



4 | Transportation Plan

Introduction

There are a number of options to address the key transportation issues and achieve the vision for Route 30. Land use planning, such as providing a mix of land uses and appropriate design guidelines, is one way to promote walking or biking, and thereby reducing congestion on the corridor. The land use planning elements of this plan are further described in Chapter 6. This chapter focuses on the transportation options that were developed and evaluated for the Route 30 corridor, including:

- Adding roadway capacity or widening
- Intersection improvements
- Access management strategies
- Roadway connectivity
- Infrastructure for walking and biking
- Infrastructure for riding transit
- Streetscape enhancements

Alternatives Development and Evaluation

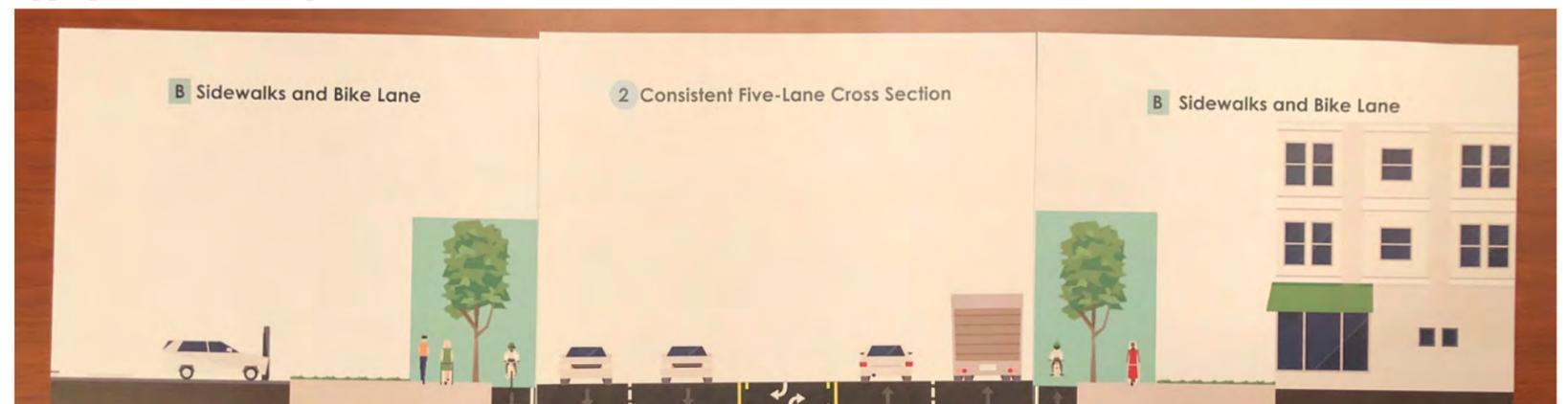
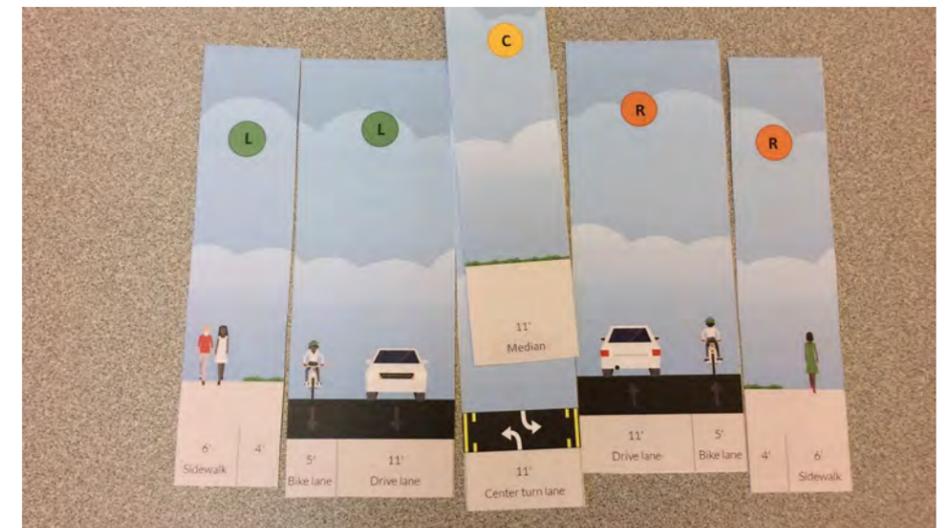
Identification of future demands on Route 30 was one of the first steps in the transportation alternatives development and evaluation process. Future traffic volumes were projected based on the Land Use Assumptions Report (LUAR) prepared for East Whiteland Township’s Act 209 Study. The LUAR includes a potential build-out analysis for Route 30 for the next decade. The future build-out analysis assumes Route 30 will develop and redevelop with a mix of uses, and the corridor could support approximately 690 additional residential units and over 1 million square feet of retail, restaurant, and office space.

Various transportation improvement alternatives for Route 30 were developed with the goal of addressing existing issues and supporting the future demands for multimodal transportation along the corridor. There is not a single improvement or solution to address the complex transportation issues along Route 30, but rather a combination of capital improvement and policy updates.

Building Blocks for Transportation Alternatives

Members of the Route 30 Committee and participants at the first community workshop helped to develop transportation improvement options for Route 30. At two separate meetings, the attendees were asked to “build” their future vision for Route 30 by selecting elements of a roadway typical section, including travel lanes, turning lanes, medians, bicycle lanes, on-street parking, and sidewalks. Figure 4.1 displays some of the typical sections that were “built” at these meetings. This exercise allowed participants to express their preference for the roadway configuration, including number of travel lanes, as well as appropriate bicycle and pedestrian infrastructure.

Figure 4.1 – Sample Typical Sections Developed by Participants at a Committee Meeting and Community Workshop



Options for Places to Drive

Two improvement options were considered to address traffic operations along Route 30. Each option has its own merits and differing levels of effectiveness in reducing travel time delay along the corridor and supporting multimodal transportation needs. Figure 4.2 illustrates the cross sections of the options. Figure 4.3 highlights specific intersection improvements and future traffic analysis for both options.

The first option involves maintaining the existing lane configuration and providing additional turn lanes at key intersections or bottlenecks. This option has less impact on properties along Route 30 compared to roadway widening. However, this option provides modest reductions in corridor delay and several intersections would still operate over capacity, particularly during the afternoon peak period.

The second option involves widening Route 30 west of Malin Road to match the lane configuration to the east by providing two lanes in each direction and a center turn lane, as well as additional turning lanes at select intersections. This would create a consistent five-lane configuration for Route 30 throughout East Whiteland Township and provide more significant reductions in congestion and delay along the corridor. This option is consistent with the vision in the Township's Comprehensive Plan and received strong support at the first community workshop.

While there was broad support for planning and providing a consistent five-lane cross section on Route 30, some concerns were expressed about the need and benefits of roadway widening. Several participants expressed concerns that a wider roadway would encourage higher travel speeds, create longer crossing distances for pedestrians, and discourage a pedestrian friendly environment. Others questioned the need or demand for the additional lanes, along with the potential impacts to properties and businesses along the corridor. Additionally, the use of right turn lanes to address intersection capacity affects the ability to place bus stops near controlled intersections where pedestrian crossings are most logical.

