AGENDA

SPECIAL CITY COUNCIL MEETING
TUESDAY, APRIL 28, 2015 5:00 P. M.
SAN DIMAS COUNCIL CONFERENCE ROOM
245 E. BONITA AVE.

CITY COUNCIL:
Mayor Curtis W. Morris
Mayor Pro Tem Jeff Templeman
Councilmember Emmett Badar
Councilmember Denis Bertone
Councilmember John Ebiner

1. CALL TO ORDER

2. ORAL COMMUNICATIONS

(For anyone wishing to address the City Council on an item on this agenda. Under the provisions of the Brown Act, the legislative body is prohibited from taking or engaging in discussion on any item not appearing on the posted agenda.)

a. Members of the Audience

3. STUDY SESSION

- Gold Line – Update regarding the project; review and discussion of issues – primarily parking and station location and impacts at the Bonita/Cataract intersection.

4. ADJOURNMENT

The next meeting is on Tuesday, April 28th, 2015 7:00 p.m.

Notice Regarding American with Disabilities Act: In compliance with the ADA, if you need assistance to participate in a city meeting, please contact the City Clerk's Office at (909) 394-6216. Early notification before the meeting you wish to attend will make it possible for the City to make reasonable arrangements to ensure accessibility to this meeting [28 CFR 35.102-35.104 ADA Title II].

Copies of documents distributed for the meeting are available in alternative formats upon request. Any writings or documents provided to the City Council regarding any item on this agenda will be made available for public inspection at the Administration Counter at City Hall and at the San Dimas Library during normal business hours. In addition most documents are posted on the City's website at cityofsandimas.com.

Posting Statement: On April 21st, 2015, a true and correct copy of this agenda was posted on the bulletin board at 245 East Bonita Avenue (San Dimas City Hall), 145 North Walnut Avenue (Los Angeles County Library), 300 East Bonita Avenue (United States Post Office), Von's Shopping Center (Puente/Via Verde Avenue) and the City's website www.cityofsandimas.com/minutes.cfm

Agenda Item Staff Report

To: Honorable Mayor and Members of the City Council
For the Study Session of ***April 28, 2015***

From: Krishna Patel, Public Works Director KP

Subject: **Metro Gold Line Foothill Extension Azusa to Montclair Project (Phase 2B)**

BACKGROUND

The Foothill Gold Line from Azusa to Montclair will extend the Metro Gold Line 12.3 miles and add six stations in the cities of Glendora, San Dimas, La Verne, Pomona, Claremont and Montclair. As with Pasadena to Azusa, the extension from Azusa to Montclair is planned to be built along the former Atchison, Topeka and Santa Fe (ATSF) right-of-way, which was purchased by Metro in the early 1990s for the project. Planning for the Azusa to Montclair Extension began in 2003, and significant work has been completed for the segment. On October 4, 2012, the City had identified six primary areas of concern with the DEIR in addition to a number of other miscellaneous issues and notified the Construction Authority ("Authority") accordingly. Also, on February 26, 2013, the City responded to the FEIR after receiving it on February 14, 2013 and it seems our concerns and issues were not addressed as well as they could have been.

The Final EIR was certified by the Construction Authority Board in March 2013, and a locally preferred alternative was selected. In December 2014, the Final EIR was approved, allowing for phased construction of the project if deemed necessary. Starting in late summer 2014, the Authority began the (30%) advanced conceptual engineering document process. This anticipated two-year process will advance design for the project to a point where it will be ready for design-build procurement and be eligible for any Federal, State and Local funding for construction.

As a placeholder to keep the process of EIR moving forward, the City and the Authority agreed to allow the placement of the proposed 450 space parking structure at the City Maintenance Yard located at 301 S. Walnut Avenue. With the proposed station being located east of San Dimas Avenue. (Attachment A)

DISCUSSION

While the Construction Authority has been committed to work and address the technical analysis of the concerns raised during the DEIR process, both City and Authority staff have been meeting since summer of 2014 on monthly and or bi-monthly basis to address the concerns raised in the DEIR/EIR. For the purpose of today's study session, City Council is being requested to provide direction on the following items:

1. *Station location.* East of San Dimas Avenue, rear of Grove Station or otherwise known as Village Walk HOA. Is there a City Council consensus to keep this preferred designated location, **or** do we direct the Construction Authority to review other locations considered back in 2006/7. Some of these were:
    a. M&E Property located at north corner of Bonita/Cataract
    b. West of San Dimas Ave north of existing Park & Ride facility

Staff looks forward to City Council's feedback and direction on your thoughts where the Gold Line station as proposed is acceptable, or should the Authority review other locations in San Dimas.

2. *Parking structure (City Maintenance Yard).* While the proposed parking structure through the DEIR/EIR stage of the project development was located at the City Maintenance Yard, the proposed location does severely impact the City Maintenance Yard operations and other nearby Public and Private Properties as follows:

   - ***Impact on City Maintenance Operations.*** The maintenance operations conducted at the site are critical to the daily ongoing operations of the City. The current location is ideally situated proximate to administrative operations at City Hall and relatively central to the City as a whole. It is difficult to identify a feasible site to replace the current one and maintain these same standards.

