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Metro red line schedule los angeles

This article is about the currently operating metro. For the former Los Angeles rail system known as Red Car, see Pacific Electric. Metro line from Los Angeles to North Hollywood B LineOverviewOther name(s)Red Line (1993-2020)Owner Metro (LACMTA)TerminiUnion StationNorth HollywoodStations14WebsiteRed LineServiceType TransitLos Angeles Metro RailRolling stockBreda A650 (4 or 6 car consists)Daily passenger numbers133,413 (2019; avg. weekday, combined with D Line)[1]HistoryOpenedJan 30, 1993; 27 years ago (1993-01-30)TechnicalLine length16.4 mi (26.4 km)[2]Number of tracks2CharacterFully underground (except yard)Track gauge4 ft 8 1⁄2 in (1,435 mm)(standard meter)Electrification750 V DC third rail Operating speed 70 mph (110 kph) Route Map Legend North Hollywood SR 134 Universal City/Studio City US 1 01. Hollywood/Highland Hollywood/Vine US 101. Hollywood/Western Vermont/Sunset Vermont/Santa Monica US 101 / SR 2 Vermont/Beverly D Lineo Wilshire/Western Wilshire/Vermont Westlake/ MacArthur Park SR 110 7th St/Metro Center Pershing Square Civic Center / Grand Park US 101. Union Station Division 20 yard all stations are available This diagram: viewtalkedit B Line (formerly the Red Line) is a heavy rail subway line that operates in Los Angeles that runs between Downtown Los Angeles and North Hollywood. It is one of six lines on the Metro Rail system operated by the Los Angeles County Metropolitan Transportation Authority. Metro B Line is one of the city's two fully underground metro lines (along with the D-line). Although they differ in Koreatown, the two subway lines (B and D) share tracks through Downtown Los Angeles. As of 2019[update], the combined B and D lines had an average of 133,413 boardings per weekday. [1] The B line was originally stamped as the Hollywood branch of the Red Line (where the second branch was today's D-line). In 2006, the Purple Line was introduced as its own line, separated from the red line. In 2020, the red line was renamed the B line, while retaining the color red in the circle icon. Service description Route North Hollywood is the northern substation of the B Line in the San Fernando Valley. The B line is a 26.4 km long line[2] that begins at Union Station and travels southwest through Downtown Los Angeles, passing the Civic Center, Pershing Square (near Historic Core) and the Financial District. St/Metro Center allows travelers to connect to Metro A Line and Metro E Line. From here, the train runs between 7th Street and Wilshire Boulevard (and briefly Ingraham Street) west through Pico-Union and Westlake, arriving in Wilshire/Vermont in the city's Koreatown district. So far, the track is shared with Metro D Line: At Wilshire/Vermont, the two lines differ. From here, the B-line travels north along Vermont, then west along Hollywood Boulevard, traveling through Koreatown and Hollywood. Finally, the line becomes northwest and crosses into the San Fernando Valley, where it ends in North Hollywood. This route largely follows a branch of the old Red Car system through the Caluenga Pass, dismantled under the alleged General Motors tram conspiracy. Opening hours Trains run between about 4:30 a.m. and 1:00 a.m the following morning. On Friday and Saturday evenings, trains will be extended until 2. m the following morning. First and last train times are as follows: To / From North Hollywood Eastbound First Train to Union Station: 4:32 a.m. Last train to Union Station: 1:02 a.m. (2:22 a.m. Friday and Saturday nights) Westbound First Train to North Hollywood: 4:10 a.m. Last train to North Hollywood: 12:21 a.m. (2:21 a.m. Friday and Saturday nights) Head start trains on the B Line operate every ten minutes during rush hour Monday to Friday. [4] They operate every twelfth minute during daytime weekdays and all day on weekends after about 10 a.m. (with a 15-minute advancement early Saturday and Sunday morning). Night service is every 20 years. History Main article: History of Los Angeles Metro Rail and Busway The current B Line is the product of a long-term plan to connect Downtown Los Angeles to central and western parts of the city with a heavy rail subway system. Originally planned in the 1980s to travel west down Wilshire Boulevard to Fairfax Avenue and then north to the San Fernando Valley, a methane explosion at a Ross Dress for Less clothing store near Fairfax in 1985, just as construction got underway, led to a legal ban on tunneling in much of Mid-Wilshire, although that ban was later lifted in the early 2000s allowing for the expansion of the D Line. [5] Instead, after some political wrangling, a new route was chosen up Vermont Avenue to Hollywood Boulevard. The line opened in three minimum operating segments: MOS-1, which consisted of the original five stations from Union Station to Westlake/MacArthur