

PURPLE LINE CORRIDOR

Planning Process
ITE Presentation 5 4 17



Preliminary Purple Line Alignment



2012 San Diego Imagery Acquisition Partnership (Flight Dates: May 20 - June 6, 2012)

CORRIDOR BACKGROUND

- 24 miles of proposed rail transit
- Proposed for revenue service 2028
- Preliminary capital cost of \$4.5 Billion (2016 dollars)

CONCEPTUAL PLANNING

- Conceptual Planning
 - Analysis of RTP network
 - Feasibility of Alignment
 - Alternative Alignments
 - Cost implications

CORRIDOR PERFORMANCE IN RTP

- San Ysidro to Kearny Mesa Travel Time
40 to 45 minutes
- Anticipated Weekday Ridership - 46,000
Blue Line Currently at 52,000
- Average Trip Travel Time
15 to 20 minutes TE1

Slide 5

TE1

To be confirmed by SANDAG modeling.

Torres, Edgar, 9/29/2016

Preliminary Purple Line Alignment



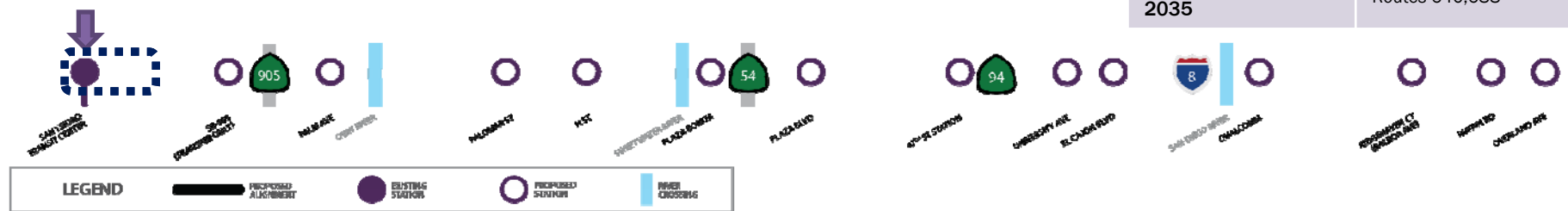
0 1 2 4 6 Miles
 SANDAG

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SEGMENT 1 – SAN YSIDRO ITC - I-805

- Alignments Analyzed –
 - Blue Line Overlay
 - Center Running Freeway
 - East – Benching
- Issues –
 - Capacity at SY ITC
 - Beyer Station Capacity – Retention of station

Segment	Characteristics
Communities Served	San Ysidro
Length	1.1 miles
Regional Connections	Blue Line, San Ysidro POE
Local Connections	Routes 906,907
Boardings	7,300
Cost (\$ millions) 2015	2.1
RTP Connections 2035	Routes 640,688

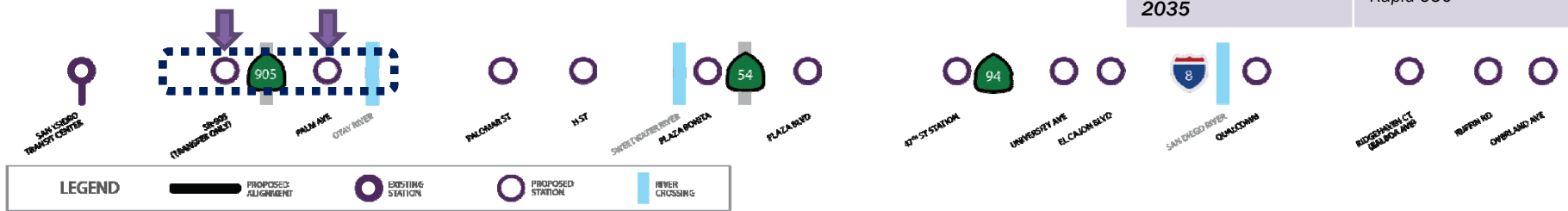




SEGMENT 2 – I-805 TO MAIN ST

- A transfer station at SR-905 will allow for regional connections via the proposed *Rapid 950*, providing access to Iris Ave Trolley Station and the Otay Mesa Port of Entry.
- River crossing and substantial grade differences at Palm Avenue
- Track placements in this segment has implications for future HOV lanes

Segment	Characteristics
Communities Served	San Ysidro, Otay Mesa
Length	2.8 miles
Regional Connections	Route 950
Local Connections	Routes 933, 934
Boardings	7,100
Cost (\$ millions) 2015	425
RTP Connections 2035	<i>Rapid 950</i>



SEGMENT 3 – CHULA VISTA

- Alignment Considerations
 - Connecting at Palomar DAR with constraints of Powerlines
 - Environmental Considerations near H Street
 - Adequate land for park and ride and station
 - Implications for future Rapid service

Segment	Characteristics
Communities Served	Chula Vista
Length	4.1 miles
Regional Connections	Palomar DAR
Local Connections	Routes 709, 712
Boardings	5,800
Cost (\$ millions) 2015	770
RTP Connections 2035	South Bay Rapid (225)

