

Route 291/U.S. 13 Complete Street Project

Frequently Asked Questions (FAQ)

What is this project about? PennDOT is developing the Route 291/U.S. 13 Complete Streets project to make the road safer and easier for everyone to use. The project covers 3.2 miles, from the bridge over Ridley Creek to Irving Street in the City of Chester and Trainer Borough.

What is the goal of this project? The goal is to make this mostly five-lane road safer for drivers, pedestrians, bicyclists, and residents by:

- Slowing down traffic and reducing crashes
- Making it easier and safer for people to cross the street
- Providing a trail that people can use for walking and biking

The improvements will help the road better fit its urban setting and make it less of a barrier to the Delaware River waterfront.

Why is the project taking place? To improve safety for everyone who uses this stretch of Route 291/U.S. 13. Roadway safety is a primary concern. From 2020 to 2024, there were 253 reportable crashes and 10 fatal crashes on the road within the project limits.

The Complete Streets project follows Delaware County's recent safety study of this corridor. The study identified safety concerns and proposed roadway changes to improve travel for drivers, pedestrians, bicyclists, and other road users.

What is a Complete Street? Complete Streets are streets designed to allow people of all ages and abilities to travel safely, whether they are walking, biking, driving, or riding transit.

What did Delaware County's Safety Study propose for Route 291/U.S. 13?

The Delaware County safety study evaluated and proposed potential road changes. It offered four options to change the road layout. Each option offered various road configurations and similar safety measures, including:

- Safety enhancements such as curb extensions, center medians, pedestrian refuge islands, improved crosswalks, a shared-use path, and street lighting upgrades.
- Potential signalization of Kerlin Street, if warranted.

Two improvement options featured a narrowing of the road, and one option projected the City of Chester making improvements to the road west of Norris Street.

Delaware County's Safety Study reviewed and analyzed existing conditions, including previous plans and studies; demographic data; existing infrastructure; traffic data, and crash data. It also examined various treatments to improve the corridor (greenway; traffic calming; multimodal access; signals and intersections; placemaking; and truck route enhancements) and reviewed multimodal improvements at intersections along the road.

The following is a link to the Delaware County Safety Study:
[ImprovingSafetyAlongRoute291.pdf](#).

When did the Complete Streets project begin? PennDOT began the Complete Streets project in late summer 2025. Currently, the project team is analyzing improvement alternatives from the Delaware County Safety Study along with other potential improvement options.

When will construction start and finish? Construction is expected to begin in 2030 and finish in late 2032. The construction schedule is subject to change.

Why won't construction start until 2030? Detailed engineering phases must be completed before construction begins. After analyzing potential improvement alternatives from the Delaware County's Safety Study, the project will move into preliminary engineering, where conceptual improvement plans will be developed and refined. A preferred plan will then advance to final design, when detailed construction plans, specifications, cost estimates, materials lists, project schedules, and construction documents are prepared.

Will the Chester community have a voice in this project? Yes. PennDOT wants to hear from the community to develop solutions. Meetings will be held so residents, community members, business owners, and interested citizens can learn about the project and share their concerns and visions for the road. The project team will also meet residents where they are, at community gatherings, neighborhood locations, and local events to share information and listen to feedback to help shape the project. Community input will play a key role in forming the project. More details about public outreach will be available this fall.

Does the project include transit improvements? Transit improvements will be limited to supporting streetscape enhancements, rather than additional transit services, which are beyond the scope of this Complete Street project.

Is the proposed multi-use trail on Route 291/U.S. 13 part of each improvement alternative? Yes, a multi-use trail is included in each improvement alternative under consideration. The addition of this proposed trail will establish a new connection for the East Coast Greenway through Delaware County and connect users to Chester's Riverfront Trail, which runs between Highland Avenue and Norris Street.

Will Route 291/U.S. 13 stay open during construction? Route 291/U.S. 13 is expected to remain open during construction, though lane restrictions are likely. The project's traffic control plan will be developed during the final design phase.

