


# GOLD LINE

IMAGINE THE CONNECTIONS



**Metro Gold Line Foothill  
Azusa to Montclair  
Extension**

**Station Planning Workshop -  
Claremont**

**FOOTHILL EXTENSION**

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

April 2011

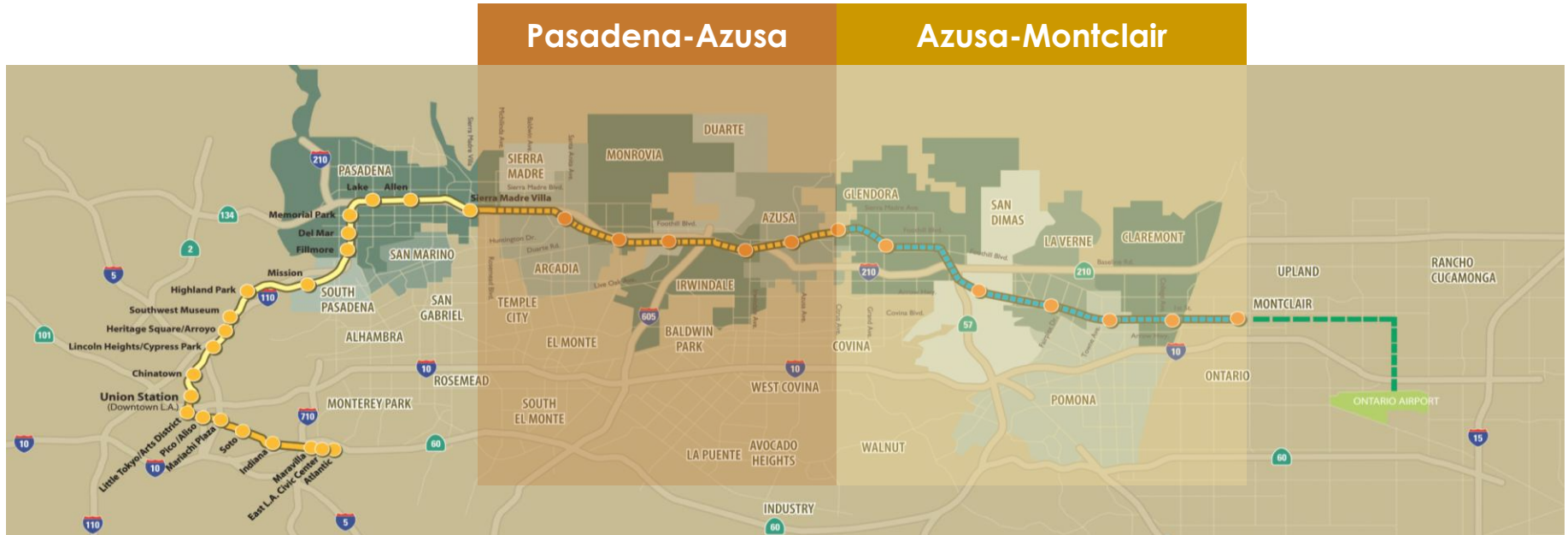
# Objectives

1. Discuss assumptions behind station design concepts
2. Share the latest station concept
3. Receive feedback from you on ways to enhance station design
4. Inform the selection of a station plan to study in the Draft EIR/EIS

