### Azusa-Citrus Station

The Azusa-Citrus Station is located within a 5-minute walk of Citrus College and Azusa Pacific University, and a 5-10-minute walk from future transit-oriented development. Sidewalks and crossings are generally in good condition, with a few locations where crosswalks or signals could be added or enhanced. Pedestrian-scale illumination is lacking in the area, with only cobra-head lights offering lighting of the roadways. Opportunities exist to incorporate planting as a buffer between the Citrus College parking lot and sidewalk along Citrus Avenue.

An open space opportunity could be realized in the form of a public plaza to the north of the proposed LRT parking garage north of the station. A transit-oriented pedestrian plaza with shade, seating, vendor kiosks and other transit amenities could be positioned so as to activate the site. A pedestrian connection on the west side of the garage could be considered to provide pedestrian access to a transit plaza, as well as public space amenities along the walk.

---

### Table Notes

- i Create planted buffer between Citrus College parking lot and sidewalk on Citrus Avenue.
- ii Maintain existing planted parkway where it exists.

---

### Table 4-6: Azusa-Citrus Station Area

**Potential Pedestrian Improvements**

<table>
<thead>
<tr>
<th>CONNECTIVITY IMPROVEMENTS</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Confirm sidewalk width ≥ 48”</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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<tr>
<td>No physical obstacles that reduce width to ≤ 36”</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Provide pedestrian-scale illumination</td>
<td>-</td>
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<tr>
<td>Add sidewalk</td>
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<td>-</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>Add or enhance painted crosswalks</td>
<td>-</td>
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<td>-</td>
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</tr>
<tr>
<td>Incorporate walk signals (countdowns)</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Construct curb ramps for each crosswalk leg</td>
<td>-</td>
<td>-</td>
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<td>-</td>
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</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PEDESTRIAN COMFORT ENHANCEMENTS</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
<th>H</th>
<th>I</th>
<th>1</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td>Install street trees</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Incorporate planting in sidewalk, curb extensions and pots</td>
<td>-</td>
<td>i</td>
<td>i</td>
<td>-</td>
<td>-</td>
<td>i</td>
<td>i</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Incorporate feature paving within crosswalks and intersection fields</td>
<td>-</td>
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<td>-</td>
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<td>-</td>
<td>-</td>
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</tr>
<tr>
<td>Add curb extensions</td>
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</tr>
</tbody>
</table>
REGIONAL BICYCLE IMPROVEMENTS

Because of space constraints, there is not enough room to accommodate a Class I bikeway within the Pasadena to Azusa right-of-way. Instead it is suggested to consider the designation of a Potential East/West Connector Route to follow the corridor as closely as possible on existing city roads. The goal is to provide a consistent, predictable, sensible, and safe east-west connection between station areas and to improve station access for cyclists from surrounding areas. It is shown as a gold dotted line in Figure 4-17.

To embed the stations into the city bicycle infrastructure better, this plan also presents suggestions for closing the gaps between proposed or existing bicycle facilities and the new stations. For the purposes of the accompanying map these are called Potential Station Access Gap Closures and are shown as a purple dotted line in Figure 4-17.

Note these are suggested bicycle connectivity improvements, and that location of actual improvements, alignments, and street selections may change upon further investigation and coordination within or between individual jurisdictions. This map is intended to be used as a guide to stimulate further discussion.

POTENTIAL EAST-WEST CONNECTOR BICYCLE FACILITY CONCEPT

The Potential East-West Connector Route would begin at Sierra Madre station and run north to Orange Grove Avenue, a street that has already been identified in the City of Arcadia Bicycle Plan. At Highland Avenue which becomes 1st Avenue, also identified in the City of Arcadia Bicycle Plan, it runs south to the proposed Arcadia Station. From here it would turn east on Huntington Drive. Huntington Drive is not identified on any city bicycle plans, but there are two reasons that make it a candidate for this potential east-west connector. First, it is the closest continuous parallel route located only a half-mile north of the alignment. Second, the street is a retail street making it a likely destination for many cyclists. Should Huntington Drive prove unsuitable after further investigation, other possible routes may include Duarte Road to the south or Colorado Boulevard to Royal Oaks Drive to the north. Huntington Drive becomes Foothill Boulevard near the Irwindale Station. Foothill Boulevard is another wide road which may be able to accommodate a bicycle facility, even though it is not identified on any existing bicycle plans in this location. Foothill Boulevard lies close to the Irwindale station, the Azusa-Alameda station, and the Azusa-Citrus station.

