

# Welcome!

*We will begin in a few moments.*

**Lone Hill Av to White Av Double Track Project**

August 2022



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

**LONE HILL AV TO WHITE AV DOUBLE-TRACK PROJECT**



# Housekeeping

**Today's meeting is being recorded.**



Attendee cameras are off and microphones are muted.



During the meeting, comments can be submitted using the Q&A icon.



Oral public comments following the presentation.  
Please use the 'raise hand' icon.

# Interpretation Available



## **Via Zoom**

- > Click on the “Interpretation” icon
- > Pick the language you would like to listen to (Spanish)
- > Spanish translated presentations have been posted in the chat

## **Interpretacion en espanol**

### **Via Zoom**

- > Haga click en el icono – “interpretacion”
- > Escoja la opcion para escuchar en espanol
- > El enlace a la presentacion en espanol esta disponible en el “chat”

# Agenda

- I. Welcome
- II. Meeting Format
- III. Community Guidelines
- IV. Team Introductions
- V. Presentations
- VI. Moderated Question & Answer Session
- VII. Adjournment

\*This meeting is being recorded for distribution by Metro as part of the outreach process



# Community Guidelines

To provide a safe, comfortable and equitable space during this meeting, we are asking for your help.

- > Treat fellow community members and our presenters with respect
- > Maintain a conversational tone
- > Address all questions to today's presenters – not to other attendees

Metro is committed to ensuring that all participants can fairly and clearly ask questions and share ideas, comments and concerns.

We reserve the right to end the meeting at any point, if we are unable to continue the meeting consistent with these guidelines.

Any participants that do not follow these guidelines or post/verbalize inappropriate content will be removed from the meeting.



# Project Development Team



**Metro**<sup>®</sup>



**METROLINK**<sup>®</sup>



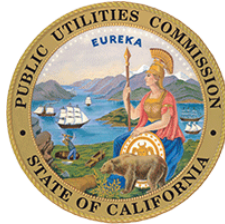
moffatt & nichol



# Participating Stakeholders



Foothill Gold Line



FAIRPLEX



University of  
La Verne

# Project Location



- > 3.9 miles of double track
- > 12 "quiet zone ready" at-grade crossings



# Background

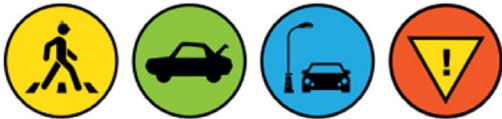
- > San Bernardino Line (SBL) is the busiest in the Metrolink system
- > Prior to COVID-19 pandemic, 38 Metrolink revenue trains and up to 4 Union Pacific Railroad (UP) trains traveled through the corridor every weekday
- > The Metro-owned corridor on the Metrolink SBL is 70% single track
- > Metro completed the Environmental Clearance Documents and the 30% preliminary engineering plans in 2019
- > Metro is collaborating with key corridor operators (Metrolink and Foothill Gold Line Construction Authority) and the cities of San Dimas, Pomona and La Verne



# Goals and Objectives

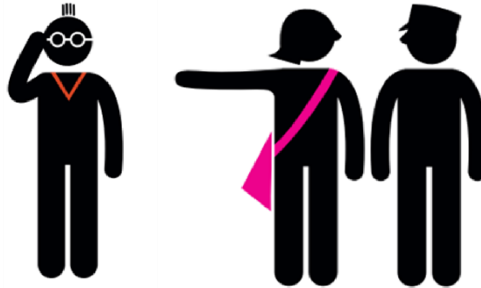
## Improve Safety & Accessibility for all

- > Enhance safety through adding 2nd track, grade crossings enhancements, and ROW access control
- > Reduce the risk of train accidents and prevent pedestrians, cars, trucks, and train collisions
- > Lengthen the existing platform at Pomona Fairplex Station



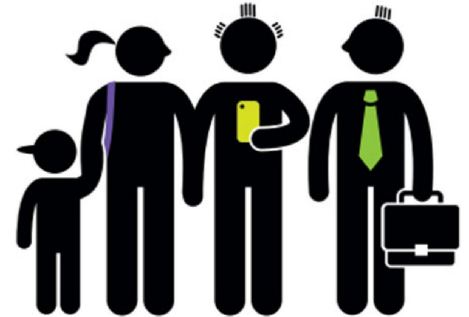
## Improve Metrolink Service for Passengers