75% of responses at the first Community Workshop favored planning for a consistent five-lane cross section for Route 30

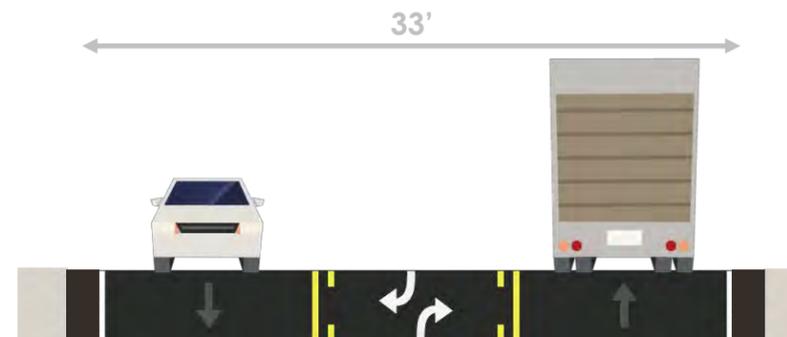
Figure 4.2 – Typical Sections for Two Options for Places to Drive

1 Current Lane Configuration

Plus additional turn lanes at select intersections

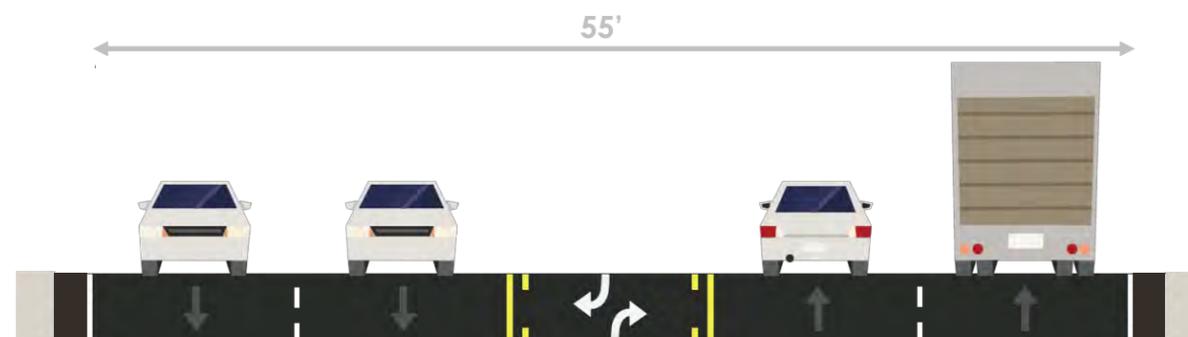
US 202—Malin Road (Western Section)

One Travel Lane in Each Direction with a Center Turn Lane



Malin Road—Township Eastern Border (Eastern Section)

Two Travel Lanes in Each Direction with a Center Turn Lane



2 Consistent Five-Lane Cross Section

Plus additional turn lanes at select intersections

Two Travel Lanes in Each Direction with a Center Turn Lane

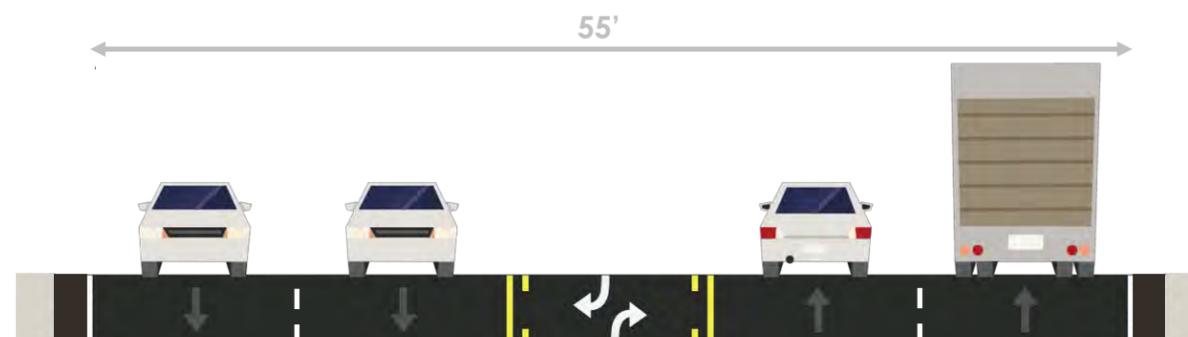
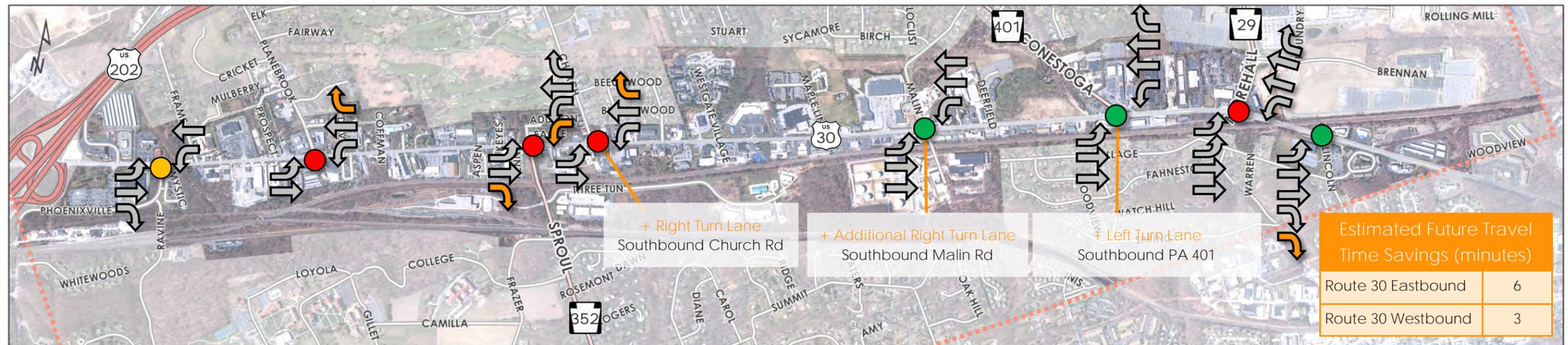
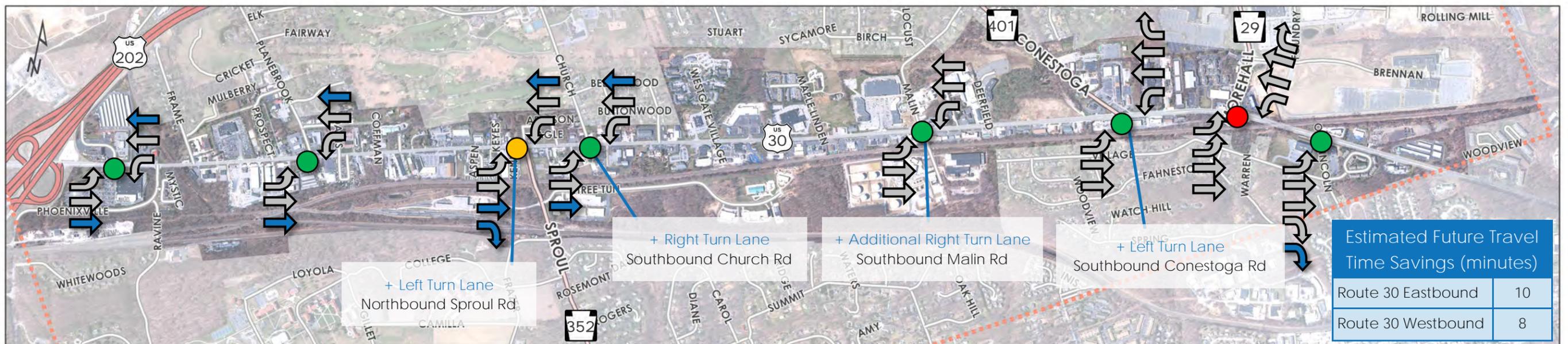


Figure 4.3 – Traffic Analysis Summary for Options to Drive

1 Current Lane Configuration with Additional Turn Lanes at Select Intersections



2 Consistent Five-Lane Cross Section with Additional Turn Lanes at Select Intersections



Legend for Intersection Operations

- Little Delay
- Near Capacity, with Moderate Delay
- Over Capacity, With High Delay

Legend for Improvement Options

- ⇨ New lane
- ⇨ Existing lane

Note: Traffic analysis results based on future traffic volumes in the afternoon peak hour. Travel time savings compared to future conditions without any improvements.