# Workshop Format

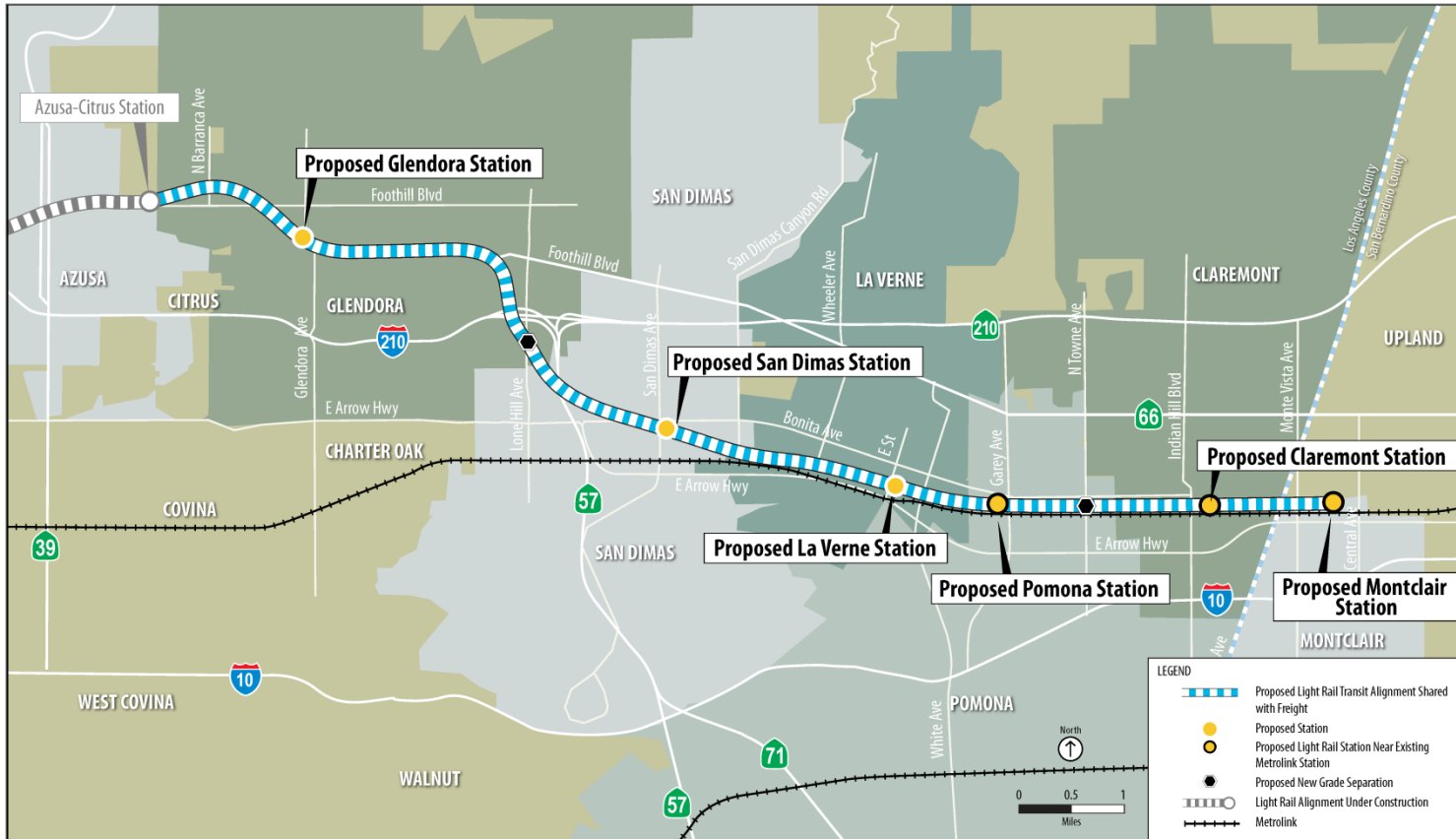
DISCUSSION MODULES	DURATION
1. Project Overview	10 min
2. Required Station Elements	10 min
3. Station Siting and Design Criteria	15 min
4. Goals & Opportunities	15 min
5. Challenges & Constraints	20 min
6. Proposed Station Concept	30 min
7. Wrap Up – What We Heard Today	20 min

# Project Overview



- **Pasadena to Azusa Extension**
  - 11.5 Miles, 5 Cities, 6 Stations
  - Fully Funded through Measure R
- **Azusa to Montclair**
  - 12.6 Miles, 6 Cities, 6 Stations
  - Estimated Funding Needed is \$550 Million

