SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-5

Please see revised Chapter 3-15 for a discussion of parking impacts.

Comment PH 6-6

Stations options near downtown that were proposed in the Draft EIS/EIR have been dropped per the City’s request. City Council approved the station and parking location at Eucla that is contained in the Final EIS/EIR.

Comment PH 6-7

Revised Chapter 3-15 contains a Grade Crossing Hazard analysis, which analyzed the cited location.
RESPONSE TO COMMENT

Comment PH 6-8

See response to Comment PH 6-6.

Comment PH 6-9

Subsequent to the Draft EIS/EIR, the potential use of the Lemon Grove Association Packing House as a station location was dropped from consideration.
SAN DIMAS PUBLIC HEARING COMMENT

maximizes the impact of the residential neighborhood. As we go to the southeast side of the Bonita and Cataract down to the existing Park and Ride where the streets are, as the train stops, you are blocking intersections, you are doing a number of things, and I don’t think that is a particular asset to the downtown either.

I think the one area that gives us the room to expand most readily the distance to park the trains with a minimal impact to residential areas is the southeast side of the railroad tracks and San Dimas Avenue, the east side of San Dimas Avenue south of the tracks. It's an industrial area, it's an open area, it's storage, it's open fields. I think it's the minimum acquisition cost and I think it is gives the maximum flexibility with a minimum impact to the residential neighborhoods, and I think in hindsight that may be the most logical place for it to be.

I'm not completely convinced this is the world's greatest thing having been involved in the Red Line and Blue Line and a few others. I have a great deal of skepticism about the success and the amount of money that it spends to get there. I'm going down there to look at it, but I think the two sites that we looked as the landscaping, the overhead arches, the intersection --

RESPONSE TO COMMENT

Comment PH 6-10

See response to Comment PH 6-6.
RESPONSE TO COMMENT

Comment PH 6-11

See response to Comment PH 6-6.

Comment PH 6-12

The cited location is no longer proposed for parking. City Council approved the station and parking location at Eucla that is contained in the Final EIS/EIR.

Comment PH 6-13

See response to Comment PH 6-12.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-14

See revised Chapter 3-15 for a discussion of traffic.
Comment PH 6-15

No tunneling is proposed as part of the Foothill Extension.

Comment PH 6-16

See response to Comment PH 6-15.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-17
See revised Chapter 5 for a discussion of the implementation schedule.

Comment PH 6-18
See revised Chapter 3-17 for a discussion of visual impact. Overhead wiring is a standard component of the LACMTA light rail system.

Comment PH 6-19
See response to Comment PH 6-18.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-20

Your support for the Foothill Extension project is acknowledged.

consider that for the whole thing going clear down, but
definitely in this city. Thank you.

MAYOR MORRIS: Anyone else? Anyone else like to
speak? This is an opportunity for your comments. They
will be taken into consideration for the final response on
the EIR.

MR. WEINGARTEN: My name is Greg Weingarten, and I
came from Harbor City, which is a long way away, but I
came tonight with the 15 meetings the Gold Line is having,
this is the only one in a city that is horse friendly.
And I was talking with Krishna here, the public works
director about I hope you won’t mind my referring to what
were talking about, but I was saying, you know, if you
have a horse and you want to go for a ride for a long
ways, maybe you want to come back on a rail line, and I
like to see Metrolink if not a streetcar, light rail not
necessarily but a Metrolink bring you back from Redlands
or somplace that you have ridden to.

But anyway, without trying to explain anything, I
think you ought to consider the fact that you are leading
the way by being a horse friendly community, and noise and
trains with horses, I don’t really see that’s a problem,
but you are leading the way, and I think you ought to
think about it some. Thank you for your time.

MAYOR MORRIS: Thank you for your comments.
RESPONSE TO COMMENT

Comment PH 6-21

See the revised Chapter 3-15 for a discussion of parking.
SAN DIMAS PUBLIC HEARING COMMENT

Comment PH 6-22

See revised Chapter 3-1 for a listing of the private properties that would need to be acquired for the San Dimas station parking structure.