Options for Places to Walk, Bike, or Park

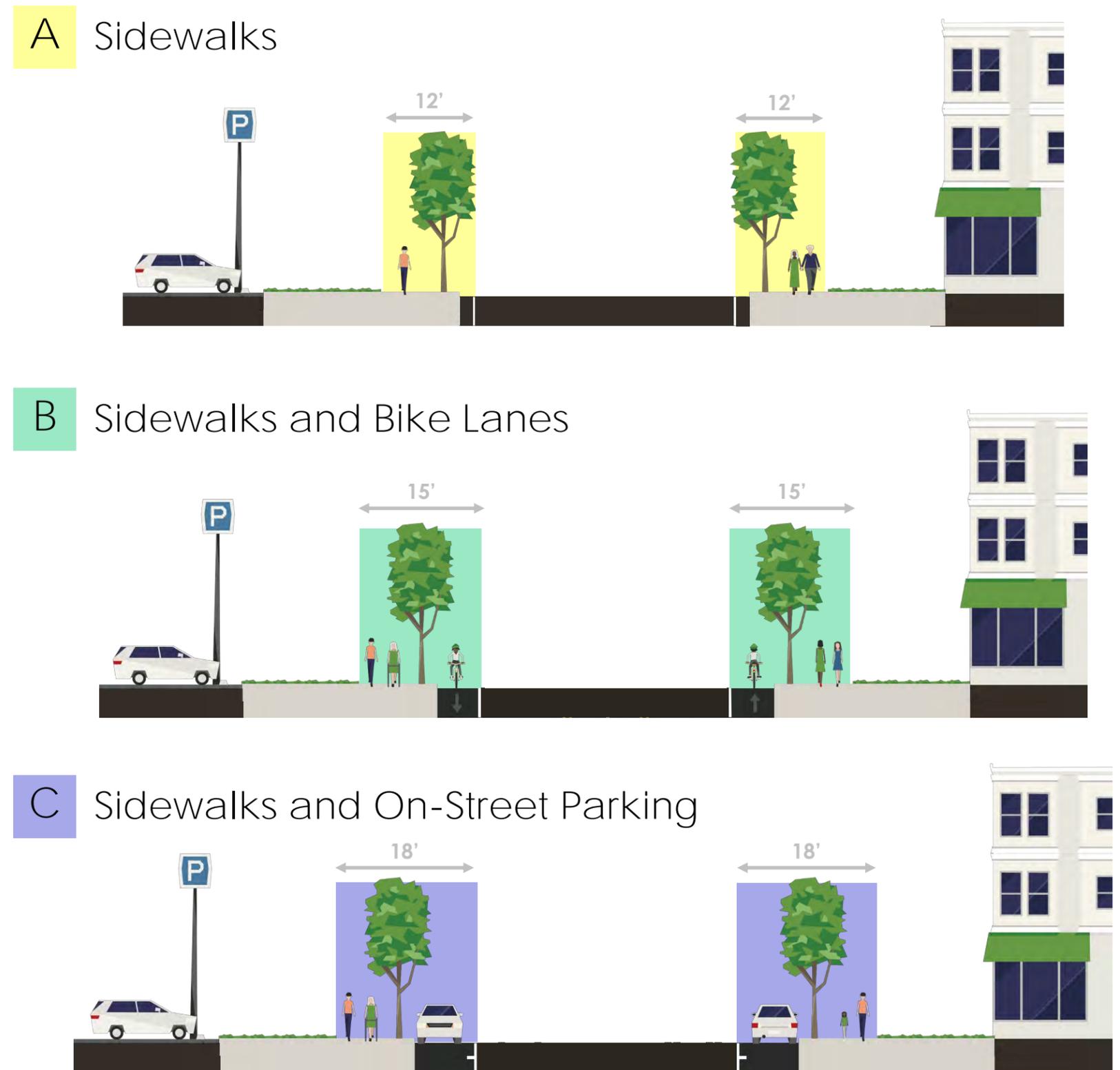
Figure 4.4 highlights the three main options considered for providing places to walk, bike, or park along Route 30. The concept of providing sidewalks along Route 30 was documented in the Comprehensive Plan. Options for bike lanes and on-street parking were identified based on the key issues, vision, and review of similar segments of Route 30 in other municipalities. The idea of providing a multi-use trail option on one side of Route 30 was initially considered and dismissed due to potential conflicts for trail users (particularly cyclists) crossing the numerous driveways and the need to connect with destinations on both sides of Route 30.

These options were presented to the Route 30 Committee and to the public at the first Community Workshop. There was broad support to provide sidewalks along Route 30. On the other hand, there was very little support for providing on-street parking on Route 30. Option B, which includes both sidewalks and bike lanes, received the most support from the public at the Community Workshop. However, several members of the Route 30 Committee and the public expressed concerns about the potential impacts and benefits of bike lanes. In particular, several participants in the planning process noted that bike lanes further widen the roadway, resulting in longer distances to cross Route 30 as a pedestrian and possibly encouraging higher travel speeds. Additionally, there were questions about the need and benefit of the bike lanes given the nearby Chester Valley Trail, which is parallel to Route 30.

From a regional perspective, bicycle lanes along Route 30 are consistent with other plans for municipalities to the west of East Whiteland. Bike lanes were recommended along Route 30 in West Whiteland Township, East Caln Township, and Downingtown Borough as part Central Chester County Bicycle and Pedestrian Plan to make Route 30 a more “Complete Street.” Additionally, bike lanes have been installed along segments of Route 30 in Caln Township and the City of Coatesville.

44% of responses at the first Community Workshop favored planning for sidewalks and bike lanes along Route 30

Figure 4.4 – Typical Sections for Three Options for Places to Walk, Bike, or Park



Preferred Alternative

A preferred alternative for transportation improvements along Route 30 was developed based on stakeholder and community input. The preferred alternative includes a consistent five-lane cross section with two travel lanes in each direction and a center turn lane or median, along with bicycle lanes and sidewalks on both sides. (See Figure 4.5 below.) The goal is to provide a consistent roadway cross section along Route 30 between U.S. 202 and PA 29 with a sidewalk connection extending beyond PA 29 to Old Lincoln Highway. As highlighted in Figure 4.6, the preferred alternative also includes

improvements and additional turning lanes at key intersections, as well as implementing an adaptive signal control system along the corridor. Additionally, the preferred alternative includes providing a consistent speed limit of 30 mph or 35 mph between U.S. 202 and PA 29. Streetscape enhancements, bus stop improvements, and access management strategies are other critical elements of the transportation improvements that are further described in this chapter.

be widened from three lanes to five lanes with the goal of minimizing impacts to existing buildings along the corridor while coordinating with potential redevelopment opportunities. (See Chapter 5.) Chapter 5 also includes concept sketches showing improvements at three key intersections east of Malin Road, including PA 401, PA 29, and Old Lincoln Highway. The concept plan is a blueprint for how the vision and preferred alternative can be achieved.

For the segment of Route 30 between U.S. 202 and Malin Road, a detailed concept plan was developed showing how this segment can

