

Ches

Improving the ways people move throughout Chester County since 1992.

GO!

Plugging In!

Commuters in Chester County could have access to additional public charging stations along the U.S. Route 1 corridor as early as 2023.

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Also in this issue:

Sustainability at West Chester U

Initiatives, practices and research continues to expand.

Page 14

Devault Trail Progress Report

Vital trail link between Phoenixville and Great Valley steams ahead!

Page 28

A publication of

TMACC
Transportation Management Association of Chester County

The mission of TMACC is to advance equitable, safe, and sustainable multimodal transportation solutions by serving as a resource center for innovative mobility strategies, collaborator of the public, private, and non-profit sectors, and a catalytic agent for advancing and implementing best practices.

Learn more at TMACC.org

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Will passenger rail service between Reading and Philadelphia become a reality? Page 20

Zooming Along

The people who live and work in Chester County are some of the best people in the state, in the country, and on the planet but, they’re extremely unique.

From West Chester to Phoenixville, Tredyfrinn to Oxford, Parkesburg to Paoli—this County represents all “types” and we are proud of our diversity in multiple categories.

One essential ingredient that we all have in common, though—every one of us of every age, ability and proclivity—is the need to move. Mobility throughout the County, whether recreationally or for an essential commute, is as necessary as the air we breathe and only one organization represents everyone’s interests in that need.

The Transportation Management Association of Chester County is an advocate for commuters and a partner to the entities that facilitate inter-county travel. Simultaneous advocacy allows us to see the bigger picture—things the average

driver on Route 202, peddler on the SRT, or SEPTA rider may not be thinking about or even aware of.

Because TMACC has our finger on the pulse of so many different change agents, organizations, departments, roads, trails, and systems—the entire commuting infrastructure really—we thought it would be really helpful to capture the state of it all in a magazine. More than a newsletter, *ChesGo!* is a quarterly publication that is digestible, sharable and, best of all, informative.

There are big initiatives we’ve pared down into understandable stories and smaller updates that may not have received the promotion they deserved... Most of all, *ChesGo!* is information for you, the commuter on the move! ♦



P. Timothy Phelps
Executive Director

PLUGGING

U.S. Route 1 receives “Alternative Corridor Designation”—paving the way for EV travel in PA!

In 2035, California will ban the sale of new gasoline powered consumer vehicles in the state. It’s a mandate that is seen as extreme by some, but car sellers and buyers have 13 years to prepare.

In Pennsylvania there is no such mandate on the horizon but that doesn’t mean the Keystone State isn’t preparing for the future.

Electric Vehicles are becoming more commonplace and many Chester County commuters have already adopted the plug-in lifestyle while others are taking the wait and see approach.

The Commonwealth, however, is seizing the moment and making plans to ad-

minister Pennsylvania’s portion of the National Electric Vehicle Infrastructure (NEVI) program. Part of the Bipartisan Infrastructure Law (BIL), signed into law by President Biden in November 2021, NEVI provides states with \$7.5 billion to help make EV charging more accessible.

Over the first five years of the NEVI Formula Program, Pennsylvania will receive \$171.5 million in dedicated formula funding.

SPECIAL DESIGNATION

To qualify for the program, states present a proposal to the U.S. Department of Transportation nominating specific federal highways to qualify and only approved roadways can receive funding from the program.

What this means to you, the readers of the inaugural edition of *ChesGo! Magazine*—developed by the Transportation Management Association of Chester County—is more options in commuting. If you don’t drive an EV now, chances are good that you’ll consider one for your next car and the infrastructure for fast charging will be coming online soon.

Still, with uncertain gasoline costs, there might be more reason to consider making an EV your daily driver.

“First of all, electric vehicle drivers do about 80 percent of their charging at home with the next largest component of charging (about 12%) is

done at their workplaces,” offers Thomas Bonner, Senior Manager of State and Government Affairs for PECO.

The charging stations funded by the NEVI program will primarily handle the remaining charging needs—long-distance travel and “off-schedule” days where drivers do more travel than the usual home-to-work or school pattern.

LOCAL ANGLE

In May 2022, The Pennsylvania Department of Transportation (PennDOT) submitted a proposal to the U.S. Department of Transportation updating its designation of “Alternative Fuel Corridors,” (AFCs) that will be eligible for the first phase of NEVI funding.

PennDOT added U.S. Route 1 from the Maryland to the New Jersey border, as well as Route 422 which serves a large number of drivers in northern Chester County to its AFC designations. With these additions to the state’s existing

U.S. Route 1 is one of eight highways awarded the qualification in PA.



network of interstate highways and key U.S. highways, including Route 30, Pennsylvania has 1,700 miles of approved roadway for NEVI deployment.

The US-1 corridor runs 81 miles in PA, including 51 miles from the MD/PA border to the I-76 interchange in Philadelphia County.

Commuters in Chester County could have access to additional public charging stations along the U.S. Route 1 corridor once the program is completed and that could be as early as 2023.

GETTING IT DONE

In Pennsylvania several different agencies are collaborating on fulfilling the proposal which is still in the roll-out phase. PennDOT collaborates with the Pennsylvania Department of Environmental Protection (PA DEP) on the initial proposal, and PA DEP, through their *Driving PA Forward* program—designed to expand clean transportation in the Commonwealth through grants and rebates—will administer funds to developers of charging stations in the qualified regions.

Regionally, the Delaware Valley Regional Planning Commission (DVRPC) will be intimately involved in the U.S. Route 1 project and, of course, PECO as the electric utility serving the region will provide technical support to project developers seeking cost-effective options for connecting to the electrical grid.

“Designation (in the NEVI program) makes a highway a priority,” says Sean Greene, Manager, Office of Freight and Clean Transportation at DVRPC. “It’s not a promise, but a planning tool.”

The federal NEVI program prioritizes locating stations in Environmental Justice (EJ) areas where their location will deliver additional benefits. The PA DEP defines an EJ Area as any census tract where 20 percent or more individuals live at or below the federal poverty line, and/or 30 percent or more of the population identifies as a non-white minority.

PennDOT is still finalizing the details of a strategy to locate projects in priority locations along the AFCs. Under the terms of the BILL, developers can receive up to 80 percent of the cost of establishing a fast charging station’s funding if the site meets the following criteria:

- Must be 1 mile or less from the highway interchange
- Must install four universal 150kw fast charging units, and
- Special consideration for sites proposed near Environmental Justice areas

The state’s plan must also ensure that there is a qualifying charging station every 50 miles along these AFCs before it can use NEVI funds to incentivize charging stations on other roadways in the state.

CHEAPER THAN GAS

Chester County EV drivers aren’t used to pulling out the plastic too often when it comes time to charge up. Charging an EV at home is generally about 1/3 the cost of filling up with gasoline, and many workplaces provide charging as a free amenity to employees.

Public fast charging stations that can fully charge an EV in 30-45 minutes are more expensive, and charge a premium fee that varies according to the system provider, host location, and local electricity costs. The cost of fast charging at these stations is more comparable to the cost of filling up a standard internal combustion engine with gasoline—sometimes somewhat lower, other times slightly higher.

IF YOU BUILD IT...

Where will this station (or stations) be installed on U.S. Route 1? PennDOT will be publicly announcing the qualifying highways and publicizing requests for proposals in the coming weeks, initiating the site selection process.

