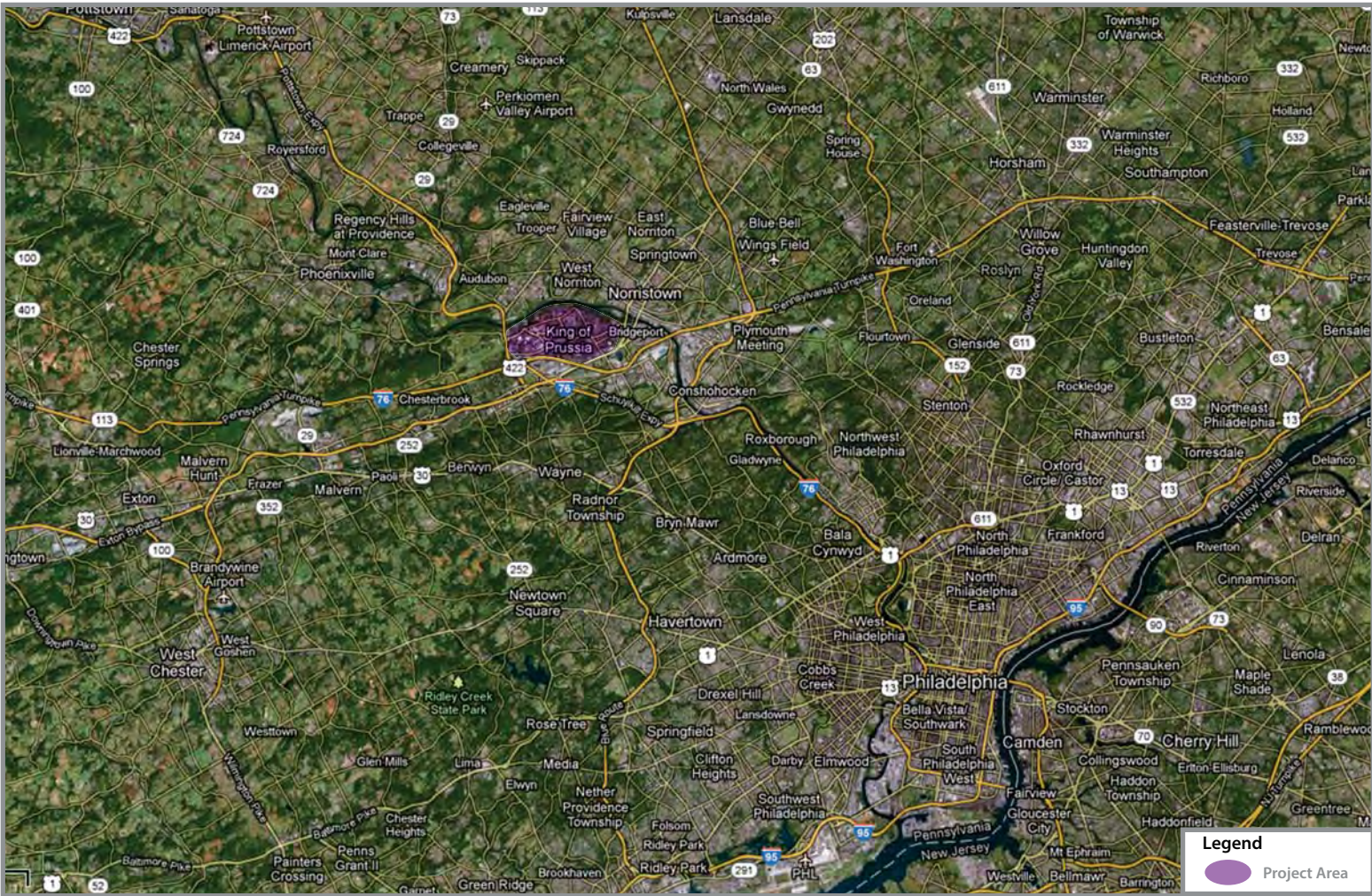




*WELCOME*

---

*King of Prussia Rail Project*  
An Extension of the Norristown High Speed Line



*King of Prussia Rail Project*  
An Extension of the Norristown High Speed Line

STATION 1

*Where Do You Live?*  
*Where Do You Work?*

[www.kingofprussiarail.com](http://www.kingofprussiarail.com)  
[www.twitter.com/KOPRail](https://twitter.com/KOPRail)





## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

## Project Location & Purpose

The purpose of the proposed project is to provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area; better serve existing transit riders; and accommodate new transit patrons.



[www.kingofprussiarail.com](http://www.kingofprussiarail.com) | [www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)

## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

# Norristown High Speed Line and Study Area Fast Facts

### NHSL Fast Facts

- Interurban rail line from Norristown Transportation Center to 69th Street Transportation Center
- Total travel time from Norristown Transportation Center to 69th Street Transportation Center ranges from 22 minutes to 35 minutes depending on express or local services, and a 15-minute ride on the Market Frankford Line to Center City
- Convenient transfer at 69th Street Transportation Center
- Runs entirely on its own grade-separated right-of-way
- Two-track system
- Power from a third rail
- High-level platforms
- Onboard fare collection
- Limited and express services, two-car operation in peak periods
- Mostly single-car operation
- Frequent stops



*Trains run every five minutes in the peak period and 20 minutes in the off-peak. Almost around the clock service from 4:30 a.m. to 2 a.m.*

### Growing Travel Needs:

- 28,000 residents in Upper Merion Township in 2009; 31,000 residents projected in 2035.
- 57,100 jobs in Upper Merion in 2010; 62,100 jobs projected in 2040.
- 12,500 jobs at the King of Prussia Mall and its vicinity, & 19,000 jobs in office parks.
- 25M visits/year to King of Prussia Mall (68,000 people/day).
- 1.7M visits/year to Valley Forge National Historical Park.
- 5,600 average weekday passenger trips to and from the King of Prussia area via SEPTA bus routes.



[www.kingofprussiarail.com](http://www.kingofprussiarail.com) | [www.twitter.com/KOPRail](https://www.twitter.com/KOPRail)



## Current Bus Service to King of Prussia

### Service Issues Exist on Routes 124 and 125

- On-time performance among the poorest in system
- Weekday trip times of up to 1 hour and 45 minutes, resulting primarily from traffic congestion on I-76
- Rail would provide more a efficient and reliable ride



The King of Prussia area is currently served by six SEPTA bus routes, with over 5,600 riders per day.

**92**  
Effective September 2, 2014  
SEPTA

Exton to King of Prussia

Serving West Chester and Paoli

Customer Service 610-279-8400  
TDD/TTY 215-580-7853  
www.septa.org

**150** passengers per day

**99**  
Effective August 1, 2014  
SEPTA

Phoenixville to Norristown Transportation Center

Serving King of Prussia

Customer Service 610-279-8400  
TDD/TTY 215-580-7853  
www.septa.org

**1,200** passengers per day

**123**  
Effective September 1, 2014  
SEPTA

Express King of Prussia to 69th Street Transportation Center

Customer Service 610-734-1300  
TDD/TTY 215-580-7853  
www.septa.org

**900** passengers per day

**124**  
Effective August 31, 2014  
SEPTA

Express Chesterbrook and King of Prussia to 13th-Market

Serving Center City

Customer Service 610-279-8400  
TDD/TTY 215-580-7853  
www.septa.org

**1,250** passengers per day

**12**  
Effective September 1, 2014  
SEPTA

Express Allegheny and King of Prussia to 13th-Market

Serving Center City

Customer Service 610-734-1300  
TDD/TTY 215-580-7853  
www.septa.org

**1,900** passengers per day

**19**  
Effective September 2, 2014  
SEPTA

American to King of Prussia

Serving Norristown and Phoenixville

Customer Service 610-279-8400  
TDD/TTY 215-580-7853  
www.septa.org

**200** passengers per day



## Project Steps/Timeline



### Draft EIS Elements

#### Study Initiation:

- Analyze Existing Conditions
- Begin Travel Demand Modeling
- Draft Project Purpose & Need
- Identify Alternatives
- Public Meetings

#### Development and Refinement of Alternatives:

- Project Scoping/Environmental Studies
- Identification of At-Grade Alternatives
- Analysis of Alternative Alignments
- Conceptual Engineering
- Initiation of Project Development
- Public Review

#### Analysis, Evaluation and Final Refinement of Alternatives, Memorandums and Draft EIS:

- Traffic, Parking and Transportation Analysis
- Land Use and Economic Development Opportunities
- Capital and Operations and Maintenance Costs
- Ridership and Revenue Projections
- Cost Effectiveness Evaluation
- Environmental Impacts
- Public Review and Public Hearing

The first phase of the King of Prussia Rail project entails the preparation of a Draft Environmental Impact Statement (Draft EIS).

As part of the Draft EIS process, SEPTA will:

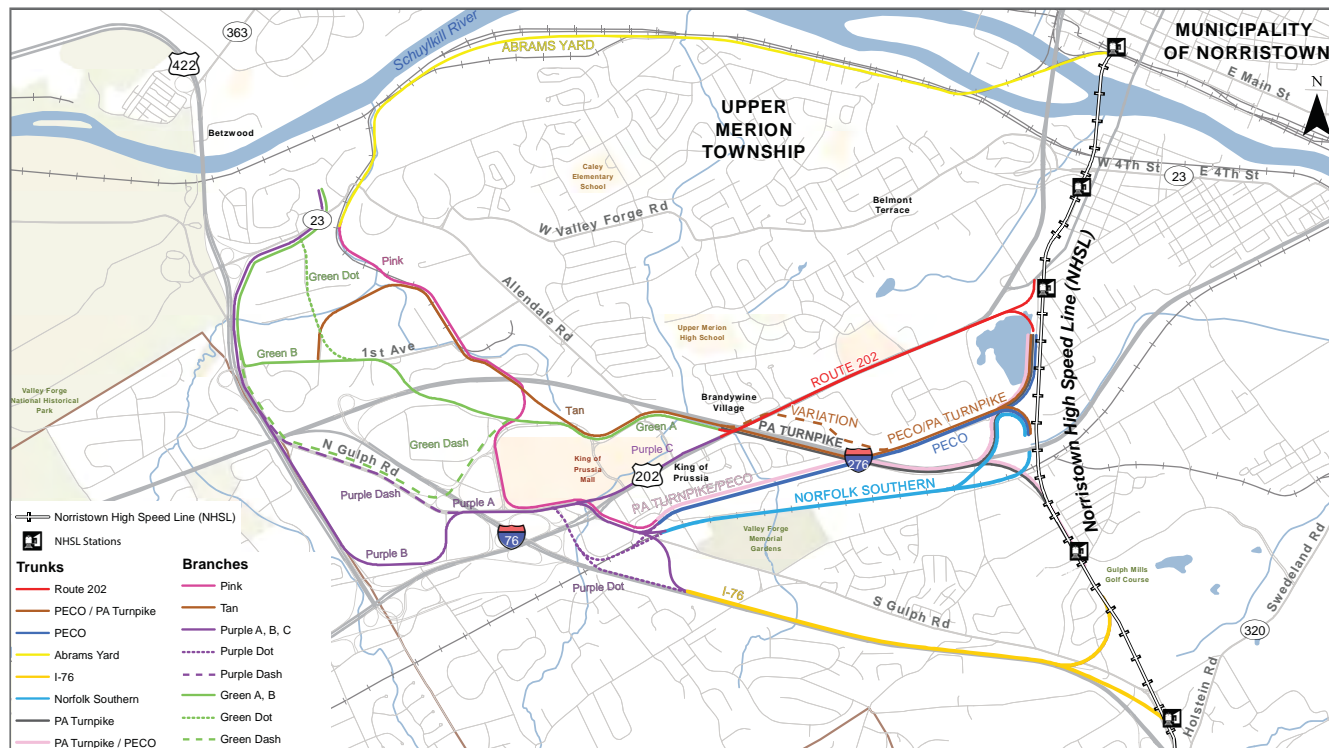
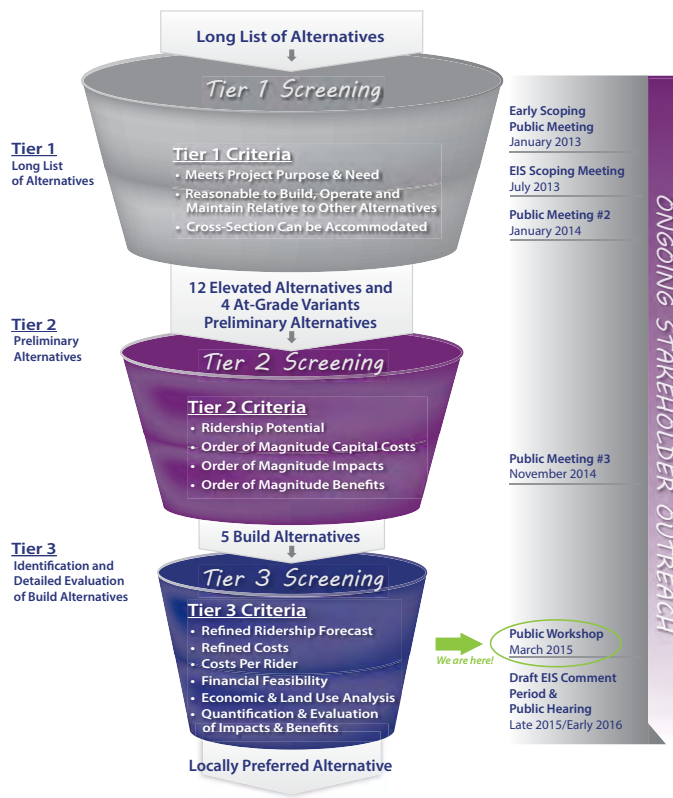
- Develop and review multiple project alternatives;
- Complete environmental and engineering studies; and
- Provide ongoing opportunities for public involvement and input.

