

INCORPORATE FEATURE PAVING IN CROSSWALK AND INTERSECTION FIELDS



- Identifies high-priority pedestrian areas and create a station identity through colorful and interesting patterns

ADD CURB EXTENSIONS



- Extending the sidewalks into the roadway narrows the intersection, which can help slow traffic
- It also means that pedestrians safely can move to the edge of the roadway where they are most visible to motorists

PLACE STREET FURNITURE



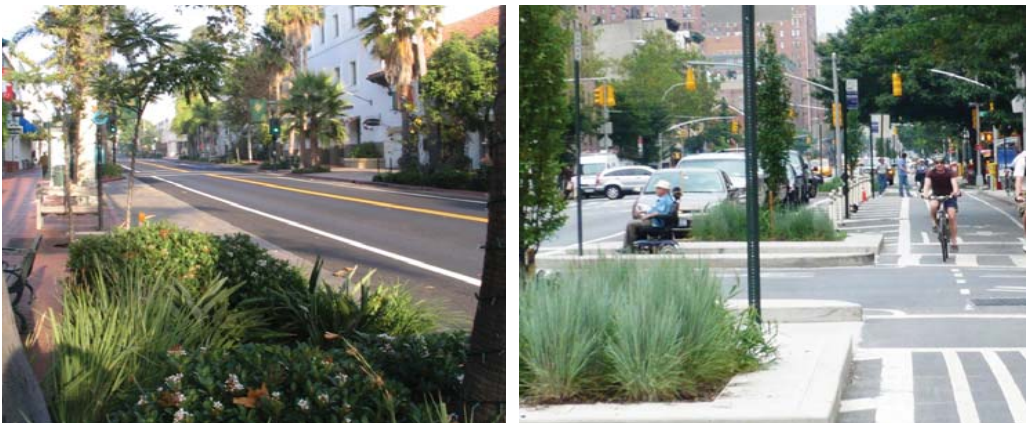
- Provides amenities to support an activated pedestrian realm

INSTALL STREET TREES



- Visually appealing
- Shade to reduce heat island effect and create a pleasant walking environment
- Buffer pedestrians from roadway
- Street trees can be planted within existing right-of-way (left)

INCORPORATE PLANTING WHERE POSSIBLE



- Provides visual relief and appeal
- Buffers pedestrians from roadway
- Can cleanse and/or infiltrate storm water

IDENTIFY PUBLIC OPEN SPACE / PLAZA OPPORTUNITIES



- Offers places to linger to encourage pedestrian activity
- Supports transit-oriented retail and residential uses
- Look for vacant parcels, under utilized parcels, easements, alleys

