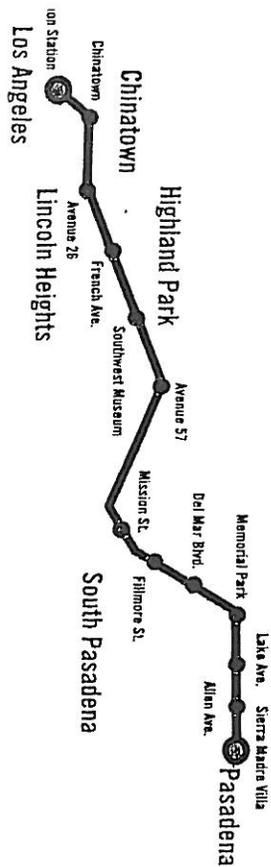


**SOUTH PASADENA LOCAL HISTORY
SOUTH PASADENA PUBLIC LIBRARY MATERIALS
SUBJECT: METRO GOLD LINE**

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Phase I System Map

Phase I 13.7 Miles

Neighborhood information centers have been set up along the alignment to keep communities informed. Each location will have staff members available to explain the project and upcoming activities. Please contact the Community Information Center (CIC) for special events and office hours.

CHINATOWN
901 NORTH MAIN STREET
LOS ANGELES / 1-800-645-5525

NORTHEAST LOS ANGELES
3571 PASADENA AVENUE
LOS ANGELES / 323-224-2530

SOUTH PASADENA
625 FAIR OAKS AVENUE, SUITE 200
SOUTH PASADENA / 626-403-5317

PASADENA
RAYMOND AVENUE
(BETWEEN GREEN ST. AND DEL MAR BLVD.)
PASADENA / 626-229-9850

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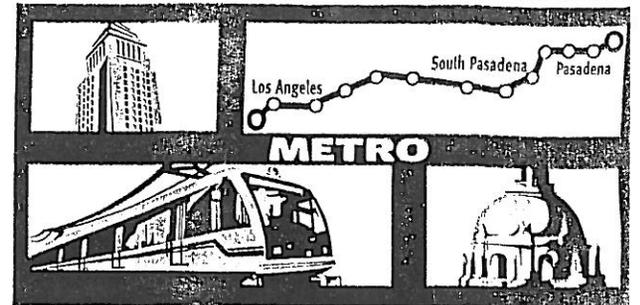
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www.la-pasblueline.org

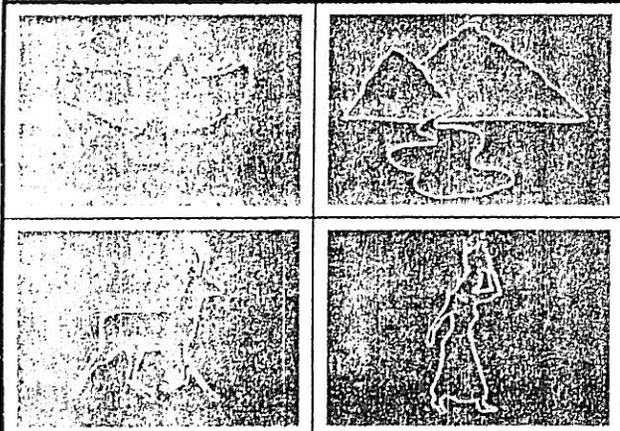
LOS ANGELES TO PASADENA



CONSTRUCTION AUTHORITY

Opening July 2000

Effective January 1, 1999, the California State Legislature created the Los Angeles to Pasadena Metro Blue Line Construction Authority and gave it the necessary powers to complete the design, procurement and construction of a 13.7 mile light rail line from downtown Los Angeles to East Pasadena. The Authority's sole purpose is to build the line and turn over operation to the Los Angeles County Metropolitan Transportation Authority (MTA). The completed project will be fully integrated and connected to the existing Metro Rail system. The Authority is governed by five voting members and one non-voting member. One member is appointed by each of the city councils of Los Angeles, South Pasadena and Pasadena. One member is appointed by the San Gabriel Council of Governments and one member by the MTA. The non-voting member is appointed by the Governor.



Follow these icons reflecting the history of the region throughout the alignment. Artist Beth Thielen is one of 13 artists contributing to the Project's Public Art Program.

PROJECT HOTLINE: 1-866-GO LA PAS
WWW.LA-PASBLUELINE.ORG

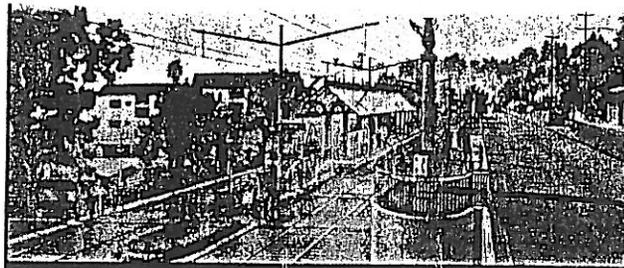
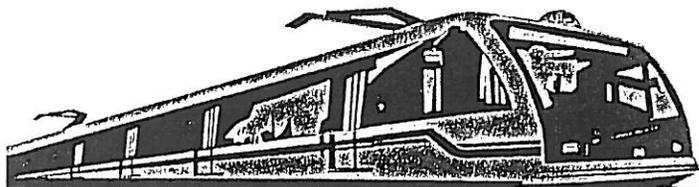
Light rail was selected for this corridor by the MTA through years of environmental and transportation studies. Light rail is environmentally clean, safe and has the capacity to carry a high volume of passengers quickly to their destinations. Transit dependency within the Los Angeles to Pasadena corridor is nearly double that of Los Angeles County making light rail an especially attractive option. The Blue Line will provide an effective alternative to the gridlocked 110 and 210 Freeways. The light rail vehicle selected for the project is the new Siemens P-2000. These modern trains offer a new level of amenities; bright friendly interior, large windows, and easy access into the vehicle.



Where will the train go?



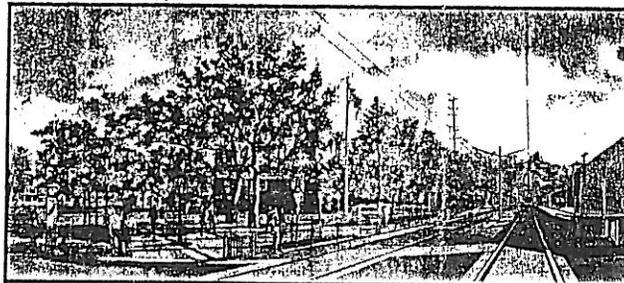
The project runs almost entirely along an abandoned rail right-of-way from Los Angeles to East Pasadena, extending 13.7 miles from Union Station and Downtown Los Angeles. The line will serve the Chinatown, Lincoln Heights and Highland Park communities in Los Angeles, and South Pasadena, Old Pasadena, and East Pasadena. There are six stations in Los Angeles, one station in South Pasadena, and six in Pasadena. More than half of the line will run on exclusive track completely separated from vehicles and pedestrians.



Los Angeles - Southwest Museum Station

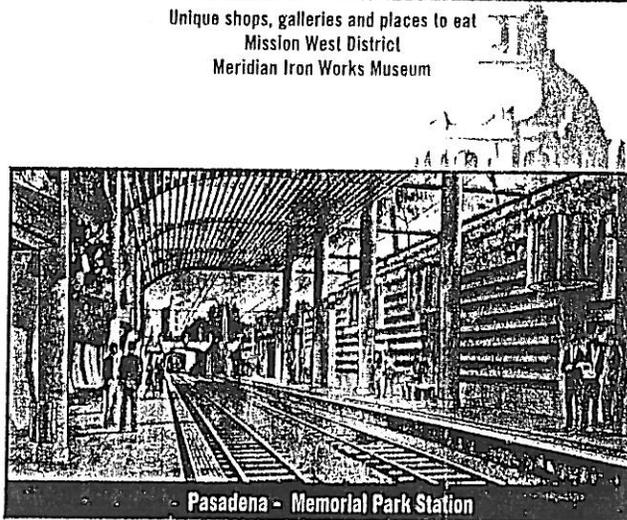
Explore the history of Los Angeles

Olvera Street
Chinatown
Southwest Museum
Heritage Square
Union Station



South Pasadena - Mission Street Station

Unique shops, galleries and places to eat
Mission West District
Meridian Iron Works Museum



Pasadena - Memorial Park Station

First class shopping, dining, arts and entertainment

Old Pasadena
South Lake Avenue
Pasadena Civic Center
Norton Simon Museum
Armory Center for the Arts

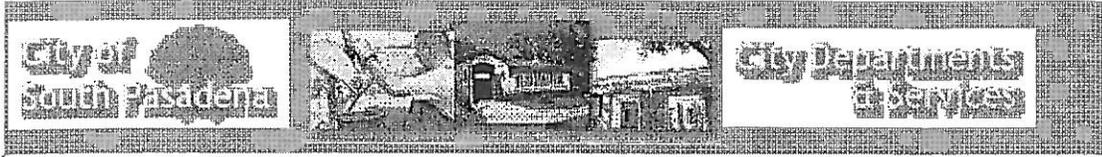
The train will be in service by July of 2003.

- It will take only about 33 minutes to travel the line end-to-end.
- Test trains will start running by the end of 2002.
- The system is designed to operate up to three car trains holding up to 450 passengers per train (sitting and standing).
- Projected hours of operation are 6 AM to 1 AM
- Tickets can be purchased at all of the stations. Proof of payment will be checked by transit personnel randomly. The cost will be the same as the regular MTA service in 2003.
- Trains will be patrolled during hours of operation by law enforcement and monitored by transit security with closed-circuit video cameras at the stations.
- During rush hours trains will run every eight to ten minutes. During off-peak hours, trains will run every fifteen to twenty minutes.
- Anticipated ridership on opening day - 30,000

Phase II

Phase II of the project will extend the current line an additional 24.4 miles to the Los Angeles County line cities along the route, including Arcadia, Monrovia, Duarte, Irwindale, Azusa, Glendora, San Dimas, La Verne, Pomona and Claremont, are helping to identify project improvements, economic development opportunities at station locations. The project's 1994 Environmental Impact Report is currently being updated to meet federal guidelines.

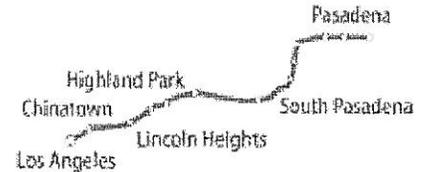
Funding for Phase II has not yet been identified. The San Gabriel Valley Council of Governments is taking the lead in identifying potential sources of funds to construct the project. If funds are secured, construction could start as early as 2004 with service to the public beginning in 2008.



Home
Government
Departments & Services
City Manager's Office
Community Services
Community Development
Finance
Fire Dept
Forms
Job Line
Library
Police Dept
Public Works
Transportation
About the City
Events
Contact
Links

Transportation

Pasadena Metro Blue Line Construction Authority Light Rail Transit Line



<p>Concept</p>	<p>The Pasadena Light Rail Transit Line is a link in the overall Los Angeles County rail transit system which was approved by the voters in 1980 as part of Proposition A. Proposition A provided a half-cent sales tax increase for public transit in Los Angeles County.</p>
<p>Funding</p>	<p>The entire Los Angeles-Pasadena rail line will be constructed and operated with funds voted through Proposition A, C and 108. State and local finds will finance 50% each. No Federal funds will be used in construction of the project.</p>
<p>Route and Stations</p>	<ul style="list-style-type: none"> • Northward from Union Station, with a 1,500 car parking facility, next stop at Chinatown, then over the Los Angeles River to the Avenue 26 Station in Lincoln Heights, then on to French Avenue, Southwest Museum and Avenue 57 Stations in Highland Park. The route then goes over the Pasadena (110) Freeway to the Mission Station in South Pasadena. • Northward along the Santa Fe Railway right-of-way between Raymond Avenue and Arroyo Parkway with stops at Fillmore Street with 165 parking spaces, Del Mar Boulevard and Memorial Park. • A Transportation Center and an 800 car park-and-ride facility will be located at Del Mar Boulevard. • Eastware in the median of the 210 Freeway with stops at Lake Avenue and Allen Avenue. • Terminus at Sierra Madre Villa Avenue in East Pasadena. There will be a 1,000 car park-and-ride facility at this location
<p>Future Route</p>	<ul style="list-style-type: none"> • There is an approved Environmental Impact Report for the expanded route to Claremont.

Technology	Light Rail Transit. Electric current from overhead wire. Standard gauge tracks. Separate right-of-way. Boarded from platforms that are open sided and are 270 feet long, 3 1/2 feet high and 10 to 14 feet wide, covered by canopies that are 9 feet above the platform.
Length of Light Rail Line	<ul style="list-style-type: none"> • Union Station to East Pasadena: 13.6 miles
Passengers:	38,000 per day first year 68,000 per day Year 2015
Each Train	Up to 3 90-foot long cars, serving up to 215 passengers sitting and standing; 3-car train capacity is 645 passengers
Frequency of Trains	8 to 10 minutes in each direction during rush hours; 15 minutes other times
Hours of Operation	4:30 am to 1: 00 am
Fare System	Open boarding; tickets purchased prior to boarding from vending machines, random checks of tickets by transit personnel
Fare	Equivalent to MTA bus fare for same route and time
Catenary Height (Overhead Wire)	14' to 18' above track rail
Completion	Scheduled for completion in Year 2002

MQ

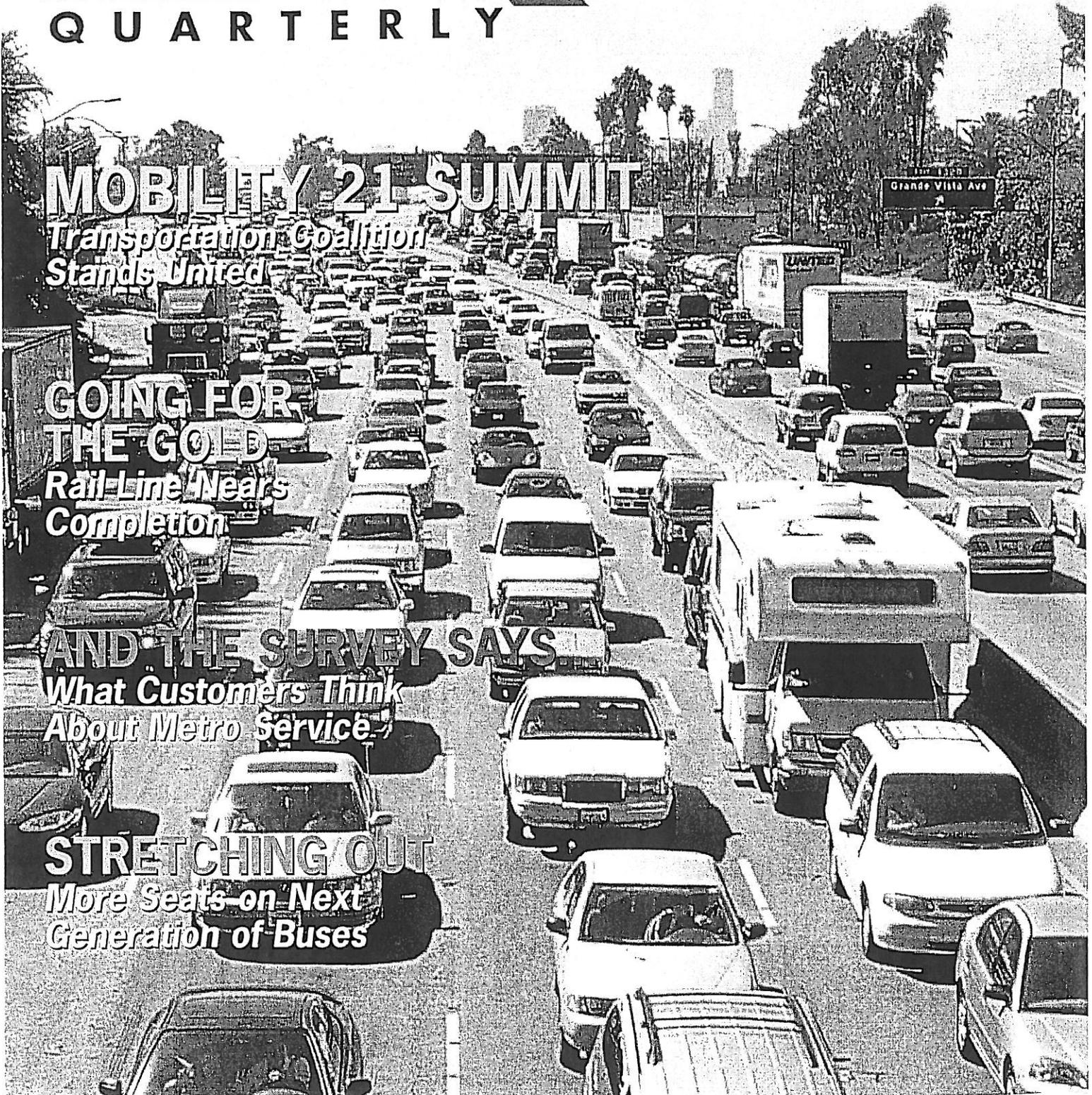
METRO
QUARTERLY

MOBILITY 21 SUMMIT
*Transportation Coalition
Stands United*

**GOING FOR
THE GOLD**
*Rail Line Nears
Completion*

AND THE SURVEY SAYS
*What Customers Think
About Metro Service*

STRETCHING OUT
*More Seats on Next
Generation of Buses*



RushtoGold

NEW LIGHT RAIL LINE TO PASADENA NEAR COMPLETION

The grand opening is in sight for Metro Rail's latest feature attraction: the 13.7 mile Los Angeles to Pasadena Metro Gold Line.

By mid-2003, Metro Rail trains, currently being tested by MTA and the Los Angeles to Pasadena Metro Construction Authority, which is constructing the line, will carry an estimated 26,000 to 32,000 daily boarding passengers.

The line will travel between Union Station in downtown Los Angeles through Chinatown, Lincoln Heights, Mount Washington, Highland Park, South Pasadena, Pasadena and East Pasadena. It is expected to ease traffic congestion on the heavily traveled Pasadena (SR-110) and Foothill (I-210) freeways.

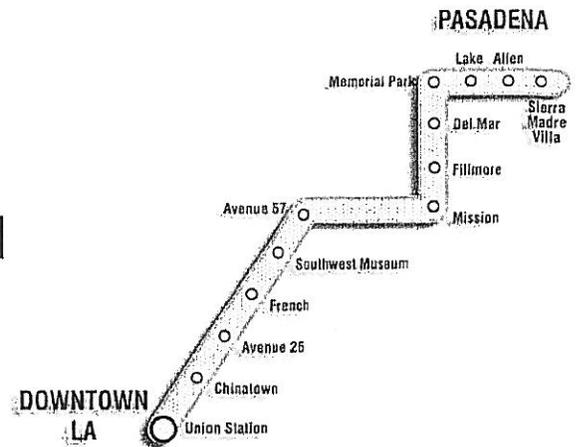
The connection at Union Station will provide a direct link to the 17.4-mile Metro Red Line subway, 22-mile light rail Metro Blue Line, 20-mile Metro Green Line, the 416-mile Metrolink commuter rail system and Amtrak. Metro Rail will grow to 73 miles when the Metro Gold Line opens.

