

# LaVerne Station



Foothill Gold Line

## Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system. The project will add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and may be built in phases.

The project broke ground in December 2017 and has completed two of four contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV). Major construction started in July 2020 and is expected to take five years to complete to Pomona (eight years to Claremont and Montclair if additional funds are secured by October 2021).

The project to Pomona is fully funded. Los Angeles County's sales tax measure (Measure M) is funding the majority of the project, along with residual Measure R dollars not used during the last phase of the project. The State of California is also providing a greenhouse gas reduction grant.

**Possible Construction Phasing:** The design-build contract awarded to KPJV includes a base scope for the first 9.1 miles of the project from Glendora to Pomona, with a contract option to complete the full 12.3-mile project to Montclair if \$450 million of additional funding is secured by October 2021. If the additional funding is not secured in time, the project will be constructed in phases.

The project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.



## PROJECT FAST FACTS

- Two Construction Phases:**  
9.1 miles (Glendora to Pomona); 4 stations  
3.2 miles (Pomona to Montclair); 2 stations
- Major Construction Began:** July 2020
- Anticipated Completion Year:**  
2025 to Pomona  
2028 to Montclair
- Daily Train Traffic:** More than 200 Gold Line trains.

- Capacity:** 200 passengers per light rail car; two- to three-car trains.
- Speed:** 55 mph (maximum)

**Train Power Source:** Electricity

**Parking:** Parking is planned at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off).

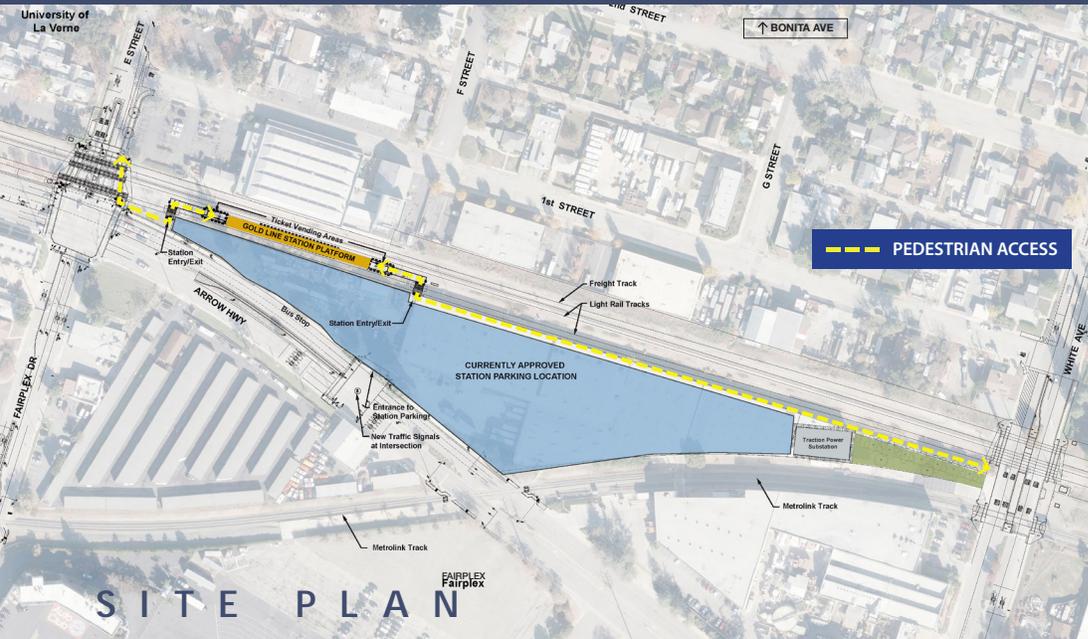
**At-Grade (street level) Crossings:**  
21 to Pomona (26 total to Montclair)

**New and Renovated Bridges:**  
19 to Pomona (24 total to Montclair)

**Travel Time:** Once the line is in service, a trip from La Verne to Pasadena will take approximately 31 minutes and further to downtown Los Angeles will take approximately 60 minutes.



