

**CITY OF ALHAMBRA**  
**NOTICE OF SPECIAL MEETING**  
**OF THE**  
**ALHAMBRA TRANSPORTATION COMMISSION**  
**WEDNESDAY, JANUARY 14, 2026**  
**6:00 p.m.**

**NOTICE IS HEREBY GIVEN** that a **Regular Meeting of the Alhambra Transportation Commission** will be held on **Wednesday, January 14, 2026 at 6:00 p.m.** at Alhambra Public Library Reese Hall, 101 South First Street, Alhambra, California, pursuant to the order of the Alhambra Transportation Commission Secretary.

An agenda of such regular meeting is attached hereto, incorporated herein by reference and made a part hereof as though fully set forth herein.

Dennis Ahlen  
Alhambra Transportation Commission Secretary

Notice No: N2M26-6  
Posted: January 8, 2026



*Gateway  
to the  
San Gabriel Valley*

**CITY OF ALHAMBRA  
AGENDA  
REGULAR MEETING  
ALHAMBRA TRANSPORTATION COMMISSION**  
Alhambra Library Reese Hall, 101 South First Street  
January 14, 2025  
6:00 p.m.

ROLL CALL:

Frank Bodeman, Monica Calderon, Lilian De Loza Gutierrez, Elliot Lee, Albert Lu, David Nguyen, Mark Nisall, Jim Roman, Raymond Tan

- 1. APPROVAL OF THE MINUTES OF JULY 9, 2025 AND THE MINUTES OF NOVEMBER 12, 2025**
- 2. PUBLIC COMMENT FOR NON-AGENDIZED ITEMS (TIME LIMITATIONS; 5 MINUTES PER SPEAKER, 30 MINUTES TOTAL)**

Citizens wishing to address the Commission on any matter which is within the subject matter jurisdiction of the Commission not on the Agenda may do so at this time. Once the 30-minute time limit has been reached, any remaining speakers will be permitted to speak at the end of the meeting. Speakers will only be allowed to speak once per meeting for non-agendized items. Please note that while the Commission values your comments, pursuant to the Brown Act, the Commission cannot take action unless the matter appears as an item on a forthcoming agenda

**PRESENTATIONS**

**3. CROSSWALK REVIEW AT SOUTH ALMANSOR AVENUE AND PARK STREET**

Staff will review the report that was prepared in response to a resident request to install a marked crosswalk crossing at the intersection of Almansor Avenue and Park Street. This would provide a safer pathway to cross to the west side of Almansor Park.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), and based on engineering judgement, a list of options is presented to Traffic Commission for review and direction.

Recommended Action

It is recommended that the Transportation Commission review the report with the City Traffic Engineer, listen to public comment(s) and provide direction.

**4. SPEED HUMP REQUEST AT NORTH MARGUERITA AVENUE BETWEEN ALHAMBRA ROAD AND PINE STREET**

Staff will review the report prepared in response to a request to evaluate the segment of North Marguerita Avenue from Alhambra Road to Pine Street for potential installation of Speed Humps due to concerns regarding cut-through traffic and speeding. This request has completed the Level 1 and Level 2 review process and has progressed to a Level 3 traffic review, as outlined in the City's Traffic Calming Guidelines, to analyze existing traffic conditions and determine whether the segment meets the criteria for installing Speed Humps or Speed Cushions.

After a thorough review of existing field and traffic conditions and per the guidelines in the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), and based on engineering judgement, a list of options is presented to Traffic Commission for review and direction.

#### Recommended Action

It is recommended that the Transportation Commission review the report with the City Traffic Engineer, listen to public comment(s) and provide direction.

### **5. ALHAMBRA COMMUNITY TRANSIT (ACT) PROPOSED ROUTES PRESENTATION**

Staff will provide an overview of the Alhambra Community Transit (ACT) bus route re-evaluation and ridership analysis, including proposed route changes developed in response to community feedback. The proposed ACT bus network is intended to support the City Council's Strategic Plan priority of increasing bus ridership by improving service delivery while maintaining existing buses, service hours, and operating costs. These efforts focus on better serving underserved areas in Alhambra, increasing ridership, and providing more efficient transit options for the community.

#### Recommended Action

It is recommended that the Transportation Commission review the presentation, listen to public comment(s) and provide direction.

### **6. PUBLIC COMMENT FOR NON-AGENDIZED ITEMS (TIME LIMITATIONS; 5 MINUTES PER SPEAKER)**

Continuation of public comment for speakers that wish to comment on non-agendized items, but were unable to speak during the first public comment period. Please note that while the Commission values your comments, pursuant to the Brown Act, the Commission cannot take action unless the matter appears as an item on a forthcoming agenda.

### **7. COMMENTS AND CONCERNS FROM COMMISSION MEMBERS AND/OR STAFF.**

Comments, concerns or discussion on any item(s) not specified on the agenda. Items discussed must pertain to the business of the Alhambra Transportation Commission.

### **8. ADJOURNMENT**

Adjournment to a regular meeting on Wednesday, March 11, 2026, at 6:00 p.m.

Copies of staff reports or other written documentation, if any, relating to each item of business described above are on file in the Alhambra City Hall, Public Works Department, 111 S. First

Street, Alhambra California 91801 and are available for public inspection upon request during regular business hours of 7:00am to 5:30pm, Monday through Thursday.

Should any person have a question concerning any of the above agenda items prior to the meeting described herein, he or she may contact Dennis Ahlen, Director of Public Works & Utilities, either in person at the Public Works Department at Alhambra City Hall, 111 South First Street, or by calling via telephone at (626) 570-5067 during regular business hours.

# MINUTES

## CITY OF ALHAMBRA

### TRANSPORTATION COMMISSION

Regular Meeting of November 12, 2025

#### Call to Order

**Roll Call:** The November 12, 2025, meeting of the Transportation Commission

**Present:** Monica Calderon, Albert Lu, Jim Roman, Mark Nisall

**Absent:** Frank Bodeman, Lilian De Loza Gutierrez, Elliot Lee, David Nguyen, Raymond Tan

Also in attendance, Traffic Engineer Jana Robbins, APD, Deputy Director of Public Works Melissa Ramos, and Deputy Director of Public Works Jane Chan.

#### 1. ROLL CALL

The Transportation Commission did not achieve a quorum due to an insufficient number of commissioners in attendance.

Vice President Calderon adjourned the meeting to the next regular meeting of the Alhambra Transportation Commission on Wednesday, January 14, 2025, at 6:00 p.m.

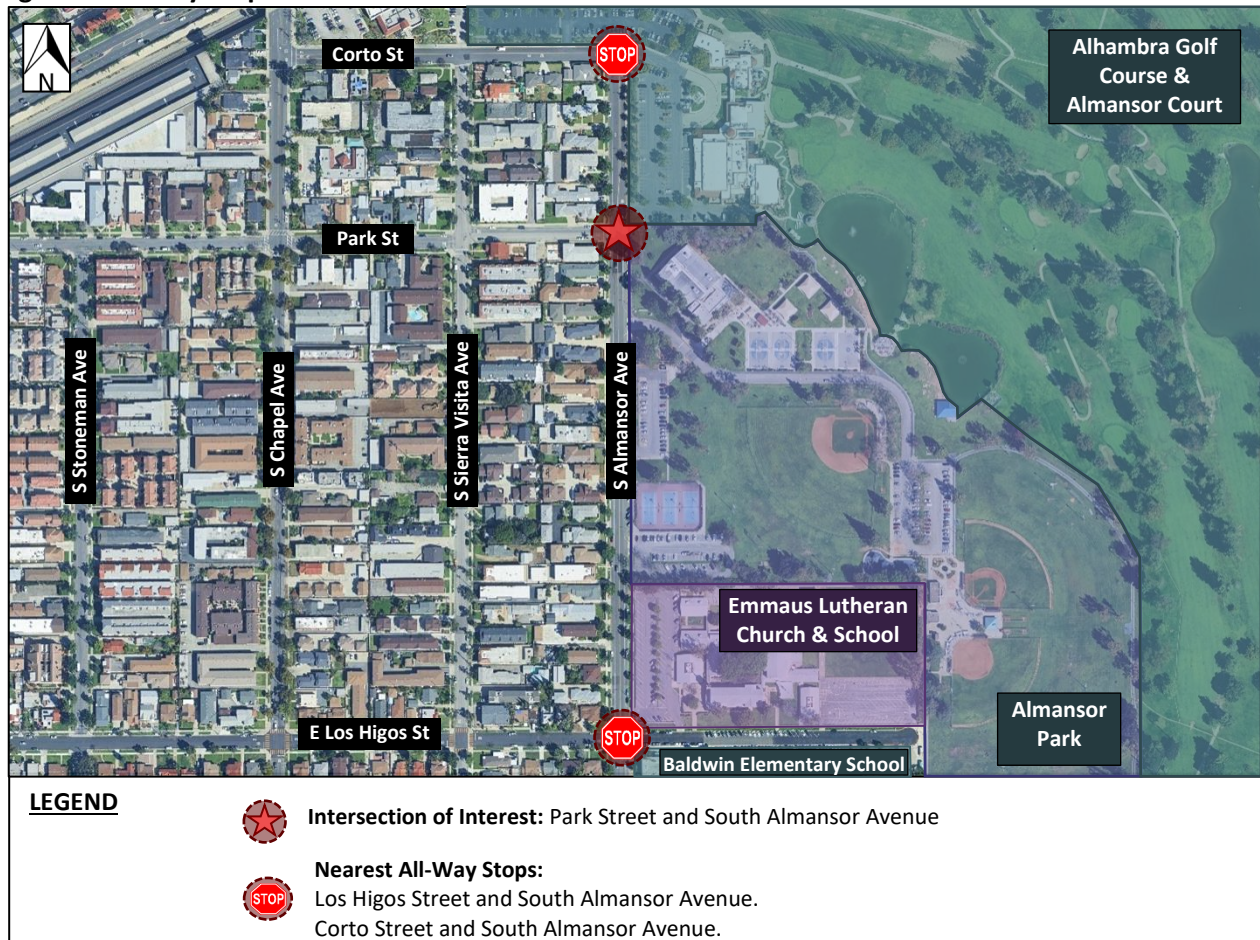


**TO:** Jane Chan, Transportation Deputy Director of Public Works  
**FROM:** Transtech Engineers, Inc.  
**DATE:** September 18, 2025  
**SUBJECT:** CROSSWALK REVIEW AT SOUTH ALMANSOR AVENUE AND PARK STREET

**INTRODUCTION**

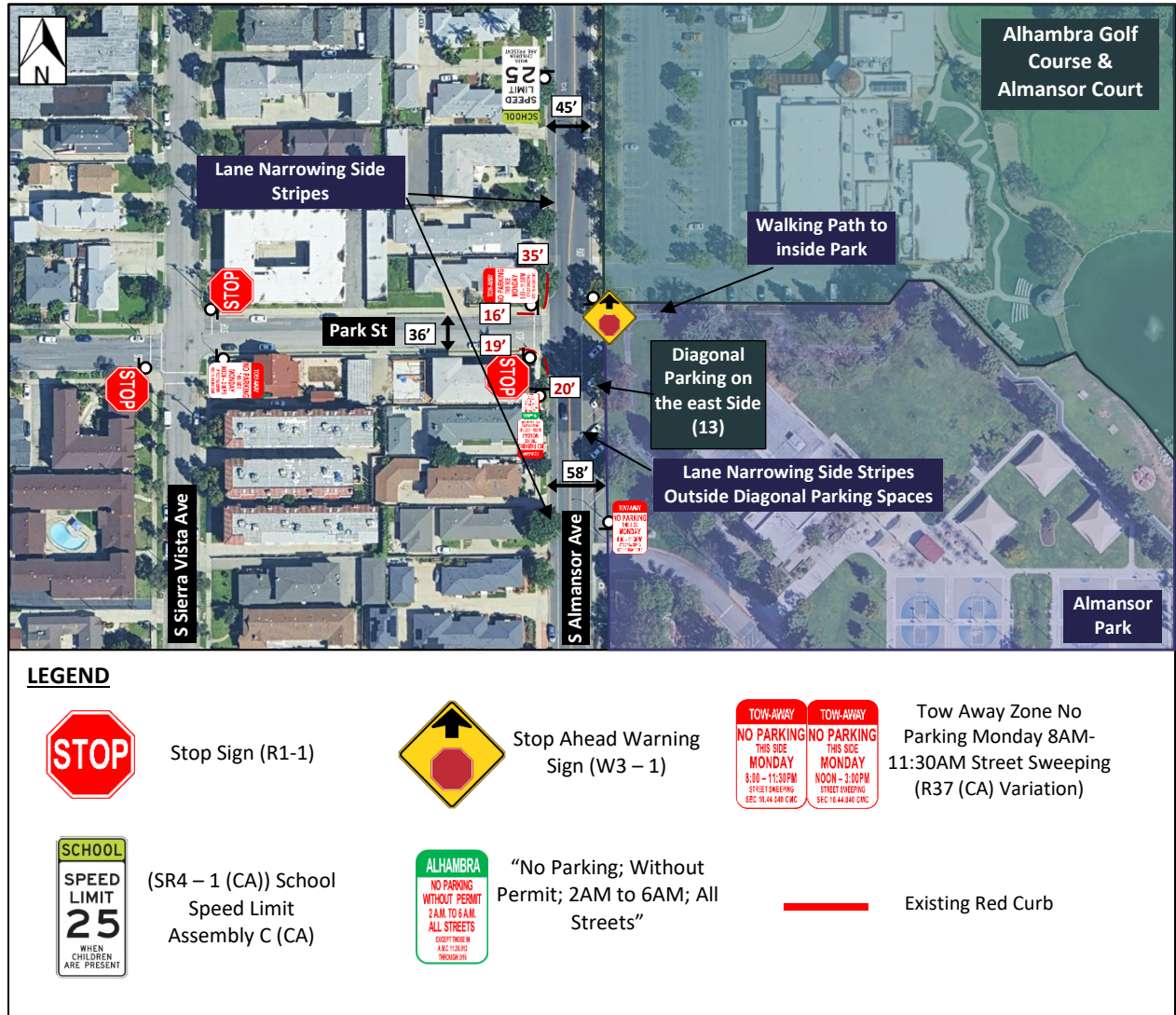
The City of Alhambra received a resident request to review the intersection of South Almansor Avenue and Park Street for a potential crosswalk to the Almansor Park. The resident explained that there is currently no dedicated crosswalk or ADA-compliant ramp to allow east/west travel from Park Street to Almansor Park. After school hours and on weekends the park is very busy with residents with children crossing the street. In response to this request, the City has assigned staff to perform a traffic review of the intersection. As part of this traffic review, an updated collision history over a 3.5-year period, and a pedestrian count of those pedestrians crossing Almansor Avenue at or near Park Street was taken as well as an examination of existing roadway conditions was completed. This segment was previously studied in November of 2022. At that time a crosswalk was determined to not be warranted.