"Thanks to good planning and design by the LA to Pasadena Metro Construction

Authority and the support of the San Gabriel Valley community, the Metro Gold Line is being built on time and within budget," says MTA Board member John Fasana, a Duarte City Council member. "The line will prove to be an efficient mobility option for all Los Angeles County

and extends just north of Chinatown. In June 2000, Metro Gold Line groundbreaking began with the construction of the guideway.

Two- and three-car light rail trains will be able to carry as many as 215



“The line will prove to be an efficient mobility option for all Los Angeles County residents who want to significantly improve the quality of their lives and improve air quality by removing thousands of cars from our streets and highways.”

- John Fasana, MTA Board Member
Duarte City Councilman

residents who want to significantly improve the quality of their lives and improve air quality by removing thousands of cars from our streets and highways.”

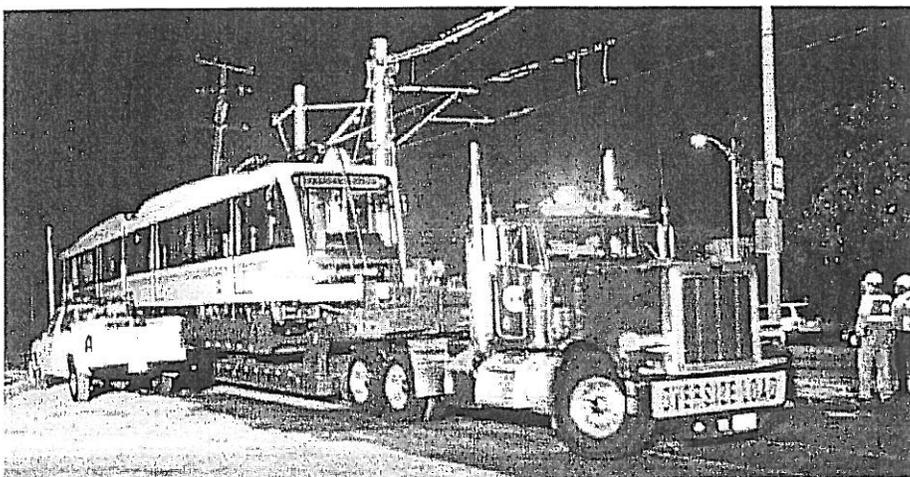
A half-mile portion of the project will include the nearly complete aerial guideway that reaches a height of 35 feet

passengers per car and will make stops at 13 stations. It will take a little more than half an hour to travel from Pasadena to downtown Los Angeles.

"It's really, really going to open," beamed Los Angeles to Pasadena Metro Construction Authority Board member Vivien Bonzo. "There is absolutely no doubt on my part or the people of communities served by the line that the popularity of the Metro Gold Line will equal that of the Metro Blue Line, one of the most successful light rail lines in the country.

"The Metro Gold Line will provide an extraordinary opportunity for thousands of drivers in Los Angeles County tired of traffic and paying high prices at the gas pump, as well as those who rely on public transit, to reach their destinations, including jobs, medical appointments, schools and leisure outings, in comfort, stress-free and in much less time," Bonzo added.

Construction will begin in the spring of 2003 on a six-mile extension of the Metro Gold Line between Union Station and East Los Angeles.



The first of six Metro Gold Line test cars is delivered alongside tracks in South Pasadena on a big-rig truck with an oversized trailer. Each car weighs 49 tons and is 89 feet long.

They're All Pumped Up

METRO GOLD LINE TESTING AS GOOD AS IT GETS FOR BUILDER AND OPERATOR

The key officials in charge of building and operating the Los Angeles to Pasadena Metro Gold Line live for the moment when the first test trains power up on the new track.

"What's exciting for me is to see the design on the table become a reality," says MTA Rail Operations General Manager Gerald Francis, who was involved in rail start-ups in Dallas and St. Louis before joining MTA last February. "What I really look forward to is seeing the excitement on the faces of our customers as they board the Metro Gold Line train for the first time."

Before the Metro Gold Line opens to the public in mid-2003, "Each and every element is tested to make sure they're functioning properly and that the line is safe," says Richard Thorpe, CEO of the Los Angeles to Pasadena Metro Construction

Authority, which is building the Metro Gold Line.

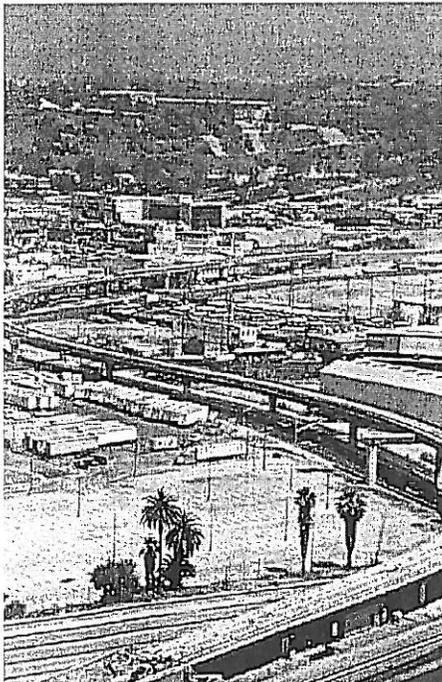
"This is the best part. It's all coming together," added Thorpe, who directed the start-up of the light rail line in Salt Lake City that opened before the last Olympic games.

Both transit organizations are working closely together during two testing phases: integrated and pre-revenue. In the first phase, which began in August, trains, traction power, substations, clearances and signaling are being tested. During the second phase, expected to begin in February, train operators will be trained to become familiar with the full alignment and operator schedules.

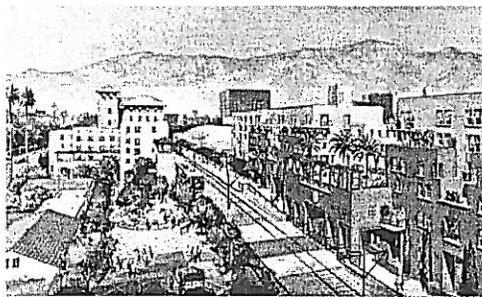
"I think it's an excellent working relationship," says Francis. "We've been able to exchange ideas and balance things out. It's been a solid effort."



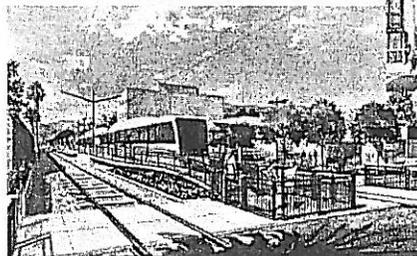
With blueprint in hand, Gerald Francis, MTA Rail Operations general manager, Richard Thorpe, CEO of the Los Angeles to Pasadena Metro Construction Authority (middle), and Melvin Clark, MTA director of Rail Activation, inspect 1/2-mile aerial guideway near Union Station.



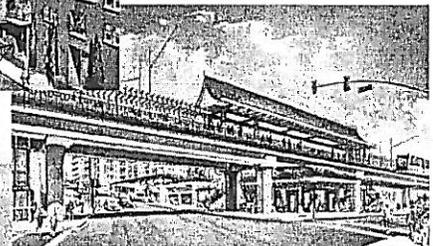
Trips to and from downtown Los Angeles will include 1/2-mile aerial guideway segment between Union Station and Chinatown.



Del Mar Station



Fillmore Station



Chinatown Station

Artist's renderings of three of the 13 Metro Gold Line stations.

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③ Gold Line
Spring/Summer 2003

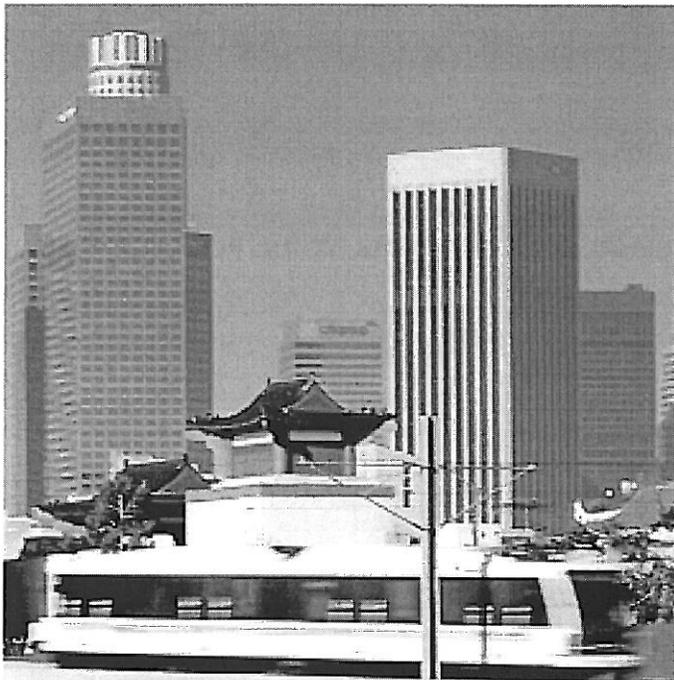


Discover Gold.

Metro Rail's Gold Line Opens July 26.

Back To The Future

OPENING OF LA – PASADENA METRO GOLD LINE CAPS YEARS OF BUILDING EXCITEMENT



A northbound Metro Gold Line picks up speed as it moves toward its next stop at Lincoln Heights/Cypress Park Station after leaving Chinatown in downtown Los Angeles.

Within a few weeks, MTA will begin operating the 13.7-mile Los Angeles-Pasadena Metro Gold Line, a comeback for electric rail in the San Gabriel Valley, serviced by the Red Car trolley until 1951.

The first new light rail system to open in LA County since the Metro Green Line in 1995 will link Union Station in downtown Los Angeles and Sierra Madre Villa in East Pasadena via Chinatown, Highland Park, South Pasadena and Pasadena to the entire Metro Rail system that crisscrosses LA County.

The expansion of Metro Rail to 73.1 miles will provide area residents with easy and convenient access to major job centers, government, schools, hospitals, shopping, sports, entertainment and cultural venues throughout LA County.

During its first year, the line featuring 13 stations, is expected to carry between 26,000 and 32,000 daily passengers.

“Each time MTA expands Metro Bus and Metro Rail, more people take advantage of a very real alternative to driving, a choice that will result in a more manageable and enjoyable life,” says MTA CEO Roger Snoble.

It also is estimated that the new line will lead to 2.6 million fewer annual automobile trips taken and 35.6 million fewer annual automobile miles driven on the area’s streets and highways, resulting in the removal of 173,000 pounds of air polluting matter from the environment.

The Metro Gold Line will use 26 state-of-the-art rail cars, each costing \$3.75 million and capable of carrying 144 passengers, 76 seated.

The Metro Gold Line was constructed by the Los Angeles to Pasadena Metro Construction Authority.

Many Metro Bus improvements also have been made in the San Gabriel Valley to better serve the Metro Gold Line, providing direct bus service to various stations along the alignment.

“The Metro Gold Line is a valuable new member of the Metro Rail family and will work hand-in-hand with the Metro Bus system in meeting the growing mobility needs of our communities,” says Snoble.

Metro Rail, comprised of the light rail Metro Blue, Green and Gold lines, and the heavy rail Metro Red Line subway, services wide portions of LA County.

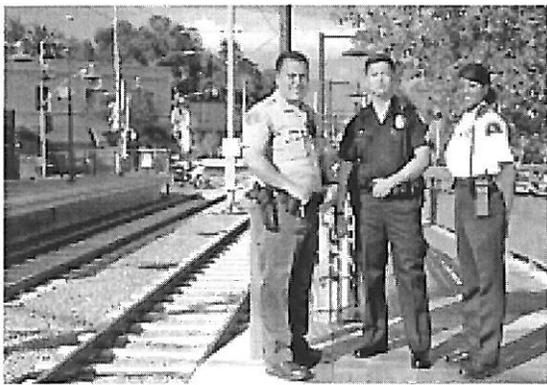


Children from Loreto and Hillside elementary schools in Highland Park enjoyed their time aboard light rail car in April.

Interacting

SAFETY AND SECURITY PRECAUTIONS EXTEND TO STREETS AND STATIONS

MTA's Safety Education Program is only one element in a wide range of steps taken to prevent avoidable accidents along Metro Rail and



(L-R) Sheriff's Deputy Marlon Quesada, MTA Security Sgt. Yi Pu and Sheriff's Fare Inspector Vanessa Mack are among the many vigilant security personnel, including Deputy Dav Veylupek (on motorcycle) who will patrol the Metro Gold Line.

to create a safe and secure environment for passengers at stations.

Instrumental in achieving this goal has been MTA's Rail Operations Safety (ROS) team, which is making sure numerous rail crossing gates along the LA – Pasadena Metro Gold Line are working properly. Involved in this project from the outset, ROS also has paid close attention to signage and road striping at intersections.

At key intersections along the line, four-quadrant gates completely seal intersections when trains are nearing. Additionally, 23 grade crossings are equipped with pedestrian gates.

Fiber optic signs installed on traffic signal cantilevers give

drivers advance warning of approaching trains. Used currently on the Metro Blue Line, the signs have dramatically reduced incidents of illegal left-hand turns.

Another major reassuring measure is the strong presence of the Los Angeles County Sheriff's Department (LASD), which watches over the entire Metro System. With the assignment of special LASD fare inspectors, deputies will have more time to extend coverage and visibility.

"MTA will have more station security coverage than it has ever had before with the introduction of these fare inspectors," says Paul Lennon, chief of security and law enforcement at MTA.

In addition to constant patrols, other safety enhancers include well-lit parking lots, closed-circuit television cameras and emergency call boxes that will connect riders to live operators.

100,000 KIDS AND ADULTS LEARN ABC'S OF LIVING WITH TRAINS

MTA safety officials are teaching communities along the rail line to Pasadena lifesaving safety tips.

The education program has been delivered to an estimated 100,000 people. These include presentations at community events and before 46,000 students who attend 66 area schools. The newest tool in MTA's state-of-the-art education arsenal is a mobile theater. Metro Experience employs advanced video and 3-D effects to simulate the true

operation of a train. The ride is similar to an amusement park thrill ride with vibrating seats and theater-quality sound.

Children and adults walk away from their lessons with a keener sense of what it takes to safely co-exist with rail lines including the importance of obeying such rail crossing warnings as flashing signals and train whistles.

Other components of MTA's Safety Education Program include a poster campaign in schools and the broadcast of public service announcements.



Students from Nightingale Middle School in Highland Park, donning 3-D glasses, are the first to experience a simulated train ride inside Metro Experience, MTA's mobile safety theater. The do's and don'ts of interacting with trains are taught with the help of special effects.

Metro News

Festive Metro Gold Line Grand Opening, July 26-27, Will Feature Free Rides

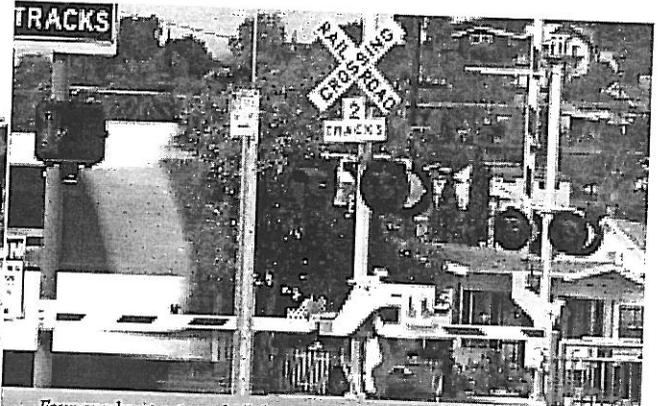
Other stories:

- > New line stops near many attractions
- > Stations designed to discourage crime
- > Special effects reinforce safety message
- > Passenger tips can prevent accidents
- > Gates will protect cars, trains, walkers
- > Public information lines set up





Shortly after departing the Chinatown Metro Rail Station, a northbound Metro Gold Line train is just minutes away from its next stop, the Metro Rail Lincoln Heights/Cypress Park Station.



Four-quadrant gates, which have prevented car versus train accidents on the Metro Blue Line, have been installed at key Metro Gold Line intersections.

Metro Gold Line Opening Will Be A Festive Affair

There will be free rides opening weekend on the Los Angeles-Pasadena Metro Gold Line, July 26-27.

The 13.7-mile light rail line will operate between downtown Los Angeles and East Pasadena and stop in the communities of Chinatown, Lincoln Heights, Mount Washington, Highland Park, South Pasadena and Pasadena.

Special events, including entertainment and a variety of cuisine, will be featured at many of the 13 stations.

At Union Station, passengers can connect to Metro Buses and the rest of the Metro Rail system as well as transit services offered by numerous carriers.

New two-car trains will stop at stations every 10 minutes during peak hours and 12 to 20 minutes at other times. An end-to-end one-way trip will take approximately 36 minutes.

Newest Technology Protects Pedestrians and Motorists

The latest safety technology has been installed on streets paralleling the Metro Gold Line.

Four-quadrant gates can completely seal off intersections and shield approaching trains from wayward motorists; however, embedded pavement loops will lift the opposite gate giving vehicles an escape route if caught on the tracks.

Additionally, 23 of the 30 at-grade crossings on the Metro Gold Line are equipped with pedestrian and swing gates, which bolster safety by closing the crossing to foot traffic.

Fiber-optic signs installed on traffic signals give drivers advance warning of approaching trains. These signs have helped reduce accidents by 50% on the Metro Blue Line.

Concerns About Metro Gold Line Can Be Reported By Phone

The public can call 213.620.RAIL for non-emergencies, questions and concerns about the operation of Metro Gold Line trains.

The Los Angeles County Sheriff's Department can be contacted directly at 323.563.5000 for emergencies related to immediate public safety.

Common Sense Can Save Lives

Passenger safety is MTA's number one priority. By obeying the following do's and don'ts at Metro Rail stations, potentially serious injuries can be prevented:

While waiting for the train...

- Don't run, skate or ride your bike on the platform, stairs, escalators or near trains.
- Watch and listen and always stand away from the platform's edge.
- Hold on to your child.

When the train arrives...

- Wait until it comes to a complete stop.
- Never run after or next to it.
- Let passengers leave before you board.
- Watch the gap between the platform and train.

When riding...

- Do not lean against doors; keep hands clear when the door is opening or closing.



Students from Nightingale Middle School in Highland Park wear 3-D glasses during simulated train ride inside Metro Experience, MTA's mobile safety theater.