# LA VERNE STATION



The La Verne Station and associated parking facility (with charging stations for EVs, bicycle parking, and bus and drop off areas), will be located north of Arrow Highway and east of E Street, between the University of La Verne and the Pomona Fairplex. The station will be a center platform station, with the light rail tracks on either side (one for westbound and one for eastbound trains). Entrance to the station will be from both E Street and White Avenue, as well as from the parking facility. 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.

## Construction – What to Expect

Major construction on the project started in July 2020, after nearly a year of coordination, engineering/design work and pre-construction activities. The first six-months of major construction will include reconstruction of several at-grade (street-level) crossings, start of construction on several bridges, corridor-wide brush clearing, utility relocation, and more. A public information office will be opened in La Verne as soon as it is deemed safe due to Covid-19.

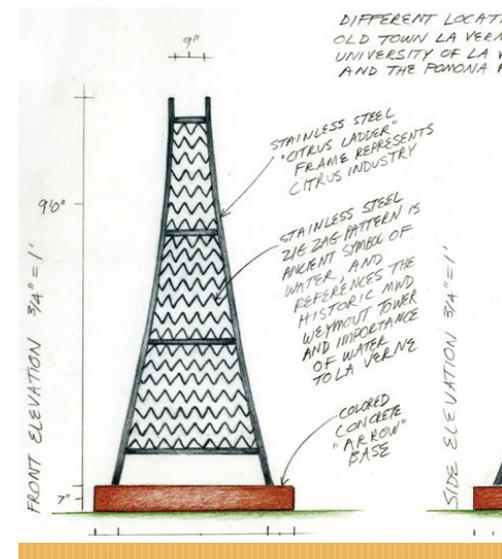
For efficiency of cost and scheduling, the project will be built in layers by the design-builder (underground utilities, drainage, communication/systems, street crossings, bridge construction, ballast installation, track installation, etc.), with specialty crews moving from one place to another completing their layer. This process - which includes tens of thousands of work activities - allows the design-builder maximum flexibility to schedule crews and equipment, as well as arrange for needed materials. In La Verne, major construction is expected to begin at the Wheeler Avenue railroad crossing in October and at the A Street and Fulton Avenue railroad crossings in December. Before construction begins, the community will be notified primarily by email of the upcoming construction activities, detours, duration and the nature of the work.

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 more than 200 Gold Line trains anticipated to run daily. The Gold Line tracks will cross White Avenue at street level, and White Avenue will be restriped to add a second northbound lane from the railroad tracks to 6th Street. The freight track will remain at street level.

## La Verne Station Art Plan

**La Verne Station Artist: Blue McRight**

The city-selected artist for the La Verne Station is Blue McRight. Blue plans to create three station landmarks, symbolizing the history and architecture of La Verne and the community's connection to water. The artworks will become engaging landmarks visible from the train station and surrounding streets. A central theme in her art plan is the shared history of citrus and water. The steps of an old orchard ladder, both literally and metaphorically, will create a repeating zig-zag pattern – an ancient symbol of water. This pattern appears in the ceramic tile ornamentation of the Metropolitan Water District's Weymouth Tower, a landmark in the City of La Verne. The zig-zag shape was also prominently featured as the roofline of the now-demolished La Verne Orange and Lemon Grower's Association building. An important example of shared infrastructure in the La Verne area is Arrow Highway. This important connector will be symbolized in the artwork by arrow-shaped, colored concrete bases for each sculpture. Each 'arrow' will point to one of three important community partners (Downtown La Verne - symbolizing the city; the University of La Verne; and the Pomona Fairplex); thus each sculpture will be oriented in a different direction.



### FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: [CommunityRelations@kiewit-parsons.com](mailto:CommunityRelations@kiewit-parsons.com)

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

Sign up to receive construction alerts at [www.foothillgoldline.org](http://www.foothillgoldline.org)