A few times a year	Strongly agree	Yes (if yes, please answer the next question)	South side of Huntington and Bedford. Although it is a short distance to walk across the street on Bedford, I don't feel that it is safe for my kids to cross the street to go to school in the morning.	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	Almost all minus the ones that have crossing guards.	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West Haven, San Marino Ave.	Elementary School	Female	25-45
116	About once a week	Agree	Yes (if yes, please answer the next question)	any crossing without a light between Winston and Sierra Madre - crossings not adequate	Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles		91108	Winston and Cumberland	College	Female	65 years or older
117	A few times a year	Agree	Yes (if yes, please answer the next question)	Huntington and Cambridge	Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles	I don't know	91108	Monterey	No Students	Female	65 years or older
118	Daily	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel and Huntington, Gainsborough and Huntington	About once a week	Agree	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91108	San Gabriel and Huntington	Elementary School, Middle School	Male	25-45
119	About once a week	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	El Molino and Plymouth	College	Female	46-64
120	About once a month	Don't know	Yes (if yes, please answer the next question)	The intersection of Huntington at West/Cambridge. I have seen drivers run the red light at high speeds.	A few times a year	Don't know	Yes (if yes, please answer the next question)	Huntington at West/Cambridge.	I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	West and Sherwood	Elementary School	Female	46-64
121	Never or hardly ever	Agree	Yes (if yes, please answer the next question)	It's a problem if you are driving south on Winston and wanting to make a left turn onto Huntington Drive. (I believe south of the drive the street is called Del Mar). If students are trying to cross Huntington Drive from the high school side, they often don't have enough time to get across safely. There is so much traffic now that drivers going north or south, and wanting to make left turns onto Huntington Drive, have to be very careful not to accidentally hit a pedestrian. Although there are dedicated lanes for left turns, they are not very wide, and traffic backs up. It's an intersection that is not safe for anyone.	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles		91108	Chaucer and Robles	No Students	Female	65 years or older
122	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	El Molino and Ramiro	No Students	Female	65 years or older
123	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	El Molino and Ramiro	No Students	Female	65 years or older

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124	About once a week	Agree	Yes (if yes, please answer the next question)	Huntington Dr. and Bradbury Rd	About once a month	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Del Mar Ave.	No Students	Male	46-64
125	A few times a year	Don't know	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Sherwood and Lorain	Elementary School, Middle School	Female	25-45
126	Daily	Strongly agree	Yes (if yes, please answer the next question)	Every crosswalk that does not have a light. Even some of the flashing crosswalks are sketchy	Daily	Strongly agree	Yes (if yes, please answer the next question)	All of them. The lights are too short.	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Gainsborough	High School	Prefer not to say	46-64
127	About once a month	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	St Albans	High School	Female	46-64
128	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Palomar and Huntington	Never or hardly ever	Don't know	Yes (if yes, please answer the next question)	Huntington & Palomar	I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington & Gainsborough	Middle School, High School	Female	46-64
129	About once a week	Agree	Yes (if yes, please answer the next question)	Granada	Never or hardly ever	Strongly agree			I already do enough to be safe and am alert to vehicles		91108	Granada and Alhambra road	No Students	Female	65 years of older
130	About once a week	Agree	Yes (if yes, please answer the next question)	Ridgeway, Granada,	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	All	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino/Huntington	Elementary School, High School	Male	46-64
131	Daily	Agree	Yes (if yes, please answer the next question)	Near the schools and rec center	Daily	Agree	Yes (if yes, please answer the next question)	Near schools and rec center	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Lorain and west	Elementary School	Female	25-45
132	About once a month	Disagree	No		Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles		91108	Granada & Alhambra Rd	No Students	Female	46-64
133	About once a month	Don't know	No		Daily	Agree	Yes (if yes, please answer the next question)	Sierra madre to Monterey/Winston !	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Winston/Huntington	No Students	Male	65 years of older
134	Never or hardly ever	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Ridgeway	No Students	Male	46-64
135	About once a month	Disagree	Yes (if yes, please answer the next question)	San Gabriel and Huntington, There should be o	A few times a year	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Palomar/ Gainsborough	No Students		65 years of older
136	A few times a year	Disagree	Yes (if yes, please answer the next question)	Palomar Road and Huntington Drive	Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles		91108		No Students	Male	65 years of older
137	Daily	Disagree	No		Never or hardly ever	Disagree	Yes (if yes, please answer the next question)	If anywhere probably the crossroad at Atlantic, Huntington and Los Robles/Garfield	I already do enough to be safe and am alert to vehicles		91108	Los Robles	Elementary School	Female	46-64