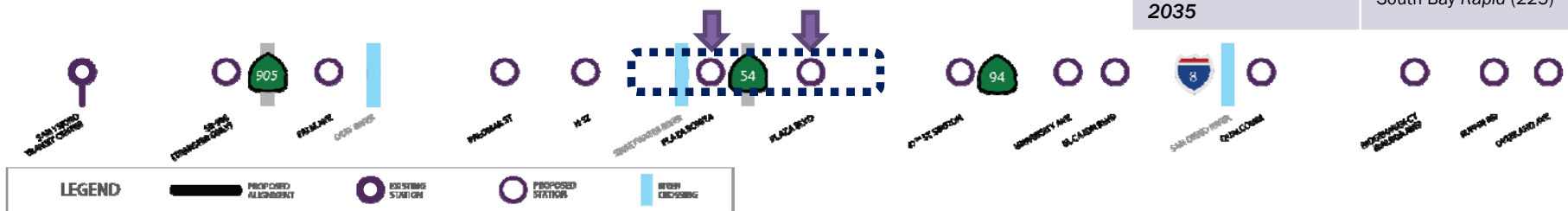


SEGMENT 4 – NATIONAL CITY

Alignment Considerations

- Need for a maintenance facility/vehicle storage
- Sweetwater river crossing very environmentally sensitive
- Replacement of 43rd St. Interchange ramps with arterial access could create opportunity for a future station and community open space.
- Freeway Crossings

Segment	Characteristics
Communities Served	National City
Length	3.9 miles
Regional Connections	N/A
Local Connections	Routes 13, 705, 961, 962, 963
Boardings	5,300
Cost (\$ millions) 2015	800
RTP Connections 2035	South Bay Rapid (225)

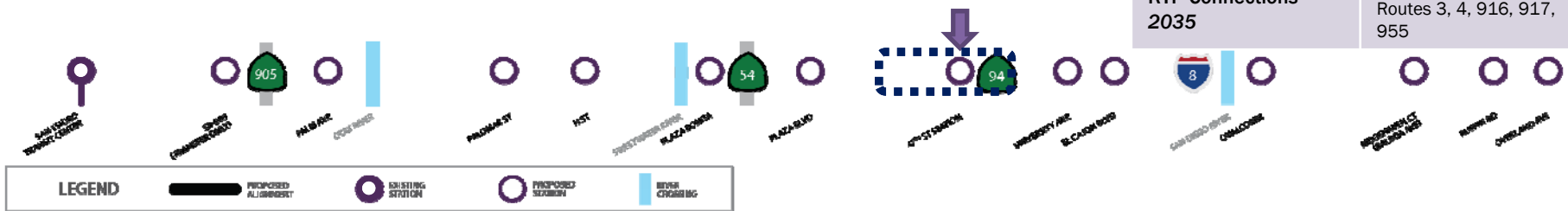




SEGMENT 5 – SOUTHEAST SAN DIEGO

- Connects the I-805 corridor and the South Bay communities to Downtown San Diego, Lemon Grove and La Mesa via a transfer to the Orange Line regional transfer station as 47th St Station.
- Preserves the freeway median for future HOV/HOT lane expansion.
- Opportunity for a non-revenue track connection to the Orange Line to enhance operational efficiencies for the entire Trolley system.

Segment	Characteristics
Communities Served	Southeastern San Diego, Encanto
Length	2.7 miles
Regional Connections	Orange Line
Local Connections	Routes 5, 13
Boardings	4,600
Cost (\$ millions) 2015	440
RTP Connections 2035	South Bay Rapid(225) Routes 3, 4, 916, 917, 955





SEGMENT 6 – MID-CITY

- Crossing to I-15
- Centerline or east running
 - Implications for Rapid services
 - Potential Visual Impacts
- Grade issues and access to Mission Valley

Segment	Characteristics
Communities Served	Mid-City, City Heights, Normal Heights
Length	2.8 miles
Regional Connections	Rapid 215, 235
Local Connections	Routes 1, 7, 10, 60, 965
Boardings	6,900
Cost (\$ millions) 2015	450
RTP Connections 2035	Rapid 10, Rapid 690



SEGMENT 7 – MISSION VALLEY

- Alternatives Considered
 - Bisecting Qualcomm
 - East of Qualcomm
 - Connections with the Green Line
 - Maintaining Storage Tracks
 - Planning for future land use changes

Segment	Characteristics
Communities Served	Mission Valley
Length	2.4 miles
Regional Connections	Green Line
Local Connections	N/A
Boardings	5,300
Cost (\$ millions) 2015	475
RTP Connections 2035	N/A





SEGMENT 8 – KEARNY MESA

- Provide a transfer station between the Purple Line and the many regional and local transit services at the Kearny Mesa Transit Center.
- Provide a transfer opportunity with the future (2050) Red Line in Kearny Mesa.
- Serve auto oriented Kearny Mesa
- Grade separation along Clairemont Mesa
- Access to Phase 2 Purple Line

Segment	Characteristics
Communities Served	Kearny Mesa
Length	3.2 miles
Regional Connections	Rapid 235
Local Connections	Routes 20, 25, 60, 870, 928
Boardings	7,100
Cost (\$ millions) 2015	425
RTP Connections 2035	Rapid 28, Rapid 120



PROJECT CHALLENGES

- Constructability
- New Starts Application
- Independent Utility & Facility Requirements
- Proposed for revenue service 2028
- Cost of \$4.5 Billion (2016 dollars)

NEXT STEPS BASED ON FUNDING AVAILABILITY

- Alternatives Analysis
 - Review alignment options in more detail
 - Modeling of alternatives
 - Preliminary Engineering
 - Environmental
 - Initiate New Starts

NEXT STEPS – NEW STARTS

- FTA approval: Project Development
- Complete environmental review process including developing and reviewing alternatives, selecting locally preferred alternative (LPA), and adopting it into the fiscally constrained long range transportation plan