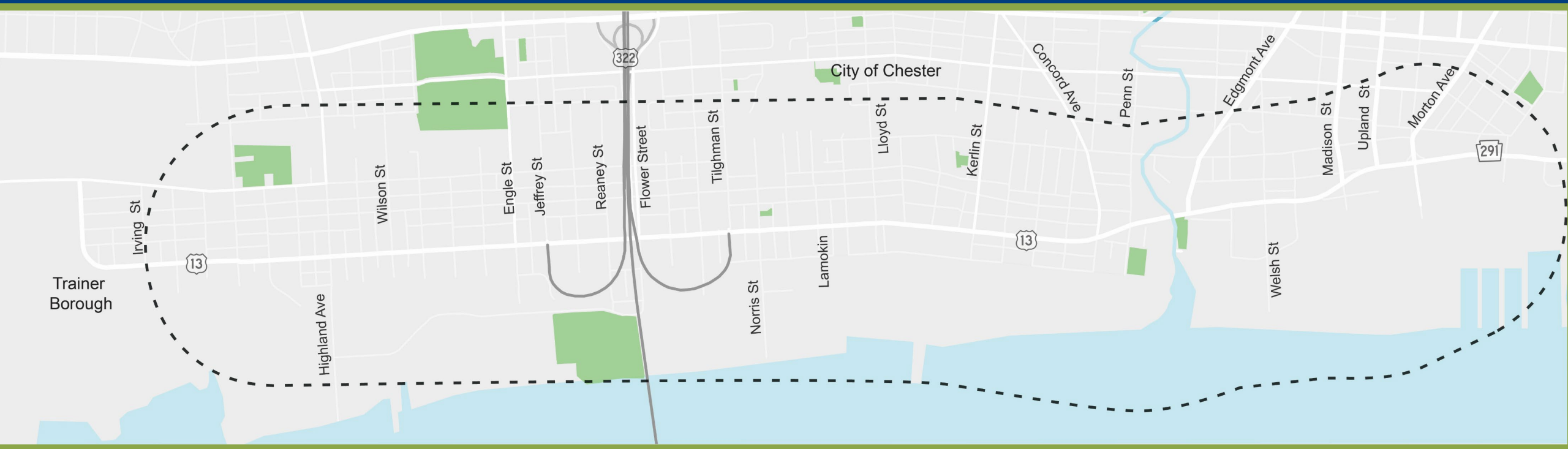
PA 291/U.S. 13 COMPLETE STREETS

IRVING STREET TO BRIDGE OVER RIDLEY CREEK

CITY OF CHESTER AND TRAINER TOWNSHIP



NOVEMBER 12, 2026

PENNDOT DISTRICT 6-0

MPMS# 82069

Pennsylvania Department of Transportation

AGENDA


Introductions
Project Approach
Safety Findings
Concept Development
Safety Concepts
Next Steps
Question & Answer Session



INTRODUCTION

PA 291/U.S. 13 COMPLETE STREETS TEAM

KITTELSON & ASSOCIATES

CDM Smith

Connect the Dots

SAS Geospatial, LLC

A.D. MARBLE
environmental·cultural·engineering
DBE/MBE/WBE CERTIFIED

PROJECT ADVISORY COMMITTEE

- Residents
- Community organizations
- City and Borough
- Local businesses
- Public agencies
- Elected officials



PROJECT TEAM CONTACTS

- JUDY ARENA – PennDOT Project Manager
  - 610-205-6524
  - 7000 Geerdes Boulevard, King of Prussia, PA 19406
  - jarena@pa.gov

- MARIAN HULL – Public Engagement Lead
  - 215-872-1766
  - 1500 JFK Boulevard, Suite 1208
  - hullmm@cdmsmith.com

- BRAD RUDOLPH – PennDOT Media Contact
  - 610-205-6800
  - 7000 Geerdes Boulevard, King of Prussia, PA 19406
  - bradrudolph@pa.gov