**Figure 1: Vicinity Map**



**EXISTING CONDITIONS**

**Figure 2: Existing Conditions Diagram – Intersection of South Almansor Avenue and Park Street**



**South Almansor Avenue:** Within the City of Alhambra, South Almansor Avenue is a north/south roadway that is considered a major collector per the California Road System Functional Classification Map by Caltrans. South Almansor Avenue measures approximately 45 feet wide, north of Park Street, and approximately 58 feet, south of Park Street. North of Park Street, the street cross-section consists of one with one lane of travel in each direction divided by a solid yellow centerline, and a marked lane narrowing side stripe lane along the west side of the street. South of Park Street, the street cross-section consists of one 13-foot-wide lane of travel in each direction, a 10-foot lane narrowing side stripe running parallel to the west side of the street, and 22-ft wide diagonal parking area on the east side of the street with a white stripe outside the diagonal parking spaces. Parking is allowed on both sides of South Almansor Avenue in designated parking areas. There are about 13 diagonal parking spaces on the east side just south of Park Street. Parking is prohibited during street sweeping times, overnight without permit, from 2 AM to 6 AM,



and on segments marked with red curb. Street sweeping times are on Wednesday, from 8AM to 11:30AM for the east side of the street, and 12PM to 3PM for the west side of the street. There is a sidewalk that runs parallel to the west side of South Almansor Avenue. On the east side of South Almansor Avenue, there is a sidewalk that runs parallel to the east side of the street and leads to the inner areas of South Almansor Park south of Park Street. The regular posted speed limit along the roadway is 30 MPH, with a 25 MPH school zone speed limit for SB traffic. The land use in this area of South Almansor Avenue consists of single-family residential housing, multi-family units, Alhambra Park, Emmaus Lutheran Church and School, and Baldwin Elementary School. At the intersection with Park Street, South Almansor Avenue is uncontrolled along the northbound and southbound directions. The nearest All-Way Stop control are located at the intersections of South Almansor Avenue and Corto Street, approximately 450-feet north of Park Street, and at the intersection of South Almansor Avenue and East Los Higos Street, approximately 1250-feet south of Park Street.

**Park Street:** Within the City of Alhambra, Park Street is an east/west street, classified as a Local Road per the California Road System Functional Classification Map by Caltrans. Park Street measures approximately 36-feet wide, has one lane of travel in each direction, and no marked centerline. Parking is allowed on both sides of the street, except during street sweeping days, overnight without permit, from 2 AM to 6 AM, and along segments marked with red curb. Street sweeping times are on Wednesday from 8 AM to 11:30 PM for the north side of the street, and on Wednesday from noon to 3 PM for the south side of the street. The land use along this area of Park Street consists mostly of multi-family residential units, with some single-family residential housing. Along this segment of Park Street there are sidewalks along both sides of the street. At the intersection with South Almansor Avenue, Park Street is stop-controlled in the eastbound direction.

**Almansor Park:** Within the City of Alhambra, Almansor Park is located along the east side of South Almansor Avenue. Within the park, there are multiple recreational facilities that include tennis courts, sport fields, playgrounds, a gym, and a parking lot. The parking lot is located in the middle of the park and is accessible from South Almansor Avenue and from Adams Avenue. Hours of operation for Almansor Park are from 5AM to 10:30PM, Monday to Friday, and 6AM to 10:30PM on Sunday and Saturday.

**Alhambra Golf Course & Almansor Court:** The Alhambra Golf Course is located along the east side of South Almansor Avenue. Within its grounds, the golf course has a driving range area, a golf course, an events center, and a parking lot. The parking lot is located on the east side of South Almansor Avenue, with a driveway entry at Park Street. Hours of operation for Almansor Golf Course are from 6AM to 11PM, Monday to Sunday. Hours of operation for Almansor Court are from 9AM to 5PM, Monday to Sunday.

**Emmaus Lutheran School** – South of Park Street is the Emmaus Lutheran School private school located along the east side of South Almansor Avenue. The school serves students in Kindergarten through 8<sup>th</sup> grade. The main entrance to Emmaus School is located along Almansor Street, north of East Los Higos Street.



**PICTURE SUMMARY**



**COLLISION DATA**

Collision data was obtained from the computerized collision records system maintained by the State of California Statewide Integrated Traffic Records System (SWITRS) and for 2025 the California Crash Reporting System (CCRS). A review of collision history was conducted over a 3.5-year period between January 2022 to the most recent available data, July 2025. This review included all collisions that happened within 100-feet from the intersection of South Almansor Avenue and Park Street.

**Jan – Jul 2025:** 1 collision  
**2024:** 0 collisions  
**2023:** 0 collisions  
**2022:** 1 collision

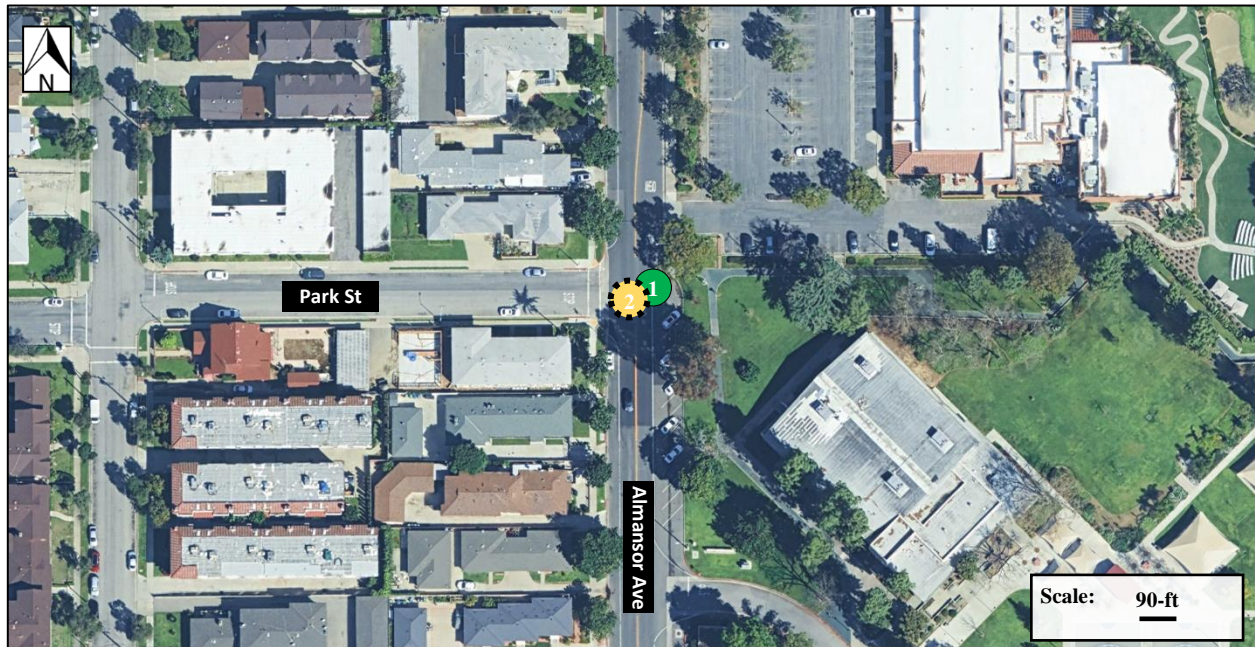
**TOTAL: 2 collisions**



**Table 1. Collision Table: Intersection of South Almansor Avenue and Park Street**

#	Date	Primary Road	Secondary Road	Dist.	Time	Day of the Week	Lighting (Day, Night, Etc.)	Collision Type	Severity 1 - Fatal 2 - Severe Injury 3 - Other Visible Injury 4 - Complaint of Pain 5 - Prop Dam Only (PDO)	Motor Vehicle, Pedestrian, Bicycle Involved	Collision Factor and Detail Descriptions
1	5/31/25	Almansor Ave	Park St	0	13:46	SAT	Daylight	BROADSIDE	5	OTHER MV	DRVR HIT DRVR BROADSIDE
2	6/18/22	Almansor Ave	Park St	0	12:32	SAT	Daylight	HEAD-ON	2	PED	DRVR HIT UNDERGAE PED HEAD-ON

**Figure 3: Collision Diagram at South Almansor Avenue and Park Street**



**LEGEND**

ALL COLLISIONS - Crash Type (Non-Ped & Bike Collisions/Crashes)		# of Crashes
Fatality (Death)	●	0
Severe Injury	●	0
Injury - Other Visible	●	0
Injury - Complaint of Pain	●	0
Property Damage Only	●	1
<b>Total</b>		<b>1</b>

PED & BIKE - Crash Type		# of Crashes
Fatality (Death)	●	0
Severe Injury	●	1
Injury - Other Visible	●	0
Injury - Complaint of Pain	●	0
Property Damage Only	●	0
<b>Total</b>		<b>1</b>

<b>TOTAL CRASHES</b>	<b>2</b>
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**PEDESTRIAN COUNT**

To assess the number of pedestrians crossing South Almansor Avenue, pedestrian counts were conducted on Tuesday, August 12, 2025. Counts were taken of all pedestrians who crossed the legs of the intersection and midblock near or at South Almansor Avenue and Park Street. The counts were taken during the hours of 8:00 AM – 9:00 AM, 4:00 PM – 7:00 PM. It was decided that pedestrian counts would be taken when school was out of session assuming that there would be more opportunity for people to use the park. **Table 2** presents the hourly number of pedestrians crossing Almansor Street and **Figure 4** shows the total number of pedestrians crossing over the 4 hour period.

**Figure 4: Pedestrian Diagram – Pedestrian Count over 4 Hour Period on a Weekday**

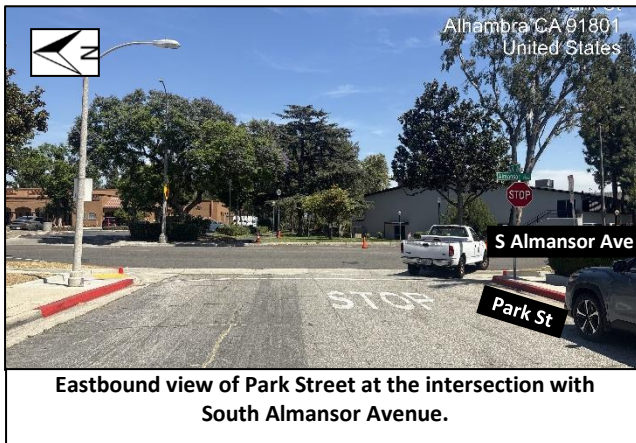


Table 2: Summary of Pedestrians Crossing at South Almansor Avenue and Park Street (8/12/2025)				
TIME	LOCATION OF PEDESTRIAN CROSSING EACH LEG OF THE INTERSECTION			
	NORTH LEG	SOUTH LEG Included some midblock	WEST LEG In marked Xwalk with stop sign	TOTAL PEDS/TIME PERIOD
8:00-9:00AM	24	22	21	67
4:00-5:00PM	5	8	5	18
5:00-6:00PM	18	11	14	43
6:00-7:00PM	5	9	6	20
<b>TOTAL PEDS</b>	<b>52</b>	<b>50</b>	<b>46</b>	<b>148</b>



**FIELD VISIT**

A field visit was conducted on Wednesday, August 20, 2025, at the intersection of South Almansor Avenue and Park Street. The existing red curb was observed to be in good conditions. On the west leg of the intersection, the white standard crosswalk was observed to be fading, as well as the “STOP” pavement markings located along the eastbound direction of Park Street at South Almansor Avenue. The sidewalks located along both sides of the street were observed to be in good condition. There are existing ramps located on the north-west and south-west corners of the intersection. There are no ramps for crossing east to west.



CROSSWALK REVIEW AT SOUTH ALMANSOR AVENUE AND PARK STREET



View of existing ADA-ramp on the north-west corner of Park Street and South Almansor Avenue.



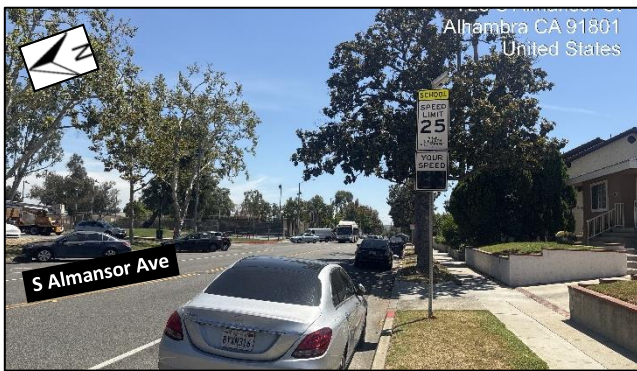
View of existing conditions on the north-east corner of Park Street and South Almansor Avenue.



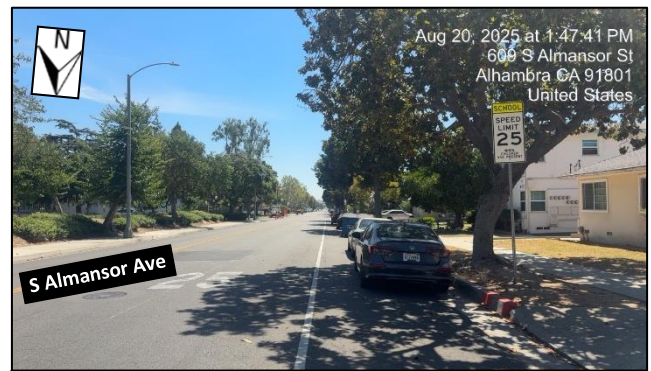
View of existing ADA-ramp on the north-west corner of Park Street and South Almansor Avenue.



View of crosswalk located on the west leg of the intersection of Park Street and South Almansor Avenue.



Southbound view of South Almansor Avenue approaching Park Street.



Southbound view of South Almansor Avenue, south of Park Street.



**PREVIOUS ENHANCEMENTS**

In 2022 the City of Alhambra received a traffic request to evaluate traffic calming measures for South Almansor Avenue, from Corto Street to East Los Higos Street. The issues reported included speeding along South Almansor Avenue, and difficulty to cross South Almansor Avenue at the intersection with Park Street. During this time, staff conducted a traffic study that analyzed the traffic conditions at the time and recommended appropriate traffic calming measures to mitigate speeding along South Almansor Avenue. The previous enhancements included that addition of marked lane narrowing lanes, "25" MPH School Speed Limit signage, and Digital Speed Feedback Signs.

**PEDESTRIAN SAFETY**

Pedestrian activity through the segment is taken into account when considering the installation of a midblock crosswalk. Collisions between vehicles and pedestrians represent an important safety issue for every country in the world. According to the National Safety Council, close to 20 percent of fatalities in road accidents in the United States are pedestrian fatalities. Pedestrian collisions occur more frequently in urban areas, as pedestrian activity is significantly higher there.

**Gap Formula to determine the minimum amount of time needed for a pedestrian to cross South Almansor Avenue:**

$$G = \frac{W}{S} + (N - 1)H + R$$

**Where:**

- G = Safe gap in traffic, seconds
- W = Width of roadway
- H = Time between rows of peds
- S = Walking Speed, feet per second
- N = Group size
- R = Pedestrian start up time

**Assumed Values:**

- S<sub>1</sub> ≈ 3.5 ft/second, average ped
- S<sub>2</sub> ≈ 2.8 ft/second, elderly & student age ped
- W ≈ 45 ft Almansor Street (north leg)
- W ≈ 58 ft Almansor Street (south leg)
- H = 2 seconds
- N = 1 pedestrian (one single ped)
- R = 3 seconds

<b>Table 3: Acceptable Gap for the Average Pedestrian to Cross</b>			
	<b>Alhambra Road Street Width (North/South)</b>	<b>Average Pedestrian walking speed (per foot)</b>	<b>Total Expected Time a Single Pedestrian Spends on the Crosswalk</b>
<b>South Almansor Avenue (north leg)</b>	≈ 45 feet	3.5 ft/second	15.86 seconds (in street)
<b>South Almansor Avenue (south leg)</b>	≈ 58 feet	3.5 ft/second	19.57 seconds (in street)

As shown in **Table 3**, to cross on the north leg of the intersection of South Almansor Avenue, at the intersection with Park Street, the average pedestrian takes approximately 15.86 seconds to cross South Almansor Avenue. To cross on the south leg of the intersection of South Almansor Avenue, at the



intersection with Park Street, the average pedestrian takes approximately 19.57 seconds crossing South Almansor Avenue. This is the amount of time a pedestrian will be unprotected on the street.