Upon completion and circulation of the Draft EIS, SEPTA will review all data and comments received in order to recommend a Locally Preferred Alternative (LPA) for consideration and approval by the FTA. The goal is to arrive at an alternative that strikes a balance between user benefits and any impacts to communities and the environment.

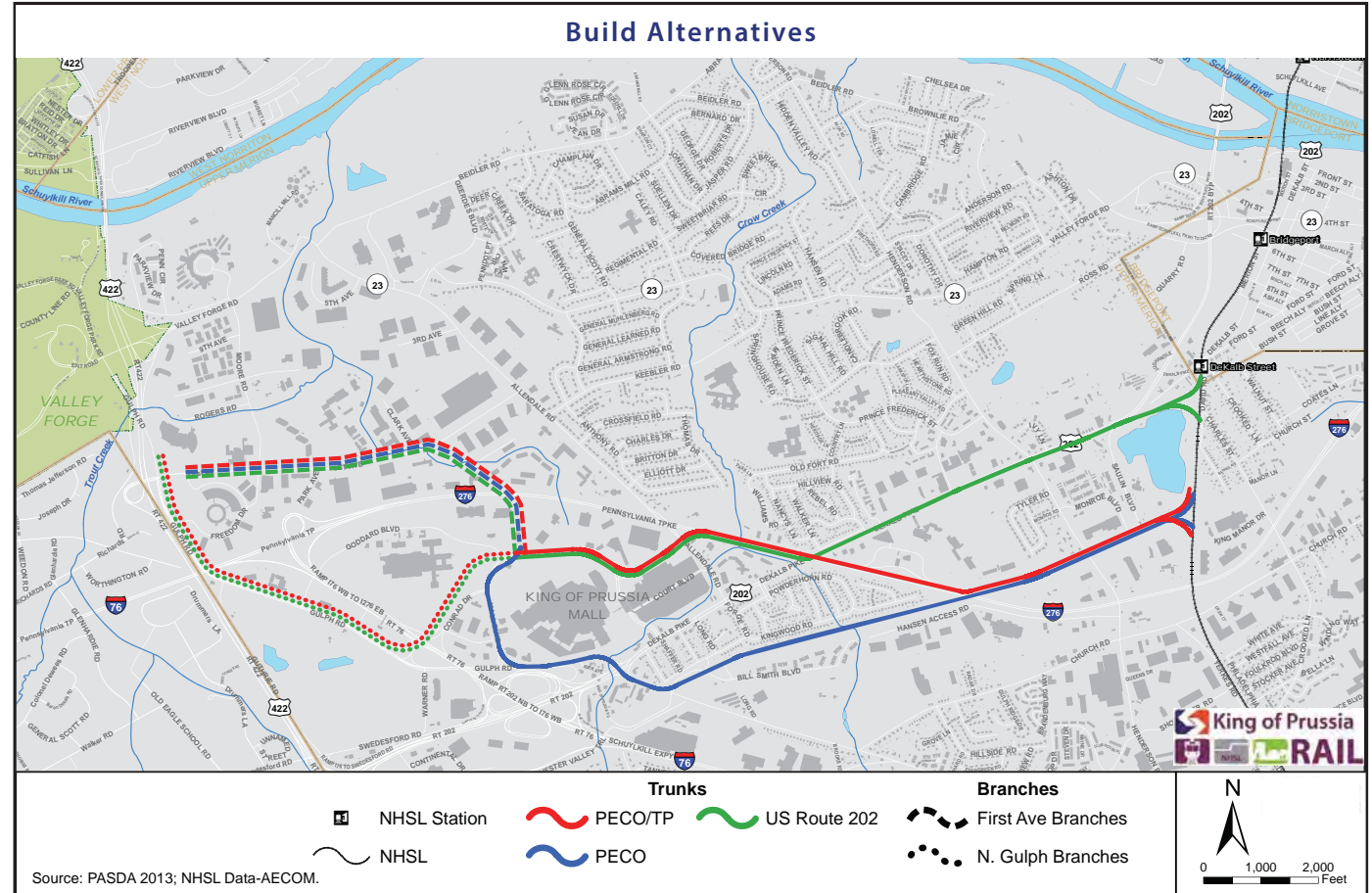
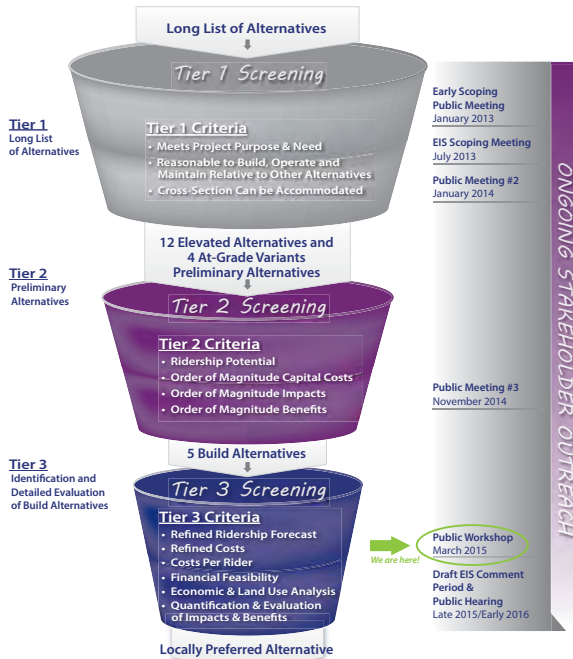




## Long List of Alternatives



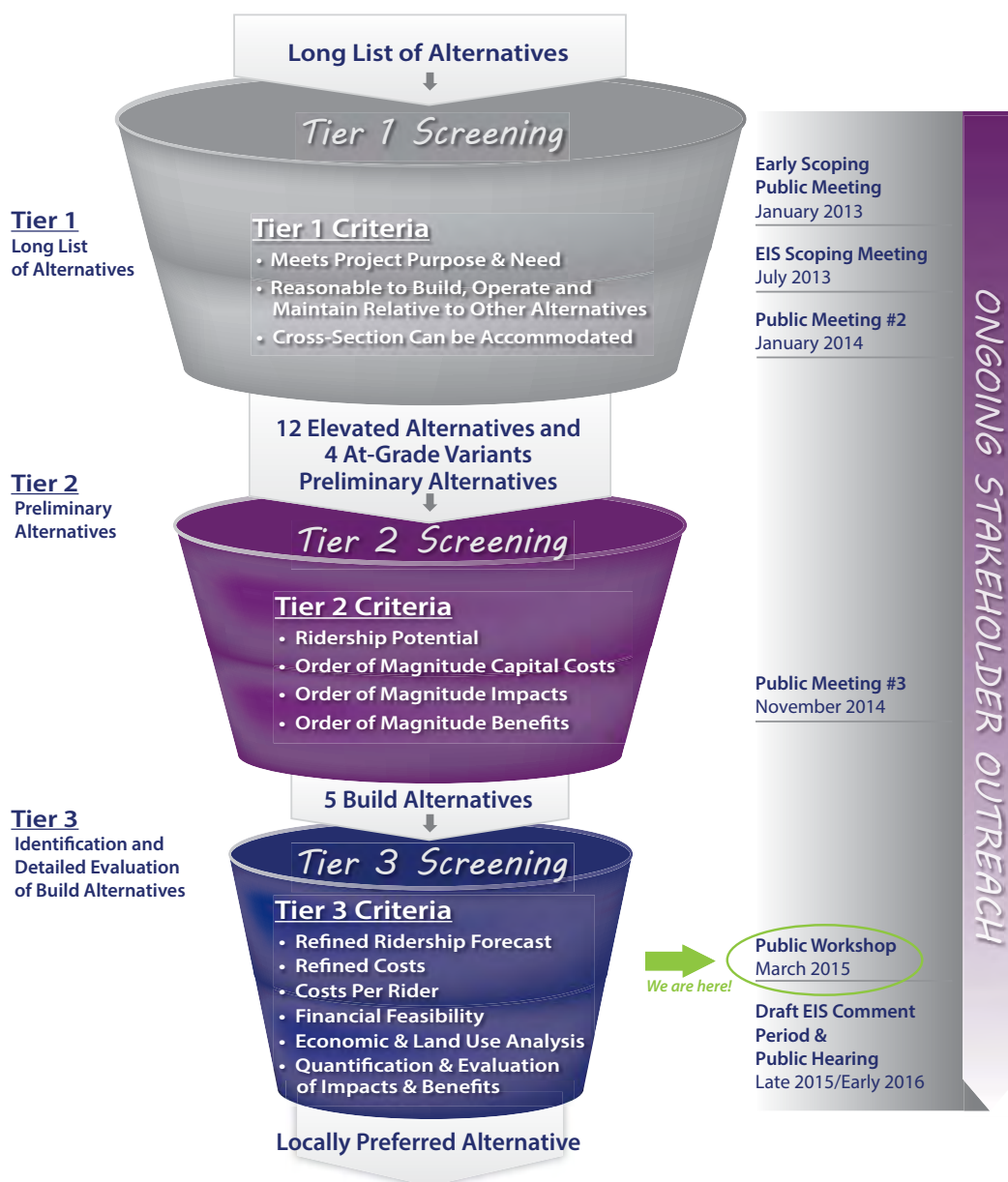
## Build Alternatives





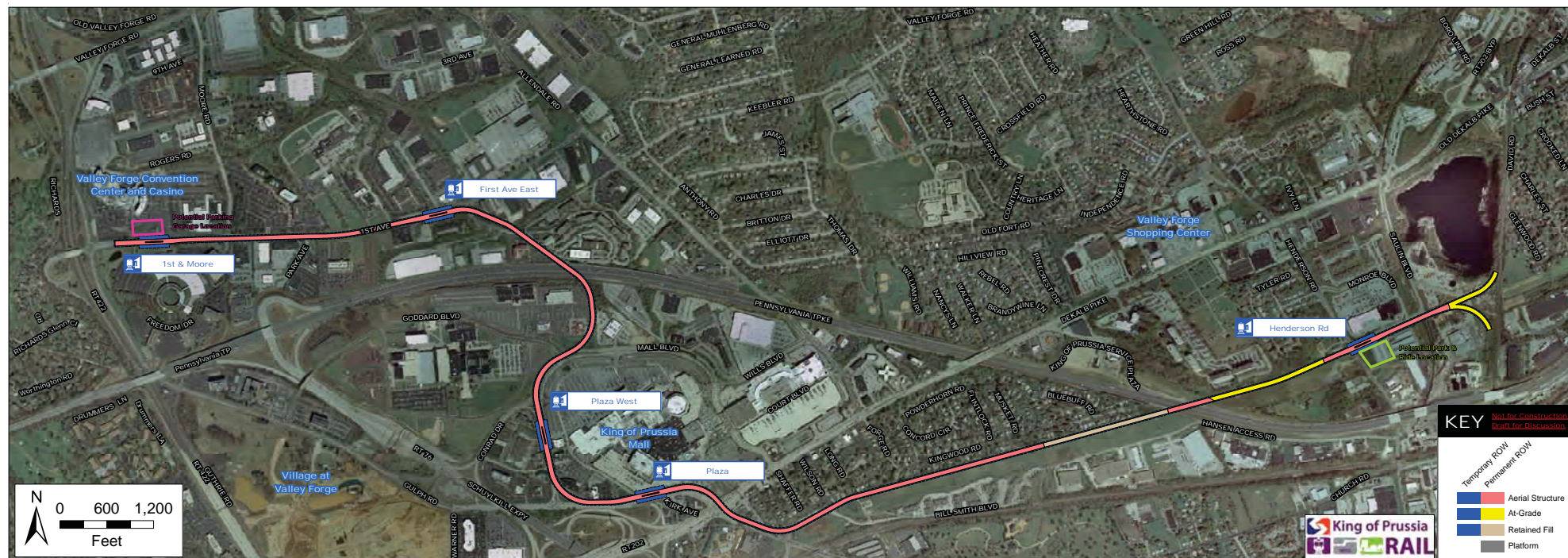
## Alternatives Screening Criteria

The Alternatives Screening Process will help SEPTA identify and analyze a wide range of proposed rail alternatives, including any effects the proposed project would have on the natural, cultural and socio-economic environments.