COMPLETE STREETS APPROACH



BUILD OFF OF PRIOR PLANS

Delaware County 291 Safety Study

- Objectives
- Metrics
- Engagement
- Alternative Starting Point

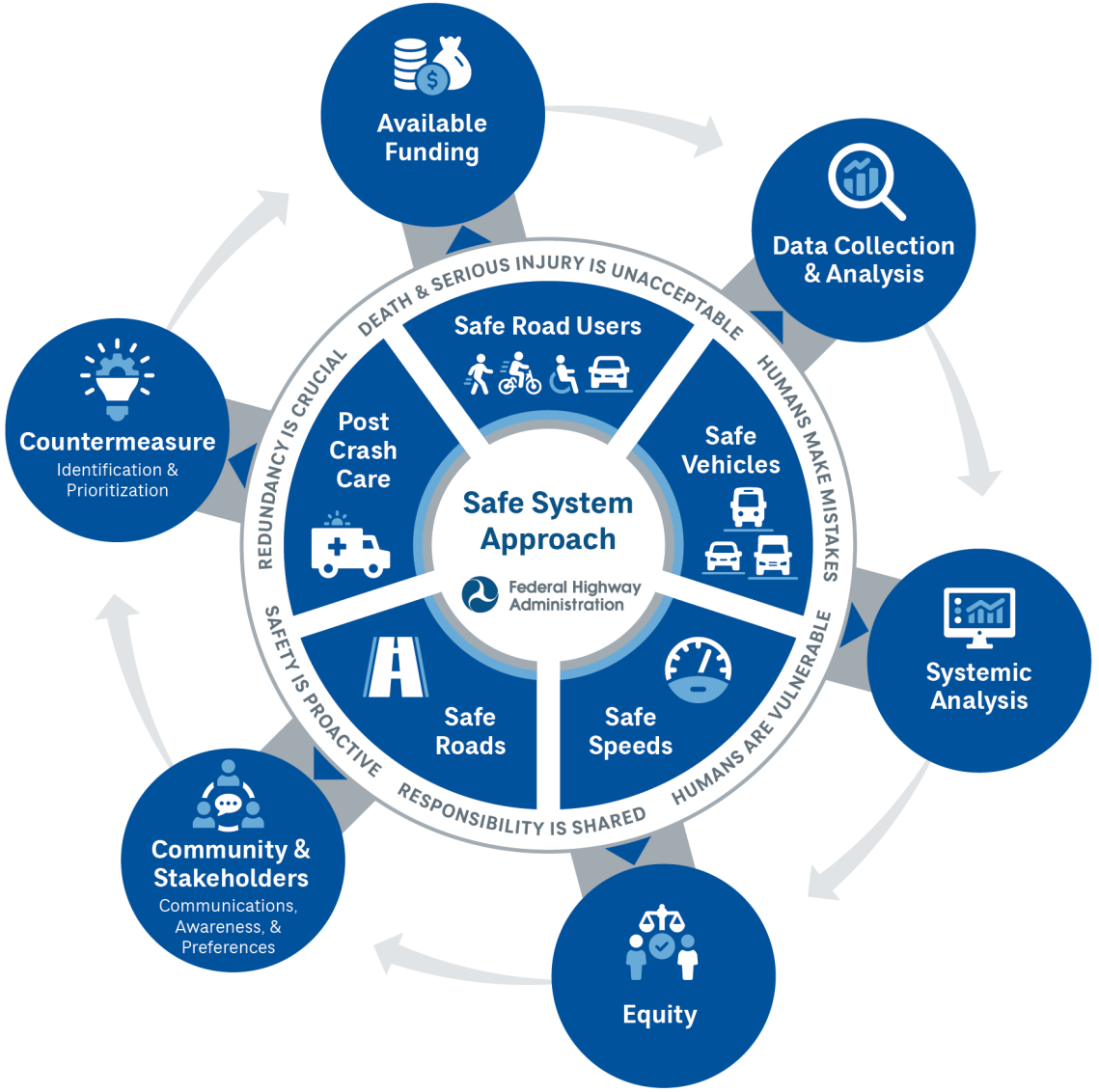
Other Plans and Projects

COUNTY SAFETY STUDY ACCOMPLISHMENTS

- **Established clear understanding** of local needs and priorities
- **Strong data analysis** demonstrating safety and community needs
- **Made community safety issues** in the corridor a regional priority
- **Resulted in funding** to design and construct improvements

SAFE SYSTEM APPROACH

1. **Improve safety** along 291 and supporting street network
2. **Analyze** the function of the full street network
3. **Consider** roles and needs of intersecting and parallel routes
4. **Minimize** traffic diversions to other local streets





SAFETY FINDINGS

CRASH HISTORY

Studied crashes from **2020 to 2024**.

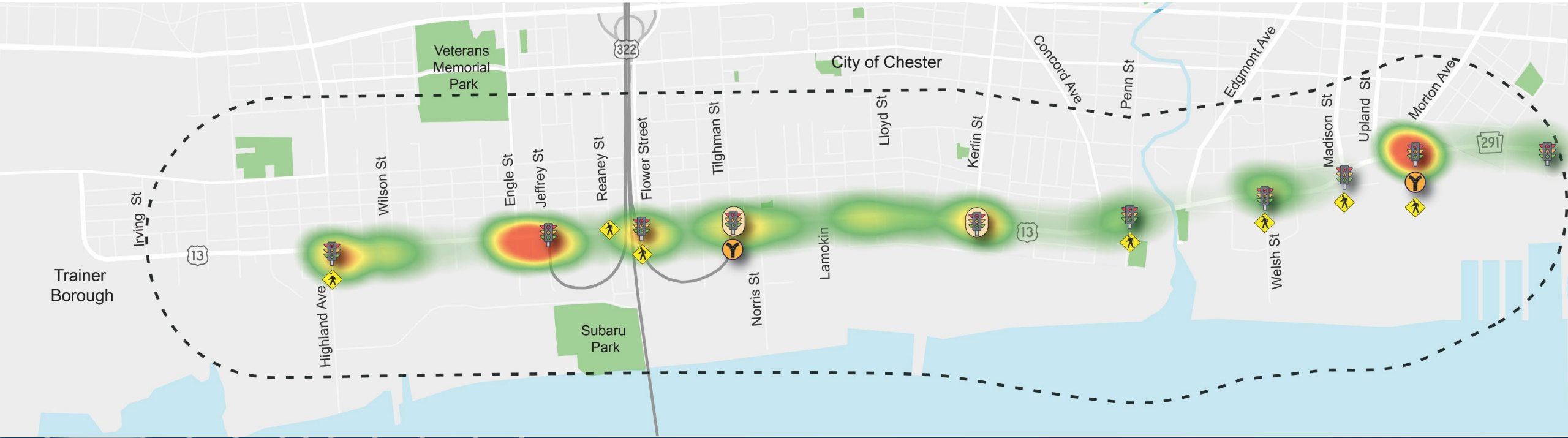
- **253** total crashes
- **10** fatal crashes
- **23** suspected serious injury crashes 23
- **64** suspected minor injury crashes

Crash rates in the corridor are significantly higher than statewide averages for similar roadways

LOCATION OF CRASHES (2020-2024)

- Highest crash density was at Morton and between Engle and Kerlin in both studies
- Highest total crash counts were Jeffrey, Flower, Tilghman, Engel, and Morton

Legend:
- Traffic Signal
- Future Traffic Signal
- Pedestrian Crossing
- Landmarks
- High Turning Movements

