


GOLD LINE

IMAGINE THE CONNECTIONS



Metro Gold Line Foothill Azusa to Montclair Extension

Station Planning Workshop –
San Dimas

FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY

April 2011

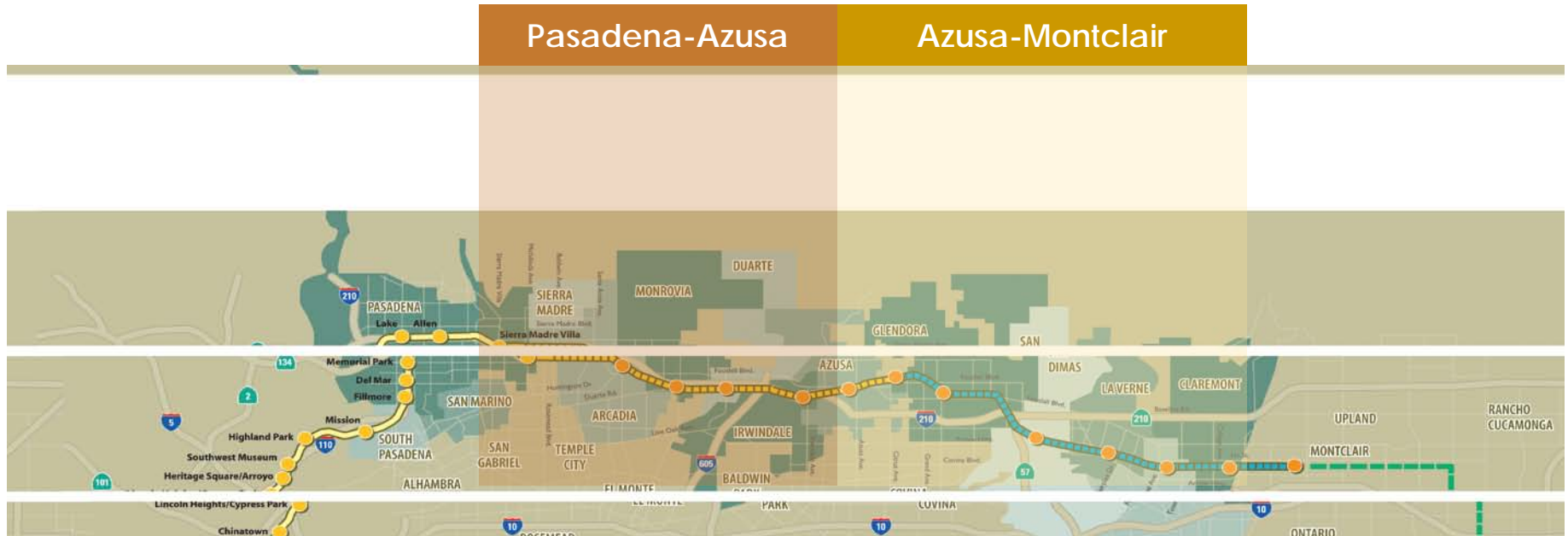
Objectives

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

Workshop Format

