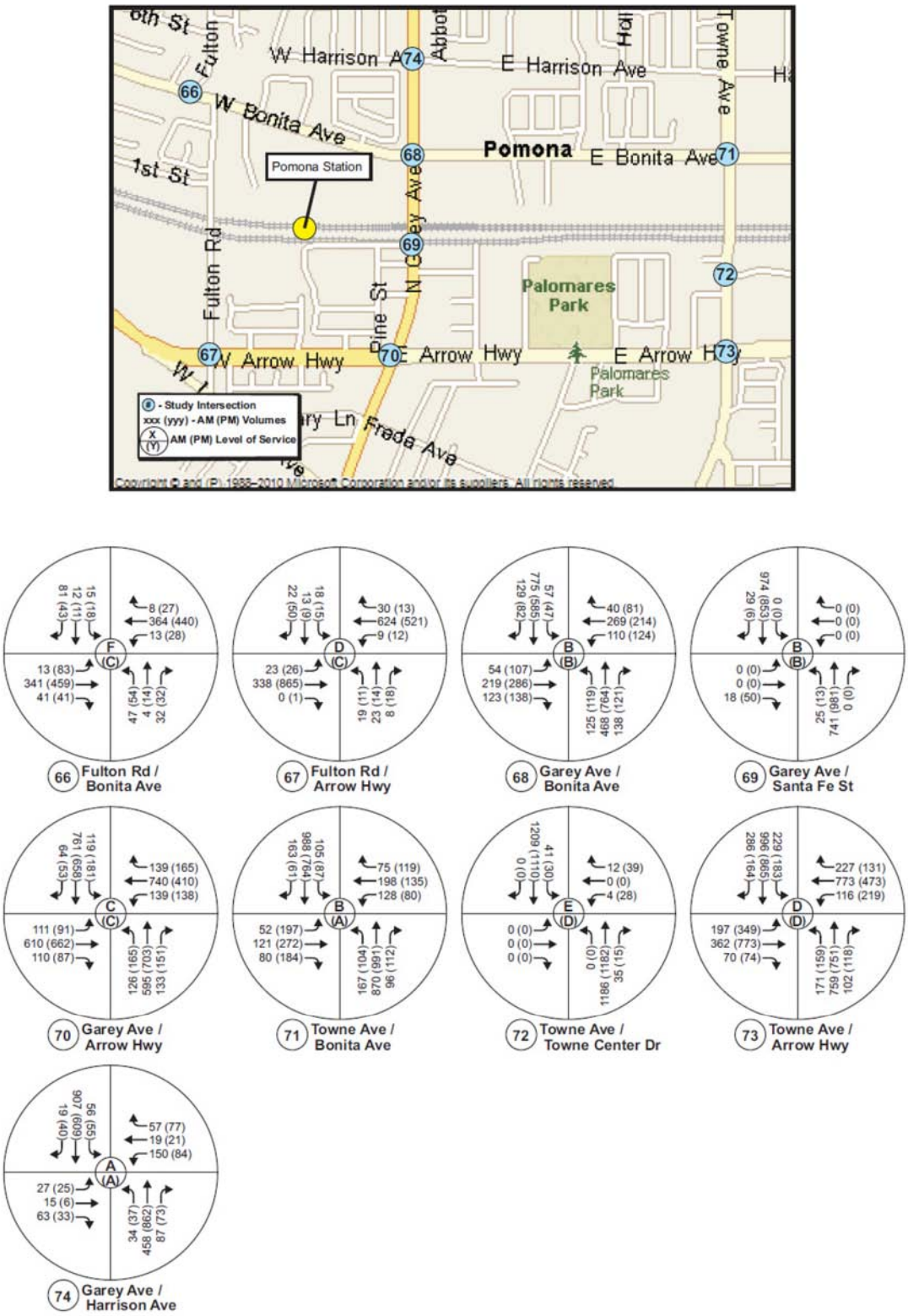
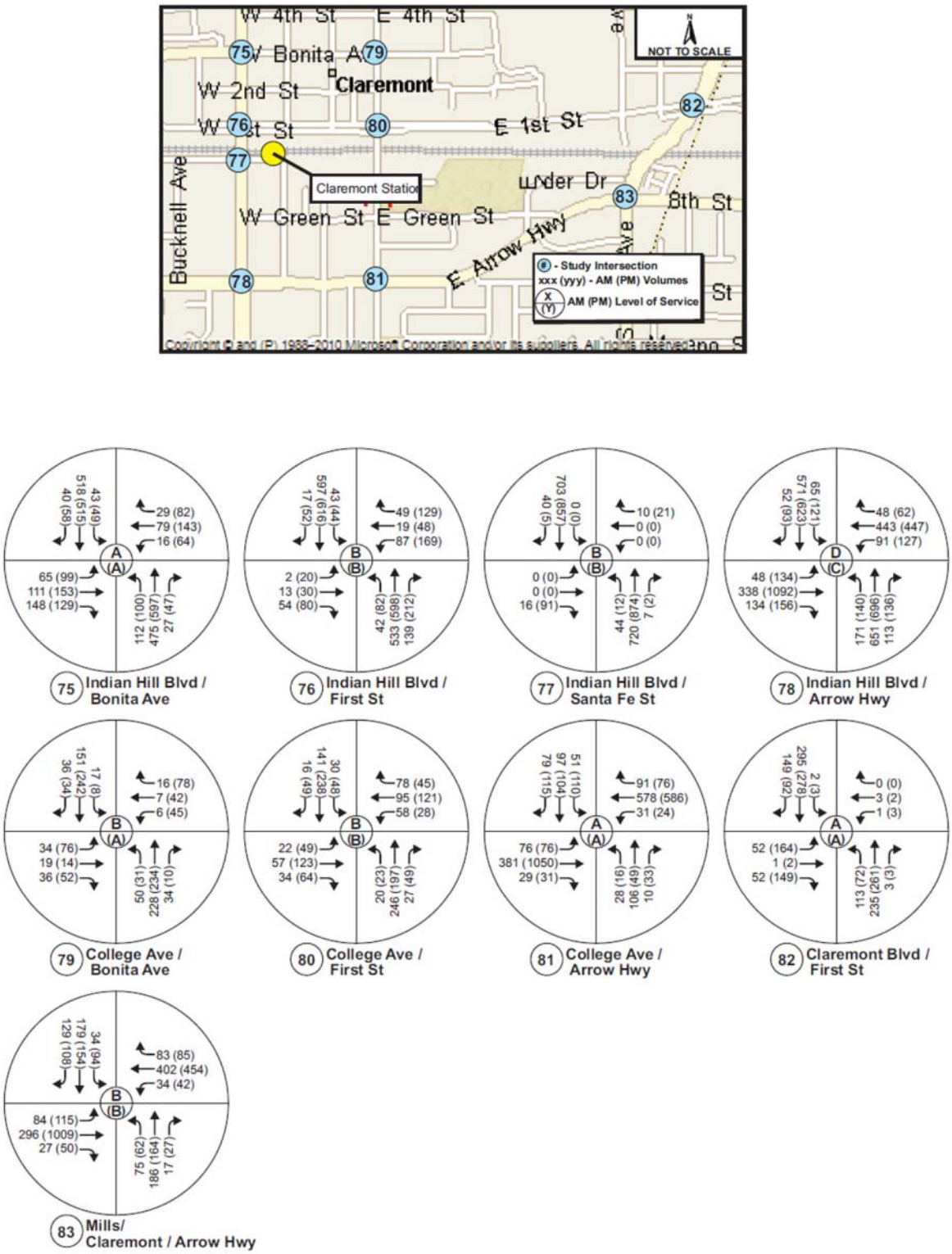


