



*WELCOME*

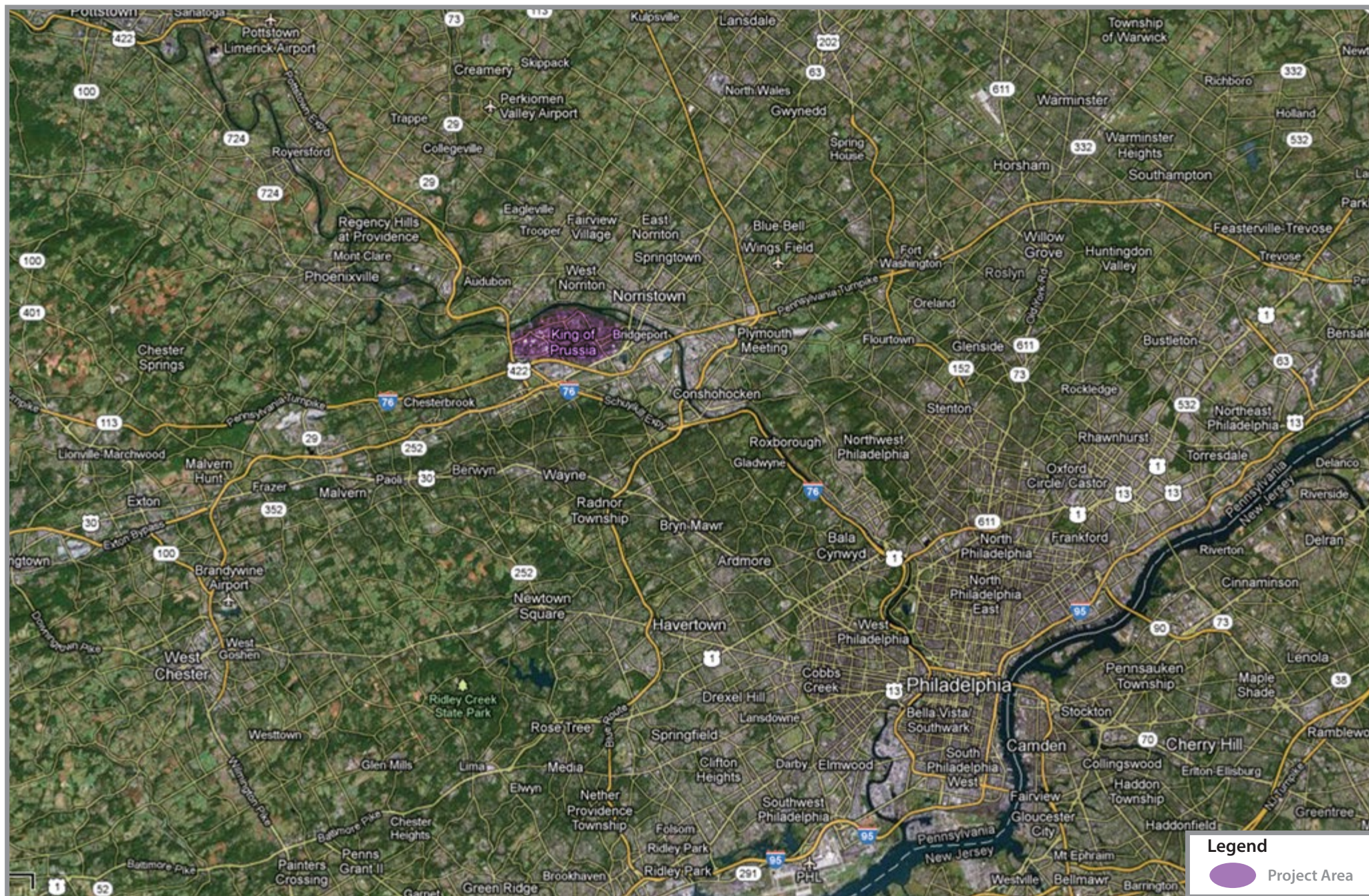
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*King of Prussia Rail Project*  
An Extension of the Norristown High Speed Line



# STATION 1

Display 2 of 2



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

STATION 1

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

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

STATION 2

### *Public Scoping Meeting/Open House*

Today's Public Scoping Meeting/Open House is part of a formal scoping process to receive input on the King of Prussia Rail Project. SEPTA and the Federal Transit Administration (FTA) are preparing an Environmental Impact Statement (EIS) to provide increased transit service to the King of Prussia area.

The formal scoping process began with the publication of the Notice of Intent (NOI) in the Federal Register on June 27, 2013. Today's meeting serves as an opportunity to review project information and provide comments and testimony on the scope and content of the project's EIS. Attendees are asked to comment on the following:

- Purpose and Need for transit improvements;
- Alternatives to be analyzed; and
- Social, economic and environmental issues of concern.

Comments may be conveyed in writing via mail, e-mail or through the project website's online comment form during the public comment period, which began on June 27, 2013 and concludes on August 14, 2013.

Comments received from the public and agencies during the public comment period will be reviewed by FTA and SEPTA, and then incorporated into a Scoping Summary Report, which is the starting point for the preparation of the EIS.

Comments must be received by August 14, 2013 to be considered as part of the Scoping Summary Report.



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## King of Prussia Rail Project

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## 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.



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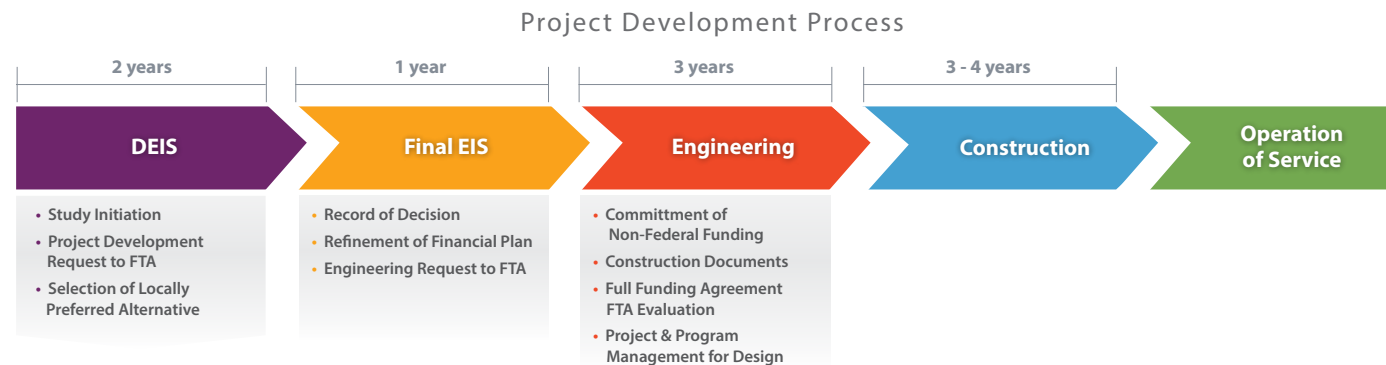


## King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

## Project Steps/Timeline



### DEIS Tasks

#### Study Initiation:

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

#### Development and Refinement of Alternatives:

- Project Scoping/Environmental Studies *We are here*
- Analysis of Alternative Alignments
- Conceptual Engineering
- Initiation of Project Development

#### Analysis, Evaluation and Final Refinement of Alternatives, Memorandums and DEIS:

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

#### Selection of Locally Preferred Alternative:

- Selection of the Draft Locally Preferred Alternative (DLPA)
- Financing Plan for the LPA
- Presentation of LPA to DVRPC and the SEPTA Board
- Request to FTA to enter engineering

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

As part of the DEIS process, the King of Prussia Rail project will include:

- The development and review of multiple project alternatives;
- Environmental and engineering studies;
- Ongoing opportunities for public involvement and input; and
- The identification of a Locally Preferred Alternative (LPA).

Ideally, the LPA should minimize potential impacts while providing maximum user benefits.



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## King of Prussia Rail Project

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### Fast Facts

#### NHSL Fast Facts

- Interurban line from Norristown Transportation Center to 69th Street Transportation Center
- 28 minute ride from 69th Street to Norristown Transportation Center, 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
- Mostly single-car operation
- Frequent stops
- Limited and express services, two cars in peak periods

#### Extension to KOP Fact Facts:

- One-seat ride to King of Prussia from 69th Street Transportation Center and Norristown Transportation Center
- Utilizes existing NHSL vehicles and maintenance facilities.
- No at-grade crossings, physical separation of rail from adjacent uses due to third rail
- All electric
- Electric vehicles and welded rail reduce wheel noise

#### Growing Travel Needs:

- 28,000 residents in Upper Merion Township in 2009; 31,000 residents in 2035.
- 57,100 jobs in Upper Merion in 2010; 62,100 jobs 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).
- 1.5M visits/year to Valley Forge National Historical Park.
- 4,000 (and growing) average weekday bus ridership to/from the King of Prussia Mall



*Trains run every 5 minutes in the peak period and 20 minutes in the off peak. Almost round the clock service from 4:30 a.m. to 2 a.m.*



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# STATION 2

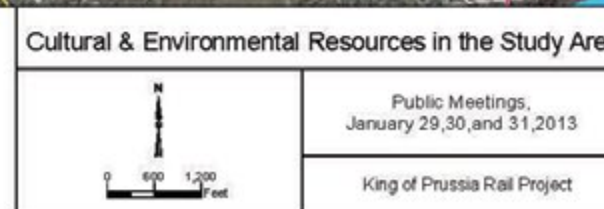
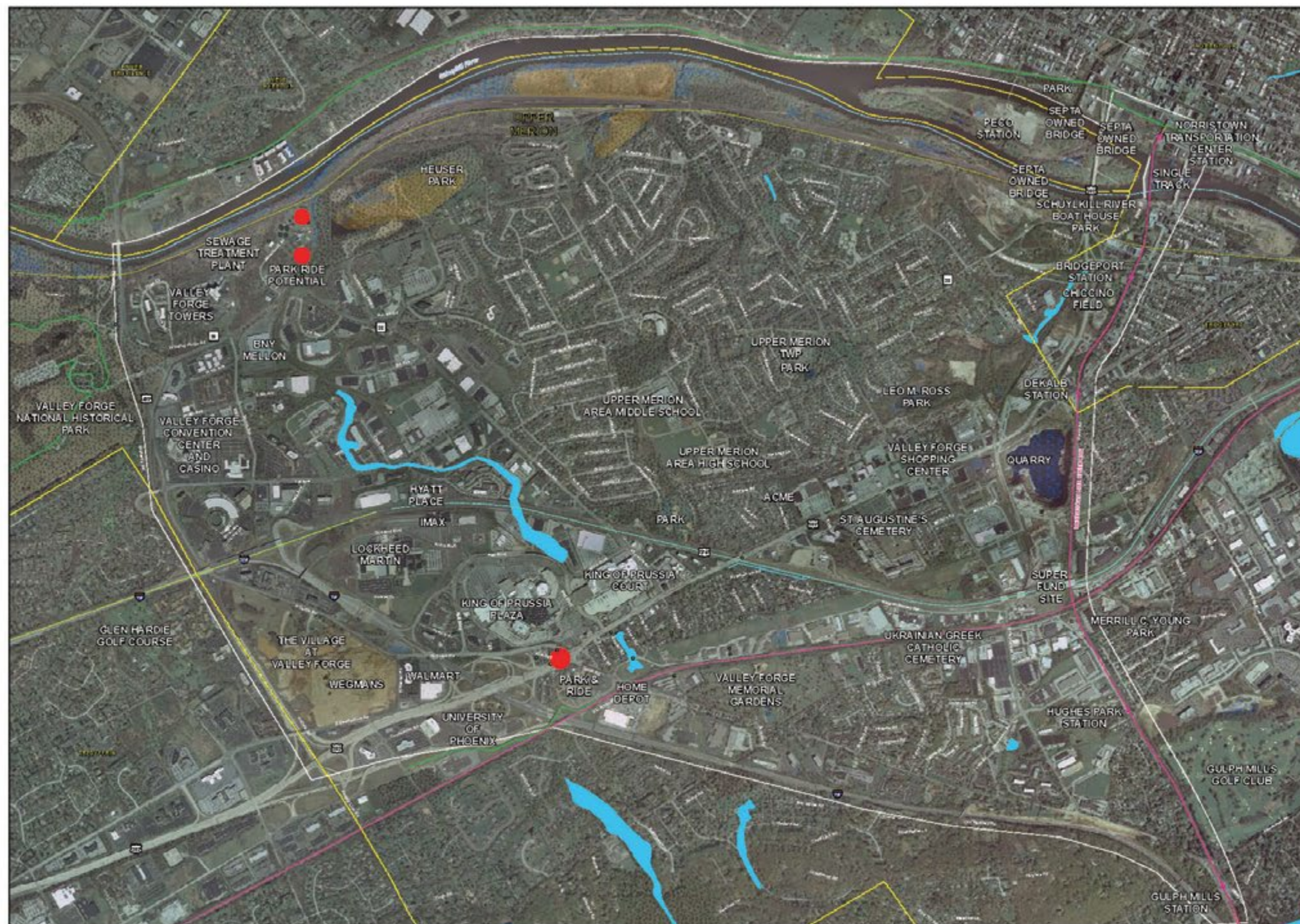
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## STATION 2

## Environmental & Cultural Resources



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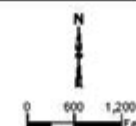
*King of Prussia Rail Project*  
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## STATION 2

