

# Glendora 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 (currently called the L Line). The project will add new stations in Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair - and may be built in phases.

The project broke ground in December 2017 and has completed two of four contracts. In October 2019, the Construction Authority initiated the main design-build contract with Kiewit-Parsons, a Joint Venture (KPJV) to build the fully-funded 9.1-mile Glendora to Pomona project segment. Major construction started in July 2020 and is expected to take five years to complete to Pomona. The segment from Pomona to Montclair is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the full project to Claremont and Montclair.

Los Angeles County's sales tax measure, Measure M, is funding the majority of the project to Pomona, along with residual Measure R dollars not used during the last phase of the project. The State of California is also providing a greenhouse gas reduction grant.

**Possible Construction Phasing:** The design-build contract awarded to KPJV includes a base scope for the first 9.1 miles of the project from Glendora to Pomona. The segment from Pomona to Montclair, including the Claremont and Montclair stations, is not yet funded. The Construction Authority is currently seeking the additional funding needed to complete the project to Claremont and Montclair.

The project is overseen by the Foothill Gold Line Construction Authority (Construction Authority), an independent transportation planning, design and construction agency.



## PROJECT FAST FACTS

**Two Construction Phases:**

9.1 miles (Glendora to Pomona); 4 stations  
3.2 miles (Pomona to Montclair); 2 stations

**Major Construction Began:** July 2020

**Anticipated Completion Year:**

2025 to Pomona  
TBD to Claremont & Montclair (contingent on the funding year)

**Daily Train Traffic:** More than 200 Gold Line trains.

**Capacity:** 200 passengers per light rail car; two- to three-car trains.

**Speed:** 55 mph (maximum)

**Train Power Source:** Electricity

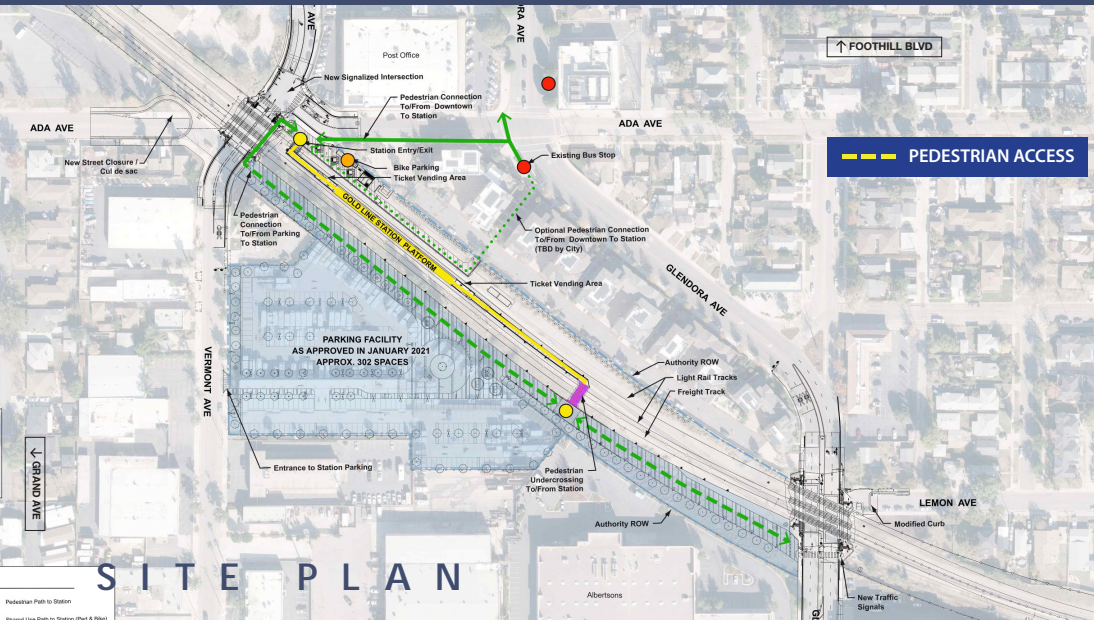
**Parking:** 302-space parking facility including EV charging stations, bicycle parking and buses and passenger drop off areas

**At-Grade (street level) Crossings:** 21 to Pomona (26 total to Montclair)

**New and Renovated Bridges:** 19 to Pomona (24 total to Montclair)

**Travel Time:** Once the line is in service, a trip from Glendora to Pasadena will take approximately 22 minutes and further to downtown Los Angeles will take approximately 51 minutes.





## SITE PLAN

The Glendora Station and associated 302-space parking facility (with charging stations for EVs, bicycle parking, and bus and drop-off areas) will be located just south of the city's historic downtown, east of Vermont Avenue and west of Glendora Avenue. The station will be a center platform station, with light rail tracks on either side (one for westbound and one for eastbound trains). Once completed, three tracks will run through the City of Glendora within one shared corridor – with two light rail tracks on the north side for the Gold Line and one track for freight on the south. While they will share the rail corridor, light rail trains and freight trains do not share tracks.

## Construction – What to Expect

For efficiency of cost and scheduling, the project is built in layers by the design-builder (underground utilities, drainage, communication/systems, street crossings, bridge construction, ballast installation, track installation, etc.), with specialty crews moving from one place to another completing their layer. This process - which includes tens of thousands of work activities - allows the design-builder maximum flexibility to schedule crews and equipment, as well as arrange for needed materials. Current and upcoming construction notices are available anytime at [foothillgoldline.org](http://foothillgoldline.org).

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 during limited construction hours, and other construction-related activities). 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 southern half of the rail corridor, new fencing and walls along the entire rail corridor, and new overhead lines to power the more than 200 Gold Line trains anticipated to run daily. New light rail bridges will be built over the Foothill Boulevard/Grand Avenue intersection, at Lone Hill Avenue and at Route 66 for Gold Line trains only (the existing Route 66 freight bridge will remain intact and not be changed). A traffic signal will be installed at the intersection of Elwood Avenue and Foothill Boulevard. West Ada Avenue (west of Vermont Avenue) and Glenwood Avenue have been permanently closed at the railroad corridor, as required by the California Public Utilities Commission to improve safety along the corridor. They will be made into cul-de-sacs as the project construction continues.

## Glendora Station Art Plan

### Glendora Station Artist: Michael Hillman

The city-selected artist is Michael Hillman. Michael's plan for the station art is derived from the rich history of the town in which he lives and works: Glendora. "Glendora Home: A Slice of Sunshine" is the title of Michael's theme for the station and refers to a brand of citrus that was grown and packed in Glendora and the company's slogan: "A Slice of Sunshine." The title also reflects the artist's feelings about Glendora.

Michael draws from the history, culture and landscape of the city to develop the art for the Glendora Station that he hopes will encourage passengers, especially those from the area, to reminisce. Michael's design will interpret local themes in a contemporary way while engaging various senses. To do this, he has designed station landmarks, which are large, oval columns embellished using dazzling glass tesserae tiles in brilliant colors to evoke imagery (including citrus, the foothills, bougainvillea, the brodiaea filifolia flower and water). These sculptural columns will be placed in the station area.



## FOR CONSTRUCTION QUESTIONS:

Hotline Call/Text: (626) 513-5788

Email: [CommunityRelations@kiewit-parsons.com](mailto:CommunityRelations@kiewit-parsons.com)

Public Information Office: 2100 E. Route 66, Suite 200, Glendora, CA 91740

Sign up to receive construction alerts at [www.foothillgoldline.org](http://www.foothillgoldline.org)