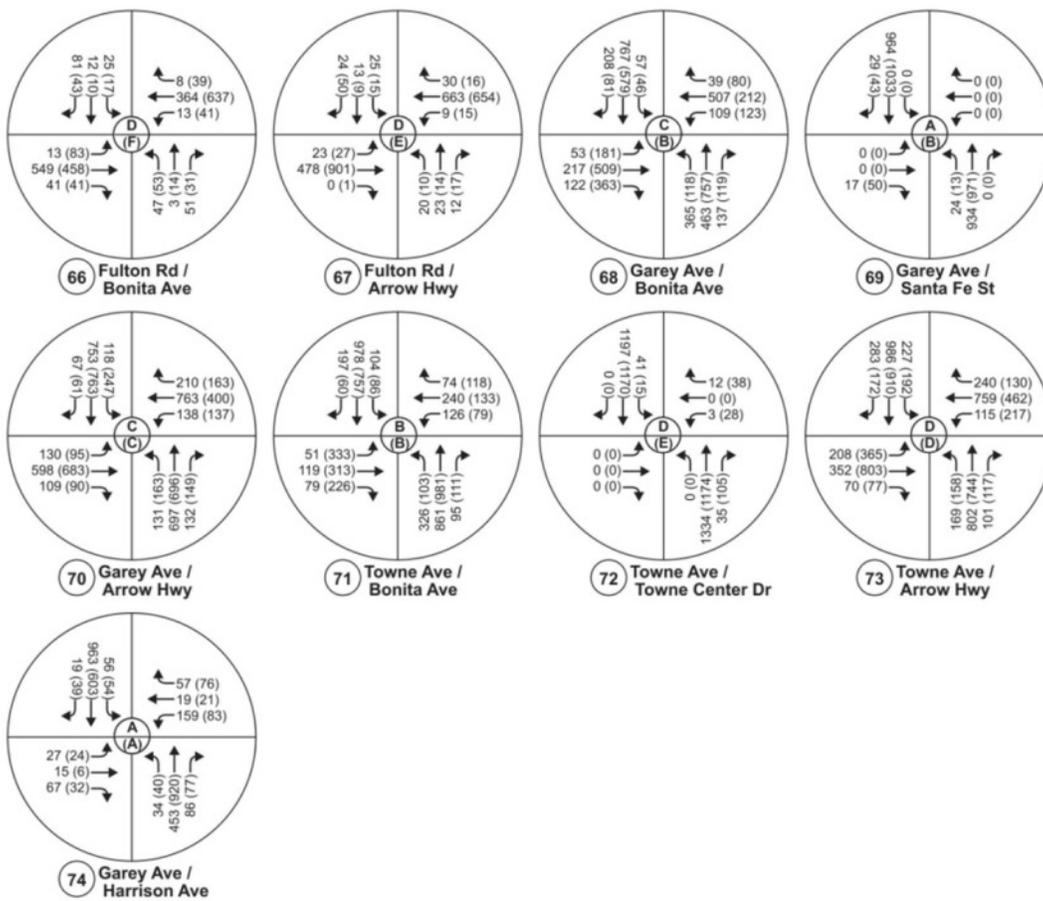
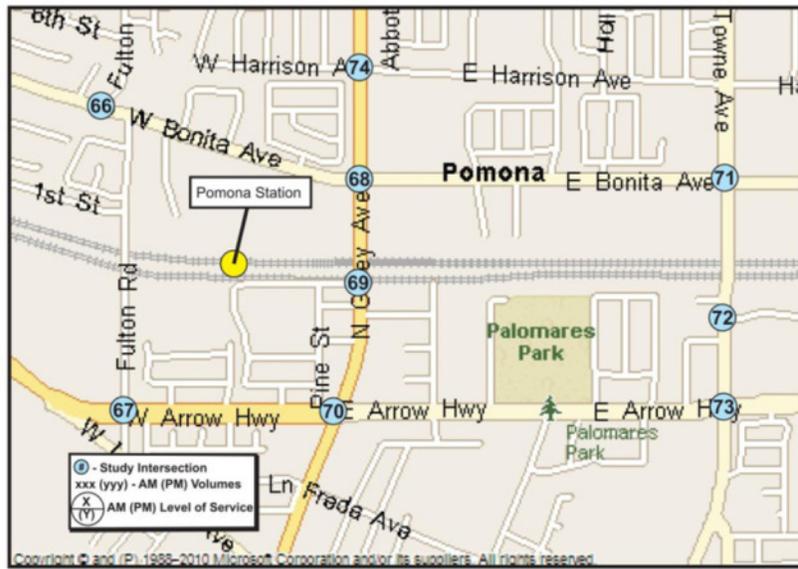
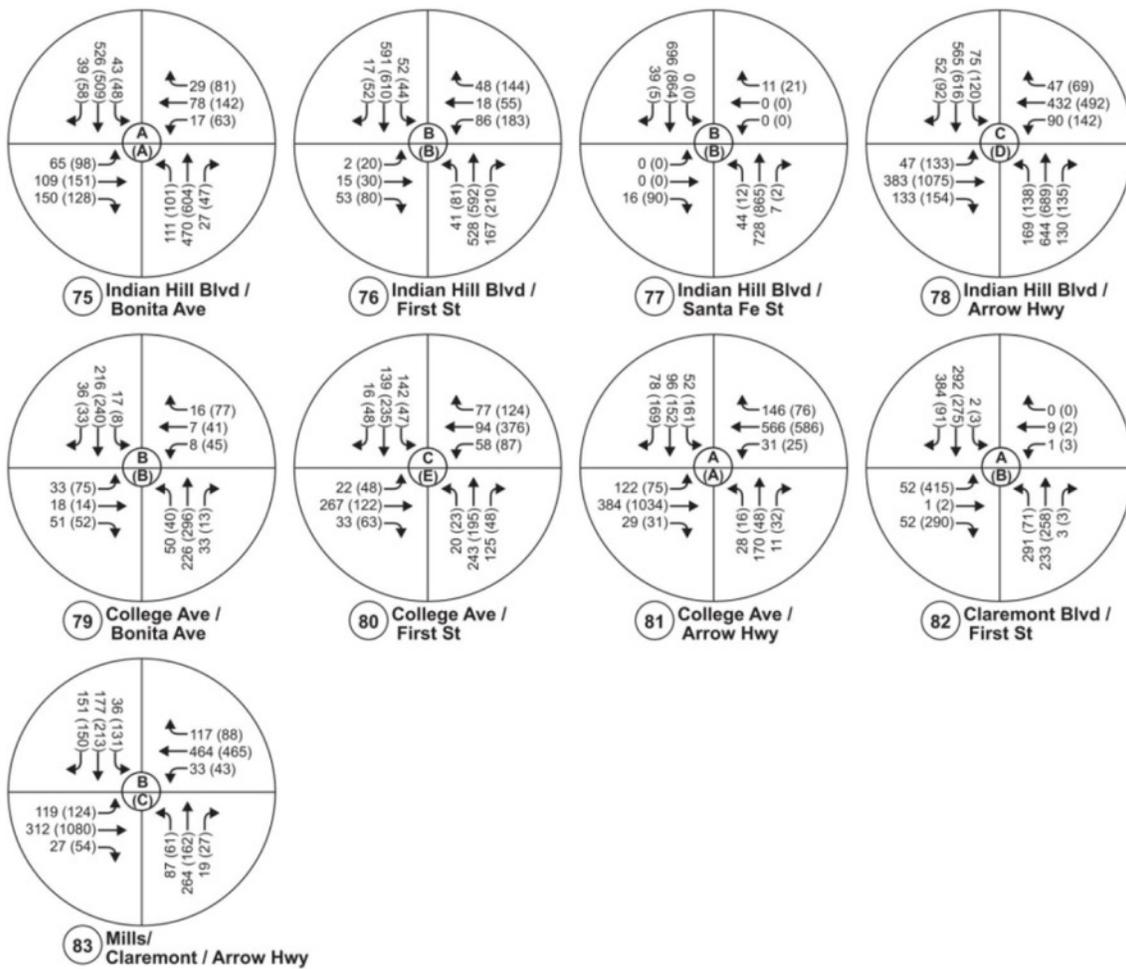
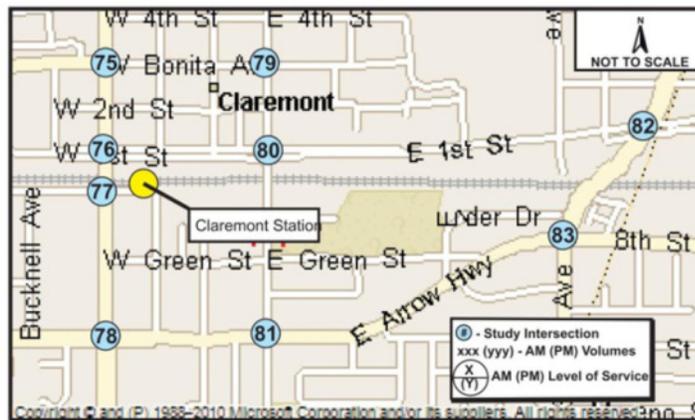