   - ***Site Circulation:*** Ingress/egress access to structure from Walnut Avenue may restrict right-turn exit movements from parking garage driveway to Walnut Avenue due to possible safety medians at the grade crossing. The median may also restrict ingress/egress to the Sunnyside (located at 251 North Walnut Avenue) Senior complex. In addition, for efficient circulation and flow, an alternate egress should be evaluated that connects to Arrow Highway from the parking structure.

   - ***Impact to Emergency Services:*** With the Sheriff Sub Station and Fire Department located on Walnut Avenue north of grade crossing and parking structure. It quite apparent that emergency access services to the south will likely be adversely affected by a combination of the periodic at- grade crossing gate closures for operations and a confusing circulation pattern/increased traffic at AM/PM peaks. While the Authority will evaluate impact to Sheriff, and Fire and Paramedics response time at proposed crossing/parking structure location. The proximity is still concern.

   - ***Other Potential Issues Created by Limited and Restricted Entrance of Walnut Avenue.*** With limited street frontage and long driveways that lead to main parking structure limits the ability to provide any pickup/drop off zone. In addition, with pedestrian access to station being from San Dimas Avenue will likely result in extensive over use of both the private (CVS) and Municipal parking lot north of the tracks as well as the parking area at Grove Station for pickup/drop off zone. This intense use will also increase in commuters parking in these lots and place great deal of strain on the availability of parking for existing business. To mitigate these issues consider option for additional parking including the feasibility of expanding the City municipal parking lot north of tracks for additional parking/drop off and pickups by expanding south into existing Metro Gold Line right of way.

3. *Consideration of other parking structure locations.* Instead of the City Yard, explore the feasibility of an equivalent spaced structure that incorporates the required commuter parking, existing parking and the pickup/drop-off zone off Arrow Highway. Or incorporate something within City municipal parking lot located on the northwest corner San Dimas Avenue and rail crossing.

Staff looks forward to City Council's feedback and direction on your thoughts whether the Gold Line Station Parking Structure is acceptable at the City Yard or should the Authority consider other potentials areas that are off arterial streets like Arrow, Bonita and San Dimas Avenue.

Bonita/Cataract Intersection Grade Crossing

As the Council is aware since the mid-eighties to mid-2000's, several concepts and engineering plans, including current plans prepared by early evaluation by previous Gold Line engineering consultants have been prepared to improve and signalize this intersection. But due to the skewedness and complexity of design compounded by need top allow for 3 rails tracks, results in a design of several or multiple signal heads, crossing gates and potential liability of trapping a vehicle when crossing gates are down, plans for signalization have all been abandoned or not materialized.

Once again, the current FEIR calls for the intersection to be signalized. Potential measures identified were to reconfigure the intersection as traffic island or re-align Bonita Avenue and reduce the median width to reduce the size of the intersection and signalization.

One main reoccurring concern regarding the intersection is the traffic at this intersection. Since the rail line at Bonita Ave/Cataract Ave crosses the intersection in a diagonal entry from the northwest corner and crossing to the southwest corner, considering the (approximately 300 foot) long diagonal rail crossing and its intersection geometry. It is Staff's belief this intersection will be experiencing almost 40 to 50 seconds delays of closure every 5 minutes when considering the estimated train frequency of 12 trains per hour in both directions. Therefore in addition to signal stoppage delays, the intersection would most likely result in all automobile operations being stopped during the Light Rail Transit (LRT) crossing every 5 minutes. This delay or closure would significantly impact traffic operations and adversely impact traffic in the heart of downtown San Dimas. Over time, due to continuous daily delays, it is quite likely that the traffic flow on Bonita may decrease as travelers find less impacted routes.

As part of the analysis per the FEIR, the Authority provided the 3 attached (Attachment B) alternatives for the City to consider and provide an approval of the City's preference and which met the City needs. They are as follows:

Alternative No. 1

Alternative 1 would entail all improvements more or less similar and staying within existing north/south curb line of Bonita, but where the westerly center median is cut back approximately 100 feet. The distance between east and west crossing gates on Bonita is about 250 feet. This would result in following pros and cons in terms of improvements.

- *Cons*
  - Large areas of pavement striped will promote unsafe turns
  - Increased traffic delays during non-peak times
  - Signal equipment on north east side in front of business on Bonita
  - Long delays with protected left turns
  - Ped peak of travel across Bonita too long
  - Ped crossing problematic for visually impaired when LRT and freight trains cross at same time
  - Since No curb and gutter on tracks; ADA problems for visually impaired
  - Wheelchair ramp/crosswalk conflict with the track - difficult to mitigate ADA path of travel or comply with standard
  - Lane drops before intersection – high potential for sideswipes
  - Signal pole conflict with track clearance – overhead/mast arm conflict

Pros:

- Ped monument across intersection shorter
- Westbound traffic will clear slightly quicker

Alternative No. 2

Alternative 2 would entail redesign of the intersection with shifting of the entire eastbound/westbound lanes west of Cataract being shifted approximately 80 feet south of the existing southerly east bound curb of Bonita. This would result in following pros and cons in terms of improvements.