<b>Table 4: Acceptable Gap for Elderly Pedestrians to Cross</b>			
	<b>Alhambra Road Street Width (North/South)</b>	<b>Elderly &amp; Student Age Pedestrians walking speed (per foot)</b>	<b>Total Expected Time a Single Pedestrian Spends on the Crosswalk</b>
<b>South Almansor Avenue (north leg)</b>	≈ 45 feet	2.8 ft/second	19.07 seconds (in street)
<b>South Almansor Avenue (south leg)</b>	≈ 58 feet	2.8 ft/second	23.71 seconds (in street)

As shown in **Table 4**, to cross on the north leg of the intersection of South Almansor Avenue, at the intersection with Park Street, the average elderly and student age pedestrian takes approximately 19.07 seconds crossing South Almansor Avenue. To cross on the south leg of the intersection of South Almansor Avenue, at the intersection with Park Street, the average elderly and student age pedestrian takes approximately 23.71 seconds crossing South Almansor Avenue. This is the amount of time a pedestrian will be unprotected on the street.<sup>1</sup>

**MIDBLOCK CROSSWALK GUIDANCE**

The initial resident request included a request for installing a striped crosswalk along Almansor Avenue at Park Street. There is an inherent obligation by the City to providing marked crosswalks where there are a concentration of pedestrians and where pedestrians may need assistance in determining the proper place to cross the street. Not all potential crossing locations are good candidates for a crosswalk. The CAMUTCD indicates that crosswalk lines should not be used indiscriminately. An engineering study should be performed before they are installed at locations away from traffic signals or STOP signs. Many pedestrians consider marked crosswalks as proof that they have a right to share the roadway. They may also think that a driver can see the crosswalk markings as well as they can, and they assume that it will be safer to cross where drivers can see the crosswalk lines. There are many things to consider before installing an uncontrolled marked crosswalk such as

- Number of lanes
- Presence of a median
- Distance from adjacent signalized intersections
- Pedestrian volumes and delays
- Average daily traffic (ADT) volume

<sup>1</sup> Where older or disabled pedestrians routinely use the crosswalk, a walking speed of 2.8 feet per second should be considered in determining the pedestrian clearance time. CAMUTCD 4E.06, 10a



- Posted or statutory speed limit or 85th-percentile speed
- Geometry of the location
- Possible consolidation of multiple crossing points
- Availability of street lighting and other appropriate factors.

In the case of South Almansor Avenue and Park Street, 52 pedestrians crossed South Almansor Avenue on the north leg of the intersection, and 50 on the south leg during the peak four hours on a weekday. If pedestrians are channeled into one crosswalk there would be 100 pedestrians over a course of a 4 hour period. This area of Almansor Avenue has multiple pedestrian generators, including Almansor Park, Almansor Golf Course, Emmaus Lutheran School and Church, and Baldwin Elementary School. It can be inferred that more pedestrians may use the park on a weekend with baseball fields, tennis courts and a walking path that are considered pedestrian generators. Taking into consideration these factors, it is concluded that the intersection of South Almansor Avenue and Park Street would benefit from the installation of a marked crosswalk along South Almansor Avenue. A review of existing conditions at the intersection and the type of roadway parking and access on the east side of the street, it was concluded that the best location for a marked crosswalk would be in the north leg of the intersection. The south leg, on the east side leads into diagonal parking and would require more parking removal and a full pedestrian bulb out. Installation of a crosswalk in the north leg would require the installation of ADA curb ramps on both sides of the street with truncated domes as well as the removal of some parking approaching the crosswalk. AB 413 prohibits the stopping, standing, or parking of a vehicle within 20 feet of the vehicle approach side of any unmarked or marked crosswalk or 15 feet of any crosswalk where a curb extension is present. To improve the visibility of a marked crosswalk a Solar Rapid Rectangular Flashing Beacon with pedestrian push button should also be installed.

### **RECOMMENDATIONS**

After a thorough review of existing traffic conditions and per the California Manual on Uniform Traffic Control Devices (CAMUTCD), California Vehicle Code (CVC), based on the traffic review and engineering judgement, it was concluded that the intersection of South Almansor Avenue and Park Street, qualifies for the installation of a marked crosswalk in the north leg of the intersection. The following improvements are recommended and shown in the Recommendation Exhibit below:

- 1. INSTALL YELLOW CONTINENTAL CROSSWALK:** Install yellow continental crosswalk on the north leg of the intersection of South Almansor Avenue and Park Street. Per CVC 21368.

- 2. INSTALL ADA-COMPLIANT RAMPS:** Install ADA-compliant ramps with truncated domes on the north-east and north-west corners of the intersection of South Almansor Avenue and Park Street. To install the ADA ramps an engineering design should be completed for both ramps. For the ramp on the east side, the

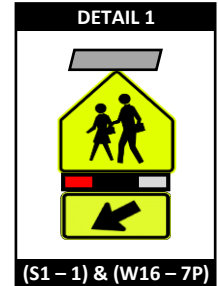
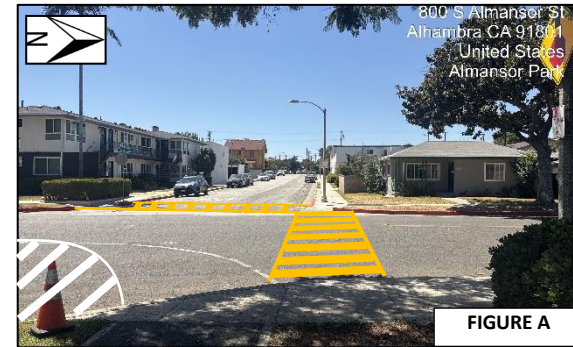
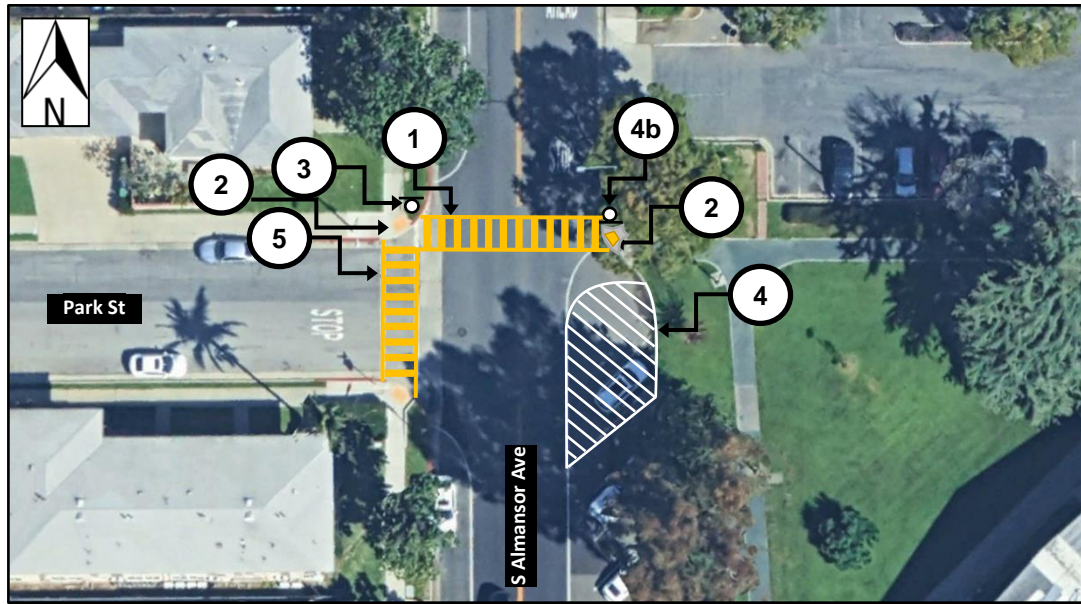


engineering design would determine if the curb would need to be extended to the south to allow for a 12' crosswalk to be marked and to not need to move the existing street light.

- 3. INSTALL DOUBLE SIDED RAPID RECTANGULAR FLASHING BEACON (RRFB) PEDESTRIAN SIGNS:** Install double sided RRFB Pedestrian Sign (S1-1) with Downward Arrow (W16-7P) on each side of the proposed crosswalk at South Almansor Avenue and Park Street.
- 4. REMOVE FIRST PARKING SPOT:** On the east side of South Almansor Avenue, remove the first parking spot closest to the intersection with Park Street. Replace with diagonal stripes to prevent vehicles from parking to increase line of sight.
- 5. REMOVE AND REPLACE WHITE STANDARD CROSSWALK:** Remove and replace the white standard crosswalk that is located on the west leg of the intersection of South Almansor Avenue and Park Street. Replace the existing crosswalk with a yellow continental crosswalk.
- 6. REMOVE AND REPLACE STOP SIGN:** Remove and replace faded Stop Sign (R1 – 1) located on the south side of Park Street for EB traffic at the intersection with South Almansor Avenue.
- 7. INSTALL “CROSS TRAFFIC DOES NOT STOP” SIGN:** Install “Cross Traffic Does Not Stop” underneath existing Stop Sign located on the south side of Park Street at the intersection with South Almansor Avenue.
- 8. REFRESH “STOP” PAVEMENT MARKINGS:** Refresh “Stop” Pavement Markings along the eastbound direction of Park Street at the intersection with South Almansor Avenue.
- 9. INSTALL PEDESTRIAN SIGNS WITH “AHEAD” PLAQUE:** Install Pedestrian Ahead Sign SW24-3 (CA) and “SCHOOL Xing Ahead” along South Almansor Avenue approaching the proposed crosswalk at Park Street. Install signage and pavement markings at the following locations:
  - (a)** Install sign signage along the east side of South Almansor Avenue, approximately 180-ft south of Park Street for northbound traffic. Install pavement markings along the northbound direction of Almansor Avenue, adjacent to the proposed sign.
  - (b)** Install sign along the west side of South Almansor Avenue, approximately 195-ft north of Park Street for southbound traffic. Install pavement markings along the southbound direction of Almansor Avenue, adjacent to the proposed sign.
- 10. TRIM TREES:** Maintain a regular trimming schedule to prevent overgrown vegetation from blocking the view of signage.



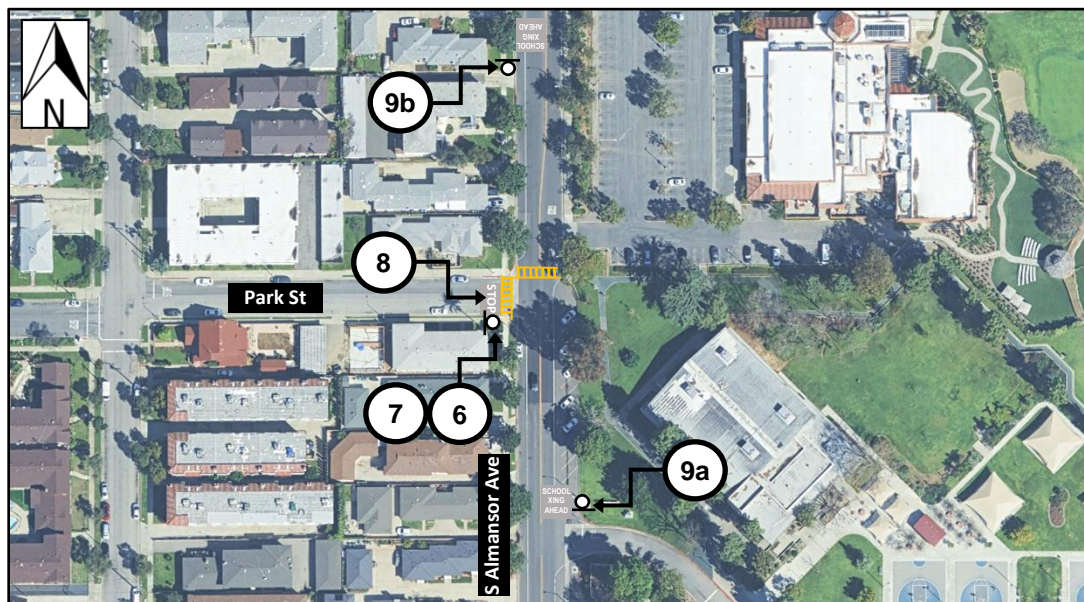
INSTALLATION EXHIBIT: CITY OF ALHAMBRA, CA – INTERSECTION OF SOUTH ALMANSOR AVENUE AND PARK STREET



- 1 **INSTALL YELLOW CONTINENTAL CROSSWALK:** Install Yellow Continental Crosswalk on the north leg of the intersection of South Almansor Avenue and Park Street.
- 2 **INSTALL ADA-COMPLIANT RAMPS WITH TRUNCATED DOMES:** Install ADA-compliant ramps on the north-east and north-west corners of the intersection of South Almansor Avenue and Park Street.
- 3 **INSTALL DOUBLE SIDED RAPID RECTANGULAR FLASHING BEACON (RRFB) PEDESTRIAN SIGNS:** Install double sided RRFB Pedestrian Sign with Downward Arrow (SW24 – 2) on each side of the proposed crosswalk at South Almansor Avenue and Park Street.
- 4 **REMOVE FIRST PARKING SPOT:** On the east side of South Almansor Avenue, remove the first parking spot closest to the intersection with Park Street. Replace with diagonal stripes to prevent vehicles from parking and increase line of sight.
- 5 **REMOVE AND REPLACE WHITE STANDARD CROSSWALK:** Remove and replace the white standard crosswalk that is located on the west leg of the intersection of South Almansor Avenue and Park Street. Replace the existing crosswalk for a yellow continental crosswalk.



INSTALLATION EXHIBIT: CITY OF ALHAMBRA, CA – INTERSECTION OF SOUTH ALMANSOR AVENUE AND PARK STREET



- 6 **REMOVE AND REPLACE STOP SIGN:** Remove and replace Stop Sign (R1 – 1) located on the south side of Park Street at the intersection with Almansor Avenue. See Detail 1.
- 7 **INSTALL “CROSS TRAFFIC DOES NOT STOP” SIGN:** Install “Cross Traffic Does Not Stop” (W4 – 4P) underneath existing Stop Sign located on the south side of Park Street at the intersection with South Almansor Avenue. See Detail 1.
- 8 **REFRESH “STOP” PAVEMENT MARKINGS:** Refresh “Stop” Pavement Markings along the eastbound direction of Park Street at the intersection with Almansor Avenue.
- 9 **INSTALL PEDESTRIAN SIGN WITH “AHEAD” PLAQUE:** Install Pedestrian Ahead Sign (SW24 – 3) and **“SCHOOL XING AHEAD”** along South Almansor Avenue approaching the proposed crosswalk at Park Street. Install signage and pavement markings at the following locations:
  - (a) Install signage along the east side of South Almansor Avenue, approximately 180-ft south of Park Street for northbound traffic. Install pavement markings along the northbound direction of Almansor Avenue, adjacent to the proposed sign.
  - (b) Install sign along the west side of South Almansor Avenue, approximately 195-ft north of Park Street for southbound traffic. Install pavement markings along the southbound direction of Almansor Avenue, adjacent to the proposed sign.
- 10 **TRIM TREES:** Maintain a regular trimming schedule to prevent overgrown vegetation from blocking the view of signage.



**ATTACHMENTS**

- 1. **Pedestrian Count (Tuesday, August 12, 2025)** South Almansor Avenue and Park Street.