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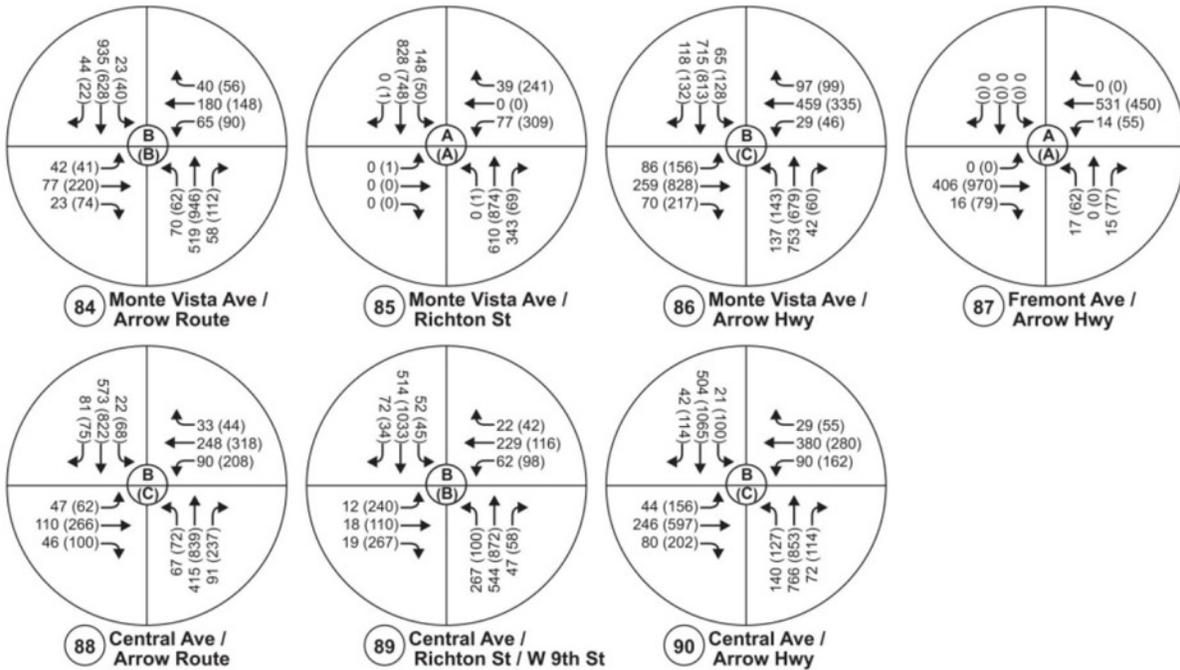
Source: Intueor, 2011

**Figure 2-29. Build (2035) AM/PM Peak Hour Volumes: Pomona**



Source: Intueor, 2011

**Figure 2-30. Build (2035) AM/PM Peak Hour Volumes: Claremont**



Source: Intueor, 2011

**Figure 2-31. Build (2035) AM/PM Peak Hour Volumes: Montclair**

**Table 2-26. Build Alternative—Intersection Level of Service (LOS) (2035)<sup>2</sup>**

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	C	20.9	B	12.4
				A	7.3	A	1.8
2	Barranca Avenue/Foothill Boulevard	Glendora	Signalized	B	11.1	A	8.4
3	Grand Avenue/Foothill Boulevard	Glendora	Signalized	C	29.9	C	28.5
4	Vermont Avenue East/Ada Avenue	Glendora	1-Way Stop	B	13.3	C	15.3
				A	4.7	A	4.9
5	Vermont Avenue/Route 66	Glendora	Signalized	A	7.5	A	9.1
6	Vermont Avenue/Foothill Boulevard	Glendora	Signalized	A	7.5	A	7.7
7	Vermont Avenue West/Ada Avenue	Glendora	1-Way Stop	B	12.3	B	13.2
				A	2.3	A	2.0
8	Glendora Avenue/Foothill Boulevard	Glendora	Signalized	C	28.1	C	28.1
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	12.3	C	15.3
10	Glendora Avenue/Route 66	Glendora	Signalized	C	22.8	C	32.4
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.9	A	7.8
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	12.4	B	11.2
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.1	B	11.3
				A	2.3	A	2.6
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	OFL <sup>3</sup>	F	OFL <sup>3</sup>
				F	548.2	F	443.2
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.8	B	11.0
				A	2.2	A	2.0
16	Elwood Avenue/Route 66	Glendora	Signalized	B	15.5	B	18.1
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	C	19.8	B	13.7
				A	1.8	A	1.2
18	Loraine Avenue/Route 66	Glendora	Signalized	B	19.1	B	11.6
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	B	15.4	C	22.7
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	19.8	C	15.5
				A	4.2	A	3.1
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	E	43.3	B	14.2
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	B	15.2	C	23.1
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	B	18.6	C	25.5
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	A	7.4	B	19.4
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	27.5	C	29.1
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	A	9.8	B	10.5
				A	0.8	A	1.0
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	4.8	A	8.0
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	A	8.8	B	11.7
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.2	A	9.3
				A	1.5	A	1.1

**Table 2-26. Build Alternative—Intersection Level of Service (LOS) (2035)  
(continued)**

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.1	A	9.1
				A	7.5	A	6.7
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	B	10.6	C	24.4
				A	0.8	A	1.4
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	B	10.0	B	10.3
				A	8.1	A	7.5
34	Cataract Avenue/Bonita Avenue	San Dimas	Signalized	A	6.1	A	5.2
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.5	A	9.9
				A	5.2	A	4.4
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	C	17.7	E	47.9
				A	1.3	A	3.5
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	C	20.5	E	38.2
				A	1.0	A	2.6
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	12.2	B	19.2
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	C	34.1	D	48.3
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	A	6.8	B	14.4
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	13.5	B	12.9
42	San Dimas Canyon Road/Bonita Avenue	San Dimas	Signalized	A	7.3	A	9.0
43	San Dimas Canyon Road/Arrow Highway	San Dimas	Signalized	C	27.6	C	28.1
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	16.7	C	15.7
				A	2.9	A	2.7
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	D	50.6	D	37.8
46	A Street/Third Street	La Verne	2-Way Stop	B	10.4	B	10.8
				A	5.0	A	4.8
47	A Street/First Street	La Verne	2-Way Stop	A	9.5	B	10.0
				A	2.2	A	2.1
48	A Street/Arrow Highway	La Verne	Signalized	A	9.8	D	39.9
49	D Street/Third Street	La Verne	All-Way Stop	B	10.2	C	15.4
50	D Street/First Street	La Verne	1-Way Stop	A	9.9	B	12.7
				A	1.8	A	2.6
51	D Street/Arrow Highway	La Verne	All-Way Stop	C	22.2	C	30.4
52	E Street/Third Street	La Verne	All-Way Stop	B	10.6	C	16.0
53	E Street/Second Street	La Verne	2-Way Stop	C	15.6	C	16.9
				A	2.9	A	3.3
54	E Street/First Street	La Verne	1-Way Stop	B	13.6	B	13.7
				A	1.3	A	0.9
55	E Street/Arrow Highway	La Verne	Signalized	C	27.3	C	33.3
56	White Avenue/Third Street	La Verne	2-Way Stop	E	39.8	F	95.9
				A	2.3	A	3.9

