



Azusa-Alameda Station Bus Improvement Plan

As indicated in Figure 3-21, all three bus routes serving this station—Foothill Transit Routes 185, 187, and 280—are proposed to be re-routed to Santa Fe Avenue in a clockwise loop from Foothill Boulevard on Azusa Avenue and returning to Foothill Boulevard on Alameda Avenue. Because Azusa Avenue is a one-way street northbound, the proposed bus stop location is in the eastbound direction on the south side of Santa Fe Avenue. It is recommended that the sidewalk along the south side of the street be widened to provide the required 8' accessibility requirement at a bus stop. It is also recommended that an ADA van stop be provided at the west end of the north side of the street.

The existing sidewalk on the south side of Santa Fe Avenue is about 7' wide. Widening it to 8' would enable the stop to meet the dimensions required for accessibility. A concrete bus pad (as recommended by Metro for bus stops adjacent to transit stations) should be provided in conjunction with the widened sidewalk. One bus stop and two layover positions are recommended. For the ADA van stop on the north side of Santa Fe Avenue, a few angled parking spaces would be removed to provide the space along the existing curb. Figure 3-22 shows the proposed bus interface plan at the Azusa-Alameda Station.

An artist's rendering of Azusa-Alameda Station as viewed from the bus transfer facility on Santa Fe Avenue is shown in Figure 3-23.

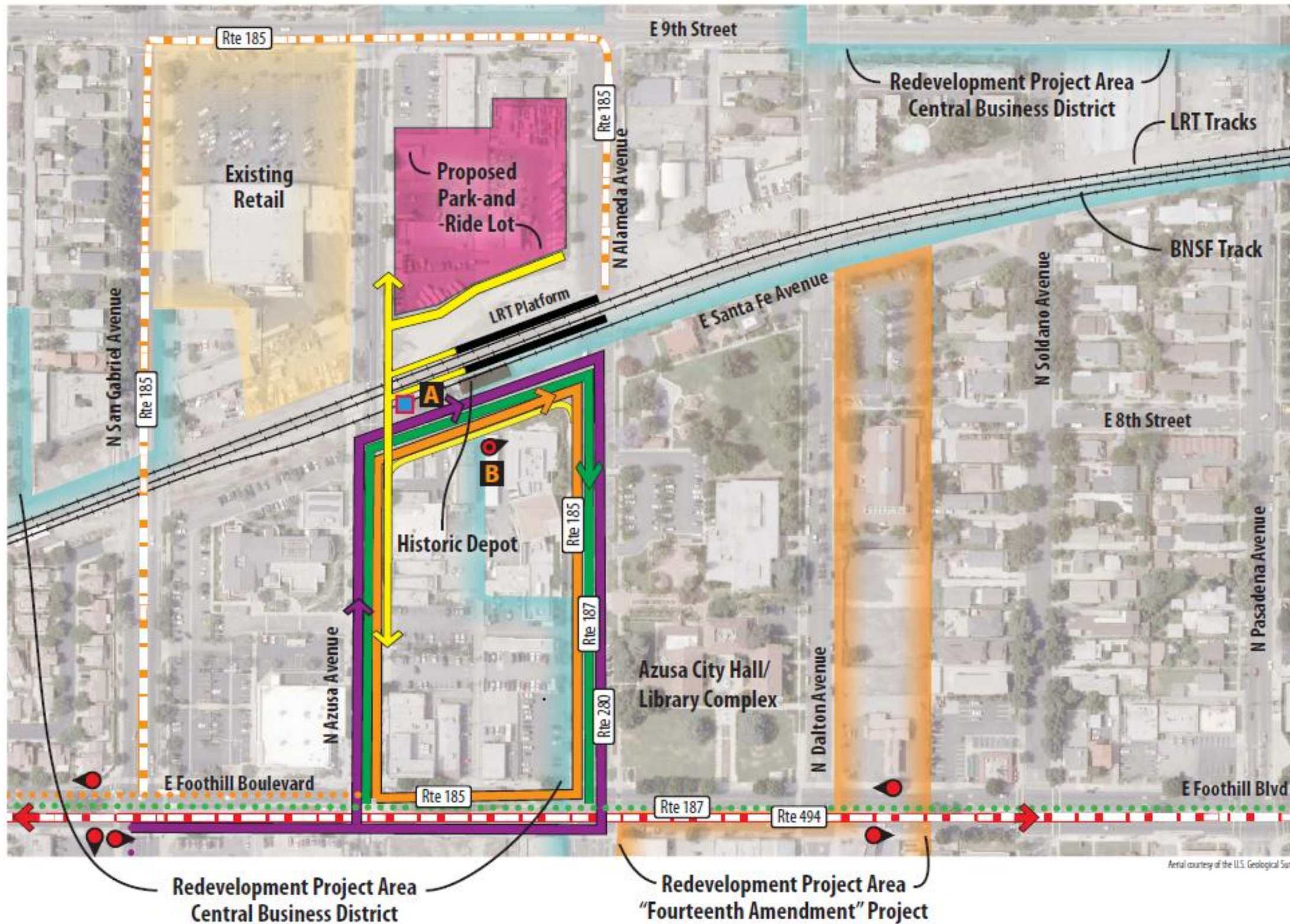
TABLE 3-9: RECOMMENDED AZUSA-ALAMEDA STATION BUS STOP IMPROVEMENTS (CORRESPONDS TO FIGURE 3-21)