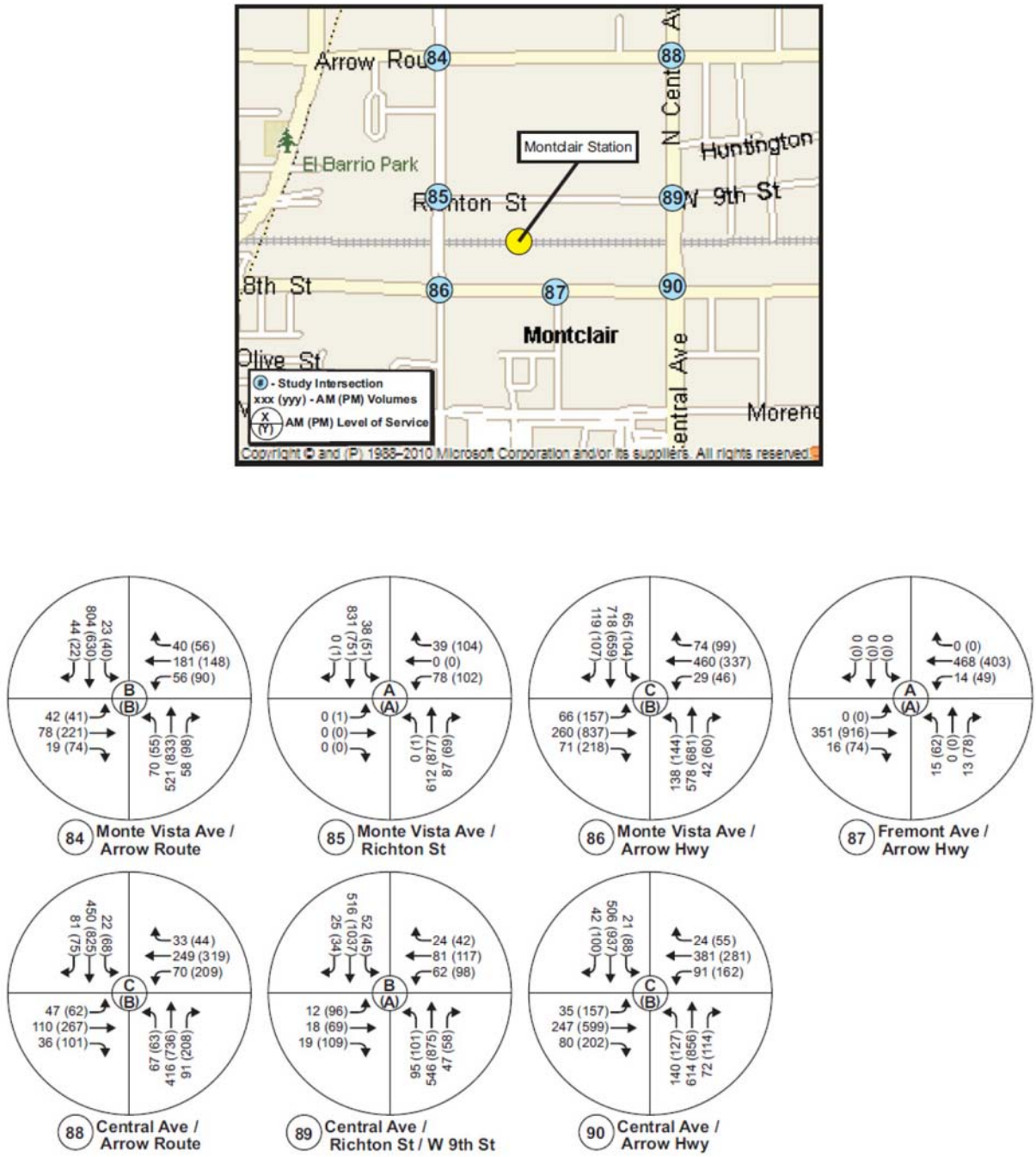
Source: Intueor, 2011

Figure 2-23. TSM (2035) AM/PM Peak Hour Volumes: Pomona



Source: Intueor, 2011

Figure 2-24. TSM (2035) AM/PM Peak Hour Volumes: Claremont



Source: Intueor, 2011

Figure 2-25. TSM (2035) AM/PM Peak Hour Volumes: Montclair

Table 2-17. TSM Alternative—Intersection Level of Service (LOS) (2035)[3]

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay[2]	LOS	Delay[2]
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	C	21.0	B	12.4
				A[1]	7.3[1]	A[1]	1.8[1]
2	Barranca Avenue/Foothill Boulevard	Glendora	Signalized	B	12.0	A	8.4
3	Grand Avenue/Foothill Boulevard	Glendora	Signalized	C	29.5	C	34.3
4	Vermont Avenue East/Ada Avenue	Glendora	1-Way Stop	B	11.8	B	13.7
				A[1]	4.4[1]	A[1]	5.2[1]
5	Vermont Avenue/Route 66	Glendora	Signalized	A	7.5	A	8.4
6	Vermont Avenue/Foothill Boulevard	Glendora	Signalized	A	7.7	A	7.0
7	Vermont Avenue West/Ada Avenue	Glendora	1-Way Stop	B	11.1	B	12.0
				A[1]	2.6[1]	A[1]	2.2[1]
8	Glendora Avenue/Foothill Boulevard	Glendora	Signalized	C	24.9	C	30.0
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	12.2	B	14.9
10	Glendora Avenue/Route 66	Glendora	Signalized	C	24.6	C	29.5
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.9	A	7.8
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	11.8	B	10.7
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	A	9.9	B	11.2
				A[1]	2.3[1]	A[1]	2.6[1]
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	OFL[4]	F	OFL
				F[1]	501.5[1]	F[1]	453.4[1]
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.7	B	10.9
				A[1]	2.2[1]	A[1]	2.1[1]
16	Elwood Avenue/Route 66	Glendora	Signalized	B	15.4	B	16.3
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	C	20.0	B	13.7
				A[1]	1.8[1]	A[1]	1.2[1]
18	Loraine Avenue/Route 66	Glendora	Signalized	B	19.3	B	11.8
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	B	15.6	C	24.1
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	20.4	C	15.8
				A[1]	4.3[1]	A[1]	3.1[1]
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	E	46.3	B	14.5
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	B	15.4	C	23.2
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	B	18.8	C	25.4
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	A	7.5	B	20.0
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	26.3	C	29.3
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	A	9.7	B	10.4
				A[1]	0.7[1]	A[1]	1.0[1]
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	4.7	A	8.1
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	A	8.4	B	11.8
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.2	A	9.3
				A[1]	1.4[1]	A[1]	1.0[1]

Table 2-17. TSM Alternative—Intersection Level of Service (LOS) (2035)[3] (continued)

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay[2]	LOS	Delay[2]
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.1	A	9.2
				A[1]	7.4[1]	A[1]	6.4[1]
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	B	11.1	C	24.6
				A[1]	0.7[1]	A[1]	1.4[1]
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	A	9.9	B	10.0
				A[1]	8.4[1]	A[1]	8.0[1]
34	Cataract Avenue/Bonita Avenue	San Dimas	All-Way Stop	B	12.5	D	25.1
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.3	A	9.8
				A[1]	4.7[1]	A[1]	3.7[1]
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	C	20.5	F	123.7
				A[1]	1.2[1]	A[1]	9.5[1]
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	C	21.0	E	35.8
				A[1]	1.0[1]	A[1]	2.3[1]
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	12.2	B	19.6
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	C	28.8	D	48.4
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	A	6.6	B	13.8
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	12.0	B	11.8
42	San Dimas Canyon Road/Bonita Avenue	San Dimas	Signalized	A	7.3	A	9.0
43	San Dimas Canyon Road/Arrow Highway	San Dimas	Signalized	B	13.9	B	12.2
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	16.5	C	15.5
				A[1]	2.9[1]	A[1]	2.6[1]
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	B	14.8	B	12.9
46	A Street/Third Street	La Verne	2-Way Stop	B	10.3	B	10.6
				A[1]	5.4[1]	A[1]	4.9[1]
47	A Street/First Street	La Verne	2-Way Stop	A	9.3	A	10.0
				A[1]	1.5[1]	A[1]	2.3[1]
48	A Street/Arrow Highway	La Verne	2-Way Stop	F	202.1	F	63.4
				A[1]	6.2[1]	A[1]	1.6[1]
49	D Street/Third Street	La Verne	All-Way Stop	A	9.6	B	13.5
50	D Street/First Street	La Verne	1-Way Stop	A	9.7	B	11.5
				A[1]	1.0[1]	A[1]	2.0[1]
51	D Street/Arrow Highway	La Verne	All-Way Stop	A	5.9	A	6.2
52	E Street/Third Street	La Verne	All-Way Stop	A	9.9	B	12.9
53	E Street/Second Street	La Verne	2-Way Stop	B	14.2	B	14.8
				A[1]	2.8[1]	A[1]	3.1[1]
54	E Street/First Street	La Verne	1-Way Stop	B	11.4	B	12.6
				A[1]	0.9[1]	A[1]	1.0[1]
55	E Street/Arrow Highway	La Verne	Signalized	C	22.5	C	27.7
56	White Avenue/Third Street	La Verne	2-Way Stop	D	26.3	F	78.6
				A[1]	1.7[1]	A[1]	3.2[1]

