

Spring/Summer 2025

# ChesGO!

## A Stand for SEPTA

Chester County Rallies for Transit

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A publication of

# TMAACC

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,
- a collaborator of the public, private, and non-profit sectors, and
- a catalytic agent for advancing and implementing best practices.

Learn more at [TMACC.org](https://tmacc.org)

## Staff

### Executive Director

P. Timothy Phelps / [tphelps@tmacc.org](mailto:tphelps@tmacc.org)

### Manager of Transportation Operations & Planning

John Meisel / [jmeisel@tmacc.org](mailto:jmeisel@tmacc.org)

### Project Coordinator

Justin D. Lytle / [jlytle@tmacc.org](mailto:jlytle@tmacc.org)

### Office Administrator

Laura Guman / [lguman@tmacc.org](mailto:lguman@tmacc.org)

### Customer Service Representative

Diane Minka / [diane@tmacc.org](mailto:diane@tmacc.org)

## Board of Directors

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Kathryn Tucker

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## Media Contact

Transportation Management Association of Chester County

7 Great Valley Parkway, Suite 144, Malvern, PA 19355

610.993.0911 / [TMACC.org](https://tmacc.org)

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With ORT, new access points can be built faster and for far less.

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## A Note From Our Executive Director

# Zooming Along

## Public Transportation Is Not Optional. It's Vital.

At TMACC, we spend a lot of time planning for what comes next—new infrastructure, cleaner commutes, safer roads. But sometimes, what's needed most is to protect the systems we already have. To speak up. To show up. And that's exactly what we did at Paoli Station this spring.

I was proud to stand alongside elected officials, union leaders, planners, and residents from across Chester County in support of SEPTA. Because public transportation isn't a luxury—it's a lifeline. For workers, students, patients, and small businesses. For first responders navigating Route 202 during peak congestion. For households trying to afford their homes, their gas, and their time.

When we lose service, we lose opportunity. The economic impact of potential

SEPTA cuts in our region could exceed \$6.9 billion in home value alone. But the social impact—the isolation, the job losses, the increased risk to public health—can't be measured in dollars.

That's why this issue of *ChesGO!* matters. It highlights the interconnectedness of our work: parking reform, trail expansion, electrification, and yes—standing up for our essential transit systems. Because every lane we open, every bus route we preserve, and every community we connect is an investment in the future of Chester County.

We're not waiting. We're planning. And we're moving forward—together. ♦



P. Timothy Phelps  
Executive Director

# A Stand for SEPTA



## Chester County Rallies for Transit, Safety, and Economic Strength

**U**nder bright skies on the outbound platform of Paoli Train Station, Chester County stood together in a powerful display of unity. The “Chester County Advocates for SEPTA” press conference, organized by State Senator Carolyn Comitta, brought together an uncommon coalition: state legislators, local leaders, labor unions, hospital administrators, planners, and transit advocates—all delivering a clear, urgent message: SEPTA is essential.

At the heart of that message was **Tim Phelps**, Executive Director of TMACC, whose words echoed across the platform and into every conversation that followed.

“We’re not just collecting headlines,” Phelps said. “We’re gathering resolve. Public transportation helps prime the economic development engine. We stand for SEPTA, and we stand for Pennsylvania’s future.”

With service cuts looming across the region, the stakes couldn’t be higher. Phelps pointed to the impact of transit loss on Chester County households along the Paoli-Thorndale Line—where the elimination of service could result in a staggering **\$6.9 billion in home value loss** across more than 122,000 single-family homes.

“This isn’t just about morning commutes,” he added. “If Route 202 sees a 40% increase in congestion, it’s not just inconvenient—it’s dangerous. Every minute matters when ambulances are rerouted from western Chester County. Transit is a public safety issue.”

Other voices joined the rally:

- **Senators Katie Muth and John Kane** called for bipartisan support of dedicated transit funding.
- **Representative Melissa Shusterman** reminded attendees that the House had already voted in favor—the Senate must now follow.
- **Donald Hill**, of the Brotherhood of Locomotive Engineers, reminded the crowd that transit investment is about **jobs and families**.