Interactive Thrill Ride, DVDs, Teaching Safety

MTA has taken important steps to ensure that the Metro Gold Line and people can co-exist safely.

Pro-active education presentations have been made to nearly 100,000 people of all ages, including children who attend 71 surrounding schools.

The newest tool in MTA's rail education arsenal is Metro Experience, a mobile safety theater that functions like an amusement park ride by employing advanced video and 3-D effects, vibrating seats and other special effects.

Interactive DVD presentations also have been invaluable in helping kids and adults recognize approaching train-warning devices and understand how they function.

Metro Gold Line Is Ticket To Getaway Opportunities

Many popular rest-and-relaxation and cultural sites are within easy reach by taking the Metro Gold Line.

Destinations include Chinatown, the Southwest and Norton Simon museums, the California Institute of Technology, Pasadena City College, Old Pasadena, Ritz-Carlton Huntington Hotel and many others.

Olvera Street, Watts Towers, Staples Center, Queen Mary, Hollywood, Universal City and the North Hollywood Arts District are among many other attractions that can be accessed via Metro Rail.

Rail Stations No Sanctuary For Criminal Activity

Metro Gold Line parking lots and stations will be well-lit and afford no hiding places for misdeeds.

Stations will be equipped with cameras and emergency intercoms directly linked to closed-circuit television observers who, with a push of a button, can alert emergency personnel including law enforcement and the fire department.

In addition, the Los Angeles County Sheriff's Department will patrol the line and the entire Metro Rail system.



Many popular attractions including Old Pasadena, Southwest Museum and Olvera Street are located close to Metro Gold Line stations.



Artist's rendition of future Soto Metro Rail Station at 1st and Soto streets. The underground station, located in the heart of Boyle Heights, will be within walking distance of the Cesar E. Chavez Avenue commercial district.



While Metro Art tour participants gaze at artwork, docent Filcen White, microphone in hand, provides inside scoop on Union Station. Reservations are not required for the free twice-a-month tours.

Eastside Metro Rail Project Construction Pending

Major construction contracts for the Eastside Metro Rail project are expected to be awarded this fall with actual construction of eight stations and a 1.8-mile tunnel segment under Boyle Heights expected to start later this year.

The schedule depends on first receiving federal funding approval. State funding is in place.

When the six-mile extension of the Metro Gold Line to the Eastside opens in 2009 it will run between Union Station and Atlantic Boulevard. MTA

Free Metro Art Tours

Reservations are no longer required for free Metro Art tours of Metro Rail stations.

Led by volunteer members of the Metro Art Docent Council, roundtrip tours are offered the first Saturday and first Sunday of every month.

To participate, meet promptly at 10 a.m. on the first Saturday of the month at the street level entrance to the Hollywood/Highland Metro Rail Station; and at 10 a.m. on the first Sunday of the month at the information booth inside the entrance to historic Union Station. Tours last approximately two hours.

Tours for groups of 15 or more are available by special arrangement. For more information, call 213.922.2738 or visit mta.net MTA

Light Rail Cars Ordered

Additional new rail cars have been ordered for the recently opened Los Angeles-Pasadena Metro Gold Line and the extension of that line to the Eastside in 2009. All 50 new light rail vehicles, which also can be used on the Metro Blue and Green lines, are scheduled to be delivered to MTA by May 2007 and will join 26 cars already assigned to the Metro Gold Line. Two possible contract options would bring the total number of cars to 150. MTA

South Bay Welcomes New Metro Transit Center

The newly opened 1.2-acre Inglewood Metro Transit Center, part of the new look of Market Street, has made transferring to Metro Bus lines safer, easier and more convenient for more than 60,000 daily passengers.

Located on the east side of La Brea Avenue at Kelso Street, the landscaped center is served directly by six Metro South Bay bus lines including 40/340, 111, 212, 442 and the new Florence Metro Rapid Line 711.

Other improvements include new sidewalks and curbs. The center features a 45-space parking lot.

An information building, security facility and restrooms are expected to open toward the end of the year. MTA



Metro San Fernando Valley Governance Council members consider viewpoints expressed by public at monthly council meetings invaluable insight into what needs to be done to improve service.

Metro SFV Governance Council Values Public Feedback

Metro San Fernando Valley is now holding monthly governance council meetings where the public can help identify ways to improve bus service.

The council is made up of nine community members who oversee an area that stretches from Agoura Hills to Glendale.

Meetings are held on the first Wednesday of the month in the community room of the Marvin Braude San Fernando Valley Constituent Services Center, 6262 Van Nuys Boulevard, starting at 6:30 pm.

For more information, contact Myrna Aranda at 818.701.2810 or arandam@mta.net MTA



The new Metro Rapid line will stop at the Metro Rail Hollywood/Vine Station, which is across the street from the Pantages Theatre.

Crenshaw Boulevard Is Getting Rapid This Winter

Fast, frequent fabulous Metro Rapid service will begin on Crenshaw Boulevard in December.

The 18.8-mile Line 710 will travel through such communities as Los Angeles, Inglewood, Hawthorne, Gardena, unincorporated LA County, Torrance and Redondo Beach. Stops include the Crenshaw and Hollywood/Vine Metro Rail stations.

Metro Rapid features wireless equipment that extends green traffic signals, low floors for faster boardings and infrequent stops. The service is

expected to save passengers between 20 to 25% in travel time versus standard Metro Bus service.

Line 710 will be featured in a new Metro Rapid newspaper and outdoor advertising campaign that promotes the most recent Metro Rapid openings. The slogan of the campaign is "Crenshaw-Rossmore Just Got Rapid" with a tagline of "Fast, Frequent, Fabulous."

In June, Metro Rapid debuted on Florence Avenue and Van Nuys Boulevard, giving LA County a total of six Metro Rapid lines spanning 96.1 miles. MTA

Metro News

Nearly 160,000 Discover Metro Gold Line

Other stories:

- > Federal grant strengthens security
- > Metro Rapid expansion continues
- > Valley governance council meetings begin
- > Metro Buses offer service to beaches
- > Trading cards teach good manners





Newly opened Metro Gold Line draws a crowd at Union Station.



Recently inaugurated Metro Rapid service on Florence Avenue includes this stop at the Florence Metro Rail Station.

Metro Gold Line Opening More Than Up To Speed

Nearly 160,000 people celebrated the festive grand opening of the 13.7-mile LA-Pasadena Metro Gold Line by riding for free and enjoying a wide-range of entertainment, community festivals, exhibits, food and refreshments.

Greeting passengers at 13 new stations were over 400 volunteers, LA County Sheriff's Department deputies, who patrol the entire Metro System, and even actors clad in gold mime attire.

"I think the Gold Line train is exactly what the city needed to cut traffic and time spent on the roads," said rider Elizabeth Miles from Pasadena. "People are going to ride this train and hopefully this will let the right people know that we appreciate the train and look forward to the expansion of the light rail system."

In 2009, the six-mile Metro Gold Line Eastside Extension will provide service to East Los Angeles with a connection to the entire Metro Rail system.

New Metro Rapid Lines Open In City And Valley

Signature red Metro Rapid buses, which enjoy signal priority at major intersections, are saving customers up to 25% in travel time versus standard buses on Van Nuys Boulevard and Florence Avenue.

"Our goal is to ensure the safe delivery of people to their destinations in a fast and reliable manner," said MTA Deputy CEO John Catoe. "With the opening of our newest Metro Rapid lines, MTA looks forward to offering the same fast and reliable service to thousands more passengers so they realize that riding public transportation is a better option than driving their cars."

Following the opening of the next Metro Rapid line on Crenshaw Boulevard in December, new lines will open on Soto Street and Vernon Avenue/La Cienega Boulevard next June, giving LA County a total of nine lines.

Metro Bus Beach Service Is A Shore Thing

With another month of summer left to go, instant relief from still soaring heat can be found on air-conditioned, beach-bound Metro Buses.

Metro Westside/Central customers can get to both Santa Monica Beach via Lines 4 and 20 and Venice Beach with Line 33. Express Line 434 travels to Malibu and Limited Service Line 302 takes passengers to Pacific Palisades and Will Rogers Beach.

Metro Gateway Cities customers can use Line 130 which stops in Redondo Beach, while Metro South Bay area passengers can go directly to Marina del Rey (Line 108), Redondo Beach (Line 439) and San Pedro Beach (Lines 445, 446, 447 and 550).

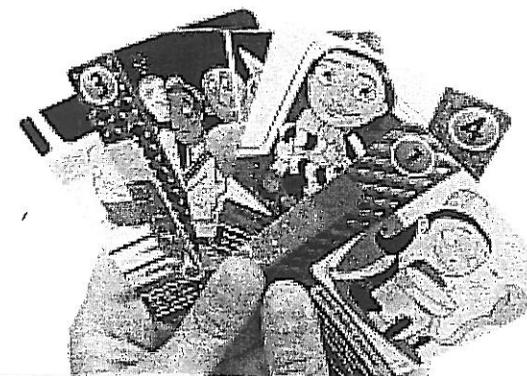
To ensure safety, surfboards and bare feet are not allowed on buses.

Security Grant Will Help Fortify Metro System

The U.S. Department of Homeland Security has awarded MTA a \$4.57 million grant to reinforce safety and security measures on the Metro System and to invest in new protection technologies.

"This means a lot to the overall security of the system," said Capt. Dan Finkelstein, also MTA's chief of Transit Police. "It gives us the opportunity to add the newest technology to our existing equipment and work smarter in preventing future problems."

MTA previously received \$50,000 from Homeland Security and has requested an additional \$11.4 million in security funding from Congress.



Forty-two colorful and collectible trading cards designed by the artists Meat Collective promote proper Metro manners.

Trading Cards Teach Kids Proper Transit Etiquette

Mind your manners! MTA has begun distributing sets of trading cards which teach youth who have participated in MTA's safety outreach programs and tours good etiquette on Metro Bus and Metro Rail.

A variety of games, including matching up the cards like dominoes and separating the good behaviors from the bad, can be played with the vibrant and colorful cards featuring original characters such as "Loud Cellphone Guy," "The Blab Sisters," "Booming Beats Boy" and "Little Miss Feet on the Seat."

The cards come in colorful foil-wrapped packs of five cards each and there are 14 different cards to collect.

Metro Art, the MTA's public art program, commissioned Meat Collective, a local group of artists, to create the cards.



The Gateway Cities Governance Council is comprised of seated (left to right): Cynde Soto (transit consumer, Long Beach); Jo Ann Eras-Delgado (transit consumer, Whittier); Council Vice Chair Jacqueline Rynerson (transit consumer, Lakewood); and standing (left to right): Council Chair Samuel Pena (Maywood mayor pro tem); Larry Nelson (Artesia Councilmember); Wally Shuler (transit consumer, Walnut Park); and Bonnie Lowenthal (Long Beach City Councilmember).

Public Invited To Engage Gateway Cities Governance Council Members

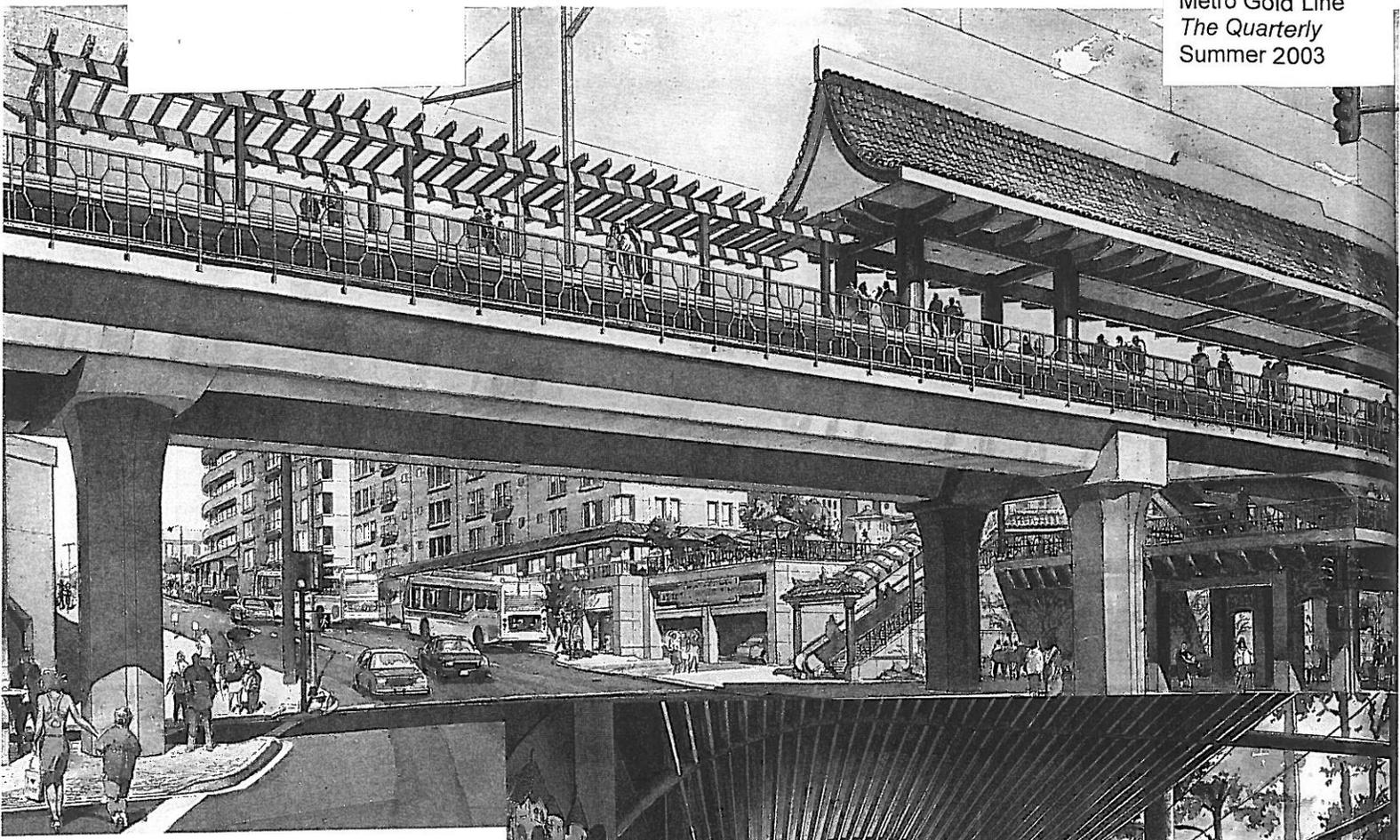
The Gateway Cities Governance Council, established recently to oversee bus improvements that reflect the expressed needs of Metro System riders, is now holding ongoing public meetings.

The council works closely with MTA's Metro Gateway Cities service sector in evaluating and planning service.

The state's budget deficit and the impact on local transportation projects, MTA's Safety's First program, route assessment and planning

processes have been among the issues discussed at recent meetings which are held at 2 pm on the second Thursday, at Progress Park, 1550 Downey Ave., Paramount.

For more information, call 562-658-0241, fax 562-658-0211, or e-mail manzoc@mta.net

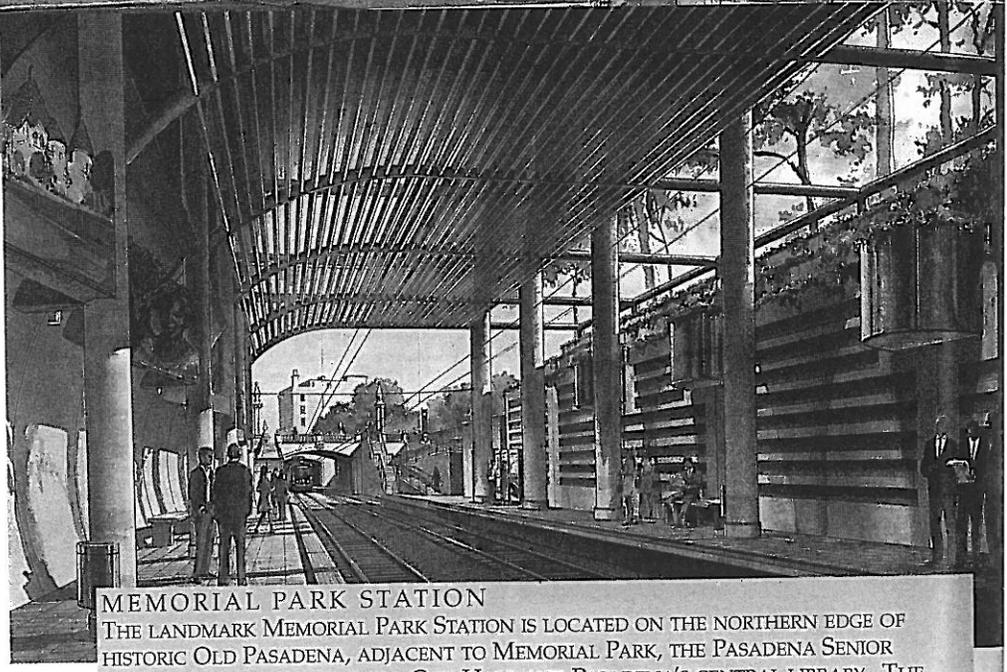


GOLD LINE

Each Station a Unique Design

BY BILL GLAZIER

Five years ago, the idea of passenger train service in the San Gabriel Valley seemed remote, if not gone forever. (CONTINUED ON NEXT PAGE)



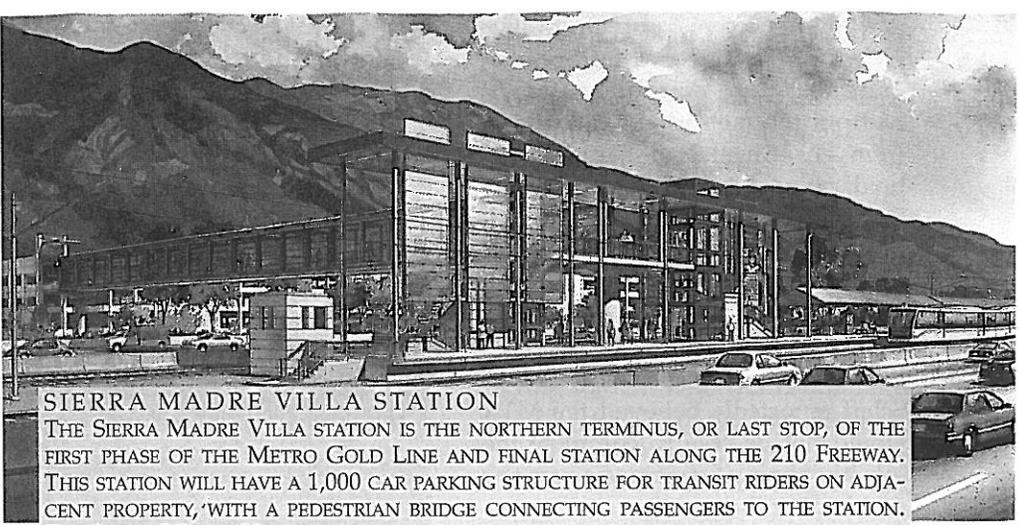
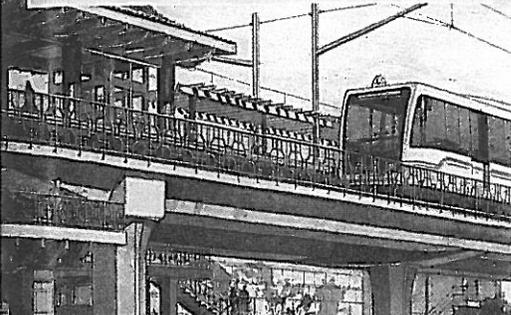
MEMORIAL PARK STATION
THE LANDMARK MEMORIAL PARK STATION IS LOCATED ON THE NORTHERN EDGE OF HISTORIC OLD PASADENA, ADJACENT TO MEMORIAL PARK, THE PASADENA SENIOR CENTER AND A SHORT WALK TO CITY HALL AND PASADENA'S CENTRAL LIBRARY. THE STATION IS SITUATED BENEATH THE EXISTING HOLLY STREET VILLAGE APARTMENTS THAT WERE CONSTRUCTED IN 1994 IN ANTICIPATION OF A LIGHT RAIL STATION AT THE SITE.