**ATTACHMENT 1:** Pedestrian Count South Almansor Avenue and Park Street.

Time	North leg Ped Crossing	South leg Ped Crossing	West leg Ped Crossing
8:00-8:15	5	7	4
8:15-8:30	11	3	5
8:30-8:45	5	5	4
8:45-9:00	3	7	8
4:00-4:15	1	2	0
4:15-4:30	3	2	1
4:30-4:45	1	0	2
4:45-5:00	0	4	2
5:00-5:15	2	3	6
5:15-5:30	7	5	4
5:30-5:45	6	2	3
5:45-6:00	3	1	1
6:00-6:15	2	6	2
6:15-6:30	1	0	0
6:30-6:45	0	2	1
6:45-7:00	2	1	3
<b>Total Peds</b>	<b>52</b>	<b>50</b>	<b>46</b>



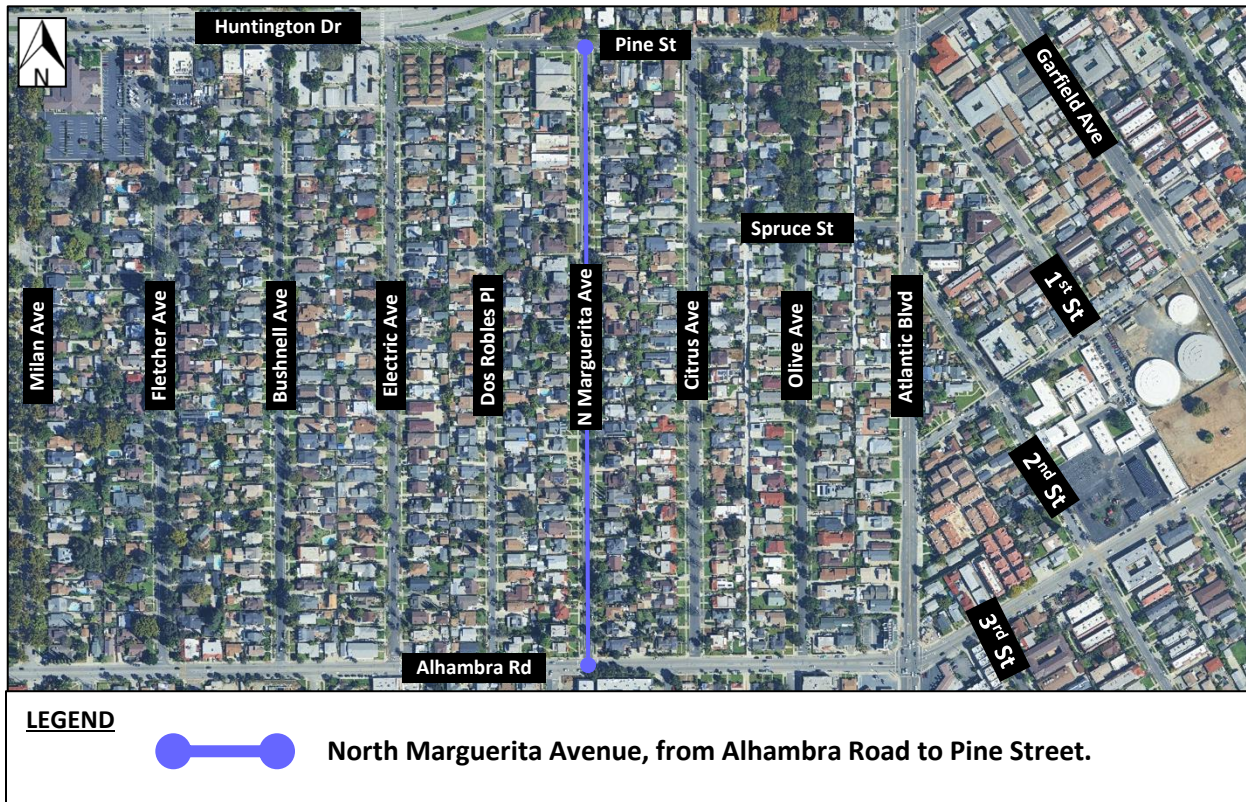


**TO:** Jane Chan, Transportation Deputy Director in Public Works  
**FROM:** Transtech Engineers, Inc.  
**DATE:** October 1, 2025.  
**SUBJECT:** TRAFFIC REVIEW – PHASE 3: NORTH MARGUERITA AVENUE BETWEEN ALHAMBRA ROAD AND PINE STREET

**INTRODUCTION**

In 2017, the City of Alhambra received a request to evaluate a segment of North Marguerita Avenue, from Alhambra Road to Pine Street for the installation of Speed Humps due to reports of cut through traffic and speeding. The resident explained that drivers speed along North Marguerita Avenue and use the street as a cut through route to bypass intersections on Huntington Drive and Atlantic Boulevard. During this time, staff performed a traffic study that analyzed the traffic conditions at the time and recommended appropriate traffic calming measures to mitigate the issues found. However, despite previous efforts speeding issues have been reported to persist. The City of Alhambra has decided to move forward with a Phase 3 Traffic review as outlined in the City’s recent Traffic Calming Guidelines, to analyze current traffic conditions and confirm if this segment of North Marguerita Avenue meets the criteria for the installation of Speed Humps or Cushions. This traffic review included a review of existing roadway conditions, 3.5-years of available collision data, Average Daily Traffic (ADT) counts, a 24-hour Speed Survey, and a review of Speed Humps/Cushion qualifying criteria.

**Figure 1: Vicinity Map**



**EXISTING CONDITIONS**

**Figure 2: Existing Conditions Diagram**



**BACKGROUND AND PREVIOUS EFFORTS**

The traffic review performed in 2017 addressed the speeding issues by recommending traffic calming measures which are similar to those found in Level 1 and Level 2 of the recent Traffic Calming Guidelines. These enhancements included the installation of "25" MPH pavement legends adjacent to existing speed limit signs, and painting edge lines or parking lanes to discourage drivers from speeding by visually narrowing the road. To thoroughly assess North Marguerita Avenue, the previous review also assessed the neighboring streets of Dos Robles Place, Citrus Avenue, and Olive Avenue. For these side streets, it was recommended to install "25" speed limit signs, "25" pavement legends, and maintain regular trimming of vegetation to avoid visibility obstructions of signage.



**COLLISION DATA**

Collision data was obtained from the computerized collision records system maintained by the State of California Statewide Integrated Traffic Records System (SWITRS) and the California Crash Record System (CCRS). This data was used to review the collision history of North Marguerita Avenue, between Alhambra Road and Pine Street over the last 3.5 years. This review included all collisions reported within the segment, from January 2022 to the most recent available data, August 2025. The collision data review found that there were no collisions along North Marguerita Avenue during the period studied.

**JAN – AUG 2025:** 0 collisions

**2024:** 0 collisions

**2023:** 0 collisions

**2022:** 0 collisions

**TOTAL: 0 collisions**

**AVERAGE DAILY TRAFFIC (ADT)**

As part of the engineering review, Average Daily Traffic (ADT) data was collected along North Marguerita Avenue, between Pine Street and Alhambra Road on Tuesday, August 12, 2025. A summary of ADT data is shown in **Table 1: Average Daily Traffic (ADT)**.

<b>Table 1: Average Daily Traffic (ADT) (Tuesday, August 12, 2025)</b>			
<i>Location</i>	<i>Vehicles per Day (vpd) 8/12/2025</i>	<i>Vehicles per Day (vpd) 8/12/2025</i>	<i>Vehicles per Day (vpd) 8/12/2025</i>
North Marguerita Avenue, between Alhambra Road and Pine Street.	<b>NB</b> 222	<b>SB</b> 401	<b>TOTAL</b> 623

<b>Table 2: Average Daily Traffic Counts from 2009 and 2017</b>		
North Marguerita Avenue, between Alhambra Road and Pine Street.	2009 Traffic Counts	<b>TOTAL</b> 648
North Marguerita Avenue, between Alhambra Road and Pine Street.	2017 Traffic Counts	<b>TOTAL</b> 610

For comparison reasons, traffic volumes from previous reports in 2009 and 2017 are also included above as shown in **Table 2**. The comparison shows that traffic volumes on Marguerita Ave between Alhambra Road and Pine Street have been fairly stable and consistent over the past 15 years.



**SPEED SURVEY**

To assess the speed at which vehicles are traveling along this segment of North Marguerita Avenue, speed samples were taken on Tuesday, August 12, 2025. A 24-hour speed count was taken along North Marguerita Avenue, between Alhambra Road and Pine Street. The results showed that the 85<sup>th</sup> percentile speed of vehicles traveling along North Marguerita Avenue to be 31 MPH. This means that 85 percent of the vehicles sampled are traveling at 31 MPH or below, which is 6 MPH above the posted speed limit of 25 MPH. **Table 3** below shows a summary of the speed survey results.

<b>Table 3: Speed Survey (Tuesday, August 12, 2025)</b>				
<b>Location</b>	<b>Dir. of Travel</b>	<b>Date/Time of Survey</b> <i>8/12/2025</i>	<b>85%ile Speed</b>	<b>Prima Facie Speed Limit</b>
North Marguerita Avenue between Alhambra Road and Pine Street.	NB/SB	24-hour	<u>2025</u> 31 MPH	25 MPH

<b>Table 4: Speed Survey from 2017</b>				
North Marguerita Avenue between Alhambra Road and Pine Street.	NB/SB	24-hour	<u>2017</u> 34 MPH	25 MPH

Similar to the traffic volumes, **Table 4** provides a comparison of speeding data from 2017 shows that speeds are also stable with data showing a slight decrease in 2025 speeds as compared to 2017 data.

**FIELD INVESTIGATION**

A field investigation was conducted on Wednesday, August 20, 2025. It was observed that a couple of Stop Ahead warning signs are getting old. The red curb installed near the intersections with Pine Street and Alhambra Road were observed to be slightly faded. The existing pavement markings and parking lines are in good condition. These issues will be reported to the Public Works Department for appropriate maintenance.





**SPEED HUMP CRITERIA**

**Table 5**, below shows the factors included in the City’s Traffic Calming Guidelines for Speed Humps/Cushions and whether Marguerita Avenue meets each of the criteria for installation:

**Table 5. Speed Humps/Cushion Criteria**

<b>SPEED CUSHION CRITERIA</b>		
<b>1</b>	Street must be a public street maintained by the City.	✓
<b>2</b>	Street must be classified as a local, collector or residential street by the City.	✓
<b>3</b>	Street is generally not more than 40’ in width. Streets wider than 40’ are eligible if speed limit is 25 MPH.	✓
<b>4</b>	Majority of abutting development is residential (Industrial & Commercial zones may qualify if dictated by an engineering study.)	✓
<b>5</b>	Street should not be a truck, transit (bus), or emergency service route.	✓
<b>6</b>	Street carries only one through lane in each direction.	✓
<b>7</b>	Street should have a minimum length of at least 700 feet.	✓
<b>8</b>	Street must have a maximum posted speed limit of 25 MPH or prima facie speed of 25 mph.	✓
<b>9</b>	Street must have a critical or 85% speed of 32 MPH or more.	✗
<b>10</b>	Minimum and maximum average daily traffic is 1,000 vehicles to 4,000 vehicles per day, respectively.	✗
<b>11</b>	Street must have adequate drainage and ADA access.	✓
<b>12</b>	Street must have roadway pavement, curbs, gutters, adjoining parkways, and sidewalks in good condition.	✓
<b>13</b>	Street must not have any alignment, grade, or sight-distance problems.	✓
<b>14</b>	At least 67% of adjacent residents (tenants or owners) must sign a petition for speed humps	✓

As seen in **Table 5**, the segment of North Marguerita Avenue between Alhambra Road and Pine Street meets the majority of the criteria for Speed Hump/Cushion installations, with the exception of traffic volumes and speeding criteria. The data recorded along the segment showed the 85% speed to be 31 MPH, which is below the minimum requirement of 32 MPH. The data recorded along the segment showed



the daily traffic to be 623, which is below the minimum 1,000 vehicles. Staff has considered these two factors and offer the following:

**Speeding Criteria:**

As noted above the most recent speeding data showed the 85% speed to be 31 mph, which is only one mile per hour less than the 32 mph requirement. Staff realizes that normally there are some minor fluctuations in both traffic volumes and speeding patterns from day to day and should another speed survey be collected it is possible that the 32 mph may be achieved. As such, for this minor deviation from the minimum requirement, staff is willing to accept the speed data as meeting the guidelines' requirement.

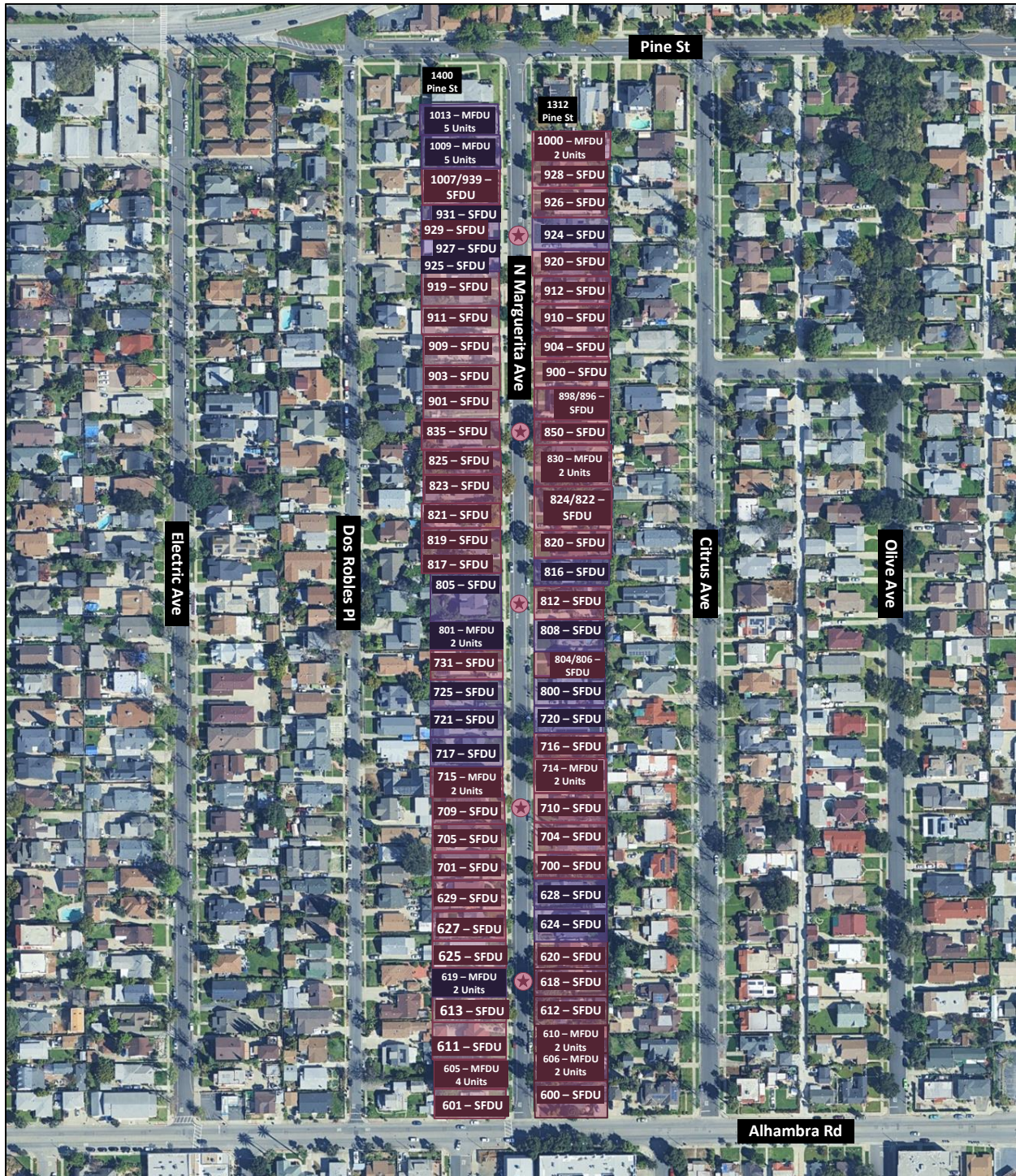
**Traffic Volume Criteria:**

The daily traffic volume was shown to be about 623 vehicles, which is far below the minimum requirement of 1,000 vehicles per day. As the comparison with previous data showed, traffic volumes appear to have been very stable over the past several years with no significant changes.

