



**NORRISTOWN HIGH SPEED LINE EXTENSION STUDY  
DRAFT ENVIRONMENTAL IMPACT STATEMENT (Draft EIS)**

**King of Prussia Rail Project  
Valley Forge Homes – Neighborhood Meetings  
March 14, 2016, 7 p.m.**

On March 14, 2016, SEPTA held a meeting for the residents of the Valley Forge Homes who were interested in hearing information about, commenting on, or receiving a status report about the King of Prussia Rail Project. Opening remarks were made by Ed Mustard followed by a short presentation given by Liz Smith.

**Comments Received:**

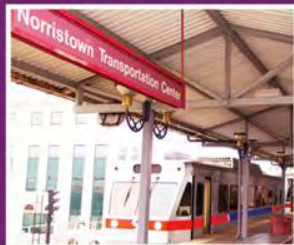
1. Against the route, cause disruption, request to move the route because of property value, noise, vibration, possible acquisition of properties concerns
2. How does SEPTA define success?
3. How does it reduce congestion, environmental impacts
4. Is transit successful?
5. Why don't you just use busing?
6. The road is narrow between Costco and the mall. How will the rail be able to run down there?
7. Has there been geographical tests done?
8. Will the culverts be widened or will the culverts be moved underground?
9. Concerns with sinkholes due to construction. Houses are built on concrete slabs; they have septic systems, underground plumbing, etc.
10. Will there be acoustical studies? How fast 50-70 do the cars run? How does that affect your decision making?
11. Does that mean including noise walls?
12. What about noise during construction?
13. When are all these analyses done? Are we giving feedback? How do you proceed?
14. Since it will be above 202 about 40-45 feet in the air?
15. How will maintenance be handled? Will you use our property to access the rail?
16. How will you keep the pillars and concrete clean?
17. How will the area around the rail be maintained?
18. What will happen in cases of emergency? Trains get stuck all the time.
19. If you can't keep other stations clean how can you justify building a new rail?
20. What is the likelihood of using the 40 feet of Turnpike ROW? Would that scrap the project? Would you move into neighbor properties?
21. Who are these "others" who don't want the 202 alternative?
22. Is it true you don't want to cover up the Target sign on 202?
23. Who received the surveys?
24. What is the purpose of the project? Shorten the travel time?
25. Dust issues are potential health risks. How will you address these issues?

26. We would probably drive and not take the train.
27. The cost per rider is \$275,000
28. Option needs to be no train.
29. The township supervisors need to hear us.
30. You referred to other areas such as quality of life impacts? And property values?
31. Have there been any alternatives that have been totally dismissed?
32. Why don't you expand the current parking lots? Has that been considered?
33. Will you be considering updating any current station stops? You should consider restrooms at stations. Trinity Church School is close to Norristown Transportation Center and people come into the church to use the restroom.
34. Who is paying for this? Where will the rest come from? Tax payers?
35. Have KOP Mall, VF Casino, hotels, etc. committed any funds? And if so how much?
36. What will you pay homeowners if you acquire their home?
37. Why not put the rail down 202? Carole Kenney mentioned if the township sells the baseball field and moves it; it would be out of KOP Rail's way.
38. What about the 9/11 memorial?
39. You should reconsider the 202 – 1<sup>st</sup> Ave alternative as an option.
40. Can the public vote on this? UMT is looking into a vote.
41. Where do the supervisors stand on the project?
42. Whether the referendum is official or not, the supervisors should have the public vote.
43. Who all received the newsletter?
44. Can you schedule a meeting with the UMT supervisors and the neighbors?
45. There are sinkholes on 202. I don't see how you can put a train under 202. I like the N. Gulph road option better and have it run down by Wegmans.
46. You only have a few stops. How is that alleviating traffic down 202? We still have to drive to the stops. Most of us won't use it.
47. Have you considered HOD lanes on 202?
48. We have a greater dilemma. We have invested money into our homes, families. Advance the unit. Not sacrifice a few for progress of most. You're going to take my home. I can't visualize how this will work. You should have an engineer here answering these questions. Remember we have a dilemma. What do I do with my house? \*Liz commits to meeting with the group to report progress
49. How will we know of these meetings?
50. In terms of outreach you aren't doing enough.
51. There are 2 viable options – 1. NHSL just on the south side? One side? What about at the end? 2. Continue NHSL from Norristown and come across the river...(couldn't follow where he was talking about)
52. Talk to your supervisors!
53. What this is for is to deliver employees to the KOP Mall, casino, not for the residents.
54. I am concerned that you will start construction without all the funds. We don't need this project. Light rail is not a good option.
55. I think this is ridiculous that a board of supervisors would support this. Described an incident in Wayne where there was a carjacking and the car was found at Stratford rail station.
56. Only 4% of commuters take rail - \$0.34/mile car; \$1.50/mile bus; >\$2.00/mile rail. Has an issue with crime.

