



Board Report

File #: 2017-0836, File Type: Program

Agenda Number: 21.

PLANNING AND PROGRAMMING COMMITTEE JANUARY 17, 2018

SUBJECT: CLAREMONT METROLINK STATION STUDY REPORT

ACTION: RECEIVE AND FILE

RECOMMENDATION

RECEIVE AND FILE final report on the Claremont Metrolink Station Study with staff recommendations to keep the Claremont Metrolink Station open and proceed with a staff-level task force to provide recommendations on how Metrolink and Gold Line Phase 2B and other transit services will complement each other to provide greater transit services to the surrounding communities along the shared rail corridor.

ISSUE

On September 28, 2017, Directors Solis, Barger, Fasana, and Najarian directed the Chief Executive Officer to evaluate the benefits and/or impacts related to removing the Claremont Metrolink Station (see Attachment A - Metro Board Motion 21.1). Metro staff worked closely with representatives from the Foothill Gold Line Construction Authority, Southern California Regional Rail Authority (SCRRA), and City of Claremont to complete the Claremont Station study as directed by the Board. The findings of the study are herein presented.

DISCUSSION

Background

The Claremont Metrolink Station is located 1.2 miles west of the Montclair station and 2.1 miles east of the Pomona North station along the Metrolink San Bernardino Line that operates between downtown San Bernardino and Los Angeles Union Station. The Foothill Gold Line Phase 2B extension to Montclair project (Gold Line project) that broke ground on December 6, 2017 will share the railroad right-of-way with Metrolink tracks for approximately 3.78 miles starting from (half a mile west of) the Metrolink Pomona North station to the Claremont station and end in Montclair station. The Gold Line project plans to co-locate the Gold Line stations with Metrolink stations in Pomona, Claremont and Montclair. The Foothill Gold Line Construction Authority final Environmental Impact Report (EIR) included relocating the existing Metrolink Claremont station to 0.9 miles from the Montclair Metrolink station and 2.3 miles from the Pomona North station.

Findings

The findings of the study are a compilation of information gathered from a close collaborative working

group comprising of the Foothill Gold Line Construction Authority, SCRRA, City of Claremont and Metro. This study is limited to only the items listed in the Board Motion. In order to specifically address the items outline in the Metro Board Motion 21.1, these findings are organized into 11 tasks as listed below.

Task 1: Current and projected ridership at the Metrolink Claremont station under existing conditions (without Gold Line Phase 2B)

Ridership at the Metrolink Claremont station is 406 on an average weekday. Ridership at the station has been fairly stable over the past six years (see table 1 below). SCRRA projects 482 average weekday riders by 2025 and the Foothill Gold Line Construction Authority forecasts 1,361 average weekday Metrolink boardings by 2035.

Table 1: Average Weekday Boardings

	FY12	FY13	FY14	FY15	FY16	FY17	FY25*
Claremont Station	415	402	394	400	397	406	482
* 2025 projection from Metrolink Strategic Plan							

Source: SCRRA

Seventy percent (285) of riders drive to or leave the station by car; 25% (103) walk or bike to or from the station; and 5% (19) arrive at or leave the station by bus or other means. It is important to note that the Metrolink Claremont station has a higher percentage of riders walking and biking (25%) to or from the station compared to the Pomona North (15%) and Montclair (4%) stations. This could be due to the Metrolink Claremont station’s proximity to major Claremont destinations such as the Village, Claremont Colleges, and other transit-oriented developments near the station.

Ridership Profile

SCRRA 2015 on-board survey shows that 68% of the 406 average weekday riders (278) mostly leave Claremont to Los Angeles or other destinations for work or school, whereas 32% of riders (128) arrive in Claremont mostly for work or school. Of the 406 average weekday riders, 61% (249) are adults, 12% (48) are senior/disabled, 18% (75) are students, and the remaining 8% (31) are youth.

Task 2: Impacts to Metrolink operations and travel times with the elimination of the Metrolink station

Only early morning Metrolink trains and last two night trains that do not need to wait for passing trains could save approximately 2-3 minutes of travel time with the elimination of the Metrolink Claremont Station. Approximately 70% of the San Bernardino Line is single-track, and therefore trains traveling in opposite directions can only pass each other at the double-track sections which accounts for only 30% of the entire line. Due to the constraints posed by the single-track sections outside of Claremont, Metrolink trains have to wait at double-tracks or sidings for a passing train for at least 10 minutes. The spacing between double-track sections dictates whether a travel time reduction can be incorporated into the schedule. In this case, travel time reduction needs to be greater than 10 minutes to realize travel time savings. The majority of the 38 trains that run on the San Bernardino Line every weekday would not see any travel time savings.

