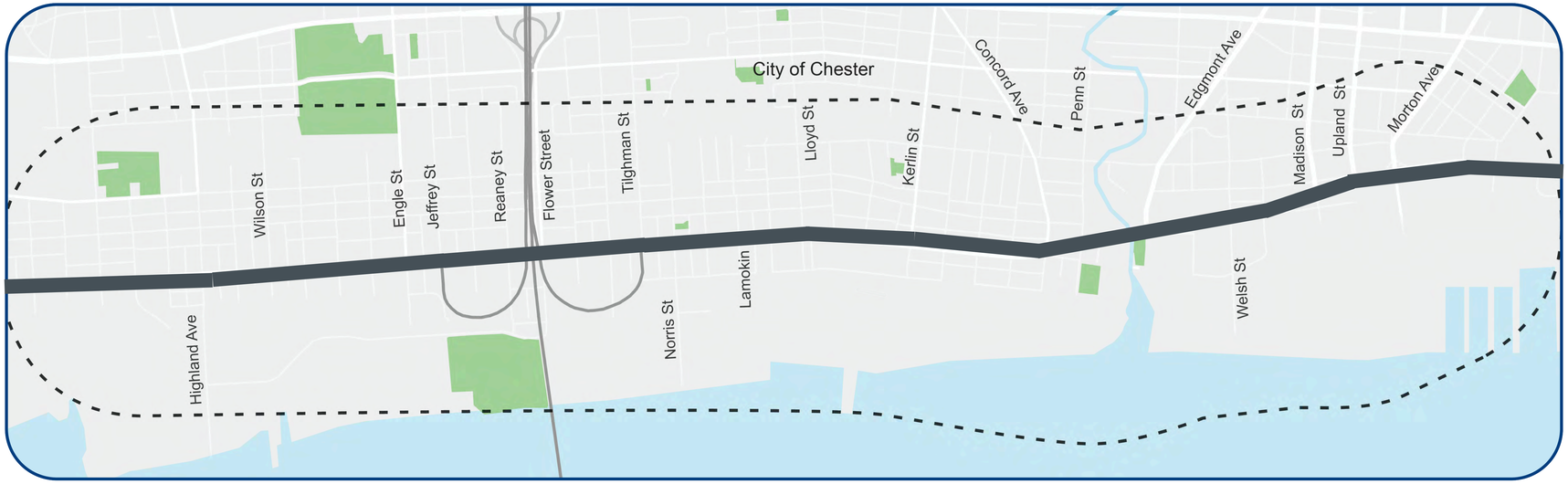
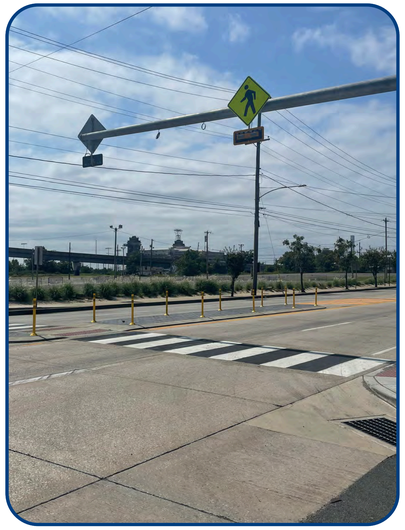
PROJECT INTRODUCTION







What is this project about?

