

Los Angeles County
Metropolitan Transportation Authority

Metro Rail Gold Line Eastside Extension - Operations



Metro

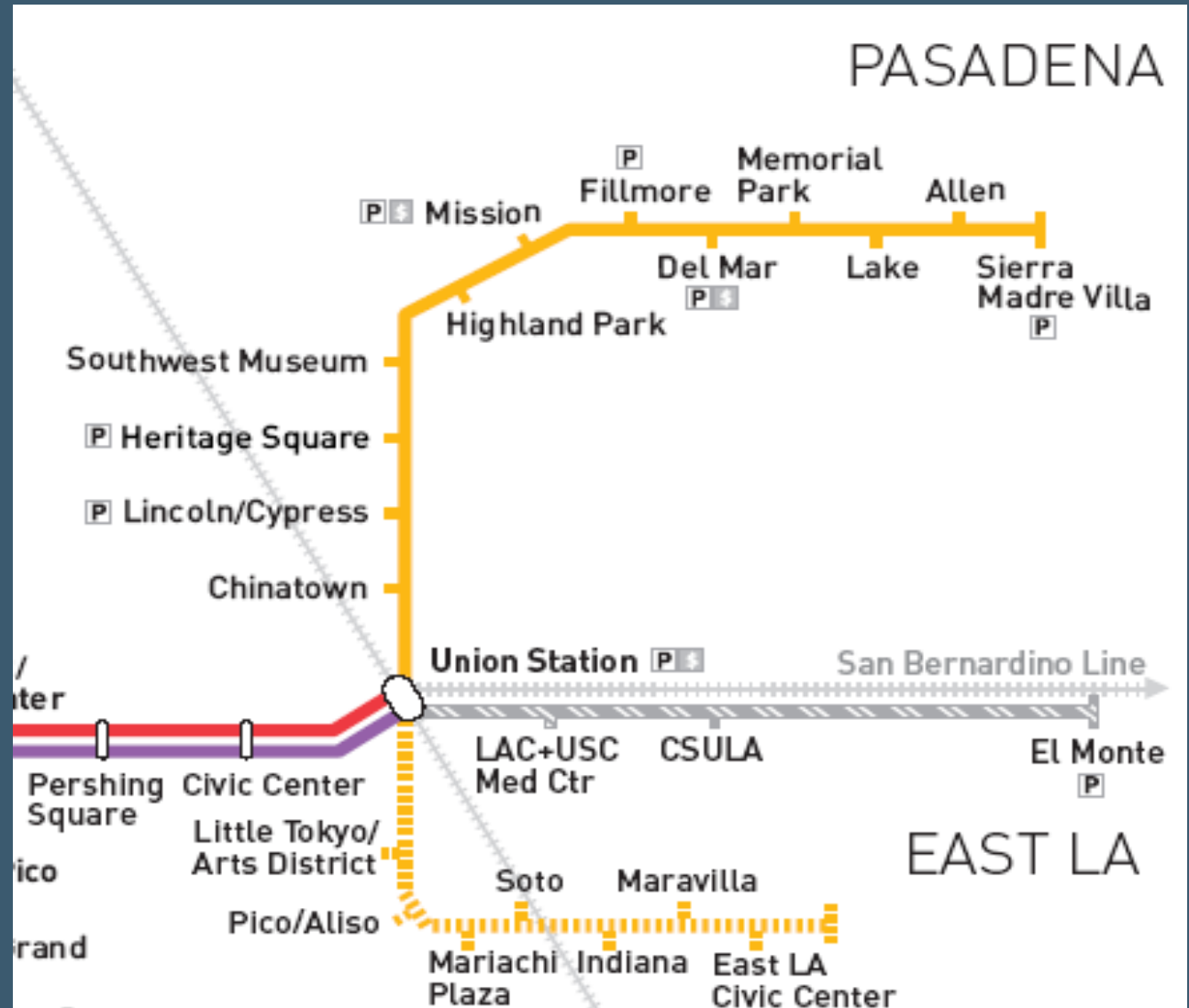
Metro Gold Line – System Description

The Metro Gold Line is currently a 13.6 mile, double track railroad between Sierra Madre Villa Station in Pasadena and Union Station in Los Angeles.



Metro Gold Line – System Description

This summer, the Gold Line will be extended an additional 6 miles to Atlantic Station in East Los Angeles.



