



**SEPTA
Norristown High Speed Line Extension Draft EIS
Community Working Group Agenda**

**Monday, September 17, 2018 (7 p.m.)
Upper Merion Township Building**

I. Welcome & review of last meeting

- Introductions of group
 - UMT Economic and Community Development Committee
 - Community Working Group (CWG)
 - Project team

II. Discussion/Presentation

- Delaware Valley Regional Planning Commission (DVRPC)
 - To present on the Station Area Plan for KOP Rail

III. Wrap-up

- What KOP Rail-related topics would you like to discuss at future meetings?

IV. Next Steps/Action Items

- Other Comments/Questions

V. Next meeting



Community Working Group Meeting #13 - Summary

Meetings Schedule

CWG meetings will be held at the Upper Merion Township Building and will begin at 7 p.m. Below is the schedule of the next meeting. Future meetings will be held on the third Wednesday of every other month unless otherwise noted.

**September's meeting is being rescheduled due to conflicts – Valley Forge Room*

Meeting #13 Summary

Location: Upper Merion Township Building, Valley Forge Room

Date: Wednesday, July 18th

Time: 7 – 8:00 p.m.

Attendees:

KOP Rail project team members-

Lex Powers, SEPTA

Emily Watts, McCormick Taylor

CWG members-

Joan Grunwald

Ron Ginnona

Vivian Peikin

Marty Trumpler

Pamela Hale

Sue Groff

The CWG held its thirteenth meeting in July 2018. The goal of the meeting was to talk about the request for proposal (RFP) SEPTA released on July 2, 2018 for project development for KOP Rail. The RFP also included FTA New Starts project development required documents for SEPTA to submit a request to enter engineering to FTA.

In addition to the RFP for project development, SEPTA is currently in the Final Environmental Impact Statement (FEIS) phase, which will also include a Record of Decision (ROD). SEPTA and the project team are also working with a financial group to develop a 20-year financial plan. This work will be done concurrently.

The attached PowerPoint provides details to those topics.

Other items for discussion:

Did SEPTA have anything to do with the closing of the Indian Grocery store on Route 202?

No. SEPTA or the KOP Rail Project did not have anything with the closing of the Indian Grocery store on Route 202.

Parking is going to be an issue. What does SEPTA have planned for the current station parking areas?

SEPTA is planning to build parking structures at the Henderson Road Station and the final station stop at the west end of First Avenue. It is also anticipated that SEPTA will evaluate service and capital needs on



the Norristown High Speed Line stations along the line as part of ongoing planning efforts to prepare for KOP Rail.

KING of PRUSSIA

STATION AREA PLANNING FOR THE NHSL RAIL EXTENSION

Stakeholder Update

September 17, 2018



KING of PRUSSIA

STATION AREA PLANNING FOR THE NHSL RAIL EXTENSION

Stakeholder Update

September 17, 2018



Tonight's Agenda

- 1 Project Update
- 2 **Activity:** Establishing Priorities

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The **Delaware Valley Regional Planning Commission** is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy.

We serve a diverse region of nine counties: **Bucks, Chester, Delaware, Montgomery and Philadelphia** in **Pennsylvania**; and **Burlington, Camden, Gloucester and Mercer** in **New Jersey**. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - *leading the way to a better future.*

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Make public comments online here!

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Check out the latest newsletter for a recap of upcoming events, recent reports, and awards.

[Join DVRPC on June 20 to discuss climate change and waterfront development](#)

Waterfront Development in a Changing Climate is the third in a series of "Climate Adaptation Forum" workshops.

The Greater Philadelphia Region

2 States

9 Counties

352 Municipalities

5.7 Million People (2015)

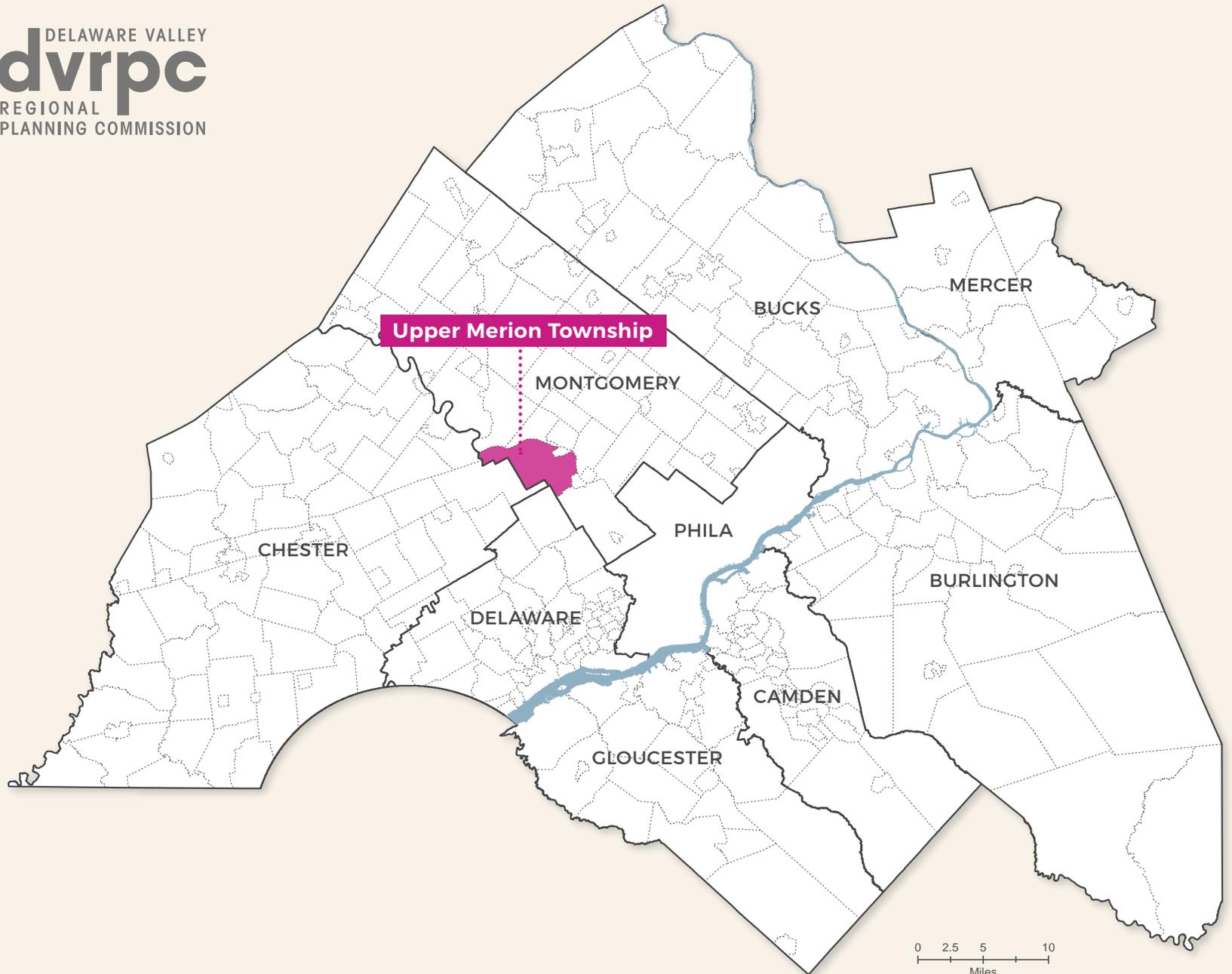
6.4 Million People (2045)