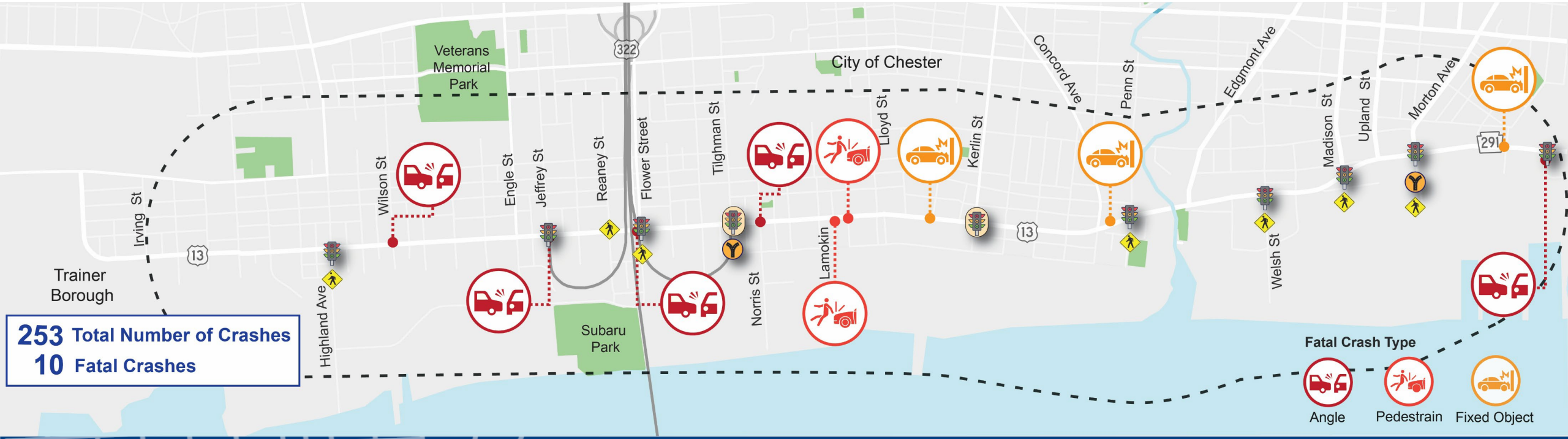


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FATAL CRASH LOCATIONS 2020-2024

- The 10 fatal crashes included pedestrian fatalities at Pennell and at Lamokin.
- Speed was a factor in three of the 10 fatal crashes, all between Flower and Penn

Legend:
- Traffic Signal
- Future Traffic Signal
- Pedestrian Crossing
- Landmarks
- High Turning Movements



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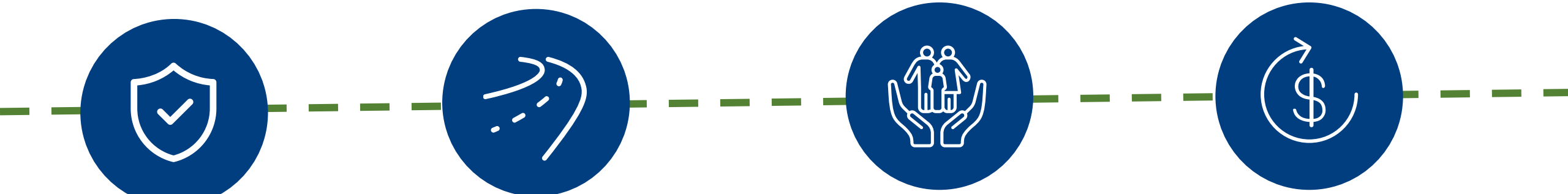


CONCEPT DEVELOPMENT PROCESS

CONCEPT DEVELOPMENT APPROACH

- Identify safety improvements
- Identify opportunities to reduce excess capacity and speeds
- Begin to develop improvement packages:
  - Multi-use trail
  - New signals
  - Intersection designs that narrow crossing distances
  - Medians to narrow roadway and provide pedestrian refuges
  - Safety countermeasures
  - Side street closures

EVALUATION METRICS



Safety

Roadway Operation

Quality of Life

Implementation

SAFETY

- Reduce all types of crashes
- Reduce fatal and serious injury crashes
- Reduce vehicular speeds
- Improve pedestrian crossings and environment
- Provide a separated greenway



ROADWAY OPERATION

- Minimize vehicular traffic delays and traffic signal queues
- Minimize diversion to parallel residential streets
- Accommodate stadium traffic
- Accommodate on-street parking
- Maintain emergency access and I-95 emergency diversion route





QUALITY OF LIFE

- Celebrate Chester as a place – honoring its history and community
- Spur community-sensitive economic development
- Minimize property impacts
- Incorporate green infrastructure







IMPLEMENTATION

Integrate recommendations from previous plans and other local projects



Manage construction costs



Manage maintenance costs



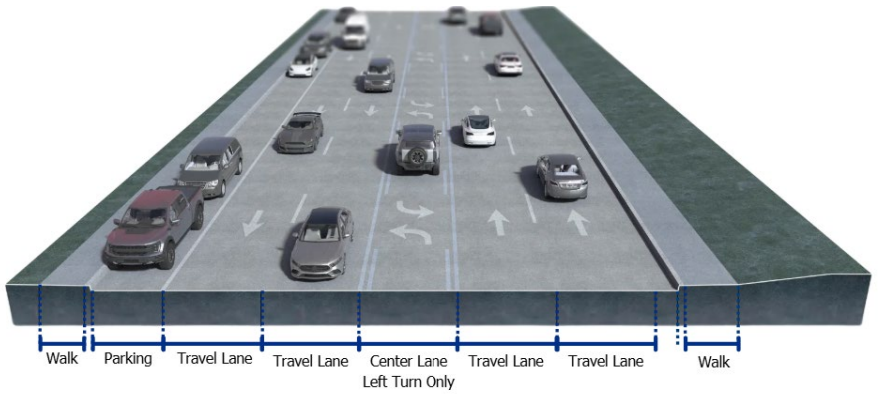
Provide designs that can be maintained with anticipated capacity





