



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

**King of Prussia Rail Project
Valley Forge Homes & Brandywine Village – Neighborhood Meetings
October 4 and 11, 2016, 7 p.m.**

On October 4th and October 11th, 2016, SEPTA held meetings for residents of the Valley Forge Homes and Brandywine Village neighborhoods who were interested in hearing information about, commenting on, or receiving a status report about the King of Prussia Rail Project.

Notices about the meetings were mailed to residents of Brandywine Village and Valley Forge Homes neighborhoods, advising them of the time, location, and the opportunity for them to provide feedback.

The meeting followed an open-house format where seating was informal and chairs were set up in small clusters around the room. Display boards of renderings of the recommended Locally Preferred Alternative (recommended LPA) and additional design options were set up around the room. Project team members were available for questions at each of the boards.

Three design options were available for viewing:

1. Recommended LPA
2. North/South Option
3. At-grade Option

A hand out listing frequently asked questions (FAQ) was available for attendees. Comment cards and a comment box were provided for completion at the meeting, Comment cards can also be returned by U.S mail.

Comments heard include:

- Concerns about impacts to the 9/11 Memorial
- Increased need for public safety services
- Snow removal from rail line and potential safety concerns
- Easements and taking of resident property
- Disruption to a stable neighborhood during construction with heavy equipment and contractor vehicles
- Vibration impacts
- Increase in crime
- Impact of additional traffic to casino
- Impact of construction vehicles on kids at play, walking to school and in school buses

- During construction of Pennsylvania Turnpike a few years ago, areas behind homes were used as staging areas 24/7 and caused hardships with noise and lights
- Project does not benefit UMT residents
- Visual impacts
- Several residents felt the North/South elevated option is the best option.
- Concerns about travelling through the Upper Darby Station
- Resident prefers at-grade option, but has concerns about at-grade safety
- Suggested adding a visual barrier on the guideway to offer privacy to residents
- This is 30 years too late
- Feels like a WPA-type of project to get people working
- Are developers interested in building next to the rail line?
- 69th St station feels unsafe at both peak- and non-peak hours.
- UMT residents should not have to shoulder the burden of having a rail line in their backyard
- Providing examples of positive testimonials from other successful projects might help public opinion
- Install charging stations for riders as part of the 69th Street improvement project
- Make it aesthetically similar to monorail to include advanced design and forward thinking
- Looking forward to the new service.
- Proposal looks great and hopes funding and momentum continue
- Put renderings online
- Request for visuals, slide presentations and newsletters posted online
- Make the decision as soon as possible. Non-action and drawn out process is very stressful.
- Build a monorail directly from KOP to Center City



Artistic rendering of KOP Rail
traveling along 1st avenue



Artistic rendering of KOP Rail
traveling along Mall Boulevard



AirTrain New York City, NY

Provides service to John F. Kennedy International Airport



Metrorail Tysons Corner, VA
Silver Line service to Washington, DC



Sound Transit Seattle, WA

Tacoma Link- connects the Tacoma Dome Station with downtown Tacoma
Central Link- runs between downtown Seattle and Seattle-Tacoma International Airport



Metro Transit Hennepin County, MN

Hiawatha Line- light rail system that extends from downtown Minneapolis to Bloomington