

# ChesGO!

Improving the ways people move throughout Chester County since 1992.

## Moving Forward

SEPTA Goes Deep and Long to Revolutionize Regional Public Transportation

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Winter bike commuting tips.

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### Connecting CVT & SRT

Counties connect major regional trails with a game-changing spur!

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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,
- 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)

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A vital, new trail connection is set to open in March, connecting the CVT and SRT. [Page 20](#)

# Zooming Along

**This winter is hitting different. As far as snow goes, only a trace amount in Chester County thus far and there have been more spring-like days than the deep freeze commuters have come to expect.**

Usually, by this time in the season we're measuring snowfall in feet. Other parts of the country are dealing with winter's wrath, but the Delaware Valley's Winter of 22-23 has most assuredly entered like a lamb.

Contrast that mild winter—which still might record the region's latest snowfall—with the aggressive nature of some of the projects showcased in this edition of *ChesGO!* Transportation Management Association of Chester County has rounded up some juicy stories to talk about, since we can't talk about the weather!

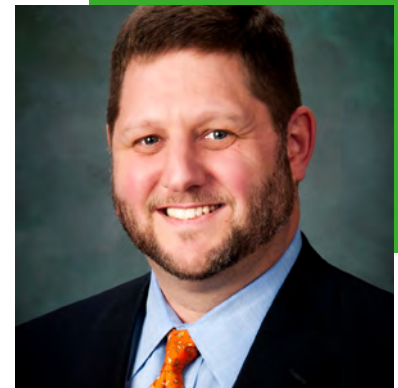
Issue 2 (Winter 2023) of TMACC's official magazine for commuters highlights regional advancements that will benefit Chester County commuters.

TMACC remains the best advocate for commuters and their employers in a rapidly evolving environment. There's so much progress being made in the

region that you might miss it if you're not paying attention...that's *ChesGO!*'s reason for being!

All of the progress TMACC is reporting on is happening in PennDOT's District 6 and a good deal of that progress is thanks to District 6. What's District 6, you ask...we're going to tell you as we profile the department responsible for more than 3,500 miles of roads and 2,760 bridges in Chester County.

Sometimes, when we think of TMACC's relationship to roads and bridges, organizations, departments and systems, we tend to forget that there are humans behind every initiative. From the eyes of the engineers to hands on shovels, it is people that get projects conceptualized, funded, and completed. In this issue we salute the face of PennDOT's District 6, and applaud all of the people that make life better for the Chester County commuter. ♦



**P. Timothy Phelps**  
Executive Director

# MOVING FORWARD

## SEPTA Goes Deep and Long to Revolutionize Regional Public Transportation

**T**his is a story about planning. It's about the extreme effort SEPTA has gone through to plan the very best improvements to the region's public transportation systems, namely rail and bus.

This is not a story that will detail what those improvements are because, like any great plan, the details take effort and time to develop. And the effort SEPTA has put into *The Bus Revolution and Reimagining Regional Rail* has been extreme.

In 1963 Pennsylvania legislature created the Southeastern Pennsylvania Transportation Authority to coordinate multiple transit and railroad companies. In its first decade SEPTA acquired a significant number of transportation companies and, with that, absorbed their

responsibilities throughout the city of Philadelphia.

In the 70s SEPTA cracked the suburbs, acquiring the companies that would become infamous tendrils out of the city into the bedroom communities of Bucks, Delaware, Montgomery, and Chester Counties.

By the early 80s the region had undergone a public transportation revolution of sorts, as travel upon SEPTA's growing assets became more and more connected.

As the years went along, SEPTA's deficiencies, particularly outside of Philadelphia County and the city proper, we slowly revealed. Some derelict lines under SEPTA ownership have been converted to rail trails—also viable for commuting—and service was decreased on existing lines. Proposals to establish service where there is great demand—like cross-county commuter rail went unfulfilled with dubious rider projections.

“Every funding decision for public transportation is based upon ridership studies that yield usage numbers,” says Tim Phelps, President of Transportation Management Association of Chester County. “If the numbers aren't there then funding will not be approved.”

But the numbers are dependent on accurate research—snapshots of current reality and how the region will look in 5, 10, and 20 years.

#### REVOLUTIONIZING PUBLIC MOBILITY

SEPTA has the 6th-largest U.S. rapid transit system by ridership, and the 5th largest overall transit system, with about 302 million annual unlinked trips. It controls 290 active stations, over 450 miles of track, 2,350 revenue vehicles, and 196 routes. It also oversees ADA and customized community transportation (CCT) services in Philadelphia and across the region, which are operated by third-party contractors.

SEPTA knew change was necessary, but the process and procedure—especially if done with an eye on those longer milestones—is daunting. Maybe no other system is as complex as regional transportation. Complex to use, complex to talk about and, most of all, completely complex to modify.

In September 2021, SEPTA proposed rebranding city transit services as the “SEPTA Metro”, in order to make the system easier to navigate. In March 2022, SEPTA revised the SEPTA Metro proposal based on feedback from a two month-long outreach period between September and October 2021.

Now, three extensive planning initiatives are underway that will usher in the new vision established in the SEPTA Forward.

*SEPTA Forward* is the agency's 2021-2026 strategic plan that includes what have been called seismic changes in three parts—*Reimagining Regional Rail*, *the Bus Revolution*, and the *Trolley Modernization Project*. Obviously, the Regional Rail and Bus modifications outlined in the comprehensive plan are important to Chester County commuters.

*SEPTA Forward* is an ambitious commitment to transit planning and investment that aims to attract new and returning riders to the system and provide greater access to jobs and economic opportunity. The system-wide redesign—the first in SEPTA's history—is planned as cost-neutral, meaning the agency does not intend to add additional service to the network.

After learning how to do community engagement safely in a pandemic, SEPTA has tallied 20,000 survey responses, 200,000 visits to project websites, and discussions with 10,000 people at pop-up events connected to *Reimagining Regional Rail* and the *Bus Revolution* processes.

“ The upshot for the future is, people require more flexibility and frequency. ”

### THE FUTURE RIDES A BUS

SEPTA is undergoing a bus revolution! Fueled by the desire to improve a system that has never been comprehensively upgraded, the current plan is a data-driven approach, the result of intensive rider surveys and information gathering throughout 2022.

The draft of the full plan started in October and is in its final phases now with expected approval coming in March. The final plan must be reviewed and approved by the SEPTA board, of which two members have a Chester County focus.

