



PROPOSED BUS/RAIL INTERFACE FACILITY IMPROVEMENTS

At each of the Pasadena to Azusa LRT stations, bus stops are proposed to be as close as reasonable to the station. In locating the proposed bus stops, consideration was also given to future development plans in the areas surrounding the stations. Where new construction will be involved and the bus stop will be adjacent to the proposed station, the proposed bus stop improvements should include a concrete bus pad in the street per Metro Design Criteria. All proposed bus stops adjacent to the stations are recommended to have a shelter or canopy for weather protection. The other nearby bus stops at a minimum should have bus route and wayfinding signage and seating.

Arcadia Station Bus Improvement Plan

As indicated in Figure 3-9, the eastern portion of the block to the south of the LRT station is designated for LRT transit station-related uses. The triangular corner piece is planned to be a future Transit Plaza. Next to it will be a large park-and-ride garage for Gold Line users. Three of the four bus lines that serve the Arcadia business district near the station are proposed to be re-routed to provide a stop convenient to LRT passengers westbound on Santa Clara Street next to these parcels. Metro Route 79 and Foothill Transit Routes 186 and 187 are proposed to be rerouted to circulate counterclockwise around Santa Anita Avenue, Huntington Drive, 1st Avenue, and Santa Clara Street at the LRT Station stop. Metro Route 487 would be rerouted to 1st Avenue with northbound and southbound stops just north of the tracks.

Bus layover space for buses terminating/originating at Arcadia Station are recommended to be located at these stops. Additionally, a designated ADA van stop is recommended to be located on 1st Avenue. To meet the predicted needs, three bus stop/layover positions are shown on Santa Clara Street. Two bus stops and one ADA van stop are shown on 1st Avenue in Figure 3-10.

Owing to re-routing of bus routes, two additional new bus stops are proposed to be located along nearby blocks and several others abandoned to continue service to the surrounding area from these bus lines. The new stops would occur southbound on Santa Anita Avenue and northbound on 1st Avenue, both just north of Huntington Drive.

The bus stops adjacent to the station on Santa Clara Street can include a concrete bus pad as recommended by Metro for bus stops adjacent to transit stations. The sidewalk and the parking garage are recommended to be recessed slightly from the existing property line to allow space for passenger waiting. Rather than a typical shelter, it is proposed to provide an overhead canopy to the face of the garage to shelter patrons. A bus pad is also proposed for the new stop shown on 1st Avenue just north of the tracks. The other new proposed stops on Santa Anita Avenue and on 1st Avenue just north of Huntington Drive could be provided with just the necessary signage and some seating. To accommodate the northbound stop on 1st Avenue, a portion of the existing planting islands would need to be removed.

Figure 3-11 is an artist's rendering of the proposed Arcadia Station as viewed from the southwest corner of 1st Avenue and Santa Clara Street. It shows a portion of the bus transfer area on Santa Clara Street adjacent to the proposed transit plaza.

