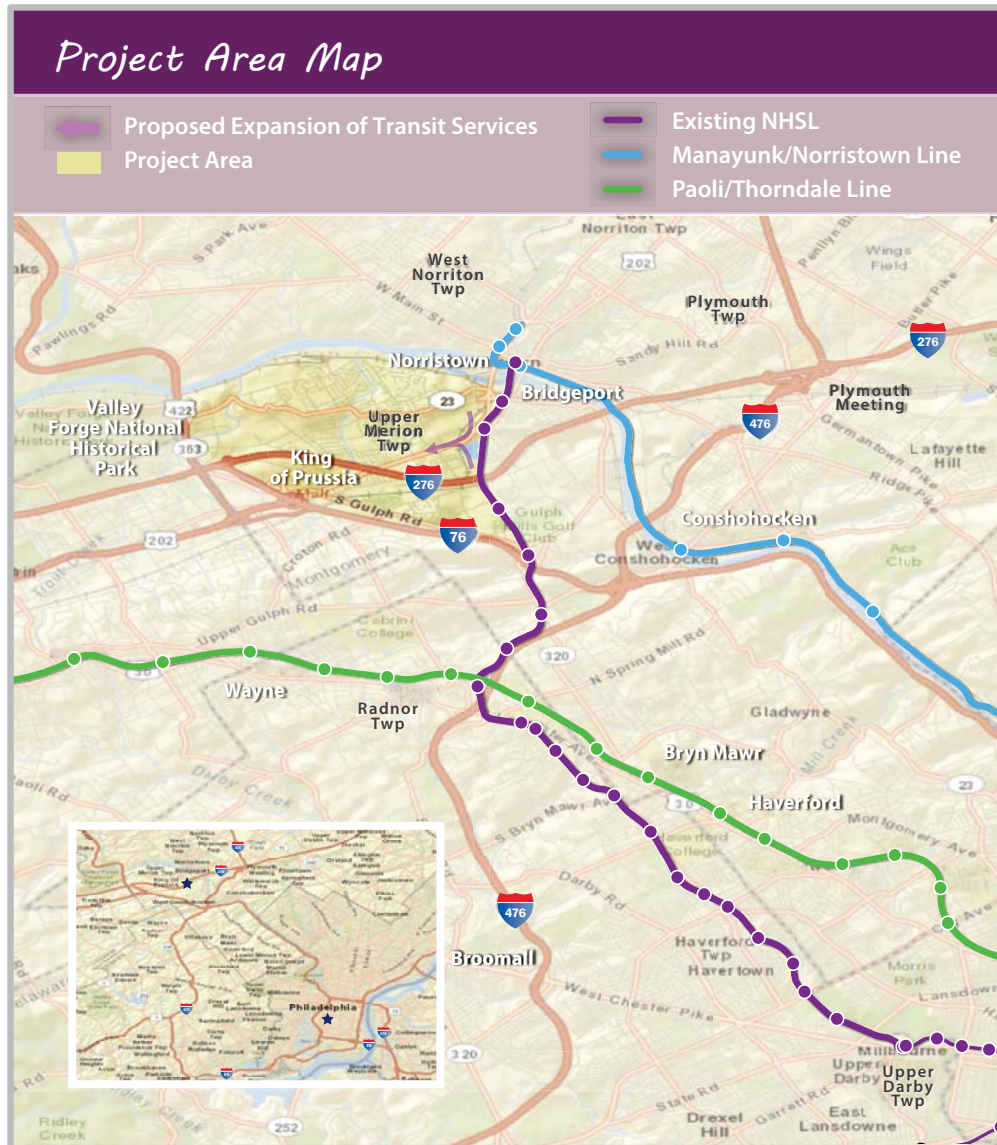


King of Prussia Rail Project

An Extension of the Norristown High Speed Line

Project Location & Purpose

The purpose of the proposed project is to provide faster, more reliable public transit service that offers improved transit connections to the King of Prussia/Valley Forge area from communities along the existing Norristown High Speed Line, Norristown and Philadelphia; improve connectivity between major destinations in the area; better serve existing transit riders; and accommodate new transit patrons.



