

LEGEND

- Existing Bus Route
- Gold Line Foothill Extension Proposed Station
- M** Metro Bus Route
- F** Foothill Transit Route

North

 0 300 600 Feet

Figure 2-14: Existing Bus Routing at Irwindale Station

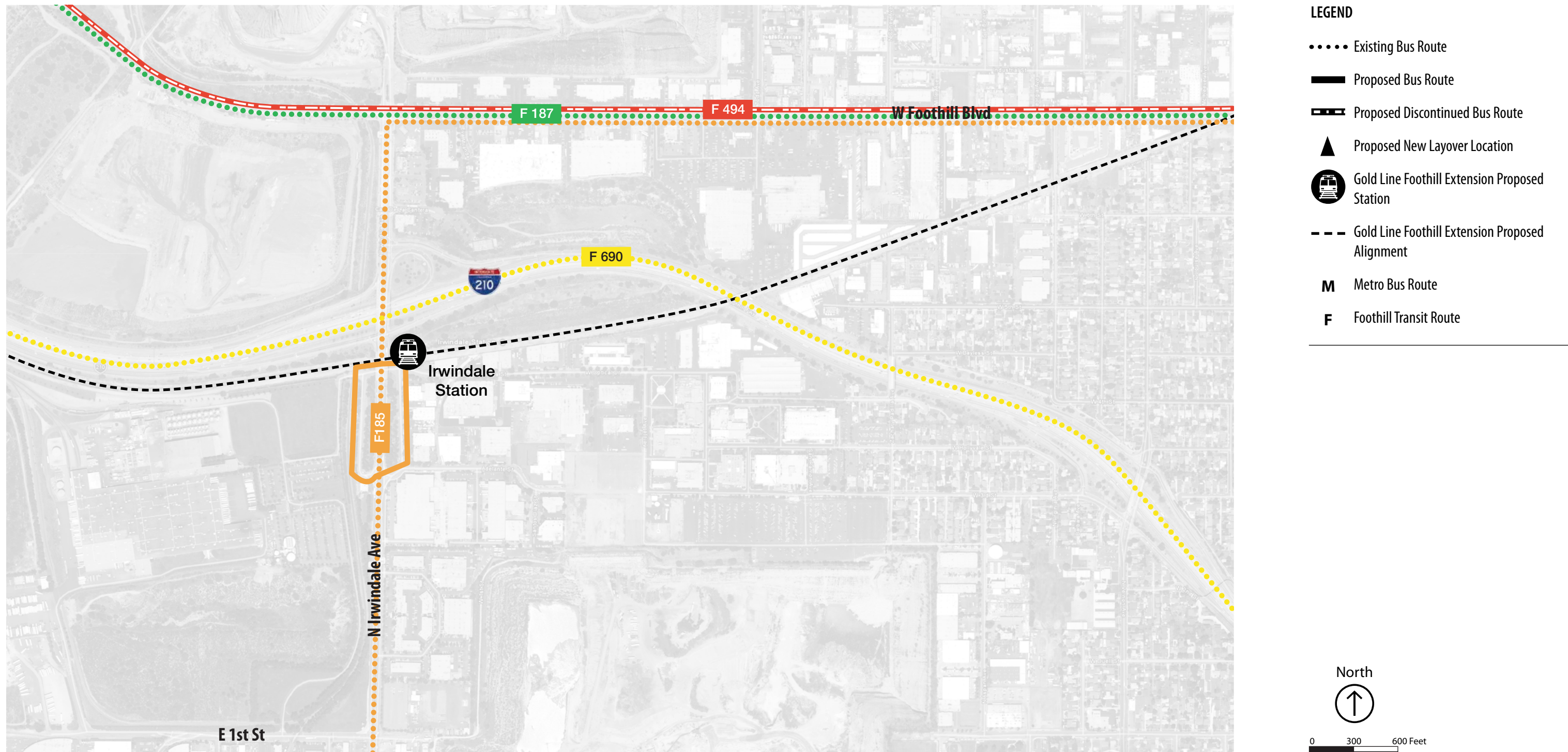


Figure 2-15: Proposed Bus Routing at Irwindale Station

Foothill Extension Bus Interface Plan
DRAFT 6/22/2011



MELÉNDREZ



AZUSA-ALAMEDA STATION

The Azusa-Alameda Gold Line Station will be located on the north side of Santa Fe Avenue between Azusa Avenue and Alameda Avenue in the downtown area. Four existing bus routes that operate in the vicinity of Azusa-Alameda Station and interface with the station are shown in Figure 2-16.