*Planned & Proposed Development*



### Future Development Locations in the Project Area



Public Meetings,  
January 29, 30, and 31, 2013

King of Prussia Rail Project

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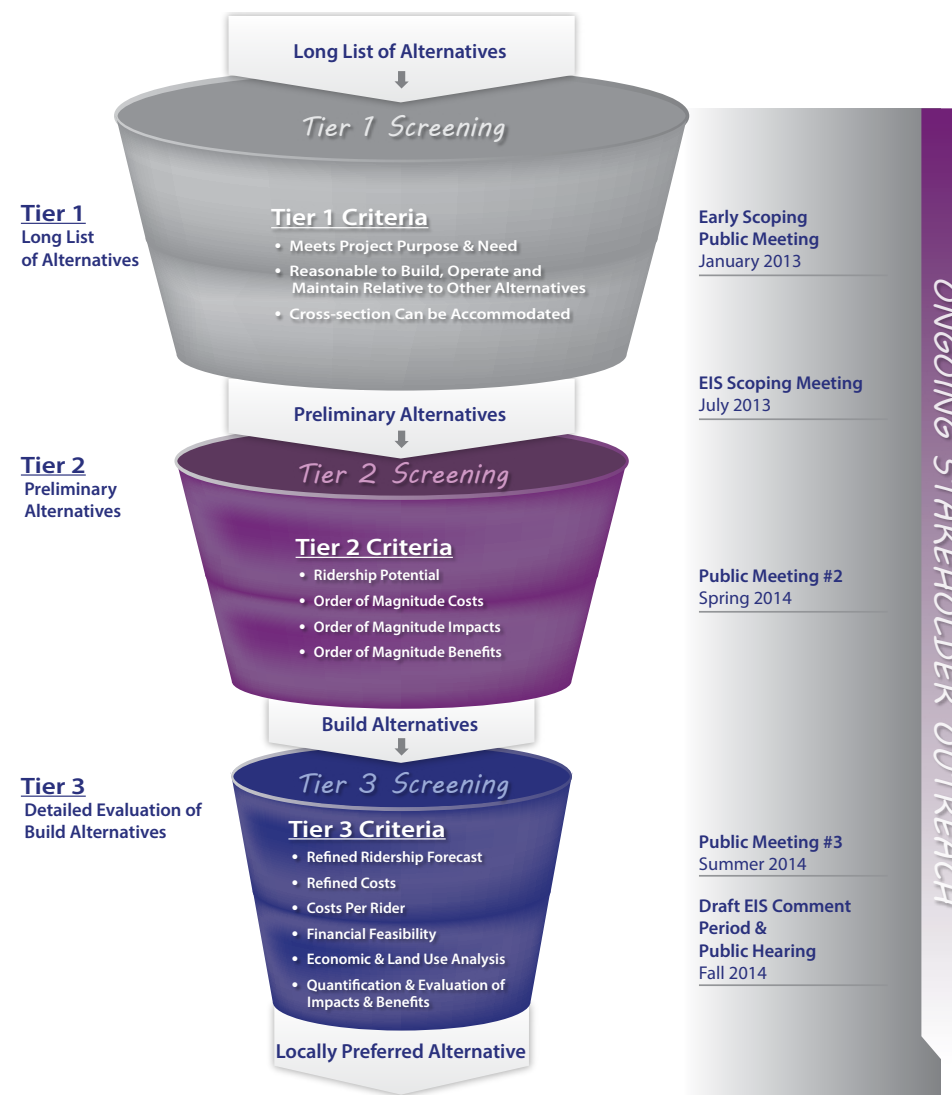


## King of Prussia Rail Project An Extension of the Norristown High Speed Line

STATION 3

### 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.



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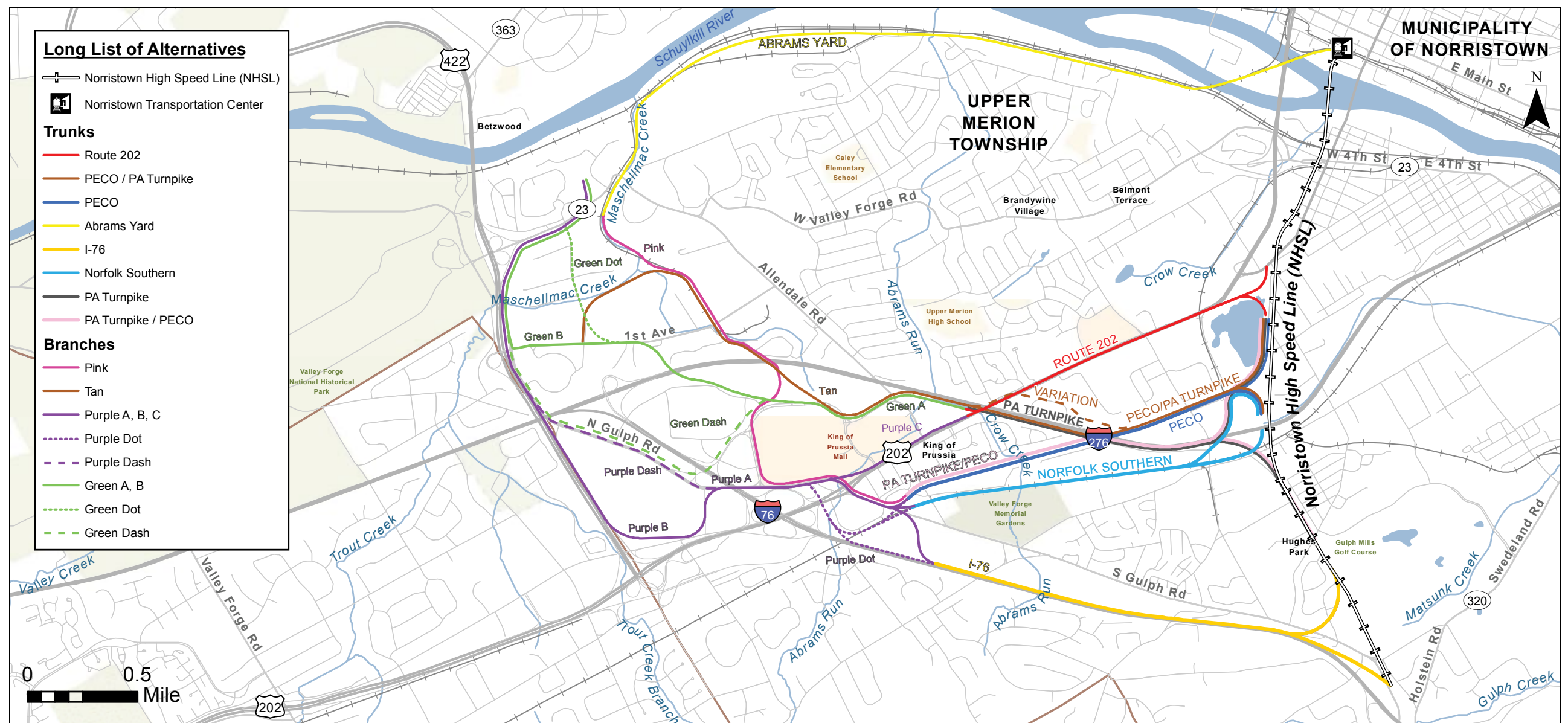
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STATION 3

### Long List of Alternatives



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### Potential Opportunities for Private Investment, Joint Development and Private Development

#### Joint Development

Joint Development allows for a cooperative partnership to be formed between the transit agency and private parties, like a developer. Under this arrangement, a transit facility such as a rail station, could include adjacent/connected facilities or commercial development.

#### Public-Private Partnerships or "P3"

This innovative type of legal and financial tool is increasingly used to incentivize private investment and financing in order to leverage public infrastructure funding.

#### Transit-Oriented Development (TOD)

TOD enables mixed-use development or redevelopment around transit stations. TOD strives to create transit friendly, walkable communities by providing a commercial and residential land uses in close proximity to transit and multi-modal options.

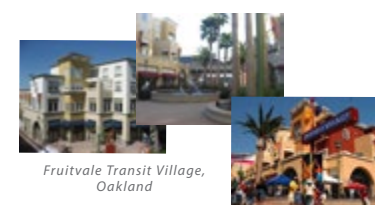
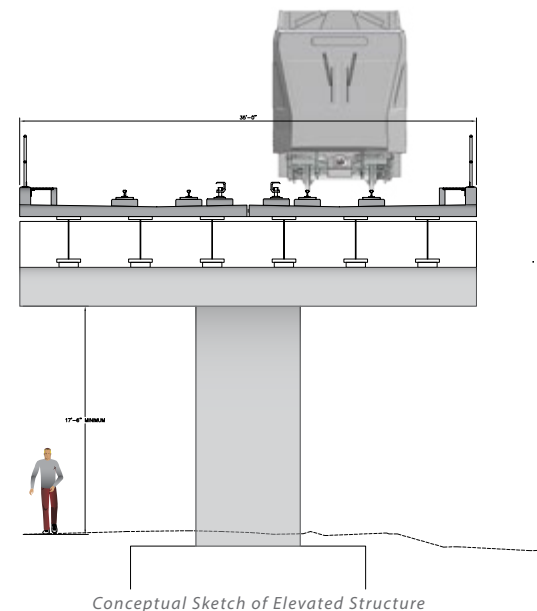
Bethesda Metro Center



Cisco Campus, San Jose, CA



Lindberg Station, Atlanta



Fruitvale Transit Village, Oakland



TOD



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STATION 3

## *Tier 1 Screening Criteria*

### Long List of Alternatives 30 Trunk and Branch Combinations

#### *Step 1*

Does it meet Purpose and Need? (Trunks Only)



*Eliminated*

#### *Step 2*

Is it reasonable to build, operate and maintain relative to the other alternatives?



*Eliminated*

#### *Step 3*

Can the cross-section be accommodated?



*Eliminated*

12 Trunk and Branch Combinations  
**Tier 1 Alternatives**



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### Tier 1 Screening Results

Trunks	Tier 1 Screening Results	Explanation
Abrams Yard	 Eliminated	Does not meet Purpose and Need. Does not provide faster, more reliable service.
PECO	 Passed Tier 1 Screening	Passed.
I-76	 Eliminated	Complex construction and not reasonable to operate primarily as a result of excessive grade.
Route 202	 Passed Tier 1 Screening	Passed.
Norfolk-Southern (Morrisville Line)	 Eliminated	Not operationally feasible. Three rail services within same track segment. Very slow speeds exiting and entering trunk.
PA Turnpike	 Eliminated	Not reasonable to build. Extraordinarily high and complex elevated structure needed. Requires moving NHSL Hughes Park Station further south.
PA Turnpike/PECO	 Eliminated	Not reasonable to build. Extraordinarily high and complex elevated structure needed. Requires moving NHSL Hughes Park Station.
PECO/PA Turnpike	 Passed Tier 1 Screening	Passed.



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## King of Prussia Rail Project

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### Tier 1 Screening Results - Branches

Branches	Tier 1 Screening Results	Explanation
<b>Pink</b>	 Passed	Met all criteria.
(South Gulph Road to West Valley Road via Abrams Industrial Track)		
<b>Green A</b>	 Passed	Met all criteria.
(Wills Road and Mall Boulevard)		
<b>Green B</b>	 Eliminated	Not reasonable to build. Extraordinarily high and complex structure needed.
(Goddard Boulevard/1st Avenue)		
<b>Green Dot (put dots here)</b>	 Eliminated	Not reasonable to build. Straddle bents over roadway.
(Moore Avenue)		
<b>Green Dash (put dashes here)</b>	 Passed	Met all criteria.
(North Gulph Road)		
<b>Purple A</b>	 Passed	Met all criteria.
(South Gulph Road and North Gulph Road to Village at Valley Forge)		
<b>Purple B</b>	 Eliminated	Cannot be accommodated in right of way. US Route 422 widening.
(From Village at Valley Forge to West Valley Road)		
<b>Purple C</b>	 Passed	Met all criteria.
(Route 202 from PA Turnpike to North Gulph Road)		
<b>Purple Dot (put dots here)</b>	 Eliminated	Cannot be accommodated in right of way. In major interchange.
(Intersection of I-76 and Route 202)		
<b>Purple Dash (put dashes here)</b>	 Passed	Met all criteria.
(North Gulph Road)		
<b>Tan</b>	 Passed	Met all criteria.
(Wills Road to 1st Avenue via Abrams Industrial Track)		



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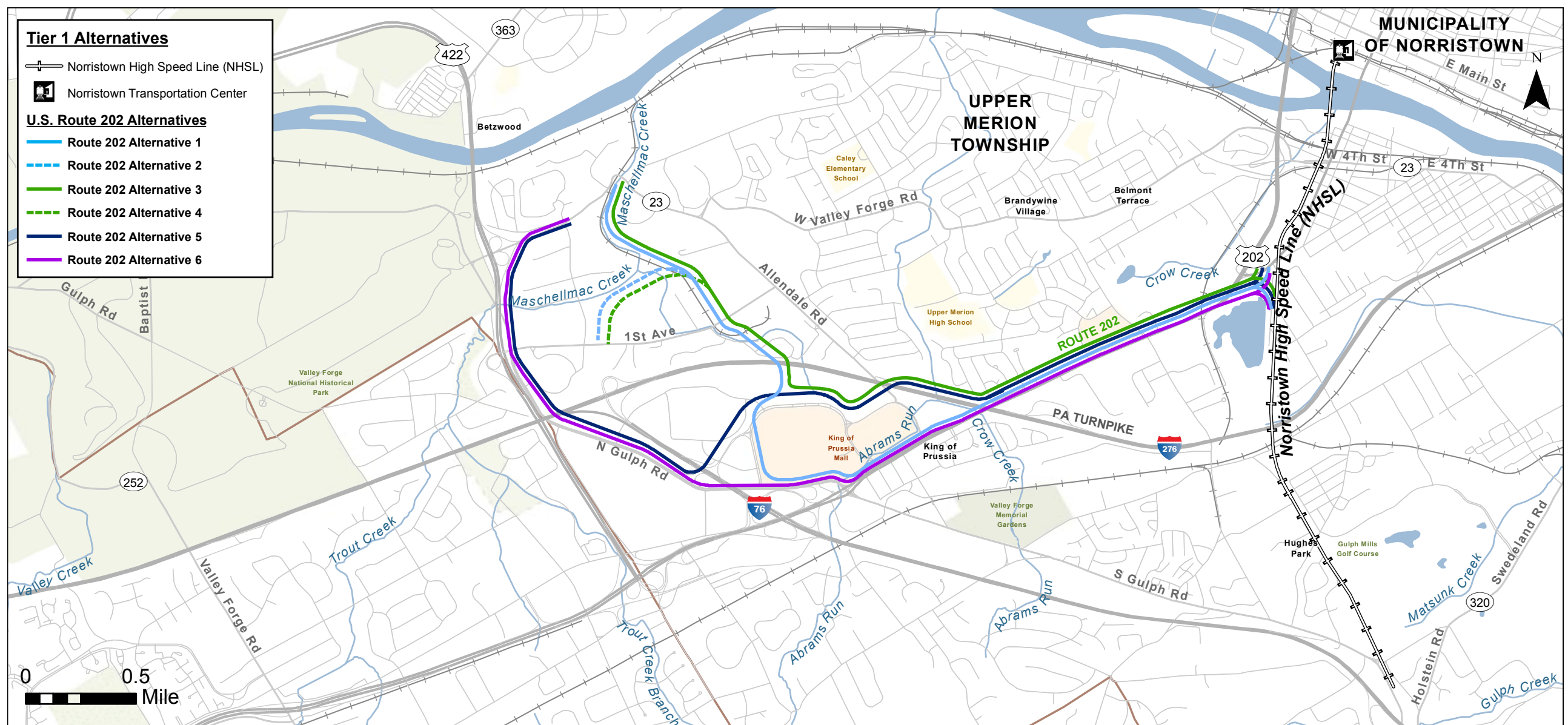
# STATION 3