# Azusa to Montclair Extension



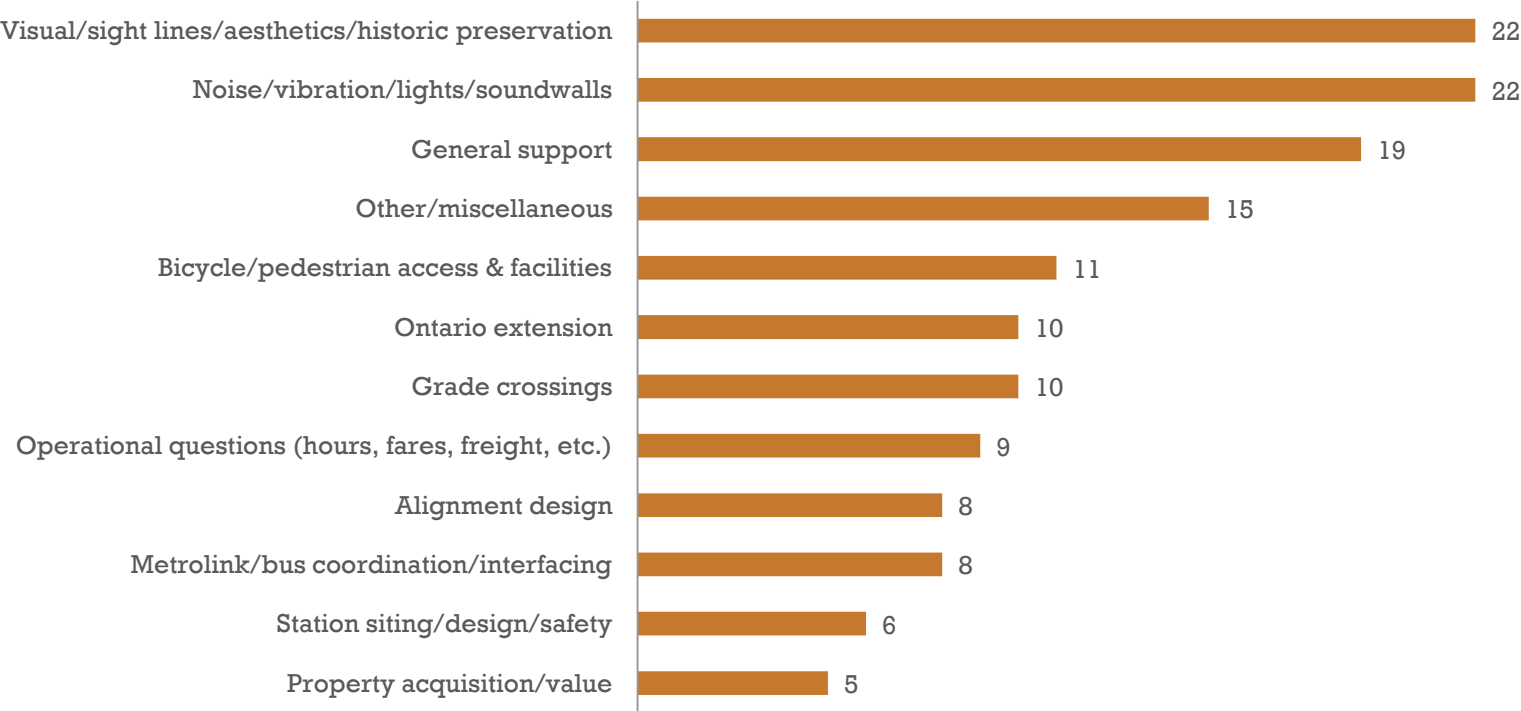
- Total length: 12.6 miles
- Six (6) stations planned, one for each corridor city: Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair

# Environmental Process & Schedule

Activity	2010	2011	2012
Update Conceptual Engineering	July 2010 – May 2011		
Scoping Meetings	January ★		
Technical Studies – Existing Conditions	Oct 2010 – Mar 2011		
City Workshops		Apr -May	
Impacts Analysis		Feb – July 2011	
Publication of Draft EIR/EIS		August ★	
Final EIR with NOD (CEQA Clearance)		November ★	
Final EIS with ROD (NEPA Clearance)			April ★

# What We Learned in Scoping Period

**Characterization of Comments from Claremont Residents**



# Required Station Elements

## System Devices



## Customer Interfaces



## Station Access



## Safety Features



Do you have any questions on how these standard Gold Line elements work ?

What are the elements that matter most to you?

