Azusa-Citrus Station Bus Improvement Plan

Bus access to the station will be from south of the station at the Foothill Boulevard/Citrus Avenue intersection.

Foothill Transit Routes 187, 188, 281, 488, 494, and 498 run in both directions on Foothill Boulevard and Citrus Avenue. Shuttle service between the Azusa Pacific University campuses could also serve the station at the new bus stops. These lines could all be routed to and from the new stop when it is constructed. Figure 3-24 shows the bus routes and proposed bus stops in the station environs.

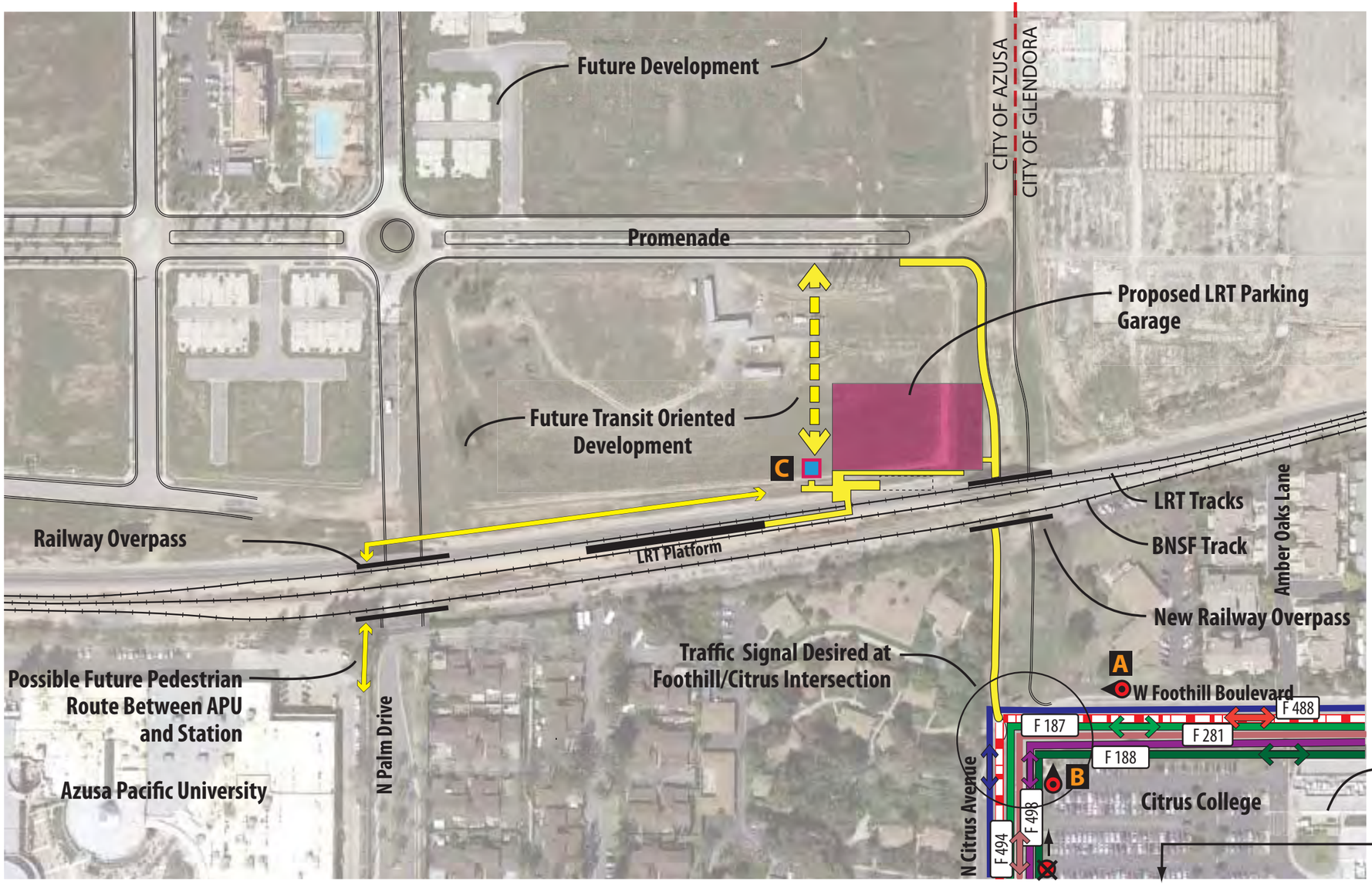
As shown in Figure 3-25, it is recommended that westbound buses stop on westbound Foothill Boulevard east of Citrus Avenue and eastbound/northbound buses stop on northbound Citrus Avenue south of Foothill Boulevard. Crosswalks, sidewalks along the west side of Citrus Avenue, and a sloped walk along the north side of the tracks would provide a safe, albeit not convenient, pedestrian route to the station platform. Serving ADA van passengers will be a challenge until the transit oriented development adjacent to the site is built. Once this occurs, ADA vans will be able to use Promenade, a new street north of the station, to provide a convenient transfer to the Azusa-Citrus Station. Until this occurs, one option is to designate an area in the proposed parking structure for ADA van loading . This would restrict the size of vans that can serve the site to those with sufficient headroom clearance.

The bus stops along Foothill Boulevard and Citrus Avenue could be constructed using the existing road surfaces with bus pads added at the stops. It is recommended that new signs and shelters with seating be constructed.