Although many routes and services have been added and removed over the years, the system that first came online in the early 1960s has not been completely evaluated and comprehensively improved in a generation.

SEPTA's *Bus Revolution* grew from declining ridership and nowhere is public transportation lower than in a suburb like Chester County.

An earlier initiative called the *Frequency Project* attempted to attract riders back to the system and to ensure high frequency service for current riders. Then the pandemic hit.

The biggest obstacle for *Reimagining Regional Rail* and *Bus Revolution* thus far has been community engagement. *The Bus Revolution* officially kicked off in February 2021, when

the city was still grappling with the effects of COVID-19.

Still, SEPTA's team has undertaken a Herculean effort with clear vision and purpose.


"SEPTA *Forward: Bus Revolution* aims to make riding the bus an easier, faster, more reliable and more competitive option for more people," says Ryan Judge, Director, Strategic Planning & Analysis for SEPTA.

The ambitious program launched in 2021 and is SEPTA's first ever comprehensive redesign of a bus network that came online in the 1960s and has entered 2023 without an all inclusive evolution.

The goals of public transportation advocates and Chester County employers are being addressed. In an initial report called *State of the Bus System* published in January 2022, SEPTA created the objective of improved job and destination accessibility and service intensity.

In another report, SEPTA demonstrated interest in the idea of equitably shifting service from low- to high-demand routes.

"It's not just about putting the lines on the map," says Dan Nemiroff, manager of planning programs at SEPTA. "It's about identifying ways to manage the routes proactively so that we maintain consistent frequencies."



**SEPTA *Forward: Bus Revolution* aims to make riding the bus an easier, faster, more reliable and more competitive option for more people.**

Population and job density are among the most important considerations when evaluating service levels.

*The Bus Revolution* is a massive project that, although in its final planning stages, will take years to implement but some riders could start feeling the effects of the revolution this year.

The upshot for the future is, people require more flexibility and frequency. Public Transportation is going to have to more closely resemble ride sharing or car service.

### REGIONAL RAIL RENAISSANCE

*Reimagining Regional Rail* will transform SEPTA's Regional Rail service, another public transportation system that has not seen comprehensive evaluation and upgrade in a generation. SEPTA's plans also have the potential to make the system useful for all kinds of trips—not just commuting to work.

With a long-term goal of fully electrified rail connecting the entire region, SEPTA's reimagining of area passenger rail is about more than commuting. The new plan placed special focus on increasing daily usage.

"We started with investigating how do we improve service," says Judge. "We've modeled many different scenarios and examining 15, 30 and 60 minute frequencies. Closer to city will likely be 15 minute frequencies."

SEPTA presented three potential scenarios for *Reimagining Regional Rail* in spring 2022—one that focused on coverage, one that focused on frequency in the central city, and one that promises faster, express service on some of the system.

For the past year SEPTA has been researching options, setting goals, conceptualizing solutions, and conducting feasibility studies. After compiling massive amounts of data the multi-year plan is expected to be approved in April.

In Chester County, reimagining rail service could mean more frequency for commuters. The Paoli-Thorndale line is part of the

Keystone Corridor managed by Amtrak with whom SEPTA partners on larger modifications in the plan.

There is talk of extension of service to Coatesville and Coatesville station being rebuilt as Downingtown and Paoli recently were.

SEPTA is a partner with Amtrak and PennDOT in a lot of the larger projects like the new \$50 million Paoli station. Downingtown station is scheduled to undergo similar transformation in 2024 and Coatesville is under construction.

The plan will include short term solutions that rail commuters and passengers will notice right away—things like schedule modifications and fare adjustments to improve the system as it is used. Other larger projects like new infrastructure, comes in the way of capital improvements that could take years.

“Two of the region’s largest and most complex systems are being reinvented based on the collective needs of the people and communities they serve.”

*Reimagining Regional Rail* on 100 year old infrastructure is an extremely complex process, chapters are reviewed to make up the master plan. While in final phases, plans are still being analyzed internally by SEPTA, but the completion of *Reimagining Regional Rail* will take all of 30 years.

Development on a passenger rail into Chester County through Phoenixville is being spearheaded by a different group who is, while encountering different obstacles, putting forth a similar effort.

*Continued on page 23*

CHECKOUT:  
**HOW TO SEPTA!** Page 14

## One of Chester County’s most popular destinations, Longwood Gardens receives thousands of visitors each season and employs more than 400 commuters.

**Longwood Gardens** is a botanical garden that consists of over 1,077 acres of gardens, woodlands, and meadows in Chester County’s Kennett Square. It is one of the premier horticultural display gardens in the United States and is open to visitors year-round to enjoy native and exotic plants and horticulture (both indoor and outdoor), events and performances, seasonal and themed attractions, as well as educational lectures, courses, and workshops.

As a large regional employer and one of the largest tourism draws, Long-

wood Gardens sees value in TMACC’s vision to improve transportation, access, and air quality. SCOOT, our Chesco-Bus route that serves southern Chester County traveling from Oxford to Kennett Square actually has a stop at Longwood Gardens.

TMACC would like to officially welcome Longwood Gardens as our newest member. We look forward to partnering with them on reducing rides and improving commuting in Chester County!



1001 Longwood Road,  
Kennett Square, PA 19348  
[www.LongwoodGardens.org](http://www.LongwoodGardens.org)

# THANKFUL FOR

# Chescobus

**KENNETT SQUARE**

**OXFORD**

**SCOOT**  
ALONG ROUTE 1

**COATESVILLE**

**PARKESBURG**

**LINK**  
ALONG ROUTE 30

ACCESSIBLE

BIKE FRIENDLY

**FIND THE SCHEDULE & PLAN YOUR COMMUTE AT** [TMACC.ORG/CHESCOBUS](http://TMACC.ORG/CHESCOBUS)

## Sustainable Transportation Solutions for Chester County

For over 25 years the Transportation Management Association of Chester County (TMACC) has worked closely with municipalities to provide multimodal solutions to reduce traffic congestion and improve air quality. Our wide variety of members and multimodal expertise help improve municipal comprehensive plans and transportation projects.

### Contact TMACC, Chester County’s Multimodal Experts Today!

We will provide you with our knowledge and experience in multimodal consulting to assess your commuter needs and make suggestions to improve your mobility.



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



# A Good Path for Great Valley!

Connecting workers to retail, sans cars

## A small, but highly effective improvement at Malvern's Great Valley Corporate Center (GVCC) will connect employees with The Grove Shopping Center, a popular collection of restaurants and services.

