

YOUR RIDE IS HERE.



Purple Line

Silver Spring International Middle School

Sligo Creek Elementary School

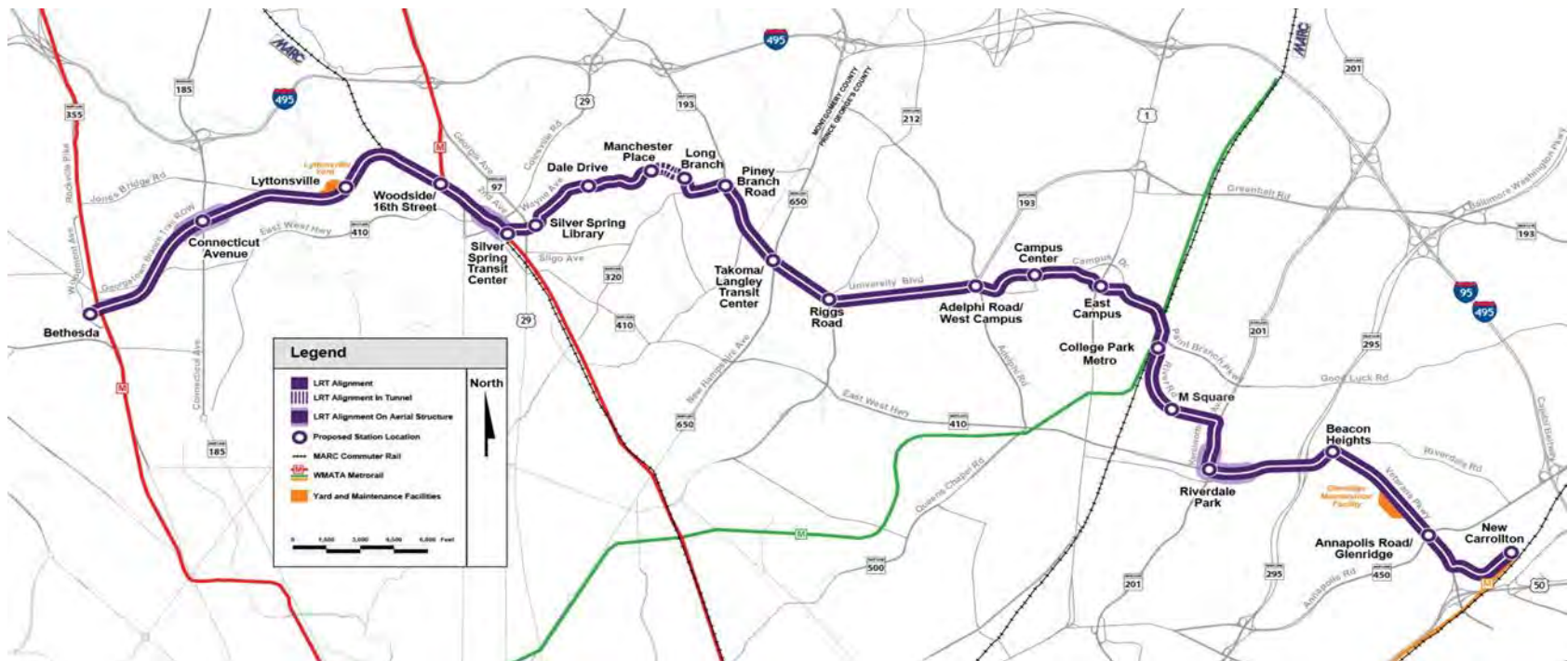
Purple Line Briefing

November 19, 2014



Project Description

- 16 mile east-west light rail line between Bethesda in Montgomery County and New Carrollton in Prince George's County.
- Operates mostly on the surface with 21 stations.
- Total project cost is \$2.448 Billion



Linking the Washington DC Capital Region

By improving:

- Travel Times
- Travel within the corridor and the entire Washington DC region
- Connections to major activity centers
- Intermodal connections
 - 4 Washington Metrorail lines
 - 3 MARC commuter rail lines
 - Amtrak Northeast Corridor
 - Regional and local bus services



