

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. The project will be built in phases, adding new Gold Line stations in the cities of Glendora, San Dimas, La Verne and Pomona, and then Claremont and Montclair.

The Project broke ground in December 2017 and has completed two of four contracts. The main design-build contract is expected to be awarded in August 2019, and major construction is expected to start in 2020 and take five years to complete to Pomona (eight years to Montclair if additional funds are secured within two years of work beginning).

The project is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County is being funded mostly by LA Metro's sales tax measures (Measure M and R); San Bernardino County is funding the majority of the portion in their county. The project has also received a nearly \$300 million greenhouse gas reduction grant from the State of California.

The Project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.

In late 2018, the Construction Authority received proposals from four highly qualified design-build teams competing to build the project. Through that process, the agency learned that the project would cost hundreds of millions of dollars more than was secured, requiring the project to be built in two phases. To learn more about the Construction Authority and the currently planned construction phasing, visit www.foothillgoldline.org.



PROJECT FAST FACTS

Two Construction Phases:

- 9 miles (Glendora to Pomona)
- 3 miles (Pomona to Montclair)

Estimated Completion Year to Pomona:

2025 (2028 to Montclair)

Parking: Parking is planned at all six stations (including EV charging stations, bicycle parking and an area for buses and passenger drop off).

Capacity: 200 passengers per light rail car; two- to three-car trains.

Speed: 55 mph (maximum)

Daily Train Traffic: More than 200 Gold Line trains.

Train Power Source: Electricity

At-Grade (street level)

Crossings: 26

New and Renovated Bridges: 24

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 and associated 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.

**The location for the San Dimas parking facility is not yet finalized.*

➤ Construction – What to Expect

The Foothill Gold Line broke ground in December 2017. The first few years of the project are being spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and is estimated to be complete in 2025 to Pomona (2028 to Montclair if additional funding is secured).

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, a new light rail bridge will be built over the Bonita Avenue/Cataract Avenue intersection (Gold Line only), requiring the permanent closure of Monte Vista Avenue at the railroad corridor. The bridge is required by the California Public Utilities Commission for safety. A new pedestrian underpass will be built to allow north and south pedestrian access at Monte Vista Avenue. The freight track will remain at street level.

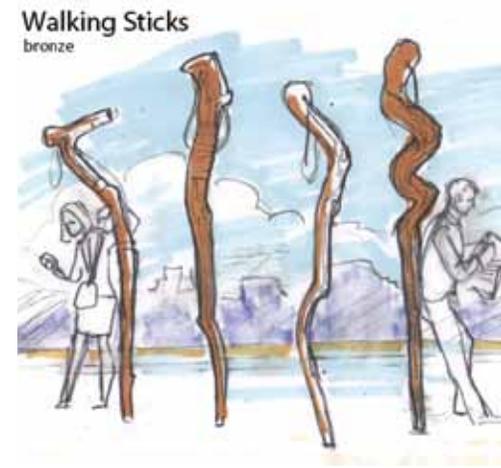
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➤ San Dimas Station Art Plan

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.



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