FAST FACTS

- \$7.5 Billion in Federal funding available for EV charging stations
- States nominated specific roads to qualify for funding
- 1,700 miles of roadway in PA was approved to qualify
- \$171 million allocated to Pennsylvania
- Funds administered by PennDot through PA DEP
- 52 miles of Chester County’s U.S. Route 1 qualified
- Sites must meet specific criteria to receive 80/20 funding

Besides the cost of the site, there is permitting, planning, construction, and the cost of the infrastructure (they usually require a new transformer) to consider. Additionally, fast charging stations generally are billed based on peak electric demand by utilities, leading station owner/operators to prioritize locations where they can achieve high utilization rates to spread the cost of these peaks as broadly as possible.

“Developers and site hosts are establishing stations to stake out the best locations in the market and attract customers but, for the most part, EV fast charging still isn’t profitable as a stand-alone business. That’s why investments like the NEVI program are important to encourage early deployment of stations and give drivers the confidence that they can choose an EV” says Bonner who has worked in the public policy arena for PECO for the past 15 years.

Electric vehicles are rapidly gaining in popularity and, as some Chester County commuters are no doubt aware, demand is outpacing supply. It’s an unfortunate reality that most automakers are shipping new electric vehicles to states with EV sales mandates first to avoid penalties in those markets. However, that’s not stopping the rapid increase in adoption and, with more Pennsylvania drivers choosing EVs, there’s a growing need for fast charging stations throughout Chester County.

It’s not just a job to PECO’s Tom Bonner, who’s all in on EVs. The TMACC board member has driven an all-electric car for the past three years while his wife drives a plug-in hybrid (PHEV) minivan.

Referring to the NEVI program, Bonner muses “Building infrastructure that supports utilization levels will only give people more confidence to purchase vehicles. Identifying public charging locations that support both long-distance travelers and local drivers is the secret sauce that will make this investment a game-changer for the EV transition.” ♦





Raising Safety Awareness: Chester County's Walk. Ride. Drive. Safe Campaign

By Chester County/Chester County Planning Commission

Chester County recently launched a safety awareness campaign to keep pedestrians and bicyclists safe—and drivers aware.



The *Walk. Ride. Drive. Safe* campaign offers tips and rules for drivers, bicyclists, and walkers when sharing lanes. “We have seen a major increase in the number of people walking and biking since the pandemic started, not to the extent we saw early on when trails were packed but we see more people out now than we did before COVID-19,” said Chester County Commissioners’ Chair, Marian Moskowitz. “It is a very positive development to see more people taking advantage of opportunities to walk or bike, but it also means all of us have to take extra care.”

The County identified the need for a safety awareness campaign even before the pandemic. In a five-year period between 2015 and 2020, Chester County reported 521 traffic accidents involving pedestrians and cyclists, including 25 deaths.*

“To help reduce both the number and severity of accidents, we joined with regional partners to provide simple—but impactful—safety guidance for everyone who uses the county’s roads and trails—whether walking, cycling, or driving,” said County Commissioner Josh Maxwell. “Everyone sharing the road is responsible to be careful, but pedestrians are the most

vulnerable. It’s important for walkers, cyclists, and drivers to work together to make the road safe for everyone.”

Social media posts included reminding pedestrians to keep their phone down and head up when walking along the side of a road, to walk facing traffic, and to stay to the left. The messages also included reminders for cyclists to stay off their phones and make themselves highly visible with lights and reflectors, and drivers to slow down and move over to safely pass walkers and joggers.

“The safest way to develop transportation choices is to create and maintain separate networks like bike lanes, sidewalks, and automobile lanes. But when separate lanes are not possible, then sharing lanes while walking, cycling or driving is necessary,” added Commissioner Michelle Kichline. “It is in these instances that safety awareness is crucial. These social media posts depict road situations in an engaging way that we think will capture the public’s attention and drive home the point.”

Local governments, in addition to the riding and walking public, now have to cope with these safety issues. Chester County Planning

*Source: PennDOT

“It is a very positive development to see more people taking advantage of opportunities to walk or bike, but it also means **all of us have to take extra care.**”

Commission Executive Director Brian O’Leary noted that safety concerns have prompted construction of many more sidewalks in Chester County than just a couple of decades ago.

“In growth areas, we have seen a shift where most municipalities and communities require sidewalks to be built to keep people from walking on the road,” he said. “The Planning Commission is beginning a trail study to see how municipal and other potential trail pieces connect to the established circuit of trails and where missing segments could be filled in. We want to continue to expand transportation choices.”

In addition to TMACC, partners involved in the *Walk. Ride. Drive. Safe* campaign include the Chester County Planning Commission, Chester County Health Department, Chester County Department of Emergency Services, Chester County Department of Parks + Preservation, PennDOT, the Bicycle Coalition of Greater Philadelphia, SEPTA, Greater Valley Forge TMA, and West Chester University.

For more information about Chester County’s bicycle and pedestrian safety campaign, please visit: chesco.org/sharetheride. ♦



NOV 1

Gifts for Vets

Coatesville, PA

Every year, TMACC members and partnering organizations work with Chester County Veterans Affairs to collect gifts to help transitioning vets establish new homes. Taking donations through December 9. For a list of gift suggestions or to volunteer call 610-993-0911.

More at: TMACC.org



NOV 17

EV Summit

Desmond Hotel, Malvern, PA

Want to learn more about the current state of EV’s in Chester County? In recognition of the growing demand, investment, and infrastructure for EV vehicles, this half day summit will cover all the pressing issues from electrical demand and community planning to equity.

More at: TMACC.org

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GANNETT FLEMING

Meet Ruti

the friendly app that texts turn-by-turn directions!

The DVRPC (Delaware Valley Regional Planning Commission) understands that a whole lot of you commute by bicycle. They also know that trails don't go everywhere you need to go, you want to avoid traffic, and not every road in Chester County is best for bicycles.

That's why DVRPC developed *Ruti*, a text-based bike-routing application that was created in collaboration with AG Strategic Design, a web application developer in Philadelphia.

Launched in May of this year, *Ruti* allows you to text your start and end locations for a bike ride, and will provide safe directions and a map. The route includes higher "stress" areas along the route, and spots that might call for walking your bike on the sidewalks.

Users don't need to download a specific app to use the tool, but do need to register at rutiapp.bike. *Ruti* will send a text to your phone, and you can begin texting from there to find the right bike route.

"We are up to more than 500 unique users now with more than 500 trips logged," said Cassidy Boulan, Senior Transportation Planner for DVRPC. "We want to make sure *Ruti* is getting in the hands of interested bikers and we're continuing to build a solid base of users."



Do you regularly ride your bike to work?

Check out *Ruti* to see if your normal route has the least amount of car traffic and make a habit of using technology to make commuting easier.

To sign up for the service go to Ruti.bike/register. The app will send you a text message and the phone number that you can save to your contacts.

Buckley Brion McGuire & Morris LLP

Providing exceptional legal services to their clients throughout Chester County, Southeastern Pennsylvania, and beyond since 1968.

Located in the Borough of West Chester, Buckley Brion is home to a team of experienced attorneys who practice in a variety of areas including business, financial services, real estate, healthcare, municipal and land use, litigation, estates and trusts, and personal injury.

The land use and municipal attorneys pride themselves on working with a variety of governmental bodies and private clients to provide solutions to pressing land use, conservation, and transportation issues. Notably, the firm has served as special counsel for Chester County on the extension of the Chester County Regional Trails.

Most recently, Joseph (Skip) Brion, Esq. and Aristidis W. Christakis, Esq. obtained approval for a couplet road that will substantially improve intersection performance and accessibility in the vicinity of a new development featuring new residences and a Wawa, in West Whiteland Township. These projects align with the mission of the Transportation Management Association of Chester County (TMACC) in reducing congestion and improving safe pedestrian trails.