Although the street does not meet the minimum traffic volume requirement, since this is the first street with speed hump requests, staff recommends collecting traffic volumes for other streets where citizens may request speed humps during the next year and evaluate the appropriateness of the traffic volume thresholds in the Traffic Calming Guidelines. Should there be justification and rationale, staff would bring any potential modifications to the traffic volume requirement and/or any other factors to the City Council's attention for consideration.



**SIGNED PETITION**



**LEGEND**



Households that were in Favor of Speed Humps or Cushions and Signed the Petition



Households not listed in signed petition



Approximate Speed Cushion Locations

SF DU  
MF DU

Single Family Dwelling Unit  
Multi Family Dwelling Unit



**RESULTS OF THE SIGNED PETITION:**

There are a total of 69 single family and multi-family houses or parcels along the street. The signed petition showed that residents from 48 of verified parcels signed the petition. The signed petition represents the total number of parcels in favor and therefore meets the minimum criteria with approximately 70% approval. City staff verified the signatures on the petition.

**CONCLUSIONS AND RECOMMENDATIONS**

Staff has carefully reviewed the current traffic data and the history of traffic issues and complaints on Marguerita Avenue between Pine Street and Alhambra Road, as well as considered the Level 1 and Level 2 Traffic Calming Measures that were already implemented on the street and took into consideration how residents still have the perception of speeding issues on this street and have filed a petition with the city requesting the installation speed humps.

Staff has concluded that based on the traffic volume and speeding data alone, the street does not qualify for installation of speed humps. As the data shows, the speeding on the street has been very stable over the years, and in fact has decreased slightly as compared with 2017 data. The traffic volumes are only about 623 cars per day and have been very consistent over the past 15 years.

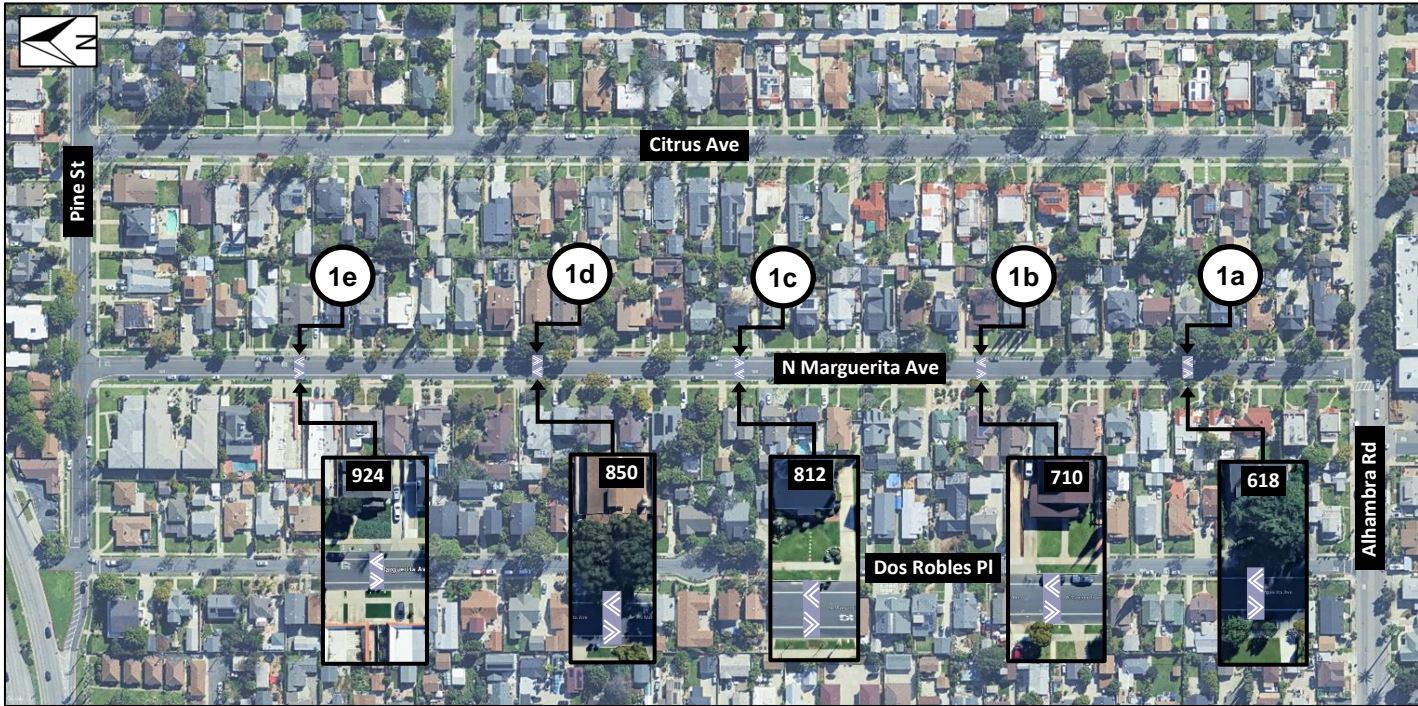
Although Marguerita Avenue technically speaking does not meet all the criteria adopted by the City Council for installation of Speed Humps, staff believes that based on the history of the street, and the overwhelming resident support for Speed Humps, that this street can be used as a Demonstration Project to assess the effectiveness of Speed Humps in reducing speeds along a local street. It is suggested that if this is approved by the Transportation Commission and Council that Staff collect new ADT and Speed data BEFORE the installation of Speed Humps (between each hump placement) and AFTER the speed Humps have been in place for at least 6 months as a comparison of “Before and After” data to use as a tool in considering Speed Humps on other local streets and to report findings back to the City Council.

The City Council as part of adopting the Traffic Calming Guidelines directed staff to collect input directly from the residents or via the Transportation Commission and return to Council within a year to report about the success of the program and to suggest any potential modifications to the guidelines.

For installation of Speed Humps/Cushions the following improvements are recommended and shown in the Recommendation Exhibit below:



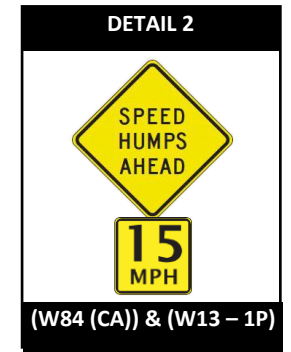
**INSTALLATION EXHIBIT: CITY OF ALHAMBRA, CA – NORTH MARGUERITA AVENUE, BETWEEN PINE STREET AND ALHAMBRA ROAD.**



- 1** **INSTALL 5 SETS OF SPEED CUSHIONS** with proper markings at the following locations:
- (a) Install Speed Cushion at 618 Marguerita Avenue, south of the driveway.
  - (b) Install Speed Cushion at 710 Marguerita Avenue, south of the driveway.
  - (c) Install Speed Cushion at 812 Marguerita Avenue, south of the driveway.
  - (d) Install Speed Cushion at 850 Marguerita Avenue, south of the driveway.
  - (e) Install Speed Cushion at 924 Marguerita Avenue, south of the driveway.



**INSTALLATION EXHIBIT: CITY OF ALHAMBRA, CA – NORTH MARGUERITA AVENUE, BETWEEN PINE STREET AND ALHAMBRA ROAD.**



**2** INSTALL “SPEED HUMP” WARNING SIGN (W17-1) AND DOWNWARD POINTING ARROW (W16 – 7P). Install signage on each side of the proposed speed humps, facing northbound and southbound traffic, at the following locations:

- (a) Install signage on each side of the proposed speed hump at 618 Marguerita Avenue.
- (b) Install signage on each side of the proposed speed hump at 710 Marguerita Avenue.
- (c) Install signage on each side of the proposed speed hump at 812 Marguerita Avenue.
- (d) Install signage on each side of the proposed speed hump at 850 Marguerita Avenue.
- (e) Install signage on each side of the proposed speed hump at 924 Marguerita Avenue.

**3** INSTALL “SPEED HUMP AHEAD” WARNING SIGN (W84 (CA)) AND “15” MPH (W13 – 1P). Install signage along the northbound and southbound directions of Marguerita Avenue, approaching the Speed Humps. Install signage at the following locations:

- (a) Install signage on the east side of Marguerita Avenue, at 606 Marguerita Avenue, for northbound traffic.
- (b) Install signage on the west side of Marguerita Avenue, at 1009 Marguerita Avenue, for southbound traffic.



**ATTACHMENTS**

1. **Average Daily Traffic (Tuesday, August 12, 2025)**
  - a. North Marguerita Avenue, between Alhambra Road and Pine Street.
  
2. **Speed Survey Traffic (Tuesday, August 12, 2025)**
  - a. North Marguerita Avenue, between Alhambra Road and Pine Street.



**ATTACHMENT 1: Speed Survey Counts along North Marguerita Avenue, between Alhambra Road and Pine Street.**

Prepared by National Data & Surveying Services

**SPEED**

N Marguerita Ave Bet Pine St & Alhambra Rd

Day: Tuesday  
Date: 8/12/2025

City: Alhambra  
Project #: 25-020278-001n

**Summary**

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	0	2	1	0	0	0	0	0	0	0	0	3
1:00	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00	1	0	0	0	1	0	0	0	0	0	0	0	0	2
3:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00	0	0	0	3	0	0	0	0	0	0	0	0	0	3
5:00	2	0	2	3	2	0	0	0	0	0	0	0	0	9
6:00	1	1	1	2	3	0	0	0	0	0	0	0	0	8
7:00	9	5	10	12	8	1	0	0	0	0	0	0	0	45
8:00	3	6	7	15	6	1	1	0	0	0	0	0	0	39
9:00	3	3	7	17	6	1	0	0	0	0	0	0	0	37
10:00	3	2	7	15	5	2	0	0	0	0	0	0	0	34
11:00	2	2	13	20	9	0	1	0	0	0	0	0	0	47
12:00 PM	2	8	7	13	3	0	0	0	0	0	0	0	0	33
13:00	1	7	6	10	3	1	0	0	0	0	0	0	0	28
14:00	2	2	8	18	4	2	1	0	0	0	0	0	0	37
15:00	3	3	5	18	10	2	0	0	0	0	0	0	0	41
16:00	6	5	15	16	8	3	0	0	0	0	0	0	0	53
17:00	4	8	15	17	7	3	1	0	0	0	0	0	0	55
18:00	0	4	20	24	7	0	0	0	0	0	0	0	0	55
19:00	0	1	9	11	8	1	1	0	0	0	0	0	0	31
20:00	1	4	14	6	2	0	0	0	0	0	0	0	0	27
21:00	1	4	7	6	1	2	0	0	0	0	0	0	0	21
22:00	0	0	3	0	1	1	1	0	0	0	0	0	0	6
23:00	0	0	3	3	2	0	0	0	0	0	0	0	0	8
<b>Totals</b>	<b>44</b>	<b>65</b>	<b>159</b>	<b>232</b>	<b>97</b>	<b>20</b>	<b>6</b>							<b>623</b>
<b>% of Totals</b>	<b>7%</b>	<b>10%</b>	<b>26%</b>	<b>37%</b>	<b>16%</b>	<b>3%</b>	<b>1%</b>							<b>100%</b>

AM Volumes	24	19	47	90	41	5	2	0	0	0	0	0	0	228		
% AM	4%	3%	8%	14%	7%	1%	0%							37%		
AM Peak Hour	7:00	8:00	11:00	11:00	11:00	10:00	8:00							11:00		
Volume	9	6	13	20	9	2	1							47		
PM Volumes	20	46	112	142	56	15	4	0	0	0	0	0	0	395		
% PM	3%	7%	18%	23%	9%	2%	1%							63%		
PM Peak Hour	16:00	12:00	18:00	18:00	15:00	16:00	14:00							17:00		
Volume	6	8	20	24	10	3	1							55		
<b>Directional Peak Periods</b>		<b>AM 7-9</b>				<b>NOON 12-2</b>				<b>PM 4-6</b>				<b>Off Peak Volumes</b>		
<b>All Speeds</b>		Volume	↔		%	Volume	↔		%	Volume	↔		%	Volume	↔	
		84			13%	61			10%	108			17%	370		

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
N Marguerita Ave	Summary	19	25	25	31	34	623



**ATTACHMENT 2: Average Daily Traffic Counts along North Marguerita Avenue, between Alhambra Road and Pine Street.**

Prepared by National Data & Surveying Services

**VOLUME**  
N Marguerita Ave Bet Pine St & Alhambra Rd

Day: Tuesday  
Date: 8/12/2025

City: Alhambra  
Project #: 25-020278-001n

DAILY TOTALS						NB	SB	EB	WB	Total	
						222	401	0	0	623	
AM Period	NB	SB	EB	WB	TOTAL	PM Period	NB	SB	EB	WB	TOTAL
0:00	0	1	0	0	1	12:00	4	7	0	0	11
0:15	1	1	0	0	2	12:15	2	3	0	0	5
0:30	0	0	0	0	0	12:30	5	4	0	0	9
0:45	0	1	0	2	3	12:45	4	15	4	18	33
1:00	0	0	0	0	0	13:00	2	4	0	0	6
1:15	1	0	0	0	1	13:15	1	6	0	0	7
1:30	0	0	0	0	0	13:30	1	4	0	0	5
1:45	0	1	0	0	1	13:45	3	7	7	21	28
2:00	0	0	0	0	0	14:00	2	7	0	0	9
2:15	0	1	0	0	1	14:15	4	2	0	0	6
2:30	0	0	0	0	0	14:30	4	9	0	0	13
2:45	1	1	0	1	2	14:45	2	12	7	25	37
3:00	0	0	0	0	0	15:00	1	5	0	0	6
3:15	0	0	0	0	0	15:15	2	7	0	0	9
3:30	0	0	0	0	0	15:30	6	4	0	0	10
3:45	0	0	0	0	0	15:45	5	14	11	27	41
4:00	2	0	0	0	2	16:00	4	9	0	0	13
4:15	0	0	0	0	0	16:15	5	5	0	0	10
4:30	0	1	0	0	1	16:30	4	15	0	0	19
4:45	0	2	0	1	3	16:45	4	17	7	36	53
5:00	0	0	0	0	0	17:00	6	12	0	0	18
5:15	0	3	0	0	3	17:15	1	9	0	0	10
5:30	1	0	0	0	1	17:30	5	11	0	0	16
5:45	4	5	1	4	9	17:45	3	15	8	40	55
6:00	0	0	0	0	0	18:00	6	12	0	0	18
6:15	3	0	0	0	3	18:15	4	13	0	0	17
6:30	0	1	0	0	1	18:30	7	5	0	0	12
6:45	3	6	1	2	8	18:45	2	19	6	36	55
7:00	1	3	0	0	4	19:00	3	7	0	0	10
7:15	4	4	0	0	8	19:15	1	8	0	0	9
7:30	5	11	0	0	16	19:30	5	2	0	0	7
7:45	6	16	11	29	45	19:45	2	11	3	20	31
8:00	4	8	0	0	12	20:00	1	6	0	0	7
8:15	4	4	0	0	8	20:15	1	4	0	0	5
8:30	3	7	0	0	10	20:30	0	9	0	0	9
8:45	4	15	5	24	39	20:45	3	5	3	22	27
9:00	5	5	0	0	10	21:00	4	5	0	0	9
9:15	4	5	0	0	9	21:15	2	1	0	0	3
9:30	2	8	0	0	10	21:30	0	7	0	0	7
9:45	3	14	5	23	37	21:45	1	7	1	14	21
10:00	2	9	0	0	11	22:00	1	2	0	0	3
10:15	3	7	0	0	10	22:15	0	0	0	0	0
10:30	4	0	0	0	4	22:30	0	2	0	0	2
10:45	5	14	4	20	34	22:45	1	2	0	4	6
11:00	5	7	0	0	12	23:00	0	2	0	0	2
11:15	4	7	0	0	11	23:15	1	1	0	0	2
11:30	7	5	0	0	12	23:30	1	1	0	0	2
11:45	4	20	8	27	47	23:45	1	3	1	5	8
<b>TOTALS</b>	<b>95</b>	<b>133</b>			<b>228</b>	<b>TOTALS</b>	<b>127</b>	<b>268</b>			<b>395</b>
<b>SPLIT %</b>	<b>41.7%</b>	<b>58.3%</b>			<b>34.6%</b>	<b>SPLIT %</b>	<b>32.2%</b>	<b>67.8%</b>			<b>43.4%</b>