3 Million Jobs

107 Million Daily VMT

1 Million Transit Trips/Day







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[Long-Range Plan](#)

[Connections 2045 Long-Range Plan](#)

[#MakingConnections](#)

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Connections 2045 Long-Range Plan for Greater Philadelphia



[Connections 2045 Explorer](#)



Major Regional Transportation Projects

Roadway Projects

- Roadway System Preservation
- Roadway Operational Improvements
- Roadway System Expansion
- Bicycle and Pedestrian

Transit Projects

- Transit System Preservation
- Transit Operational Improvements
- Transit System Expansion

External Projects

- Externally Funded

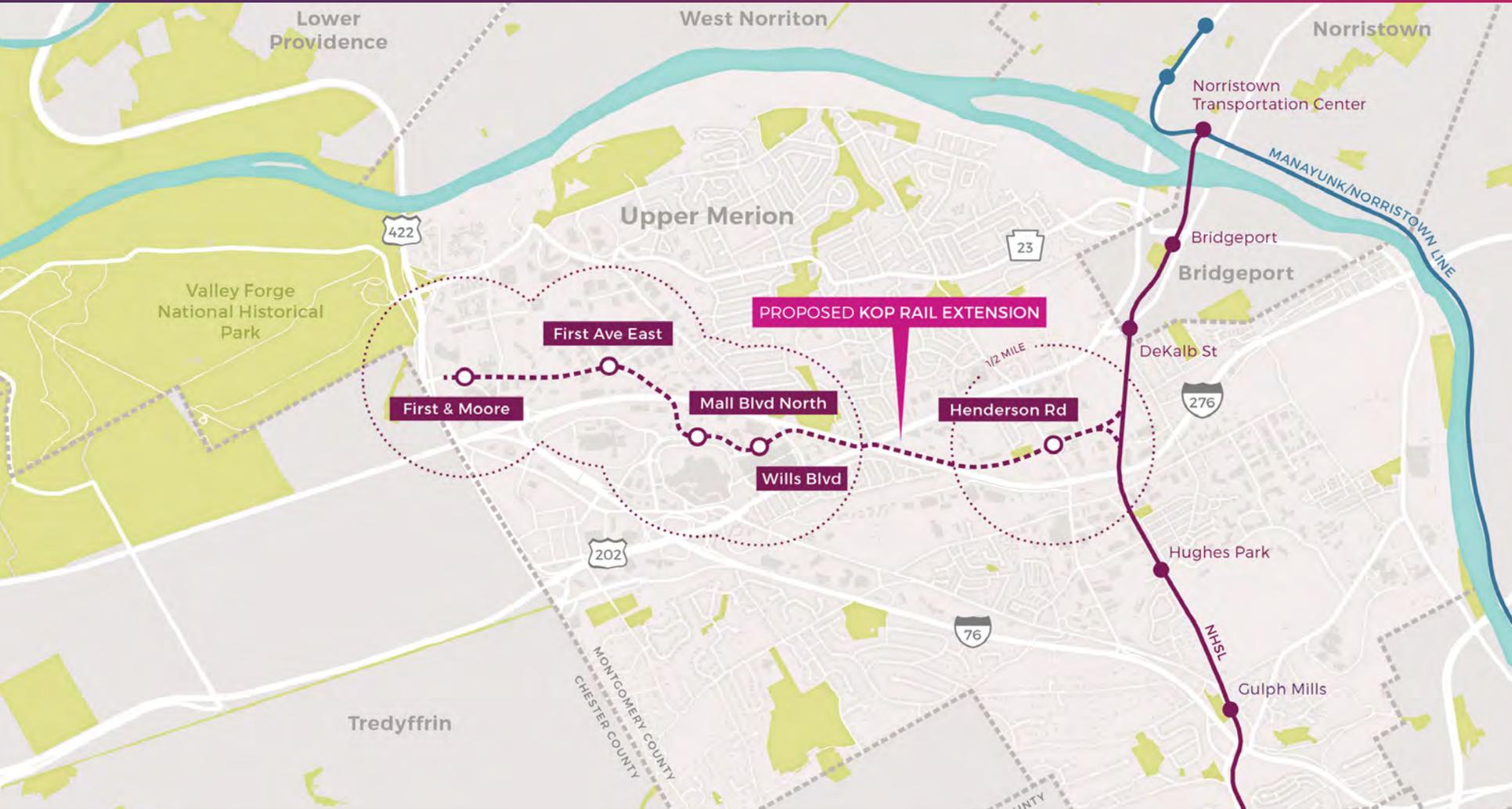
Some projects do not have geographic limits and cannot be mapped, for the full list of projects [view the table](#).