Park, opened on January 30, 1993 (when it was still the Southern California Rapid Transit District). [6] MOS-2B, consisting of five new stations from Wilshire/Vermont to Hollywood/Vine, which opened in 1999. [7] (MOS-2A is a separate branch now part of the D Line) MOS-3, which added new stations and expanded the B Line from Hollywood/Vine to its final terminus in North Hollywood, opened in 2000. [8] The tunnel to connect metro red line Hollywood legs to The San Fernando Valley extension cost \$136 million (\$202 million adjusted for inflation). That included the cost of digging a tunnel under the Santa Monica Mountains. The tunnelwork was carried out by a joint venture between Traylor Brothers/Frontier-Kemper. The Santa Monica Mountains Conservancy and the Sierra Club had struggled prevent tunneling, but eventually lost. Environmentalists were concerned that the removal of billions of gallons of groundwater could affect springs, wildlife and vegetation. Tunneling from North Hollywood to the subway started in 1995. Workers dug 70 feet (21 m) deep using tunnel machines. The work progressed on average 50 to 200 feet (15 to 61 m) daily, done by work crews around the clock six days a week. The machines are bored through soil that once lined the bottom of ancient oceans. The two tunnels between North Hollywood and Universal City stations totaled 3,213 feet. The cost of building the two tunnels was \$65.4 million (\$97.1 million adjusted for inflation) and involved 250 workers. Potential future extensions Train at North Hollywood Metro B Line Station Interior interior layout and stairs to the platform level of hollywood and Vine station Eastbound platform on Universal City Station The route currently known as the B Line was originally intended to continue beyond its eastern terminus at Union Station to East Los Angeles. At the north end of the route, the B line had to turn west from North Hollywood station toward Warner Center. Problems during the construction of the B line, including a sinkhole from 1995 that led to the project switching to a new contractor,[9] led to a 1998 reconciliation proposal that prohibited the use of revenue from existing sales taxes to dig underground tunnels in Los Angeles County.[10][11] putting an end to the expansion of the B line for the foreseeable future. The route to Warner Center was converted into G Line, a bus rapid transitway (BRT) service. At the beginning of the 21st century, the world's most important While the B line does not appear in the current active expansion plans, several concepts have been proposed that will build out of it. Extensions to northern former Mayor Antonio Villaraigosa have mentioned expanding the B Line from its current North Hollywood Station endinus along Lankershim Boulevard to the northeast San Fernando Valley, with a destation in Sylmar. [recion needed] A long-term option might be an underground extension of another mile or two to a future high-rise residential precinct, or to a multi-modal transportation hub station at Bob Hope Airport in Burbank, a distance of about four miles. It would possibly go under the Oxnard Street, NoHo West development, Laurel Canyon Blvd, and Vanowen Street to Burbank Airport. [recion needed] In 2006 a large number of homes including a high-rise were completed very close to the North Hollywood (NoHo Arts District) station. Planned high-rise residential construction further north, including the NoHo West development, which broke ground in March 2017 and the possibility of establishing a direct link to the planned California The train station at Burbank Airport has been proposed as a further justification for extending the line from its current term in North Hollywood. [12] Expansion to the Arts District In 2010, at the request of L.A. City Councilman Tom LaBonge, Metro staff explored the possibility of adding a station along the west bank of the Los Angeles River to 6th Street and Santa Fe Avenue. The study concluded that such an expansion, completed at-grade along the Metro-owned right-of-way, could be completed for as little as \$90 million. The study suggested an alternative station at Division 20 Yard north of 4th Street and Santa Fe Avenue. This station would be closer to the residential population of the Arts District. As new turnback tracks need to be built as part of the Purple Line Extension (to allow shorter progress), this Arts District expansion could possibly be partially completed as part of the Purple Line Extension project, lowering the additional cost of the station while increasing its usability. [13] [14] Extension East plans to expand the B Line to the Eastside have been set aside with the opening of the Metro Gold Line East extension to the neighborhoods of Boyle Heights and East Los Angeles in 2009. [15] Although there are no plans to do so, it is conceivable that plans for a future eastward