Positioned right at the confluence of Route 29, Swedesford Road and Liberty Boulevard, The Grove is an extremely easy destination to reach by car but what about the car-less?

TMACC originally identified the need through a TCDI grant which sought to connect Paoli Station and GVCC.

In an effort to promote alternative transportation, particularly for trips under a mile like, say, for lunch meetings or Happy Hours, TMACC is delighted to report that the Corporate Center is getting a helpful connector trail installed by property manager **Workspace**.

There were no sidewalks installed when GVCC was first developed, and it's been

difficult to get some property owners and managers to add them in, so the new trail is quite welcome.

The multimodal trail stretches the entire length of the 40 Liberty Boulevard property line along Swedesford Road, totaling just over 1,000 linear feet, and will connect to the paths already built on the neighboring properties of 45 Liberty Boulevard and The Grove.

While undertaking various land development improvements for their existing tenant at 40 Liberty Boulevard, which included an expanded parking lot and a new 2,500 SF patio, Workspace partnered with East Whiteland Township whose 2019 multimodal transportation plan guided the project.

*The new GVP Workspace Trail is complete! Installed along Swedesford Road, the new pedestrian and bike friendly asphalt trail connects office complexes directly to The Grove!*



Continued on page 23



# 2 Wheels in Winter

**Just because the seasons change doesn't mean you need to stop commuting by bike.**

Imagine beautiful Chester County, Pennsylvania in the early light of a brisk winter morning. Songbirds are chirping blissfully, and the sun glows poetically. The temperature is below freezing but the setting is serene and pristine. A thin blanket of fresh white snow covers everything in sight; the cars, the roads, the trail...

As Pennsylvanians, we all know just how beautiful the winter months can be. Still, most of us would prefer the comfort of warmly working remotely or heating up the car before our commute.

Weather can take a serious toll on our morale, motivation, and sometimes even mental health.

Seasonal Affective Disorder (SAD) is a clinically diagnosed depression caused by... winter!

It is thought that shorter days and less daylight may trigger a chemical change in the brain leading to symptoms of depression. Light therapy and antidepressants can help treat SAD.

But you know what else can help? Getting outside! One way to do that is to continue to commute by bike in all types of weather.

When it comes to cycling, both professionals and commuters may experience difficulty in finding the motivation to ride their bike during the colder months. Not to mention, the winter season also means icy roads, mucky salty conditions, and low visibility.

That all sounds positively avoidable and probably makes you question why you would ride outside this time of year, but winter commuting can also be a magical experience that only a select few take the opportunity to experience.

There's an old saying used by heartier Chester Countians and cold-weather adventurers throughout Pennsylvania, "there's no bad weather, only bad gear."

With the right preparation of ingredients, anyone is able to enjoy the beauty of cycling during the winter months.

### LET'S GET STARTED!

To the beginning winter commuter, it might seem overwhelming trying to decipher the difference between what you need and what companies want you to believe you need.

To gain some insight, we talked to a couple of local bike shops including the **Trek Store** in Pottstown and **Twisted Cog** in Phoenixville. As with any other cycling issue or question, your local bike shop has the knowledge, experience and customer service combination to get you as prepared as possible for cold weather commuting.

“With the right preparation of ingredients, anyone is able to enjoy the beauty of cycling during the winter months.”

Ed Bush, the helpful owner of Twisted Cog and Mark Taylor, Trek Store mechanic and 30-year bicycle industry veteran, offer their recommendations for the perfect preparation to stay warm without blowing your budget.

When investing in gear, Mark Taylor recommends wool base layers (undershirt, long underwear and socks).

Cycling base layers can be pricey but are the one item—besides your bike—that you shouldn't skimp on. Wool base layers offer excellent wicking, odor resistance, and they retain insulating properties even when wet.

Along with wool base layers, warm gloves are critical. When choosing gloves Mark's best advice is that trial and error is needed.

## WINTER COMMUTING BASE

Take it from the pros. Here are some recommendations for a perfect preparation to stay warm without blowing your budget.

- 1 Wool Undershirt
- 1 Long Underwear
- 1 Pair of Wool Socks
- 1 Pair of Gloves
- 1 Pair of Comfortable, Warm Shoes



## “...there’s no bad weather, only bad gear.”

“Not everyone runs the same temperature,” he says. “Some cold weather riders may need a breathable, lightweight glove while others will require a thicker mitten when braving the cold.”

“Having spent about 15 years of my adult life car free, I was forced to figure out how to ride a bike comfortably in any weather,” adds Ed Bush whose popular shop is right off the Schuylkill River Trail on Bridge Street in Phoenixville. “Nearly half of that time I worked as a bike messenger in Philadelphia so there was no hiding from the elements.”

Both retail stores stock lots of commuter bicycles and winter clothing that makes the ride to work enjoyable under any circumstances.

Twisted Cog’s main clothing brand is Endura, a Scottish company.

Endura offers the most comprehensive line of winter clothing that I know of,” Ed says. “This year I splurged on a pair of their winter cycling pants which keep me toasty warm well below the freezing mark.”

Now that we have our base ready to go, let’s add layers.

According to Mark, this can be a money saving step, as you probably already have what you need in your closet. He recommends a “light sweater and an outer layer to slow or stop wind.”

“One common misconception,” he adds, “is that waterproof layers are necessary for winter commutes.”

Waterproof material generally does not breathe fast enough and the rider can get soaked with sweat from the inside. Breathability is paramount to comfortable and safe cold weather commuting.

Instead, try a wind shell on top to keep the heat in and wind resistant pants over your wool layer on the bottom.

“The biggest complaint we hear from folks trying to stay warm on the bike during winter is cold fingers and toes,” recalls Ed. “I’ve found that keeping your core temperature a bit higher than you think you need to helps maintain comfortable extremities.”

If you’re having an impossible time keeping your hands warm, commuting cyclists might try “pogies” – basically a giant pair of mittens that attach to your handlebars. Popular brands for these are Bar Mitts, 45 North, and Wolftooth.

“They may look silly,” Ed says, “but they’re guaranteed to keep your hands warm,” adding, “It’s also a good idea to keep a packet of hand and toe warmers with you in case your fingers and toes get cold unexpectedly. They can be a real life saver.”

### COMMUTER BIKE NECESSITIES

A few simple accessories that can make your cold weather commutes more enjoyable and safer.