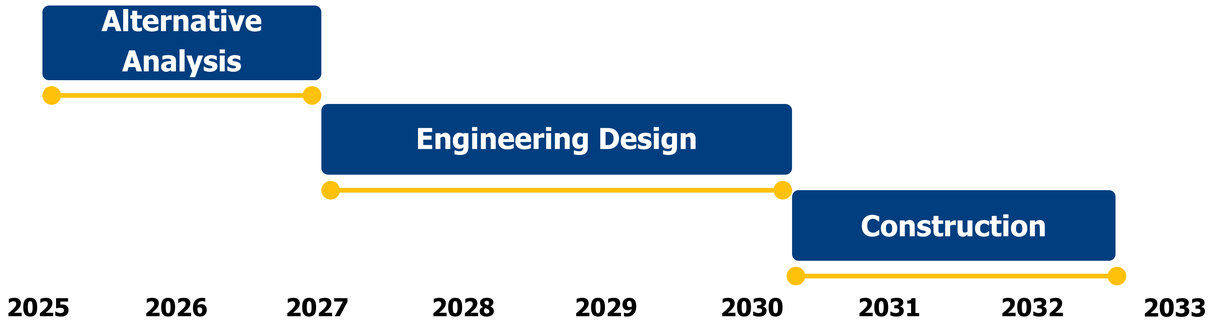
PennDOT is planning a **Complete Streets project** to make Route 291/U.S. 13 safer and easier to use for everyone. The project covers **3.2 miles of the road**, from Ridley Creek to Irving Street in the City of Chester and Trainer Borough. This work builds on a **2024 Delaware County safety study** that suggested changes to make the roadway safer for all users.

Why is this project happening?

This project seeks to make the road safer and more comfortable for drivers, walkers, bike riders, and people who live along the corridor by:

- **Slowing down traffic** and reducing speeding and aggressive driving
- Making it easier and safer for people to **cross the street**
- **Adding a trail** for walking and biking

Schedule



SAFETY



Studied crashes from **2020 to 2024**.

253 total crashes

10 fatal crashes

23 suspected serious injury crashes

64 suspected minor injury crashes

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

The **10 fatal crashes** included pedestrian fatalities at Pennell Street and at Lamokin Street

Speed was a factor in three of the 10 fatal crashes, all between Flower Street and Penn Street

UNDERSTANDING COMMUNITY PRIORITIES

This project builds on the 2024 Delaware County Safety Study that:

Established clear understanding of local needs and priorities

Provided 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

The project team is working with a **Project Advisory Committee** to help guide decision making. Committee members include:

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

TELL US YOUR NEEDS!



Share your thoughts with the project team tonight

Visit the website to view information updates and provide comments

Keep an eye out for us at **community events**, where we will share updates!

https://bit.ly/route291US13cssp

EVALUATION METRICS

SAFETY

- **Reduce** all types of crashes
- **Reduce** fatal and serious injury crashes
- **Reduce** vehicular speeds
- **Improve** pedestrian crossings and environment
- **Provide** a separated shared use path

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 TOOL BOX

- Shared Use Path / Trail
- Green Paint
- Bicycle Signal
- Sidewalk Widening
- Pedestrian Refuge
- Crosswalk Visibility
- Flashing Pedestrian Signal
- Pedestrian Countdown Signal
- Extra Pedestrian Crossing Time
- Trail Wayfinding & Amenities
- Curb Extension / Bulb-Out
- Intersection Visibility
- Speed Limit Marking & Signs
- Road Diet
- Raised Median
- Intersection Markings
- Traffic Signal Timing
- Traffic Signals At Intersections
- Street Lightning
- Street Trees
- Add Roundabouts
- Truck Signage
- Truck Apron
- Green Stormwater Infrastructure
- Roadway Alignment Shifts

