LONE HILL TO WHITE DOUBLE TRACK STUDY
Community Open Houses May 16 & 17
OPEN HOUSE SERIES

Tuesday, May 16, 2017
6-8:00 pm
La Verne City Council Chambers
3660 D Street
La Verne, CA 91750

Wednesday, May 17, 2017
6-8:00 pm
San Dimas
Plummer Community Building
245 E. Bonita Avenue
San Dimas, CA 91773

Metro
AGENDA

• Open House (6 pm - 6:30 pm)
• Presentation (6:30 pm - 7 pm)
  o Public Outreach
  o Study Location, Goals, Objectives
  o Study Features
  o Environmental Evaluation Study
    • Noise & Vibration Assessments
  o Schedule
  o Next Steps

• Q&A/Open House (7 pm - 8 pm)
COMMUNITY OUTREACH APPROACH

• Ensure the process is transparent - Community is aware and informed about the project

• Communicate often, early and strategically - Inform and engage all level of stakeholders

• Communication Tools - Fact Sheet, FAQ, Newsletter, Website, Helpline, Email, Social Media

855.SAFE.TRX 855.723.3879
COMMUNITY OUTREACH

Public Meetings:
• San Dimas - November 29, 2016
• La Verne – November 30, 2016

Briefings:
• University of La Verne – August 29 & November 16
• La Cuesta Encantada HOA – March 13
• Park La Verne HOA – March 14
• Canyon Creek Village HOA – March 22
• Puddingstone Village HOA – March 22
• The Gables at San Dimas HOA – March 23
• Montecito Village HOA – April 6
• Puddingstone Tiburon HOA – April 13
• Legislative, City and Agency Briefings
• Pomona Fairplex – May 15
“WHAT WE HEARD”

• **Noise & Vibration** - Community concerned about noise and vibration impacts.

• **Noise & Vibration Study** - How will community be involved in the noise and vibration study and what is involved in the study? What was involved in the site selection process?

• **Support & Opposition** - Supportive of double tracking, or making the corridor “Quiet Zone Ready.” In support if Quiet Zone implemented.

• **Quiet Zone**: What is involved in making project Quiet Zone Ready and what are the costs associated with it? Who will be responsible for maintenance? Funding?

• **Safety** – How will you make the crossings safe?

• **Schedule** – When will construction begin?

• **Length of Double-Track** – Why doesn’t the double track stretch to Union Station?
Double-tracking of 3.9 miles of railroad track between Lone Hill Avenue in San Dimas and White Avenue in La Verne.
BACKGROUND

• The San Bernardino Line (SBL) is the busiest in the Metrolink system, averaging 10,000 boardings per weekday.
• 38 Metrolink revenue trains and up to 4 Union Pacific Railroad (UPRR) trains travel through the corridor every weekday.
• The Metro-owned corridor on the Metrolink San Bernardino Line is 70% single track.
• Metro, in coordination with Metrolink, initiated the Lone Hill to White Double Track Project (LHW) Study in Summer of 2016 between the cities of San Dimas and La Verne.
• The study includes an environmental evaluation and up to 30% design.
• Metro is collaborating with key corridor operators (Metrolink and Foothill Gold Line Construction Authority).
PROJECT GOALS & OBJECTIVES

• IMPROVE SAFETY & ACCESSIBILITY FOR ALL
  o Enhance safety through double track (beyond Positive Train Control)
  o Reduce the risk of train accidents and prevent pedestrians, cars, trucks, and train collisions
  o Lengthen the existing platform at Pomona Fairplex Station

• IMPROVE METROLINK SERVICE FOR PASSENGERS
  o Improve travel times
  o Greater ability to add future service (subject to demand and funding)
  o Reduce delays due to trains waiting for another train to pass
  o Improve reliability and efficiency for Metrolink riders

• IMPROVE QUALITY OF LIFE FOR COMMUNITIES
  o Metro will design the 12 grade crossings to be “Quiet Zone Ready”
  o Cities will choose to pursue Quiet Zone designation
PROJECT DESIGN FEATURES

• 3.9 miles of second mainline track between Lone Hill Avenue and White Ave.
• 12 roadway at-grade crossings.
• Design elements at each grade crossing to improve safety & to meet Quiet Zone standards.
• Sidewalk and driveway modifications at grade crossings to enhance safety.
• Connections to industry spur tracks.
• Extend platform at the Pomona Fairgrounds station.
“QUIET ZONE READY” OPPORTUNITY

• Metro will design grade crossings to be “Quiet Zone Ready.”

• A Quiet Zone is a stretch of rail track where the Federal Railroad Administration (FRA) does not require trains to sound their horn at rail crossings.

• Local cities apply for an application for Quiet Zones to the FRA and the California Public Utilities Commission near the end of the construction process.

• It’s anticipated that local cities would be responsible for any ongoing annual costs associated with liability insurance and new infrastructure maintenance.
CURRENT VS QUIET ZONE READY ENHANCEMENTS

BEFORE

AFTER
PEDESTRIAN SAFETY ENHANCEMENTS

- Private crossings
- Public street crossings

1. Valley Center Ave
2. Lone Hill Ave
3. Cataract Ave
4. San Dimas Ave
5. Walnut Ave
6. San Dimas Canyon Rd
7. U of L/Gainey Ceramics
8. Wheeler Ave
9. Fairplex Dr
10. Arrow Hwy
11. Paper Pak
12. White Ave
SAFETY ENHANCEMENT CONCEPTS

EXISTING CONDITION

NEW OR EXTENDED MEDIANS to deter vehicles from driving around lowered gates
SAFETY ENHANCEMENT CONCEPTS (cont’d)