**Table 2-26. Build Alternative—Intersection Level of Service (LOS) (2035)  
(continued)**

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
57	White Avenue/Second Street	La Verne	2-Way Stop	D	28.0	F	121.4
				A	1.4	A	4.6
58	White Avenue/First Street	La Verne	2-Way Stop	D	33.1	F	142.2
				A	2.2	A	7.7
59	White Avenue/Sierra Way	La Verne	1-Way Stop	B	14.8	C	19.6
				A	0.6	A	0.5
60	White Avenue/Arrow Highway	La Verne	Signalized	C	31.9	C	31.7
61	D Street/Bonita Avenue	La Verne	Signalized	A	8.2	B	10.8
62	White Avenue/Foothill Boulevard	La Verne	Signalized	C	29.4	D	39.6
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	14.3	B	17.9
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	10.8	B	14.1
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	141.3	F	652.8
				D	29.2	F	68.8
66	Fulton Road/Bonita Avenue	Pomona	2-Way Stop	D	29.4	F	137.4
				A	4.4	B	11.7
67	Fulton Road/Arrow Highway	Pomona	2-Way Stop	D	27.4	E	44.5
				A	2.6	A	2.4
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	C	32.6	B	18.5
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	A	9.4	B	13.2
				A	0.2	A	0.4
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	29.9	C	34.5
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	B	18.5	B	15.6
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	D	28.7	E	49.0
				A	0.4	A	1.3
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	45.8	D	46.7
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	7.9	A	5.9
75	Indian Hill Boulevard/Bonita Avenue	Claremont	Signalized	A	8.1	A	9.1
76	Indian Hill Boulevard/First Street	Claremont	Signalized	B	11.1	B	18.7
77	Indian Hill Boulevard/Santa Fe Street	Claremont	2-Way Stop	B	11.2	B	13.2
				A	0.5	A	0.8
78	Indian Hill Boulevard/Arrow Highway	Claremont	Signalized	C	21.1	D	37.3
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	B	10.4	B	14.2
80	College Avenue/First Street	Claremont	All-Way Stop	C	15.2	E	35.6
81	College Avenue/Arrow Highway	Claremont	Signalized	A	7.4	A	9.5
82	Claremont Boulevard/First Street	Claremont	Signalized	A	4.0	B	10.2
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	18.2	C	25.2
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	13.3	B	14.7
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	5.4	A	10.0
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	B	19.1	C	32.9
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	1.7	A	4.1
88	Central Avenue/Arrow Route	Montclair	Signalized	B	13.0	C	21.8

**Table 2-26. Build Alternative—Intersection Level of Service (LOS) (2035)  
(continued)**

#	Intersection	Jurisdiction	Control Type	AM		PM	
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>
89	Central Avenue/Richton Street/West 9th Street	Montclair	Signalized	B	13.1	B	15.2
90	Central Avenue/Arrow Highway	Montclair	Signalized	B	15.8	C	31.3

Source: Intueor, 2011

<sup>1</sup> Average vehicle delay in seconds

<sup>2</sup> Shading shows intersections that, in 2035, would operate at LOS E or F under the Build Alternative.

<sup>3</sup> Overflow indicates a traffic condition where demand flow rate exceeds capacity.

### *Summary of Intersection Impacts*

Using the thresholds presented earlier in Table 2-5, the intersection operating conditions under the Build Alternative were compared with the No Build Alternative to identify significantly affected locations. Table 2-27 and Table 2-28 show that 10 intersections in the AM peak hour and 12 intersections in the PM peak hour are anticipated to be significantly affected. Mitigation measures at these intersections are discussed in Section 2.6.

These intersections are:

- Glenwood Avenue at Route 66—City of Glendora
- San Dimas Avenue at Second Street—City of San Dimas
- San Dimas Canyon Road at Arrow Highway—City of La Verne
- Wheeler Avenue at Arrow Highway—City of La Verne
- D Street at Arrow Highway—City of La Verne
- White Avenue at Third Street—City of La Verne
- White Avenue at Second Street—City of La Verne
- White Avenue at First Street—City of La Verne
- La Verne Avenue at Arrow Highway—City of Pomona
- Fulton Road at Bonita Avenue—City of La Verne
- Fulton Road at Arrow Highway—City of Pomona
- Garey Avenue at Bonita Avenue—City of Pomona
- College Avenue at First Street—City of Claremont

The analysis also shows that some intersections would improve as a result of the decrease in the average vehicular delay.

### *Roadway Segment Traffic Operations*

The percentage changes in daily traffic volumes shown in Table 2-24 were applied to the study roadway segments. The results are presented in Table 2-29. Similar to the No Build Alternative, all roadway

segments would operate at LOS D or better, except North Towne Avenue between Arrow Highway and Bonita Avenue, which would operate at LOS E.

### *Additional Traffic Issues at Specific Locations*

In addition to the study intersections and roadways, several jurisdictions provided a list of additional areas of concern for further evaluation. An effort was undertaken to evaluate potential impacts at these specific locations and recommend solutions to address them.

The City of Glendora raised concerns about a potential traffic impact near the proposed parking structure for the LRT station located along Glendora Avenue north of Route 66. Currently, the Albertsons shopping plaza is accessed through an existing driveway situated between Route 66 and the proposed parking structure access. The City is concerned that the additional traffic generated by the future LRT parking structure would compromise the gaps available for vehicles exiting and entering the Albertsons driveway to maneuver safely in and out of the site. A traffic count was conducted at the Albertsons driveway, and existing and future operating conditions were analyzed to determine if any significant impacts would occur as a result of the traffic generated by the project. The analysis showed that no queuing issues would affect vehicles entering or exiting the shopping plaza. In addition, programming of the signal at the intersection of Glendora Avenue and Route 66 would create adequate gaps for vehicles to complete their turn movements.

The City of La Verne is concerned with the access to the station parking from Arrow Highway. An LOS evaluation was performed and it was determined that both ingress/egress intersections would be signalized. Turning pockets would be provided on Arrow Highway for all turning movements entering the parking structure.

The Cities of San Dimas, Pomona, and Claremont each identified a grade crossing location previously analyzed using the Metro *Policy for Grade Crossing for Light Rail Transit*. The results of the analysis concluded that all three locations would require improvements to maintain safe operations with an at-grade configuration.

Additional detailed analyses will be performed during the preliminary engineering and design phases of the project. Table 2-30 provides a summary of the traffic impacts and potential recommendations at these locations.

**Table 2-27. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)**

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	B	21.1	C	20.9	-0.2	NO
2	Barranca Avenue/Foothill Boulevard	Glendora	Signalized	B	12.1	B	11.1	-1.0	NO
3	Grand Avenue/Foothill Boulevard	Glendora	Signalized	C	29.5	C	29.9	0.4	NO
4	Vermont Avenue East/Ada Avenue	Glendora	1-Way Stop	B	11.8	B	13.3	1.5	NO
5	Vermont Avenue/Route 66	Glendora	Signalized	A	7.5	A	7.5	0.0	NO
6	Vermont Avenue/Foothill Boulevard	Glendora	Signalized	A	7.7	A	7.5	-0.2	NO
7	Vermont Avenue W/Ada Avenue	Glendora	1-Way Stop	B	11.1	B	12.3	1.2	NO
8	Glendora Avenue/Foothill Boulevard	Glendora	Signalized	C	25.0	C	28.1	3.1	NO
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	12.2	B	12.3	0.1	NO
10	Glendora Avenue/Route 66	Glendora	Signalized	C	24.4	C	22.8	-1.6	NO
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.9	A	7.9	0.0	NO
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	11.8	B	12.4	0.6	NO
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	A	9.9	B	10.1	0.2	NO
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	OFL <sup>3</sup>	F	OFL <sup>3</sup>	N/A	YES
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.7	B	10.8	0.1	NO
16	Elwood Avenue/Route 66	Glendora	Signalized	B	15.4	B	15.5	0.1	NO
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	C	20.0	C	19.8	-0.2	NO
18	Loraine Avenue/Route 66	Glendora	Signalized	B	19.3	B	19.1	-0.2	NO
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	B	15.6	B	15.4	-0.2	NO
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	20.5	C	19.8	-0.7	NO
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	E	47.0	E	43.3	-3.7	NO
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	B	15.4	B	15.2	-0.2	NO
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	B	18.8	B	18.6	-0.2	NO
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	A	7.5	A	7.4	-0.1	NO