Table 2-17. TSM Alternative—Intersection Level of Service (LOS) (2035)[3] (continued)

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay[2]	LOS	Delay[2]
57	White Avenue/Second Street	La Verne	2-Way Stop	C	24.7	F	55.9
				A[1]	1.3[1]	A[1]	1.8[1]
58	White Avenue/First Street	La Verne	2-Way Stop	D	28.2	E	48.9
				A[1]	2.1[1]	A[1]	2.8[1]
59	White Avenue/Sierra Way	La Verne	1-Way Stop	B	11.2	C	17.9
				A[1]	0.4[1]	A[1]	0.5[1]
60	White Avenue/Arrow Highway	La Verne	Signalized	C	26.2	C	30.6
61	D Street/Bonita Avenue	La Verne	Signalized	A	8.1	B	10.1
62	White Avenue/Foothill Boulevard	La Verne	Signalized	C	29.5	D	39.8
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	13.9	B	17.2
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	11.0	B	14.1
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	52.5	F	481.6
				B[1]	11.1[1]	F[1]	55.2[1]
66	Fulton Road/Bonita Avenue	Pomona	2-Way Stop	C	22.0	F	57.3
				A[1]	3.6[1]	A[1]	6.8[1]
67	Fulton Road/Arrow Highway	Pomona	2-Way Stop	C	22.0	D	34.2
				A[1]	2.2[1]	A[1]	2.1[1]
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	B	16.0	B	15.7
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	B	10.8	B	12.4
				A[1]	0.3[1]	A[1]	0.4[1]
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	28.1	C	30.7
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	A	9.9	B	11.1
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	D	26.8	E	49.6
				A[1]	0.4[1]	A[1]	1.5[1]
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	44.5	D	44.8
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	7.5	A	5.9
75	Indian Hill Boulevard/Bonita Avenue	Claremont	Signalized	A	8.1	A	9.1
76	Indian Hill Boulevard/First Street	Claremont	Signalized	B	10.9	B	15.4
77	Indian Hill Boulevard/Santa Fe Street	Claremont	2-Way Stop	B	11.2	B	13.1
				A[1]	0.5[1]	A[1]	0.8[1]
78	Indian Hill Boulevard/Arrow Highway	Claremont	Signalized	C	21.1	D	37.2
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	A	9.8	B	12.4
80	College Avenue/First Street	Claremont	All-Way Stop	B	10.7	B	12.5
81	College Avenue/Arrow Highway	Claremont	Signalized	A	6.4	A	7.3
82	Claremont Boulevard/First Street	Claremont	Signalized	A	3.3	A	5.9
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	14.9	B	19.8
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	13.1	B	14.6
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	3.3	A	6.3
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	B	18.6	C	31.0
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	1.8	A	4.1
88	Central Avenue/Arrow Route	Montclair	Signalized	B	12.1	C	20.5

Table 2-17. TSM Alternative—Intersection Level of Service (LOS) (2035)[3] (continued)

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay[2]	LOS	Delay[2]
89	Central Avenue/Richton Street/W 9th Street	Montclair	Signalized	A	8.5	B	10.4
90	Central Avenue/Arrow Highway	Montclair	Signalized	B	15.9	C	29.6

Source: Intueor, 2011
[1] Overall intersection LOS and delay at unsignalized intersections is reported to support the air quality analysis
[2] Average vehicle delay in seconds
[3] Shading shows intersections that, in 2035, would operate at LOS E or F under the TSM Alternative
[4] Overflow

Table 2-18. AM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2]

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	B	21.1	C	21.0	-0.1	NO
2	Barranca Avenue/Foothill Boulevard	Glendora	Signalized	B	12.1	B	12.0	-0.1	NO
3	Grand Avenue/Foothill Boulevard	Glendora	Signalized	C	29.5	C	29.5	0.0	NO
4	Vermont Avenue East/Ada Avenue	Glendora	1-Way Stop	B	11.8	B	11.8	0.0	NO
5	Vermont Avenue/Route 66	Glendora	Signalized	A	7.5	A	7.5	0.0	NO
6	Vermont Avenue/Foothill Boulevard	Glendora	Signalized	A	7.7	A	7.7	0.0	NO
7	Vermont Avenue W/Ada Avenue	Glendora	1-Way Stop	B	11.1	B	11.1	0.0	NO
8	Glendora Avenue/Foothill Boulevard	Glendora	Signalized	C	25.0	C	24.9	-0.1	NO
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	12.2	B	12.2	0.0	NO
10	Glendora Avenue/Route 66	Glendora	Signalized	C	24.4	C	24.6	0.2	NO
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.9	A	7.9	0.0	NO
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	11.8	B	11.8	0.0	NO
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	A	9.9	A	9.9	0.0	NO
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	OFL[3]	F	OFL[3]	N/A[4]	YES
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.7	B	10.7	0.0	NO
16	Elwood Avenue/Route 66	Glendora	Signalized	B	15.4	B	15.4	0.0	NO
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	C	20.0	C	20.0	0.0	NO
18	Loraine Avenue/Route 66	Glendora	Signalized	B	19.3	B	19.3	0.0	NO
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	B	15.6	B	15.6	0.0	NO
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	20.5	C	20.4	-0.1	NO
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	E	47.0	E	46.3	-0.7	NO
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	B	15.4	B	15.4	0.0	NO
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	B	18.8	B	18.8	0.0	NO
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	A	7.5	A	7.5	0.0	NO
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	26.2	C	26.3	0.1	NO
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4	0.0	NO
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	A	9.7	A	9.7	0.0	NO

Table 2-18. AM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	4.7	A	4.7	0.0	NO
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	A	8.4	A	8.4	0.0	NO
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.2	A	9.2	0.0	NO
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.1	A	9.1	0.0	NO
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	B	11.1	B	11.1	0.0	NO
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	A	9.9	A	9.9	0.0	NO
34	Cataract Avenue/Bonita Avenue	San Dimas	All-Way Stop	B	12.5	B	12.5	0.0	NO
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.3	A	9.3	0.0	NO
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	C	20.2	C	20.5	0.3	NO
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	C	21.2	C	21.0	-0.2	NO
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	12.2	B	12.2	0.0	NO
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	C	28.9	C	28.8	-0.1	NO
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	A	6.7	A	6.6	-0.1	NO
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	12.0	B	12.0	0.0	NO
42	San Dimas Canyon Road/Bonita Avenue	San Dimas	Signalized	A	7.3	A	7.3	0.0	NO
43	San Dimas Canyon Road/Arrow Highway	San Dimas	Signalized	B	13.8	B	13.9	0.1	NO
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	16.5	C	16.5	0.0	NO
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	B	14.8	B	14.8	0.0	NO
46	A Street/Third Street	La Verne	2-Way Stop	B	10.3	B	10.3	0.0	NO
47	A Street/First Street	La Verne	2-Way Stop	A	9.3	A	9.3	0.0	NO
48	A Street/Arrow Highway	La Verne	2-Way Stop	F	198.6	F	202.1	3.5	YES
49	D Street/Third Street	La Verne	All-Way Stop	A	9.6	A	9.6	0.0	NO
50	D Street/First Street	La Verne	1-Way Stop	A	9.7	A	9.7	0.0	NO
51	D Street/Arrow Highway	La Verne	All-Way Stop	A	5.9	A	5.9	0.0	NO
52	E Street/Third Street	La Verne	All-Way Stop	A	9.9	A	9.9	0.0	NO
53	E Street/Second Street	La Verne	2-Way Stop	B	14.3	B	14.2	-0.1	NO
54	E Street/First Street	La Verne	1-Way Stop	B	11.4	B	11.4	0.0	NO
55	E Street/Arrow Highway	La Verne	Signalized	C	22.5	C	22.5	0.0	NO

