



WELCOME

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

STATION 1

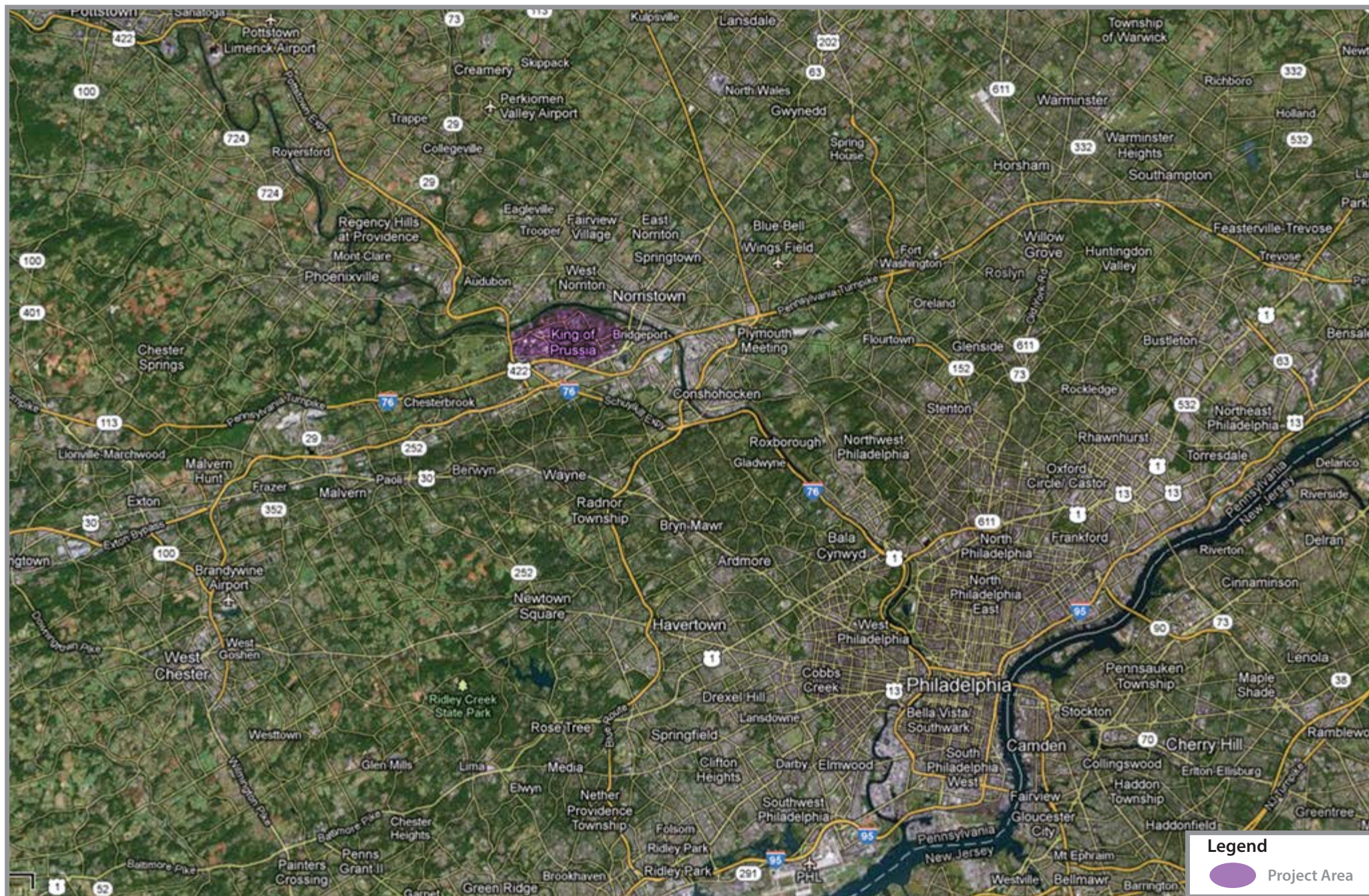
Display 2 of 2



King of Prussia Rail Project
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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

Meeting Purpose

This purpose of today's meeting is to provide officials, stakeholders and the public a summary of input and comments received during the July 2013 Public Scoping Meeting. SEPTA will also discuss the potential for a mix of elevated and at-grade segments along the project's proposed alignments. The introduction of a mix of both elevated and at-grade segments is in response to public comments and input regarding the proposed elevated rail alternative alignments. The public is invited to view a description of the potential elevated and elevated/at-grade rail alternatives, including fast facts and visualizations. SEPTA is committed to incorporating relevant opinions and concerns expressed by the community into the design of the project.

As part of tonight's meeting, you will have an opportunity to speak with members of the project team and view plans, displays, and a presentation regarding the project.

Tonight's Agenda:

- | | |
|-------------------|--------------|
| 4 p.m. – 8 p.m. | Open House |
| 5 p.m. and 7 p.m. | Presentation |

Public input received during tonight's meeting will provide SEPTA an overview of local interests and concerns regarding the project. All comments and feedback will be used further refine the proposed alignments.

Throughout the evening, representatives from SEPTA will be available to discuss the project, answer questions and take comments.



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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.



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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 line from Norristown Transportation Center to 69th Street Transportation Center
- 28-minute ride from 69th Street Transportation Center 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-car operation in peak periods



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.

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



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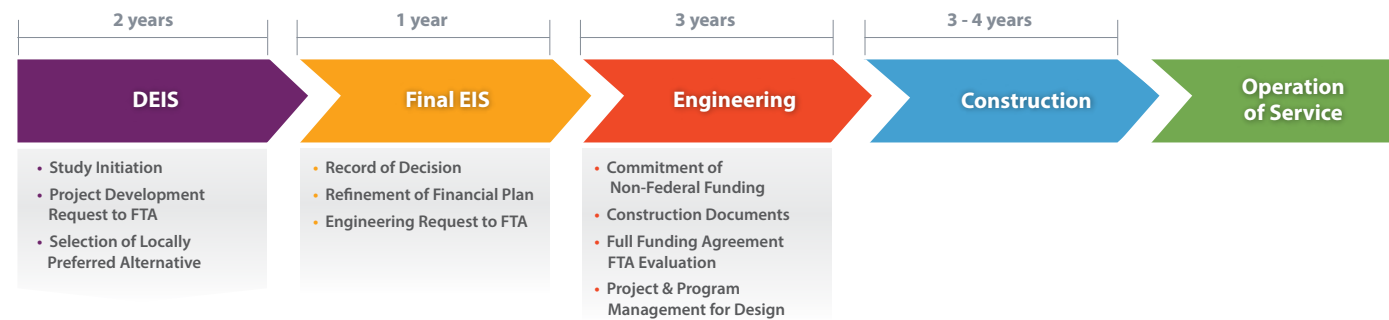
King of Prussia Rail Project

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STATION 2

Project Steps/Timeline

Project Development Process



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
- Identification of At-Grade Alternatives
- Analysis of Alternative Alignments
- Conceptual Engineering
- Initiation of Project Development

← We are here

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 Costs
- 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

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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STATION 2

Previously Held Public and Agency Scoping Meetings

Date: July 16, 2013

Location: Radisson Hotel at Valley Forge | 1160 First Avenue, King of Prussia 19406

Agency Scoping Meeting – 10 a.m. to 12 p.m.

Federal, state and local resource agencies.

- Presentation and question and answer period

Elected Officials Briefing – 1 p.m. to 3 p.m.

Federal, state and local elected officials.

- One-on-one tours of project presentation boards

Public Scoping Meeting – 4 p.m. to 8 p.m.

Residents, stakeholders, businesses and transit users.

- Over 150 residents and stakeholders attended
- Open house format and presentation
- Private and public testimony



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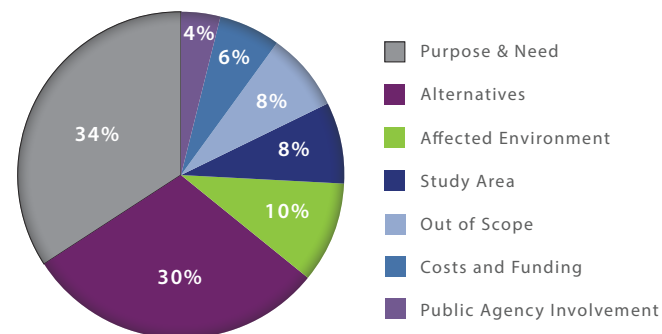
STATION 2

Scoping Period Comments

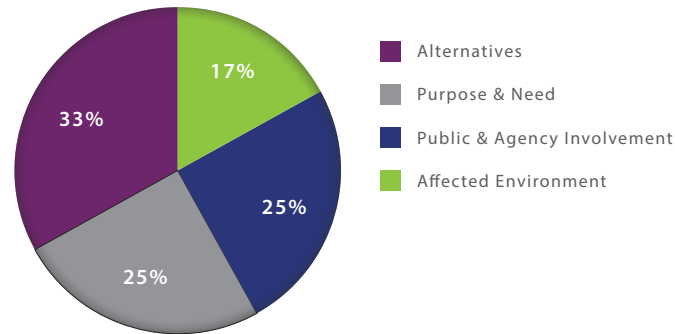
Collecting the Comments

- 45-day Scoping Period (June 27, 2013 to August 14, 2013)
- Comments submitted via comment cards, the project website, and through private and public testimony
- 79 distinct comments were received from the public
- Comments were also received from six agencies

Public Comments By Category



Agency Comments By Category



- Most comments supported the need for transit improvements and the extension.
- Several comments related to the elevated nature of the extension, and the potential visual impacts of elevated structure were received from the public.

Responses to Comments

All comments and SEPTA responses are detailed in the Scoping Meeting Technical Memorandum.

In response to these comments, SEPTA will now be reviewing the 12 Tier 1 Alternatives that were presented during the July 2013 Public Scoping Meeting to determine if portions of the proposed extension can be constructed at-grade.