Foothill Transit Route 185

This local bus route carries nearly 2,000 passengers per weekday between Hacienda Heights and Azusa via West Covina and downtown Azusa on an alignment that includes the proposed Irwindale and Alameda Stations. It approaches the station vicinity from the west via Foothill Boulevard and terminates at San Gabriel Avenue two blocks west of the station.

The results of the bus rider survey conducted for this study indicate that 68% of existing Route 185 riders are likely to use the Gold Line Extension and that 21% consider Azusa-Alameda Station as the preferred point of access, which is second to Irwindale Station (30%). Detailed ridership data for Route 185 was not available for this analysis, making definitive recommendations more difficult. At a minimum it is recommended that Route 185 be extended to a new terminal and layover point located adjacent to the new station entrance when the Gold Line Extension opens. Buses would continue from San Gabriel Avenue on Foothill Boulevard, turn north on Azusa Avenue and east on Santa Fe Avenue to the bus stop. Departing buses would turn south on Alameda Avenue and west on Foothill Boulevard returning to Irwindale.

Foothill Transit Route 187

This local bus route currently travels east-west on Foothill Boulevard and passes one block south of the Azusa-Alameda Station site. Existing bus stops are located on both sides of Foothill at the Azusa Avenue intersection. As described earlier, Route 187 would be truncated at both ends and serve the Arcadia and Azusa-Citrus Stations. Ridership data indicates that downtown Azusa is a significant transit trip generator and diversion of Route 187 to the station entrance on Santa Fe Avenue is recommended. Both Alameda and Azusa Avenues may be used for signal-protected access to and from Foothill Boulevard.

Foothill Transit Route 280

This local route is Foothill Transit's second highest volume line carrying over 3,400 passengers per average weekday between Puente Hills Mall and downtown Azusa via Azusa Avenue. It currently terminates one block south of the Azusa-Alameda Station via a one-way loop consisting of north on Azusa Avenue, west on Foothill Boulevard and south on San Gabriel Avenue. Existing bus stops are located on Azusa Avenue northbound and on San Gabriel Avenue southbound, both south of Foothill Boulevard.

The results of the bus rider survey conducted for this study reported that 62% of existing Route 280 riders are likely to use the Gold Line Extension and that the Azusa-Alameda Station is the preferred point of access for 16% of those who expect to use the train. In comparison, Azusa-Citrus Station is preferred by 48% of riders, and Duarte is preferred by 10% of riders. Detailed ridership data for Route 280 was unavailable at the time of this analysis, making it more difficult to offer recommendations concerning this route. At a minimum, extension one block north on Azusa Avenue and east on Santa Fe Avenue to a new on-street bus stop and layover point located across the street from the Gold Line station entrance is recommended. Ideally customers should have a line-of-sight visual connection to buses from the rail platform. Departing southbound buses would turn south on Alameda Avenue, west on Foothill Boulevard and south on San Gabriel Avenue returning to Puente Hills Mall. This alignment would allow Route 280 to make use of the existing bus stop located

on the north side of Foothill Boulevard at the far side of Alameda Avenue.