Can anything be done to improve Route 291/U.S. 13 before 2030? Yes. In late summer 2024, PennDOT completed a \$434,000 early-action project to enhance driver, pedestrian, and residential safety. The improvements included:

- Larger 35 mph speed limit signs to increase driver awareness of the posted speed limit.
- New pavement markings and high visibility crosswalks to emphasize speed limits and pedestrian crossing areas.
- "X" boxes at intersections to deter illegal parking and improve driver visibility when entering Route 291/U.S. 13.
- Dotted lines to help drivers safely enter the road at unsignalized intersections.
- Flexible posts on medians to improve visibility.

In addition, the City of Chester replaced a flashing red/yellow beacon with a full traffic signal on Route 291/U.S. 13 at its intersection with Jeffrey Street and the U.S. 322 eastbound exit ramp in April 2025. This safety improvement was funded by Pennsylvania's Automated Red Light Enforcement (ARLE) program. A Rectangular Rapid Flashing Beacon also was installed on Route 291/U.S. 13 at Reaney Street to bring greater attention to the pedestrian crossing area at the Philadelphia Union soccer stadium.

Can more traffic signals be installed? The potential for new traffic signals at currently unsignalized intersections on Route 291/U.S. 13 will be evaluated during the Complete Streets project. An engineering study is required to determine if a traffic signal is the best solution. An intersection must meet one or more of nine federal traffic signal warrants to qualify for consideration of a traffic signal. A future traffic signal is proposed for the intersection of Route 291/U.S. 13 and Tilghman Street.

Will I be able to park along Route 291/U.S. 13? On-street parking remains available within the existing 8-foot-wide parking lane on the city side of the road. The community's need for parking will be carefully considered as this project develops.

Will potential changes to Route 291/U.S. 13 affect travel on nearby streets? The project aims to minimize impacts on nearby residential streets and neighborhoods due to potential physical changes on Route 291/U.S. 13. PennDOT's objective is to minimize traffic issues on intersecting and parallel streets.

How much of the project is in Trainer Borough? About 200 feet, from Irving Street to just west of Cotton Street. The remainder is in the City of Chester.

What is the project cost? Final costs have not been determined due to the project's early development stage. Nearly \$40 million in federal and state funds are allocated for

the entire project on the regional 2025 Transportation Improvement Program (TIP), including \$2.5 million from Delaware County's federal Connecting Communities Grant.

Will property be taken for this project? It is too early to know whether property will need to be acquired. This will be determined during final design.

How many vehicles travel on Route 291/U.S. 13? Route 291/U.S. 13 carries an average of 11,161 to 16,918 vehicles a day in the City of Chester within the project limits, depending on the location.

When did Route 291/U.S. 13 become a five-lane road? Following years of local support to improve Route 291 in the City of Chester, PennDOT rebuilt and widened a lengthy stretch of the road from the bridge over Ridley Creek to the Trainer Borough line under two construction contracts between 1998 and 2006.

- The first rebuilt section from the bridge over Ridley Creek to Franklin Street completely opened in October 1999.
- The second section from Franklin Street to the Trainer Borough line opened in February 2026.
- In addition to road widening, improvements included new sidewalks, concrete curbs, traffic signals, stormwater drainage pipes, utility lines, and landscaping.

Where can I find more information on the Route 291/U.S. 13 Complete Streets project? Visit the project website at <https://bit.ly/route291US13cssp>.

Where can I find information on other PennDOT projects in Delaware County? Details on many transportation improvement projects currently active in planning, design, and construction in Delaware County can be found on PennDOT's District 6 website via the following link: [PennDOT Delaware County Projects](#).

How can I learn about roadwork taking place on state roads in Delaware County? Visit the PennDOT 6 District website - [PennDOT District 6](#) - and check the District 6 Traffic Bulletin at the following link: [District 6 Traffic Bulletin](#). The Traffic Bulletin provides information on travel restrictions on state roads in Delaware, Bucks, Chester, Montgomery, and Philadelphia counties.

#