“When business, labor, and local leadership unite, we send a powerful message,” Phelps concluded. “Public transportation is not optional. It is vital.” ♦

**Every minute matters when ambulances are rerouted from western Chester County. Transit is a public safety issue.**



## Honoring Two Leaders in Transportation Planning

**TMACC is led by a diverse Board of Directors representing a broad cross-section of the community—including businesses, universities, municipalities, engineering firms, healthcare organizations, and government agencies. Together, they steer TMACC’s mission to activate, foster, and facilitate collaboration between the public and private sectors to reduce congestion and improve air quality.**



Transportation planning requires input from many perspectives—and our board members each bring a unique lens to the transportation and commuting needs of Chester County. This collaborative approach benefits not only TMACC, but also our members, partners, and the entire Chester County community.

This year, TMACC extends heartfelt gratitude to two long-serving board members who are stepping down after nine years of dedicated service: Kristin Camp and Pamela Conti. Their contributions have helped shape TMACC’s vision and impact across the region.

### **Kristin Camp**

Kristin Camp, a partner at Buckley, Brion McGuire & Morris LLP, has spent 25 years focused on municipal, zoning, land use, and real estate law. As solicitor for several Chester County municipalities and special counsel on real estate matters—including trail system development—Kristin brought deep insight into the legal and regulatory side of transportation infrastructure.

“I became involved with TMACC to better understand the issues affecting my clients and my community—like traffic congestion and air quality,” said Kristin. “When I attended TMACC events before joining the board, I saw professionals from various fields who shared that same commitment.”

One standout memory for Kristin was TMACC’s electric vehicle seminar. “I learned that it takes a village to improve transportation initiatives—and that public-private partnerships will be essential to lasting change,” she said. Her advice to incoming board members? “Take the commitment seriously. Attend meetings. Support the mission.”

### **Pamela Conti**

Pamela Conti, Senior Vice President at WSP USA, brings over 30 years of experience in transportation engineering. Her expertise spans concept development, environmental clearances, traffic signal design, corridor studies, and more.

“I’m proud of the work TMACC does to illuminate regional transportation challenges and advocate for sustainable, efficient systems,” said Pam. “This work has made Chester County a better place to live, work, and play. Being part of TMACC has allowed me to collaborate with some of the best and brightest professionals in the field.”

“We are truly grateful to Kristin and Pam,” said Tim Phelps, TMACC Executive Director. “Their leadership and dedication have helped chart TMACC’s path and grow it into a sustainable, community-centered organization.” ♦

No matter what you do or where you need to go SEPTA can get you there!

From West Chester to Newtown Square, Route 104 is the dependable option for people living and working on the Route 3 corridor.

**Get ON!** SEPTA can get you there!  
**Route 104 West Chester**  
**TMACC.org/GetOn**



## Chester Valley Trail West: Progress Along the Greenway

**Chester County continues to advance its ambitious goal of building a fully interconnected trail system—and the Chester Valley Trail (CVT) is leading the charge.**

The CVT is a vital recreational and transportation corridor in the region, connecting parks, workplaces, shopping centers, and cultural destinations across eastern and central Chester County. Stretching 18.5 miles, the CVT begins at the Schuylkill River Trail in Norristown and moves west through Tredyffrin, East Whiteland, and West Whiteland Townships, ending near the Main Street at Exton shopping center. Thanks to an upcoming one-mile extension westward to the Oaklands Corporate Center, the final link in the original CVT corridor is about to be completed.

But the vision doesn't stop there.

In 2017, the Chester County Planning Commission conducted a feasibility study to extend the trail from Exton to Thorndale, a span of over 7 miles using the historic Philadelphia & Thorndale (P&T) rail corridor. This extension has already secured over \$1.2 million in grant funding, with construction support allocated via the region's Transportation Improvement Program—thanks to the efforts of regional commissioners and advocacy from the Bicycle Coalition of Greater Philadelphia.

A second study in 2018, the Chester Valley Trail West Master Plan, mapped a 20-mile route from Thorndale to the Lancaster County line. This westward expansion crosses eight municipalities and is divided into nine manageable segments, combining off-road multi-use paths

and split-mode facilities. The first segment, a one-mile trail from the county line east into Atglen Borough, is currently 30% through design and slated for construction in summer 2026. Once built, it will connect directly with Lancaster County's 29-mile Enola Low Grade Trail and serve as a major gateway into Chester County.