- 1 Wind Shell
- 1 Wind Resistant Pant
- 2 Thick Tires (2")
- 2 Fenders (Front and rear)
- 1 Front White Light
- 1 Rear Red Light



For the feet, Mark recommends flat pedals which makes footwear choices simpler, and allows for a more casual ride which commutes generally are. With flats you can wear whatever shoes are comfy and warm for you.

Keep in mind any shoes will most likely get wet and dirty during the commute so you may have to travel with a work pair or have some stashed at work.

If you're someone who must clip in, winter shoes are a must have. Shoe covers or "booties" are designed to be worn over your clipless cycling shoes to retain heat and block wind.

"They do the job, adds Ed, "but true winter cycling shoes typically do better."

Once you have the gear for your body, the next step is the bike and the bike's gear.

Many bike brands market high end commuter bikes but, of course, there are very nice alternatives as well. Both Twisted Cog and the Trek Store carry a wide selection of commuting options in a spectrum of price points.

Almost any bike shop or outdoors store will offer countless pieces of clothing made with all the latest technology to keep you comfortable, warm and safe during winter commutes, but Mark says, "Old mountain bikes make excellent commuter bikes. Plenty of room for fenders and 2" tires for a comfortable ride in any conditions."

To set your bike up for commuting a "must have" are lights in front and rear during the day and night to increase visibility during the gray season. When it comes to tire pressure make sure to run them at a lower pressure to increase traction on wet/gritty/snowy terrain. This will make a huge difference in traction and doesn't really slow you down as much as one might think.

Mark's secret weapon for commuters bikes is a fender. Fenders will not only keep you clean and dry but also keep damaging salt off of your drivetrain that can easily rust and corrode.

Once you've acquired the proper gear for yourself and for your bike, you're ready to ride but remember to slow down. You'll create less wind chill, have more time to see hazards and be able to soak in the scenery and enjoy the quiet of the winter months.

**Now plan your route and let's commute in any weather! ♦**

Special thanks to:



**Bob Dredge**  
Vanguard

*"I bike commute between my home in East Coventry Township and my job at Vanguard in Malvern...mostly on our great Schuylkill River and Chester Valley trails. I love the fact that I can enjoy the outdoors, improve my health and well-being, and support our environment in lieu of doing the same trip by car. As for winter bike commuting, layers (of clothing) and lights make it the same as commuting any other time of the year!"*



**Jim Williams**  
Vanguard

*"I've been bike commuting to various Vanguard buildings for 30+ years. Last spring, I bought an e-bike which has been a game-changer allowing me to do my entire commute (20+ miles each way), three days a week in all but the worst weather. The best part is that I stay off of Route 422 and arrive at work and home relaxed and refreshed."*

# HOW TO SEPTA!

**Let's face it, as suburbanites many of us have never enjoyed the convenience and pleasure of using public transportation only because it has never been a necessity.**

Now however, with a Bus Revolution and Reimagined Rail on the horizon, it might be a good time to consider the benefits of mass transit. Chester County's SEPTA options for commuters are scheduled to improve based on ridership need, so let's familiarize ourselves with the process!



## HOW TO RIDE SEPTA RAIL

### 1. **Get the SEPTA APP:**

Download the free, easy-to-use app from your phone's app store. This app will provide all of the information you need right in the palm of your hand.

### 2. **Go to your station.**

If the ticket office is open you can purchase a ticket to your destination. You can also do this on the train or you can acquire a SEPTA Key® at [www.septakey.org](http://www.septakey.org)

### 3. **Using SEPTA Key®?**

If you are using a SEPTA Key card, tap the card on the Platform Fare Validator to "open" your trip.

### 4. **Take a seat.**

Once on board, take a seat, and watch/listen for your stop.

### 5. **Relax and enjoy the ride.**

The Conductor will move through the train checking Quick Trips and SEPTA Key cards.

### 6. **Welcome to your destination!**

Wait for the train to come to a complete stop, for the Conductor to open the train door, and then exit.



## HOW TO RIDE SEPTA BUS

### 1. Get the SEPTA APP:

Download the free, easy-to-use app from your phone's app store. This app will provide all of the information you need right in the palm of your hand.

### 2. Get SEPTA Key®:

Acquire SEPTA's convenient pass, the flexible way to pay. With the SEPTA Key all bus fares are \$2 for the first ride and \$1 for transfers—without it you'll need exact change. Get your SEPTA Key at [www.septakey.org](http://www.septakey.org).

### 3. Go to your bus stop or station.

### 4. Board the bus.

Passenger etiquette tip: Let people off before getting on.

### 5. Tap it.

Tap your SEPTA Key card on the "validator" located next to the Bus Operator.

### 6. Take a seat

Relax and watch for your stop.

### 7. Request a Stop.

To request a "stop", pull the yellow cord. Exit the bus once it comes to a full stop.

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 | [SEPTAbusrevolution.com](http://SEPTAbusrevolution.com) | [busnetwork@septa.org](mailto:busnetwork@septa.org) | 267.291.6045

# Helpful Hints

for First Time Riders:

## Save on Parking

Most stations offer low cost parking for commuters.

## Be Courteous

- Yield seats to Seniors & Disabled Riders.
- Don't share your music—use earbuds or headphones.
- Keep phone calls brief, talk in a low voice, don't use the speaker, mute the ringer.

## Be Safe

- Always stand behind the yellow line.
- Wait for the bus or train to come to a complete stop before boarding.

## Shhhhhh...

The first car of trains with three or more cars is the Quite Car.

## Hungry?

Drinks (in containers with a resealable lid) and light, small snacks are OK on board.

## Be Responsible

Check that you have all of your belongings before leaving the bus or train. Be alert for unattended bags or items! You are responsible for your belongings.

## Exit Smoothly

Speed everyone's journey—exit by the center doors.

# KNOW YOUR ROADS: PennDOT District 6 Covers Chesco and More.

**The name PennDOT is thrown around a lot in ChesGO! and everywhere else people are discussing local roads and transportation.**

Let's face it, besides the weather, Chester County roads are a very popular topic. But PennDOT is a massive department in the Commonwealth administered by the Pennsylvania Secretary of Transportation, currently Michael Carroll.

PennDOT supports over 40,500 miles (65,200 km) of state roads and highways, about 25,000 bridges, as well as new roadway construction. The only roads not managed by the department are those supported by counties, local municipalities, and the PA Turnpike which is administered by the Pennsylvania Turnpike Commission. In Pennsylvania, the department of transportation also oversees other modes of transportation in either a supervisory or supportive role including aviation, rail traffic, mass transit, intrastate highway shipping traffic, motor vehicle safety & licensing, and driver licensing.

