CHAPTER 4 | PEDESTRIAN AND BICYCLE ACCESS

INTRODUCTION
As part of the Bus Interface Plan, expected routes of travel by Gold Line passengers arriving on foot or by bicycle at each station were reviewed to identify potential constraints to convenient access and opportunities for enhanced pedestrian comfort. Where potential constraints were identified, possible improvements are suggested for correcting them. Since most of the improvements would occur outside of the Gold Line right-of-way, responsibilities for implementation would fall to others besides the Gold Line Foothill Extension Construction Authority or Metro (i.e. cities or other public or private agencies).

Presented in this chapter are an overview of anticipated bicycle and pedestrian travel routes to and from the Pasadena to Azusa Stations, as well as specific improvement measures that might be taken to correct observed constraints to convenient station access and opportunities for enhanced pedestrian experience and comfort.

DESTINATIONS ALONG THE GOLD LINE FOOTHILL EXTENSION
A corridor-wide snapshot of destinations located near the Pasadena to Azusa Gold Line stations is shown in Figure 4-1. Major destinations are shown in deep blue and labeled with call outs; minor destinations are shown in light blue. Destinations on this map are located within a quarter to one-half mile of each station area, a reasonable walking, biking or bus transfer distance. One-quarter, one-half, and one-mile radius lines are shown for context. For a more detailed look at each station area, see Figures 4-3 through 4-8 for destination locations as well as expected major pedestrian and bicycle routes to and from the stations.

Generally, major destinations include major employment centers, educational institutions, entertainment or event uses, shopping districts, and civic centers. Neighborhoods are also identified in the detailed maps as sources of potential transit users traveling to and from the stations.

These exhibits focus on those major destinations within the immediate station environs for purposes of planning for pedestrian and bicycle connectivity improvements. Some station areas such as Arcadia and Azusa-Alameda are already highly walkable environments. The remaining areas surrounding the stations are currently not as accessible on foot, characterized instead by auto-oriented development. Azusa and Arcadia already have bicycle plans, of which some proposals are implemented, while others are not implemented or only partially implemented. The remaining cities did not have bicycle plans at the time this document was written.

In Arcadia, the Santa Anita Race Track, the Arcadia Business District, Arcadia Civic Center, Point Loma Nazarene University, Los Angeles County Arboretum and Botanic Garden, and Methodist Hospital are all likely major destinations. Monrovia’s Old Town and Huntington Drive commercial strip are likely major destinations. The City of Hope Medical Center lies immediately adjacent to Duarte station. The Miller Brewery, the Southern California Edison Energy Education Center, and light industrial employment centers are within an easy walk of the Irwindale station. The Azusa-Alameda station is surrounded by the Azusa City Hall and Civic Center, the Azusa Business District, and the new Target store. Azusa-Citrus station is next to two major educational institutions, Azusa Pacific University and Citrus College.
Figure 4-1: Major Destinations in Proximity to Stations
Pasadena to Azusa Corridor

LEGEND

Major Destinations (with call-outs)
Minor Destinations

1 mile from station
1/2 mile from station
1/4 mile from station
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BICYCLE FACILITIES ALONG THE GOLD LINE FOOTHILL EXTENSION

A map of existing bicycle infrastructure (per Metro’s Bike Map, April 2010, with reference to individual city bicycle plans where they exist) is shown in Figure 4-2. Overall, Pasadena to Azusa cities lack strong, interconnected existing bicycle facility networks, especially facilities servicing future Gold Line stations directly. Existing facilities in most Pasadena to Azusa Extension cities are mostly Class III bike routes, with some Class II lanes and a few Class I paths along washes and repurposed rail rights-of-way. The City of Arcadia is traversed by a Class I bicycle facility, the Santa Anita Wash Bike Path. The Arcadia 2010 Draft General Plan Update Bicycle Plan proposes additional Class I, II and III bicycle facilities throughout the City. Monrovia offers a large Class III “loop” route that comes close to the Monrovia Gold Line Station along portions of Magnolia Avenue and Duarte Road. Although the City of Duarte does not offer any existing bicycle facilities within the Duarte Gold Line station area, it does contain a Class I bike path to the north along a repurposed rail right-of-way. Irwindale does not offer any bicycle infrastructure, existing or planned. Azusa offers a network of planned bicycle infrastructure, containing Class I, II, and III facilities that would serve the Azusa-Alameda and Azusa-Citrus station areas.