AVENUE 26 STATION
AFTER TRAVELING NORTH OVER THE LOS ANGELES RIVER, PASSENGERS WILL ARRIVE AT THE AVENUE 26 STATION THAT PRIMARILY SERVES THE LINCOLN HEIGHTS COMMUNITY. IN ADDITION, LOADING AREAS ON BOTH SIDES OF THE STREET WILL ALLOW BUS PASSENGERS TO CONVENIENTLY TRANSFER BETWEEN THE TRAIN AND BUS. THE PUBLIC ART COMPONENT OF THIS STATION EXPLORES THE HISTORY AND CULTURAL INFLUENCES OF THE LOS ANGELES RIVER BASIN.

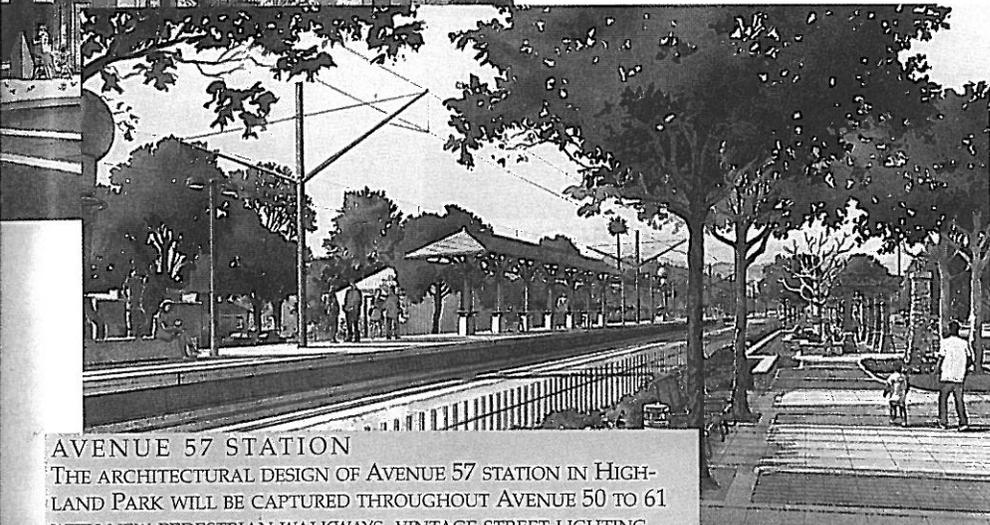
CHINATOWN STATION

IT IS THE ONLY ELEVATED STATION ALONG THE METRO GOLD LINE. THE CENTER PLATFORM STATION INCLUDES BOTH TRADITIONAL CHINESE AND INTERNATIONAL DESIGN MOTIFS THAT REFLECT THE DIVERSE HISTORY OF THE NEIGHBORHOOD. THE METRO GOLD LINE WILL IMPROVE ACCESS TO CHINATOWN SHOPPING, DINING AND PLACES OF EMPLOYMENT AND PROVIDES AN ECONOMIC ALTERNATIVE FORM OF TRANSPORTATION TO ITS RESIDENTS.



SIERRA MADRE VILLA STATION

THE SIERRA MADRE VILLA STATION IS THE NORTHERN TERMINUS, OR LAST STOP, OF THE FIRST PHASE OF THE METRO GOLD LINE AND FINAL STATION ALONG THE 210 FREEWAY. THIS STATION WILL HAVE A 1,000 CAR PARKING STRUCTURE FOR TRANSIT RIDERS ON ADJACENT PROPERTY, WITH A PEDESTRIAN BRIDGE CONNECTING PASSENGERS TO THE STATION. THE SIERRA MADRE VILLA STATION WILL SERVE AS AN INTERMODAL TRANSPORTATION HUB CONNECTING TRAVELERS TO LOCAL AND REGIONAL TRANSIT SERVICES.

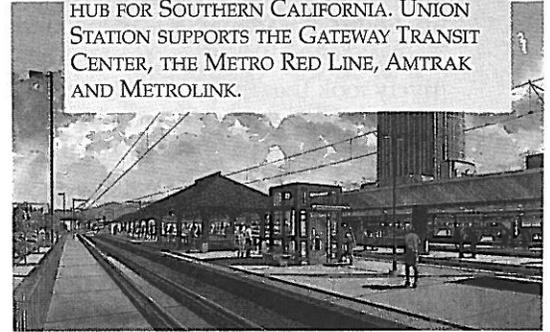


AVENUE 57 STATION

THE ARCHITECTURAL DESIGN OF AVENUE 57 STATION IN HIGHLAND PARK WILL BE CAPTURED THROUGHOUT AVENUE 50 TO 61 WITH NEW PEDESTRIAN WALKWAYS, VINTAGE STREET LIGHTING, LANDSCAPING AND A CENTRAL PLAZA FOR PUBLIC GATHERINGS AND SPECIAL EVENTS. THIS STATION IS PARTICULARLY ACCESSIBLE TO NEIGHBORING RESIDENTS. VISITORS ARE WITHIN WALKING DISTANCE TO FIGUEROA BUSINESSES, THE HIGHLAND PARK RECREATION CENTER AND LIBRARY. AS AN ADDITIONAL SAFETY MEASURE, TRAINS WILL SLOW TO 20 MILES PER HOUR BETWEEN AVENUES 50 AND 60.

UNION STATION

THE SOUTHERN TERMINUS OF THE METRO GOLD LINE IS LOCATED IN DOWNTOWN LOS ANGELES AT UNION STATION, WHICH HAS EVOLVED INTO A MAJOR TRANSPORTATION HUB FOR SOUTHERN CALIFORNIA. UNION STATION SUPPORTS THE GATEWAY TRANSIT CENTER, THE METRO RED LINE, AMTRAK AND METROLINK.



FRENCH AVENUE STATION

THE FRENCH STATION, LOCATED JUST OFF FIGUEROA STREET AT FRENCH AVENUE, WILL SERVE RESIDENTS OF HIGHLAND PARK, LINCOLN HEIGHTS, CYPRESS PARK AND MT. WASHINGTON. AN ADJACENT PARKING LOT WILL PROVIDE 147 PARKING SPACES AND FEATURES NEW LANDSCAPING THAT CONTINUES INTO A "POCKET PARK" JUST NORTH OF THE STATION. THE NORTHWEST LOS ANGELES COMMUNITY INFORMATION CENTER IS CURRENTLY LOCATED AT THIS SITE.

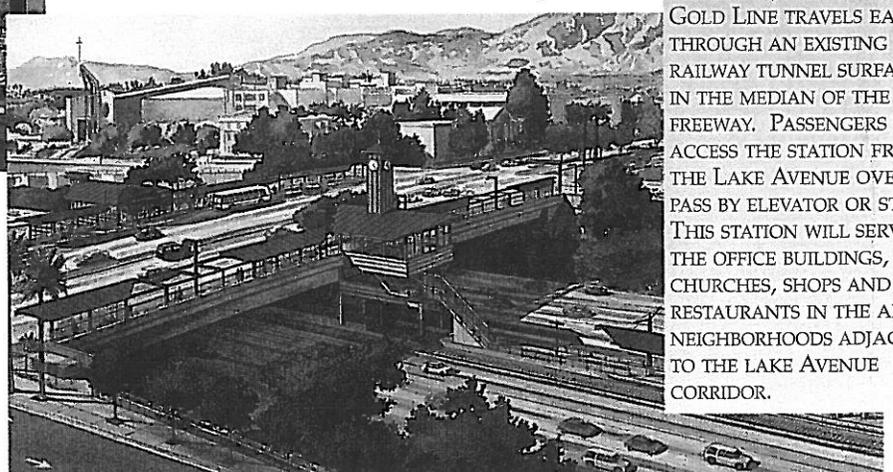
ALLEN STATION

THE ALLEN STATION IS THE SECOND STATION IN THE MEDIAN OF THE 210 FREEWAY. THIS STATION WILL SERVE RESIDENTIAL AREAS NORTH AND SOUTH OF COLORADO BOULEVARD, AS WELL AS CALTECH AND PASADENA CITY COLLEGE. A DECORATIVE METAL ART TRELLIS AT THE STATION'S ENTRANCE ON ALLEN AVENUE REFLECTS THE GEOGRAPHY AND FLORA OF PASADENA, INCLUDING PALM TREES, DECORATIVE PINES, AND LOCAL MOUNTAINS.



LAKE STATION

AFTER LEAVING OLD PASADENA, THE METRO GOLD LINE TRAVELS EAST THROUGH AN EXISTING RAILWAY TUNNEL SURFACING IN THE MEDIAN OF THE 210 FREEWAY. PASSENGERS WILL ACCESS THE STATION FROM THE LAKE AVENUE OVERPASS BY ELEVATOR OR STAIRS. THIS STATION WILL SERVE THE OFFICE BUILDINGS, CHURCHES, SHOPS AND RESTAURANTS IN THE AREA NEIGHBORHOODS ADJACENT TO THE LAKE AVENUE CORRIDOR.



Only 10 percent complete, in 1998 the cash-strapped Metropolitan Transportation Authority (MTA) had put the metro light rail project from Los Angeles to Pasadena on hold, citing high costs and budget constraints for stopping construction. The MTA had already opened other train construction projects in the early 1990s and the money simply wasn't there for another.

Former State Senator Adam Schiff reportedly believed the MTA would not be able to complete the job because of mismanagement problems at the agency.

So, in a way, Schiff, who has since moved on to become a U.S. congressman, single-handedly got the system rolling again, pushing SB 1847 through the state legislature, which created a single purpose, joint powers authority to complete the project. With support from officials in South Pasadena, Pasadena and Los Angeles, Schiff's efforts effectively took the power away from the MTA for funding, planning and construction of the light rail system.

Neighboring cities soon became partners in the project and the Blue Line Construction Authority was born, setting the stage for trains to run along the tracks for the first time since 1994.

What appeared to be the end not long ago is back on track, under the guidance of Rick Thorpe, the Construction Authority's chief executive officer, who was hired in late 1999 after successfully building light rail lines in San Diego and Salt Lake City.

"When I first got here there seemed to be some animosity between the Construction Authority and MTA," said Thorpe, looking back on the early days of the project. "There definitely were some bitter feelings about the Construction Authority taking it over from the MTA. However, as we went along, a change in MTA leadership at some levels made quite a bit of difference in our relationship."

With a price tag of \$725.5 million, Kiewit-Washington, the project's major contractor, went to work in mid-2000 and, in the end, laid down the track, built 13 custom-designed

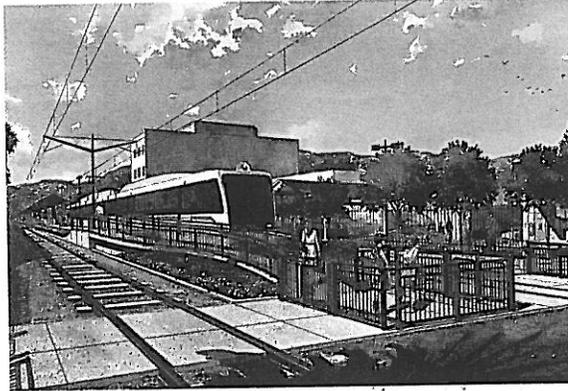
MISSION STATION

VISITORS TO THE MISSION STATION WILL PASS THROUGH THE CITY'S NEW CENTRAL PLAZA. THIS PART OF SOUTH PASADENA IS KNOWN FOR ITS UNIQUE SHOPPING, COFFEE HOUSES AND WEEKLY FARMERS' MARKET. NEW LIGHTING, BENCHES, LANDSCAPING, A CLOCK TOWER AND OTHER AMENITIES WILL MAKE TRAVELING BY LIGHT RAIL EASY AND ENJOYABLE. WITHIN WALKING DISTANCE OF THE STATION ARE THE SOUTH PASADENA PUBLIC LIBRARY, POST OFFICE AND CITY HALL. TWO STATION CANOPIES WILL SHADE PASSENGERS AS THEY BOARD THE TRAIN FROM TWO SIDE PLATFORMS.



FILLMORE STATION

FILLMORE STATION IS THE FIRST STATION IN PASADENA FOR TRAVELERS HEADING NORTH. A 40-FOOT DECORATIVE TOWER PAYS TRIBUTE TO THE AREA'S SCIENTIFIC INSTITUTION WITH A PROFUSION OF INTERESTING AND ENGAGING DESIGNS, TEXTURES AND ARTIFACTS RELATING TO SCIENCE AND RAIL TRANSPORTATION. THE STATION IS WITHIN WALKING DISTANCE TO SEVERAL MEDICAL CENTERS AND SERVICES INCLUDING HUNTINGTON MEMORIAL HOSPITAL. PASADENA'S ART CENTER COLLEGE OF DESIGN WILL BE BUILDING AN ADDITIONAL CAMPUS WITHIN A FEW BLOCKS OF THE STATION. AN ANTICIPATED 160 PARKING SPACES WILL BE DEDICATED TO TRANSIT USERS IN AN ADJACENT JOINT DEVELOPMENT WITH THE CITY OF PASADENA.



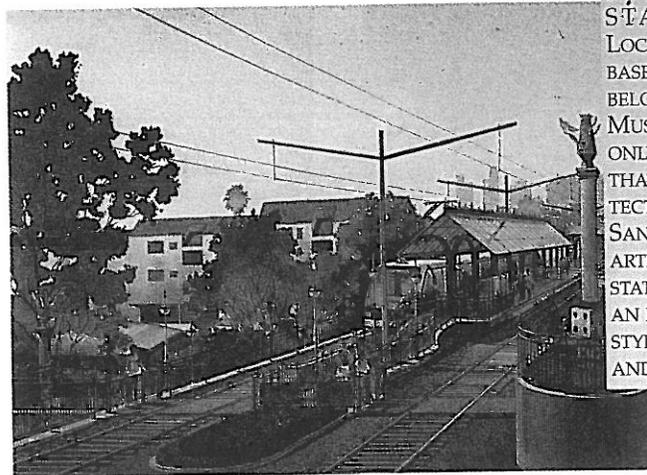
DEL MAR STATION

THIS STATION IS IN THE HEART OF OLD PASADENA AND WITHIN WALKING DISTANCE TO AN ABUNDANCE OF SHOPS, RESTAURANTS AND THEATERS. IT IS ALSO ACROSS THE STREET FROM CENTRAL PARK, THE SITE OF MANY SPECIAL EVENTS INCLUDING PASADENA'S ANNUAL JAZZ FESTIVAL. THE STATION ITSELF WILL BE SURROUNDED BY SEVERAL NEW MULTI-STORY RESIDENTIAL BUILDINGS, PART OF A LARGER "URBAN VILLAGE" CONCEPT THAT WILL INCLUDE PUBLIC PLAZA AREAS, RETAIL SHOPS AND THE RESTORATION OF THE FORMER SANTA FE DEPOT. THE PROJECT WILL ALSO PROVIDE 600 UNDERGROUND PARKING SPACES FOR RESIDENTIAL USE AND ADDITIONAL 600 SPACES FOR TRANSIT USERS.



SOUTHWEST MUSEUM STATION

LOCATED ON MARMION WAY AT THE BASE OF MT. WASHINGTON AND BELOW THE HISTORIC SOUTHWEST MUSEUM, THIS STATION IS ONE OF ONLY THREE "LANDMARK STATIONS" THAT INCLUDE ENHANCED ARCHITECTURAL DESIGN. THE LATE TEDDY SANDOVAL CONTRIBUTED THE ARTISTIC TREATMENTS TO THE STATION DESIGN THAT REPRESENTS AN ECLECTIC MIX OF ARCHITECTURAL STYLES REFLECTING HIGHLAND PARK AND MT. WASHINGTON HERITAGE.



stations, 29 street-level crossings, two below grade crossings, and numerous bridges before it was handed back over to the MTA in mid-May of this year.

"There was a lot of concern that we weren't going to be able to do it with the money or on time," Thorpe explained. "But, we were able to do both."

Since disappearing from the San Gabriel Valley nine years ago, train travel has now returned with what Thorpe calls the "most premiere light rail system" in the country.

The CEO anticipates ridership to hit 33,000 per day once the system is up-and-running this summer and he expects it to grow from there.

"Typically, a system will start slow, but word of mouth will spread how great it is and the ridership will build up," he explained. "My greatest fear is that it will be too successful and we won't have enough cars for all the people who want to ride it. You compare the 33,000 with the Long Beach line, which is a little longer than ours, and they are carrying 75,000 per day. I'd be hard pressed to think our system won't have the same success or even better."

Trains running between Union Station in Los Angeles to Sierra Madre Villa in east Pasadena will operate from 6 a.m. to 1 a.m. daily and run every eight minutes during weekday rush hours and from 20 to 30 minutes at non-peak periods. From end-to-end, the ride is approximately 33 minutes and a one-way fare is \$1.35.

"There's no question in my mind that this is going to be a tremendous success," said Thorpe, who makes his permanent home in Park City, Utah, but has lived on a sailboat in Marina Del Rey, going home only on weekends, while the Gold Line has been under construction. He hopes to be invited to stay on board when Phase II of the system, from Pasadena to Claremont, gets under way in the near future.

Looking back on Phase I, the nautical buff doesn't hide the fact that it wasn't always smooth sailing. There were enormous obstacles to overcome, from funding constraints,

issues with utility commissions, long meetings addressing station designs and concerns from community groups challenging the safety of at-grade crossings, especially at some major intersections, along the route. Some neighborhood groups pushed for grade separations, calling for tracks to go over bridges or below the surface in deep trenches.