Task 3: Analysis of changes to gate operations at all crossings in Claremont if the Metrolink

station is eliminated

There are four at-grade rail crossings in Claremont: Cambridge Avenue, Indian Hill Boulevard, College Avenue, and Claremont Boulevard. The Claremont Metrolink station is currently located between Indian Hill Boulevard and College Avenue whereas the relocated Metrolink station would be located between College Avenue and Claremont Boulevard. Gate down time was analyzed for the Indian Hill Boulevard, College Avenue, and Claremont Boulevard crossings under existing conditions and two future condition scenarios: Gold Line with and without Metrolink Station (see table 2 below). Cambridge Avenue is over half a mile west from the Claremont station and the current gate down time is not affected by the existing station; therefore, future gate down time would also not be impacted by the station relocation or elimination.

Table 2 shows that gate down time could be reduced by 3-6 minutes in the future if the Metrolink station is eliminated. In addition, table 2 also indicates that gate down time will be significantly higher when the Gold Line is in operation at Claremont and College crossings compared to existing conditions due to the frequency of the Gold Line service during the peak hour. Indian Hill Boulevard, which is proposed to be grade-separated for the light rail tracks, could see a 4 minute reduction in gate down time compared to existing condition.

Table 2: Gate down time in Minutes per Peak Hour*

Railroad Grade Crossings	Existing Condition	Future Condition Gold Line with Relocated Metrolink Station	Future Condition Gold Line with Metrolink Station Eliminated
	Indian Hill Boulevard	9 minutes	11 minutes
College Avenue	9 minutes	30 minutes	27 minutes
Claremont Boulevard	11 minutes	35 minutes	30 minutes
Number of trains during peak hour	4 Metrolink trains	6 Metrolink trains 24 Gold Line trains	6 Metrolink trains 24 Gold Line trains

* Gate down times are estimates and could change with final design and project implementation; peak hour is from 6 AM to 7 AM and from 5 PM to 6 PM
Sources: SCRRA and Foothill Gold Line Construction Authority

Task 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

According to the Foothill Gold Line Construction Authority, if the decision is made to eliminate the Metrolink Claremont Station, Metrolink service to the Claremont station would be discontinued as early as the end of 2021 and there would be no rail service in Claremont for approximately five years until the opening of Gold Line Phase 2B in 2027. However, if the Metrolink Claremont station is relocated as currently planned, construction of the new station could be completed before the existing station is demolished and therefore there would be minimal disruption to the existing Metrolink service.

Task 5: Cost savings associated with the construction of the Gold Line Phase 2B

If the decision is made to remove the Metrolink Claremont station, the Foothill Gold Line Construction Authority estimated a savings of approximately more than \$40 million in costs with five months of the construction schedule. The estimated savings do not include potential savings associated with parking facility. If the Metrolink station is relocated, the Authority would have to build parking to accommodate both Metrolink riders and Gold Line riders.

Task 6: Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station

Staff identified potential impacts of the Claremont Metrolink station elimination to riders during and after construction of the Gold Line Phase 2B extension project.

During Construction

During construction of the Gold Line, there would be approximately 5 years of no rail service in Claremont as described under Task 4. Riders could board the Metrolink San Bernardino Line at the Montclair station (1.2 miles to the east) or the Pomona North station (2.3 miles to the west). As a potential measure to address this impact, the Foothill Gold Line Construction Authority has committed to provide a free courtesy shuttle during construction to facilitate the transfer from Claremont to the Montclair or Pomona North stations. The free shuttle could cost the Foothill Gold Line Construction Authority approximately \$400,000/year for 5 years for a total of \$2 million.

The Metrolink passengers at Claremont will have the option of going to the Montclair station and pay \$1 additional Metrolink fare for a regular roundtrip to Union Station compared to fares from the Claremont station. In addition, travel time could be increased by an estimated 9 to 11 minutes to board at the Montclair station depending on access mode of shuttle, car, or bicycle. Furthermore, some of the 102 riders who currently access the Claremont station by walking or biking may lose that option due to the additional distance to Montclair and or Pomona North station. Thus, eliminating the Metrolink Claremont station could change the mode of access for riders and increase net vehicle miles, travel time, and cost to Metrolink passengers. In addition, there are intangible impacts to Metrolink passengers at Claremont that are beyond the scope of the study that cannot be quantified and/or addressed.

After Construction

After construction of the Gold Line, riders would be able to ride the Gold Line to Union Station or transfer to Metrolink at the Pomona or Montclair Gold Line stations. Table 3 shows a comparison of post-construction conditions under existing conditions and future conditions with the Gold Line. However, riders who utilize the Metrolink Claremont Station to connect to destinations other than Union Station could connect to the Montclair and Pomona North stations by bus, car, or bicycle. The free courtesy shuttle between Claremont and Montclair and/or Pomona would only be provided during the 5 year period of the construction of the Gold Line Phase 2B extension project.