Cons:

- Crosswalk requires more preemption at north east side on Bonita
- Long pedestrian path of travel
- Increased delays with protected left turns
- No business parking on north side of Bonita
- Traffic may detour to Railway Street to avoid intersection delays
- Challenging for traffic flow to turn right from southbound Cataract when no curb return across tracks and panels; also challenges for ADA and visibly impaired

Pros:

- Better traffic flow movement for eastbound, least eastbound conflict

Alternative No. 3 –

Alternative 3 would entail redesigning and realigning the entire intersection layout by shifting approximately 200 feet south of the existing Bonita/Cataract intersection. This would result in following pros and cons in terms of improvements.

Cons:

- Negative impact for neighborhoods and access to north Cataract Avenue
- Directs more traffic on Monte Vista north since no left turn movement on Bonita
- Restricts access to business on Bonita Ave
- Move crossing gates for pedestrians
- Expensive costs for R.O.W. construction
- Reduces the potential viability of development value of large city property
- Remnant property between north curb line and Authority ROW track undevelopable.

Pros:

- Plan developed for traffic on Bonita at expense of Cataract
- Lane drop over tracks

The above 3 proposed alternates all contain potential design challenges and constraints in signalizing Bonita and Cataract and are quite surmountable, largely caused by the skewedness of the track and the number of travelers required and subsequent placement of pedestrian and railroad crossing gates.

The Authority has primarily designed the alternatives with the train in mind, but not really assessing the impact this would have on the traffic flow in our downtown or its subsequent long term impact on businesses. While the Authority continues to state this intersection does not meet MTA grade crossing policy. Staff feels that Bonita/Cataract does merit a "unique" consideration for an above street grade separation that is above and beyond MTA's policy that is primarily based on high traffic volume that our intersection will never meet. For an above street grade separation for the light rail tracks will provide the following benefits:

- Minimize traffic impact and circulation to our downtown
- Enhance business traffic and pedestrian safety
- Bridge façade/ parapets and columns which can be designed with art features (or mosaics) which could visually amplify our downtown's entrance quite possibly with an exclamation point if aesthetically designed to show our City's character and ambience.

The negative of this grade separation is that the:

- Bridge structure is a large, visual and could be perceived by some as an intrusive barrier as an entrance to our downtown
- Freight track will still remain
- Four crossing gates will required

In considering Staff's on-going concern regarding the intersection, it appears Authority Staff may have come to the similar conclusion and therefore have provided a preliminary flyover bridge plan and subsequent realignment plan of Bonita Avenue (Attachment C). This plan opens a dialogue between the agencies where we could work towards a flyover bridge that can be designed and developed to be visually attractive bridge that adds character to our downtown. As an example attached for Council's information are photos of bridges (Attachment D, Arcadia; Attachment E, Rancho Cucamonga) of what could be done to make a structure more aesthetically pleasing and inviting as we move forward.

RECOMMENDATION

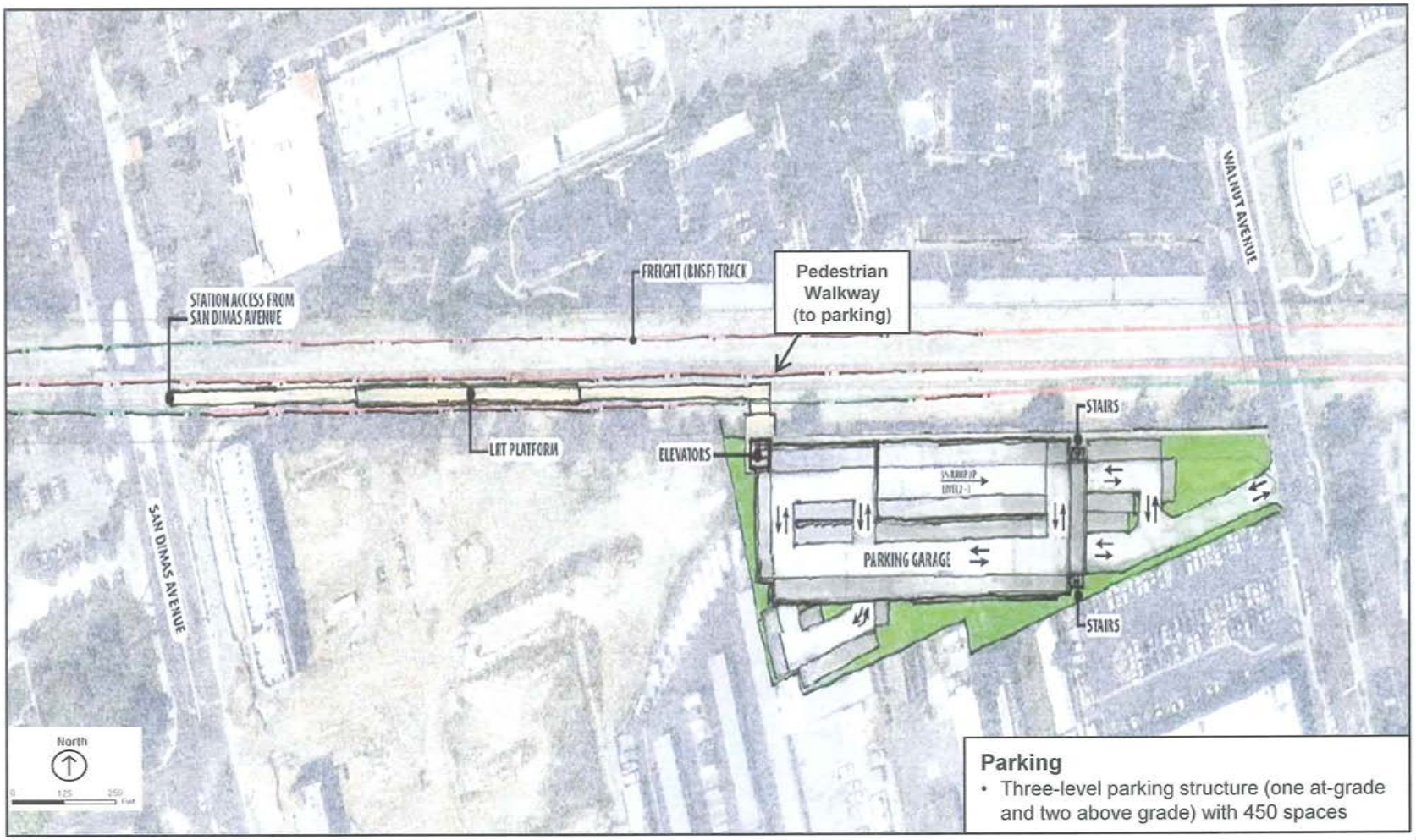
Despite the visual constraints mentioned on the above street grade, Staff feels that the City should pursue and direct the Authority to include a grade separation at Bonita/Cataract as part of their overall project.