Metro Gold Line – Eastside Stations

- **Little Tokyo** – First and Alameda Sts.
- **Pico/Aliso** – First and Anderson Sts.
- **Mariachi Plaza** – First St. and Boyle Ave. (underground)
- **Soto** – First and Soto Sts. (underground)
- **Indiana** – Indiana St., between First and 3rd Sts.
- **Maravilla** – 3rd St. and Ford Blvd.
- **East Los Angeles Civic Center** – 3rd St. and Mednik Ave.
- **Atlantic** – Pomona and Atlantic Blvds.

Metro Gold Line – Eastside Alignment

There are two types of operating environments Gold Line trains will encounter on the Eastside Extension

- Street run – train operation in accordance with traffic signals and vehicle laws. Maximum speed is 35 mph.
- Private Right-of-Way – train operation in accordance with civil and train control design. Grade crossings are protected by gates or fully separated. Maximum speed is 55 mph.

Metro Gold Line – Eastside Alignment

- Aerial Structure from Union Station to Alameda and Temple, over the Hollywood -101- Freeway.
- Street run from Alameda and Temple to First and Gless (east side of Alameda), then east on First St. (center of the street), over the First St. Bridge (crossing Santa Fe Ave., Subway Yard, Metrolink, Union Pacific, BNSF, Los Angeles River).
- Underground from First and Gless to First and Lorena, approximately 1.8 miles.
- Street run from First and Lorena (center of the street), south on Indiana (east side of the street), east on 3rd St., out to Atlantic (center of the street).



Metro Gold Line – Fleet

- 23 Siemens P2000 Light Rail Vehicles
- 20 AnsaldoBreda P2550 Light Rail Vehicles
 - 71 seats, 64 standing (sched. peak load – 190%)
 - 8 passenger door sets
 - Length 90'
 - Width 8' 8"
 - Height 11' 6"
 - Weight 99,000 lbs. (P2000); 108,000 lbs. (P2550)



Metro Gold Line – Schedule

Majority of service will run end to end - Sierra Madre Villa to Atlantic.

Schedule adjusted to make timely transfers with Metro Red Line arrivals and departures to the extent possible.

Eastside:

- Morning service starts SB 3:40am, NB 4:21am all days.
- Night service ends SB 12:14am, NB 12:45am, all days.

Pasadena:

- Morning service starts NB 3:40am, SB 4:36am, all days
- Night service ends NB 11:54pm, SB 12:40am, all days



Metro Gold Line – Schedule

- Travel Time
 - NB Atlantic to Union Station – 22-24 minutes
 - NB Atlantic to Sierra Madre Villa – 52-54 minutes
 - SB Sierra Madre Villa to Atlantic – 51-53 minutes
 - SB Union Station to Atlantic – 22-24 minutes
- Trains
 - Peak trains – 17 (15 Revenue and 2 Gap)
 - Mid-day trains – 12 (10 revenue and 2 Gap)
 - Night trains – 8 (7 revenue and 1 Gap)
 - Two car trains mornings, mid-day, afternoon, evenings
 - One car trains nights



Metro Gold Line – Schedule

- Weekdays
 - Early morning 15-10 minutes.
 - Peak periods 7-8 minutes.
 - Mid-day 12 minutes.
 - Evening 10-15 minutes.
 - Nights 20 minutes.
- Weekends
 - Mornings 15 minutes.
 - Mid-day, afternoons 12 minutes.
 - Evenings 12-15 minutes.
 - Nights 20 minutes.

Metro Gold Line – Bus / Rail Interface

- Little Tokyo Station – Lines 30, 730, 910
- Pico/Aliso – Line 30
- Mariachi Plaza – Line 30
- Soto – Lines 30, 251, 620, 751
- Indiana – Lines 30, 254, 287, 620, 665, Montebello 40
- Maravilla – Lines, 30, 256, Montebello 40
- East LA Civic Center – Line 30, El Sol Community Circulators, Montebello 40
- Atlantic – Lines 30, 260, 762, Montebello 10, 40

Metro Gold Line – Ridership

- Current (FY2009 Trend)
 - Weekdays – 23,000
 - Saturdays – 14,000
 - Sundays – 11,000
 - Annual – 7,231,000
- Eastside
 - Weekdays – 13,800 (Projected)
- The five rail lines carry approximately 19% of all Metro ridership.