

Project Overview

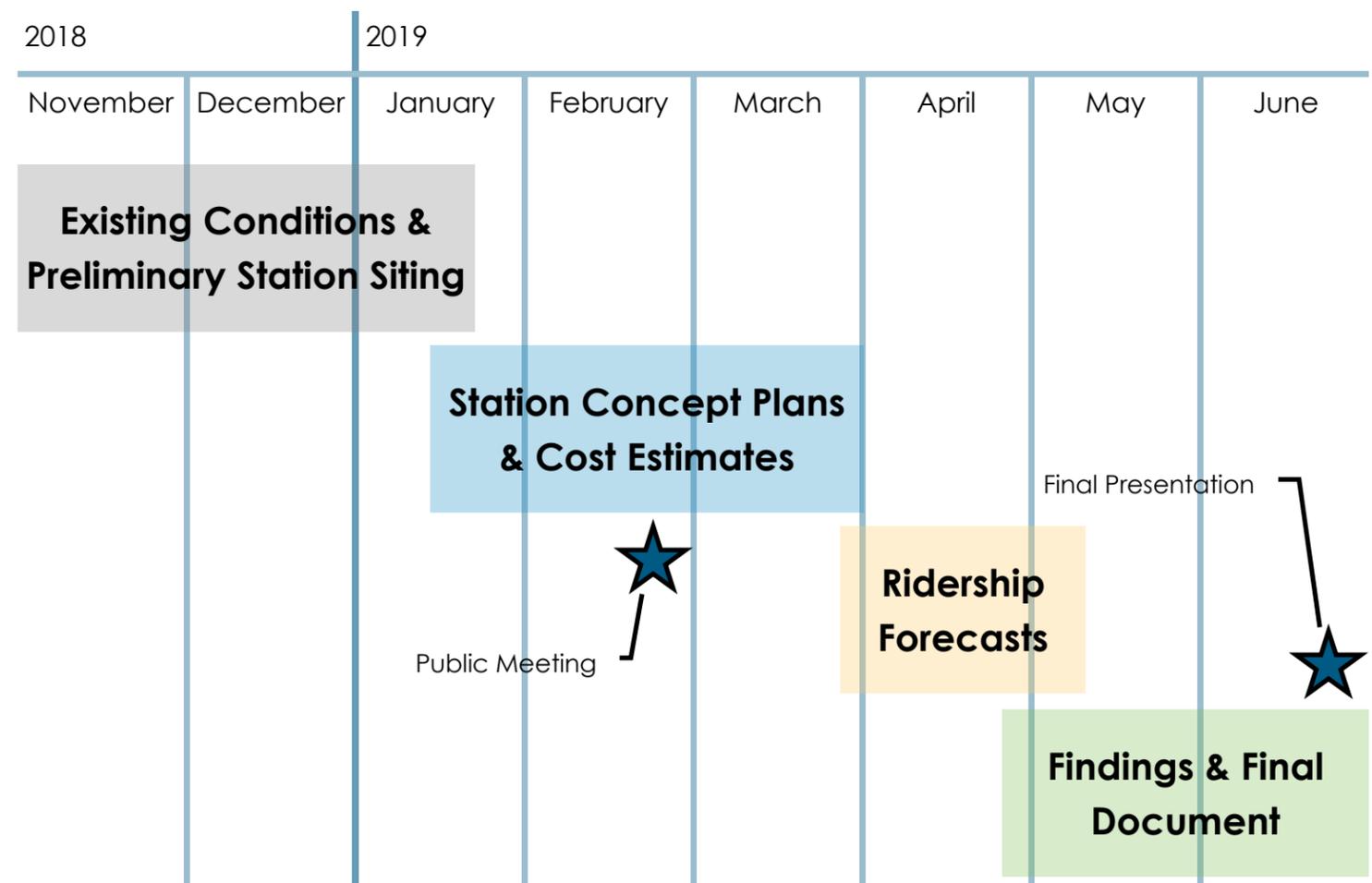
Purpose

Evaluate the technical feasibility of developing a new SEPTA regional rail station in East Whiteland Township.

Key Tasks

- Evaluate existing conditions in the study area
- Establish criteria for siting a new station
- Identify potential station sites based on criteria
- Develop station concept plans, identify access improvements, and determine railroad infrastructure needs (including cost estimates)
- Develop SEPTA train schedules with service to the potential station sites
- Develop ridership forecasts
- Coordinate with stakeholders