## Build Alternatives

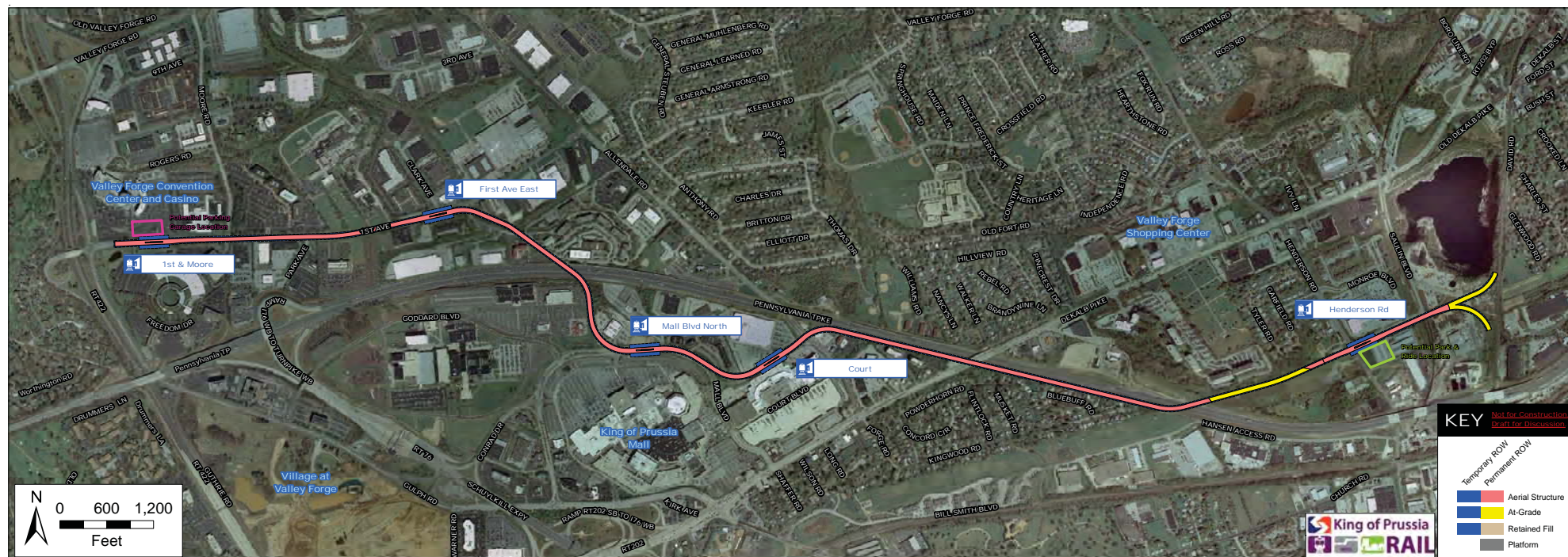
### PECO - 1st Avenue Alternative





## Build Alternatives

### PECO/ PA Turnpike - 1st Avenue Alternative





## PECO/ PA Turnpike - N. Gulph Road Alternative





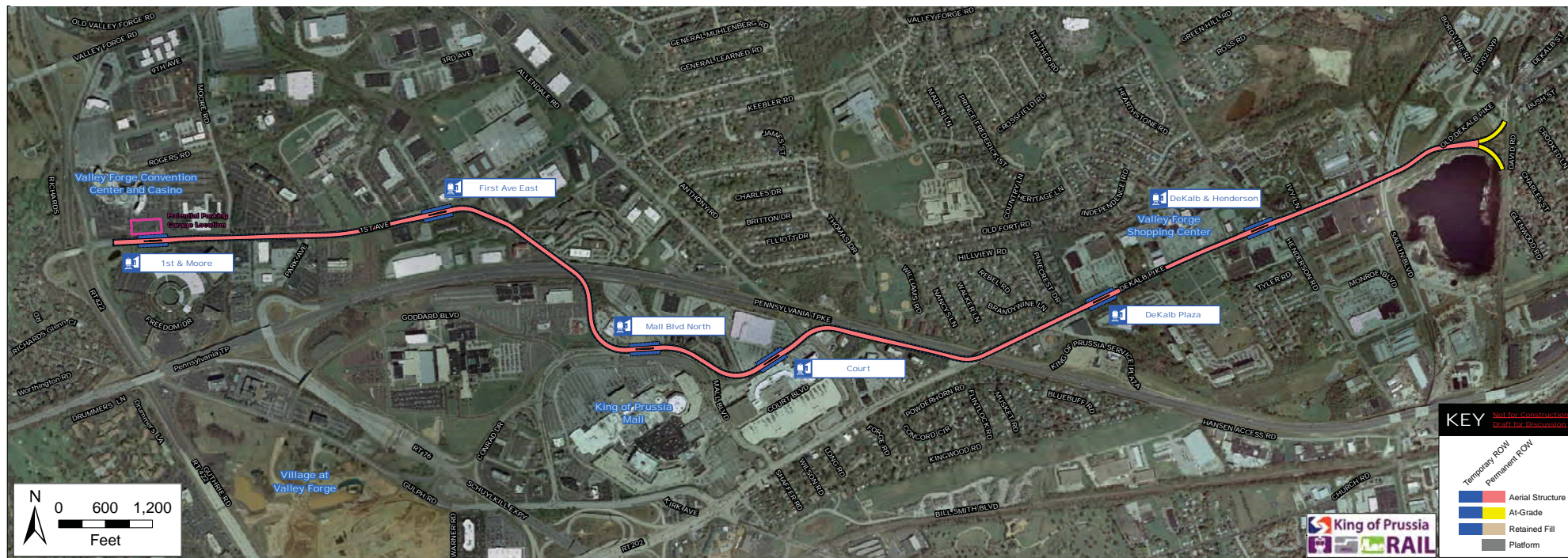
## US Route 202 (DeKalb Pike) - N. Gulph Road Alternative





## Build Alternatives

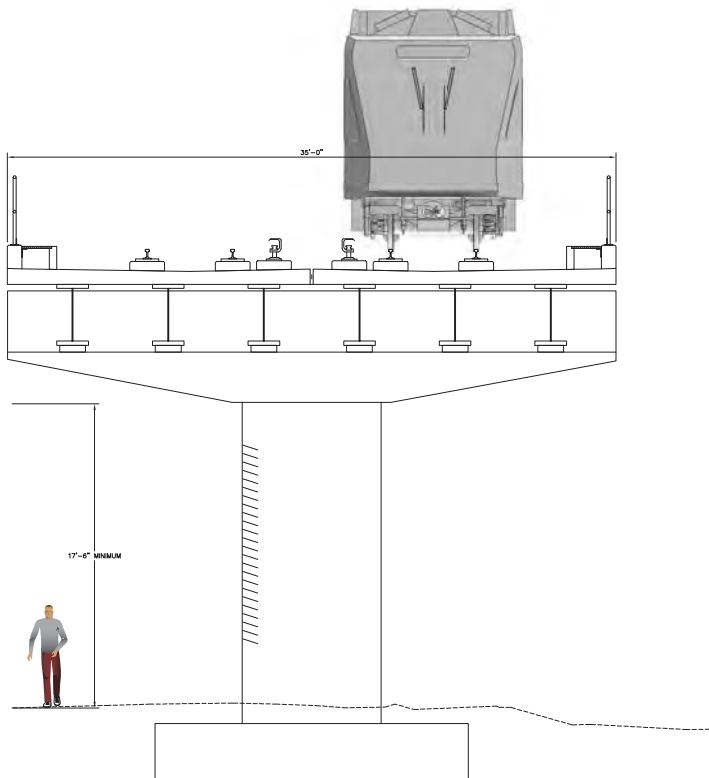
### US Route 202 (DeKalb Pike) - 1st Avenue Alternative



## Extension to King of Prussia

### Fast Facts:

- One-seat ride to King of Prussia from 69th Street Transportation Center and Norristown Transportation Center
- Utilizes existing NHSL vehicles and maintenance facilities
- Electric power and vehicles and welded rail reduce wheel noise



### Elements of Elevated Operation:

- No at-grade crossings
- Physical separation of rail from adjacent uses
- Power provided by third rail; no overhead catenary poles required
- Stations would be on elevated structures

### Rail System Examples



*Hiawatha Line, Minneapolis, MN*



*Hiawatha Line, Minneapolis, MN*



*AirTrain JFK, New York, NY*



*AirTrain JFK, New York, NY*



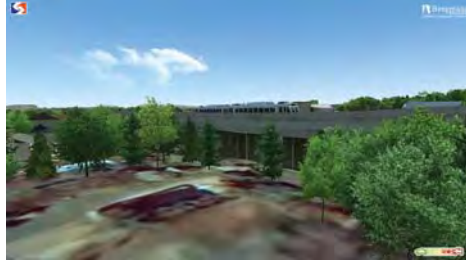


# *Renderings of Build Alternatives*

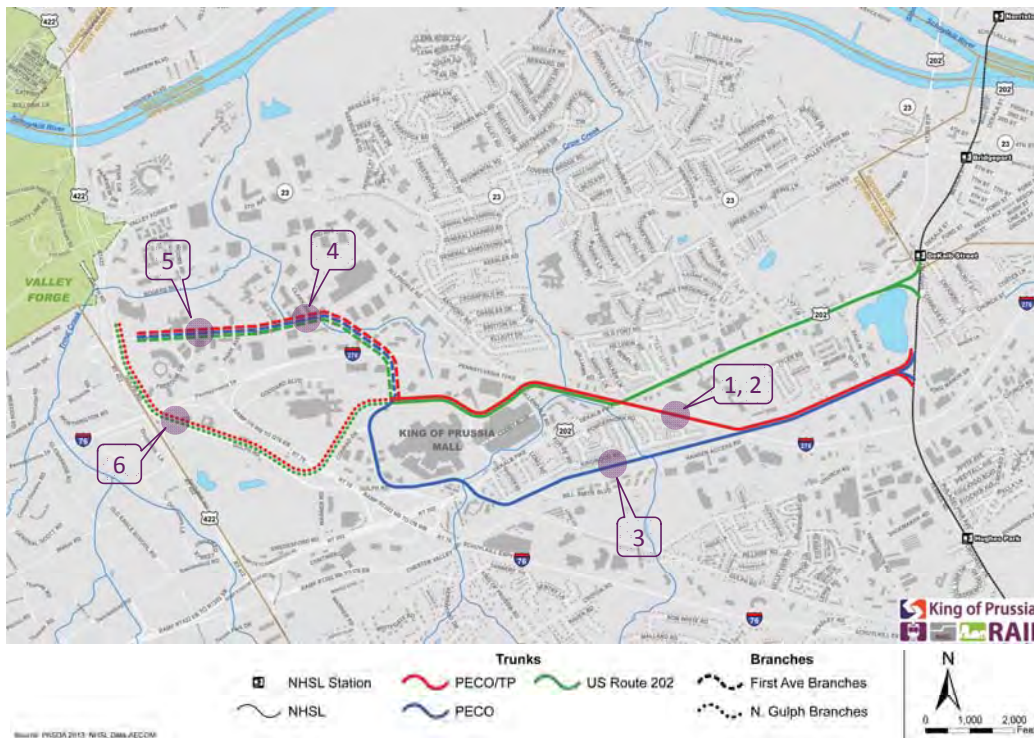
1



2



3



4



5



6



## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 4

# Next Steps / How to Stay Involved

This meeting will present the five Build Alternatives as part of the Tier 3 process. Over the next 12-18 months, SEPTA - in concert with the Federal Transit Administration (FTA) - will designate a Locally Preferred Alternative (LPA).

Project Website [www.kingofprussiarail.com](http://www.kingofprussiarail.com)

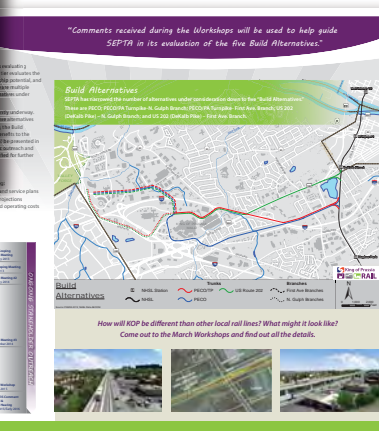
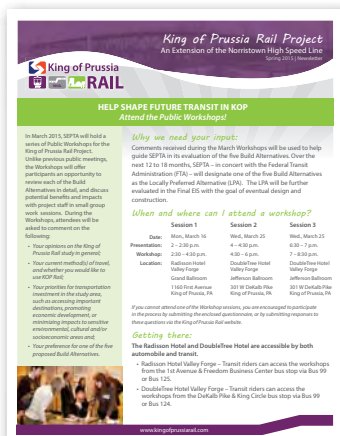
Twitter [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)

E-mail [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)

Email us with questions or comments regarding the project.

Mailing List Sign-up for project mailing list through the project website.

Public Hearing A public hearing is anticipated to be held in late 2015/early 2016.