**Table 2-27. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	26.2	C	27.5	1.3	NO
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4	0.0	NO
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	A	9.7	A	9.8	0.1	NO
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	4.7	A	4.8	0.1	NO
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	A	8.4	A	8.8	0.4	NO
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.2	A	9.2	0.0	NO
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.1	A	9.1	0.0	NO
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	B	11.1	B	10.6	-0.5	NO
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	A	9.9	B	10.0	0.1	NO
34	Cataract Avenue/Bonita Avenue	San Dimas	Signalized	B	12.5	A	6.1	-6.4	NO
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.3	A	9.5	0.2	NO
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	C	20.2	C	17.7	-2.5	NO
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	C	21.2	C	20.5	-0.7	NO
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	12.2	B	12.2	0.0	NO
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	C	28.9	C	34.1	5.2	NO
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	A	6.7	A	6.8	0.1	NO
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	12.0	B	13.5	1.5	NO
42	San Dimas Canyon Road/Bonita Avenue	San Dimas	Signalized	A	7.3	A	7.3	0.0	NO
43	San Dimas Canyon Road/Arrow Highway	San Dimas	Signalized	B	13.8	C	27.6	13.8	YES
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	16.5	C	16.7	0.2	NO
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	B	14.8	D	50.6	35.8	YES
46	A Street/Third Street	La Verne	2-Way Stop	B	10.3	B	10.4	0.1	NO
47	A Street/First Street	La Verne	2-Way Stop	A	9.3	A	9.5	0.2	NO
48	A Street/Arrow Highway	La Verne	Signalized	F	198.6	A	9.8	-188.8	NO
49	D Street/Third Street	La Verne	All-Way Stop	A	9.6	B	10.2	0.6	NO
50	D Street/First Street	La Verne	1-Way Stop	A	9.7	A	9.9	0.2	NO
51	D Street/Arrow Highway	La Verne	All-Way Stop	A	5.9	C	22.2	16.3	YES

**Table 2-27. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
52	E Street/Third Street	La Verne	All-Way Stop	A	9.9	B	10.6	0.7	NO
53	E Street/Second Street	La Verne	2-Way Stop	B	14.3	C	15.6	1.3	NO
54	E Street/First Street	La Verne	1-Way Stop	B	11.4	B	13.6	2.2	NO
55	E Street/Arrow Highway	La Verne	Signalized	C	22.5	C	27.3	4.8	NO
56	White Avenue/Third Street	La Verne	2-Way Stop	D	26.5	E	39.8	13.3	YES
57	White Avenue/Second Street	La Verne	2-Way Stop	C	24.8	D	28.0	3.2	NO
58	White Avenue/First Street	La Verne	2-Way Stop	D	28.4	D	33.1	4.7	YES
59	White Avenue/Sierra Way	La Verne	1-Way Stop	B	11.2	B	14.8	3.6	NO
60	White Avenue/Arrow Highway	La Verne	Signalized	C	26.3	C	31.9	5.6	NO
61	D Street/Bonita Avenue	La Verne	Signalized	A	8.1	A	8.2	0.1	NO
62	White Avenue/Foothill Boulevard	La Verne	Signalized	C	29.6	C	29.4	-0.2	NO
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	14.0	B	14.3	0.3	NO
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	11.0	B	10.8	-0.2	NO
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	50.6	F	141.3	90.7	YES
66	Fulton Road/Bonita Avenue	Pomona	2-Way Stop	C	22.1	D	29.4	7.3	YES
67	Fulton Road/Arrow Highway	Pomona	2-Way Stop	C	22.4	D	27.4	5.0	YES
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	B	16.0	C	32.6	16.6	YES
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	B	10.8	A	9.4	-1.4	NO
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	28.3	C	29.9	1.6	NO
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	A	9.9	B	18.5	8.6	NO
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	D	27.1	D	28.7	1.6	NO
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	44.5	D	45.8	1.3	NO
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	7.5	A	7.9	0.4	NO
75	Indian Hill Boulevard/Bonita Avenue	Claremont	Signalized	A	8.1	A	8.1	0.0	NO
76	Indian Hill Boulevard/First Street	Claremont	Signalized	B	10.9	B	11.1	0.2	NO
77	Indian Hill Boulevard/Santa Fe Street	Claremont	2-Way Stop	B	11.2	B	11.2	0.0	NO

**Table 2-27. AM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
78	Indian Hill Boulevard/Arrow Highway	Claremont	Signalized	C	21.2	C	21.1	-0.1	NO
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	A	9.9	B	10.4	0.5	NO
80	College Avenue/First Street	Claremont	All-Way Stop	B	10.8	C	15.2	4.4	NO
81	College Avenue/Arrow Highway	Claremont	Signalized	A	6.3	A	7.4	1.1	NO
82	Claremont Boulevard/First Street	Claremont	Signalized	A	3.3	A	4.0	0.7	NO
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	14.9	B	18.2	3.3	NO
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	13.1	B	13.3	0.2	NO
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	3.3	A	5.4	2.1	NO
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	B	18.7	B	19.1	0.4	NO
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	1.8	A	1.7	-0.1	NO
88	Central Avenue/Arrow Route	Montclair	Signalized	B	12.1	B	13.0	0.9	NO
89	Central Avenue/Richton Street/West 9th Street	Montclair	Signalized	A	8.4	B	13.1	4.7	NO
90	Central Avenue/Arrow Highway	Montclair	Signalized	B	15.9	B	15.8	-0.1	NO

Source: Intueor, 2011

<sup>1</sup> Average vehicle delay in seconds<sup>2</sup> Shading shows intersections that would be significantly impacted as a result of the Build Alternative.<sup>3</sup> Overflow indicates a traffic condition where demand flow rate exceeds capacity.

**Table 2-28. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives)**

#	Intersection <sup>2</sup>	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
1	Barranca Avenue/Bennett Avenue	Glendora	1-Way Stop	B	12.4	B	12.4	0.0	NO
2	Barranca Avenue/Foothill Boulevard	Glendora	Signalized	A	8.4	A	8.4	0.0	NO
3	Grand Avenue/Foothill Boulevard	Glendora	Signalized	C	34.3	C	28.5	-5.8	NO
4	Vermont Avenue East/Ada Avenue	Glendora	1-Way Stop	B	13.7	C	15.3	1.6	NO
5	Vermont Avenue/Route 66	Glendora	Signalized	A	8.4	A	9.1	0.7	NO
6	Vermont Avenue/Foothill Boulevard	Glendora	Signalized	A	7.0	A	7.7	0.7	NO
7	Vermont Avenue West/Ada Avenue	Glendora	1-Way Stop	B	12.0	B	13.2	1.2	NO
8	Glendora Avenue/Foothill Boulevard	Glendora	Signalized	C	30.2	C	28.1	-2.1	NO
9	Glendora Avenue/Ada Avenue	Glendora	All-Way Stop	B	14.9	C	15.3	0.4	NO
10	Glendora Avenue/Route 66	Glendora	Signalized	C	29.5	C	32.4	2.9	NO
11	Pasadena Avenue/Lemon Avenue	Glendora	All-Way Stop	A	7.8	A	7.9	0.1	NO
12	Pasadena Avenue/Route 66	Glendora	Signalized	B	10.7	B	11.2	0.5	NO
13	Glenwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	11.2	B	11.3	0.1	NO
14	Glenwood Avenue/Route 66	Glendora	2-Way Stop	F	1097.3	F	OFL <sup>3</sup>	N/A <sup>3</sup>	YES <sup>3</sup>
15	Elwood Avenue/Lemon Avenue	Glendora	2-Way Stop	B	10.9	B	11.0	0.1	NO
16	Elwood Avenue/Route 66	Glendora	Signalized	B	16.2	B	18.1	1.9	NO
17	Loraine Avenue/Lemon Avenue	Glendora	2-Way Stop	B	13.7	B	13.7	0.0	NO
18	Loraine Avenue/Route 66	Glendora	Signalized	B	11.8	B	11.6	-0.2	NO
19	Lone Hill Avenue/Auto Centre Drive	Glendora	Signalized	C	24.1	C	22.7	-1.4	NO
20	Barranca Avenue/Sierra Madre Avenue	Glendora	1-Way Stop	C	15.8	C	15.5	-0.3	NO
21	Glendora Avenue/Sierra Madre Avenue	Glendora	All-Way Stop	B	14.5	B	14.2	-0.3	NO
22	Lone Hill Avenue/Glendora Marketplace	Glendora	Signalized	C	23.1	C	23.1	0.0	NO
23	Lone Hill Avenue/Gladstone Street	San Dimas	Signalized	C	25.5	C	25.5	0.0	NO
24	SR-57 (southbound)/Arrow Highway	San Dimas	Signalized	C	20.2	B	19.4	-0.8	NO
25	SR-57 (northbound)/Arrow Highway & Bonita Avenue	San Dimas	Signalized	C	29.2	C	29.1	-0.1	NO
26	Eucla Avenue/Fifth Street	San Dimas	All-Way Stop	A	7.4	A	7.4	0.0	NO
27	Eucla Avenue/Second Street	San Dimas	1-Way Stop	B	10.5	B	10.5	0.0	NO
28	Eucla Avenue/Bonita Avenue	San Dimas	Signalized	A	8.1	A	8.0	-0.1	NO