- > Improve travel times
- > Reduce delays due to trains waiting for another train to pass
- > Improve reliability and efficiency for Metrolink riders



## Improve Quality of Life for Commuters

- > Metro will design the 12 at-grade crossings to be “Quiet Zone Ready”
- > Cities will pursue final Quiet Zone implementation



# Key Project Elements



Construction Phasing & ROW



SR-57 FWY Overpass (Encroachment Permit)



Aeropres Facility and UPRR Operations



Grade Crossings & Quiet Zone & Noise and Vibration



Deep Ravine Arch Brick Culvert



Marshall Creek and University PVT Access



# Improvements Through Final Design



**Sidewalk Improvements  
(Pedestrian Friendly and  
ADA Compliant)**

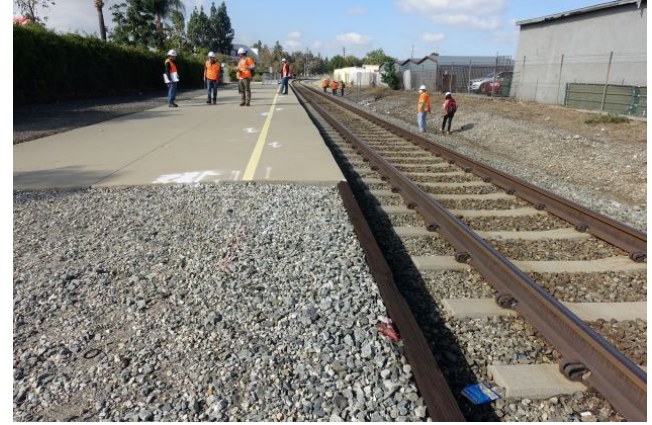
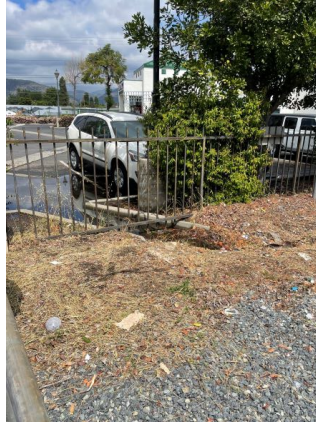