[www.kingofprussiarail.com](http://www.kingofprussiarail.com) | [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)



# King of Prussia Rail Project

An Extension of the Norristown High Speed Line



## Public Workshops

March 16, 2015



Norristown High Speed Line Extension Draft EIS



King of Prussia



RAIL



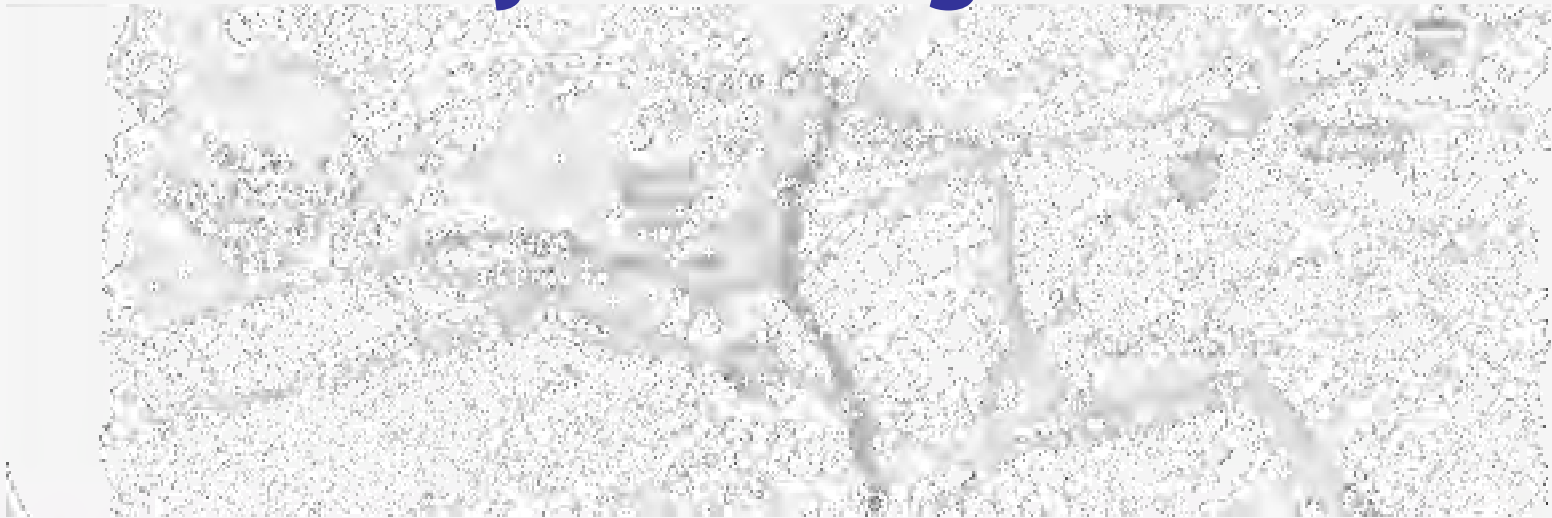
# Agenda

- Introduction
- Background
- Project Status Update
- Build Alternatives
- Public Workshop
- Next Steps

## An Extension of the Norristown High Speed Line



# Project Background

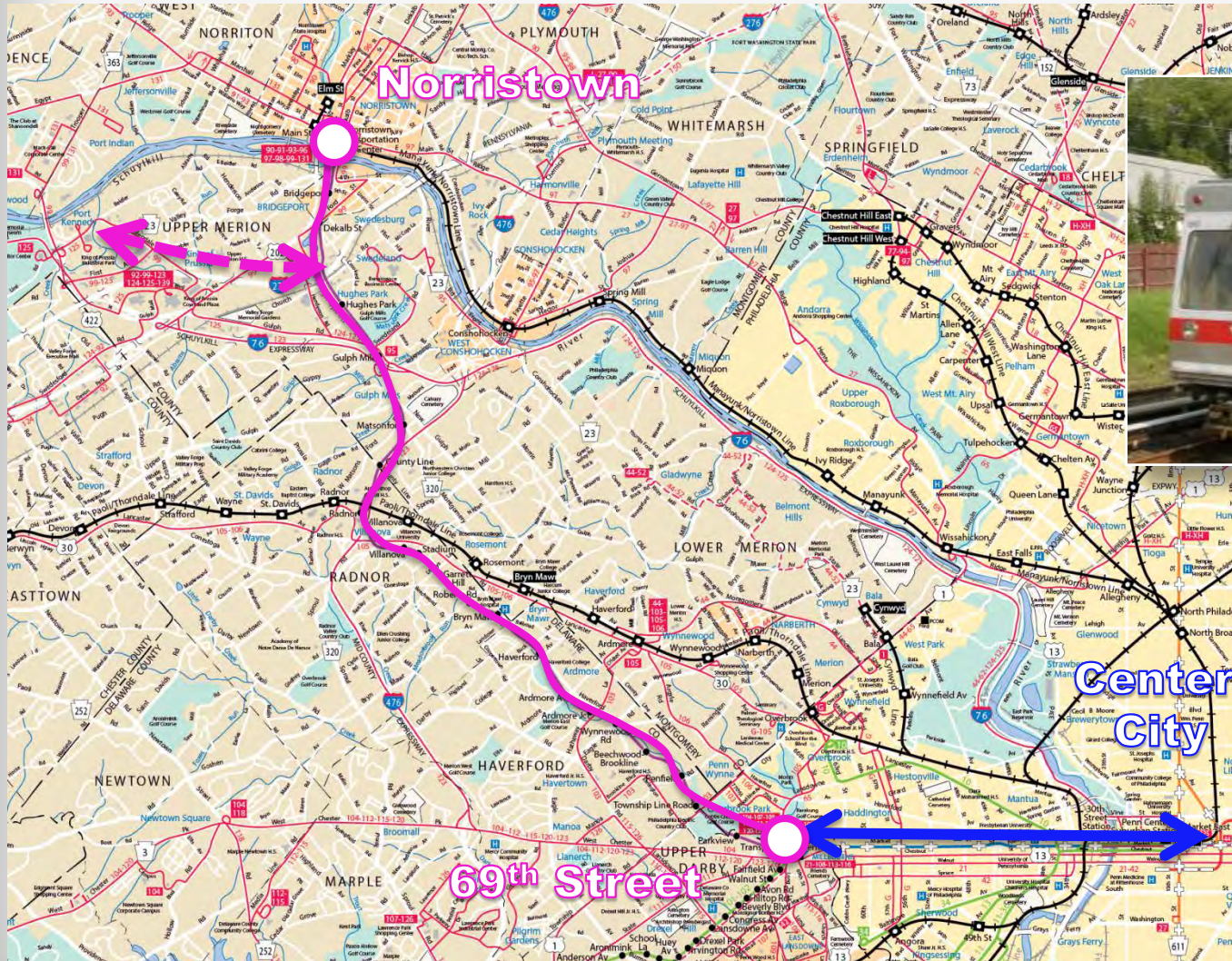




Paoli-Thorndale &  
Norristown Regional Rail  
lines, as well as  
Norristown High Speed  
Line come within 3 miles  
of KOP



# Project Background

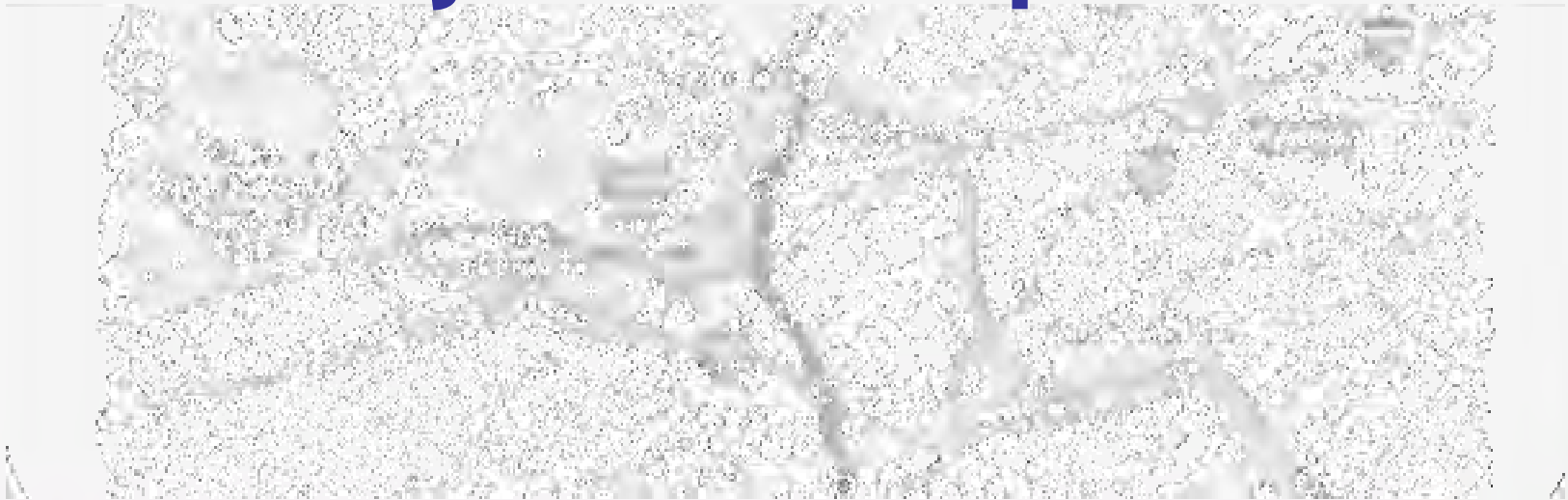




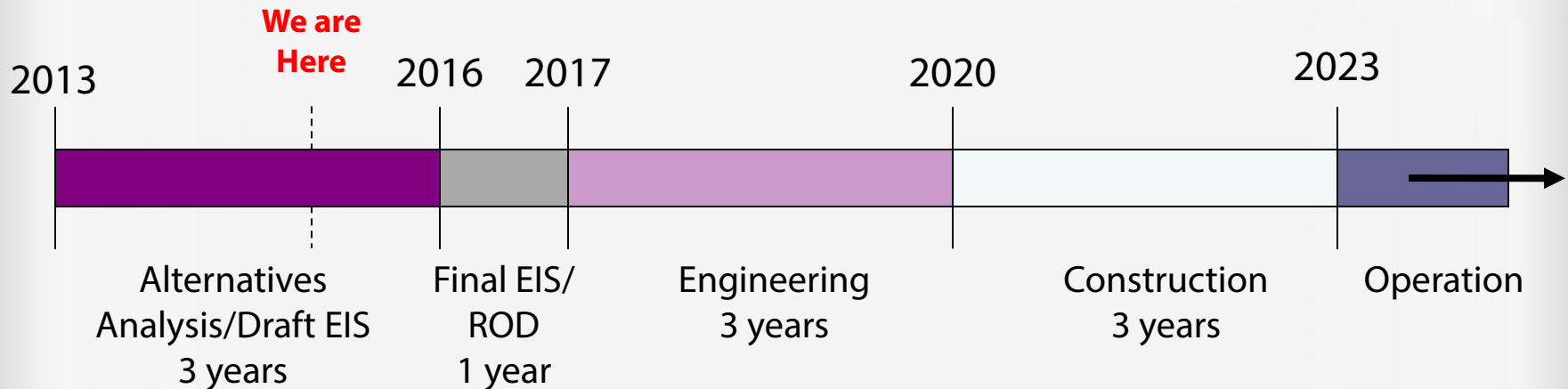
## An Extension of the Norristown High Speed Line