# Station Siting & Design Criteria

## Station

- Proximity to major activity centers and/or planned TODs
- Good vehicular and pedestrian access
- Compatibility with surrounding land uses
- Proximity to potential parking site(s)
- Avoidance of business or resident displacements
- Minimal environmental impacts
- User safety and security
- Good connectivity to transit

Others? \_\_\_\_\_

# Station Siting & Design Criteria

## Parking

- Proximity to station platform(s)
- Sufficient size and shape of parcel
- Good vehicular access and egress
- Safe pedestrian access to and from station
- Compatibility with surrounding land uses
- Minimize business or resident displacements
- Minimal environmental impacts
- Potential for shared parking with Metrolink and/or other users
- Consistency with zoning or building code requirements

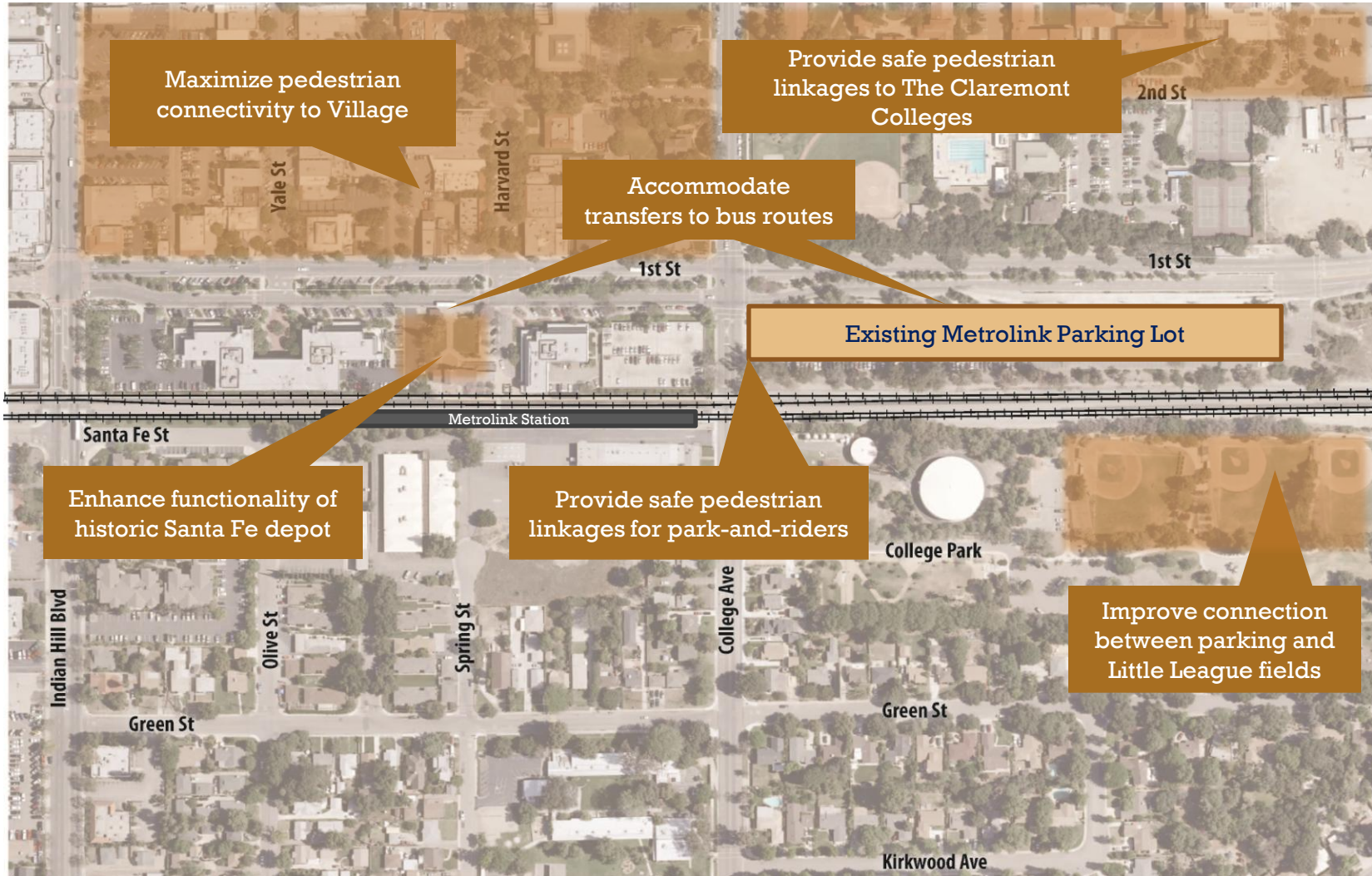
Others? \_\_\_\_\_

Which of these is most important in siting a station to you?