Table 2-18. AM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
56	White Avenue/Third Street	La Verne	2-Way Stop	D	26.5	D	26.3	-0.2	NO
57	White Avenue/Second Street	La Verne	2-Way Stop	C	24.8	C	24.7	-0.1	NO
58	White Avenue/First Street	La Verne	2-Way Stop	D	28.4	D	28.2	-0.2	NO
59	White Avenue/Sierra Way	La Verne	1-Way Stop	B	11.2	B	11.2	0.0	NO
60	White Avenue/Arrow Highway	La Verne	Signalized	C	26.3	C	26.2	-0.1	NO
61	D Street/Bonita Avenue	La Verne	Signalized	A	8.1	A	8.1	0.0	NO
62	White Avenue/Foothill Boulevard	La Verne	Signalized	C	29.6	C	29.5	-0.1	NO
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	14.0	B	13.9	-0.1	NO
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	11.0	B	11.0	0.0	NO
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	50.6	F	52.5	1.9	NO
66	Fulton Road/Bonita Avenue	Pomona	2-Way Stop	C	22.1	C	22.0	-0.1	NO
67	Fulton Road/Arrow Highway	Pomona	2-Way Stop	C	22.4	C	22.0	-0.4	NO
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	B	16.0	B	16.0	0.0	NO
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	B	10.8	B	10.8	0.0	NO
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	28.3	C	28.1	-0.2	NO
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	A	9.9	A	9.9	0.0	NO
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	D	27.1	D	26.8	-0.3	NO
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	44.5	D	44.5	0.0	NO
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	7.5	A	7.5	0.0	NO
75	Indian Hill Boulevard/Bonita Avenue	Claremont	Signalized	A	8.1	A	8.1	0.0	NO
76	Indian Hill Boulevard/First Street	Claremont	Signalized	B	10.9	B	10.9	0.0	NO
77	Indian Hill Boulevard/Santa Fe Street	Claremont	2-Way Stop	B	11.2	B	11.2	0.0	NO
78	Indian Hill Boulevard/Arrow Highway	Claremont	Signalized	C	21.2	C	21.1	-0.1	NO
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	A	9.9	A	9.8	-0.1	NO
80	College Avenue/First Street	Claremont	All-Way Stop	B	10.8	B	10.7	-0.1	NO
81	College Avenue/Arrow Highway	Claremont	Signalized	A	6.3	A	6.4	0.1	NO
82	Claremont Boulevard/First Street	Claremont	Signalized	A	3.3	A	3.3	0.0	NO
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	14.9	B	14.9	0.0	NO

Table 2-18. AM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	13.1	B	13.1	0.0	NO
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	3.3	A	3.3	0.0	NO
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	B	18.7	B	18.6	-0.1	NO
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	1.8	A	1.8	0.0	NO
88	Central Avenue/Arrow Route	Montclair	Signalized	B	12.1	B	12.1	0.0	NO
89	Central Avenue/Richton Street/W 9th Street	Montclair	Signalized	A	8.4	A	8.5	0.1	NO
90	Central Avenue/Arrow Highway	Montclair	Signalized	B	15.9	B	15.9	0.0	NO

Source: Intueor, 2011
[1] Average vehicle delay in seconds.
[2] Shading shows intersections that would be significantly impacted as a result of the TSM Alternative.
[3] Overflow
[4] Due to TSM Alternative trips, it is anticipated that the TSM Alternative will produce a significant impact.

Table 2-19. PM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2]

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	B	12.4	B	12.4	0.0	NO
2	Barranca Avenue/Foothill Blvd	Glendora	Signalized	A	8.4	A	8.4	0.0	NO
3	Grand Avenue/Foothill Blvd	Glendora	Signalized	C	34.3	C	34.3	0.0	NO
4	Vermont Avenue E/Ada Avenue	Glendora	1-Way Stop	B	13.7	B	13.7	0.0	NO
5	Vermont Avenue/Route 66	Glendora	Signalized	A	8.4	A	8.4	0.0	NO
6	Vermont Avenue/Foothill Blvd	Glendora	Signalized	A	7.0	A	7.0	0.0	NO
7	Vermont Avenue W/Ada Avenue	Glendora	1-Way Stop	B	12.0	B	12.0	0.0	NO
8	Glendora Avenue/Foothill Blvd	Glendora	Signalized	C	30.2	C	30.0	-0.2	NO
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	14.9	B	14.9	0.0	NO
10	Glendora Avenue/Route 66	Glendora	Signalized	C	29.5	C	29.5	0.0	NO
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.8	A	7.8	0.0	NO
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	10.7	B	10.7	0.0	NO
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	11.2	B	11.2	0.0	NO
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	1097.3	F	OFL[3]	N/A	YES
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.9	B	10.9	0.0	NO
16	Elwood Avenue/Route 66	Glendora	Signalized	B	16.2	B	16.3	0.1	NO
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	B	13.7	B	13.7	0.0	NO
18	Loraine Avenue/Route 66	Glendora	Signalized	B	11.8	B	11.8	0.0	NO
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	C	24.1	C	24.1	0.0	NO
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	15.8	C	15.8	0.0	NO
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	B	14.5	B	14.5	0.0	NO
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	C	23.1	C	23.2	0.1	NO
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	C	25.5	C	25.4	-0.1	NO
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	C	20.2	B	20.0	-0.2	NO
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	29.2	C	29.3	0.1	NO
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4	0.0	NO
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	B	10.5	B	10.4	-0.1	NO
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	8.1	A	8.1	0.0	NO
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	B	11.8	B	11.8	0.0	NO

Table 2-19. PM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.3	A	9.3	0.0	NO
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.2	A	9.2	0.0	NO
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	C	24.4	C	24.6	0.2	NO
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	B	10.0	B	10.0	0.0	NO
34	Cataract Avenue/Bonita Avenue	San Dimas	All-Way Stop	C	25.0	D	25.1	0.1	NO
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.9	A	9.8	-0.1	NO
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	F	119.5	F	123.7	4.2	YES
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	E	36.2	E	35.8	-0.4	NO
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	19.6	B	19.6	0.0	NO
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	D	48.9	D	48.4	-0.5	NO
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	B	13.9	B	13.8	-0.1	NO
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	11.8	B	11.8	0.0	NO
42	San Dimas Canyon Rd/Bonita Avenue	San Dimas	Signalized	A	9.0	A	9.0	0.0	NO
43	San Dimas Canyon Rd/Arrow Highway	San Dimas	Signalized	B	12.1	B	12.2	0.1	NO
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	15.6	C	15.5	-0.1	NO
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	B	12.9	B	12.9	0.0	NO
46	A Street/Third Street	La Verne	2-Way Stop	B	10.6	B	10.6	0.0	NO
47	A Street/First Street	La Verne	2-Way Stop	A	10.0	A	10.0	0.0	NO
48	A Street/Arrow Highway	La Verne	2-Way Stop	F	62.6	F	63.4	0.8	NO
49	D Street/Third Street	La Verne	All-Way Stop	B	13.5	B	13.5	0.0	NO
50	D Street/First Street	La Verne	1-Way Stop	B	11.5	B	11.5	0.0	NO
51	D Street/Arrow Highway	La Verne	All-Way Stop	A	6.2	A	6.2	0.0	NO
52	E Street/Third Street	La Verne	All-Way Stop	B	12.9	B	12.9	0.0	NO
53	E Street/Second Street	La Verne	2-Way Stop	B	14.8	B	14.8	0.0	NO
54	E Street/First Street	La Verne	1-Way Stop	B	12.6	B	12.6	0.0	NO
55	E Street/Arrow Highway	La Verne	Signalized	C	27.6	C	27.7	0.1	NO
56	White Avenue/Third Street	La Verne	2-Way Stop	F	78.9	F	78.6	-0.3	NO
57	White Avenue/Second Street	La Verne	2-Way Stop	F	56.4	F	55.9	-0.5	NO
58	White Avenue/First Street	La Verne	2-Way Stop	E	49.5	E	48.9	-0.6	NO
59	White Avenue/Sierra Way	La Verne	1-Way Stop	C	18.0	C	17.9	-0.1	NO