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STATION 3

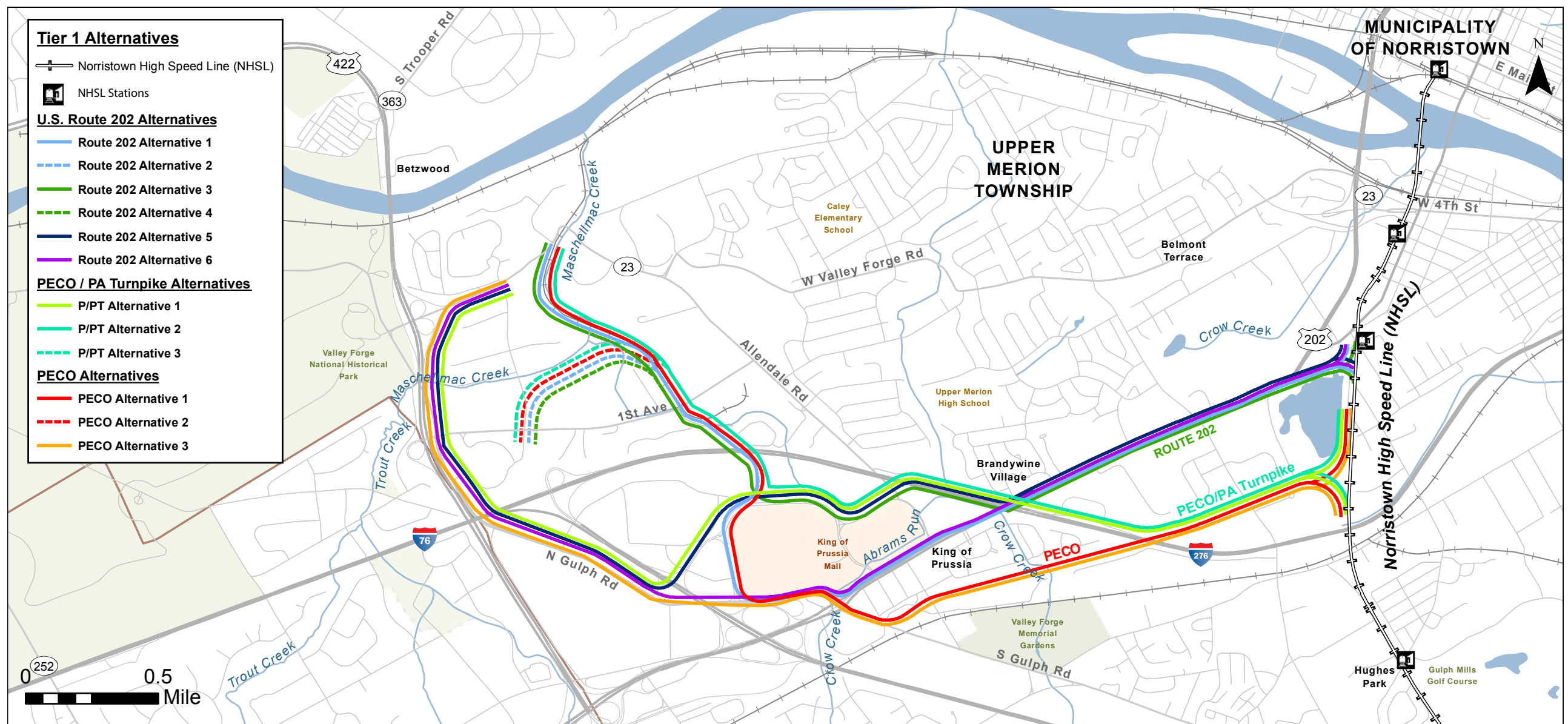
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STATION 3

Tier 1 Alternatives



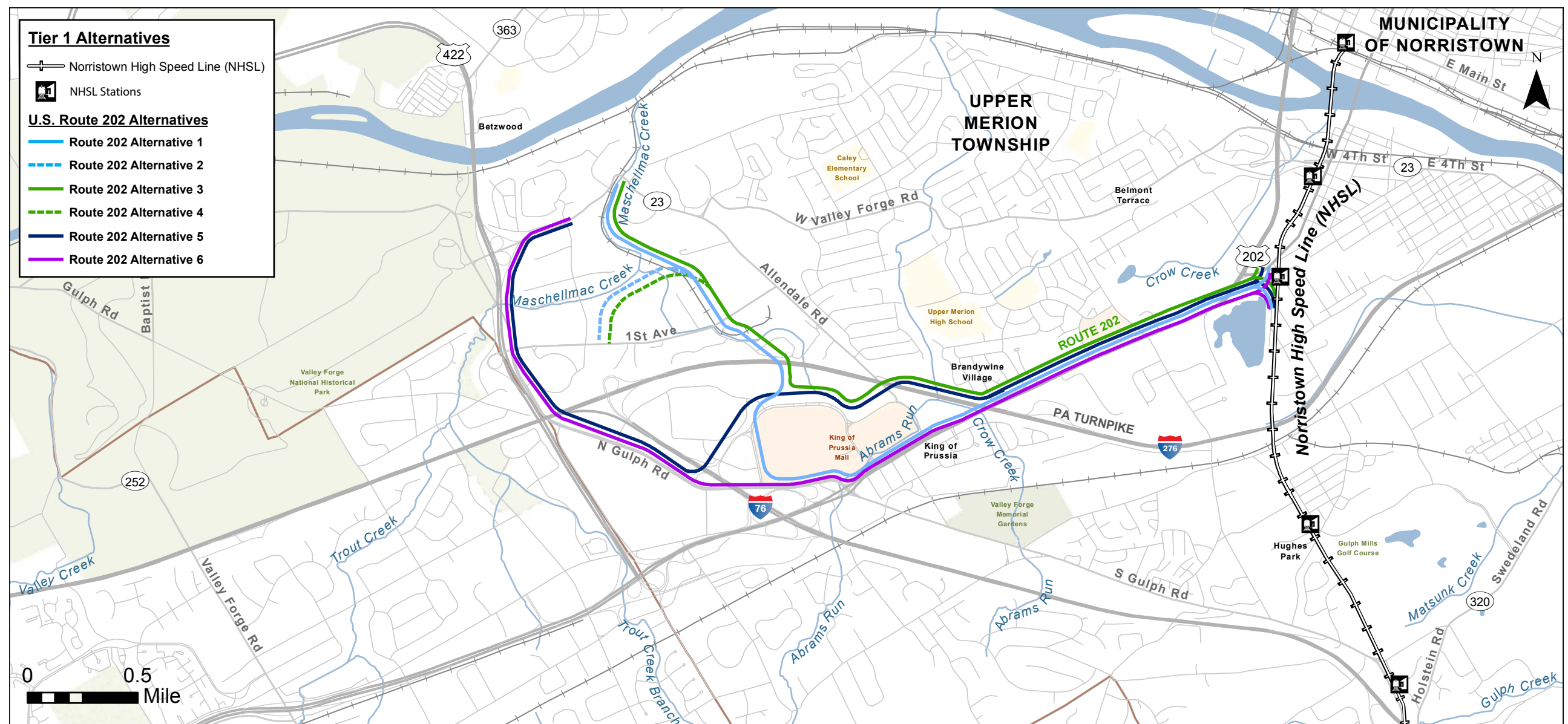
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STATION 3

Route 202 Alternatives



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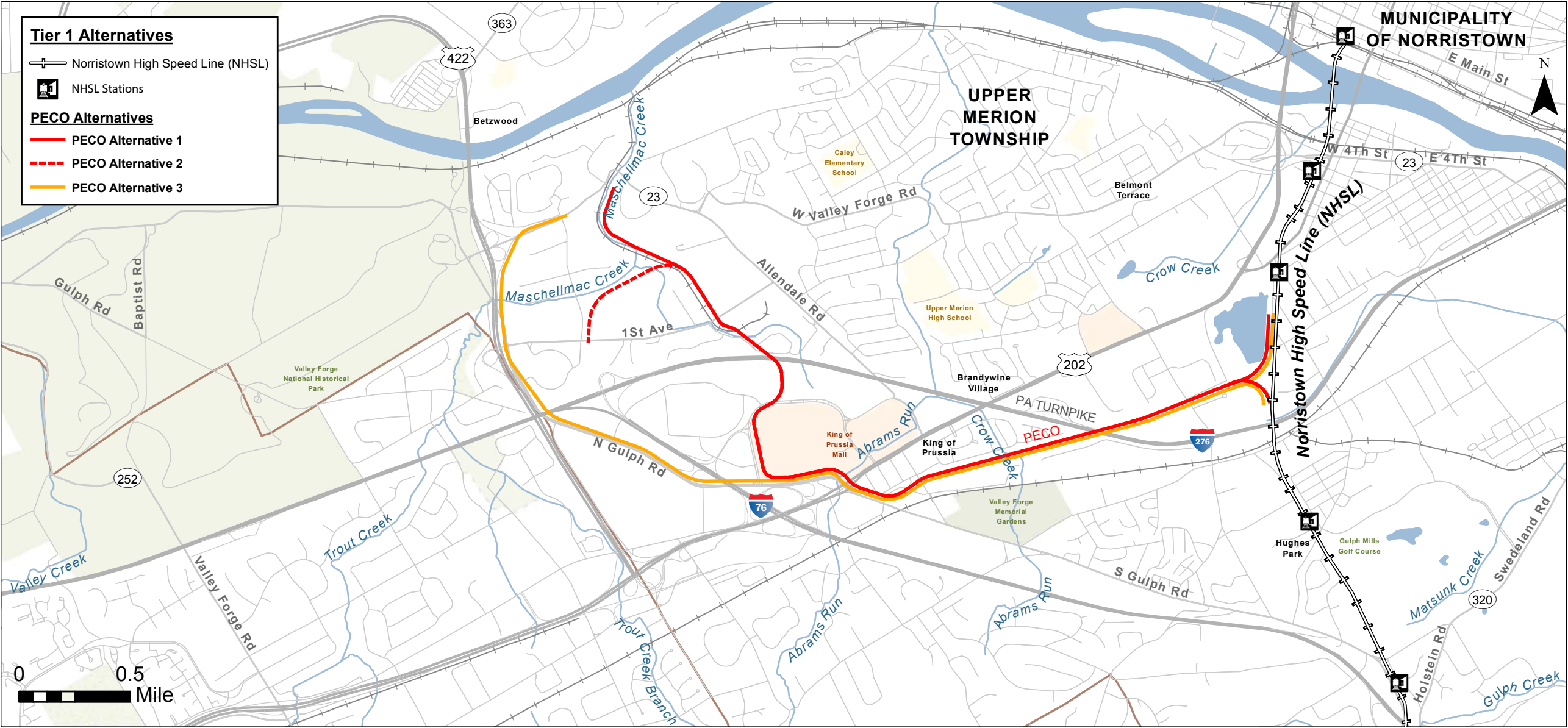