Table 3: Post Construction Conditions

Claremont Rail Service Comparisons		
	Metrolink Existing Conditions	Metro Gold Line Post-Construction Conditions
Service Frequency	Every 20–30 minutes (peak hours) Every 60–90 minutes (off-peak hours)	Every 6 minutes (peak hours) Every 12 minutes (off-peak hours)
Fares Claremont to Union Station	\$9.25 per trip \$18.50 roundtrip	\$1.75 per trip \$3.50 roundtrip
Parking	Free	\$3 per day
Travel Time Claremont to Union Station	55 minutes	67 minutes
Amenities	Bicycle storage Restrooms Quiet car option Food and drinks allowed Seats with tables	Bicycle storage

Source: Metro

Task 7: Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario

In response to the Board motion, Metro staff worked with the City of Claremont staff to identify the following impacts and measures to address impacts should the City of Claremont become a Gold Line terminus with and without a Metrolink station. The City identified impacts to tourism and commerce, traffic, parking, train crossings, and rail transit options should Claremont become the Gold Line terminus. In addition, City staff noted that having the Gold Line and Metrolink stations in Claremont would allow transfers between the two systems which would not be possible if Metrolink is eliminated.

See Attachment B for the list of impacts and measures to the City of Claremont if it becomes a Gold Line Terminus with and without a Metrolink station.

Per the Foothill Gold Line Construction Authority’s statute, the Foothill Gold Line Phase 2B is being planned and engineered to become one complete 12.3-mile, six-station segment from the APU/Citrus College Station in Azusa to the Montclair Transit Center. The project was environmentally cleared as one project, and the procurement documents for the design-build contract being finalized include all elements of the project to Montclair. After San Bernardino County expressed concerns that they may not have the full funding needed to extend the line into San Bernardino County in time to meet the Construction Authority’s schedule, the Construction Authority environmentally cleared the option of having the Claremont Station be a temporary terminus of the line. However, the Construction Authority has found a way to allow San Bernardino County approximately three years from today (two

years following the Notice to Proceed for the design-build contract) to make all necessary arrangements, including commitment of the full funding, and still be built as part of the current design-build contract. San Bernardino County has already identified and committed more than half of the funds needed. The Construction Authority is optimistic that the extra time being provided will allow the segment from Glendora to Montclair to be built as one project.

Task 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)

Parking utilization rates at the Pomona North, Claremont, and Montclair stations are shown in Table 4. Parking at Claremont is at 68% utilization, Pomona is at 93%, and Montclair is at 63% utilization. This suggests that if the Claremont station is eliminated, riders who drive to the Pomona North station may have difficulty finding parking whereas there is ample parking available at the Montclair station.

Table 4: Average Number of Parking Spaces Occupied

Station	Parking Spaces Available	FY13	FY14	FY15	FY16	FY17
Pomona North	300	300	300	300	279	279
		100%	100%	100%	93%	93%
Claremont	440	383	374	268	299	299
		87%	85%	61%	68%	68%
Montclair	1836	1028	1065	1083	1157	1157
		56%	58%	59%	63%	63%

Source: SCRRA

Metro’s Gold Line Phase 2B Parking Demand Model was used to forecast opening day parking utilization for the Claremont Gold Line station under four scenarios based on a \$3/day fee (see table 5). The parking demand model showed that the highest demand for parking would occur if the Claremont Gold Line station is a terminus (i.e. does not go into Montclair) with a Metrolink station.

Table 5: Opening Day Parking Demand

Claremont Station Parking Demand Scenarios	Parking Demand
Base Scenario: Claremont is a mid-point suburban station with a Metrolink station	539
Alternative Scenario 1: Claremont is a mid-point suburban station without a Metrolink station	461
Alternative Scenario 2: Claremont is a terminus station with a Metrolink station	831
Alternative Scenarios 3: Claremont is a terminus station without a Metrolink station	763

Source: Metro Gold Line Phase 2B Parking Demand Model

Task 9: Determine the formal process by which to eliminate a Metrolink station, should that

local station city agree

Currently, there is no formal process to eliminate a Metrolink Station. If the Metro Board decides to eliminate the Claremont station, an update to the Foothill Gold Line Final EIR would be required. The City of Claremont is not supportive of eliminating the Metrolink station as evidenced by the December 12 City Council Resolution passed in support of the Metrolink Claremont Station (see Attachment C - Claremont City Council Resolution).

Task 10: Include City of Claremont staff in the project team during all phases of the study

Metro staff has worked closely and collaboratively with the City of Claremont staff throughout the development of the study. Several coordination meetings were held and the City of Claremont's input has been incorporated in the study particularly for Task 7 - Impacts to the City of Claremont if it becomes a terminus with and without a Metrolink Station scenario.

Task 11: City of Claremont Town Hall Summary

Task 11 directed staff to report back to the Board with a final report, findings and recommendations after presenting the draft to the City of Claremont. Metro staff in coordination with the Foothill Gold Line Construction Authority, SCRRA, and City of Claremont presented the preliminary results of the study at a City of Claremont hosted Town Hall meeting on December 11, 2017. The meeting was attended by approximately 360 residents and riders who use the Metrolink Claremont Station.

The Mayor of Claremont hosted and facilitated the meeting and staff representatives from Foothill Gold Line Construction Authority, Metrolink, Metro, and the City of Claremont served as panelists and presenters of the preliminary findings from this study. Metro Board Director Solis and Metro Board Director Fasana were also in attendance and provided remarks.