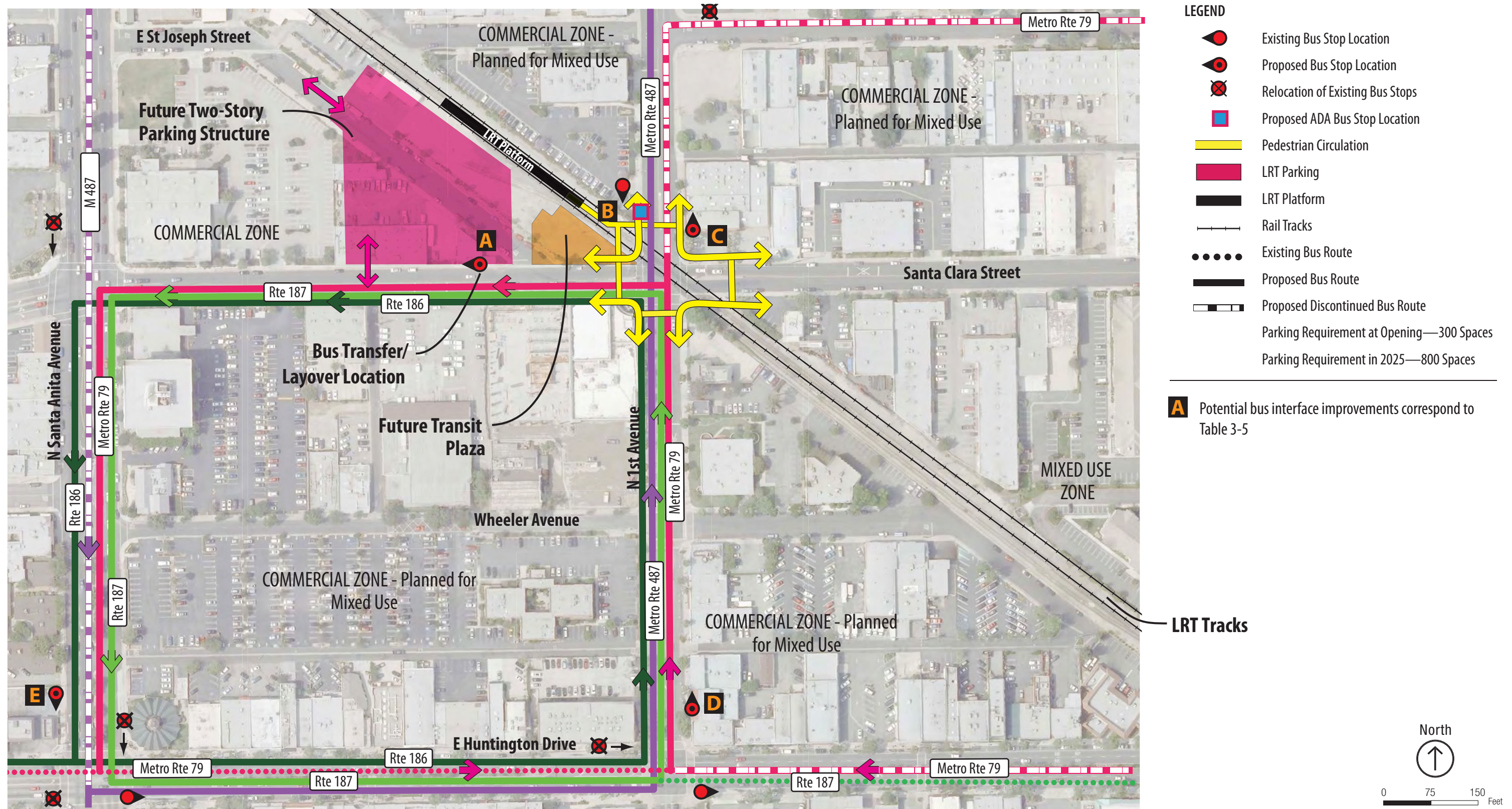
TABLE 3-5 RECOMMENDED ARCADIA STATION BUS STOP IMPROVEMENTS

	A	B	C	D	E
Create area for bus loading and layover	●				
Designate 30' curb location for ADA vans		●			
Setback parking structure to provide an 8' sidewalk	●				
Sidewalk width at bus stop to be minimum 8'	●	●	●	●	●
Locate bus sign per City and bus operator requirements	●	●	●	●	●
Install bus shelter with seating	●	●	●		
Install seating/bench				●	●
Install concrete bus pad	●	●	●		
Remove curb side planter				●	
Remove curb side parking				●	

Note: Where possible, utilities such as fire hydrants, electrical cabinets, etc., and storm drain inlets at the new bus stops/turnouts will be avoided.