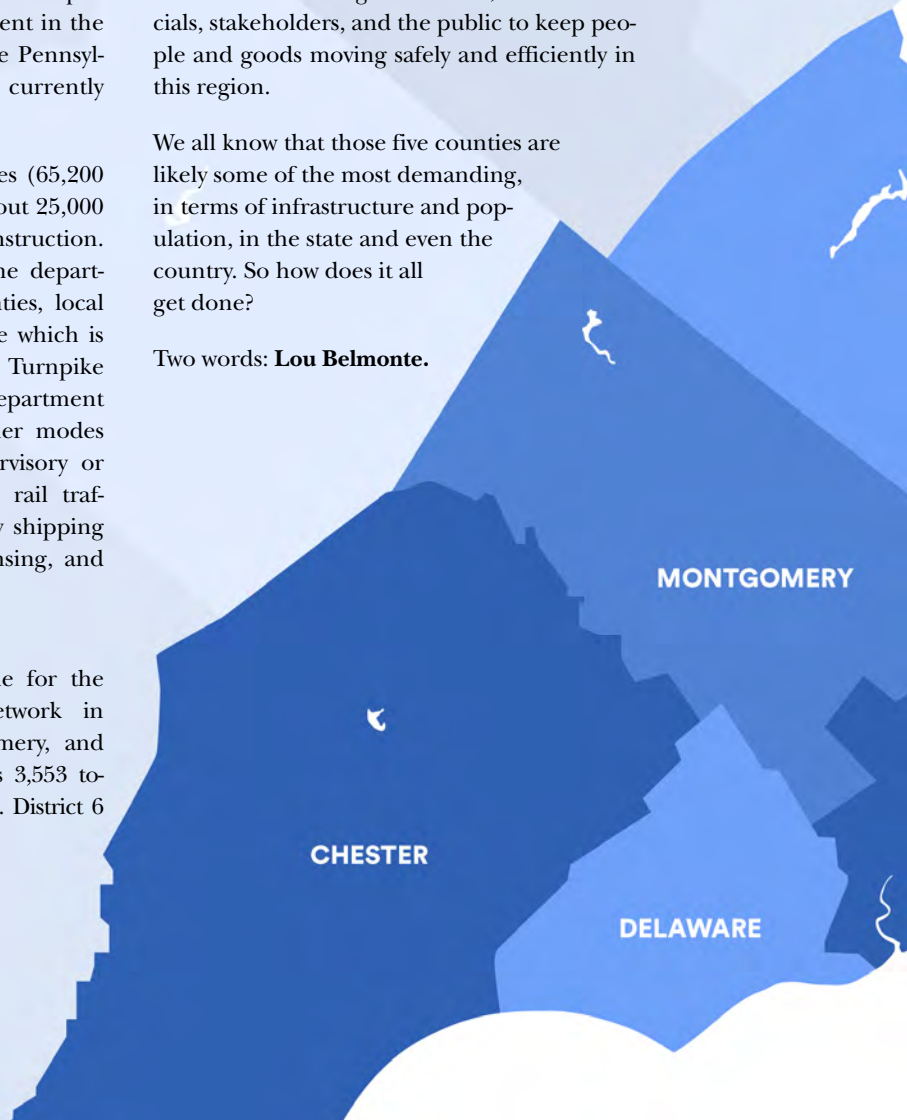
**That's a big list in a big state.**

PennDOT's District 6 is responsible for the state-maintained transportation network in Bucks, Chester, Delaware, Montgomery, and Philadelphia counties. This includes 3,553 total road miles and 2,760 total bridges. District 6

works very closely with groups like TMACC as well as with local governments, elected officials, stakeholders, and the public to keep people and goods moving safely and efficiently in this region.

We all know that those five counties are likely some of the most demanding, in terms of infrastructure and population, in the state and even the country. So how does it all get done?

Two words: **Lou Belmonte.**





# District 6 Chief Gets Things Done!

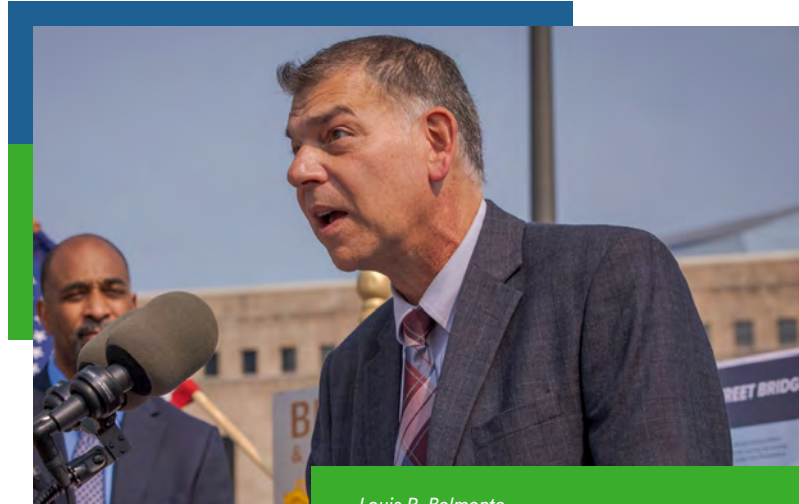
Louis R. Belmonte, Lou to those who have had the pleasure of working with him, is the human face of PennDOT's District 6, the busiest of all PennDOT regions.

Not only is Lou ultimately responsible for all of the 3,553 miles of state highway and 2,760 bridges within the five-county area, but he manages a workforce numbering in the thousands. Lou, and Lou's teams by proxy, interface with municipalities, business and organizations like TMACC to ideate evolutionary concepts and execute revolutionary projects. And he does it all with a smile.

"Lou has always been a person who has listened to the needs of projects which includes the human needs," says TMACC Executive Director Tim Phelps. "He has been a great advocate for the cycling community. When and where PennDOT was paving if they could add a wider shoulder to help provide a better road surface for cyclists, he would. It's all of the little things Lou does that makes him and District 6 special.

Belmonte was promoted to Executive Director of the state agency from Acting District Executive in August 2022.