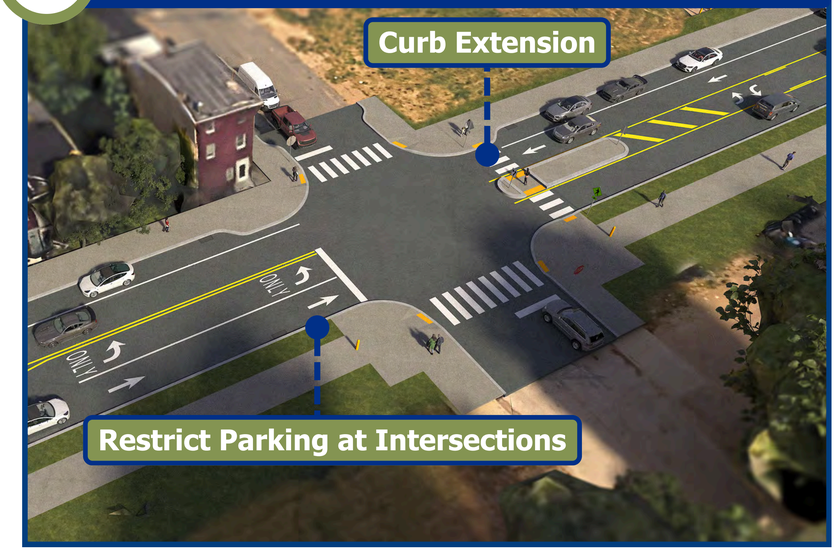


POTENTIAL EARLY ACTION SAFETY IMPROVEMENTS

1 Signalize Additional Intersections



2 Improve Intersection Visibility



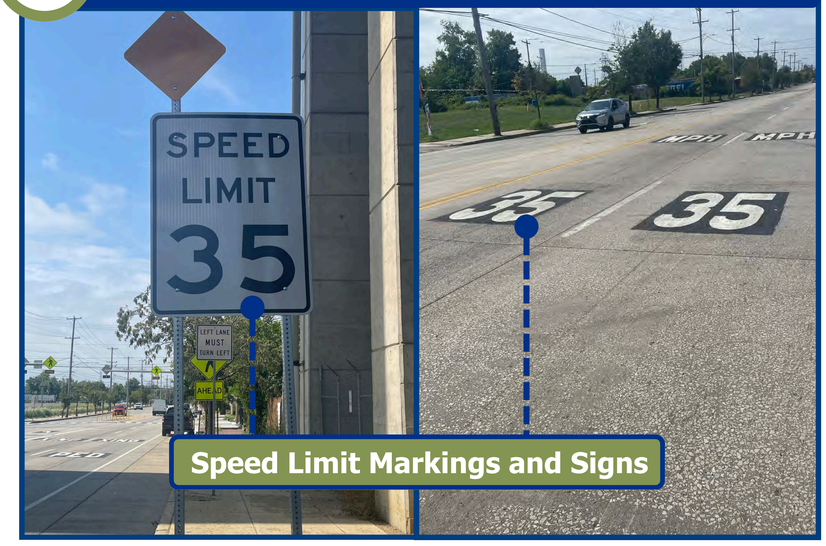
3 Install Raised Medians



4 Clearly Mark Crosswalks

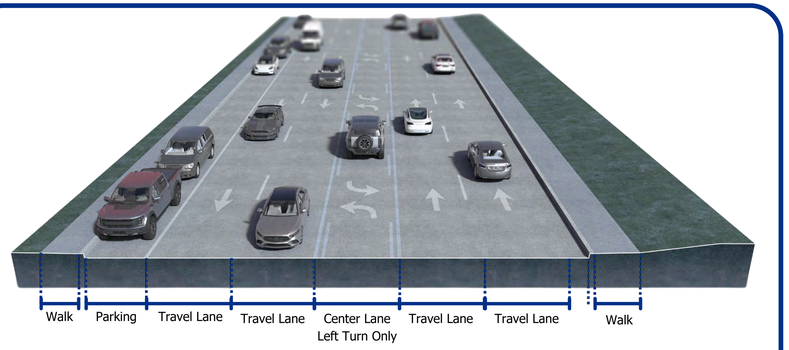


5 Install Speed Limit Markings and Signs



Tell Us Your Thoughts Below

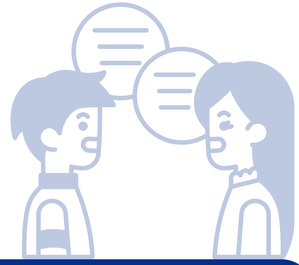