Operating Characteristics

- 64,500 daily users in 2030 and more than 74,000 daily users in 2040
- Span of service generally matches Metrorail
- Trains every 6 minutes in peak period; 10-12 minutes in off-peak period
- 1/3 of users will also use WMATA Metro for part of their trip

Purple Line Project Status

- Project Initiation – September 2003
- Alternatives Analysis/Draft Environmental Impact Statement carried out: September 2004 – January 2009
- Locally Preferred Alternative of 16-mile light rail line selected by the Governor: August 2009
- Preliminary Engineering/Final Environmental Impact Statement conducted: October 2011 – October 2013
- Record of Decision Issued by FTA: March 2014

Purple Line Project Status

Current Status

- Recommended for Full Funding Grant Agreement March 2014
- Begin ROW Acquisition April 2014
- Art-in-Transit Call for Artists September 2014
- Selection of P3 Concessionaire /BPW Award Spring 2015
- Construction start Late 2015
- Open for service Late 2020

Public Outreach

- During construction the MTA will maintain responsibility for communication and coordination with property owners, residents, business owners/operators and other stakeholders
- Liaisons will:
 - be located in project office in the corridor
 - alert the community to upcoming construction activities
 - serve as direct points of contact for the community
 - bring the right staff to the table to problem solve

Public Outreach

Purple Line Community Advisory Teams

- New community meeting format developed in consultation with Counties
- Structure based on geographic location and a similar set of concerns
- Composed of representatives of the community/ civic associations, businesses and other stakeholder groups
- “Work around the table” format, so need to keep the groups small

Youth and Young Adult Outreach

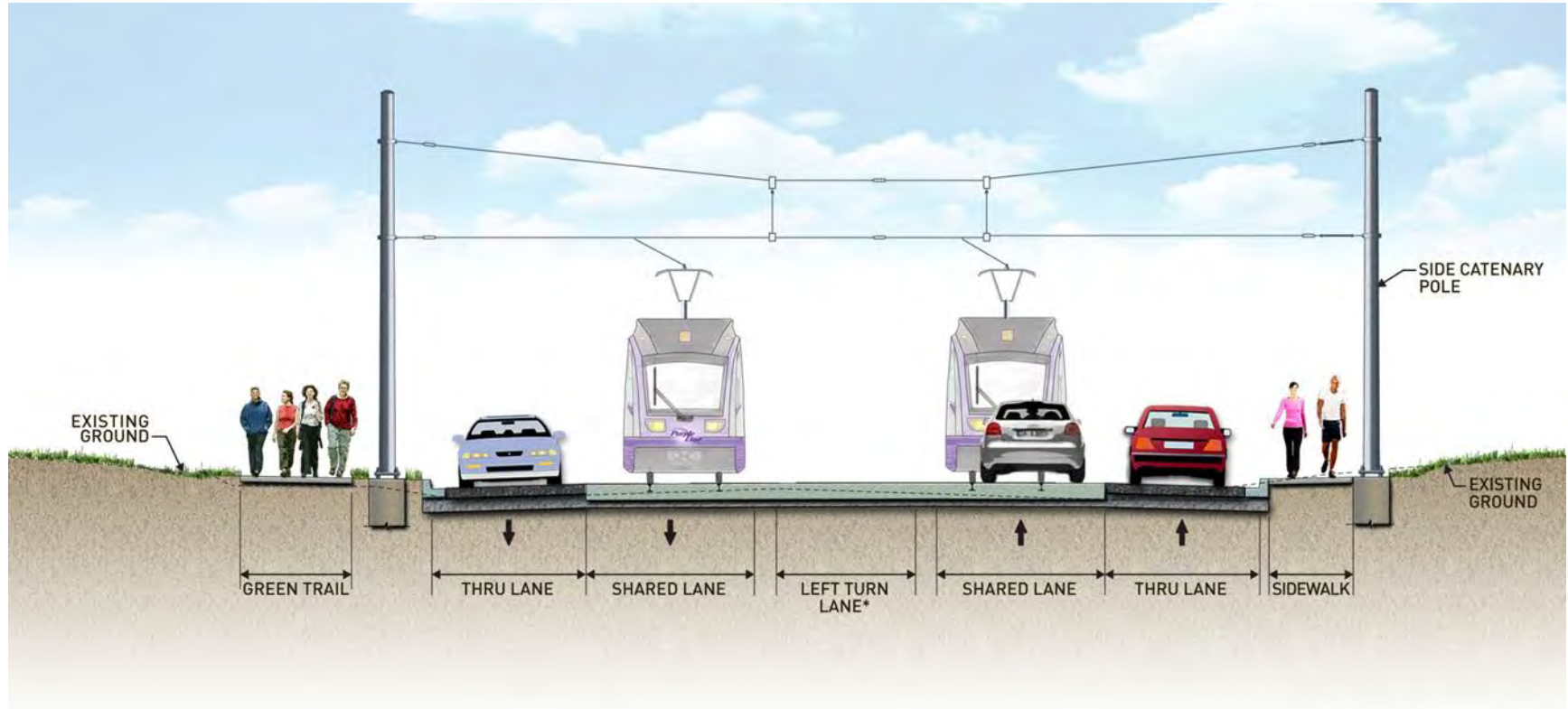
- Purple Line Kid's Page on the website called *Purple Planet*
- *Purple Planet* characters teach kids about the Purple Line and transit safety
- Social Media Platforms where Millennials tend to be high users
- Outreach events geared towards youth and young adults such as UMD Farmers Market and National Night Out