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

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### Route 202 Alternatives



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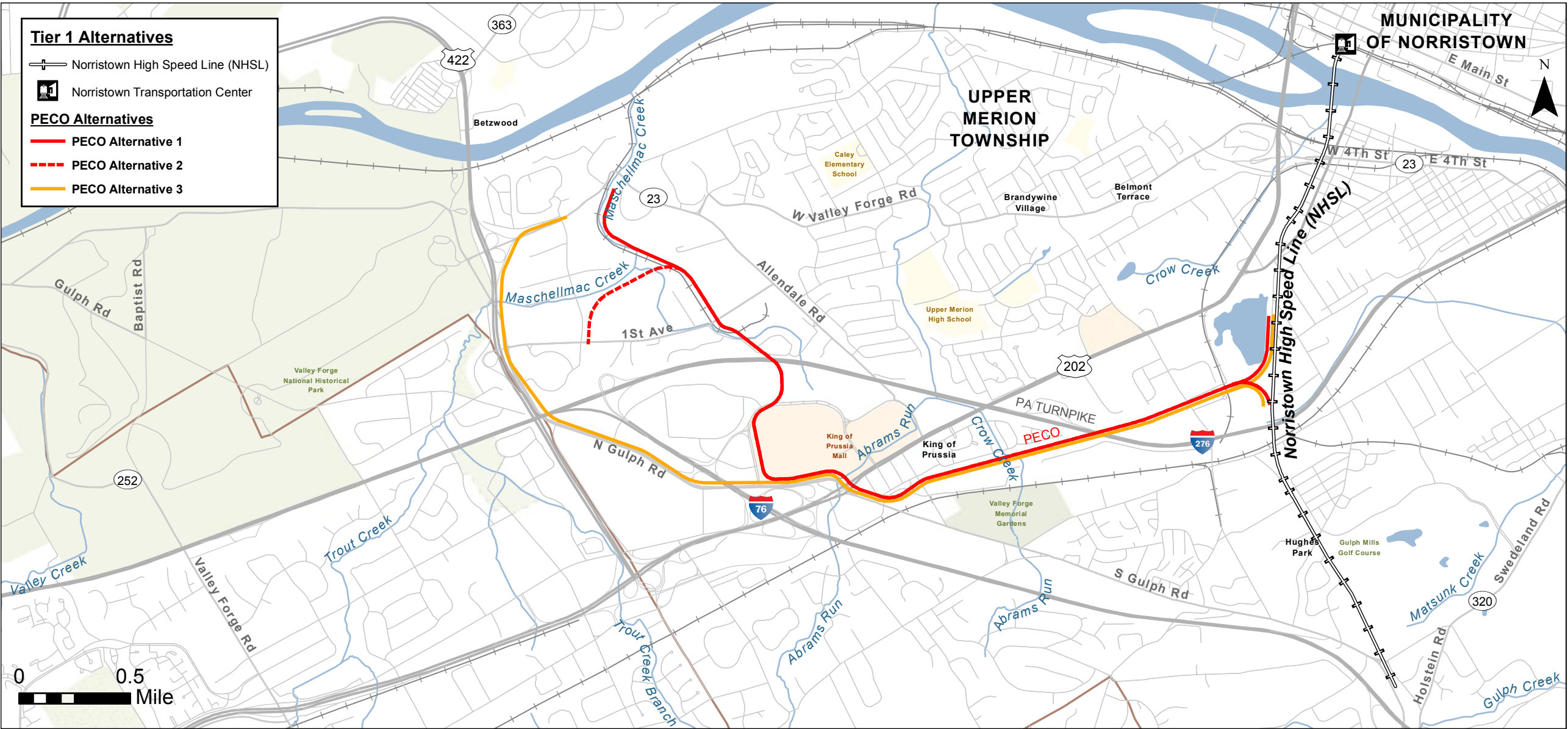


## King of Prussia Rail Project

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### PECO Alternatives



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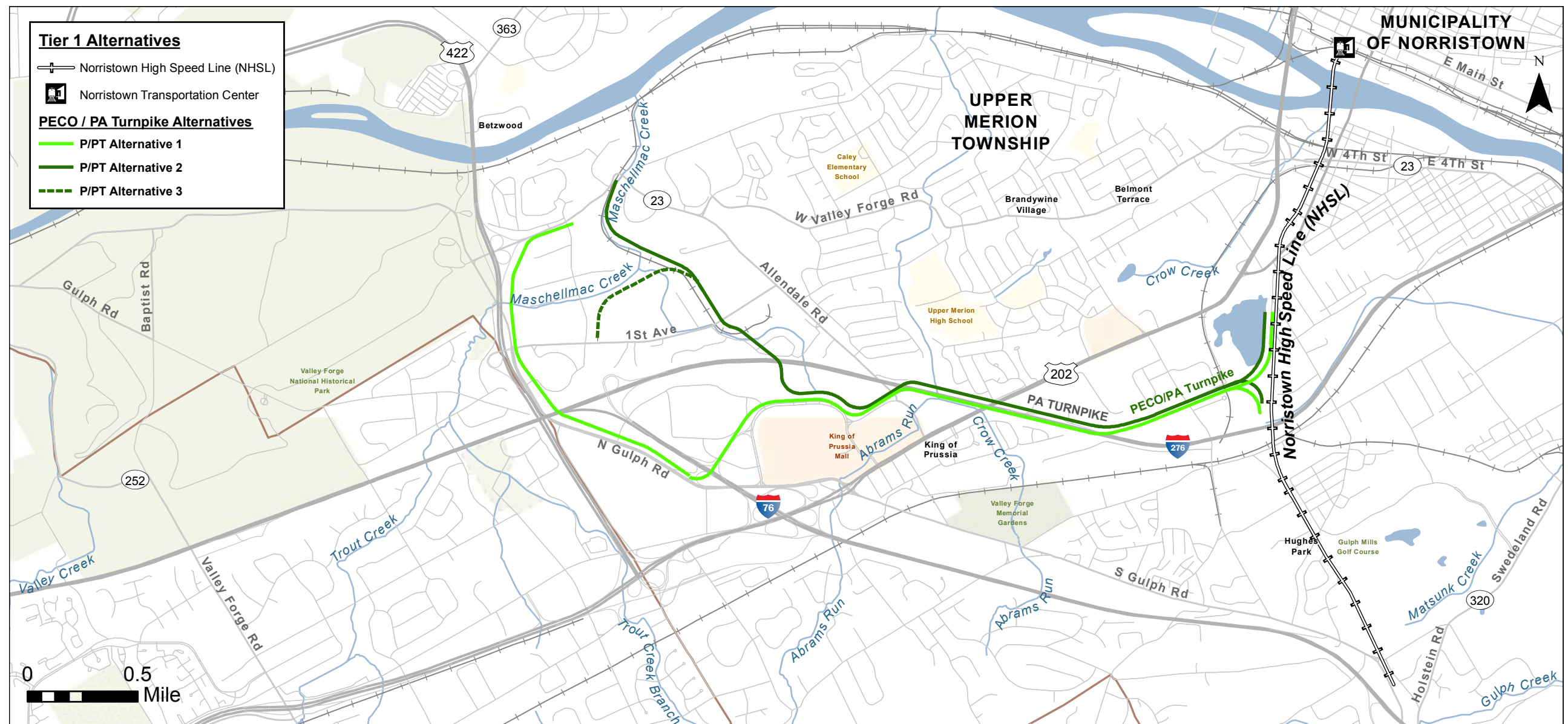
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## King of Prussia Rail Project An Extension of the Norristown High Speed Line

STATION 3

### PECO/PA Turnpike Alternatives





# STATION 3

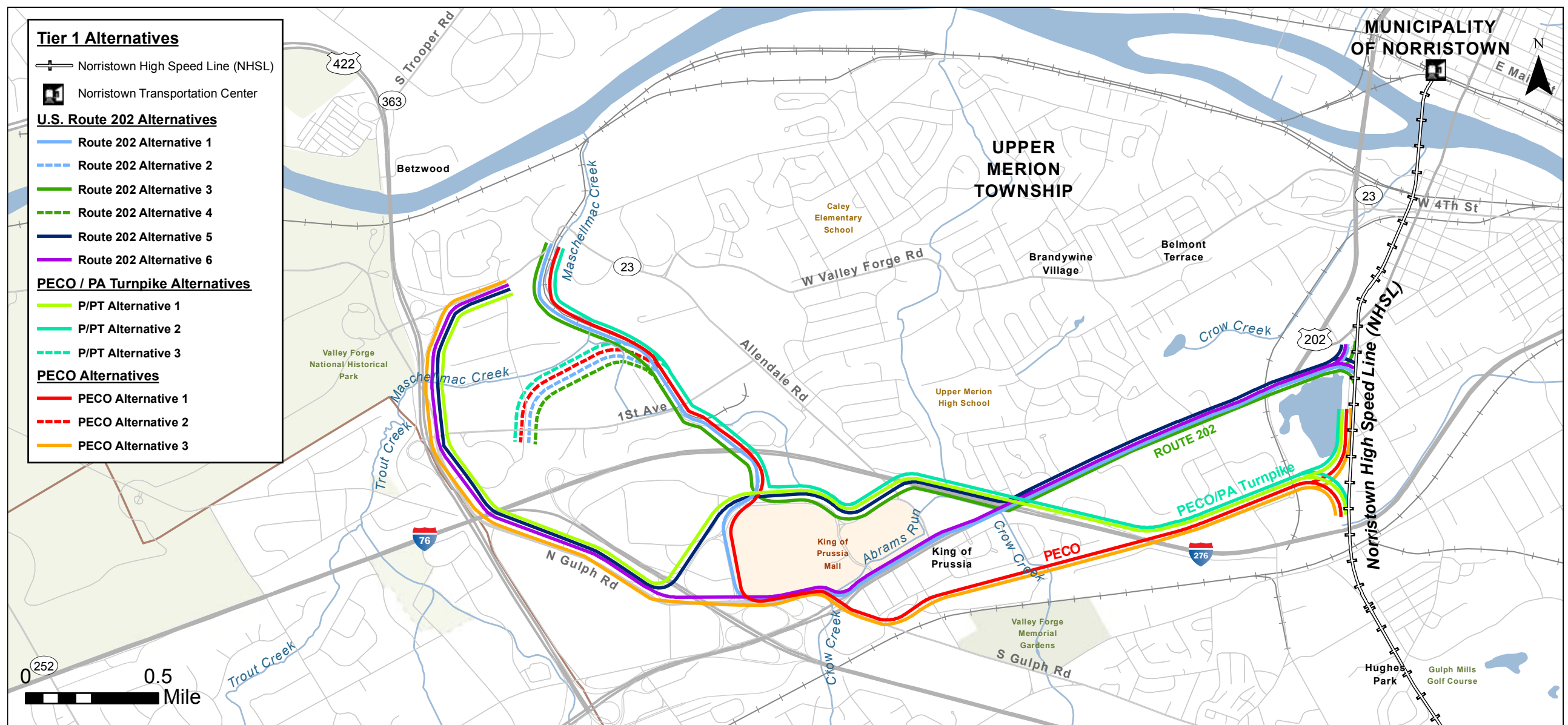
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## King of Prussia Rail Project An Extension of the Norristown High Speed Line

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### Tier 1 Alternatives



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King of Prussia Rail Project

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Next Steps / How to Stay Involved

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- Twitter [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)  
Follow us on Twitter at @KOPRail.
- E-mail [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)  
Email us with questions or comments regarding the project.
- Newsletters Sign-up for project newsletters through the project website.
- Public Meetings Attend public meetings throughout the project.
- Surveys Participate in the project survey (to be announced later in the project).