Lou, who has been instrumental in some of Chester County's recent projects. also worked for nearly three years in the District 6 Maintenance Unit as a Maintenance Project Coordinator, and for eight years in the District 6 Construction Unit as a Resident Engineer and Civil Engineering Supervisor. He graduated from



Louis R. Belmonte  
Executive Director PennDOT District 6

Villanova University with a bachelor's degree in civil engineering.

In his 34th year with District 6, Lou consistently advances comprehensive transportation programs to enhance our large network and benefit citizens in Chester County and across the region.

According to PennDOT, "(Lou) possesses extensive engineering and managerial experience." As his duties increased in complexity and sophistication during his tenure with PennDOT Lou's name has become synonymous with the human face of transportation in Chester County and throughout PennDOT's District 6. ♦

## District 6 Accomplishments

42

Bridges Repaired, Replaced, or Preserved\*

297

Miles of Roadway Improved \*

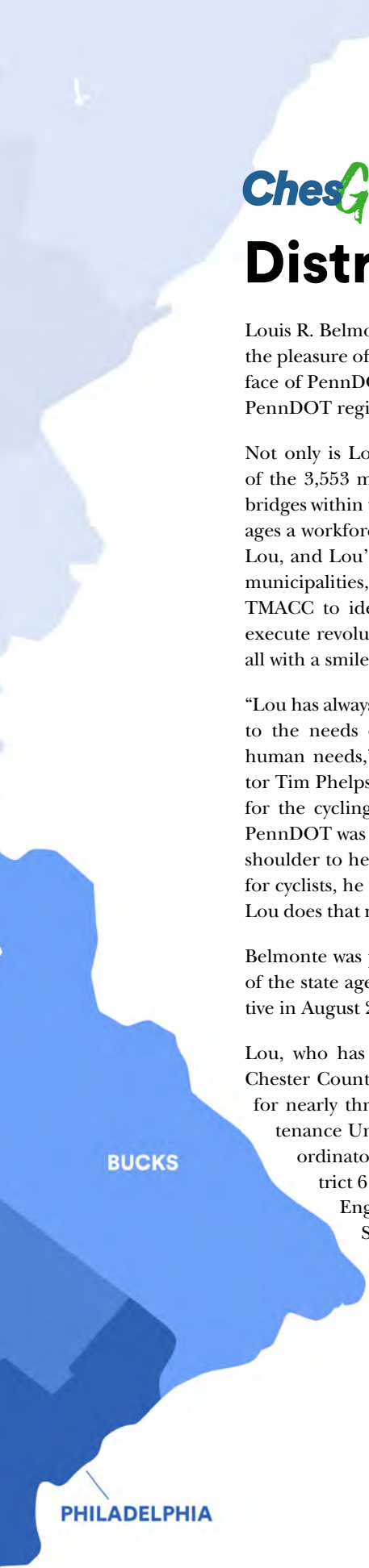
202

Projects\*

\$2.64

Billion in Projects\*

+ Underway or expected to start or go out for bid this year in District 6 | \* From January 2022 Through December 2022  
Source: www.penndot.pa.gov





## TMACC Member Bowman Consulting Group Awarded \$5 Million for 5-Year Open End Transportation Services Contract from PennDOT

**The Bowman Consulting Group Ltd. (Locally known as McMahon) recently announced that the Pennsylvania Department of Transportation District 6-0 has awarded the firm a \$5 million, 5-year open end contract for design services on the PA Route 100 at Exton Station project in West Whiteland Township, PA.**

The contract was awarded through the Company's wholly owned McMahon subsidiary (collectively with the Company, "Bowman"). Services to be provided under the contract include all preliminary and final transportation engineering and design activities, and construction consultation, which involves project management, administration and meetings, roadway plans, preliminary traffic control and signal design, survey, safety review and utility/railroad coordination.

The anticipated improvements on the PA 100 approach to Exton will include four distinct elements: (1) addition of a northbound lane from Pottstown Pike through the intersection with US 30 Bypass ramps; (2) shifting the existing travel lanes and the center median to accommodate an additional through-lane under the Amtrak/SEPTA and Norfolk Southern railroad overpasses; (3) modifications to Mountain View Drive intersection; (4) modifications to the Whiteland Woods Boulevard intersection.

"We have an extensive portfolio of successfully led projects in West Whiteland," said John Mitchell, PE, Regional Public Service Manager

at Bowman. "We are familiar with the challenges along Route 100 in this location and look forward to bringing the talents of our project team together to improve the safety and efficiency of this corridor for travelers. We appreciate the continued confidence PennDOT has shown in us through this award."

McMahon is a member of the Transportation Management Association of Chester County and a subsidiary of the Bowman Consulting Group, headquartered in Reston, Virginia. An engineering services firm delivering infrastructure solutions to customers who own, develop, and maintain the built environment.

With approximately 1,700 employees in more than 70 offices in the United States, Bowman provides a variety of planning, engineering, geospatial, construction management, commissioning, environmental consulting, land procurement and other technical services to customers operating in a diverse set of regulated end markets. Bowman trades on the Nasdaq under the symbol BWMN and more information can be found about the company at [Bowman.com](http://Bowman.com). ♦

# ANNIVERSARY MEMBERS!

## 25 YEARS

- Penn State Great Valley
- West Whiteland Township
- Krapf Transportation
- Hankin Group
- DFT Inc.
- Desmond Hotel Malvern
- PECO

## 10 YEARS

- City of Coatesville
- Delaware County Community College
- Elk Township
- New London Township
- AECOM
- Rubenstein Partners
- Michael Baker International
- McMahon a Bowman Company
- East Whiteland Township
- East Goshen Township
- One Digital
- Traffic Planning and Design
- Borough of Parkesburg
- Pennoni
- Borough of Downingtown
- Chester County Department of Emergency Services
- Westtown Township
- Urban Engineers
- Signal Service
- Upper Uwchlan Township
- Carroll Engineering Corporation
- Charlestown Township
- Gannett Fleming
- WSP USA
- Ray Ott & Associates
- Penn Medicine Chester County Hospital
- Penn Township
- Buckley, Brion, McGuire & Morris, LLP
- Friends of the Chester Valley Trail
- West Chester University
- Tredyffrin Township

Catch past events on YouTube!

Your ride is about to get easier.



FEB 14

### SEPTA Bus Revolution Chester County Edition

via ZOOM

Learn more about SEPTA's proposed *Bus Revolution* changes in Chester County's service network. Through a guided online presentation, SEPTA planners will share insight and facilitate a conversation with riders and employers on the proposed design.