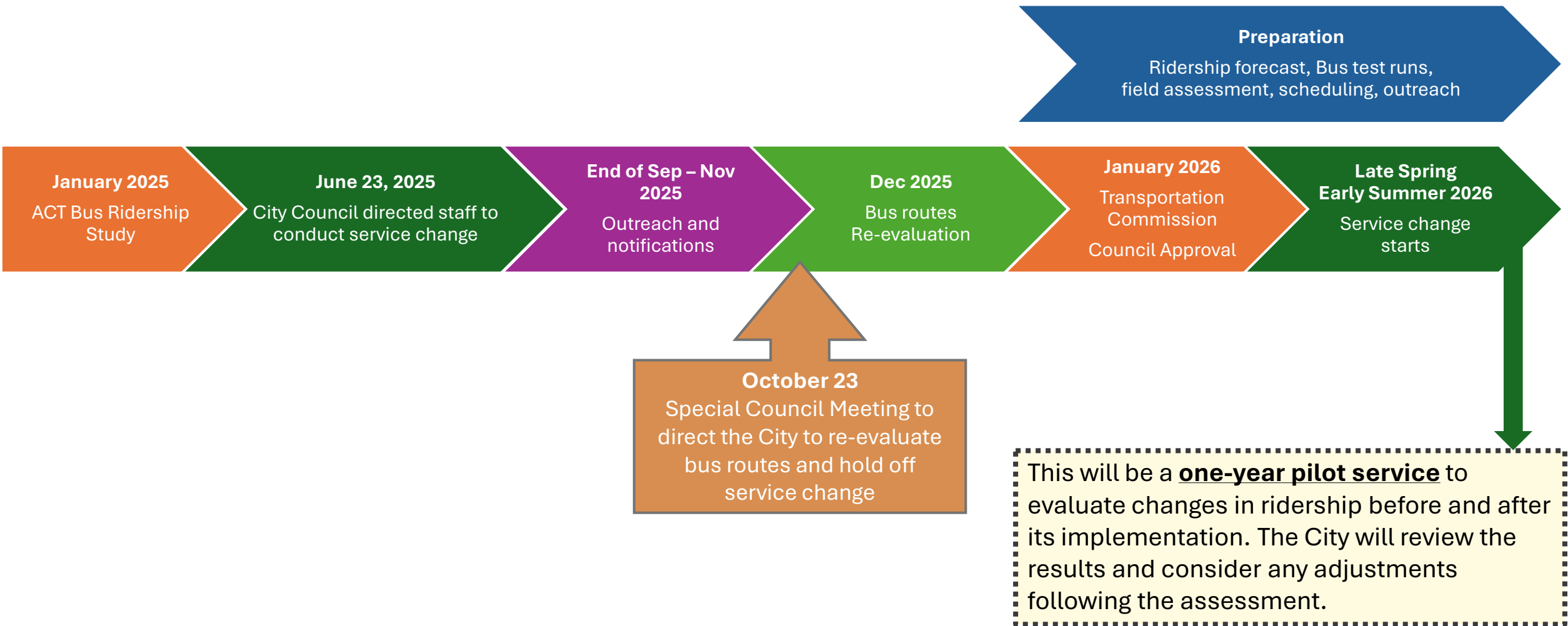
DAILY TOTALS						NB	SB	EB	WB	Total
						222	401	0	0	623
AM Peak Hour	10:45	7:15			7:15	PM Peak Hour	15:30	17:30		17:30
AM Pk Volume	21	34			53	PM Pk Volume	20	44		62
Pk Hr Factor	0.750	0.773			0.779	Pk Hr Factor	0.833	0.846		0.861
7 - 9 Volume	31	53	0	0	84	4 - 6 Volume	32	76	0	108
7 - 9 Peak Hour / - 3 PK	7:15	7:15			7:15	4 - 6 Peak Hour	16:15	16:30		16:15
Volume	19	34	0	0	53	4 - 6 Pk	19	43	0	58
Pk Hr Factor	0.792	0.773	0.000	0.000	0.779	Pk Hr Factor	0.792	0.717	0.000	0.763



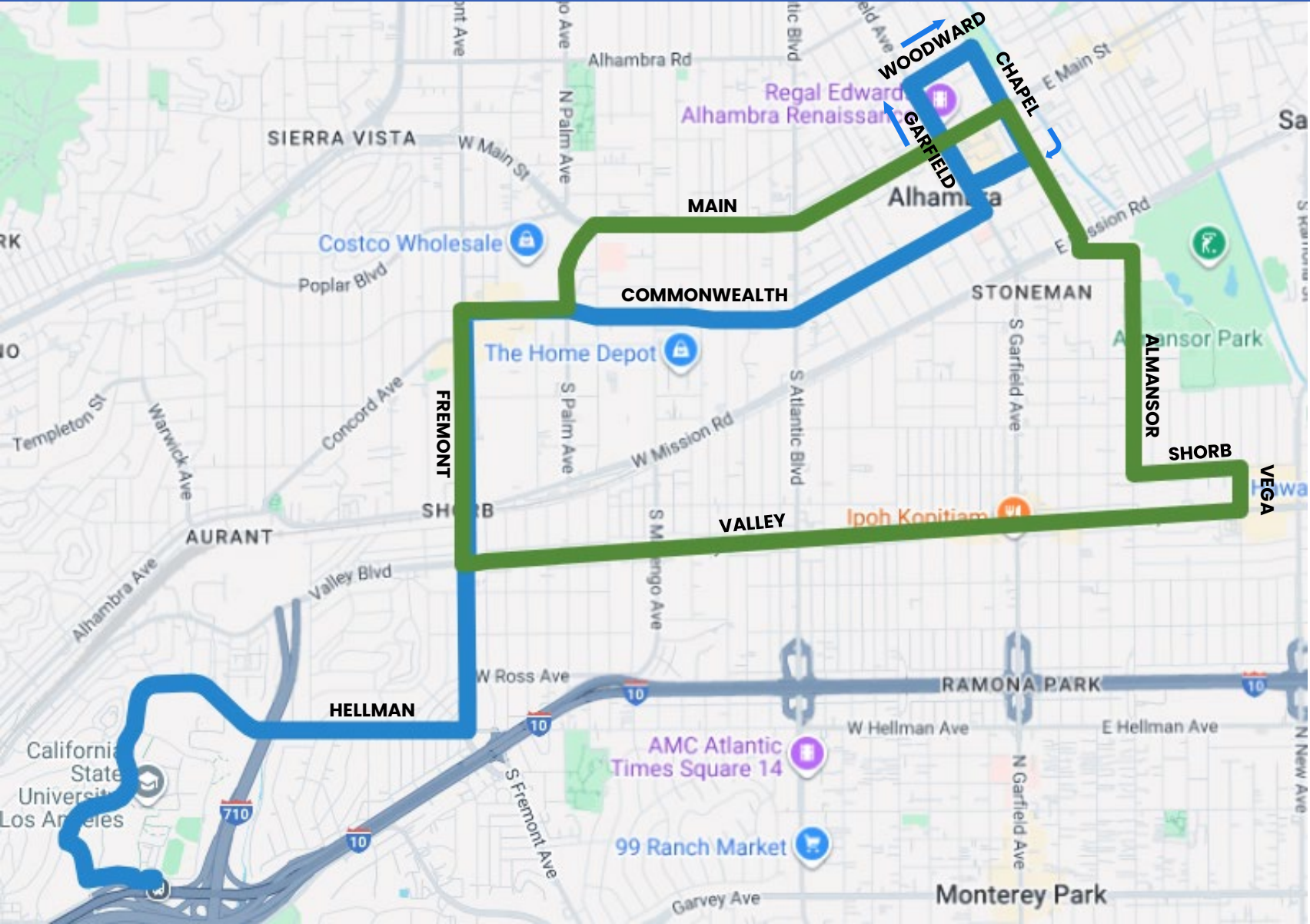
**Alhambra Community Transit  
(ACT) Re-evaluation  
Proposed Bus Routes**

**Get into the *ACT***

# Timeline



# Existing ACT Service



## Green Line

**Monday – Saturday**  
7am-6pm (M-F); 10am-4pm (Sat)  
Every 20 minutes

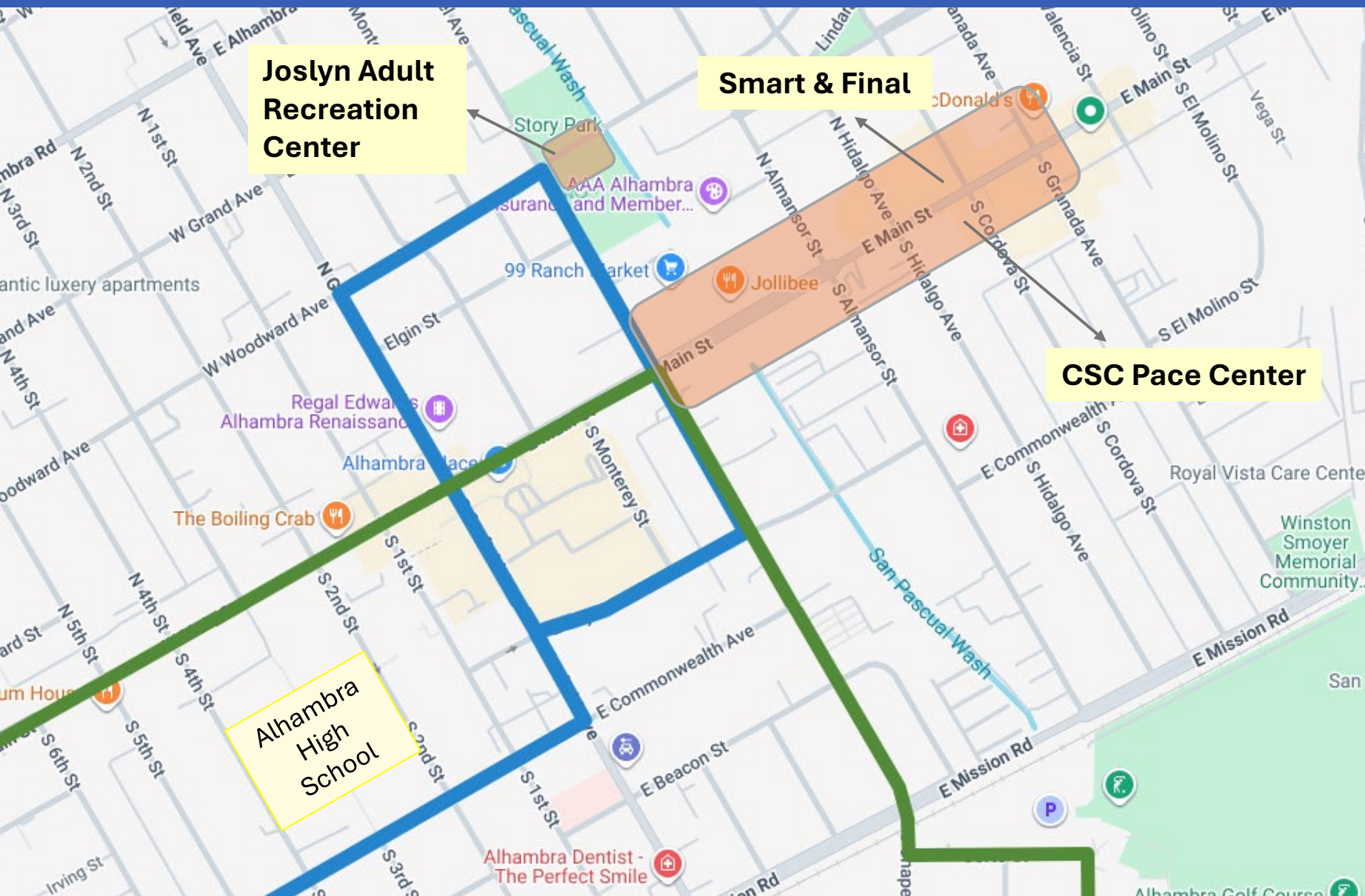
Serves Main St, Valley Blvd,  
Fremont Ave, and Almansor St


## Blue Line

**Monday – Friday**  
6:30am-8:30am; 2:30pm-7pm  
Every 20 minutes

Serves Fremont Ave, Commonwealth  
Ave, Downtown Alhambra, and Cal  
State LA

# Areas Under Re-Evaluation



 Target areas to reach

**Per City Council direction, the City is re-evaluating bus routes to identify alternative ways to serve the portion of Main Street east of Chapel Avenue.**

# Proposed Green Line

## Green Line

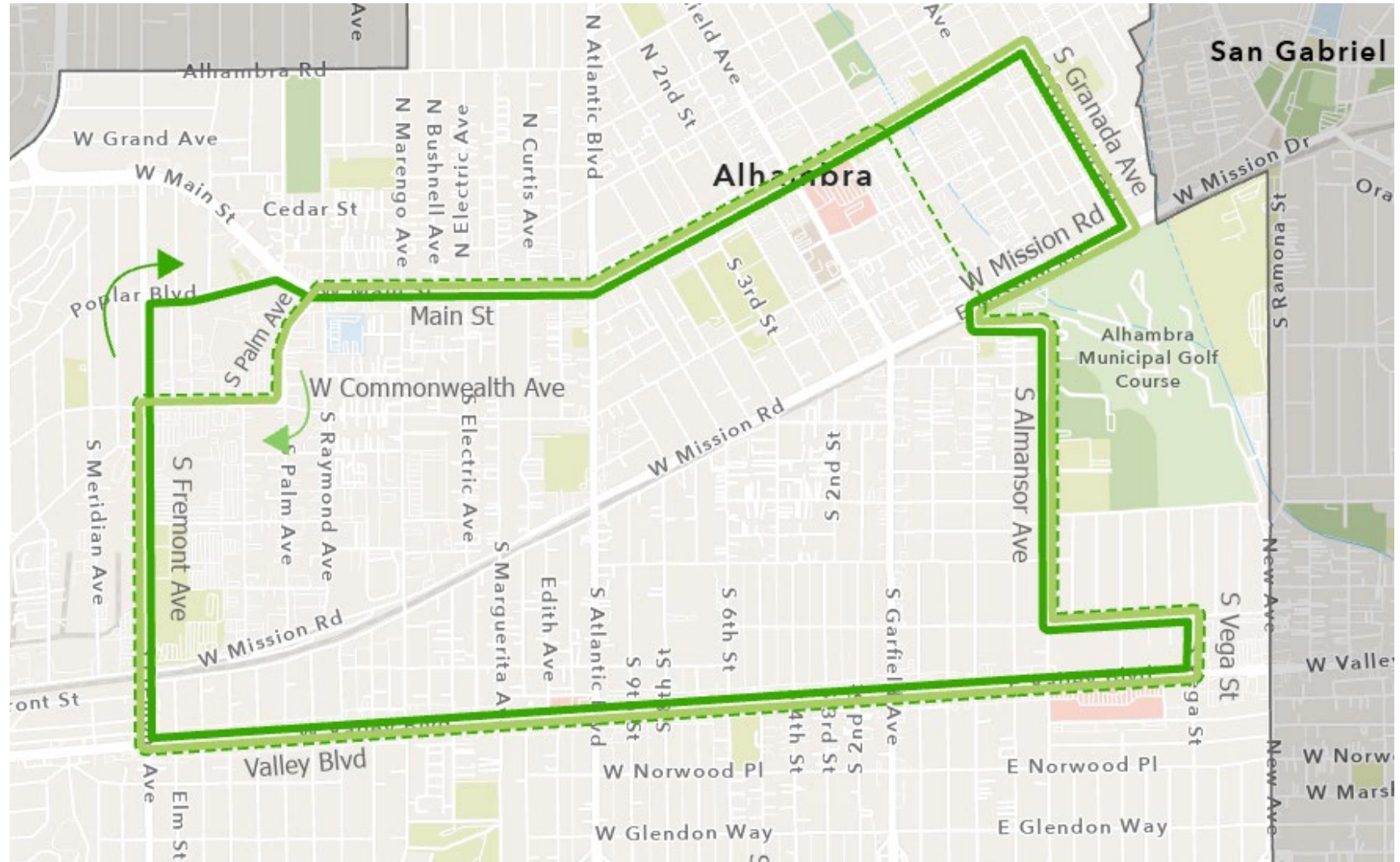
**Monday – Saturday**

7am-6pm (M-F); 10am-4pm (Sat)