These projects are a few examples of the work Buckley Brion does in alignment with the mission of the Transportation Management Association of Chester County (TMACC). The firm greatly values their partnership with TMACC as they seek to improve the Chester County community!



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Safe Routes to School

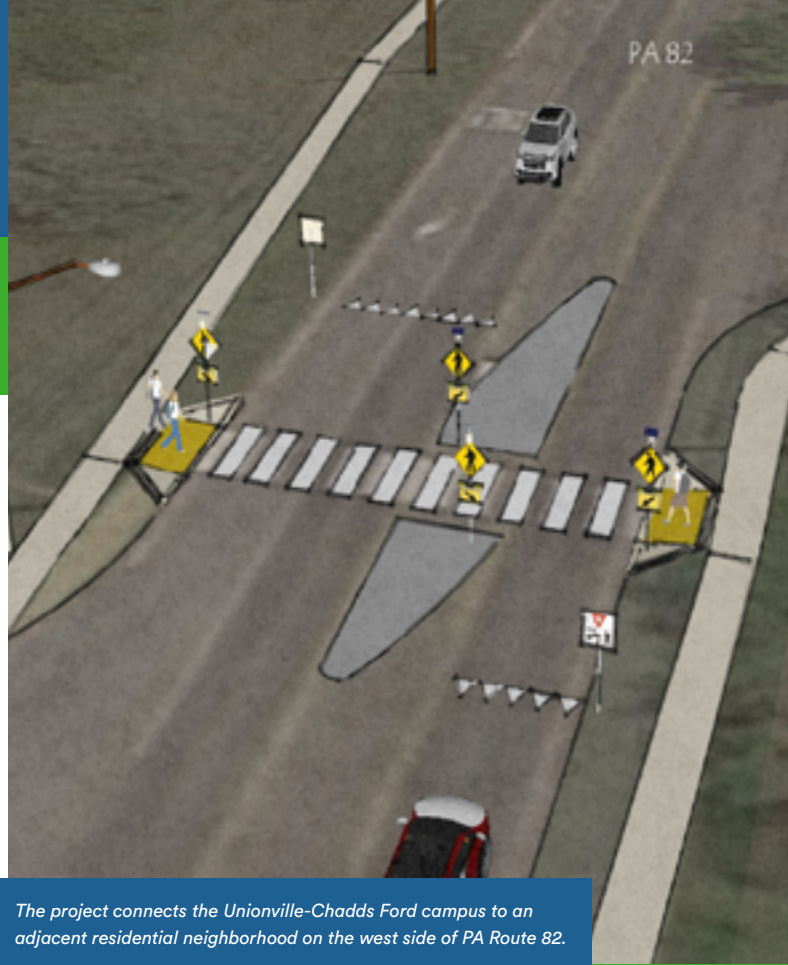
Project in East Marlborough Township exemplifies how to improve pedestrian safety in rural Chester County.

As the County of Chester continues to promote a Complete Streets policy and the launch of the *Walk. Ride. Drive Safe. Chester County Cares* campaign, a recently completed project by TMACC member, Traffic Planning and Design, Inc. (TPD) in East Marlborough Township exemplifies how to improve pedestrian safety in rural portions of Chester County through “complete street engineering” and grant funding.

Speeding and the challenge of safely crossing PA Route 82 in East Marlborough Township had plagued the Unionville community for more than a decade. In 2017, the Township, Unionville-Chadds Ford School District, and Traffic Planning and Design scoped and applied for Transportation Alternatives funding through the Delaware Valley Regional Planning Commission.

The project, which connects the Unionville-Chadds Ford campus (middle school and high school) to an adjacent residential neighborhood on the west side of PA 82, included the installation of two enhanced pedestrian crossings with rectangular rapid flashing beacons, a raised center median, and the removal of a lightly-used right turn lane to reduce the crossing distance PA Route 82. Additionally, TPD and East Marlborough Township lowered the speed limit of the key north-south roadway from 45 miles per hour to 35 miles per hour once the project was constructed in 2020.

Traffic Planning and Design, Inc.
P: 1.877.873.9739
www.TrafficPD.com



The project connects the Unionville-Chadds Ford campus to an adjacent residential neighborhood on the west side of PA Route 82.

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Breathe!

Fir Quality Matters.

While Chester County doesn't experience the same air quality challenges as other more urbanized areas in Pennsylvania, it is part of the larger Philadelphia region that does not meet the federal health-based air quality standards for ground-level ozone—a dangerous pollutant.

Our region also consistently experiences a few days a year when fine particle pollution (also known as smog) rises to unhealthy levels.

While dangerous ground-level ozone is most prevalent during the summer months, rising temperatures and extraordinarily warm days in the early spring and fall associated with climate change have also contributed to higher levels of ozone outside of this time period; additionally, wildfires in the western United States continue to affect air quality on the East Coast.

Local sources of air pollution impact public health for the people who live or play around those sources any time of the year, and pollutants that contribute to climate change are accumulating in the atmosphere and exacerbating general air quality issues. This all adds up

to make air pollution an issue everyone should be aware of and take steps to improve both people's personal health and the environment.

The good news is that we can all take easy, positive actions to protect our family's health and to reduce those harmful pollutants in the first place.

The first step is being aware when air quality is going to be unhealthy in the first place. Every day the Pennsylvania Department of Environmental Protection (PA DEP) publishes an air quality forecast that is color coded to communicate the day's levels of air pollution. The forecast follows the common “green is good”, “yellow is moderate”, “orange is a warning”, and “red is unhealthy,” color scheme. Code Orange and Code Red days are designated as Air Quality Action Days. You can follow the daily air

Continued on page 25

WCU's Culture of Sustainability

WCU's sustainability initiatives, practices, and research have expanded exponentially since the first Earth Day on April 22, 1970.

Our emphasis on environmental and other forms of sustainability has been formalized as part of our strategic plan and in the Office of Sustainability, established in 2017, with Bradley Flamm's arrival as the first full-time director. Beginning in 2010 with Tim Lutz, Earth and Space Sciences professor (now retired), faculty including Paul Morgan, Education Foundations and Policy Studies, and Joy Fritschle, Geography and Planning, served as sustainability coordinators.

Recent sustainability points of pride: Morgan, who founded the University's certificate in Education for Sustainability (EFS), received a PAsmart Advancing grant from the state's Department of Education for just under \$500,000. It will fund STEM Education for Sustainability- Linking Schools and Communities, an initiative that he is co-leading with two individuals, both from Bryn Mawr College and PRISE (Philadelphia Regional Institute for STEM Educators).

“ This spring, Burns rolled out a bike co-op program for the University so that those without a bike could have access to alternative transportation. ”

Michael Burns, Associate Professor of English



The collaboration with the School District of Philadelphia and community-based organizations is training teachers in EFS, expanding access to Green STEM education, and linking classroom learning to civic action and Green STEM careers.

On campus, Michael Burns, Associate Professor of English, has been advocating for increased bicycle usage and safety since joining the faculty in 2013. A long-time cyclist and bike mechanic, he became president of the American Bicycling Education Association (ABEA) this year. ABEA provides programs and resources for bicyclists, engineers, planners, law enforcement, educators, and

the public. He has been offering free campus bike workshops and is one of approximately 100 certified *CyclingSavvy* instructors nationwide.

This spring, Burns rolled out a bike co-op program for the University so that those without a bike could have access to alternative transportation. He and Flamm worked with recreation staff Mike Reno and Steve Sassaman and graduate students Kyle Piluso (MBA) and Wesley Hicks (Urban and Regional Planning) to coordinate it.