Claremont's City Council members and representatives of their Traffic and Architectural Commissions, past City Council Members, City staff, leadership from the Claremont Chamber of Commerce, elderly residents, regular commuters, disabled transit riders, environmentalists, students, college professors, longtime residents, business owners, all spoke in favor of keeping their Metrolink Station in Claremont.

As of December 21, 2017, over 400 total comments were received. With the exception of two public comments, all public comments expressed strong support for keeping the Metrolink Station in the City of Claremont and expressed strong opposition to the potential removal of the Claremont Station. Most comments included several reasons for keeping the station and impact of potential station elimination (See Attachment D - Summary of Public Comments). Nearly all public comments expressed strong support for having both Gold Line and Metrolink stations in the City of Claremont. The majority of comments explained the different yet complementary purpose of having both of the station in their town. The majority of the potential impacts and expressed concerns related to station elimination identified in the public comments cannot be measured or fully addressed in this study.

Recommendation

Based on the findings of the study and the enormous community support expressed for the Metrolink Claremont Station, staff recommends that the Metrolink Claremont station remains open. Further, staff concurs with relocating the Metrolink Station within the City of Claremont as stipulated in the Foothill Gold Line Extension Final EIR.

FINANCIAL IMPACT

There is no financial impact. The Gold Line Phase 2B project includes the cost of the relocation of the Metrolink Claremont station.

ALTERNATIVES CONSIDERED

The alternative would be for the Board not to receive this report. This is not recommended as the study was requested by the Board.

NEXT STEPS

Staff will form a staff-level task force to proactively develop a toolbox of strategies that would make the Metrolink and future Gold Line services complementary with each other to provide greater transit services to the surrounding communities along the shared rail corridor. The task force will include representatives from the San Gabriel Valley Council of Governments (SGVCOG), cities of Pomona and Claremont, Metro, SCRRA, Foothill Transit, and Foothill Gold Line Construction Authority. Staff will provide updates of the task force efforts to the Board via the Regional Rail quarterly report.

ATTACHMENTS

Attachment A - Metro Board Motion 21.1

Attachment B - Impacts and Measures to the City of Claremont if it becomes a Gold Line Terminus with and without a Metrolink Station

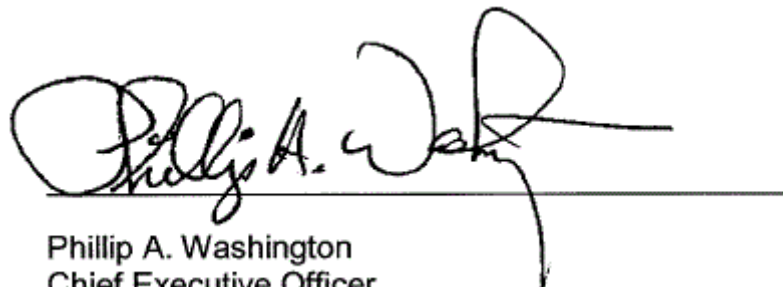
Attachment C - Claremont City Council Resolution in support of the Claremont Metrolink Station

Attachment D - Summary of Public Comments

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Board Report

File #:2017-0649, File Type:Motion / Motion
Response

Agenda Number:21.1

**REGULAR BOARD MEETING
SEPTEMBER 28, 2017**

Motion by:

SOLIS, BARGER, FASANA AND NAJARIAN

September 28, 2017

**Relating to Item 21, File ID 2017-0525
Claremont Gold Line & Metrolink Shared Station**

The Foothill Gold Line and the Metrolink San Bernardino Line include three co-located Metrolink and Gold Line Stations - North Pomona, Claremont and Montclair - within a couple miles of each other. Construction of the Gold Line requires demolition of the existing Claremont Metrolink station and rebuilding a new one, which then presents the option of forgoing the Claremont Metrolink station altogether. This option offers a shorter commute time on the Metrolink San Bernardino Line while the Gold Line provides more frequent light rail service and would reduce construction costs for the Gold Line extension.

A decision to maintain or remove the Metrolink station in the City of Claremont is critically urgent to avoid delays and cost overruns associated with construction of the Foothill Gold Line Phase 2B extension to Claremont / Montclair.

**SUBJECT: MOTION BY SOLIS, BARGER, FASANA AND NAJARIAN
SAN BERNARDINO LINE STRATEGIC STUDY**

WE THEREFORE MOVE that the Board direct the CEO and the Regional Rail Unit to:

- A. Adjust the scope of the proposed San Bernardino Line Strategic Study to evaluate the benefits and/or impacts related to removing the Metrolink Claremont Station. At a minimum, the study shall provide a comprehensive understanding of the following:
1. Current and projected ridership growth under existing conditions;
 2. Total parking spaces and current parking utilization rate at all co-located stations;
 3. Impacts and potential mitigations to Metrolink riders that currently board at the Claremont station;

4. Impacts to Metrolink operations and travel times;
 5. Cost savings associated with the construction of the Gold Line Phase 2B;
 6. Impacts and potential mitigations to the City of Claremont if it becomes the Gold Line terminus with and without a Metrolink Station scenario.
 7. 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.
 8. Analysis of changes to gate operations at all crossings in Claremont if the Metrolink station is eliminated.
- B. Include City of Claremont staff in the project team during all phases of the study.
- C. Determine the formal process by which to eliminate a Metrolink station, should that local station city agree;
- D. Report back to the board within 60 days with a final report, findings and recommendations after presenting the draft to the City of Claremont.