SAFETY IMPROVEMENT CONCEPTS

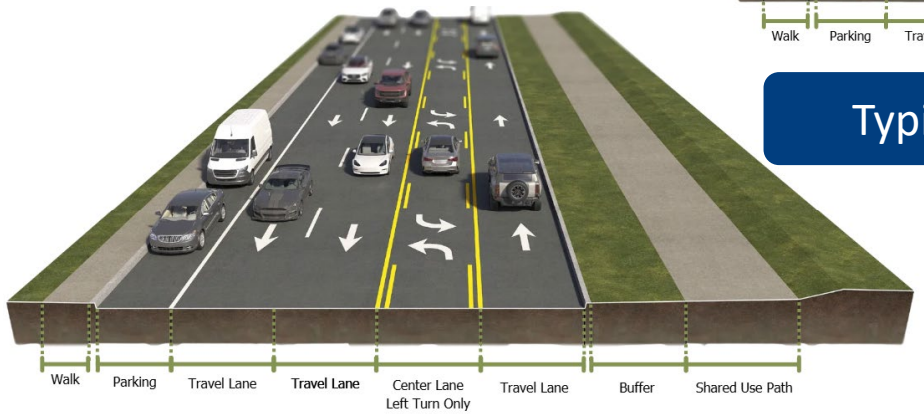
MAKING SPACE FOR ALL USERS



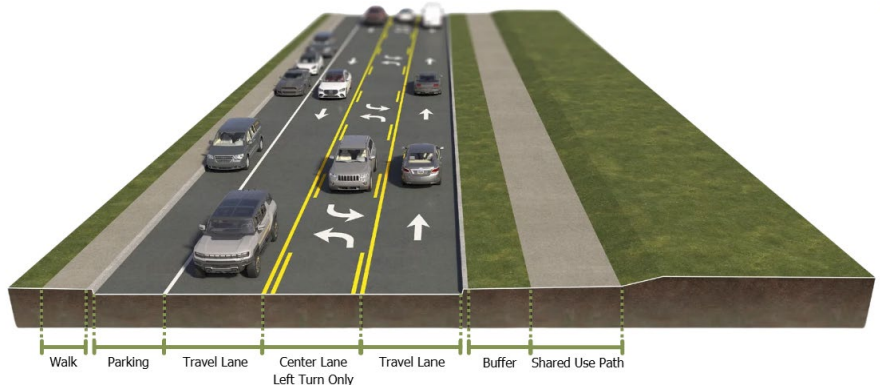
Existing Roadway Condition

Current roadway:

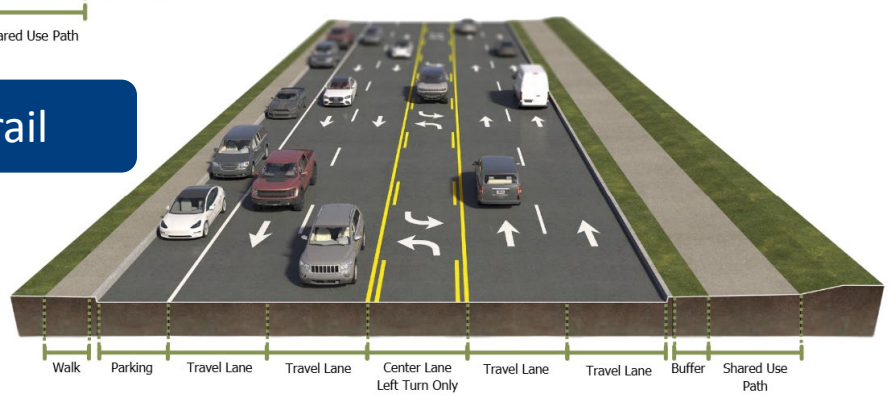
- Feels like a **highway**
- Encourages **speeding**
- Is **difficult** to cross
- **Lacks** bicycle facilities