138	Daily	Strongly Disagree	No		Daily	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington and Granada	Elementary School, Middle School	Female	25-45
139	A few times a year	Don't know	No		A few times a year	Strongly agree	Yes (if yes, please answer the next question)	Huntington and Atlantic	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Euclid and Monterey	Elementary School	Male	25-45
140	A few times a year	Disagree	Yes (if yes, please answer the next question)	Sierra Madre	Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108		No Students	Female	65 years of older
141	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91108	Bedford and Monterey	Elementary School	Male	25-45
142	A few times a year	Agree	Yes (if yes, please answer the next question)	Cross walk to east of Sierra Madre	Daily	Agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Oak Knoll	No Students	Female	46-64
143	About once a month	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Devonport & Palomar	No Students	Male	46-64
144	A few times a year	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Virginia	High School	Male	46-64
145	About once a week	No	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	lorain and st albans	High School, College	Female	46-64
146	Daily	Don't know	No		About once a month	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108		Elementary School	Female	25-45
147	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Virginia	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Virginia	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West	Middle School	Female	46-64
148	Never or hardly ever	Don't know	No		A few times a year	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Euclid and Mission	No Students	Female	65 years of older
149	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	All of them because cars speed through. I would only walk if there's a crossing guard during school hours. This may not be most helpful in identifying problem intersections but it's a main reason I would not walk on Hunt.	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	Same as prior answer. Even worse for bikers.	I already do enough to be safe and am alert to vehicles	I don't know	91108	Palomar, Santa Anita	Elementary School	Female	25-45
150	A few times a year	Don't know	Yes (if yes, please answer the next question)	Del mar	Never or hardly ever	Don't know	Yes (if yes, please answer the next question)	Sierra madre	I already do enough to be safe and am alert to vehicles	I don't know	91775	Vista	Middle School	Female	46-64
151	About once a week	Strongly agree	Yes (if yes, please answer the next question)		A few times a year	Strongly agree	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Gabriel and California	Elementary School	Male	46-64
152	A few times a year	Disagree	Yes (if yes, please answer the next question)	Garfield, Atlantic (Los Robles) San Marino Ave and Huntington Dr. also the area around Huntington Dr. and Monterey Rd. The street traffic design markings are dangerous	Never or hardly ever	Disagree	No		I already do enough to be safe and am alert to vehicles		91108	Los Robles	No Students	Male	65 years of older
153	Daily	Disagree	Yes (if yes, please answer the next question)		Never or hardly ever	Disagree	Yes (if yes, please answer the next question)	Huntington Dr & San Marino Ave. & Monterey Rd	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91803		No Students	Male	46-64
154	About once a month	Don't know	Yes (if yes, please answer the next question)		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Huntington/Wanwick Rd	College	Female	46-64
155	About once a month	Agree	No		Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108-1832	Huntington & St. Albans	No Students	Male	65 years of older
156	A few times a year	Disagree	Yes (if yes, please answer the next question)		Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles	I don't know			No Students	Female	25-45
157	About once a week	Disagree	Yes (if yes, please answer the next question)		Never or hardly ever	Don't know	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I don't know			Elementary School	Male	46-64
158	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Oak Knoll	A few times a year	Don't know			I already do enough to be safe and am alert to vehicles	I don't know	91108	El Molino and Huntington	Middle School, High School	Female	46-64
159	About once a month	Strongly agree	Yes (if yes, please answer the next question)	Oak Knoll	A few times a year	Don't know			I already do enough to be safe and am alert to vehicles	I don't know	91108	El Molino and Huntington	Middle School, High School	Female	46-64
160	Daily	Disagree	No		Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Longden and Del Mar	No Students	Female	46-64
161	Daily	Agree	Yes (if yes, please answer the next question)	San Gabriel	Daily	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel & sierra madre	I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91775	Vista	Middle School, High School	Female	25-45
162	About once a week	Strongly agree	No		About once a week	Strongly agree	Yes (if yes, please answer the next question)	San Marino drive	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West Drive	Middle School	Male	46-64

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ID	How frequently do you walk on Huntington Drive in San Marino?	Walking safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe walking across?	If "yes" on the last question, which intersections did you feel not safe crossing?	How frequently do you bike on Huntington Drive in San Marino?	Bicycle safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe BIKING across?	If "yes" on the last question, which intersection did you feel not safe crossing?	Rate yourself while walking:	Rate yourself while biking:	What zip code do you live in?	What are the nearest cross streets where you live?	Including yourself, do any members of your household attend school? (check all that apply)	I identify my gender as...	What age group are you?