Legend

- Roadway Funded
- Roadway Unfunded
- Transit Funded
- Transit Unfunded
- Externally Funded
- Externally Unfunded



Study Overview: Goals & Objectives



- 1 Develop strategies to enhance pedestrian & bicycle access
- 2 Identify transit-supportive development opportunities

Station Area Planning **Partners**

Study Advisory Committee

1. SEPTA
2. Montgomery County
3. Upper Merion Township
4. KOP BID
5. GVFTMA



Station Area Planning **Collaboration**



Why do we care about walking
and biking in King of Prussia?

Making the case for **Active Transportation**



Walk Montco

MONTGOMERY COUNTY WALKABILITY INITIATIVE

Did you know that throughout Montgomery County nearly 1 in 5 traffic fatalities involve a pedestrian or bicyclist? The walking environment or “walkability” of our roadways and communities plays a major role in providing safe, convenient connections for pedestrians and bicyclists. That is why the Montgomery County Planning Commission (MCPC) has been working on a new county initiative that focuses on walkability in the county.

WALK MONTCO WALKABILITY STUDY

On February 18, 2016, the Montgomery County Commissioners adopted [Walk Montco](#), a walkability study for Montgomery County, as official county policy. The study, a major component of the county’s walkability initiative, corresponds to the goals of [Montco 2040: A Shared Vision](#), Montgomery County’s new, award-winning comprehensive plan. Montco 2040 advocates for more sidewalks and pedestrian-oriented developments to improve transportation quality and expand options. The Walk Montco study focuses on walkability opportunities and challenges throughout Montgomery County. It recommends standards for improving walkability in general and offers specific recommendations for four selected focus areas. The plan also provides guidance on how to implement and fund walking improvements.

BIKE MONTCO



Bike Montco

[Bike Montco: The Bicycle Plan for Montgomery County](#) was adopted by the Montgomery County Commissioners on August 9, 2018. The plan, which will enhance the county’s efforts to advance bicycle and pedestrian mobility, was developed using a Transportation and Community Development Initiative (TCDI) grant from the Delaware Valley Regional Planning Commission (DVRPC). The plan, which includes design improvements and key policies for bicycle safety, fully addresses the current bicycle needs of the county by examining existing conditions and focusing on bicycling destinations and preferred routes and the countywide bicycle network utilizing state, county, and local roads, and trails.

Making the case for Active Transportation

Why should we care about walking?

Reason 1

For Your Health

A review of elevated walking levels in the workplace is associated with reduced health risks. Shows the risk of heart disease, cancer, diabetes and other chronic health conditions. It shows the benefits of walking for mental health. Total walking time of children and adolescents is associated with lower rates of obesity and other health conditions.

A study in the United States of children found that walking and biking to school were associated with lower rates of obesity and other health conditions.

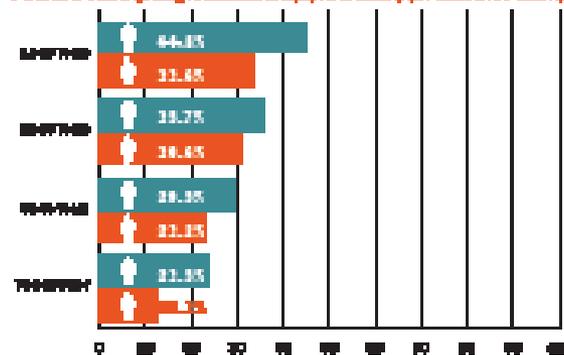
Walking and biking to school and work are associated with lower rates of obesity and other health conditions.

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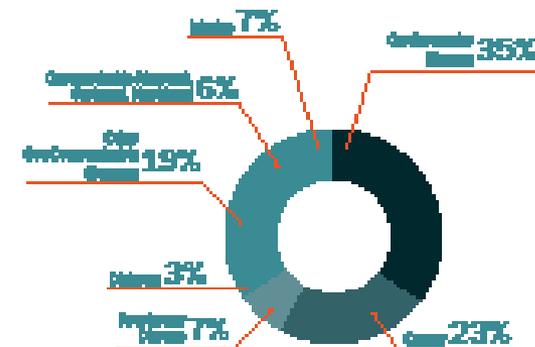
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Walking and biking to school and work are associated with lower rates of obesity and other health conditions.

Percent of adults getting recommended amount of walking per week



Walking and health



Walking reduces the risks of many diseases.

Making the case for Active Transportation

Why should we care about walking?

Reason 2

For the Environment

While walking generates less carbon emissions in the city than any other mode of urban transit, 60% of urban residents and 40% of urban workers travel into the city more than twice a week.

Most urbanites use the road to travel. About 80% of the urban population lives in the inner city and 20% live in the suburbs. This means that the majority of urban residents and workers live in the inner city. This means that the majority of urban residents and workers live in the inner city.

As a result of the city's urban sprawl, the majority of urban residents and workers live in the inner city. This means that the majority of urban residents and workers live in the inner city.

While walking generates less carbon emissions in the city than any other mode of urban transit, 60% of urban residents and 40% of urban workers travel into the city more than twice a week.



Why should we care about walking?

Reason 3

For Safer Streets

Each year 6,000 pedestrians are killed and 60,000 are injured. In fact, for every 100 of all American's who are killed, 200 of all injuries are from pedestrian. In Massachusetts, there were 1,200 pedestrian fatalities between 2004 and 2008. 40% of those involved a fatality.

Walking isn't always the safest mode of transportation. We need to make our streets safer. More sidewalks and crosswalks can save and reduce the number of accidents. And driver education can help to reduce the number of accidents.

Our communities are becoming more pedestrian friendly. We have seen more sidewalks, crosswalks, and more people walking. In Massachusetts, there were 1,200 pedestrian fatalities between 2004 and 2008. 40% of those involved a fatality. More sidewalks and crosswalks can save and reduce the number of accidents. And driver education can help to reduce the number of accidents.

