

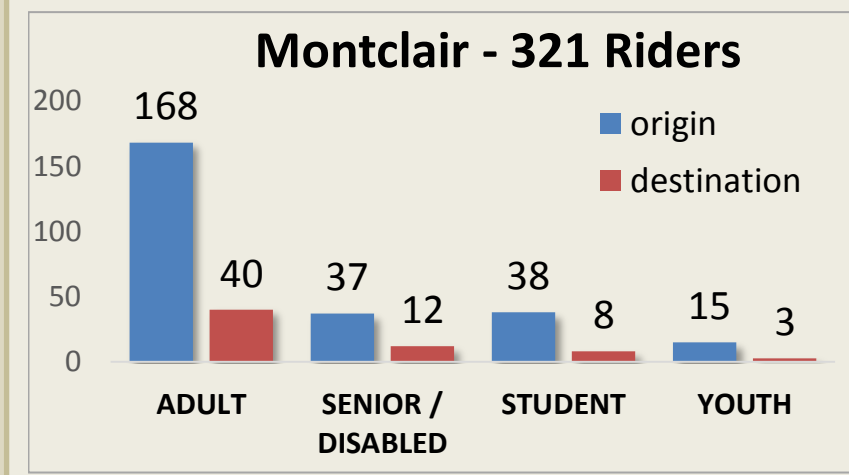
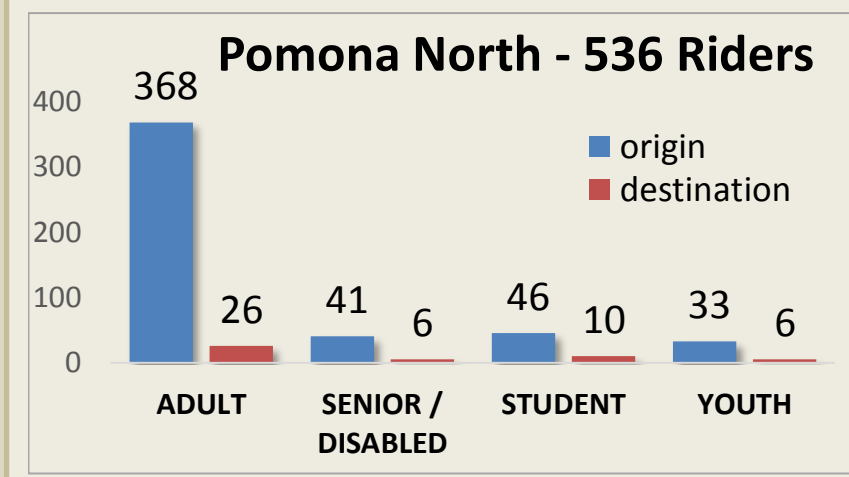
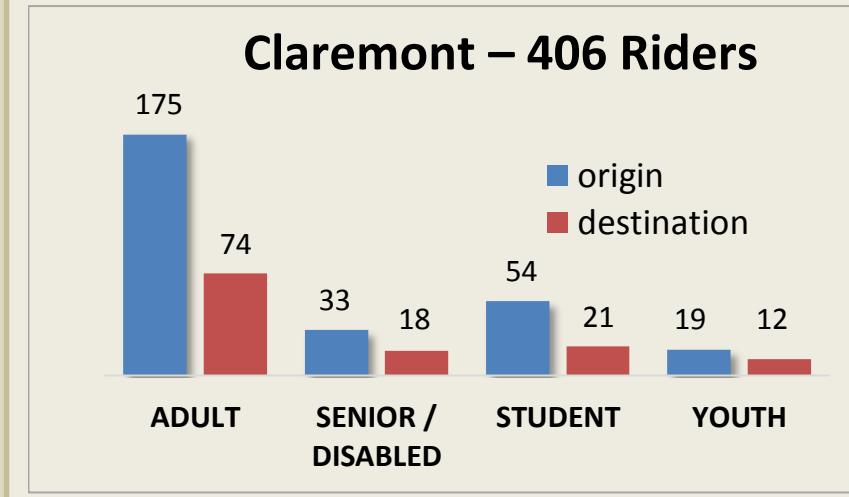
IMPACTS AND MEASURES TO CITY OF CLAREMONT IF IT IS A GOLD LINE TERMINUS WITHOUT A METROLINK STATION