# Project Status Update



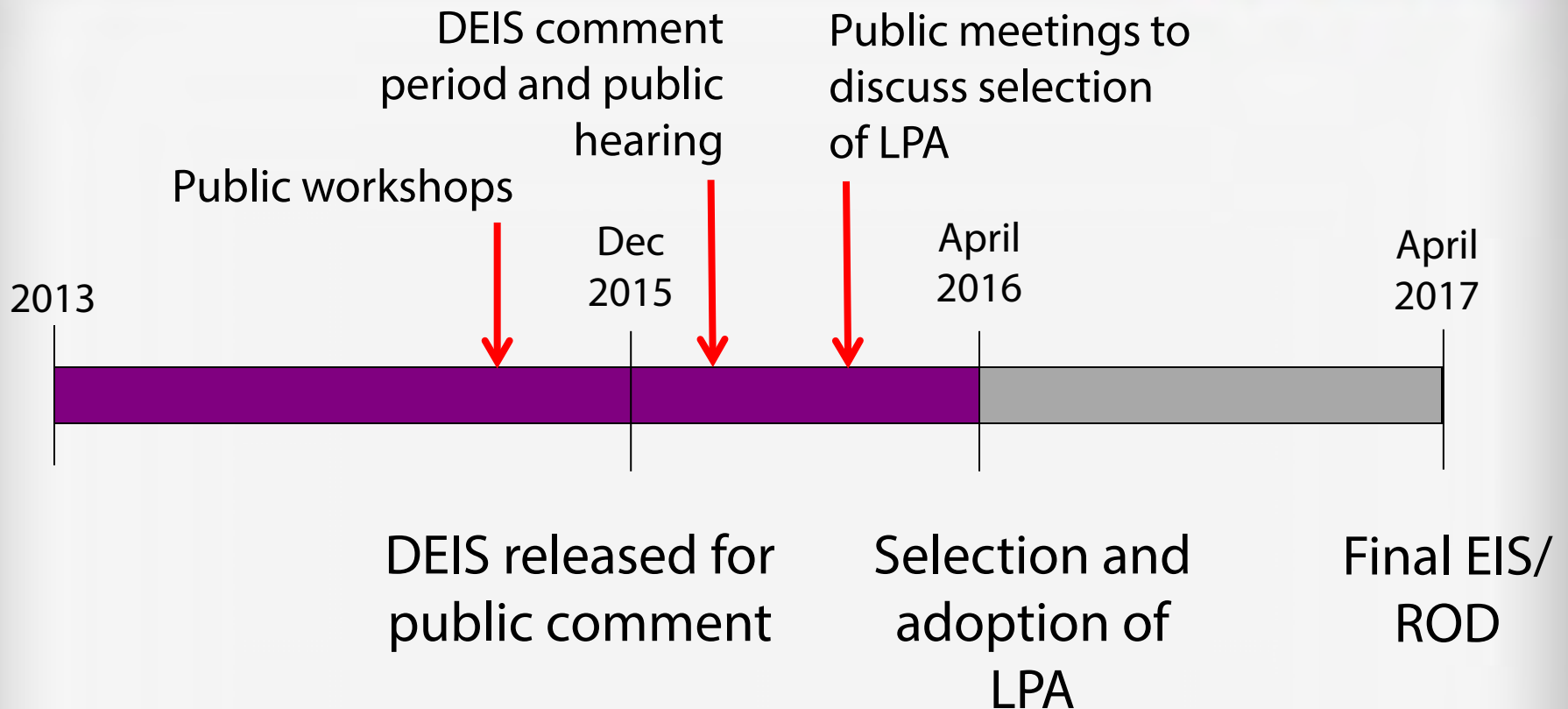
# Project Schedule



Earliest KOP Rail could be in operation  
is 8-10 years from today



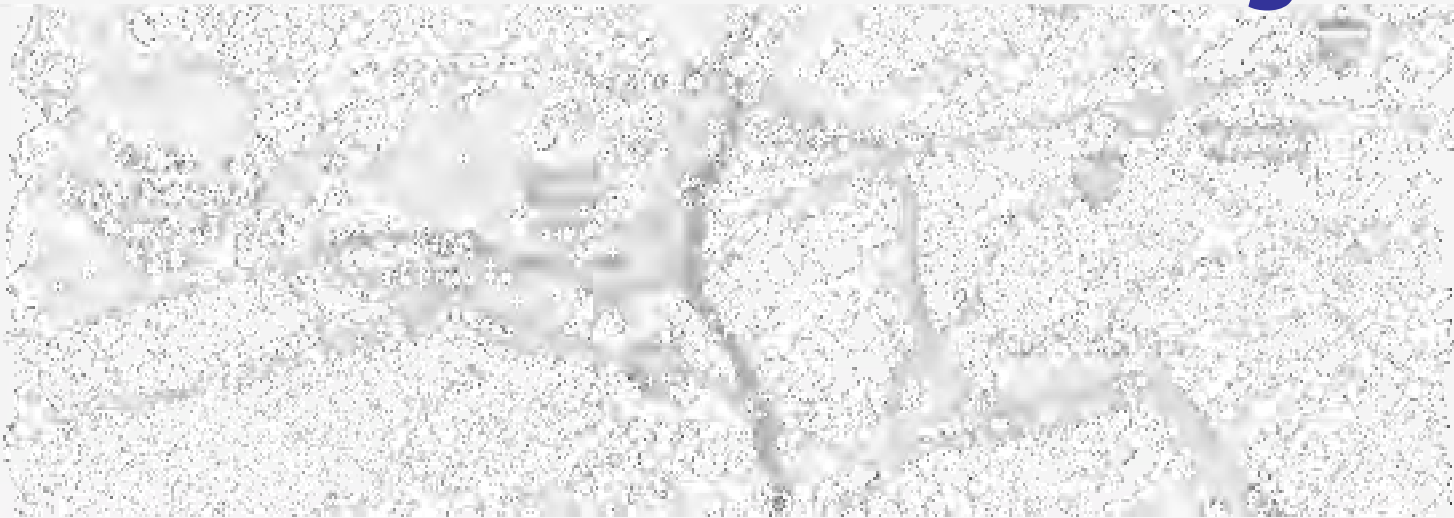
# Upcoming Milestones



## An Extension of the Norristown High Speed Line



# November Public Meetings





# November Public Meetings

- **2 Public Meetings Held:**
  - November 17<sup>th</sup> – Radisson Valley Forge
    - Public Officials Briefing
    - Presentation and Open House
  - November 19<sup>th</sup> – Norristown Municipal Building
    - Presentation and Open House
- **Employee/Tenant Meeting at KOP Mall**
  - November 21<sup>st</sup>

# November Public Meetings



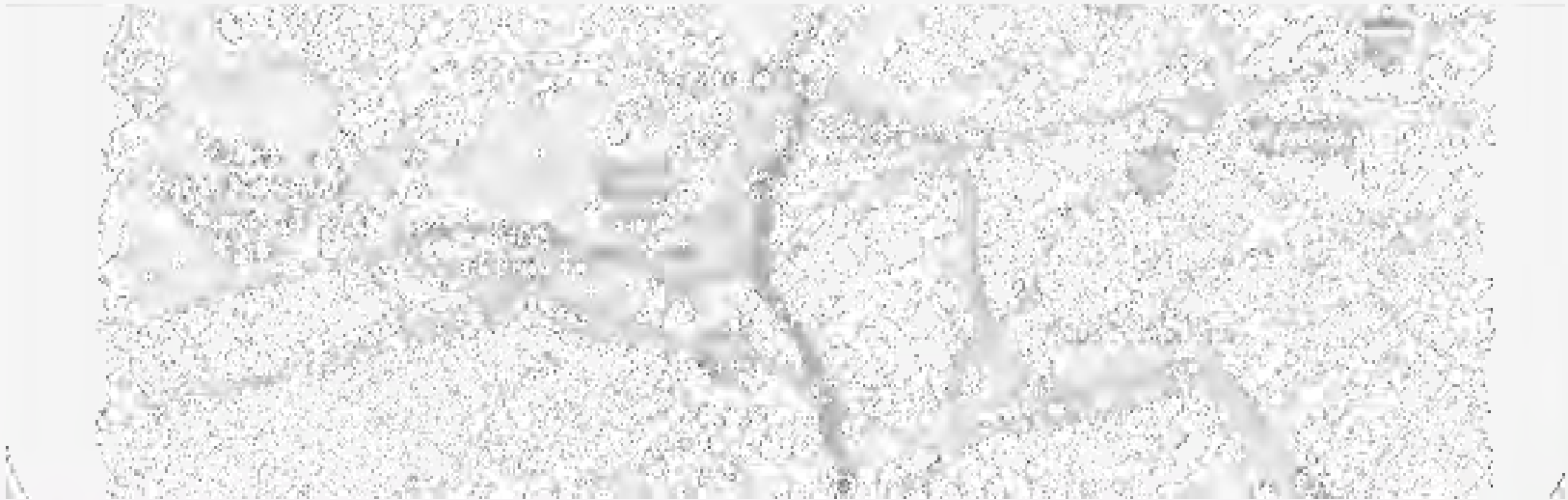
- **Well Attended:**
  - Over 120 people in attendance
- **Comments Received:**
  - Total of 41 comments received as a result of meeting
  - Overwhelmingly in support of project
  - Some comments were made in support or opposed to certain alternatives