**Table 2-28. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection <sup>2</sup>	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
29	Eucla Avenue/Arrow Highway	San Dimas	Signalized	B	11.8	B	11.7	-0.1	NO
30	Acacia Street/Fifth Street	San Dimas	1-Way Stop	A	9.3	A	9.3	0.0	NO
31	Acacia Street/Second Street	San Dimas	2-Way Stop	A	9.2	A	9.1	-0.1	NO
32	Acacia Street/Bonita Avenue	San Dimas	2-Way Stop	C	24.4	C	24.4	0.0	NO
33	Cataract Avenue/Second Street	San Dimas	2-Way Stop	B	10.0	B	10.3	0.3	NO
34	Cataract Avenue/Bonita Avenue	San Dimas	Signalized	C	25.0	A	5.2	-19.8	NO
35	Monte Vista Avenue/Second Street	San Dimas	2-Way Stop	A	9.9	A	9.9	0.0	NO
36	Monte Vista Avenue/Bonita Avenue	San Dimas	2-Way Stop	F	119.5	E	47.9	-71.6	NO
37	San Dimas Avenue/Second Street	San Dimas	2-Way Stop	E	36.2	E	38.2	2.0	YES
38	San Dimas Avenue/Bonita Avenue	San Dimas	Signalized	B	19.6	B	19.2	-0.4	NO
39	San Dimas Avenue/Arrow Highway	San Dimas	Signalized	D	48.9	D	48.3	-0.6	NO
40	Walnut Avenue/Bonita Avenue	San Dimas	Signalized	B	13.9	B	14.4	0.5	NO
41	Walnut Avenue/Arrow Highway	San Dimas	Signalized	B	11.8	B	12.9	1.1	NO
42	San Dimas Canyon Road/Bonita Avenue	San Dimas	Signalized	A	9.0	A	9.0	0.0	NO
43	San Dimas Canyon Road/Arrow Highway	San Dimas	Signalized	B	12.1	C	28.1	16.0	YES
44	Wheeler Avenue/Third Street	La Verne	2-Way Stop	C	15.6	C	15.7	0.1	NO
45	Wheeler Avenue/Arrow Highway	La Verne	Signalized	B	12.9	D	37.8	24.9	YES
46	A Street/Third Street	La Verne	2-Way Stop	B	10.6	B	10.8	0.2	NO
47	A Street/First Street	La Verne	2-Way Stop	A	10.0	B	10.0	0.0	NO
48	A Street/Arrow Highway	La Verne	Signalized	F	62.6	D	39.9	-22.7	NO
49	D Street/Third Street	La Verne	All-Way Stop	B	13.5	C	15.4	1.9	NO
50	D Street/First Street	La Verne	1-Way Stop	B	11.5	B	12.7	1.2	NO
51	D Street/Arrow Highway	La Verne	All-Way Stop	A	6.2	C	30.4	24.2	YES
52	E Street/Third Street	La Verne	All-Way Stop	B	12.9	C	16.0	3.1	NO
53	E Street/Second Street	La Verne	2-Way Stop	B	14.8	C	16.9	2.1	NO
54	E Street/First Street	La Verne	1-Way Stop	B	12.6	B	13.7	1.1	NO
55	E Street/Arrow Highway	La Verne	Signalized	C	27.6	C	33.3	5.7	NO
56	White Avenue/Third Street	La Verne	2-Way Stop	F	78.9	F	95.9	17.0	YES
57	White Avenue/Second Street	La Verne	2-Way Stop	F	56.4	F	121.4	65.0	YES

**Table 2-28. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection <sup>2</sup>	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
58	White Avenue/First Street	La Verne	2-Way Stop	E	49.5	F	142.2	92.7	YES
59	White Avenue/Sierra Way	La Verne	1-Way Stop	C	18.0	C	19.6	1.6	NO
60	White Avenue/Arrow Highway	La Verne	Signalized	C	30.6	C	31.7	1.1	NO
61	D Street/Bonita Avenue	La Verne	Signalized	B	10.2	B	10.8	0.6	NO
62	White Avenue/Foothill Boulevard	La Verne	Signalized	D	39.9	D	39.6	-0.3	NO
63	White Avenue/Bonita Avenue	La Verne	Signalized	B	17.3	B	17.9	0.6	NO
64	White Avenue/McKinley Avenue	La Verne	Signalized	B	14.1	B	14.1	0.0	NO
65	La Verne Avenue/Arrow Highway	La Verne	2-Way Stop	F	471.1	F	652.8	181.7	YES
66	Fulton Road/Bonita Avenue	Pomona	2-Way Stop	F	58.1	F	137.4	79.3	YES
67	Fulton Road/Arrow Highway	Pomona	2-Way Stop	D	33.9	E	44.5	10.6	YES
68	Garey Avenue/Bonita Avenue	Pomona	Signalized	B	15.8	B	18.5	2.7	NO
69	Garey Avenue/Santa Fe Street	Pomona	1-Way Stop	B	12.4	B	13.2	0.8	NO
70	Garey Avenue/Arrow Highway	Pomona	Signalized	C	30.9	C	34.5	3.6	NO
71	Towne Avenue/Bonita Avenue	Pomona	Signalized	B	11.2	B	15.6	4.4	NO
72	Towne Avenue/Towne Center Drive	Pomona	1-Way Stop	F	50.9	E	49.0	-1.9	NO
73	Towne Avenue/Arrow Highway	Pomona	Signalized	D	45.1	D	46.7	1.6	NO
74	Garey Avenue/Harrison Avenue	Pomona	Signalized	A	6.0	A	5.9	-0.1	NO
75	Indian Hill Boulevard/Bonita Avenue	Claremont	Signalized	A	9.1	A	9.1	0.0	NO
76	Indian Hill Boulevard/First Street	Claremont	Signalized	B	15.5	B	18.7	3.2	NO
77	Indian Hill Boulevard/Santa Fe Street	Claremont	2-Way Stop	B	13.2	B	13.2	0.0	NO
78	Indian Hill Boulevard/Arrow Highway	Claremont	Signalized	D	37.3	D	37.3	0.0	NO
79	College Avenue/Bonita Avenue	Claremont	All-Way Stop	B	12.5	B	14.2	1.7	NO
80	College Avenue/First Street	Claremont	All-Way Stop	B	12.6	E	35.6	23.0	YES
81	College Avenue/Arrow Highway	Claremont	Signalized	A	7.3	A	9.5	2.2	NO
82	Claremont Boulevard/First Street	Claremont	Signalized	A	5.9	B	10.2	4.3	NO
83	Mills/Claremont/Arrow Highway	Claremont	Signalized	B	19.8	C	25.2	5.4	NO
84	Monte Vista Avenue/Arrow Route	Montclair	Signalized	B	14.6	B	14.7	0.1	NO
85	Monte Vista Avenue/Richton Street	Montclair	Signalized	A	6.3	A	10.0	3.7	NO
86	Monte Vista Avenue/Arrow Highway	Montclair	Signalized	C	31.0	C	32.9	1.9	NO

**Table 2-28. PM Peak Hour Intersection Impacts Comparison (Build and No Build Alternatives) (continued)**

#	Intersection <sup>2</sup>	Jurisdiction	Control Type	2035 No Build		2035 Build		Change in Delay	Significant Impact
				LOS	Delay <sup>1</sup>	LOS	Delay <sup>1</sup>		
87	Fremont Avenue/Arrow Highway	Montclair	Signalized	A	4.1	A	4.1	0.0	NO
88	Central Avenue/Arrow Route	Montclair	Signalized	C	20.5	C	21.8	1.3	NO
89	Central Avenue/Richton Street/W 9th Street	Montclair	Signalized	B	10.4	B	15.2	4.8	NO
90	Central Avenue/Arrow Highway	Montclair	Signalized	C	29.6	C	31.3	1.7	NO

Source: Intueor, 2011

<sup>1</sup> Average vehicle delay in seconds

<sup>2</sup> Shading shows intersections that would be significantly impacted as a result of the Build Alternative.