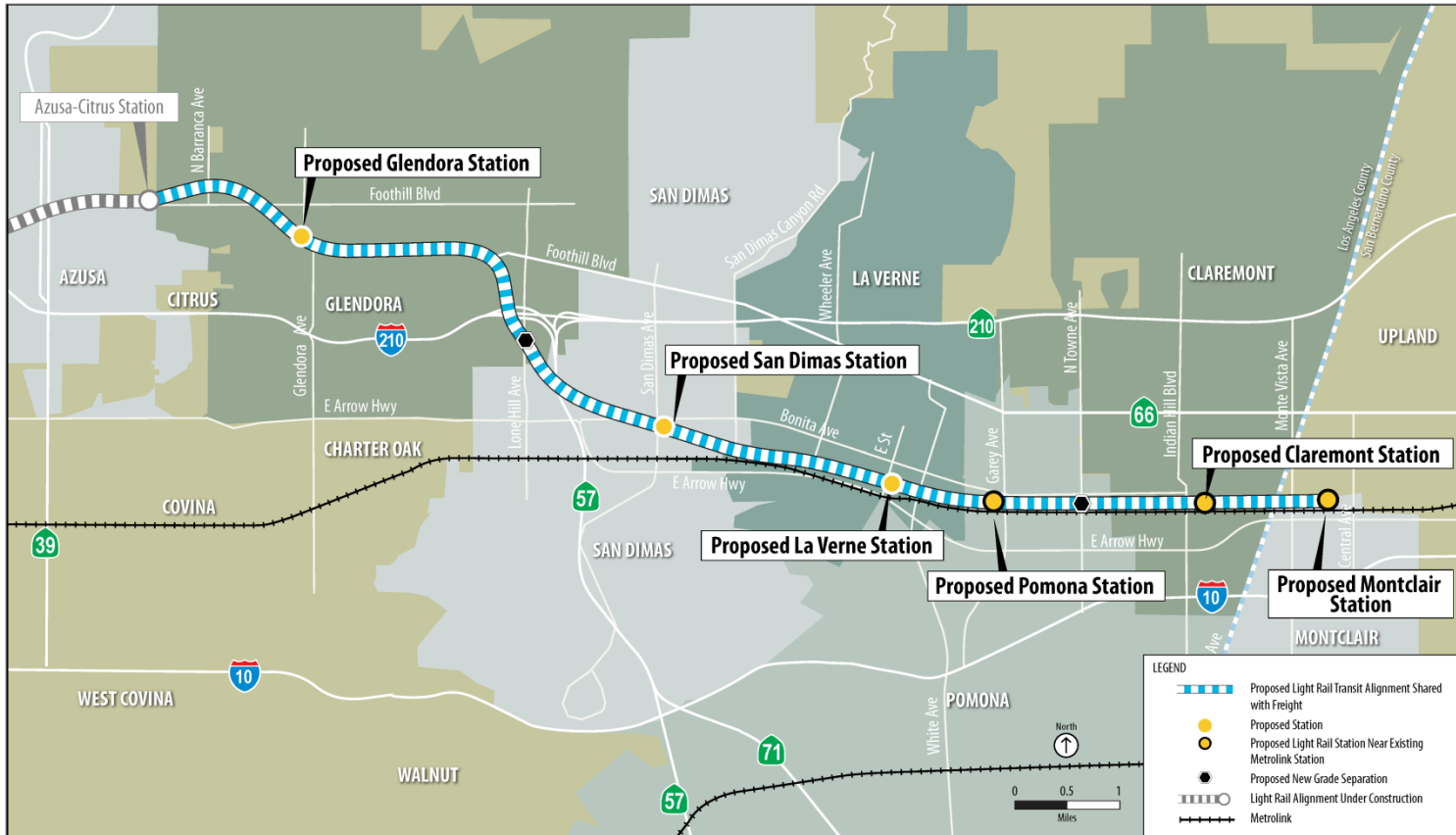
DISCUSSION MODULES	DURATION
1. Project Overview	10 min
2. Required Station Elements	10 min
3. Station Siting and Design Criteria	15 min
4. Points of Interest	15 min
5. Challenges & Constraints	20 min
6. Proposed Station Concept	30 min
7. Wrap Up – What We Heard Today	20 min