163	Never or hardly ever	Disagree	No		Never or hardly ever	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington/westhaven	Elementary School, Middle School	Male	25-45
164	About once a month	Agree	Yes (if yes, please answer the next question)	at San Gabriel, at Winston/Del Mar, at San Marino/Sierra Madre, at West, at Virginia	Never or hardly ever	Agree	Yes (if yes, please answer the next question)	I do not bike but fear for my grandchildren at most any intersection except where crossing guards after school	I already do enough to be safe and am alert to vehicles	I don't know	91108	sierra madre	No Students	Female	65 years of older
165	Daily	Agree	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Duarte	High School, College	Female	46-64
166	Daily	Strongly agree	Yes (if yes, please answer the next question)	To be honest, I don't feel safe crossing "any" of them as a pedestrian. There are just too many lanes of traffic moving too fast -- consistently way over the speed limit, especially in the school zones. But the very worst are the uncontrolled intersections, where drivers consistently fail to yield the right of way, and to cross at any time except when there's a big gap in the traffic is all-but suicidal.	Daily	Strongly agree	Yes (if yes, please answer the next question)		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	South Oak Knoll and Sherwood	No Students	Male	25-45
167	A few times a year	Strongly agree	Yes (if yes, please answer the next question)	S Oak Knoll ave and Huntington	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	All Cars don't stop when making a right turn.	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Oak Knoll ave and Huntington	Elementary School	Female	25-45
168	Never or hardly ever	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Gabriel & Huntington	No Students	Male	46-64
169	Daily	Agree	Yes (if yes, please answer the next question)	San Marino Blvd	Daily	Agree	Yes (if yes, please answer the next question)	San Marino Blvd	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Huntington Drive & San Marino Blvd	High School	Female	46-64
170	About once a month	Strongly Disagree	No	Intersections are well marked and clear. most have traffic lights. they are safe	A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Orain and Virginia	Elementary School	Male	65 years of older
171	Daily	Agree	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino Ave	High School	Female	46-64
172	Daily	Strongly agree	Yes (if yes, please answer the next question)	Virginia, by Library, sierra madre, Del Mar, San Gabriel and all crosswalks	Daily	Strongly agree	Yes (if yes, please answer the next question)	Virginia, library, sierra madre, Del Mar, San Gabriel, all crosswalk	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Virginia	Elementary School	Male	25-45
173	Daily	Agree	Yes (if yes, please answer the next question)	No street lights areas	Daily	Strongly agree	Yes (if yes, please answer the next question)	No street lights areas	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San marino / huntington	Elementary School	Female	46-64
174	Daily	Agree	Yes (if yes, please answer the next question)	San Gabriel	Never or hardly ever	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Oak knoll and Monterey	Elementary School	Female	25-45
175	Daily	Agree	Yes (if yes, please answer the next question)	San Gabriel	About once a week	Agree	Yes (if yes, please answer the next question)	San Gabriel	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles			Elementary School, High School		
176	About once a month	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Marino & Brentford Rd	Elementary School	Male	46-64
177	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	San Marino and Huntington; west and Huntington; Virginia and Huntington; San Gabriel and Huntington	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	West and Huntington, Sierra Madre and Huntington; Virginia and Huntington; San Gabriel and Huntington; Bedford and Huntington	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West and San Marino avenue	Elementary School, Middle School, High School	Prefer not to say	46-64