Typical 4 Lane Section with Trail



Typical 3 Lane Section with Trail

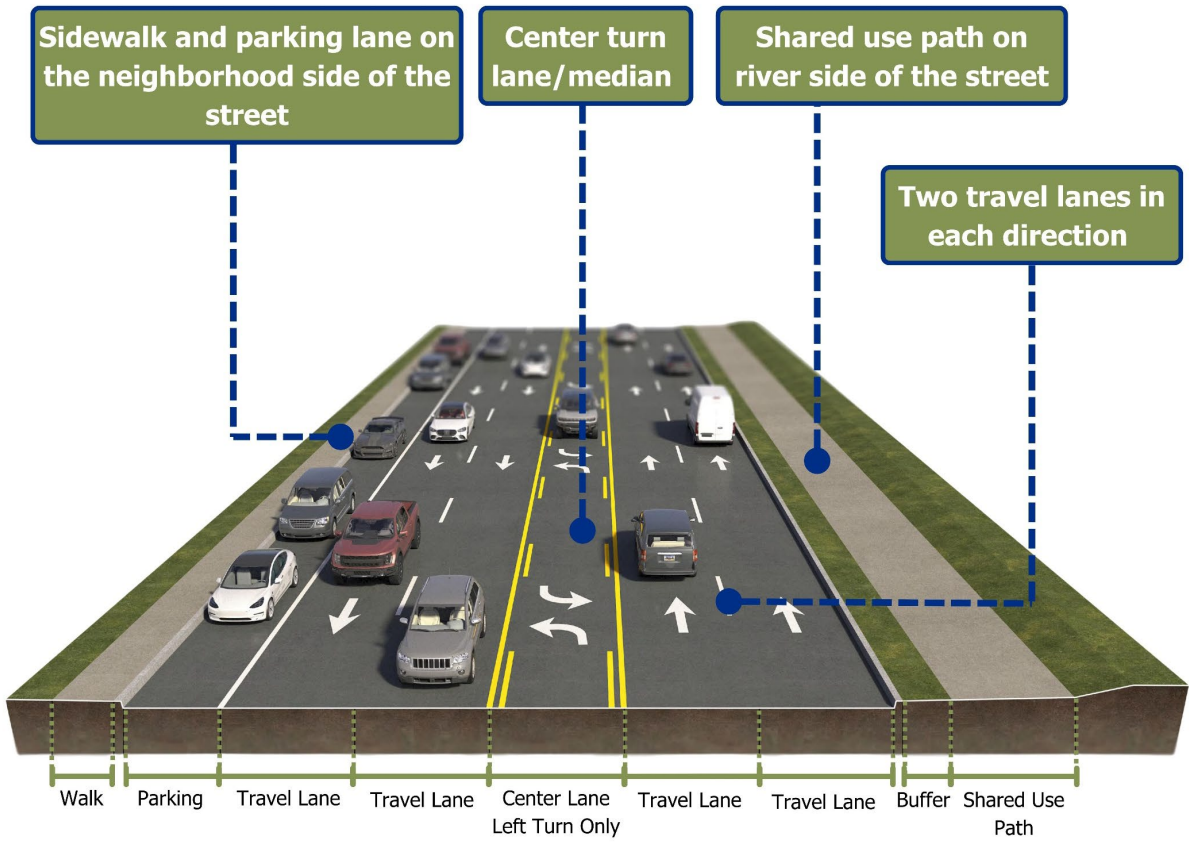


Typical 5 Lane Section with Trail

5-LANE TYPICAL CROSS SECTION

Some parts of the project area will likely stay five-lanes wide to meet travel needs. Where five lanes remain, **PennDOT will build other safety improvements to slow traffic and make it safer to cross**.

Typical 5-lane section



How does it perform?

Would not reduce off-peak excess capacity

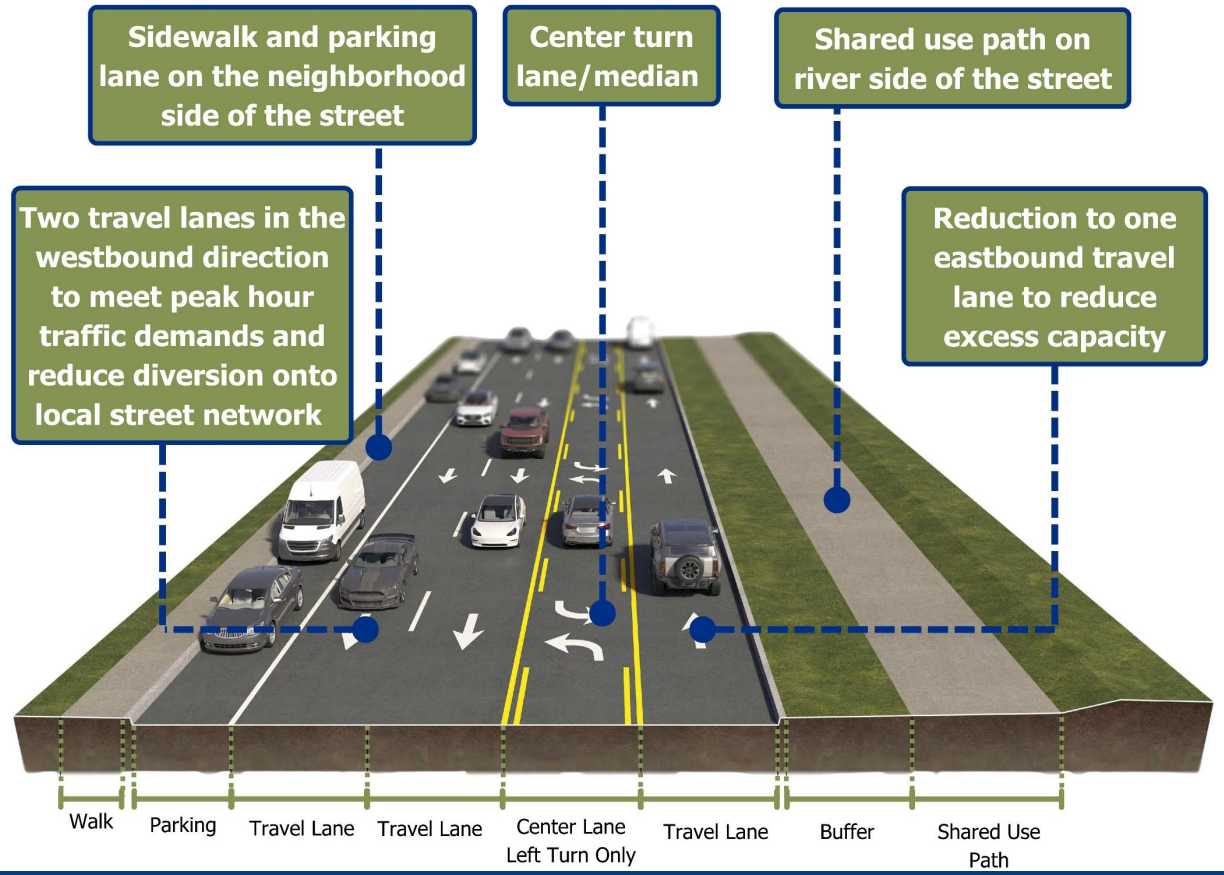
Would rely on other safety counter measures to reduce speeding and make it easier to cross

Would provide capacity for Subaru Stadium events

4-LANE TYPICAL CROSS SECTION

Some parts of the project area could be reduced to four lanes and still meet travel needs. PennDOT will also **build other safety improvements to slow traffic and make it safer to cross**.