**Fencing Upgrades  
(Prevent Trespassing and  
Accidents)**

# Improvements Through Final Design



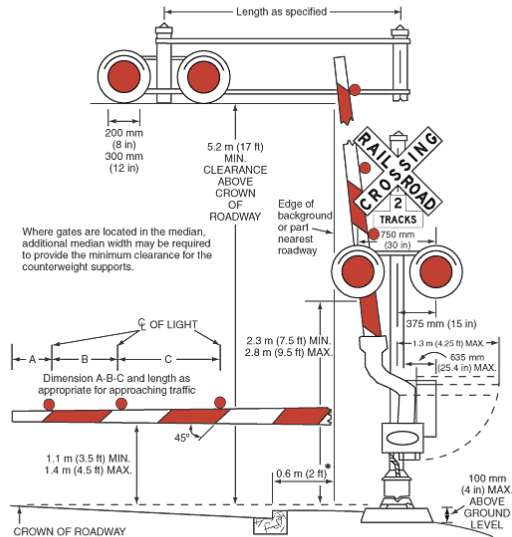
Drainage Improvements



Fairplex Seasonal Platform Extension

# Upgrade to the Highest Safety Standards

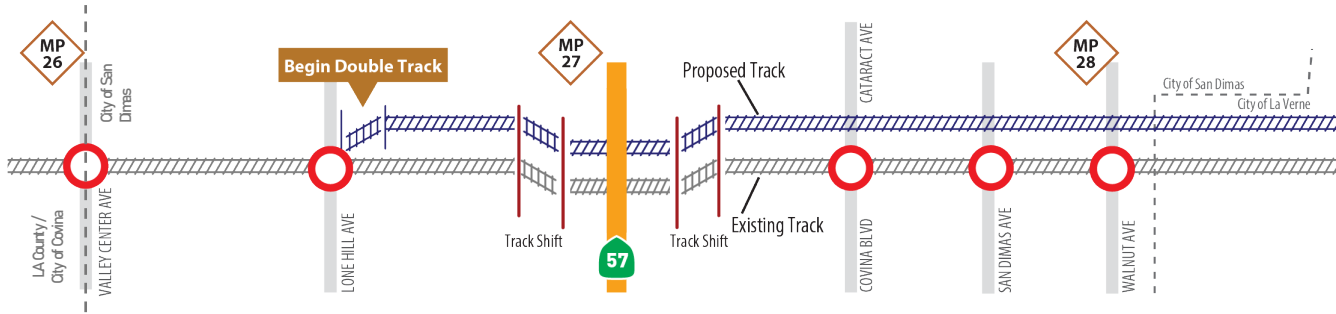
Figure 8D-1. Composite Drawing of Active Traffic Control Devices for Highway-Rail Grade Crossings Showing Clearances



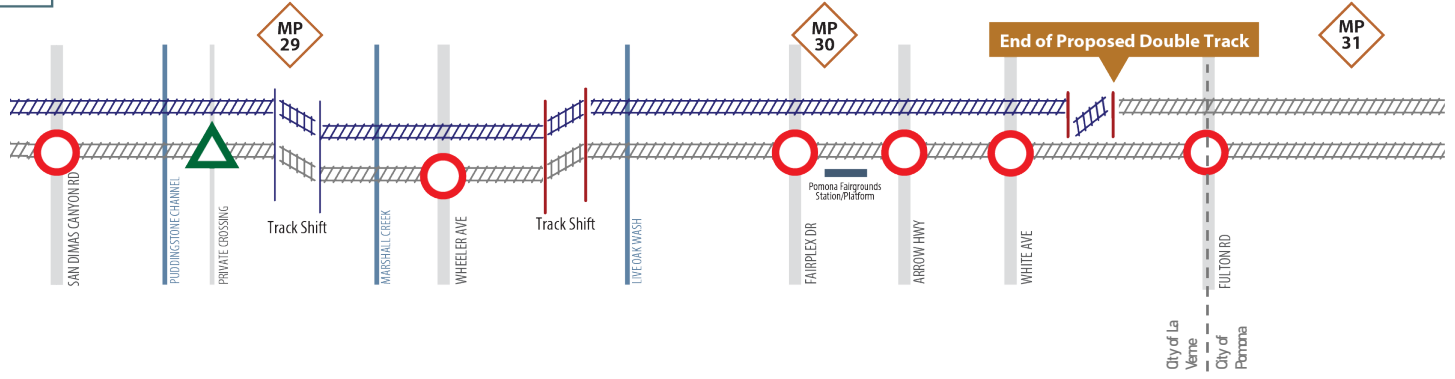
**METRÖLINK**  
 REPORT CROSSING  
 EMERGENCIES TO  
 1-888-446-9721  
 MORENO VALLEY STATION  
 CPUC # 101PV-73.44  
 DOT # 929040T



# Grade Crossing Locations



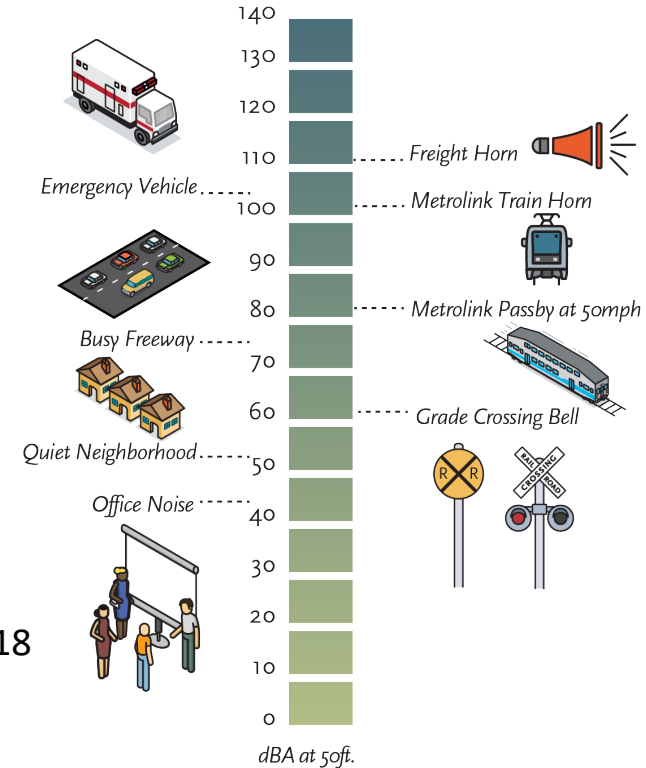
	Public Crossing		Existing Track
	Private Crossing		New Track