Table 2-19. PM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
60	White Avenue/Arrow Highway	La Verne	Signalized	C	30.6	C	30.6	0.0	NO
61	D Street/Bonita Avenue	La Verne	Signalized	B	10.2	B	10.1	-0.1	NO
62	White Avenue/Foothill Blvd	La Verne	Signalized	D	39.9	D	39.8	-0.1	NO
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	17.3	B	17.2	-0.1	NO
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	14.1	B	14.1	0.0	NO
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	471.1	F	481.6	10.5	YES
66	Fulton Rd/Bonita Avenue	Pomona	2-Way Stop	F	58.1	F	57.3	-0.8	NO
67	Fulton Rd/Arrow Highway	Pomona	2-Way Stop	D	33.9	D	34.2	0.3	NO
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	B	15.8	B	15.7	-0.1	NO
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	B	12.4	B	12.4	0.0	NO
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	30.9	C	30.7	-0.2	NO
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	B	11.2	B	11.1	-0.1	NO
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	F	50.9	E	49.6	-1.3	NO
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	45.1	D	44.8	-0.3	NO
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	6.0	A	5.9	-0.1	NO
75	Indian Hill Blvd/Bonita Avenue	Claremont	Signalized	A	9.1	A	9.1	0.0	NO
76	Indian Hill Blvd/First Street	Claremont	Signalized	B	15.5	B	15.4	-0.1	NO
77	Indian Hill Blvd/Santa Fe Street	Claremont	2-Way Stop	B	13.2	B	13.1	-0.1	NO
78	Indian Hill Blvd/Arrow Highway	Claremont	Signalized	D	37.3	D	37.2	-0.1	NO
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	B	12.5	B	12.4	-0.1	NO
80	College Avenue/First Street	Claremont	All-Way Stop	B	12.6	B	12.5	-0.1	NO
81	College Avenue/Arrow Highway	Claremont	Signalized	A	7.3	A	7.3	0.0	NO
82	Claremont Blvd/First Street	Claremont	Signalized	A	5.9	A	5.9	0.0	NO
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	19.8	B	19.8	0.0	NO
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	14.6	B	14.6	0.0	NO
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	6.3	A	6.3	0.0	NO
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	C	31.0	C	31.0	0.0	NO
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	4.1	A	4.1	0.0	NO
88	Central Avenue/Arrow Route	Montclair	Signalized	C	20.5	C	20.5	0.0	NO

Table 2-19. PM Peak Hour—Intersection Impacts Comparison (TSM and No Build Alternatives)[2] (continued)

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 TSM		Change in Delay	Significant Impact
				LOS	Delay[1]	LOS	Delay[1]		
89	Central Avenue/Richton Street/W 9th Street	Montclair	Signalized	B	10.4	B	10.4	0.0	NO
90	Central Avenue/Arrow Highway	Montclair	Signalized	C	29.6	C	29.6	0.0	NO

Source: Intueor, 2011
[1] Average vehicle delay in seconds.
[2] Shading shows intersections that would be significantly impacted as a result of the TSM Alternative.
[3] Overflow

Table 2-20. TSM Alternative—Roadway Segment Average Daily Traffic Analysis (2035)

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
Glendora							
South Lone Hill Avenue	West Gladstone Street	Auto Centre Drive	4	32,000[1]	28,111	0.88	D
South Loraine Avenue	Route 66	East Lemon Avenue	4	32,000	10,707	0.34	A
South Elwood Avenue	Route 66	East Lemon Avenue	2	12,000[4]	2,746	0.23	A
South Glenwood Avenue	Route 66	East Lemon Avenue	2	12,000	2,835	0.24	A
South Pasadena Avenue	Route 66	East Lemon Avenue	2	12,000	2,683	0.22	A
South Glendora Avenue	Route 66	Foothill Boulevard	4	32,000	18,575	0.58	A
South Vermont Avenue	Route 66	West Foothill Boulevard	2	12,000	4,321	0.36	A
Grand Avenue	Route 66	West Leadora Avenue	4	32,000	14,404	0.45	A
Foothill Boulevard	Barranca Avenue	Glendora Avenue	4	32,000	12,294	0.39	A
North Barranca Avenue	West Foothill Boulevard	West Leadora Avenue	4	24,000[2]	8,416	0.35	A
San Dimas							
San Dimas Canyon Road	Arrow Highway	Bonita Avenue	4	32,000	9,292	0.29	A
Walnut Avenue	East Arrow Highway	East Bonita Avenue	2	16,000[3]	7,505	0.47	A
San Dimas Avenue	Arrow Highway	Bonita Avenue	4	32,000	12,291	0.38	A
Monte Vista Avenue	Commercial Street	Bonita Avenue	2	12,000	544	0.05	A
Cataract Avenue	Arrow Highway	First Street	2	12,000	3,072	0.26	A
Bonita Avenue	Eucla Avenue	San Dimas Avenue	4	32,000	15,832	0.49	A
Eucla Avenue	Bonita Avenue	Third Street	2	12,000	3,798	0.32	A
West Gladstone Street	Lone Hill Avenue	Amelia Avenue	4	32,000	15,784	0.49	A
La Verne							
White Avenue	Arrow Highway	Third Street	4	32,000	18,781	0.59	A
E Street	Arrow Highway	Third Street	2	16,000	6,916	0.43	A
D Street	Arrow Highway	Third Street	2	12,000	5,697	0.47	A
A Street	Arrow Highway	Third Street	2	12,000	1,339	0.11	A
Wheeler Avenue	Arrow Highway	Third Street	4	32,000	10,342	0.32	A

Table 2-20. TSM Alternative—Roadway Segment Average Daily Traffic Analysis (2035) (continued)

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
Pomona							
North Towne Avenue	Arrow Highway	Bonita Avenue	4	32,000	29,612	0.93	E
North Garey Avenue	Arrow Highway	Bonita Avenue	4	32,000	24,485	0.77	C
Fulton Road	Metrolink Driveway	Bonita Avenue	2	16,000	1,574	0.10	A
Fulton Road	Arrow Highway	Metrolink Driveway	2	16,000	1,914	0.12	A
Claremont							
South Mills Avenue/Claremont Blvd	Arrow Highway	East First Street	4	32,000	8,822	0.28	A
Indian Hill Boulevard	Arrow Highway	Bonita Avenue	4	32,000	21,993	0.69	B
College Avenue	East Arrow Highway	East First Street	2	12,000	5,901	0.49	A
College Avenue	East First Street	Bonita Avenue	2	12,000	6,466	0.54	A
Cambridge Avenue	West Arrow Highway	Bonita Avenue	2	12,000	5,333	0.44	A
First Street	Indian Hill Boulevard	College Avenue	2	12,000	8,573	0.72	C
Montclair							
Monte Vista Avenue	Richton Street	Arrow Highway	4	32,000	22,170	0.69	B
Central Avenue	Richton Street	Arrow Highway	4	32,000	27,169	0.85	D

Source: Intueor, 2011
[1] Capacity of 32,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[2] Capacity of 24,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[3] Capacity of 16,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
[4] Capacity of 12,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.
k-factor= The ratio of design hour traffic to average annual daily traffic.

2.6.2.4 Parking

The TSM Alternative would have no impact on the number of on-street parking and loading spaces for the project. The proposed bus stops located every two to three blocks would be on the near side or far side of an intersection, which would not impact on-street parking and loading spaces.

2.6.2.5 Pedestrian and Bicycle Facilities

The TSM Alternative would have no impacts on bicycle or pedestrian facilities for the project.

2.6.3 Build Alternative

The Build Alternative project would be a 12.3-mile LRT line extending from just east of the Azusa-Citrus station (built as part of the Pasadena to Azusa extension) to Montclair. It would operate on two light railroad tracks next to a freight track along the existing Metro-owned right-of-way, which is also used by Metrolink.

2.6.3.1 Short-term Construction Impacts

During construction, it may be necessary for traffic lanes to be temporarily closed. Generally, lane closures would take place at night to minimize traffic disruptions. Construction activities that entail the relocation of utilities and the construction of trackways and stations would require the temporary closure of lanes on roadways with at-grade crossings. Three types of grade-crossing configurations were identified: mid-block locations, locations adjacent to an intersection, and locations where the tracks diagonally cross the intersection. It is anticipated that construction impacts would be minimal at the mid-block and adjacent intersection locations. Since these lane closures are expected to take place during the night hours and outside the AM and PM peak commuting periods, there would be no significant impacts to either transit or traffic operations. Intersection operating conditions would remain at acceptable service levels because of low nighttime traffic volumes. Detour routes would be identified and clearly signed during any lane closures. Some bus routes may require rerouting, and stops may be temporarily relocated. Full closure of the intersection during the night hours is expected at the two locations where the tracks diagonally cross the intersection—Grand Avenue/Foothill Boulevards in Glendora and Cataract Avenue/Bonita Avenue in San Dimas. At these select locations, impacts during construction due to temporary interference with normal traffic flow would be considered significant and would require the implementation of mitigation measures.