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STATION 3

PECO Alternatives



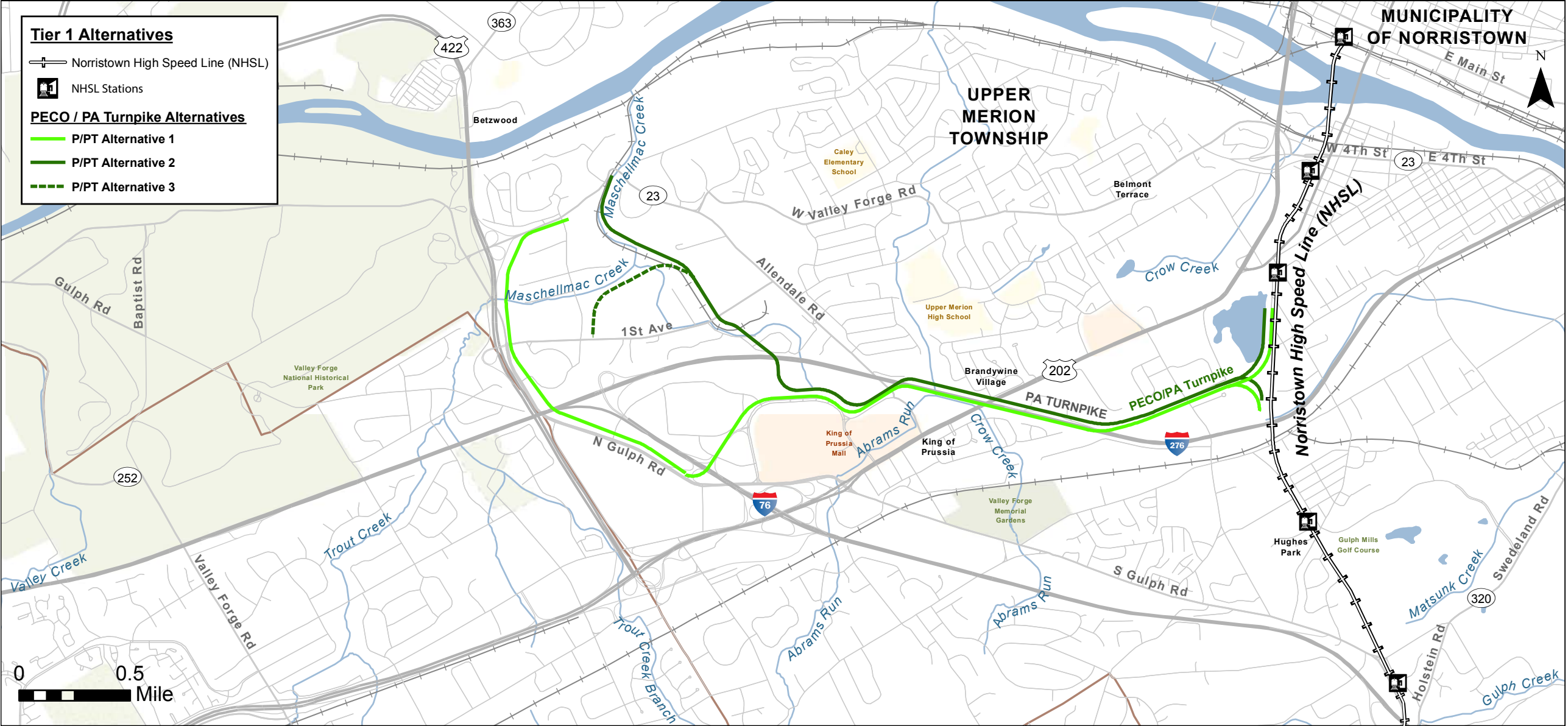


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STATION 3

PECO/PA Turnpike Alternatives



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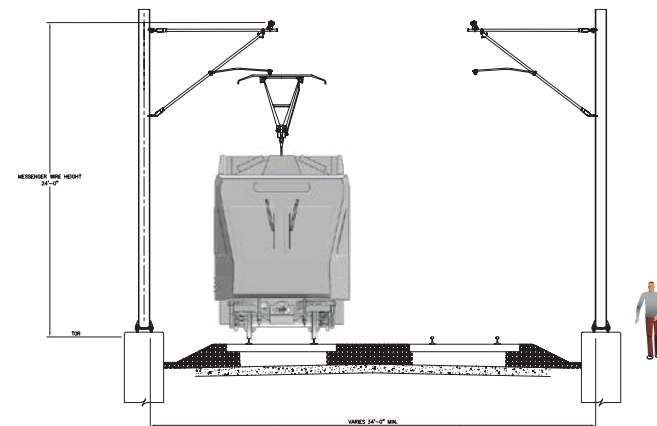
STATION 3

Extension to King of Prussia 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
- All electric
- Electric vehicles and welded rail reduce wheel noise
- Extension could be fully elevated or a mix of elevated and at-grade segments

Cross-Sections

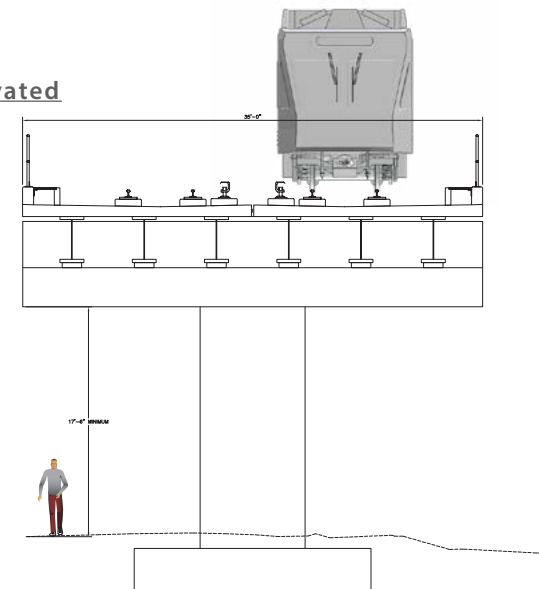
At-Grade



Elements of At-Grade Operation:

- Power provided by overhead power source, including catenary poles, wires and distribution lines
- Use of crossing gates at traffic intersections
- Will not operate in traffic with autos/trucks
- Use of dedicated right-of-way required
- Raised platforms at stations
- Reduced need for elevated structures

Elevated



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



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Rail System Examples

STATION 3

Elevated



Hiawatha Line, Minneapolis, MN



Hiawatha Line, Minneapolis, MN



AirTrain JFK, New York City, NY



AirTrain JFK, New York City, NY



Sound Transit, Seattle, WA

At-Grade



DART, Dallas, TX



Metro Rail Gold Line, East Los Angeles, CA



The Tide, Norfolk, VA



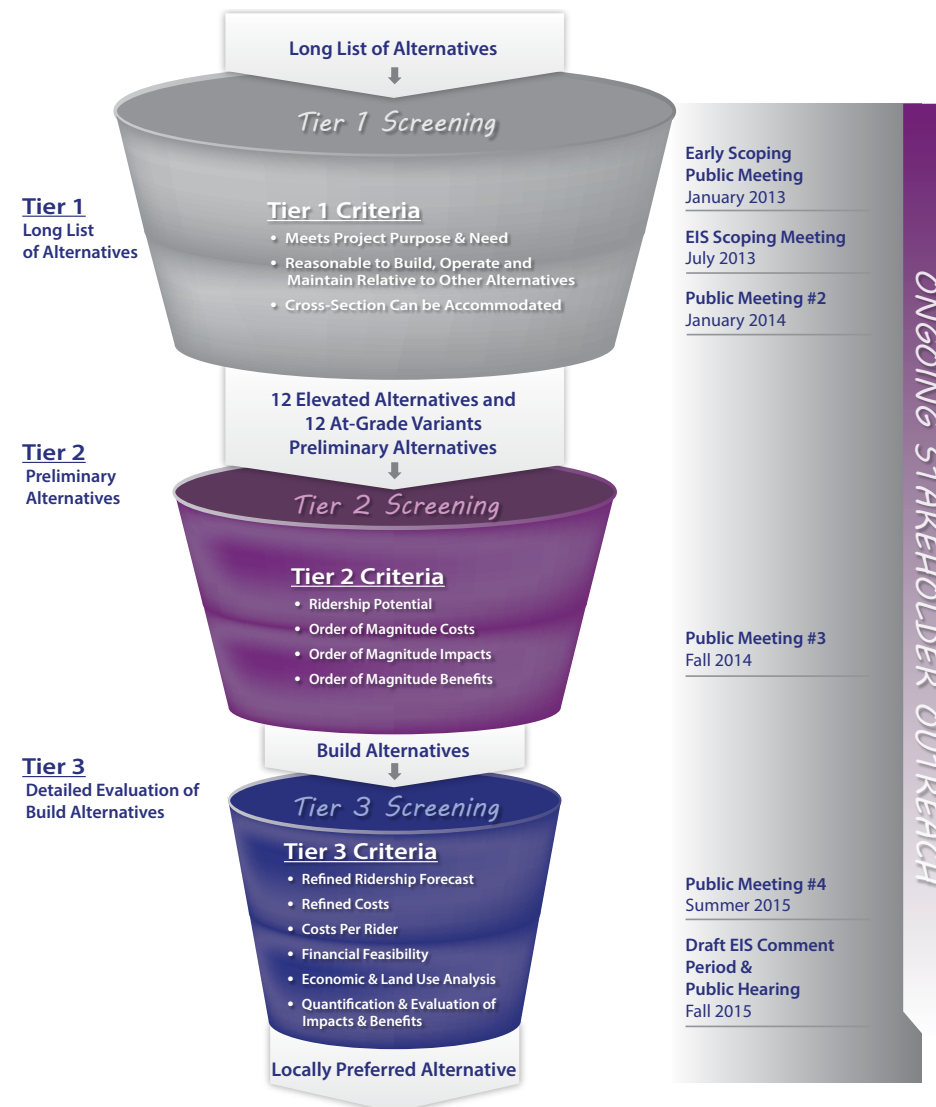


King of Prussia Rail Project An Extension of the Norristown High Speed Line

STATION 4

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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STATION 4

Next Steps / How to Stay Involved

- Project Website www.kingofprussiarail.com
- Twitter www.twitter.com/KOPRail
- E-mail 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.



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

King of Prussia Rail Project

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Public Open House

January 30, 2014



Norristown High Speed Line Extension AA/DEIS



Agenda



- Background
- Project Development
- Public Involvement
- Elevated vs. At-Grade
- Rail System Examples
- Next Steps

Purpose of Today's Meeting



- This purpose of today's meeting is to provide a summary of comments and input received during the July 2013 Public Scoping Meeting.
- SEPTA will also present the potential for a mix of elevated and at-grade segments that are being developed along the various alignments in response to public comments and input.
- SEPTA is committed to incorporating relevant opinions and concerns expressed by the community into the design of the project.

