

San Dimas Station



Foothill Gold Line

Project Overview

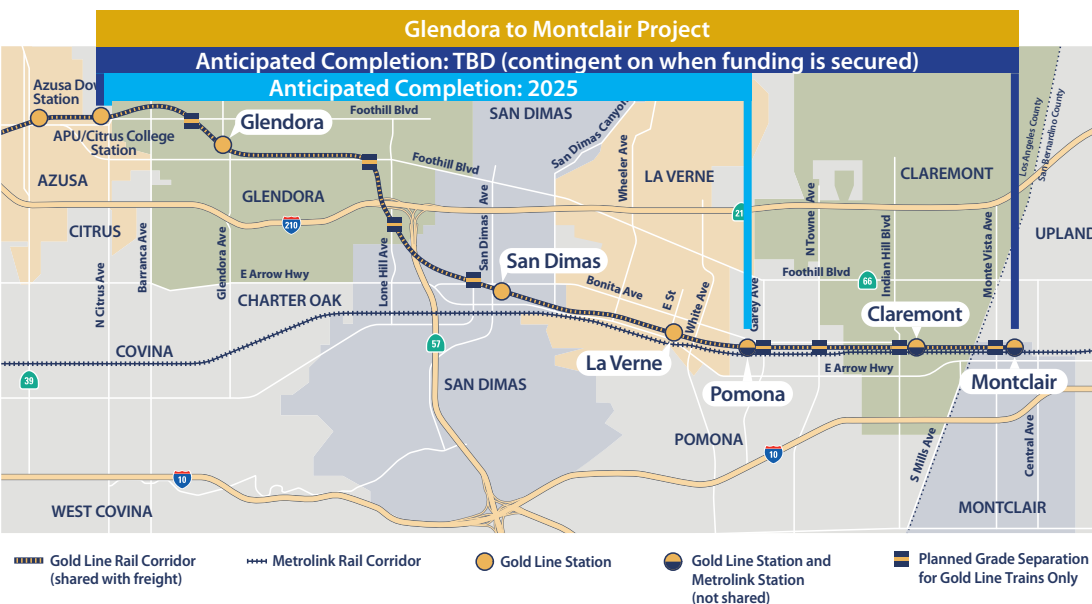
The Foothill Gold Line from Glendora to Montclair is a 12.3-mile extension of the Metro Gold Line light rail system (currently called the L Line). The project will add new stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and will be built in phases.

The project broke ground in December 2017 and has completed two of three contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit- Parsons, a Joint Venture (KPJV) to build the fully-funded 9.1-mile Glendora to Pomona project segment. Major construction started in July 2020 and is on track to be completed in early-January 2025. The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the full project to Claremont and Montclair.

Los Angeles County's sales tax measure, Measure M, is funding the majority of the project to Pomona, 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.

Future Construction Phase: The design-build contract awarded to KPJV includes the first 9.1 miles of the project from Glendora to Pomona. 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 be built as a separate phase.

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

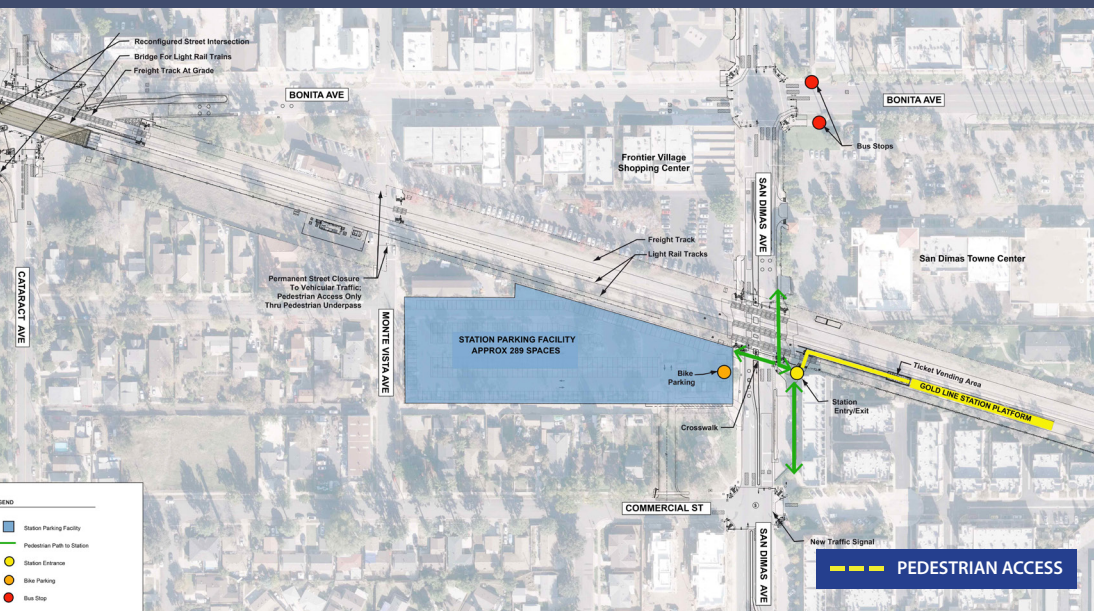
At-Grade (street level) Crossings: 21 to Pomona (5 more to Montclair)

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



SITE PLAN

The San Dimas Station will be located east of San Dimas Avenue. 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 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 current 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, and built or renovated 19 bridges (including four new light rail bridges that across major city streets). In 2023, crews will focus on completing the light rail system, including installing the tracks, power and communication systems; and completing the four new stations with art, as well as constructing the four new station parking facilities. In 2024, the focus will be finishing the parking facilities and testing the new light rail system, as it is prepared to be turned over to LA Metro in early-January 2025. 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 lines to power the more than 200 Gold Line trains anticipated to run daily. The reconstruction of the Bonita Avenue/Cataract Avenue intersection is nearly 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 are 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 at Commercial Street/San Dimas Avenue; (2) new right turn lanes on San Dimas Avenue at Bonita Avenue (one northbound and one southbound) and the traffic signals upgraded; and in the future (3) 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. As part of the future parking facility, the left turn pocket on northbound San Dimas Avenue will be extended and speed humps added to Commercial Street. No right turns will be allowed out of the parking facility onto Commercial Street.

San Dimas Station Art Plan

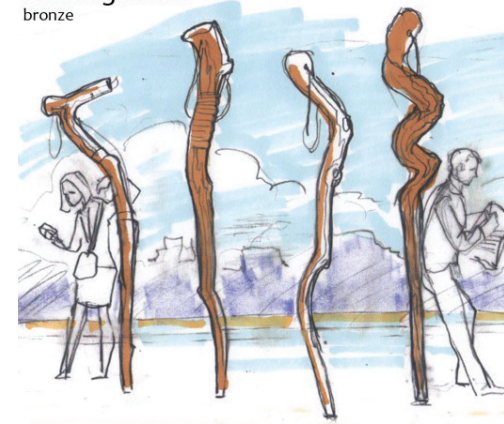
San Dimas Station Artist Team:

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