Metro Gold Line Eastside Extension
Station Overview
For the communities east of Los Angeles, a historic area for many generations and many ethnicities, the time has come for a vital transportation link to bring a new age of access. Now, after 12 years of defining and refining the method of connectivity, construction has begun on that vital link – the Metro Gold Line Eastside Extension project.

Another six miles of train tracks will extend the Metro Gold Line from Union Station to East Los Angeles, offering the Eastside faster and more convenient access to many destinations. With the construction of the Eastside Extension, the communities of Little Tokyo/Arts District, Boyle Heights and East Los Angeles will be connected by rail to Long Beach, Hollywood, the San Fernando Valley, Downtown Los Angeles, Pasadena and more. With construction of the Eastside Extension, the Metro Rail system will expand to serve 70 stations.

Project Information

- Six miles long
- Directly connects to existing Metro Gold Line to Pasadena without passengers having to transfer
- Estimated ride between Union Station and Atlantic Station: 17 minutes
- Total new stations: Eight, including two underground
- New public artworks at stations
- Twin tunnels under Boyle Heights: 1.8 miles long
- Budget: $898 million
- Start of construction: 2004
- Forecasted opening: Late 2009
- Park/Ride provided at Atlantic Station
- Powered electrically with overhead catenary wires
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Station Features and Amenities

Station Approach / Entry
- Station markers call your attention from the street.
- Sleek Metro Rail trains make stops at regular intervals.
- Trains arrive about every ten minutes or less during peak hours and 20 minutes or less at other times.
- Ticket vending machines (TVMs) dispense one-way tickets and day passes.
- Holders of valid Metro passes, municipal transfers or regional EZ transit passes simply advance to the boarding platform.
- TVMs are ready for future smart cards.

Best Technology
- Fiber optics provide low operational cost with constant communication between stations and control center.
- Global positioning system on board trains relay information to Rail Operations Control (ROC) for real-time location status every two minutes.
- ROC interprets data and updates real-time message system every two minutes.
- Text display messages relayed to both trains and upcoming stations.

Station Amenities
- Text display and public address announcements signal next train arrival time and other service information.
- Seating and shelter from sun or rain.
- Stamped and colored trackway and sidewalk add color to each station.
- Bicycle parking.
- Public phones.
- Trash receptacles.
- Emergency phones.

Station Artwork
- Artists have been commissioned to create permanent artworks at each station.
- Artworks range from unique, iconic sculptures (to be fabricated in bronze, steel and aluminum) to artistic treatments of glass, granite, stainless steel and terrazzo at station plazas, mezzanines and platforms.
- Artists were selected through a peer review process with community input; all works are being created specifically for their transit-oriented sites.

State-of-the-art virtual ticket points for faster boarding.

Canopies and seating for passenger comfort at every station include electronic signage to keep passengers informed.

Station lighting enhances safety.

System and neighborhood maps in guide rails.

Metro’s latest light rail vehicle seats 76 in greater security.
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- Ticket vending machines (TVMs) dispense one-way tickets and day passes.
- Holders of valid Metro passes, municipal transfers or regional EZ transit passes simply advance to the boarding platform.
- TVMs and validators are ready to function as smart card vending machines when the new fare technology is implemented.

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- Global positioning system on board trains relay information to Rail Operations Control (ROC) for real-time location status every two minutes.
- ROC interprets data and updates real-time message system every two minutes.
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Station Amenities
- Text display and public address announcements indicate next train arrival time and other service information.
- Seating and shelter from sun or rain.
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- Bicycle parking.
- Public phones.
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Station Lighting Enhances Security
- Canopies and seating for passenger comfort at every station include electronic signage to keep passengers informed.
- System and neighborhood maps to guide riders.
- Text display messages relayed to both trains and upcoming stations.
- Station lighting enhances safety.

Maravilla Station Features and Amenities
- TVMs are ready for future smart cards.
- Compact and seating for passenger comfort at every station include electronic signage to keep passengers informed.
- ATLANTIC Station Approach / Entry.
- Best Technology.
- Station Lighting Enhances Security.
- Station Artwork.
- Station Amenities.
- State-of-the-art ticket points for faster boarding.
- System and neighborhood maps to guide riders.
- Surface and underground ticket points for faster boarding.
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Inspired by Japanese culture, the station canopies represent a Zen archery bow. Station seating depicts Zen archery targets.

Neighboring two renowned museums and the country’s foremost Asian American theater, this station joins a neighborhood of cultural attractions, historic landmarks and a restful sculpture garden. The Yagura Tower, near the Koyasan Buddhist Temple, is a replica of a fire lookout tower from rural Japan. Now the tower watches over LA Artcore and its monthly exhibitions and the Union Center for the Arts, formerly the Japanese Union Church. That church was used as a Japanese processing center, part of the machinery that sent thousands of Japanese to internment centers during World War II. The nearby Go for Broke monument honors the thousands of Japanese Americans who fought for the United States while their families lived in those camps.
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Little Tokyo/Arts District Station

Station Information

- Preliminary Engineering: Eastside LRT Project, Joint Venture
- Design Build Team: Parsons Brinckerhoff
- Lead Architect: Frank Villalobos, FAIA
- Station Architect: Ted Tokio Tanaka, FAIA
- Station Artist: Hirokazu Kosaka
South of the abandoned Boyle Heights Oil Field, east of the once-raging Los Angeles River, this station reaches residential, commercial and public destinations, typical of Boyle Heights’ mixed use. The Gabrieleno Indians once lived here. They used tar bubbling up from the ground to patch their baskets. Now Queen Anne houses, Craftsman bungalows, pre-World War II Mission Revival homes and ranch style residences influenced by Frank Lloyd Wright describe 120 years of Los Angeles architecture.