More information and reservations at: [TMACC.org](http://TMACC.org)



APR 10

### Route 30 Project Update

Chester County Public Safety Training Center

Join TMACC for a breakfast meeting, Monday, April 10, 8-9:30am to learn about current and upcoming improvements to the Route 30 Corridor, and its ancillary projects of connecting highways, roads, trails and future alternative fuels designations.

More information at: [TMACC.org](http://TMACC.org)



### An additional note of THANKS to everyone who donated to the 2022 TMACC VA GIFT DRIVE!

We are so grateful for our members and the community who rally every year to provide gifts and support to local veterans and their families and help create a home for the holidays for them.

# Connecting CVT & SRT is HUGE!

**Counties connect major trails with game-changing spur.**

March 1 is the expected official ribbon cutting for the new Chester Valley Trail extension that will effectively connect Chester County's popular Chester Valley Trail (CVT) and the Schuylkill River Trail (SRT) in Montgomery County.

The Chester Valley Trail Extension is a 3.8-mile extension of the Chester Valley Trail. It will link the existing 14.5-mile portion of the Chester Valley Trail, which currently runs from Exton to King of Prussia, to the Schuylkill River Trail in Norristown. The Schuylkill River Trail runs along the Schuylkill River for 140 miles from the river's headwaters in Schuylkill County all the way to the city of Philadelphia. Many cyclists in

Montgomery and Chester Counties depend on the CVT and SRT to recreate and commute.

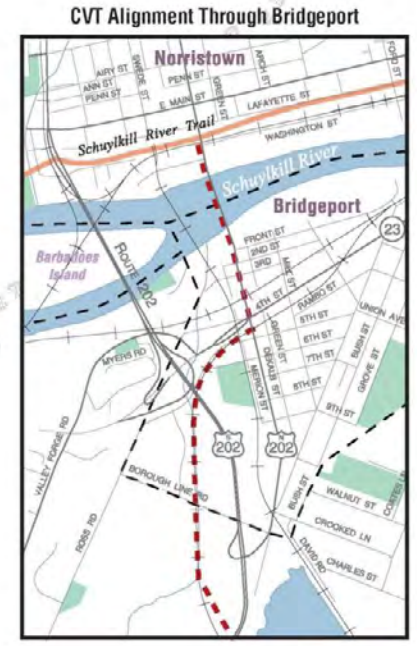
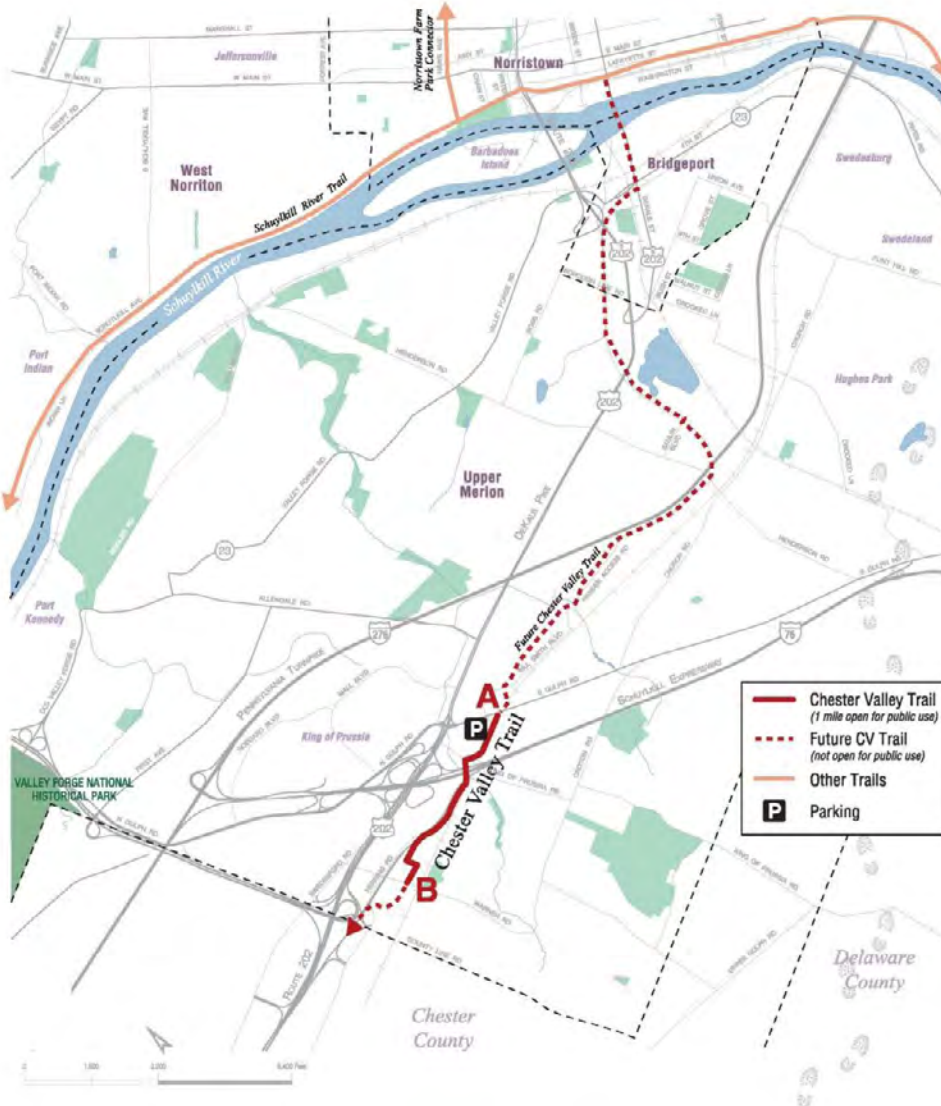
The connecting of these two important trails is another win for the Circuit Trails Coalition. Greater Philadelphia is the proud home of the Circuit Trails, a vast regional network of hundreds of miles of multi-use trails that is growing in size each year. The Circuit connects our local communities, providing endless opportunities for recreating and commuting.

The new 3.9 mile connecting trail will run through Upper Merion Township and the Bridgeport Borough to

Norristown, where it will then connect with the Schuylkill River Trail. Paved 12 feet wide, ADA accessible, off-road, and designed for both cyclists and pedestrians, the completed connecting trail cost \$20.2 million to complete.

The CVT connecting trail offers access to Philadelphia and the western parts of Montgomery County and now users of the CVT can travel to Phoenixville, Pottstown, and Reading west on the SRT or connect to the Perkiomen Trail and head North to Green Lane.