**Figure 4-10: Pedestrian Improvements**  
Types of Potential Station Area Improvements - Place-Making Improvements



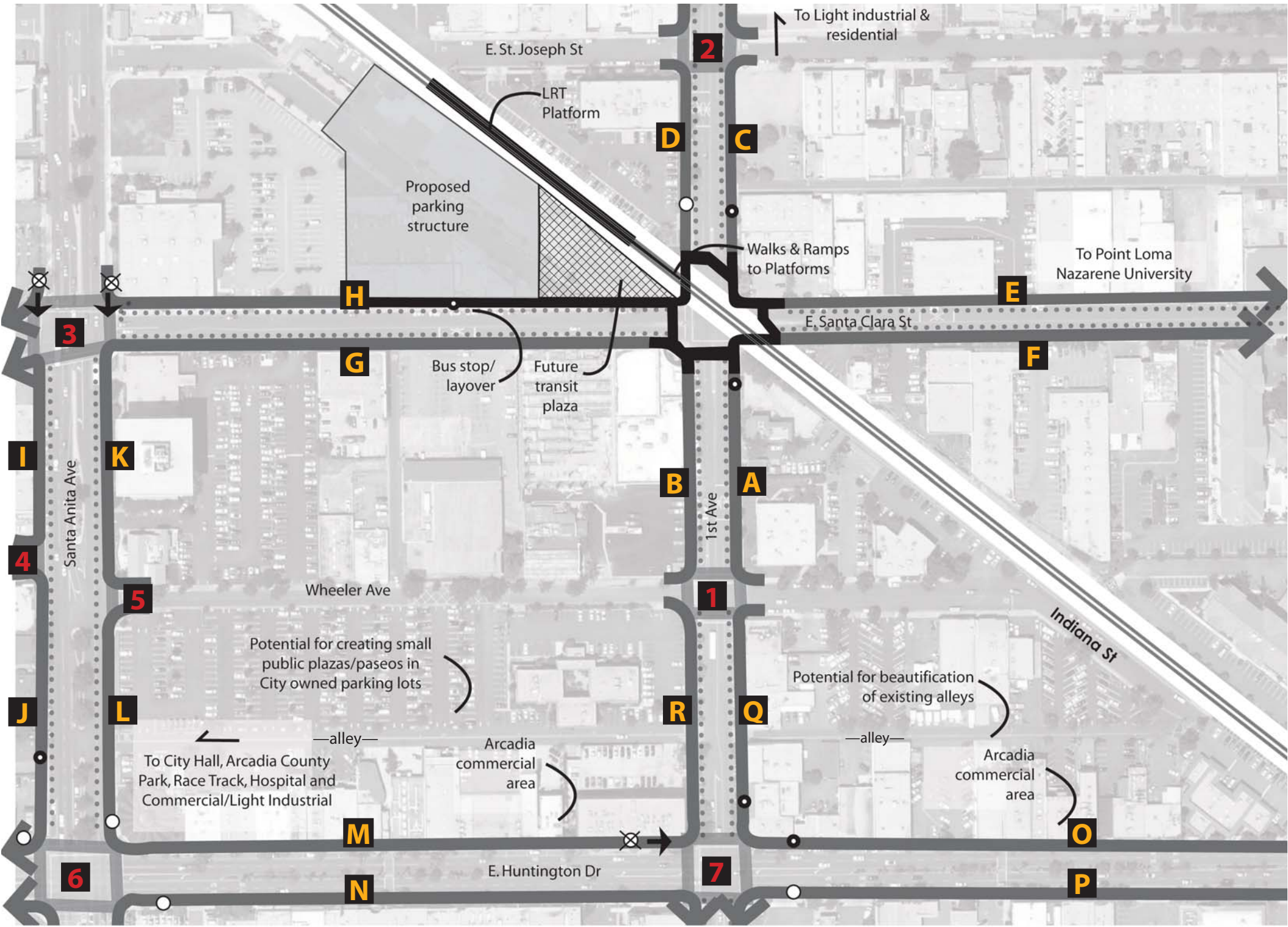
STATION AREA  
SPECIFIC PEDESTRIAN  
IMPROVEMENTS

To respond to the site-specific conditions from station area to station area within the Gold Line Foothill Extension alignment, a unique set of potential improvements for each station area is shown in Figures 4-11 through 4-16, and listed in the matrices attached to each of those figures.

HOW TO USE THESE MAPS

For each of the six Pasadena to Azusa stations, detailed maps locating potential pedestrian improvements show instances where general pedestrian improvements would improve access to the station area. The station, which will be constructed by the Authority, is shown in black. Shown in lighter grey are the “most likely pedestrian routes to and from the station” in the immediate station vicinity. Site visits were conducted and each segment of sidewalk (coded A-Z) and each intersection (numbered 1-9) were assessed for both connectivity improvements and potential pedestrian comfort enhancements.

The detailed maps are followed by corresponding tables for each station area that outline both applicable potential connectivity improvements and potential pedestrian comfort enhancements for consideration at each station, arranged by intersection and sidewalk segment.



- LEGEND
- Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)
  - Most Likely Pedestrian Route To and From Station
  - Most Likely Bicycle Route To and From Station
  - Existing Bus Stops
  - Proposed Bus Stops
  - Relocated Bus Stops
  - Intersections (numbers correspond to tables on opposite page)
  - Sidewalk Segments (letters correspond to tables on opposite page)

Corresponds to Table 4-1

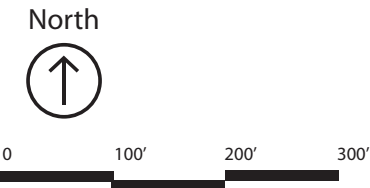


Figure 4-11: Arcadia Station Area  
Potential Pedestrian Improvements - Key Map



Table 4-1 (Corresponds to Figure 4-11)

CONNECTIVITY IMPROVEMENTS	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	1	2	3	4	5	6	7
Confirm that sidewalk width is continuously no less than 48". Confirm that there are no physical obstacles that reduce the sidewalk width to 36" or less at any one point. If so, remove/relocate physical obstacles or widen sidewalk.			• ii	• ii	• ii	• ii	• ii	• ii		• ii		• ii			• ii										
Provide pedestrian-scale Illumination in addition to overhead cobra lights	•	•	•	•	•	•	•	•																	
Add or enhance painted crosswalks.																				•					
Add count down to existing walk signals.																			•		•			•	•
Offer/Improve pedestrian refuge islands for 4+ lane roads.																					•			•	
PEDESTRIAN COMFORT ENHANCEMENTS	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R							
Place street furniture.	•	•	•	•													•	•							
Install street trees.			• iii	•	•	•	•	•									•	•							
Widen sidewalks to 8'-12' to create a generous pedestrian environment.					• iv	• iv	• iv	• iv																	
Incorporate planting in along sidewalk, in curb extensions and in pots.	•	•	•	•	•	•	•	•	•								•	•							
Identify public open space / plaza opportunities.																	•	• v							
Incorporate feature paving within crosswalks and intersection fields.																				•	•	•	•		
Add curb extensions.																			• i	• i	•				

Arcadia Station

The Arcadia station is located less than a quarter-mile north of the Arcadia business district, and within a 20-minute walk of several major destinations, including the Arcadia Civic Center and the Santa Anita Race Track. Retail and industrial uses are found around the station, with single and multi-family neighborhoods within a half-mile of the station.

Marked and signaled pedestrian crossings in the area are generally present, except at the intersection of 1st Avenue and East St. Joseph Street, which is not signalized and contains no crosswalk markings.

Although sidewalk conditions are generally good, there are some stretches of 1st Avenue where tree roots are disturbing sidewalk paving, and other obstacles such as light poles and utility boxes prohibit a consistent 48” clear path of travel for pedestrians. Sidewalk widths along East Santa Clara Street are generally narrow (average 6’). Consider narrowing the roadway and extending sidewalk width on at least the north side to accommodate the anticipated increase in pedestrian activity better.

Owing to the geometry of the intersection at 1st Street, East Santa Clara Street, and the rail tracks, special attention should be paid to high-visibility painted crosswalks and other traffic calming devices to ensure pedestrian visibility and crossing safety.

The network of City-owned parking lots and alleyways to the south of the station area offer opportunities for the creation of small public plazas and paseos, and beautification of pedestrian walkways, to connect the Arcadia station with the commercial uses just north of Huntington Drive better.

Table Notes

i On St. Joseph and Wheeler legs only

ii Physical objects are elements such as street luminaire poles, signs, utility boxes, mailboxes and planters that are obstacles to a 48” clear (36” at isolated points) pedestrian pathway.

iii Roots of current street trees disturbing pavement.

iv Existing sidewalks on this main approach to proposed station are narrow (+/- 4’). Consider extending sidewalks (particularly E and/or F) to accommodate anticipated increase in pedestrian activity better.

v Opportunity to create small public open space/public walk/public plaza/seating nodes/ shade structures in Arcadia Public Parking Lot or in surface lots to the north.

