


---

---

---

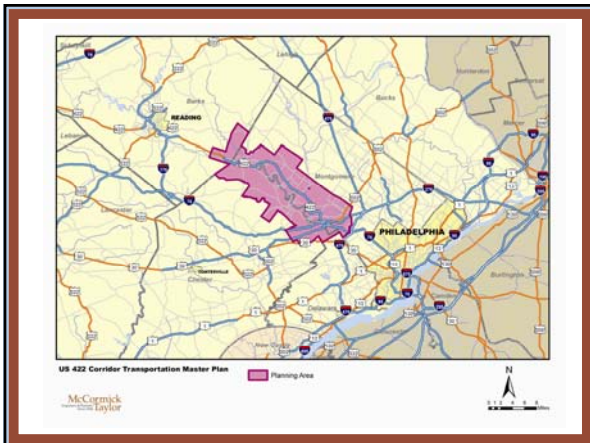
---

---

---

---

---




---

---

---

---

---

---

---

---

## Summary of Activities

- Meetings (6) and coordination with Study Steering Committee
- Meetings with US Route 422 Corridor Coalition (7)
- Public outreach meetings (2x2)
- Bus tours (2)
- Technical analyses

---

---

---

---

---

---

---

---

## US 422 Corridor Planning Team

- Delaware Valley Regional Planning Commission
- Berks County, Chester County and Montgomery County
- PennDOT
- SEPTA
- PA Turnpike Commission
- US Route 422 Corridor Coalition
- The Public and Public Officials
- McCormick Taylor




---

---

---

---

---

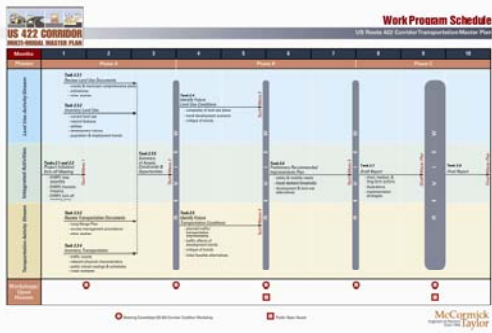
---

---

---

---

---




---

---

---

---

---

---

---

---

---

---

## US 422 Corridor Area




---

---

---

---

---

---

---

---

---

---

## The Challenge

- Since 1985, when the Route 422 Expressway was completed from King of Prussia to Pottstown, the corridor has experienced rapid growth.



---

---

---

---

---

---

---

---

- While efforts have been made to preserve individual farms, the countryside has been rapidly disappearing.



---

---

---

---

---

---

---

---

- The development pattern that has emerged is almost totally dependent on automobile mobility.



---

---

---

---

---

---

---

---

- Adding capacity to the Route 422 Expressway is expensive and will be limited to projects relatively modest in scope unless new sources of funding can be found.




---

---

---

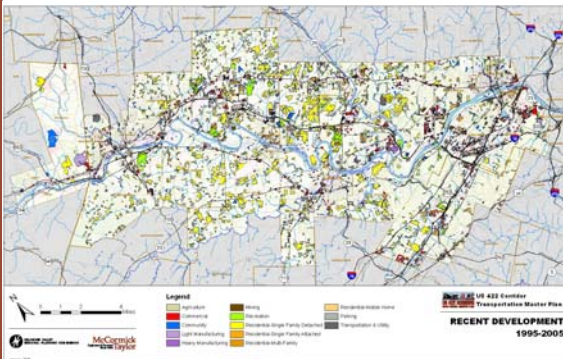
---

---

---

---

---




---

---

---

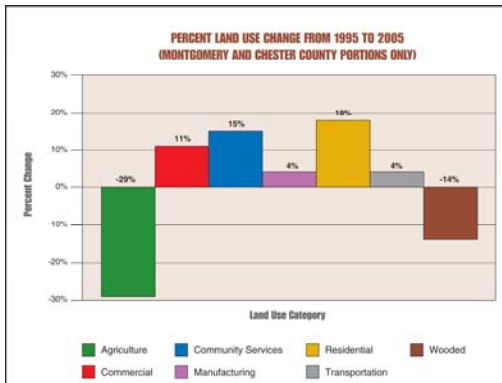
---

---

---

---

---




---

---

---

---

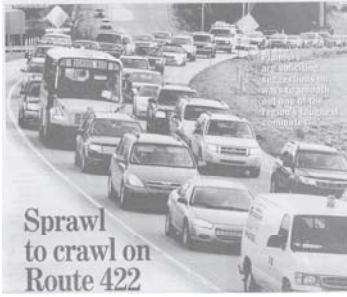
---

---

---

---

# US 422 CORRIDOR MASTER PLAN



- Over the last 24 years, traffic volumes on the expressway have continued to grow and acute congestion, especially in the eastbound direction in the morning peak hours, is a fact of life for commuters who use this highway.