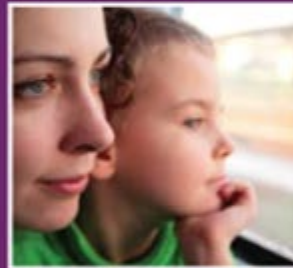


## STATION 4

*If you would like to make a  
comment or provide input please  
[click here](#)*

## *King of Prussia Rail Project*

An Extension of the Norristown High Speed Line



## Public Scoping Meeting

July 16, 2013

Norristown High Speed Line Extension DEIS





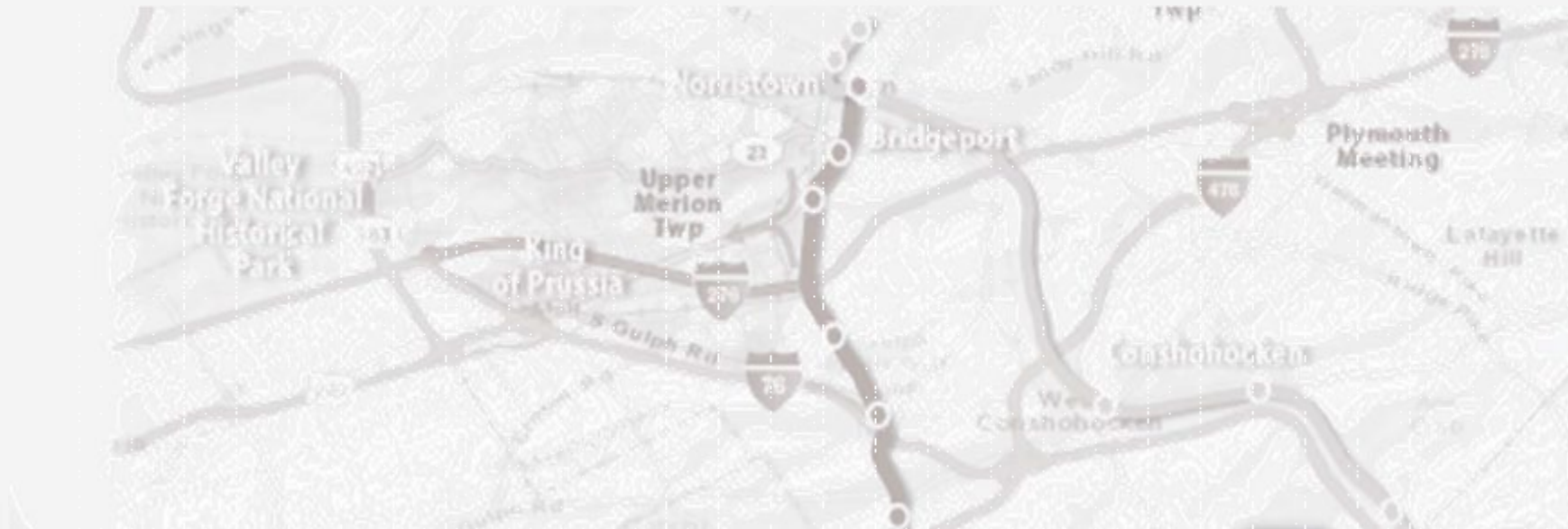
## Agenda



- Introduction
- Project Development
- Alternatives Development
- Alternatives Screening Process
- Next Phase



## Introduction





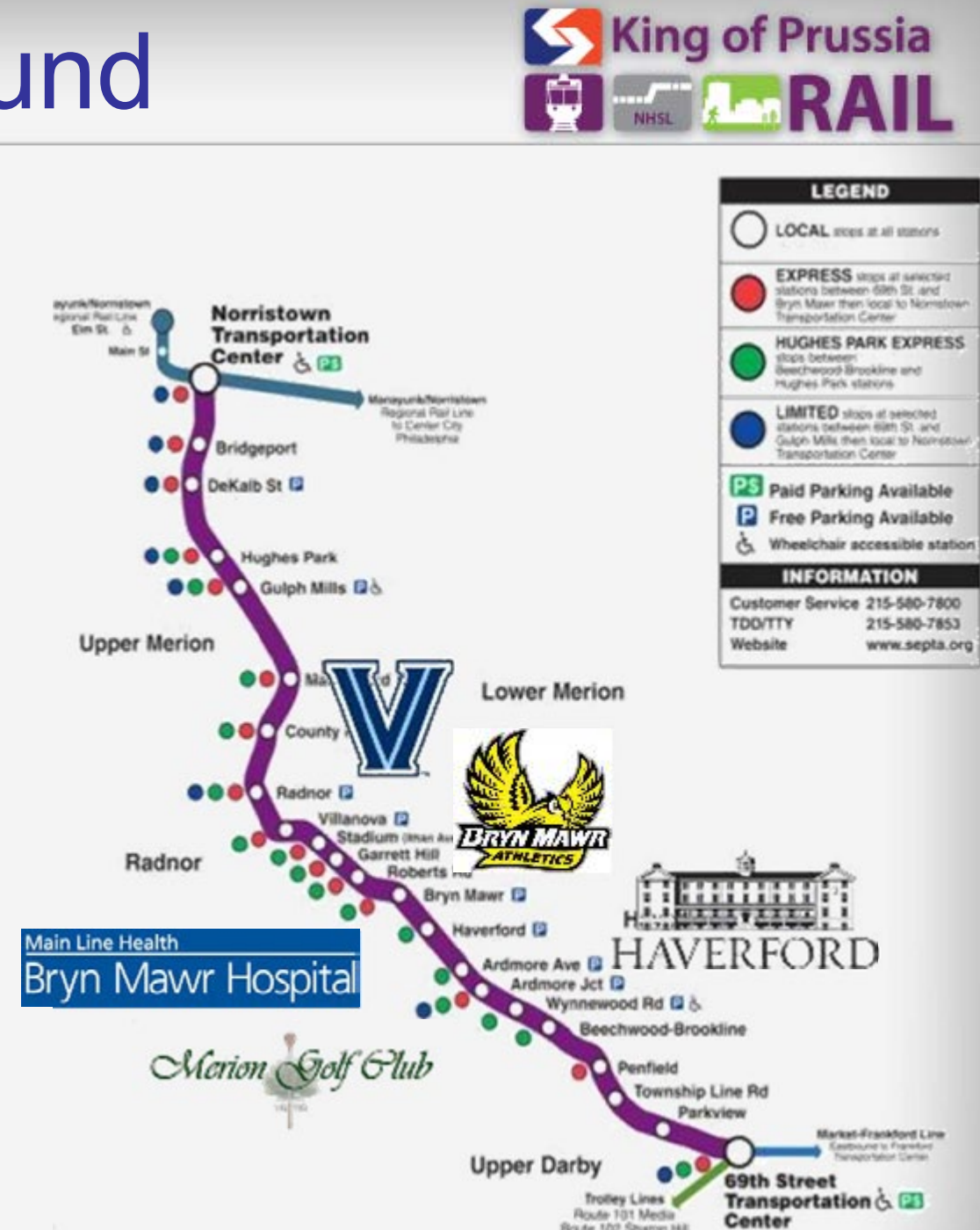
# PRESENTATION

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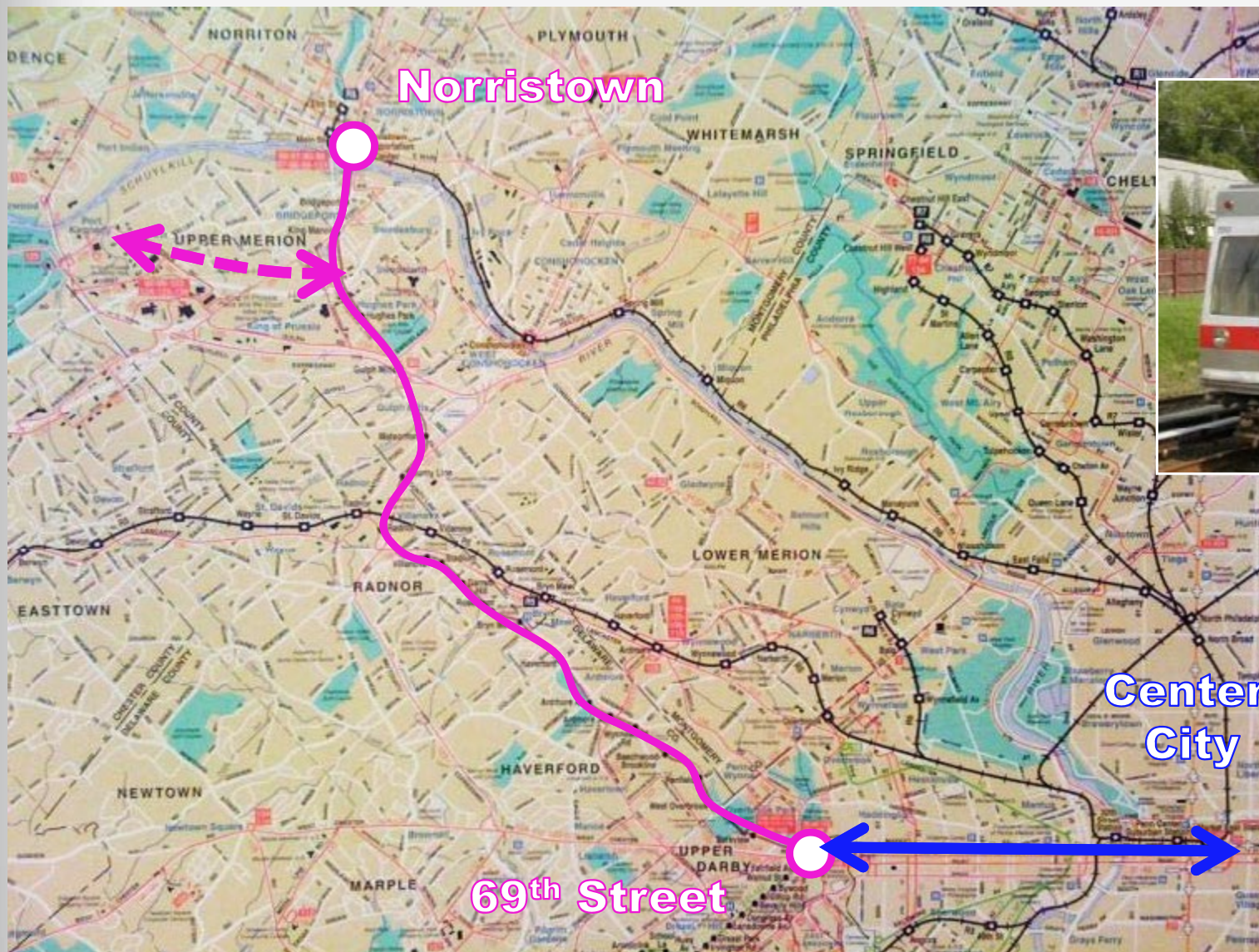
## Project Background

- Former Philadelphia & Western Inter-Urban Line
- 13½ miles from Norristown Transportation Center to 69th Street Transportation Center
- 28 minute Ride
- 22 Stations
- Over 10,000 average daily passengers (2012)
- 15 minutes more on Sub/El to Center City, Philadelphia
- Cost \$2.50 One-Way





## Norristown High Speed Line



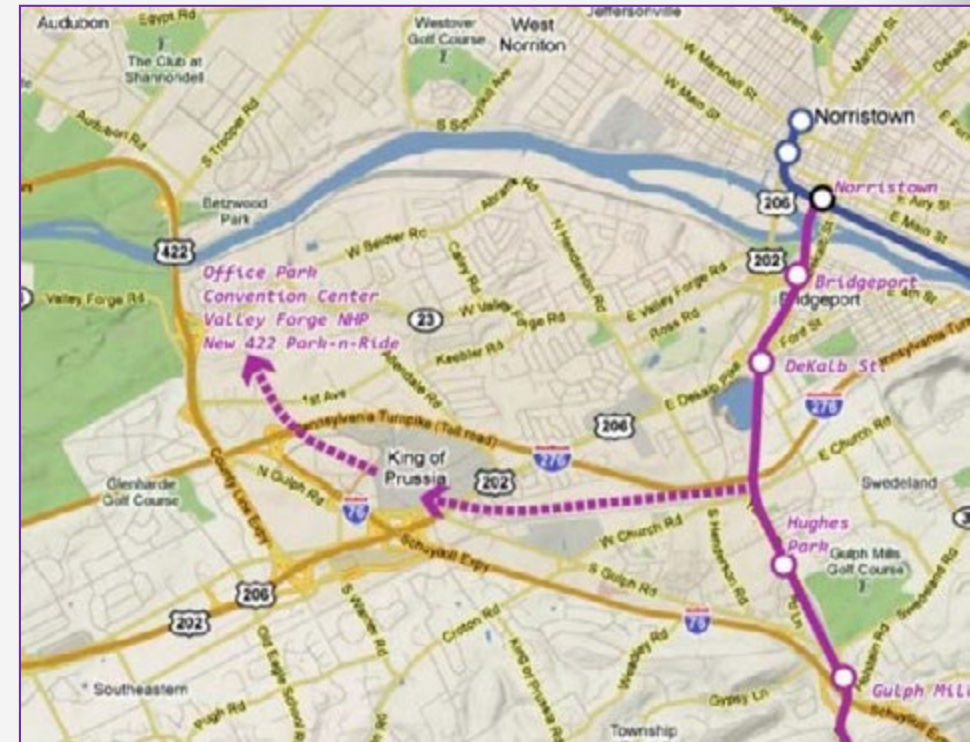
... and the  
Northeast



## Local & Regional Travel Needs



- 57,100 jobs in Upper Merion in 2010; 62,100 jobs in 2040
- 12,500 jobs at Mall/Vicinity & 19,000 jobs in Office Park
- 25M visits/year to King of Prussia Mall (68,000 people/day)
- 1.5M visits/year to Valley Forge National Historical Park
- Average Weekday Ridership is 4,000 using Bus Service to/from King of Prussia Mall; Ridership is growing.