Change from Every 20  
to **every 25 minutes**

Extend service area from Main /  
Chapel to Main / Granada

- ACT Green Line  
(Current)
- ACT Green Line  
Alternative (Clockwise)
- ACT Green Line  
Alternative  
(Counterclockwise)
- Alhambra City Limits

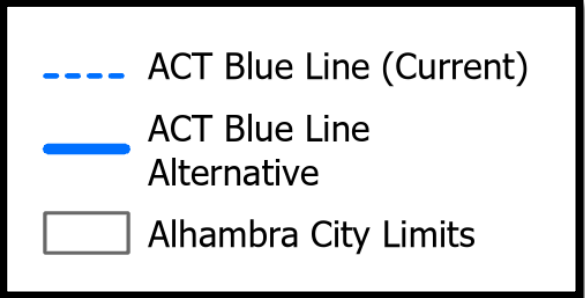
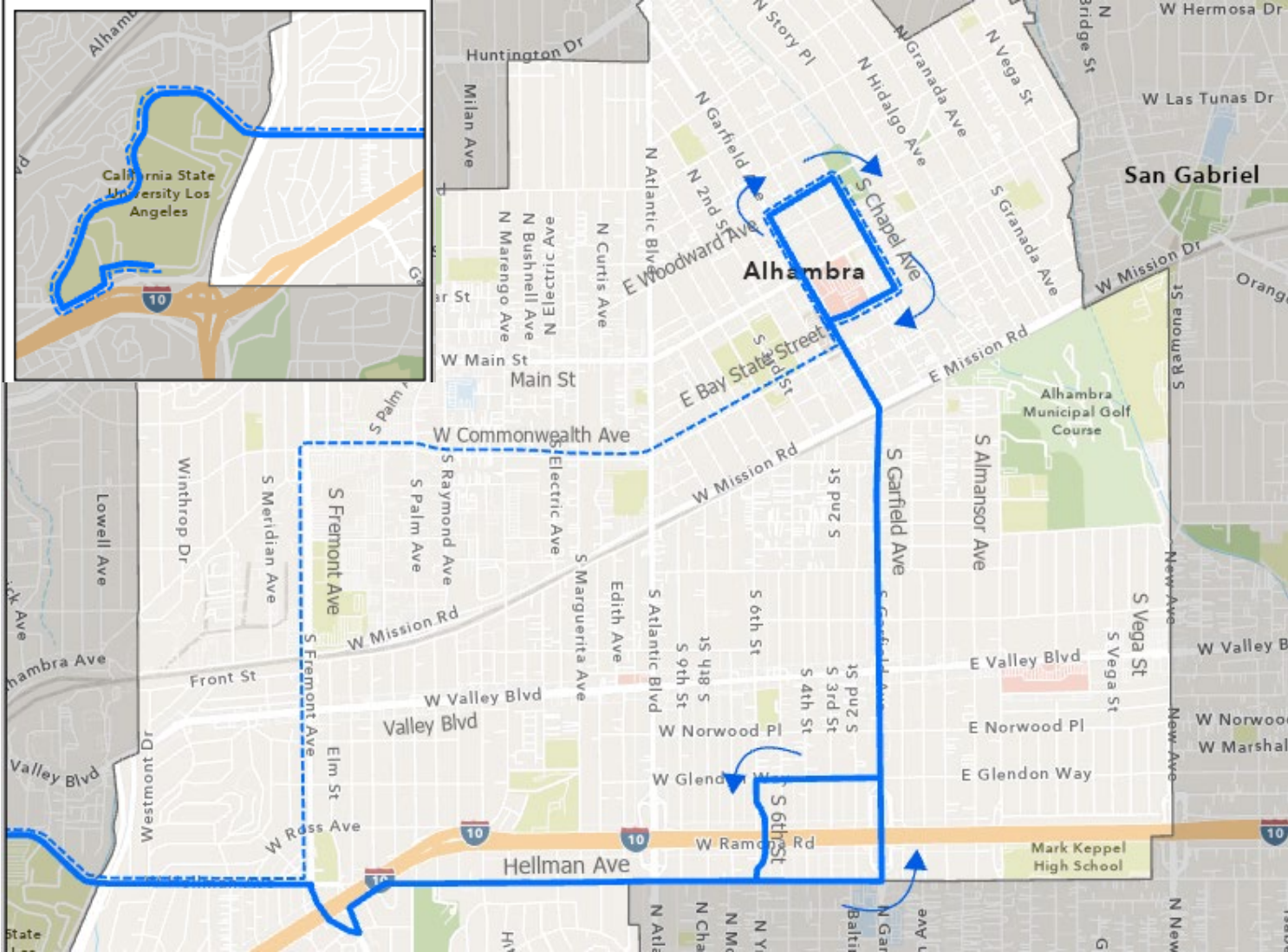


# Proposed Blue Line

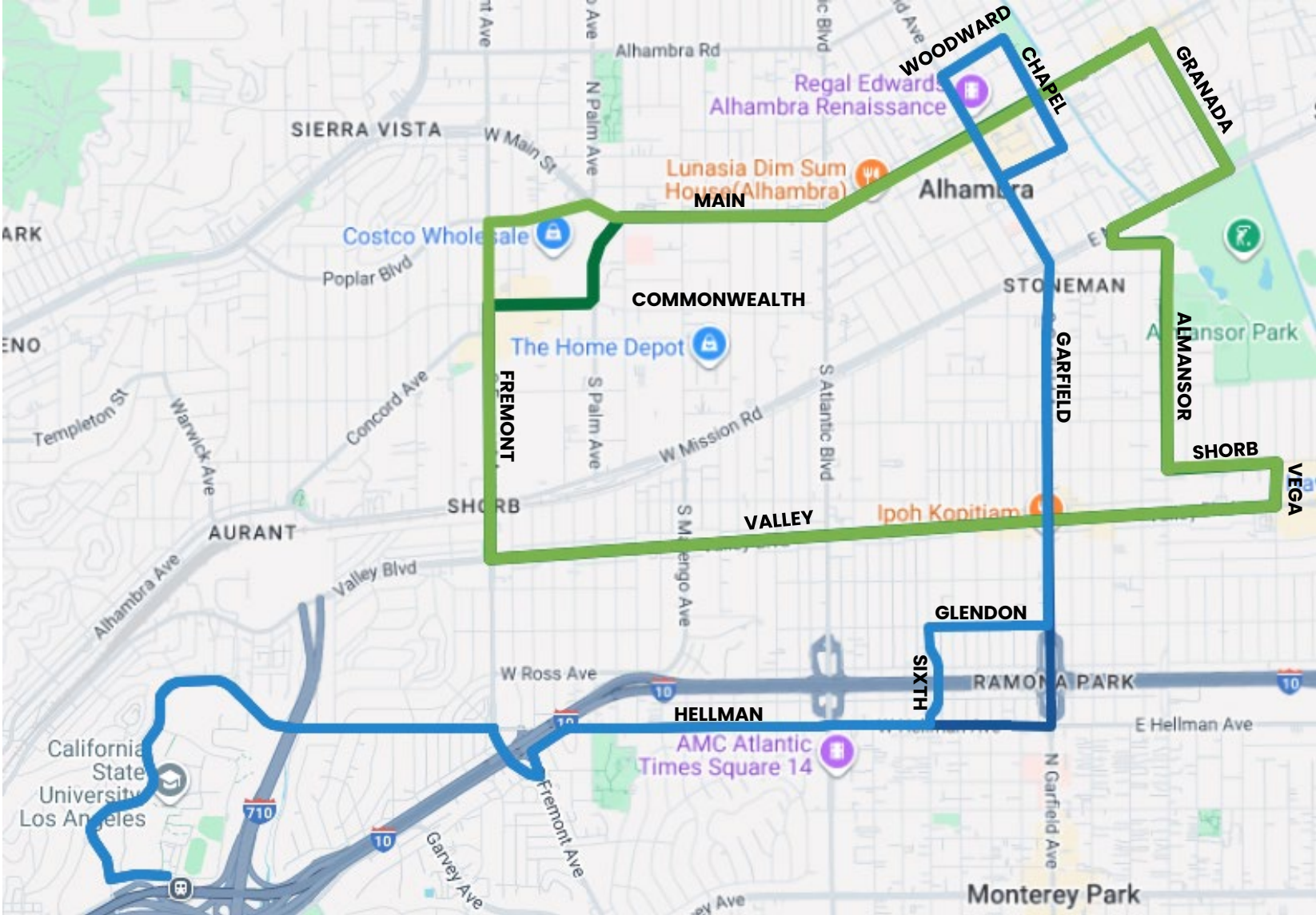
## Blue Line

**Monday – Friday**  
6:30am-8:30am; 2:30pm-7pm  
**Every 20-25 minutes**  
**(Depends on actual bus test runs)**

Replace Fremont and Commonwealth with Hellman and Garfield. Maintain the existing routing in the northeast Alhambra area.



# Overall Proposed Bus Network



# Population Estimates and Ridership Projection for Proposed ACT Routes

	Population in Half Mile Buffer	Current Monthly Ridership (October 2024)	Estimated Monthly Ridership	Net Change to Current Ridership	Percent Change from Current Ridership
<i>Current</i>					
ACT Green Line	52,869	20,989			
ACT Blue Line	35,541	5,047			
<b>Total</b>	<b>88,410</b>	<b>26,036</b>			
<i>Initial Ridership Study (June 2025)</i>					
ACT Green Line	55,805	-	22,155	1,166	6%
ACT Blue Line	51,205	-	7,271	2,224	44%
<b>Total</b>	<b>107,010</b>	<b>-</b>	<b>29,426</b>	<b>3,390</b>	<b>13%</b>
<i>Re-evaluation (December 2025)</i>					
ACT Green Line	61,432	-	24,389	3,400	16%
ACT Blue Line	46,158	-	6,555	1,508	30%
<b>Total</b>	<b>105,508</b>	<b>-</b>	<b>30,943</b>	<b>4,907</b>	<b>19%</b>

# Estimated Ridership for ACT Blue and Green Lines at Various Headways

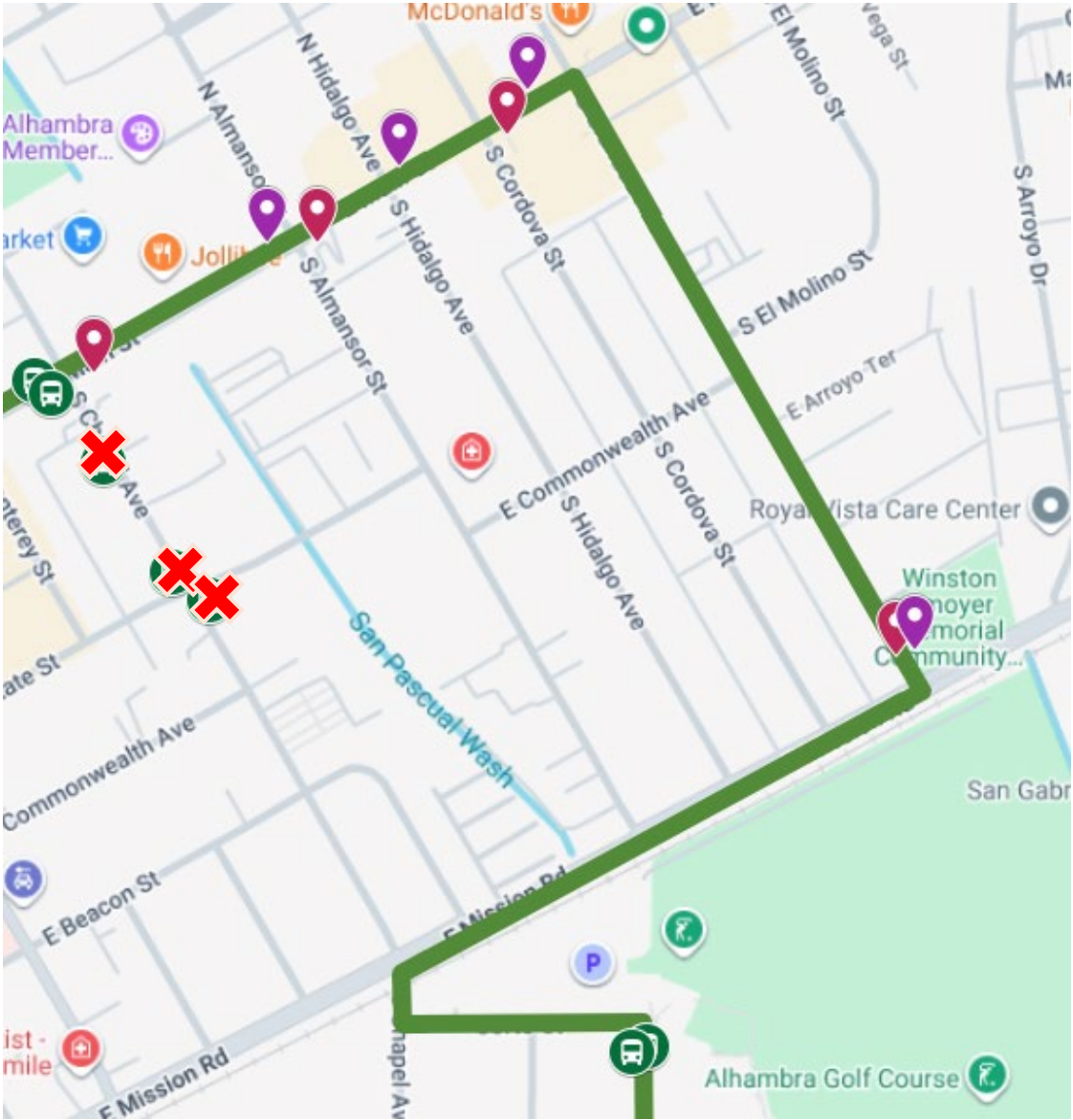
	Headway	Ridership in October 2024	Base Ridership Estimate from Service Footprint	Projected Ridership Using Headway Elasticity	Net Change from Existing Ridership	Percent Change from Existing Ridership
<b>Current Lines</b>						
<b>Green Line</b>	20 mins	20,989	--	--	--	--
<b>Blue Line</b>	20 mins	5,047	--	--	--	--
<b>Re-Evaluated Lines</b>						
<b>Green Line</b>	20 mins	--	24,389	24,389	+3,400	+16.2%
	<b>25 mins</b>	--	<b>24,389</b>	<b>23,014</b>	<b>+2,025</b>	<b>+9.6%</b>
	30 mins	--	24,389	22,181	+1,192	+5.7%
	35 mins	--	24,389	21,603	+614	+2.9%
	40 mins	--	24,389	20,988	-1	0.0%
<b>Blue Line</b>	<b>20 mins</b>	--	<b>6,555</b>	<b>6,555</b>	<b>+1,508</b>	<b>+29.9%</b>
	25 mins	--	6,555	6,368	+1,321	+26.2%
	30 mins	--	6,555	6,089	+1,042	+20.6%
	35 mins	--	6,555	5,903	+856	+17.0%
	40 mins	--	6,555	5,810	+763	+15.1%
<b>Totals</b>		26,036	30,943	<b>29,568</b>	<b>+3,532</b>	<b>+13.6%</b>