## An Extension of the Norristown High Speed Line



# Build Alternatives

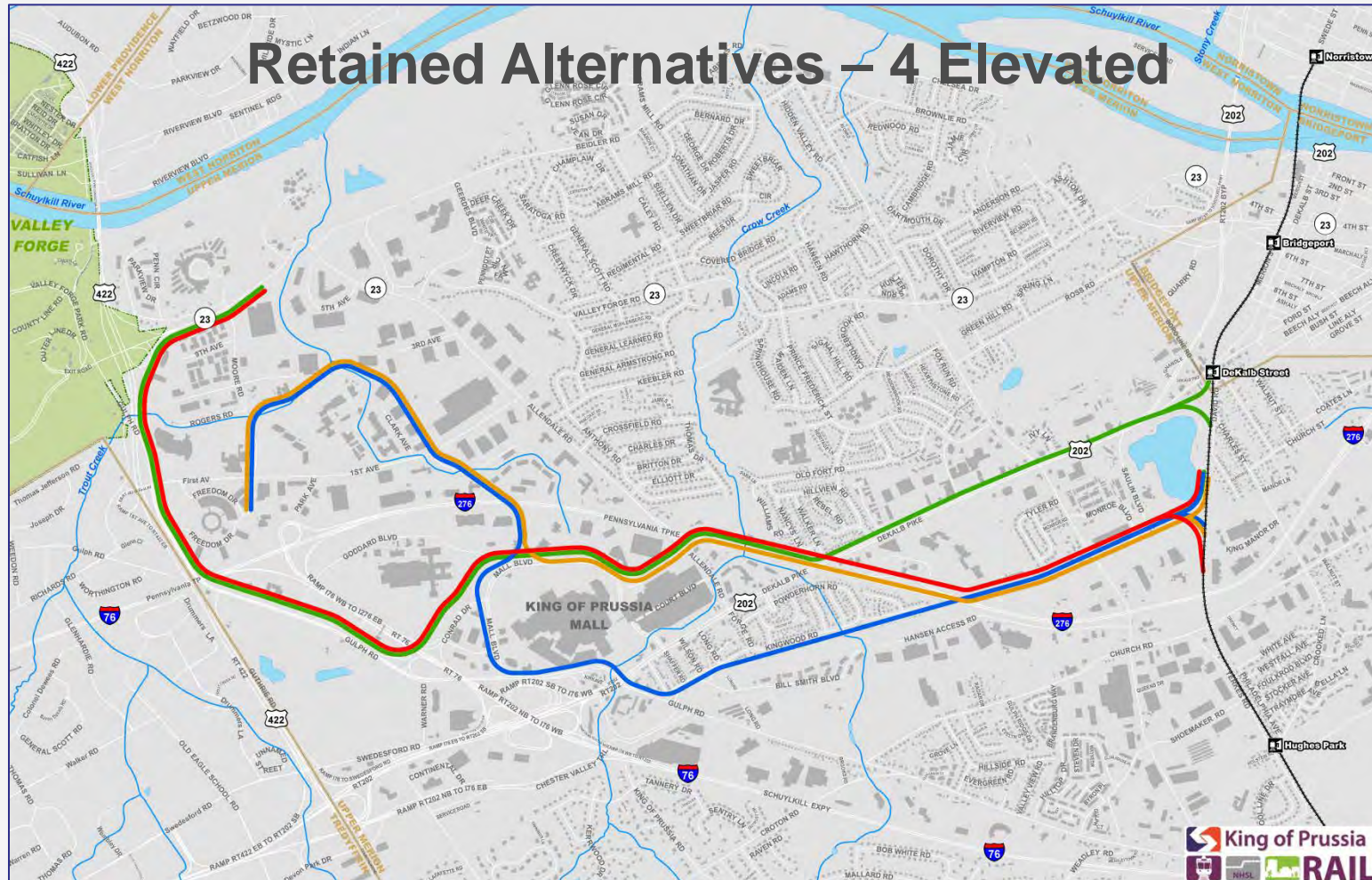


# Alternatives Screening



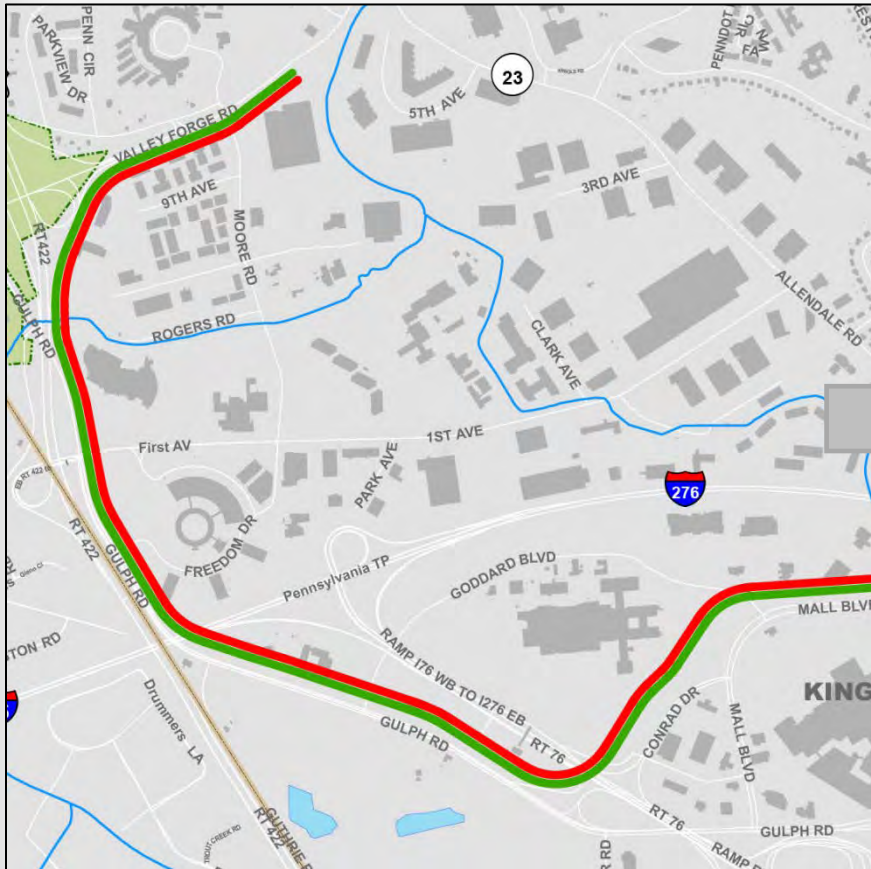


# Retained Alternatives

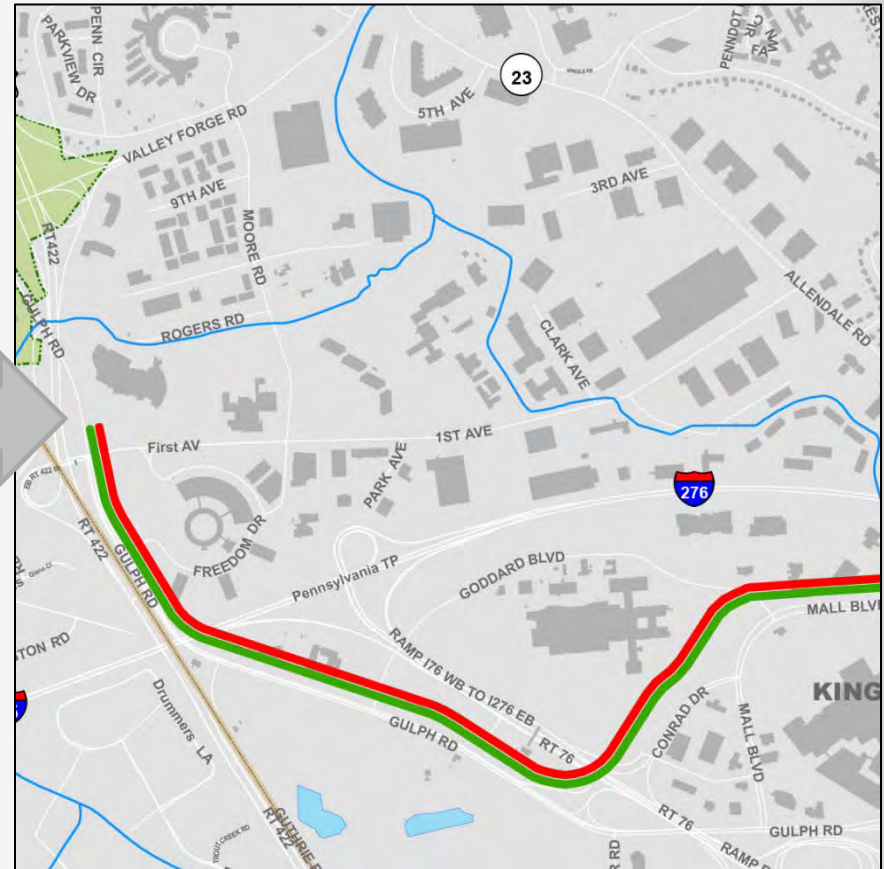


# Alternative Refinements

## North Gulph Road Truncation



**Retained**



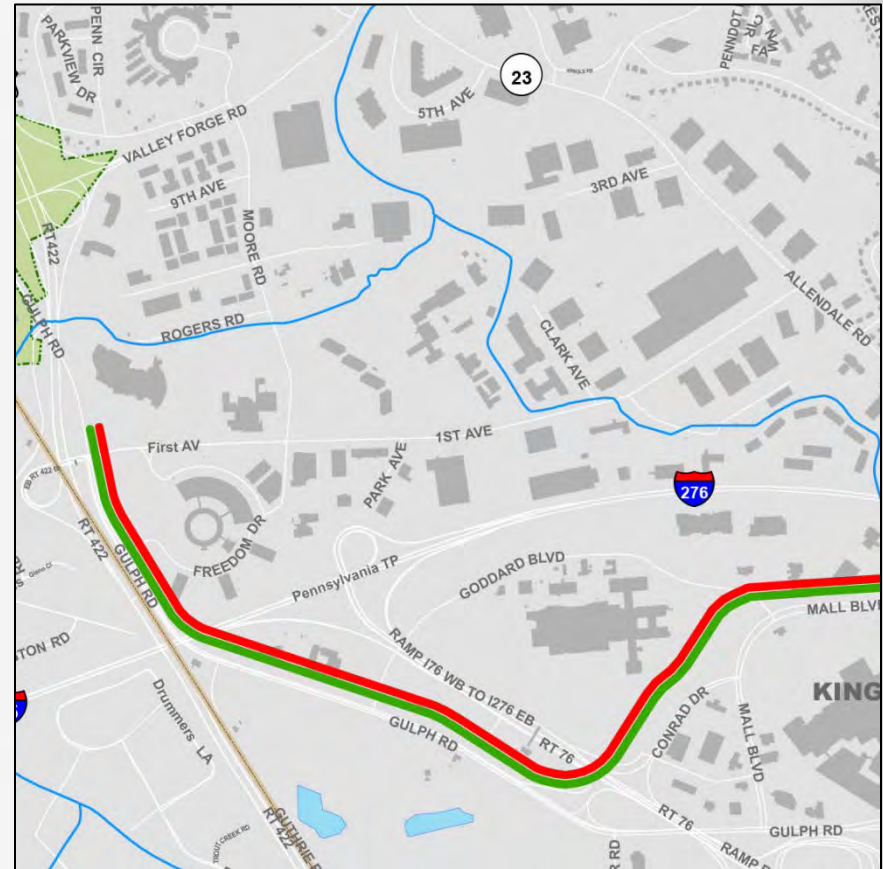
**Build**



# Alternative Refinements

## North Gulph Road Truncation

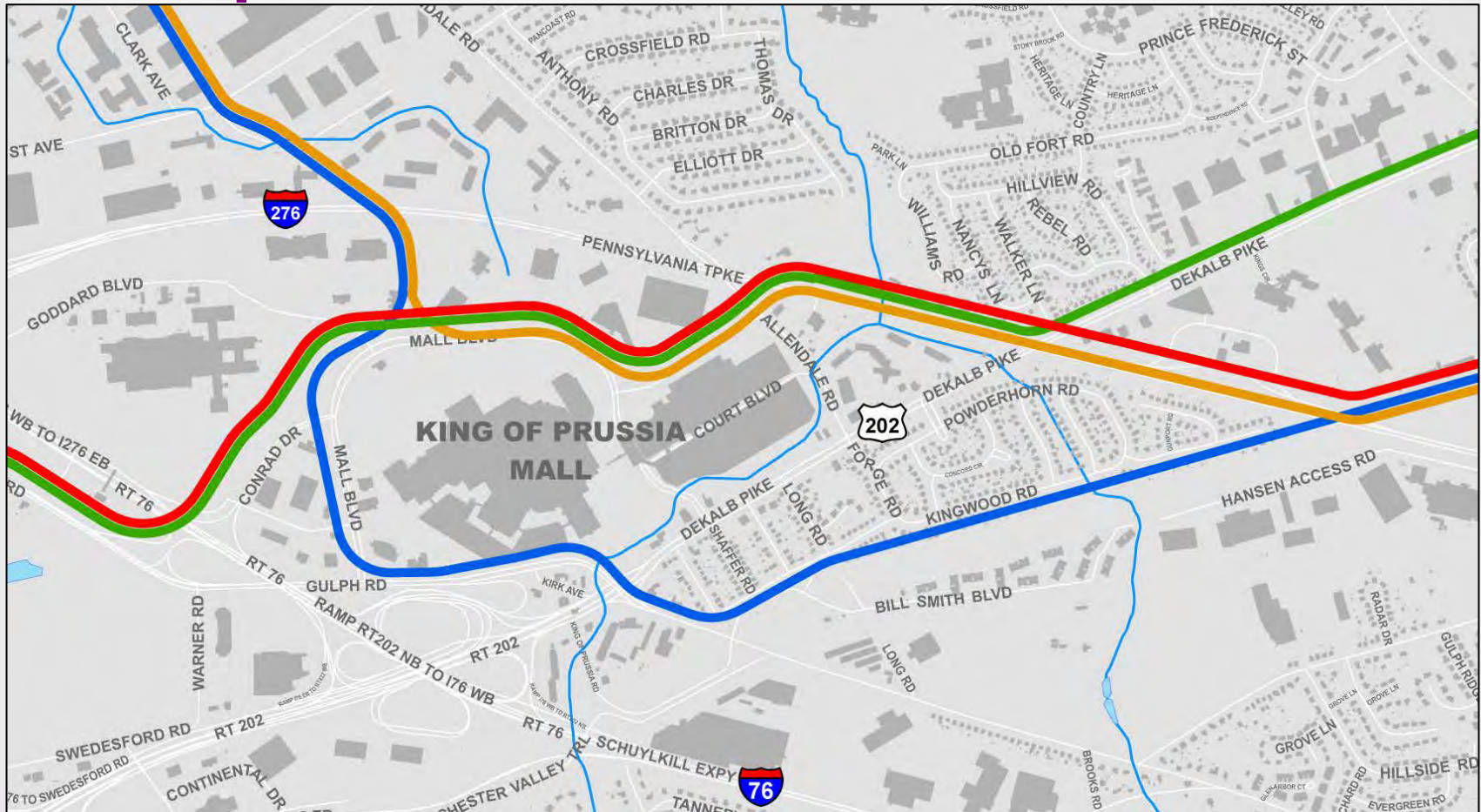
- Significant decrease in capital costs
- Minimal decrease in ridership
- Valley Forge Towers to be served by shuttle



**Build**

# Alternative Refinements

## PA Turnpike Shift from Median to South

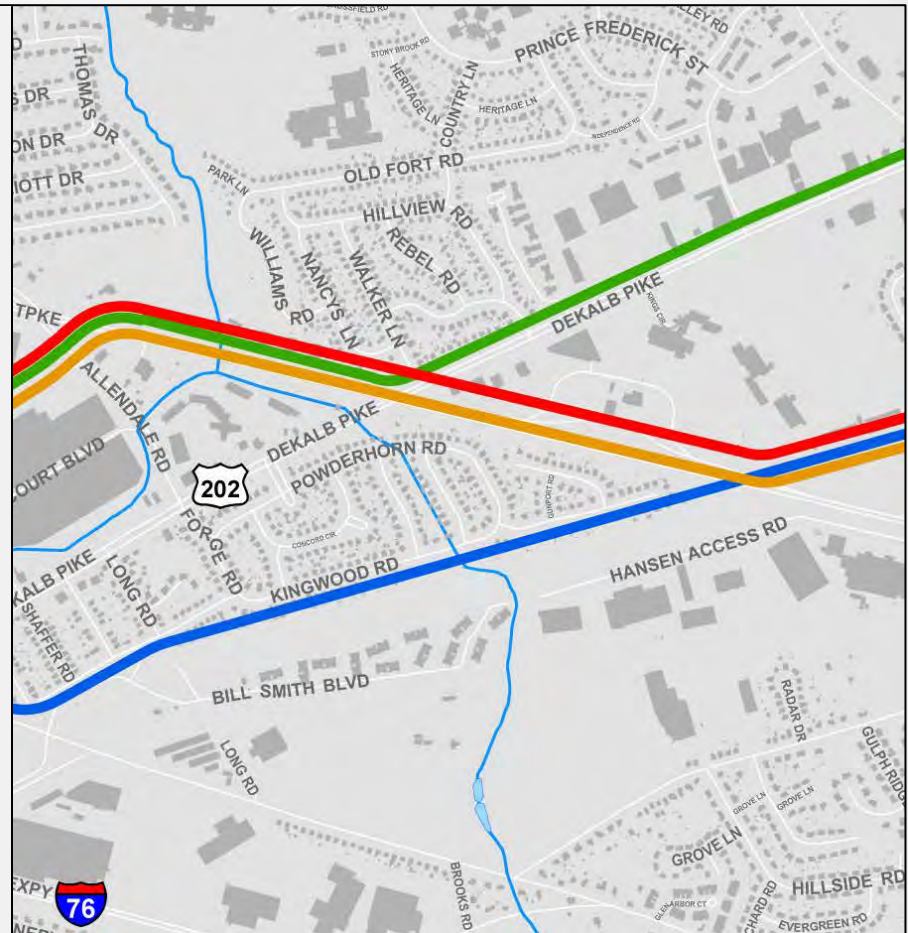




# Alternative Refinements

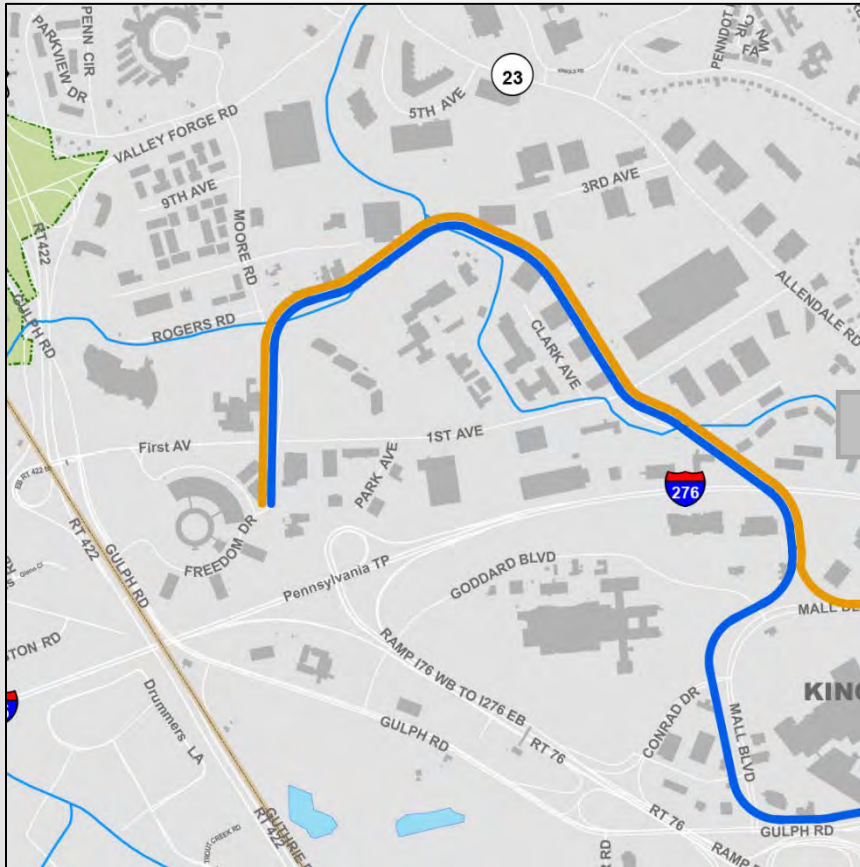
## PA Turnpike Shift from Median to South