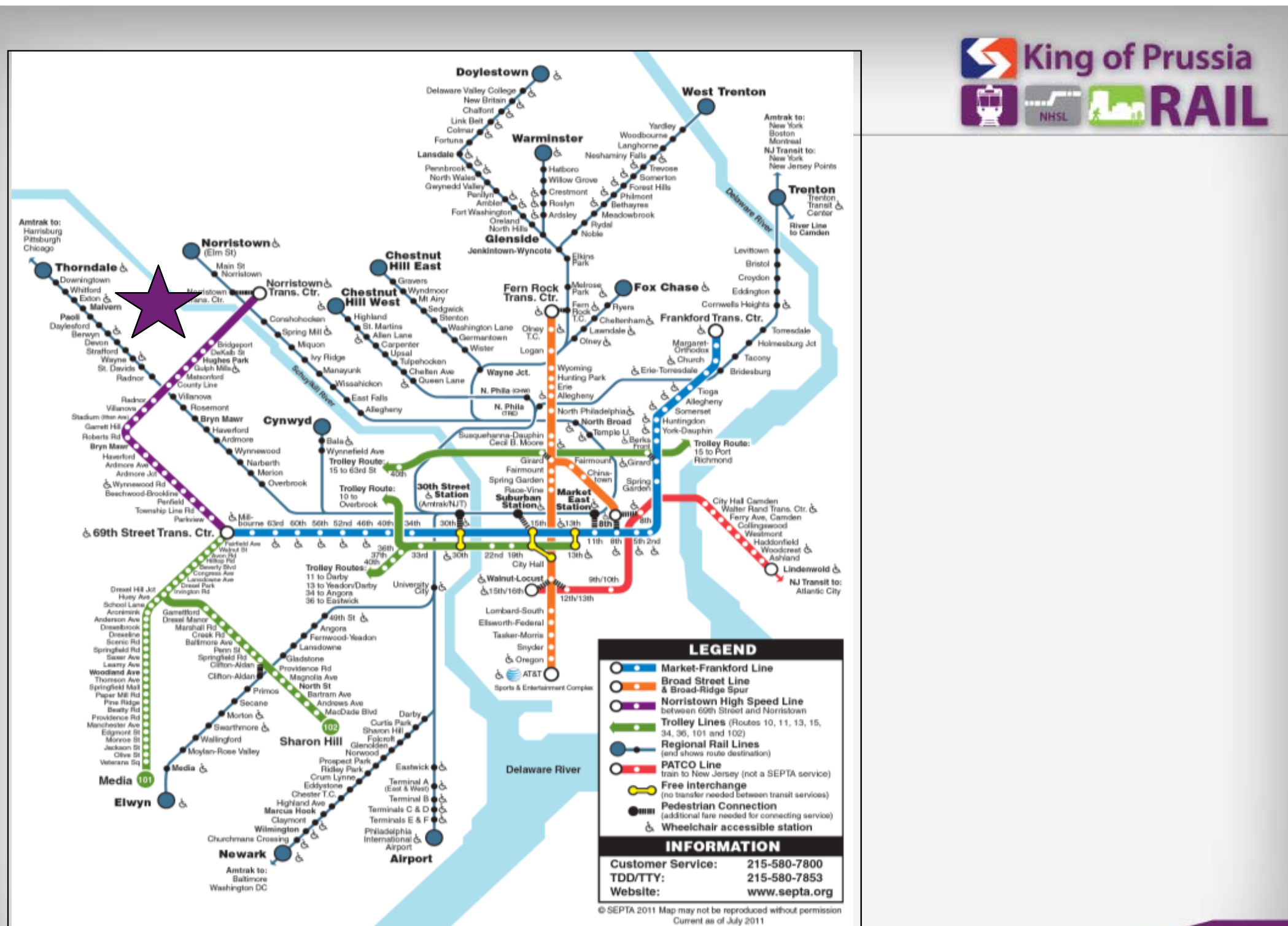


Background



PRESENTATION

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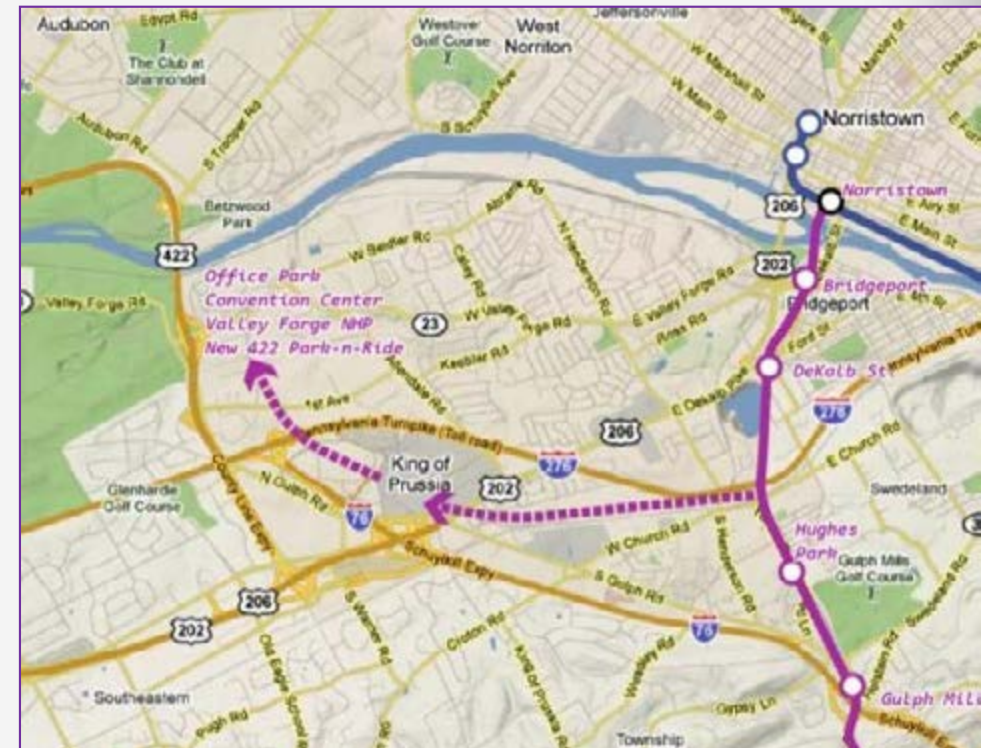
Norristown High Speed Line



Local & Regional Travel Needs

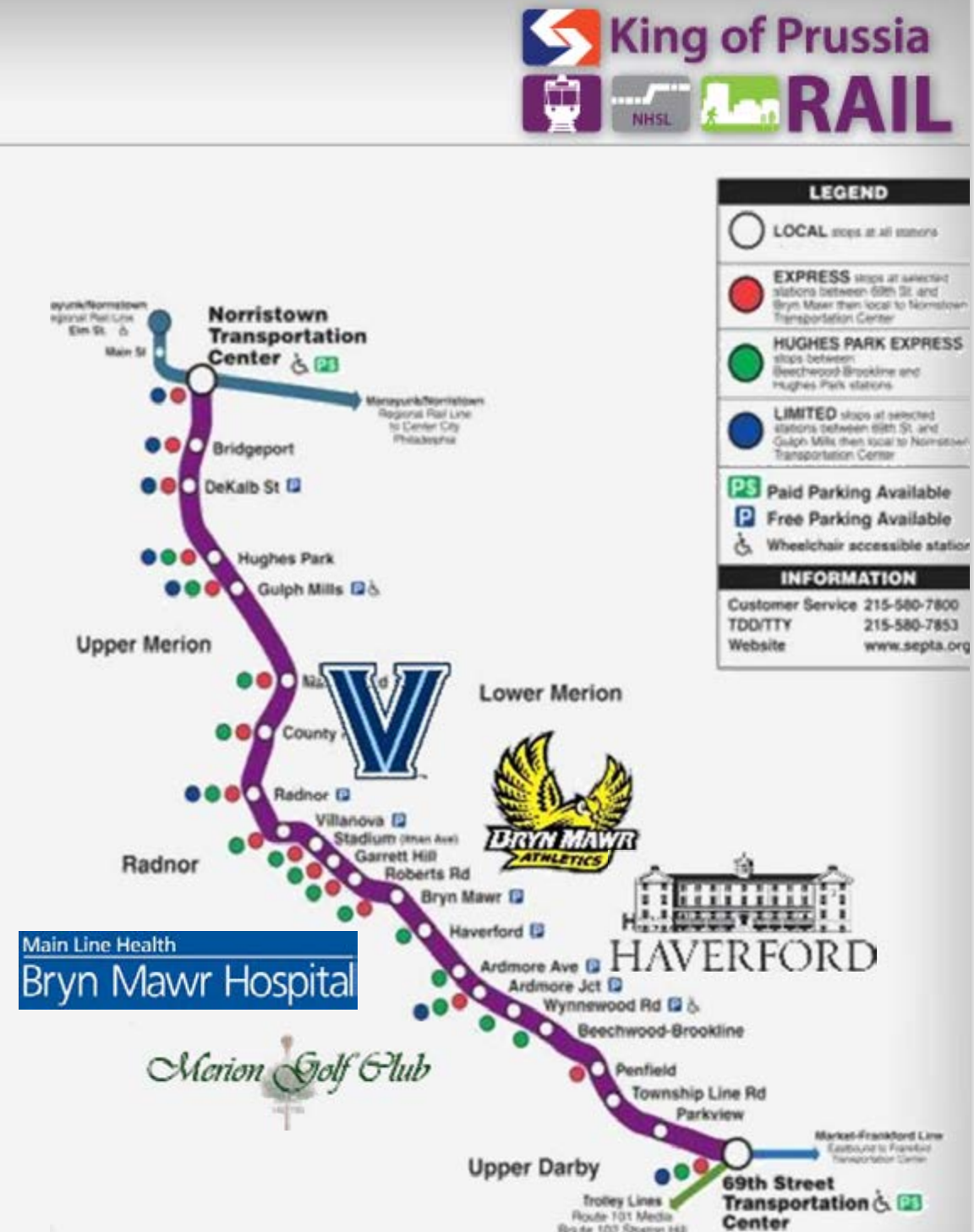


- 57,100 jobs in Upper Merion in 2010; 62,100 jobs in 2040
- 12,500 jobs at Mall/Vicinity & 19,000 jobs in Office Park
- 25M visits/year to King of Prussia Mall (68,000 people/day)
- 1.5M visits/year to Valley Forge National Historical Park
- Average Weekday Ridership is 4,000 using Bus Service to/from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



NHSL Fast Facts

- Two-track system on grade separated right-of-way
- Power from third rail
- High-level platforms
- Frequent stops
- 28-minute Ride
- 15 minutes more on Sub/El to Center City, Philadelphia
- Over 10,000 average daily passengers (2012)
- Trains every 5 minutes in peak – 10-20 minutes in off-peak, almost round-the-clock service - 4:30am to 2am



Project Purpose



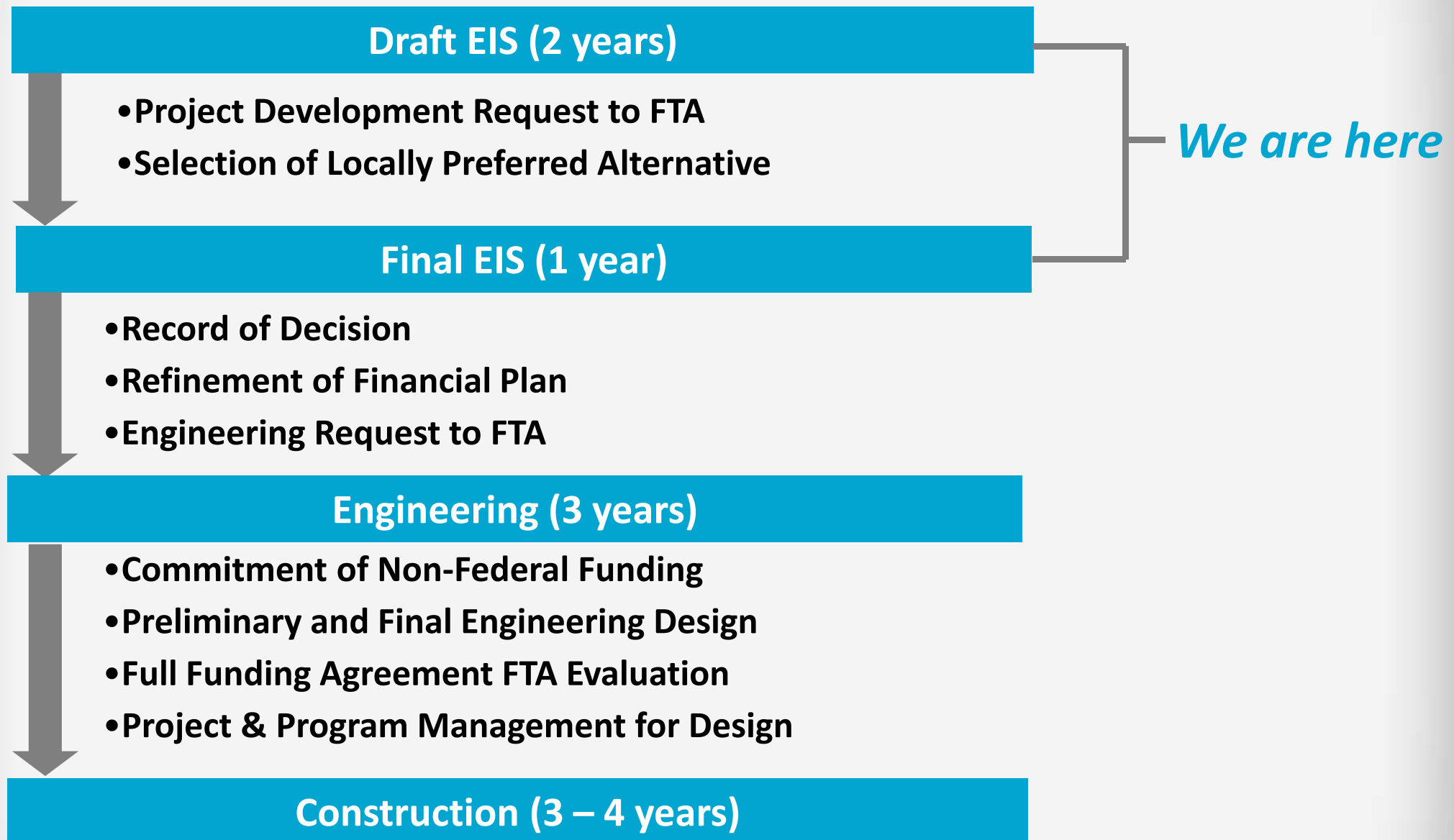
“Provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area, better serve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