Staff looks forward to Council's direction regarding the preference to resolving the Bonita/Cataract intersection issues for the future Metro Gold Line Azusa to Montclair project which will run through City.

Attachments

04-15-10 kp

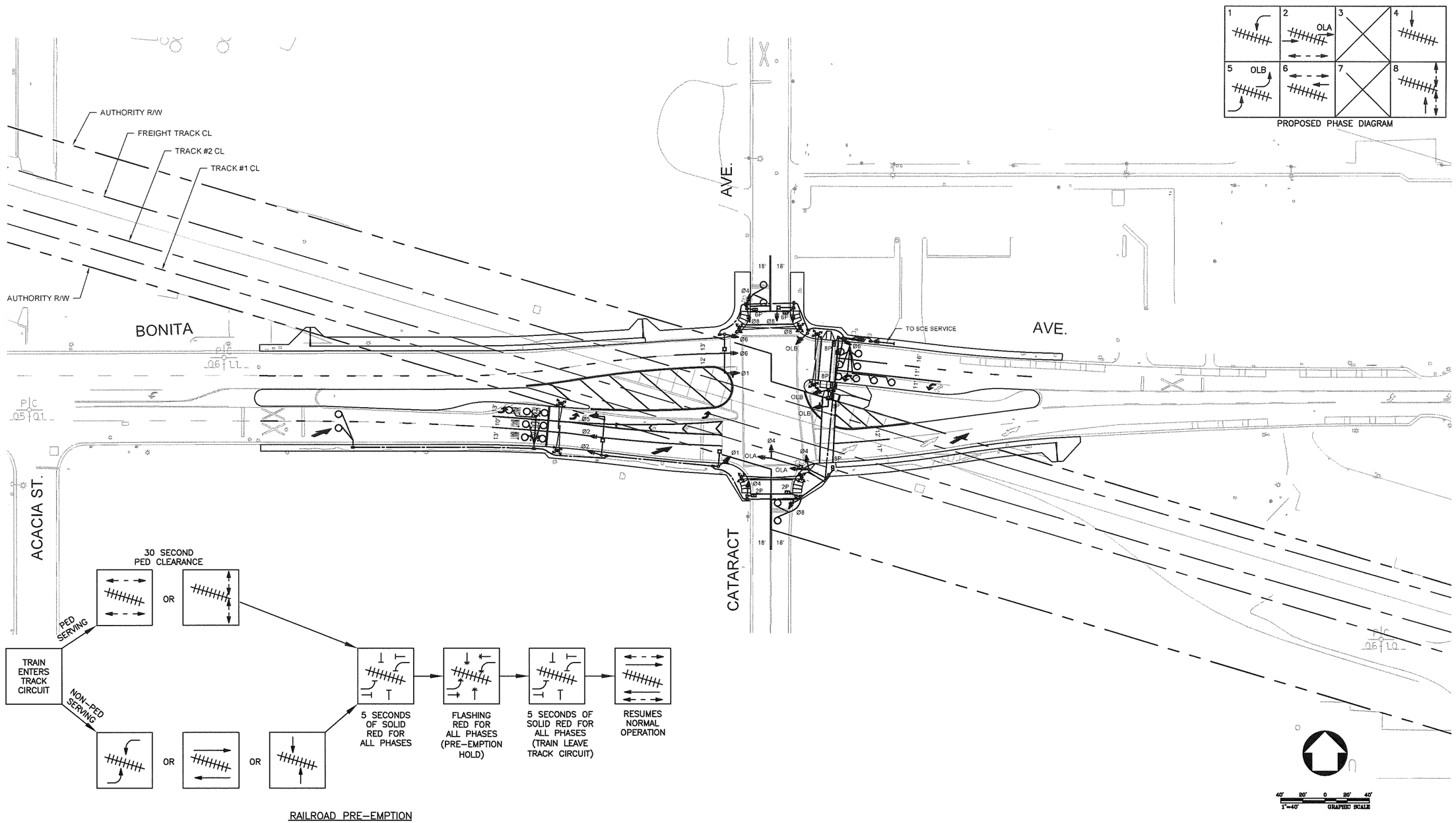
Future Station and Parking - San Dimas



LRT = Light Rail Transit

Approved in Final EIR – March 2013

ATTACHMENT A



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY –
DRAWN BY –
CHECKED BY –
IN CHARGE –
DATE –