MAKING SPACE FOR ALL USERS



Existing Roadway Condition

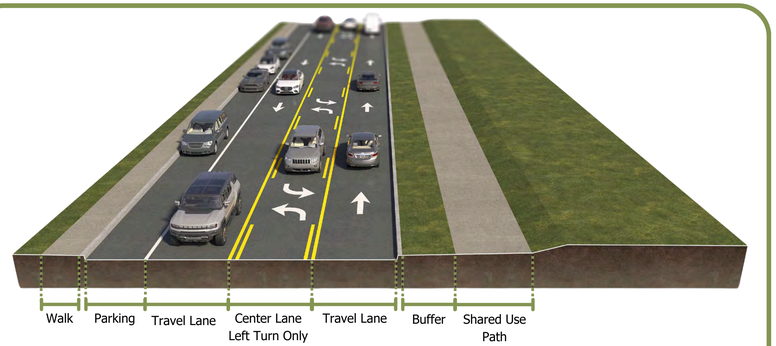
Current roadway:

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

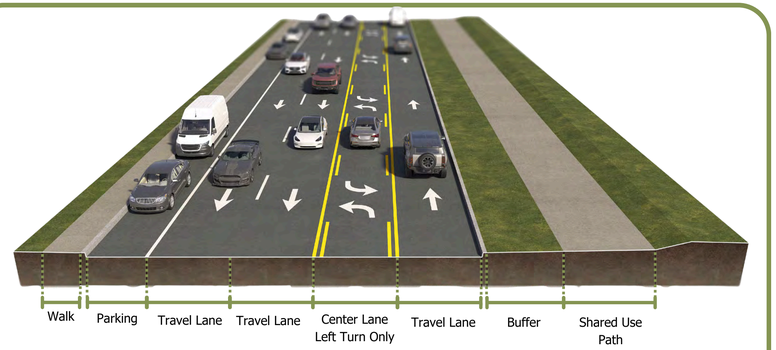


THE CHALLENGE

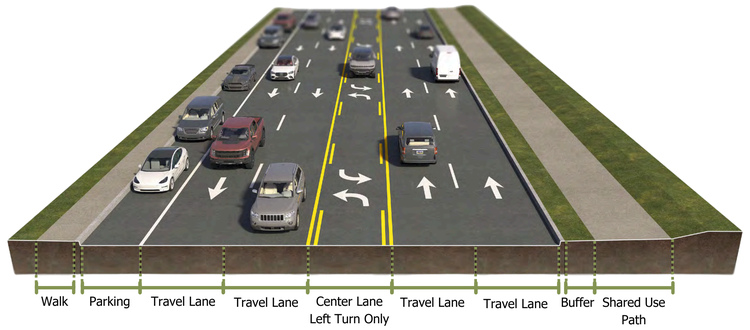
Balance roadway capacity with multimodal access by right-sizing the roadway while providing safe, comfortable facilities for pedestrians and bicyclists.



