

REGIONAL RAIL SAFETY & MOBILITY ENHANCEMENTS

# Lone Hill to White Double Track Study

*San Dimas – La Verne*

Fact Sheet

May 2017



**Metro**<sup>®</sup>

# Lone Hill to White Double Track Study

## What?

The Los Angeles County Metropolitan Transportation Authority (Metro), in conjunction with the Southern California Regional Rail Authority (SCRRA), has initiated a study to add a 3.9-mile second mainline from Lone Hill Av in San Dimas to White Av in La Verne.

This study includes an environmental evaluation and preliminary design of up to 30% completion.

The existing railway is part of the San Gabriel Subdivision, which is used by both Metrolink commuter rail service (approximately 38 trains daily) as well as Union Pacific Railroad (UPRR) freight service (up to 4 trains daily).

The rail corridor is owned by Metro.

As envisioned, The Lone Hill to White Double Track Study (LHW). will include “Quiet Zone Ready” improvements to road ways and sidewalks, new and upgraded track and pedestrian crossing equipment, and improvements to existing drainage and landscaping. The addition of a second mainline track will allow for opposing trains to run on separate tracks, improving the overall flow of Metrolink and UPRR trains.

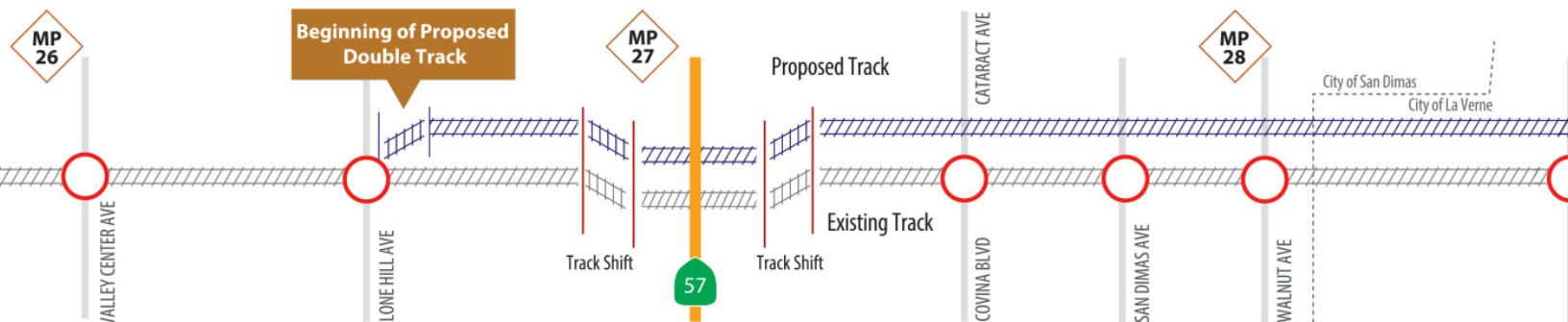
## Why?

The Metrolink San Bernardino Line largely consists of single track. When schedules require trains to meet in the single track corridor, one train must pull off and wait in a siding location for the other train to pass. Trains are required to idle at the sidings, causing service delays.

LHW will improve regional passenger and freight service by adding a second mainline track to 3.9 miles of the existing San Bernardino Line in the San Gabriel Valley, the highest ridership line in the Metrolink system. After Project completion, LHW will effectively create a “two-way street” for train operations. The addition of a second mainline track will improve operational flexibility and reliability, reduce travel time, accommodate the potential for 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 ground work for areas of the corridor to be designated as Quiet Zones in the cities of San Dimas and La Verne. To accommodate the additional track, an extension of the existing platform at the Pomona Fairgrounds Station (used seasonally) will be studied.

## Proposed Improvements



## Project Goals & 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 will be solicited throughout the project development process.

### IMPROVE SAFETY AND ACCESSIBILITY

- > Reduce the risk of train-on-train collisions and train-on-car/truck accidents.
- > Provide safety improvements at rail crossings that benefit cars, trucks, pedestrians, communities and Metrolink riders.
- > Extend the Pomona Fairplex Station platform.