Wayne Avenue – Purple Line Operations

- Purple Line enters Wayne Avenue at Fenton Street, just east of station at Silver Spring Library
- Light rail vehicles share center lanes with traffic
- Left turn lanes added at Cedar Street, Dale Drive and Manchester Road
- Off-peak parking permitted in outside lanes
- East of Sligo Creek, Purple Line enters short tunnel between Wayne Manchester Towers and Kenwood House
- Stations located at Dale Drive in front of SSIMS and at Manchester Place tunnel portal
- Montgomery County's Green Trail will be built along north side of Wayne Avenue at the same time as the Purple Line

Wayne Avenue Shared Traffic Lanes



* Left turn lane only at key intersections

Wayne Avenue



Wayne Avenue



Wayne Avenue



Dale Drive Station Area

- Center platform station at Dale Drive
- Added left turn lanes to improve safety and operations
- Coordinated with Montgomery County Public Schools on re-design of school access, parking, and drop-off areas
- Station to include:
 - Durable, low maintenance materials
 - Directed lighting
 - Communications including next train information
 - Ticket vending machines
 - Safety and security features

Dale Drive Station

- Pedestrian Safety Measures
 - ADA complaint sidewalks/Green Trail
 - Marked crosswalks
 - Protected pedestrian signal phase at Dale Drive
 - Eastbound traffic offset from platform
 - Drop-off zone in front of school entrance; students don't have to cross traffic
 - Design moves pedestrians to intersection
 - Refuge area in median
 - Railing along walkway to platform
 - Safety and security measures at station