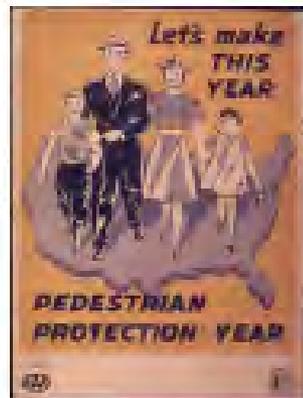


PHOTO BY PHILIP HERRING FOR THE NEW YORK TIMES

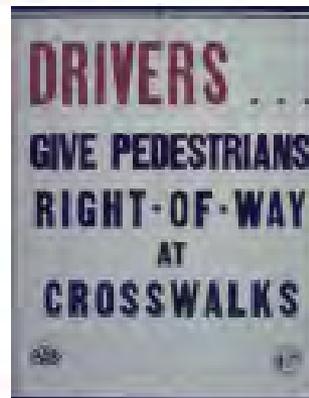


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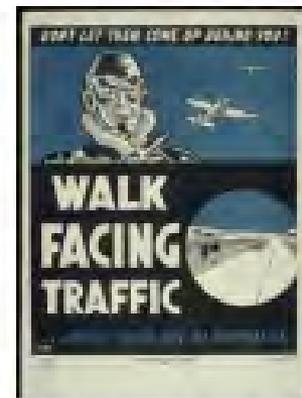


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Making the case for **Active Transportation**

Why should we care about walking?

Reason 5

For Better Mobility for All

In Montecito, 40% of all households include someone 60+ years old. 33% of all households include someone school aged. 33% of all households include someone 60+ years old. 33% of all households include someone school aged. 33% of all households include someone 60+ years old. 33% of all households include someone school aged.

Montecito has a high percentage of people 60+ years old. 33% of all households include someone 60+ years old. 33% of all households include someone school aged. 33% of all households include someone 60+ years old. 33% of all households include someone school aged.

On the other end of the age spectrum, 33% of all households include someone school aged. 33% of all households include someone 60+ years old. 33% of all households include someone school aged. 33% of all households include someone 60+ years old.

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Making the case for **Active Transportation**

Why should we care about walking?

Reason 6

To Support the Economy

Studies have shown that walking and biking-friendly environments are better business environments. One California town saw successful revenue gains that were 100% in 480 after investments for sidewalks to make it more walkable. It also saw a 200% increase in downtown retail sales revenues, increased property values and more investment.

After building a walkable environment, it's important to maintain it as well. An economic development study in Florida saw an increase in new investments in walkable areas after the sidewalks were installed.

A 2008 study by the Urban Land Institute found that the new investment in walkable environments is a viable economic asset with a variety of other benefits, such as increased property values, increased tax revenues, and increased retail sales.

Outside the United States, the growth of walkable environments, such as walkable cities, with 70% higher retail sales is reported. Many countries have national bike laws

and national bike networks for cycling. In addition, cities like London have seen a 100% increase in retail sales after investing in walkable environments. In fact, the city of London has seen a 100% increase in retail sales after investing in walkable environments.

A 2008 study by the Urban Land Institute found that the new investment in walkable environments is a viable economic asset with a variety of other benefits, such as increased property values, increased tax revenues, and increased retail sales.

More research is needed to understand the benefits of walkable environments. The research project conducted by the Urban Land Institute's Commission on Walkable Communities showed that walkable environments are more viable than high-density development. Research found that low-density development and walkable environments are more viable than high-density development. On the other hand, low-density development is more viable than high-density development.

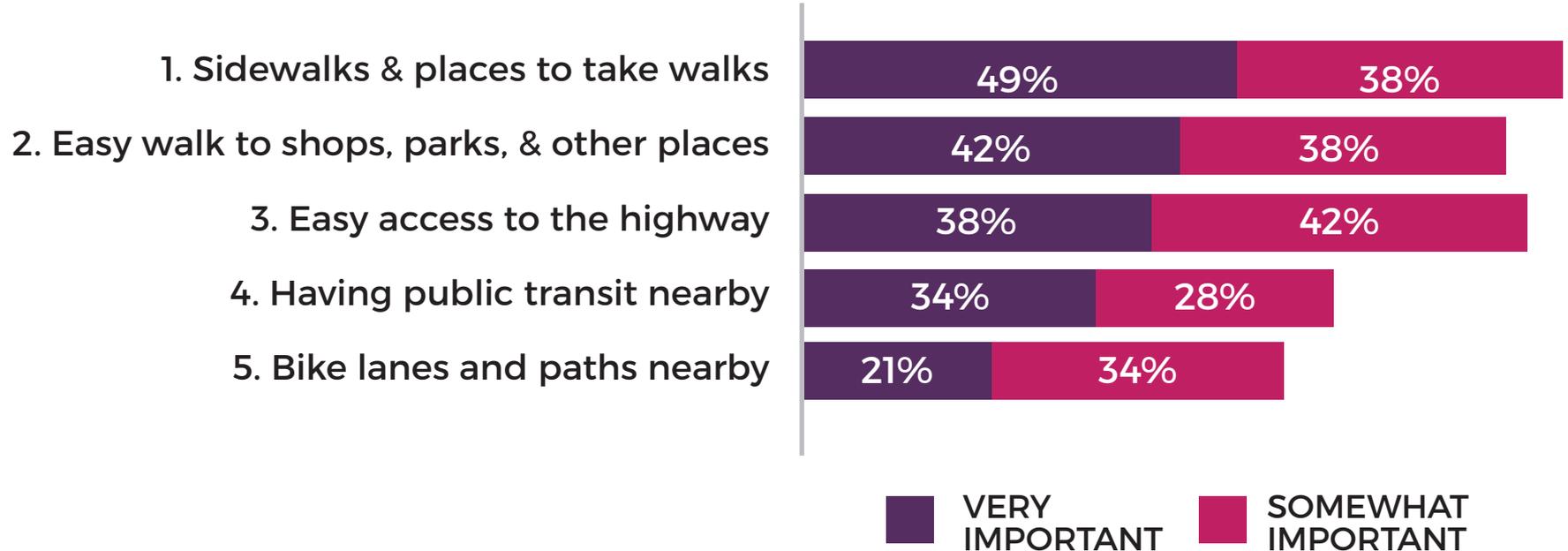
THESE RESULTS DEMONSTRATE THAT WALKABLE ENVIRONMENTS ARE A VIABLE ECONOMIC ASSET WITH A VARIETY OF OTHER BENEFITS, SUCH AS INCREASED PROPERTY VALUES, INCREASED TAX REVENUES, AND INCREASED RETAIL SALES.



