



Duarte Station Bus Improvement Plan

Metro Route 264 and Foothill Transit Route 272 operate on Duarte Road adjacent to the proposed Duarte Station. Additionally Duarte Transit has three routes that operate near the proposed station; these routes are proposed to be re-routed to serve the station directly. Figure 3-15 shows the proposed changes to the Duarte Transit routings of the Blue Line and Commuter Line to provide a more convenient interface with the proposed station. The Duarte Transit Green Line already uses Duarte Road and Highland Avenue.

It is proposed that the existing eastbound stops on Duarte Road be retained, and a new southbound/westbound stop be added next to the east station entrance southbound on Highland Avenue. It is recommended that this stop include provisions for an ADA van. Additionally there are revisions proposed to the bus routings north of Business Center Drive to enable placement of stops that are closer to the east station entrance. A new westbound stop is also shown on Duarte Road across from the main access road to the City of Hope complex, primarily for the convenience of City of Hope bus riders.

Bus access to the proposed station will also be provided at the existing stops near the entrance to the City of Hope Medical Center on the south side of Duarte Road. A station entrance at the west end of the platform would connect to a new sidewalk along the north side of Duarte Road to provide a pedestrian route to these bus stops and for Gold Line passengers going to the City of Hope. The eastbound stops will remain as they are. A new westbound stop on the north side of Duarte Road across from the City of Hope entrance is proposed. It should have a new shelter and waiting area.

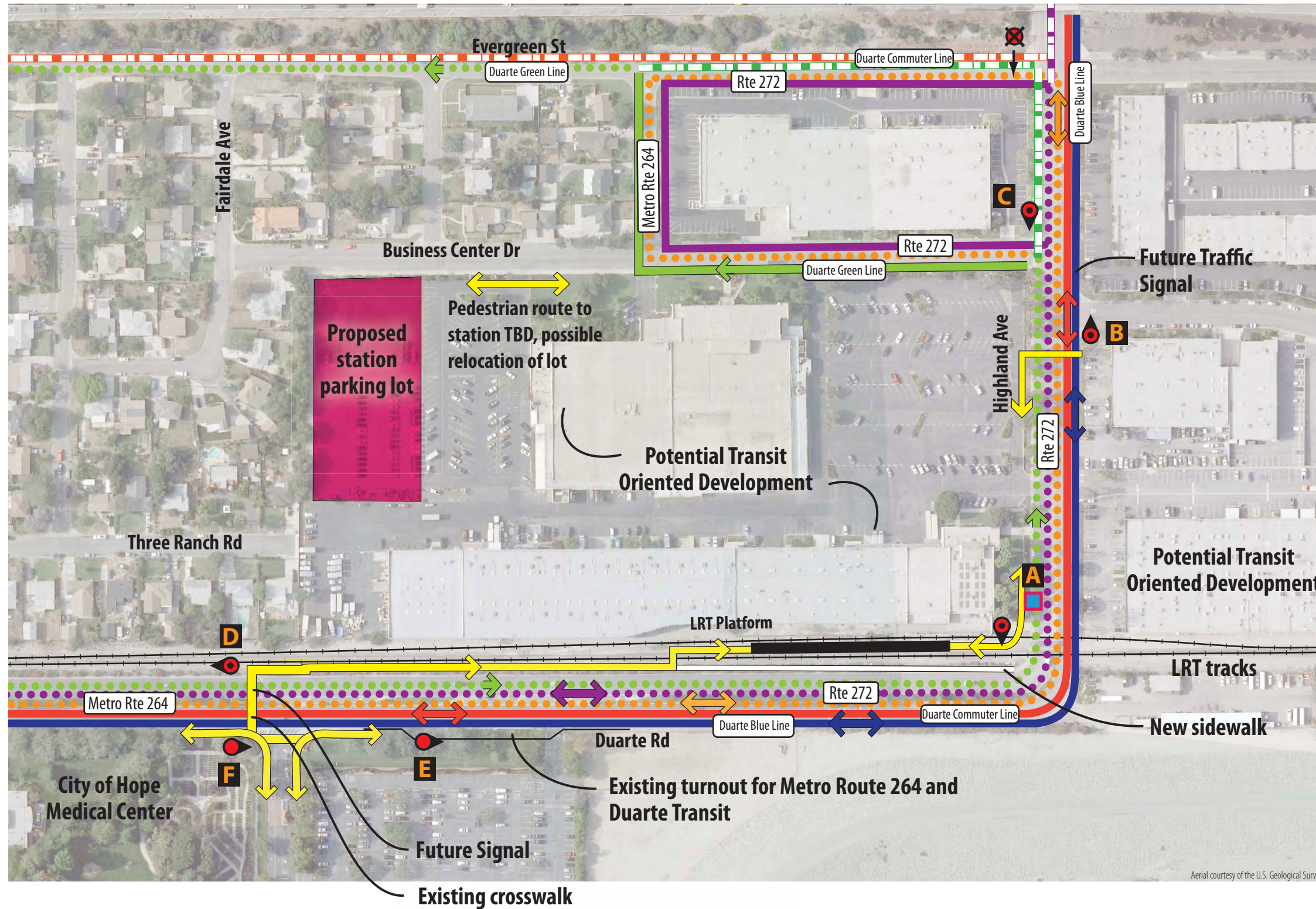
It is recommended that the new stop at the east station entrance include a concrete pad for the buses. The stop should also have a shelter with seating.