## Project Purpose

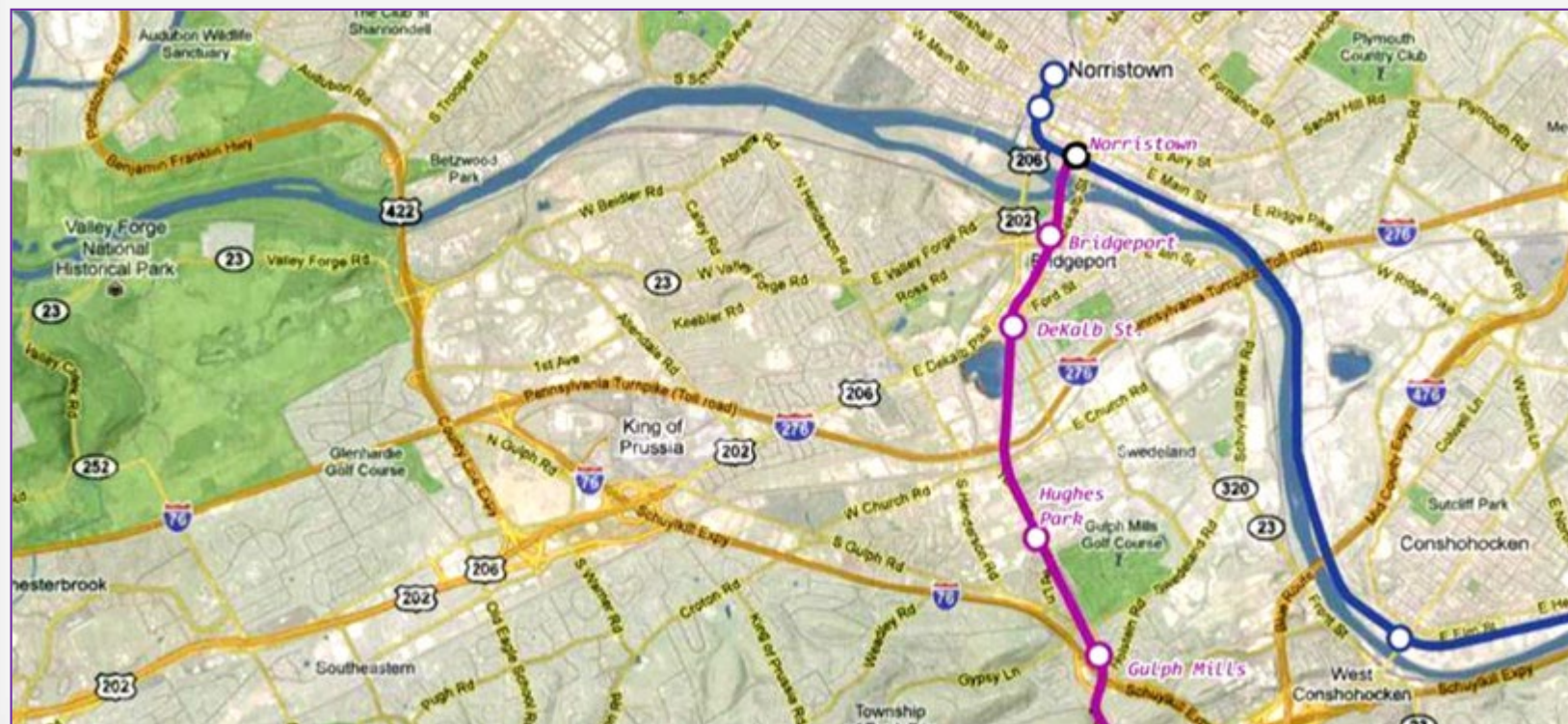


*“Provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area, better serve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

## Project Need



- Faster, More Reliable Transit Access
- Convenient Connections to/within King of Prussia/Valley Forge
- Additional Transit Capacity



—○— Norristown High Speed Line

—○— Manayunk/Norristown Line



## Public Involvement

- Public Scoping Meeting
- Public Meetings
  - Early Scoping (January 2013)
  - 2 More Series of Public Meetings to be held
- DEIS Public Hearing
- Local Interviews
- 4 Project Committees



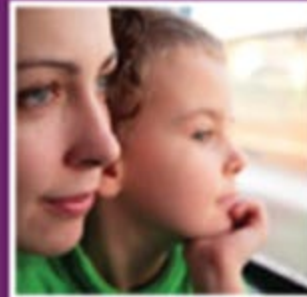
## Public Scoping Meeting



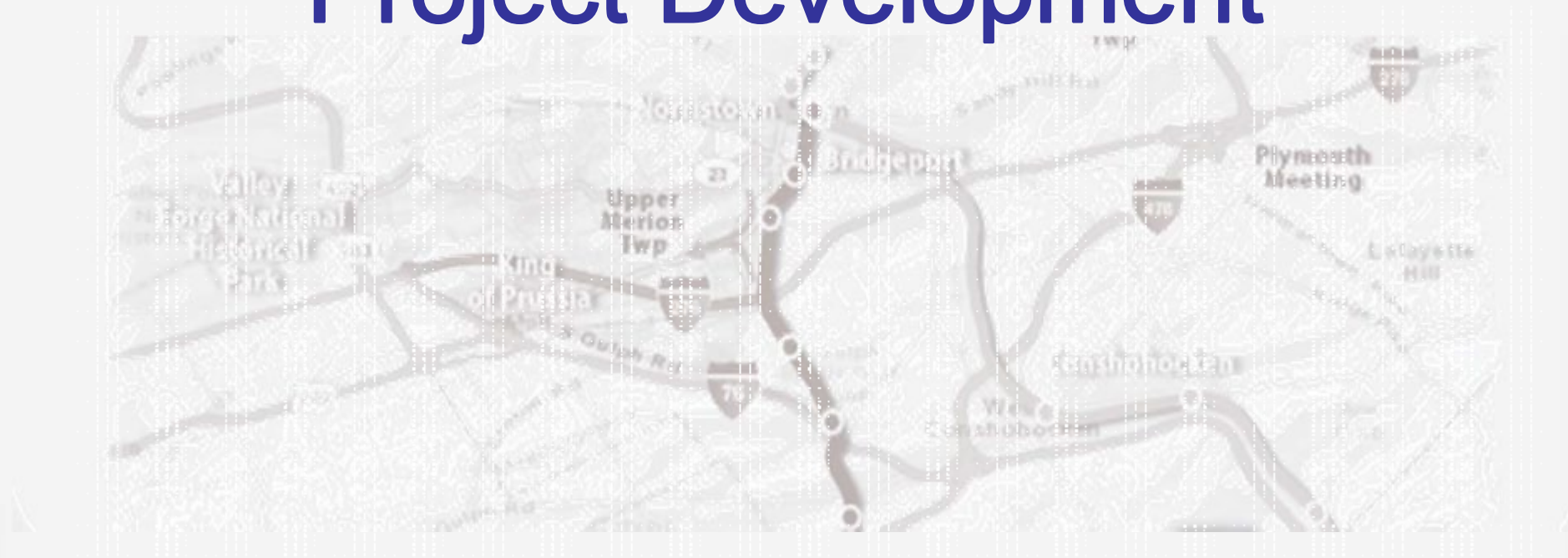
### At Today's Meeting

- Review Alternatives
- Provide Comments
- Complete Comment Form
- Provide contact information to receive project updates