# Key Statistics for Re-Evaluated Routes

	ACT Blue Line (Current)	Blue Line (Re-evaluated Route)	Delta	ACT Green Line (Current)	Green Line (Re-evaluated Route, Clockwise)	Green Line (Re-evaluated Route, Counter Clockwise)	Delta
<b>Service Hours (Weekday)</b>	6:30am to 8:30am, 2:30pm to 7:00pm	6:30am to 8:30am, 2:30pm to 7:00pm	0	7am to 6pm	7am to 6pm	7am to 6pm	0
<b>Service Hours (Saturday)</b>	N/A	N/A	0	10am to 3:30pm	10am to 3:30pm	10am to 3:30pm	0
<b>Frequency</b>	20 min	20 min	0	20 min	25 min	25 min	0
<b>Best Scheduled Run Time (round trip)</b>	50 min	52 min*	+2 min	29 min (CW) 36 min (CCW)	33 min*	40 min*	+4 / +4 min
<b>Travel Time (no traffic, round trip)</b>	38 min	40 min	+2 min	20 min	24 min	26 min	+4 / +6 min
<b>Travel time (with traffic, round trip)</b>	48 min	50 min	+2 min	27 min	36 min	42 min	+9 / +15 min
<b>Layover Time between runs (with Traffic)</b>	10 min	10 min	0	11 min (CW) 4 min (CCW)	17 min	10 min	+1 / +1 min
<b>Buses Needed for Full service</b>	3	3	0	4 (two each direction)	2	2	0
<b>Monthly Ridership Estimate</b>	5,047	6,555	<b>+1,321 to 1,508 (26-30%)</b>	20,989 (both directions)	23,014 (both directions)		<b>+2,025 (10%)</b>
<b>Monthly Cost (based on Revenue Hours)</b>	\$39,619	\$39,619	<b>0</b>	\$98,337	\$98,337 (both directions)		<b>0</b>

\*Estimated based on current average operating speed. To be determined following testing.

# New Green Line Stops in consideration



-  Clockwise
-  Counter-Clockwise
-  Stop removal

# Proposed Green Line Stops – Clockwise

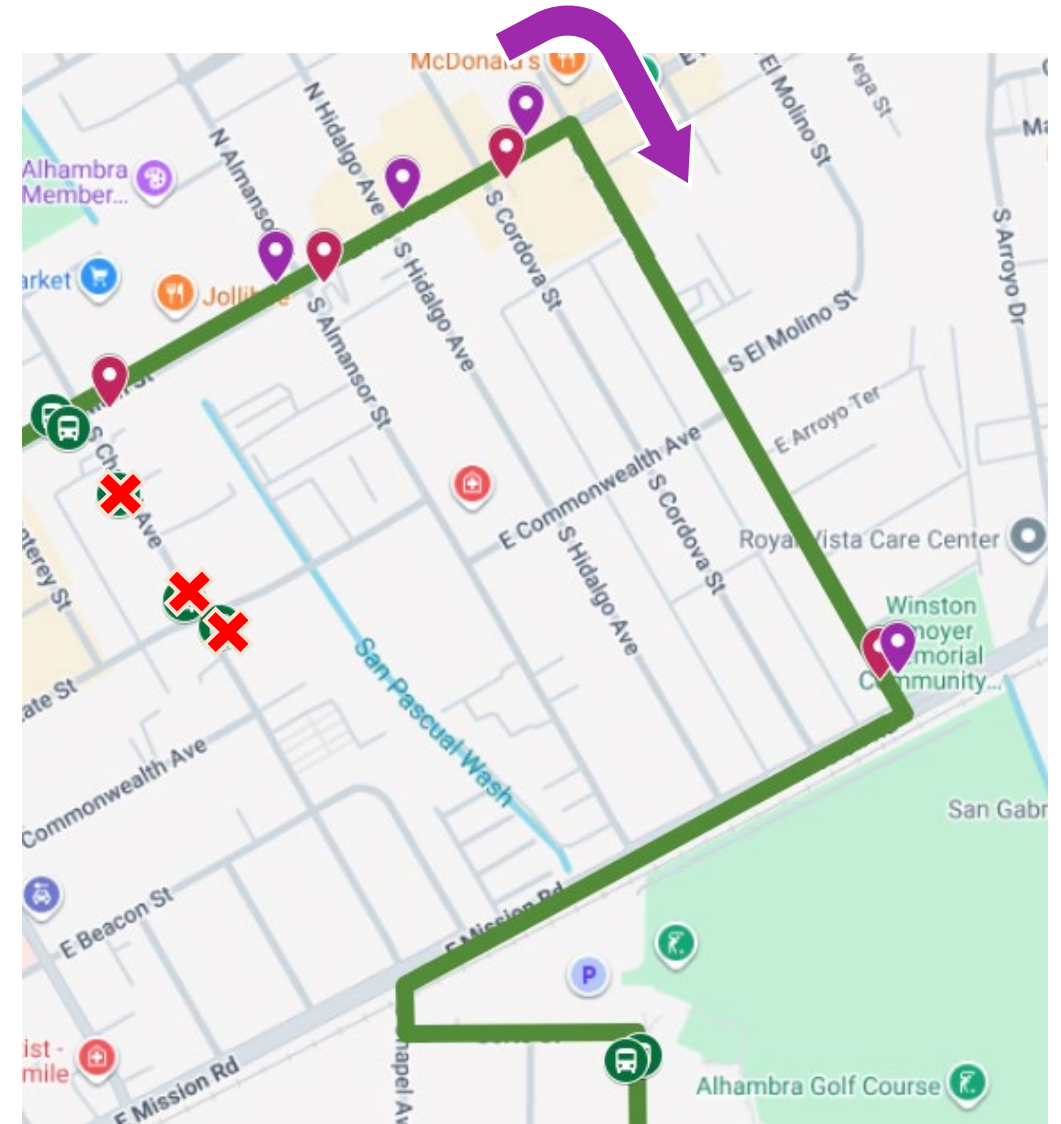
## Proposed bus stops (In green):

1. Main / Garfield (Existing stop)
2. Main / Chapel (Relocate to farside with Metro 78)
3. **Main / Almansor (Metro 78 stop; Burger King)**
4. **Main / Cordova (Metro 78 stop; CVS)**
5. **Granada / Mission (Proposed stop; Residential)**
6. Almansor / Corto (Existing stop)

## Stops to be removed:

- Chapel / Main (South)
- Chapel / Bay State St

*Alternative stop: Main / Chapel (4 min walk)*



# Proposed Green Line Stops – Counter Clockwise

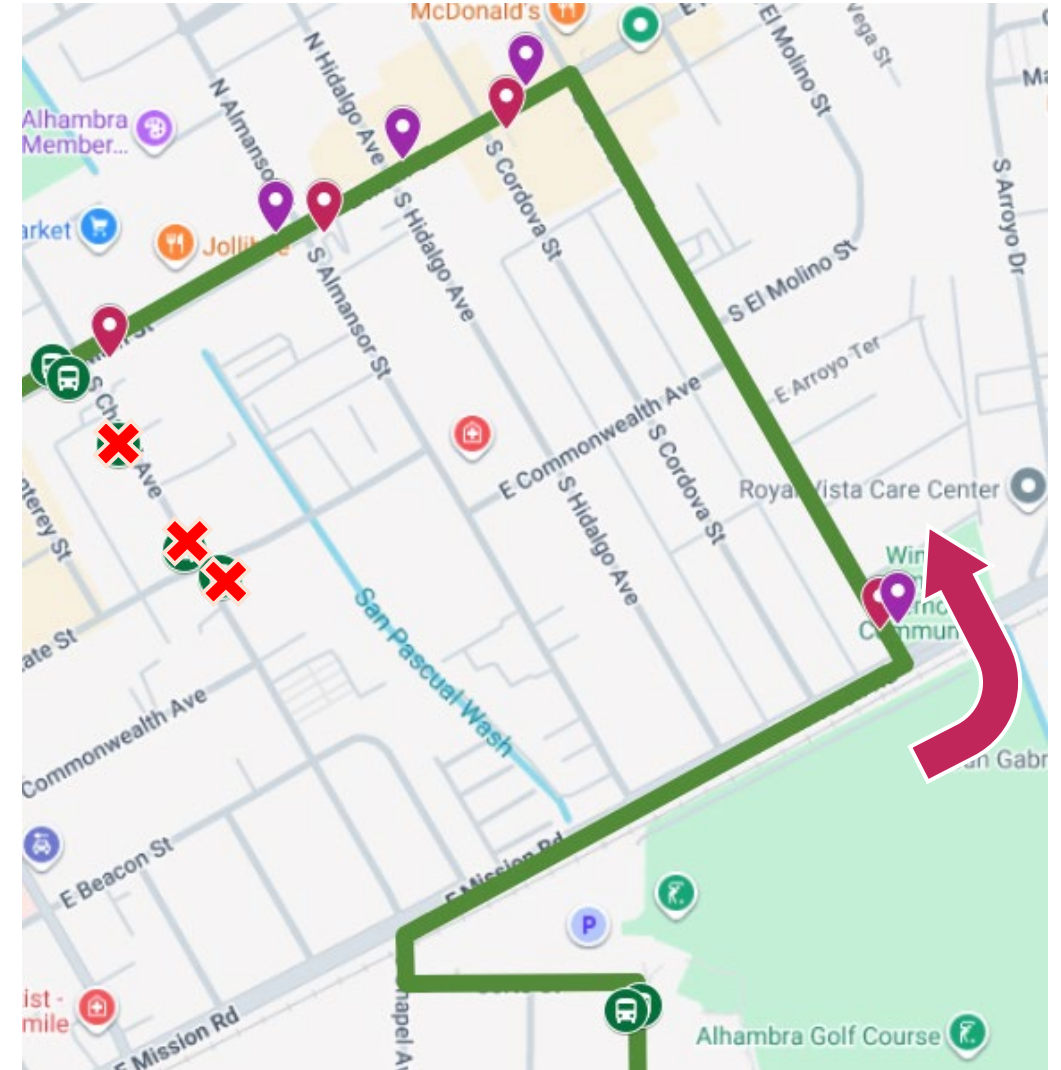
## Proposed bus stops (In green):

1. Almansor / Corto (Existing stop)
2. **Granada / Mission (New; Community Garden)**
3. **Main / Granada (New; near McDonald's)**
4. **Main / Hidalgo (Metro 78 stop; Smart & Final)**
5. **Main / Almansor (Metro 78 stop; Church)**

## Stop to be removed:

- Chapel / Bay State St

*Alternate: Walk to Main / Chapel (4 min walk)*



# Proposed Green Line Bus Stops – Pending

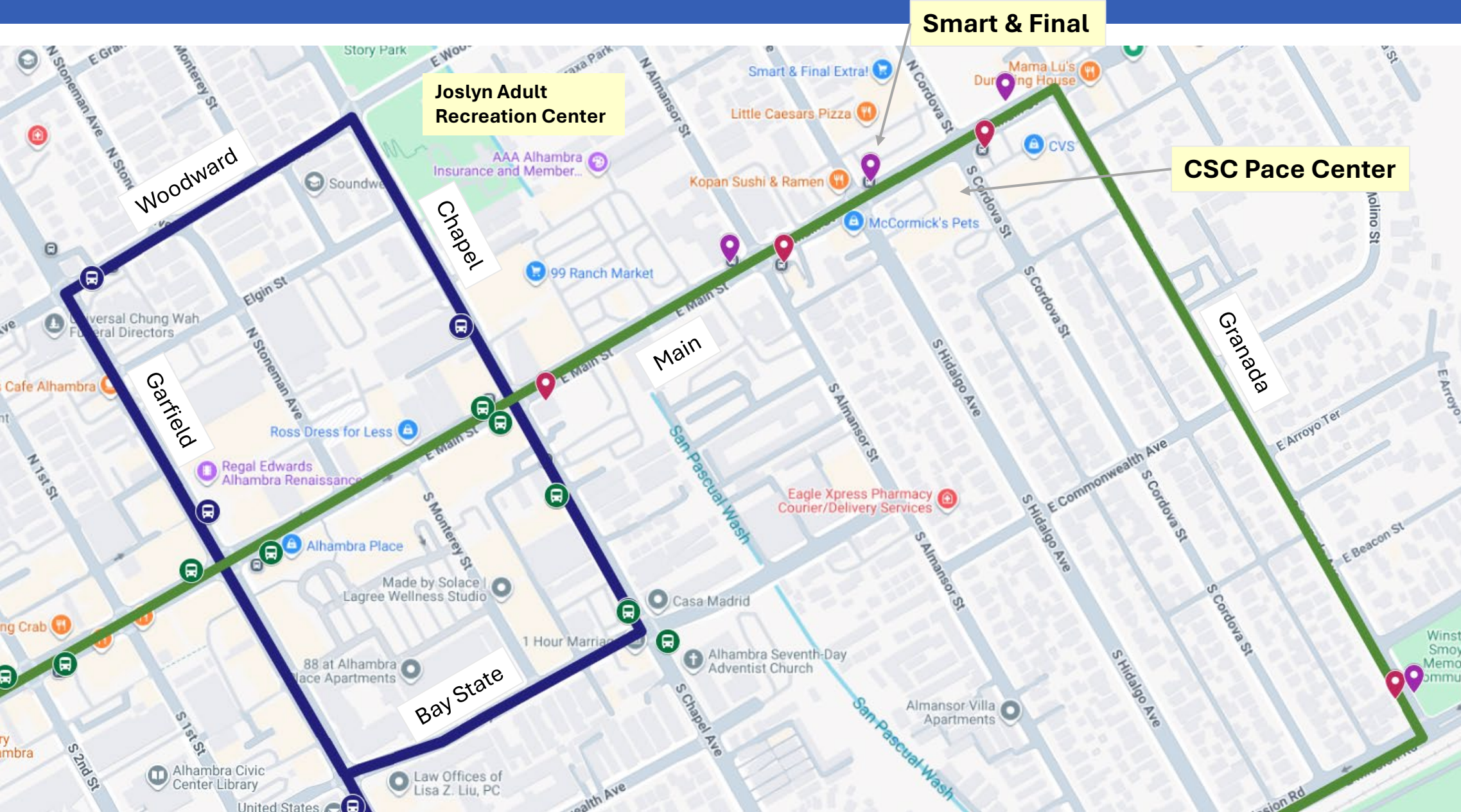
## Granada / Mission

- Outreach to residents near the proposed Green Line Clockwise bus stop is currently underway

513 S Granada Ave  
515 S Granada Ave  
521 S Granada Ave



# Overall ACT Lines in East of Main Street Area



# Implementation Timeline

## Public Meetings

- Transportation Commission on 1/14
- Council meeting on 1/26 for approval

## Preparation

- Test runs to finalize bus service headway and timetables
- Set up backend system for bus operations

## Outreach

- Schools
- Bus stop notification
- On bus notification
- Social Media
- Website and Newsletters
- Community Meetings

## Go-live

- Late Spring - Early Summer
- Install new bus stop signs
- Real time arrival system