



Foothill Gold Line

Pomona Parking Community Meeting May 15, 2025

Tonight's Agenda

- Introductions
- Meeting Purpose
- Foothill Gold Line Project
- Parking Protection Plan and Recommendations
 - Private Streets and Parking Lots
 - Public Streets
 - Question & Answer Session





Foothill Gold Line Project

Foothill Gold Line's 25-Stations are Nearly Complete



The Foothill Gold Line is part of LA County's growing rail network.

Once completed to Montclair, the Foothill Gold Line will connect the San Gabriel Valley and Inland Empire to Los Angeles and Long Beach.

Construction Authority

- Construction Authority is a separate agency from LA Metro created by state legislation in 1998 to plan, design and build the Foothill Gold Line light rail system (now part of the Metro A Line) from Union Station east to Montclair (updated in 2011)
- Enabling legislation provides all necessary powers to complete the project
- Construction Authority is overseen by board of directors
- Since 2003, board of directors has received feedback from all corridor cities through Joint Powers Authority and Technical Advisory Committee



Foothill Gold Line

Light Rail

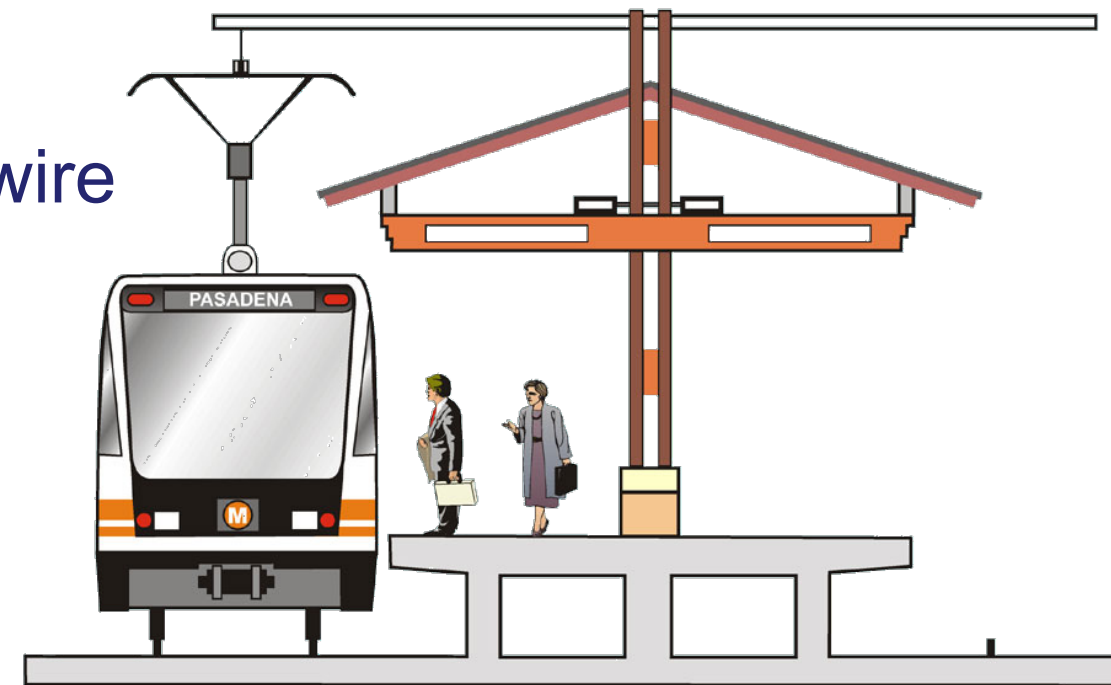


Part of Metro A Line - Light Rail

- Passenger rail cars operate on steel tracks
- Trains are electrically-powered by overhead wire
- Vehicles may operate in single-car or multi-car trains/stations are planned to handle three-car trains
- Top speeds - 55 miles per hour
- Three-car trains hold up to 200 passengers per car (sitting and standing)



Different than Metrolink - Commuter/Heavy Rail System



Foothill Gold Line

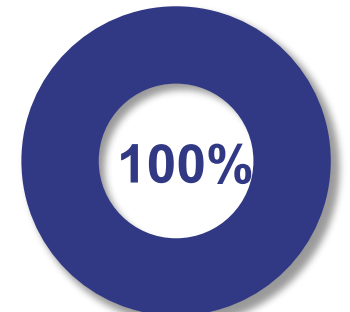


Glendora to Pomona Segment Project

Glendora to Pomona Project Segment



The 9.1-mile, four-station Glendora to Pomona project segment began major construction in July 2020 and **reached substantial completion on January 3, 2025**. The project was completed on time and under budget and has now been transferred to Metro for final testing, certification and pre-revenue operations. The Authority will continue to support Metro as well as work to complete punch list items in 2025.