Comment PH 6-23

See response to Comment PH 6-6.
SAN DIMAS PUBLIC HEARING COMMENT

PH 6-24

RESPONSE TO COMMENT

Comment PH 6-24

Subsequent to the Draft EIS/EIR, the Double Track option was dropped from consideration.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-25

Freight operations will continue through the city.

1. It, I don't think anybody anticipated that that was going
to happen. So we have the opportunity to try and
anticipate, look into some kind of crystal ball. I would
hate to see the commercial rail suddenly find that this
was like a great opportunity to increase freight and
things like that, because I don't want them in San Dimas.
You know, I don't want them -- we are going to have enough
congestion, and I feel that I can support this idea,
because if La Verne and Claremont are supporting it and
Glendora and Arroyo, they are not going to stop the train
in city limits, you are not going to go around us, you are
not going to go over us. So my thoughts are let's make
this thing as right as right can be, so I don't want the
freight.

MR. CANNEL: We'll have you lead our railroad
negotiations.

COUNCIL MEMBER TEMPLEMAN: I don't care about them
right now.

MAYOR MORRIS: At 11:45 every evening you can hear
the freight train coming through if they are on time, but
if you live anywhere downtown --

COUNCIL MEMBER TEMPLEMAN: I can hear it, and I grew
up here.

MAYOR MORRIS: -- you can hear the whistle here
and --
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-26

Revised Chapter 3-15 contains a Grade Crossing Hazard analysis, which analyzed the cited location.

Comment PH 6-27

LRT vehicles would typically cross through an intersection in about 40 seconds.

Comment PH 6-28

This comment cannot be responded to by the Lead Agencies.
SAN DIMAS PUBLIC HEARING COMMENT

Monrovia, Arcadia, Irwindale, so forth. San Dimas and even
La Verne out to Montclair, so that would give the eastern
or the San Gabriel Valley at least five votes on a seven
man board, and I think that's what we want. It would not
be controlled by L.A. city and MTA would not have any
representation, and the CGO which is our 31 cities would
decide four votes and Mike Antonovich would be one of
them. Mike Antonovich has been very supportive of the
San Gabriel Valley cities, so we feel comfortable with
that, so hopefully that will pass. I understand, and I am
not sure, that this is acceptable to MTA, which is very
important because they control a lot of the Los Angeles
delagation.

MAYOR MORRIS: Does Burlington Northern Santa Fe
retain freight rights all the way down to downtown
Los Angeles?

MR. CANNELL: No, they don't.

MAYOR MORRIS: So there is no chance they can run
freight over this line that will be from essentially the
Alameda Corridor east?

MR. CANNELL: Right now the only rights they have is
to -- right now there is a granary west of Irwindale.
Monrovia, excuse me, and there is some T tracks, but that
is the far extent they have to the rights.

MR. JENKINS: Basically they can go to Santa Anita

RESPONSE TO COMMENT

Comment PH 6-29

If the proposed project were implemented, freight service would be
terminated in Irwindale.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-30

The commentor is a project sponsor; no reply is needed.
SAN DIMAS PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 6-31

The cited location was later eliminated by the City.
RESPONSE TO COMMENT

Comment PH 7-1

The proposed site would not be viable because it is a public park.

Comment PH 7-2

See revised Chapter 3-15 for information on traffic impacts.

Comment PH 7-3

The potential for shared right of way with Metrolink through the city was evaluated and found not to be feasible without generating substantial impacts.
RESPONSE TO COMMENT

Comment PH 7-4

The importance of the Deodar cedars to the City was recognized, as reported in revised Chapter 3-17, Visual.

Comment PH 7-5

See response to Comment PH7-4.

Comment PH 7-6

See revised Chapter 5 for a discussion of project funding.
RESPONSE TO COMMENT

Comment PH 7-7

No response to this comment can be made by the Lead Agencies.
 RESPONSE TO COMMENT

Comment PH 7-8

The Purpose and Need Statement does not address specific locations of congestion, but rather the overall congestion on the freeways serving the study corridor.