Last fall, two first-year students, Claire Reynolds, a communication sciences & disorders major, and Kylie Trankle, nurs-

ing, won second place in the Dr. Edwin Cottrell Entrepreneurial Leadership Center's inaugural Social Innovation Competition. Their idea for "Roasting Composting" is a solar-powered compost bin that combines the efficiency of large scale with the accessibility of small scale composting in units that can be placed in parks, on street corners, and throughout municipalities to encourage everyone to compost.

The Social Innovation Competition for entrepreneurial ideas that address significant social or environmental problems will be held again this fall. ♦

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Planning Your Next Ride.

By The Bicycle Coalition of Greater Philadelphia

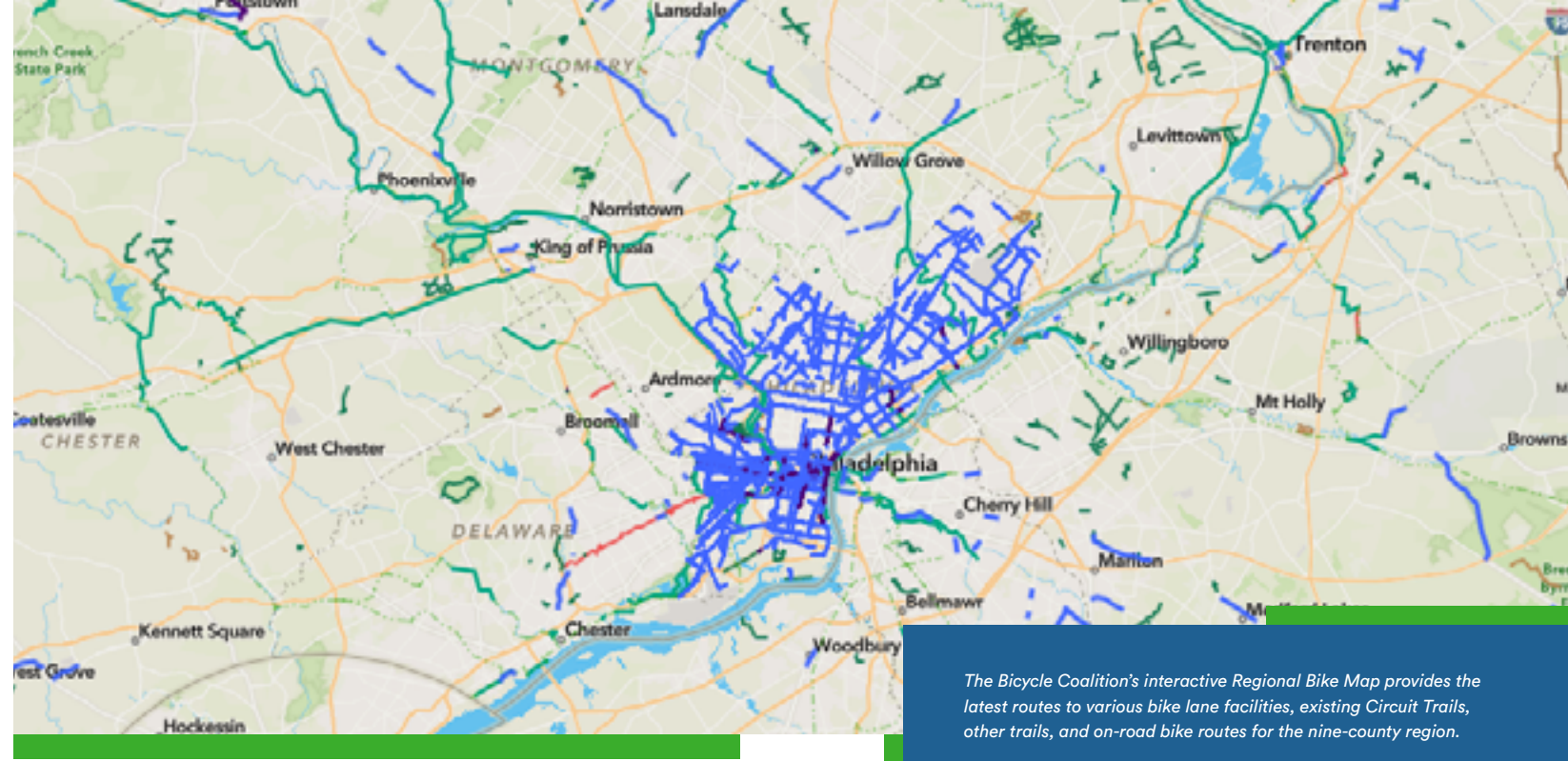
Resources, interactive maps, and planned routes to help you plan your trip throughout the Greater Philadelphia area.

Planning your next bike ride now that the weather is cooling down? The Bicycle Coalition of Greater Philadelphia has the resources, interactive maps, and planned routes to help you plan your trip in Chester County and its neighboring counties throughout the Greater Philadelphia area. We'll also share resources and guides from the region's Metropolitan Planning Organization, the Delaware Valley Regional Planning Commission (DVRPC) and helpful information from the 65+ organizations that make up the Circuit Trails Coalition.

Before you head out to your favorite route, take a look at the [Bicycle Coalition's interactive Regional Bike Map](#). By accessing the map, you'll have the latest routes to various bike lane facilities, existing Circuit Trails, other trails, and on-road bike routes for the nine-county region. Additionally, you may be wondering which Circuit Trails are in the planning process or expected to be constructed soon in your area. [This interactive map of the Circuit Trails](#) is frequently updated by staff at DVRPC and is a great resource to learn about the growing network of Circuit Trails. To stay in the know, follow the latest Circuit news by becoming a [Circuit Citizen](#).

If you're already a Bicycle Coalition member, you can access our [Ride with GPS library](#) with over 175 routes that are designed with you safety in mind as you travel throughout the region. A few routes in our library include the very popular Schuylkill River Trail and connections from Philadelphia to Kennett Square! If you're not a member, [join today](#) and access to the ride series is all yours. For upcoming events this year, be sure to stay tuned to our [events calendar](#) for opportunities to explore the trails and meet fellow bike enthusiasts and advocates from across the region. One of the many events that our mem-

The Schuylkill River Trail is a multi-use path that will extend 120 miles from Frackville in Schuylkill County to Philadelphia. Over 75 miles of paved and crushed stone trail are currently open to the public.



The Bicycle Coalition's interactive Regional Bike Map provides the latest routes to various bike lane facilities, existing Circuit Trails, other trails, and on-road bike routes for the nine-county region.

bers look forward to is our annual *Explore the Circuit* ride series. It's a great way to learn and ride along newly constructed trails or portions of the Circuit network that need advocates to push for more miles in their area. In the fall of 2022, the Bicycle Coalition will host its last ride of the season in Philadelphia. Next Spring we will organize three new rides, including the highly anticipated connection from Chester to Montgomery County via the Chester Valley Trail Extension East. For the latest information on the Chester Valley Trail, see the Bicycle Coalition's recorded presentation titled, [Cycling for Our Future](#).

One additional resource that is worth sharing, is [DVRPC's Bicycle Level of Traffic Stress](#)

[\(LTS\) and Connectivity Analysis](#) that was released in 2021. This resource provides an in-depth connectivity analysis which includes low-stress areas, bicycle facilities and roads that are identified as lowest stress to high traffic stress region-wide to help users identify the safest roads to reach their destination.

We hope these resources will help you navigate along the safest streets and the most popular trails to enjoy the upcoming season.