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION 2B - AZUSA (CITRUS) TO MONTCLAIR

KOA CORPORATION
PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
Tel: (323) 260-4703 Fax: (323) 260-4705

PROJECT MANAGER

GOLD LINE FOOTHILL EXTENSION
PRELIMINARY ENGINEERING
GRADE CROSSING AT
W. BONITA AVE. AND CATARACT AVE.
ALTERNATIVE NO. 1

CONTRACT NO –
DRAWING NO –
REV –
SCALE 1"=40"
SHEET NO

1"=10' ORIGINAL MAP SCALE 1"=100'
10 5 0 10 20 30 40 50 FEET
100 50 0 100 200 300 400 500 FEET

SCALES
HORIZ. 1"=40'
VERT. NONE

SHEET

INDEX NUMBER

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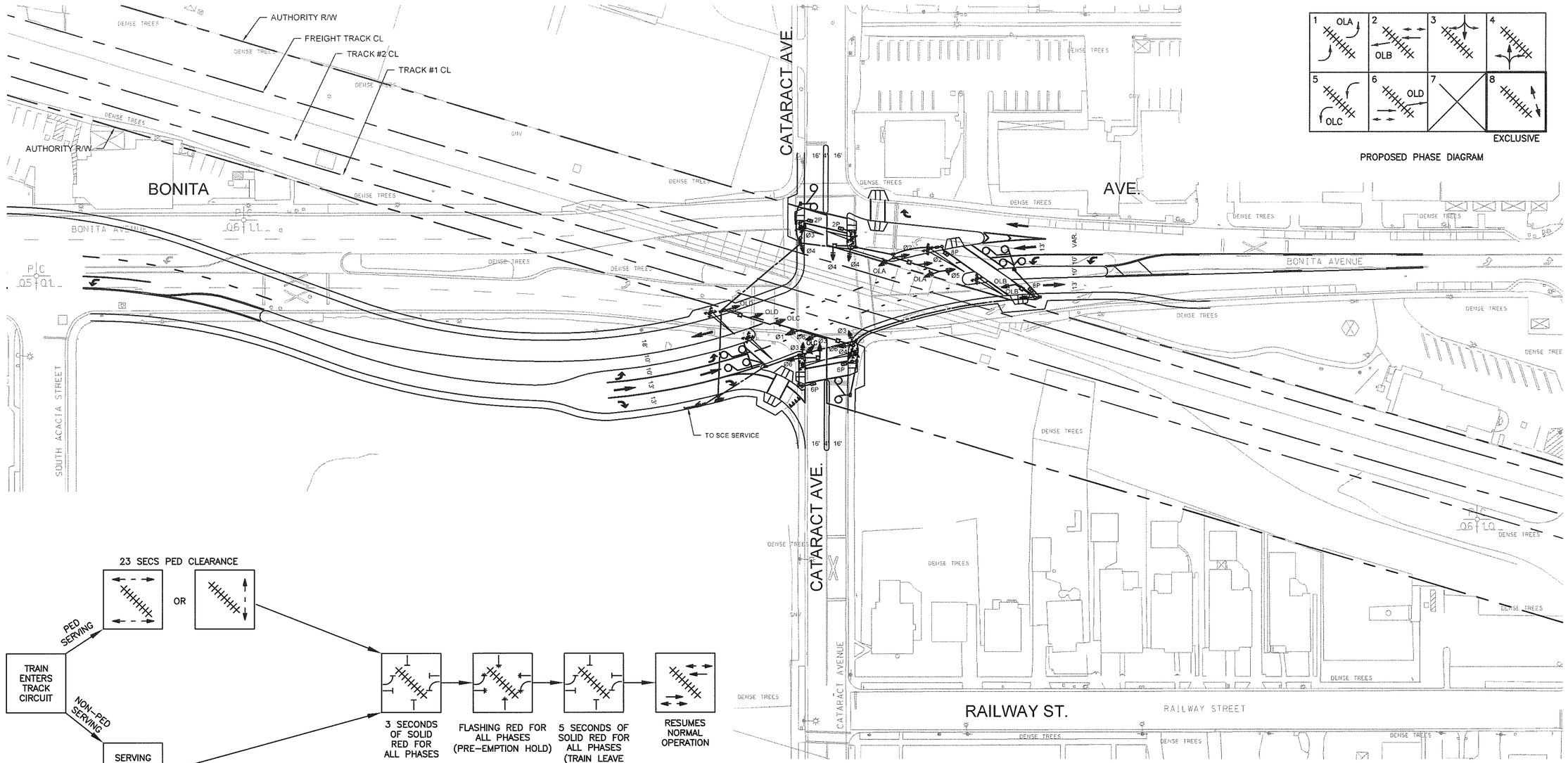
ATTACHMENT B