Making the case for **Active Transportation**

Growing Demand for less car-dependent lifestyles

PERCENT OF PEOPLE WHO CONSIDER NEIGHBORHOOD FEATURES TO BE IMPORTANT WHEN CHOOSING WHERE TO LIVE



Source: National Association of Realtors
2017 Community Preference Survey

Making the case for **Active Transportation**



Thinking about **Station Access**

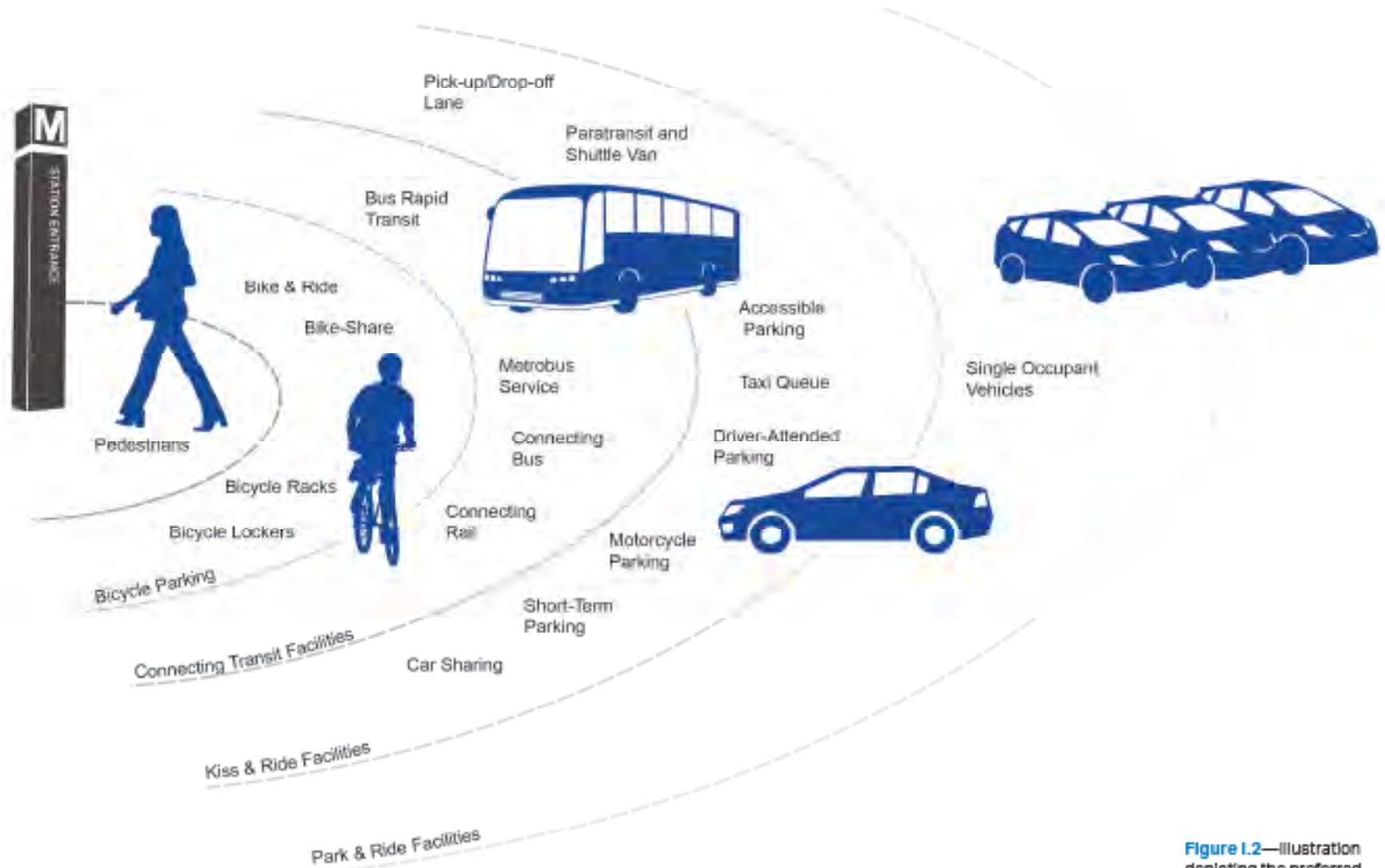


Figure 1.2—Illustration depicting the preferred multi-modal access hierarchy.

Walking & Biking in KOP Today



Walking & Biking in KOP Today



Walking & Biking in KOP Today



Walking & Biking in KOP Today

- 1 Do you have room to walk?
- 2 Was it easy to cross the street?
- 3 Could you and your child (or parent)...?
- 4 Was your walk pleasant?

Walking & Biking in KOP Today



Walking & Biking in KOP Today



Walking & Biking in KOP Today



Walking & Biking in KOP Today



Walking & Biking in KOP Today

Level of Traffic Stress

LTS 4

“strong & fearless”

LTS 3

“enthused & confident”

LTS 2

“interested but concerned”