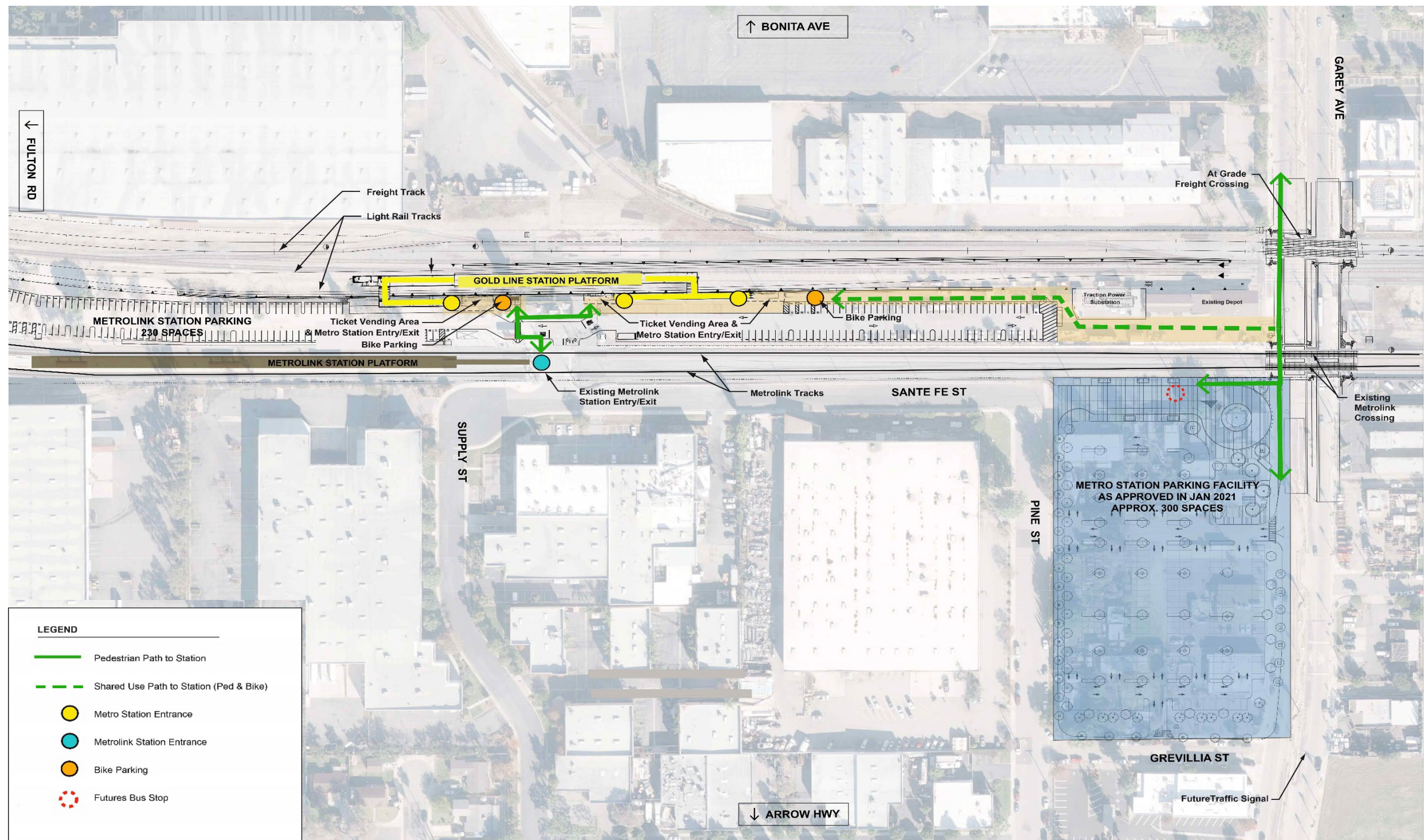


Project Completion
(% Complete)



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Pomona Station Site Plan



New multi-modal station with 530 parking spaces to be shared with Metrolink in two parking areas. New parking area will have amenities for riders arriving by walking, bicycle, bus/shuttle and drop-off area.