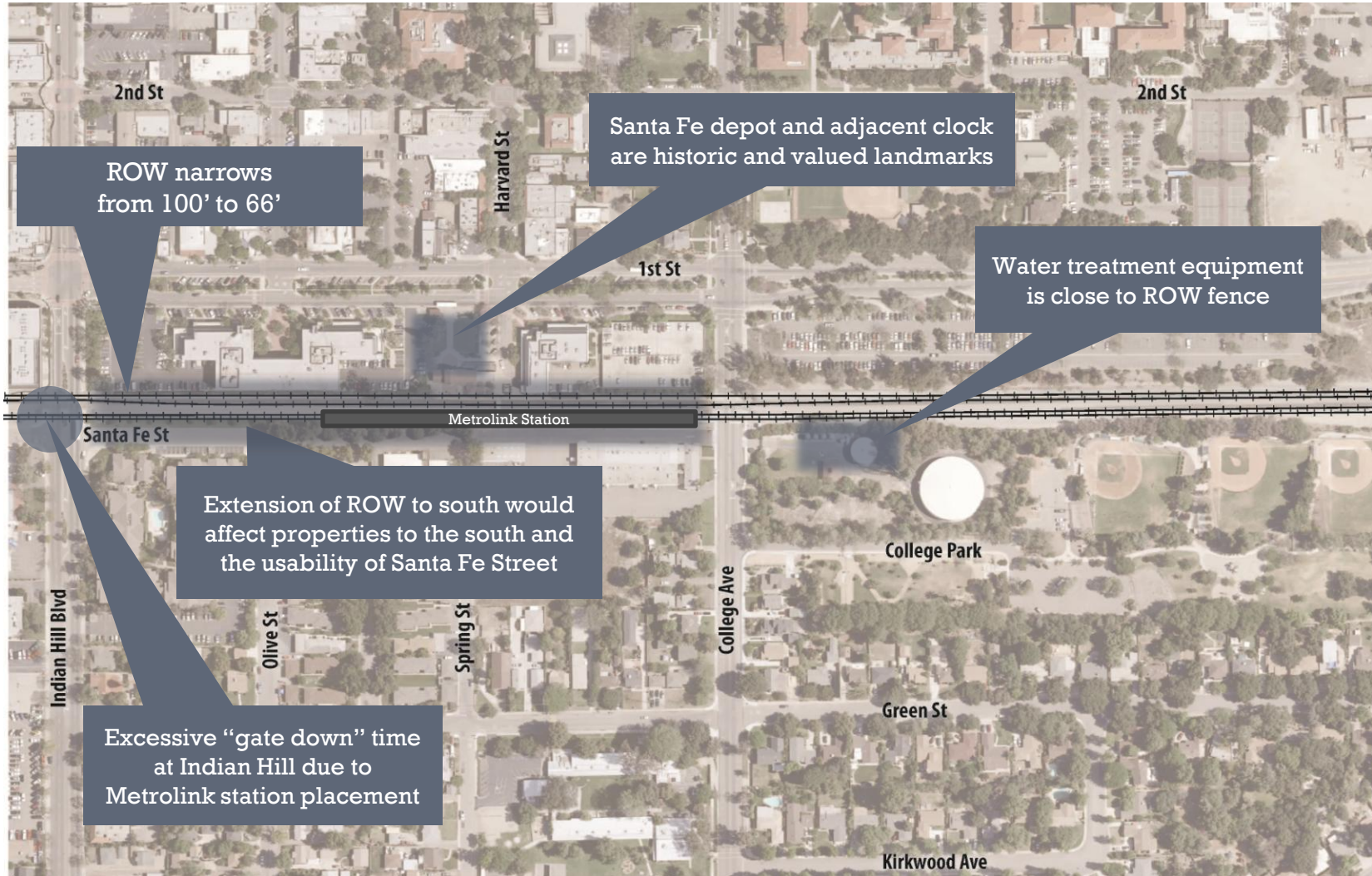
What is most important in siting a park and ride lot?

Is there anything missing?