expansion could involve the San Gabriel Valley rather than the Eastside. Some citizen proposals have included the conversion of The El Monte Busway into heavy rail, although this would disrupt the existing bus and Metrolink links along this corridor. Other rights-of-way that could host a B Line extension, whether subway or in-class, include Union Pacific's Alhambra Trench, the former Pacific Electric two-lane right-to-road stretching through the City Terrace area to El Monte and Covina, and the median of Huntington Drive, which also had a two-lane Pacific Electric line stretching as far as Azusa & Glendora until 1951, when it was removed. Extension South See: The Vermont Avenue Corridor Subway Purple Line Extension Metro is currently building the Purple Line Extension to extend the D Line (originally part of the B Line) seven miles to the Westside, with 9 new stations. This extension of the D line will open in phases ending in 2027. [16] Station with the following table shows the stations on the B line, from south to north: Station Date Opened City/ Neighborhood Major connections and notes[17][18] Union Station 30. J Line, L Line, Amtrak, LAX FlyAway and MetrolinkPay parking: 3,000 stalls Civic Center/Grand Park Connects with D Line and J Line Pershing Square Connects with D Line and J Line 7th Street/Metro Center Connects with A Line, D Line, E Line and J Line Westlake/MacArthur Park Westlake Connects with D LinePark and Ride: 19 stalls July 13, 1996 Mid-Wilshire/Koreatown Connects with D Line Vermont/ Beverly June 12, 1999 Los Angeles Vermont / Santa Monica Vermont / Sunset East Hollywood Hollywood Hollywood / Western Hollywood / Wines Hollywood Hollywood / Highland June 24, 2000 Universal City / Studio City Connects with Universal Studios Hollywood shuttlePark and ride: 782 stalls North Hollywood North Hollywood Connects with G LinePark and ride: 1,085 stalls Operations Maintenance Inside the car of a Metro B Line. Both Metro B and D Lines use Ansaldobreda A650 cars. B Line operates out of Division 20 Yard (Santa Fe Yard) located at 320 South Santa Fe Avenue in Downtown Los Angeles. This yard stores the fleet used on the red and purple lines and where heavy maintenance is performed. Cars reach this yard by continuing past Union Station, making a right turn and occupancy on the eastern prey of Ducommun Street. They then travel south to 1st Street, through a washstation, and into the courtyard. The Rolling Stock B line uses Breda A650 75-foot (23 m) electric multiple unit cars built by Breda in Italy. Trains usually run in six-car consists of rush hour and four-car consists outside rush hour. The cars are maintained in a Metro yard on Santa Fe Avenue near 4th Street next to the Los Angeles River in downtown Los Angeles. In March 2017, Metro ordered new CRRC HR4000 wagons, which will operate on the B line when delivered. [19] Incidents 2006 mercury spill December 22, 2006, a rider accidentally spilled a vial of mercury on the platform at Pershing Square station. He then found a passenger information intercom and told the operator that he spilled the mercury before boarding a train. [20] The Los Angeles County Sheriff's Department was notified the next day, eight hours later. Metro has responded since the incident by providing hazardous materials (Hazmat) training to its employees and operators in the field so they can identify hazardous substances and take proper action in the future. [21] The 2011 fatal stabbing on August 19, 2011, an altercation between two passengers resulted in a fatal stabbing of one of those involved on the train near Hollywood and Vine station. [22] The suspect was caught on The 24th [23] 2012 fatal accident September 4, 2012, a 54-year-old man fell onto the tracks at North Hollywood station and was hit by an oncoming train. [24] He was rescued by firefighters and paramedics, but died in hospital. [25] Fatal 2018 2018, an unidentified man likely jumped on the tracks at the 7th Street/Metro Center station and was hit by an oncoming train. He was rescued by firefighters and paramedics in serious condition and later died in hospital. It is unknown whether it was suicide or not. [26] References ^ a b Interactive Estimated Ridership Stats. Los Angeles County Metropolitan Transit Authority. 1, 2020. Downloaded February 10, 2020. ^ 1.0 1.1 Regional Connector Transit Corridor Project Contract No. E01119 – Operational and Maintenance Plan (final) (PDF). 2.1 Overview of metroskin rail. Los Angeles County Metropolitan Transit Authority. September 10, 2013. p. 2-1. Retrieved 19. The Red Line operates 16.4 miles between Union Station in downtown Los Angeles and North Hollywood. ^ Red & Purple lines timetable (PDF). Los Angeles County Metropolitan Transit Authority. December 11, 2016. Downloaded June 11, 2018. ^ Metro Bus & Rail System Map (PDF). 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