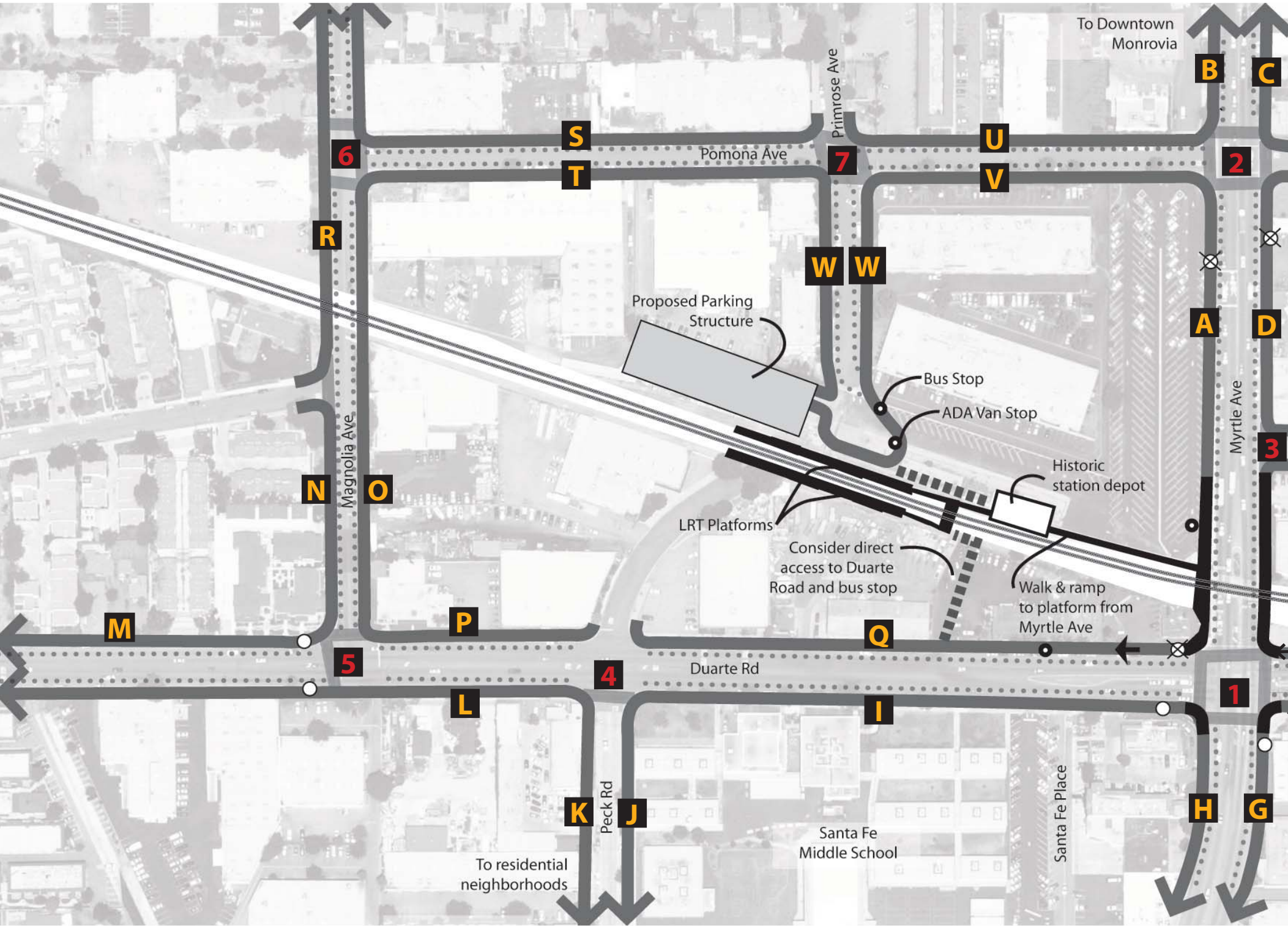
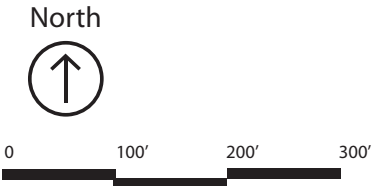


LEGEND

- Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)
- Most Likely Pedestrian Route To and From Station
- Most Likely Bicycle Route To and From Station
- Existing Bus Stops
- Proposed Bus Stops
- Relocated Bus Stops
- Intersections (numbers correspond to tables on opposite page)
- Sidewalk Segments (letters correspond to tables on opposite page)

Note: Monrovia is studying an alternative location for the parking facility. If an alternative location is environmentally cleared and accepted by the Construction Authority, the bus interface for this station will require reevaluation.

Corresponds to Table 4-2



- Rail Corridor (No Existing Sidewalk)
- South Side of Duarte East of Myrtle

Figure 4-12: Monrovia Station Area  
Potential Pedestrian Improvements - Key Map



Table 4-2 (Corresponds to Figure 4-12)

CONNECTIVITY IMPROVEMENTS	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	1	2	3	4	5	6	7
Confirm that sidewalk width is continuously no less than 48". Confirm that there are no physical obstacles that reduce the sidewalk width to 36" or less at any one point. If so, remove/relocate physical obstacles or widen sidewalk.	• iii	• iii	• iii	• iii	• iii	• iii	• iii	• iii		• iii	• iii	• iii			• iii						• iii		• iii							
Provide pedestrian-scale Illumination in addition to overhead cobra lights.	•	•	•	•					•								•		•	•	•	•	•							
Add or enhance painted crosswalks .																									•	•	•	• ii	•	•
Incorporate walk signals (with countdowns) .																									•					
Add count down to existing walk signals.																								•				•		
Construct curb ramps for each crosswalk leg.																													•	•