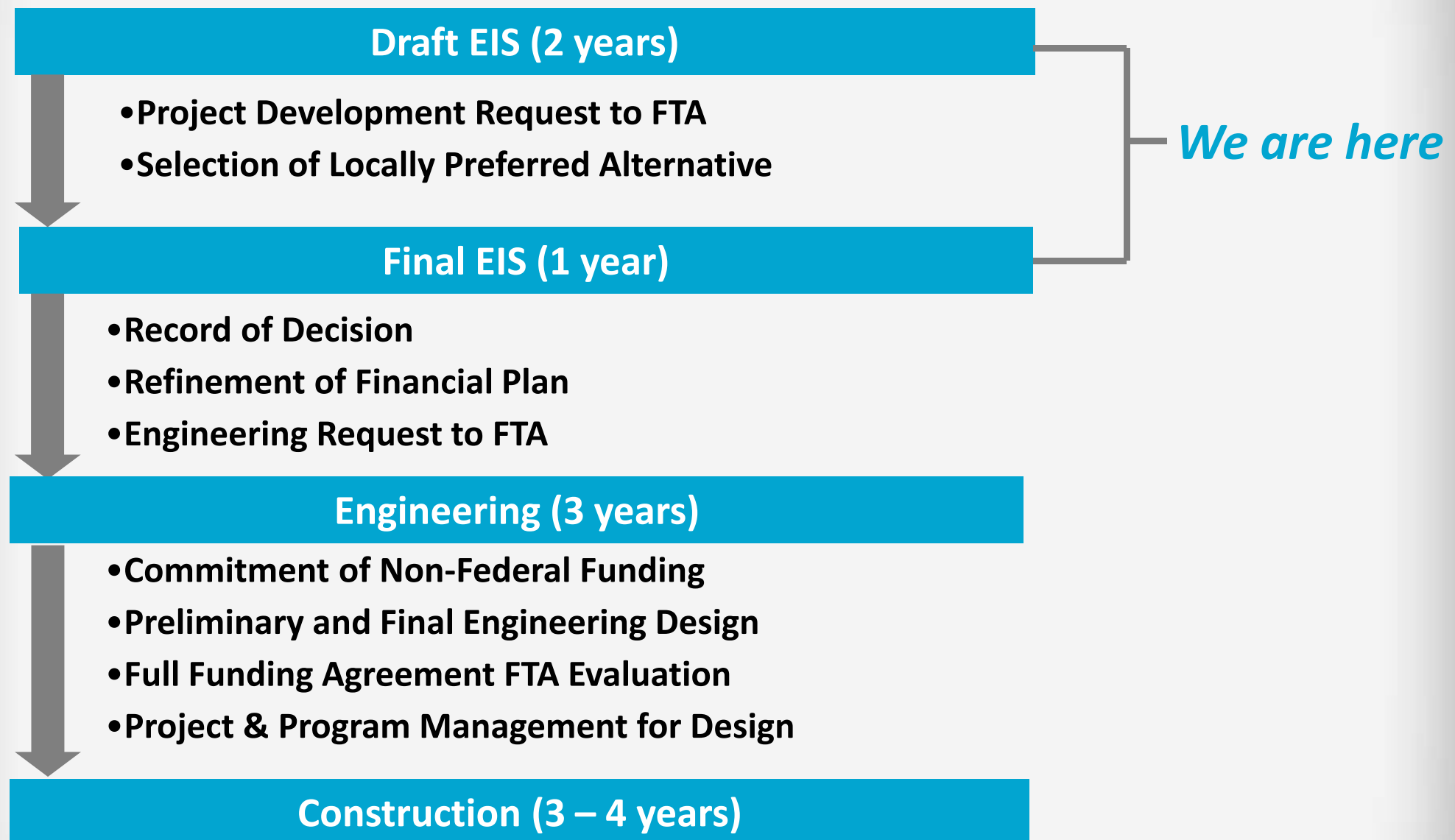




## Project Development



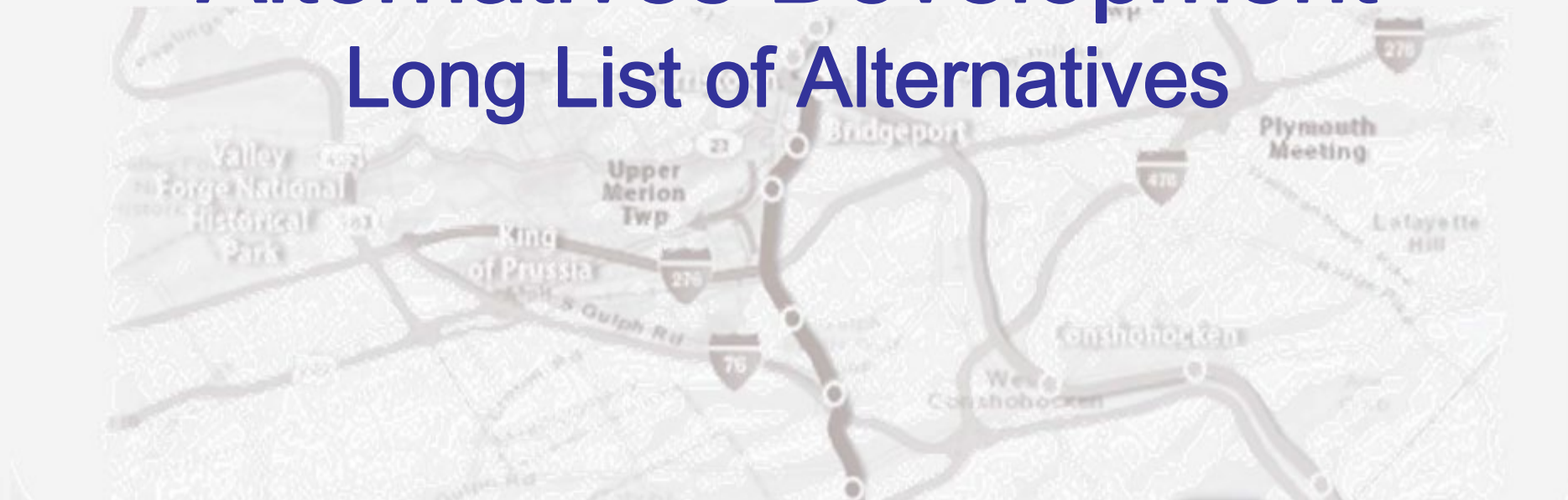
## Project Development







## Alternatives Development Long List of Alternatives



## Alternatives Development



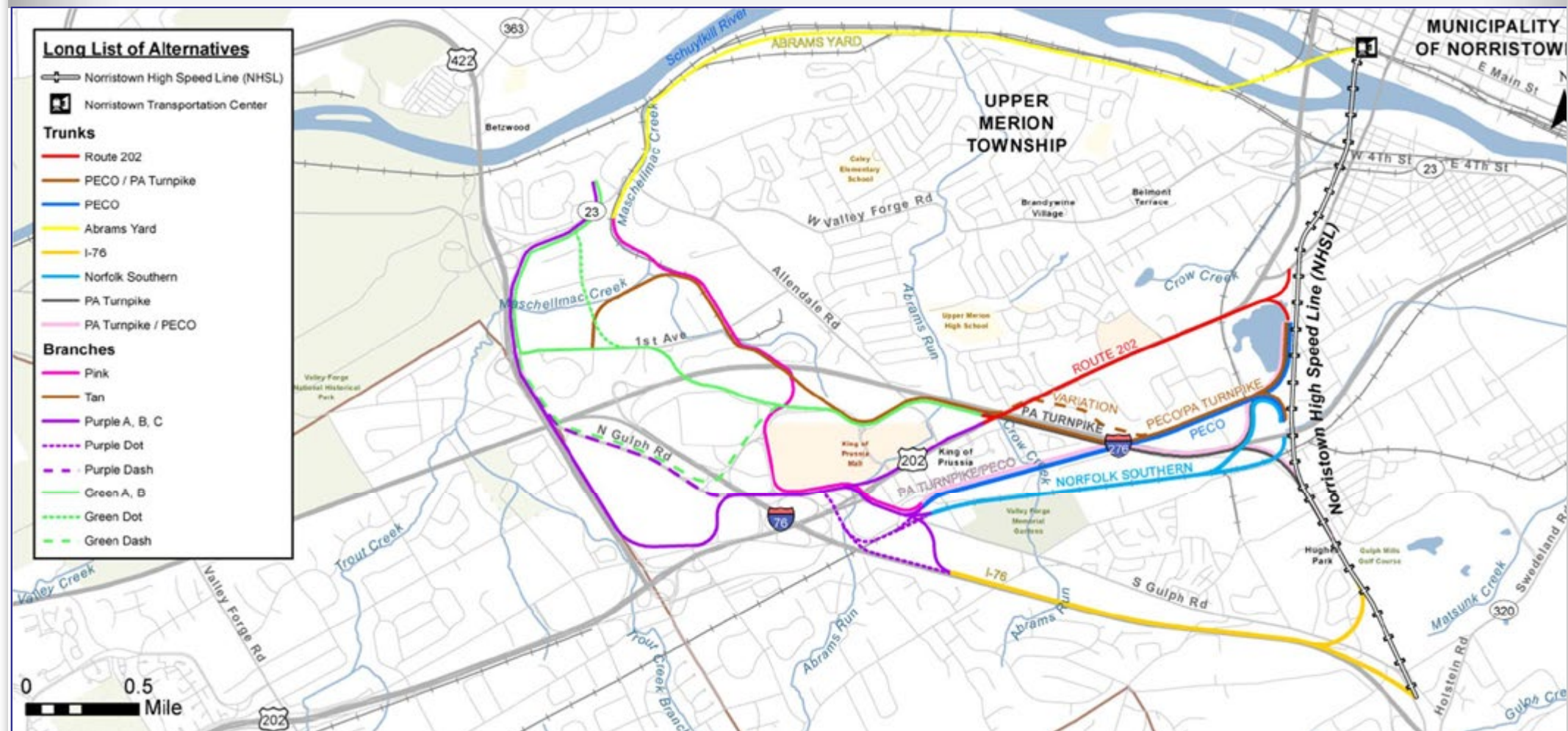
### Long List of Alternatives

#### Developed through review of:

- Previous Studies
- Stakeholder and Public Input
- Field Observations

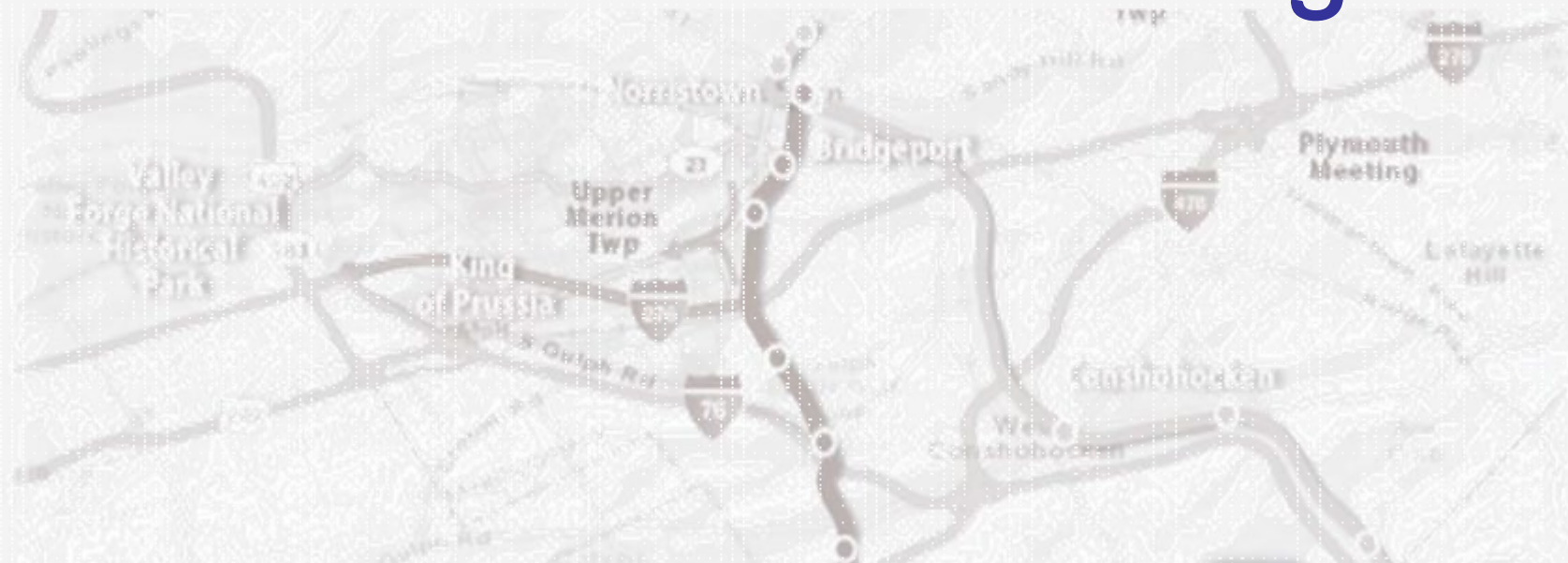


## Alternatives Development Long List of Alternatives





## Alternatives Screening





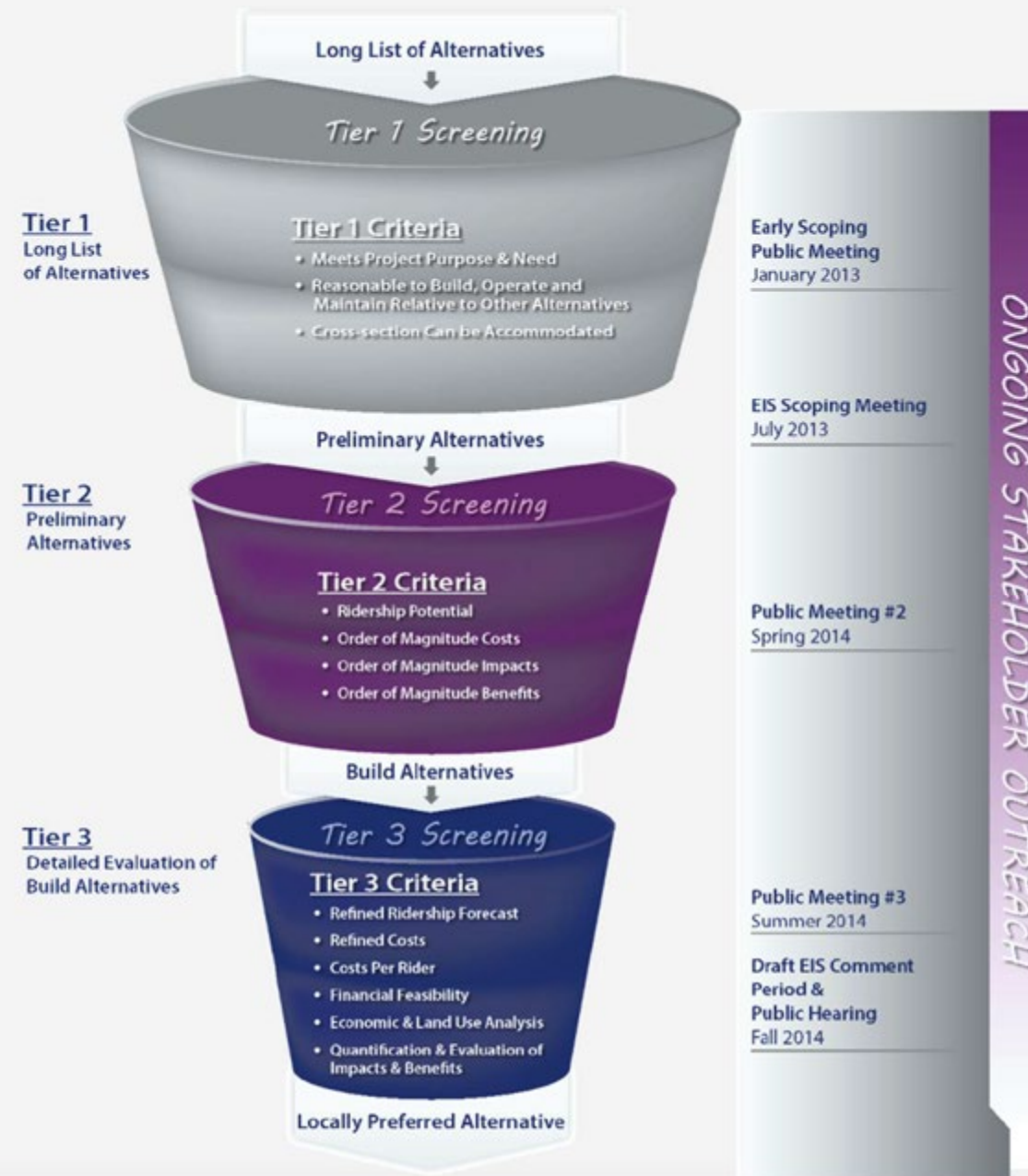
## Alternatives Screening



### 3-Step Screening Process

1. Preliminary (Tier 1) - *We are here*
2. Initial (Tier 2)
3. Final (Tier 3)

## Alternatives Screening





## Alternatives Screening



Long List of Alternatives



*Tier 1 Screening*

**Tier 1**  
Long List  
of Alternatives

### **Tier 1 Criteria**

- Meets Project Purpose & Need
- Reasonable to Build, Operate and Maintain Relative to Other Alternatives
- Cross-section Can be Accommodated

## Alternatives Screening



Preliminary Alternatives



*Tier 2 Screening*

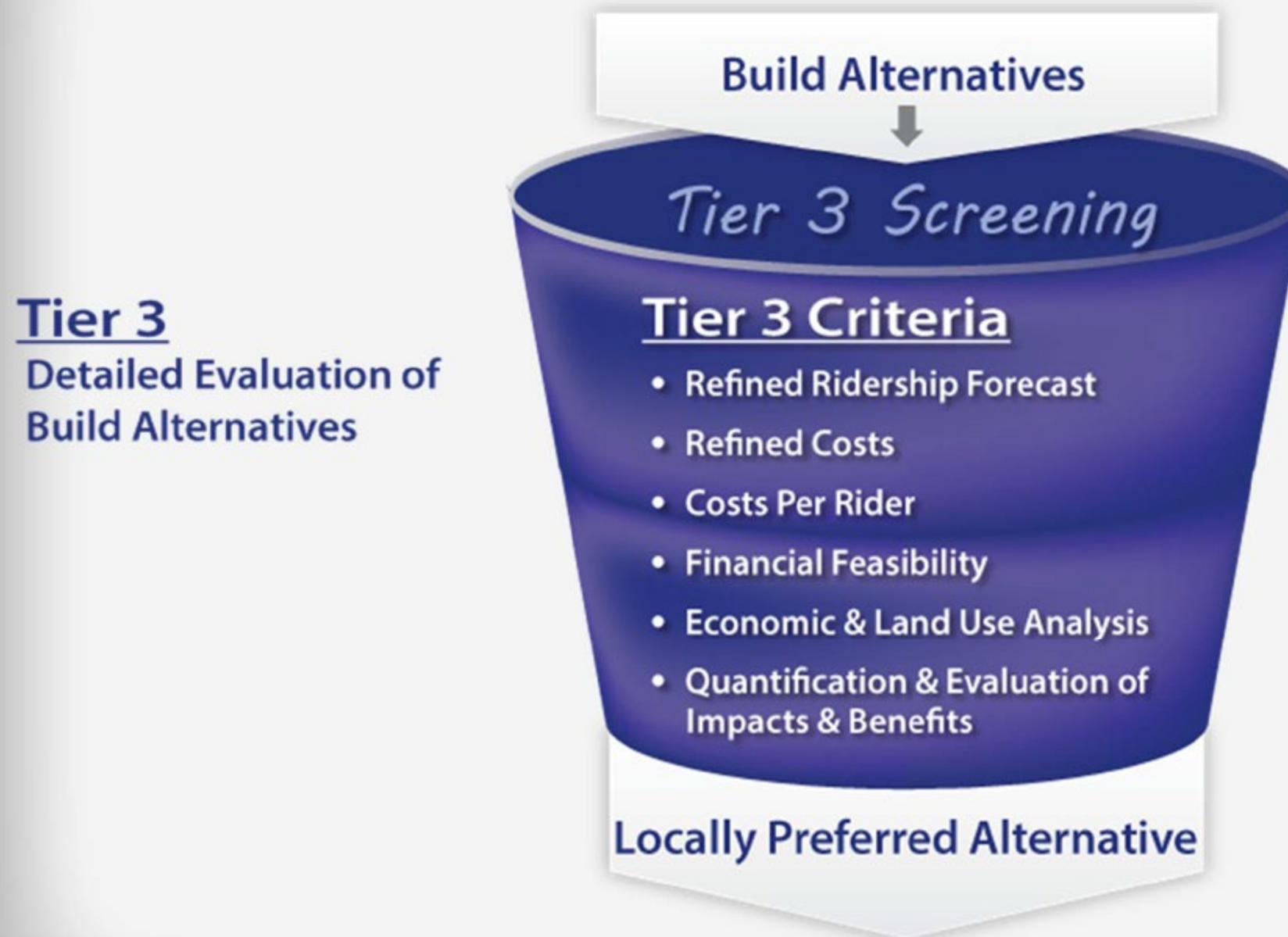
**Tier 2**  
Preliminary  
Alternatives

### **Tier 2 Criteria**

- Ridership Potential
- Order of Magnitude Costs
- Order of Magnitude Impacts
- Order of Magnitude Benefits

