LONE HILL TO WHITE DOUBLE TRACK STUDY
Community Open Houses November 29 & 30
Tuesday, November 29, 2016
6-8:00 pm
San Dimas Plummer Community Building
245 E. Bonita Avenue
San Dimas, CA 91773

Wednesday, November 30, 2016
6-8:00 pm
La Verne City Council Chambers
3660 D Street
La Verne, CA 91750
AGENDA

• Open House (6 pm - 6:30 pm)
• Presentation (6:30 pm - 7 pm)
  • Public Outreach & Notification
  • Project Team & Collaborators
  • Project Location, Goals, Objectives
  • Project Background, Current & Proposed Condition
  • Project Features
  • Environmental Evaluation Approach
  • Schedule
  • Next Steps
• Q&A/Open House (7 pm - 8 pm)
PUBLIC OUTREACH

• 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, Website, Helpline, Email

855.SAFE.TRX 855.723.3879
PUBLIC NOTIFICATION

- **Newspaper ads** - San Gabriel Valley Tribune
- **Direct mail** - Parcel and occupant lists, agency list, project database
- **Door hangers**
- **E-Mail**
- **Seat Drops** (Metrolink train)
- **Extended outreach** - Chambers, libraries, community centers, schools, local, state & federal offices
PROJECT TEAM & COLLABORATORS

Metro

WAGNER ENGINEERING & SURVEY, INC.

METROLINK

City of SAN DIMAS California 1960

City of Laverne since 1906
• Double-tracking of 3.9 miles of railroad track between Lone Hill Avenue in San Dimas and White Avenue in La Verne.
PROJECT GOALS & OBJECTIVES

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

IMPROVE METROLINK SERVICE FOR PASSENGERS
• Improve travel times
• Ability to add express trains
• Reduce delays due to trains waiting for another train to pass
• Improve reliability and efficiency for Metrolink riders

IMPROVE QUALITY OF LIFE FOR COMMUNITIES
• Metro will design the 12 grade crossings to be “Quiet Zone Ready”
• Cities choose to pursue this designation.
• 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.
CURRENT AND PROPOSED CONDITION

San Dimas Crossings

La Verne Crossings
PROPOSED PROJECT DESIGN FEATURES

• 3.9 miles of second mainline track between Lone Hill Avenue and White Ave.
• 12 roadway at-grade crossings.
• 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 must submit an application** for Quiet Zones to the FRA and the California Public Utilities Commission near the end of the construction process.
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

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
• Seek input from the community
• Evaluate proposed project in accordance with State and Federal laws:
  o California Environmental Quality Act (CEQA)
  o National Environmental Policy Act (NEPA)
• Conduct appropriate technical and environmental analysis
• Advance from 5% to 30% Design
KEY AREA OF STUDY: NOISE & VIBRATION

Noise & Vibrations Field Measurements

- Noise and vibration of Metrolink and UPRR freight train passbys
- 24-hour noise measurements at selected residential locations along the Metrolink right-of-way
PROPOSED MEASUREMENT SITES

SOUTH VALLEY CENTER AVE TO SOUTH LONE HILL AVE
- Greenhaven Street Single Family Residences
- South Shellman Avenue Single Family Residences

SOUTH LONE HILL AVE TO THE 57 FREEWAY
- Derby Road/Kent Street Condos
- Charter Oak Mobile Homes

57 FREEWAY TO SOUTH SAN DIMAS AVE
- San Antonio Road and Citrus Ranch Residences

SOUTH SAN DIMAS AVE TO SOUTH WALNUT AVE
- Cedar Creek Road Condos

SOUTH WALNUT AVE TO NORTH WHITE AVE
- Sun Rose Street and Arbor Circle Residences
- South Walnut Avenue Single Family Residences
SCHEDULE (Subject to change)

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

• Continue discussions with community
• Advance study to 30% Design
• Second round of community meetings anticipated for Spring/Summer 2017
Jay Fuhrman
Metro
Transportation Planning Manager, Regional Rail
One Gateway Plaza
Mail Stop 99-18-2
Los Angeles, CA  90012-2952

855.SAFE.TRX 855.723.3879

Metro.net/regionalrail
fuhrmanj@metro.net