### IMPROVE TRAVEL TIME & RELIABILITY

- > Improve travel time and efficiency for Metrolink riders on the San Bernardino Line
- > Reduce delays due to trains waiting for another train to pass
- > Opportunity to add express trains

### 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 must submit an application for Quiet Zones to the FRA and the California Public Utilities Commission.

## San Dimas/La Verne Corridor Community

### CORRIDOR MILEAGE

3.9 miles of double track plus the Valley Center Av Grade crossing

### CORRIDOR CROSSINGS

- > 12 at-grade crossings
- > 1 grade-separated crossing at 57 fwy

### STATIONS (NEARBY)

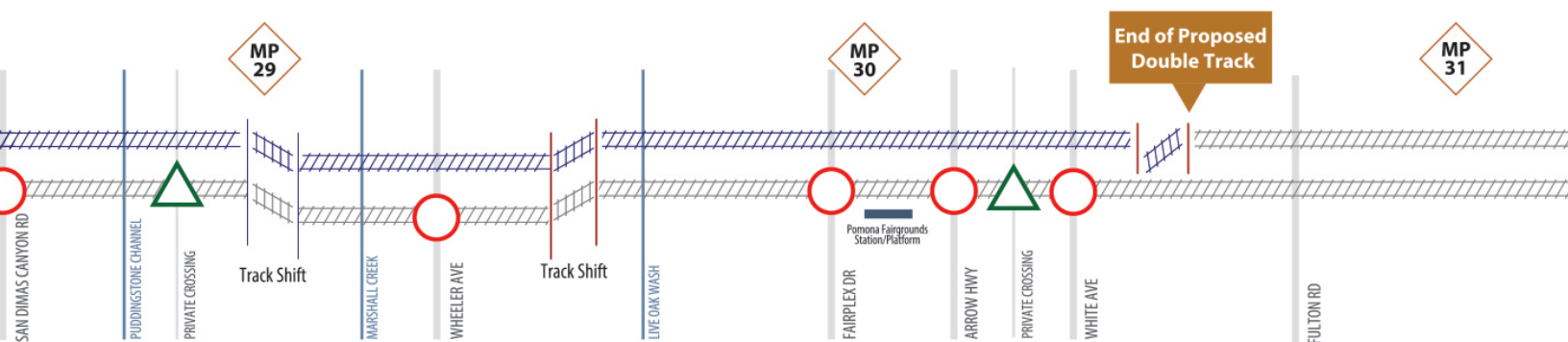
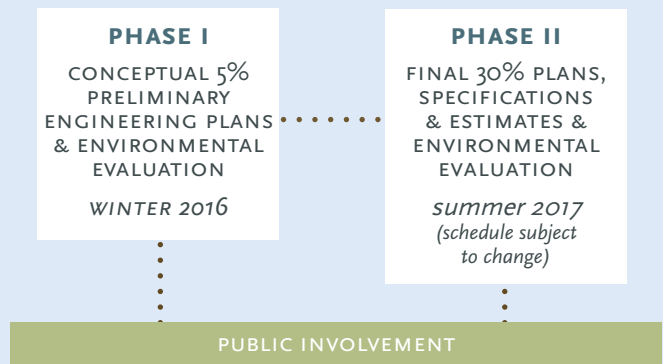
- > Covina Station
- > Pomona Station
- > Pomona Fairplex Station (seasonal)

### COMMUNITY FEATURES

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

## Study Development Phases

To balance these needs, Metro is seeking public involvement throughout all development phases for the proposed double-track improvements. Therefore, community outreach will continue through the end of this study to garner input from stakeholders and educate and inform the public. The flow chart below highlights the major milestones in the process from beginning to end.




# Project Map




## Contact Us

Please use the following contact tools to access more project information, ask a question or provide comments:

 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)

 [fuhrmanj@metro.net](mailto:fuhrmanj@metro.net)

 [metro.net/regionalrail](http://metro.net/regionalrail)