Typical 4-lane section



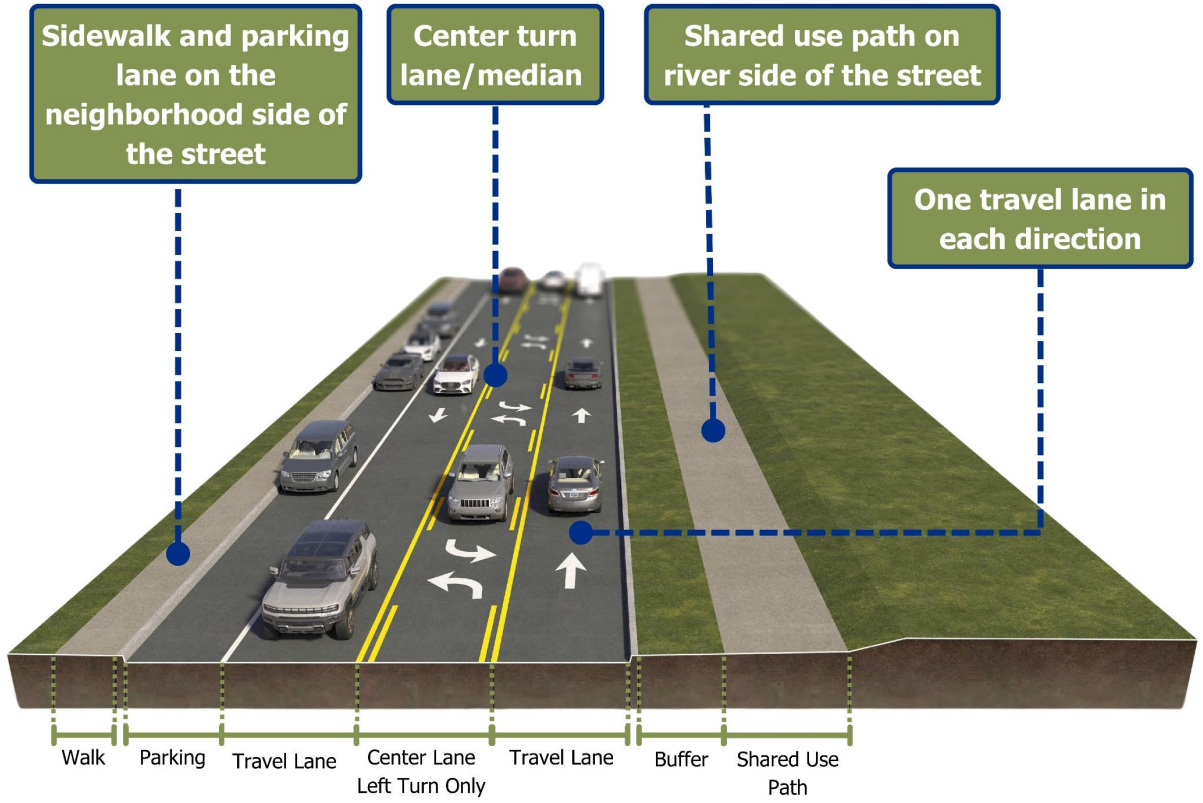
How does it perform?

- **Would eliminate** excess off-peak capacity in eastbound direction
- **Would not reduce** excess off-peak westbound capacity
- **Would narrow street crossing** distance by about 12 feet
- **Would create more space** for curb extensions, trail buffer, and other safety countermeasures that require space to build

3-LANE TYPICAL CROSS SECTION

Some parts of the project area could be reduced to three lanes and may still meet travel needs. PennDOT will also **build other safety improvements to slow traffic and make it safer to cross.**

Typical 3-lane section

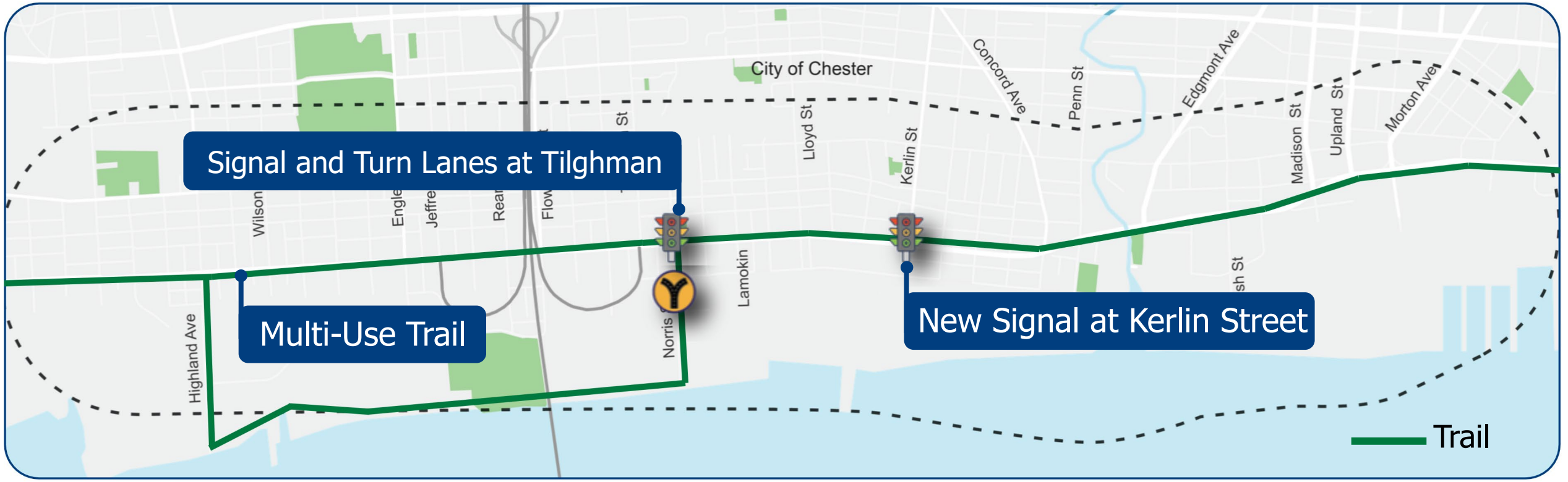


How does it perform?