Construction staging strategies will be implemented in order to handle freight train operations, as freight trains currently utilize the existing track. Track stage construction sequencing would be proposed to maintain the freight trains operations on the track. The first stage would be to construct the LRT track without overhead catenary. Freight trains would utilize the LRT track during construction or relocation of the freight track. Additional structural requirements for the temporary freight train tracks would be needed; these would be addressed during final design. As a result of the staging strategies, no impacts to freight train operations are anticipated to occur.

2.6.3.2 Public Transit

Bus Route Interface and Service Modification

It is important that the proposed stations are well-served by existing and proposed bus routes to maintain connectivity with other transit operators and bus services in the Study Area. The proposed transit operating plan for the Build Alternative provides a connection to existing bus lines at each station and proposes that certain bus lines be considered for rerouting to improve access to the light rail system. Rerouting considerations would follow the typical bus route changes process for Foothill Transit and Omnitrans, including a public review period for the proposed changes, a comment process, and input from members of the Bus Riders Union. Table 2-21 shows the proposed changes to the frequency of bus service (buses per hour). Table 2-22 shows the proposed bus interface and service modifications.

Table 2-21. Build Alternative—Proposed Changes to Bus Service (Buses Per Hour)

Bus Line	Glendora Station						San Dimas Station						La Verne Station						Pomona Station						Claremont Station						Montclair Station					
	AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak			AM Peak			PM Peak		
	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover	Northbound/Eastbound	Southbound/Westbound	Layover
Foothill Transit																																				
188[1]	3	3		3	3																				3	3		3	3		3		1	3		1
197																									2	2		2	2		2		1	2		1
492							1		1	1		1	4			4									2	2		2	2		2		1	2		1
291																			3	3		3	3													
292																																				
480																									2	2		2	2		2		1	2		1
851	1	1		1	1																															
690																									2	2		2	2		2		1	2		1
699																															4		1		4	1
284		1	1		1	1																														
Omnitrans																																				
65																															1		1	1		1
66																															4		1	4		1
67																															1		1	1		1
68																															2	2		2	2	
80																															1		1	1		1
RTA																																				
204																															1		1	1		1
Total	**4**	**5**	**1**	**4**	**5**		**1**		**1**	**1**		**1**		**4**			**4**		**3**	**3**		**3**	**3**			**3**			**3**		**2 5**	**2**	**1 1**	**2 1**	**6**	**1 1**

Source: Foothill Extension Bus Interface Plan, Parsons Brinckerhoff, 2011

[1] New proposed bus route

Table 2-22. Build Alternative—Proposed Bus Interface and Service Modification

City	Improvements
Glendora	Foothill Transit Route 187 would be divided into three segments. The segment east of Azusa-Citrus would be designated as Route 188, and would be rerouted from Alosta Avenue between Vermont Avenue and Glendora Avenue. It is recommended that it run on Vermont Avenue, Ada Street and Glendora Avenue.
	Move terminus and layover point for Foothill Transit Route 284 to Glendora Avenue and Ada Street.
	Consider obtaining a pedestrian way easement through the redevelopment parcel to the north and relocating the existing bus stop at Ada Avenue near the pedestrian way. Additionally, a turnout for the southbound bus stop could be provided along the south side of Glendora Avenue.
	The narrow parcel south of the tracks from Vermont Avenue to Glendora Avenue is proposed to be used for either a parking lot with a capacity of about 200 spaces or a two- to three-story parking structure with approximately 350 to 400 spaces.
San Dimas	New layover location for Foothill Transit Route 494 and 499 in the vicinity of San Dimas Station. Bus stops at the park-and-ride lot for Routes 494 and 499 would be moved or added in closer proximity to the LRT station.
La Verne	Insert loop around the station between White Avenue and Arrow Highway and create a new stop close to the station. In the westbound direction, buses should continue ahead on Arrow Highway, turn right on E or F street, right on 1st Street and then enter White Avenue. Loop in reverse order for the eastbound direction. A bus turnout should be evaluated on Arrow Highway at the station to accommodate a bus stop for Foothill Transit Route 197.
	Additional bus service could be provided by a possible city shuttle bus on E street between the Fairplex and the city's Old Towne center to the north including a stop by the station entrance.
Pomona	Include a bus stop in the vicinity of the Pomona Station with possible turnout for Foothill Transit Route 291 on Garey Avenue north of the railroad tracks. Because it is a joint Gold Line and Metrolink Station complex, an off-street transit center is also something that should be considered for Pomona Station.
	It is proposed that Route 492 be diverted to serve Pomona Station.
	Parcels adjacent to the station could be developed to provide park-and-ride and/or related improvements.
Claremont	Divide Foothill Transit Route 187 into three segments. The segment east of Azusa-Citrus would be designated as Route 188.
	A park-and-ride garage for LRT and Metrolink riders is proposed over the existing Metrolink parking lot east of College Avenue next to the bus transfer/layover facility.
Montclair	Foothill Routes 494 and 690 are candidates to be discontinued, as they run parallel to the Gold Line Extension when Phase 2B—Azusa to Montclair is completed.
	Introduction of the LRT station together with the specific plan for future development will require moving the existing bus transit center away from its current location eastward, but still on the north side of the railroad tracks.

Source: Intueor, 2011

Metrolink Operation Impacts

The Build Alternative would overlap with a short segment of the Metrolink San Bernardino Line in Pomona, Claremont, and Montclair. The Build Alternative would run along the same right-of-way as the Metrolink, but LRT trains would operate on separate tracks and use different platforms than the Metrolink commuter trains. The freight track would merge with the Metrolink track, resulting in two LRT tracks and two Metrolink/freight tracks.

LRT Patronage Forecasts

Table 2-23 shows the projected daily ridership at each LRT station based on the results of the transportation travel demand model for the Build Alternative. The highest number of passengers boarding the system would be at the Montclair Station, with the next highest at the Pomona Station. The model also shows that the stations with the highest patronage would be the ones with the greatest number of connecting transit services. The highest concentration of boardings would occur during the peak periods as people use the system to travel to and from their places of employment. Total daily ridership (boardings) for the Build Alternative is projected to be 17,770 passengers per day by 2035. Of the total boardings, approximately 12,700 would be new transit trips, approximately 3,500 are expected to be diverted from existing bus services, and around 1,500 are anticipated to be redirected from Metrolink.

Table 2-23. Build Alternative—Daily LRT Ridership

Station	Total Daily Ridership
Glendora	1,860
San Dimas	1,780
La Verne	1,840
Pomona	3,010
Claremont	2,840
Montclair	6,440
Total	**17,770**

Source: Parsons Brinckerhoff, 2011

Table 2-24. Build Alternative—Percentage Change in Traffic Volumes from the No Build (2035)[1]

City	Percentage Change
Glendora	-1.763%
San Dimas	-2.120%
La Verne	-0.579%
Pomona	-1.380%
Claremont	-1.514%
Montclair	-0.616%

Source: Intueor, 2011
[1] Average AM and PM peak hour

2.6.3.3 Streets and Highways

Shifts in Traffic Patterns

Similar to the TSM Alternative, adjustments to traffic flow patterns as a result of the Build Alternative were determined by using projections from the transportation model developed for this study. The 2035 No Build Alternative and the Build Alternative model data were compared to determine the effects of the Build Alternative on traffic flow and circulation patterns. The peak period link data from each model output were used in this analysis. Table 2-24 presents the percentage change comparison between 2035 Build Alternative forecasts and 2035 No Build Alternative forecasts. The comparison indicates a decrease in traffic volumes for all six cities.

The overall decreases in traffic volumes were applied to the 2035 No Build AM and PM peak-hour turning movement volumes to develop the AM and PM peak-hour turning movement traffic projections for the Build Alternative at each of the 90 study intersections.

The turning movement volumes were adjusted to reflect increased vehicular activity in the intersections surrounding the stations. Trips generated to and from the parking area at each station were determined and distributed along the roadway network to reflect station access conditions. The

station access analysis assumed a parking occupancy of approximately 95 percent during both the AM and PM peak hours. Also, it was assumed that 70 percent of patrons would arrive within the AM peak hour and that 65 percent would leave within the PM peak hour. In addition, it was assumed that 10 percent of vehicles accessing the station were kiss-and-ride patrons (vehicles dropping off or picking up patrons). There would be 5,150 parking spaces distributed among the six stations. Table 2-25 shows the number of parking spaces for each station. Figure 2-26 to Figure 2-31 show the Build Alternative peak-hour traffic volumes for the AM and PM peak hours.