The project, which includes several new bridges, has been in the works for three years and was mostly funded with federal dollars. ♦



**Chester Valley Trail Mileage Chart**

	South Gulph Road	South Warner Road
A	1.0	0.0
B	0.0	1.0

# TMACC Named to 2023 Best Workplaces for Commuters List

The Transportation Management Association of Chester County and more than 600 other workplaces across the country have been named to the 2023 Best Workplaces for Commuters list, a record-breaking year for the Best Workplaces for Commuters organization.



The list includes Best Workplaces, Best Universities and Best Sites for Commuters across the U.S. continuing to provide high-level commuter benefits.

“This year we are excited to announce a record-breaking list of workplaces,” said Julie Bond, Program Manager for Best Workplaces for Commuters. “Employers that make this list demonstrate an exemplary commitment to their employees, offering commute programs, like telework, discounted transit passes, and bicycle-friendly amenities, that empower their employees to be successful at work while also supporting their individual needs.”

This year, BWC announced the new 2023 “Commuter Benefits Guide for Employer Fringe Benefits.” Commuter benefits encourage American workers to get to and from work in ways that reduce air pollution, improve public health, increase worker productivity, and reduce expenses and taxes for employers and employees. BWC also recognizes telework as a key benefit of a successful employee commuter benefits package, helping increase program adoption nationally.

To receive the designation, employers submit an application to demonstrate they promote transportation choices

“American workers are encouraged to get to and from work in ways that **reduce air pollution, improve public health, increase worker productivity, and reduce expenses and taxes for employers and employees.**”

Reach out to Tim Phelps ([tphelps@tmacc.org](mailto:tphelps@tmacc.org)) to find out how your company can take advantage of this accreditation.

STAY CONNECTED WITH TMACC:



TMACC.org

for employees that meet the BWC National Standard of Excellence. BWC members receive national recognition and access to an array of support services to strengthen their commuter programs, including webinars, benchmark surveys, guidebooks, and peer-to-peer networking opportunities. BWC also provides tools to help workplaces assess how commuter programs benefit their organizations, their employees, and the environment.

Best Workplaces for Commuters (BWC) is the national authority on recognizing and assisting workplaces that provide exceptional commuter benefits to employees. More than a recognition program, BWC provides the necessary assistance to create and sustain employer-provided commuter benefit programs, and offers recognition and tailored support for employers, universities, and sites. The program is hosted by the National Institute for Congestion Relief (NICR) at the University of South Florida with support from the Florida Department of Transportation. For more information visit [www.bestworkplaces.org](http://www.bestworkplaces.org). ♦

*Moving Forward continued from page 7*

### MOVING FORWARD

As indicated at the onset, this is a story about planning. Two of the region's largest and most complex systems are being reinvented based on the collective needs of the people and communities they serve. The volume and depth of planning required to achieve success with the bus revolution and train reimagining in a five county region whose centerpiece is the sixth largest metropolis in the country, is almost unfathomable.

Those involved in the planning, as well as the employers and riders who depend on the services, remain optimistic. With a greater emphasis on community engagement, SEPTA will be able to get the necessary buy-in from riders to achieve ambitious changes like fast, frequent buses that are seamlessly integrated into frequent regional rail service. ♦

*A Good Path for Great Valley continued from page 9*

"East Whiteland Township has been a great partner and we look forward to continuing to work with them on future projects to enhance our community," said Catherine Bianco, Director of Leasing for Workspace.

East Whiteland Township, and consultants including Chester Valley Engineering, Riley Riper Hollin & Colagrecio, and Joseph W. Davis, Inc. all contributed to making the trail project a success.

The Grove is a popular destination for employees who work in immediate proximity and also those who travel a bit further. Situated right off the Malvern/Great Valley exit of Route 202, the eclectic center includes dining destinations like Bomba Tacos, Sly Fox Taphouse, Chickie's & Pete's, Nudy's Cafe, and Clean Juice, as well as recreation and services like NovaCare Rehabilitation and Splitting Edge Axe Throwing.

"By providing infrastructure for multimodal transportation we can better connect the people, businesses, and services within our community, while getting cars off the road, reducing congestion, improving air quality, and enhancing the quality of life," adds Bianco. "We see the trail as a valuable amenity to not only 40 Liberty, but to the entire Great Valley Corporate Center as we endeavor to create a healthy work, live, play balance in the post-pandemic world." ♦



### Malvern Station Improvements

TMACC helps facilitate simple improvements to make public transportation hubs safer! The Malvern train station recently received new sidewalks, crosswalk striping and a reconfigured one-way parking lot for improved sight lines, pedestrian and vehicle safety.



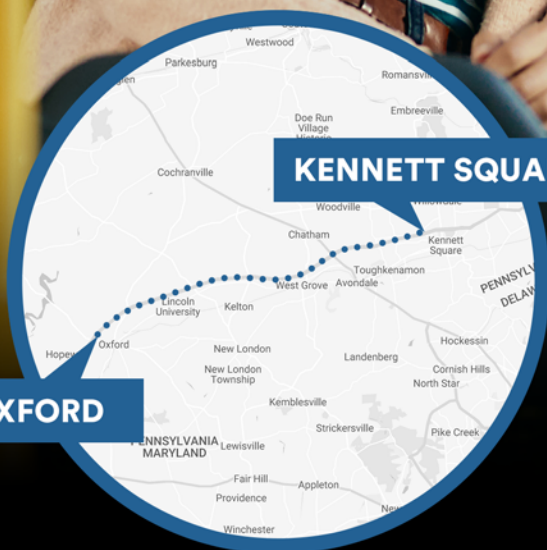
### West Chester Bus Stop

Market St. & Worthington St. in West Chester now has a new sheltered bus stop thanks to TMACC members!

Other recent infrastructure projects facilitated by TMACC partners included a new bus shelter in West Chester and Malvern train station improvements.

THANKFUL FOR

# ChescoBus



**KENNETT SQUARE**

**OXFORD**

**SCCOOT**  
ALONG ROUTE 1



**COATESVILLE**

**PARKESBURG**

**LINK**  
ALONG ROUTE 30

ACCESSIBLE



BIKE FRIENDLY

► FIND THE SCHEDULE & PLAN YOUR COMMUTE AT

[TMACC.ORG/CHESCOBUS](https://tmacc.org/chescobus)