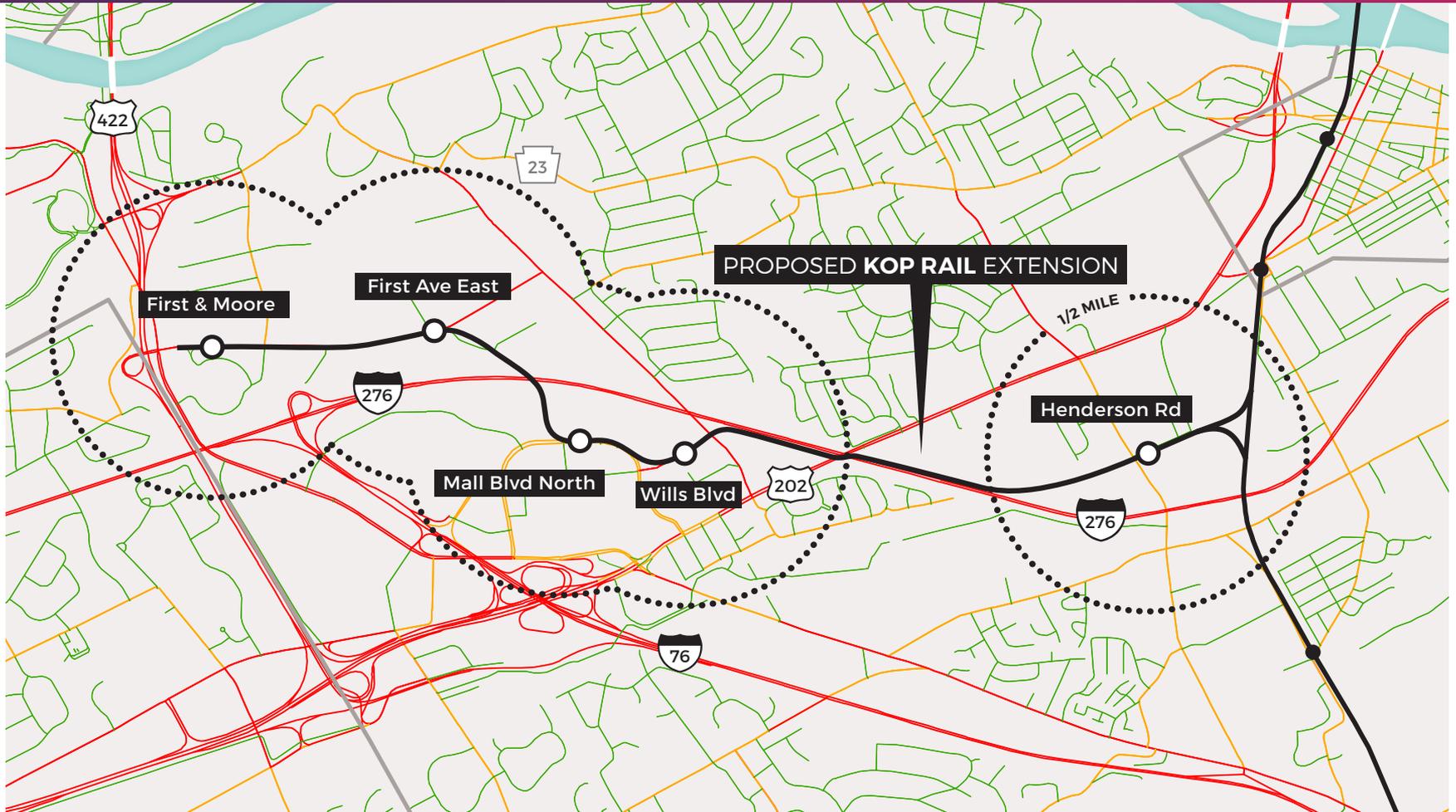
LTS 1

“most people”

increasing safety, comfort, and interest



Walking & Biking in KOP Today



LTS Categories

-  LTS 1 & 2
-  LTS 3
-  LTS 4

Walking and Biking in the future?

FACTOR

WHAT WORKS

WHAT DOESN'T

Street Layout

- ▲ Small blocks
- ▲ Grid system

- ▼ Long, winding streets
- ▼ Dead-ends

Mix of Uses

- ▲ Mixed-use

- ▼ Single use

Pedestrian Environment

- ▲ Wide sidewalks
- ▲ Street trees
- ▲ Slow traffic speeds
- ▲ Frequent crossings
- ▲ Well-marked intersections

- ▼ Narrow or no sidewalks
- ▼ Fast moving traffic
- ▼ No intersection markings
- ▼ Long wait times

Site Design

- ▲ Shallow setbacks
- ▲ Entrances near sidewalk

- ▼ Large setbacks
- ▼ Surrounded by surface lots

Parking

- ▲ Limited
- ▲ Managed parking

- ▼ Abundant
- ▼ Free

Designing for Walkability

FACTOR

WHAT WORKS

WHAT DOESN'T

Street Layout

- ▲ Small blocks
- ▲ Grid system

- ▼ Long, winding streets
- ▼ Dead-ends

Mix of Uses

- ▲ Mixed-use

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Pedestrian Environment

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- ▼ Surrounded by surface lots

Parking

- ▲ Limited
- ▲ Managed parking

- ▼ Abundant
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Pedestrian & Bicycle Toolbox