Pomona Station and Parking Today

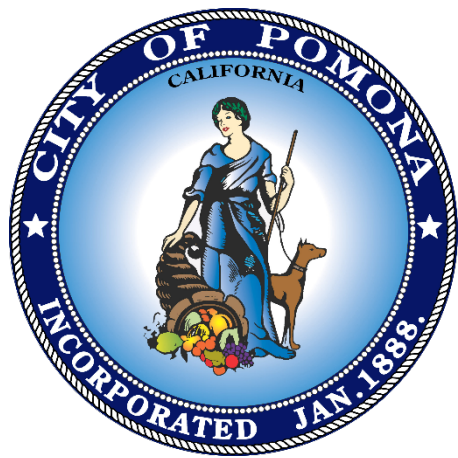


Crews have now completed the structural elements of the station platform, as well as the pedestrian ramps to access the platform. Finishing touches are underway including landscaping and irrigation, ADA ramp railing installation, public art installation and bike shelter lighting.

Construction of the north and south parking lots is nearly complete. Crews continue working on several items including electrical site work, paver work and landscaping.



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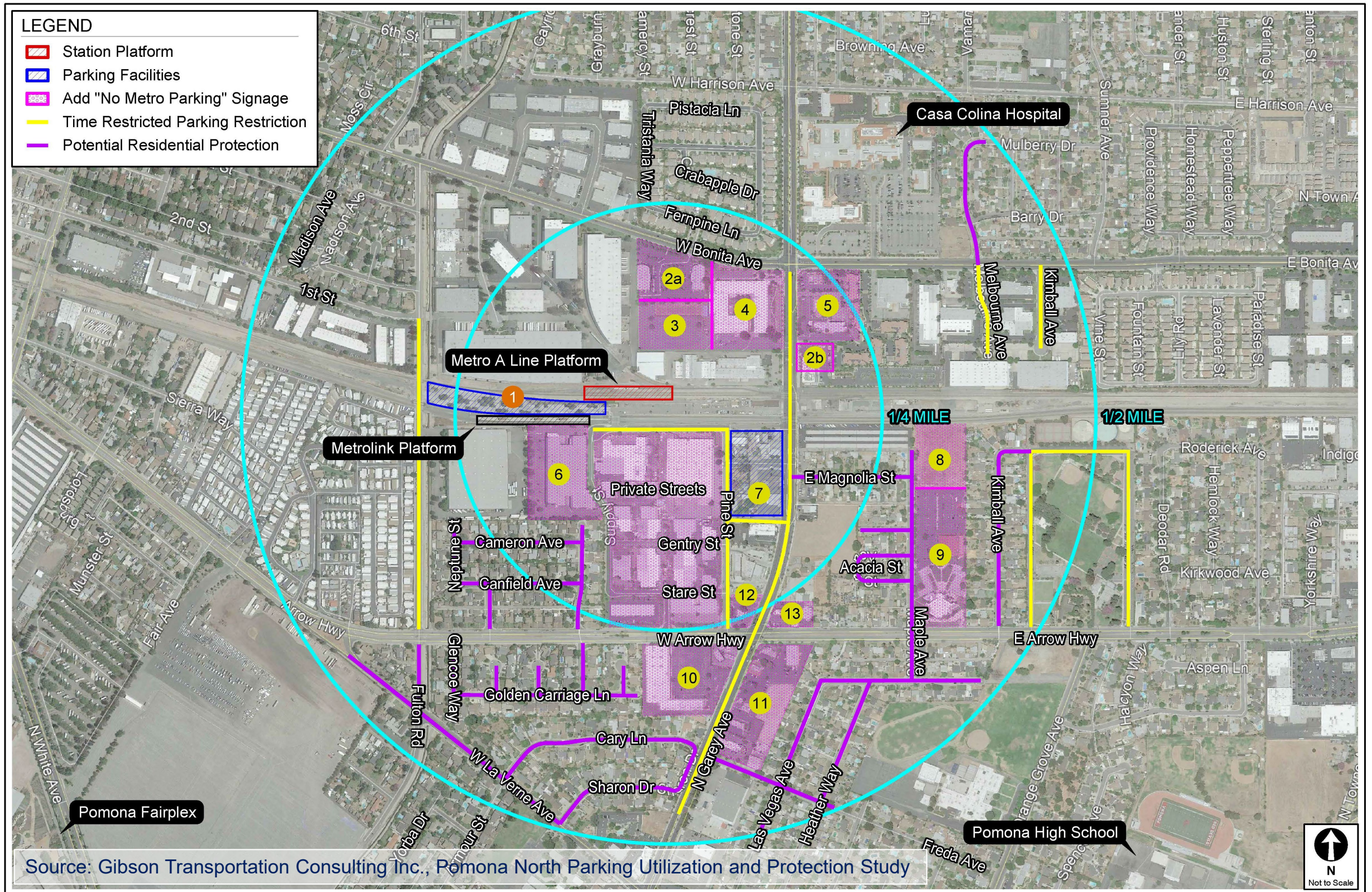
Parking Protection Plan and Recommendations