IMPACT	POSSIBLE MEASURES
Shorter construction period for the Gold Line but lack of commuter rail transit service and potential Diesel Multiple Unit (DMU) service in Claremont	Improve bus connections from Claremont to Pomona or Montclair Metrolink stations
Increase in commute time for Claremont residents	Provide Metrolink Ticket Vending Machines at Claremont to facilitate transfers to Metrolink stations
Confusion and lack of connection for someone who gets to the end of the Gold Line but cannot transfer to Metrolink	Provide way finding directing commuters to the Montclair and Pomona stations
The Claremont Blvd. crossing improvements will likely not be constructed so safety will not be enhanced at this crossing. The gate equipment will also will not be replaced and may not function as well as the new gate equipment at the other crossings	Design gate operations to minimize gate down time
Neighborhood impacts due to additional vehicle traffic especially from the east to board the Gold Line	Connect First Street to Monte Vista Avenue to focus additional trips from the east to First Street and reconfiguration of First Street and Claremont Blvd to enhance vehicle flow
Need for a larger parking structure than if not the terminus and increase in the overflow of parking to city streets based on an increase in ridership and Metro's paid parking plan	Implement parking management strategies
City has designed Transit Oriented Developments based on two rail transit options in Claremont	
Approx. \$3000/year savings to the City if it no longer maintains the Metrolink station	None – positive impact
Less emissions from Metrolink locomotives because trains will travel through the Station instead of stopping and idling	None – positive impact
Less traffic on streets around the Metrolink station	None – positive impact
Smaller parking structure for a Gold Line only station compared to having a Gold Line and Metrolink station	None – positive impact

NOTE: NOT ALL IMPACTS CAN BE FULLY ADDRESSED

AVERAGE WEEKDAY RIDERSHIP PROFILES: CLAREMONT, POMONA NORTH & MONTCLAIR METROLINK STATIONS

AVERAGE WEEKDAY RIDER TYPE BY STATION



Note: all numbers are rounded and approximate

STATION ACCESS & DEPARTURE MODES

Number of riders leaving or arriving by car



285 – Claremont
448 – Pomona North
248 – Montclair

Number of riders walking or biking to/from station



102 – Claremont
80 – Pomona North
18 – Montclair

Number of riders leaving or arriving by bus or other means



19 – Claremont
5 – Pomona
55 – Montclair

METRO MOTION 21.1 SUMMARY

On September 28, 2017, Metro Board Directors Solis, Barger, Fasana, and Najarian introduced a Board motion directing staff to study the potential benefits and impacts of eliminating the Claremont Metrolink Station. The study includes the following tasks:

1. Current and projected ridership at the Metrolink Claremont station under existing conditions (without Gold Line Phase 2B).
2. Impacts to Metrolink operations and travel times with the elimination of the Metrolink station.
3. Analysis of changes to gate operations at all crossings in Claremont if the Metrolink station is eliminated.
4. Analysis of when Metrolink service would be discontinued in Claremont during Gold Line construction, and length of time during which no rail transit options would be available in Claremont.
5. Cost savings associated with the construction of the Gold Line Phase 2B.
6. Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station.
7. Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario.
8. Total parking spaces and current parking utilization rate at the co-located Metrolink and proposed Gold Line stations (Pomona North, Claremont and Montclair stations).
9. Determine the formal process by which to eliminate a Metrolink station, should that local station city agree.
10. Include City of Claremont staff in the project team during all phases of the study
11. Report back to the Board within 60 days with a final report, findings and recommendations after presenting the draft to the City of Claremont (extension was approved to January 2018)

NEXT STEPS

Provide your comments to Metro through December 21, 2017

Send comments to:

Regional Rail
Metro MS: 99-17-2
One Gateway Plaza
Los Angeles, CA 90012
Email: RegionalR@metro.net

Findings and recommendation will be presented to the Metro Planning and Programming Committee on January 17, 2018 at 2 PM

Venue: Metro Board Room
One Gateway Plaza
Los Angeles, CA 90012

HANDOUT



CLAREMONT METROLINK STATION STUDY

Town Hall Meeting
December 11, 2017

CONTENT

- a. Impacts and Measures to City of Claremont if it is a Gold Line Terminus without a Metrolink Station
- b. Average Weekday Ridership Profiles: Claremont, Pomona North & Montclair Metrolink Stations
- c. Metro Motion 21.1 Summary
- d. Next Steps