Figure 4.5 – Preferred Alternative Cross Section

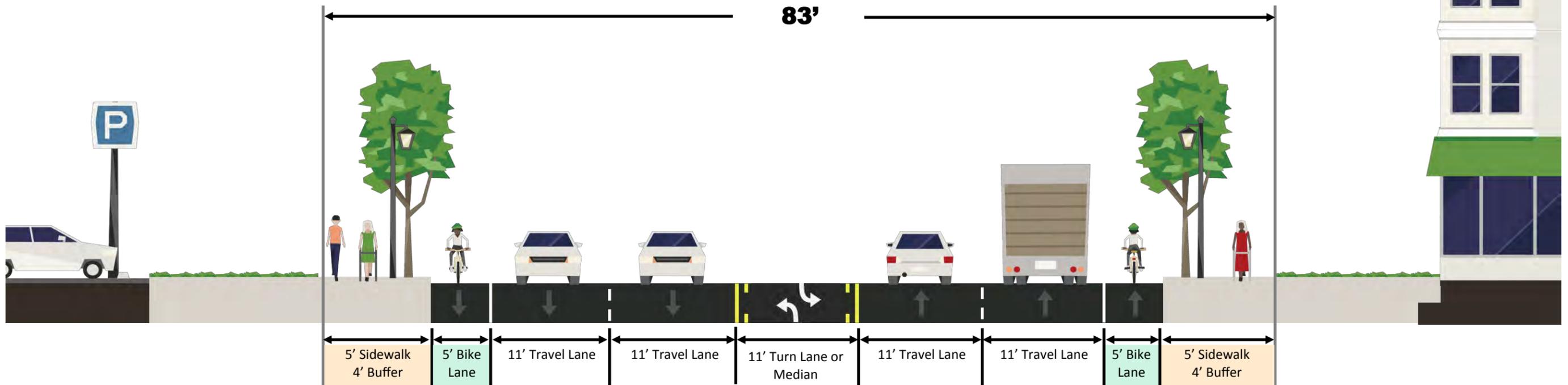


Figure 4.6 – Preferred Alternative Overview Map



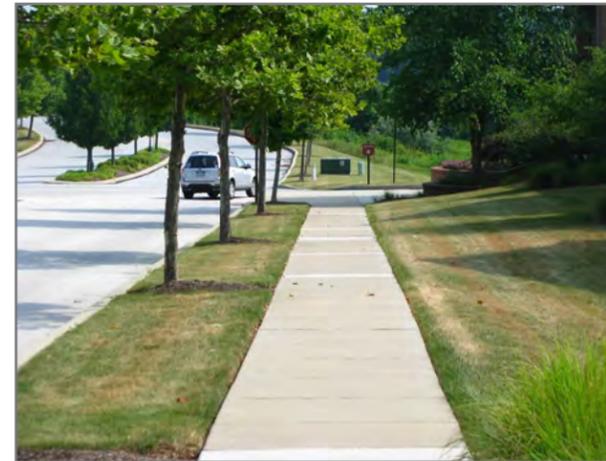
Streetscape Enhancements

Proposed streetscape enhancements along Route 30 are envisioned to improve the environment for walking and biking, calm or slow traffic, enhance safety, and create a more attractive corridor. The proposed streetscape elements for Route 30 include sidewalks, street trees, pedestrian-scale lighting, high visibility crosswalks, bike lanes, vegetative buffers, landscaping elements, and amenities. Additionally, it is desirable to provide utilities underground or relocate utility poles to the rear of properties and not along Route 30 frontage.

Figure 4.7 shows a typical application and placement of various streetscape enhancements along a segment of Route 30. The actual design of streetscape features will require close coordination between the Township and adjacent property owners, especially for any land development projects. Street trees and pedestrian-scale street lights are not shown in the full concept plan presented in Chapter 5 due to the size and scale of the plan, but they are envisioned to be installed consistently along the entire Route 30 corridor. Street trees can be installed within the verge between the curb and sidewalk or behind the sidewalk. See Appendices E and F - Design Guidelines for more information and details on streetscape features and design parameters.

Installation of streetscape enhancements should be coordinated with SEPTA to ensure that street furniture best accommodates people that use transit and physical improvements do not interfere with the operation of SEPTA Bus Route 204.

Sidewalks & Street Trees



Crosswalks & Pedestrian Lighting



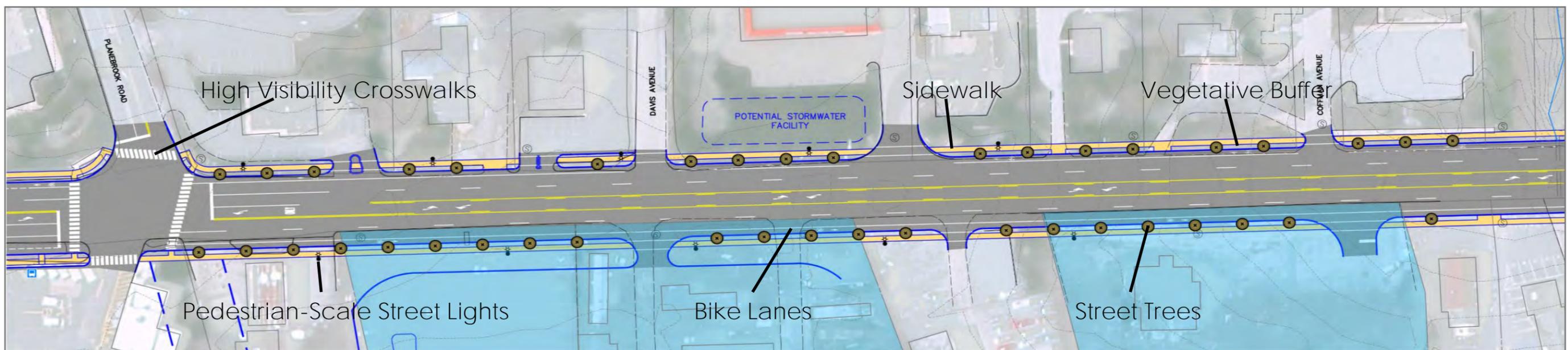
Bike Lanes & Vegetative Buffers



Landscaping & Amenities



Figure 4.7 – Sample Streetscape Enhancements for Route 30



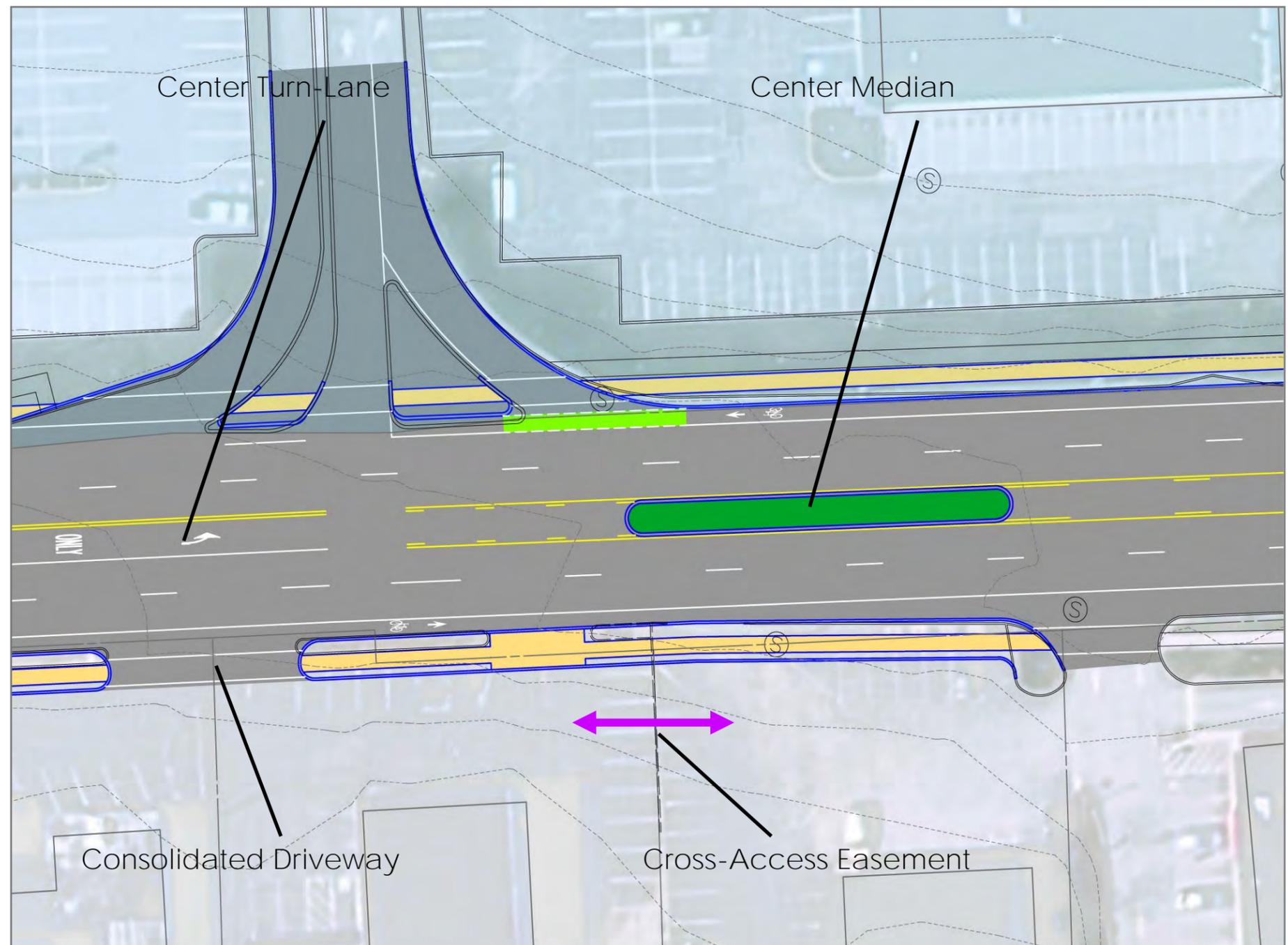
Access Management Strategies

Access management strategies are used to improve traffic flow, enhance safety, reduce congestion, improve bus operation, and create a better environment for walking and biking. In general, access management strategies are intended to reduce the number of conflict points (or places where a collision could occur). These strategies involve limiting or consolidating access points between different land uses and the roadway.