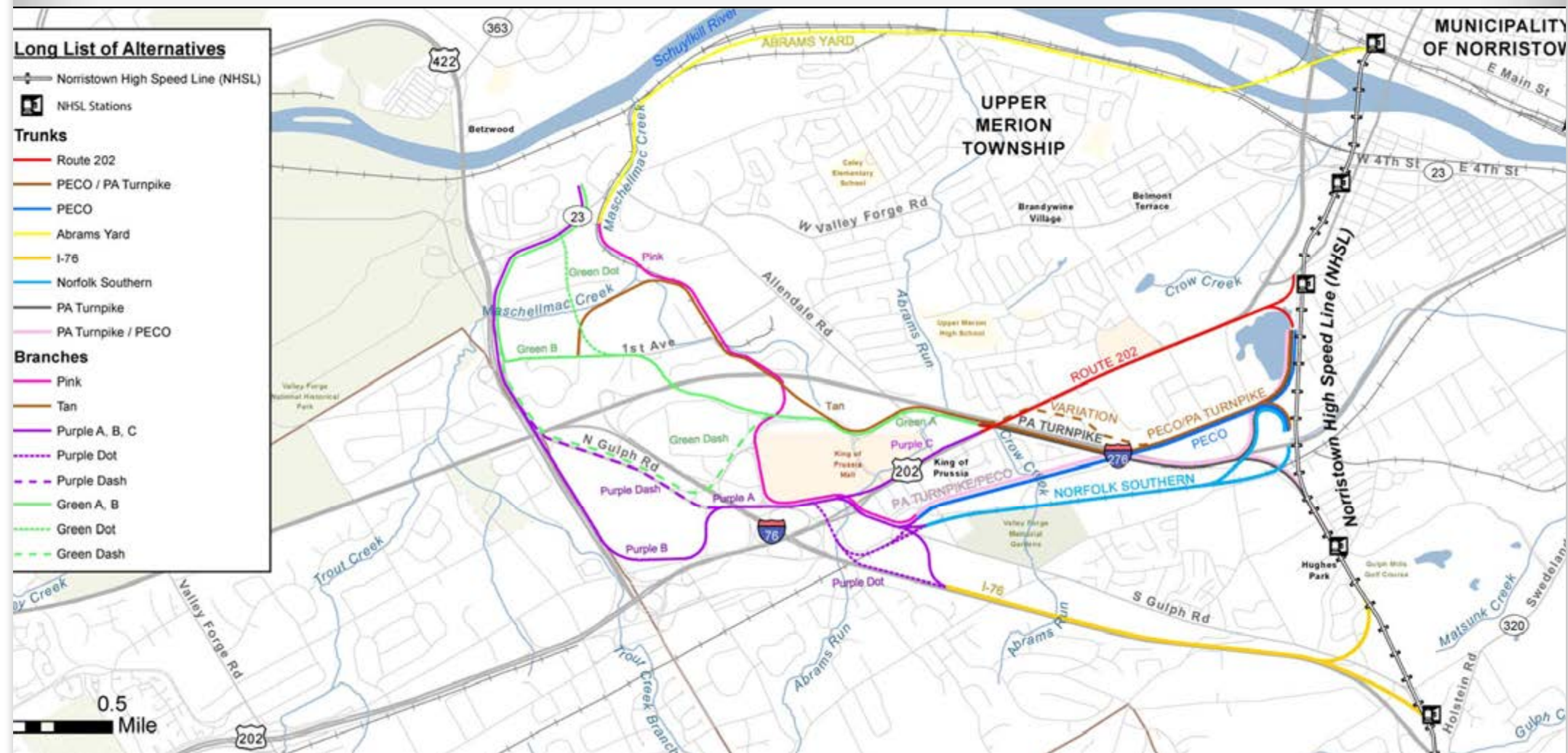
Project Development



Project Timeline



Alternatives Development Long List of Alternatives



Tier 1 Screening



Long List of Alternatives



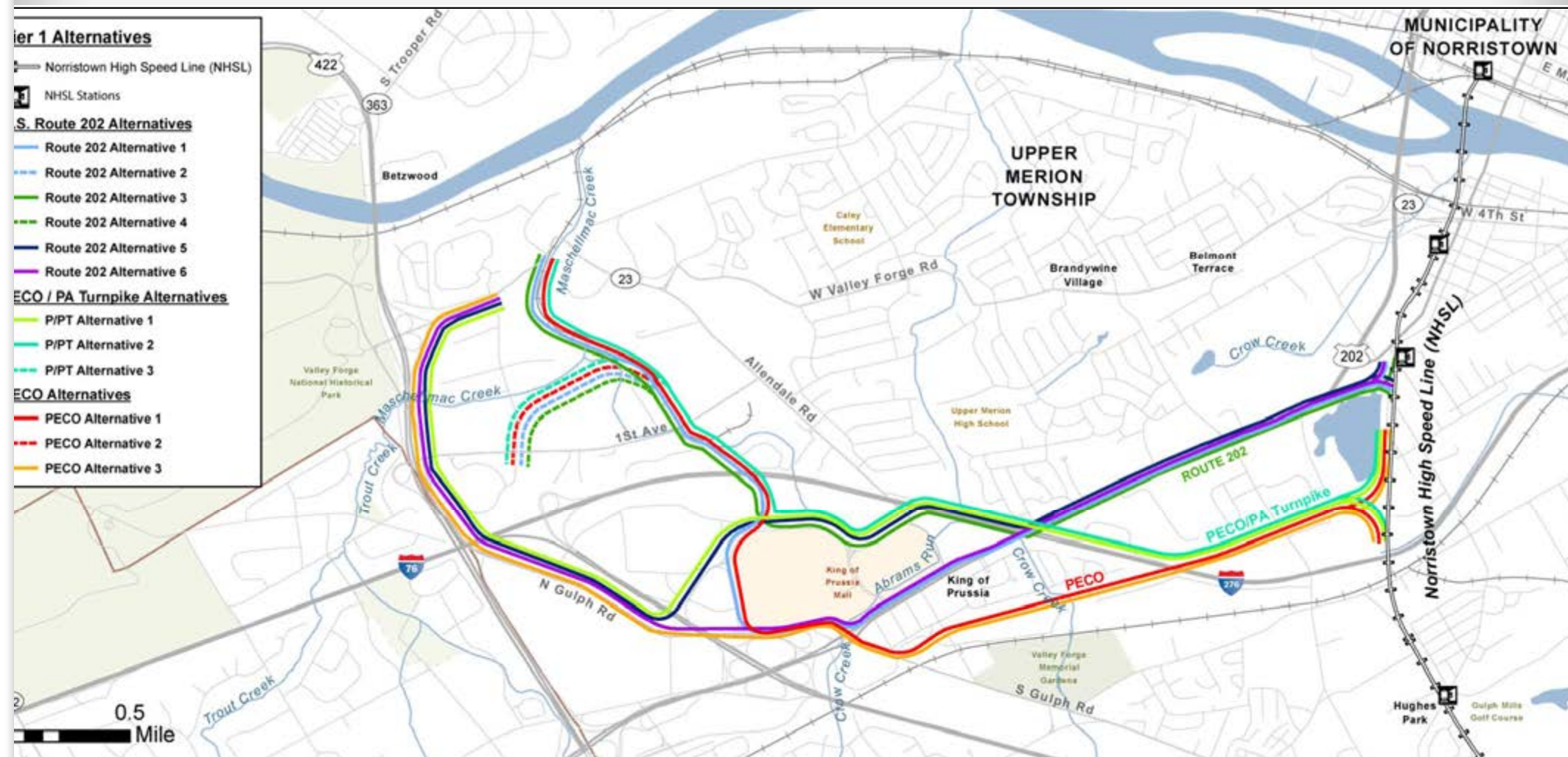
Tier 1 Screening

Tier 1
Long List
of Alternatives

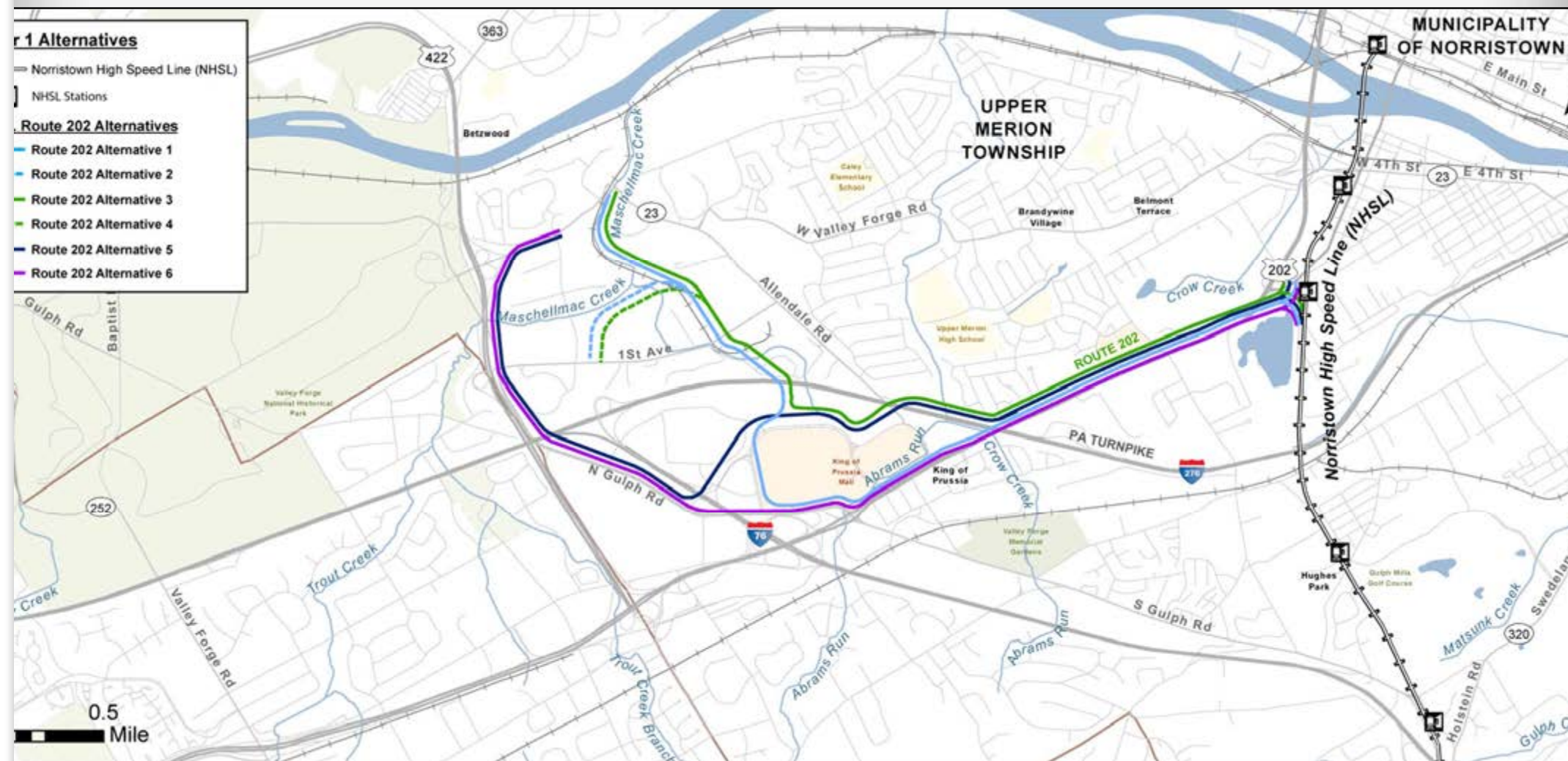
Tier 1 Criteria

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

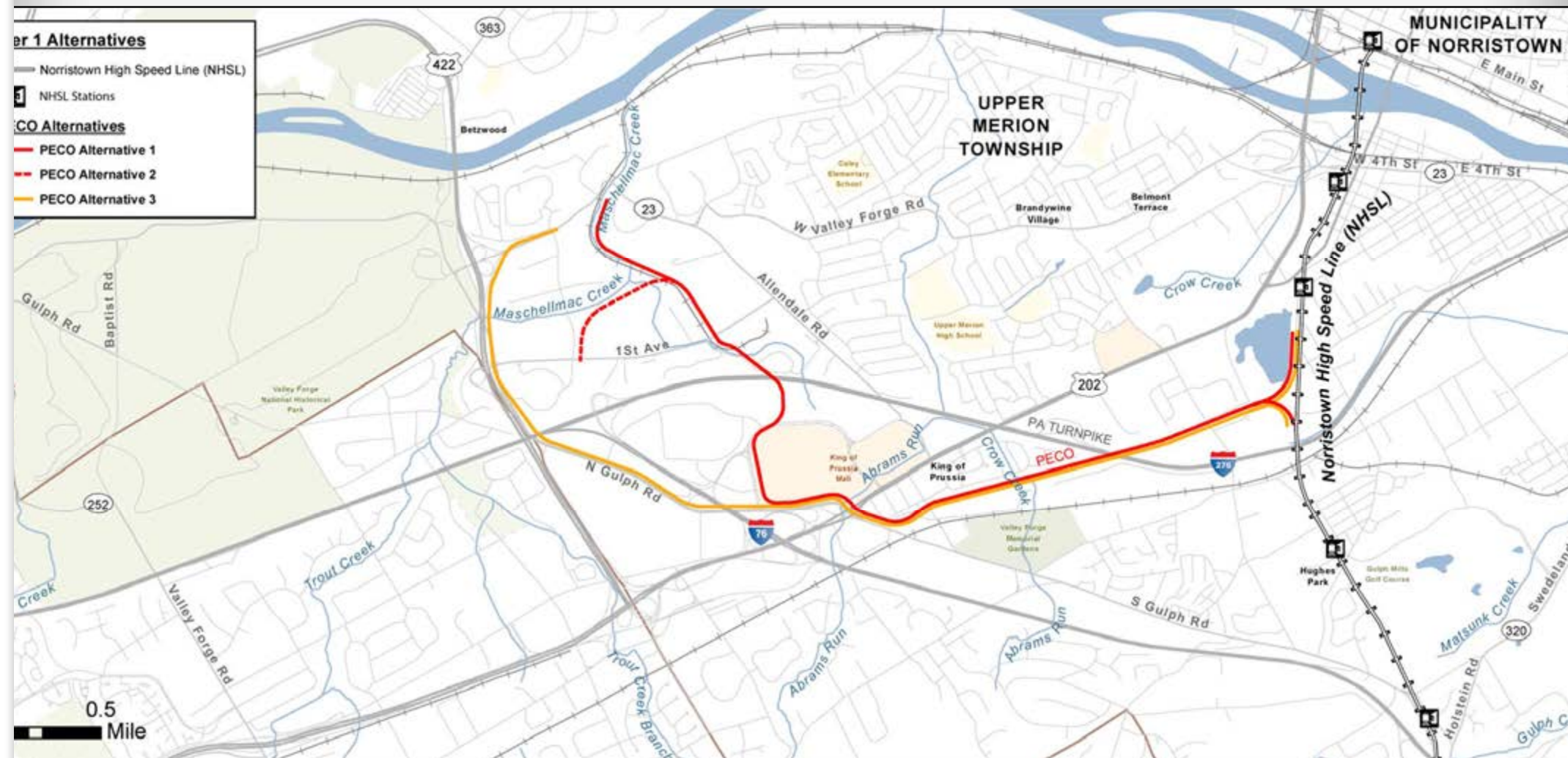
Alternatives Development Tier 1 Alternatives



Alternatives Development Route 202 Alignments

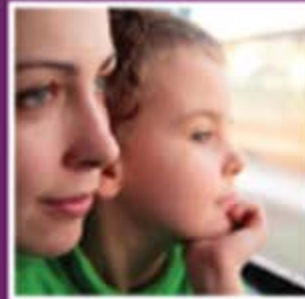


Alternatives Development PECO Alignments

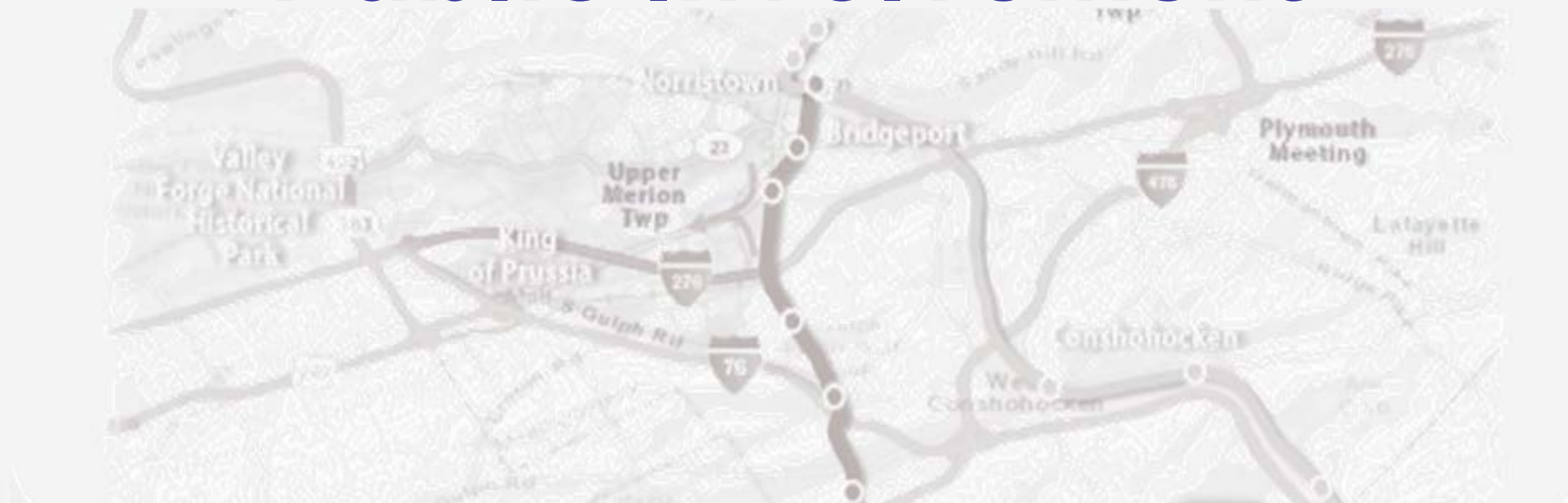


Alternatives Development PECO / PA Turnpike Alignments





Public Involvement



Public Involvement



- Public Workshop/Early Scoping (January 2013)
- Scoping Meetings (July 2013)
- Open House (today)



July Scoping Meetings



Held on July 16th 2013

- Agency Scoping Meeting
 - Federal, state and local resource agencies
