Monrovia Station Bus Improvement Plan

As shown in Figure 3-12, the adjacent land surrounding the Monrovia station is designated for redevelopment according to a currently-in-progress Specific Plan. Transit-related uses are planned closest to the station. Proposed on the north side is a park-and-ride garage and a vehicular pick-up and drop-off area for LRT passengers that would also serve as a bus stop. The remaining land is to be developed for commercial and residential uses. It is anticipated that the existing depot building will remain and be converted to a use compatible with the surrounding activities.

It is recommended that Metro Route 264 will retain its current routing but that the westbound bus stop west of Myrtle Avenue be moved for traffic safety reasons and to be more convenient for LRT passengers. Metro Route 270 alignment should be maintained, with stops on Myrtle Avenue relocated closer to the station, south of their current location, but north of the Gold Line tracks. If the City of Monrovia is capable of providing equal or better frequency through a shuttle service connecting the Gold Line Station to the downtown area, Metro Route 270 could divert into the bus loop and layover on the north side of the station. A designated ADA van stop is recommended on the north side of the station at the bus loop/vehicular drop off zone. This bus loop could also serve as the bus stop for Monrovia Transit (dial-a-ride service) and for the Old Town Trolley if it is extended to connect old Town Monrovia with the Gold Line station.

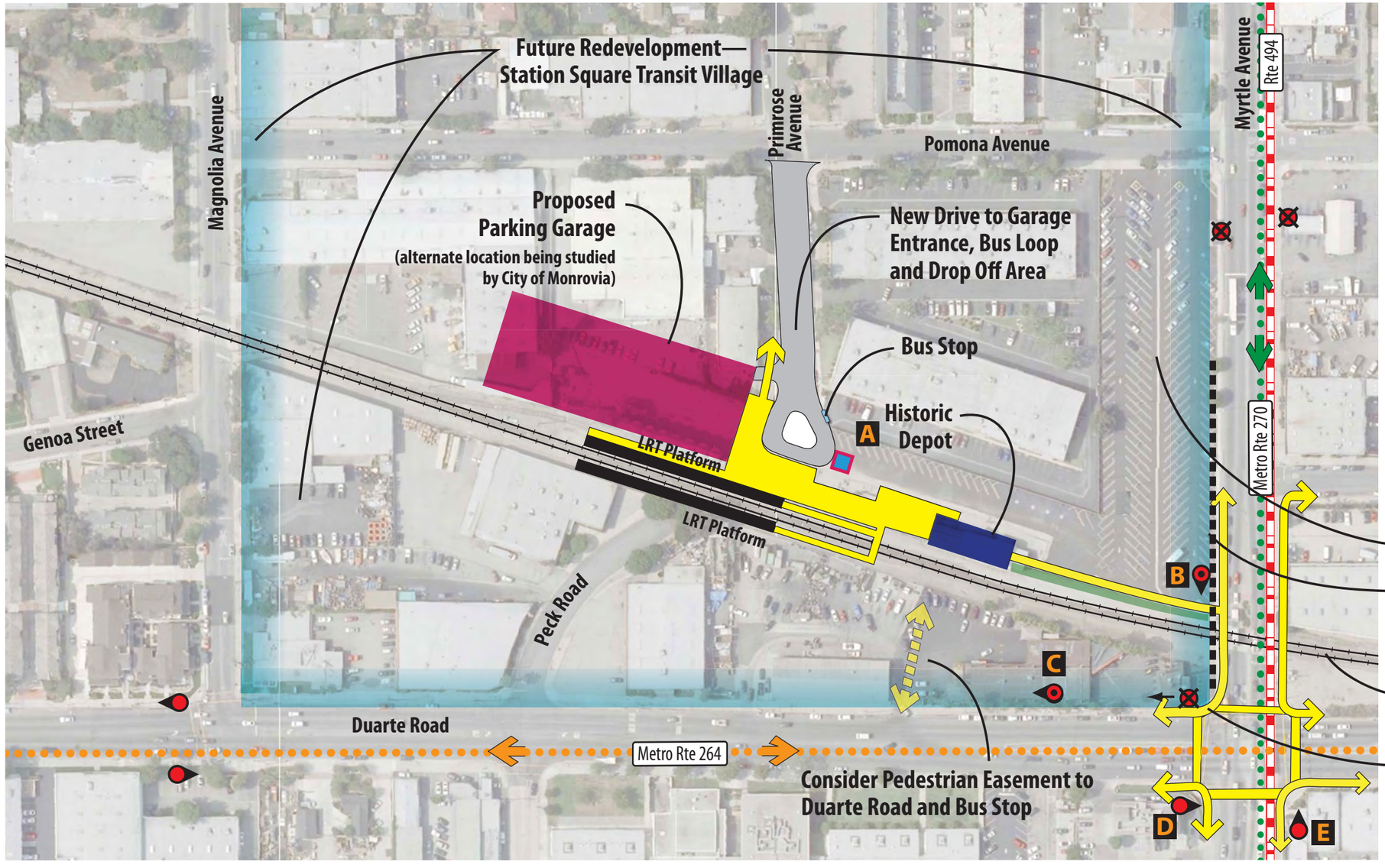
The new southbound stop just north of the LRT alignment on Myrtle Avenue should include a new concrete bus pad, a widened sidewalk, and a new shelter. The stops on Duarte Road can utilize the existing street surfaces and sidewalks with the addition of signage and a bus shelter. The existing sidewalk at the eastbound stop on Duarte Road just west of Myrtle Avenue does not meet the desired 8' in width. Figure 3-13 shows the proposed bus stop configuration at Monrovia Station.