Comment PH 7-9

The cited goal is part of the Alternatives Analysis, discussed in Chapter 2.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-10

The issue cited is included in the Purpose and Need Statement in Chapter 1.

Comment PH 7-11

See response to Comment PH7-9.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-12
Travel times on the proposed LRT service are described in revised Chapter 2.

Comment PH 7-13
Forecasts are based on 10-minute headways, with 3-car sets during peak hour.
LA VERNE PUBLIC HEARING COMMENT

Mr. Jenkins: You mean the trains or --
Planning Commissioner Kriezel: The trains.
Mr. Jenkins: Our forecasts for the future is looking at running them every ten minutes during the peak hour and those would be three car trains on that. That means you could get six trains an hour. Each three-car train could carry up to 500 people. So essentially it's 3,000, the capacity of that is 3,000 persons in one direction. Your average automobile lane is about less than 2,000 persons.
So it carries -- it's equivalent to one to two freeways.
And it's capable of going to what's called five minute frequencies on that in the longer term which means you could have 12 trains per hour, which gives you -- and that gets a little bit to the issue of the 25 percent, because if you could carry 6,000 people per hour, that's equivalent to three to four travel lanes on the freeway.
So it has that capacity and it has that capability of being expanded. I mean even you could start out at a one-car train, you could make them to go two cars, and you will be able to hook up to three cars together, and then you can change the frequency of service.
Planning Commissioner Ostrander: What impact does that have on the cross streets?
Mr. Jenkins: Well, that's part of our analysis and that's part of when we look at the frequency of the...
RESPONSE TO COMMENT

Comment PH 7-14

See revised Chapter 3-15 for information on traffic.
RESPONSE TO COMMENT

Comment PH 7-15

Stations are located at least 180 feet from street crossings so that LRT vehicles do not block streets.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-16

The influence of freight traffic noise is included in the noise impact analysis. See revised Chapter 3-11 for information on noise impacts and mitigation.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-17

The concern would be addressed through signal design.
RESPONSE TO COMMENT

Comment PH 7-18

Information on vibration impacts and mitigation is reported in revised Chapter 3-11.

LA VERNE PUBLIC HEARING COMMENT

made all of the stations meet the 180 minimum criteria, at
least from a planning standpoint, and as Mike said is
that's the guideline.

MR. CANNELL: We actually did something a little
different in Pasadena than the Blue Line. We actually
made it less noise -- when an operator comes in and it's
the near side station, like let's say it's right before
the crossing, the gate will remain up and no bells will be
ringing, and it's built into the timing. It's like 20
second timing. That is the time normally allotted as Tom
alluded to, and then the gates will come down. Now if
they come down and there is a problem, let's say a
wheelchair needs a little extra help or whatever, the
operator has a button on the train that can bring the gate
back up and when he is ready to leave, he pushes the
button and the gate goes down. So we try and accommodate
for things like that.

PLANNING COMMISSIONER SANCHEZ: Effects of the
construction period, are you talking about vibration
mitigation? How is that accomplished and how big of a
concern is vibration during --

MR. CANNELL: Well, in Phase 1 it was an issue in
Orin, Colorado. There was a very close building to the
tracks, the vibration was very -- in fact it was -- it's
going to get down to the proximity of the tracks to the
RESPONSE TO COMMENT

Comment PH 7-19

See revised Chapter 3-11 for information on noise barriers.
LA VERNE PUBLIC HEARING COMMENT

Development and Public Works, but we'll certainly have to have coordination with the police department in terms of traffic control and whatnot as well.

MR. JENKINS: Police and fire would be part of the what we say is sort of the fire life safety team. That would be another sort of group that would be formed by the Authority and MTA throughout because there is --

MR. FREDERICKSEN: That's really the whole team before we get done.

PLANNING COMMISSIONER SANCHEZ: The TR5's, transportation power substations, I understand there is going to be two in La Verne? I thought I saw there was going to be.