READER’S GUIDE TO BICYCLE FACILITIES

Class I Bikeway (Bike Path) – A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

Class II Bikeway (Bike Lane) – A right-of-way designated for the exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

Class III Bikeway (Bike Route) – A right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.
Figure 4-2: Existing and Planned Bicycle Facilities
Pasadena to Azusa Corridor

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Figure 4-3: Arcadia Station
Destinations, Expected Major Pedestrian and Bicycle Routes

- **City Proposed Class II Bike Lanes**
  - Connection to station from neighborhoods to the north

- **City Proposed Class III Bike Route**
  - Direct connection to station from residential neighborhoods to the north

- **City Proposed Class II Bike Lanes**
  - Connection to station from neighborhoods to the east

- **City Proposed Class II Bike Lanes**
  - Connection to station from commercial areas along Huntington Dr

- **City Proposed Class I & II Bike Path/Lanes**
  - Connection to station from neighborhoods to the south

- **City Proposed Class III Bike Route**
  - Connection to station from neighborhoods to the south

**DESTINATIONS**
1. Arcadia Business District
2. Point Loma Nazarene University
3. Arcadia County Park
4. Arcadia City Hall
5. Civic Center Athletic Field and Recreation Center
6. Santa Anita Race Track
7. Methodist Hospital of Southern California
8. Monrovia High School

**LEGEND**
- Expected major pedestrian/bicycle routes to and from station within 1/2 mile. (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

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LEGEND
- Expected major pedestrian/bicycle routes to and from station within 1/2 mile (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

DESTINATIONS
1 Santa Fe Middle School
2 Huntington Drive Commercial/High Tech Corridor

Figure 4-4: Monrovia Station
Destinations, Expected Major Pedestrian and Bicycle Routes

- City Proposed Class III Bike Route
  - Connection to station from Old Town Monrovia
  - Connection to station from Duarte Road from Magnolia to Shamrock, per Monrovia General Plan Figure III-6, Bike Routes)
  - Connection to station from neighborhoods to west
  - Connection to station from neighborhoods to south

- 1/4 MILE
- 1/2 MILE

Foothill Extension Bus Interface Plan
Figure 4-5: Duarte Station
Destinations, Expected Major Pedestrian and Bicycle Routes

LEGEND
- Expected major pedestrian/bicycle routes to and from station within 1/2 mile. (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

DESTINATIONS
1. City of Hope Hospital
2. Duarte Sports Park
3. Duarte High School
4. Northview Intermediate School
5. Northview Park

Connection to station from commercial areas along Huntington Drive and neighborhoods to north.
Connection to station from neighborhoods to west.

1/4 MILE
1/2 MILE
Expected major pedestrian/bicycle routes to and from station within 1/2 mile (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

**LEGEND**
- ● Expected major pedestrian/bicycle routes to and from station within 1/2 mile

**DESTINATIONS**
1. Miller Brewery
2. Southern California Edison Energy Education Center

**Figure 4-6: Irwindale Station**
Destinations, Expected Major Pedestrian and Bicycle Routes
Foothill Extension Bus Interface Plan

Figure 4-7: Azusa-Alameda Station
Destinations, Expected Major Pedestrian and Bicycle Routes

Expected major pedestrian/bicycle routes to and from station within 1/2 mile. (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

DESTINATIONS
1. Veterans Freedom Park & Historical Society
2. Azusa City Hall
3. Target Store
4. Azusa Business District
5. Slauson Park and Swimming Pool
6. Slauson Middle School
7. Azusa Pacific University

LEGEND
- City Proposed Class II Bike Lanes
- City Proposed Class III Bike Route
- Connection to station from neighborhoods to north
- Connection to station from neighborhoods to east and west
- Connection to station from neighborhoods to south

North

0 1/4 mile
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LEGEND
- Expected major pedestrian/bicycle routes to and from station within 1/2 mile (See Figure 4-17 for definition of Class I, II, and III bicycle facilities.)

