

Glendora 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 that currently runs between Los Angeles and the City of Azusa, along the Foothills of the San Gabriel Valley. The extension is part of the growing network of rail lines being built throughout Los Angeles County, and will add new Gold Line stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. Once completed, a trip from Glendora to Pasadena will take approximately 22 minutes and further to downtown Los Angeles will take approximately 51 minutes.

The Glendora to Montclair project will break ground in December 2017 and take nine years to complete. It is being funded by Los Angeles and San Bernardino Counties. The portion of the project within Los Angeles County (Glendora to Claremont) is being funded mostly by Metro's Measure M half-cent sales tax that was approved by voters in November 2016 and went into effect on July 1, 2017 (additional funds are coming from Measure R). The portion from Claremont to Montclair is being funded by San Bernardino County.

The Foothill Gold Line light rail line is being planned, designed and built by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency created in 1998 by the California State Legislature. The Construction Authority completed the 13.9-mile Los Angeles to Pasadena segment in 2003, and the 11.5-mile Pasadena to Azusa segment in 2015 - both on time and on budget. The Construction Authority began planning for the Glendora to Montclair extension in 2003, and since that time has completed environmental review and advanced conceptual engineering and is now readying the project for construction.



PROJECT FAST FACTS

Cost: \$1.4 billion to Claremont. Additional \$70 million to reach Montclair.

Groundbreaking Year: 2017

Completion Year: 2026

Distance: 12.3 miles

Stations: Six

Parking: Parking at all six stations (with a total of 5,180 parking spaces, 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: 28

New/Renovated Bridges: 23



GLENDORA STATION



The Glendora station and associated parking facility (with 420 parking spaces, charging stations for EVs, bicycle parking, and bus and drop-off areas) will be located just south of the city's historic downtown, east of Vermont Avenue and west of Glendora Avenue. The station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). Once completed, three tracks will run through the City of Glendora within one shared corridor – with two light rail tracks on the north side for the Gold Line and one track for freight on the south. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

Construction – What to Expect

The Foothill Gold Line will officially break ground in December 2017. The first three years of the project will be spent relocating utilities, conducting pre-construction activities, hiring a design-build contractor and finalizing design. Major construction will start in 2020 and involve two construction phases: (1) relocating/rebuilding the freight/Metrolink systems and (2) building the light rail system. Completion is expected in 2026.

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 during limited construction hours, and other construction-related activities).

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 southern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead lines to power the Gold Line system. New light rail bridges will be built over the intersection of Foothill Boulevard/Grand Avenue, at Lone Hill Avenue and at Route 66 (where the existing freight bridge will also be relocated and rebuilt as part of the project). Finally, West Ada Avenue will be permanently closed and made into a cul-de-sac; and either Elwood Avenue or Glenwood Avenue will also likely be closed. These closures aim to improve safety along the corridor and are required by the California Public Utilities Commission.

Stay updated on construction by signing up for construction updates at www.foothillgoldline.org

Glendora Station Art Concept

Glendora Station Artist: *Michael Hillman*

The city-selected artist is Michael Hillman. Michael's concept for the station art is derived from the rich history of the town in which he lives and works: Glendora. "Glendora Home: A Slice of Sunshine" is the title of Michael's theme for the station and refers to a brand of citrus that was grown and packed in Glendora and the company's slogan: "A Slice of Sunshine." The title also reflects the artist's feelings about Glendora.

Michael draws from the history, culture and landscape of the city to develop the art for the Glendora Station that he hopes will encourage passengers, especially those from the area, to reminisce. Michael's design will interpret local themes in a contemporary way while engaging various senses. To do this, he has designed station landmarks, which are large, oval columns embellished using dazzling glass tesserae in brilliant colors to evoke imagery (including citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water). These sculptural columns will be placed in the station area.



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