"It's probably the biggest challenge I've ever faced in building a light rail project," said Thorpe, looking back on some of the struggles he faced. "We had to overcome a lot of hurdles, but overall I think we've done a good job in the end by delivering the project under budget and on schedule."

After three-and-a-half years of construction, 200 trains per day will soon start running along the same path once used by Amtrak and the Santa Fe Railway.

"It's going to be wonderful for the community, allowing people to go from Sierra Madre Villa in Pasadena to downtown LA in 33 minutes at peak hours, reading the paper or a good book while not having to deal with traffic and high parking fees," summed up Thorpe.

Driving around Los Angeles recently, the CEO recalls spending about \$60 one day at parking garages.

"If you're going downtown, you'd be crazy not to take light rail," he said. †



Shirley Knuth



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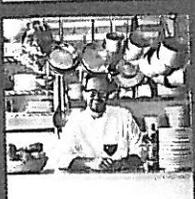
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Greco's on Green...
Try Us Again, For the First Time...



After fifteen years in the warehouse district of Fair Oaks Avenue, Greco's has moved to a new location. We are proud to announce our relocation to beautiful, historic Green Street in the heart of Pasadena. Come and experience our casual elegance on this beautiful tree lined street.

Greco's was named in the Weekly's 1996, 1997 & 2000 reader's polls and has received the Zagat Award of Distinction. Come and see what has made Greco's award winning restaurant popular among young and old alike.



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METRO GOLD LINE
BURSTS THROUGH
TO SUCCESS



Metro Rail

Disc

Gold.

July 25, 2003

Lift-off

BIG METRO GOLD LINE TURNOUT MAKES LAUNCH BIG SUCCESS

By Cean Collier

It's as good as gold, and nearly 160,000 people discovered why during the opening weekend of LA County's newest light rail system, the 13.7-mile Metro Gold Line.

The line runs along the former Atchison, Topeka and Santa Fe railroad rights-of-way between downtown Los Angeles Union Station and Sierra Madre Villa in East Pasadena, making stops in such communities equally rich in history and popular attractions as Chinatown, Cypress Park, Mount Washington, Highland Park, Lincoln Heights and Old Pasadena.

Many thought it was well worth the wait to experience the alternative to idling on gridlocked freeways. In the first year alone, the Metro Gold Line will eliminate three million car trips.

"Hopefully, the success of this new light rail line will send a message to the right people that public wants rail and will use it. I think it's a good thing," says Pasadena resident Elizabeth Miles.

First day guests came from throughout LA County.

"It's great! We have been waiting for the Gold Line for years," says San Juan

Capistrano resident Linus Tauro. "We plan on riding it on the weekends to go dining in Pasadena and the museums."

"Excellent!" exclaimed Irvine's James Borkman. "It's a great opportunity for people to see downtown in Pasadena and Los Angeles instead of sitting on the 110 Freeway. "It's an excellent alternative."

Passengers were greeted at stations by an army of nearly 400 MTA volunteers who pointed them in the

"Rain or shine, commuters using the Metro Gold Line can expect to get from East Pasadena to downtown Los Angeles, and vice versa, in approximately 36 minutes without the traffic hassles of the Pasadena and 210 freeways," says CEO Roger Snoble.

Metro Rail and the growing Metro Bus system are both vital elements of a still evolving multimodal transportation system.

“This is the next step in expanding the system so that it can handle greater numbers of people and offer faster and safer service.” -Roger Snoble, CEO

direction of eclectic entertainment, community festivals, exhibits, food and refreshments.

There was something for everyone including a cross section of music from jazz and rock 'n' roll to mariachis and gospel, cultural dancers, puppet shows, pony rides, a petting zoo, mini-train rides, LA Dodgers batting cages, clowns, face painting, art displays, and much more.

"The Metro Gold Line is a piece of a puzzle – a piece of a system that's being developed to move people throughout the county," says MTA Deputy CEO John Catoe. "It's taken a lot of work by many people."

In 2009, the six-mile Metro Gold Line Eastside Extension is planned to provide service between Union Station and East Los Angeles.



Scores of passengers awaiting next train was a typical sight during grand opening weekend of Metro Gold Line.

Going For The Gold

NEW HISTORY IS MADE AT HISTORIC DEPOT

Gathered in a room the size of a football field where a generation once purchased tickets for transcontinental train rides, symbolic of the heyday of rail travel, nearly 500 invited guests came to dedicate the first new light rail system of the 21st century, the Metro Gold Line.

In a former Union Station ticket room which still contains original circa 1939 wooden ricket counters, below a three-story Metro Gold Line banner sat local, state and federal officials who gave a series of speeches, before filing to witness public transit history.

Minutes later, a new chapter in LA County rail history was written when a white-and-orange Metro Gold Line train descended an aerial guideway and emerged through gold smoke to break through a paper banner stretched across the track.

The entourage, which included MTA Board members and the media, then boarded the train for a victory lap to the Memorial Park Metro Rail Station but not

before being greeted by six Olympic Gold Medal winners, symbols of American achievement.

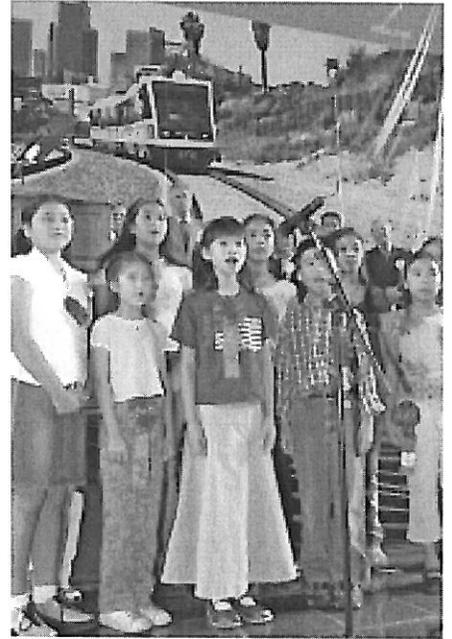
The state of California provided more than 50% of the funding for the project with the balance originating from the local transit sales tax.

"I am so proud to see the level of innovation that's taking place in this region," said Maria Contreras-Sweet, California secretary of Business, Transportation and Housing.

"The state has partnered with the local region to make sure we have connectivity, so that children can get out of their homes, walk to a local bus station that connects to rail that connects to an airport that connects to the world, and that should be the goal of any transportation system."

A beaming Leslie Rogers, regional administrator, Federal Transit Administration, surmised that the Metro Gold Line is a "continuation of a countywide, systemwide inter-modal network."

"As stewards of taxpayers' dollars this is a project we can all be rightfully proud of," said Rogers, pausing on his way to the Union Station platform. "We fully understand the density in that corridor and clearly this will serve to alleviate traffic congestion."



Vivace Conservatory for Performing Arts students filled former ticket room with song.



The Metro Gold Line was dedicated in Union Station one day before the official opening.



CEO Roger Snoble (third from left) and Deputy CEO John Catoe (second from right) hosted Olympic Gold Medalists (L-R) Bruce Furniss, Danny Everett, John Naber, Inger Miller and Bob Seagren. Not pictured is Jeanette Bolden.

GoldLine Opening M



Vivace Conservatory for Performing Arts students attended dedication ceremony.



Keynote speaker Secretary of Business, Transportation and Housing Services Maria Contreras-Sweet.



CEO Roger Snoble with Gold Girl Scout Troop during the Gold Line grand opening reception.



"The train gives us the opportunity to enjoy the many attractions in downtown," says Patrica Dietrich, with husband Earl.



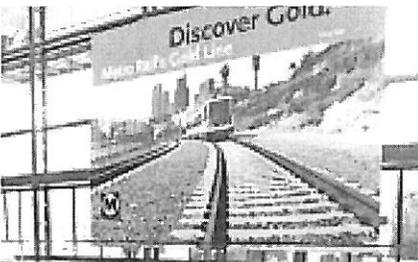
oments



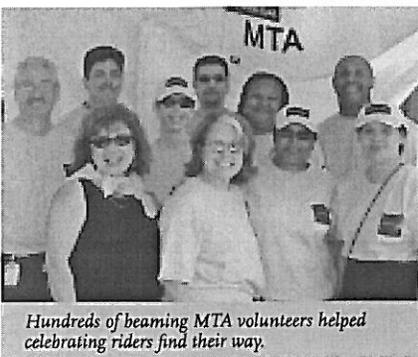
The crowds enjoyed the food, fun and festivities offered at Chinatown Metro Rail Station.



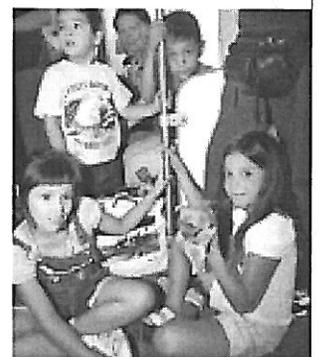
Metro Rapid buses delivered many of the people who rode Gold Line trains.



Conjunto Tencelomeh performed at Heritage Square/Arroyo Metro Rail Station.



Hundreds of beaming MTA volunteers helped celebrating riders find their way.



ClearChoices

EVOLVING TRANSPORTATION SYSTEM IS MORE RECOGNIZABLE AND USEFUL

MTA has built and is continuing to expand a network of sophisticated interdependent and beneficial transportation systems that increasingly make it possible for people to leave their cars at home, use public transit and rideshare.

The improving inter-connected network consists of many components, including state-of-the-art busways, the 73.1-mile Metro Rail and 512-mile inter-regional Metrolink train system as well as hundreds of freeway carpool lane miles.

The network has matured greatly over the past 10 years. In 1990, the Metro Blue Line had just opened and was the only available rail service in LA County. Today, the Metro Blue Line is complemented by the Metro Red, Green and Gold lines in addition to the entire Metrolink system.

Over the next six years, as outlined in the Agency's Short-Range Transportation Plan, other important projects will be completed and further improve the system's connectivity, service and travel options.

"When you look back over the last 10 years, you realize how much our transportation system has changed," says MTA Executive Officer Jim de la Loza, Countywide Planning and Development. "Over the next several years, we will continue to develop our rail, Metro Rapid and carpool systems, providing the public with even more choices and making traveling easier."

A multi-layered Metro Network Map (see next page), soon to appear on MTA's website as an interactive feature, clearly

illustrates the linking of various network elements. The map will be updated when funding is approved for new projects.

"This is a comprehensive picture of what MTA is providing," says MTA Chief Communications Officer Matt Raymond. "It is designed to show the infrastructure that we have in place to serve the public and what we will be doing in the near future."

METRO GOLD LINE

Plans are underway to begin construction in 2004 on expanding the highly successful Metro Gold Line six miles to East Los Angeles from Union Station. Scheduled to open in 2009, the extension will include eight new stations (two underground) and be able to carry more than 20,000 people daily. MTA will also contribute funding for preliminary engineering to extend the Metro Gold Line from Pasadena to Claremont.

EXPO LINE

Planning for a new light rail line traveling between Culver City and Los Angeles has begun. The MTA Board's vision and intent is to eventually complete the light rail line to Santa Monica.

METRO RAPIDWAY

The San Fernando Valley Metro Rapidway is a 14-mile landscaped busway connecting the North Hollywood Metro Rail Station and Warner Center. What makes it so unique is that it's actually an old railroad line being converted to a bus-only road for safe, rapid service. The Rapidway is currently under construction and is expected to open in 2005.

METRO RAPID

By 2008, an additional 22 new Metro Rapid lines will open, resulting in over 450 miles of service in 34 cities and 11 unincorporated areas.

METRO TRANSITWAY

To help alleviate congestion along portions of Wilshire and Crenshaw boulevards, and along the north/south San Fernando Valley corridor, additional bus-only lane projects are being studied. Initial improvements will be implemented by 2006 with transitway completion scheduled for after 2009.

METROLINK

Commuters will benefit from trains and platform extensions that will allow each Metrolink train to expand from six to eight cars.

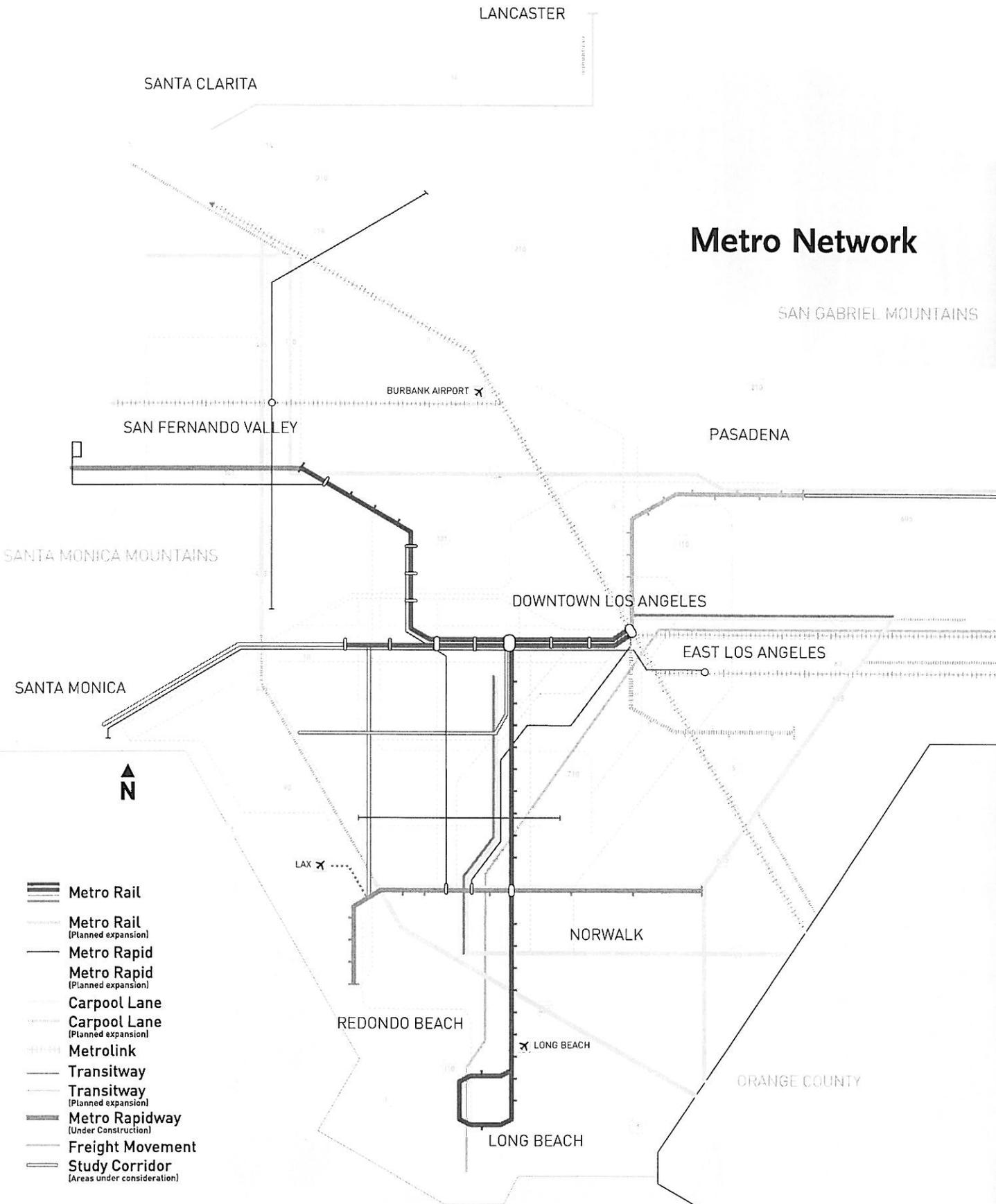
CARPOOL LANE SYSTEM

MTA plans to add 70 lane miles of carpool lanes by 2009 resulting in the completion of 517 miles of an eventual 586-mile carpool lane system.

FREIGHT MOVEMENT PROGRAM

Over the next several years, MTA will develop a strategic plan for addressing future goods movement growth. By working with its stakeholder partners, the freight strategic plan will identify anticipated growth in freight throughout the county, as well as strategies and programs for addressing these needs.

Metro Network



Existing, under-construction and planned Metro Rapid, Metro Rapidway and rail lines highlight this six-year map which depicts a growing inter-connected LA County public transportation infrastructure that increasingly encourages people to use public transit or rideshare.

StruckGold



"We love the idea of traveling around town by train. This gives us the great opportunity to see downtown and go shopping in Old Town Pasadena."

– Richard and Sandra Rogers
Venice Beach residents



"It's nice, I like it. I plan to ride the train on the weekends to take my daughter to Chinatown to eat."

– Lee Chang
Alhambra resident



"I will use it to go shopping in Pasadena. It's a great way to explore another city."

– Benzel Goodwin
Venice Beach resident



"Hopefully, the success of this new light rail line will send a message to the right people that the public wants rail and will use it. I think it's a good thing."

– Elizabeth Miles
Pasadena resident



"It's great! We have been waiting for the Gold Line for years and I think it will be heavily used. We plan on riding it on the weekends to go dining in Pasadena and to the museums."

– Linus Tauro and son
San Juan Capistrano residents



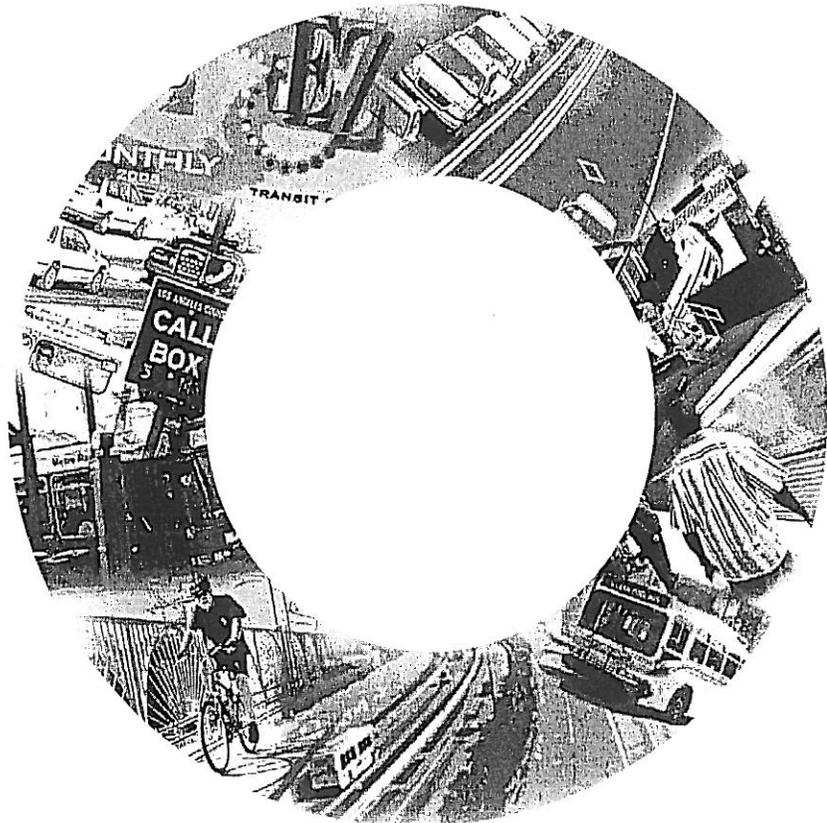
"We are really excited. It's the first time we've taken our kids on a train and visited Olvera Street. It's a nice segue to the other parts of town which we never traveled to by car and that we can now experience."