If you have any questions or want to learn more about these resources, please contact the Bicycle Coalition's Regional Organizer, Patrick Monahan at patrick@bicyclecoalition.org. ♦

RESOURCES

- Bicycle Coalition of Greater Philadelphia: bicyclecoalition.org
- Circuit Trails: circuittrails.org
- Ride with GPS: ridewithgps.com
- Delaware Valley Regional Planning Commission: dvrpc.org
- Schuylkill River Trail: schuylkillriver.org



THE OUTFITTER

is Still Going Strong

“The bus schedule is timed to fit the company’s work shifts and, as an employee of Urban Outfitters, your ride is free!”



Not every commuter has their own car, but fortunately, employers like URBN are stepping up with realistic solutions for their employees.



Launched in February 2021, The Outfitter is a bus route that runs between Coatesville and the Urban Outfitters Retail Distribution Center in Gap, PA.

The bus schedule is timed to fit the company’s work shifts and, as an employee of Urban Outfitters, your ride is free!

The Outfitter shuttle was started as a *Workforce Development Pilot Program*, designed to provide public transportation services that connect job seekers with employment opportunities that were previously unreachable due to a lack of transportation options. Coatesville city residents were offered a chance at up to two hundred full and part-time warehouse jobs.

“I am elated to have PennDOT, TMACC, and Urban Outfitters joining together to help my constituents obtain jobs,” said Representative Dan Williams. “For too long, communities like mine have had a hard time obtaining work because of transportation issues. This new partnership will allow residents in my district to be gainfully employed and provide businesses with a ready-and-able workforce. I hope this partnership becomes the model for other employers to help Pennsylvania “build back better.”

The Outfitter is possible through an ongoing collaboration between TMACC, PennDOT, and Urban Outfitters.

“Available jobs are of no use if there isn’t a means to get to those jobs,” Chair of Chester County Board of Commissioners Marian Moskowitz said. “That’s why this workforce development agreement between PennDOT and Urban Outfitters is so very important. We applaud both organizations’ commitment to funding, and for their willingness to align transit needs with Urban Outfitters’ shift schedules. Our thanks also go to the Transportation Management Association of Chester County for bringing ‘The Outfitter’ shuttle service together so quickly. This is a win-win for Coatesville and for Chester County.”

“TMACC is excited to continue to participate with URBN in this PennDOT pilot public transportation project to bring high quality,

reliable fixed route service between the City of Coatesville and URBN’s distribution center in Gap, PA,” said TMACC Executive Director Tim Phelps. “Transportation is one of the key ingredients for any successful workforce development effort. We are thankful that the governor committed to this transportation initiative which reduces one of the barriers to employment and provides opportunities for the residents of Coatesville and surrounding municipalities.”

Funding for The Outfitter is provided in part by the Commonwealth of Pennsylvania and URBN. The Outfitter is managed by the Transportation Management Association of Chester County. ♦

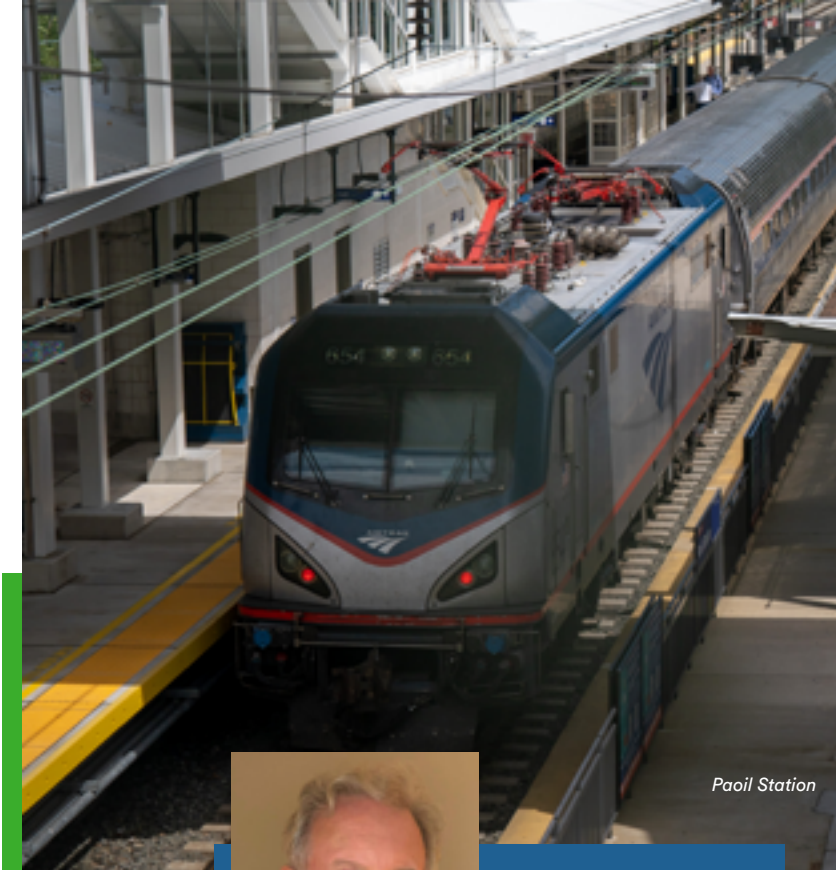
County Authorizes Creation of Passenger Rail Authority, Interim Executive Director Appointed

Will passenger rail service between Reading and Philadelphia, including stops in Chester County, become a reality? And if so, when?

In April, Chester County Commissioners Marian Moskowitz, Josh Maxwell and Michelle Kichline approved the creation of the **Schuylkill River Passenger Rail Authority**, completing the approval of the Authority by the Commissioners from Berks and Montgomery Counties.

The SRPRA was formed after the Tri-County Passenger Rail Committee spent a year exploring the most efficient manner to restore passenger rail service to the region.

The Schuylkill River Passenger Rail Authority (SRPRA) will oversee and implement the restoration of passenger rail service between Reading and Philadelphia and will be supported with equal representation and funding from all three counties, starting with a \$100,000 investment. The SRPRA will have the power to formalize agreements, pursue funding opportunities and partner with rail operators and state and federal transportation agencies.



