

# San Dimas Station



**Foothill Gold Line**

DECEMBER 2017 | FACT SHEET

## Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system that currently runs between Los Angeles and the city of Azusa, along the Foothills of the San Gabriel Valley. The extension is part of the growing network of rail lines being built throughout Los Angeles County, and will add new Gold Line stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Once completed, a trip from San Dimas to Pasadena will take about 27 minutes and further to downtown Los Angeles will take approximately 56 minutes.

The Glendora to Montclair project broke ground in December 2017 and will take nine years to complete. It is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County (Glendora to Claremont) is being funded mostly by Metro's Measure M half-cent sales tax that was approved by voters in November 2016 and went into effect on July 1, 2017 (additional funds are coming from Measure R). The portion from Claremont to Montclair is being funded by San Bernardino County.

The Foothill Gold Line light rail line is being planned, designed and built by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency created in 1998 by the California State Legislature. The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and on budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now readying the project for construction.



## PROJECT FAST FACTS

**Estimated Cost:** \$1.5 billion to Claremont. Additional \$70 million to reach Montclair.

**Groundbreaking Year:** 2017

**Completion Year:** 2026

**Distance:** 12.3 miles

**Stations:** Six

**Parking:** Parking at all six stations (with a total of 5,180 parking spaces, EV charging stations, bicycle parking and an area for buses and passenger drop off).

**Capacity:** 200 passengers per light rail car; two- to three-car trains.

**Speed:** 55 mph (maximum)

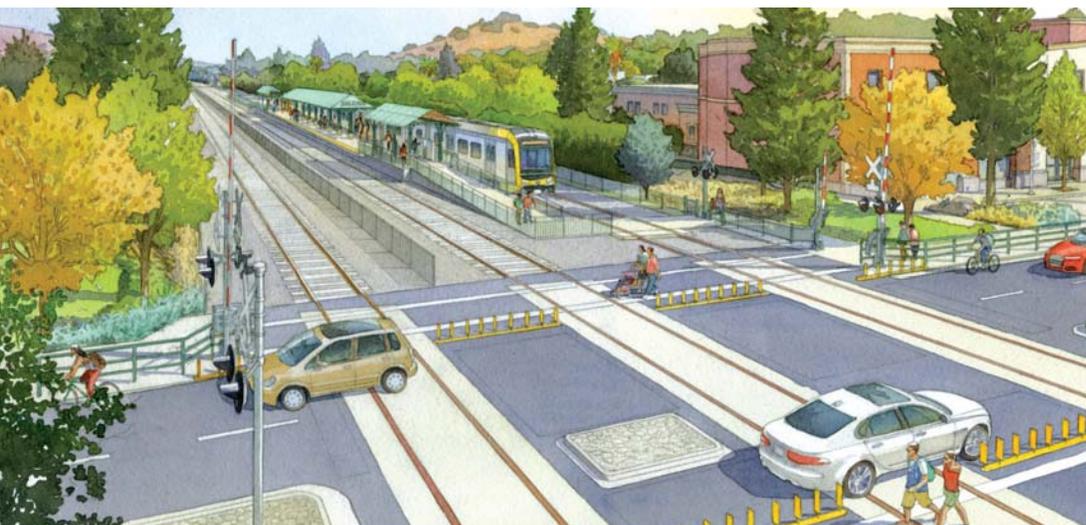
**Daily Train Traffic:** More than 200 Gold Line trains.

**Train Power Source:** Electricity

**At-Grade (street level)**

**Crossings:** 26

**New/Renovated Bridges:** 25



# SAN DIMAS STATION



The San Dimas station and associated parking facility (with 450 parking spaces, EV charging stations, bicycle parking and an area for buses and passenger drop off) will be located east of San Dimas Avenue between Bonita Avenue and Arrow Highway. The station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). The single freight track that is currently located in the center of the rail corridor will be relocated to the northern half of the corridor. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

*\*The location for the San Dimas parking structure is not yet finalized.*

## ➤ Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first three years of the project will be spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and involve two construction phases: (1) relocating/rebuilding the freight/Metrolink systems and (2) building the light rail system. Completion is expected in 2026.

During construction, the community can expect temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related issues). Permanent changes will also occur due to the project, including safety enhancements at all street crossings (raised medians, red curbing and turn restrictions within 100 feet of the rail corridor at all street crossings), relocation of the freight track to the northern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead lines to power the Gold Line system. Additionally, the Gold Line tracks will be grade-separated on a bridge over the Bonita Ave/Cataract Ave intersection, requiring the permanent closure of Monte Vista Avenue at the railroad crossing.

**Stay updated on construction by signing up for construction updates at [www.foothillgoldline.org](http://www.foothillgoldline.org)**

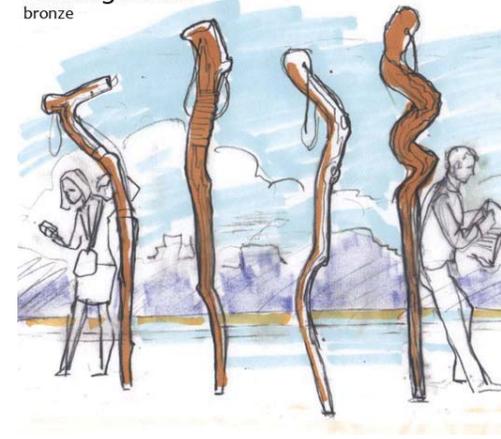


## ➤ San Dimas Station Art Concept

**San Dimas Station Artist Team: Eugene Daub and Anne Olsen Daub**

Eugene Daub and Anne Olsen Daub are the city-selected artist team for the San Dimas Station. Their artwork will capture the city's special "Sense of Place," born of a unique history in the citrus industry, a connection with the land, water and geography, its flora and fauna, along with cultural and community events and activities. There are no less than 25 parks and countless trails and hiking paths in the city. The station's various art concepts celebrate the wonders of the parks, mountains and local history. A series of larger than life "walking sticks" located on the platform are inspired by the animals and notable historic characters of San Dimas. They are sentinels that remind the viewer of unseen wonders and majestic vistas of the San Dimas area. They evoke a sense of exploration and discovery. They are an ageless symbol of the explorer in all of us. Animal footprints will be located on the platform or on the canopy column bases. The concepts developed for the station are delightful and interactive and allow the viewer an opportunity to pause and reflect on the city's unique character and place.

**Walking Sticks**  
bronze



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