DESTINATIONS
1. Azusa Pacific University
2. Citrus College
3. Azusa City Hall
4. Azusa Business District

Figure 4-8: Azusa-Citrus Station
Destinations, Expected Major Pedestrian and Bicycle Routes
POTENTIAL PEDESTRIAN IMPROVEMENTS SUMMARY

A set of potential pedestrian improvements has been identified in response to identified connectivity and access issues within the Gold Line Pasadena to Azusa Foothill Extension station areas. Connectivity improvements would provide for general unencumbered access to station areas along the primary routes pedestrians are expected to use to travel to-and-from the stations. Examples of connectivity improvements are constructing curb ramps for each crosswalk leg, adding painted or enhanced crosswalks, ensuring a minimum 48” of continuous clear sidewalk width approaching station areas, and providing adequate lighting. Figure 4-9 provides images of these types of improvements.

Additionally, to improve the livability and enhance the sense of place within the station areas, a second set of potential improvements has been identified. Potential pedestrian comfort enhancements are those that address the pedestrian and transit rider experience. Examples of pedestrian comfort enhancements include the installation of curb extensions at intersections, street furniture and street trees along sidewalks, and creating publicly accessible plazas or pocket parks near or adjacent to the Gold Line stations. Figure 4-10 shows images of some of these types of place-making improvements.

Both sets of improvements have been described and are illustrated conceptually on the following two pages. The approach to recommending locations for these improvements is specific to each station area, not one-size-fits-all. Each city has individual assets and constraints, different current and proposed development patterns, and has had varying degrees of investment in public realm infrastructure over time.

For instance, Arcadia and Azusa-Alameda stations are nestled within pedestrian-friendly, bustling commercial centers and tranquil residential areas. Azusa-Citrus is located between two major educational institutions, and Duarte is located adjacent to a major cancer treatment medical complex. Accessibility to these stations and an identifiable user group either already exists or can be easily predicted. Alternatively, Irwindale Station is not located close to residential areas or multiple large employment centers, and the connections and pedestrian and bicycle user groups are less obvious.
**ADD OR ENHANCE PAINTED OR STAMPED CROSSWALKS**

- Painted crosswalks improve pedestrian safety and driver awareness. They are quick to install while still being highly visible and effective.
  - Adding zebra striping to a painted crosswalk will further alert motorists to the presence of pedestrians.
  - Crosswalks with stamped patterning (left) are also quick to install and relatively inexpensive.

**CONSTRUCT CURB RAMPS FOR EACH CROSSWALK LEG**

- Add curb ramps to all intersections to ensure that people in wheelchairs, people pushing strollers, or people pushing bikes can easily make the transition from crosswalk to sidewalk and vice versa.

**REMOVE/RELOCATE PHYSICAL OBSTACLES AND/OR WIDEN SIDEWALKS**

- Accommodates people of all abilities.
- Creates a safe environment for increased station-adjacent pedestrian activity.

**INCORPORATE WALK SIGNALS WITH COUNTDOWNS**

- Helps pedestrians of all abilities know how much time is left to make a safe crossing.
- Provides predictability in the orchestration of an intersection for pedestrians and motorists.

**OFFER PEDESTRIAN REFUGE ISLANDS AT INTERSECTIONS FOR WIDE ROADS**

- Protects pedestrians from car traffic when crossing wide rights-of-way (>4 lanes or >65’).
- Offers pedestrians who may take longer to cross a place to rest while traffic clears.
- Some medians already exist, but they need to be extended to incorporate the crosswalk, in order to benefit pedestrians.

**PROVIDE PEDESTRIAN-SCALE ILLUMINATION**

- Creates a safe and inviting street experience at night.
- Adds visual interest to the street.