57. Will there be more connecting buses from station stops?
58. Meehan didn't know about the upset residents. We need to stick together.
59. I was at the Economy League meeting. Is time saving offset by redevelopment? Cost to build, daily O&M covered by fees? Where does the additional money come from? Taxes?
60. The traffic coming in from other areas, was that taken into account?
61. No one rides the Camden to Trenton line (Riverline). What happens if no one rides it?
62. Our town does not like ugliness. What happens when SEPTA is underfunded again?
63. Will you have people come out to our homes to see how close it is and tour the whole area?
64. First, 202 aka "road to nowhere" should be fixed/finished. Also improve King Manor Station.
65. Why not look at something that doesn't affect the homes?
66. I think it will create more traffic, not less. People will drive to KOP over Norristown.
67. Put it on the other side of the Turnpike. Add a station at the Turnpike exit.
68. You didn't protect them, how will you protect us?
69. How we can we improve this? Isn't that what it is? Just tell the truth.
70. Son almost killed by SEPTA trolley. There's a third rail waiting for the next victim. Concerned with where people will park.
71. DC and NY have incredible rail infrastructure. Philly doesn't have enough people. People won't go through 69<sup>th</sup> street – safety issue.
72. How does KOP Mall think about people using the mall parking lot? Has the mall considered that?
73. Are you going to eliminate or change bus service?
74. Why is the route on our side of the turnpike?
75. What about expanding parking on the Manayunk/Norristown line now?
76. Concerned about rezoning; addressed the idea of the ball field; ridiculous that homes can be affected but not ballfields

# *King of Prussia Rail Project*

An Extension of the Norristown High Speed Line

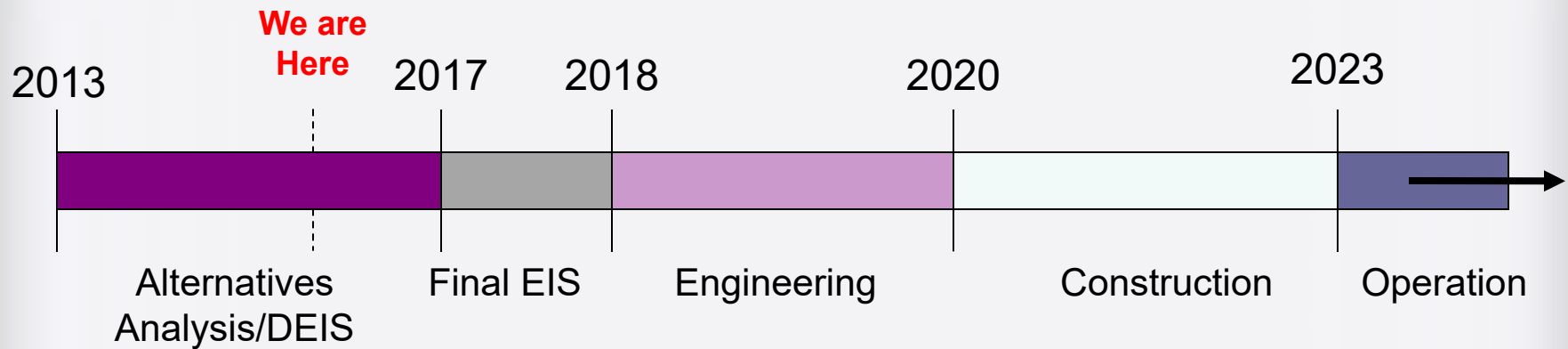


**Liz Smith, P.E., PMP**  
**Manager of Long-Range Planning**  
**Strategic Planning & Analysis**  
**SEPTA**

Norristown High Speed Line Extension Draft EIS



# Project Schedule



## Alternatives Analysis

A process to work with the public and project stakeholders to determine the best routing (Alternative) for the project, looking at various factors including costs, benefits, and impacts.