- Stormwater management issues
- Construction staging and maintenance and protection of traffic for construction and maintenance activities
  - Reduced costs
  - Wider range of construction methods
- Utility Relocations

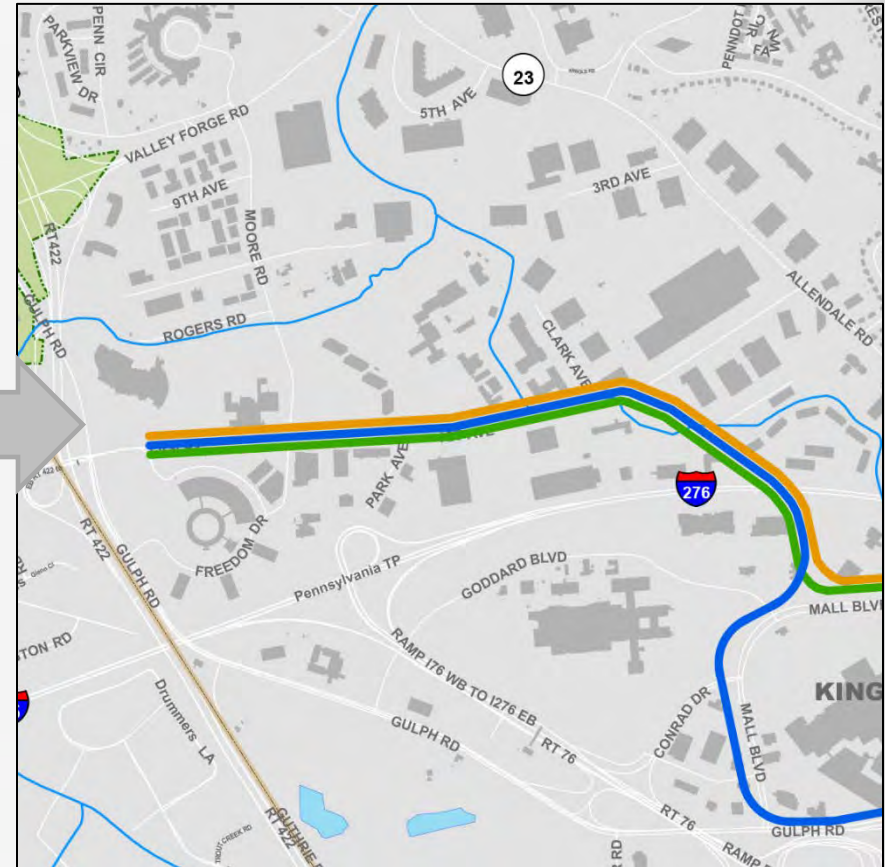


# Alternative Refinements

## Moore Road Hook to First Avenue



**Retained**



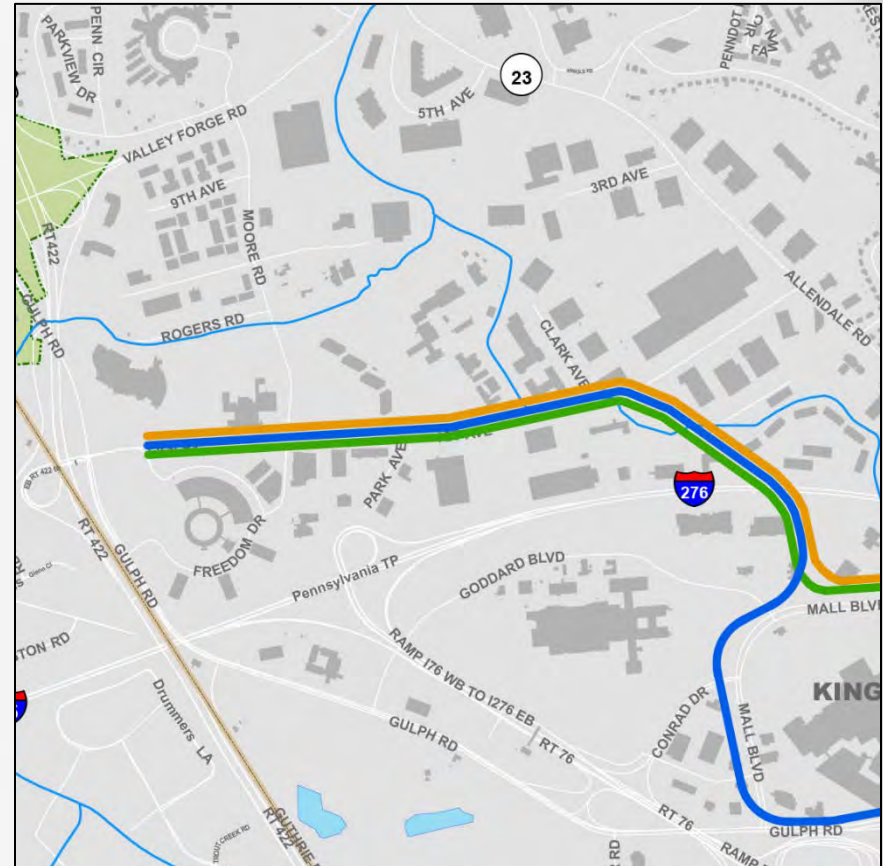
**Build**



# Alternative Refinements

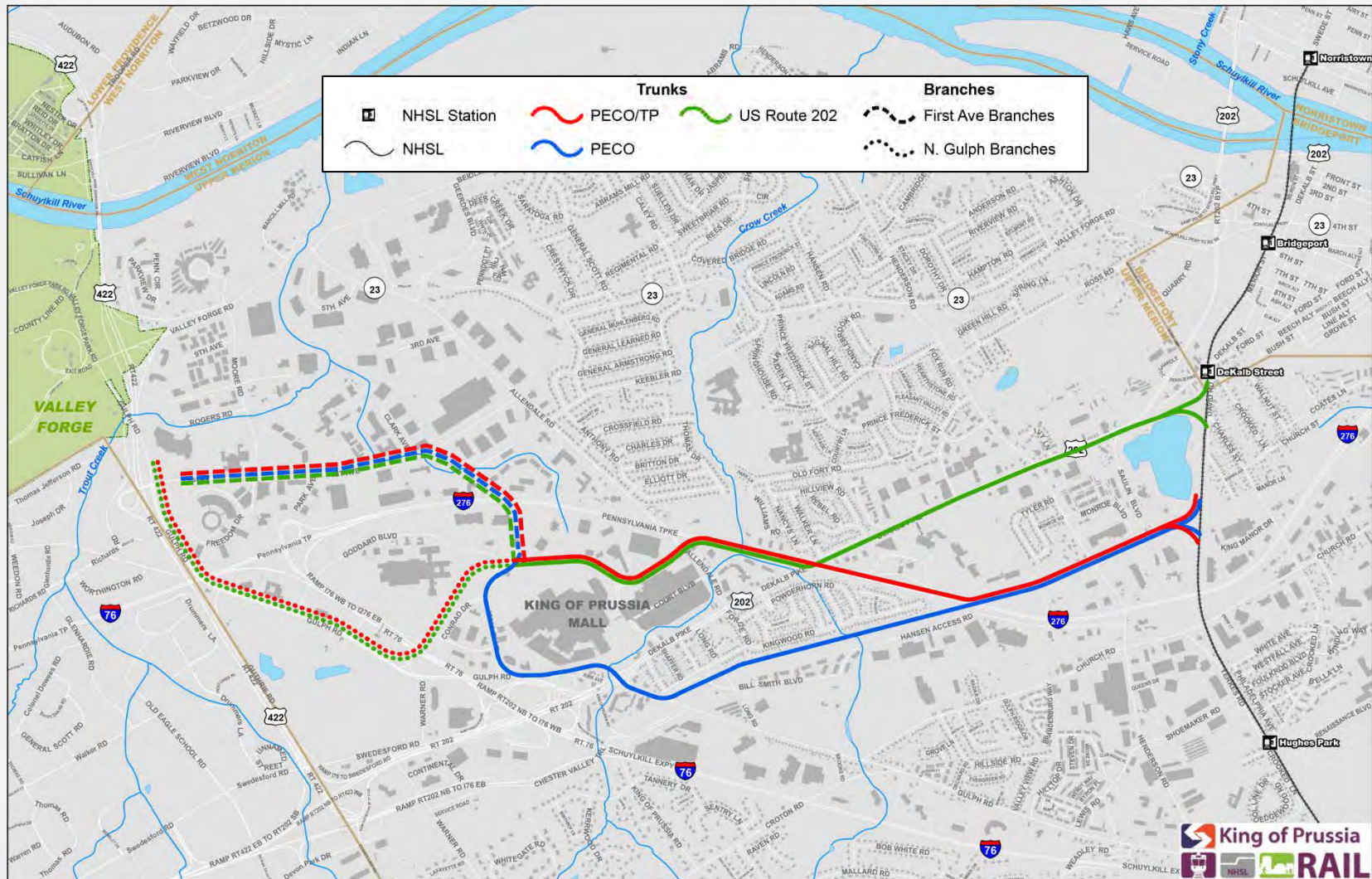
## Moore Road Hook to First Avenue

- First Ave. road diet
- Reduced impacts to private property
- Reduced impacts to waterways
- Decrease in capital costs
- Additional trunk option added back in



**Build**

# Build Alternatives



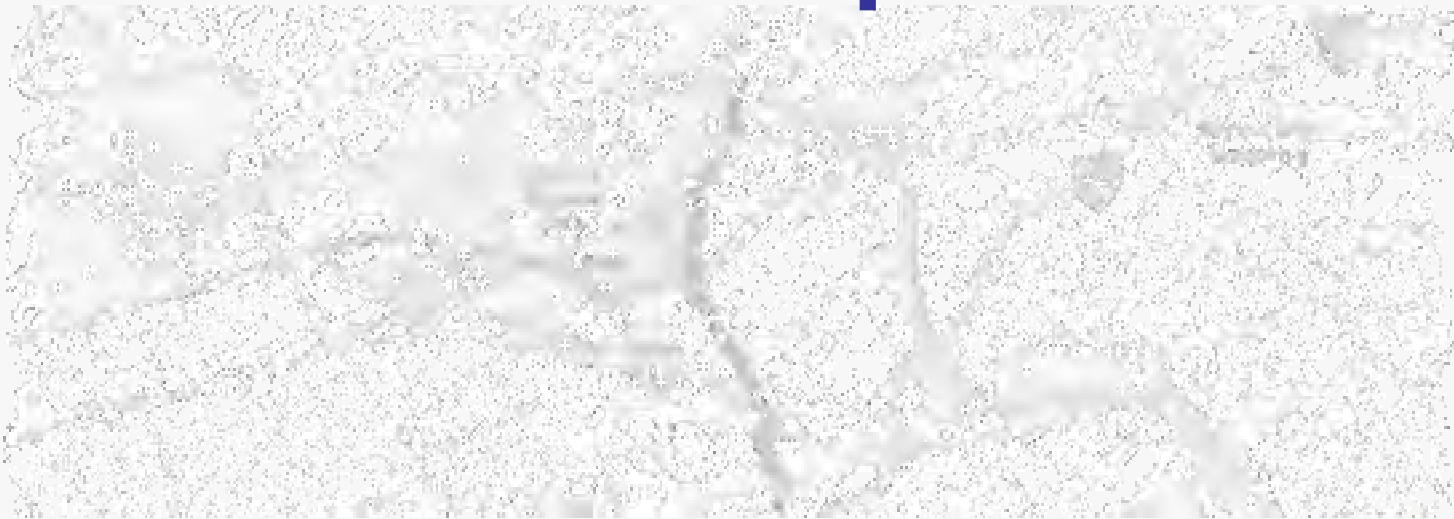




## An Extension of the Norristown High Speed Line



## Next Steps





## *Tier 3 Screening*

### **Tier 3 Criteria**

- Refined Ridership Forecast
- Refined Costs
- Costs Per Rider
- Financial Feasibility
- Economic & Land Use Analysis
- Quantification & Evaluation of Impacts & Benefits