Sidewalks



Bike Lane



Crosswalks



Multi-use Trail



Curb Extensions



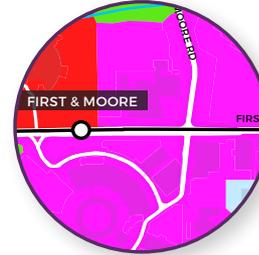
Sidepath

Station Area Planning Process

STEP 1
Identify Points of Interest



STEP 2
Map Existing Land Use



STEP 3
Map Existing Zoning



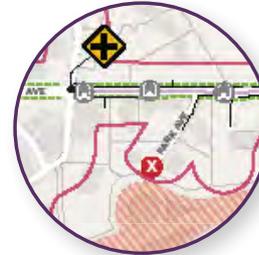
STEP 4
Determine Pedestrian Walk Sheds



STEP 5
Identify Active Transportation Routes



STEP 6
Synthesize Access Issues



STEP 7
Identify Potential Strategies



EXISTING CONDITIONS

STRATEGIES

Outreach & Engagement: **Workshop**

May 17 at the UMT Building | 17 participants



Outreach & Engagement: **Workshop**

KOP Rail CWG | UMT Planning Commission | UMT ECDC



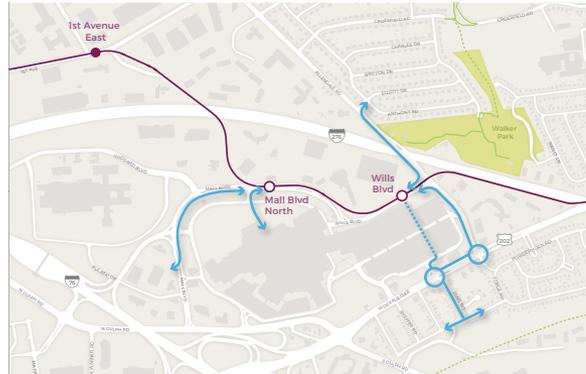
Outreach & Engagement: **Workshop**

Key Connections

1ST AVENUE STATIONS



KOP MALL STATIONS

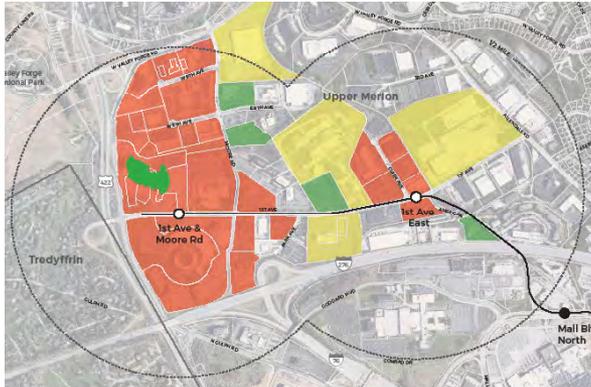


HENDERSON ROAD STATION



Growth & Development

1ST AVENUE STATIONS



KOP MALL STATIONS



HENDERSON ROAD STATION



Outreach & Engagement: Open House



What will new transit mean to your business or organization?



KING OF
PRUSSIA
DISTRICT



June 21 | 16 participants | 13 companies

ACTIVITY

30-40
MINUTES

Establishing Priorities

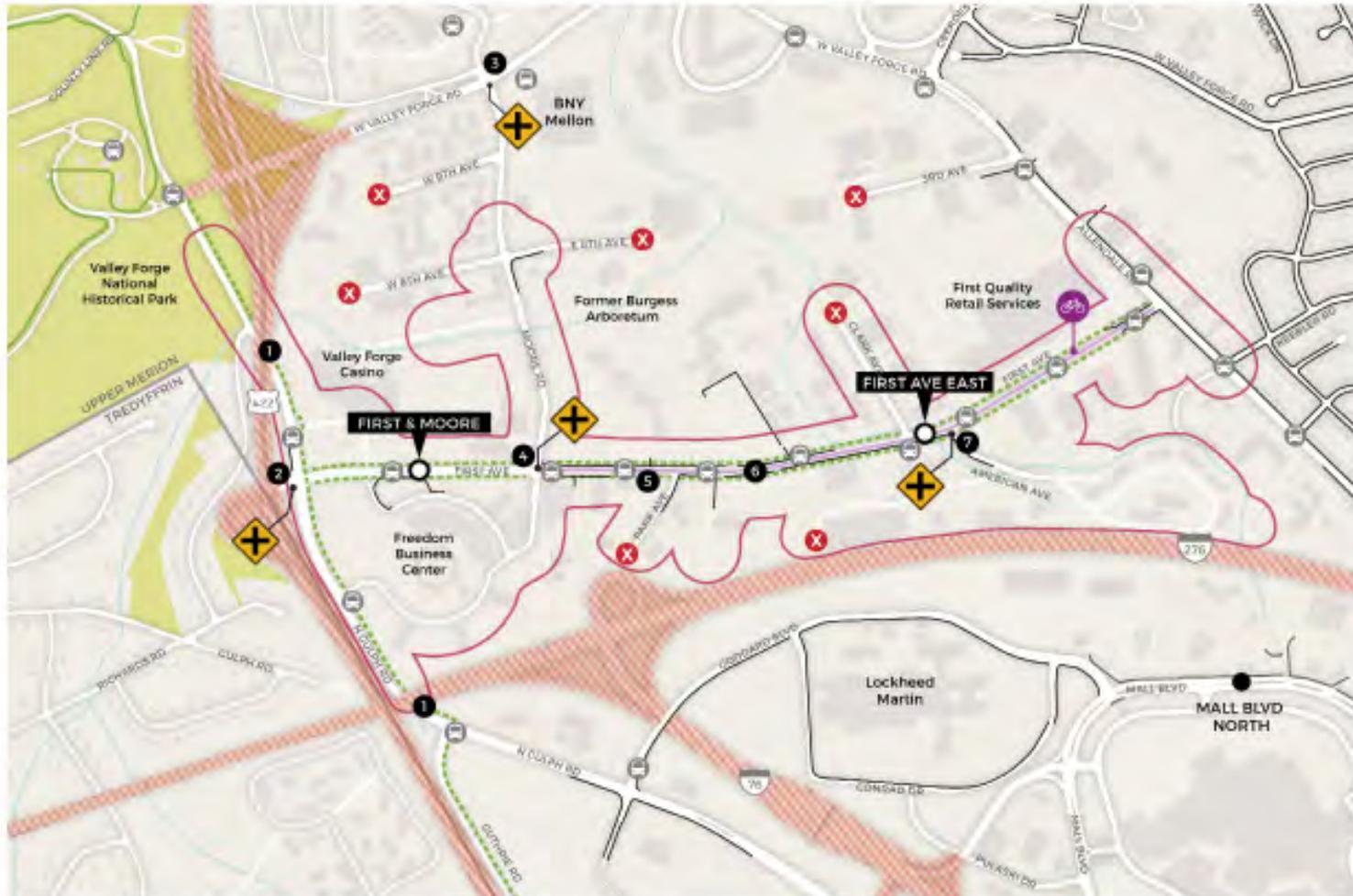
Which active transportation improvements are most important in each station area?

- Sidewalks
- Intersections
- Trails
- Bike Facilities
- New Connections

KING of PRUSSIA

STATION AREA PLANNING FOR THE NHSL RAIL EXTENSION

FIRST AVENUE STATION AREA: ACCESS ISSUES & OBSERVATIONS



Station Area Observations

- 1 The Culph Road Connector is a proposed trail extension that would connect the Chester Valley Trail to the Valley Forge Loop Trail. Currently being studied by the Valley Forge Park Alliance, this trail extension can play a key role in connecting the KOP Rail to Valley Forge National Historical Park and the Village at Valley Forge. Key challenges of the alignment include creating space for the trail under the Turnpike and US 422 bridges.
- 2 Pedestrian crossings restricted to the north leg of the intersection.
- 5 Intersection lacks sidewalks and curb ramps.
- 4 Pedestrian crossings prohibited on the west leg of the intersection.
- In May 2017, a 450-foot section of trails, landscaping, and seating opened near Paris Avenue. These improvements function as a demonstration project for the larger First Avenue Linear Park—a project that will eventually include add multi-use sidewalks, landscaping, and a variety of pedestrian amenities to First Avenue between N. Gulph Road and Allendale Road.
- 6 There are currently only two locations to cross First Avenue between N. Gulph Road and Allendale Road: Moore Road and American Avenue.
- 7 Intersection lacks pedestrian countdown timers and crossing is prohibited on the west and south legs of the intersection.