The Atglen segment also exemplifies how public-private partnerships and careful planning fuel success. The project is supported by two major grants—one from DVRPC for design and one from Pennsylvania's Multimodal Transportation Fund for construction. Atglen Borough has even constructed a new playground and trailhead at borough hall, giving residents direct access to the trail while encouraging visitors into downtown as part of the borough's economic strategy.

To follow updates on the Chester Valley Trail's progress, visit: [chescoplanning.org/transportation/cvt-ProjectStatus.cfm](https://chescoplanning.org/transportation/cvt-ProjectStatus.cfm) ♦

## LEVEL UP YOUR BIKE RIDE

**Take your bike ride a step further by finding local amenities to make your ride less stressful, faster, and more fun!**

**Whether you're just starting out on your biking journey or a seasoned cycling enthusiast, knowing where cycling amenities are located can significantly enhance your ride. Make it a priority to identify these amenities before your ride to ensure a better biking experience!**

### Make your ride easier, discover bicycle amenities near you!

Do you ride your bike to work? Do you know where cycling amenities are located along your route? Knowing where cycling amenities such as bike racks, repair stations, and dedicated bike lanes are located can make a big difference in your commute.

**Discover amenities at [TMACC.org/Bike](https://TMACC.org/Bike)**

### Want to add bike friendly amenities at your organization?

Is your organization looking for ways to improve overall wellness and reduce your carbon footprint at the same time? Consider becoming more bike friendly, supporting green commuting methods and promoting the overall health of your community.

**For opportunities email: [tphelps@tmacc.org](mailto:tphelps@tmacc.org)**



# CHESTER COUNTY BIKES SMART



## Rethinking Route 3:

# TMACC's Multifamily Playbook Pushes for Pedestrian and Transit Improvements

**S**tretching across six miles of West Goshen, East Goshen, Westtown, Willistown, and Edgmont townships, the Route 3 corridor in Chester County is home to more than 5,000 multifamily housing units—including apartment complexes, condominiums, townhomes, and mobile home parks. Despite this high density and the availability of SEPTA's Route 104 bus, ridership remains low. One key reason: the corridor presents a harsh, unwelcoming environment for pedestrians and transit users alike.

A lack of sidewalks, crosswalks, pedestrian signals, and consistent bus stop infrastructure makes this corridor difficult—if not dangerous—for people trying to walk or use public transit. Even where sidewalks or shelters exist, they are often disjointed or poorly maintained, creating a false sense of security for those navigating between home, work, shopping centers, and transit access points.

Recognizing this disconnect, TMACC launched the Route 3 Multifamily Playbook—an action-driven planning project aimed at improving the pedestrian and public transportation environment along this important corridor. Funded by a Travel Options Program (TOP) grant from the Delaware Valley Regional Planning Commission, the Playbook was completed in 2024 and serves as a practical guide for municipalities, SEPTA, PennDOT, and Chester County to coordinate improvements.

The Playbook outlines three core goals: **improve mobility options, reduce reliance on single-occupancy vehicles, and improve equity** in a corridor where many residents rely on public transportation for work, school, shopping, and healthcare.

The Playbook outlines three core goals: improve mobility options (particularly walking and bus transit), reduce reliance on single-occupancy vehicles, and improve equity in a corridor where many residents rely on public transportation for work, school, shopping, and healthcare.

TMACC's Playbook sets forth a list of intersection and streetscape improvements based on housing density, existing safety challenges, and current 104 ridership. Each recommendation adheres to SEPTA's official Bus Stop Design Guidelines, ensuring future upgrades align with recognized standards. The Playbook also includes outreach strategies to help educate property owners and managers about the 104 bus—so they, in turn, can help inform residents about route frequency, stop locations, and connections to key destinations.

Because no single agency has sole responsibility for the pedestrian realm along West Chester Pike, TMACC has worked to foster intermunicipal cooperation. The project

has already built working relationships with officials from each of the five townships along the corridor. TMACC has also coordinated with PennDOT, DVRPC, and Chester County—each of which plays a different but critical role in funding, approving, and implementing infrastructure changes.

At the heart of the Playbook are three initial priority projects—each located in a different municipality. This strategic distribution allows West Goshen, East Goshen, and Westtown townships to pursue improvements independently or together through joint grant applications. These projects represent the highest need areas based on safety and density, and they serve as test cases for wider corridor upgrades in the future.