ATTACHMENT B – IMPACTS AND MEASURES TO THE CITY OF CLAREMONT

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

RESOLUTION NO. 2017-73

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, IN SUPPORT OF THE CLAREMONT METROLINK STATION

WHEREAS, transit options are a vital and integral service provided to and utilized by many Claremont residents and visitors; and

WHEREAS, the City of Claremont has strategically planned Transit Oriented Development projects to aid commuters that travel on the current Metrolink transit system and those who will travel on the Gold Line in the future; and

WHEREAS, voters in Claremont who voted in favor of Measure M voted with the understanding that both Metrolink and Gold Line systems and stops would be established in Claremont; and

WHEREAS, Claremont residents rely on the Metrolink station to commute to and from places of employment throughout Los Angeles County; and

WHEREAS, Claremont is a destination for visitors and the Metrolink station is an essential stop for passengers wishing to travel to the downtown area;

NOW, THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:

Section 1. The Claremont City Council is committed to the transit goals of the City as stated in several City documents.

Section 2. The Claremont City Council commits to safeguarding any and all transit options available to the community.

Section 3. The Claremont City Council is in support of maintaining a Metrolink station and stop in the City of Claremont.

Section 4. The Claremont City Council shall direct staff to send a copy of this Resolution to the Los Angeles Metro Board, Gold Line Construction Authority Board, Metrolink Executives, the Los Angeles County Board of Supervisors, Los Angeles Mayor Eric Garcetti, and State and Federal representatives.

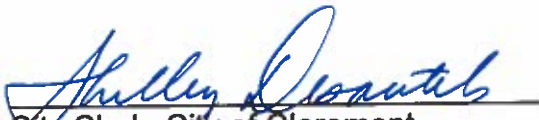
Section 5. The Mayor shall sign and the City Clerk shall attest to the passage of this Resolution.

PASSED, APPROVED, AND ADOPTED this 12th day of December, 2017.



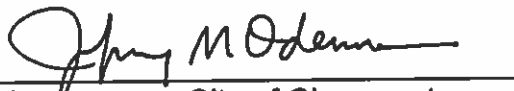
Mayor, City of Claremont

ATTEST:



City Clerk, City of Claremont

APPROVED AS TO FORM:



City Attorney, City of Claremont

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES)ss.
CITY OF CLAREMONT)

I, Shelley Desautels, City Clerk of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2017-73 was regularly adopted by the City Council of said City of Claremont at a regular meeting of said Council held on the 12th day of December, 2017, by the following vote:

AYES: COUNCILMEMBERS: CALAYCAY, LYONS, NASIALI, PEDROZA, SCHROEDER

NOES: COUNCILMEMBERS: NONE

ABSTENSIONS: COUNCILMEMBERS: NONE

ABSENT: COUNCILMEMBERS: NONE



City Clerk of the City of Claremont

ATTACHMENT D – SUMMARY OF PUBLIC COMMENTS

Summary of the viewpoints and concerns expressed by over 400 public comments are noted below:

1. Nearly all commenters expressed that the City of Claremont voters supported Measure M and the new Gold Line station and never anticipated that post-measure M's passage, there would be a possibility of losing their current Metrolink station. They want both the Claremont Metrolink Station and the new Foothill Gold Line station in the City of Claremont.
2. Nearly all expressed that the light rail / Gold Line and intercity Commuter Rail (Metrolink) serve two entirely different purposes, particularly in this area of the County. Both are important and necessary in this area towards achieving goals of improved air quality, reducing road congestion, and providing options to public transit riders.
3. Many expressed that their station is at the heart of their community and that they had worked hard for many years to secure this station. This station is now a central part of the town's character and it is regarded as a critical asset for getting to and from the City of Claremont and to many other destinations in L.A. and San Bernardino Counties, and throughout Southern CA.
4. Nearly all commenters indicated that they would have never supported Measure M if they thought there was a chance they could lose their Claremont Metrolink Station.
5. Many commenters expressed that any closure of the Claremont station will result in severe distrust in government and in administrative processes and would undermine the confidence of the public in the government.
6. Several commenters indicated that the concept of potentially eliminating the Metrolink station had never been considered in any of their municipal or regional planning. When residents, commuters, and local area stakeholders found out in September that the Metro Board was conducting a study to consider eliminating this station, they were shocked and disappointment for what they viewed as a sudden change in plans.
7. Many comments expressed concerns that local business owners and local residents will experience negative impacts to their businesses if their station is eliminated because many rely on clients and customers who can easily walk to their downtown business locations upon arrival to the Claremont station.
8. Many stressed the importance of the Claremont Metrolink Station to supporting the vitality of the City and the entire region, Claremont's long-standing commitment to be a sustainable city with multiple modes of low polluting transportation options, including easy access to the station through safe biking and walking paths. One commenter cited that their station contributes to the City's 98 out of 100 "Walk Score" and indicated that this is exceptionally high compared to the other nearby stations.
9. Many commenters expressed that as the population is aging, many people are facing an increased risk of getting a disability, diminishing their ability to drive and increasing their reliance on the Claremont station and all modes of public transportation. It was mentioned that seniors from Pilgrim Place and other retirement communities depend on the convenient access to Claremont station. Many students, families, and younger people who are proactively seeking ways to reduce their reliance on cars expressed their strong support for keeping the station. For