GENERAL BICYCLE IMPROVEMENTS

In addition to addressing regional bicycling improvements, the next two sections of this chapter also offer images and explanatory text for overall bicycle improvement opportunities within the station areas, and indicates how they can be applied specifically within each station area.

The overall set of improvements identified to serve bicyclists is described below and illustrated in Figures 4-18 and 4-19.

These include Class I Bikeway (Bike Path), Class II Bikeway (Bike Lane), and Class III Bikeway (Bike Route) along with other bicycle improvements such as signage, bicycle boxes and bike parking (see Figure 4-18). A cohesive identity for bike facilities serving station areas is also shown in Figure 4-19. These elements could help to promote the visibility of these facilities for users, enhancing wayfinding, as well as for motorists, to create a predictable, safe, and intuitive environment.

For instance, Class III bike routes, shared road rights-of-way by cars and bikes, can be designated with a painted lane marking, or sharrow, to indicate the correct, safe, and legal positioning of bikes within the travel lane and to raise motorists’ and cyclists’ awareness that the right-hand lane should be shared by both cars and bicycles. A painted lane serves to legitimize the use of the facility by cyclists, makes the presence of cycling activity more visible to motorists, and in a way, is the “yellow brick road” leading to station areas. Class III bike routes can also be augmented with signage offering distances to station, direction of nearest station, and the Gold Line Foothill logo for branding. Amenities for bikes at stations can similarly be marked with the coordinated Gold Line Foothill Extension identity. In summary, to enhance the usability of the Pasadena to Azusa extension further, much can be done with just paint and/or a coordinated signage system.

Painted sharrows have been installed successfully in Southern California, reducing bike-auto-pedestrian conflicts, and increasing cycling activity. The City of Long Beach’s green painted sharrows on 2nd Street in the Belmont Shore neighborhood is an example. (See http://bikelongbeach.org)

The approach to suggesting potential locations for these improvements is specific to each station area, not one-size-fits-all. Specific potential improvements within each station area follow.
Figure 4-17: Existing, Planned and Potential Suggested Bicycle Facilities

LEGEND

EXISTING
- Class I
- Class II
- Class III

PLANNED
- Class I
- Class II
- Class III

POTENTIAL
- Station Access Gap Closure
- East/West Connector Route

1 mile from station
1/2 mile from station
1/4 mile from station

North

0 1/2 mile

Foothill Extension Bus Interface Plan

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CLASS 1 BIKE FACILITY  A dedicated path separate from autos/peds

Version A (within right-of-way)
- Flip bikelane with parking to create a separated bike facility
- Buffer needed between lane and parked cars

Version B (within park or parcel)
- Class I bike facilities are appropriate through parks or under utilized or vacant parcels.

INSTALL SIGNAGE

- Signage with route and destination information, as well as distances to destinations, helps cyclists navigate and calls attention to the presence of cyclists.

BIKE BOXES  A safe head start for cyclists at intersections

- At major intersections along bike facilities to ensure safe head start on green lights for cyclists to get through the intersection
- Also allows for bikes stopped at red lights not to block right-hand turning vehicles

OFFER BIKE PARKING AT ALL DESTINATIONS

- Ensure its visibility from and proximity to major destinations and centers of activity
- Consider replacing a parking space or two with a bike “corral”

FOR MORE INFO ON BIKE IMPROVEMENTS:
City of Los Angeles Draft Bicycle Master Plan June 2010 http://www.labikeplan.org/
Bicycle Boulevard Guidebook http://www.ibpi.usp.pdx.edu/guidebook.php
NACTO Urban Bikeway Design Guide http://nacto.org/cities-for-cycling/design-guide

Figure 4-18: Examples of Potential Bicycle Facility Improvements
Figure 4-19: Examples of Potential Bicycle Facility Improvements