Paoli Station



Thomas E. Frawley, P.E. Esq.
Interim Executive of SRPRA

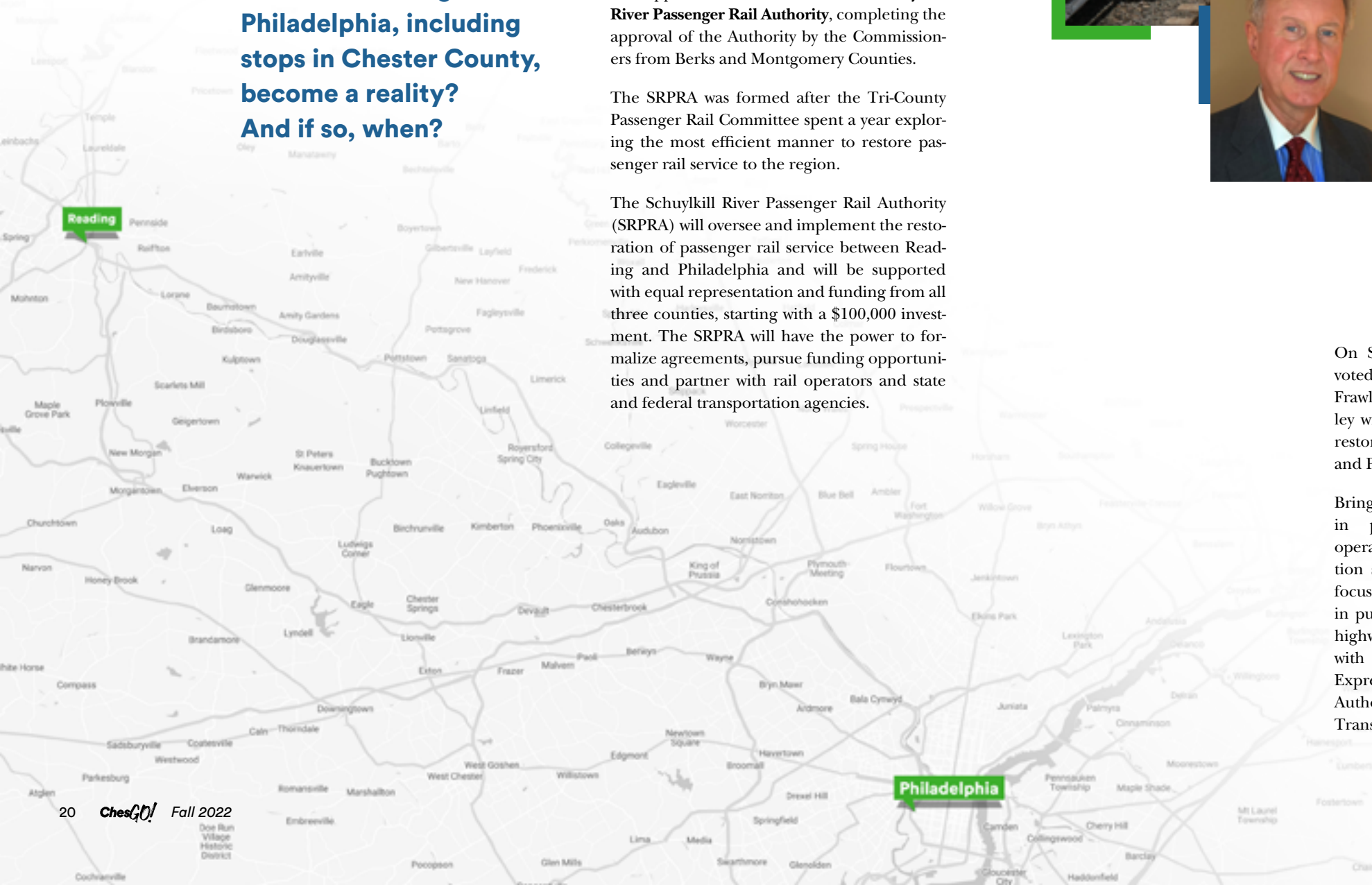
“...passenger rail service to Philadelphia’s northwest suburbs would revolutionize commuting in Chester County and beyond!”

On September 20, members of the SRPRA voted unanimously to appoint Thomas E. Frawley, P.E. Esq. as Interim Executive. Frawley will lead the SRPRA through its efforts to restore passenger rail service between Reading and Philadelphia.

Bringing more than 40 years of experience in planning, engineering, procurement, operation, and management of transportation systems to the SRPRA role, Frawley has focused on transportation systems, primarily in public transit and passenger rail, as well as highways, airports, and bus systems, working with organizations including Virginia Railway Express, Amtrak, California High Speed Rail Authority, and Los Angeles Metropolitan Transportation Authority.

Passenger rail service in places like Reading, Pottstown and Phoenixville could potentially generate more than \$1 billion in new property development and existing property value increases, which translates to thousands of jobs and the expansion of local and federal tax bases over the next 30 years. Furthermore, passenger rail service would provide transportation and job opportunities to under-served minority communities and immediately impact some of the largest clusters of low- and moderate-income households in the suburbs of Southeastern Pennsylvania.

It goes without saying that passenger rail service to Philadelphia’s northwest suburbs would revolutionize commuting in Chester County and beyond! ♦



SEPTA's Visionary Plan

Region's Public Transit is Undergoing a Bus Revolution

Last year, SEPTA published the results of an extremely comprehensive data acquisition project that had the objective of collecting a massive amount of rider feedback with the ultimate goals of improving rider experience, increasing access and opportunity, and building trust with reliable service.

A year later, that valuable data is being put into action in the form of resources that will be used as springboards to reach those ambitious objectives. In fact, the publication of the results of

the extensive study has yielded an impressive website that promises to evolve into a network of ongoing improvement of SEPTA bus services. The network is currently in draft form and includes initial changes to the overall system and individual bus routes—all based on actual feedback.

Visitors to the website (septabusrevolution.com) can compare existing content with the future plans and really understand the broad scope of this impressive effort.

The *SEPTA Forward: Bus Revolution* project will completely re-imagine the bus network in Southeast Pennsylvania. It is a blank slate, top-to-bottom review and redesign of SEPTA's bus network. This initiative is part of the strategic plan, *SEPTA Forward*, which sets the goal to build a better, more equitable future for the Philadelphia region by transforming SEPTA into a service that is for everyone, regardless of familiarity, language, or ability.



“The need for usable, equitable, safe, clean, sustainable public transportation is at an all time high everywhere.”

SEPTA's Bus Revolution took a detailed look at how travel patterns are changing, both in response to development in the region and in response to travel changes resulting from COVID-19. The project will also evaluate ridership throughout SEPTA's entire bus network to determine where transit use is highest and where increased service may be needed.

More than just surveys, the study also included public meetings and workshops, pop-up events, and other opportunities for stakeholders, riders, and members of the community to be a part of the revolution. *SEPTA Forward: Bus Revolution* has created an opportunity for everyone to share both what they like about SEPTA's bus service and what needs to be changed.

All of this information combined will inform how SEPTA can create a new, more useful bus network that transforms their transit experience in Chester County and throughout SEPTA's entire coverage area.

Chester and the other suburban Philadelphia counties are growing and Southeastern Pennsylvania led the state's population growth between 2010 and 2019. At right are the abbreviated results energizing SEPTA's vision.

EMPOWER EMPLOYEES:

SEPTA's people possess the knowledge, passion, and commitment that move millions of people across the region.

SAFETY COMMITMENT

As SEPTA embraces a new strategic direction, the safety of riders, employees, contractors, and residents across the region will continue to be a top priority.

INCLUSIVITY

SEPTA aims to understand and meet the diverse needs of riders and staff must represent and reflect the diversity that makes Southeastern Pennsylvania such a dynamic region.

EFFICIENCY

Demand levels are high but, by leveraging new technologies, improving collaboration and coordination, and clarifying responsibilities across the organization, SEPTA will improve operations.

ACCOUNTABILITY

SEPTA promises to better serve riders and become a better partner to suppliers and stakeholders.

PARTNERS

SEPTA will emphasize working with small, minority, and woman-owned businesses so that more dollars support local communities and foster opportunities for historically disadvantaged groups.

SUSTAINABILITY

SEPTA will continue to reduce reliance on fossil fuels and shrink emissions as a national leader in sustainability—owning one of the largest fleets of battery electric buses in the country.

DATA-DRIVEN

SEPTA will use continue to use rider feedback and data to transform how they plan, operate, and maintain the system to the benefit of riders.

The need for usable, equitable, safe, clean, sustainable public transportation is at an all time high everywhere. Commuters in and around Chester County are informing SEPTA's vision for a stronger future that will ensure a future built on common need and understanding.

For more information and to review the full study and vision plan, please visit septa.org. ♦

Your ride is about to get easier.

Come see how SEPTA's bus network is changing!

Find out what we're proposing and talk to us: Join us at public Open House (Fall Fest-style!), attend a virtual event, comment on materials online, or give us a call.