Source: Philadelphia Inquirer  
article Sunday January 18<sup>th</sup> 2009

---

---

---

---

---

---

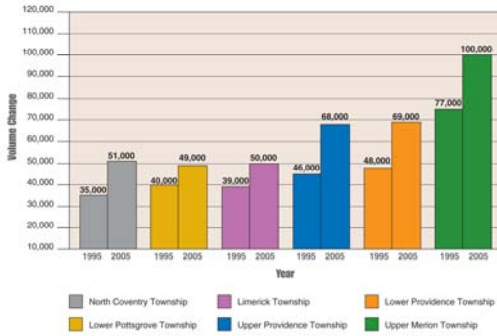
---

---

---

---

US 422 AVERAGE DAILY TRAFFIC (ADT) VOLUME CHANGE FROM 1995 TO 2005  
(MONTGOMERY AND CHESTER COUNTY PORTIONS ONLY)




---

---

---

---

---

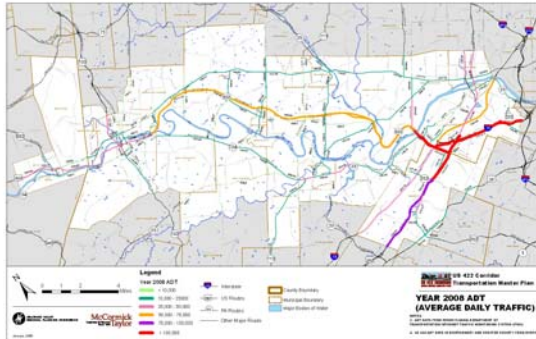
---

---

---

---

---




---

---

---

---

---

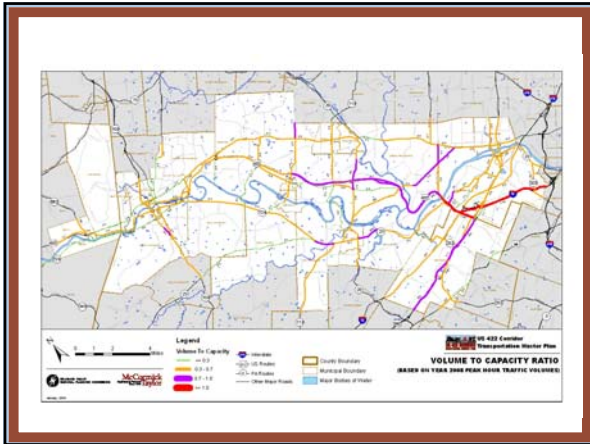
---

---

---

---

---




---

---

---

---

---

---

---

---

## Cost of Delay for US 422

- Congested, peak hour commute from Sanatoga Interchange to King of Prussia is 30 - 40 min. (Compared to 20 min. with no congestion)
- Additional Travel Time x Volume x AM Peak x Cost of Time = Cost due to congestion on US 422
- 20 min (1/3 hr) x 10,500 x 1 x \$14.60/hr = \$50,000 per day
- Approximately \$18 Million per year (AM only)