**Identity, Visibility and Wayfinding**

- Painted Sharrows, Bike Lanes and Bike Boxes

**PAINTED BIKE LANES AND SHARROWS**

**COORDINATED SIGNAGE**

- Local Station Access
- East-West Connector Route
- Village, Neighborhood and Bicycle Boulevard Signage

**COORDINATED AMENITIES**

- Bike Lockers at Station Areas and Other Major Local Destinations
- Bike Parking at Major Destinations - Example of Repurposing an On-Street Parking Space for a Bike Corral
CHAPTER 4 | PEDESTRIAN AND BICYCLE ACCESS

STATION AREA SPECIFIC BICYCLE IMPROVEMENTS

To respond to the unique conditions at each Pasadena to Azusa station, a specific set of potential bicycle improvements for each station area is presented in Figures 4-20 through 4-25.

How to Use These Maps

Potential bike infrastructure that could serve each station is shown on the following maps, along with a depiction of potential locations for an east/west connector route to run generally parallel to the Gold Line, and routes where a gap closure between existing or proposed bike routes might be considered to provide safe and efficient station access.

ARCADIA STATION AREA

The City of Arcadia has identified three major roads near the station, 1st Avenue, Santa Clara Street, and Huntington Drive west of the station, as bicycle routes or Class III bicycle facilities. Other Class I, II, and III bicycle facilities are also identified throughout Arcadia, providing citywide connectivity to the Arcadia station. It is assumed a strategy for implementation of these facilities already exists.

A Potential East/West Connector Route along Huntington Drive east of the station, along with Orange Grove Avenue and Santa Anita Avenue, is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City.

Figure 4-20: Arcadia Station Area

Potential Bicycle Improvements
MONROVIA STATION AREA

The City of Monrovia has identified three major roads near the station, Duarte Road, Magnolia Avenue and Shamrock Avenue as bicycle routes or Class III bicycle facilities. It is suggested that south of Duarte Road, Myrtle Avenue also be considered for bicycle improvements, given that it is the most direct route from Downtown Monrovia and the neighborhoods to the south, to the Gold Line station. To the north of Duarte Road, California is suggested as a connector for the neighborhoods to the north and to the Potential East/West Connector Route along Colorado/Olive. Other Station Access Gap closures are identified as potential improvements for Duarte Road east of the station and Duarte Road west of the station.

A Potential East/West Connector Route along Colorado/Olive is also suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City.

With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bicycle lane although pockets of on-street parking may need to be removed or lane widths altered.

A Class III bike route/"Sharrow" may also be considered as an alternative.

Note: Bike lanes already implemented or planned for by the City are not covered in detail in this document unless an upgrade is suggested. It is assumed that a strategy for implementation already exists.

BIKE ROUTES ALREADY PROPOSED BY CITY
- Class I
- Class II
- Class III

BIKE ROUTES ALREADY IMPLEMENTED BY CITY
- Class I
- Class II
- Class III

Potential East/West Connector Route

COLORADO / OLIVE Most direct East/West connection between Arcadia and Duarte close to existing and planned bike infrastructure

EXISTING CONDITION
Approximately 40'-50' curb-to-curb; 1 lane each direction; pockets of on-street parallel parking

CONSIDER
With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bicycle lane, although pockets of on-street parking may need to be removed or lane widths altered.

A Class III bike route/"Sharrow" may also be considered as an alternative.

Potential Station Access Gap Closures

EXISTING CONDITION
Approximately 60' curb-to-curb; 2 lanes each direction; parking lane on either side

CONSIDER
With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bicycle lane although pockets of on-street parking may need to be removed or lane widths altered.

A Class III bike route/"Sharrow" may also be considered as an alternative.

EXISTING CONDITION
Approximately 36'-50' curb-to-curb; 1-2 lane each direction with on-street parking on south side

CONSIDER
With additional traffic study and understanding of current and future volumes the opportunity exists to create a Class III bike route/"Sharrow."

EXISTING CONDITION
Approximately 60' curb-to-curb; 2 lanes each direction with pockets of on-street parking on each side

CONSIDER
With additional traffic study and understanding of current and future volumes the opportunity exists to create a Class III bike route/"Sharrow."