Table 2-25. Build Alternative—Parking Space Provisions

City	Parking Location(s)	Spaces
Glendora	South of tracks, east of South Vermont Avenue and west of Glendora Avenue	400
San Dimas	Parking structure on north side of Arrow Highway between San Dimas and Walnut Avenues and south of right-of-way.	400
La Verne	Parking garage in the irregular shaped property just to the south and east of the platform, north of Arrow Highway	600
Pomona	Parking structure at site west of Garey Avenue, south of Bonita Avenue and north of right-of-way.	1,050
Claremont	Structure built on the existing Metrolink surface parking lot east of College Avenue and north of right-of-way.	1,100
Montclair	Use existing parking at transit center, no structure.	1,600
Total		**5,150**

Source: Intueor, 2011

In addition, two intersections—Foothill Boulevard/Grand Avenue, and Cataract Avenue/Bonita Avenue—would be configured such that the LRT tracks would cross the intersection diagonally. At these locations, either existing signals would be modified or, where necessary, new traffic signals would be provided. As a result, Cataract Avenue/Bonita Avenue would be signalized. For both intersections, an exclusive signal phase for the LRT would be provided, whereby all other traffic movements would be stopped. A hold phase of 80 seconds was added to the cycle to represent the worst-case train operating condition based on the following assumptions:

- Operation of two-car trains at 10-minute headway per direction (train length is assumed to be approximately 180 feet).
- A maximum operating speed of 55 miles per hour.
- An average diagonal cross-street width of about 150 feet.
- An additional five Metrolink commuter trains (four in the eastbound direction and one in the westbound direction) per hour in the shared project corridor in La Verne, Pomona, Claremont and Montclair.

Summary of Improvements with the Build Alternative

The following traffic improvements would be part of the project and are included in the analysis of the 2035 Build Alternative. These improvements are required for safe operation of the LRT system at-grade crossing locations.

City of San Dimas

- **Cataract Avenue/Bonita Avenue—**Signalize this intersection.

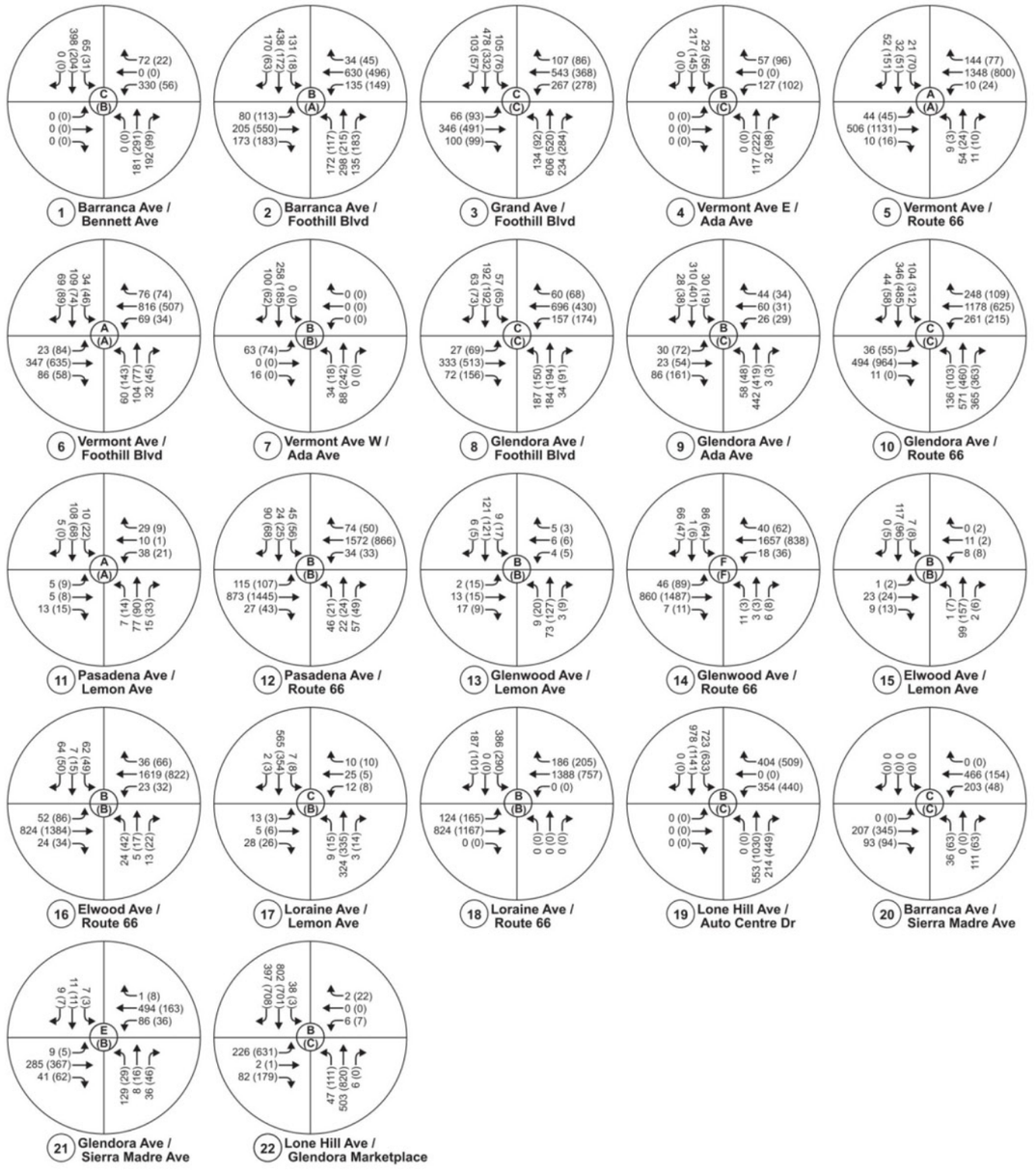
- **San Dimas Canyon Road/Arrow Highway—**Provide a right-turn pocket for the westbound approach from Arrow Highway. Convert the eastbound and westbound movement phase on Arrow Highway from permissive/protected to protected only.

City of La Verne

- **Wheeler Avenue/Arrow Highway—**Provide a right-turn pocket for the westbound approach from Arrow Highway. Convert the eastbound and westbound movement phase on Arrow Highway from permissive/protected to protected only.
- **A Street/Arrow Highway—**Signalize this intersection. Provide a right-turn pocket for the westbound approach from Arrow Highway.
- **D Street/Arrow Highway—**Provide a right-turn pocket for the westbound approach from Arrow Highway. Convert the eastbound and westbound movement phase on Arrow Highway from permissive/protected to protected only.
- **E Street/Arrow Highway—**Provide a right-turn pocket for the westbound approach from Arrow Highway.