*Language interpretation services available by request.

SEPTA FORWARD
Bus Revolution

SEPTA | SEPTA.usrevolution.com | busnetwork@septa.org | 267.291.6045

Ridesharing is Back!

By Delaware Valley Regional Planning Commission

As work schedules are solidifying more, commuters are once again thinking about the best way to get back and forth to their office or work site.

Because of the pandemic, some people are understandably still hesitant about taking transit or sharing a car or van; however, there are also a lot of us who miss not having to drive alone to and from work. And there are always those who can't drive alone, out of necessity or choice.

The Share-A-Ride (SAR) ride match program uses special software that can find the best way for you to get to and from work, whether by transit, or as part of a carpool or vanpool. Depending on where you live and where you work, SAR will provide options to driving alone. And, no, you don't have to physically commute every day to take advantage of this ride match service—you decide which days you want to share a ride and the software will match you with others with similar needs. And transit is running close to pre-COVID scheduling, so it's available nearly every day. Sharing your commute can be a regular habit, or one that only happens several days a month.

If you've been biking or walking more over the past two and a half years, SAR can help incorporate this healthy alternative to driving into your commute,

too. Chester County has a robust system of trails, and the SAR software has many local trails built in, and notes where transit stops or stations are so you can link up there for a first- or last-mile connection, if you prefer. In some areas, it will find the safest roads on which to bike, too. SAR can even help create "bike pools"—folks who meet to bicycle together to and from work or connect to transit. This helps make the commute more fun, and can provide a sense of security for novice bicyclists.

If you work in the five-county southeastern Pennsylvania region, you can register with SAR at no cost. You can also take the information about transit and pools to your employer to establish a company-focused program. The TMACC can help employers with this, also at no cost.

The key to successful ride matching is having a large registrant base to work from—the more people (from all over), the better the matches. So encouraging your friends, family and colleagues to sign up for SAR is critical. Spread the word!

Go to www.pacarpool.org for more information on Share-A-Ride. ♦

Continued from page 13

quality forecast or sign up for free text or email alerts at www.AirQualityPartnership.org.


The next step is to take action to protect your health. The Center for Disease Control (CDC) has published recommendations on how to guard your and your family's lungs when outdoor air quality is expected to be unhealthy at <https://www.airnow.gov/activity-guides-publications>. Outdoor exercise is important for healthy minds and bodies, so the CDC recommendations offer suggestions on how to exercise safely outside when air quality may be poor.

And of course, it is especially important to take steps to help reduce the pollutants that cause air pollution in the first place. The simplest way to do this is to avoid unnecessary car trips by

walking, biking, or combining all of your errands in one trip. You can take other actions like consolidating your package deliveries or having packages delivered to a central pick-up point; this strategy will reduce the number of truck trips through neighborhoods and reduce the overall miles that these delivery trucks travel. Saving energy in your home, by turning off appliances and insulating windows and crawl spaces, are other effective ways to reduce pollutants that impact air quality and contribute to health issues and climate change.







Practicing these simple steps turn into good habits that improve our air quality every day, protect your family's and neighbors' health, and can even save you money on rising energy prices. ♦





Powering partnerships.

At PECO, we're on a Path to Clean, playing a leading role in the Greater Philadelphia region's transition to a clean energy future. We're working to expand the adoption of electric vehicles by educating customers on their financial, environmental and health benefits, while supporting and promoting charging infrastructure development through customer education, technical assistance, and incentives. Learn more at peco.com/ev.

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PennDOT's new Regional Traffic Management Center is projected to open by the end of 2022.

“The project's completion puts PennDOT closer to improving traffic flow and being an even better partner to its emergency response agencies ...”

PennDOT District 6's New Regional Traffic Management Center Will Save Lives, Improve Quality of Life on our Roadways By PennDOT

Unfortunately, your morning begins ominously. You find yourself at a complete standstill on the Schuylkill Expressway because of a crash ahead and you begin to wonder, “will I be stuck here forever, is anyone helping?”

And the answer is yes, the Pennsylvania Department of Transportation is here to help, and they are monitoring the situation.

Since 1993, PennDOT Engineering District 6, which serves Bucks, Chester, Delaware, Montgomery, and Philadelphia counties, has used Intelligent Transportation Systems (ITS) technology to manage and monitor traffic patterns and improve traffic flow to help motorists move freely throughout the Philadelphia region.

So, while you are stuck in congestion, the 24/7 staff at PennDOT's southeastern Regional Traffic Management Center (RTMC) are assessing the situation through real-time camera feeds and electronic traffic sensors to accurately report critical information to emergency services to help save lives and clean up the crash, quickly. The RTMC also uses Dynamic Message Signs (DMS) to communicate information to motorists so they can react quickly and take an alternate route to avoid further congestion.

PennDOT's commitment to safety and improving traffic flow and quality of life is unwavering as they broke ground in August 2020 to build a larger and more modern facility capable of managing the busiest and largest transportation network in Pennsylvania.

Today, The RTMC operates over 50% of PennDOT's ITS devices, including: 416 CCTV cameras, 195 DMS, over 700 sensors/readers for travel time and incident detection and over 700 miles of fiber. It is anticipated that the number of field devices will double through continued investment in advanced technology, including connected and autonomous vehicle (CAV) strategies. PennDOT will also be moving toward owning and operating traffic signals as part of the ongoing *Green Light-Go* initiative. The additional responsibility of operating traffic signal systems will require more operational workspaces, IT support, and maintenance staff. As PennDOT moves to aggressively perform Transportation System Management and Operations (TSMO) responsibilities, a larger and more modern facility is essential.

The new RTMC will allow PennDOT to operate Advanced Traffic Management Systems such as Variable Speed Limits, Flex Lanes, Queue Detection and

Warning Systems and Ramp Metering Operations. In addition, it will serve as the Incident Command Center (ICC) and provide seating for coordinating partner agencies such as Pennsylvania State Police (PSP), Pennsylvania Turnpike Commission (PTC), Pennsylvania Emergency Management Agency (PEMA), City of Philadelphia (COP), Delaware River Port Authority (DRPA), Pennsylvania National Guard, counties, municipalities, and others during major incidents, special events, inclement weather, or catastrophic highway events.

PennDOT District 6 is excited and hopeful to open the new RTMC by the end of 2022. The project's completion puts PennDOT closer to improving traffic flow and being an even better partner to its emergency response agencies through the following ways:

- Increase situational awareness;
- Provide additional coordinated oversight with key stakeholders and agencies for both planned and unplanned traffic disruptions;
- Maintain a fast-operating communications network;
- Actively manage traffic along roadways; and
- Deliver more data that will allow PennDOT to evaluate the impacts of congestion.

The new center's digital video wall architecture will increase the capacity of video feeds, and seamlessly display both data and video to provide situational awareness necessary for improved response time and decision-making. Video sharing and incident coordination with other stakeholders, partner agencies, and the public will be greatly improved with the new ability to transcode more video at higher speed and quality than the current system. The new data network will be more robust and offer a much greater throughput, which will facilitate more efficient collection and dissemination of traffic incident data to the public and partner agencies.

In addition to improving its operation, PennDOT is also dedicated to enhancing the new facility's efficiency and aims to achieve silver status in Leadership in Energy and Environmental Design throughout the design and construction process.

Schrader Group Architecture is the design group and Heim Construction Co., is the general contractor on the \$49.2 million design/build project that is administered by the Pennsylvania Department of General Services (DGS). Construction of the RTMC is financed with both federal and state funds. ♦

Devault Trail Activation Plan

By now, the benefits of trails are well known: the opportunity to connect adjacent towns, the ability to get out into nature, the health benefits of

exercise, and the potential for bicycle commuters to help remove motor vehicles off congested roads.