TMACC has also prepared a marketing plan to engage multifamily housing managers—key gatekeepers in communicating transit access to the public. By partnering with these stakeholders, TMACC hopes to increase ridership

*Continued on page 15*







# No Stops Ahead: PA Turnpike's Open Road Tolling Revolution

**In January, the Pennsylvania Turnpike Commission launched Open Road Tolling (ORT) along key stretches east of Reading and on the Northeast Extension—marking a major milestone in modernizing transportation across the Commonwealth.**

ORT eliminates traditional toll booths and instead uses overhead gantries to charge tolls electronically as drivers travel at highway speeds. No slowing down. No stopping. Just seamless movement through state-of-the-art infrastructure.

This transformational shift is the result of decades of planning, with the full ORT network expected to be in place statewide by 2027.

## Safety, Sustainability, and Speed

By removing toll plazas and their associated traffic bottlenecks, ORT significantly improves driver safety. Early pilot tests saw dramatic crash rate reductions—including a 33% decrease at the Delaware River Bridge interchange in Bucks County.

Eliminating stop-and-go traffic not only reduces accidents, but also helps the environment. Following the shift to All-Electronic Tolling in 2020, the PA Turnpike recorded a 45% drop in CO<sub>2</sub> emissions. Once ORT is fully deployed, another 7% reduction is expected, helping the state meet critical air quality and climate goals.

Less pavement also means more land can be returned to green space. And beneath the surface, a new sustainable fiber optic network powers the entire tolling system—using less energy than traditional cable and offering the added benefit of bringing broadband access closer to rural and underserved communities.

## Fueling Economic Growth

The PA Turnpike has long been an economic engine for Pennsylvania, and ORT only accelerates that potential.

Consider the Route 29 Interchange in Chester County. Since opening in 2012, it has unlocked faster access to Great Valley Corporate Center and nearby residential areas. Over the following decade, Chester County saw impressive returns:

- 10,000+ new jobs
- \$866 million in labor income
- \$3.5 billion in economic output
- \$28 million in new tax revenue

With ORT, new access points can be built faster and for far less than traditional toll plazas. Neshaminy Falls Mainline, opened in 2016, cost \$90 million. Today, modern ORT ramps can be constructed at a fraction of that price—bringing economic benefits to more communities with fewer physical barriers.

Following the shift to All-Electronic Tolling in 2020, the PA Turnpike recorded **a 45% drop in CO<sub>2</sub> emissions.**

Proposals are already on the table for new interchanges in Montgomery, Lackawanna, and Westmoreland Counties, further expanding the network's reach and impact.

## Positioning Pennsylvania for the Future

With more than 226 toll agencies across 23 states now using ORT, it's clear this is the new standard for toll collection. But Pennsylvania isn't just catching up—it's leading.

The PA Turnpike's embrace of ORT reflects a bold vision: a safer, cleaner, and more efficient roadway that fuels commerce, supports innovation, and enhances access for all Pennsylvanians.

Few 85-year-old institutions are still growing—but the Turnpike is proving that smart transportation investments generate lasting returns for the economy, the environment, and the communities it serves. ♦







## PECO Is Investing in EVs— And Making It Easier for You to Drive One

**As part of its “Path to Clean” initiative, PECO—the largest electric and natural gas delivery company in Pennsylvania—is making major strides to reduce emissions and help customers do the same.**

In partnership with parent company Exelon, PECO is committed to reducing operations-driven emissions by 50% by 2030 and achieving net-zero by 2050.

Central to this mission is PECO’s investment in **electric vehicles (EVs)**—both in its fleet and throughout the communities it serves.

Today, PECO operates more than 230 electric, hybrid, and plug-in-equipped vehicles. In 2024, the company unveiled its first fully electric **bucket truck**, becoming one of the first utilities in Pennsylvania to integrate a heavy-duty electric vehicle into daily operations. Benefits include zero tailpipe emissions, lower fuel and maintenance costs, and quieter operation for better safety and less disruption.

But PECO knows that reducing its own emissions isn’t enough.

That’s why the company is working to **make EV ownership more accessible** for everyone. Through its **EVsmart Toolkit**, customers can explore personalized EV options, calculate savings, identify nearby charging stations, and learn about available rebates and tax credits.

PECO is also supporting the infrastructure needed to make EV ownership practical—especially in denser areas. The Level 2 Commercial Electric Vehicle Charging Program (**L2**

**Program**) provides rebates for commercial customers installing new Level 2 chargers. One successful use case: the 2601 Parkway Condominiums in Philadelphia installed 16 new chargers with support from an \$8,000 PECO grant.