---

---

---

---

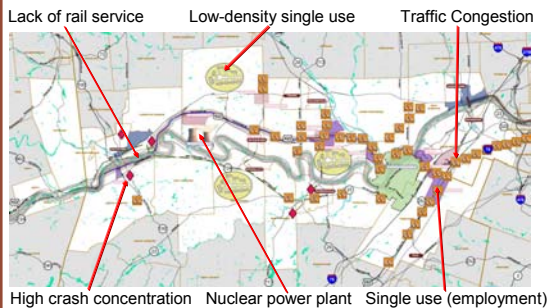
---

---

---

---

## Constraints




---

---

---

---

---

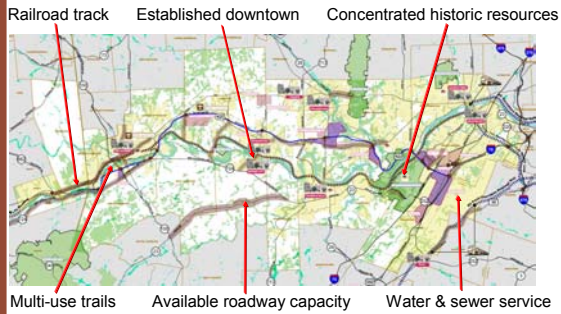
---

---

---



## Assets



---

---

---

---

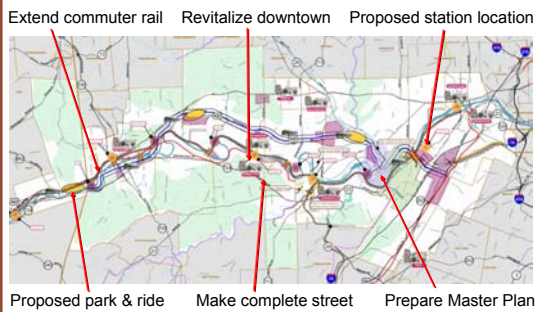
---

---

---

---

## Opportunities



---

---

---

---

---

---

---

---

## Population growth in corridor communities

- 2000 – 2030 Anticipated Growth
- Chester – 25%
  - Montgomery – 22%
  - Berks – 24%



---

---

---

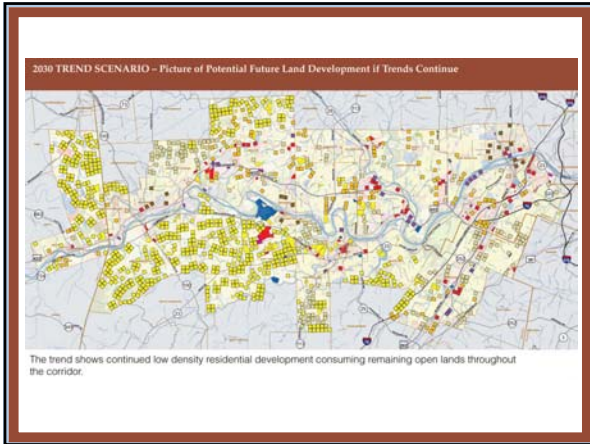
---

---

---

---

---




---

---

---

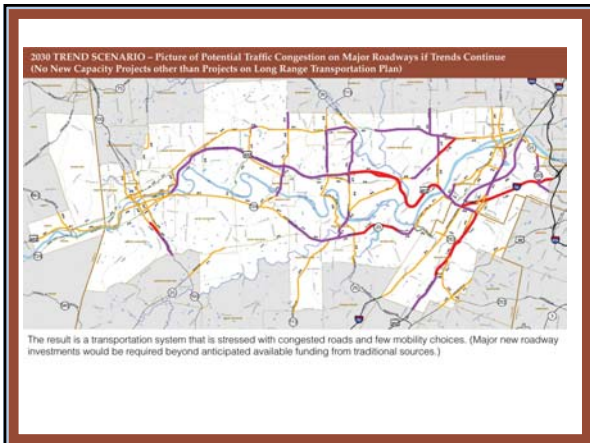
---

---

---

---

---




---

---

---

---

---

---

---

---

## Identified needs in the corridor

- Investment in better land use
- Investment in transit
- Investment in highway capacity (US422)




---

---

---

---

---

---

---

---



## Top 10 Strategies

- |   |   |
|---|---|
| *  <b>Revitalized Older Downtowns</b>      |  <b>Park-and-Ride Lots</b>                                       |
| *  <b>New Transit/Extensions</b>           | *  <b>Roadway and Interchange Capacity/Congestion Management</b> |
| *  <b>Mixed-Use Development</b>            |  <b>Complete Streets</b>   |
|  <b>Transit-Oriented Development (TOD)</b> | *  <b>Farmland/Open Space Preservation</b>                       |
|  <b>Bus Rapid Transit (BRT)</b>            |  <b>River Access</b>   |

---

---

---

---

---

---

---

---

## Priority Strategy



### Roadway and Interchange Capacity/Congestion Management

As congestion and demand for new roadway capacity increase, strategic investments in new capacity will be needed. These typically include new lanes, new connectors, new interchanges, interchange improvements and ITS.

---

---

---

---

---

---

---

---

## Priority Strategy



### New Transit/Extensions

New passenger rail and bus services and extensions to existing rail service are strategies to manage traffic congestion and provide alternatives to car-based travel.