Project Schedule

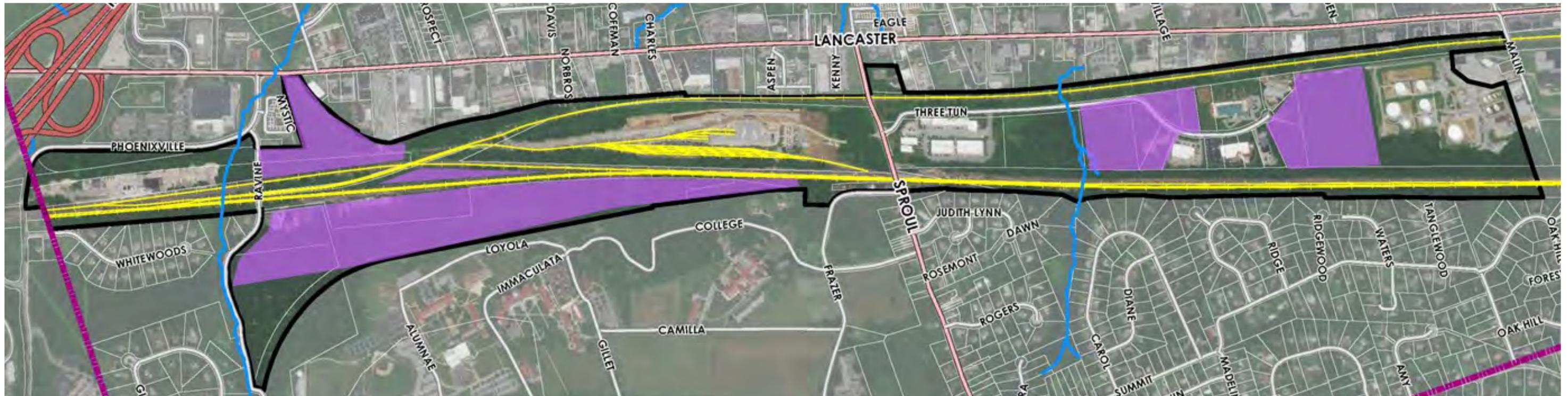


Evaluation of Potential Sites

Key Requirements and Considerations

- Accommodate eastbound and westbound SEPTA service
- Requirements and restrictions related to track curvature, superelevation, and interlocking locations
- Platform length of 528' (minimum) and 700' (preferred)
- Plan for approximately 250—300 parking spaces
- Space for a bus loop and drop-off area
- Compatibility with existing land use and access to rail line from adjacent properties
- Potential vehicular and multimodal access to site
- Proximity to key destinations (Immaculata University and Route 30 corridor)
- Consistency with East Whiteland Township's plans

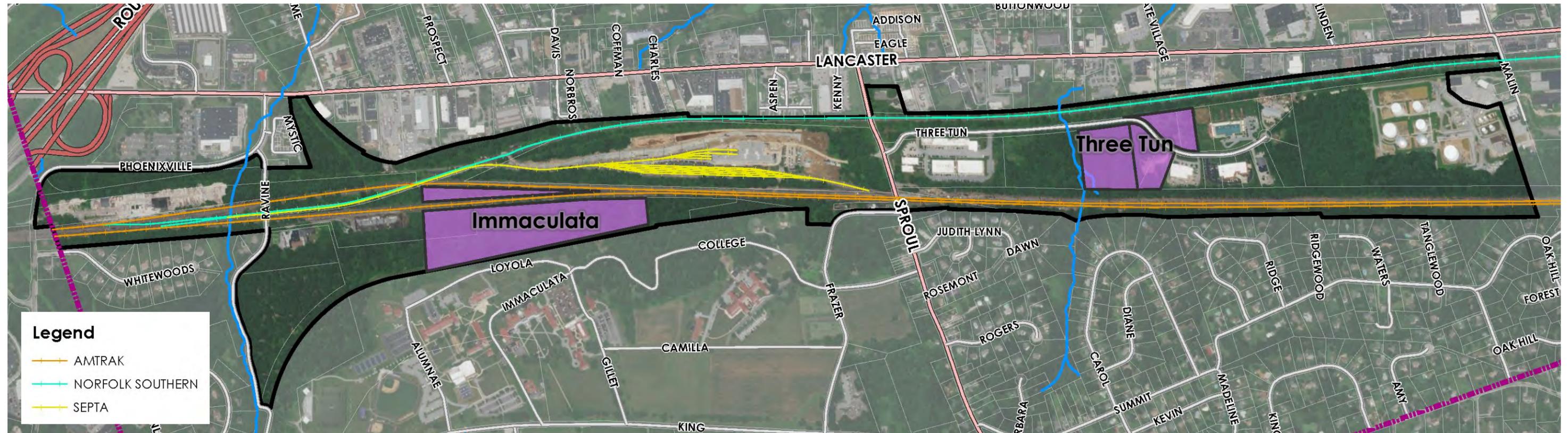
Potential Sites for Further Evaluation



Preferred Station Sites

Immaculata Station Site

Three Tun Station Site



Advantages

- Half-way between Malvern and Exton
- Multiple potential access points
- Ample developable land
- Direct connection to Immaculata University and Camilla Hall
- One private property (owned by Sisters of IHM)
- Consistent with revitalization plans for Route 30 near Planebrook

Disadvantages

- Multiple railroad lines
- No existing direct roadway access
- Existing tunnels limit roadway access from Ravine Road or Sproul Road
- Some areas with steep slopes
- Could only accommodate service similar to Exton (~ 1 hour frequency)

Advantages

- Three Tun Road provides vehicular access from Sproul Road
- Land available for development
- Additional parcels could allow for future expansion
- Could accommodate service similar to Malvern (~ 30 minute frequency)

Disadvantages

- Not evenly spaced between Malvern and Exton (closer to Malvern)
- Multiple private properties to assemble
- No direct connection to Immaculata University or Camilla Hall
- Nearby residential neighborhood south of the tracks with no potential connection
- Some areas with steep slopes