ATTACHMENT D – SUMMARY OF PUBLIC COMMENTS

these reasons, most expressed that more rail service and transit options in Claremont are desired at this time, not less.

10. Several Seniors and disabled riders with medical conditions expressed that they rely on the safe and seamless entry onto the train from the Claremont Station and often do not need any extra assistance from caretakers, paratransit services, or medical assistants to access the train at this station. Many cited the comfortable and spacious train cars that can easily accommodate their walkers, wheelchairs, and medical support equipment. The Seniors cited the convenient access to restrooms in the Metrolink trains and indicated that they would not be able to ride transit without reliable access to the bathrooms and comfortable train chairs.
11. A few Senior and Disabled commenters cited the importance of keeping the Claremont Station open because Dial-A-Ride and Access Services paratransit service providers cannot cross County lines to drop off riders at the Montclair Station (in San Bernardino County). These commenters expressed serious concerns about the significant disruption this would cause in the daily lives of many seniors and disabled public transit riders. One commenter indicated that Ridership on the Metrolink system doesn't account for "Access Card" riders which allows for free rides on Metrolink within L.A. County for these paratransit customers. These "Access Card" customers don't have to declare their origin starting point. There may be more riders dependent on the Claremont Station than the Study numbers currently indicate for this reason.
12. The Presidents of five local area colleges as well as the Presidents of two Graduate Schools in the area submitted a letter expressed strong support for keeping the Claremont Metrolink Station open. Their letter cited that students, faculty, and professors rely on the Claremont Station to get to campus, internships, job interviews, medical appointments, work, and to explore museums and other cultural venues in Little Tokyo, Downtown L.A., and across the region. They cited that approximately 50% of the students at these local colleges benefit from financial aid programs and affordable public transportation within safe and easy walking distance and many are international students and don't own their own cars.
13. Other commenters expressed wanting to keep their car usage minimal or maintain their car-free lifestyle to avoid traffic congestion and reduce pollution and emissions. Many cited the benefit of the tables, extra space, the "Quiet Cars" to study and do their work over longer distances and many others cited the ease of getting to LAX with large luggage using the Claremont Station.
14. Many commenters expressed their reliance on the Claremont Station providing easy access to the San Bernardino Line to regularly commute to Cal State LA, El Monte, Baldwin Park, Covina and other areas that the Foothill Gold Line does not service. Others expressed that they currently rely on the Claremont Station to commute to the University of Redlands, UC Riverside, Cal State Long Beach, and West Los Angeles in conjunction with relatively seamless bus and/or Light Rail connections. A few expressed that they would like to increasingly rely on access to the Claremont Station for purposes of work commuting or visiting areas in San Bernardino County, in addition to commuting into Los Angeles, Santa Barbara, San Diego and other areas across the Southern CA region.
15. Many commented that the close proximity of the Claremont Station to Claremont's downtown village is the key to what makes this station so appealing and viable. Several expressed that they had made life decisions based on the existence of this station. Some bought property or

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established their business in town to ensure close proximity and easy walking distance to the station.