These incentives are even more robust in **Environmental Justice Areas**, ensuring that cleaner transportation reaches communities most impacted by pollution.

PECO is also helping expand Pennsylvania’s role in the **National Electric Vehicle Infrastructure (NEVI) Program**, which aims to create a comprehensive national network of EV chargers. PECO provides technical guidance, manages grid connections, and helps ensure chargers meet federal standards for accessibility and reliability, fighting range anxiety and improving equity in the EV transition.

PECO believes that electrifying transportation is essential to achieving cleaner air, lower emissions, and a more sustainable future for the Greater Philadelphia region.

To explore PECO’s full suite of EV tools, incentives, and programs, visit [www.peco.com/ev](http://www.peco.com/ev). ♦

*Rethinking Route 3 continued from page 11*

and shift perception of the 104 bus from underutilized to indispensable.

Implementation will depend largely on the municipalities taking the lead in applying for grants, initiating further engineering, and coordinating with PennDOT and other stakeholders. While some infrastructure changes could be led from the top down, it’s far more likely that local leadership will drive the improvements forward.

Funding sources may include PennDOT Multimodal Transportation Funds, Transportation Alternatives Set-Aside grants, and Chester County programs. However, municipalities should prepare not only for construction costs, but also for long-term maintenance—especially when it comes to bus shelters, which are often challenging to upkeep.

Since completing the Playbook, TMACC has been actively working to keep momentum alive—meeting with township managers and presenting to municipal boards to push for tangible action. TMACC’s message is clear: it’s time to correct decades of car-centric planning and reimagine Route 3 as a corridor that works for everyone—not just those behind the wheel. ♦



# These are the connections that matter. ▶



## Join Chester County’s largest transportation solutions network.

As a member of TMACC, your company will be directly involved in advocating for sustainable transportation options and improving the connectivity of Chester County.

▶ **We’re all about helping you connect with transportation experts and advocates.**

**TMACC**  
Transportation Management Association  
of Chester County

610-993-0911 | [www.tmaccc.org](http://www.tmaccc.org)



# CHESTER COUNTY Sustainability SUMMIT & EXPO

## Empowering Everyday Sustainability: County Expo Debuted May 17

On Saturday, May 17, Chester County residents gathered at West Chester University for the 2025 Sustainability Summit and Expo—a hands-on event designed to demystify sustainable living and connect attendees with the tools, insights, and support needed to take action in their own homes and businesses.

The event, hosted in support of the county's Climate Action Plan—which sets a goal of reducing greenhouse gas emissions by 80% by 2050—brought together local experts, vendors, and everyday homeowners for a day of learning, conversation, and community-building around practical sustainability.

From questions about heat pumps and solar panels to native plant landscaping and micro-gardening, the Summit tackled real concerns facing Chester County residents. Attendees had the opportunity to hear from experts in sessions covering home energy efficiency, ecological landscaping, geothermal heating, and more. Just as valuable were the informal

conversations with neighbors who've already made these upgrades and shared firsthand what worked—and what didn't.

The Expo portion of the event featured local companies offering sustainable services—like solar installers and ecological landscapers—alongside community organizations advancing environmental efforts throughout the region.

One of the day's key messages: sustainability doesn't have to be overwhelming. Whether it's switching out a lawn for a rain garden, exploring energy-efficient heating, or just becoming more informed, every step counts.

For those who missed the event, additional resources and information are still available at: [chescoplanning.org/Events/SustainabilitySummit-2025.cfm](https://chescoplanning.org/Events/SustainabilitySummit-2025.cfm)

The 2025 Summit left attendees with inspiration, answers, and connections—empowering more residents to take practical steps toward a cleaner, more resilient Chester County. ♦



## How you move matters, Let's talk transportation!

Join us for a **FREE** 30 minute session on how to make your commute smarter, safer and more sustainable.



Register today and discover smarter ways to get around Chester County. We're here to help!