PEDESTRIAN COMFORT ENHANCEMENTS	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	1	2	3	4	5	6	7
Place street furniture.	•	•	•	•																			•							
Install street trees.	• iv	•	•	•	•	•	•	•	•			•	•		•	•	•	•	•	•	•	•								
Widen sidewalks to 8'-12' to create a generous pedestrian environment.	•	•				•			•														•							
Incorporate planting in along sidewalk, in curb extensions and in pots.	•																•													
Incorporate feature paving within crosswalks and intersection fields.																								•	•		• i	•	•	•
Add curb extensions.																											• v	• v	• v	

Monrovia Station

The Monrovia Station is located approximately one mile south, and within a 20-minute walk, of Old Town Monrovia, an active retail “main street.” It is also located steps away from the Santa Fe Middle School, which sits on the south side of Duarte Road between Myrtle and Peck. Other land uses are predominantly light industrial along Duarte Road, and single and multi-family residential in the surrounding neighborhoods.

Marked or signalized crossings in the area are generally present, except at the intersection of Duarte Road and Peck Road. Signalization at this intersection, which could be in the form of pedestrian actuated flashing lights at the crosswalk, would improve greatly accessibility to the station from both the school and the neighborhoods to the south.

Although the station will primarily have Myrtle Avenue access, adding an additional pedestrian route from Duarte Road would increase pedestrian movement in and around the station area, and would provide a more intuitive connection from the Middle School to the south and the neighborhoods to the south and west.

An open space opportunity could be realized, given that the parking lot to the north of the station area is City-owned. As part of the redevelopment of this site, a transit-oriented pedestrian plaza with shade, seating, vendor kiosks, and other transit amenities could be positioned toward the south end of the parking lot to serve the station.

Because there will be access to the station from Primrose Avenue on the northern side of the station, both Pomona Avenue and Primrose Avenue should be upgraded in anticipation of the increased numbers of pedestrians and bicyclists using them. These upgrades are shown in Figure 4-12 and Table 4-2.

Table Notes

- i Feature paving in existing crosswalk leg (south side only)
  - ii Add crosswalk leg on east side connecting north and south sides of Duarte Road.
  - iii Physical objects are elements such as street luminaire poles, signs, utility boxes, mailboxes and planters that are obstacles to a 48" clear (36" at isolated points) pedestrian pathway.
  - iv Narrow sidewalks would mean that street trees might only be possible in pockets inside property boundary or within right-of-way.
  - v Consider curb extensions in tandem with future inclusion of on-street parking
- Note: Monrovia is studying an alternative location for the parking facility. If an alternative location is environmentally cleared and accepted by the Construction Authority, the bus interface for this station should be re-evaluated.



LEGEND

Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)

Most Likely Pedestrian Route To and From Station

Most Likely Bicycle Route To and From Station

Existing Bus Stops

Proposed Bus Stops

Relocated Bus Stops

2

Intersections (numbers correspond to tables on opposite page)

G

Sidewalk Segments (letters correspond to tables on opposite page)

Corresponds to Table 4-3

North

0

100'

200'

300'

