

Montclair Station



Foothill Gold Line

Project Overview

The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro A Line light rail system (renamed the A Line as of June 2023). The project will add new Gold Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair, and will be built in phases. The Glendora to Pomona segment is fully funded and under construction now; while the Pomona to Montclair segment (including the Claremont Station) is currently seeking full funding.

Glendora to Pomona Phase: After completing two earlier contracts to relocate utilities, in October 2019, the Construction Authority hired Kiewit-Parsons, a Joint Venture (KPJV), to design and build the fully-funded 9.1-mile, four-station Glendora to Pomona project segment. Major construction started in July 2020 and is on track to be completed in early-January 2025 to Pomona.

Future Construction Phase: The segment from Pomona to Montclair, including the Claremont and Montclair Stations, is not yet fully funded. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair, which will take five years to build once funding is secured.

The current construction project from Glendora 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 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
TBD to Claremont & Montclair (contingent on the funding year)

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: The current 1,600-space parking facility including new EV charging stations, bicycle parking, and improvements to the bus and drop off areas.

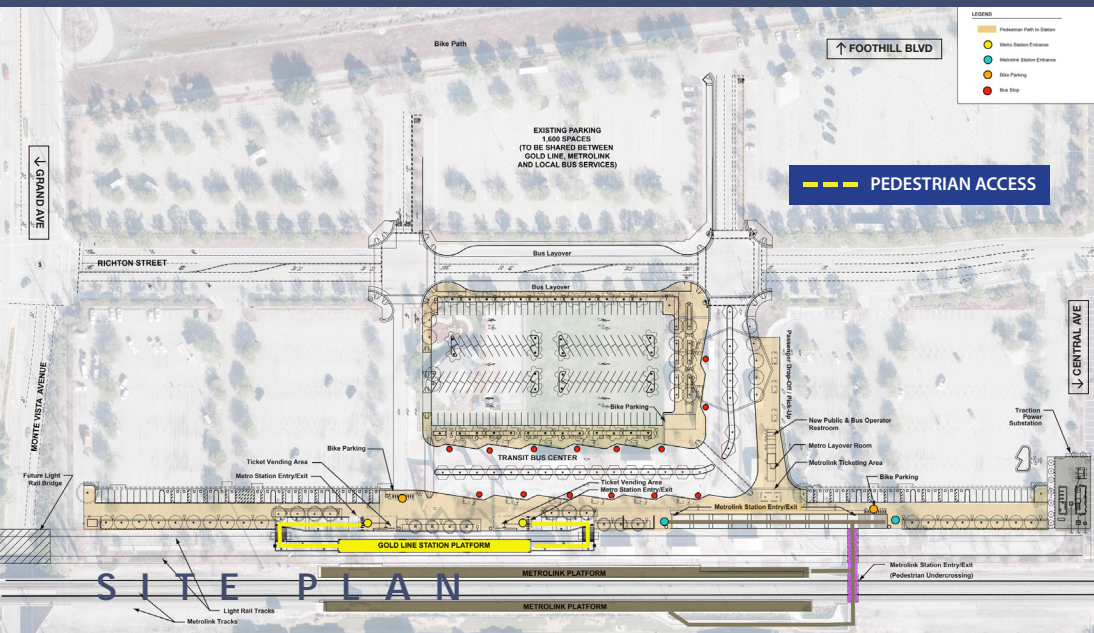
At-Grade (street level) Crossings: 21 to Pomona (5 more to Montclair)

New and Renovated Bridges: 19 to Pomona (5 more to Montclair)

Travel Time: Once the line is in service, a trip from Montclair to Pasadena will take approximately 38 minutes and further to downtown Los Angeles will take approximately 67 minutes.



MONTCLAIR STATION



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.

The current 1,600-space parking lot will be shared with Metrolink, Gold Line and local bus services, 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.

Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. Since then, the Construction Authority has completed two contracts and hired Kiewit-Parsons, a Joint Venture, for the main design-build contract. Major construction started in July 2020 and is expected to take five years to complete to Pomona.

Once funding is secured for the segment from Pomona to Montclair, the community can expect the project to take five years to build. During construction, temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related activities) should be expected.

Minimal permanent changes are anticipated in the City of Montclair, and will include a new light rail bridge over Monte Vista Avenue, 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.

Montclair Station Art Plan

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 plan 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.

At the entry, she will create a glass and metal framed landmark tower. The tower will be made of a collection of illustrative graphic images that tell a story about the city. On the platform, Ruth Ann envisions a bronze sculpture of a child. The sculpture will be placed upon a concrete relief base with references to the cardinal points. Ruth Ann states, "I see this station conceptually as the beginning or ending of a journey for the transit rider. The bronze figure of a child looking west is a reminder of both anticipation of arrival and the optimism of embarking upon a new journey."



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 project updates at www.foothillgoldline.org