– Jill Ackinson with husband Chris and family
Arcadia residents



Los Angeles County
Metropolitan
Transportation Authority

1.800.COMMUTE
metro.net



A DECADE OF PROGRESS

Multiple Tracks

NEW RAIL CHIEF GERALD FRANCIS TAKING CARE OF BUSINESS



“Every day, every way...” These lyrics from a Bachman Turner Overdrive tune typify the way Metro Rail General Manager Gerald Francis approaches his job: a 24/7 commitment to making sure Metro Rail remains the safest, most cost-effective and efficient rail system in the nation.

And then there's that one other preoccupation that is music to his ears: planning for the opening of the Los Angeles to Pasadena Metro Gold Line in mid-2003.

Francis, previously assistant vice president of rail operations for Dallas Area Rapid Transit (DART), was hired by MTA partly because of his 22 years of experience in starting up rail lines and developing safety programs. On the job for slightly more than a year, he has already recorded some big hits but insists an experienced and innovative staff deserves much of the credit.

“We have a lot of good people who have great ideas, who are bright and energetic,” says Francis. “We're getting to know each other and we're becoming a more cohesive unit.”

During his watch, patronage on the Metro Blue Line has climbed steadily and newly-lengthened platforms and the scheduling of three-car trains have sparked a jump in Metro Rail ridership.

Other Francis accomplishments include early completion of the Metro Green Line track reconstruction project at the Harbor Freeway Station, expanded service on Metro Rail and improved Metro Rail access for bicyclists.

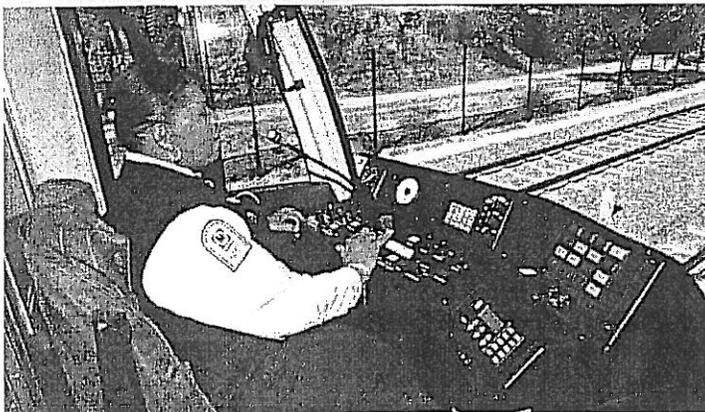
“What, ultimately, will determine the success of our transit system is providing quality service,” Francis says. “Our rail operations team has accepted the challenge of raising the bar to increase vehicle reliability.”

In the past few months, Francis and his team have developed a strategic plan committed to providing quality service in the areas of safety, operations and maintenance.

Francis notes that Metro Rail operations are up to the challenge of making Metro Rail the envy of transit properties throughout the nation.

“We are at the forefront of improving the areas of customer services, reliability and innovation,” says Francis.

GLIDING ON THE GOLD



Media, elected officials and train aficionados were among the first passengers to ride on a Los Angeles to Pasadena Metro Gold Line train operated by Gwendolyn Bonville (pictured) during 1.5-mile test jaunt. The trip from South Pasadena's Mission Station to the Fillmore Station in Pasadena was completed in just under three minutes. The 13.7-mile Metro Gold Line, which will be part of the Metro Rail System that crisscrosses LA County, is expected to open in mid-2003. It will serve communities between Los Angeles and East Pasadena, including Chinatown, Highland Park, South Pasadena and Pasadena. During the testing phase, MTA's newest light rail cars are being used to test travel times and power systems.

Simply Sensational

VIRTUAL REALITY MOBILE THEATER MAKES LEARNING THRILLING AND FUN

Children and adults who live or attend school near the Los Angeles to Pasadena Metro Gold Line, projected to open in mid-2003, or the Metro Blue Line, will experience quite a sensation in MTA's high-tech mobile simulator beginning early this year.

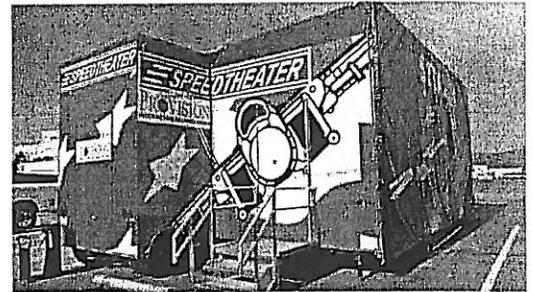
Inside the special effects-filled, 40-foot multimedia mobile theater, the public will learn the dos and don'ts of rail safety during a virtual reality train ride.

More than two times wider than a bus, the computer-controlled theater will

feature 2- and 3-dimensional video and DVD presentations, a climate control system that generates wind, vibrating stadium seats and movie theater quality sound.

Audiences will be able to experience the speed, weight and impact of a moving train, all within the confines of the theater.

Besides schools, the mobile theater also will be going to shopping centers and other locales near Metro Rail stations.



Vibrating stadium seats inside MTA's mobile, high-tech theater, two to three times wider than a bus when expanded, will enhance the virtual train ride experience.

SAFETY EFFORTS RATCHETED UP ON LA-PASADENA METRO GOLD LINE



Communications officers Carlos Valdez and Barbara Burns of the Metro Gold Line Safety Education Outreach Program discussed rail safety at San Pasqual Elementary in Pasadena.

When the Los Angeles to Pasadena Metro Gold Line opens in mid-2003, an estimated 100,000 schoolchildren and adults will have participated in MTA's ongoing comprehensive Rail Safety Education and Outreach Program.

Before train testing began in mid-October, presentations were scheduled at all schools located close to the 13.7-mile light rail route.

"The idea is to saturate the area with our message," says Lynda Bybee, MTA deputy executive officer. "The goal is zero accidents; that's the purpose of the campaign."

Conducted by MTA staff and more than 50 volunteers trained and certified by MTA, presentations have been made to community groups as well as a full range of educational facilities, including the Los Angeles Unified School District, South Pasadena Unified, Pasadena Unified, private, parochial and adult specialty schools.

Cable television safety-themed public service announcements and commercials geared for all age groups also are being produced by MTA and could begin airing early this year.

Discover Gold.

Metro Gold Line Guide



Connecting to a Bus from Metro Gold Line stations

Union Station	Line Number	Mission	Line Number
Metro Bus	33, 38, 40, 42, 58, 60, 68, 70, 71 78, 79, 340, 370, 434, 439, 442 444, 445, 446, 447, 484, 485, 487 489, 490, 491	Metro Bus	176
Metro Rapid South Broadway	745	Fillmore	
Antelope Valley Transit Authority	785	Metro Bus	260, 361, 686
Foothill Transit	480, 481, 482, 486, 488, 492, 493, 494, 495, 498, 499, 699	Pasadena ARTS Bus	20, 50
LADOT Commuter Express	430, 534	Del Mar	
LADOT Dash	B, D, DD (weekend only)	Metro Bus	177, 256, 260, 361, 686
OCTA	701	Pasadena ARTS Bus	20, 50
Santa Clarita Transit	794	Memorial Park	
Santa Monica Big Blue Bus	10	Metro Bus Lines	260, 267, 361, 687
Torrance Transit	1, 2	Foothill Transit	187, 189
		Pasadena ARTS Bus	20, 40, 50
Chinatown		Lake	
Metro Bus	58, 76	Metro Bus	180, 380, 485
LADOT Dash	B, DD	Pasadena ARTS Bus	20
Lincoln Heights/Cypress Park		Allen	
Metro Bus	251, 252, 350	Metro Bus	177, 256, 686
Heritage Square/Arroyo		Pasadena ARTS Bus	40
Metro Bus	83, 255	Sierra Madre Villa Station	
Southwest Museum		Metro Bus	177, 181, 264, 266, 267, 268, 487
Metro Bus	83	Foothill Transit	184, 187, 189
Highland Park		Montebello Bus	20
Metro Bus	176, 256	City of Sierra Madre-City Shuttle	
LADOT Dash		City of Arcadia Shuttle	
		Pasadena ARTS Bus	31, 32, 40, 60

For exact information check timetables or mta.net

Effective June 2003. Subject to change.

Discover how to ride

Work. Shopping. Schools. Entertainment. Thanks to the new Metro Gold Line, they're all an easy train ride away. Now local residents and visitors alike can travel by rail to Chinatown, Colorado Boulevard, Old Pasadena, Pasadena City College, the Southwest Museum and so much more.

Best of all, the Gold Line is part of the 62-station Metro Rail system. So for the first time, Pasadena and Chinatown are linked by rail with downtown LA, Hollywood, Wilshire Center, the San Fernando Valley, Long Beach and dozens of points in between.

Whether you're a commuter wanting to skip the traffic jams, a student trying to get to class economically, or a shopper hunting for untold bargains, it's time for you to discover Gold!

Cash Fares – Bus or Rail

Base Fare	\$1.35
Senior/Disabled/Medicare Base Fare	.45
Transfer	.25
Senior/Disabled/Medicare Transfer	.10

Tickets

Self-service ticket vending machines are located at each station; step-by-step instructions are displayed on the screen.

Like the rest of the Metro Rail system, the Metro Gold Line has no conductors to collect tickets or gates to pass through. Instead, fare inspectors on board and at stations randomly check to see that passengers have valid tickets or passes. If you cannot show proof of payment, the inspectors may issue a citation and you may be fined.

Information

For trip planning assistance and all other questions, call 1.800.COMMUTE, the Metro System's toll-free telephone information number. Tell the customer representative where you want to go, where you are starting and the day and time you want to travel.

You can also get customized bus and rail itineraries 24 hours a day on the Metro Trip Planner at mta.net

Buying a Metro ticket

Special Features

- > Up to 8 identical tickets may be purchased at a time for you and your party
- > Instructions in English, Spanish and Chinese
- > Audio and/or video help available when needed



1 Select a fare using the display screen and option buttons.

Regular Ticket Types

- > One-way rail trip
- > One-way with transfer to connecting bus or rail service
- > Roundtrip travel on a single rail line

Option: Senior/Disabled/Medicare

Select this option only if you have valid proof of senior, disabled or Medicare status.



2 Insert payment using coins, tokens and/or bills from \$1 to \$20.

Note:

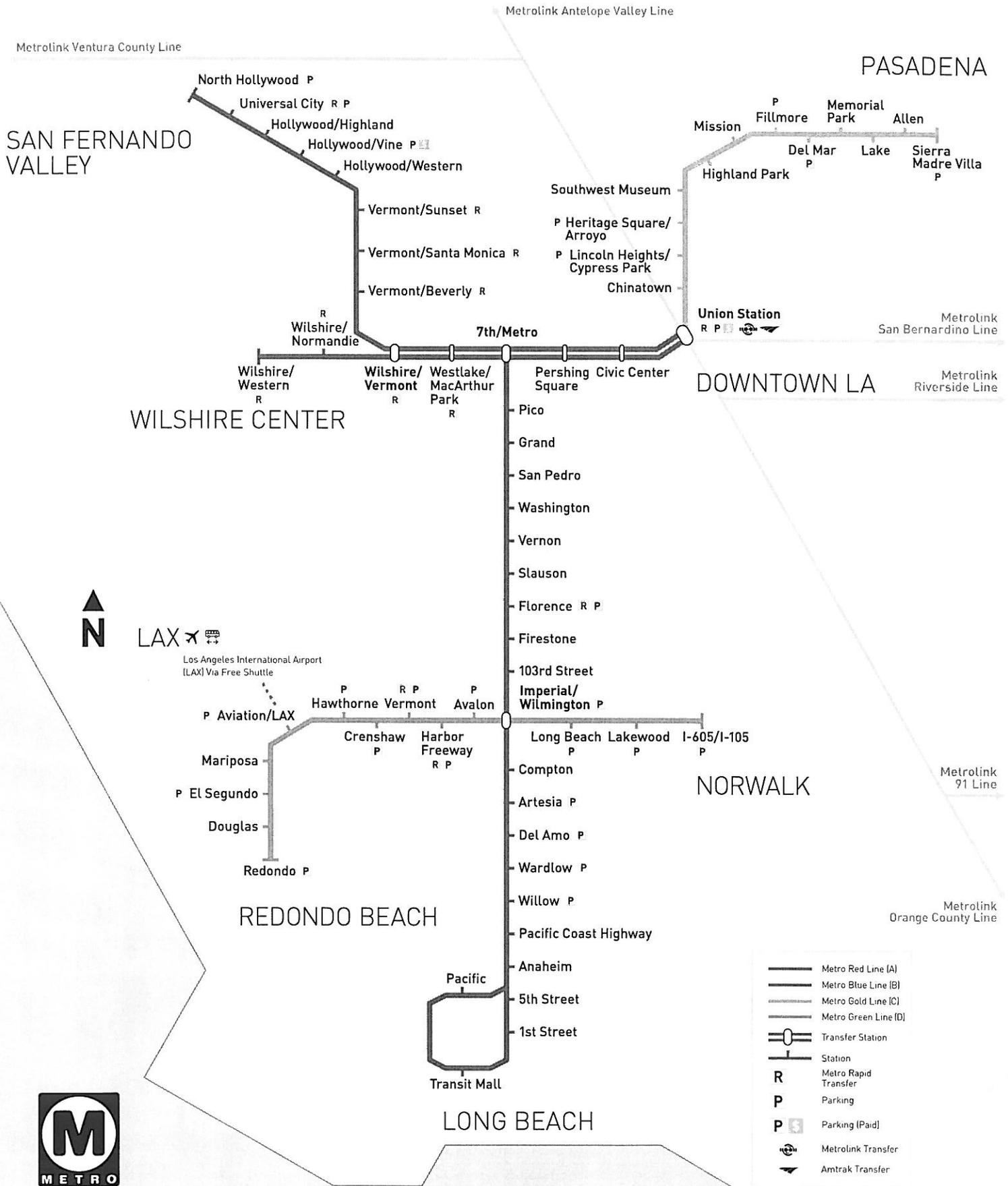
One token is good for one base fare only. There is no change due when using a token or using a combination of token(s) and cash.



3 Pick up your ticket and enjoy your ride!

Metro Rail System Map

1.800.COMMUTE
mta.net



Gold Trivia

BUILDER

Los Angeles To Pasadena
Metro Construction Authority

OPERATOR

MTA

PROJECT COST

\$859 million

LENGTH

13.7 miles

STATIONS

13

PROJECTED RIDERSHIP - 1ST YEAR

26,000-32,000 average weekday
boarding passengers

TRAVEL TIME

Downtown Los Angeles to:

- East Pasadena –
approx. 36 minutes
- Downtown Pasadena –
approx. 26-28 minutes
- South Pasadena –
approx. 20 minutes

COMMUNITIES SERVED

Downtown Los Angeles, Chinatown,
Lincoln Heights, Mount Washington,
Highland Park, South Pasadena,
Pasadena, East Pasadena



HOURS OF OPERATION

- Approx. 3:35 am to 2 am
7 days a week
- First/last train Union Station:
approx. 3:35 am/12:50 am
- First/last train Sierra Madre Villa:
approx. 4:35 am/1:30 am

INITIAL FREQUENCY OF SERVICE

- Weekday rush hours –
every 10 minutes
- Weekday early morning –
every 20 minutes
- Weekday midday –
every 12 minutes
- Weekend mornings –
every 15-20 minutes
- Weekend midday/afternoon –
every 12 minutes
- Daily evening hours –
every 20 minutes

FLEET SIZE

26 state-of-the art electric-powered
rail cars

SEATING CAPACITY

76 seats per rail car

TOTAL PASSENGER CAPACITY INCLUDING STANDEES

144 per car

PEAK HOUR FLEET

9 two-car trains (includes one reserve
train)

TRAIN MANUFACTURER

Siemens Transportation Systems Inc.

TRAIN LENGTH

89-feet, 6-inches

TRAIN WIDTH

8-feet, 9-inches

TRAIN WEIGHT

99,000 pounds (empty)
139,348 pounds (full)

CAR BODY

Low-alloy tensile steel and stainless steel

TRAIN SPEED

Up to 55 mph

STANDARD STATION AMENITIES

Raised platforms, canopies, benches,
public art and landscaping, public
telephones and ticket vending
machines

DISABLED ACCESS

Fully compliant with the
Americans with Disabilities Act
including ticket vending machines and
emergency phones with instructions
written in braille

TRAIN OPERATORS

39 full-time and 2 part-time

SAFETY AND SECURITY

- Open and lighted stations
- Electronic surveillance
through closed-circuit
TV cameras
- Emergency telephones
at each station
- Emergency intercoms in trains
- Stations and trains patrolled by LA
County Sheriff's Department which
is in direct contact with MTA's Rail
Operations Control Center
- Fire protection devices
- Stations and trains are
ADA-compliant



METRO RAIL SYSTEM

- 73.1 miles, including
- 17.4-mile Metro Red Line subway;
 - 22-mile Metro Blue Line;
 - 20-mile Metro Green Line; and
 - 13.7-mile Metro Gold Line

INFORMATION

1.800.COMMUTE

Visit interactive trip planner at mta.net



Teaming Up

METRO GOLD LINE STATIONS ATTRACTING DEVELOPERS

Stations on the LA – Pasadena Metro Gold Line are proving to be attractive locations for private ventures and private/public joint development in the form of residences and commercial space that encourage use of public transit and relieve traffic congestion.

CHINATOWN STATION

Plans call for a multistory commercial/residential development with retail units on the ground floor and loft units on the upper floors.

MISSION STATION

Currently under construction near the station, the 212,000-square-foot Mission Meridian Village, a “transit village,” will include 14 artist’s lofts, 50 townhouses and three single-family

homes. Half of the 324 underground parking spaces will be reserved for commuters. There also will be retail space for restaurants and a small grocery store.

DEL MAR STATION

Currently under construction, the project is a transit-oriented, mixed-use residential/commercial development that will surround the Del Mar Station in downtown Pasadena. The four-acre site will incorporate the historic Santa Fe Railroad depot and the construction of four new buildings. The new buildings will contain 34 residential apartment units, with the depot and ground floor of the new buildings containing approximately 10,000 to 11,000 square feet of retail commercial and restaurant space.