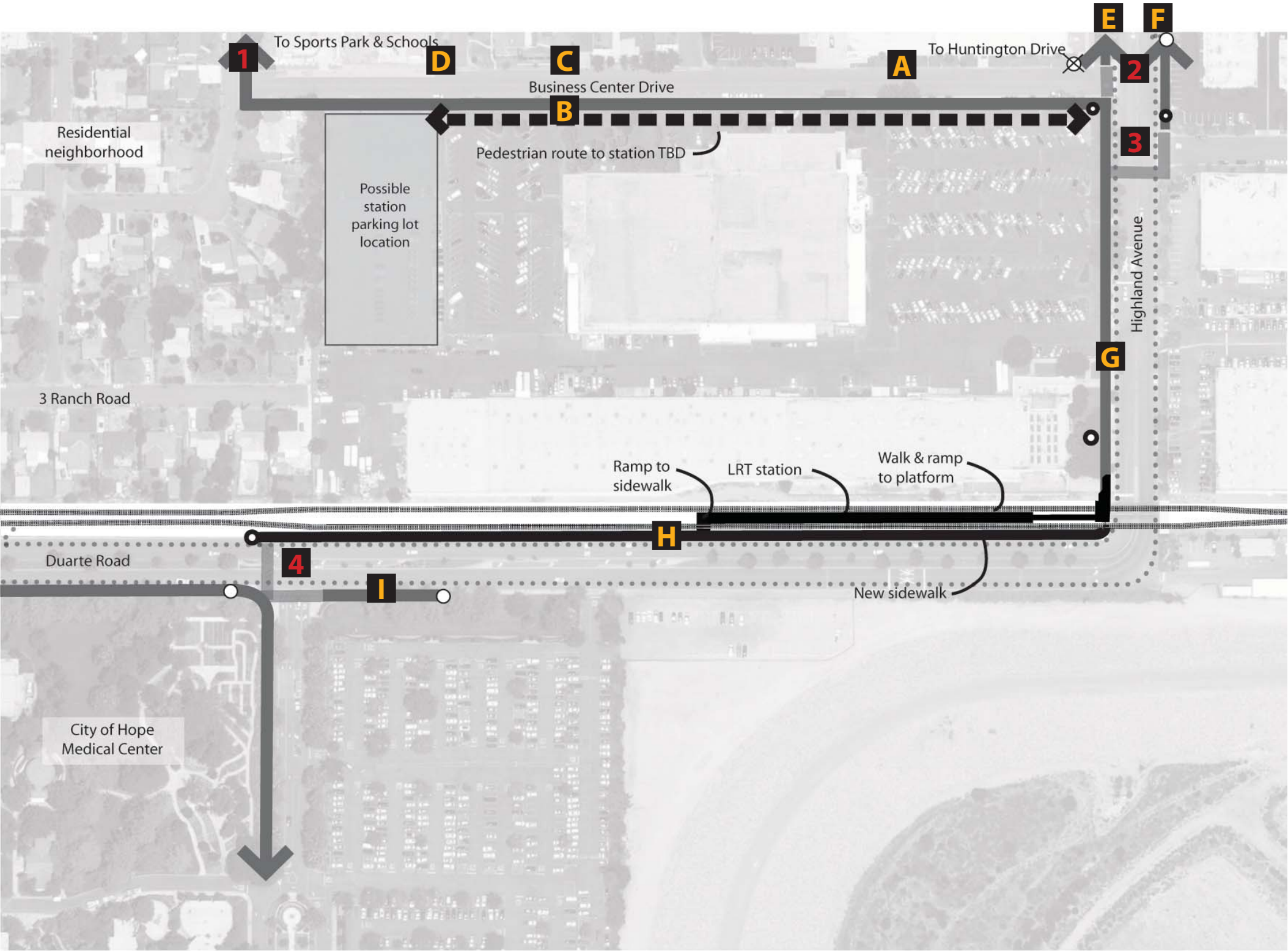


Figure 4-13: Duarte Station Area  
Potential Pedestrian Improvements - Key Map



Table 4-3 (Corresponds to Figure 4-13)

CONNECTIVITY IMPROVEMENTS	A	B	C	D	E	F	G	H	I	1	2	3	4
Confirm that sidewalk width is continuously no less than 48". Confirm that there are no physical obstacles that reduce the sidewalk width to 36" or less at any one point.		• vii					• vii		• vii				
Provide pedestrian-scale Illumination in addition to overhead cobra lights.		•					•	•					
Add sidewalk.	• vi		• vi	• vi	• viii	• viii		•					
Add or enhance painted crosswalks.										•i	•iii	•iv	•v
Incorporate walk signals (with countdowns).												•	•
Construct curb ramps for each crosswalk leg.										•ii			•

PEDESTRIAN COMFORT ENHANCEMENTS	A	B	C	D	E	F	G	H	I	1	2	3	4
Place street furniture (e.g. benches for transit users).		•					•	•	•				
Install street trees.		•					•	•					
Widen sidewalks to 8'-12' to create a generous pedestrian environment.							• ix		•				
Incorporate feature paving within crosswalks and intersection fields.											•	•	•

Duarte Station

The Duarte Station is located within a 5 minute walk of City of Hope Medical Center and a 20-minute walk of Duarte High School, industrial facilities and residential neighborhoods.

Generally, there is a lack of sidewalk infrastructure around Duarte station. There are currently no sidewalks or curb ramps where the public walkway to the proposed station parking lot meets Business Center Drive. Regardless of whether sidewalks and curb ramps are added, painted markings at the intersection may be helpful to alert motorists to the presence of pedestrians, who will walk from the station to the freeway underpass at Duncannon Avenue. No sidewalks currently exist along the north side of Business Center Drive, east side of Highland Avenue, or Duarte Road. Grades and physical objects (such as walls) may make it difficult to construct a sidewalk. Where no sidewalks can be added, consider extending the curb into adjacent parking lane to incorporate a pedestrian path of travel.

Painted crosswalks could be added to complete all four crosswalk legs of the Highland Avenue and Business Center Drive intersection and at the crossing where the walk ramp to platform meets Duarte Road.

Table Notes

- i No sidewalks currently surrounding this intersection. Regardless of whether sidewalks are added, painted markings at the intersection may be helpful to alert motorists to the presence of pedestrians, who will walk from the station to the freeway underpass at Duncannon Avenue.
- ii Regardless of whether sidewalks are added, curb ramps could be considered, since pedestrian activity will increase
- iii Add painted crosswalk on western leg of intersection.
- iv Add painted crosswalk on southern and eastern legs of intersection.
- v Ideally crosswalks would be added to southern, western and eastern legs of intersection
- vi No sidewalk exists currently. Grades and physical objects (such as walls) may make it difficult to construct a sidewalk.
- vii Physical objects are elements such as street luminaire poles, signs, utility boxes, mailboxes and planters that are obstacles to a 48" clear (36" at isolated points) pedestrian pathway
- viii No sidewalk exists currently and grades will make it difficult to add a sidewalk. Consider extending curb into parking lane to incorporate a pedestrian path of travel. An inexpensive alternative would be to paint a pedestrian path of travel into the roadway and add protective bollards.
- ix Consider extending curb into parking lane in order to widen sidewalk to accommodate increased number of pedestrians better.
- x In coordination with the City of Duarte, the Authority is studying alternative locations for the parking facility. If an alternative location is environmentally cleared and accepted by the Authority and the City, the pedestrian interface for this station should be re-evaluated."