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REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY –
DRAWN BY –
CHECKED BY –
IN CHARGE –
DATE –

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION 2B - AZUSA (CITRUS) TO MONTCLAIR

KOA CORPORATION
PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
Tel: (323) 260-4703 Fax: (323) 260-4705

PROJECT MANAGER

GOLD LINE FOOTHILL EXTENSION
PRELIMINARY ENGINEERING
GRADE CROSSING AT
W. BONITA AVE. AND CATARACT AVE.
ALTERNATIVE NO. 2

CONTRACT NO –
DRAWING NO –
REV –
SCALE 1"=40'
SHEET NO

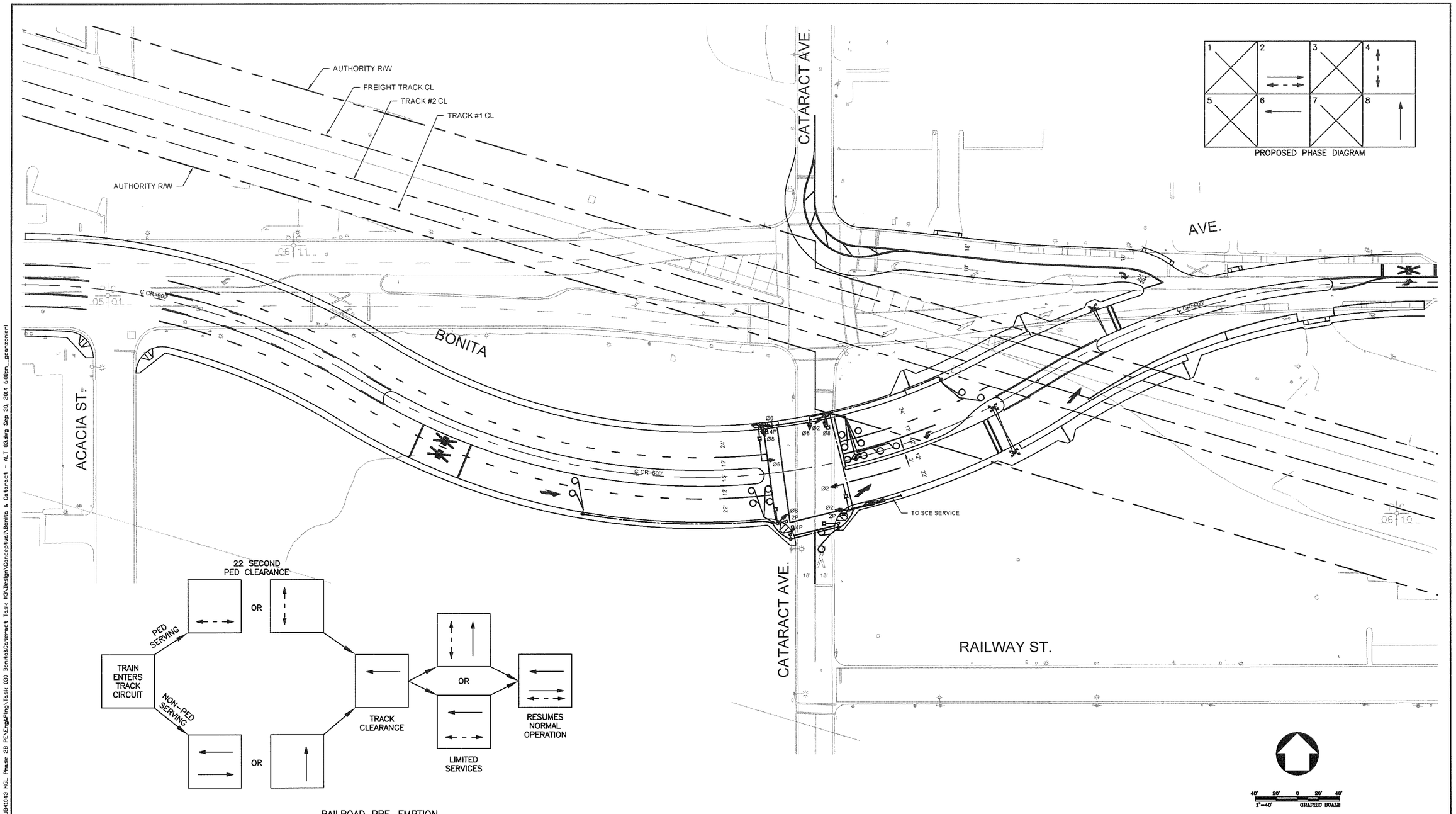
ORIGINAL MAP SCALE 1"=10' (10 5 0 10 20 30 40 50 FEET) 1"=100' (100 50 0 100 200 300 400 500 FEET)

SCALES HORIZ. 1"=40' VERT. NONE

SHEET

INDEX NUMBER

ATTACHMENT B



REV	DATE	BY	APP	REG NO	EXPIRES	SEAL HOLDER	DESCRIPTION

DESIGNED BY –
DRAWN BY –
CHECKED BY –
IN CHARGE –
DATE –

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION 2B - AZUSA (CITRUS) TO MONTCLAIR

KOA CORPORATION
PLANNING & ENGINEERING
1100 Corporate Center Drive, Suite 201
Monterey Park, California 91754
Tel: (323) 260-4703 Fax: (323) 260-4705