- **Would eliminate** off-peak excess capacity in both directions
- **Would narrow street crossing** distance by about 24 feet
- **Maximizes space available** for curb extensions, trail buffer, and other safety countermeasures that require space to build
- **Could significantly increase** afternoon peak hour traffic delay in the corridor
- **Potential to create congestion** and other issues in surrounding neighborhoods due to diverted traffic

SAFETY AND MULTIMODAL IMPROVEMENTS

Lane Reductions to Reduce Excess Capacity

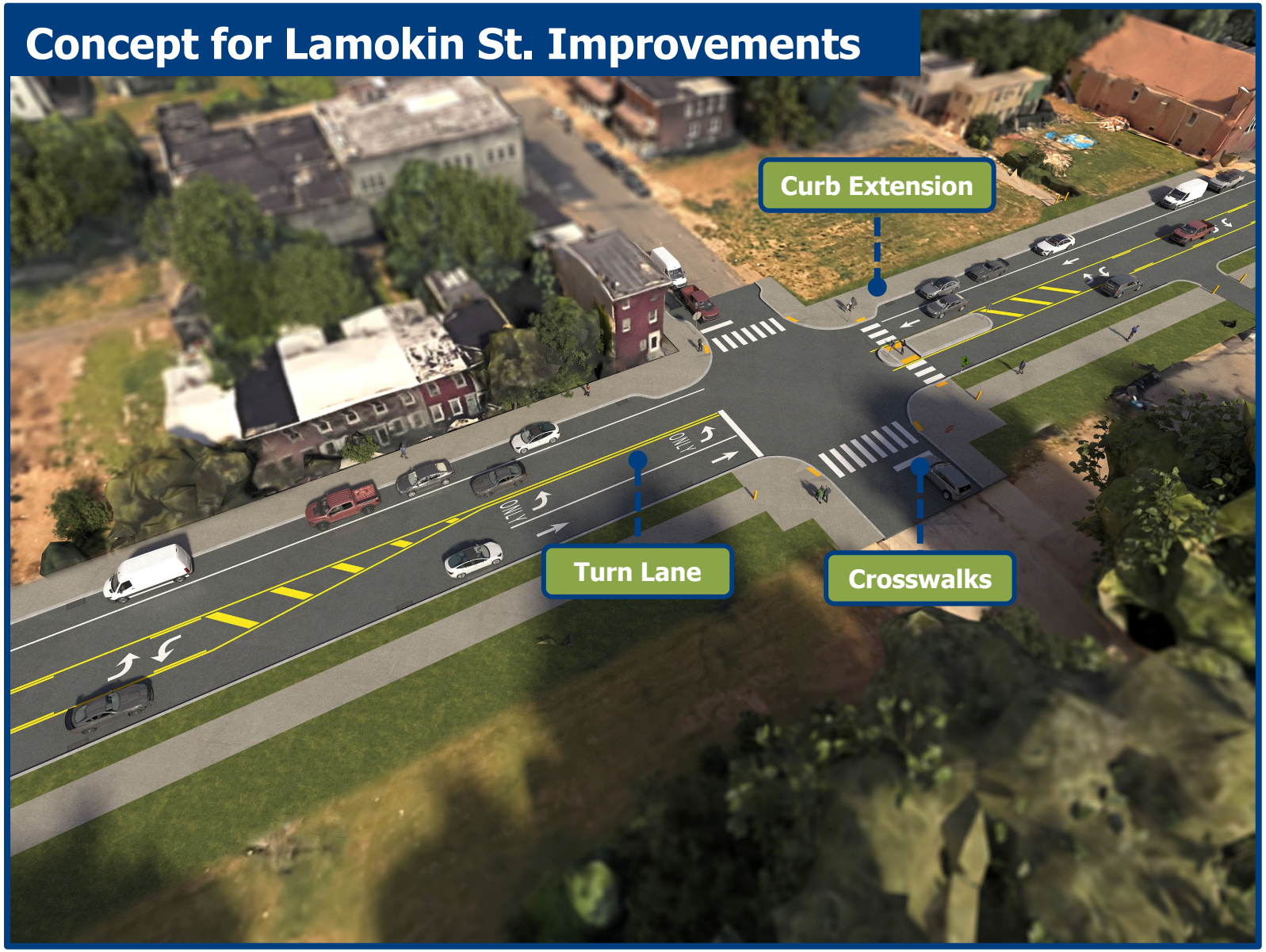


Pedestrian Improvements at Intersections

Safety Countermeasures Along the Corridor

TYPICAL INTERSECTION IMPROVEMENT

Concept for Lamokin St. Improvements