- Elected Official Briefing
 - Federal, state and local elected officials
- Public Scoping Meeting
 - Residents, stakeholders, businesses and transit users

Communication Methods



The scoping meetings were advertised via:

- Notice of Intent in the Federal Register
- Websites and Social Media
- Newspaper ads
- Press releases
- Postcard mailing
- Flyers and Posters



Scoping Period Comments

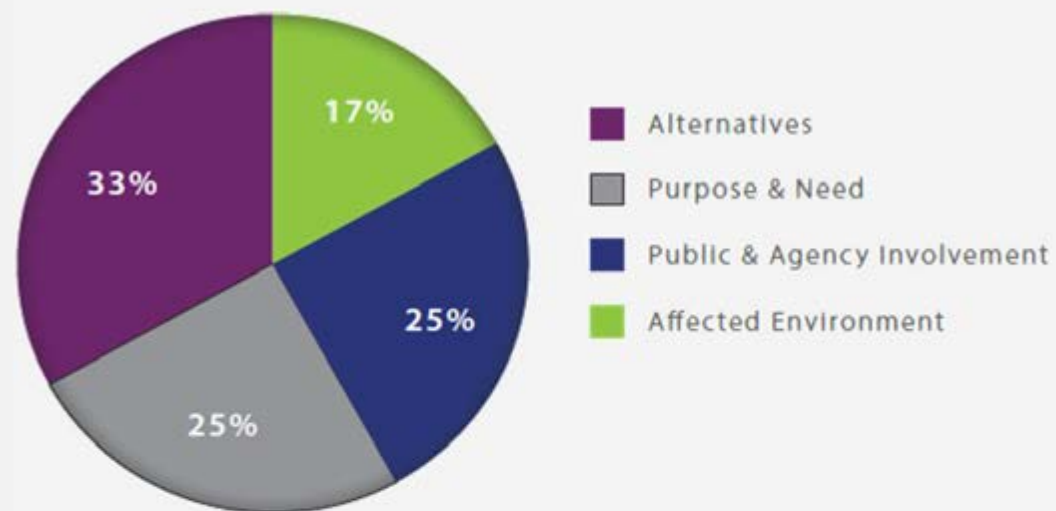


- Required 45-day Scoping period ran from publishing of the Notice of Intent in the Federal Register on June 27, 2013, through August 14, 2013.
- Comments submitted via comment cards, the project website, and private and public testimony
- 79 distinct comments from the public, 12 comments from six agencies
- Most comments supported the need for transit improvements and the extension
- All comments and SEPTA responses are detailed within the Scoping Meeting Technical Memorandum, available on the project website.

