



Community Working Group Meeting #3 - 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 for the remainder of the year. Meetings will continue through 2017 and will be held on the third Wednesday of every month.

Tuesday, December 13th – Henderson Room
Wednesday, January 11th – Valley Forge Room
Wednesday, February 15th – Valley Forge Room
Wednesday, March 15th – Valley Forge Room
Wednesday, April 19th – Valley Forge Room
Wednesday, May 17th – Valley Forge Room
Wednesday, June 21st – Valley Forge Room

Meeting #3 Summary

Location: Upper Merion Township Building

Date: Wednesday, November 16th

Time: 7 – 9 p.m.

Attendees:

KOP Rail project team members-

Fritz Ohrenschall, SEPTA
Bert Cossaboon, McCormick Taylor
Fran O'Brien, McCormick Taylor
Emily Watts, McCormick Taylor
Chris Puchalsky, DVRPC
Sarah Moran, DVRPC

CWG members-

Joan Grunwald
Martin Trumpler
Gary P. Russell
Mark Vondra
Craig Greenwood
Pamela Hale
Traci Ginnona
Ron Ginnona
Eric Huhn

The CWG held its third meeting in November. The renderings from the neighborhood meetings held in October were on display for review and discussion before and after the meeting. As a follow up to the previous meeting, Emily presented a PowerPoint on why the Abrams Yard alternative was dropped from the long list of alternatives during Tier 1 analysis.

Chris Pulchalsky and Sarah Moran from DVRPC presented on the ridership model. Chris explained how the ridership model works and what data is used in the ridership model. Numerous questions were asked by the group including the following:



Q: Does the model take into account psychology?

A: Yes, the model is checked by household surveys and on board surveys distributed by DVRPC. The reports of these surveys can be found on DVRPC's website.

Q: Where do the casino riders fit in?

A: The model does not account for recreational activities (i.e. airport, sports complex, casino). The model cannot include induced land use or riders who do not go to King of Prussia now.

Q: Where are people coming from?

A: People are coming from a variety of places including: high income, center city areas; low income, center city/Upper Darby; Norristown to KOP; KOP.

Q: Is the model conservative low or high?

A: There is a 10-15% margin of error. For example, the Trenton to Camden Riverline was modeled and hit the number straight on.

Q: Did you take into account the new Wegmans?

A: Yes. DVRPC worked with Montgomery County, Upper Merion Township and developers to obtain data of the region for the model.

Q: Have you looked into more buses since buses are cheaper and get more people places?

A: Yes, additional buses as an alternative were looked at. Adding more buses to the system does not fulfill the purpose and need of the project. Additional buses will still be stuck in traffic along I-76.

Members are encouraged to identify topics, on index cards or to be emailed to Emily, related to KOP Rail or transportation in UMT in which they would like more information or explanation. These topics in addition to topics identified by the project team will be addressed in future meetings.

Suggested topics include:

- Safety in terms of snow, increased crime coming to the area, accidents and emergency response
- The breakdown of funding – where the money goes to (construction, parking garage, etc.), how this project will be funded, and cost to ride the NHSL extension versus riding the regional rail line.

Action items:

- Send the 'Household Survey' and 'On board Survey' from DVRPC
- DVRPC to compile information on where the new riders in UMT are going
- DVRPC to send a document on trip purpose