	A	B
Designate 30' curb location for ADA vans	●	
Sidewalk width at bus stop to be minimum 8' ¹	●	●
Locate bus sign per City and bus operator requirements		●
Install bus shelter with seating	●	●
Install concrete bus pad		●
Remove curb side parking	●	●

¹ Bus stop B, existing sidewalk is 7' wide



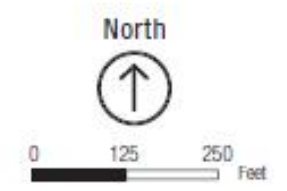
CHAPTER 3 | PROPOSED BUS/RAIL INTERFACE FACILITY IMPROVEMENTS



LEGEND

- Existing Bus Stop Location
- Proposed Bus Stop Location
- Relocation of Existing Bus Stops
- Proposed ADA Bus Stop Location
- Pedestrian Circulation
- LRT Parking
- LRT Platform
- Rail Tracks
- Existing Bus Route
- Proposed Bus Route
- Proposed Discontinued Bus Route
- Parking Requirement at Opening—200 Spaces
- Parking Requirement in 2025—400 Spaces

A Potential bus interface improvements correspond to Table 3-9



Foothill Extension Bus Interface Plan

Figure 3-21: Azusa-Alameda Station
Existing and Proposed Bus Interface

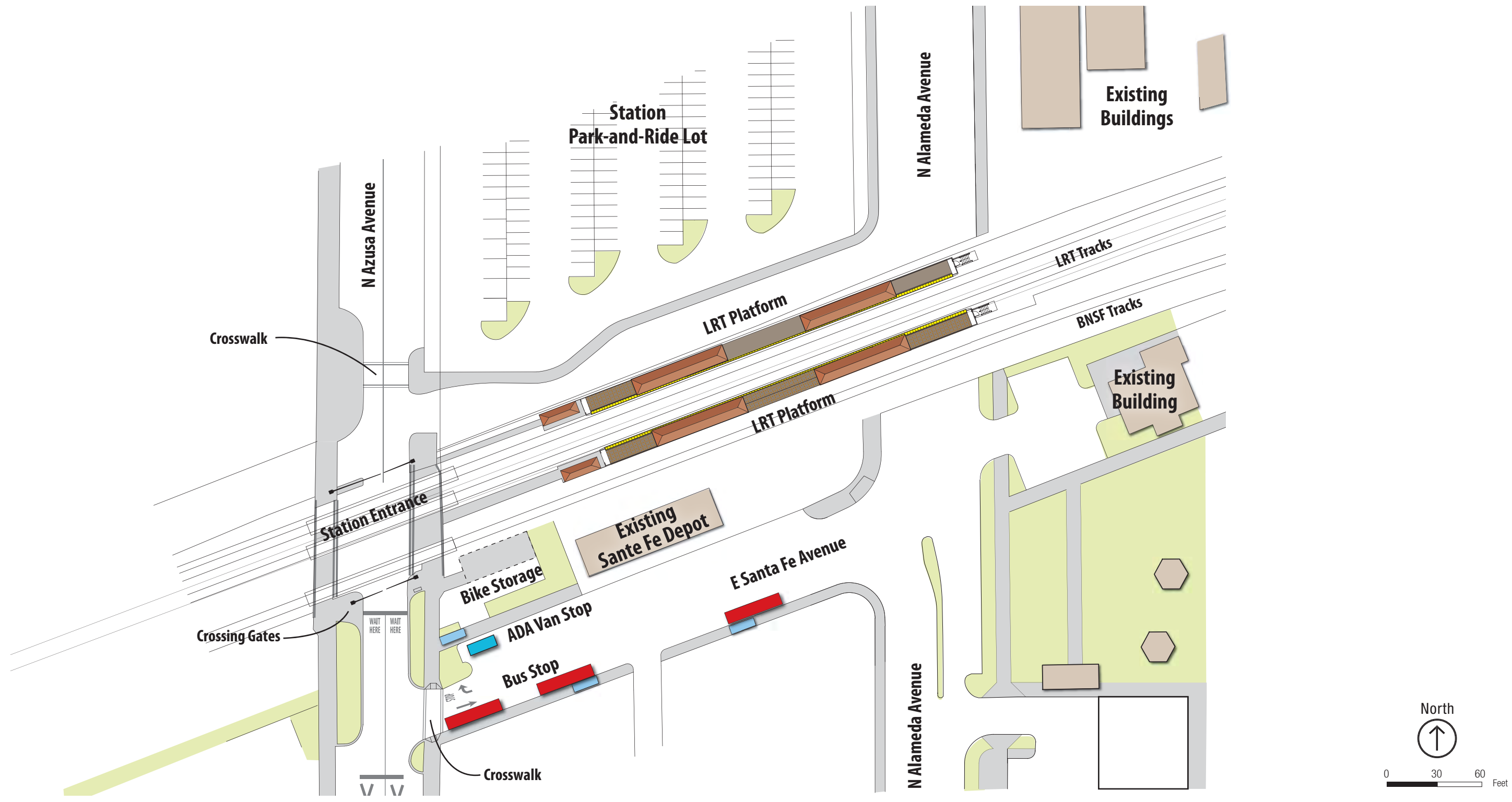


Figure 3-22: Azusa-Alameda Station
Bus Improvement Plan

Foothill Extension Bus Interface Plan





Foothill Extension Bus Interface Plan

Figure 3-23: Azusa-Alameda Station
Artist's Rendering