Foothill Transit Route 494

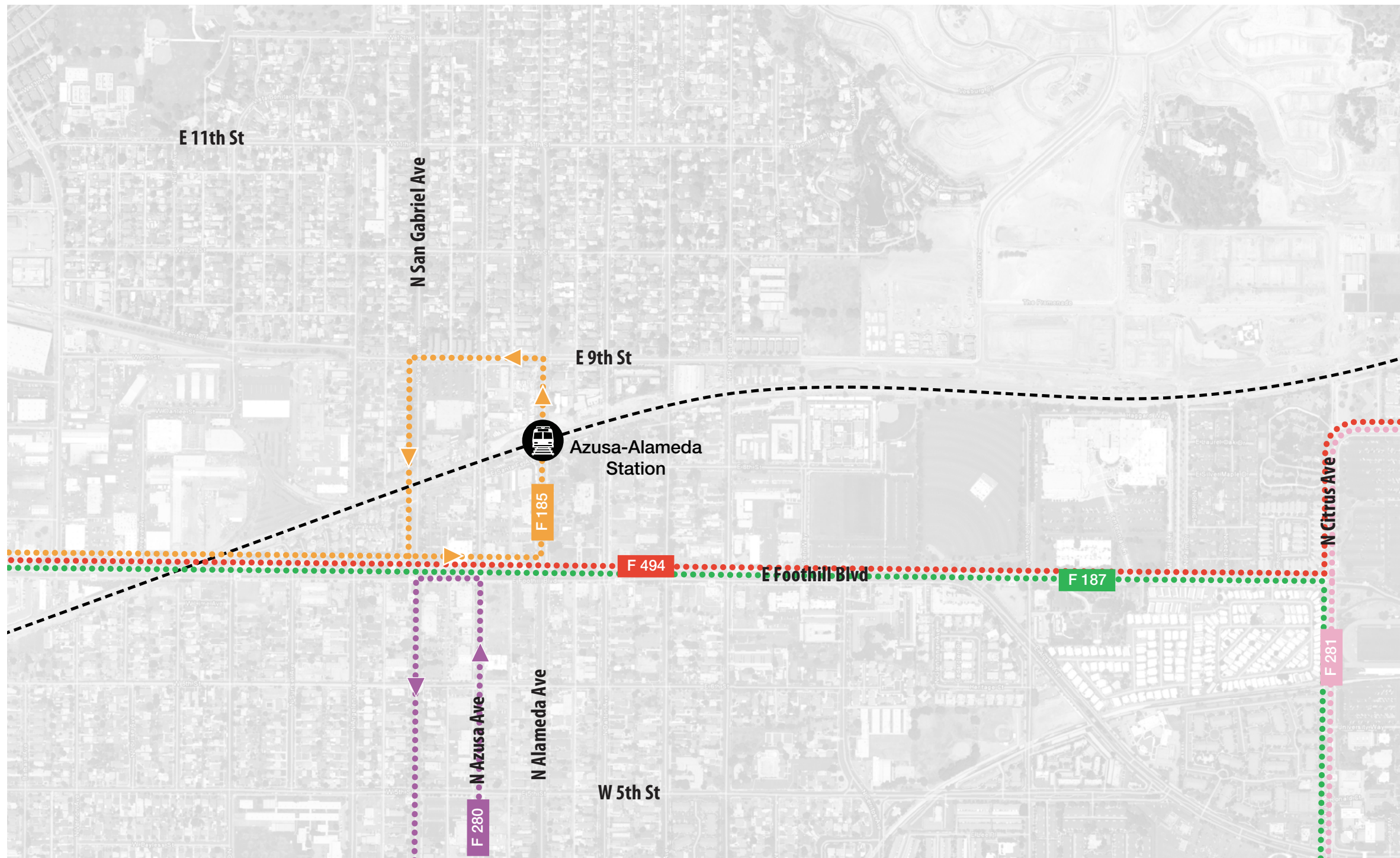
This relatively low-volume express route provides weekday peak direction-only service between the San Dimas Park-Ride lot (site of Phase 2B Gold Line station) and the El Monte Busway Station on an alignment that includes three proposed Gold Line stations: Azusa-Citrus; Azusa-Alameda and Monrovia. It runs primarily east-west on Foothill Boulevard, Baseline Road and Huntington Drive east of Myrtle Avenue, and north-south on Myrtle to El Monte. Route 494 partially overlaps several other routes, including Route 492 on Arrow Highway; Route 284 on Lone Hill Avenue and Foothill Drive east of Glendora Avenue; Route 187 and shorter segments of several other routes on Foothill Boulevard and Huntington Drive, as well as Metro Route 270 on Myrtle Avenue to El Monte.

Route 494 carries an average of 133 weekday boardings on seven one-way trips, or 19 passengers per trip. The results of the bus rider survey conducted for this study reported that 72% of existing Route 494 riders are likely to use the Gold Line Extension and that the Azusa-Alameda Station is the preferred point of access for 25% of all riders, followed by Azusa-Citrus (23%), Monrovia (19%) and Duarte (15%). Detailed passenger boarding and alighting information was not available for analysis, making definitive recommendations more difficult. However, either truncation at the proposed Azusa-Citrus Station or outright discontinuation of Route 494 should be considered in conjunction with restructuring local services to feed passengers into the Gold Line. Given the low ridership volume on this route, it is expected that existing riders would be easily absorbed within the capacity provided by the Gold Line Extension. From a policy perspective, Foothill Transit as well as Metro should avoid providing express bus services to downtown Los Angeles when feeder services to the Gold Line are available providing comparable service.