Preparing for Passenger Service

- Gibson Transportation Consulting Inc. was hired to conduct a Parking Utilization and Protection Study(Protection Study) for the city of Pomona in preparation for passenger service.
- The Protection Study aims to identify where protection maybe needed for vulnerable private and public parking near the new station from use by the new rail passengers.
- Study Area:
 - 1/4-mile radius: the most likely potential area for parking impact.
 - 1/2-mile radius: the furthest likely potential area for parking impact.
- Protection Study and survey results were used to prepare pre-operation parking protection plan and recommendations.
- Additional parking occupancy surveys will be conducted after passenger service begins to assess the success of parking recommendations.



Parking Study Areas (1/4-mile and 1/2-mile)



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- **Private Streets (in Supply, Gentry, Stare & Amberson streets area):**

- Private Streets will receive “No Metro Parking” signs. Construction Authority will identify locations for new signs and add “No Metro Parking” signs to poles along private streets that currently have “No Metrolink Parking” signs.
- Construction Authority will fabricate and install signs.

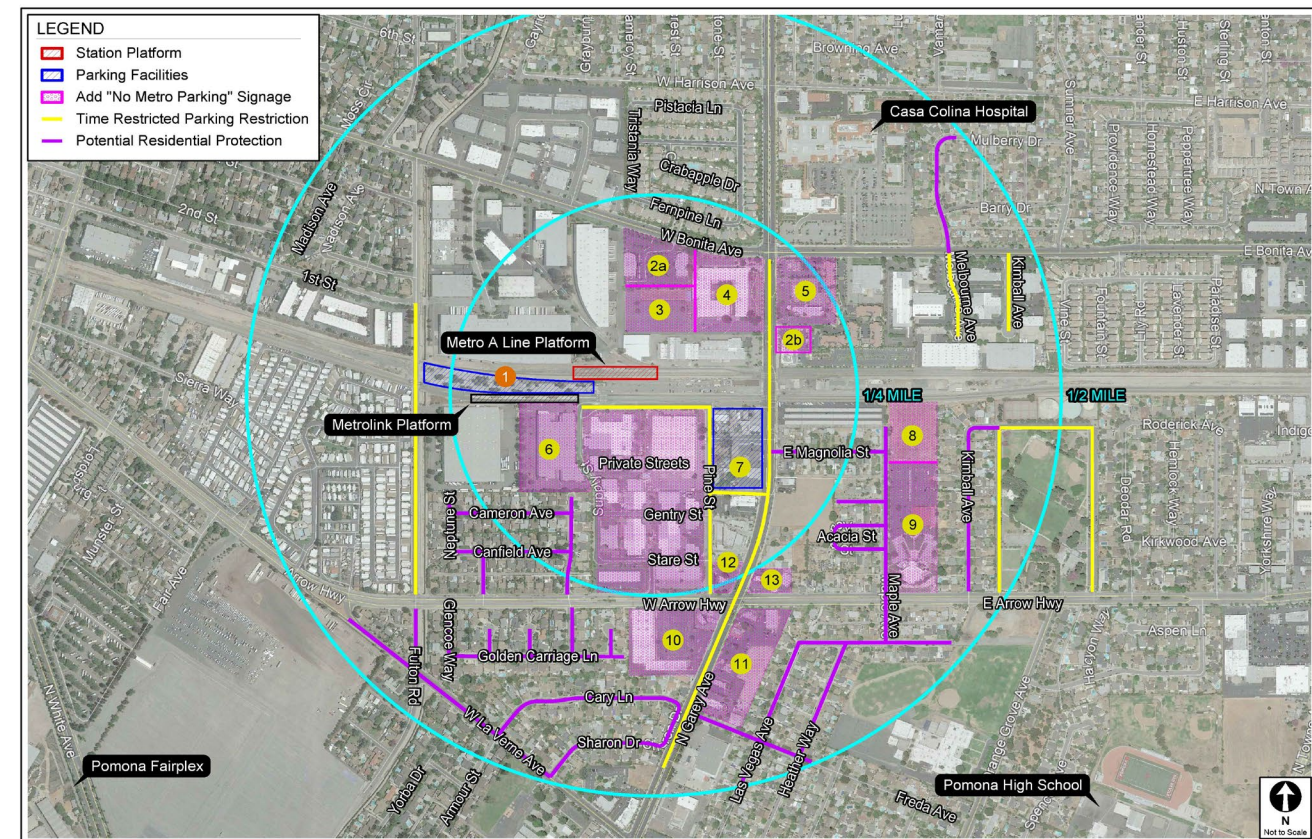
- **Private (Business) Parking Lots:**

- Construction Authority will coordinate with business owners on signage request/needs and supply parking signs directly to private property owners.
- Property owners will be responsible for sign installation.



Private Parking Lots – Property Owner Responsibility

- Authority will reach out to businesses to offer signs. Businesses can also reach out to the Authority to request signs.
- Authority will provide owners with complementary signs for entry and exit points to the property.
- Private owners will be responsible for sign installation.
- Property owners must arrange written agreements with tow companies and are liable for improper towing of vehicles on their property.