Figure 4-14Corresponds to Table 4-4

LEGEND

Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)

Most Likely Pedestrian Route to and from Station

Most Likely Bicycle Route to and from Station

Existing Bus Stops

Proposed Bus Stops

Relocated Bus Stops

2

Intersections (numbers correspond to tables on opposite page)

G

Sidewalk Segments (letters correspond to tables on opposite page)

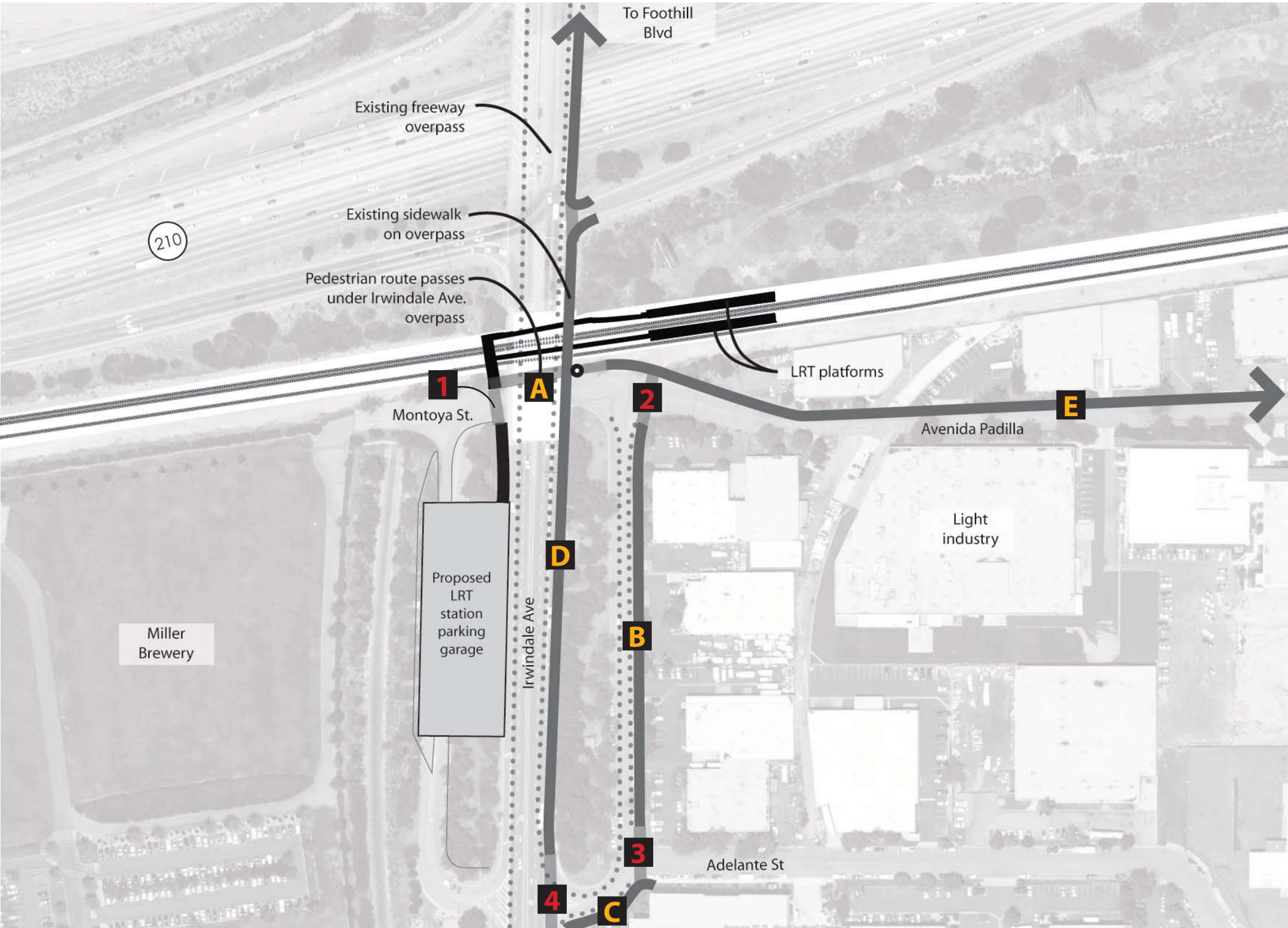


Figure 4-14: Irwindale Station Area  
Potential Pedestrian Improvements - Key Map





Table 4-4 (Corresponds to Figure 4-14)

CONNECTIVITY IMPROVEMENTS	A	B	C	D	E	1	2	3	4
Add sidewalk where none exists.	• ii	• ii			• ii				
Add painted crosswalks.						•	•	•i	•
Construct curb ramps for each crosswalk leg.							•	•	•

PEDESTRIAN COMFORT ENHANCEMENTS	A	B	C	D	E	1	2	3	4
Provide pedestrian-scale Illumination in addition to overhead cobra lights.	•	•	•	•	•				
Install street trees.		•							
Add enhanced crosswalks.						•	•		

Irwindale Station

The Irwindale Station is located near industrial land uses just south of the 210 Freeway. Future development and existing industrial employment centers, such as the Miller Brewery, are within a 5-10 minute walk of the station.

Existing pedestrian infrastructure is minimal in the area, considering its industrial nature. Roadways are wide and sidewalks, where present, are narrow. Property alignments and existing grades on some portions of roadway leading to the station will make it difficult to add a sidewalk. Where no sidewalks can be added, consideration should be given to extending curbs into adjacent parking lanes to incorporate a pedestrian path of travel.

An open space opportunity could be realized in the form of a public plaza at the station entrance at the end of Avenida Padilla. A transit-oriented pedestrian plaza with shade, seating, vendor kiosks, and other transit amenities could be positioned to activate the station entrance and provide increased “eyes on the street” in this industrial area.

Table Notes

- i Add painted crosswalk on eastern leg of intersection only.
- ii No sidewalk exists currently and property alignments will make it difficult to add a sidewalk. Consider extending curb into parking lane to incorporate a pedestrian path of travel.