Station Interface

It is proposed that Santa Fe Avenue be converted to have an on-street bus facility adjacent to the Azusa-Alameda Station, between Azusa Avenue and Alameda Avenue. This proposal will improve customer convenience and help to meet operational requirements. Bus stops sufficient to accommodate three fixed-route bus routes and one paratransit or specialized transportation vehicle at Azusa-Alameda Station should be provided. Bus route modifications are shown in Figure 2-17.





LEGEND

- Existing Bus Route
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- M** Metro Bus Route
- F** Foothill Transit Route

North

0 400 800 Feet

Figure 2-16: Existing Bus Routing at Azusa-Alameda Station



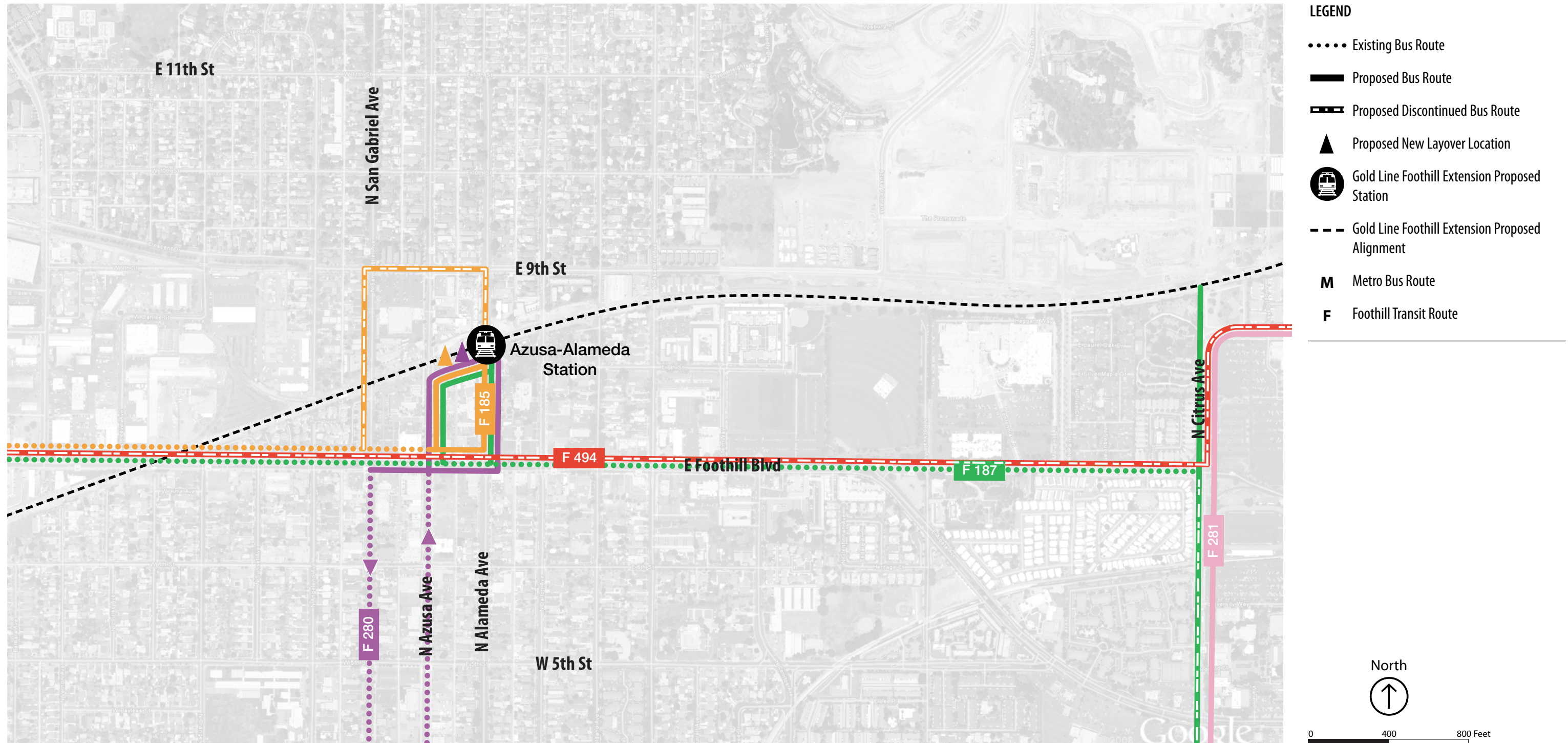


Figure 2-17: Proposed Bus Routing at Azusa-Alameda Station

AZUSA-CITRUS STATION

The Azusa-Citrus Station will be located northwest of the intersection of Citrus Avenue and Foothill Boulevard near the Citrus Community College and Azusa Pacific University campuses. There are five existing bus routes that operate in the vicinity of the proposed station site as shown in Figure 2-18.

