

GLENDORA TO MONTCLAIR

MontclairStation



Foothill Gold Line

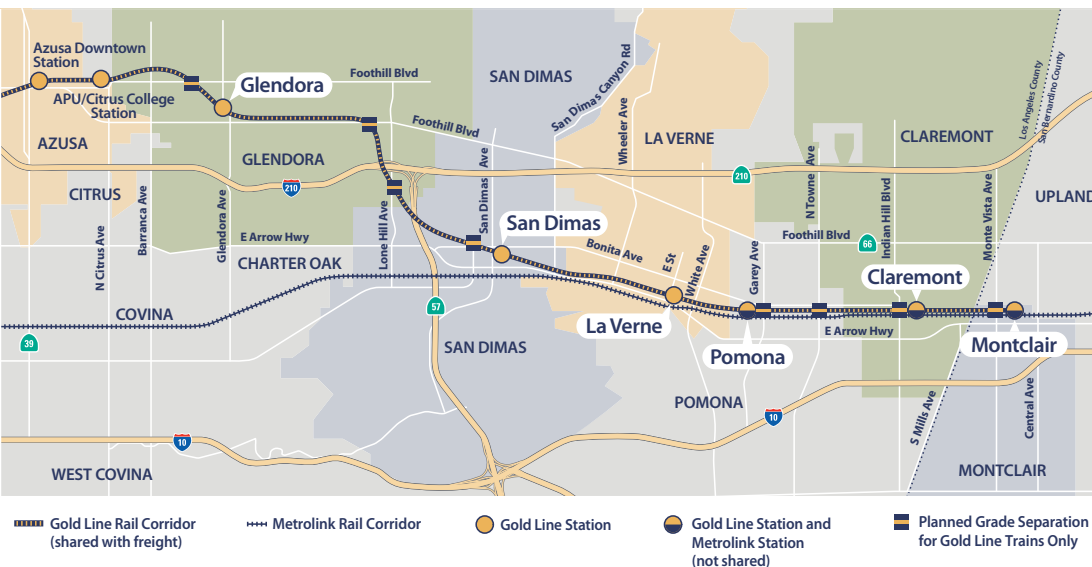
FALL 2018 | FACT SHEET

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 Montclair to Pasadena will take approximately 38 minutes and further to downtown Los Angeles will take approximately 67 minutes.

The Glendora to Montclair project broke ground in December 2017. 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 project was also recently awarded state funds (including SB1).

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 starting 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 (including 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

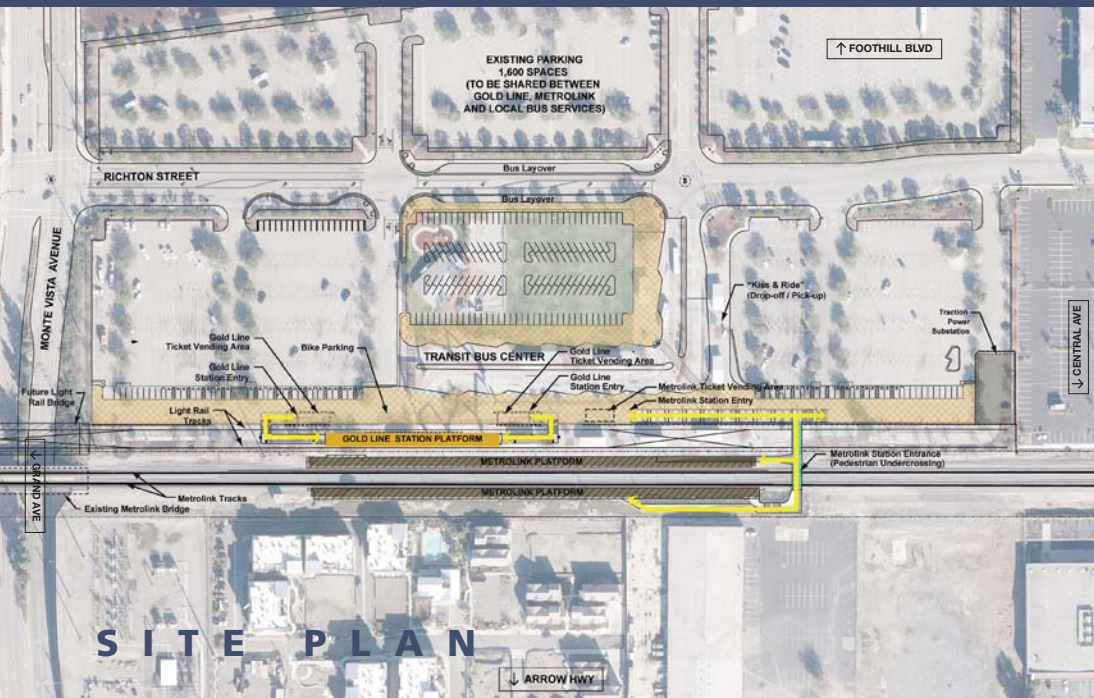
At-Grade (street level)

Crossings: 26

New and Renovated Bridges: 25



MONTCLAIR STATION



The current 1,600-space parking lot will be shared with Metrolink and the Gold Line, and include new accommodations with charging stations for EVs, bicycle parking, and improvements to the bus and drop off areas. Once completed, four tracks will run through the City of Montclair within one shared corridor – two light rail tracks on the north side for the Gold Line and two Metrolink/freight tracks on the south. While they will share the rail corridor, light rail trains and freight/Metrolink trains do not share tracks or stations.

The Montclair station will be located at the Montclair TransCenter, just east of Monte Vista Avenue and north of Arrow Highway. The Gold Line station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains) and will be located to the north of the existing Metrolink platforms. A connection will be built between the Gold Line and Metrolink platforms via the existing pedestrian tunnel to facilitate pedestrian movement between systems.

➤ Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first few 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 lane closures, noise mostly from construction vehicles during limited construction hours, and other construction-related activities). Minimal permanent changes are anticipated in the City of Montclair, and will include a new light rail bridge over Monte Vista Ave, new walls and fencing along the light rail corridor, and new overhead lines to power the more than 200 Gold Line trains anticipated to run daily.

Stay updated on construction by signing up for construction updates at www.foothillgoldline.org

➤ Montclair Station Art Concept

Montclair Station Artist: Ruth Ann Anderson

The city-selected artist for the Montclair Station is Ruth Ann Anderson. During a period of research and outreach to develop her artwork concept for the site, Ruth Ann noted the colorful illustrations of citrus packing labels and appropriated this graphic style to tell stories of historical and present-day Montclair.

On the platform, Ruth Ann envisions two glass and metal framed landmark towers. Each tower side is an illustrative journey about the city. Ruth Ann states, "I see this station conceptually as the beginning or ending of a journey for the transit rider. A bronze figure of a child looking west will sit on top of one of the glass towers. The figure is a reminder of both anticipation of arrival and the optimism of embarking upon a new journey."



Sign up to receive project updates at www.foothillgoldline.org