# Noise & Vibration

- Noise & Vibration field measurements were taken in 2017
- 24-hour measurements were taken at selected residential locations along the project corridor
- Measurement sites were selected through combination of community volunteers and environmental team identifying locations close to the ROW
- 33 clusters of residential single and multi-family noise & vibration receivers placed along project corridor, +2 at New Song Church and Lordsburg Park
- Noise and vibration model was used to analyze data according to the California Environmental Quality Act requirements
- Proposed project would result in moderately increased noise levels at 18 of the 33 residential clusters and affect 164 residences

## Taking the temperature on noise



# Noise & Vibration

- Cities issued 2019 project support letter requesting for additional Noise and Vibration assessment in final design and Metro consider doing more than the bare minimum to mitigate sound
- Metro design included a Noise and Vibration specialist to reassess the findings of the 2017 and in parallel the City conducted a new and independent Noise and Vibration study for the project area
- Both assessment sight installation of sound walls would provide some mitigation. The difference in data was the number of sound walls required. This infrastructure was not selected for final design.
- Most effective mitigation based on all studies for the increased noise levels will include Quiet Zone-ready improvements at all at-grade crossings along the Metro owned right-of-way
- The project added quiet zone ready improvements be placed at Valley Center Avenue and Fulton Road to allow Lone Hill to White to act as a true quiet zone corridor
- Metro working with City staff to address questions on process and hear directly from other cities who currently have quiet zones in place.



## Memo

Date: Monday, June 27, 2022  
Project: Metro Lone Hill to White Double Track Project  
To: Metro  
From: Tim Casey, INCE  
Subject: Review Comments on ATS Consulting Noise and Vibration Memo and Dudek Study Pertaining to Crossings in the City of San Dimas

HDR reviewed the memorandum entitled, "Noise and Vibration Impact Assessment, Metrolink Lone Hill to White Double Track Project" prepared by ATS Consulting, and dated June 16, 2017. The analysis and report were prepared to evaluate the potential for project-related noise and vibration impacts in accordance with CEQA requirements.

ATS measured existing noise levels, calculated future noise levels and compared those results with noise impact thresholds published in "Transit Noise and Vibration Impact Assessment", Federal Transit Administration, 2008. Analysis results indicate that the proposed double track project may result in noise impacts at parcels throughout the project corridor. HDR also reviewed the "Peer Review Comments - Rail Noise and Vibration Study, City of San Dimas" prepared by Dudek and dated March 10, 2022. Dudek's independent analysis also indicate that the proposed double track project may result in noise impacts at parcels throughout the project corridor.

Trains currently use their locomotive horn as they pass through the city crossings, namely: Valley Center Avenue, Lone Hill Avenue, Cataract Avenue, and San Dimas Avenue. Typically locomotive horns are audible at great distances from the grade crossing, throughout large portions of communities in which they are used. ATS and Dudek agree that projected noise impacts are caused by locomotive horn use at public at-grade crossings, and that noise mitigation options include noise walls or a quiet zone. Noise walls have the potential to eliminate noise impacts, but horn noise will still be audible throughout the community. Quiet zones eliminate the use of locomotive horns (except in emergencies) reducing noise levels throughout the community. HDR has reviewed both documents and agrees with the findings that Quiet Zone Ready infrastructure will provide the greatest noise reduction benefit for the project area and there is no need for additional studies.