Legend

- G Sidewalk Improvements
- 2 Intersection Improvements

LEGEND

Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)

Most Likely Pedestrian Route to and from Station

Most Likely Bicycle Route to and from Station

Existing Bus Stops

Proposed Bus Stops

Relocated Bus Stops

2

Intersections (numbers correspond to tables on opposite page)

G

Sidewalk Segments (letters correspond to tables on opposite page)

Corresponds to Table 4-5

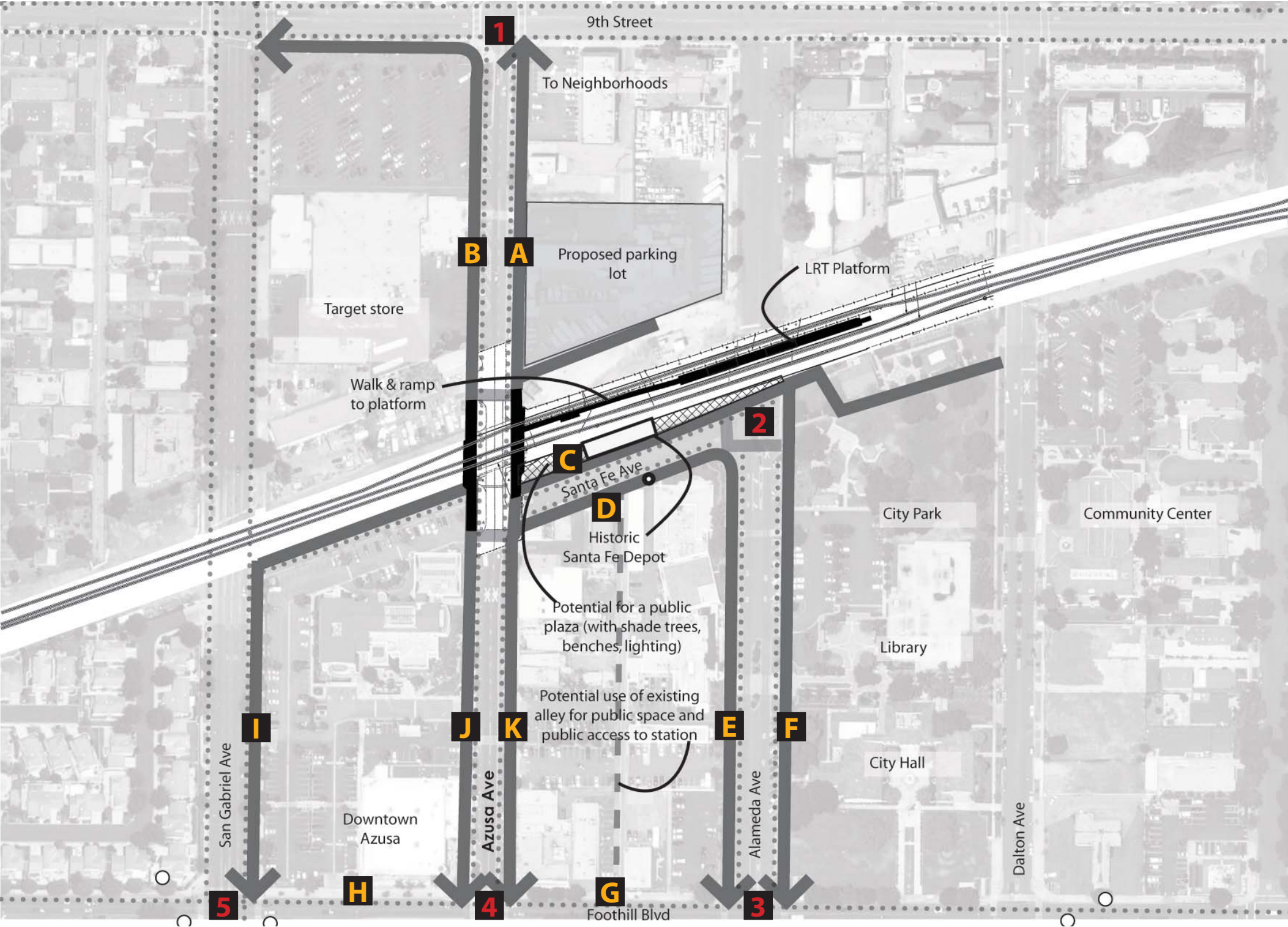
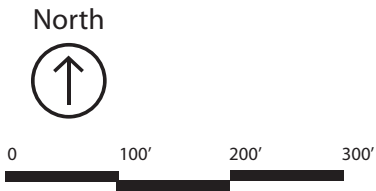


Figure 4-15: Azusa-Alameda Station Area  
Potential Pedestrian Improvements - Key Map





Table 4-5 (Corresponds to Figure 4-15)

CONNECTIVITY IMPROVEMENTS	A	B	C	D	E	F	G	H	I	J	K	1	2	3	4	5
Confirm that sidewalk width is continuously no less than 48". Confirm that there are no physical obstacles that reduce the sidewalk width to 36" or less at any one point.	i	ii		•						ii	ii					
Provide pedestrian-scale Illumination in addition to overhead cobra lights.	i	ii	•	•	•	•			•	ii	ii					
Add sidewalk.	i	ii	•							ii	ii					
Add count down to existing walk signals.												•		•	•	•
Construct curb ramps for each crosswalk leg.													•			
Offer/Improve pedestrian refuge islands.														•	•	•

PEDESTRIAN COMFORT ENHANCEMENTS	A	B	C	D	E	F	G	H	I	J	K	1	2	3	4	5
Place street furniture.	i	ii	•	•			• iii	•		ii	ii					
Install street trees.	i	ii	•	•						ii	ii					
Widen sidewalks to 8'-12' to create a generous pedestrian environment.	i	ii	•	•						ii	ii					
Incorporate planting in along sidewalk, in curb extensions and in pots.	i	ii	•	•						ii	ii					
Incorporate feature paving within crosswalks and intersection fields.												•	•			• iv
Add curb extensions.												•	•			

Azusa-Alameda Station

The Azusa-Alameda Station is located in Downtown Azusa, a civic and business district, steps away from a newly constructed Target store and Azusa City Hall. Azusa Pacific University and Citrus College are a 20-minute walk to the east. Generally, pedestrian infrastructure is in good condition. Many sidewalks in the station area have been improved already as part of recent downtown streetscape improvements. Opportunities exist to match street furniture with the existing Downtown Azusa standard. Some existing colored crosswalks are faded and cracked and could be upgraded and enhanced.

