

La Verne 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 La Verne to Pasadena will take approximately 31 minutes and further to downtown Los Angeles will take approximately 60 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



LA VERNE STATION



The La Verne Station and associated parking facility (with 600 parking spaces, charging stations for EVs, bicycle parking, and bus and drop off areas), will be located north of Arrow Highway and east of E Street, between the University of La Verne and the Pomona Fairplex. The station will be a center platform station, with the light rail tracks on either side (one for westbound and one for eastbound trains). Entrance to the station will be from both E Street and the parking facility. 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.

➤ 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.

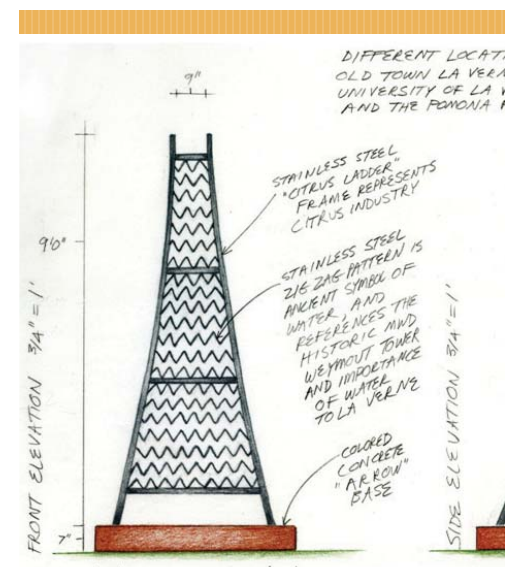
During construction, the community can expect temporary impacts (such as short-term lane closures, extended street closures at street crossings, noise mostly from construction vehicles, and other construction-related issues). Permanent changes will also occur due to the project, including safety enhancements 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 Gold Line system. Additionally, the California Public Utilities Commission is currently evaluating whether the Gold Line tracks will need to be grade-separated on a bridge over White Avenue (more information will be known in the coming months). Freight and Metrolink tracks will remain at-grade (street level).

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

➤ La Verne Station Art Concept

La Verne Station Artist: Blue McRight

The city-selected artist for the La Verne Station is Blue McRight. Blue proposes to create three station landmarks, symbolizing the history and architecture of La Verne and the community's connection to water. The artwork will become engaging landmarks visible from the train station and surrounding streets. A central theme in her art concept is the shared history of citrus and water. The steps of an old orchard ladder, both literally and metaphorically, will create a repeating zig-zag pattern – an ancient symbol of water. This pattern appears in the ceramic tile ornamentation of the Metropolitan Water District's Weymouth Tower, a landmark in the City of La Verne. The zig-zag shape was also prominently featured as the roofline of the now-demolished La Verne Orange and Lemon Grower's Association building. An important example of shared infrastructure in the La Verne area is Arrow Highway. This important connector will be symbolized in the artwork by arrow-shaped, colored concrete bases for each sculpture. Each 'arrow' will point to one of three important community partners (Downtown La Verne - symbolizing the city; the University of La Verne; and the Pomona Fairplex); thus each sculpture will be oriented in a different direction.



Sign up to receive project updates at www.foothillgoldline.org