As shown in Figure 4.8, the concept plan for Route 30 includes several access management strategies, such as consolidating driveways, converting select driveways to right-in/right-out only operations, providing cross access easements, and providing a center left-turn lane or center medians. Additionally, some opportunities to provide access to properties via a side street (preferably with signalized access to Route 30) were also identified.

The access management solutions incorporated into the concept plan highlight the strategies, which could be refined and replicated along other stretches of Route 30. Access management strategies, and specifically the closure or consolidation of driveways and cross access easements, should be considered if and when redevelopment occurs and through close coordination with property owners.

Figure 4.8 – Sample Access Management Strategies for Route 30



Bus Stop Improvements

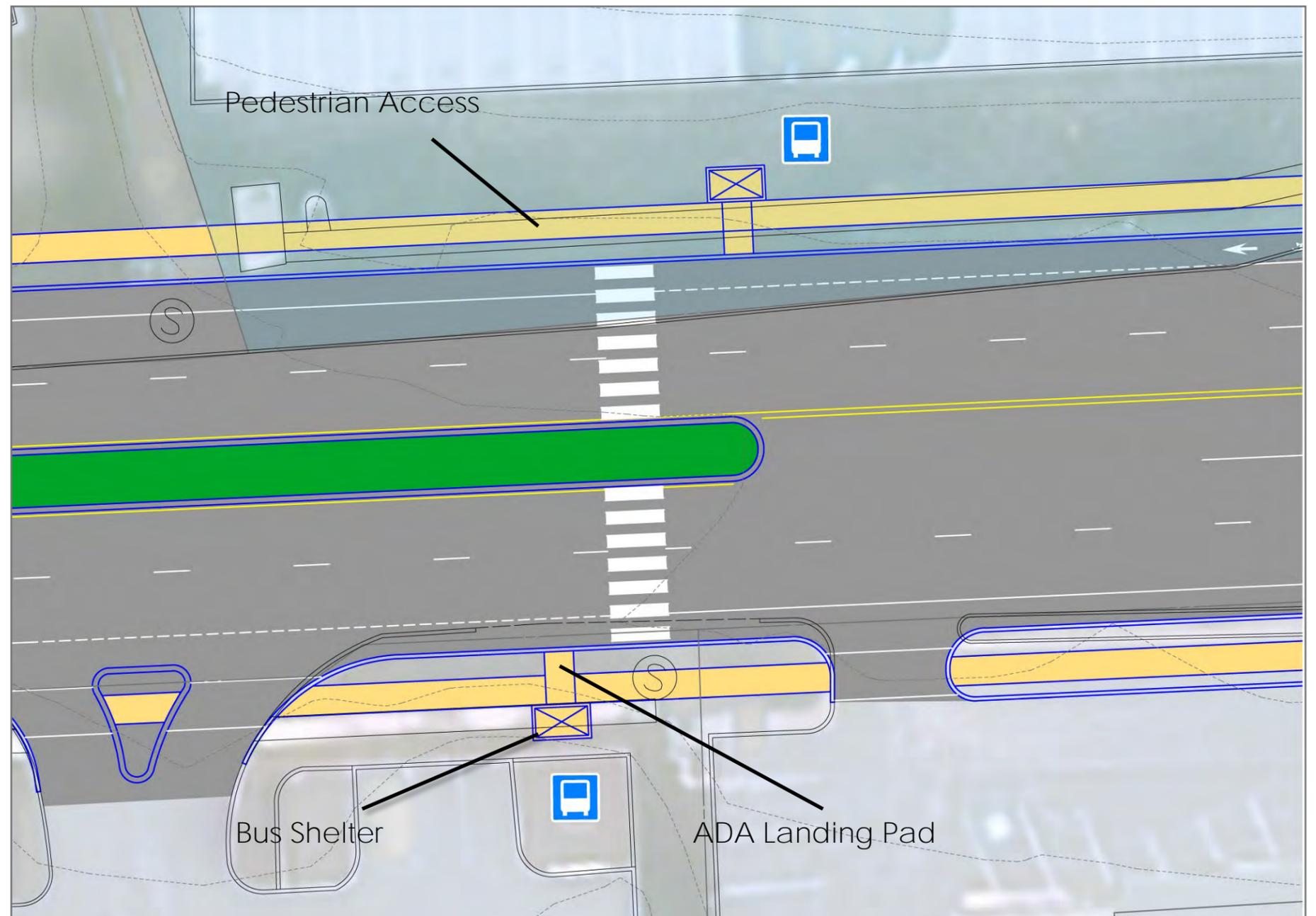
Bus stop improvements are intended to provide safe and convenient access to bus service along Route 30. Pedestrian connections and bus stop amenities should be designed to enhance the transit user experience and not interfere with the operation of the buses.

Currently, SEPTA operates Bus Route 204 along Route 30 through East Whiteland Township. Existing stop locations were evaluated based on input from SEPTA, coordination or conflicts with other transportation improvements, and the land use plan and redevelopment opportunities along the corridor. Possible bus stop locations are shown on the concept plan.

As shown in Figure 4.9, the bus stop enhancements in the concept plan include ADA landing pads, improved pedestrian access, and bus shelters in some locations. Other amenities, such as trash cans or benches included in the Design Guidelines, can also be located near bus stops for the convenience and use by riders. At bus stop locations, special pavement markings for the bike lanes are included in the concept plan to note a transition area where the bus can pull into the bike lane to allow riders to pick up or drop off passengers at the curb. Providing a dashed line and bike lane symbol marking prior to the bus stop will help to make both cyclists and bus drivers aware of the potential conflicts in these areas.

The design of bus stop improvements should be coordinated with SEPTA and consistent with SEPTA's *Bus Stop Design Guidelines*. In particular, street trees, street lights, and other streetscape elements must be designed and located to avoid conflicts in the bus stop areas. SEPTA does not accept ownership or responsibility for bus shelters or other stop amenities. Ownership and ongoing maintenance of these transit supportive facilities must be coordinated with the Township and adjacent property owners.

Figure 4.9 – Sample Bus Stop Improvements for Route 30



Bicycle and Pedestrian Connections

In addition to sidewalks and bicycle lanes along Route 30, stakeholders and the community identified the need to provide bicycle and pedestrian infrastructure to connect the corridor to residential areas and other destinations in the Township. This is consistent with the Township’s Comprehensive Plan, which included bicycle and pedestrian connectivity as a priority focus area. The Trails Map in the Comprehensive Plan and other previous plans served as the foundation for the identification of potential bicycle and pedestrian connections to Route 30. The evaluation focused on providing north-south oriented connections, particularly to the Chester Valley Trail, established residential developments, institutions, and employment centers. Based on the previous plans, field visits, and input from the Route 30 committee, potential alignments and types of bicycle and pedestrian facilities within the study area were identified, evaluated, and prioritized.

Figure 4.10—Bicycle and Pedestrians Connections Toolbox highlights different types of off-road and on-road facilities that were considered and evaluated. Different facility types are appropriate in different locations, depending on the context and anticipated user type.

Figures 4.11 and 4.12—Bicycle and Pedestrian Connections Maps show a network of bicycle and pedestrian connections to Route 30. The Map includes the general alignment, facility type, and status (existing vs. proposed) for sidewalks, paths, trails, and on-road facilities. In addition, locations for crossing improvements are identified.