Foothill Transit Route 187

This is Foothill's most heavily utilized route carrying over 6,000 passengers per average weekday, 3,100 per Saturday and 2,900 per Sunday. A detailed discussion of boarding and alighting patterns is provided earlier in this report in the Arcadia Station section. Route 187 travels east-west on Foothill Boulevard and north-south on Citrus Avenue in the vicinity of the Azusa-Citrus Station site, passing several hundred feet to the south. Existing bus stops are located on the east side of Citrus Avenue south of the curve to Foothill Boulevard, and on the north side of Foothill Boulevard immediately east of the curve to Citrus Avenue.

Ridership data shown earlier in Figures 2-5 and 2-6 indicate that the Azusa-Citrus station vicinity is a significant transit trip generator in both directions. Passenger volumes are higher to the west and lower to the east of the station site, with accumulated loads of approximately 600 passengers aboard weekday service in each direction at Foothill Boulevard and Citrus Avenue.

These ridership patterns support reconfiguration of Route 187 to better complement the Gold Line when the line is extended. It is recommended that Route 187 be divided into three shorter routes to shift longer passenger trips to the Gold Line, and refocus bus service on providing feeder trips into both Azusa-Citrus and Arcadia Stations from the east with continuing direct service provided by the Gold Line. Two of the three new routes would terminate at Azusa-Citrus Station:

- **Route 187** Arcadia/Azusa would operate between Arcadia Station and Azusa-Citrus Station on its current alignment with minor changes to better serve the Azusa-Alameda Station. The route should operate within a 90-minute schedule cycle, requiring six peak buses to provide peak period 15-minute headways designed to meet every other peak direction Gold Line train at Arcadia Station.
- **Route 188** Azusa/Montclair would operate between Azusa-Citrus Station and the Montclair Transit Center on an alignment similar to the present Route 187, which includes intermediate stops at the Glendora and Claremont Stations as planned in the Azusa to Montclair Extension. The route should operate within a 120-minute schedule cycle, requiring eight peak buses to provide peak period 15-minute headways designed to meet every other peak direction Gold Line train at Azusa-Citrus Station.

The Azusa-Citrus Station does have substantial needs for bus layover space. At project opening, the necessary layover space is proposed to be provided along the curbs on Citrus Avenue. Long-term need would be met by the bus facility on the north side of the light rail alignment where all five bus routes would have layover space.

Foothill Transit Route 281

This local bus route carries nearly 2,100 passengers per weekday between Puente Hills Mall and Azusa via Industry, West Covina and Covina. It approaches Azusa from the south via Citrus Avenue and terminates one-half mile south of the station site at the intersection of Alost Avenue at Citrus Avenue.

The results of the bus rider survey conducted for this study indicate that 74% of existing Route 281 riders are likely to use the Gold Line Extension, and that half of these consider the Azusa-Citrus Station as the preferred point of access, followed by Azusa-Alameda (12%) and Irwindale (11%). The concurrent survey of current Gold Line riders indicated that Azusa-Citrus Station is the most preferred among the six new stations as the initial point of access to the rail line. Detailed ridership data for Route 281 was not available for this analysis, making definitive recommendations more difficult. However, extension of the route to the Azusa-Citrus Station is strongly suggested to provide new connectivity with the Gold Line.

Foothill Transit Route 488

This local bus route carries nearly 1,600 passengers per weekday between El Monte and Glendora via Baldwin Park, West Covina and Covina. It approaches the Azusa-Citrus Station site from the south and east via South Grand Avenue and Foothill Boulevard, and currently terminates 0.5 mile east at the intersection of Foothill Boulevard and Barranca Avenue.