TMACC  
**BREATHE Clean,  
Commute GREEN.**



# From Asphalt to Opportunity: Rethinking Parking in Chester County

**On November 20, 2024, TMACC brought a pressing planning issue to the forefront with its half-day summit From Asphalt to Opportunity: Transforming Communities through Parking Policy Reform at Penn State Great Valley.**

The event attracted a wide range of participants—municipal leaders, planners, engineers, and employers—all eager to better understand the evolving conversation around parking minimums and land use. TMACC’s mission was clear: to help attendees rethink how parking policy affects the way we live, move, and grow as a region.

“Parking reform isn’t just about reducing spaces—it’s about designing places for people,” said TMACC Executive Director Tim Phelps. “It’s a shift from asphalt to opportunity, and that’s the future we should be building toward.”

## Creating Places, Not Just Spaces

The day opened with keynote speaker Edward Erfurt of Strong Towns, who challenged the audience to rethink how parking regulations shape our communities. Known for his work in placemaking and community-based development, Erfurt spoke about balancing infrastructure needs with the opportunity for economic revitalization, walkability, and stronger social connection.

Erfurt set the tone for the day: Parking reform is more than a technical fix—it’s a chance to reshape communities into more welcoming, vibrant, and people-focused places.

## Economic and Environmental Consequences

Next, Megan Gardo, Senior Planner with Walker Consultants, addressed the economic burden of outdated parking minimums. She emphasized how excessive parking requirements can decrease land values, block redevelopment, and stifle small business growth—particularly in walkable town centers.

Gardo presented national case studies where reducing or eliminating parking minimums led to revitalized downtowns, increased housing options, and measurable gains in property values. The key takeaway? Smarter policy—guided by data, not defaults—can unlock real economic opportunity.

## Breakout: Zoning, Mobility, and Smart Solutions

In a breakout session led by Shawn Rairigh of Gannett Fleming, attendees examined the origins of today’s parking mandates, many of which date back to the 1920s. Rairigh outlined the lasting impacts of these outdated policies—urban sprawl, inflated housing costs, and environments built around cars instead of people.

“A century of parking mandates has left us with cities designed for cars, not people,” he noted, urging municipalities to align policies with real-world usage, not assumptions.

The session also explored modern zoning strategies, shared parking agreements, and smart parking technologies like demand-based pricing and mobile payment systems—all tools to right-size parking without eliminating it altogether.

## Public-Private Partnerships and a Better Future

One central theme of the summit was collaboration. TMACC encouraged attendees to imagine a future where underused private lots could serve broader community needs through shared-use agreements—boosting foot traffic for business-

es and creating a more inviting streetscape for residents and visitors alike.

**A century of parking mandates has left us with cities designed for cars, not people.**

When parking policies align with community goals, they can help build safer streets, stronger economies, and more sustainable land use patterns.

“At TMACC, when we see a transportation need, we don’t just identify the problem—we educate, convene, and inspire solutions,” said Phelps. “That’s exactly what this summit was about.”

## The Big Picture

The clear message from the day: parking reform isn’t about eliminating parking—it’s about reimagining how we use space to make our communities more livable, accessible, and economically resilient.

With a full house and a forward-thinking agenda, the Parking Reform Summit was a reminder that smart policy starts with shared understanding—and that real change begins when we stop designing for cars, and start designing for people. ♦



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**The definitive source for moving around the county.**

Reach commuters and other influential people in the transportation industry in and around Chester County.

To learn more about advertising opportunities email [info@tmacc.org](mailto:info@tmacc.org).



# How You Move Matters

## TMACC and Growing Roots Launch Transportation Conversation Series at Chester County Farmers Markets

The Transportation Management Association of Chester County (TMACC), in collaboration with Growing Roots Farmers Markets, launched its Breath Clean, Commute Green campaign with engaging pop-up events at the Malvern (May 10) and Downingtown (May 17) Farmers Markets. These activations marked the beginning of a new public engagement initiative focused on sustainable commuting, transportation equity, and the real-world experiences of navigating Chester County.

The events were a key part of TMACC's Bike Month celebration, but their spirit extended far beyond a single month. They reflected a growing movement, a collective effort by community members, advocates, and partners who are working together to reimagine how we move through the region. When people gather with shared purpose, amazing things can happen. Conversations turn into action, ideas into partnerships, and individual choices into cultural momentum.

"This is about creating space for honest dialogue," said TMACC Executive Director Tim Phelps. "We're building something long-term here. Not just offering resources, but learning from the people who use (or can't use) multimodal transit options every day."