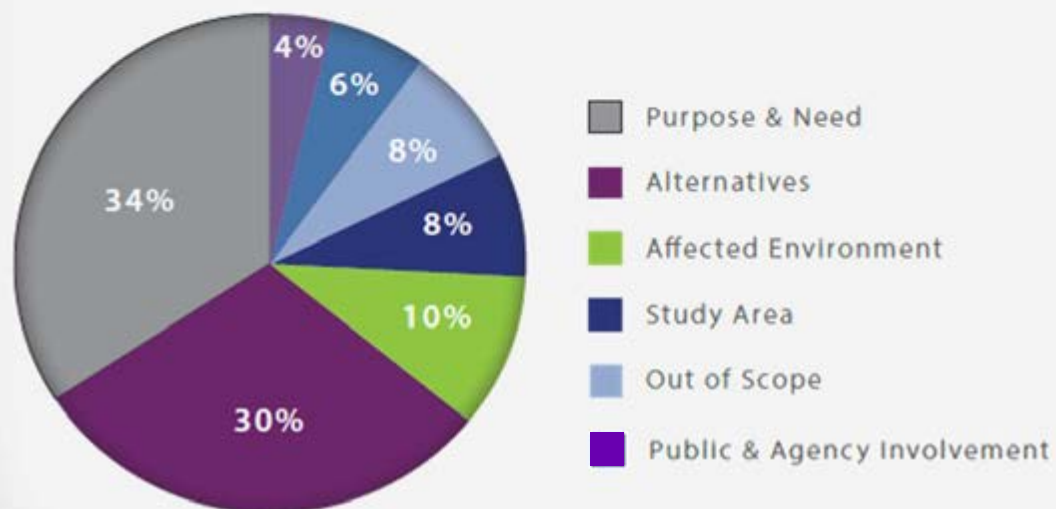
Scoping Period Comments



Agency Comments By Category



Public Comments By Category



Scoping Period Comments



Improvements to transit travel times is important

“Whatever alternatives are considered, users must be able to get from Center City to King of Prussia in under 35 to 40 minutes...If you build something, go big and make it convenient and plausible for people.”

SEPTA Response:

We recognize the importance of providing attractive, competitive and high-quality transit service. Travel time and convenience from transfers will be evaluated.



Scoping Period Comments



Support Additional Rail Extensions

“Extend the Manayunk/Norristown Regional Rail Line along the same paths as the former proposed Cross County Metro but terminate it in King of Prussia.”

“Let’s go farther and move the line out to Royersford and free up US 422 as well.”

“Replace service that no longer exists, such as the Reading line to Pottstown.”

SEPTA Response:

Other extensions have been studied in the past and have failed to meet the federal New Starts evaluation criteria. Only the NHSL offers service characteristics to meet local needs.

Scoping Period Comments



Environmental Impacts

“The PECO line is currently a flyway and habitat for many birds. I hope the EIS will address bird habitat.”

“Is there an environmental study that was done to assure King of Prussia that the main water supply will not be affected or contaminated by construction?”

SEPTA Response:

We will identify existing environmental conditions including habitats, water supply, and water quality, as well as assess the potential for environmental impacts of each alternative.

Scoping Period Comments



Economic Development

“Your plan ignores the Norristown economy.”

SEPTA Response:

Increased access to and from King of Prussia/Valley Forge and Philadelphia employment centers provided by the project would improve access to job opportunities for Norristown residents.



Scoping Period Comments



Sources of Funding

*“I agree there is a huge demand for this... but is it worth the cost?
And I’d like to know if SEPTA is so desperately underfunded,
how are we paying for this process?”*

SEPTA Response:

Federal funds are specifically earmarked for this purpose. It is prudent to plan for regional transit projects now so such projects are ready to be built once funding becomes available.

Invest in Other Modes

“Please don’t waste what little money SEPTA has on a rail line to serve an auto-centric populous.”

SEPTA Response:

In order to remain competitive and shape growth in a sustainable way in King of Prussia transit access is a critical need.

Scoping Period Comments



Support US Route 202 Alternatives

“The Route 202 alignment seems best... the line will serve the Mall, 202 corridor and provide access to the highest concentration of entry level jobs.”

“It allows for a stop at Henderson, KOP, and two possible stops in the industrial park area.”

“You can get the bigger bang for your buck ridership-wise.”

SEPTA Response:

We will evaluate the full range of alternatives that address purpose and need including alternatives along the Route 202 corridor.

Scoping Period Comments



Do not support US Route 202 Alternatives

“The idea of running an EI down 202 to me is not appealing at all.”

“Any elevated structure would be an eye-sore and a magnet for graffiti. If we wanted to live in ‘the big city’ we would have moved to Philly.”

“I literally can’t imagine what that would look like...I think it would be helpful if there was some modeling to show would this would look like.”

Scoping Period Comments



Do not support US Route 202 Alternatives

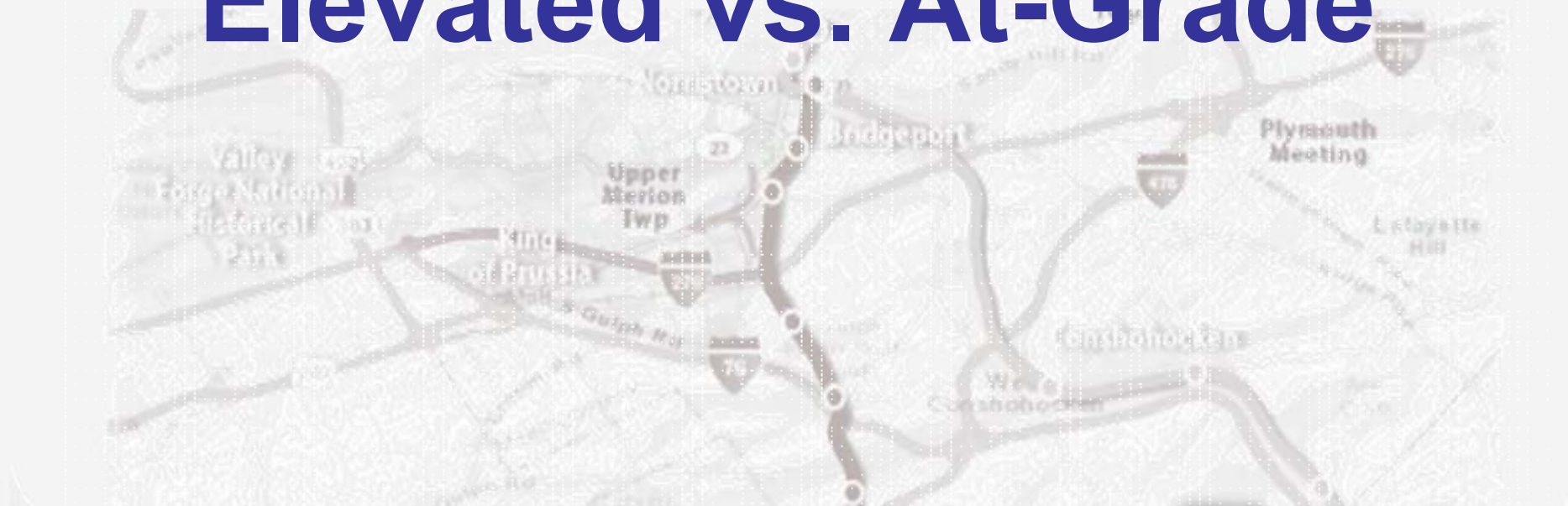
SEPTA Response:

As a result of the comments that were not in favor of an elevated structure, SEPTA will be identifying opportunities for at-grade segments on the previously identified alternatives.

SEPTA will also utilize 3D modeling to illustrate both elevated and at-grade concepts.