EXISTING CONDITION
Approximately 40'-60' curb-to-curb; 2-4 lanes each direction with pockets of on-street parking on each side

CONSIDER
With additional traffic study and understanding of current and future volumes the opportunity exists to create a Class III bike route/"Sharrow."

Figure 4-21: Monrovia Station Area
Potential Bicycle Improvements
DUARTE STATION AREA

The City of Duarte has designated a Class I bicycle path, the Duarte Bikeway, almost a mile north of the station. There are no other bicycle facilities designated in Duarte.

A Potential East/West Connector Route along Duarte Bikeway is suggested for consideration as the bicycle facility running parallel to the Gold Line.

To provide station access, as there are no future bicycle facilities planned for Duarte, Station Access Gap closures are identified as potential improvements for Duarte Road west of the station, as well as two north-south streets north of the station, Highland Avenue and Buena Vista Street, to connect to the potential east-west connector / Duarte bikeway, about a mile north.

The safest way to accommodate cyclists would be to create a Class II bike lane, although pockets of on-street parking may need to be removed or lane widths altered.

**Suggested East-West Connector Route**

1. **DUARTE BIKEWAY** Most direct East/West connection between Monrovia and Irwindale

   **EXISTING CONDITION**
   
   Existing Class I Bike Path

   **CONSIDER**
   
   Connectivity improvements where Duarte Bike Path interfaces with Royal Oaks Drive and connection to Huntington Drive to the east.

**Potential Station Access Gap Closures**

2. **DUARTE ROAD East/West connector to station from neighborhoods to the South and West**

   **EXISTING CONDITION**
   
   Approximately 80’ curb-to curb; 15’ planted median; 2 lanes each direction; parking lane on either side

   **CONSIDER**
   
   With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bike lane, although pockets of on-street parking may need to be removed or lane widths altered.

   A Class III bike route/“Sharrow” may also be considered as an alternative.

3. **HIGHLAND AVENUE North/South connector east of station**

   **EXISTING CONDITION**
   
   Approximately 60’ curb-to curb; 2 lanes each direction with on-street parking

   **CONSIDER**
   
   With additional traffic study and understanding of current and future volumes the opportunity exists to create a Class III bike route/“Sharrow.”

4. **BUENA VISTA ST North/South connector west of station**

   **EXISTING CONDITION**
   
   Approximately 60’ curb-to curb; 2 lanes each direction with on-street parking

   **CONSIDER**
   
   With additional traffic study and understanding of current and future volumes the opportunity exists to create a Class III bike route/“Sharrow.”

Figure 4-22: Duarte Station Area
Potential Bicycle Improvements
IRWINDALE STATION AREA

The City of Irwindale does not currently have implemented or planned bicycle infrastructure.

A Potential East/West Connector Route along Foothill Boulevard is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City.

To provide station access, Station Access Gap closures are identified as potential improvements for Irwindale Avenue north and south of the station and connecting to the potential east/west connector, as well as the bridge across the 210 Freeway and the Station Approach roadway (east of Irwindale Avenue).

**Potential Station Access Gap Closures**

**EXISTING CONDITION**

- **Approximately 80’ curb-to-curb; 20’ landscaped median in some locations; 2 lanes each direction; pockets of on-street parallel parking**

**CONSIDER**

With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bike lane, although on-street parking would need to be removed.

A Class III bike route/“Sharrow” may also be considered as an alternative which would not result in the removal of any on-street parking.

**FOOTHILL BOULEVARD**

- Most direct East/West connection between Duarte and Azusa close to stations

**EXISTING CONDITION**

- **Approximately 80’ curb-to-curb; 2 or 3 lanes each direction; 15’ painted median; pockets of parallel parking**

**CONSIDER**

With additional traffic analysis of current and future conditions the safest way to accommodate cyclists would be to create a Class II bike lane, although on-street parking would need to be removed.

A Class III bike route/“Sharrow” may also be considered as an alternative which would not result in the removal of any on-street parking.