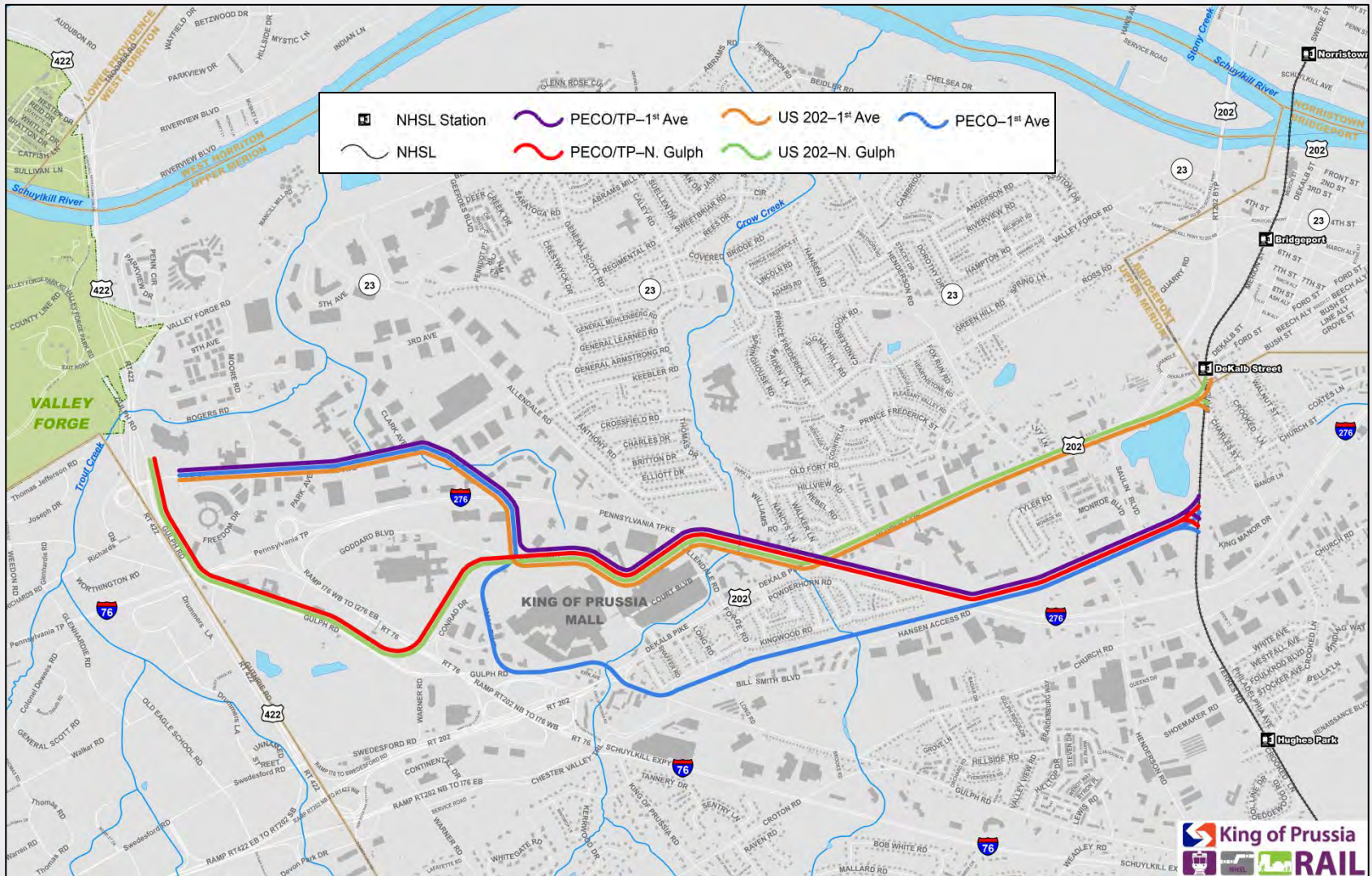
## Draft Environmental Impact Statement (DEIS)