An open space opportunity could be realized in the form of a public plaza at the station entrance on the north side of Santa Fe Avenue. A transit-oriented pedestrian plaza with shade, seating, vendor kiosks and other transit amenities could be positioned so as to activate the existing historic Santa Fe Depot. The existing alley leading south from Santa Fe Avenue connecting to Foothill Boulevard is a beautification opportunity and could be utilized for public space and access to the station.

- Table Notes
- i Sidewalk is already improved as part of recent Downtown streetscape Improvements.
  - ii Sidewalk improved as part of Target development.
  - iii Match street furniture (trash cans, benches) with Downtown Azusa standard.
  - iv Existing colored crosswalks are faded and cracked.

LEGEND

- Immediate Station Area: Platforms and Associated Ramps/Walks (by Authority)
- Most Likely Pedestrian Route to and from Station
- Most Likely Bicycle Route to and from Station
- Existing Bus Stops
- Proposed Bus Stops
- Relocated Bus Stops
- 2

Intersections (numbers correspond to tables on opposite page)
- G

Sidewalk Segments (letters correspond to tables on opposite page)

Corresponds to Table 4-6

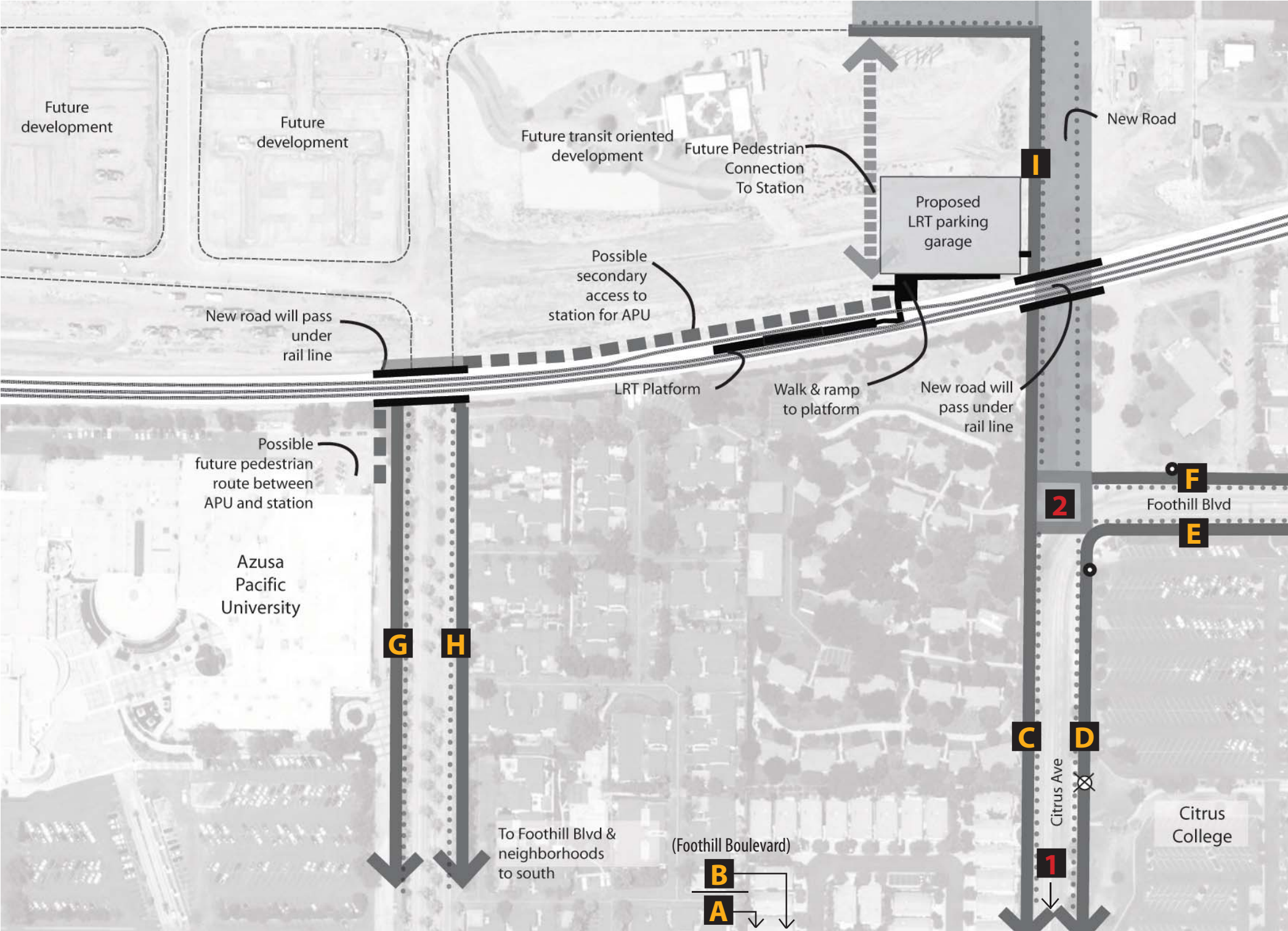
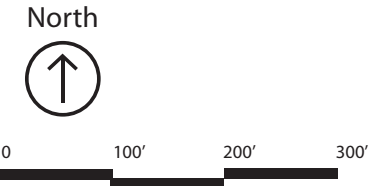


Figure 4-16: Azusa-Citrus Station Area  
Potential Pedestrian Improvements - Key Map