Proposed Design of 3 Lanes with Trail



Proposed Design of 4 Lanes with Trail



Proposed Design of 5 Lanes with Trail

Removing Excess Capacity

+

Providing Multimodal Access

=

BALANCED SOLUTION FOR ALL

CONCEPTUAL INTERSECTION IMPROVEMENTS

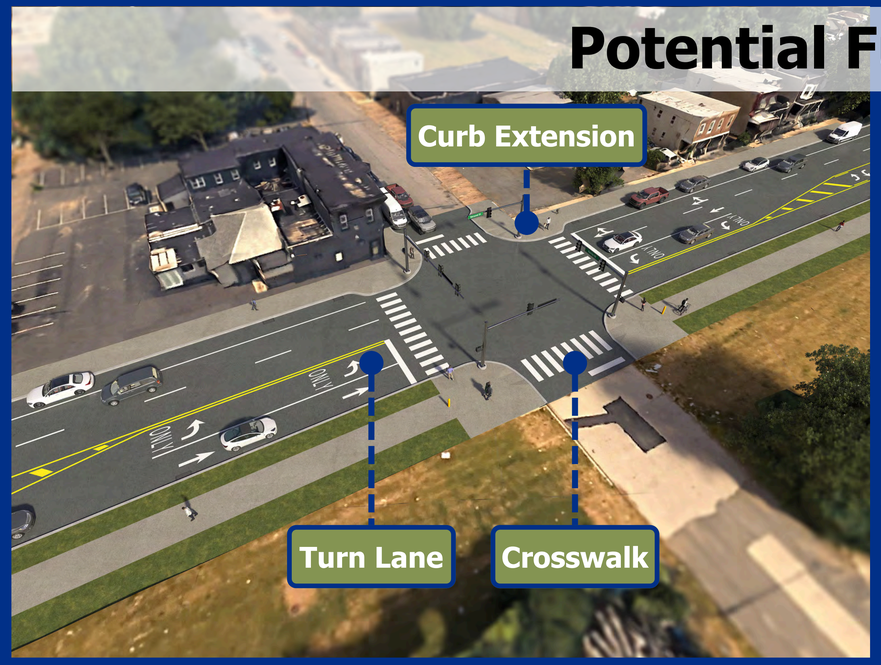
Current Kerlin St. Intersection Conditions







Potential Future Kerlin St. Intersection Conditions







CONCEPTUAL INTERSECTION IMPROVEMENTS

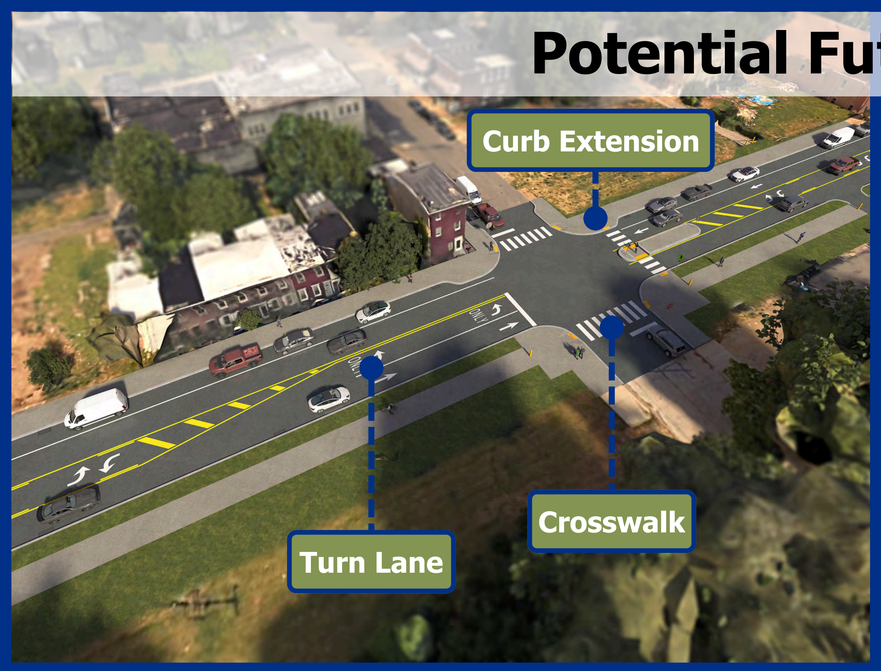
Current Lamokin St. Intersection Conditions