The purpose of the EIS is to provide full and open evaluation of environmental issues and alternatives, and to inform decision-makers and the public of reasonable ways to avoid or minimize negative impacts and enhance the quality of the environment.

- Compare 5 Build Alternatives (Action Alternatives) and a No Action Alternative
- Consider public and stakeholder input
- Assess environmental effects
- Analyze transportation effects
- Identify minimization and mitigation strategies
- Scheduled release: December 2016



# Build Alternatives





# Ridership

Build Alternatives	Ridership Increase (2040)
PECO/TP–1st Ave	9,500
PECO/TP–N. Gulph	9,500
PECO–1st Ave	8,500
202–N. Gulph	7,500
202–1st Ave	7,500

# Capital and O&M Costs

Build Alternatives	Capital Costs (2015 \$Billion)	Incremental O&M Costs (\$Million)
202-1st Ave	\$1.0	\$5.0
PECO/TP-1st Ave	\$1.1	\$4.9
202-N. Gulph	\$1.1	\$5.2
PECO-1st Ave	\$1.2	\$5.1
PECO/TP-N. Gulph	\$1.2	\$4.9

# Comparative Costs



## DC Metro Silver

- 11.7 miles
- \$3.14B
- Built 2009-2014
- **\$270M / mile**



## AirTrain JFK

- 8.1 miles
- \$1.9B
- Built 1998-2002
- **\$230M / mile**

- 4.4 miles
- \$1.1B
- **\$250M / mile**

# Residential Factors

## Priority Factors - Impacts

- Reducing number of full residential acquisitions
- Reduce potential for visual impacts
- Minimize capital costs and operations and maintenance (O&M) costs

## Priority Factors - Benefits

- Parking capacity for residents unable to walk or bike to stations
- Higher ridership
- Broad acceptance by Key Stakeholders/Political Leaders



# Employment Area Factors

## Priority factors

- More stations within rezoned mixed use area
- Redevelopment potential
- Ease of new zoning
- Increased access to jobs
- Higher ridership
- Minimize capital and operations and maintenance (O&M) costs
- Broad acceptance by Key Stakeholders/Political Leaders

# Alternative Performance



- Highest number of potential residential acquisitions
- Relatively lower ridership

Trunk

- Lacked acceptance from township and businesses
- Traffic impacts during construction
- Provides access to DeKalb Pike commercial corridor

Branch

- Higher redevelopment and rezoning potential
- Access to existing and future jobs

# Alternative Performance



- Highest number of potential residential acquisitions
- Relatively lower ridership

Trunk

- Lacked acceptance from township and businesses
- Traffic impacts during construction
- Provides access to DeKalb Pike commercial corridor

Branch

- Lower redevelopment potential

# Alternative Performance



- Highest visual impacts
- Unable to directly serve both sides of mall
- **Not highly-rated for most criteria**
- Parking capacity for residents unable to walk or bike to stations
- Higher redevelopment and rezoning potential
- Access to existing and future jobs

Trunk

Branch



# Alternative Performance



- Highest ridership
- Fewest residential impacts
- Fewer visual impacts
- Parking capacity for residents unable to walk or bike to stations
- Higher redevelopment and rezoning potential
- Access to existing and future jobs