# Goals & Opportunities



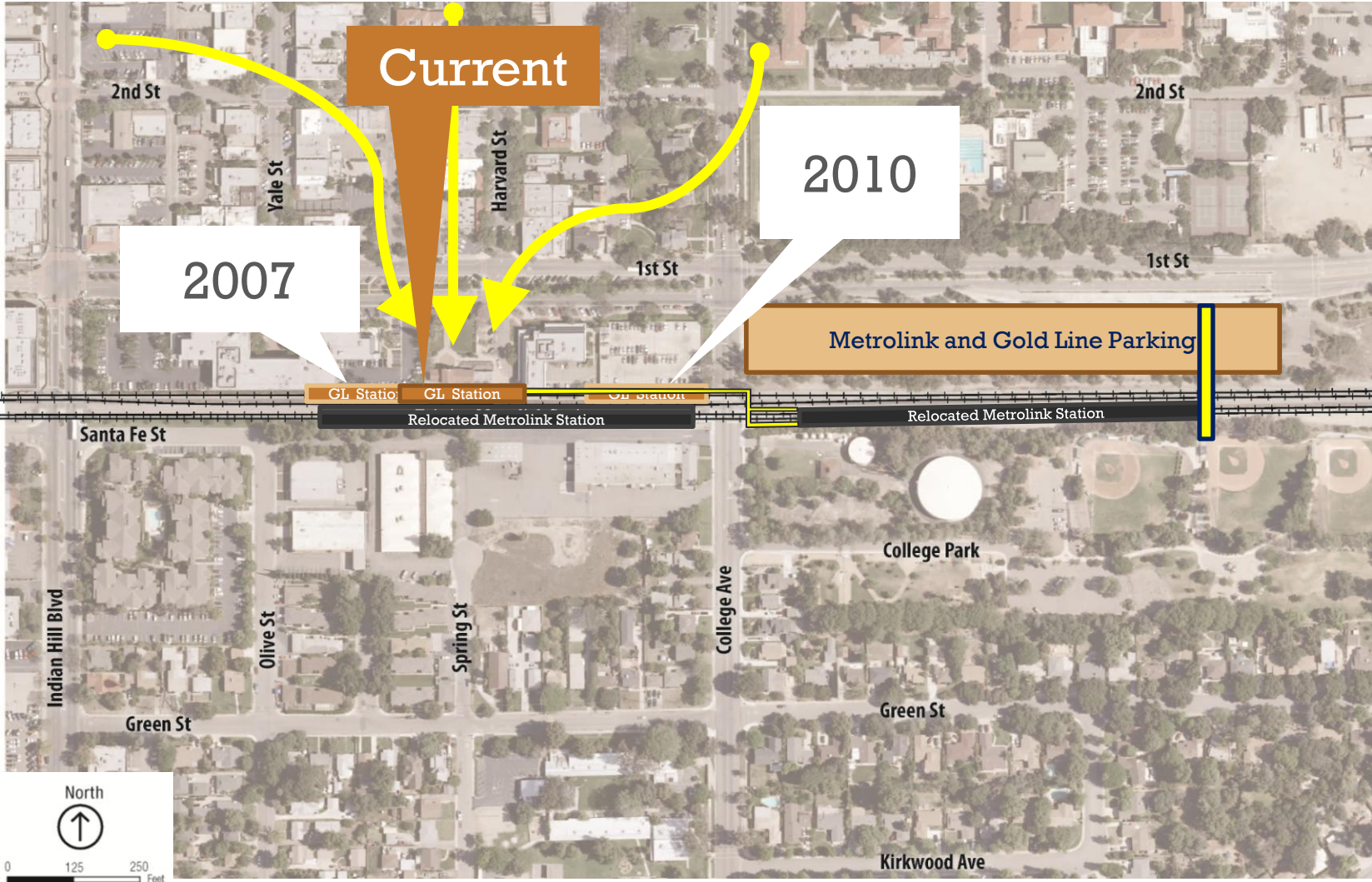
# Challenges & Constraints



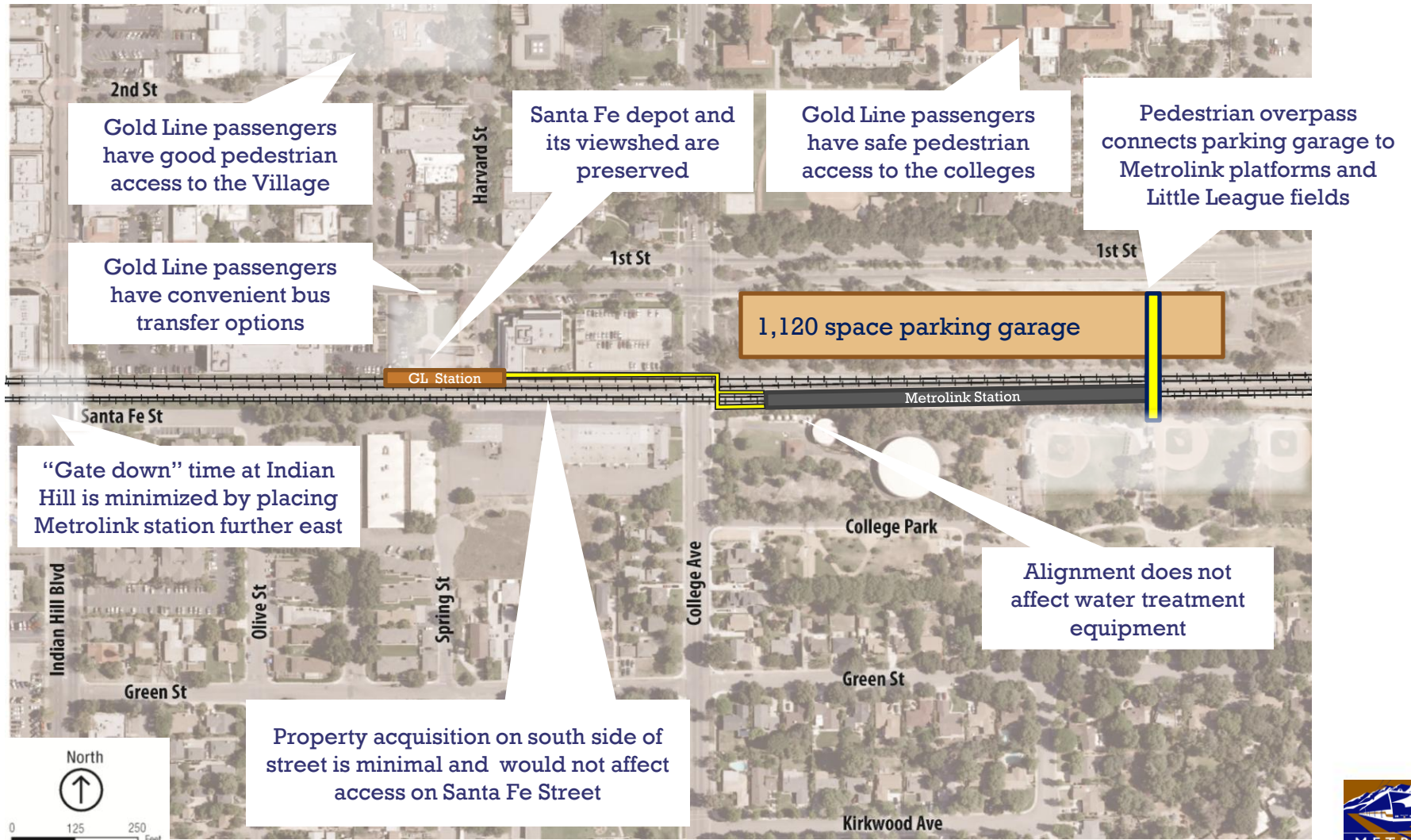
Are there assumptions about existing conditions/physical constraints that are not correct or ones not included?

Are there projects planned or underway that will affect the proposed concept?

# Alternative Station Concepts Considered



# Benefits of Proposed Station Concept



Do you think the proposed concept meets the criteria?

Does the plan result in impacts or areas of concern? If so, how can these impacts be mitigated?

Are there ways to enhance the design of the proposed station and parking?

What are your thoughts about the pedestrian paths of travel between the station, parking and nearby areas?

# Comparison of Station Concepts

Station Criteria	2007 Concept	2010 Concept	2011 Concept
Close to colleges/universities		✓	✓
Close to downtown	✓	✓	✓
Located near old Santa Fe depot	✓		✓ +
Convenient and safe pedestrian access			✓ +
Minimizes acquisitions			✓ +
Facilitates bus connections	✓	✓	✓
Minimizes noise/vibrations	✓	✓	✓
Minimizes grade crossing impacts			✓

# What We Heard From You

# Next Steps

- Claremont City Council Briefing
- Finalize conceptual design of the project
- Complete impacts analysis
- Publish Draft EIR/EIS in August 2011
- Public hearings in Sept 2011 to receive comments on Draft EIS/DEIR

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[www.foothillextension.org](http://www.foothillextension.org)

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