<sup>3</sup> Overflow indicates a traffic condition where demand flow rate exceeds capacity.

**Table 2-29. Build Alternative—Roadway Segment Average Daily Traffic Analysis (2035)**

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
<b>Glendora</b>							
South Lone Hill Avenue	West Gladstone Street	Auto Centre Drive	4	32,000 <sup>1</sup>	27,682	0.87	D
South Loraine Avenue	Route 66	East Lemon Avenue	4	32,000	10,544	0.33	A
South Elwood Avenue	Route 66	East Lemon Avenue	2	12,000 <sup>4</sup>	2,704	0.23	A
South Glenwood Avenue	Route 66	East Lemon Avenue	2	12,000	2,791	0.23	A
South Pasadena Avenue	Route 66	East Lemon Avenue	2	12,000	2,643	0.22	A
South Glendora Avenue	Route 66	Foothill Boulevard	4	32,000	18,292	0.57	A
South Vermont Avenue	Route 66	West Foothill Boulevard	2	12,000	4,255	0.35	A
Grand Avenue	Route 66	West Leadora Avenue	4	32,000	14,184	0.44	A
Foothill Boulevard	Barranca Avenue	Glendora Avenue	4	32,000	12,106	0.38	A
North Barranca Avenue	West Foothill Boulevard	West Leadora Avenue	4	24,000 <sup>2</sup>	8,287	0.35	A
<b>San Dimas</b>							
San Dimas Canyon Road	Arrow Highway	Bonita Avenue	4	32,000	9,130	0.29	A
Walnut Avenue	East Arrow Highway	East Bonita Avenue	2	16,000 <sup>3</sup>	7,375	0.46	A
San Dimas Avenue	Arrow Highway	Bonita Avenue	4	32,000	12,077	0.38	A
Monte Vista Avenue	Commercial Street	Bonita Avenue	2	12,000	535	0.04	A
Cataract Avenue	Arrow Highway	First Street	2	12,000	3,019	0.25	A
Bonita Avenue	Eucla Avenue	San Dimas Avenue	4	32,000	15,556	0.49	A
Eucla Avenue	Bonita Avenue	Third Street	2	12,000	3,732	0.31	A
West Gladstone Street	Lone Hill Avenue	Amelia Avenue	4	32,000	15,510	0.48	A
<b>La Verne</b>							
White Avenue	Arrow Highway	Third Street	4	32,000	18,712	0.58	A
E Street	Arrow Highway	Third Street	2	16,000	6,891	0.43	A
D Street	Arrow Highway	Third Street	2	12,000	5,676	0.47	A
A Street	Arrow Highway	Third Street	2	12,000	1,334	0.11	A
Wheeler Avenue	Arrow Highway	Third Street	4	32,000	10,304	0.32	A

**Table 2-29. Build Alternative—Roadway Segment Average Daily Traffic Analysis (2035) (continued)**

Roadway Segment	From	To	Number of Lanes	Capacity (Vehicles/Day)	Volume (Vehicles/Day)	V/C	LOS
<b>Pomona</b>							
North Towne Avenue	Arrow Highway	Bonita Avenue	4	32,000	29,313	0.92	E
North Garey Avenue	Arrow Highway	Bonita Avenue	4	32,000	24,238	0.76	C
Fulton Road	Metrolink Driveway	Bonita Avenue	2	16,000	1,558	0.10	A
Fulton Road	Arrow Highway	Metrolink Driveway	2	16,000	1,894	0.12	A
<b>Claremont</b>							
South Mills Avenue/Claremont Boulevard	Arrow Highway	East First Street	4	32,000	8,731	0.27	A
Indian Hill Boulevard	Arrow Highway	Bonita Avenue	4	32,000	21,765	0.68	B
College Avenue	East Arrow Highway	East First Street	2	12,000	5,840	0.49	A
College Avenue	East First Street	Bonita Avenue	2	12,000	6,399	0.53	A
Cambridge Avenue	West Arrow Highway	Bonita Avenue	2	12,000	5,277	0.44	A
First Street	Indian Hill Boulevard	College Avenue	2	12,000	8,484	0.71	C
<b>Montclair</b>							
Monte Vista Avenue	Richton Street	Arrow Highway	4	32,000	22,091	0.69	B
Central Avenue	Richton Street	Arrow Highway	4	32,000	27,071	0.85	D

Source: Intueor, 2011

<sup>1</sup> Capacity of 32,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.<sup>2</sup> Capacity of 24,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.<sup>3</sup> Capacity of 16,000 assumes 800 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.<sup>4</sup> Capacity of 12,000 assumes 600 vehicles per hour per lane multiplied by number of lanes, divided by a k-factor of 0.1.

k-factor= The ratio of design hour traffic to average annual daily traffic.

**Table 2-30. Impacts at Specific Locations**

Location	Jurisdiction	Traffic Impact	Proposed Improvements
Access to proposed parking structure off Glendora Avenue.	Glendora	No Impact	<ul style="list-style-type: none"> <li>• None</li> </ul>
Access to proposed parking structure off Walnut Avenue.	San Dimas	No Impact	<ul style="list-style-type: none"> <li>• Provide a left-turn pocket for the northbound approach from Walnut Avenue</li> </ul>
Bonita Avenue / Cataract Avenue grade crossing	San Dimas	No Impact, with incorporation of the proposed Improvements	<ul style="list-style-type: none"> <li>• Reconfigure the intersection as a traffic island or re-align Bonita Avenue and reduce the median width to reduce the size of the intersection.</li> <li>• Install traffic signals.</li> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Implement education programs, as appropriate, for the local schools</li> <li>• Provide pre-emption of the traffic control</li> <li>• Adjust device placements and warning signs to provide positive control.</li> </ul>
Access to proposed parking structure off Arrow Highway	La Verne	No Impact, with incorporation of the proposed improvements	<ul style="list-style-type: none"> <li>• Signalize the proposed access</li> <li>• Provide a left-turn pocket for the westbound approach from Arrow Highway</li> <li>• Provide a right-turn pocket for the eastbound approach from Arrow Highway</li> </ul>
Garey Avenue grade crossing	Pomona	No Impact, with incorporation of the proposed improvements	<ul style="list-style-type: none"> <li>• Provide four quadrant gates</li> <li>• Address gate timing issues with dual sets of tracks (eliminate bouncing gates)</li> <li>• Provide pedestrian gates</li> <li>• Evaluate whether medians could be extended</li> <li>• Improve street lighting at the crossing</li> </ul>
Indian Hill grade crossing	Claremont	No Impact, with incorporation of the proposed improvements	<ul style="list-style-type: none"> <li>• Shift the Metrolink station platform to the east of College Avenue to minimize the gate down time</li> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Provide pre-emption of the traffic signal at First Street</li> <li>• Provide do not block intersection signs at First Street</li> <li>• Consider use of narrow median along Indian Hill Boulevard north of the crossing</li> <li>• Develop design to prohibit eastbound left turns from west leg of Santa Fe Avenue</li> <li>• Provide right-of-way fencing in vicinity of crossing</li> </ul>

Source: Fehr and Peers, 2011

## 2.6.4 Parking

Parking at the six new stations would be designed for LRT patrons. The parking demand and the number of parking stalls would be partially guided by the boarding projections from the transportation modeling process for this study (2035). It is estimated that more than 5,150 parking spaces would be required. It is anticipated that existing on-street parking spaces near the stations would not be displaced by the construction of the proposed project alignment. Parking information for each new station follows.