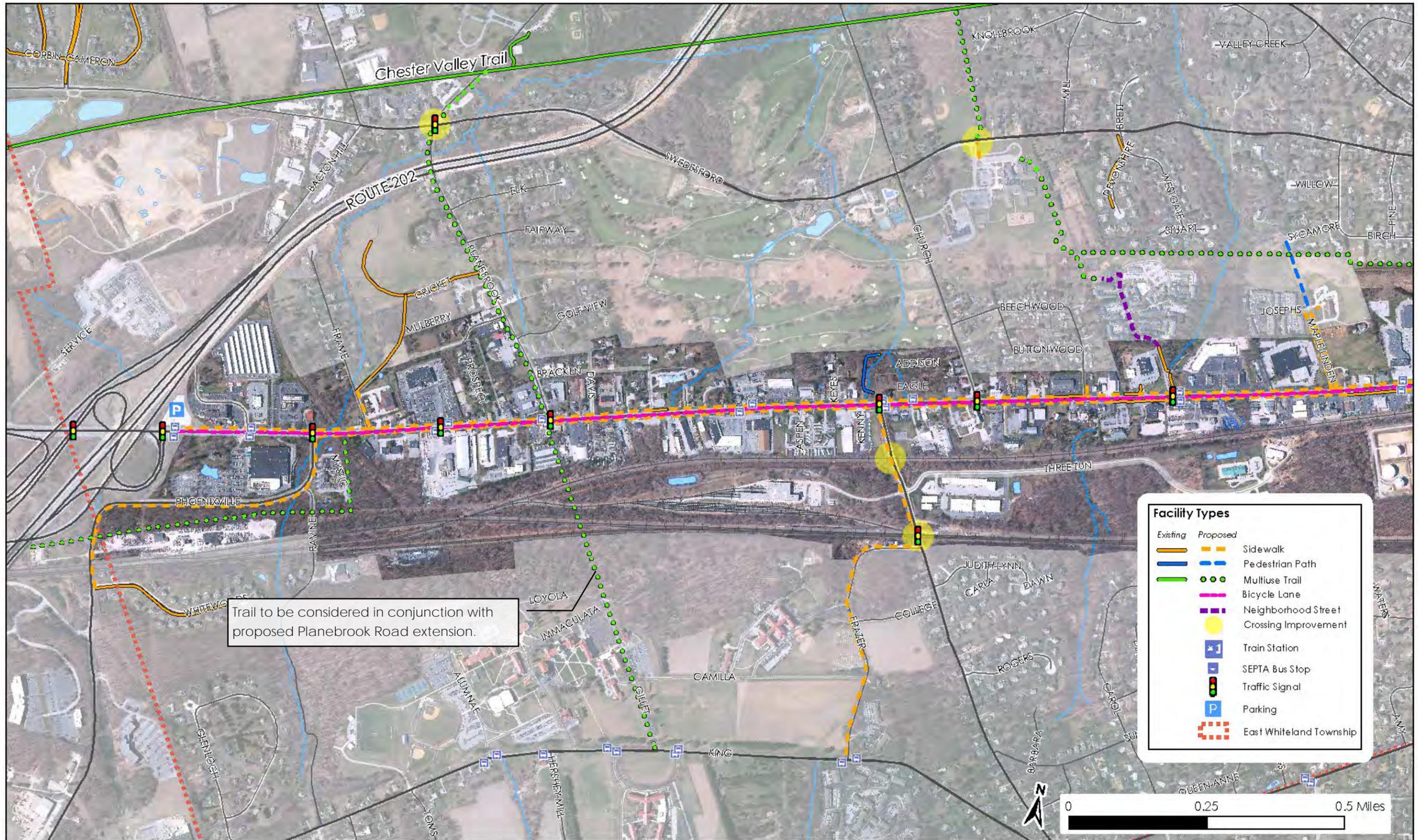
The toolbox and maps can serve as the basis for future capital improvement projects and policy updates. In terms of policy updates, the Township’s Subdivision and Land Development Ordinance can be updated to include definitions, design standards, and other requirements for bicycle and pedestrian infrastructure. Additionally, the bicycle and pedestrian connections could be included on an Official Map for the Township.

Figure 4.10—Bicycle and Pedestrian Connections Toolbox

Off-Road	Pedestrian Path	Sidewalk	Multi-Use Trail
Description	Pathway that is intended for use by pedestrians to connect various destinations.	Concrete pathway parallel to the road that is intended for use by pedestrians with numerous access points to adjacent land uses.	Paved pathway at least 8’ wide that is used by both bicyclists and pedestrians.
Surface Material	Natural—Grass, Dirt, Mulch Paved—Crushed stone, Asphalt	Concrete	Crushed Stone, Asphalt
Width	< 8’ (4’ - 6’ typical)	5’ - 6’ (4’ permissible)	10’ - 12’ (8’ permissible)
			

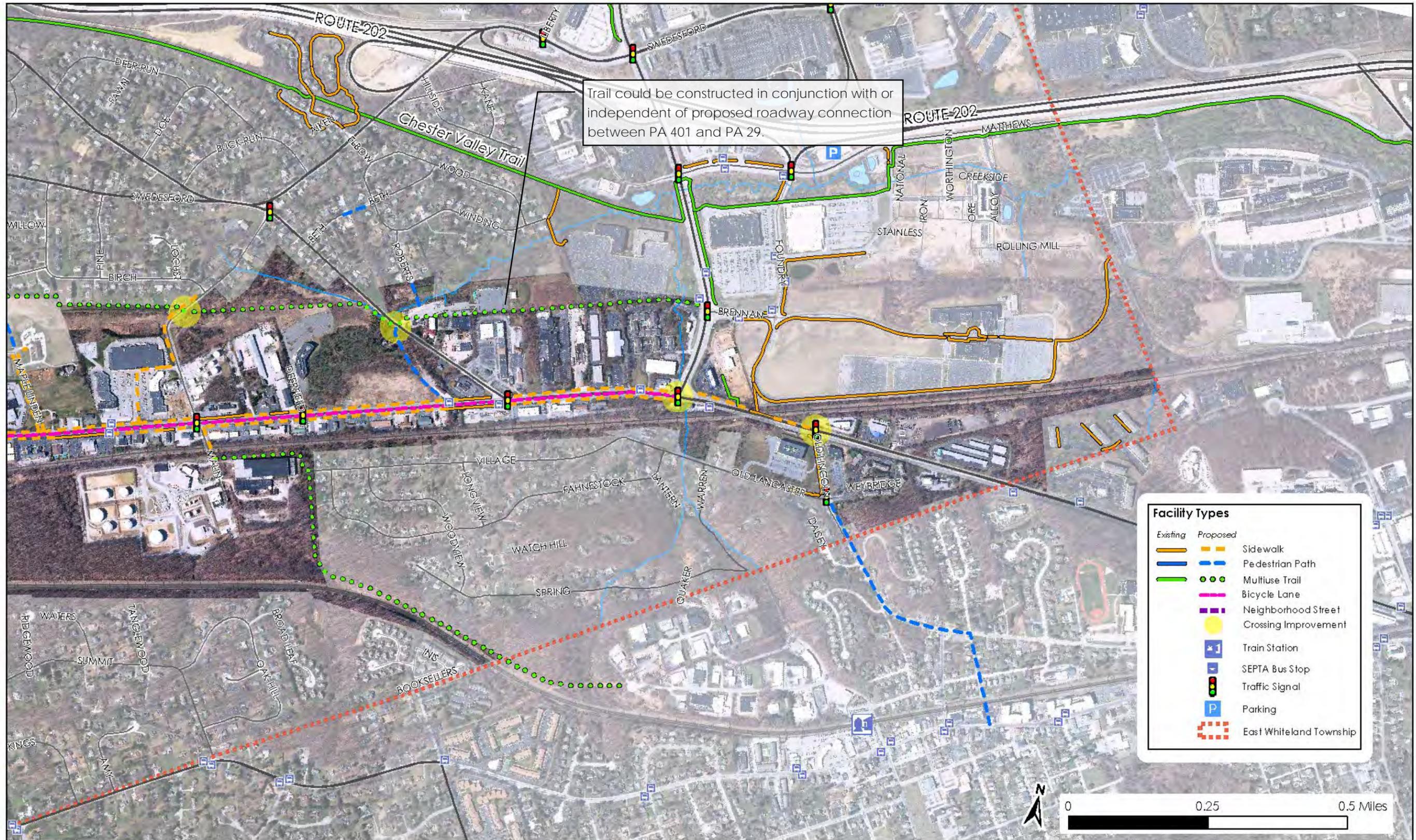
On-Road	Neighborhood Streets	Bicycle Lane	Crosswalk (Intersection)	Midblock Crossing
Description	Roadways with low traffic volumes and vehicle speeds where pedestrians and bicyclists may comfortably utilize the roadway. Pavement markings may be used.	Portion of the roadway at least 5’ wide and designated for exclusive use by bicyclists with pavement markings and possibly signage.	A specially marked path where pedestrians have the right-of-way to cross a roadway at a signalized or un-signalized intersection.	A crosswalk not located at an intersection where there is pedestrian crossing activity. Treatments include pavement markings, signage, flashing beacons, or a refuge island.
Surface Material	Asphalt (roadway)	Asphalt (roadway)	Pavement markings or pavers	Pavement markings or pavers
Width	6’ preferred for advisory shoulders	5’ - 6’	6’ minimum	6’ minimum
	<p>Advisory Shoulders</p> 			