178	About once a month	Agree	Yes (if yes, please answer the next question)	Huntington and San Gabriel, Huntington and sierra madre/Santa Anita, Huntington and Del Mar/Winston	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	At Del Mar/Winston, Santa Anita/sierra madre, San Gabriel	I already do enough to be safe and am alert to vehicles	I don't know	91108	Del Mar , sierra Madre/Santa Anita	Elementary School	Female	46-64
179	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Virginia, Cambridge, Sierra Madre, San Gabriel Blvd	A few times a year	Agree	Yes (if yes, please answer the next question)	Sierra Madre	I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	Cambridge	Elementary School, High School, College	Female	46-64
180	Daily	Agree	Yes (if yes, please answer the next question)		A few times a year	Don't know	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91776	Mission	Elementary School	Female	25-45
181	Daily	Disagree	No		About once a week	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West and Huntington	Elementary School	Female	25-45
182	A few times a year	Don't know	No		A few times a year	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Monterey Rd and El Molino Ave	Elementary School	Female	25-45
183	About once a week	Agree	Yes (if yes, please answer the next question)	Major intersections San Gabriel, Del Mar, San Marino Ave. Also anytime going ACROSS Huntington Dr.	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	Santa Anita Ave and Fairfield Pl	Elementary School	Male	25-45
184	Never or hardly ever	Don't know	Yes (if yes, please answer the next question)	Any intersection next to a school	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles					
185	Daily	Don't know	No		Daily	Agree	Yes (if yes, please answer the next question)	Oak Knoll and Huntington signal	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	El molino	Elementary School	Female	25-45
186	About once a month	Disagree	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission St	Elementary School	Male	46-64
187	Daily	Strongly Disagree	No		A few times a year	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Del mar and longden	High School	Female	46-64
188	About once a week	Agree	Yes (if yes, please answer the next question)	Sierra madre	About once a week	Agree	Yes (if yes, please answer the next question)	Sierra madre, also west drive	I already do enough to be safe and am alert to vehicles	I don't know	91108	California/Sierra madre	High School, College	Female	46-64
189	Never or hardly ever	Don't know	No		Never or hardly ever	Don't know	No		I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91108	Del Mar	Elementary School, High School	Female	25-45
190	About once a week	Disagree	No		Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	At nearly every intersection, I have encountered drivers who COMPLETELY IGNORE cyclists and pedestrians as they make a "right on red" I and my kids are very wary of this. Strictest measures should be taken by S. M. to preclude a death in these situations. Especially police this at northwest corner of Hunt. Dr. and Sierra Madre, right across from SMPD and City Hall !!!	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	Lorain /Domingo Drive	High School	Female	46-64
191	About once a week	Disagree	No	Anywhere they don't have crosswalks highlighted with lights	Never or hardly ever	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles			High School	Female	46-64
192	A few times a year	Agree	Yes (if yes, please answer the next question)		Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	El Molino and Mission	High School, College	Female	46-64

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ID	How frequently do you walk on Huntington Drive in San Marino?	Walking safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe walking across?	If "yes" on the last question, which intersections did you feel not safe crossing?	How frequently do you bike on Huntington Drive in San Marino?	Bicycle safety is a big problem on Huntington Drive in San Marino.	Are there intersections along Huntington Drive where you do not feel safe BIKING across?	If "yes" on the last question, which intersection did you feel not safe crossing?	Rate yourself while walking:	Rate yourself while biking:	What zip code do you live in?	What are the nearest cross streets where you live?	Including yourself, do any members of your household attend school? (check all that apply)	I identify my gender as...	What age group are you?