### 2.6.4.1 Glendora Station

The Glendora Station would be sited on a parcel between Glendora Avenue on the east and northeast, East Ada Street on the north, and Vermont Avenue on the west. At this station, parking would be in a two-level parking structure directly south of the station and within the Metro right-of-way. Approximately 400 parking spaces would be required by 2035. Vehicular access and egress would be via Glendora Avenue on the east end and Vermont Avenue on the west end. Pedestrian connections between the platform and parking structure would be via sidewalks on Vermont Avenue and Glendale Avenue.

### 2.6.4.2 San Dimas Station

The proposed San Dimas Station would be located between San Dimas and Walnut Avenues, north of Arrow Highway. Approximately 400 parking spaces would be needed by 2035. Parking would be located in a multi-level structure southeast of the station bounded by the railroad tracks to the north, a storage facility to the west, a commercial office building to the south, and Walnut Avenue on the east. Vehicular access and egress would be via Walnut Avenue. Pedestrians would access the platform and parking structure via an elevated walkway at the east end of the station.

### 2.6.4.3 La Verne Station

The La Verne Station would be located east of E Street, just north of Arrow Highway. Approximately 600 parking spaces would be required by 2035. A rectangular four-level sloped-floor parking garage would be provided in the irregularly shaped property just south and east of the platform on the north side of Arrow Highway; the rest of the parcel would be available for commercial development. Vehicular access and egress would be via Arrow Highway. Because of the proximity of the station driveway to E Street, only right turns would be permitted in and out of the site. Pedestrian access would be relatively convenient and require crossing only the eastbound LRT track, either at grade at E Street or at a gate-controlled pedestrian crossing at the east end of the station platform.

### 2.6.4.4 Pomona Station

The Pomona Station would have a center platform located west of Garey Avenue near the existing Metrolink station. A new parking structure would be located on industrial land north of the right-of-way. Approximately 1,050 spaces would be needed by 2035; the existing Metrolink parking capacity is approximately 350 spaces. The new spaces would be provided in a shared Gold Line/Metrolink garage just north of the existing Metrolink station platform. This site is currently part of a larger industrial property with an unoccupied building on it. Vehicular access would be via a driveway from Garey Avenue on the north side of the structure. Pedestrian access to the Gold Line and Metrolink platforms would be via a pedestrian bridge over the Burlington Northern Santa Fe (BNSF) Railway freight track and Gold Line tracks.

#### 2.6.4.5 Claremont Station

Claremont has a thriving multi-modal transit center focused on its historic, restored Atchison, Topeka & Santa Fe Depot located north of the tracks to the east of Indian Hill Boulevard. The proposed Claremont Station would include side-platforms located across from the historic station. The combined Gold Line and Metrolink parking demand at Claremont Station would be approximately 1,100 spaces in 2035. Today, approximately 400 parking spaces are located in the Metrolink lot on First Street, east of College Avenue. To accommodate future need, a three-level parking structure is proposed at the current Metrolink surface parking lot. Vehicular access and egress would be via a pair of driveways connected to First Street, which would not interfere with the First Street bus transfer bays. Travel to and from the garage would be via First Street, crossing College Avenue at grade, then continuing along the College Avenue sidewalk to the walkway between the eastbound and westbound LRT tracks to the platform.

#### 2.6.4.6 Montclair Station

The Montclair Station would be located just north of the existing Metrolink station platforms with convenient pedestrian access to Metrolink trains via the existing pedestrian tunnel. The existing Montclair Transcenter, including a major bus transfer facility and adjacent park-and-ride, would also serve the LRT station. Parking needs at the Montclair Station would be 1,600 spaces by 2035. There are currently more than 1,600 surface parking spaces at the Montclair Transcenter where the LRT station is proposed. These spaces are used by Metrolink passengers and bus riders who use the park-and-ride. While the existing spaces would amply serve future needs even with the Build Alternative added, the entire area surrounding the station, including the parking lots, are scheduled for redevelopment as part of the North Montclair Downtown Specific Plan. For the purposes of the environmental analysis, the existing parking site was studied. A future parking lot could be located south of the Build Alternative and Metrolink tracks; however, it would be constructed only if the surface lots were displaced by future development.

### 2.6.5 On-Street Parking

There are two locations where the Build Alternative would minimally displace on-street parking near the proposed stations. One is D Street in La Verne, where the space occupied by one diagonal stall on the east side of the street (just north of the tracks) would be needed for a pedestrian safety area. The other is Santa Fe Avenue in Claremont, where the space occupied by three parallel parking stalls on the north side of the street (one west of Indian Hill Boulevard and two east of Indian Hill Boulevard) are needed for pedestrian safety areas. Aside from these two locations, current on-street parking configurations and the existing number of on-street parking spaces would remain the same.

It may be necessary to prohibit on-street parking when traffic lanes are temporarily closed due to construction activities. These activities include the relocation of utilities and the construction of trackways and stations. The temporary closure of lanes would be required at roadways with at-grade crossings. Generally, lane closures would take place at night to minimize disruptions. With temporary lane closures at night, it is anticipated that construction impacts would be minimal at the mid-block and adjacent intersection locations. Since these lane closures are expected to take place outside of the AM and PM peak commuting periods, there would be no significant impacts to on-street parking spaces. Existing on-street parking spaces and loading stalls within the traffic control zone of influence that would be affected by construction activities would be temporarily removed, as directed by the agency with jurisdiction. Track construction at the two locations where they diagonally cross the intersection, would require full closure of the intersection during night hours. On-street parking spaces and loading stalls within the traffic control zone would be temporarily removed. To minimize the loss of crucial commercial parking

during the off-peak day time hours, contractors would be required to have all employees park off-street at locations approved by the Construction Authority. Although these construction impacts may be temporary, they would be significant during the off-peak period and would require mitigation measures for the duration of the construction period. During night hours, parking impacts due to construction are considered insignificant because of the low demand for parking during at night.

### 2.6.6 Pedestrian and Bicycle Facilities

The three stations that would be adjacent to existing bike lanes (Glendora, San Dimas, and Claremont) would undergo further evaluation during the next phases of the project to determine the relationship between station operations and operations of existing or future bike lanes.

When construction of tracks or station area encroaches upon a sidewalk, walkway, or crosswalk area, special consideration would be given to pedestrian safety. Pedestrian access to adjoining properties and bicycle traffic movements would be maintained during construction; however, portions of sidewalks may be temporarily closed.

### 2.6.7 At-Grade Railroad Crossings

*Metro Policy for Grade Crossing for Light Rail Transit* provides a framework for assessing traffic safety and operations related to at-grade crossings and identifying the need for safety treatments or grade separations. The policy includes a systematic review process and identifies corresponding “milestones” before determining the feasibility of a grade crossing. The review process includes the following:

- **Initial Screening (Milestone 1)**—The first step is a planning-level assessment to categorize the grade crossings based on roadway volumes conflicting with LRT operations and train frequencies. Each grade crossing is assigned to one of three groups: “At-Grade Should Be Feasible,” “Possible At-Grade Operation,” and “Grade Separation Usually Required.” When a crossing is identified as “At-Grade Should Be Feasible,” detailed engineering-level operational and safety analyses can still be triggered for gated crossing with traffic preemption and locations with salient geometry or safety issues.
- **Detailed Analysis (Milestone 2)**—The second step is to provide a further safety and operations analysis to evaluate the potential impacts of LRT train operations (such as preemption or signal priority) on traffic delay and cross-street progression. Review of existing and future site conditions, geometry, intersection volume-to-capacity ratio, traffic control, rail operation design, and options is required. Preliminary disposition from this process is either “At-Grade Operation Should Be Feasible” or “Grade Separation Usually Required.” This analysis may also identify potential operational impacts or safety concerns caused by LRT train operations and possible mitigation measures for safety enhancements.
- **Verification (Milestone 3)**—This is the final step before determining the adequacy of an at-grade crossing design and recommending whether a grade separation would be required. This analysis would be required only if an agreement regarding the proposed final design solutions could not be obtained from Metro and local constituencies (including other involved agencies and the community, as appropriate) because of concerns relating to safety, cost, operations, policy, and/or community desires. This task may involve refinement and validation of projected traffic volumes and rail operations using simulation modeling.