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



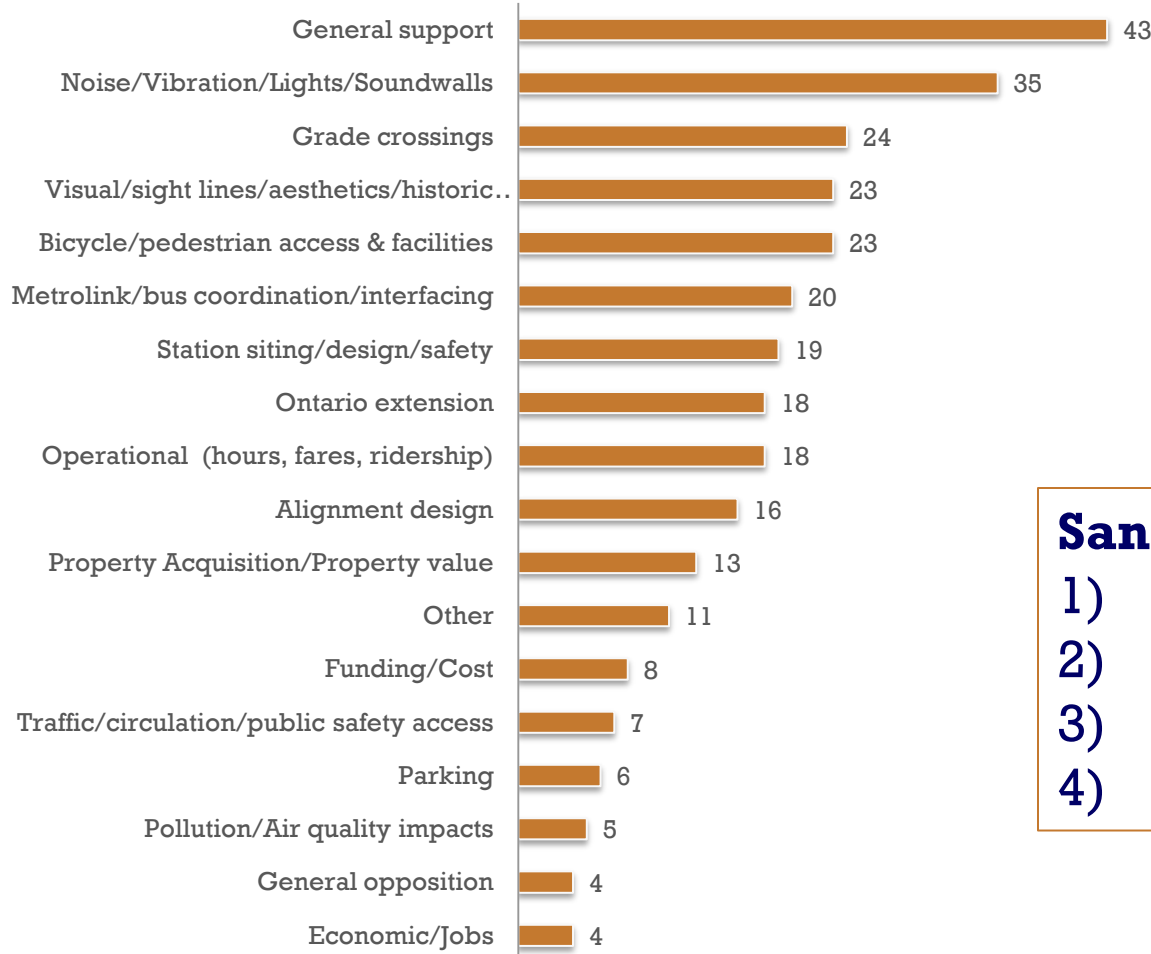
- Total length: 12.6 miles
- Six (6) stations planned, one for each corridor city: Glendora, San Dimas, La Verne, Pomona, Claremont, Montclair

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 Heard In Scoping Period

Characterization of Comments Received



San Dimas' top comments

- 1) General support
- 2) Noise/vibration/lights
- 3) Property acquisition
- 4) Traffic at grade crossings

