

# We're building more railway tracks to reduce travel time and enhance safety.

## LONE HILL AV TO WHITE AV DOUBLE-TRACK PROJECT Fact Sheet

### PROPOSED IMPROVEMENTS



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## Overview

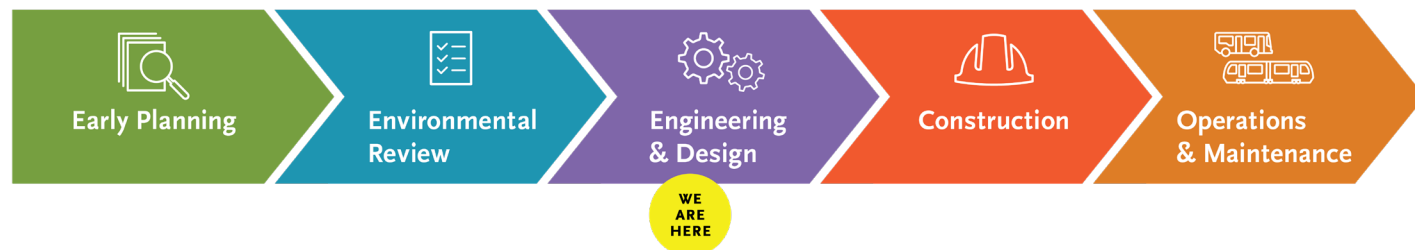
Metro’s plan for better transit includes improved safety and more frequent commuter rail service on the Metrolink San Bernardino Line.

The Lone Hill Avenue to White Avenue Double-Track Project includes adding a second mainline track along a 3.9-mile segment between Lone Hill Av in San Dimas and White Av in La Verne. The project will also include “Quiet Zone Ready” improvements to roadways and sidewalks, new and upgraded track and pedestrian crossing equipment, and improvements to existing drainage and landscaping. In addition, the project will also lengthen the existing seasonal platform at the Pomona Fairplex.

The existing railway, owned by Metro, is part of the San Gabriel Subdivision, which is used by both Metrolink commuter rail service (pre-COVID, approx. 38 trains daily), as well as Union Pacific Railroad freight service (up to four trains daily).

A 30% preliminary design and environmental evaluation (PA/ED) was completed in 2017 and the project is now in the Final Design/Plans Specifications & Estimate (PS&E) phase. The project is currently in the data collection and site assessment process. The project team is meeting with key government agencies, other stakeholders and working on 60% design. The final design of the project is anticipated to be completed in summer 2023.

## Project Delivery Timeline



## Why are we adding double-track?

The Metrolink San Bernardino Line largely consists of single-track (70%). When train schedules meet in the single-track corridor, one train must wait in a siding location for the other train to pass. Trains are required to idle at the sidings, causing service delays.

The addition of a second mainline track will allow for opposing trains to run on separate tracks, improving the overall flow of Metrolink and Union Pacific trains, and improving on-time performance and schedule reliability. The new track will effectively create a “two-way street” for train operations. The addition of the second mainline track will improve operational flexibility and reliability, reduce travel time, accommodate future service and improve safety along the San Bernardino Line.

Additional improvements, such as upgraded street and rail crossings, will enhance traffic and pedestrian safety, and better serve the community and commuters. As part of this work, up to 12 at-grade crossings will be upgraded, laying the groundwork for areas of the corridor to be designated as Quiet Zones.

## PROJECT MAP



## Project Goals and Objectives

The project will be designed through a combination of community and stakeholder input with the latest in rail planning and safety standards. Public input was previously solicited during Phase 2. Metro will continue to engage with the local community and provide project updates during the Final Design phase of the project.

### IMPROVE SAFETY AND ACCESSIBILITY

- > Enhance safety by adding second track, grade crossings enhancements and right-of-way access control
- > Reduce the risk of train accidents and prevent pedestrians, cars, trucks and train collisions
- > Lengthen the existing platform at Pomona Fairplex Station

### IMPROVE TRAVEL TIME & RELIABILITY

- > Ability to add express trains and more frequent Metrolink service
- > Reduce delays due to trains waiting for another train to pass
- > Improve reliability and efficiency for Metrolink riders

### QUIET ZONE READY

- > 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 are the responsible party to submit an application for Quiet Zones to the FRA and the California Public Utilities Commission

### CORRIDOR CROSSINGS

- > 12 at-grade crossings
- > One grade-separated crossing at SR-57 freeway

### STATIONS

- > Covina Station
- > Pomona Station
- > Pomona Fairplex Station (seasonal)
- > La Verne L Line (Gold) Station (under construction)

### KEY CORRIDOR DESTINATIONS

- > Pomona Fairgrounds
- > Puddingstone Reservoir
- > Frank G. Bonelli Regional Park
- > University of La Verne
- > Raging Waters