Figure 4.11 – Bicycle and Pedestrian Connections Map—West



Note: Bus stop locations on Route 30 were altered to capitalize on concept plan elements based on input from SEPTA.

Figure 4.12 – Bicycle and Pedestrian Connections Map—East



Note: Bus stop locations on Route 30 were altered to capitalize on concept plan elements based on input from SEPTA.

New Roadway Connections

Much of the traffic in this part of East Whiteland Township is funneled onto Route 30 due to low roadway connectivity and limited alternative route options, thus contributing to the congestion on the corridor. Natural and man-made constraints on the corridor have led to this constrained condition. Route 30 is bound to the south by freight and passenger rail lines, as well as steep topography. These features limit the opportunities to provide multiple north-south connections. On the north side of Route 30, there are fewer constraints and roadway connectivity is generally better. However, land development patterns in Frazer have resulted in many dead-end or cul-de-sac roadways which only access Route 30.

Having a well connected roadway network has many potential benefits, such as improved safety, reduced congestion, travel efficiency, better emergency service response, and support for biking and walking. In addition to the improvements identified for the Route 30 corridor, three potential new roadway connections were identified. Implementation of any of these new roadway connections will require further evaluation and engineering for the specific roadway design. Figure 4.13 highlights the general location for the potential new roadway connections.

Route 30 to King Road (Planebrook Road Extension)

Currently, there are only three locations for north-south oriented connections on the south side of Route 30. This includes Phoenixville

Pike/Ravine Road, PA 352 (Sproul Road), and Old Lincoln Highway. PA 352 is the only true regional connection of the three, but it also has constraints associated with a low and narrow underpass of the Amtrak/SEPTA rail line. This underpass limits large truck traffic and is a safety concern for cars, pedestrians, and bicycles.

Extending Planebrook Road from Route 30 to King Road was identified as a new potential north-south oriented roadway connection. This new roadway would include bridges over multiple rail lines and could be designed to accommodate trucks, cars, bicyclists, and pedestrians. This connection could relieve congestion on PA 352 and also enhance access to Immaculata University's campus. This connection could be critical to providing access to a new Frazer Train Station. (See page 4–13)

Three Tun Road to Malin Road

In 2010, East Whiteland Township and Malvern Borough collaborated on the Malin Road Extension Feasibility Study. That study identified a potential alignment to extend Three Tun Road to South Malin Road. This proposed connection would provide increased connectivity and mobility on the south side of Route 30, particularly reducing congestion at the PA 352 intersection. Additionally, this connection could support future development along Three Tun Road.

PA 401 to PA 29 (Brennan Boulevard Extension)

Additional turning lanes and widening would be required to relieve

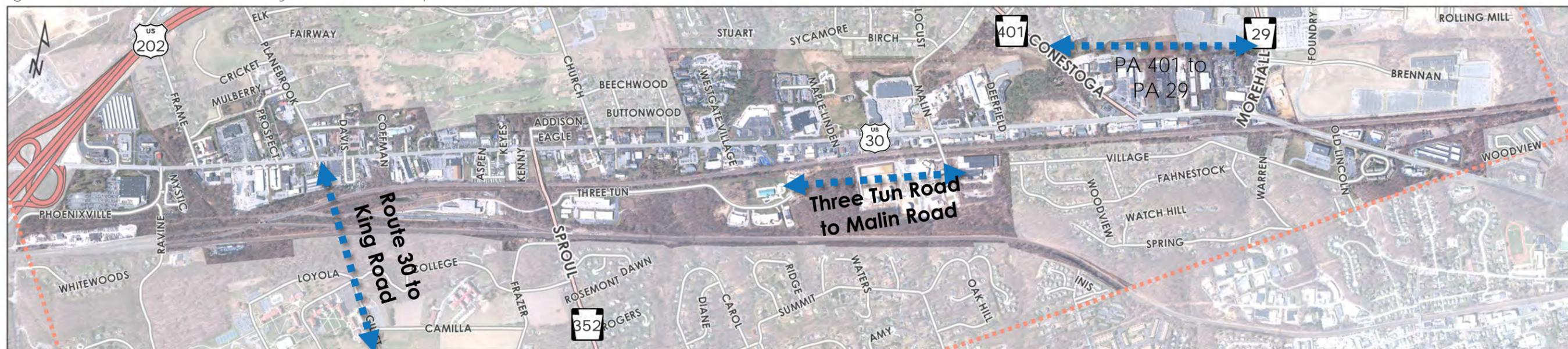
traffic congestion at the intersection of Route 30 and PA 29. However, it is not feasible or desirable to add capacity and additional turning lanes at this intersection. A new roadway connection paralleling Route 30 between PA 29 (Morehall Road) and PA 401 (Conestoga Road) would provide an alternative route for motorists, pedestrians, and bicycles to avoid this congested intersection.

This connection would follow a utility corridor between PA 29 and PA 401, as seen in Figure 4.14. The new roadway would align with Brennan Boulevard where it intersects with PA 29 and could provide increased access to People's Light & Theatre Company and office space along PA 29.

Figure 4.14 – View from PA 401 to PA 29



Figure 4.13 – Potential New Roadway Connections Map



New Frazer Regional Rail Station

The idea of a new SEPTA regional rail station in East Whiteland Township was expressed in the Township's Comprehensive Plan. At the first Community Workshop, 88% of respondents expressed support for advancing plans and evaluation of a new SEPTA station south of Route 30 between the existing Malvern and Exton stations on the Paoli-Thorndale regional rail line.

There are several reasons why a new train station in this area should be considered.

- A train station is an integral part of the Township's vision for revitalization of the Route 30 and could help to attract people to live, work, shop, and reinvest in the corridor.
- A train station in this area would have excellent access to the regional highway network, including the U.S. 30 Bypass and U.S. 202.
- The distance between Malvern and Exton is the longest stretch on SEPTA's Paoli-Thorndale line without a station and Frazer is generally halfway between the two adjacent stations.
- Access is limited and parking is at capacity at the nearby Exton, Malvern, and Paoli stations. A new station could help to relieve the pressure for parking and access at the other stations.
- A new station in East Whiteland could provide access to nearby employment centers located in the Great Valley and institutions, such as Immaculata University.

Potential obstacles that a new regional rail station would face include increased travel demand associated with new commute patterns and operational impacts to the Paoli-Thorndale rail line. All potentially positive and negative impacts must be considered.

In order to advance the concept, potential rail station locations were identified and evaluated. The blue shaded study area shown in Figure 4.15 highlights a general location along the Amtrak/SEPTA rail line where a new station might be viable. Based on technical feedback from SEPTA and given the location of rail interlockings and SEPTA's Frazer Rail Yard near PA 352 (Sproul Road), it is likely that any potential station area would be located at the eastern or western ends of the study area. The two general areas where the train station is more feasible are identified with orange dashed circles in Figure 4.15.