Barriers	Assets
10-Minute Watershed	Existing Sidewalks
Highway	Existing Bus Stop
Connectivity Caps	Existing Multi-use Trail
Challenging Intersection	Proposed Multi-use Trail
	Existing Bike Lane

Observations
 See sidebar for details

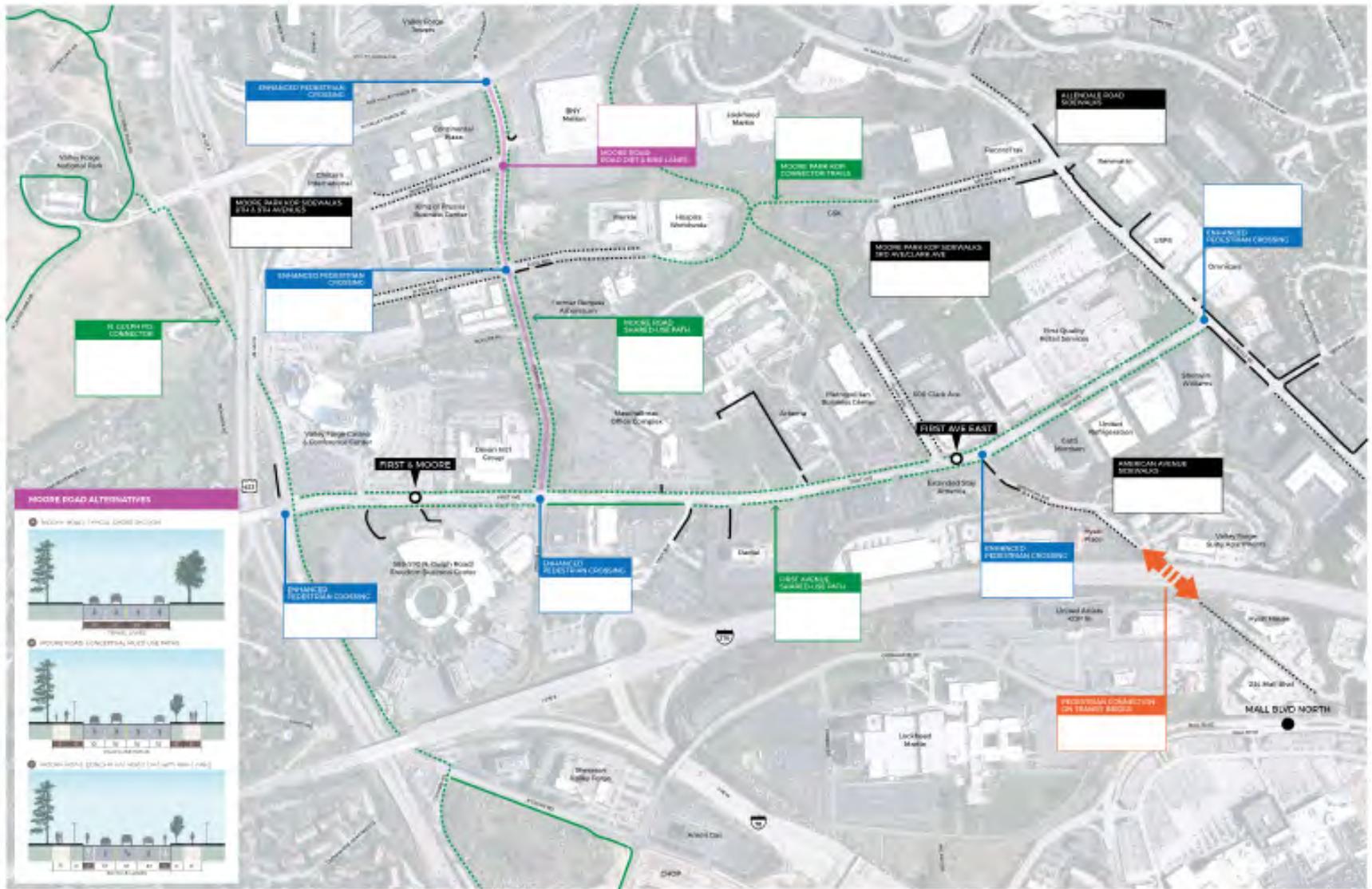
DELAWARE VALLEY REGIONAL PLANNING COMMISSION

0 500 1000 FEET

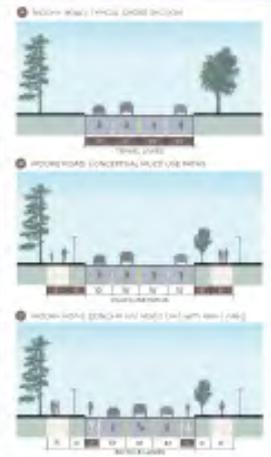
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STATION AREA PLANNING FOR THE NHSL RAIL EXTENSION

FIRST AVENUE STATION AREA: ACCESS OPPORTUNITIES & STRATEGIES



MOORE ROAD ALTERNATIVES



- Sidewalks**
 - Existing Sidewalks
 - New Sidewalks
- Multi-use Trails**
 - Existing Trails
 - New Trails
- Pedestrian Intersection Improvements**
 -
- Road Diet with On-street Bike Lanes**
 -
- Conceptual New Connections**
 - ⇄



KING of PRUSSIA

STATION AREA PLANNING FOR THE NHSL RAIL EXTENSION

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asvekla@dvrpc.org

(215) 238-2810



Next Steps

- 1 Additional outreach
- 2 Report publication
- 3 Implementation strategies