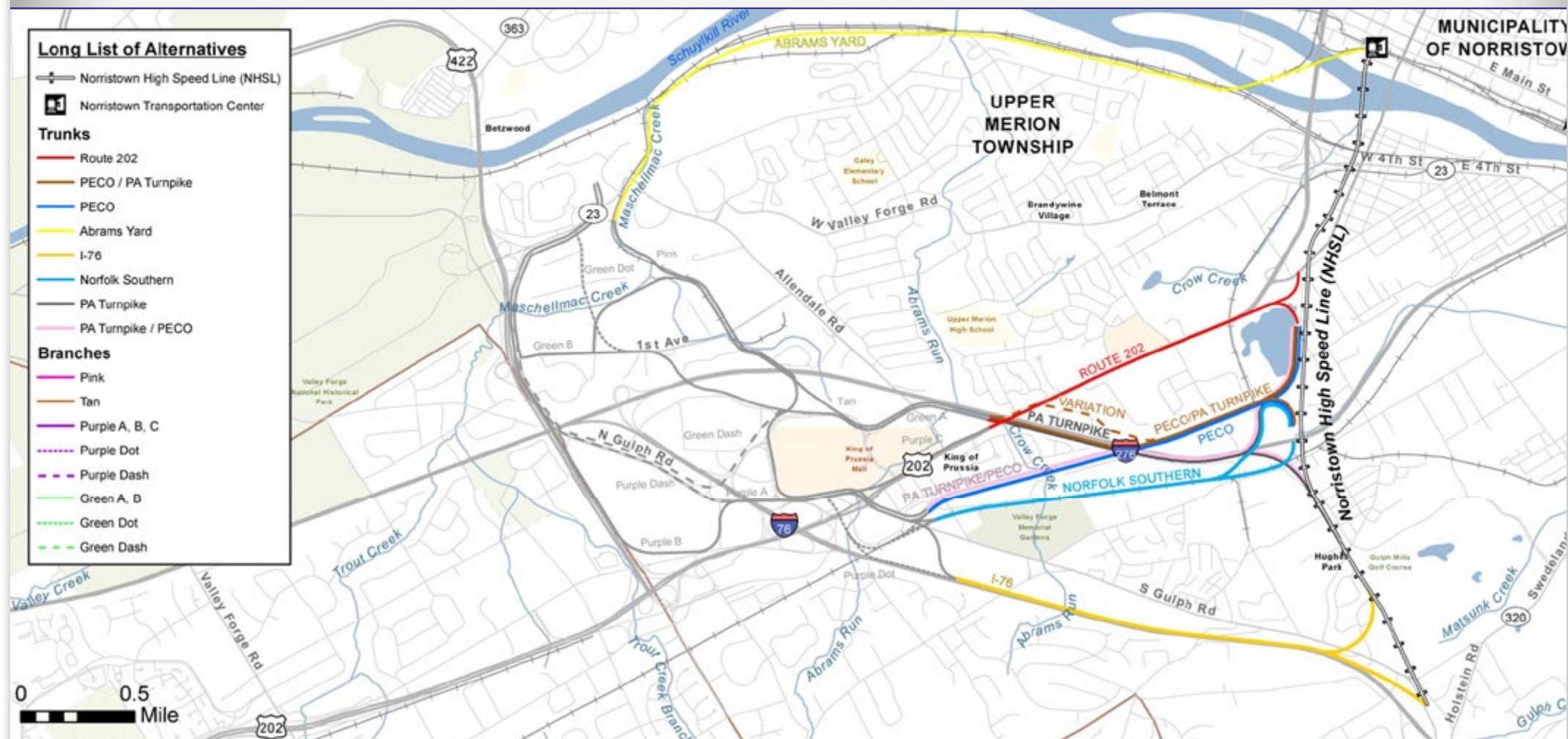


## Alternatives Screening



## Tier 1 Screening

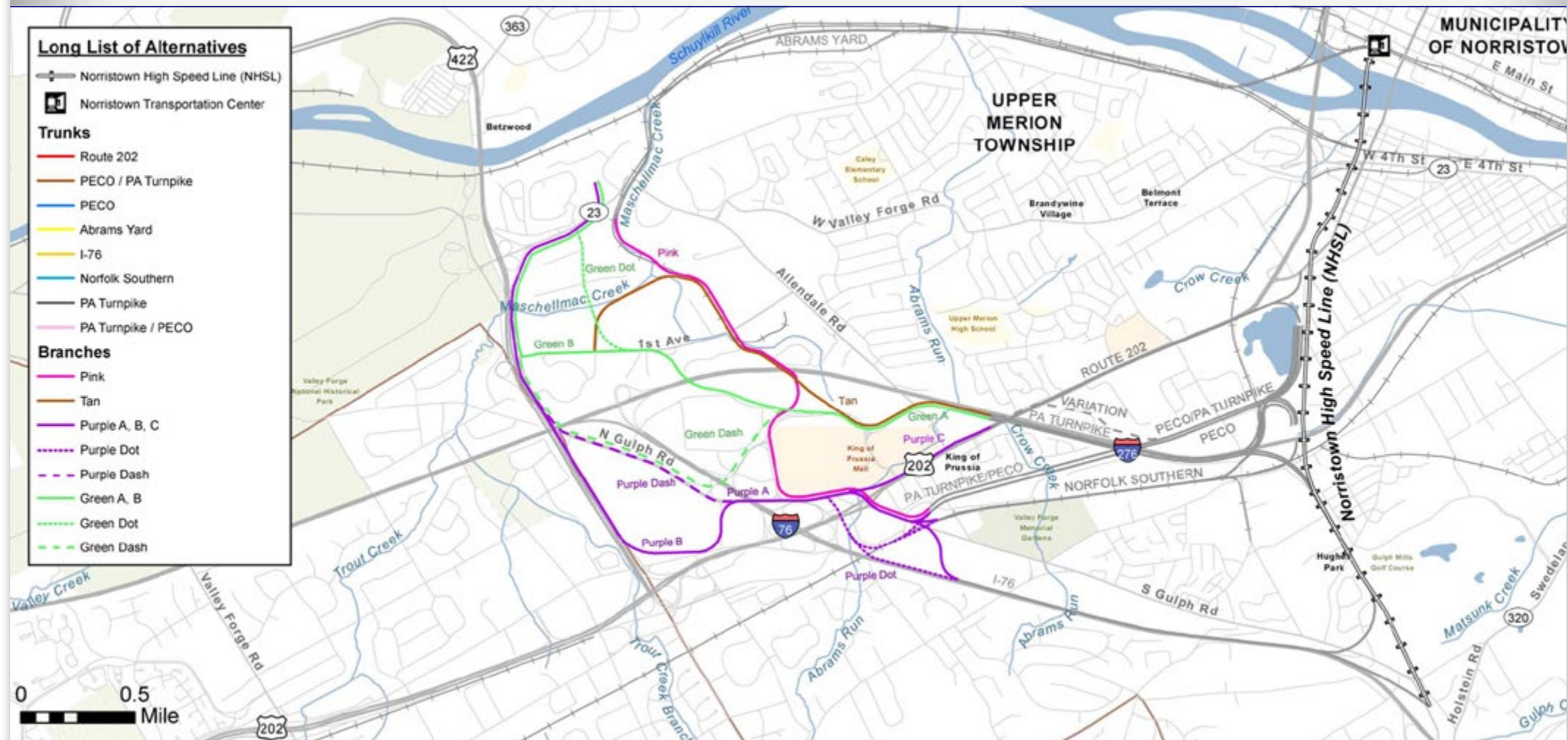
### Trunks





## Tier 1 Screening

### Branches





## Tier 1 Summary



### Long List of Alternatives 30 Trunk and Branch Combinations

*Step 1*

Does it meet Purpose and Need? (Trunks Only)



*Eliminated*

*Step 2*

Is it reasonable to build, operate and maintain relative to the other alternatives?



*Eliminated*

*Step 3*

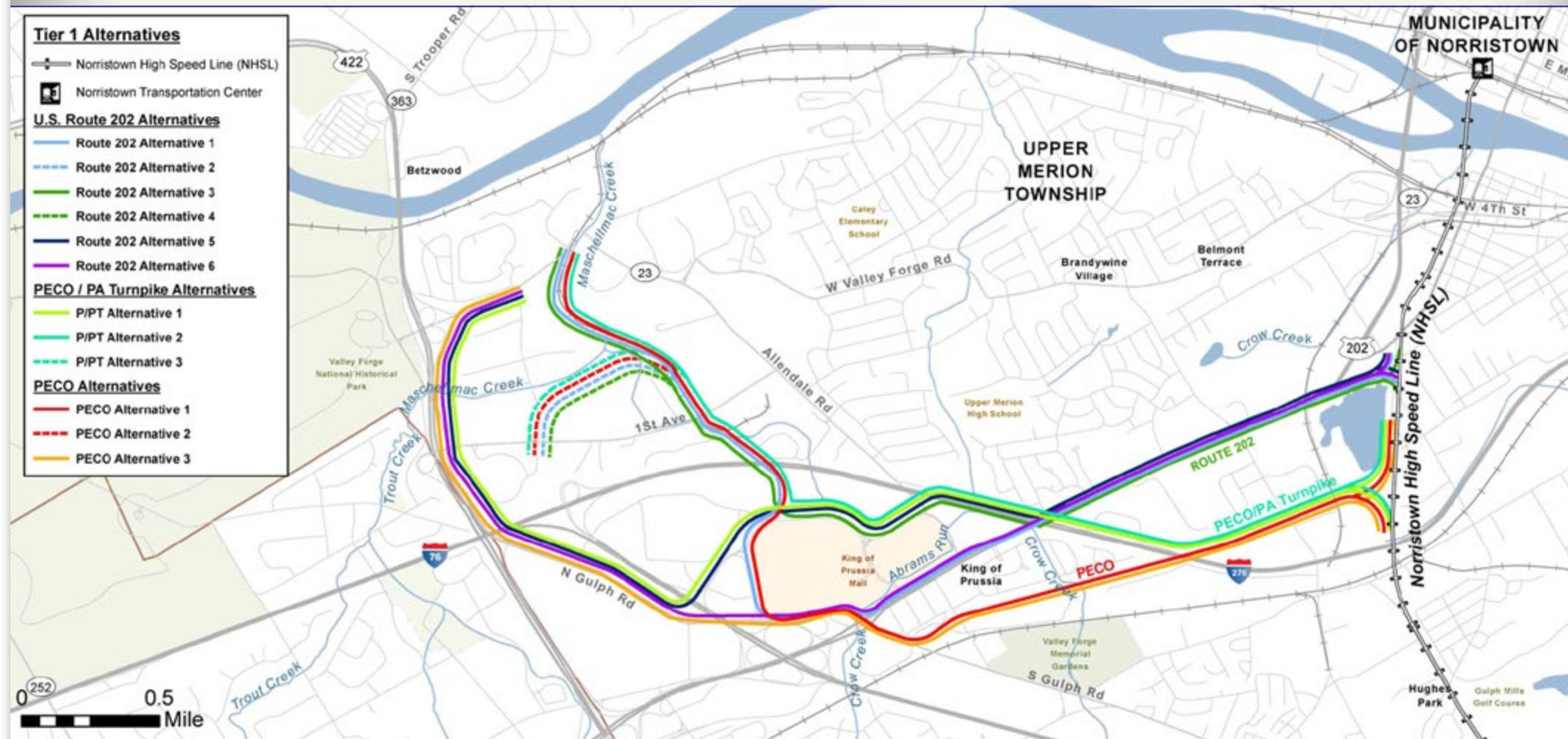
Can the cross-section be accommodated?



*Eliminated*

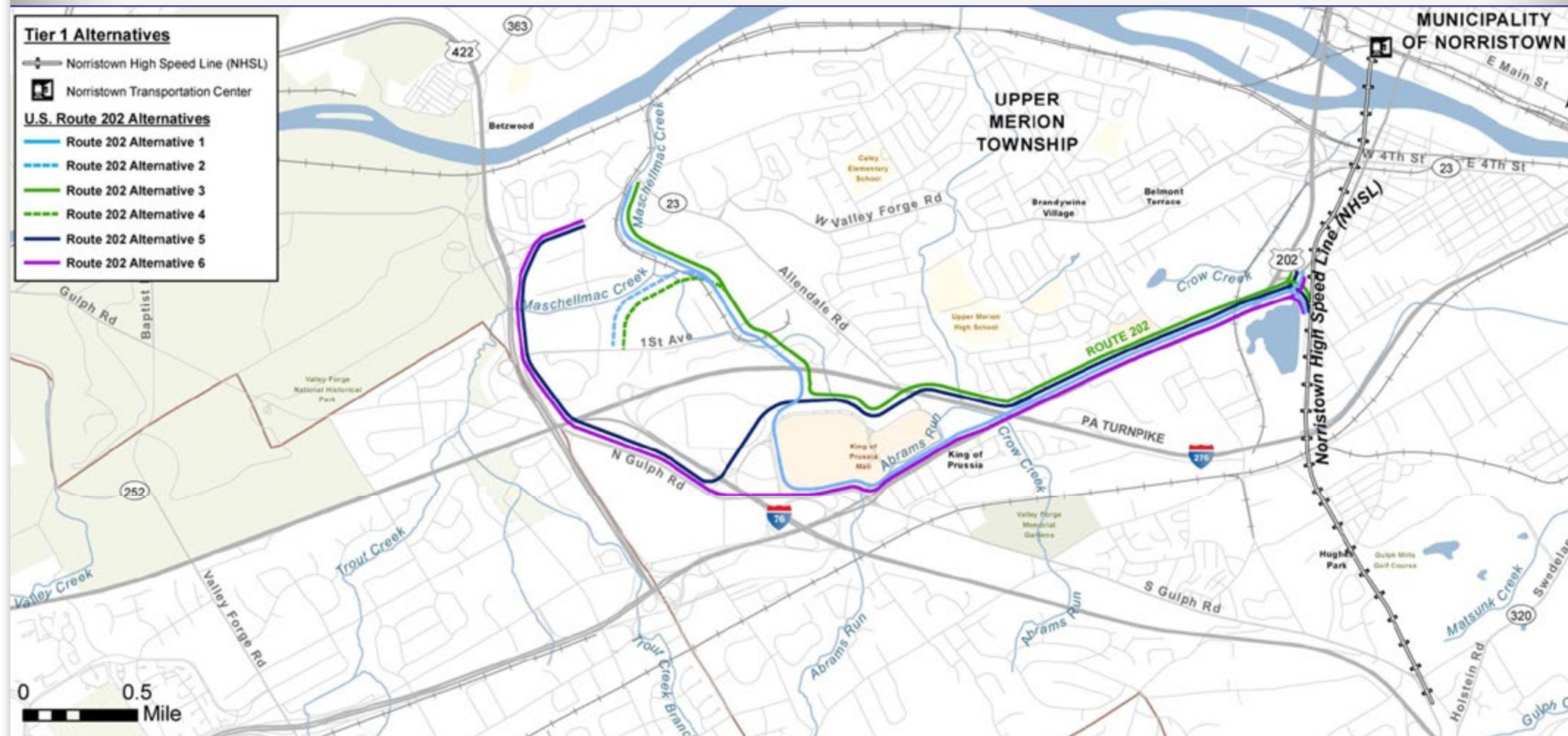
12 Trunk and Branch Combinations  
Tier 1 Alternatives