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? _____

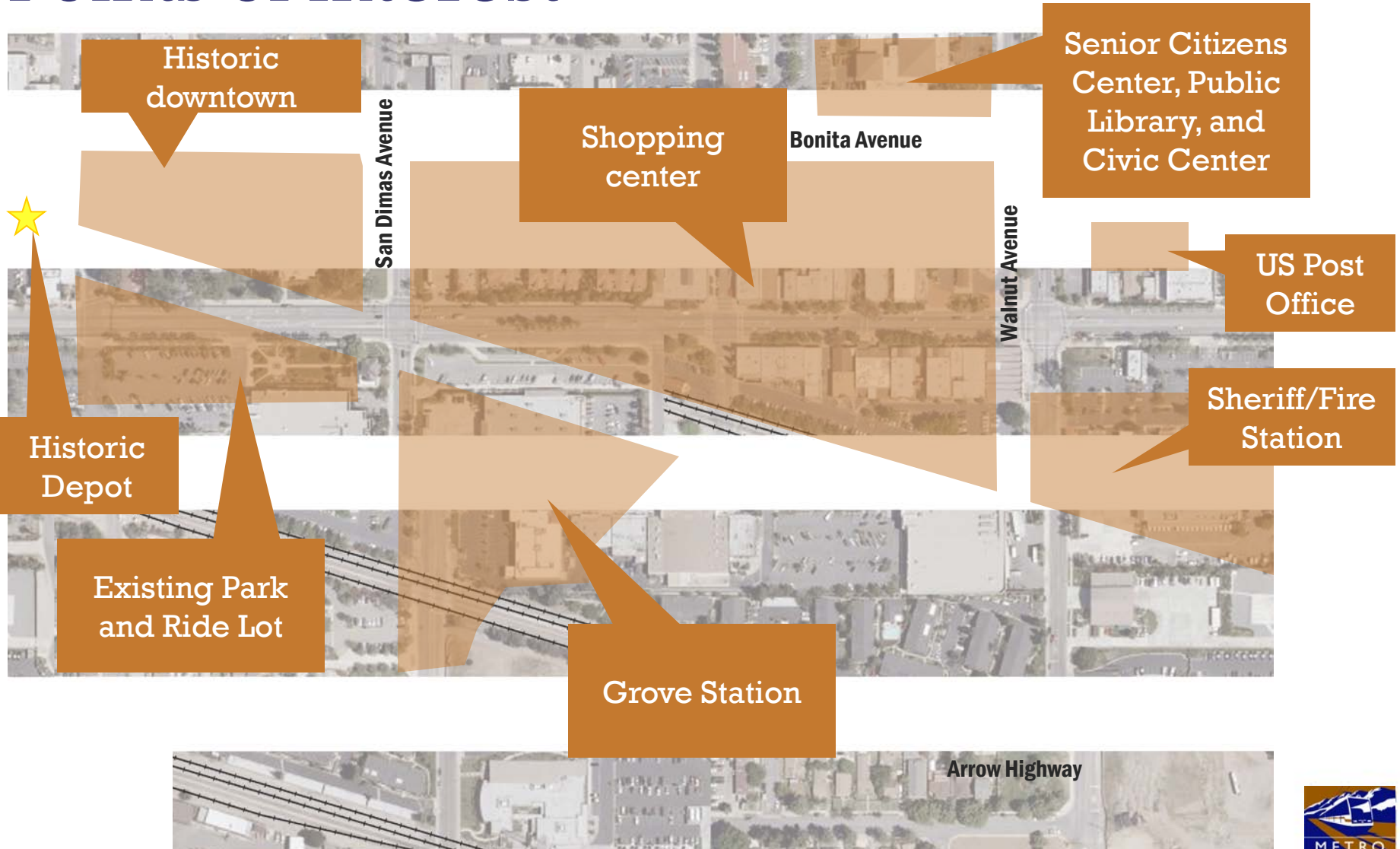
Station Siting & Design Criteria

Parking

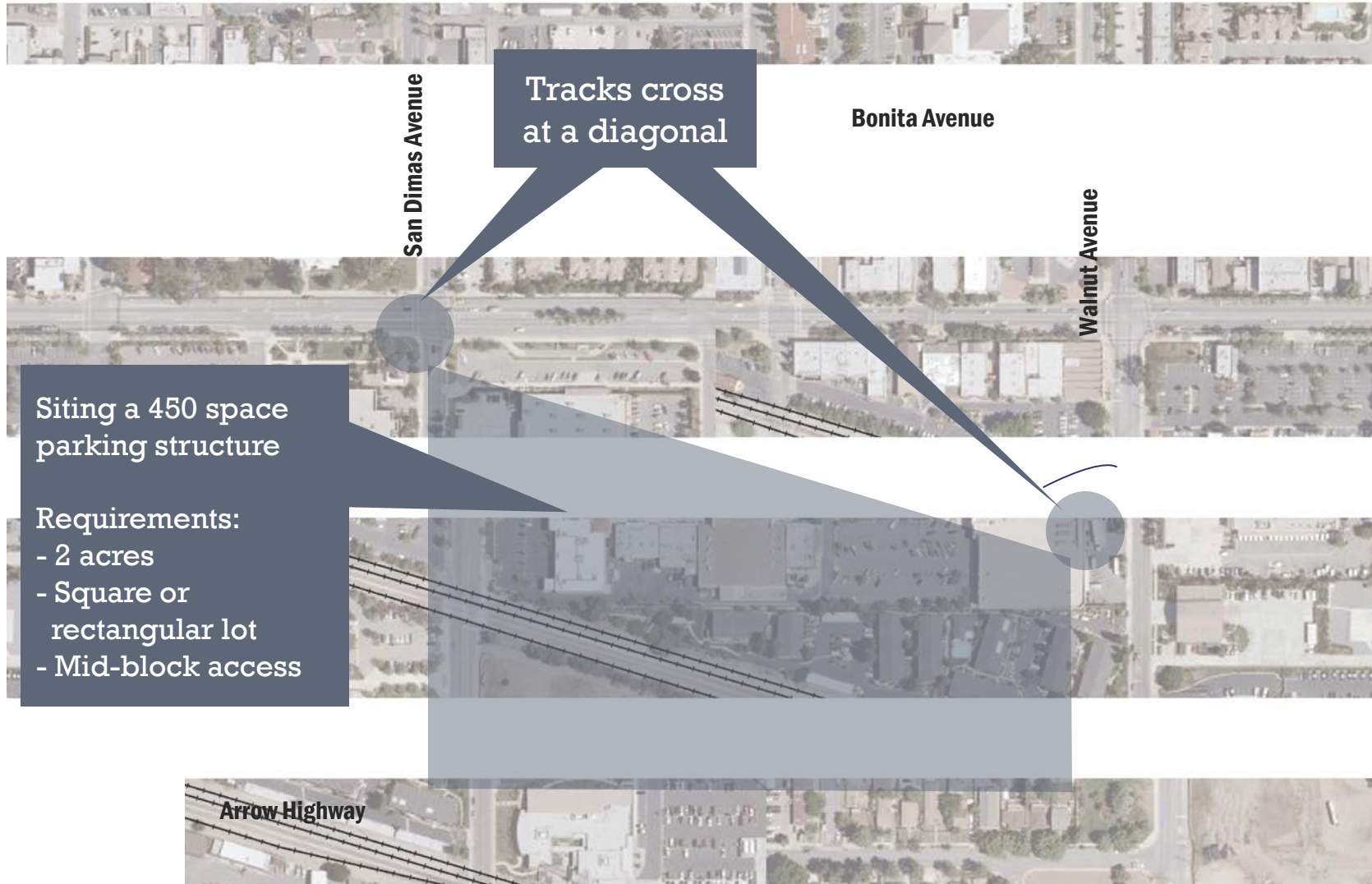
- Proximity to station platform(s)
- Sufficient size and shape of parcel
- Good vehicular access and egress
- Safe pedestrian access to and from station
- Compatibility with surrounding land uses
- Minimize business or resident displacements
- Minimal environmental impacts
- Potential for shared parking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