Embracing the community surrounding this station, canopies recall the structure of the landmark 1st Street Bridge.

Pico/Aliso Station

Preliminary Engineering
Eastside LRT Partners, Joint Venture
Parsons Brinckerhoff
Jenkins Gales Martinez
Barrio Planners Incorporated
Lead Architect, Frank Villalobos, FAIA

Design Build Team
Eastside LRT Constructors, Joint Venture
> Washington Group International
> Obayashi Corporation
> Shimmick Construction Corporation
> DMJM Harris (Final Design)

Lead Architect
Frank Villalobos, FAIA

Station Architect
Korosrek Snaengse

Station Artist
Rob Neilson
Embracing the community surrounding this station, canopies recall the structure of the landmark 1st Street Bridge.

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Preliminary Engineering  Eastside LRT Partners, joint Venture
Parsons Brinckerhoff
Jenkins Gales Martinez
Barrio Planners Incorporated
Lead Architect, Frank Villalobos, FAIA

Design Build Team  Eastside LRT Constructors, Joint Venture
> Washington Group International
> Obayashi Corporation
> Shimmick Construction Corporation
> DMJM Harris (Final Design)

Lead Architect  Frank Villalobos, FAIA

Station Architect  Korapak Sroongw

Station Artist  Rob Neilson
Featuring the Cummings Building, built in 1895, Mariachi Plaza will be the site of the Gold Line Eastside Extension’s westernmost underground station, part of the project’s subway portion designed to preserve the narrow, curving roads in Boyle Heights. This intersection, named after the musicians who frequent the plaza, was a crossroads when Boyle Heights first prospered in the late 1880s. On the weekends, music can often be heard from the plaza’s traditional quiosco, a gift from Mexico. Riders will enter the station at the northwest corner of 1st and Bailey Streets.

The station embraces the flavor of Mexico represented by the Mariachi Plaza quiosco. The station entrance and canopy, plaza elevators and plaza paving include colorful icons, symbols and finishes representative of Mexican or Mariachi culture. The station plaza features trees and benches where the community can stroll and gather. The shape of the main canopy recalls the fans used by Mexican folkloric dancers.

Station Information

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<th>Station Architect</th>
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Mariachi Plaza Station
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Once a land of vineyards, sheep ranches and horse-drawn streetcars, Boyle Heights was the port of disembarkation for Armenians, Chinese, Jews, Mexicans and Russians looking for a new start. Now Boyle Heights offers a dynamic, youthful culture featuring arresting murals and delicious food.

This station’s architectural theme, a continuous spiral, draws on the rich history of the Boyle Heights community and presents a path for its future. The spiral design, symbolizing the melding of the past, present and future, embraces the station elevators, canopy, stairs, paving patterns and landscaping in the public plaza.
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The station offers a gateway to unincorporated East Los Angeles, an urban area with a population larger than Manhattan or Washington, D.C. Nearby El Mercado market provides a feast of traditional Mexican tastes and smells. The Evergreen Cemetery jogging path offers an opportunity to run off a hearty meal. In the 1920s, electric car lines ran between Indiana Street and Eastern Avenue.

The shape of the roof panels and art make reference to the shapes found in ancient Central American carvings.
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Following the late 1850s, amidst drought and changing political power in Los Angeles proper, Mexicans locked from the downtown plaza to Maravilla, named after El Teatro Maravilla, which presented Spanish-language vaudeville on Mednik Avenue.

Now, almost two hundred years after scattered Mexican adobes dotted Maravilla, state-of-the-art light rail will whisk riders from the Maravilla Station to Union Station in less than 15 minutes.

Vaulting and curving above the heads of its patrons, the Maravilla station canopies reflect the architectural features of nearby Our Lady of Lourdes Church. The canopies’ hexagon-shaped skylights draw on the church’s design.
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Represented in painted Lexan, a linear field of California golden poppies spring from the spine of this station’s canopies. Reflecting the park-like elements of the East LA Civic Center and the bold colors of the nearby Roybal Comprehensive Health Center, the canopies offer a vibrant tribute to nature in the midst of state-of-the-art transportation technology.
East LA Civic Center Station

Offering direct access to the 28-acre East LA Civic Center, this station sits at 3rd Street and Mednik Avenue. Besides county facilities and services, the Civic Center includes a lake, a new pedestrian mall and central plaza, a new bus transit plaza, new landscaping and irrigation system, new security lighting, picnic shelters and public artwork throughout the Civic Center.

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Parsons Brinckerhoff/ Jenkins Gales Martinez
Lead Architect, Frank Villalobos, FAIA

Design Build Team: Eastside LRT Constructors, Joint Venture
Washington Group International
Obayashi Corporation
Shimmick Construction Corporation
DMJM Harris (Final Design)
Lead Architect
Frank Villalobos, FAIA
Station Architect
Frank Villalobos, FAIA
Station Artist
Clement Hanami
This station creates an eastern gateway to the Metro Gold Line via bold entry pavilions and dynamic platform canopies. The station platform paving and seating reflect modern East LA culture. The canopies are illuminated at night to become a community landmark. Bright colors are used to embrace the Hispanic culture and local community.
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Atlantic Station

The Metro Gold Line Eastside Extension station embraces the past, present and future. Atlantic Boulevard grew from Peter N. Synder’s drive in the 1920s to create a community in the central San Gabriel Valley to rival Bel Air and Beverly Hills.

Now Atlantic Boulevard serves as a gateway to Monterey Park, called “Little Taipei” by the Chinese immigrants who live there. Offering future possibilities is nearby East LA Community College.

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For questions and further information on the development of the Metro Gold Line Eastside Extension, please refer to the resources listed.