**Locally Preferred Alternative**

# Next Steps

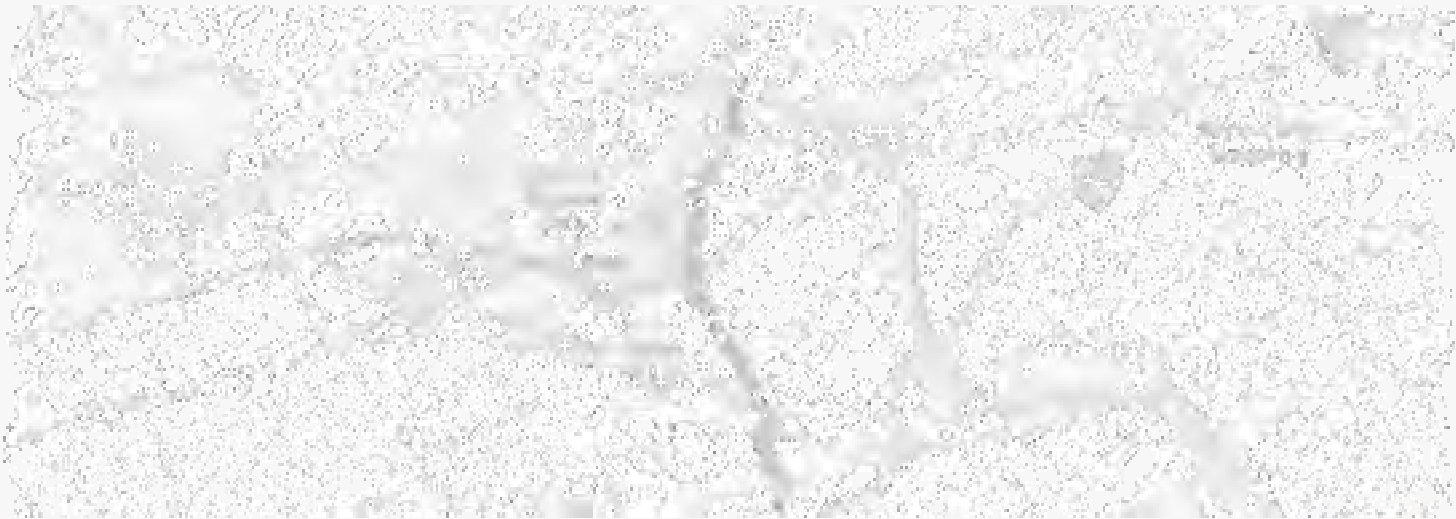
- Completing conceptual engineering
  - Limits of disturbance mapping (plan and profile)
  - Station layouts
  - Traffic impact analysis (park and rides)
  - Major utilities affected
- Reviewing DVRPC ridership forecasts
- Developing capital and O&M estimates
- Preparing funding analysis
- Preparing DEIS memos and chapters



## An Extension of the Norristown High Speed Line



# 3D Simulations



# 3D Simulation

## First Avenue





# 3D Simulation

## First Avenue





# 3D Simulation

## Gulph Rd





# 3D Simulation

## KOP Mall



# 3D Simulation

## PECO corridor





# 3D Simulation

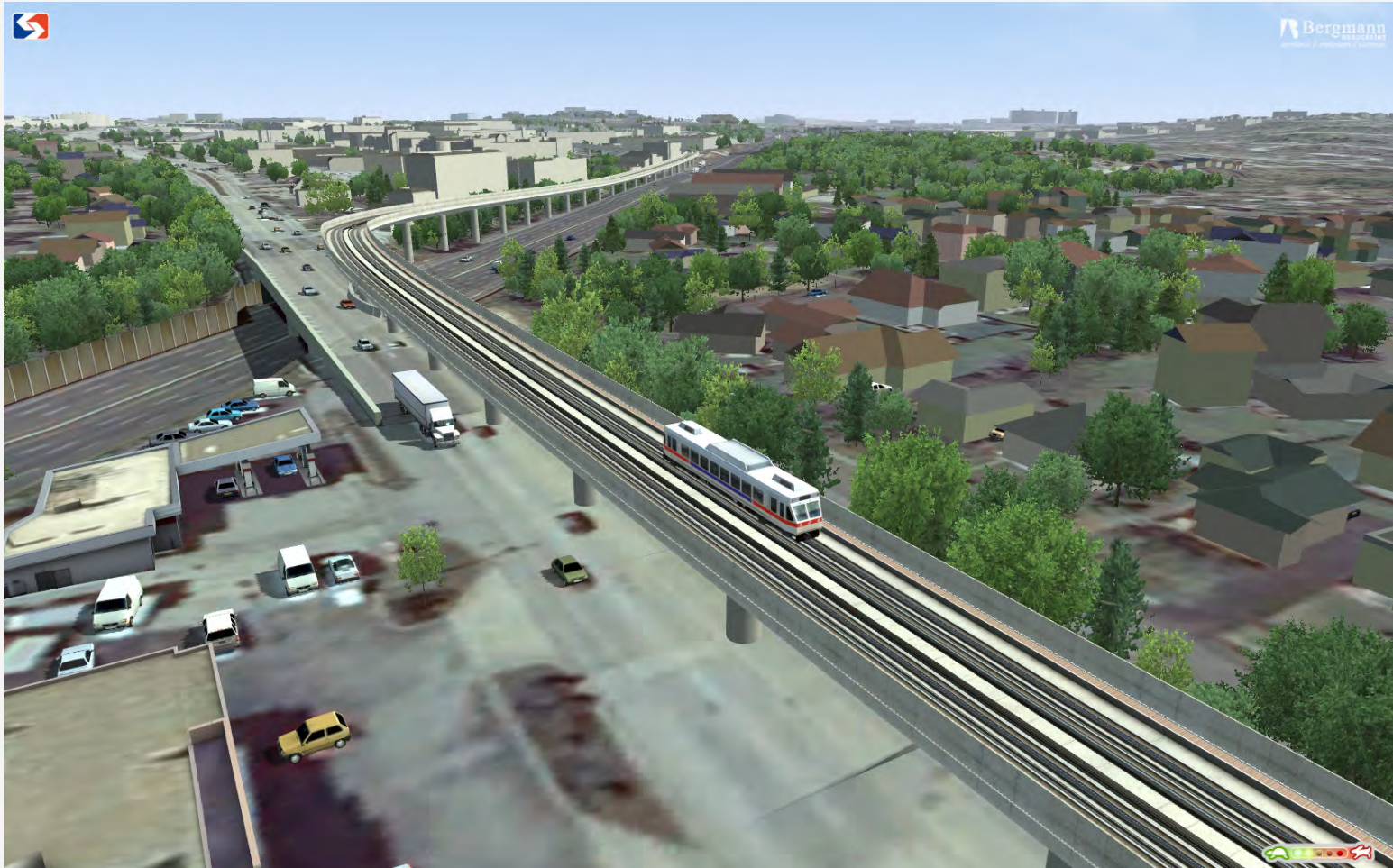
## U.S. 202





# 3D Simulation

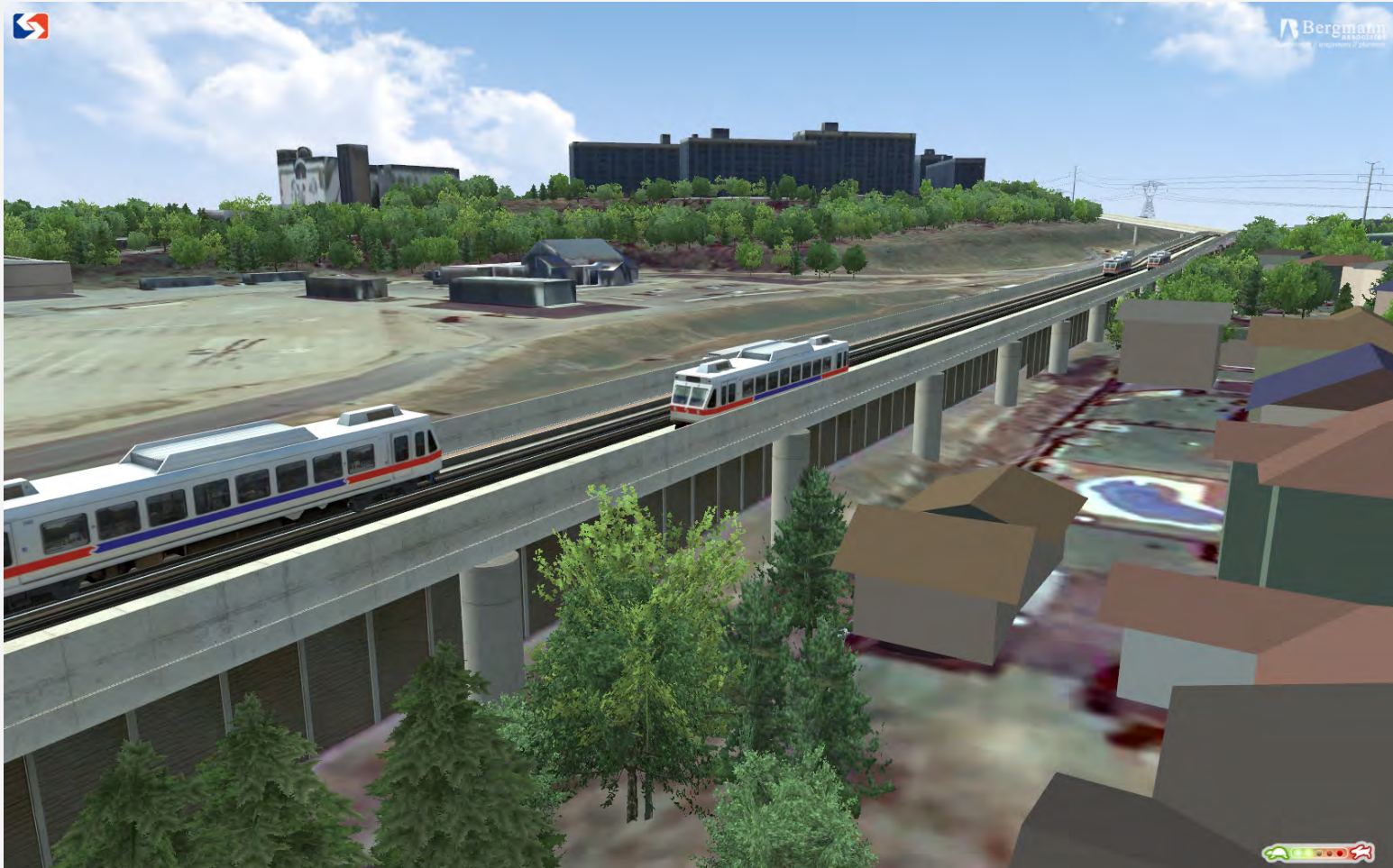
## U.S. 202





# 3D Simulation

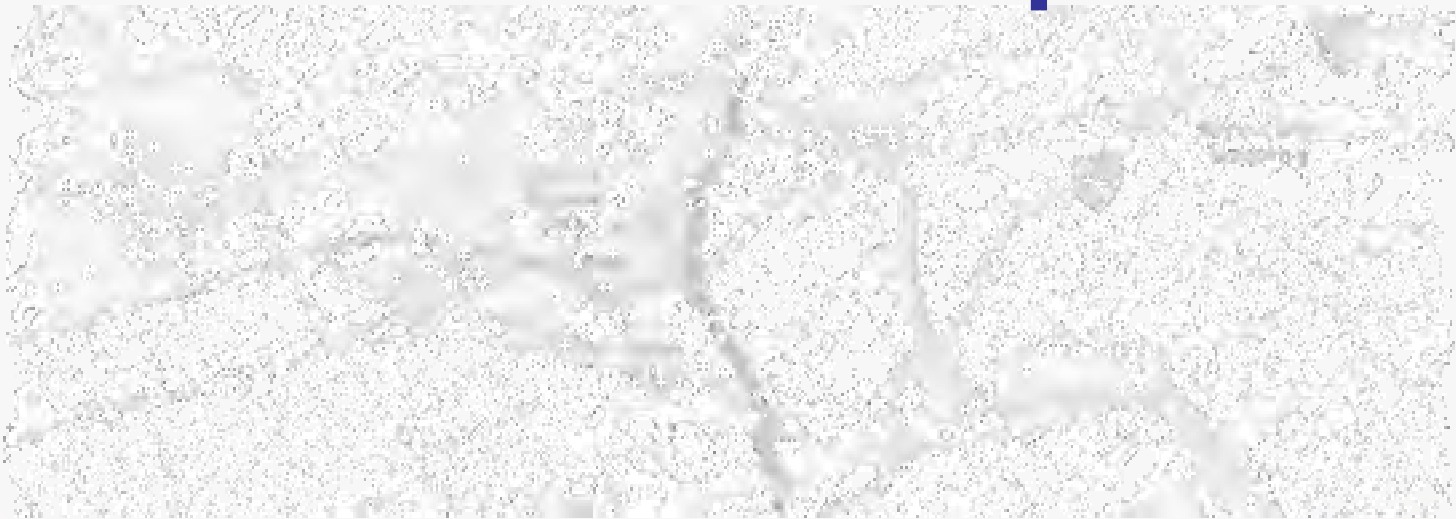
## Turnpike



## An Extension of the Norristown High Speed Line



# Public Workshops





# Small Group Workshops

- Purpose:
  - Review each alternative/alignment on aerial maps
  - Explain “general” property impacts
  - Identify concerns and issues
  - Record comments
- Working groups of about 10 or less
- Facilitator will encourage input discussion
- Issues will be noted on maps and charts
- Team will review all comments and ideas

# Working Group Rules

- Be respectful of everyone and their ideas
- Keep an open mind
- Allow time for each member to speak
- Listen to everyone's ideas (rule of 3)
- Disagree with ideas, not people
- Frame comments for constructive input
- Be as specific as possible
- The goal is NOT to get others to agree with you



# After the Workshop

- Think about the “Big Picture” for new rail service
- Take time to complete the questionnaire/comment form, or send it in soon
- Follow the project and get updates on the website
- Talk to neighbors and friends about the project
- Send us your questions and comments
- Stay involved!