PROJECT MANAGER

GOLD LINE FOOTHILL EXTENSION
PRELIMINARY ENGINEERING
GRADE CROSSING AT
W. BONITA AVE. AND CATARACT AVE.
ALTERNATIVE NO. 3

CONTRACT NO –
DRAWING NO –
REV –
SCALE 1"=40'
SHEET NO

1"=10' ORIGINAL MAP SCALE 1"=100'
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100 50 0 100 200 300 400 500 FEET

SCALES: HORIZ. 1"=40' VERT. NONE
SHEET
INDEX NUMBER

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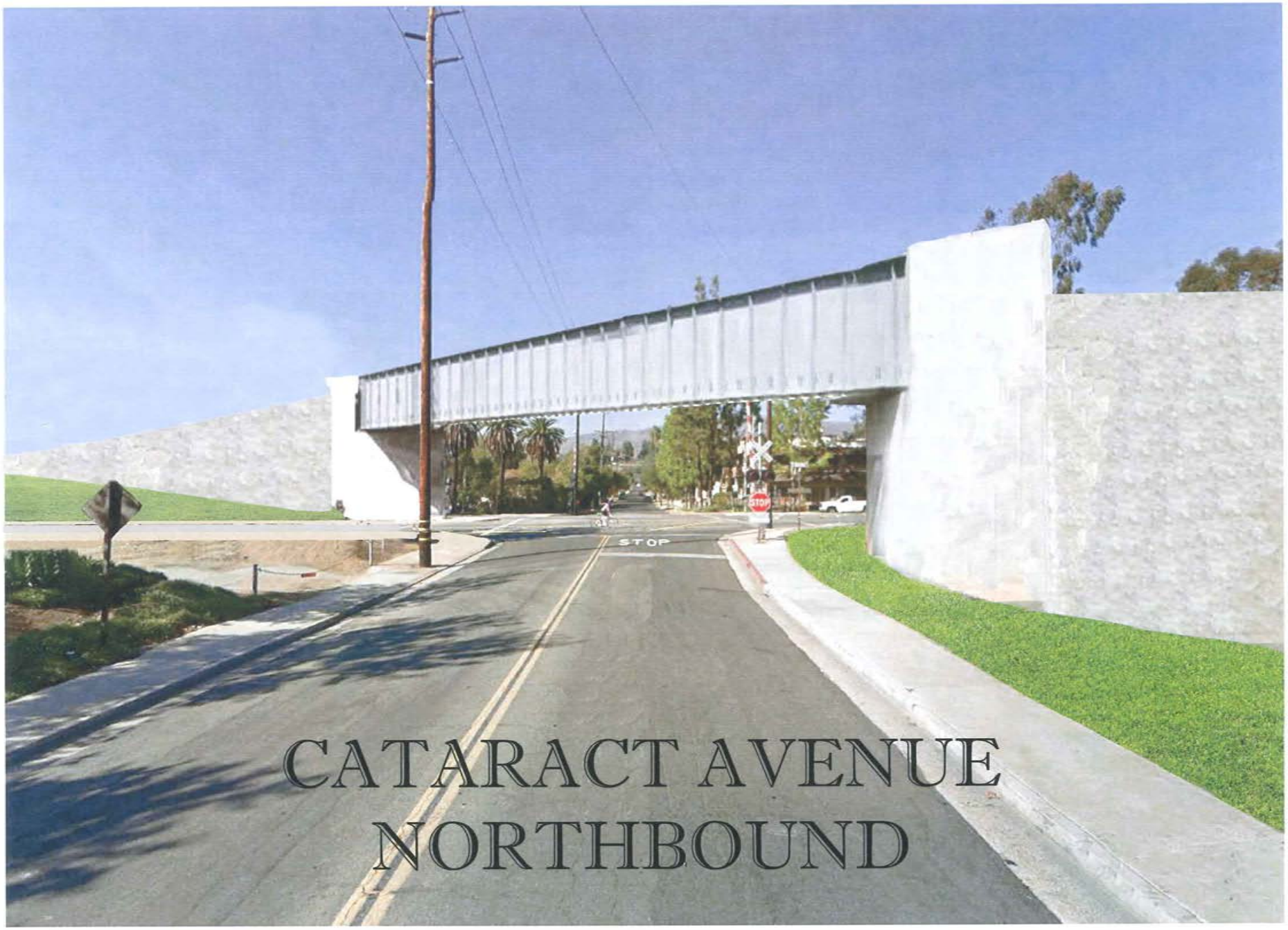
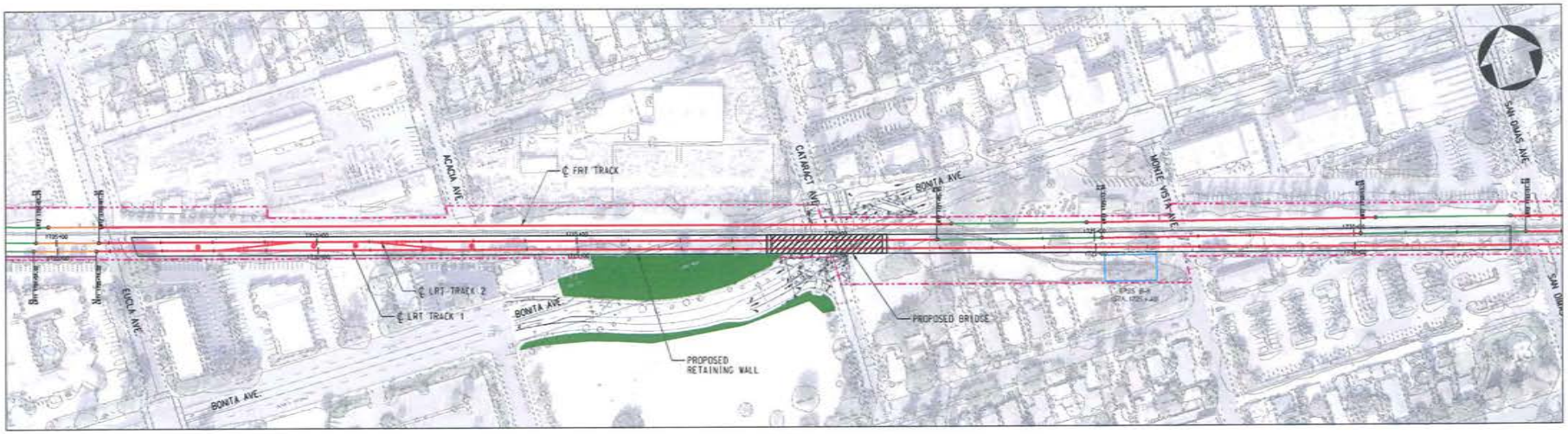
ATTACHMENT B