That spirit of open conversation came to life at TMACC's recent market pop-ups, where the focus was on listening and connecting. Held at the Malvern and Downingtown Farmers Markets, these events provided a welcoming space for community members to stop by, share their experiences, and ask questions about carpooling through Share-A-Ride, regional transit funding, and traveling without a personal vehicle. Farmers markets naturally bring people together, and TMACC used that setting to gather input, offer guidance, and begin building stronger relationships. What emerged were real stories that added urgency, clarity, and heart to the broader conversation about transportation in Chester County.

### UPCOMING EVENTS

- August 16 & 23
- September 27
- October 4
- Malvern & Downingtown



“We’re not just offering resources; we’re learning from the people who use (or can’t use) multimodal transit options every day.”

#### Community Highlights:

**In Malvern**, near enough to hear the trains arrive down Warren Street, a teen in high school stopped by after hearing concerns about possible service reductions on the Paoli-Thorndale Line. For him, the train is more than just transportation; it is his independence, connection, and access to school and social life. He reminded us that when we lose service, the consequences extend far beyond increased traffic—they ripple through daily routines, opportunities, and the sense of possibility for people at every stage of life. His concerns, rooted in his life experience, echoed the voices of many we spoke with that day.

A retired postal worker reflected on the difficulty of navigating the county, particularly while managing mobility challenges. Her experience pointed to the

importance of walkable environments, reliable paratransit, and stronger last-mile connections for aging residents.

At the **Downingtown Market**, the presence of cyclists was unmistakable; with bikes rolling along the trail in Kerr Park and the formation of an impromptu parking lot as bikes leaned up against central pavilion. This scene highlighted the community's appetite for better cycling infrastructure, underscoring the value of visible amenities and intentional design that encourages active modes of transportation.

"The questions people asked were so thoughtful," said Justin Lytle, TMACC Project Coordinator. "How can I get to my job without driving? What options exist for my aging parent? What's happening with rail service? That curiosity,

that need for connection; that's exactly why we're doing this."

These conversations affirmed a shared desire for practical, reliable, and inclusive mobility solutions. They also demonstrated the power of meeting people where they already are. This is just the first step in building accessible, connected places where people can move freely, belong, and thrive.

#### What's Next:

TMACC's Tune Up Your Commute series will continue throughout the summer and fall, expanding into more markets and deepening the transportation conversation with interactive tools, giveaways, and community-driven insights. ♦

#### About Growing Roots

Since 2013, Growing Roots Partners has energized Chester County with three vibrant, producer-only markets in Malvern, Downingtown, and Eagleview. By bringing passionate farmers, artisans, and makers face-to-face with their community, GRP fuels local economies, champions sustainable practices, and ensures everyone can savor the freshest, healthiest fare straight from the source.



# Where You There?

3-17-25 TRANSPORTATION BRIEFING



5-03-25 2ND ANNUAL BICYCLE RECYCLING EVENT



Thanks to a generous community from Phoenixville to West Chester, 25 bicycles were donated. The program reduces waste and gives bikes a second life. Thank you to the volunteers from Bike Chester County.

## Briefing Recap:

# TMACC TRANSPORTATION BRIEFING

## Charge Ahead: Mapping Chester County's EV Future

TMACC, in partnership with Chester County Planning Commission, recently hosted a leadership briefing at Chester County Library on the status and future of EV charging infrastructure.

The event highlighted state and federal funding opportunities, TMACC's role as a regional resource, and how municipalities and developers can take advantage of new planning tools to support electric mobility.

As more residents consider electric vehicles—and as state climate goals become more urgent—building out a robust, reliable, and equitable charging network is essential.

"TMACC will continue to lead conversations around access, equity, and readiness," said Executive Director Tim Phelps. "The EV transition is here. Let's make it work for everyone." ♦



GET TO WORK,  
safely.



One is commuting to work.  
One is working.  
Be aware of one another  
and beware.

As advocates for safe commuting throughout the county, the Transportation Management Association of Chester County is the comma in the headline.

We're all about commuters, period.



610-993-0911 | [www.tmacc.org](http://www.tmacc.org)





# Pedals Over Puddles: Memorable Morning in Chester County

## This past May, Bike to Work Month saw cycling enthusiasts nationwide dusting off their bikes and hitting the road.

Thursday began like many typical spring mornings: overcast skies, a light mist in the air. But what followed was far from ordinary.