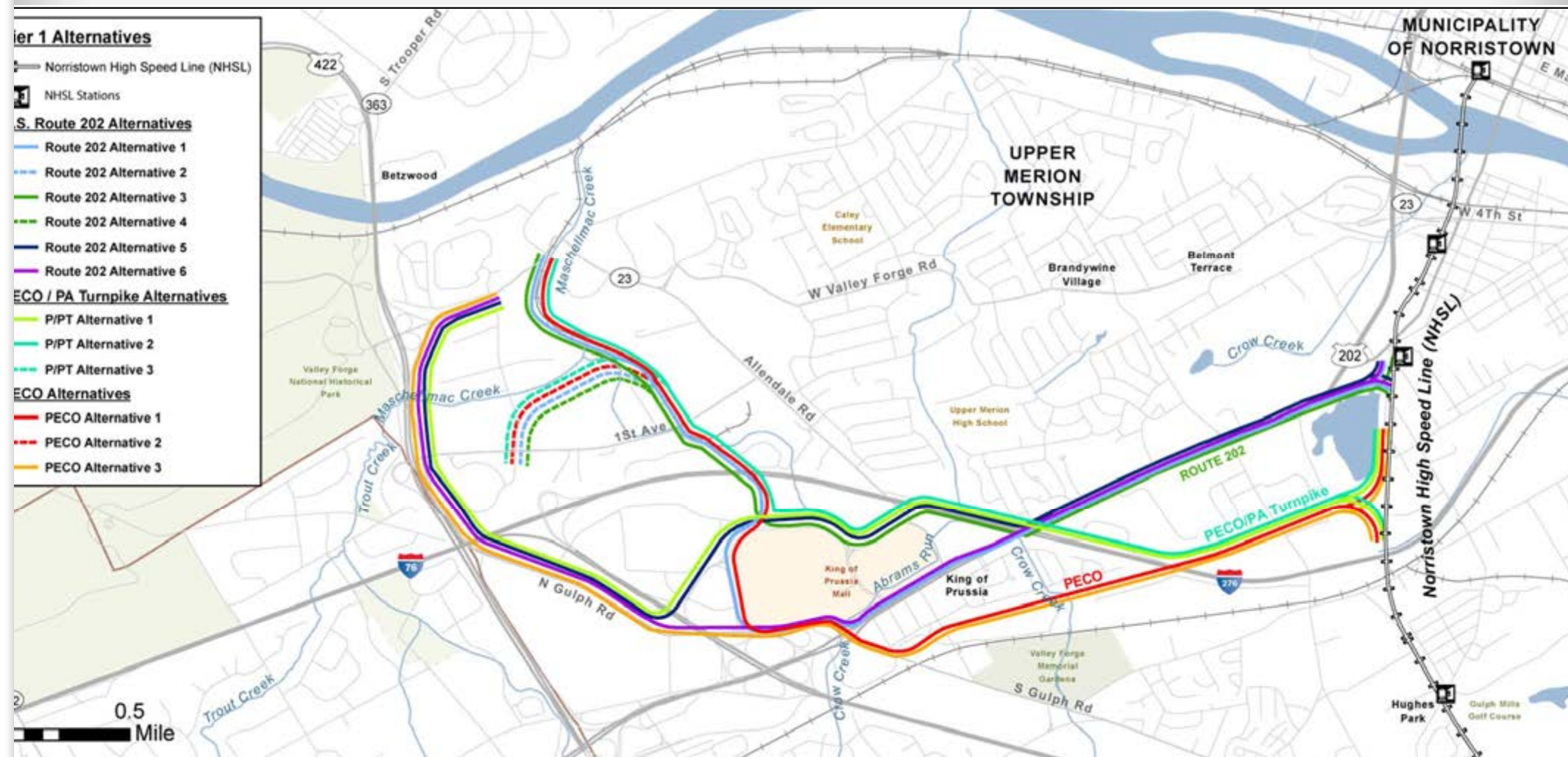
Elevated vs. At-Grade



Potential At-Grade Segments



Tier 1 Alternatives

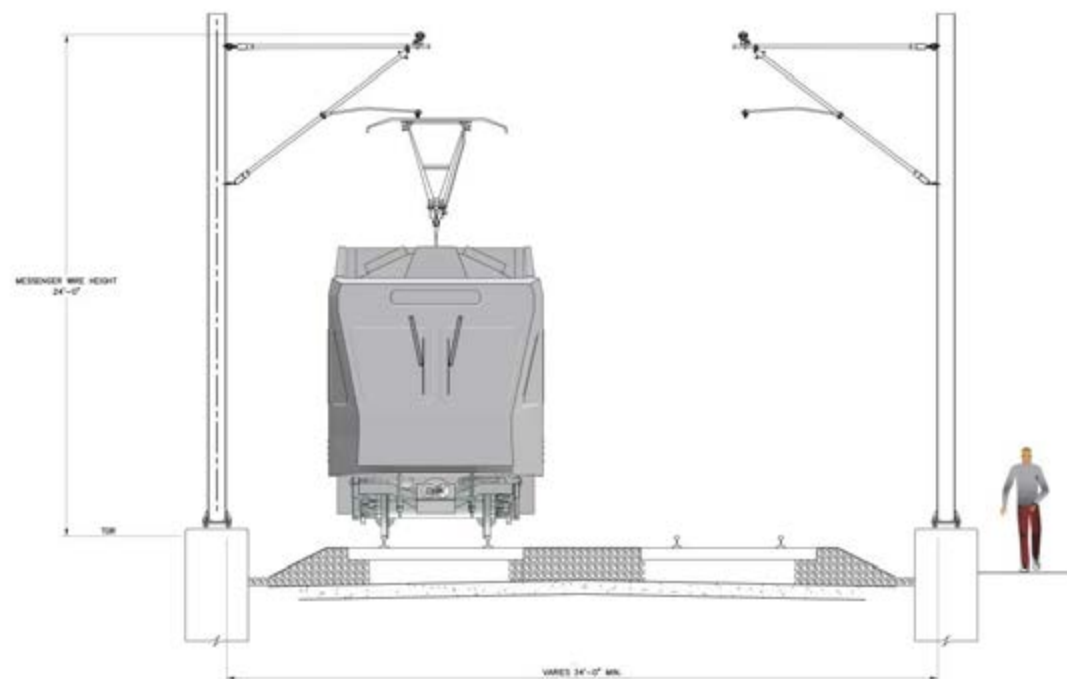


Elevated vs. At-Grade

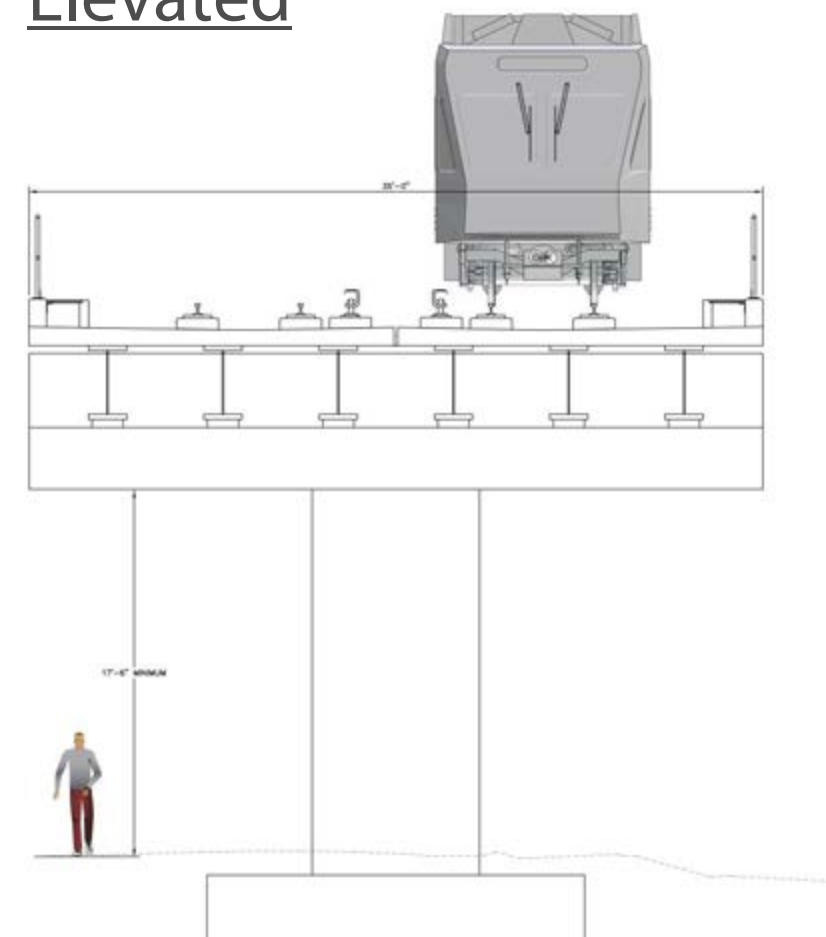


Cross Sections

At-Grade



Elevated



Elevated vs. At-Grade

- Existing NHSL N-5 vehicle was designed with ability to switch between third rail power and overhead power
- Potential cost savings exist for use of at grade segments vs. a fully elevated alternative
- Possible operational impacts



Elevated Operations



- No at-grade crossings
- Physical separation of rail from adjacent uses
- Power provided by third rail
- Stations on elevated structures

At-Grade Operations



- Power provided by overhead power source; catenary poles, wires and distribution lines
- Crossing gates at intersections
- Will not operate in traffic
- Dedicated right-of-way
- Raised platforms at stations
- Reduced need for elevated structures



Rail System Examples



Elevated Rail Systems



Hiawatha Line, Minneapolis, MN



Elevated Rail Systems



Hiawatha Line, Minneapolis, MN



Elevated Rail Systems

Sound Transit, Seattle, WA



Elevated Rail Systems



AirTrain JFK, New York City, NY



At-Grade Rail Systems



DART, Dallas, TX



At-Grade Rail Systems



Metro Rail Gold Line, Los Angeles, CA



At-Grade Rail Systems

The Tide, Norfolk, VA

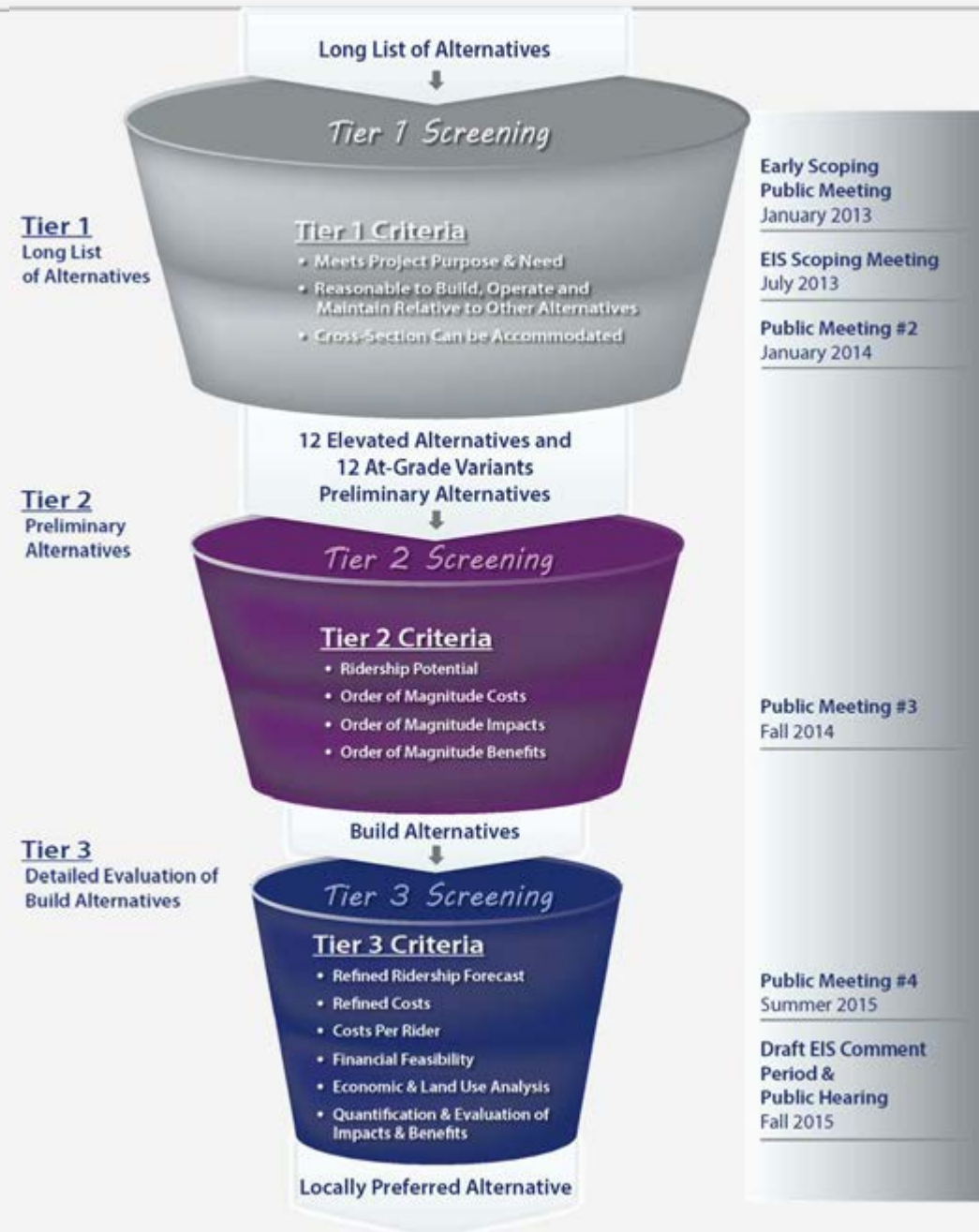




Next Steps



Next Steps



Next Steps



Tier 2 Preliminary Alternatives

12 Elevated Alternatives and
12 At-Grade Variants
Preliminary Alternatives



Tier 2 Screening

Tier 2 Criteria

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

Public Meeting #3
Fall 2014

Get Involved



- **At Today's Meeting**
 - Complete Comment Form
 - Provide contact information to receive project updates
- **After the Meeting**
 - E-mail us: info@kingofprussiarail.com
 - Visit the website: www.kingofprussiarail.com
 - Follow us: www.twitter.com/KOPRail



Thank You!

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