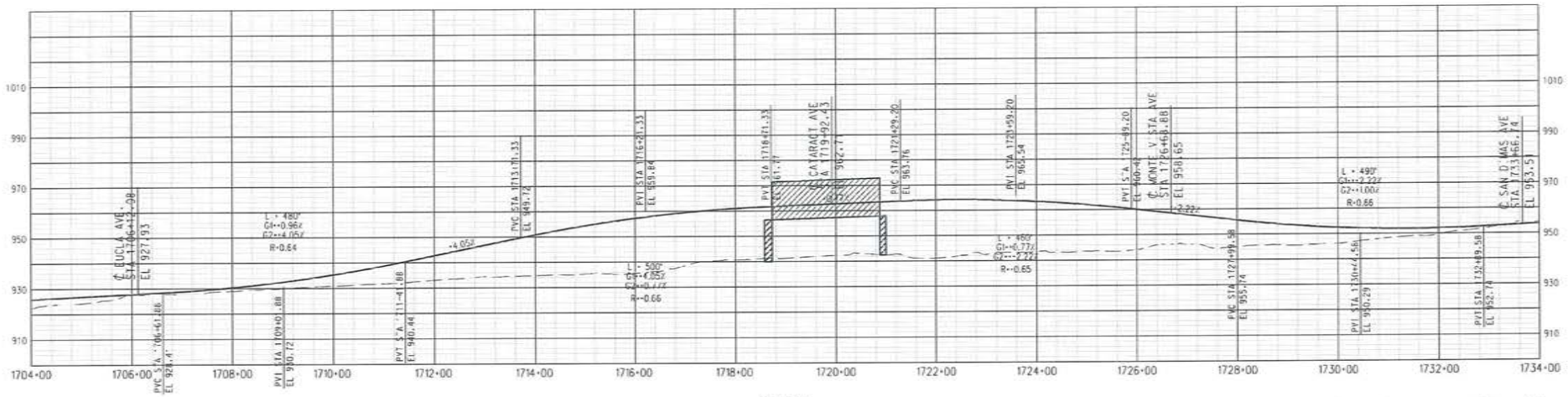


CATARACT AVENUE
NORTHBOUND

ATTACHMENT C



PLAN



PROFILE

50' 0 100' 200' HORIZ. SCALE

20' 0 20' 40' VERT. SCALE

REVISIONS				
REV.	DATE	DESCRIPTION	DES.	ENG.

Hill International
406 E. HUNTINGTON, SUITE 202
MONROVIA, CA 91016 - 3633

METRO GOLD LINE FOOTHILL EXTENSION

METRO GOLD LINE FOOTHILL EXTENSION CONSTRUCTION AUTHORITY
GOLD LINE FOOTHILL EXTENSION PHASE 2B
GLENDORA TO MONTCLAIR
BONITA / CATARACT GRADE SEPERATION

GOLD LINE FOOTHILL EXTENSION
ADVANCED CONCEPTUAL ENGINEERING
PHASE 2B ALIGNMENT
TRACK PLAN AND PROFILE
STA. 1705+00 TO STA 1720+00

DRAWING NO. EXHIBIT 1

SHEET NO.

FileName=> I:\Phase II\009 Phase 2B Documents\Engineering\Drawings\11-Exhibits\Son_Dimas_GS\Single_Span_RAD1.ant

SDATE 11/22/40 AM

NUSER

ATTACHMENT C

SANTA ANITA - ARCADIA - TOP. SIMULATION

BOTTOM ACTUAL AFTER COMPLETION

ATTACHMENT D

HAVEN AVENUE IN RANCHO CUCAMONGA
METROLINK TRACK

ATTACHMENT E