Figure 3-26 is an artist's rendering of a view of the Azusa-Citrus Station from the walkway that will link the future bus area to the station.

TABLE 3-10: RECOMMENDED AZUSA-CITRUS STATION BUS STOP IMPROVEMENTS (CORRESPONDS TO FIGURE 3-24)

	A	B	C
Designate 30-foot curb location for ADA vans			●
Sidewalk width at bus stop to be minimum 8′	●	●	●
Locate bus sign per City and bus operator requirements	●	●	●
Install bus shelter with seating	●	●	
Install concrete bus pad	●	●	
Existing sidewalk width less than 8′	●		



LEGEND

- Existing Bus Stop Location
- Proposed Bus Stop Location
- Relocation of Existing Bus Stops
- Proposed ADA Bus Stop Location
- Pedestrian Circulation
- LRT Parking
- LRT Platform
- Rail Tracks
- Existing Bus Route
- Proposed Bus Route
- Proposed Discontinued Bus Route
- Parking Requirement at Opening—200 Spaces
- Parking Requirement in 2025—350 Spaces

A Potential bus interface improvements correspond to Table 3-10

Note:
Terminal Station for Gold Line Extension Phase 1

Figure 3-24: Azusa-Citrus Station
Existing and Proposed Bus Interface

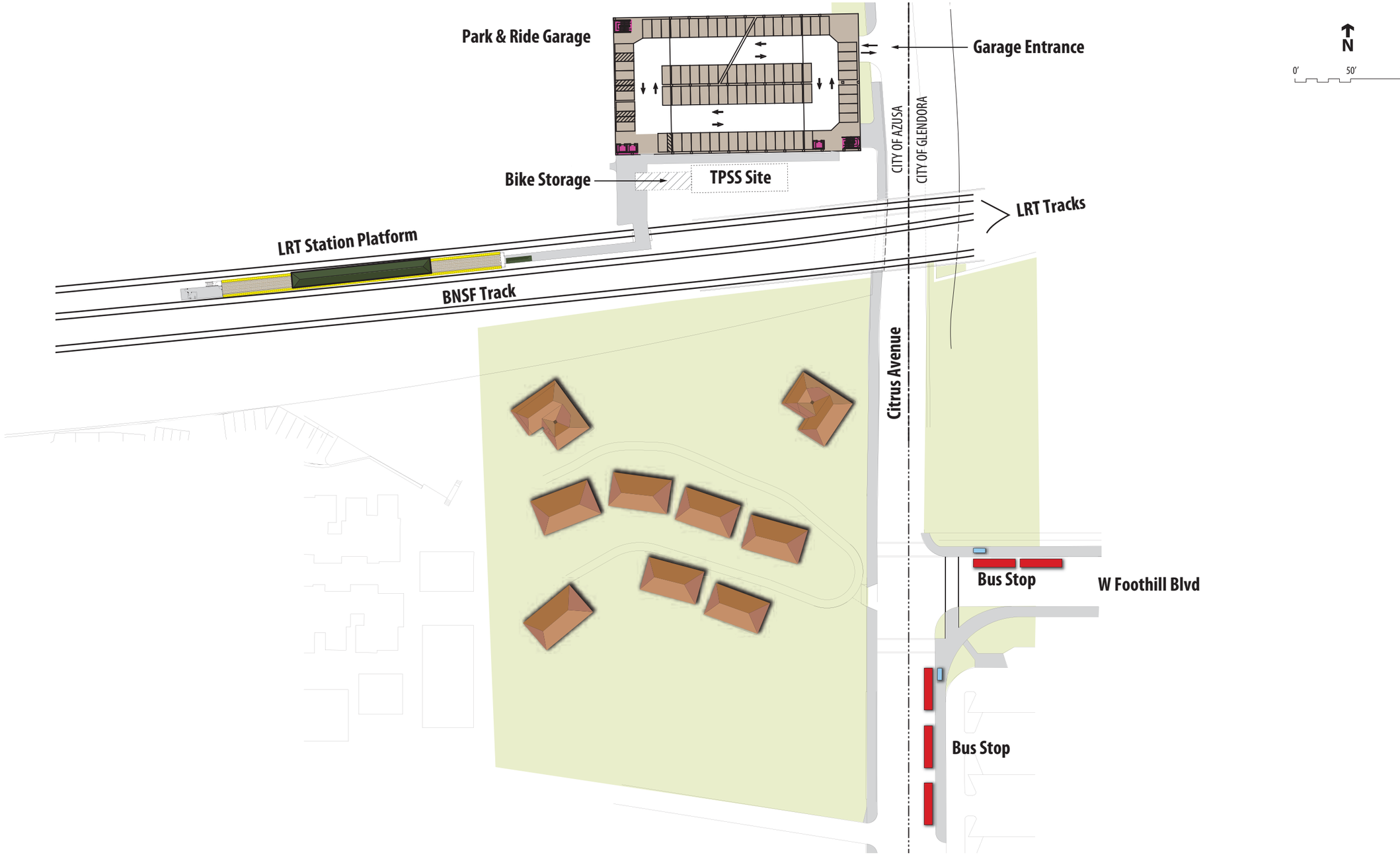


Figure 3-25: Azusa-Citrus Station
Bus Improvement Plan

Foothill Extension Bus Interface Plan

Figure 3-26: Azusa-Citrus Station
Artist's Rendering