Trunk

Branch

# Alternative Performance



- Highest ridership
- Fewest residential impacts
- Fewer visual impacts

Trunk

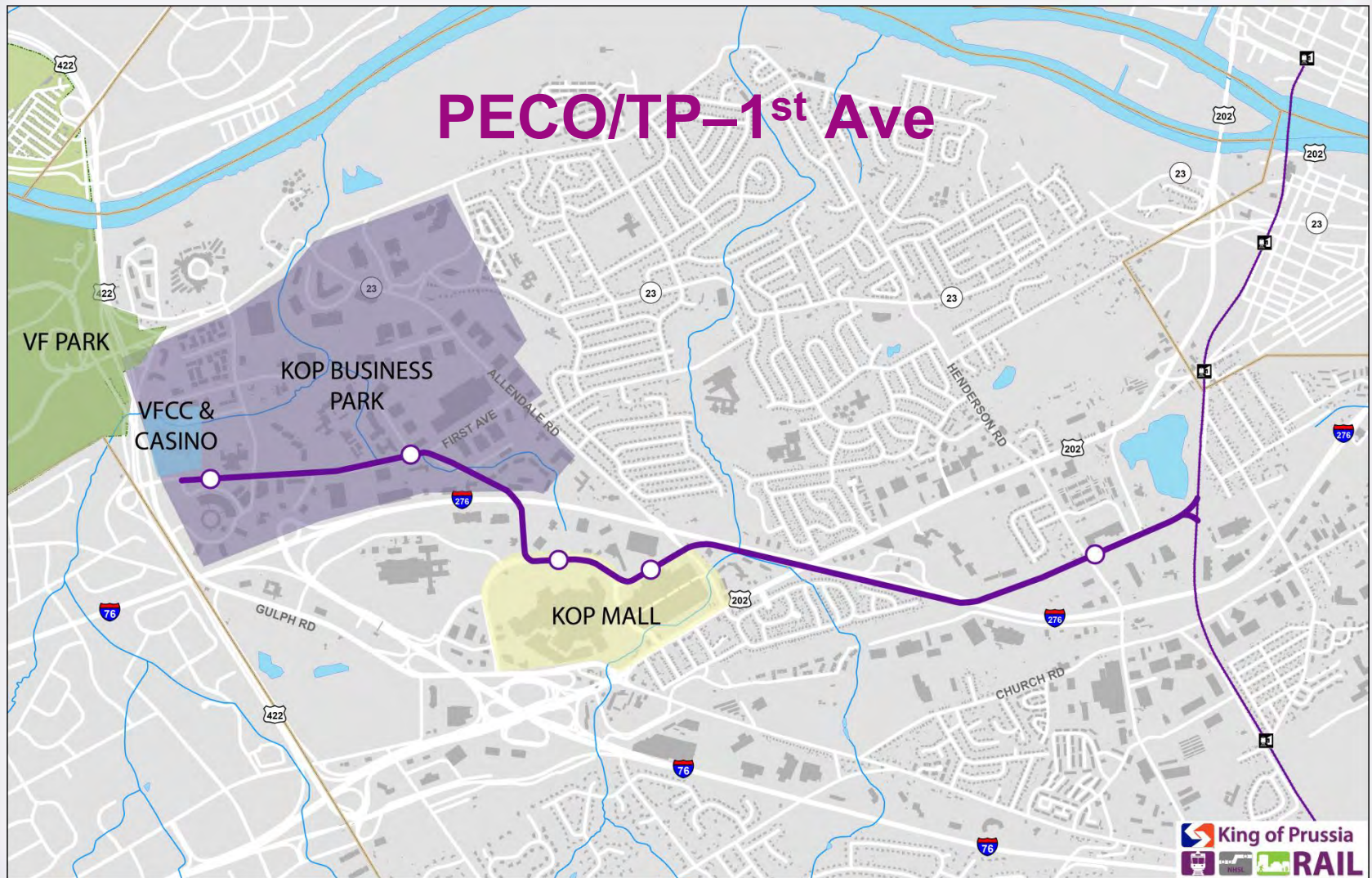
- Parking capacity for residents unable to walk or bike to stations