[hdrinc.com](http://hdrinc.com)

1601 Utica Avenue South, Suite 600, St. Louis Park, MN 55416-3400  
(763) 591-5400



# “Quiet Zone Ready” Crossings

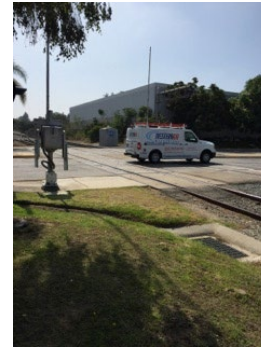
- > Metro will design grade crossings to be “Quiet Zone Ready”
- > A Quiet Zone is a stretch of rail track where the Federal Railroad Administration (FRA) does not require trains to sound their horn at rail crossings
- > Local cities are the responsible party to submit an application for Quiet Zones to the FRA and the California Public Utilities Commission





# Metro Right of Way

- > No full property acquisitions are anticipated to install safety features.
- > Partial property impacts to adjacent area are anticipated to be minimal and will be finalized in the next phase of design.
- > Project will clean up railroad easements within the limits of work

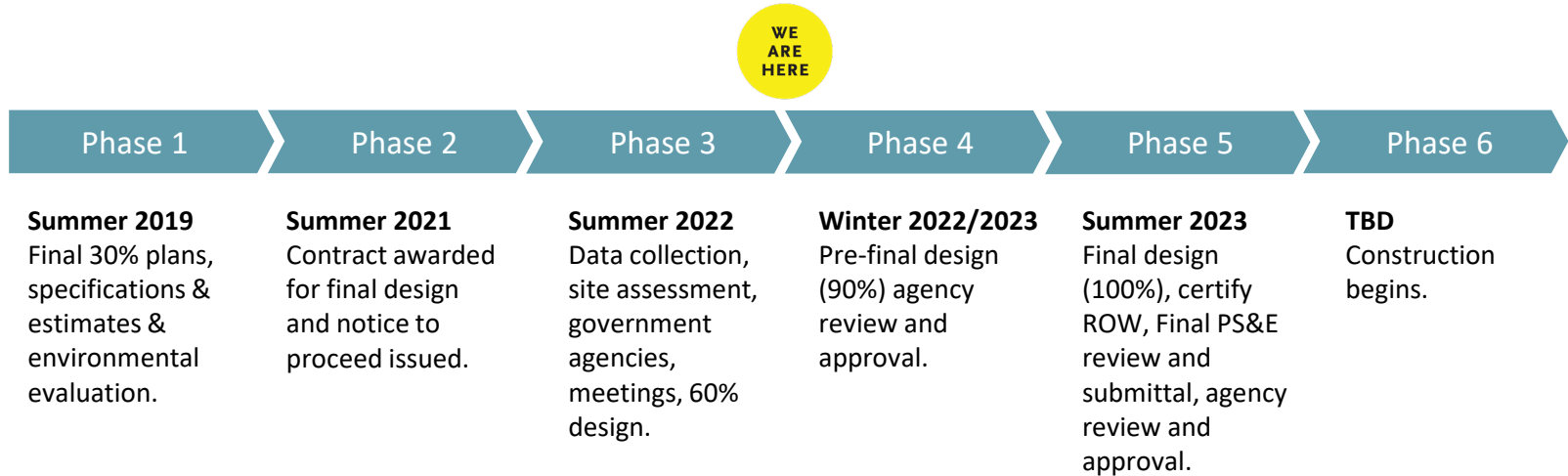


# Outreach Conducted

- > Presentations to 8 HOAs that touch the corridor
- > Pop-up information tables at Aug. 9 San Dimas and Aug. 15 La Verne City Council meetings
- > Pop-up information table at La Verne National Night Out event on Aug. 2
- > Pop-up information table at San Dimas Farmers Market on Aug. 24



# Project Schedule



ONGOING PUBLIC PARTICIPATION

# Contact Us



*regionalrail@metro.net*



*metro.net/lonehill*



*855.SAFE.TRX (855.723.3879)*

# Questions?



**Thank you for joining us!**