SIGNALIZED INTERSECTION IMPROVEMENT

Concept for Kerlin St. Improvements



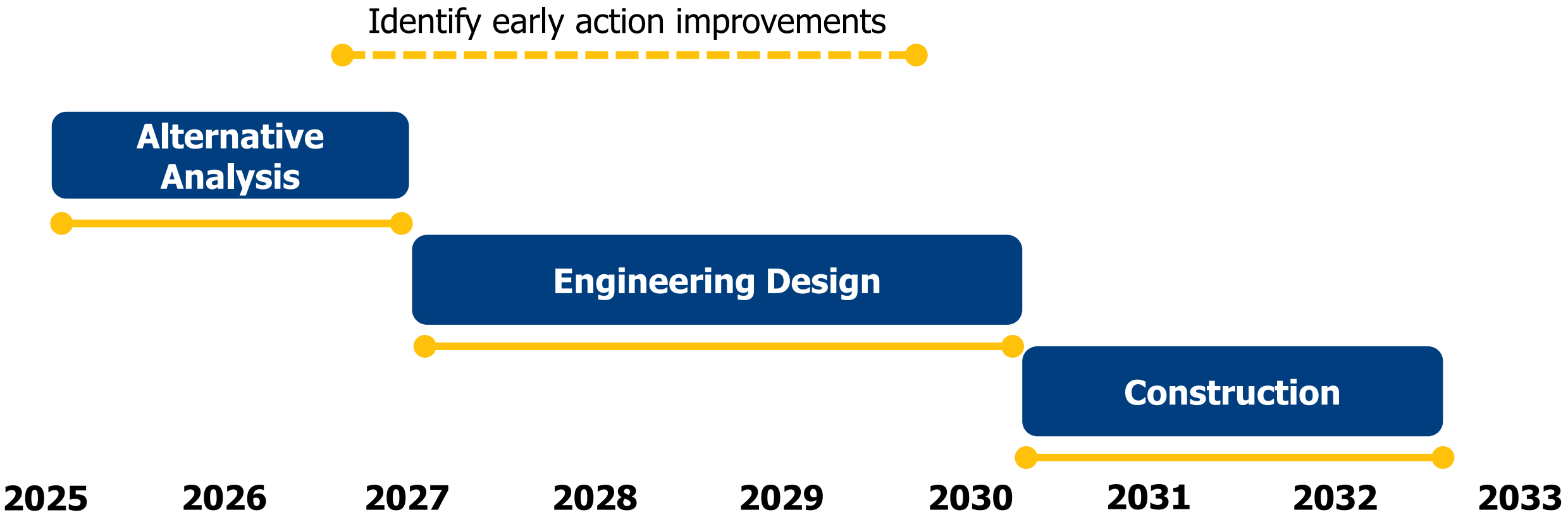






SCHEDULE & NEXT STEPS

PROJECT SCHEDULE

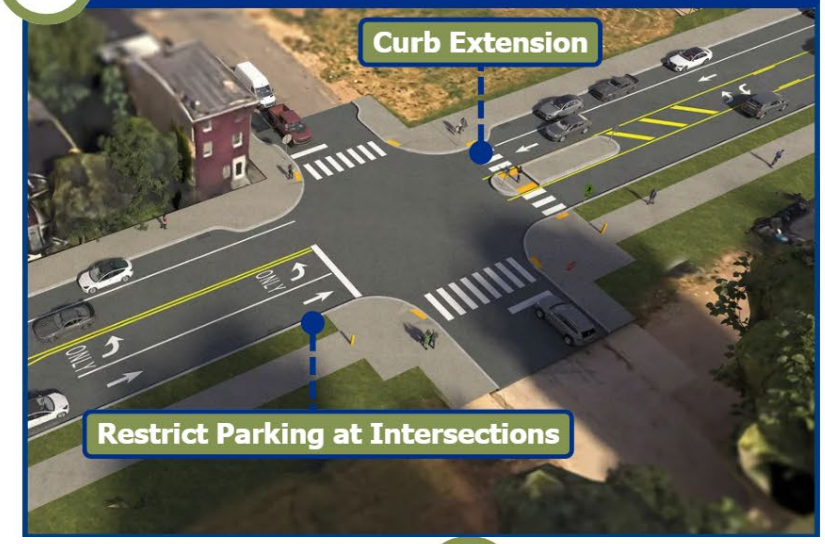


POTENTIAL EARLY ACTION PROJECTS

1 Signalize Additional Intersections



2 Improve Intersection Visibility



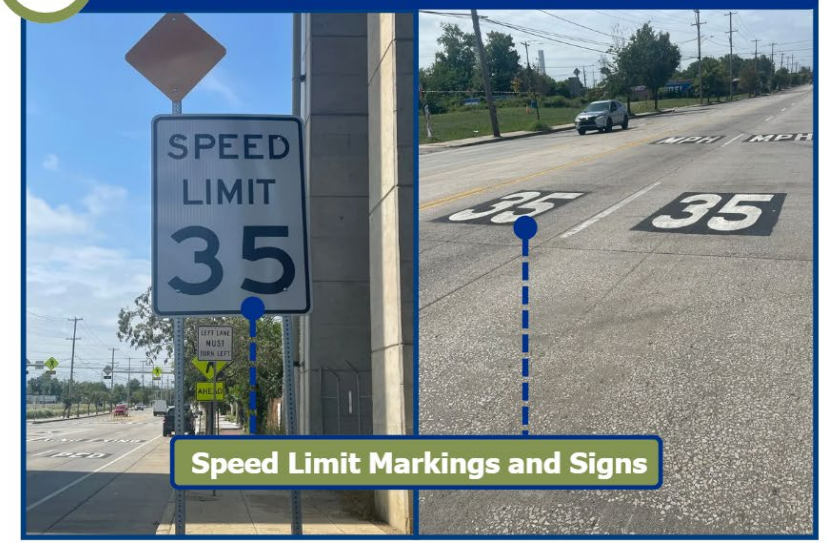
3 Install Raised Medians



4 Clearly Mark Crosswalks



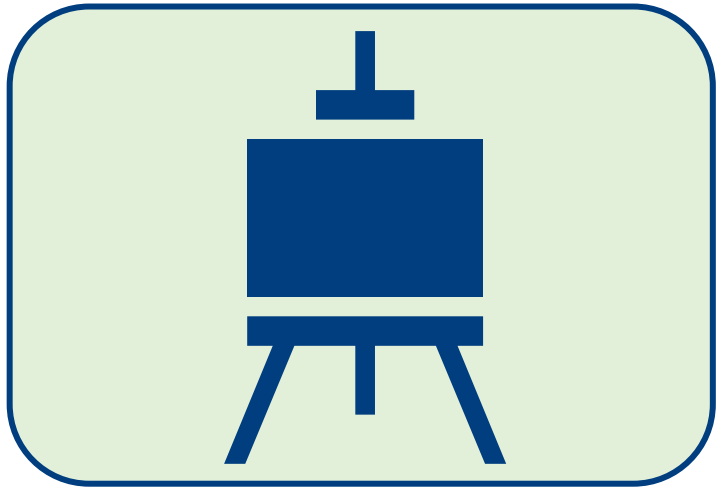
5 Install Speed Limit Markings and Signs



Pennsylvania
Department of Transportation

OPPORTUNITIES TO GET INVOLVED

Open House



Chester City Hall
Community Room
November 17, 2026,
4:00-6:30 p.m.

Website



bit.ly/route291US13cssp

Pop-Up Events



Keep an eye out on the website and flyers along the corridor