Others? _____

Points of Interest



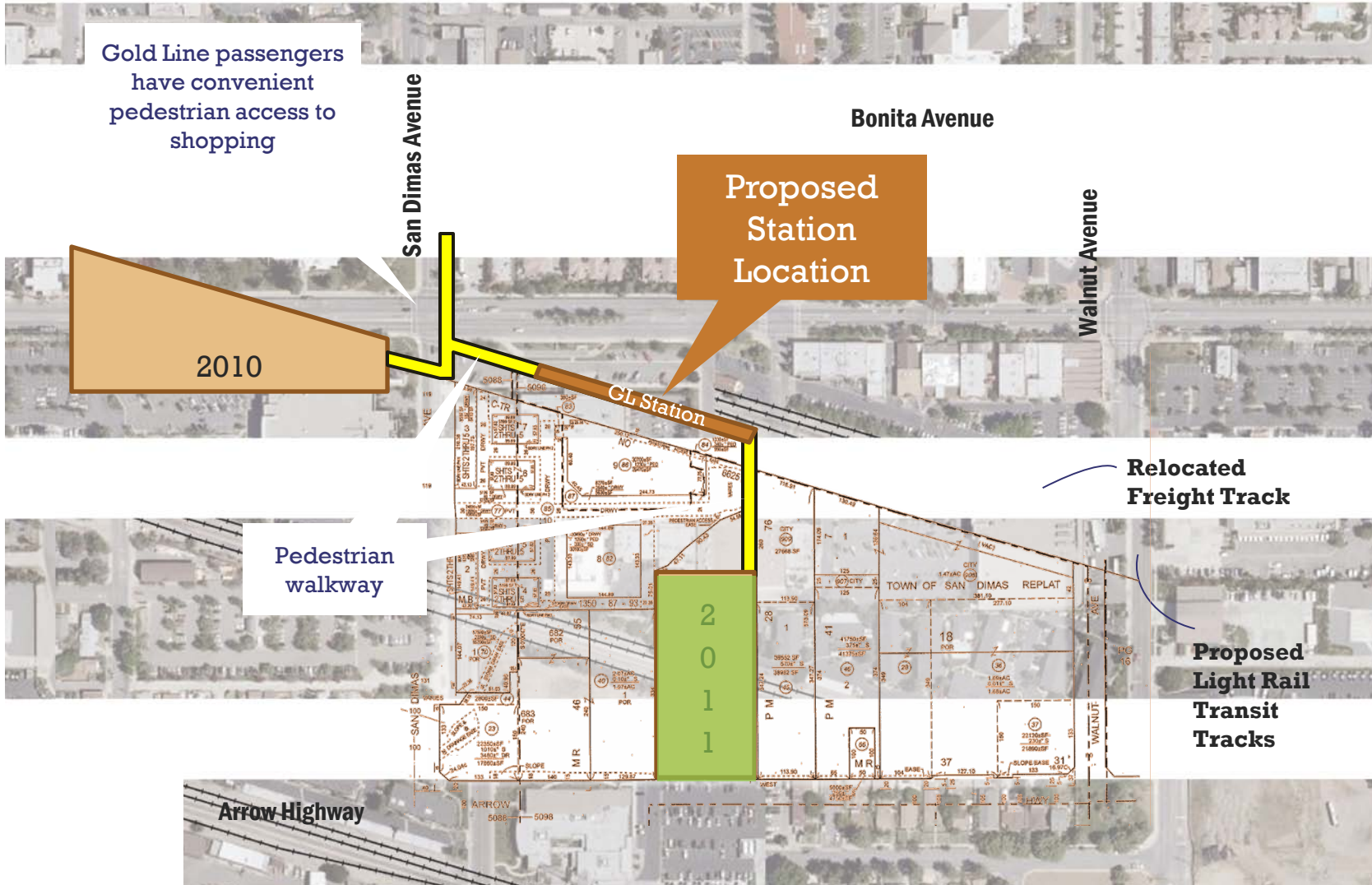
Challenges & Constraints



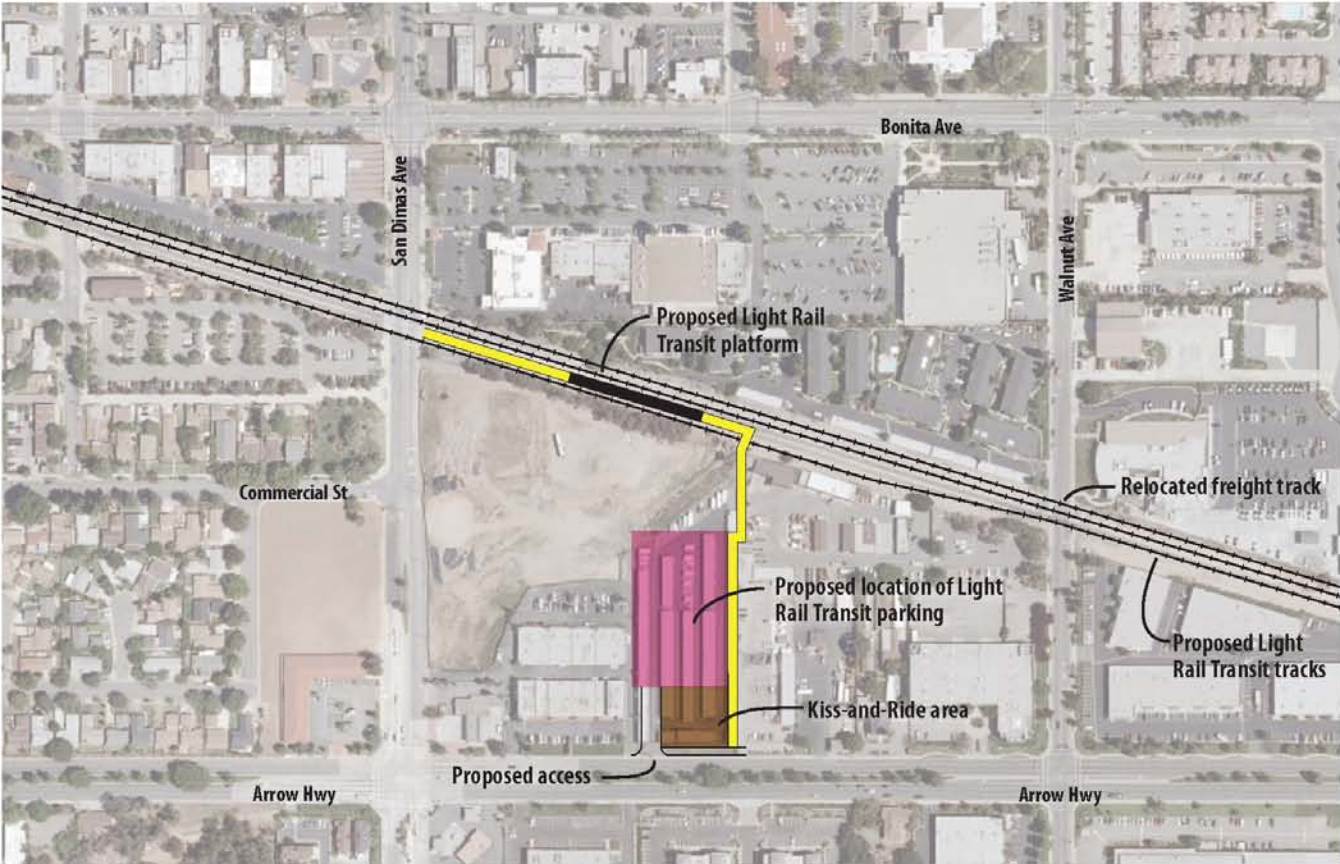
Are there assumptions about existing conditions/physical constraints that are not correct or ones not included?