16. Several expressed that the money savings resulting in this station's closure would be uncertain or likely minimal compared to the amount of revenue the City will make by keeping the Metrolink Station available. Others expressed that they want their tax monies to go towards keeping the station open and don't want any of their tax monies spent on efforts or studies aimed at closing it.
17. Many commented that closure of the station would not result in much time savings for the commuter but would create a significant inconvenience for current Claremont station users who will be more likely to drive than take public transit if the station is eliminated.
18. Several expressed concerns that closure of the Claremont station would result in significantly longer commute times due to the additional time that would be needed for making their necessary bus connections, especially during off-peak commute times when buses don't run as frequently. These commenters expressed the need for a more comprehensive assessment that accounts for necessary walk times and bus connections related to any potential Claremont station closure if this study were to advance any further.
19. A couple of commenters expressed that keeping the Metrolink station in Claremont is consistent with the statewide vision for growth which promotes walkable communities that are co-located near transit. They cited that this vision is also consistent with the Statewide Housing Assessment, California Transportation Plan 2040 and The Governor's Environmental Goals and Policy Report. And, sustainable Claremont's letter cited the importance to human health, the environment, and overall quality of life as a few of their reasons for supporting keeping the station.
20. Many commenters expressed that the Claremont Station is the most walkable station on the line and greatly enhances the destination amenities served by the line. Many residents cited they had moved to Claremont in large part due to the existing Claremont Metrolink Station and ease of transfer to Amtrak and other rail options at Union Station.
21. Several expressed that they had purchased their homes in large part due to the existing station and are concerned that their property values would decrease if this station were to be eliminated.
22. Many cited that removal of the station would undermine years of planning and advocacy by the City and the local residents that fought to secure the Claremont Station and related Transit Oriented Development Planning. The City has promoted housing and transit oriented development projects in their existing transit corridor.
23. Most expressed concerns that removing a station would be a major step backward compared to Metro's stated goals during Measure M and post Measure M in which an emphasis has been placed on the need for multi-modal transportation options and improved livability, mobility, and community building.

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24. The Claremont Chamber of Commerce's letter along with many others expressed that the Claremont station supports many residents and transit riders' goals of maintaining a city that functions as both a destination and a transit center. They feel strongly that their current station is located in a vibrant city center with museums, parks, galleries, libraries, colleges, a movie theater, restaurants, shops and services.
25. Most commenters expressed that transit use and their existing station benefits the entire region as they cited the ability to get to key cultural and destination places in Los Angeles, including the Pantages through connecting with the Redline.
26. Others cited using the Claremont Metrolink Station to get to L.A. Union Station and from there, walking to the Times, to the Broad, to Grand Central Station, to MOCA, and to other key locations throughout Los Angeles. They also cited the ability to travel without a car westward to Santa Barbara and further inland to experience other Counties in Southern CA on the weekend or for regular work commuting.
27. Many commenters expressed their concerns regarding an apparent lack of compelling reasons to shut down a viable station that they believe serves the diverse needs of so many people. They view the anticipated \$40 million dollar one-time savings as a high price to pay, given the resulting loss of convenient and easily accessible transit service for current riders and local residents and associated negative potential impacts on the environment.
28. Several expressed frustration with the process (or, lack of process) employed to date for considering a potential closure of their existing station.
29. Some commenters expressed that if this question regarding potential closure of the Claremont station is considered any further, they would want a comprehensive regional plan and a more robust technical study to identify all potential impacts.
30. A few commenters urged agency staff to consider how to make access and ridership from the Claremont station even more robust and ensure more multimodal connections at this station rather than consider removal of the station and reducing their transit options.
31. A few expressed the need for more comprehensive plans to include consideration of Gold Line, Metrolink, bike, pedestrian plans, car/bus, potential electric autonomous shuttles, etc. Instead of considering the impacts to closing the station, these commenters urged the agencies to consider how to make their station more robust and connected with multimodal transportation options with the other three towns in the area.
32. A couple of commenters referenced that their kids did not need a car during college due to easy access to the Metrolink train station. This saved their families considerable expense and worry.
33. Several indicated that they would not feel comfortable dropping off their kids at the Montclair station very early in the morning or having them walk the extra mile along the somewhat deserted Montclair to Claremont bike trail.

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34. While a few cited riding their bike along Foothill Blvd. and elsewhere in Claremont, they consider the bike route to Montclair with few protections and many dangers - especially for commuters who are biking or walking alone during dawn, dusk or night.
35. Several commenters expressed their increased comfort level of safety waiting alone at the Claremont station in the early morning or late at night compared to the other local station alternative, resulting in their willingness to take public transit from Claremont instead of drive.
36. Nearly all commenters expressed great concern and strong opposition to the anticipated 5 year period of no rail station or rail service in their town should their current station be eliminated. They are untrusting that there would a consistent and equally convenient shuttle to run to Montclair.
37. Many commenters are also concerned about the additional time the shuttle alternative would add to their total commute time and the tax payer dollars associated with funding this “free” shuttle service concept.
38. Commenters will also want to know what would be the additional taxpayer costs associated with updating the Foothill Gold Line Extension EIR document to reflect elimination of the Metrolink station and ask that that any further studies assess any impacts from 5 years of proposed alternative shuttle service due to station closure.
39. Others want to know if there will be a charge for station parking with or without Metrolink station elimination and if Foothill Transit will increase bus services.
40. In the event of a Claremont station closure, a few expressed concerns about any potential increase in their Metrolink fare if they are redirected to catch the train in Montclair instead of in Claremont to get to Downtown LA.
41. A few commenters expressed that rather than saving costs through elimination of the Claremont Station, perhaps costs could be reduced by eliminating a proposed bridge and/or grade separation elements. A couple of other commenters expressed strong support for the grade separation and bridge near Indian Hill and think it is necessary for safety to avoid pedestrian fatalities.
42. Others expressed concerns that College Ave. and Claremont Blvd. will be difficult to utilize due to an increased number of trains and that closure of their station would exacerbate the inconveniences, creating disproportionately negative impacts to their town.
43. Several expressed concerns about the possibility of increased transit station parking costs with the arrival of the Gold Line.
44. A few commenters expressed that if this study were to progress further, Metro, the City, and the other agencies involved need to be in close coordination with the City of Montclair and San Bernardino County to ensure they are also aware of any potential impacts related to the potential closure of the Claremont station and any impacts associated with the suggested shuttling of people over to Montclair. Other commenters expressed doubt that there is

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adequate funding available for the operations and maintenance of the Foothill Gold Line extending into Montclair.