---

---

---

---

---

---

---

---

## Priority Strategy



### Revitalized Older Downtowns

Reinvestment in older downtowns as compact urban centers allows people to live, work and travel more efficiently and economically, reducing congestion on surrounding roads.

---

---

---

---

---

---

---

## Priority Strategy



### Mixed-Use Development

Mixed-use centers combine residences, shopping, employment, community facilities and open space in a closely-knit, walkable, and bicycle- and transit-supportive setting, reducing the need for car-based travel.

---

---

---

---

---

---

---

## Priority Strategy



### Farmland/Open Space Preservation

Instead of hundreds of acres of farmland, open space and forest being converted to housing and commercial developments, land can be preserved for agriculture, recreation, and rural character.

---

---

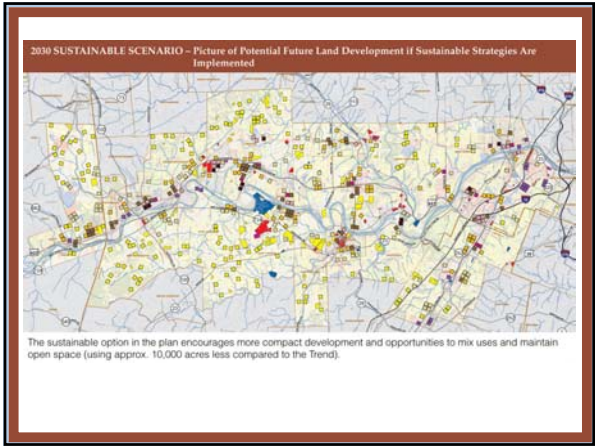
---

---

---

---

---



---

---

---

---

---

---

---

---

### Transportation Benefits of Community / Land Use Planning

Strategy	Description	% Trip Reduction
Complete Streets	Balancing transportation systems between for motorists, cyclists and pedestrians, including adding bike lanes and sidewalks.	3%
New Transit	Providing alternative methods of transportation, including Bus Rapid Transit, the R6 Extension, local bus routes, park-and-ride lots and other transit alternatives.	3%
Land Use	Implementing mixed use development, Transit Oriented Development (TOD) and revitalizing old towns to help internalize trips.	7%



---

---

---

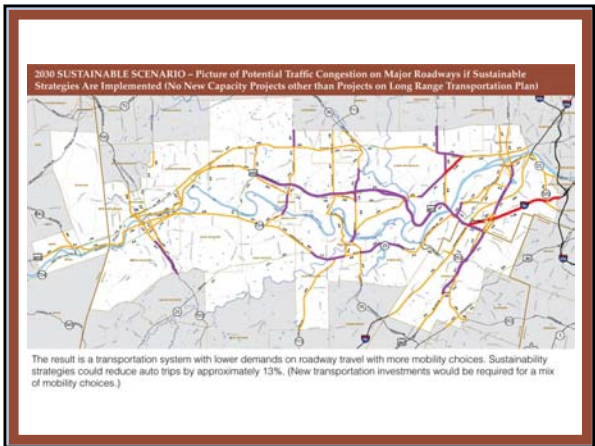
---

---

---

---

---



---

---

---

---

---

---

---

---

# US 422 Corridor Master Plan Program Elements

- Transportation
- Community/Land Use Planning
- Intermodal Facilities
- Land Preservation/Resource Protection




---

---

---

---

---

---

---

---

---

---

## US 422 Corridor Program Elements Table

DRAFT Preliminary Program Elements for Sustainable Transportation and Land Use									
Program Element	Location/Limits	Map Ref. No.	Program Element	Map Ref. No.	Program Element	Map Ref. No.	Program Element	Map Ref. No.	Program Element
A. TRANSPORTATION									
Roadway/Network Improvements	US 422	1	US 422	2	US 422	3	US 422	4	US 422
	US 422	5	US 422	6	US 422	7	US 422	8	US 422
	US 422	9	US 422	10	US 422	11	US 422	12	US 422
	US 422	13	US 422	14	US 422	15	US 422	16	US 422
	US 422	17	US 422	18	US 422	19	US 422	20	US 422
Public Transit	US 422	21	US 422	22	US 422	23	US 422	24	US 422
	US 422	25	US 422	26	US 422	27	US 422	28	US 422
	US 422	29	US 422	30	US 422	31	US 422	32	US 422
	US 422	33	US 422	34	US 422	35	US 422	36	US 422
	US 422	37	US 422	38	US 422	39	US 422	40	US 422
Bicycle and Pedestrian	US 422	41	US 422	42	US 422	43	US 422	44	US 422
	US 422	45	US 422	46	US 422	47	US 422	48	US 422
	US 422	49	US 422	50	US 422	51	US 422	52	US 422
	US 422	53	US 422	54	US 422	55	US 422	56	US 422
	US 422	57	US 422	58	US 422	59	US 422	60	US 422