**IRWINDALE AVENUE**

- North/South connector from neighborhoods to the South

**EXISTING CONDITION**

- **Approximately 90’ curb-to curb; 3 lanes each direction; painted median. Accommodating cyclists safely would require significant roadway reconfiguration.**

**CONSIDER**

Given that this is the only access to the station from the north, accommodating cyclists should be a long-term goal. It would involve reconfiguring the roadway or adding pedestrian/cyclist bridge.

**BRIDGE ACROSS 210 FREEWAY (west of station)**

**EXISTING CONDITION**

- **Approximately 37’ curb-to curb; 1 lane each direction with on-street parking on each side**

**CONSIDER**

This street will be reconfigured as part of the station development. A Class II or Class III bike facility should be considered as part of this redevelopment.

**STATION APPROACH (East of Irwindale Ave)**

**EXISTING CONDITION**

- **Approximately 37’ curb-to curb; 1 lane each direction with on-street parking on each side**

**CONSIDER**

This street will be reconfigured as part of the station development. A Class II or Class III bike facility should be considered as part of this redevelopment.
AZUSA-ALAMEDA STATION AREA
The City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a Class II bike lane on Azusa Avenue to the west of the station, and planned Class II bike lanes on San Gabriel Avenue, Alameda Avenue and 9th Street, and a planned Class III bike route on 5th Street.

A Potential East/West Connector Route along Foothill Boulevard is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City.

CONSIDER
The safest way to accommodate bicycles would be to create a Class II bike lane, however it would result in the removal of on-street parking. A Class III bike route/“Sharrow” might be considered instead as it would not result the removal of on-street parking, while still alerting motorists to the presence of cyclists.

EXISTING CONDITION
Approximately 74’ curb-to-curb; 15’ landscaped median; 2 lanes each direction; pockets of on-street parallel parking

POTENTIAL ADDITIONAL IMPROVEMENTS
Note: Bike lanes already implemented or planned for by the City are not covered in detail in this document unless an upgrade is suggested. It is assumed that a strategy for implementation already exists.

Figure 4-24: Azusa-Alameda Station Area
Potential Bicycle Improvements
As described above, the City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a planned Class II bike lane on Citrus Avenue north of Foothill, a planned Class III bike route on Citrus Avenue south of Foothill Boulevard, and planned Class III routes on Foothill Boulevard, 9th Street and 10th Street.

A Potential East/West Connector Route along Foothill Boulevard (west of Citrus Ave) is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City. It would then turn south down Citrus Avenue before heading west on Alosta Avenue (Historic Route 66) toward Glendora.

To provide station access, Station Access Gap closures are identified as potential improvements for Foothill Boulevard east of the station to connect to planned bicycle infrastructure in Azusa and existing bicycle infrastructure in Glendora.

As described above, the City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a planned Class II bike lane on Citrus Avenue north of Foothill, a planned Class III bike route on Citrus Avenue south of Foothill Boulevard, and planned Class III routes on Foothill Boulevard, 9th Street and 10th Street.

A Potential East/West Connector Route along Foothill Boulevard (west of Citrus Ave) is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City. It would then turn south down Citrus Avenue before heading west on Alosta Avenue (Historic Route 66) toward Glendora.

To provide station access, Station Access Gap closures are identified as potential improvements for Foothill Boulevard east of the station to connect to planned bicycle infrastructure in Azusa and existing bicycle infrastructure in Glendora.

As described above, the City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a planned Class II bike lane on Citrus Avenue north of Foothill, a planned Class III bike route on Citrus Avenue south of Foothill Boulevard, and planned Class III routes on Foothill Boulevard, 9th Street and 10th Street.

A Potential East/West Connector Route along Foothill Boulevard (west of Citrus Ave) is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City. It would then turn south down Citrus Avenue before heading west on Alosta Avenue (Historic Route 66) toward Glendora.

To provide station access, Station Access Gap closures are identified as potential improvements for Foothill Boulevard east of the station to connect to planned bicycle infrastructure in Azusa and existing bicycle infrastructure in Glendora.

As described above, the City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a planned Class II bike lane on Citrus Avenue north of Foothill, a planned Class III bike route on Citrus Avenue south of Foothill Boulevard, and planned Class III routes on Foothill Boulevard, 9th Street and 10th Street.