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.

An artist's rendering of Monrovia Station approaching it from the bus stops at Duarte Road and Myrtle avenue is shown in Figure 3-14.

TABLE 3-6: RECOMMENDED MONROVIA STATION BUS STOP IMPROVEMENTS (CORRESPONDS TO FIGURE 3-12)

	A	B	C	D	E
Create bus stop for required number of buses		●	●		●
Designate 30-foot curb location for ADA vans	●				
Sidewalk width at bus stop to be minimum 8'		●	●	●	●
Locate bus sign per City and bus operators requirements		●	●	●	●
Install bus shelter with seating	●	●	●	●	●
Install concrete bus pad		●			●



Aerial courtesy of the U.S. Geological Survey

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—350 Spaces
- Parking Requirement in 2025—600 Spaces

A Potential bus interface improvements correspond to Table 3-6

Existing City Parking Lot

City Master Plan to Widen Street and Add Bus Lane/Bus Stop Near Station

LRT Tracks

WB Bus Stop to be Relocated West, Away from Intersection

North

0 75 150 Feet

Foothill Extension Bus Interface Plan

Figure 3-12: Monrovia Station
Existing and Proposed Bus Interface

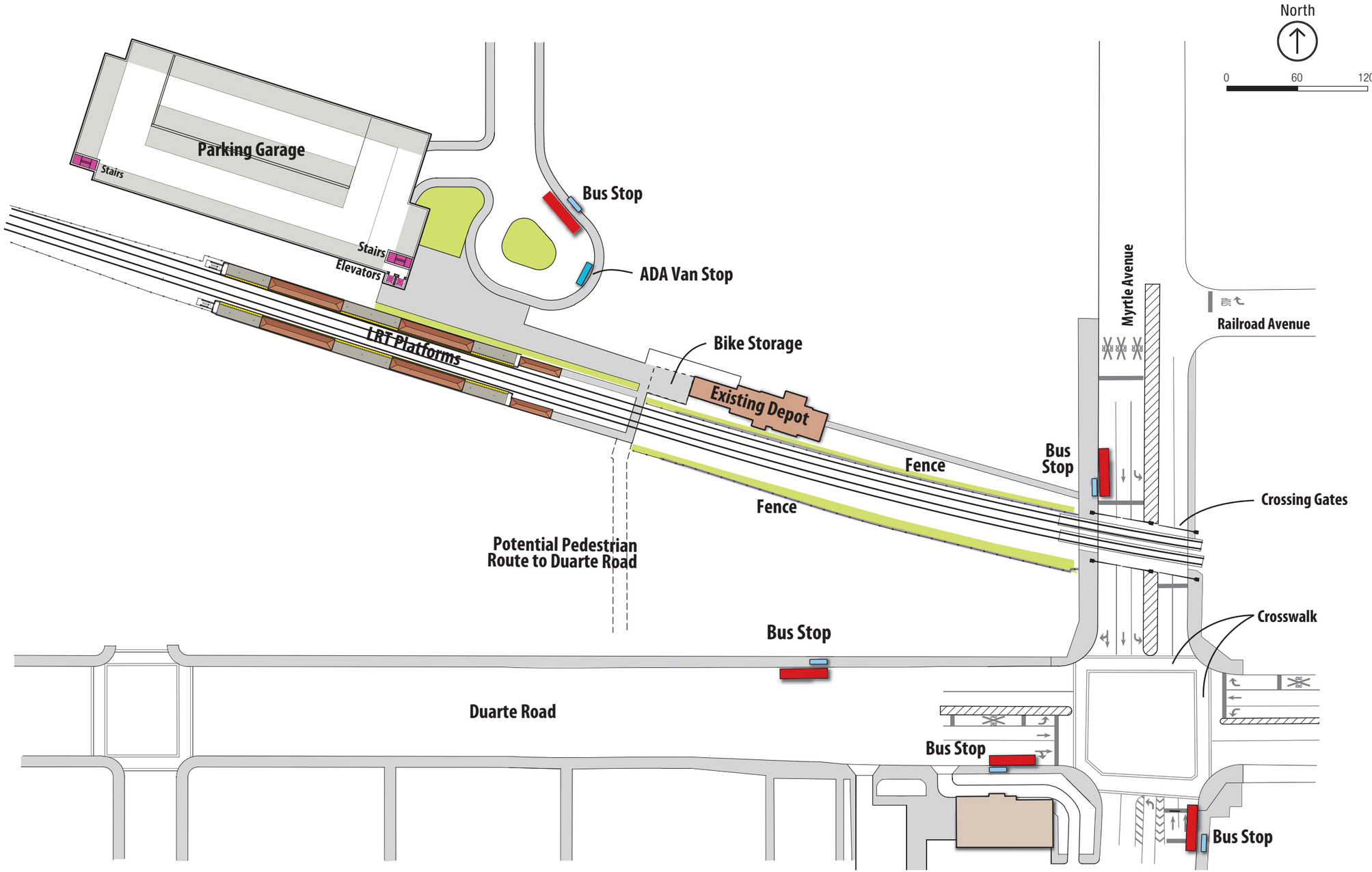


Figure 3-13: Monrovia Station
Initial Bus Improvement Plan

Foothill Extension Bus Interface Plan

Figure 3-14: Monrovia Station
Artist's Rendering