The results of the bus rider survey conducted for this study indicate that 54% of existing Route 488 riders are likely to use the Gold Line Extension, and that 56% of these consider the Azusa-Citrus Station as the preferred point of access, followed by Azusa-Alameda (9%) and Irwindale (7%). Detailed ridership data for Route 488 was not available for this analysis, making definitive recommendations more difficult. However, extension of the route to the Azusa-Citrus Station is strongly suggested to provide an effective feeder connection from the South Grand Avenue corridor to the Gold Line, as well as an additional bus connection between the Gold Line and the San Bernadino Metrolink Line in Covina.

Foothill Transit Route 494

This relatively low-volume express route provides weekday peak direction-only service between the San Dimas Park-Ride lot (site of Phase 2B Gold Line station) and the El Monte Busway Station on an alignment that includes three Phase 2A stations: Azusa-Citrus; Azusa-Alameda and Monrovia. It runs primarily east-west on Foothill Boulevard, Baseline Road and Huntington Drive east of Myrtle Avenue, and north-south on Myrtle to El Monte. Route 494 partially overlaps several other routes, including Route 492 on Arrow Highway; Route 284 on Lone Hill Avenue and Foothill Drive east of Glendora Avenue; Route 187 and shorter segments of several other routes on Foothill Boulevard and Huntington Drive, as well as Metro Route 270 on Myrtle Avenue to El Monte.

Route 494 carries an average of 133 weekday boardings on seven one-way trips, or 19 passengers per trip. The results of the bus rider survey conducted for this study reported that 72% of existing Route 494 riders are likely to use the Gold Line Extension and that the Azusa-Citrus Station is the preferred point of access for 23% of all riders, second to Azusa-Alameda (25%) but ahead of Monrovia (19%) and Duarte (15%). Detailed passenger boarding and alighting information was not available for analysis, making definitive recommendations more difficult. Either truncation at Azusa-Citrus Station or outright discontinuation should be considered in conjunction with restructuring local services to feed passengers into the Gold Line.

Foothill Transit Route 498

This express route provides weekday peak direction-only service between the Citrus College Park-And-Ride Lot in Azusa and downtown Los Angeles via Covina and West Covina. It carries 866 passengers per average weekday on 23 westbound trips to Los Angeles in the morning and 25 return trips to Azusa in the afternoon. Average ridership per one-way trip is 18 passengers.