MR. CANDELL: The triangles? They could be.

They are only about a mile, mile and a half apart.

MR. JENKINS: About 6,000 feet apart.

PLANNING COMMISSIONER SANCHEZ: Do they make noise?

Do they buzz like high tension power lines, something like that?

MR. CANDELL: They are very low. "Hnnnnnnnnn."

It's not very loud.

PLANNING COMMISSIONER SANCHEZ: I'm just asking because --

MR. CANDELL: It's a great question because I have seen generators that are very loud. The way these

RESPONSE TO COMMENT

Comment PH 7-20

The location of Traction Power Substations is provided in Chapter 2.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-21
Gasoline taxes are available for highway and transit improvements.

Comment PH 7-22
See revised Chapter 5 for a discussion of funding.
LA VERNE PUBLIC HEARING COMMENT

PH 7-23

RESPONSE TO COMMENT

Comment PH 7-23

Parking for the LaVerne Station would be provided at the Fairplex.

MR. JENKINS: Even in New York City and its high ridership and everything is about 40 to 42 percent return from the fare box.

MR. CARRELL: What's interesting, there was a study years ago that people think that's a lot of money to subsidize, but when you go to the gasoline pump, you are subsidizing through tax, it's almost like a fare. People don't compare the two normally.

CHAIRMAN KENDRICK: Anybody else have anything else?

Thank you.

MR. CARRELL: Thanks for your good questions.

MS. ANDREW: This is a public hearing. We want to hear from the public.

CHAIRMAN KENDRICK: We are going to open up the public hearing right now. I would ask that everybody that gets up, please fill out a speaker card, give it to Darleen. We will try and answer all of your questions this evening. If you have questions that have already been asked, try and think of another one, please, and we'll get to as many as we can or all of them. Okay.

MR. REEVES: My name is Dennis Reeves. I am a property owner on Palomares, but the question I had, and it came up briefly, was I look at these maps over here, and I see Pomona with proposed parking, none in La Verne.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-24

See response to Comment PH 7-21.

Comment PH 7-25

See response to Comment PH 7-21.

Comment PH 7-26

The suggested station site at Wheeler was dropped from consideration. The station in LaVerne will be near E Street.

Comment PH 7-27

See response to Comment PH 7-24.
La Verne Public Hearing Comment

PH 7-28

Street, actually the most major north/south street going
down to Arrow Highway in La Verne. If you are saying
trains are going to go past every five minutes at peak
hours, 30 seconds in the station, so they will be about
four and a half minutes apart or somewhere around in
there, that means the arms are going to be down blocking
traffic every four and a half minutes. If you have ever
been on Wheeler between 7:00 and 8:00 in the morning, it
gets backed up. I mean it gets backed up. So the timing
of the lights and everything right there would be a
concern on that particular -- also that's a
40-mile-an-hour street right there. I think all of the
other streets are like 30 that we have to cross. So
safety is a huge issue with that many trains going past.
Now we get, what, maybe three, four, five freight trains a
day. So I think that's that safety.

And I did hear it was brought up that one of the
proposals was, I'm not sure, was to bring it south of
Arrow Highway before --

MS. ANDREW: It's to have Metrolink which now is
south of Arrow Highway crossing near paper pack crosses
Arrow Highway Metrolink is considering sharing the Gold
Line track, staying straight and crossing Arrow further
west. See that purple line there and you see that orange
line? So the Metrolink would continue on and then cross

Response to Comment

Comment PH 7-28

The cited peak hour headways are correct.

Comment PH 7-29

LRT vehicles would pass through intersections in about 40 seconds.

Comment PH 7-30

An alignment south of Arrow Highway was not considered.

Comment PH 7-31

The information cited is correct.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-32

Parking for the LaVerne Station would be provided at the Fairplex. See revised Chapter 3-13 for a discussion of safety issues.

Comment PH 7-33

Please see Chapter 2 for a discussion of modes considered for the corridor during the alternative analysis phase.

