

San Dimas Station

MARCH 2024 | FACT SHEET



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 A Line stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases. Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

Glendora to Pomona Phase: The 9.1-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and is now more than 82% complete. The project remains on budget and on time for an early-January 2025 construction completion; at which time the project is turned over to Metro for training and pre-revenue operations. Metro determines when passenger service begins.

Future Construction Phase: The 3.2-mile, two-station Pomona to Montclair project segment is shovel-ready and is expected to receive the full funding needed through a state-funded grant program (SB125) in the next few years. In March 2024, the Construction Authority started the 15-month procurement process to hire the design-build contractor. Once funding is secured and a contractor hired, the project will take approximately five years to build to Claremont and Montclair.

Construction Funding:

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.

Funding is currently being sought to complete the final project segment from Pomona to Montclair. Los Angeles County has applied to fully fund the portion of the project in Los Angeles County with a state grant funded by SB125. San Bernardino County is responsible for funding the portion of the project in their county and has funding set aside from several local and state sources.

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 to Pomona (construction has not yet started from Pomona to Montclair)

Anticipated Completion Year:

2025 to Pomona
TBD to Claremont & Montclair (contingent on the funding year)

Daily Train Traffic: More than 200 Metro A 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 passenger 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 San Dimas to Pasadena will take approximately 27 minutes and further to downtown Los Angeles will take approximately 56 minutes.



SAN DIMAS STATION



The San Dimas Station is located east of San Dimas Avenue. The center platform station has light rail tracks on either side (one for westbound and one for eastbound trains). The single freight track that was located in the center of the rail corridor was relocated to the northern half to make room for the light rail tracks on the southern half of the corridor. While they will share the rail corridor, light rail trains and freight trains do not share tracks. The station's 289-space parking facility (with EV charging stations, bicycle parking and a passenger drop-off zone) was recently approved to be relocated south of the railroad tracks, just west of San Dimas Avenue (on the site is the former San Dimas Park and Ride).

Construction – What to Expect

Since construction began in July 2020, the contractor has completed work to relocate 9.1 miles of freight track, reconstruct 21 at-grade street crossings that required long-term street closures, built or renovated 19 bridges (including four new light rail bridges that cross major city streets), and completed installation of the light rail tracks. In Fall 2023 and continuing through all of 2024, crews will be focused on completing the power, train control and safety systems, the four new stations and associated parking facilities, as well as testing the new light rail systems. The project will be turned over to LA Metro in early-January 2025 for pre-revenue operations (Metro determines when passenger service begins). Current and upcoming construction notices are available anytime at foothillgoldline.org.

During the remaining construction, the community can expect temporary impacts (such as short-term lane closures, noise mostly from construction vehicles, and other construction-related issues). Permanent changes are occurring 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 wires to power the more than 200 light rail trains anticipated to run daily. The reconstruction of the Bonita Avenue/Cataract Avenue intersection is now complete with new traffic signals to replace the previous stop signs. The new light rail bridge (over the Bonita Avenue/Cataract Avenue intersection) is also now complete. The bridge and intersection changes were required by the California Public Utilities Commission for safety. The new Monte Vista Avenue pedestrian underpass is now available to allow north/south pedestrian access. The freight track will remain at street level.

For safety, the following improvements were made along San Dimas Avenue: (1) a new traffic signal was installed at Commercial Street/San Dimas Avenue; (2) new right turn lanes built on San Dimas Avenue at Bonita Avenue (one northbound and one southbound) and the traffic signals upgraded; and (3) in the future (when the parking facility opens) no right turns will be allowed out of the parking facility onto Commercial Street. As part of the project, speed humps were recently installed on Railway Street.

San Dimas Station Art Plan

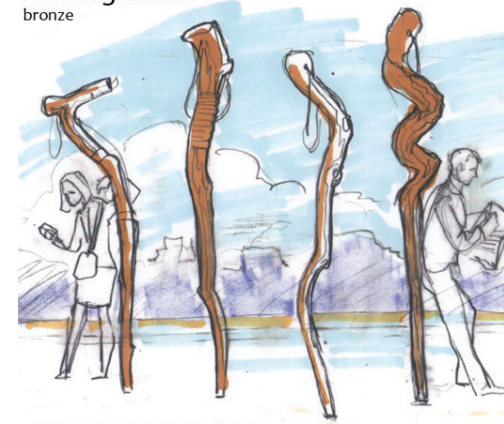
San Dimas Station Artist Team:

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. Four larger than life "walking sticks" located on the platform are inspired by the flora and fauna 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. One of the walking sticks will include the city slogan "Experience the Beauty." The Daub team will also be creating 7 hand sculpted bas-relief ceramic panels that will be located on the canopy column bases of the station platform. The artwork's 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



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