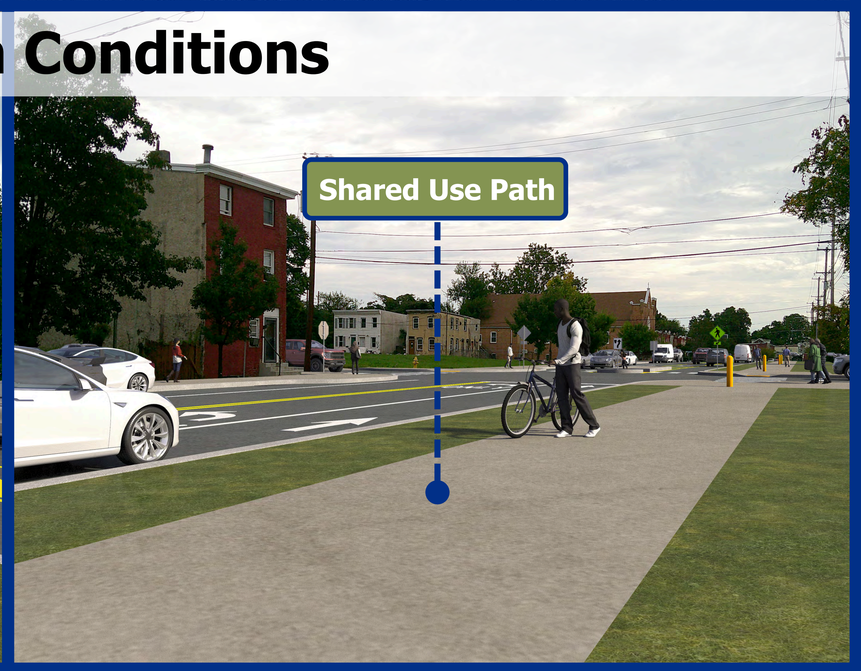




Potential Future Lamokin St. Intersection Conditions



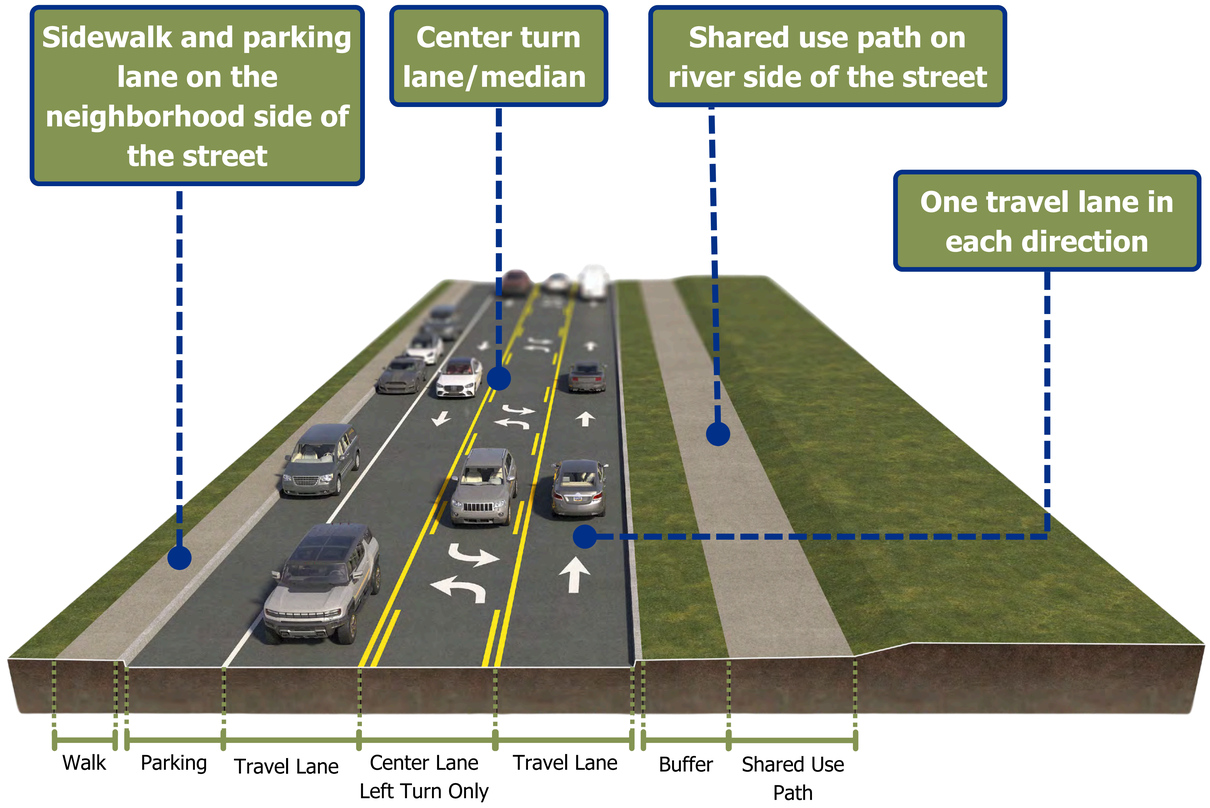




3-LANE TYPICAL CROSS SECTION