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

Station & Parking Concepts



San Dimas Station



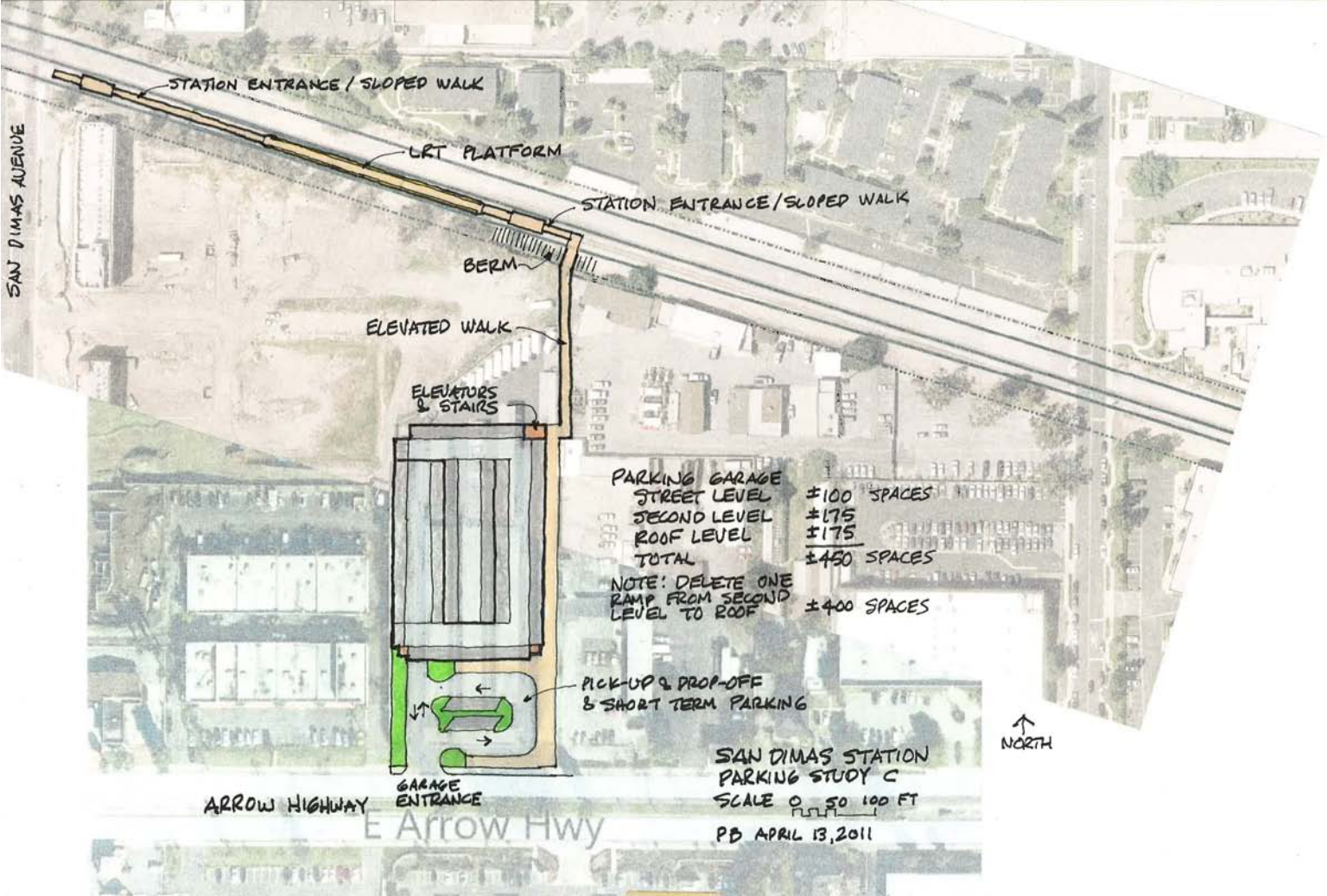
- LEGEND**
- Yellow line: Pedestrian Circulation
 - Pink rectangle: Light Rail Transit Parking
 - Black rectangle: Light Rail Transit Platform
 - Black line: Rail Tracks

Aerial courtesy of the U.S. Geological Survey



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Proposed Parking Site (2011)



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?

Current Station Plan - Scorecard

Station & Parking Criteria	Proposed
Proximity to shopping areas	✓+
Facilitates transit connections	✓
Convenient and safe pedestrian access	✓
Minimizes acquisitions	✓-
Consistency with Specific Plan Amendment	✓
Good vehicular access to parking	✓
Supports transit-oriented development	✓

What We Heard From You

Next Steps

- Evaluation of new Criteria
- Technical Analysis of Impacts
- Release of Draft EIS/EIR in August
- Public meetings in September to receive comments on DEIS/DEIR

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www.foothillextension.org

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