Approximately 1,200 parking spaces will be provided in an underground



The transit village at the Hollywood/Western Metro Red Line Station is being expanded to include additional affordable housing, a daycare center and 9,000 square feet of retail space.

parking garage, of which 600 spaces will be for exclusive use by transit riders.

FILLMORE STATION

Under negotiation, plans call for construction of a 30,000 square foot medical office building and 160 parking spaces dedicated to transit users on a one-acre parcel.

SIERRA MADRE VILLA STATION

This transit-oriented, mixed-use residential/commercial development will consist of approximately 200 apartments and approximately 200,000 to 250,000 square feet of commercial office space on approximately five acres.

Meanwhile, developments have been completed or are in the planning stages for several stations on the Metro Red Line and Metro Blue Line including Union Station, 7th St./Metro Center/ Julian Dixon, Hollywood/Western, Hollywood/Vine, Hollywood/Highland, Wilshire/Vermont, Wilshire/Western and Willow.

MTA also is looking at the potential joint development of other Metro Rail stations including the North Hollywood Metro Rail Station.



MTA's largest joint development, Hollywood & Highland, is located above the Metro Red Line subway station at the famous intersection. Built next to Grauman's Chinese Theater, the more than 600,000 square foot complex features retail shops, restaurants, general cinemas and the Kodak Theatre, home of the Academy Awards.

BackTracking

ELECTRIC RAIL IN PASADENA DATES BACK MORE THAN 100 YEARS

The city of Pasadena has a long, storied history so it is not surprising that long before the arrival of the LA – Pasadena Metro Gold Line, electric rail cars transported people between Pasadena and Los Angeles.

The Pasadena & Los Angeles Electric Railway opened May 1, 1895, and traveled down Colorado and Fair Oaks boulevards through what is now Highland Park into downtown Los Angeles. The line was a 4.5-mile extension of the defunct San Gabriel Valley Rapid Transit Railway and originated at what is now referred to as Shorb Junction, a railway nexus 5.5 miles east of the Los Angeles River. In its time, Shorb Junction was one of the busiest transit points in Southern California.

Los Angeles' downtown train station, then called Arcade Station, was fitted with double tracks on its main line and,

by 1900, accommodated 28 local passenger trains per day running through Shorb Junction. Most of that traffic served Pasadena commuters and visiting tourists from the East Coast.

Railroad tycoon Henry Huntington bought the slightly renamed Los Angeles & Pasadena Electric Railway line in 1898 and incorporated it into the Pacific Electric Railway in 1902. The Southern Pacific Railroad assumed control of the line in 1912 and eliminated all passenger service on its route heading into and out of Pasadena soon after. Pasadena passengers were instead routed via Red Car trolleys to Shorb Station to complete their journey to downtown Los Angeles. Red Car service was discontinued in 1951.

"The Red Cars to Pasadena were an important part of the area," says MTA historian Jim Walker. "They were



A Pasadena Short Line Red Car trolley heads south on Fair Oaks Avenue toward Los Angeles.

the premier way of getting around in those days."

Huntington opened two additional electric rail lines serving Pasadena. The Pasadena Short Line opened in 1902 and ran from Fair Oaks to Huntington Drive to downtown LA. The Pasadena Oak Knoll Line served the city of San Marino. Both lines were replaced with bus service in the early 1950s.

Between the two principal routes on the Pacific Electric, the Short Line and the Oak Knoll lines, the rail cars carried about seven million passengers a year.

"The high point in the lines was the early decades of the 20th century," says Walker.

TIMELINE — LOS ANGELES TO PASADENA

1885 — First rails between Los Angeles and Pasadena open, the Los Angeles & San Gabriel Valley Railroad.

1888 — The Pasadena Railway Company (predecessor to Union Pacific) opens railroad line to terminal at Calaveras & Lake.

1895 — Southern Pacific Railroad opens branch from Alhambra, from Broadway — now Arroyo — to depot at Colorado.

1895 — Pasadena & Los Angeles Electric Railway Company opens first electric line to Los Angeles via South Pasadena and Highland Park. (Name soon reversed to Los Angeles & Pasadena Electric Rail company.) Became part of Pacific Electric Red Car system in 1902.

1902 — Pasadena Short Line of Pacific Electric built by Henry E. Huntington. With Oak Knoll rail route these became the principal lines to Pasadena, relegating the original route via Highland Park to minor status.

1940 — Arroyo Seco Parkway (now Pasadena Freeway) opened.

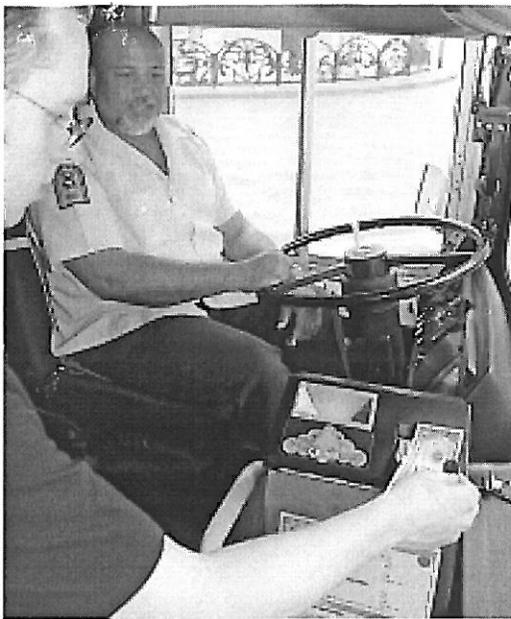
1951 — Last "Red Car" rail service, the Pasadena Short Line, converted to bus service.

1955 — Last "Yellow Car" streetcar service to Highland Park, route "W," converted to bus service.

1994 — Last Amtrak rail passenger service on former Santa Fe line, now part of the Metro Gold Line alignment, discontinued to Pasadena.

2003 — Metro Gold Line opens.

2009 — Eastside extension of Metro Gold Line expected to open.



Being Fare

PRICE ADJUSTMENTS WILL HELP MTA IMPROVE METRO SERVICE

As Metro Bus operator Don Smith looks on, passenger Richard Dowhan, in a demonstration, deposits \$1.25 into farebox, 10 cents less than the current price and effective January 1, 2004 on the entire Metro System.

The MTA Board is reducing cash fare by 10 cents beginning January 1, 2004 from \$1.35 to \$1.25 in order to help patrons who statistically earn less income than passengers who purchase transit passes.

At the same time, for the first time in 15 years, the MTA Board has approved an increase in the price of monthly passes, also effective January 1.

The change will result in \$30 million more in revenue annually, which will help the agency offset a projected 10-year \$1.4 billion operating deficit exacerbated by the State's \$38 billion budget deficit, other decreasing funding sources, and \$100 million in annual Consent Decree costs.

By lowering cash fare and increasing the price of regular weekly, bi-weekly and monthly passes between \$3 and \$10 — and leaving senior citizen, student and disabled person fares unchanged — MTA will be in a much better financial position to continue expanding and improving the quality of service.

The fare adjustment also was needed because MTA wages, fuel, equipment and security costs have all risen since cash fare was last increased in 1995. In addition, inflation has risen by 51% since 1989. The monthly pass price increase of 23.8% is less than half of the Consumer Price Index over that same period.

Other major transit agencies in the nation are either proposing or have recently implemented fare hikes ranging from 18% to 50%.

As it stands today, MTA recovers only 29% of its operating expenses from the farebox, the balance subsidized by taxpayers,

compared to the typical 47% at most large transit properties in the United States. The restructuring will increase that percentage to 31% under the fare modification.

The MTA Board's decision to adjust fares was made following a 40-day public comment period, which included a public hearing.

The New MTA Fare Structure

Cash Fares	Current	New
Cash Fare	\$1.35	\$1.25
Tokens	0.90	*1.10
Transfer	0.25	*N/A
Senior Cash Fare	0.45 (no change)	.45
Express Cash Fare	\$1.85-\$3.85	\$1.75-\$2.25

Pass Fares	Current	Proposed
Weekly Pass	\$11.00	\$14.00
Semi-Monthly	21.00	27.00
Monthly Pass	42.00	52.00
Senior/Disabled	12.00 (no change)	12.00
Student K-12	20.00 (no change)	20.00
College/Vocational	30.00 (no change)	30.00
Day Pass	N/A	3.00
Sr/Disabled Day Pass	N/A	1.50
Zone	4 @ \$15.00	2 @ \$15.00

- * Tokens will be eliminated when the universal fare system is implemented.
- * Transfer will be included as part of Day Pass.
- * Effective January 2004

National Cash Fare Major Transit Agencies

	Now	Future/Proposed
New York	\$2.00	
Philadelphia	2.00	\$2.10
Chicago	1.50	
Los Angeles	1.35	1.25
Washington, D.C.	1.10	1.20
Boston	.75 bus/\$1.00 subway	

National Pass Prices Major Transit Agencies

	Current	Future/Proposed
New York	\$70	
Philadelphia	70	\$73
Chicago	75	
Los Angeles	42	52
Washington, D.C.*	40 bus/\$150 rail	
Boston	57	

- * Eliminating monthly passes

Welcome to the Metro Gold Line

- P** Parking
- P** **S** Parking (Paid)

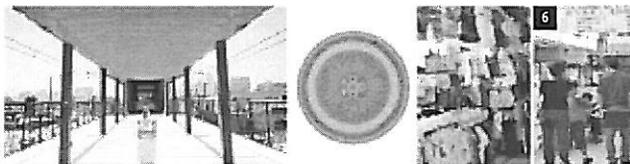
CHINATOWN STATION

(Free Bicycle Parking)
901 N Spring St. at College St.

Overview This is the only Metro Gold Line station located on a freestanding aboveground structure. It includes traditional Chinese and international design motifs that reflect the diverse history of the neighborhood. The station allows easy access to Chinatown shopping, dining and places of employment.

Art Along the Line *The Wheels of Change*, 2003 Chusien Chang, artist. 4
A large geomantic compass at the mezzanine level, granite paver hexagrams and artist benches at the plazas pay tribute to the work and traditions of the Chinese, Italian, Croatian and Latino communities.

Attractions Chinatown Library Dynasty
Chinatown Jewelry Mart 6
Dynasty Shopping Center 5
Chinatown Art Galleries



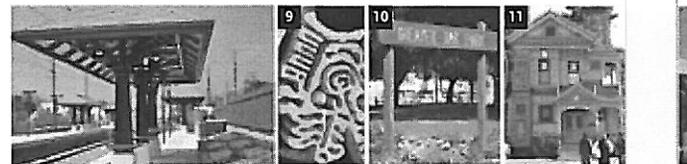
HERITAGE SQUARE/ARROYO STATION

P 145 spaces (Free Bicycle Parking)
3545 Pasadena Av. at French Av. (one block south of N. Figueroa St.)

Overview New landscaping continues into a "pocket path" just north of the station. Heritage Square/Arroyo Station serves the residents of Lincoln Heights, Cypress Park and Mt. Washington.

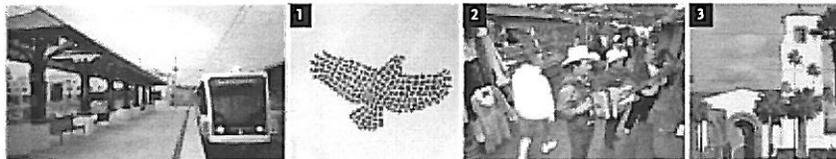
Art Along the Line *El Quetzalcoatl de Xochicalco and La Cante de Pueblo*, 2003 Roberto L. Delgado, artist. 9 Along the length of the station planter beds lies a carved stone "Quetzalcoatl" – the plumed serpent – while artist tiles on the platform reflect images taken from the local population.

Attractions Greayer Oak Park 10
Heritage Museum Square 11



Union Station

Connections: Metro Red Line
Metro Rapid
Amtrak
Metrolink
Other Municipal Bus Lines



Approximate Travel Time
Between Stations



Chinatown

Heritage Square/Arroyo

Lincoln Heights/Cypress Park

Southwest I



HIGHLAND PARK STATION

(Free Bicycle Parking)
151 N. Av. 57 at Marmion Wy. (one block north of N. Figueroa St.)

Overview This station combines new pedestrian walkways and vintage street lighting, with a central plaza for public gatherings and special events. Travelers are within walking distance of Figueroa businesses, Highland Park Recreational Center and the library.

Art Along the Line *Stone Tree Inverted Post (Bound Water Light)*, 2003 Jud Fine, artist. 15 A striking faux stone tree at the plaza trellis and inverted metal columns topped with large blue light fixtures are bound in copper wire, paying homage to the area's craftsman style heritage.

Attractions Abbey San Encino
Arroyo Seco Regional Library
Highland Park Recreation Center
Highland Theater 16
LA Police Historical Museum Square



Highland Park

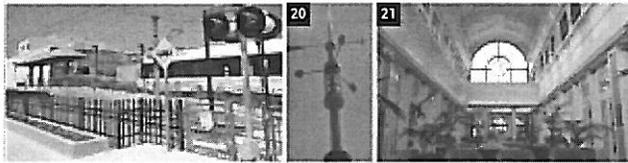
FILLMORE STATION

P 160 spaces
95 Fillmore St. at Raymond Av./Arroyo Pkwy.

Overview This is the first station in Pasadena for travelers heading north and is within walking distance of several medical centers.

Art Along the Line *Geologica 42*, 2003 Michael C. McMillen, artist. 20 Constructed of steel and bronze with kinetic elements, the tall vertical sculpture creates a landmark for the station. Five bronze steamer trunks on the platform serve as passenger seating.

Attractions Huntington Memorial Hospital and Medical Center 21



Fillmore

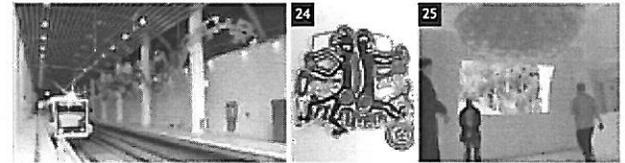
MEMORIAL PARK STATION

125 E. Holly St. at Arroyo Pkwy.

Overview The Memorial Park Station is located on the northern edge of historic Old Pasadena, adjacent to Memorial Park, the Pasadena Senior Citizen's Center, and a short walk to City Hall and Pasadena's Central Library. The station is situated beneath the existing Holly Street Village Apartments that were constructed in 1994 in anticipation of a station at this site.

Art Along the Line *The First Artists in Southern California: A Short Story*, 2003 John Valadez, artist. 24 Spanning across the length of the station column supports, stylized contemporary depictions of Native American imagery are painted on laser-cut metal shapes.

Attractions Armory Center for the Arts, Fuller Theological Seminary, Memorial Park & Levitt Pavilion, Norton Simon Museum, Old Pasadena Shopping and Dining District, Pacific Asia Museum, Pasadena Civic Center, Pasadena Museum of California Art, 25 Paseo Colorado Shopping Center



Memorial Park

5 minutes

6 minutes

3 minutes

2 minutes

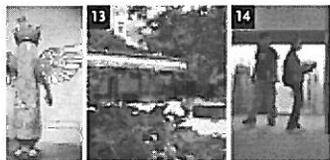
2 minutes

2 minutes

East Museum

Mission

Del Mar



ro Pkwy.

n in Pasadena for travelers heading north
distance of several medical centers.

ichael C. McMillen, artist. 20
and bronze with kinetic elements, the tall
ates a landmark for the station. Five bronze
e platform serve as passenger seating.

il Hospital and Medical Center 21

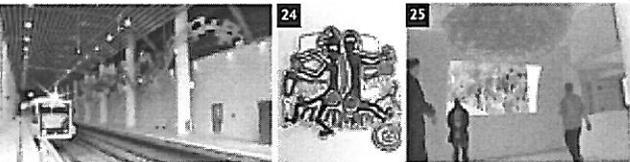
MEMORIAL PARK STATION

125 E. Holly St. at Arroyo Pkwy.

Overview The Memorial Park Station is located on the northern edge of historic Old Pasadena, adjacent to Memorial Park, the Pasadena Senior Citizen's Center, and a short walk to City Hall and Pasadena's Central Library. The station is situated beneath the existing Holly Street Village Apartments that were constructed in 1994 in anticipation of a station at this site.

Art Along the Line *The First Artists in Southern California: A Short Story*, 2003 John Valadez, artist. 24 Spanning across the length of the station column supports, stylized contemporary depictions of Native American imagery are painted on laser-cut metal shapes.

Attractions Armory Center for the Arts, Fuller Theological Seminary, Memorial Park & Levitt Pavilion, Norton Simon Museum, Old Pasadena Shopping and Dining District, Pacific Asia Museum, Pasadena Civic Center, Pasadena Museum of California Art, 25 Paseo Colorado Shopping Center



ALLEN STATION

395 N. Allen Av. at Maple St./Corson St.

Overview The Allen Station is the second station in the median of the 210 Freeway. This station will serve residential areas to the north and south of Colorado Boulevard as well as Cal Tech and Pasadena City College.

Art Along the Line *Rider's Dream*, 2003 Michael Amescua, artist. 26 In the tradition of "papel picado," or paper cutouts, metal grillworks enhance the station entry and stair landing while a large "Sun Marker" casts patterned shadows at the station platform.

Attractions California Institute of Technology
Huntington Library and Gardens 27
Pasadena City College 28
Pasadena Conservatory of Music



illmore

Memorial Park

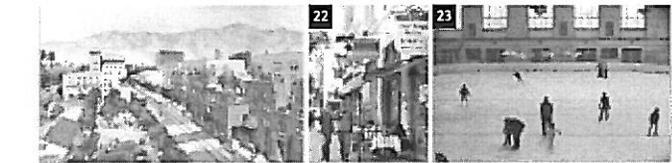
Allen



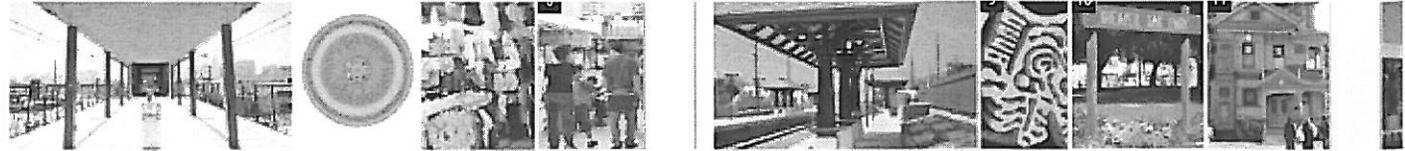
Del Mar

Lake

Sierra Madre Villa

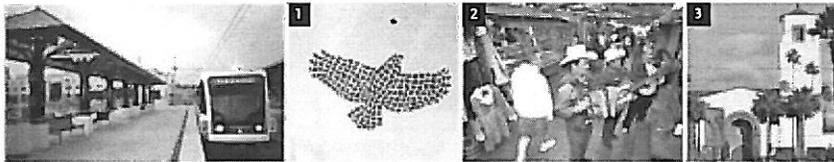


- P** Parking
- P** Parking (Paid)



Union Station

Connections: Metro Red Line
 Metro Rapid
 Amtrak
 Metrolink
 Other Municipal Bus Lines



UNION STATION

- P** 1,500 spaces (Free Bicycle Parking on level P1)
 800 N. Alameda Street at Cesar Chavez Av.