Figure 3-16 shows the configuration of the bus interface facilities proposed for the Duarte Station. Figure 3-17 is an artist’s rendering of the station and bus stops as seen from the eastbound bus turnout on Duarte Road.

TABLE 3-7: RECOMMENDED DUARTE STATION BUS STOP IMPROVEMENTS (CORRESPONDS TO FIGURE 3-15)

	A	B	C	D	E	F
Designate 30-foot curb location for ADA vans	●					
Sidewalk width at bus stop to be minimum 8’	●	●	●	●		
Locate bus sign per City and bus operator requirements	●	●	●	●		
Install bus shelter with seating	●			●		
Install concrete bus pad	●	●	●	●		
Install seating		●	●			
No improvements required					●	●

CHAPTER 3 | PROPOSED BUS/RAIL INTERFACE FACILITY IMPROVEMENTS

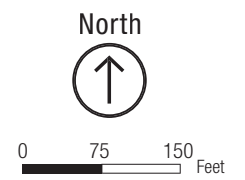


LEGEND

- 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—125 Spaces
 Parking Requirement in 2025—250 Spaces

A Potential bus interface improvements correspond to Table 3-7



Foothill Extension Bus Interface Plan

Figure 3-15: Duarte Station
Existing and Proposed Bus Interface

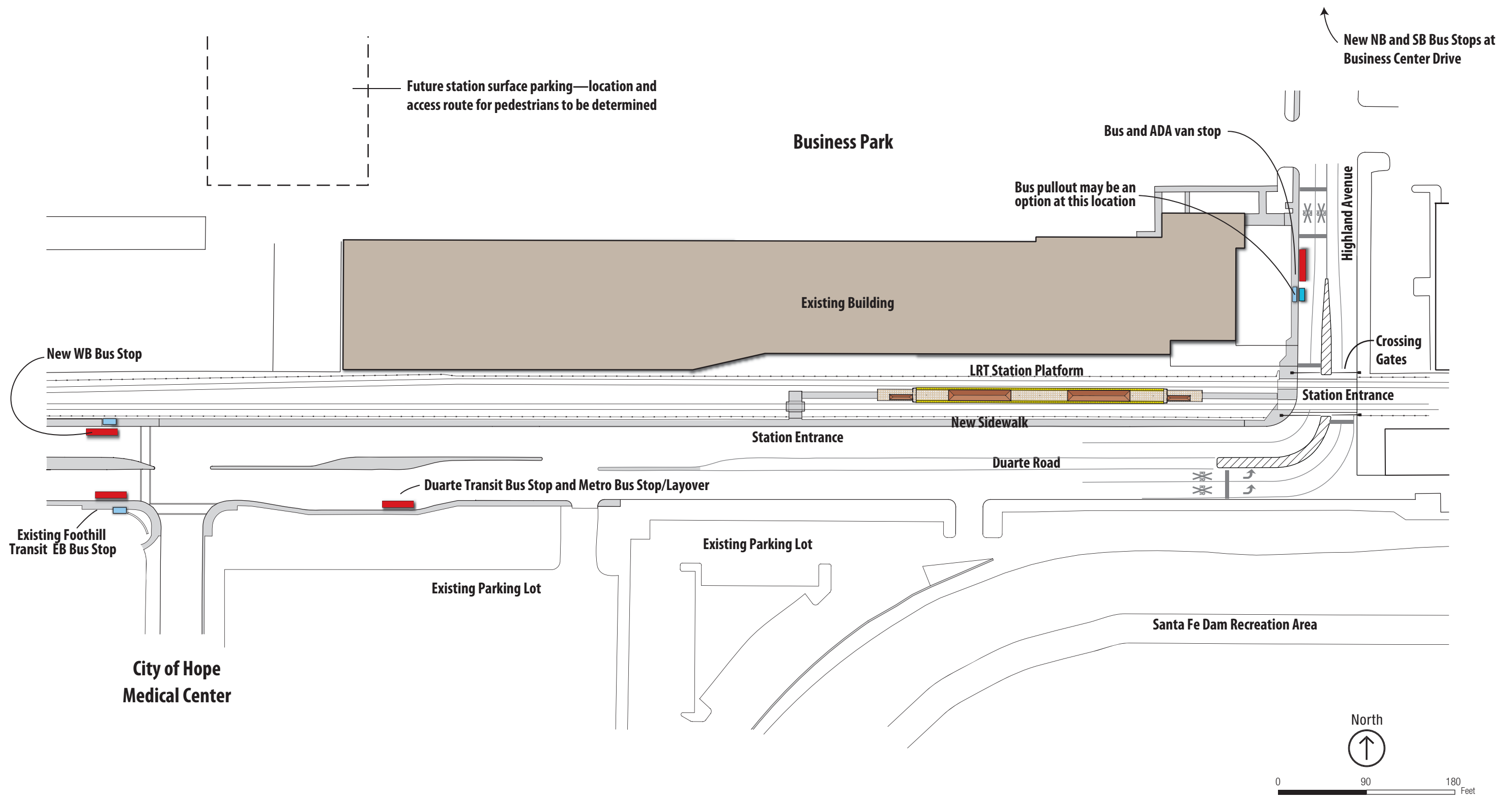


Figure 3-16: Duarte Station
Bus Improvement Plan





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Foothill Extension Bus Interface Plan

Figure 3-17: Duarte Station
Artist's Rendering