- Tow company typically provides **proper signage** to ensure compliance with CA Vehicle Code.



Source: Gibson Transportation Consulting Inc., Pomona North Parking Utilization and Protection Study



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Public Streets

- For **residential streets** within study radius, City will be deciding what level of protection is needed and is conducting a survey of specific streets to get resident feedback (more on the next slide).
- **Non-residential public streets** (Fulton Rd., Santa Fe St., Pine St., Garey Ave., W. Grevillia St., Palomares Park, and portions of Melbourne Ave and Kimball Ave.) may receive time restricted parking signs.
- Construction Authority will identify location for new signs, fabricate and install signs.



Residential Streets – Survey (Requesting Feedback)

- City of Pomona is conducting a **community survey** to solicit input from residents on specific residential streets around the new station on the level of protection desired.
- The survey is open until June 1, 2025.
- After feedback is received, City staff will recommend a parking protection option for City Council approval.

Alt. 1: No Change

- Parking regulations remain as-is on your street – No change.

Alt 2: “No Metro Parking” Signs

- Legally unenforceable.
- Parking enforcement **can not** tow or ticket vehicles.

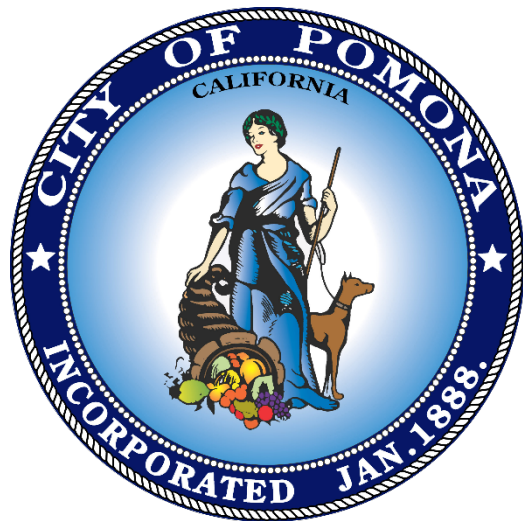
Alt. 3: Time Limited Parking Signs

- Legally enforceable.
- Typically, 3-hour parking limit.
- Parking enforcement can tow or ticket **all** vehicles parking longer than 3 hrs. Even those cars of residents living on those streets if parked longer than 3 hrs.

Alt. 4: Residential Parking Permits

- Legally enforceable.
- All parked vehicles require a City parking permit.
- Parking enforcement can tow or ticket **all** vehicles without a parking permit displayed.
- Cost and moratorium may need to be waived, if possible.

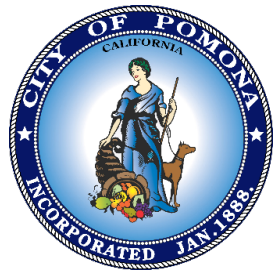




Questions?



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