CHAPTER 3 | PROPOSED BUS/RAIL INTERFACE FACILITY IMPROVEMENTS



Foothill Extension Bus Interface Plan

Figure 3-9: Arcadia Station
Existing and Proposed Bus Interface

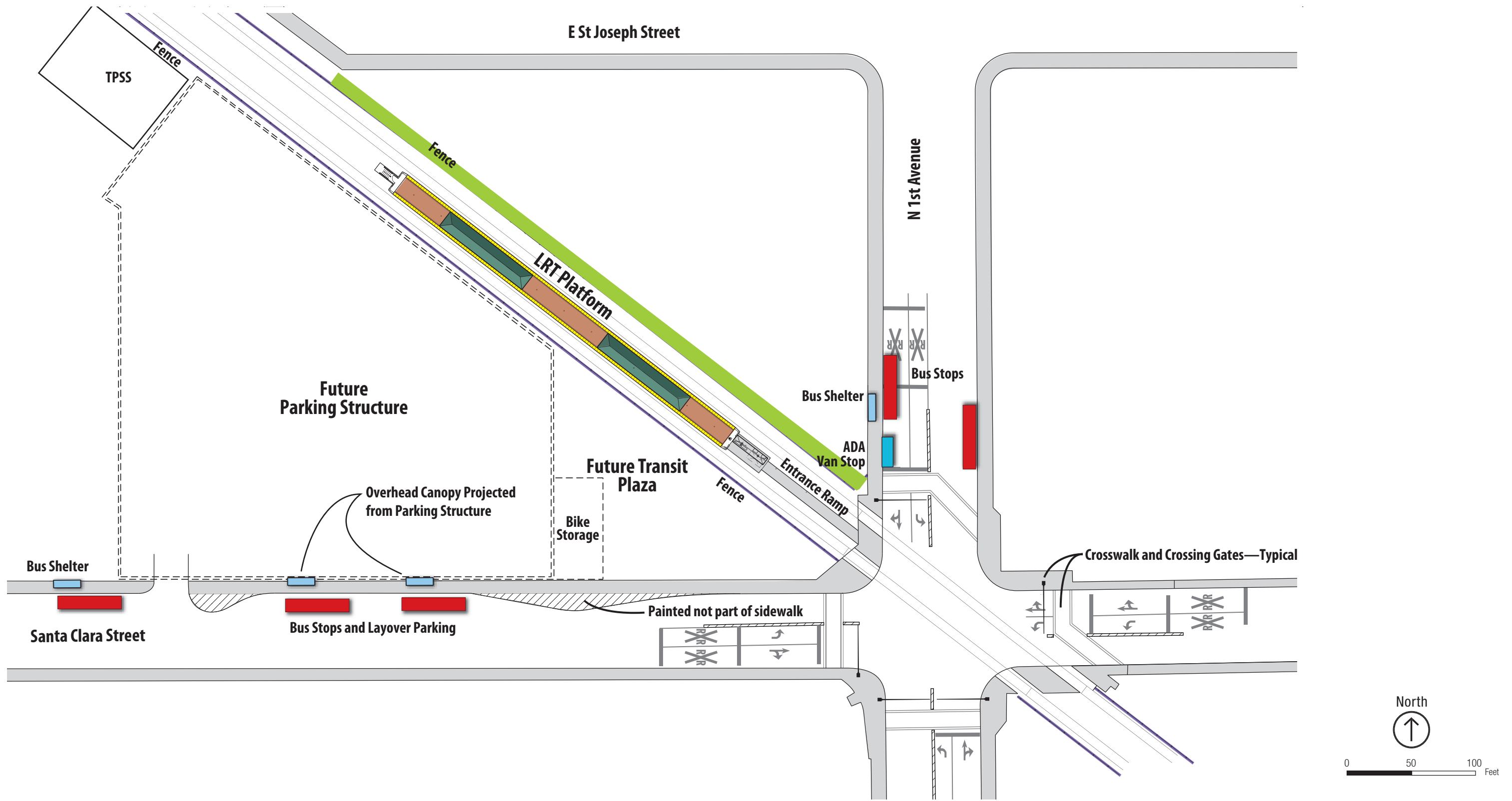


Figure 3-10: Arcadia Station
Bus Improvement Plan





Foothill Extension Bus Interface Plan

Figure 3-11: Arcadia Station
Artist's Rendering