193	Daily	Strongly Disagree	No		Never or hardly ever	Don't know			I already do enough to be safe and am alert to vehicles		91108	Huntington Drive and San Marino Ave.	No Students	Female	65 years of older
194	About once a week	Agree	No		Never or hardly ever	Strongly agree	No		I already do enough to be safe and am alert to vehicles	I could be a safer bicyclist and can steps to do so	91108	Keritworth	High School, College	Female	46-64
195	Daily	Agree	Yes (if yes, please answer the next question)	West Drive	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	West Drive, Virginia Rd	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	West Dr	Elementary School	Female	15 or under
196	A few times a year	Don't know	No		Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	San Marino Avenue	Elementary School, Middle School	Female	25-45
197	About once a week	Agree	Yes (if yes, please answer the next question)	Huntington and San Gabriel	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91107	Lombardy and La Presa	Elementary School	Male	25-45
198	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel Blvd	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	San Gabriel	I could be a safer pedestrian and can steps to do so	I could be a safer bicyclist and can steps to do so	91107	San Gabriel and San Pasqual	Elementary School	Female	25-45
199	About once a week	Don't know	Yes (if yes, please answer the next question)	Huntington and San Gabriel	Never or hardly ever	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	San Gabriel	Elementary School	Prefer not to say	25-45
200	A few times a year	Agree	Yes (if yes, please answer the next question)	Anywhere near San Marino high school I see kids almost get hit every morning.	Never or hardly ever	Strongly agree	Yes (if yes, please answer the next question)	The street just east of San Marino high school, kids bike like they are in cars. Accidents almost every day. Should have someone posted there.	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91775	Virginia/ Lorraine rd	Elementary School	Female	25-45
201	A few times a year	Strongly agree	Yes (if yes, please answer the next question)	Sierra Madre/huntingtom	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91801	Story/huntington	Elementary School, Middle School, High School	Female	25-45
202	Never or hardly ever	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106	Granada	No Students	Female	46-64
203	About once a week	Strongly agree	Yes (if yes, please answer the next question)	Huntington and San Gabriel crossing northeast to southeast to Carver	Daily	Strongly agree	Yes (if yes, please answer the next question)	Huntington and San Gabriel	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91107	Huntington and San Gabriel	Elementary School, High School	Male	46-64
204	Never or hardly ever	Disagree	No		Daily	Agree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Mission	Middle School, High School	Prefer not to say	
205	Never or hardly ever	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	Ridgeway,	Elementary School, Middle School, High School	Male	65 years of older
206	About once a week	Agree	Yes (if yes, please answer the next question)	Huntington and Del Mar	Never or hardly ever	Agree			I already do enough to be safe and am alert to vehicles		91106	del Mar and Robin	No Students	Female	65 years of older
207	About once a week	Don't know	No		A few times a year	Don't know	Yes (if yes, please answer the next question)	Lorain and San Marino	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106	Duarte and Rose	High School	Female	46-64
208	A few times a year	Don't know	Yes (if yes, please answer the next question)	Huntington Dr. & Sierra Madre Blvd.	About once a month	Agree	Yes (if yes, please answer the next question)	North side of the street approaching Sierra Madre Blvd, next to the Starbucks.	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106	San Gabriel Blvd.	Middle School	Male	46-64
209	About once a week	Disagree	No		About once a week	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106	Lorain & St Albans	College	Female	46-64
210	About once a week	Strongly agree	Yes (if yes, please answer the next question)	All of them	Never or hardly ever	Don't know	No		I already do enough to be safe and am alert to vehicles	I don't know	91108	adair / san marino	College	Female	46-64
211	Daily	Strongly Disagree	No		About once a month	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	sherwood and ridgeway		Male	65 years of older
212	About once a week	Disagree	No		A few times a year	Disagree	No	Biking is dangerous all over. Not any more dangerous on Huntington than any other large busy street.	I don't know	I don't know			No Students	Male	46-64
213	Daily	Agree	Yes (if yes, please answer the next question)		Daily	Agree	No		I already do enough to be safe and am alert to vehicles		91107	San Gabriel Blvd	No Students	Female	25-45
214	Daily	Strongly agree	Yes (if yes, please answer the next question)	san marino ave, san gabriel, the intersections at the high school	About once a month	Strongly agree	Yes (if yes, please answer the next question)	all of them!	I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91108	huntington	No Students		25-45
215	Never or hardly ever	Strongly Disagree	No		Never or hardly ever	Strongly Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106	Plymouth & Winthrop	Middle School	Male	46-64
216	About once a week	Disagree	No		A few times a year	Disagree	No		I already do enough to be safe and am alert to vehicles	I already do enough to be safe and am alert to vehicles	91106		No Students	Female	46-64