COORDINATED TRAFFIC SIGNALS to eliminate the danger of vehicles stalling on the tracks

QUAD GATES

ADDITIONAL CROSSING GATE ARMS to deter motorists from crossing the tracks when a train is passing and SWING GATES to deter pedestrians from trespassing and crossing the tracks
ENVIRONMENTAL EVALUATION

• Provided information to the community
• Evaluated the project in accordance with State and Federal laws:
  o California Environmental Quality Act (CEQA)
  o National Environmental Policy Act (NEPA)
• Conducted appropriate technical and environmental analyses
• Completed an environmental evaluation for 30% design
Conducted technical and environmental analyses for the following key areas:

- **Noise and vibration**
- **Air quality/greenhouse gas**
- **Traffic and transportation**
- **Biological and jurisdictional resources**
- **Historic architectural and archaeological resources**
- **Storm water and water quality**
- **Geotechnical**
- **Hazards and hazardous materials**
- **Utilities**
- **Paleontological Resources**
• Noise Methodology
  o Measured existing 24-hour noise levels of Metrolink and freight train passbys at selected locations along the right-of-way.
  o Used Federal Transit Administration (FTA) criteria based on existing noise levels.
  o Calculated future noise levels for the proposed project.
  o Reviewed FTA criteria to assess potential noise impact.

• Vibration Methodology
  o Measured vibration transmission of Metrolink and freight train passbys.
  o Calculated existing and future conditions.
  o Compared change to FTA criteria.
HOW DO WE MEASURE NOISE & VIBRATION?

- **Receivers** are the locations that are sensitive to noise and vibration (i.e. residences).
- **Decibels** are the measurement units of noise and vibration.
- **Measurements** are conducted using monitors for noise and vibration.
- **Existing noise** is the total noise level from all sources in a given area, either within a building or in an outside environment.
Noise and Vibration Measurement Receiver Locations – Valley Center Ave to 57 Freeway
NOISE & VIBRATION ASSESSMENT

Noise and Vibration Measurement Receiver Locations – South Cataract Ave to Arbor Circle
Noise and Vibration Measurement Receiver Locations – “A” Street to North White Ave
EXISTING NOISE LEVELS vs PREDICTED LEVELS with SOUND WALLS

Existing Noise Levels vs Predicted Levels with Sound Walls

- Existing Condition
- Proposed Project with Sound Walls

Receiver Location
Existing Noise Levels vs Predicted Levels with Quiet Zone

- **Existing Condition**
- **Proposed Project with Quiet Zone**

Predicted Noise Level [dBA]

Receiver Location:
- R1 to R34
• Noise Levels With Project
  o With Quiet Zones, improvements in noise levels throughout corridor (6-8 decibel noise reduction).
  o Without Quiet Zones, sound walls will be required at selected locations to reduce noise levels (5 decibel noise reduction).

• Vibration Levels With Project
  o Vibration levels are compliant throughout the Project except at two locations.
  o Ballast Mats for new track will reduce vibrations (3 decibel reduction).

Note: Based on average 24 hour noise measurements
If City does not move forward with quiet zones:

- Metro would pursue sound walls as an alternate mitigation strategy.
ENVIRONMENTAL EVALUATION

• **Air Quality and Greenhouse Gases:**
  o Standard measures and project design features to be implemented to reduce construction impacts.
  o The use of Metrolink Tier 4 trains will reduce air emissions during operations.

• **Traffic and Transportation:**
  o Detours during construction of street safety improvements will allow continued access. (temporary impact)
  o One queuing traffic lane to be improved for cars waiting for trains to pass.

• **Biological and Jurisdictional Resources:**
  o No sensitive vegetation communities present and no potential impact for federal or state-listed plants or wildlife. Preconstruction biological surveys will be performed.
  o No wetlands to be directly impacted. Jurisdictional waters will require permits.
ENVIROMENTAL EVALUATION

• CEQA Environmental Issues:
  o Aesthetics
  o Agriculture and Forestry Resources
  o Air Quality
  o Biological Resources
  o Cultural Resources
  o Geology & Soils
  o Greenhouse Gas Emissions
  o Hazards & Hazardous Materials
  o Hydrology & Water Quality
  o Land Use & Planning
  o Mineral Resources
  o **Noise & Vibration**
  o Population & Housing
  o Public Services
  o Recreation
  o Transportation & Traffic
  o Utilities & Service Systems

• NEPA Environmental Issues:
  o Land Use
  o Cultural Resources
  o Parks and Recreational Facilities
  o Transportation
  o **Noise & Vibration**
  o Air Quality
  o Hazardous Materials & Wastes
  o Property Acquisition
  o Community Impacts & Environmental Justice
  o Wetlands
  o Floodplains, Water Quality
  o Navigable Waterways, Coastal Zones
  o Prime & Unique Farmlands
  o Critical Habitat & Endangered Species
  o Public Safety
  o Cumulative Impacts
What is Next in the Process:

• Review comments from the community and key stakeholders
• Finalize technical reports and memoranda
• Complete CEQA and NEPA documentation
• Metro (lead agency) review and consideration of project approvals
• File notices after Metro agency approval
SCHEDULE

We Are Here

PHASE I
CONCEPTUAL 5%
PRELIMINARY
ENGINEERING PLANS &
ENVIRONMENTAL
STUDY
WINTER 2016

PHASE II
FINAL 30% PLANS,
SPECIFICATIONS &
ESTIMATES &
ENVIRONMENTAL
STUDY
SUMMER 2017

PUBLIC INVOLVEMENT
NEXT STEPS

1. Complete 30% Design and Environmental Clearance

2. Seek Metro Board Authorization for Final Design in Late 2017
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