Overview Union Station is the southern terminus of the Metro Gold Line. Passengers will only be steps away from connections with the Metro Red Line, Metrolink, Amtrak, Metro Bus, DASH shuttles and other municipal bus lines.

Art Along the Line *Images of Commonality/Nature and Movement*, 2003 Beth Thielen, artist. 1 Providing a narrative thread for the overall Metro Gold Line, five images (Red-tailed Hawk, Gabrielino Women, Antelope, Oak Tree, and Mountain/Arroyo) are incorporated into various retaining walls and overpass structures creating a visual connection of commonality, nature and movement along the entire alignment.

Attractions Olvera St. 2
 Metropolitan Water District
 Patsaouras Transit Plaza
 Historic Union Station 3
 MTA Headquarters



Approximate Travel Time
 Between Stations

2 minutes

3 minutes

3 minutes

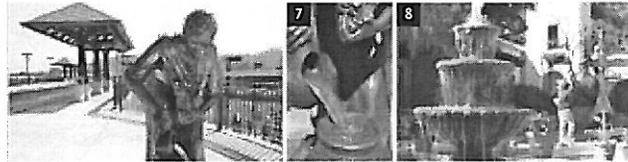
2 minutes

Chinatown

Heritage Square/Arroyo

Lincoln Heights/Cypress Park

Southwest I



LINCOLN HEIGHTS/CYPRESS PARK STATION

- P** 91 spaces (Free Bicycle Parking)
 370 W. Av. 26 at Lacy St.

Overview After traveling north over the Los Angeles River, passengers will arrive at this station which primarily serves the Lincoln Heights community.

Art Along the Line *Water Street: River of Dreams*, 2003 Cheri Gaulke, artist. 7 A life-sized bronze sculpture of a Tongva woman gathering water, clusters of river boulders, a dry riverbed, coyote footprints and metal "story fences" define the path of passenger access to the station.

Attractions Cypress Park
 LA River Center and Gardens 8



SOUTHWEST MUSEUM STATION

- (Free Bicycle Parking)
 4600 Marmion Way at Museum Dr.

Overview Located at the base of Mt. Washington Southwest Museum, this is one of the includes enhanced architectural design.

Art Along the Line *Highland Park Gateway*, 2003 Teddy S: Paul Polubinskas. 12 Three mosaic, 2 rest atop white columns on bases and landmarks. Platform seating consists of boulders and Victorian, inspired metal.

Attractions Audubon Center in Debs Park
 Carlin Smith
 Casa de Adobe 13
 Recreational Center
 Ramona Hall
 Southwest Museum 14
 Sycamore Grove Park



atatown

Heritage Square/Arroyo

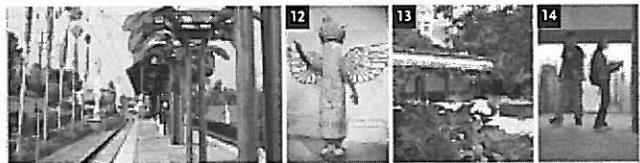
Highland Park



Lincoln Heights/Cypress Park

Southwest Museum

Mission



LINCOLN HEIGHTS/CYPRESS PARK STATION

P 91 spaces (Free Bicycle Parking)
370 W. Av. 26 at Lacy St.

Overview After traveling north over the Los Angeles River, passengers will arrive at this station which primarily serves the Lincoln Heights community.

Art Along the Line *Water Street: River of Dreams*, 2003 Cheri Gaulke, artist. 7 A life-sized bronze sculpture of a Tongva woman gathering water, clusters of river boulders, a dry riverbed, coyote footprints and metal "story fences" define the path of passenger access to the station.

Attractions Cypress Park
LA River Center and Gardens 8

SOUTHWEST MUSEUM STATION

(Free Bicycle Parking)
4600 Marmion Way at Museum Dr.

Overview Located at the base of Mt. Washington and below the historic Southwest Museum, this is one of three stations on the line that includes enhanced architectural design.

Art Along the Line *Highland Park Gateway*, 2003 Teddy Sandoval, artist with Paul Polubinskas. 12 Three mosaic, clad winged guardians rest atop white columns on bases adorned with images of area landmarks. Platform seating consists of capitals, dice, arroyo boulders and Victorian, inspired metal chairs.

Attractions Audubon Center in Debs Park
Carlin Smith
Casa de Adobe 13
Recreational Center
Ramona Hall
Southwest Museum 14
Sycamore Grove Park

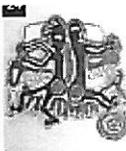
MISSION STATION

905 Meridian Av. at Mission St.

Overview Three station canopies will shade passengers as they board the train from two side platforms. Visitors to the station will pass through the city's new central plaza. This part of South Pasadena is known for its unique shopping, coffeehouses and weekly Farmers Market. Within walking distance of the station are the Carnegie Library, post office and city hall.

Art Along the Line *Astride-Aside*, 2003 Michael Stutz, artist. 17 A larger-than-life bronze "walking man" is sited at the station plaza and strides atop antique granite blocks.

Attractions Carnegie Library 18
Mission West business district
Meridian Ironworks Museum 19



Willmore

Memorial Park

Allen



Del Mar

Lake

Sierra Madre Villa



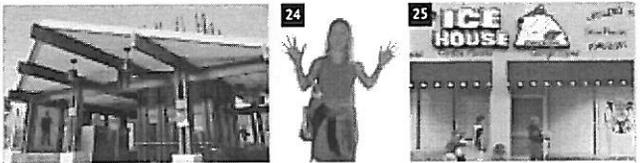
DEL MAR STATION

P 600 spaces underground
230 S. Raymond Av. at Del Mar Bl./Dayton St./Fair Oaks Av.

Overview The station is on the southern edge of Old Pasadena, within walking distance of shops, restaurants and theaters. Across the street is Central Park, the site of many special events including the city's annual jazz festival. The station will be surrounded by new residential buildings and will ultimately feature public plaza areas, retail stores and the restored Santa Fe Depot.

Art Along the Line *Kinetic Energy*, 2003 Ries Niemi, artist. Paralleling the rail tracks, the metal fence panels serve as functional barriers while evoking the rich vocabulary of rail transportation imagery from the 19th and 20th centuries. Funded by Urban Partners LLC.

Attractions Art Center College of Design – via ARTS Bus Line 50, Central Park, Gamble House, Los Angeles Music Academy, Old Pasadena Shopping & Dining District, 22 Pasadena Antique Center, Pasadena Center and Civic Auditorium, Pasadena Ice Skating Rink, 23 Pasadena Santa Fe Depot, Rose Bowl – via ARTS Bus Line 50



LAKE STATION

340 N. Lake Av. at Maple St./Corson St.

Overview After leaving Old Pasadena, the Metro Gold Line travels east through an existing railway tunnel and surfaces in the median of the 210 Freeway. Passengers will access the station from the Lake Avenue overpass by elevator or stairs. This station will serve the office buildings, churches, shops and restaurants in neighborhoods adjacent to the Lake Avenue corridor.

Art Along the Line *Everyday People*, 2003 Pat Ward Williams, artist. 24 Large-size, black & white photo portraits of people caught in everyday gestures are laminated within special dichroic glass at the mezzanine level producing a moving dialogue between the actual and the illustrated.

Attractions Ice House 25
Carnegie Observatories
Lake Shopping Districts
Pasadena Playhouse District



SIERRA MADRE VILLA STATION

P 950 spaces (Free Bicycle Parking)
149 N. Halstead at Colorado Bl./Foothill Bl.

Overview The Sierra Madre Villa station is the northern terminus and final station along the 210 Freeway. It serves as an intermodal transportation hub connecting travelers to local and regional transit services including Metro Bus, Foothill Transit, and Pasadena ARTS buses.

Art Along the Line *Untitled*, 2003 Tony Gleaton, artist. 29 Large-scale photo portraits on porcelain enamel steel panels are suspended above stairway access to the station platform areas.

Attractions California State University Los Angeles Extension
Victory Park Community Center 30
Hastings Ranch Shopping District 31

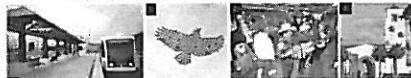
Station names shown as of press time

Welcome to the Metro Gold Line

P Parking
P Parking (Paid)

Union Station

Connections:
Metro Red Line
Metro Orange Line
Metro Blue Line
Metro Purple Line
State Street Light Rail



UNION STATION
1,300 spaces (Free Bicycle Parking on level P3)
800 N. Alameda Street at Cesar Chavez Av.

Overview Union Station is the southern terminus of the Metro Gold Line. Passengers will only be steps away from connections with the Metro Red Line, Metro Orange Line, Metro Blue Line, DASH shuttles and other municipal bus lines.

Art Along the Line *Images of Community, Nature and Movement*, 2009 Beth Thierin, artist. 1. Providing a narrative thread for the overall Metro Gold Line, five images (Red-tailed Hawk, Gabriella's Woman, Antelope, Oak Tree and Mountain/Arroyo) are incorporated into various retaining walls and overpass structures creating a visual connection of community, nature and movement along the entire alignment.

Attractions Olvera St. 2. Metropolitan Water District. Panamint Transit Plaza. Historic Union Station 1. MTA Headquarters.

CHINATOWN STATION
(Free Bicycle Parking)
901 N. Spring St. at Collage St.

Overview This is the only Metro Gold Line station located on a free-standing above-ground structure. It includes traditional Chinese and international design motifs that reflect the diverse history of the neighborhood. The station allows easy access to Chinatown shopping, dining and places of employment.

Art Along the Line *The Wheels of Change*, 2009 Chiu-chen Chang, artist. 4. A large geometric compass at the mezzanine level, granite paper hexagrams and artist benches at the plazas pay tribute to the work and traditions of the Chinese, Italian, Croatian and Latino communities.

Attractions Chinatown Library Dynasty. Chinatown Jewelry Mart. 6. Dynasty Shopping Center. 5. Chinatown Art Galleries.



Chinatown

HERITAGE SQUARE/ARROYO STATION
143 spaces (Free Bicycle Parking)
3345 Pasadena Av. at French Av. (one block south of N. Figueroa St.)

Overview New landscaping continues into a "pocket path" just north of the station. Heritage Square/Arroyo Station serves the residents of Lincoln Heights, Cypress Park and Mt. Washington.

Art Along the Line *El Quetzacoatl de Xochimilco and La Cruz de Pueblo*, 2009 Roberto L. Delgado, artist. 9. Along the length of the station planter beds lies a carved stone "Quetzacoatl" - the plumed serpent - while arched tiles on the platform reflect images taken from the local population.

Attractions Craymer Oak Park 10. Heritage Museum Square 11.



Heritage Square/Arroyo

HIGHLAND PARK STATION
(Free Bicycle Parking)
150 N. Av. 57 at Mission Way (one block north of N. Figueroa St.)

Overview This station combines new pedestrian walkways and vintage street lighting with a central plaza for public gatherings and special events. Travelers are within walking distance of Figueroa businesses, Highland Park Recreational Center and the library.

Art Along the Line *Stone Tree Inverted Post (Bound Water Light)*, 2009 Jeff Fine, artist. 15. A walking "ficus stone tree" at the plaza trellis and inverted metal columns topped with large blue light fixtures are bound in copper wire, paying homage to the area's craftsman style heritage.

Attractions Ahlby San Encino. Arroyo Seos Regional Library. Highland Park Recreation Center. Highland Theater. 16. LA Police Historical Museum Square.



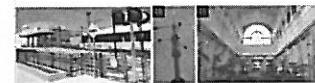
Highland Park

FILLMORE STATION
160 spaces
93 Fillmore St. at Raymond Av./Arroyo Pkwy.

Overview This is the first station in Pasadena for travelers heading north and is within walking distance of several medical centers.

Art Along the Line *Gallegra 22*, 2009 Michael C. McMillen, artist. 20. Constructed of steel and bronze with kinetic elements, the tall vertical sculpture creates a landmark for the station. Five bronze steamer trunks on the platform serve as passenger seating.

Attractions Huntington Memorial Hospital and Medical Center. 21.



Fillmore

MEMORIAL PARK STATION
115 E. Holly St. at Arroyo Pkwy.

Overview The Memorial Park Station is located on the northern edge of historic Old Pasadena, adjacent to Memorial Park, the Pasadena Senior Citizen's Center and a short walk to City Hall and Pasadena's Central Library. The station is situated beneath the existing Holly Street Village Apartments that were constructed in 1934 in anticipation of a station at this site.

Art Along the Line *The First Artists in Southern California: A Short Story*, 2009 John Valdez, artist. 24. Spanning across the length of the station column supports, stylized contemporary depictions of Native American imagery are painted on laser-cut metal shapes.

Attractions Army Center for the Arts, Fuller Theological Seminary, Memorial Park & LeVitt Pavilion, Norton Simon Museum, Old Pasadena Shopping and Dining District, Pacific Asia Museum, Pasadena Civic Center, Pasadena Museum of California Art. 25. Paseo Colorado Shopping Center.



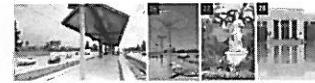
Memorial Park

ALLEN STATION
353 N. Allen Av. at Maple St./Corson St.

Overview The Allen Station is the second station in the median of the 210 Freeway. This station will serve residential areas to the north and south of Colorado Boulevard as well as Cal Tech and Pasadena City College.

Art Along the Line *Robert's Dream*, 2009 Michael Amerasia, artist. 26. In the tradition of "paved paradise" or paper owners, metal gridded panels enhance the station entry and stair landing while a large "Sun Marker" casts patterned shadows at the station platform.

Attractions California Institute of Technology, Huntington Library and Gardens. 27. Pasadena City College. 28. Pasadena Conservatory of Music.



Allen

Lincoln Heights/Cypress Park



LINCOLN HEIGHTS/CYPRESS PARK STATION
91 spaces (Free Bicycle Parking)
370 W. Av. 3E at Lay St.

Overview After traveling north over the Los Angeles River, passengers will arrive at this station which primarily serves the Lincoln Heights community.

Art Along the Line *Water Street: River of Dreams*, 2009 Cheri Caulie, artist. 7. A life-sized bronze sculpture of a Tongva woman gathering water, clusters of river boulders, a dry riverbed, copper fountains and metal "wooly fences" define the path of passenger access to the station.

Attractions Cypress Park. LA River Center and Gardens. 8.

Southwest Museum



SOUTHWEST MUSEUM STATION
91 spaces (Free Bicycle Parking)
4600 Mission Way at Museum Dr.

Overview Located at the base of Mt. Washington and below the historic Southwest Museum, this is one of three stations on the line that includes enhanced architectural design.

Art Along the Line *Highland Park Caseway*, 2009 Teddy Sandoval, artist with Paul Dubinkas. 12. Three mosaic, clad winged guardians rest atop white columns on bases adorned with images of arts landmarks. Platform seating consists of capitals, disc, arched boulders and Victorian, inspired metal chairs.

Attractions Audubon Center in Debs Park. Calvin Smith. Casa de Adelle. 13. Recreational Center. Ramona Hall. Southwest Museum. 14. Sycamore Grove Park.

Mission



MISSION STATION
(Free Bicycle Parking)
909 Meridian Av. at Mission St.

Overview Three station canopies will shade passengers as they board the train from two side platforms. Walkways to the station will pass through the city's new central plaza. This part of South Pasadena is known for its unique shopping, coffeehouses and weekly Farmers Market. Within walking distance of the station are the Carnegie Library. Within walking distance of the station are the Carnegie Library.

Art Along the Line *Assisted*, 2009 Michael Stutz, artist. 17. A larger-than-life bronze "walking man" is sited at the station plaza and rides atop antique granite blocks.

Attractions Carnegie Library. 18. Mission West business district. Mendan Ironworks Museum. 19.

Del Mar



DEL MAR STATION
600 spaces underground
230 S. Raymond Av. at Del Mar Bl./Dayton St./Fair Oaks Av.

Overview The station is on the southern edge of Old Pasadena, within walking distance of shops, restaurants and theaters. Across the street is Central Park, the site of many special events including the city's annual Jazz Festival. The station will be surrounded by new residential buildings and will ultimately feature public plaza areas, retail stores and the restored Santa Fe Depot.

Art Along the Line *Kerite Energy*, 2009 Rhea Niemi, artist. Paralleling the rail tracks, the metal fence panels serve as functional barriers while evoking the rich vocabulary of rail transportation imagery from the 19th and 20th centuries. Funded by Urban Partners LLC.

Attractions Art Center College of Design - via ARTS Bus Line 50. Central Park, Gamble House, Los Angeles Music Academy, Old Pasadena Shopping & Dining District. 22. Pasadena Antique Center. Pasadena Center and Civic Auditorium, Pasadena Ice Skating Rink. 23. Pasadena Santa Fe Depot, Rose Bowl - via ARTS Bus Line 50.

Lake



LAKE STATION
360 N. Lake Av. at Maple St./Corson St.

Overview After leaving Old Pasadena, the Metro Gold Line travels east through an existing railway tunnel and surfaces in the median of the 210 Freeway. Passengers will access the station from the Lake Avenue overpass by elevator or stairs. This station will serve the office buildings, churches, shops and restaurants in neighborhoods adjacent to the Lake Avenue corridor.

Art Along the Line *Everyday People*, 2009 Pat Ward Williams, artist. 24. Large-scale, black and white photo portraits of people caught in everyday gestures are illuminated within special dichroic glass at the mezzanine level producing a moving dialogue between the actual and the illustrated.

Attractions Ice House. 25. Carnegie Observatories. Lake Shopping District. Pasadena Playhouse District.

Sierra Madre Villa



SIERRA MADRE VILLA STATION
950 spaces (Free Bicycle Parking)
142 N. Highland at Colorado Bl./Football Bl.

Overview The Sierra Madre Villa station is the northern terminus and final station along the 210 Freeway. It serves as an intermodal transportation hub connecting travelers to local and regional transit services including Metro Bus, Football Transit and Pasadena ARTS buses.

Art Along the Line *Untitled*, 2009 Tony Ciralton, artist. 29. Large-scale photo portraits on porcelain enamel steel panels are suspended above stairway access to the station platform areas.

Attractions California State University Los Angeles Extension. Victory Park Community Center. 30. Hastings Ranch Shopping District. 31.

Station names shown as of press time