Comment PH 7-34

Estimates of ridership are shown in revised Chapter 2.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-35

Your support for the Foothill Extension is acknowledged.

goes no where. If you are going to build a train, it
needs to go to a viable place like the airport or I don't
know, maybe Disneyland, but this thing is just going to
ride in the center of the freeway, and big deal. You
think people are going to get out of their cars to get on
a light rail train and pay a buck 25? I don't think so.
It means they have to look for transportation at their end
destination, so it's either a taxi or a bus, and I
don't think people in this area are going to be doing
that.

That's my only concern. I think it's a big
waste of taxpayer dollars for this train, so that's all I
have to say. Thank you.

CHAIRMAN KENDRICK: If you could grab a card and fill
it out.

MR. RODRIGUEZ: Donald Rodriguez. I live in La Verne
on Arrow Highway. I commute to Pasadena every day. I
have been doing it going on 13 years. Since the extension
of the 210, it's gotten worse, you know. So there is a
commuter bus that I take. It's the 690, the Foothill
Transit. It's full every day. We need it to come out to
La Verne. We need it to continue east to San Bernardino.
People will ride it if it goes somewhere. Right now it
stops in Pasadena. It serves, what, 14 miles, the Gold
Line? If you continue it out to Claremont, Montclair,
LA VERNE PUBLIC HEARING COMMENT

PH 7-36
there will be ridership.
I think the station proposed at the Fairplex
would be the most viable one because you could erect a
structure on the north part of the property. You could
work something out. It would be a true transit station.
Arrow Highway and White is a CHP location, so there are
lots of cars going through that intersection anyways,
might as well build a parking structure there. I live on
Arrow Highway just off of White. I would have no problems
with that. It would get people out of their cars, it
would reduce pollution, it would make my commute probably
half. Right now it takes an hour and 15 minutes. They
said 30 minutes to 40 minutes from La Verne to Pasadena.
We need to get people out of their cars, and it would be a
great solution, but I do think the Fairplex station would
be great, and that's all I have to say. Thank you.

CHAIRMAN HENDRICK: Thank you very much.

MR. BOCKS: My name is John Bocks. I just wanted
to say that I agree with the first two gentlemen that
spoke, not the last gentleman, and my concern is that I
think this project is going to cost $1,016,200,000, that's
what it says in that chart there, and then on that chart
over there, it says that in the first year, there is going
to be 5,245 cars using it. I think that's what it says.
That means that it's going to be almost two million

RESPONSE TO COMMENT

Comment PH 7-36
No station was proposed at the Fairplex. The closest station is the E
Street location, which was selected by the City.

Comment PH 7-37
Parking for the LaVerne station will be provided at the Fairplex.

Comment PH 7-38
Information on air quality benefits in reported in revised Chapter 3-2.

Comment PH 7-39
Information on travel times to Pasadena is provided in revised Chapter 2.

Comment PH 7-40
See revised Chapter 5 for information on costs and cost benefits.
RESPONSE TO COMMENT

Comment PH 7-41

The LRT system is electrically powered.

Comment PH 7-42

See response to Comment 7-39.

Comment PH 7-43

Information on noise barriers is reported in revised Chapter 3-11.
**LA VERNE PUBLIC HEARING COMMENT**

**Comment PH 7-44**

See revised Chapter 5 for information on funding.

**Comment PH 7-45**

Ridership forecasts are shown in Chapter 2.
Comment PH 7-46

The bonding status of the Orange County Toll Roads is outside the scope of the Foothill Extension project.

Comment PH 7-47

No response to this question can be made by the Lead Agencies.
LA VERNE PUBLIC HEARING COMMENT

RESPONSE TO COMMENT

Comment PH 7-48

See information in Chapter 2 regarding current and future travel times on the region’s freeways.

Comment PH 7-49

See response to Comment PH 7-46.

Comment PH 7-50

See revised Chapter 5 for information on proposed funding and cost effectiveness. Information on noise impacts and mitigation is reported in revised Chapter 3-11. Information about Acquisitions and relocation assistance is reported in revised Chapter 3-1.