Milestone 1 is usually undertaken during the preliminary planning for a project. Milestones 2 and 3 are typically undertaken during preliminary engineering and environmental clearance. The final decision should be secured in conjunction with final engineering of a project.

The final decision on a crossing configuration for an intersection is based on the preceding technical analysis, engineering studies, and consensus-building. The California Public Utilities Commission must approve each grade-crossing application, and other third-party agreements and requirements must also be met.

Of the 29 at-grade crossing scenarios studied, the Milestone 1 screening indicated that no grade separations would be required, based on proposed train headways and the conflicting traffic volumes per hour, per line. The Monte Vista Avenue crossing in Montclair is grade separated and would remain grade separated (even though the analysis indicated that the traffic volumes crossing the railroad track would not trigger the grade separation). In addition, the Lone Hill Avenue/Auto Center Drive and the Towne Avenue crossings are proposed to be grade separated although the analysis indicated that traffic volumes would not trigger a grade separation at either location. Table 2-31 presents the grade crossing locations where Milestone 1 and Milestone 2 analyses were conducted.

Detailed Analysis Reports (Milestone 2 Analysis) were completed for each crossing identified as “Possible At-Grade Operation” as well as those that were in the borderline between the “At Grade Should be Feasible” and “Possible At-Grade Operation” categories. Using several checks on rail operations, traffic operations, and safety feasible mitigation and crossing treatments for these four crossings were identified. Table 2-32 outlines the treatments that would allow these crossings to be operable at grade. The treatments, as identified in the grade crossing analysis, would be correlated with the proposed mitigation from the traffic analysis in a comprehensive plan for each crossing and adjacent intersection.

## 2.7 CUMULATIVE IMPACTS

The SCAG 2012 RTP/SCS Final Program EIR is the most current applicable certified planning document that has a regional cumulative impact assessment for transportation improvements through the year 2035 (including the proposed project). SCAG’s analysis concludes that cumulative traffic and transportation impacts would be significant because of the regional increase in vehicle miles traveled (VMT). The methodology used to develop the future traffic volumes and for the traffic analysis of the project included using the SCAG travel demand forecasting model. It is expected that the project would result in a decrease in VMT when compared to the No Build Alternative in 2035. Therefore, the project would not contribute to the significant cumulative impact identified by SCAG in the RTP EIR.

**Table 2-31. Grade Crossing Locations Studied in Milestone 1 and 2 Analyses**

City	Grade Crossing Locations (Milestone 1 Report)	Possible At-Grade Operation Crossing (Milestone 2 Report)
Glendora	Barranca Avenue Grand Avenue/Foothill Boulevard Vermont Avenue/Ada Avenue Glendora Avenue Pasadena Avenue Glenwood Avenue Elwood Avenue Lorraine Avenue Lone Hill Avenue/Auto Centre Drive	Grand Avenue/Foothill Boulevard
San Dimas	Gladstone Street Eucla Street Cataract Avenue/Bonita Avenue Monte Vista Avenue San Dimas Avenue Walnut Avenue San Dimas Canyon Road	Gladstone Street Cataract Avenue/Bonita Avenue San Dimas Avenue
La Verne	Wheeler Avenue A Street D Street E Street White Avenue Fulton Road*	None
Pomona	Garey Avenue Towne Avenue	None
Claremont	Cambridge Avenue Indian Hill Boulevard College Avenue Claremont Boulevard/Mills Avenue	None
Montclair	Monte Vista Avenue	None

Source: Fehr and Peers, 2011

\*also located in Pomona

**Table 2-32. Results of Milestone 2 Grade-Crossing Analysis**

City	Grade-Crossing Locations	Recommended Treatment for At-Grade Operation
Glendora	Grand Avenue/ Foothill Boulevard	<ul style="list-style-type: none"> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Education programs to be implemented as appropriate for the local schools</li> <li>• Revise pedestrian channelization to improve control of movements</li> <li>• Provide pre-emption of the traffic control</li> <li>• Consider use of narrow median along Foothill Boulevard</li> <li>• Incorporate provision to ban right-turn-on-red</li> <li>• Provide potential anti-queuing controls. Include installation of “DO NOT BLOCK INTERSECTION” sign and “KEEP CLEAR” pavement marking at the Grand Avenue / Foothill Boulevard intersection and the side controlled Grand Avenue / Carroll Avenue intersection.</li> </ul>
San Dimas	Gladstone Street	<ul style="list-style-type: none"> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Implement education programs, as appropriate, for the local schools</li> <li>• Provide potential anti-queuing controls. Include installation of “DO NOT BLOCK INTERSECTION” sign and “KEEP CLEAR” pavement at the adjacent signalized intersection of Lone Hill Avenue /Gladstone Street</li> </ul>
San Dimas	Cataract Avenue/ Bonita Avenue	<ul style="list-style-type: none"> <li>• Reconfigure the intersection as a traffic island or re-align Bonita Avenue and reduce the median width to reduce the size of the intersection</li> <li>• Install traffic signals</li> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Implement education programs, as appropriate, for the local schools</li> <li>• Provide pre-emption of the traffic control</li> <li>• Adjust device placements and warning signs to provide positive control</li> </ul>
San Dimas	San Dimas Avenue	<ul style="list-style-type: none"> <li>• Provide four quadrant gates</li> <li>• Provide pedestrian gates</li> <li>• Provide potential anti-queuing controls. Include installation of “DO NOT BLOCK INTERSECTION” sign and “KEEP CLEAR” pavement nearby intersections, including: San Dimas Avenue/ Bonita Avenue and San Dimas Avenue/West Railway.</li> </ul>

Source: Fehr and Peers, 2011

## 2.8 MITIGATION MEASURES

Pedestrian and bicycle facilities would be enhanced as a result of the project and associated stations. Improvements would be implemented for traffic circulation. Some would be an integral part of the Build Alternative, and some would be considered additional mitigation measures to address significant impacts.

A number of intersections would be signalized as part of the mitigation measures for both the TSM and Build Alternatives. It is recommended that traffic signal systemwide operational improvements be made on intersections in progression. The following arterials would be set up for traffic signal systemwide coordination and synchronization:

- Route 66—Glendora
- Bonita Avenue—San Dimas
- Arrow Highway—San Dimas and La Verne
- White Avenue—La Verne

### 2.8.1 Short-Term Construction Mitigation Measures

- **CTR-1**—During final design, site- and street-specific Worksite Traffic Control Plans shall be developed in cooperation with the appropriate departments of transportation in each Azusa-Montclair corridor City and with Los Angeles and San Bernardino Counties, and implemented to accommodate required pedestrian and traffic movements. To the extent practical, traffic lanes will be maintained in both directions, particularly during periods of peak traffic operations. Access to homes and businesses shall be maintained throughout the construction period. To the extent feasible, lane closures shall occur during the nighttime hours.
- **CTR-2**—Designated haul routes for trucks shall be identified during final design in cooperation with the corridor Cities and implemented throughout the construction process. These routes shall be situated to minimize noise, vibration, and other possible impacts. Following completion of the project, if slight physical damage to surface of the haul route roads is found, the road shall be treated as necessary.
- **CTR-3**— A Traffic Management Control Plan shall be developed and implemented. The Plan shall be developed in close coordination with local jurisdictions, the local emergency response agencies (including fire departments, police departments, and ambulance services), school districts, and other agencies as appropriate. The Plan shall include, but not be limited to:
  - Providing public information through media alerts, flyers, and the Construction Authority’s website to alert and inform the community about construction activities and schedules, including planned street and access closures.
  - Providing traveler information through traffic advisor radio, changeable message signs (CMS) that includes detour routes.
  - Creating a hotline for the community with a direct connection to personnel who can answer questions, provide information, and resolve issues. In addition, field offices shall be opened at specific locations identified as best serving the community and neighborhoods.
  - Developing specific street closures and phasing plans, and other measures.
  - Posting advance notices indicating when access would be closed or limited on city streets