## Tier 1 Alternatives

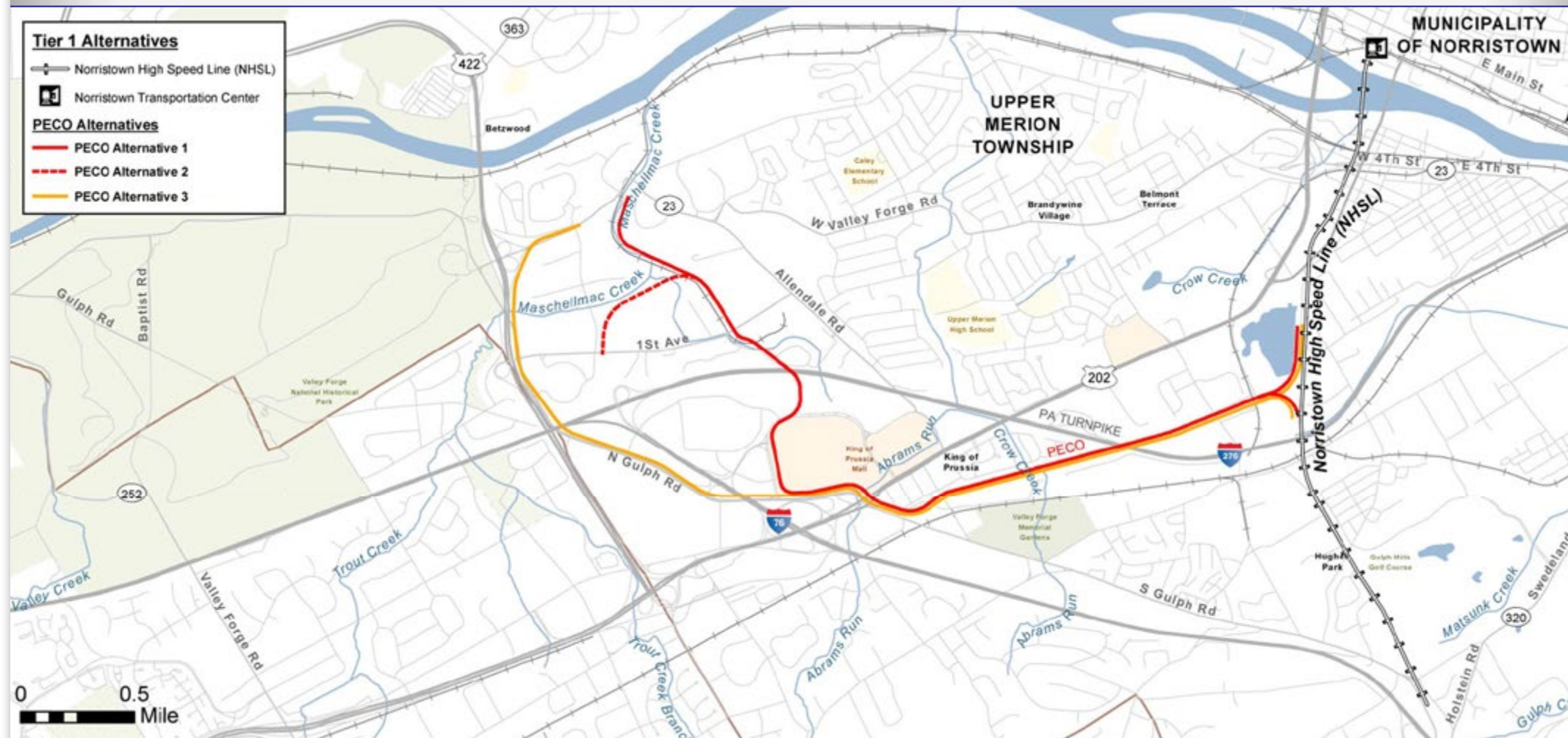




## Route 202 Alternatives

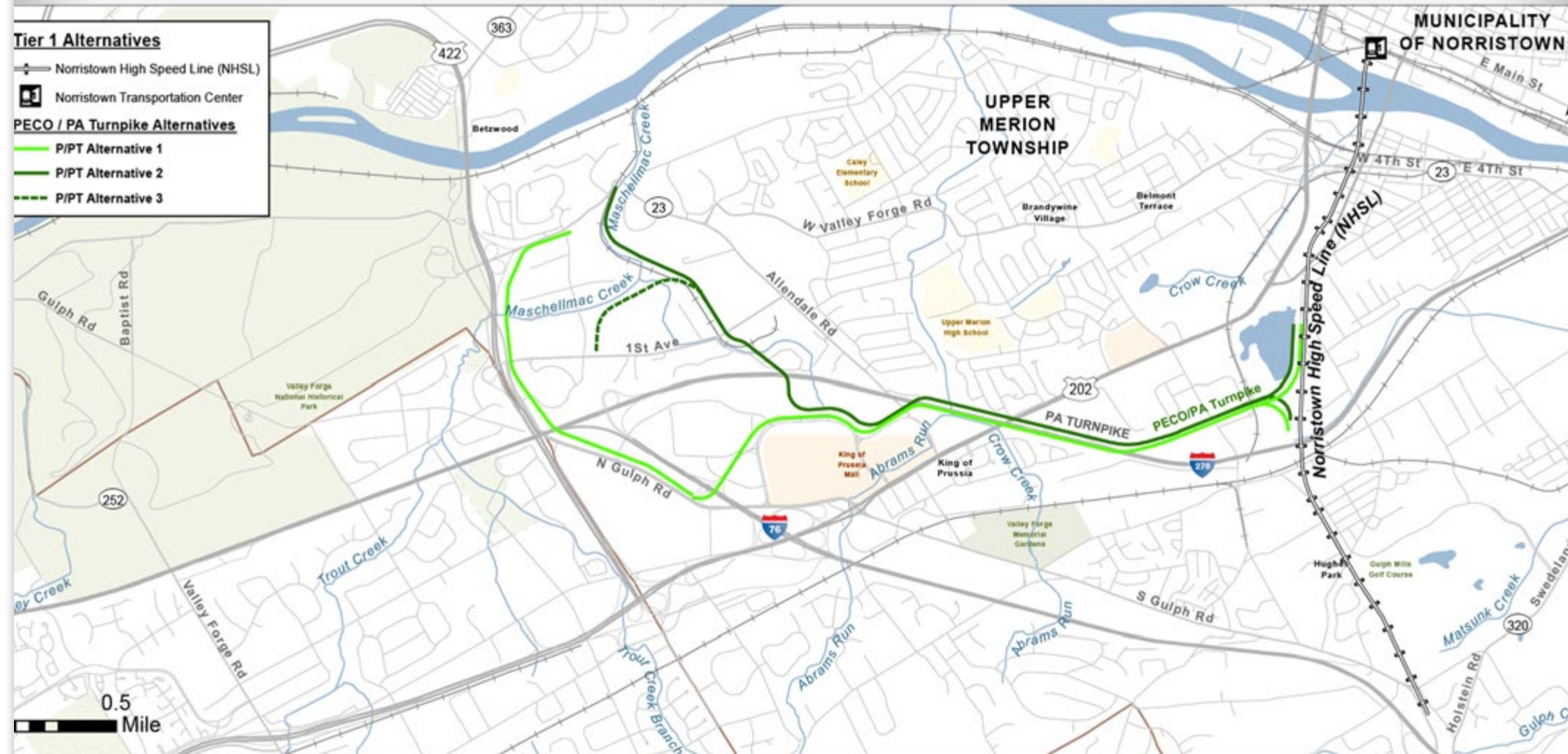


## PECO Alternatives



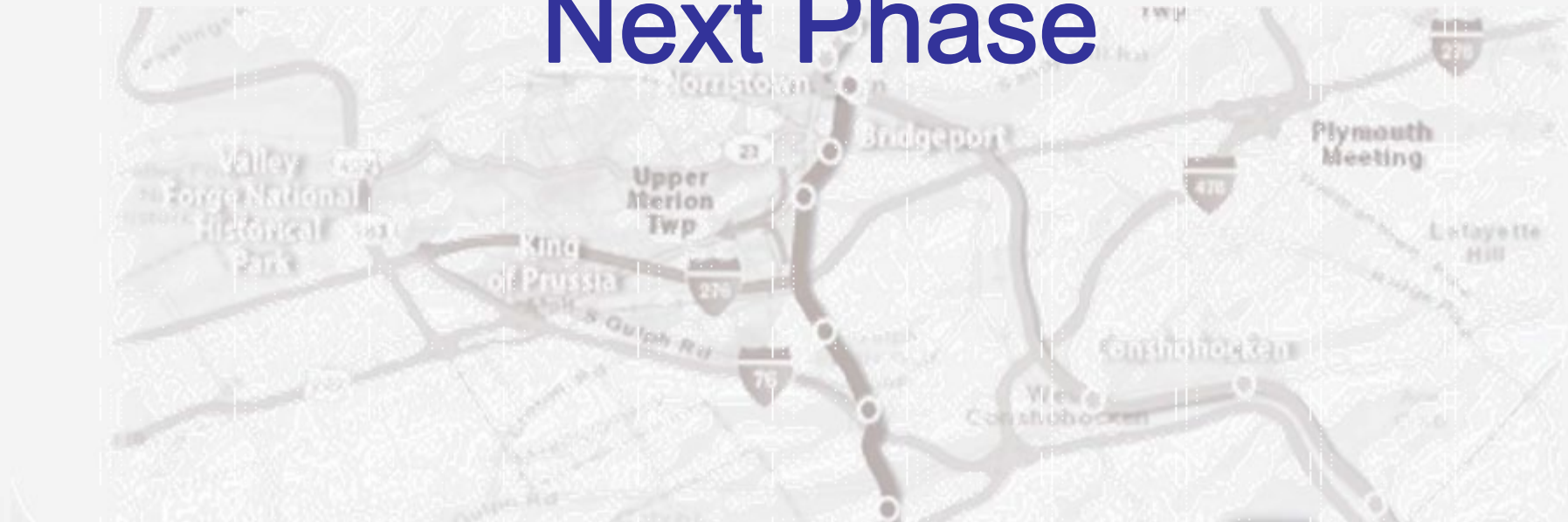


## PECO/PA Turnpike Alternatives





## Next Phase





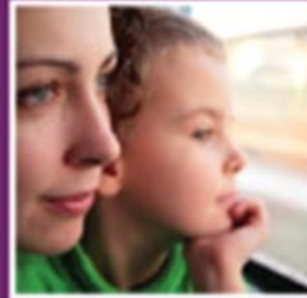
## Next Phase



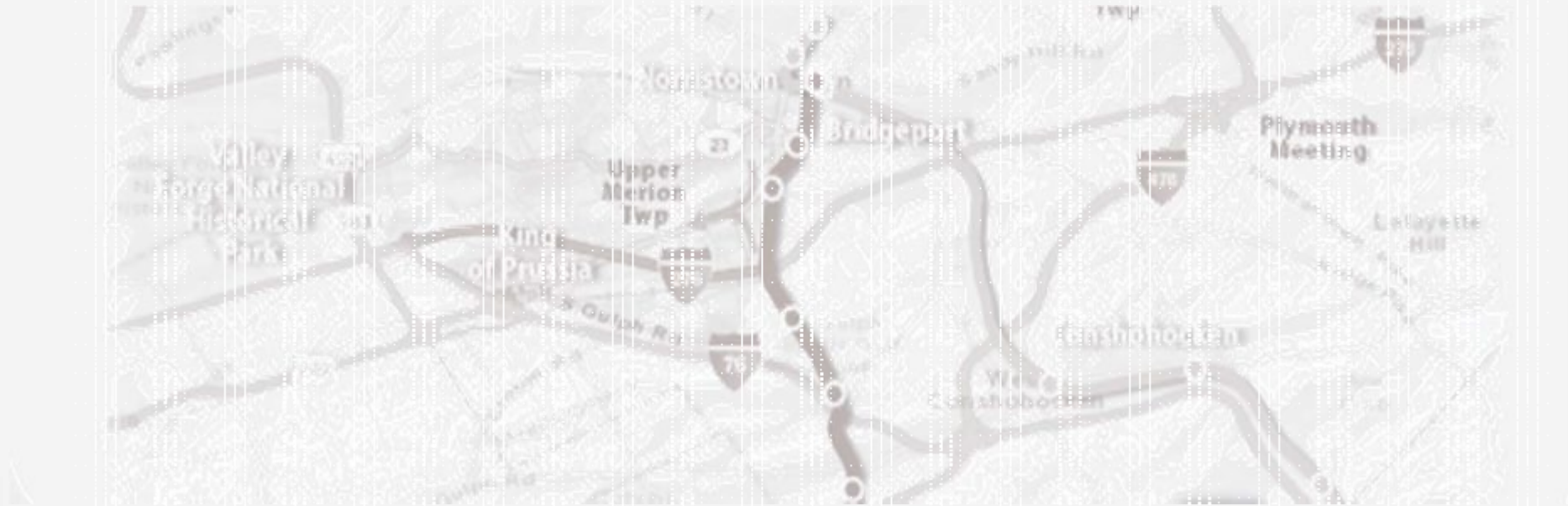
### **Complete Tier 1 Screening**

### **Begin Initial Screening (Tier II)**

- Analysis more rigorous & quantitative
- Relies on a detailed definition of each alternative, station locations, and initial service plan
- Order of magnitude capital cost estimates
- Application of travel demand model for ridership estimates



## Get Involved





## Get Involved



- **At Today's Meeting**
  - Review Alternatives
  - Provide Comments
  - Complete Comment Form
  - Provide contact information to receive project updates
- **After the Meeting**
  - E-mail us: [info@kingofprussiarail.com](mailto:info@kingofprussiarail.com)
  - Visit the website: [www.kingofprussiarail.com](http://www.kingofprussiarail.com)
  - Follow us: [www.twitter.com/KOPRail](http://www.twitter.com/KOPRail)



## Thank You!

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