



SEPTA

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

**Wednesday, March 15, 2017 (7 p.m.)
Upper Merion Township Building**

- I. Welcome & review of last meeting**
 - a. Meeting summary
 - b. Follow up of last meeting:
 - i. Bus feasibility
 - ii. Line capacity

- II. Discussion/Presentation**
 - Focus Group – Outreach efforts and Communication
 - Q&A

- III. Project updates**
 - What's next?

- IV. Wrap-up**
 - What KOP Rail-related topics would you like to discuss at future meetings?

- V. Next Steps/Action Items**
 - Other Comments/Questions
 - Next Meeting – Wednesday, 4/19/2017



SEPTA

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

**Wednesday, March 15, 2017 (7 p.m.)
Upper Merion Township Building**

- I. Welcome & review of last meeting**
 - a. Meeting summary
 - b. Follow up of last meeting:
 - i. Bus feasibility
 - ii. Line capacity

- II. Discussion/Presentation**
 - Focus Group – Outreach efforts and Communication
 - Q&A

- III. Project updates**
 - What's next?

- IV. Wrap-up**
 - What KOP Rail-related topics would you like to discuss at future meetings?

- V. Next Steps/Action Items**
 - Other Comments/Questions
 - Next Meeting – Wednesday, 4/19/2017



Community Working Group Meeting #6 - 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 through June 2017 and will be held on the third Wednesday of every month unless otherwise noted.

Wednesday, May 17th – Valley Forge Room

Wednesday, June 21st – Valley Forge Room

Meeting #5 Summary

Location: Upper Merion Township Building, Henderson Room

Date: Wednesday, March 15th

Time: 7 – 9:15 p.m.

Attendees:

KOP Rail project team members-

Liz Smith, SEPTA

Fritz Ohrenschall, SEPTA

Fran O'Brien, McCormick Taylor

Emily Watts, McCormick Taylor

CWG members-

Martin Trumpler

Mark Vondra

Ron Ginnona

Vivian Peikin

Traci Ginnona

Joan Grunwald

Sue Groff

Craig Greenwood

The CWG held its sixth meeting in March 2017. The meeting began with two follow up questions asked by CWG members.

Couldn't additional bus service to King of Prussia solve the need for KOP Rail less expensively?

There are a number of reasons bus service alone couldn't meet the project needs. Buses that currently serve King of Prussia and surrounding area have a lower than average on-time performance rate.

Currently, bus on-time performance is affected by frequent congestion along I-76/Schuylkill Expressway and U.S. Route 202. With the continued growth happening in King of Prussia, it is anticipated congestion along these corridors will continue to increase. Additionally, riders using the buses that serve King of Prussia typically require multiple transfers which can deter transit users from using this service.

Although buses have a greater flexibility on where they can run, KOP Rail would offer greater capacity and reliability than buses could provide. As a result, bus service wouldn't be able to meet the project's purpose and need. The [Draft Purpose and Need Statement](#) lists the project's needs as:

- Need for Faster, More Reliable, Public Transit Service
- Need for Improved Transit Connections to and Within the King of Prussia/Valley Forge Area
- Need to Better Serve Existing Transit Patrons and Accommodate New Patrons

Since changes to bus service cannot meet these needs, bus service was not considered as an alternative.



What is the maximum capacity per hour during rush hour of the new system? Is it expandable? What would it take to expand the system after it goes into service?

Each NHSL car can accommodate 60 passengers sitting and have a peak loading standard of 100 passengers with riders standing. Each car can carry more than 100 passengers, but not comfortably. If there is regular overcrowding SEPTA will work to add more service. NHSL trains currently run with either one or two cars. As a part of KOP Rail, station platforms on the extension are being designed for platforms that can accommodate two cars and could be expanded to three cars if necessary. Current station platforms along the line vary in length and most would need to be expanded to accommodate three car trains. The proposed King of Prussia Rail service pattern keeps existing frequencies from 69th Street Transportation Center to Bryn Mawr and Norristown similar while adding new service from 69th Street Transportation Center to King of Prussia and from Norristown to King of Prussia.

To/From	To/From	Peak trains per direction per hours
69th Street	Bryn Mawr	4 trains per hour
69th Street	King of Prussia	6 trains per hour
69th Street	Norristown	4 trains per hour
King of Prussia	Norristown	3 trains per hour

Car capacity, train length, and level of service constitute the primary components of capacity. SEPTA would have the ability to expand NHSL capacity above forecast ridership levels if necessary.

The remaining meeting time was dedicated to learning more about where residents in Upper Merion Township receive information regarding local news and community events and what other channels they might want to get information on KOP Rail. The goal was to help shape the outreach efforts of SEPTA and the project team for the next set of Public Hearings to be held Spring/Summer 2017.

The list of questions asked are below:

1. How do you get your daily news? List your top sources.
2. What institutions do you trust?
3. When you receive information from friends or family members, do you feel the need to check that information or do your own research?
4. How do you get information of what is going on in your community/Upper Merion Township/neighborhoods/Montgomery County?
5. What channels might you want to get news and information from? Or be willing to get your news and information from?
6. How did you originally hear about the KOP Rail Project? Be specific.
7. Have you visited the KOP Rail Project website?
8. Are you aware of the Project's twitter account @KOPRail?
9. What channels do you wish you could get information on KOP Rail Project?
10. What do you feel could be done to improve public outreach and engagement during this project?



CWG members get their news from traditional news sources including online, newspapers, and TV. Additionally, many rely on social media such as Facebook to see what friends, family and neighbors are sharing. The majority of the group relies on accurate sources or will do research to ensure the information is accurate. Facebook was a major source of information for most of the group.

Most CWG members hear about Upper Merion Township news from local sources like the weekly e-newsletter the Township sends out. Newsletters from Township Supervisors Waks and Jenaway are also good sources of community information. Additionally, Supervisor Waks' Facebook page and local neighborhood group pages are good sources of information that are up to date and timely. Upper Merion Township has a local TV station that runs information and stories 24x7 on all things Upper Merion Township. KOP Rail has previously utilized the UMT TV station to promote public meetings. It was suggested that SEPTA run KOP Rail project videos on the local TV station and could be a good way to get the attention of some residents in the township. Short interviews could be played answering questions heard from the public. Local newspapers like the Times Herald and KOP Courier were also mentioned as well as Upper Merion School District website as sources of information and news.

A KOP Rail Facebook page would be helpful to show project updates and distribute information on the project including FAQ and website updates. Handing out information in the neighborhoods could also draw attention to the project for those who are unaware of the project.

Most CWG members heard about KOP Rail from the mailing distributed in 2015. SEPTA mailed newsletters to almost 29,000 parcels with information regarding the project and upcoming Public Meetings. Other members heard from neighbors or a neighborhood Facebook page. Most members of the CWG have visited the KOP Rail project website. Those who have not seen the website were encouraged to check out the website prior to the next CWG meeting.

Other items for discussion:

- None