More than 40 riders laced up and showed up for TMACC’s 14th Annual Bike to Work Day. While the weather might not have made headlines, the energy in the air certainly did. Colleagues and friends from across Chester County came together to ride in support of a cleaner, healthier, and more connected community.

From the Chester Valley Trail to Cedar Hollow Park, the ride was filled with small but meaningful moments that made a big impact. Whether it was a quiet smile between coworkers who don’t often cross paths, a rider helping to guide the peloton across a busy street, or simply the unmistakable feeling of being

part of something larger than ourselves, the morning was a reminder of the power of community.

A huge thank you to our amazing partners—Keswick Cycle, the Chester County Park Rangers, Tredyffrin Police, Bike Chester County—and to every company that rallied a team to participate.

Special congratulations to Oracle and the Chester County Planning Commission for taking home the coveted “Bike Taxidermy Trophies.” But truly, every rider who braved the mist was a winner.

Thank you for believing in the power of two wheels over four. Let’s keep pedaling forward, together. ♦



## TMACC’s Veterans Gift Drive Delivers Comfort and Gratitude

Veterans Day 2024 marked the launch of TMACC’s annual Veterans Holiday Gift Drive, a tradition that supports veterans served by the Coatesville VA, particularly those transitioning into permanent housing. Coordinated through TMACC’s Foundation for the Improvement of Transportation (FIT), the drive collects household essentials to help veterans furnish their new homes and reduce out-of-pocket costs.

The gift drive began in 2014 through the efforts of Betty Shaw, former TMACC staffer, and has grown into a full-scale community initiative with the support of local partners and members. Each year, TMACC collects donations through its Malvern office and an Amazon Wish List, using both in-kind and monetary gifts to purchase bedding, cookware, small appliances, and other necessities.

The Coatesville VA, a key stop along TMACC and Krapf Transportation’s Coatesville Link bus route, has praised the program for filling crucial gaps for veterans in transitional housing. With the help of longtime partner Krapf Transportation, gifts are delivered directly to the VA, providing comfort—and a sense of home—for those who served.

To learn more or get involved next year, visit [www.tmacc.org](http://www.tmacc.org). ♦



**Share-A-Ride** is a resource where employees can discover sustainable travel options like carpool, vanpool, transit, bike and walk. You can also record your sustainable trips and earn rewards.

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### ✓ Get Rewards

Redeem your commute points for restaurant coupons, retailer discounts and tickets to shows and attractions.



**Join Share-A-Ride ▶ Find Rides, Record Your Trips and Get Rewards!**



# TMACC Named One of 2025's Best Workplace for Commuters

TMACC is proud to share that we have once again been named one of the nation's Best Workplaces for Commuters—a recognition that celebrates our commitment to providing exceptional, sustainable transportation benefits to our employees and our region.



Presented by the national Best Workplaces for Commuters (BWC) program, this award honors organizations that meet the BWC Standard of Excellence—a benchmark for offering forward-thinking commuter benefit programs that support economic efficiency and environmental responsibility.

“TMACC is humbled to receive this national recognition for the third year in a row,” said Tim Phelps, Executive Director of TMACC. “We proudly continue to be a resource between the public and private sector to advance equitable, safe, and sustainable multimodal transportation solutions for Chester County.”

TMACC joins a prestigious group of over 600 employers across the U.S. who are helping shape the future of how Americans get to work—collectively transforming commuting for more than 1.7 million people. Recognition is based

on providing high-level transportation benefits to employees, including options like transit subsidies, telework, ridesharing, and bike facilities.

More than just a recognition program, BWC offers tools and advisory services to help organizations build strong commuter programs from the ground up—everything from web-based planning tools and training to case studies and webinars. For TMACC, the award not only reflects what we provide internally, but also the work we do to help other employers do the same.

As Chester County’s go-to resource for sustainable transportation practices, TMACC remains committed to supporting our region’s growing need for smarter, more connected ways to commute. ♦

Interested in becoming a Best Workplace for Commuters in 2026?  
Learn more about what TMACC offers at [tmacc.org](https://tmacc.org).



**TAKE ACTION: Tell State Lawmakers**  
State lawmakers need to hear from you. Tell them your story. Let them know reliable, affordable SEPTA service matters – to you, your family, and your community. Tell Harrisburg to pass new transit funding and save your seat before it’s too late.





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