45. One commenter indicated that if Claremont were to become the terminus for the Foothill Gold Line Light Rail, then operational space and flexibility will be needed in Claremont to ensure seamless transfer of passengers from one service to another.
46. Another comment explained that there should be a guarantee that if the current station is eliminated, there will be a reliable shuttle service to both Montclair and Pomona North stations so that Claremont station users can count on being able to access current Metrolink and future Redlands Arrow Services. The importance of keeping the platform at Claremont in place for any potential future offloading or unloading of passengers on an as-needed basis, even if not all trains stop at this location in the future, was also emphasized.

Two commenters out of over 400 total comments support closure of the Claremont Metrolink Station and cited the following reasons:

1. Save \$40 M with relocation of the Metrolink station since there are available Metrolink stations in nearby Montclair and North Pomona.
2. Any “wasted funds” by Metro will be highly criticized by those that are concerned about government spending that could otherwise be spent towards essential infrastructure that meets the needs of regular transit users.
3. A majority of Claremont residents may not even be occasional Metrolink riders and will not be affected at all by the station closure.
4. Foothill Transit Bus from Claremont to Downtown L.A. is regarded as a better service and a great alternative option compared to the continued usage of the Claremont Metrolink station to get to Downtown LA and accommodate disabled and ADA needs .
5. More multimodal connections are available at the Montclair station that the public can benefit from compared to what is currently available at Claremont Metrolink Station.
6. It was cited that approximately 90% of the people who live between Los Angeles and San Bernardino would still be closer to a Metrolink station if the Claremont station were to be eliminated. The nearby Metrolink stations provide adequate access to the system without the Claremont station option.
7. Free shuttle service would be offered between Claremont and Montclair station during construction of The Gold Line and in conjunction with the existing bus connections for Claremont residents (Foothill Transit’s Line 188 and Claremont’s Dial-a-Ride).
8. There is a dedicated bikeway which already connects the two stations, further off-setting any inconvenience from the elimination of the Claremont stop.
9. The current Express Bus that serves the Claremont station to get to downtown was referenced by this commenter as more comfortable, cheaper, more flexible, and often faster (when the total commute time is considered beyond Union Station).
10. Some Claremont commuters may be willing to sacrifice a few minutes of travel time to save more than \$100 a month to take the bus or the Gold Line.
11. In the long run, the Metrolink may only be viable as an express service for long-distance commuters, with fewer stops in communities which are already served by cheaper and faster transit options. Claremont is on the fringe of that zone and for this reason, it could be a waste of money to invest \$40 M in what is viewed as only a marginally useful resource which may become obsolete due to more people switching over to the less expensive Gold Line option (or utilizing express bus options, etc.).

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12. Riders who drive their personal vehicle to the station will only need to drive an extra minute or two to reach the Montclair or Pomona North stations.
13. Montclair has acres of unused parking capacity. Claremont could potentially repurpose their existing Metrolink parking lot for affordable housing or for other beneficial purposes.

Other Issues of Concern:

While nearly all of the commenters expressed that they do not want the Metrolink Station eliminated from Claremont, many indicated that if a potential station elimination is to be pursued any further by the Metro Board, the scope of the current study would need to become much more comprehensive in order to address many of the questions and concerns raised from this initial assessment (as summarized in this appendix). Several expressed the need for a more comprehensive study that takes into consideration the walking and bus connection travel times associated with any closure of the Claremont Station. Others expressed the importance of ensuring the CA State Rail Plan, High Speed Rail Plans, and other plans that have assumed ongoing activity at this current Claremont Metrolink station are taken into account. A few expressed the importance of doing a pricing sensitivity analysis across LA County and the SCAG region to ensure a rational and unified fare policy. Per feedback submitted from the local residents and stakeholders to date, a more robust and comprehensive inventorying of all potential economic impacts associated with the closure of the station (such as economic impacts to the local businesses near the station, impacts to property owners that intentionally purchased their homes and property within very short walking distance to the Metrolink station) would need to be considered. Lastly, a more thorough breakdown of who uses the existing Metrolink station (including data to show numbers of casual travelers and transit/Metrolink dependent travelers) and a clearer assessment of the costs associated with conducting a more comprehensive study would be of great interest to the community before any next steps are taken to advance this concept of a potential Claremont Metrolink station closure any further.