The western area is located in close proximity to Immaculata University's campus. The university is very supportive of the concept of a new train station and is a key stakeholder in the train station project. The eastern area around Three Tun Road includes some larger tracts of vacant and developable land.

Based on this planning level evaluation and input from project partners, the Delaware Valley Regional Planning Commission (DVRPC) will initiate a feasibility study evaluate a new regional rail station in East Whiteland Township in 2018. The study will include

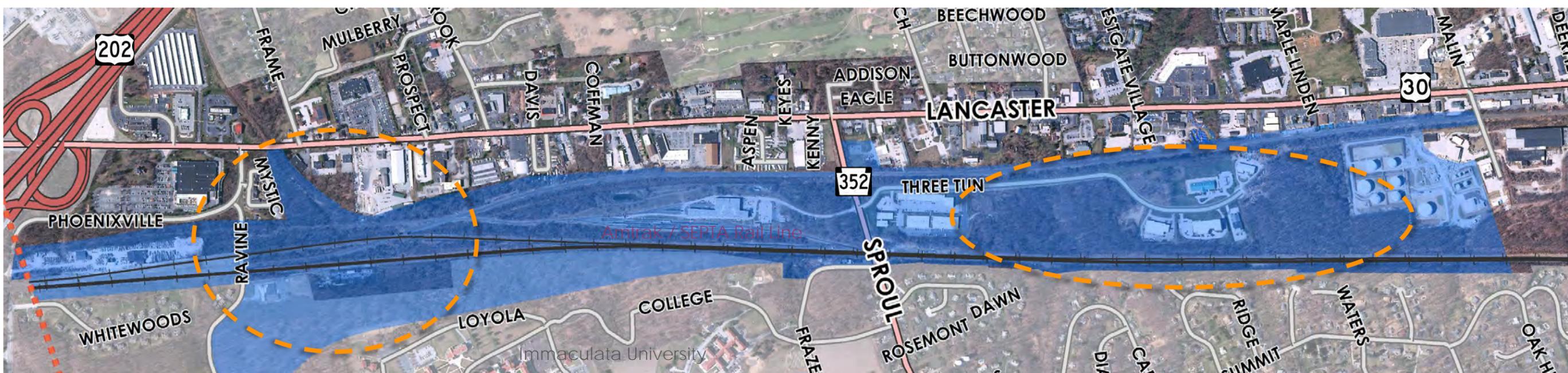
identification of the needs and opportunities for a new station, further evaluation of alternative locations, preparation of ridership forecasts, and evaluation of how the station might impact demand at other stations on SEPTA's Paoli-Thorndale rail line. The study will also include consideration of access and multimodal connections to the station. The feasibility study is an important next step in advancing the idea of a new Frazer Train Station.

Various project partners will have a role in evaluating the feasibility of a new train station in Frazer. Those stakeholders include:

- PennDOT Bureau of Public Transportation
- Amtrak
- Norfolk Southern
- Chester County
- East Whiteland Township
- Immaculata University
- SEPTA Strategic Planning, engineering, and operations staff

As the studies and plans for a new train station evolve, the land use and transportation plans for the Route 30 corridor should be revised, especially when a station location is selected. As stated in the vision for the corridor, the train station can serve as an anchor for mixed-use and transit-oriented development along the corridor. Additionally, other multimodal improvements may be needed along Route 30 to provide access to the train station.

Figure 4.15 – Potential Locations for a new Frazer Regional Rail Station



Emerging Mobility Revolutions

As noted in Chapter 2, new technologies in the transportation industry and other sectors have started to change the way people view personal mobility. However, there is strong potential for even more rapid transformation of mobility options due to development of autonomous, connected, electric, and shared vehicles. Each of these “revolutions” has the potential to be significant on its own, but when combined, they may fundamentally change the ways we travel and our needs for transportation infrastructure. At this point, there is widespread uncertainty regarding how, when, and where these new vehicle technologies will be deployed. In particular, it is unknown how these trends might impact the transportation system and land use in East Whiteland Township.

Given unknowns and the potential for significant changes in both transportation and land use, it is an important for East Whiteland Township to be aware of technological advances, monitor federal and state policies, and consider development or revisions to Township policies. Overall, it is critical for the Township to be flexible, nimble, and able to adapt to changes. An educated and proactive approach, rather than reactionary approach, can position East Whiteland Township to have a say in how these “revolutions” impact the built environment in Frazer.

The Route 30 Corridor Master Plan recognizes the importance of creating a balanced multimodal environment. Advances in vehicle technologies have the potential to affect how the transportation network interacts with the built environment and peoples’ daily lives. Dramatic changes may not be recognizable in the short term, but near-full adoption of these “revolutions” could impact the allocation of space and priority given to transportation. East Whiteland Township has the opportunity to develop plans and policies that will continue to guide Route 30 towards the vision of a walkable, lively, and inviting Frazer.

Federal and state laws will likely dictate the regulation of autonomous, connected, electric, and shared vehicle operations. However, East Whiteland Township should remain engaged and coordinate closely with PennDOT and other leading agencies for guidance regarding these new vehicle technologies, transportation infrastructure needed to support new vehicle technologies, and development of federal, state, and local policies.

Connected

Connected vehicles have communication systems that enable them to continuously share important safety and mobility information with surrounding devices. These systems enable vehicles to communicate with other vehicles, roadway infrastructure (like traffic signals), and other surrounding devices (like smartphones). Connected vehicle technologies have the potential to improve both safety and traffic flow on roadways.

Potential actions for East Whiteland Township:

- Remain engaged with policy-makers
- Consider enacting ordinances that regulate infrastructure installation associated with connected vehicle technology
- Consider incorporating connected vehicle infrastructure into future maintenance programs (i.e. signal upgrades)

Automated

An automated vehicle has some level of human driver intervention, whereas full automation is a driverless vehicle. Without good planning, it would be easy for this new technology to dominate mobility and land use decisions, as the introduction of automobiles did about a century ago.

Potential actions for East Whiteland Township:

- Remain engaged with policy-makers
- Become educated on automated vehicle technologies and potential infrastructure needs
- Consider enacting ordinances regarding operations of automated vehicles on township-owned roads
- Consider allocating funding to maintain pavement markings and signage for autonomous vehicle usage

Electric

Electric vehicles operate using charged batteries are significantly more energy-efficient compared to an internal combustion engine.

Potential actions for East Whiteland Township:

- Consider updating Zoning and/or Subdivision and Land Development ordinances to accommodate the use of electric vehicle charging stations (particularly for commercial and multi-unit residential projects)

Shared

Ride sharing and vehicle sharing have the potential to reduce the number of vehicles on the road and the need for parking spaces. In the near-term, transportation network companies are already operating



within the Frazer area and demand for these services may grow.

Potential actions for East Whiteland Township:

- Consider updating Zoning and/or Subdivision and Land Development ordinances to include drop-off/pick-up locations and reduced parking requirements

Key Takeaways

The Route 30 Corridor Master Plan presents many factors for East Whiteland Township to consider for the future of Frazer. These issues can be daunting when considering them in whole. However, with a coordinated, comprehensive approach to addressing these issues, East Whiteland Township can influence how emerging transportation technologies fit into the fabric of Route 30.

The key takeaways for East Whiteland Township to consider moving forward are:

- It is uncertain how, when, and where new technologies will be adopted and their impact on mobility and transportation infrastructure.
- East Whiteland Township should remain flexible and monitor advances in new vehicle technologies and related transportation infrastructure needs to maintain a proactive rather than reactionary approach.
- Educating staff, elected officials, and the community on how East Whiteland Township is responding to these emerging issues builds public buy-in for regulatory amendments and funding allocation.
- Collaboration with policy-makers (both state and federal) can position East Whiteland Township to realize their vision of a reimagined Frazer.

The new vehicle technologies presented here and others that may be developed in the future could have an immense impact on how people get around, which space is allocated for transportation, and what investments are made in infrastructure. We are many years away from realizing their full potential. However, sound planning now can ensure that these advancements enhance the peoples' lives rather than dictate their mobility decisions.

Figure 4.16– Alternative Future Cross Sections to Consider for Route 30