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

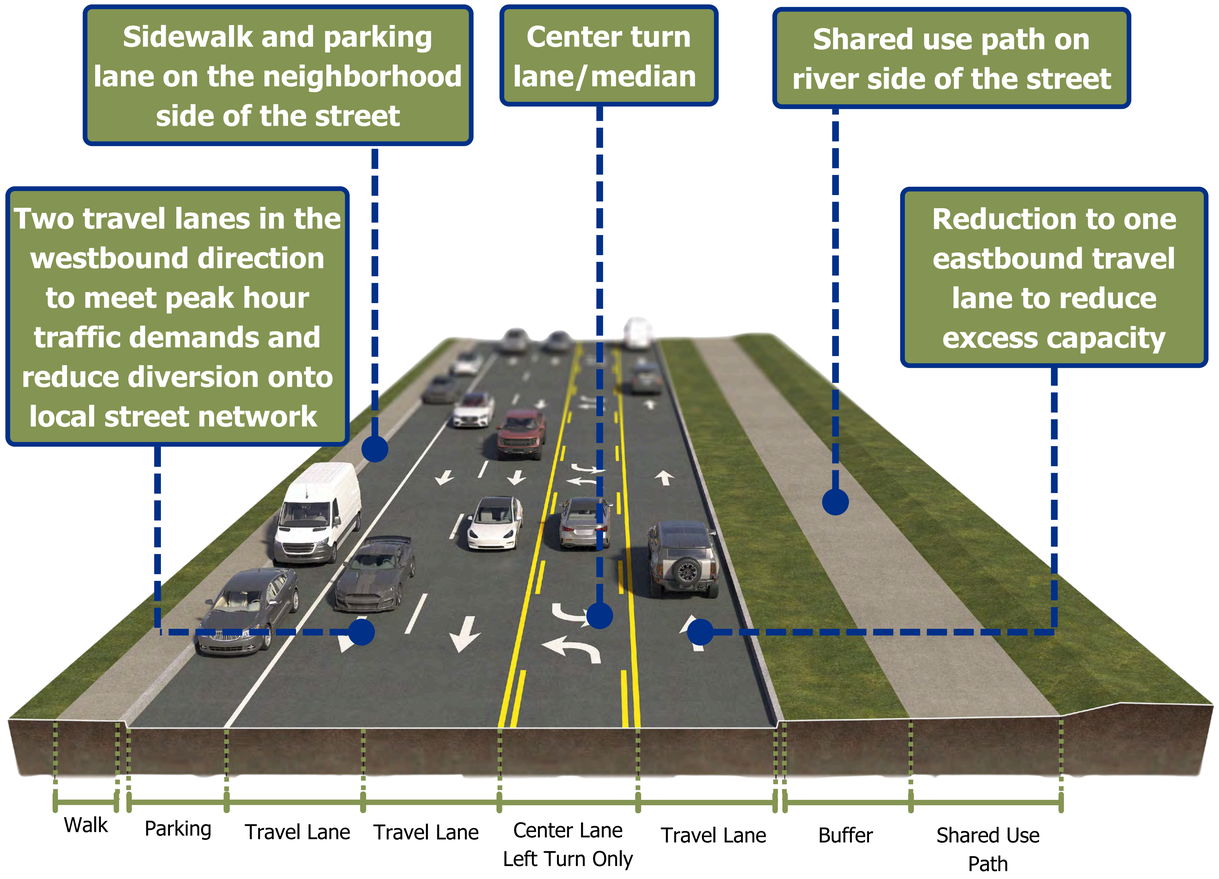
Potential to create congestion and other issues in surrounding neighborhoods due to diverted traffic

