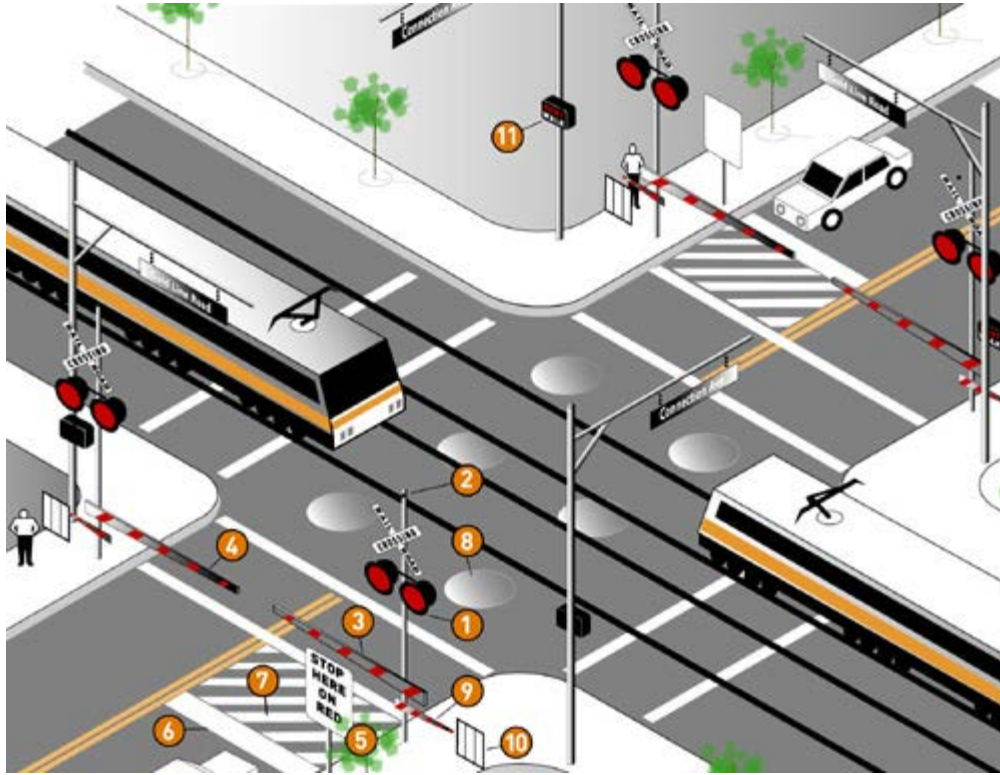


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#### METRO GOLD LINE CROSSING GATE SAFETY FEATURES

Many at-grade crossings on the Metro Gold Line are equipped with four-quadrant crossing gates. These gates and pedestrian and emergency swing gates completely seal off the intersection from vehicles and pedestrians, helping to ensure unfettered passage of Gold Line trains. The gates employ numerous safety features that, combined with careful attention by motorists and pedestrians, can virtually eliminate safety hazards along the Gold Line's 13.7-mile route.

Here is a summary of crossing gate safety features that activate when motorists and pedestrians encounter trains crossing through street-level intersections: *(Note: Numbers correspond with those on artist's rendering of crossing gate intersection)*

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- 1. Flashers:** When a train is approaching an intersection, red lights on both sides of the intersection begin flashing to warn motorists and pedestrians of the imminent arrival of the train. The train will arrive at the intersection within approximately 24-27 seconds.
- 2. Bell:** Simultaneous with flashing lights, bells will ring, providing an audible warning of the approaching train.
- 3. Entrance Gates:** Crossing gates come down simultaneously in both entrance lanes of the intersection.
- 4. Exit Gates:** Crossing gates come down simultaneously a few seconds after the Entrance Gates in both exit lanes of the intersection, completely sealing off the intersection from approaching traffic.
- 5. Stop Here Sign:** Motorists approaching the intersection should stop behind this sign to ensure their vehicle does not breach the intersection or the train right-of-way.
- 6. Limit Line:** White striping on the pavement indicates the maximum stopping point for motorists approaching the intersection. Motorists passing the limit line will risk collision with crossing gate arms and may encroach onto the train right-of-way.

**7. Keep Clear Zone:** This area is a danger zone. Motorists in this area risk being hit by the crossing gate and/or train. Motorists should always stay behind this zone.

**8. Vehicle Detection Loops:** Motorists that venture within the intersection after the lights begin flashing, bells begin ringing, and gate arms begin lowering will be detected by loops imbedded in both the street surface and the track area. These loops will detect the vehicle's presence and automatically open the exit gates, allowing it to leave the intersection.

**9. Pedestrian Gates:** These gates bar pedestrians from entering into the intersection while the train is passing. Pedestrian gates close at the same time as the crossing gates.

**10. Swing Gates:** Swing gates that open outward and away from the train allow disabled pedestrians and others to leave the intersection in cases of emergency.

**11. Walk/Don't Walk Signals:** Pedestrians standing at the intersection will wait until this signal indicates it is safe to cross.

Where the Gates are:

- |   |                                  |
|---|----------------------------------|
| • Avenue 33                               | • Indiana Ave.                   |
| • French Ave.                             | • Orange Grove Ave.              |
| • Avenue 45                               | • El Centro St./Glendone Way "T" |
| • Avenue 50                               | • Mission St./Meridian Ave.      |
| • Avenue 59                               | • Hope St.                       |
| • Avenue 60                               | • Fremont Ave./Grevelia St.      |
| • Avenue 61                               | • California Blvd.               |
| • Arroyo Verde Road/<br>Sycamore Ave. "Y" | • Del Mar Blvd.                  |
| • Pasadena Avenue East/West               | • Del Mar Station                |

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