---

---

---

---

---

---

---

---

---

---

PROGRAM ELEMENTS	Location/Limits	Map Ref. No.	Strategy/Improvement/Action
A. TRANSPORTATION			
Roadway/Network Improvements	US 422	81	•
	US 422 to PA 23	82	•
	PA 363 to PA 29	83	•
	PA 29 to Seneca interchange	84	•
	Seneca interchange to end of limited access freeway	85	•

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

---

#### D. LAND PRESERVATION/ RESOURCE PROTECTION

Open Space Preservation	Schuylkill River Corridor Parkman Creek Corridor Rural/Heritage Landscapes	<ul style="list-style-type: none"><li>Land purchase/leasehold; conservation easements; TDR</li><li>Educational programs/Campuses</li></ul>
Stream and Riparian Corridors/Critical Lands	Wetlands Forested Riparian Buffers Forest	<ul style="list-style-type: none"><li>Conservation easements; Hazard Zoning Ordinance; Resource protection zoning</li><li>Educational Programs/Incentives</li><li>Tree planting/revegetation</li></ul>
Resource Protection (Groundwater recharge and Water Quality)	Proposed development areas Existing paved areas	<ul style="list-style-type: none"><li>Low impact development (green design, rain gardens, permeable pavement, etc.)</li><li>Educational Programs</li><li>Scholarship funding</li></ul>
Heritage Appreciation and Management	Schuylkill River Heritage Area	<ul style="list-style-type: none"><li>Historic preservation</li><li>Downstream revitalization</li><li>Zoning overlay districts</li><li>Public education/interpretation</li></ul>

### US 422 Corridor: Transportation Project Costs

- **River Crossing** Total - \$135 Million
  - US 422 (New) Expressway Bridge over Schuylkill River
  - US 422 / PA 363 Interchange
  - Reconfigure US 422 / PA 23 Interchange
- **US 422 Reconstruction (Pottstown Area)** Total - \$300 Million
- **R-6 Rail Extension** Total - \$500 Million
- **US 422 Capacity (US202 to Route 29)** Estimated - \$300 Million

Where will the funding  
come from?





## In Pennsylvania transportation funding is comprised of:

- Federal Programs (Highway Trust Fund and other Federal Sources)
- Motor License Fund (MLF)
- Act 44

---

---

---

---

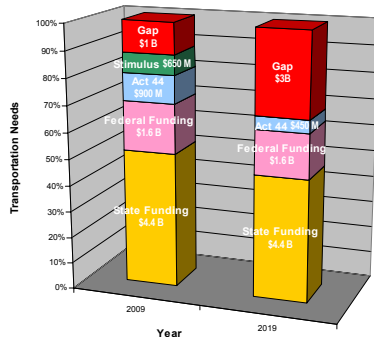
---

---

---

## Pennsylvania State-Wide

Increase in Transportation Needs from 2009 to 2019



---

---

---

---

---

---

---

## What Can We Do?

- Increase gas tax (but additional revenue not committed to US 422)
- Manage US 422 peak capacity demands
- More efficient land use (sustainable scenario)
- Use and expand transit, bicycle and pedestrian options
- Explore tolling options
- \*\*All of the above \*\*

---

---

---

---

---

---

---

## US 422 Corridor Master Plan

- Supports the region's economic competitiveness
- Improves quality of life for residents
- Provides sustainability for the future
- Prepares financing and implementation options (including possible toll)
- Guides land use and transportation decisions of the corridor municipalities and transportation facility owners and operators

---

---

---

---

---

---

---

---

## Implementation

- DVRPC to continue as a "civic broker"
- US 422 toll revenue and traffic engineering study
- Montgomery County's Economic Development Program
- Chester County's Community Revitalization Program
- Advocacy by the US Route 422 Corridor Coalition

---

---

---

---

---

---

---

---

## Thank you

Jerry Coyne  
Delaware Valley Regional  
Planning Commission  
215-238-2850

[jcoyne@dvrpc.org](mailto:jcoyne@dvrpc.org)

Please visit  
<http://www.422corridor.com/>

---

---

---

---

---

---

---

---