Tell us your thoughts below

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

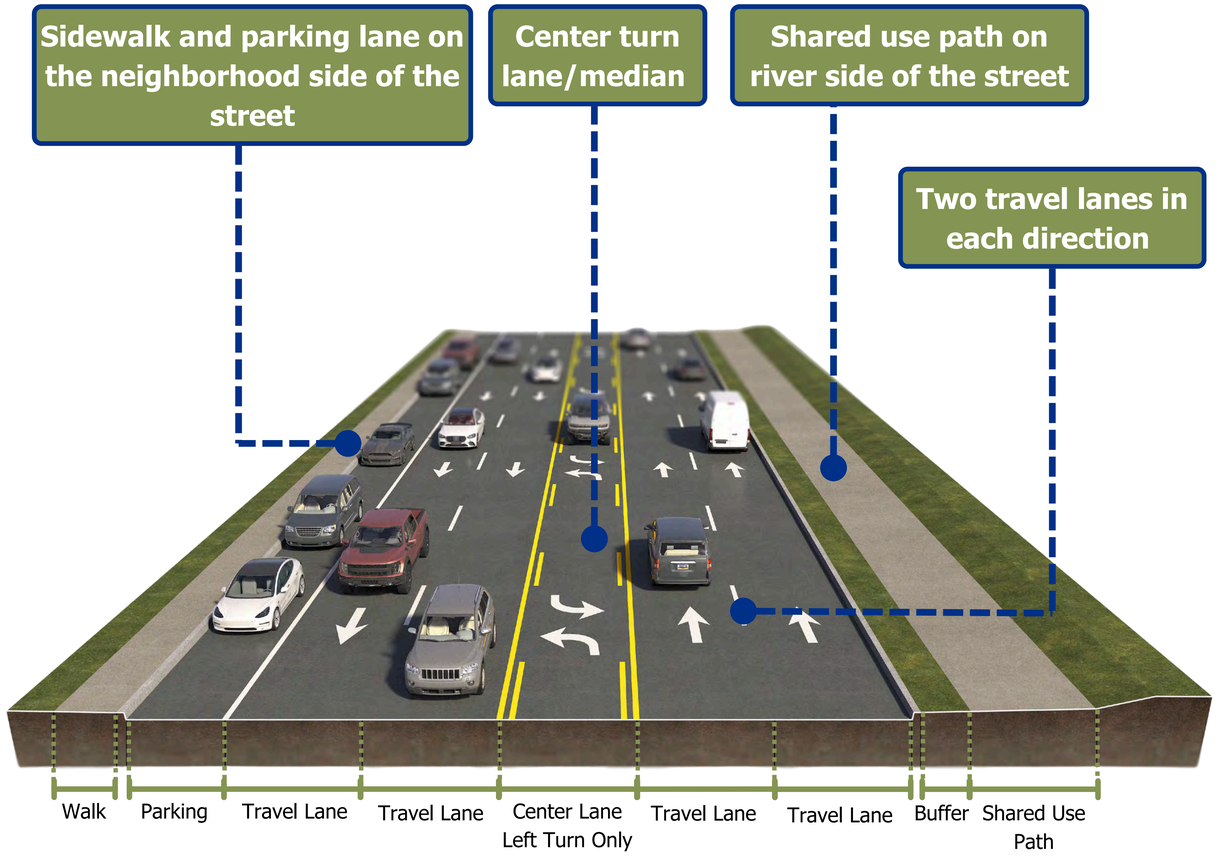
Would create more space for curb extensions, trail buffer, and other safety countermeasures that require space to build

Tell us your thoughts below

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

Tell us your thoughts below