Wayne Avenue at Dale Drive



Dale Drive Station and SSIMS



Wayne Avenue at Dale Drive

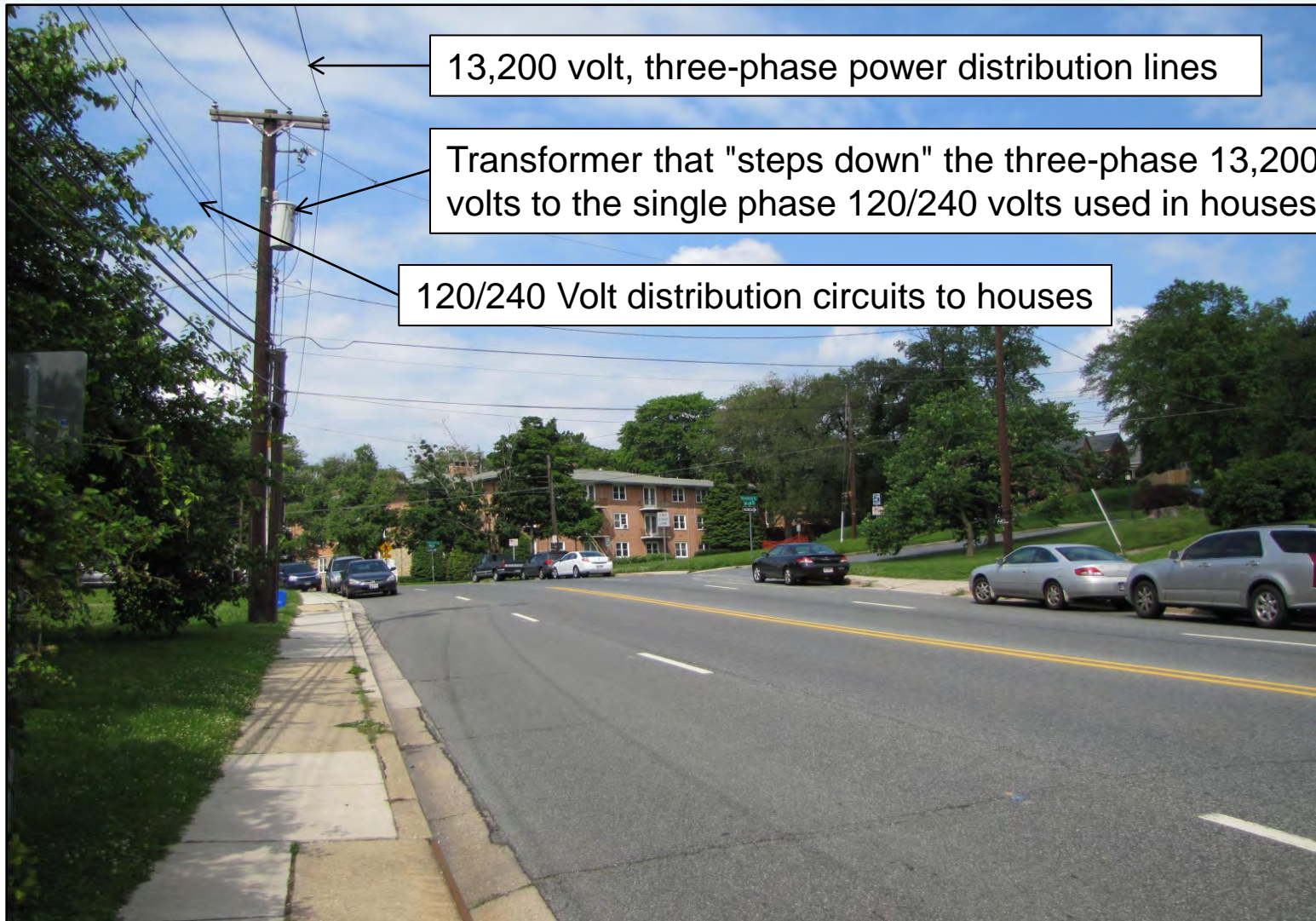
SSIMS Site Plan



Light Rail Traction Power Substation

- TPSSs provide power to the light rail trains
- TPSSs get their power from the same PEPCO distribution lines that provide electricity to homes in the neighborhood
- They convert the 13,200v alternating current (ac) electric power supplied by PEPCO into the 750v direct current (dc) power required by the trains
- TPSSs are located approximately every mile along the Purple Line alignment
- Standard Purple Line TPSS are approximately 52 feet by 14 feet

Electric Power Distribution



Light Rail Traction Power Substation



Baltimore Light Rail TPSS
input: 13,800 Volt ac input
output: 750 Volt dc

Light Rail Traction Power Substation

Interior View under normal operation



Light Rail TPSS
Denver, CO

TPSS Rendering

View of SSIMS from across the street.



Wayne Avenue at Dale Drive

SSIMS Site Plan



Contact Us

Questions?

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