However, there is one more value to trails that sometimes goes unnoticed: their simple ability to build community.

The proposed Devault Trail, which would utilize a six-mile, dormant freight-rail line to create a scenic pedestrian/bicycle connection between the Borough

of Phoenixville and the office parks and corporate employment centers of Great Valley, is a potential community-builder right in our backyard. At first blush, the Devault Trail makes perfect sense—an opportunity to construct a recreational resource and alternative commuter corridor between one of the fastest-densifying communities in the Philadelphia suburbs (the population of Phoenixville

Not only will the Devault Trail provide off-road pedestrian access to areas in neighboring communities and extensive opportunities for exercise and nature enjoyment, it's also a critical component of our regional plan.

— Susan Bednar, Charlestown Township Board of Supervisor

is 17,000 and growing rapidly) and one of the largest concentrations of employers in the entire Delaware Valley (the daytime population of Great Valley, pre-COVID, was 60,000 people). By connecting to the existing Schuylkill River Trail in Montgomery County and several existing or proposed Chester County trails (including the Chester Valley Trail, the Warner Spur Trail, and the Patriots' Path) the Devault Trail would become an integral part of the Philadelphia trail "circuit."

Beyond all that, however, is the less tangible benefit of tying together the four municipalities along the Devault (the Borough of Phoenixville, and Schuylkill, Charlestown, and East Whiteland Townships) and creating a community resource for the entire region. Towns, suburban neighborhoods, existing parks, recreational facilities, environmental areas, and even schools would all be linked through the trail and the future trailhead/access points along its length.

As has happened with other trails in our region and elsewhere in Pennsylvania—including the Schuylkill Trail, the Chester Valley Trail, and the Saucon Rail Trail—the outpouring of adoption and love for community trails seems to take even the most seasoned trail experts by surprise. "Friends of the trail" groups, biking clubs, and adjacent cafés catering to trail users sprout up, indicating the acceptance of trails along with economic benefits for the towns, communities, and businesses along their lengths.

To further the effort to establish the Devault Trail, TMAAC has been working over the past two years with Charlestown Township, DVRPC, the four trail municipalities, and local trail advocacy groups to complete a Devault Trail "Activation Plan," which hit the presses in June of 2022. Building upon a 2015 feasibility study that established the possibility of building a trail on the old Norfolk Southern Railroad line, the Activation Plan represented the next logical step in making the Devault Trail a



The Devault Trail, would utilize a six-mile, dormant freight-rail line to create a scenic pedestrian/bicycle connection between the Borough of Phoenixville and Great Valley.

The Devault Trail is an important connector between two of the Circuit Trail's most important spines: the Schuylkill River Trail and the Chester Valley Trail. What's more it will provide users access to some of the most beautiful countryside in Chester County.

It's a trail that offers it all!

— Patrick Starr, Pennsylvania Environmental Council

reality, and answered one central question: if and when the railroad were to sell/lease the rail line, what entities should be in place to acquire, own, and manage the future trail corridor?

Next steps for the Devault Trail project (leading up to the acquisition of the corridor from the railroad) include a title search for the property, an environmental survey, a utilities survey and a bridge inspection. To that end, TMAAC is continuing to work with Charlestown Township to accomplish these goals, to ensure that the project team is building on their Activation Plan momentum and that the Devault Trail becomes a reality! ♦

TMACC is Please to Announce the Addition of Four New Board Members

These four join a board of individuals representing businesses, universities, municipalities, engineering firms, and transportation and governmental agencies, who provide guidance to fulfill the TMACC mission.



Tom Bonner, Senior Manager, State Governmental Affairs at PECO, is responsible for legislative analysis and policy development. “As a Chester County resident with a lifelong interest in planning and sustainability, serving on the TMACC Board represents a unique opportunity to bring together my personal, academic, and professional interests to serve my community.” Tom stated.

Tom holds a B.A. in International Relations from the University of Pennsylvania and a master’s degree in Planning from the University of Virginia. In addition to serving on the TMACC Board, he is also on the Board of the Eastern PA Alliance for Clean Transportation (EP-ACT) and served for nine years on the Board of CASA Philadelphia which trains community volunteers to represent the interest of children in the foster care system.

Originally a South Philadelphia native, Tom lived in the DC area for nearly 20 years, which included working as a legislative staffer in the U.S. House of Representatives. Tom now makes his home in

Chester Springs. Tom’s favorite mode of transportation? “All of them, as long as it’s electric!”

Attorney **Amanda Sundquist** is a Partner at Unruh Turner Burke & Frees. Her practice is primarily focused in the areas of Municipal and Education Law, and Zoning and Land Use Law.

A member of the Chester County Workforce Development Board, Amanda is part of the Executive-Governance Committee, and serves as a member of the Education Committee for the Chester County Association of Township Officials. Previously, Amanda served on the Board of the Exton Region Chamber of Commerce and currently serves on their Governance Affairs Committee.

Serving on the board of TMACC is important to Amanda because, “sustainable transportation options and connectivity are critical to the health and growth of Chester County.”

Amanda is also a member of the Chester County Bar Association and serves as the Chair of the Law Day Committee.

When it comes to her favorite mode of transportation, the train is the way to go, according to Amanda.

Assistant Township Manager for East Whiteland Township, **Steven C. Brown** is also the Director of Codes & Life Safety, and Director of Property & Recreation, and replaces board member John Nagel.

Steven thinks that being on the board of TMACC is important because he is “a strong believer in communities, the environment, and that we do better together. TMACC’s mission matches my beliefs and I look forward to implementing its vision.”

Steven, a husband, and father is a graduate of both Juniata College, and the University of Delaware. He is from Bellefonte, PA, but now makes his home in West Chester Borough. He is a member of the international City/County Management Association (ICMA), and a Chester County Consortium member. As a volunteer with Willistown Scout Troop

78, Steven serves on the Troop Committee, Friends of Troop 78 Board, and manages volunteer events.

He loves being outdoors, hiking, camping, and kayaking, when possible, which is why, when asked his favorite mode of transportation, Steven replied, “walking and hiking.”

Erin McPherson is the Director of Planning and Zoning for Tredyffrin Township and replaces outgoing board member Matt Baumann, to represent Tredyffrin Township on the board of TMACC. “No matter what mode of transportation is used, transportation is always an integral part of any community. Partnering with TMACC allows Tredyffrin Township to brainstorm and work with various municipal partners, commercial entities, and engineering firms to better plan for the future.” Erin stated.

Erin is an engineer with 20 years experience in municipal government. In her spare time, Erin enjoys sports, travel,

and time with family. She also volunteers with the Boy Scouts of America (BSA), and Kids Against Hunger.

Her favorite mode of transportation is her car, “I do love my car, but I am waiting for a time when our cars are flying cars.”

“These individuals and their experience will be invaluable assets as we work to reduce congestion and improve air quality in Chester County.” Said Tim Phelps, Executive Director of TMACC, “We are excited to have these new additions to our dynamic Board of Directors, and thank Mike and Matt for their dedication during their time on the board.”

Currently, TMACC has over 120 member organizations who strive to improve transportation options, such as traffic congestion and connectivity, in Chester County and the Greater Philadelphia area. ♦

“These individuals and their experience will be **invaluable assets** as we work to reduce congestion and improve air quality in Chester County.”

— Tim Phelps, Executive Director of TMACC

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