King of Prussia Rail Project

An Extension of the Norristown High Speed Line

STATION 2

Norristown High Speed Line and Study Area Fast Facts

NHSL Fast Facts

- Interurban rail line from Norristown Transportation Center to 69th Street Transportation Center
- Total travel time from Norristown Transportation Center to 69th Street Transportation Center ranges from 22 minutes to 35 minutes depending on express or local services, and a 15-minute ride on the Market Frankford Line to Center City
- Convenient transfer at 69th Street Transportation Center
- Runs entirely on its own grade-separated right-of-way
- Two-track system
- Power from a third rail
- High-level platforms
- Onboard fare collection
- Limited and express services, two-car operation in peak periods
- Mostly single-car operation
- Frequent stops



Trains run every five minutes in the peak period and 20 minutes in the off-peak. Almost around the clock service from 4:30 a.m. to 2 a.m.

Growing Travel Needs:

- 28,000 residents in Upper Merion Township in 2009; 31,000 residents projected in 2035.
- 57,100 jobs in Upper Merion in 2010; 62,100 jobs projected in 2040.
- 12,500 jobs at the King of Prussia Mall and its vicinity, & 19,000 jobs in office parks.
- 25M visits/year to King of Prussia Mall (68,000 people/day).
- 1.7M visits/year to Valley Forge National Historical Park.
- 5,600 average weekday passenger trips to and from the King of Prussia area via SEPTA bus routes.



Current Bus Service to King of Prussia

Service Issues Exist on Routes 124 and 125


- On-time performance among the poorest in system
- Weekday trip times of up to 1 hour and 45 minutes, resulting primarily from traffic congestion on I-76
- Rail would provide more an efficient and reliable ride




The King of Prussia area is currently served by six SEPTA bus routes, with over 5,600 riders per day.

92
Effective September 2, 2014
SEPTA

Exton to King of Prussia



Serving West Chester and Paoli




Customer Service 610-279-8400
TDD/TTY 215-580-7853
www.septa.org


150 passengers per day

99
Effective August 1, 2014
SEPTA

Phoenixville to Norristown Transportation Center



Serving King of Prussia




Customer Service 610-279-8400
TDD/TTY 215-580-7853
www.septa.org


1,200 passengers per day

123
Effective September 1, 2014
SEPTA

Express King of Prussia to 69th Street Transportation Center



Serving King of Prussia



Customer Service 610-724-1300
TDD/TTY 215-580-7853
www.septa.org

900 passengers per day

124
Effective August 31, 2014
SEPTA

Express Chesterbrook and King of Prussia to 13th-Market



Serving Center City



Customer Service 610-279-8400
TDD/TTY 215-580-7853
www.septa.org

1,250 passengers per day

12
Effective September 1, 2014
SEPTA

Express Allegheny and King of Prussia to 13th-Market



Serving Center City




Customer Service 610-734-1300
TDD/TTY 215-580-7853
www.septa.org


1,900 passengers per day

19
Effective September 2, 2014
SEPTA

Allegheny to King of Prussia



Serving Norristown and Phoenixville



Customer Service 610-279-8400
TDD/TTY 215-580-7853
www.septa.org

200 passengers per day



Project Steps/Timeline



Draft EIS Elements

Study Initiation:

- Analyze Existing Conditions
- Begin Travel Demand Modeling
- Draft Project Purpose & Need
- Identify Alternatives
- Public Meetings

Development and Refinement of Alternatives:

- Project Scoping/Environmental Studies
- Identification of At-Grade Alternatives
- Analysis of Alternative Alignments
- Conceptual Engineering
- Initiation of Project Development
- Public Review

Analysis, Evaluation and Final Refinement of Alternatives, Memorandums and Draft EIS:

- Traffic, Parking and Transportation Analysis
- Land Use and Economic Development Opportunities
- Capital and Operations and Maintenance Costs
- Ridership and Revenue Projections
- Cost Effectiveness Evaluation
- Environmental Impacts
- Public Review and Public Hearing

The first phase of the King of Prussia Rail project entails the preparation of a Draft Environmental Impact Statement (Draft EIS).

As part of the Draft EIS process, SEPTA will:

- Develop and review multiple project alternatives;
- Complete environmental and engineering studies; and
- Provide ongoing opportunities for public involvement and input.

Upon completion and circulation of the Draft EIS, SEPTA will review all data and comments received in order to recommend a Locally Preferred Alternative (LPA) for consideration and approval by the FTA. The goal is to arrive at an alternative that strikes a balance between user benefits and any impacts to communities and the environment.

