

San Dimas Station



Foothill Gold Line

SPRING 2021 | 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. 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 (six 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. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair.

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 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
2026 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: 289-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

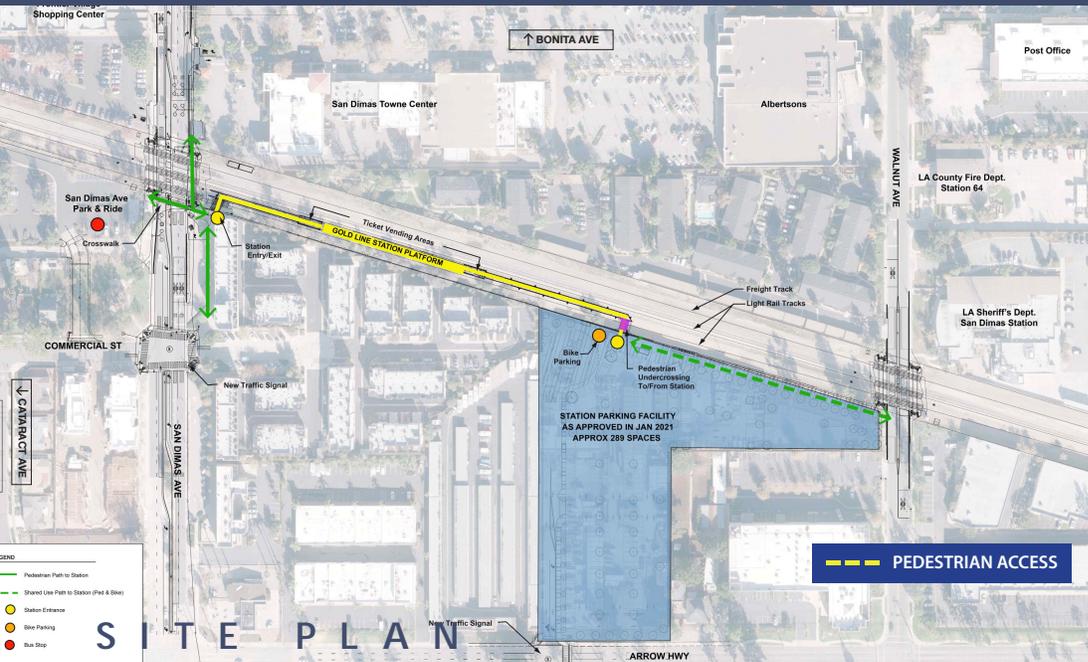
At-Grade (street level) Crossings:
21 to Pomona (26 total to Montclair)

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

Travel Time: Once the line is in service, a trip from San Dimas to Pasadena will take approximately 27 minutes and further to downtown Los Angeles will take approximately 56 minutes.



SAN DIMAS STATION



San Dimas Station Art Plan

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 plans 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 plans 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.

The San Dimas Station and associated 289-space parking facility (with EV charging stations, bicycle parking and an area for buses and passenger drop off) will be located east of San Dimas Avenue between the rail corridor 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.

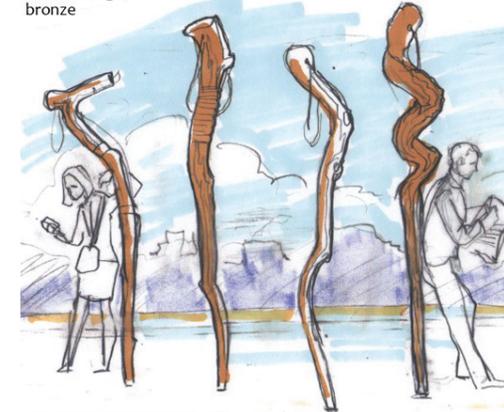
Construction – What to Expect

For efficiency of cost and scheduling, the project is 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. Current and upcoming construction notices are available anytime at foothillgoldline.org.

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. Additionally, the intersection of Bonita Avenue/Cataract Avenue will be fully reconstructed, and a new traffic signal will be installed to replace the current stop signs. A new light rail bridge will be built over the Bonita Avenue/Cataract Avenue intersection for Gold Line trains only, requiring the permanent closure of Monte Vista Avenue at the railroad corridor to vehicles. The bridge and intersection changes are required by the California Public Utilities Commission for safety. A new pedestrian underpass will be built to allow north/south pedestrian access at Monte Vista Avenue. The freight track will remain at street level.

For safety, the following improvements are planned along San Dimas Avenue: (1) at the San Dimas Avenue/Bonita Avenue intersection the project will add two right turn lanes (one northbound and one southbound) as well as upgrade the traffic signal; (2) the San Dimas Park and Ride's eastern driveway (just south of the railroad tracks) will be closed permanently and a new driveway constructed at Commercial Street with a left turn only restriction; and (3) a new traffic signal will be installed at Commercial Street/San Dimas Avenue.

Walking Sticks
bronze



FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: 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