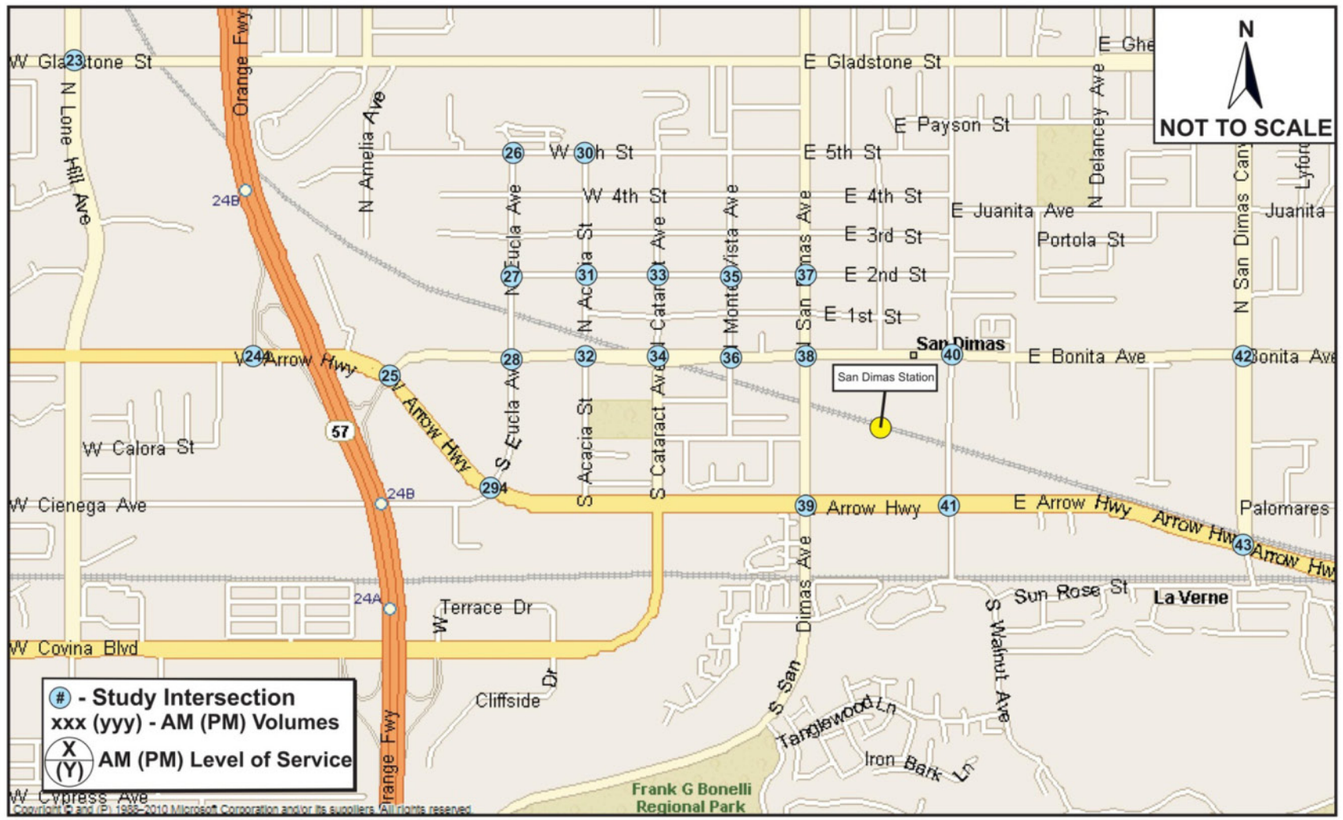
Intersection Traffic Conditions

Future traffic operations were evaluated by incorporating the volumes, roadway geometrics, type of control, and signal phasing using the Synchro software (Table 2-26). Detailed worksheets are attached as an appendix to the *Transportation Technical Report* prepared by Intueor, dated August 2011. As indicated in the table, four intersections in the AM peak hour and 11 intersections in the PM peak hour are anticipated to operate at LOS E or F; the remaining intersections would operate at LOS D or better.



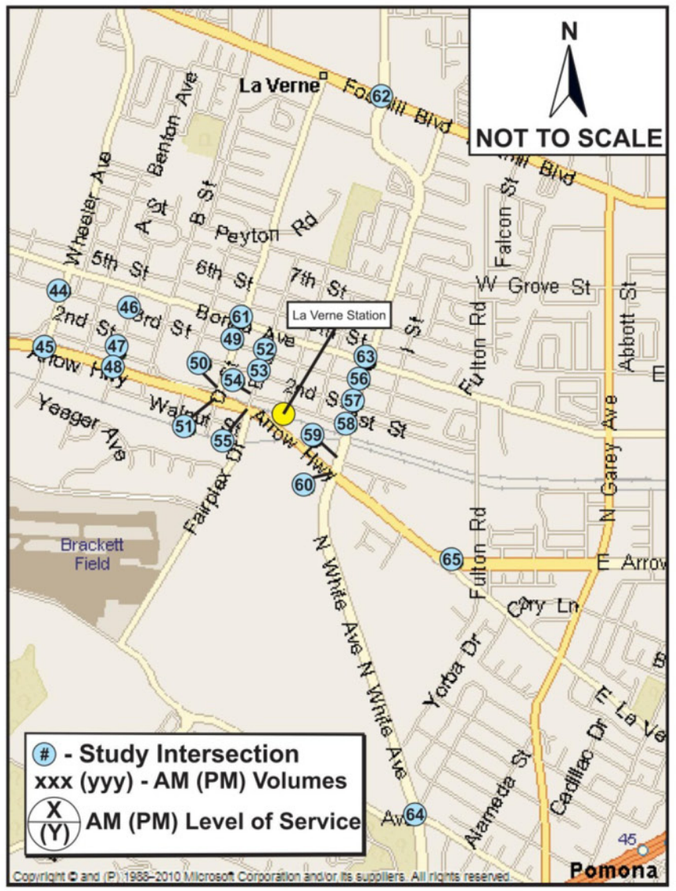
Source: Intueor, 2011

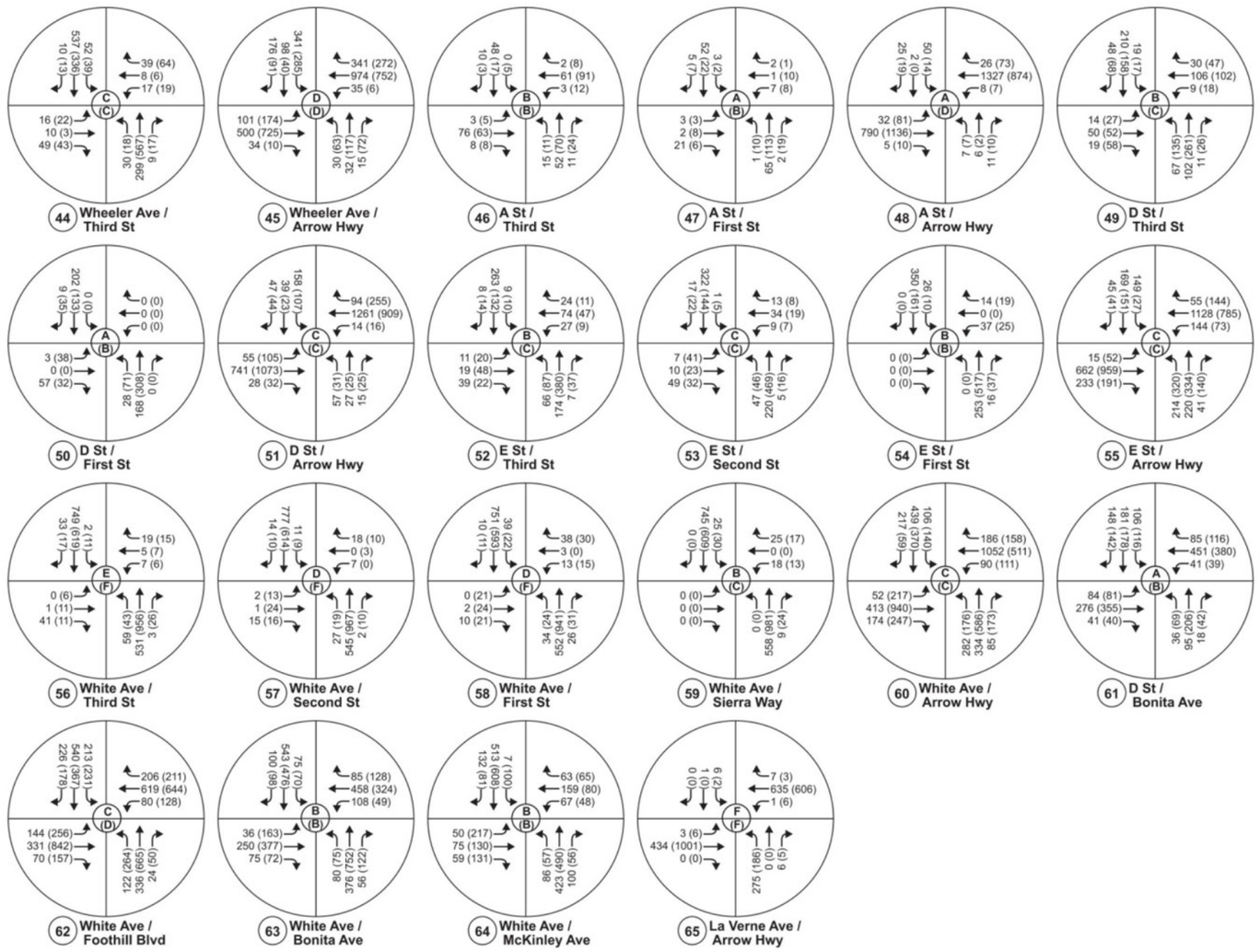
Figure 2-26. Build (2035) AM/PM Peak Hour Volumes: Glendora



Source: Intueor, 2011

Figure 2-27. Build (2035) AM/PM Peak Hour Volumes: San Dimas





Source: Intueor, 2011

Figure 2-28. Build (2035) AM/PM Peak Hour Volumes: La Verne