Branch

- Lower redevelopment potential



# Recommended LPA

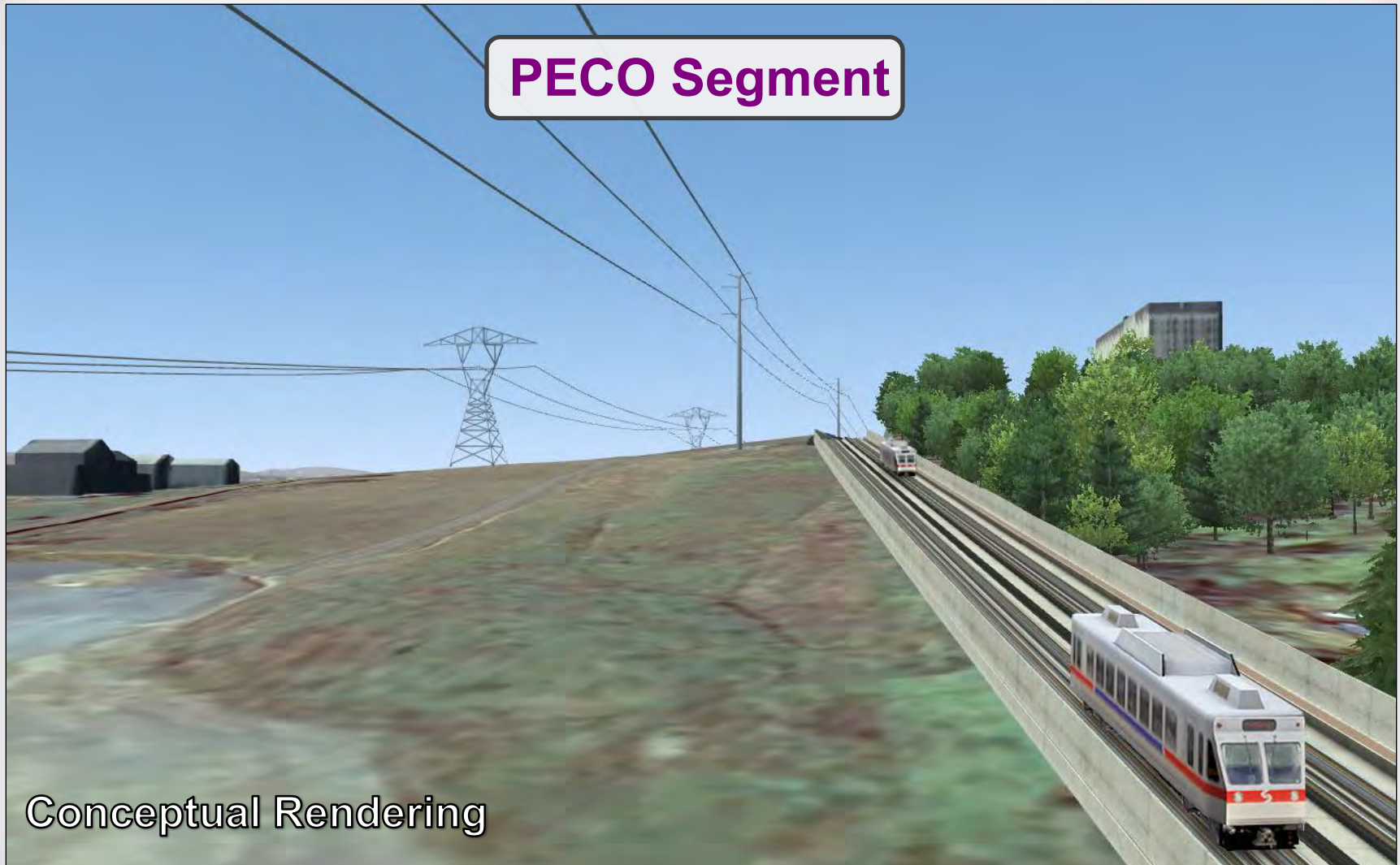




# PECO/TP-1<sup>st</sup> Ave

PECO Segment

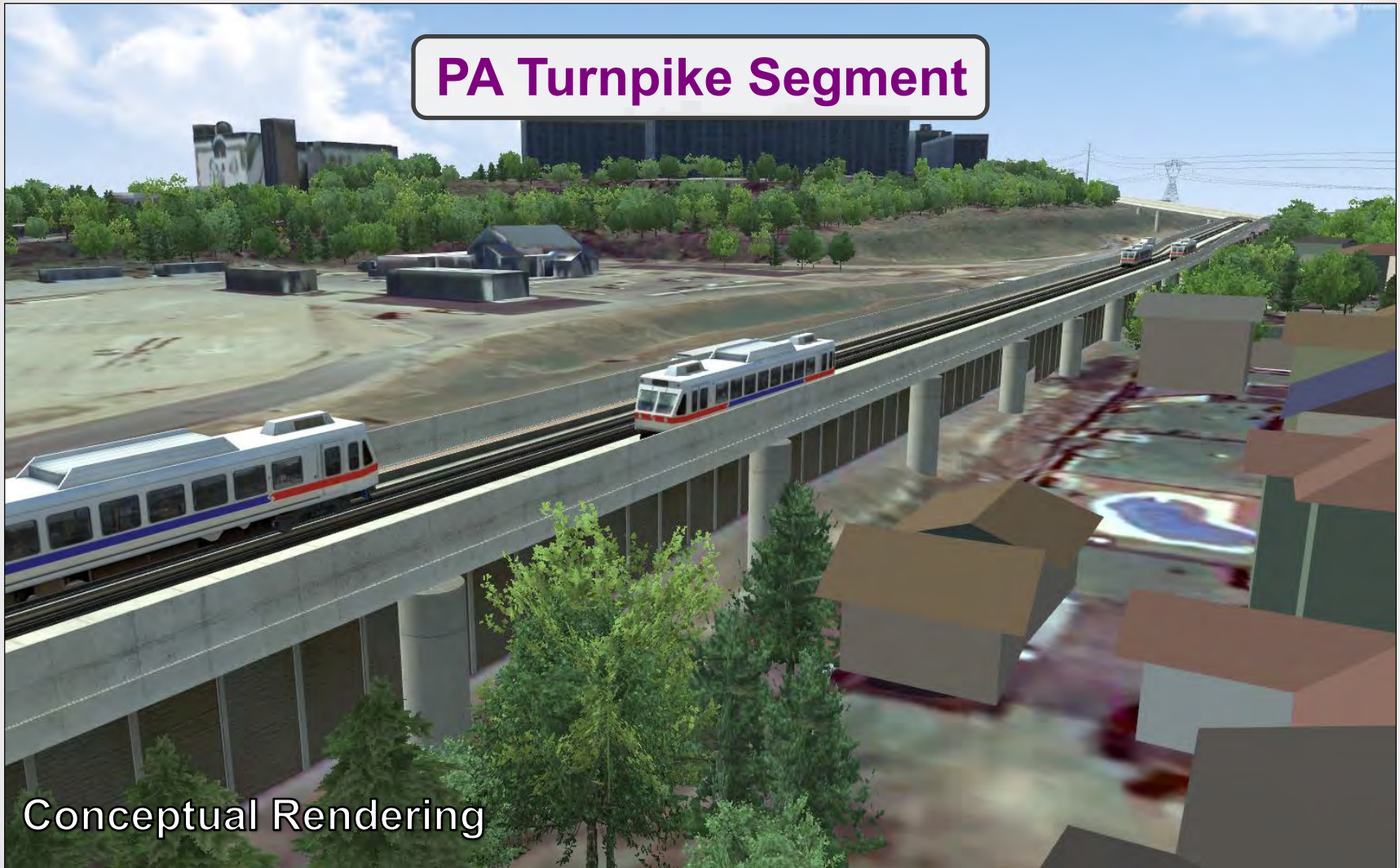
Conceptual Rendering





# PECO/TP-1<sup>st</sup> Ave

## PA Turnpike Segment



Conceptual Rendering

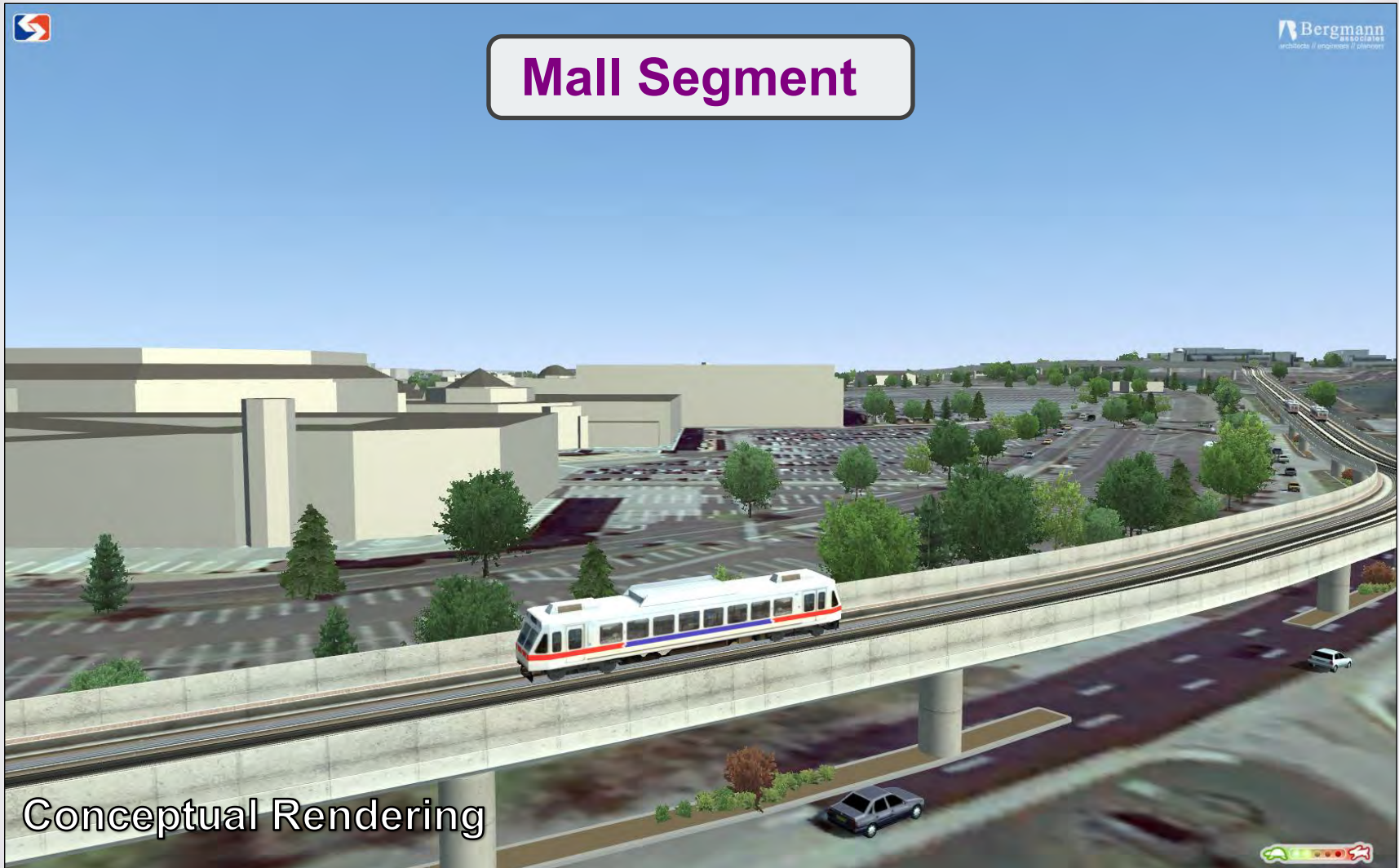


# PECO/TP-1<sup>st</sup> Ave



Bergmann  
associates  
architects | engineers | planners

## Mall Segment





# PECO/TP-1<sup>st</sup> Ave

## Business Park Segment



Conceptual Rendering

# Next Steps

- DEIS released in December 2016
- Select LPA after DEIS public comment period
- Potential for LPA adoption by SEPTA, County, Township and DVRPC in early 2017
- FEIS begins in early 2017
  - Will only consider selected LPA
  - Will commit to minimization and mitigation
- Potential New Starts application, request to enter engineering in 2018



## An Extension of the Norristown High Speed Line



# Thank You!

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