

PUBLIC COMMENTS AND QUESTIONS
RELATED TO DVRPC BOARD ACTION ITEMS

April 27, 2023

2d. Downingtown Train Station Rehabilitation (MPMS #93586), PennDOT

From: John Duong

Zip Code: 19124

Date Received: 4/17/23

Comment/Question: 500 parking spaces seems unnecessary large in the walkable town of Downingtown. Building those parking spots will go against the goals of reducing VMT. Converting half the parking spots to housing would reduce VMT. Encourage users to use transit and grow the economy of Downingtown with mixed use buildings.

Response: Thank you for your comment. Your comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and PennDOT.

The current station has approximately 360-370 parking spaces available collectively in both SEPTA lots dedicated to rail passenger parking and Downingtown Borough general purpose lots available to the public. The station lots are frequently at capacity, which promotes illegal parking in the adjacent residential neighborhoods. This illegal parking has been identified as a recurring issue. In conjunction with insufficient parking, the current lots do not provide sufficient pull off areas or turnarounds for buses.

Downingtown Station (current and future) serves Amtrak intercity and SEPTA commuter passengers. Based on 2022 passenger counts, the average weekday ridership from Downingtown is 491 (349 on SEPTA and an additional 142 on Amtrak). A 2021 PennDOT analysis forecasted that ridership is anticipated to increase 12% for SEPTA by 2045 (on the Paoli/Thorndale Line), and 19% for Amtrak by 2025, thus further adding to area parking demand.

PennDOT engaged the public in the planning process to identify the new station location and features, of which increasing parking spaces was identified. The initial station parking space footprint has been greatly reduced from nearly 900 spaces to 500 spaces during the design process. PennDOT has been communicating with the adjacent property owner as they are in process of constructing housing in the area that was conceptually identified as parking.

Thank you for your continued involvement in the region's development.

2e. SEPTA Bus Purchase Program (MPMS #90512), SEPTA

From: Jerrett Johnson

Zip Code: 19139

Date Received: 4/17/23

Comment/Question: With the purchase of the additional 120 buses now complete to replace the 2009 New Flyer Hybrids, has SEPTA put a plan in place to put the Proterra buses back in service. Also the trackless trolley buses are 15 years old; has there been discussions about a possible replacement or will they keep running for a few years?

Response: Thank you for your comment. Your comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and the Southeastern Pennsylvania Transportation Authority (SEPTA).

Thank you for your comment. The current bus procurement with New Flyer is for 340 40-foot hybrid buses and it will be completed in 2025. This procurement will replace buses purchased between 2004-2010. SEPTA and Proterra continue to work cooperatively towards the safe return of the buses to revenue service. SEPTA plans to continue the operation of trackless trolleys and anticipates replacing the current fleet in 2027, which is when they reach the end of their 18-year useful life.

Thank you for your continued involvement in the region's development.

From: John Duong

Zip Code: 19124

Date Received: 4/17/23

Comment/Question: The current order for SEPTA buses is great for riders for SEPTA providing the maximum service hours that the operating budget allows. For future consideration to meet the zero emissions by 2040, SEPTA and other bus operators can consider trolleybuses with batteries that allows off wire running and charging in motion. This allows buses to operate all day without the need to recharge the bus which can take up to overnight to do

Response: Thank you for your comment. Your comment was forwarded to the DVRPC Board, DVRPC Office of Capital Programs, and the Southeastern Pennsylvania Transportation Authority (SEPTA).

Thank you for your comment. SEPTA's Zero Emission Bus Playbook (<https://planning.septa.org/wp-content/uploads/2022/04/SEPTA-Forward-ZEB-Playbook-2022.04.01.pdf>) considers options for transitioning to an all zero-emission bus fleet. SEPTA plans to continue the operation of trackless trolleys and anticipates replacing the

current fleet in 2027, which is when they reach the end of their 18-year useful life.

Thank you for your continued involvement in the region's development.