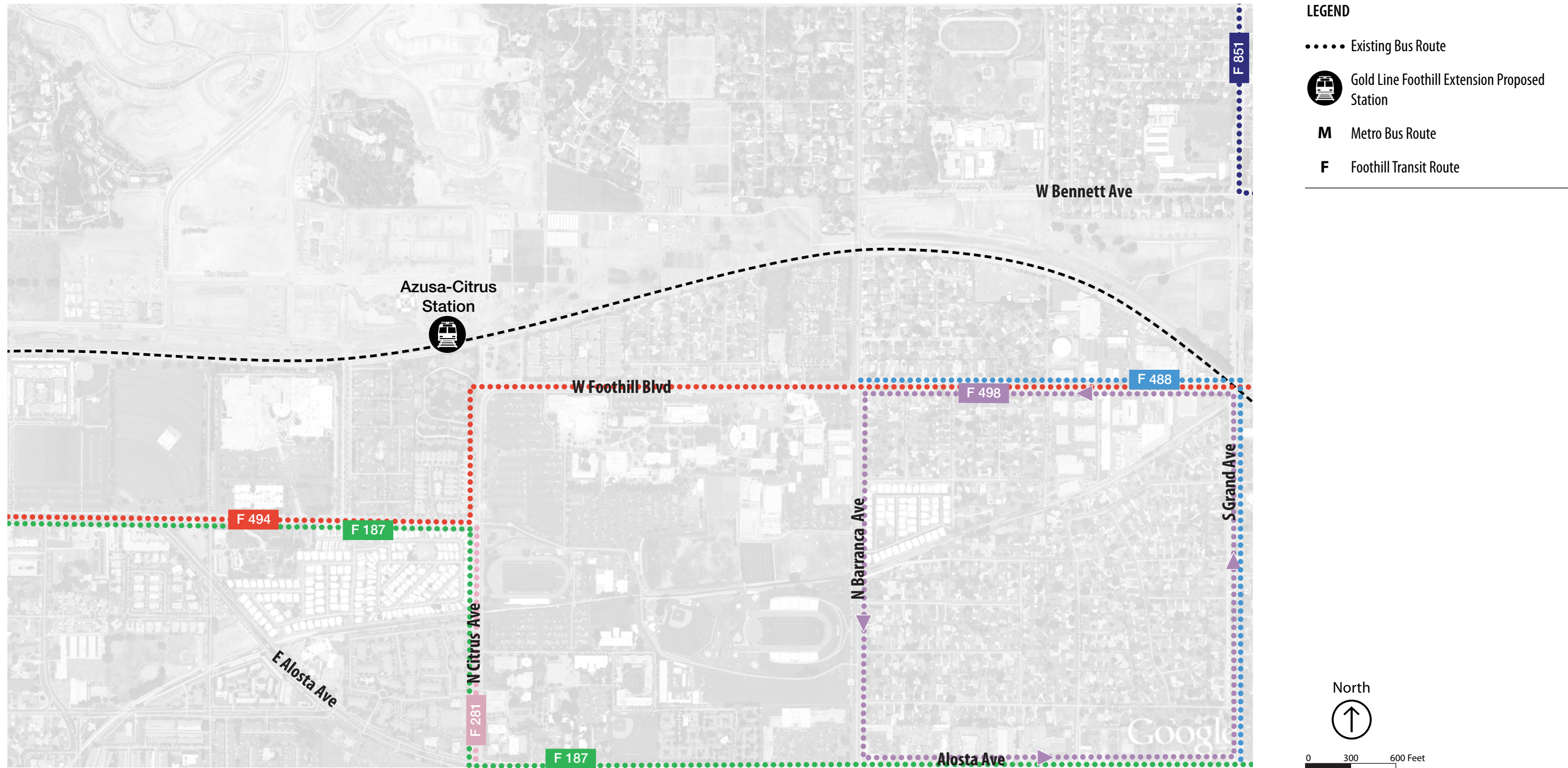


Figure 2-18: Existing Bus Routing at Azusa-Citrus Station

Morning trips currently depart from the intersection of Barranca Avenue at Foothill Boulevard, which is 0.5 mile east of the Azusa-Citrus Station site. Buses turn east on Alostia Avenue and south onto Grand Avenue to the I-10 Freeway. Afternoon trips return via north on Grand and west on Foothill Boulevard to Barranca Avenue.

The results of the bus rider survey conducted for this study reported that 54% of existing Route 498 riders are likely to use the Gold Line Extension and that the Azusa-Citrus Station is overwhelmingly preferred as the point of access by 69% of those who expect to use the Gold Line. Detailed passenger boarding and alighting information was not available for analysis, making definitive recommendations more difficult. Discontinuation should be considered in conjunction with restructuring local services to feed passengers into the Gold Line. From a policy perspective, Foothill Transit as well as Metro should consider truncating or discontinuing parallel express bus services to downtown Los Angeles when feeder services to the Gold Line offer comparable service.

Station Interface

This station is particularly important as an intermodal transfer point due to its dual function as a major generator of walk-on passenger traffic and as the eastern terminus of the Gold Line until the Azusa to Pasadena Extension is completed. Survey results conducted for this analysis suggest that this location will attract nine percent of total Gold Line AM and PM peak boardings, the most among the six new stations, and six percent of midday and night-time boardings. Projected utilization of Azusa-Citrus Station is even higher as an alighting point, with 12% of total anticipated Gold Line passengers alighting there during midday and PM peak periods 10% at night and six percent during the morning peak. The survey also indicated that 79% of respondents are interested in the extension from Azusa-Citrus to Montclair, suggesting that interim demand for access to Azusa-Citrus among residents of eastern San Gabriel Valley cities will be high. Proposed bus route modifications are shown in Figure 2-19.

In view of its interim significance as the Pasadena to Azusa Extension eastern terminus, timely construction of an off-street bus facility adjacent to Azusa-Citrus Station is recommended. The bus interface plan acknowledges that location and configuration of a permanent facility is contingent on development of the adjacent Rosemont Master Planned Community. This may require the use of on-street bus stops and a nearby off-site location where terminating buses can spend scheduled recovery time and turn around. Initially buses will board and alight passengers at on-street bus stops located on both sides of Foothill Boulevard at the Citrus Avenue curve. Terminating buses would then deadhead to an off-site recovery time point. Lacking restroom facilities, this location is not suggested for extended layovers until a permanent off-street facility is constructed.