A Potential East/West Connector Route along Foothill Boulevard (west of Citrus Ave) is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City. It would then turn south down Citrus Avenue before heading west on Alosta Avenue (Historic Route 66) toward Glendora.

To provide station access, Station Access Gap closures are identified as potential improvements for Foothill Boulevard east of the station to connect to planned bicycle infrastructure in Azusa and existing bicycle infrastructure in Glendora.

As described above, the City of Azusa has a complex network of implemented and planned bicycle infrastructure near the station area, including a planned Class II bike lane on Citrus Avenue north of Foothill, a planned Class III bike route on Citrus Avenue south of Foothill Boulevard, and planned Class III routes on Foothill Boulevard, 9th Street and 10th Street.

A Potential East/West Connector Route along Foothill Boulevard (west of Citrus Ave) is suggested for consideration as the bicycle facility running parallel to the Gold Line to provide east-west connectivity through the City. It would then turn south down Citrus Avenue before heading west on Alosta Avenue (Historic Route 66) toward Glendora.

To provide station access, Station Access Gap closures are identified as potential improvements for Foothill Boulevard east of the station to connect to planned bicycle infrastructure in Azusa and existing bicycle infrastructure in Glendora.
CHAPTER 4 | PEDESTRIAN AND BICYCLE ACCESS

INVENTORY OF EXISTING STREETSCAPE ELEMENTS

An inventory of existing streetscape elements observed within Pasadena to Azusa Station Areas is shown in Figure 4-26. These elements, already implemented by Pasadena to Azusa Cities, contribute to the urban design quality, district character, and overall sense of place within the station areas. Building from and augmenting the elements already in place, Pasadena to Azusa Cities can capitalize on opportunities to define the character of the station areas further as transit hubs and centers of high pedestrian and bicycle activity, improving legibility, identity, and wayfinding.

Continued use of existing elements, combined with the addition of the streetscape features recommended throughout Chapter 4, will help to prioritize future funding and implementation.

Table Notes
1 - Although no existing streetscape elements are found within the future Monrovia station area, there are many elements present within Old Town Monrovia that may be applicable, and there is a palette of urban design features offered in the Monrovia Station Square Transit Village Specific Plan (Page 65, Exhibit 6-3).
2 - Although no existing streetscape elements are found within the future Irwindale station area, there are elements present around the Irwindale City Hall that may be applicable.
3 - Streetscape elements shown for the Azusa-Citrus station area are from The Promenade, part of the under construction Rosedale Specific Plan project area.

<table>
<thead>
<tr>
<th>EXISTING STREETSCAPE ELEMENTS</th>
<th>Arcadia</th>
<th>Monrovia&lt;sup&gt;1&lt;/sup&gt;</th>
<th>Duarte</th>
<th>Irwindale&lt;sup&gt;2&lt;/sup&gt;</th>
<th>Azusa-Alameda</th>
<th>Azusa-Citrus&lt;sup&gt;3&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian-Scale Lighting or Decorative/Historic Lighting</td>
<td><img src="Arcadia_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
<td><img src="Monrovia_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
<td><img src="Duarte_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
<td><img src="Irwindale_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
<td><img src="Azusa-Alameda_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
<td><img src="Azusa-Citrus_Pedestrian-Scale_Lighting.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Benches / Trash Receptacles / Bollards</td>
<td><img src="Arcadia_Benches.jpg" alt="Image" /></td>
<td><img src="Monrovia_Benches.jpg" alt="Image" /></td>
<td><img src="Duarte_Benches.jpg" alt="Image" /></td>
<td><img src="Irwindale_Benches.jpg" alt="Image" /></td>
<td><img src="Azusa-Alameda_Benches.jpg" alt="Image" /></td>
<td><img src="Azusa-Citrus_Benches.jpg" alt="Image" /></td>
</tr>
<tr>
<td>Wayfinding/Identity Signage</td>
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<td><img src="Monrovia_Wayfinding.jpg" alt="Image" /></td>
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</tr>
<tr>
<td>Decorative Paving in Crosswalks/ Sidewalks</td>
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<td>Planting Incorporated within Public Right-of-Way / Median Landscaping</td>
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</tr>
<tr>
<td>Bus Shelters/Bus Stop Design</td>
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