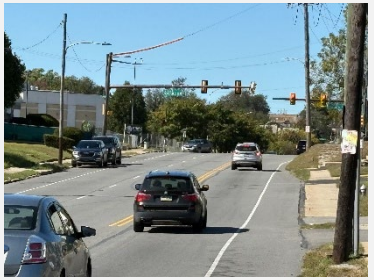
Cheltenham Avenue Corridor Feasibility Study








Public Meeting 2

May 28, 2026

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Cheltenham Avenue Corridor Feasibility Study

Project Overview

A feasibility study to determine possible reconfigurations to Cheltenham Avenue to:

- expand accommodations for pedestrians and bicyclists,
- improve safety for all roadway users, and
- reduce speeding by motorists

Cheltenham Avenue Corridor Feasibility Study

Project Needs

Prior to the study, the perceived challenges of the corridor include:

- Lack of multimodal facilities, the lack of feasible crossings, challenging geometry present impediments to pedestrians and cyclists

- Existing cross-section and posted speed limits do not reflect the current conditions and is not context sensitive.

- Crash data suggests the corridor is not safe – 186 crashes, 3 fatalities, 13 pedestrian collisions, and 11 serious injuries between 2018 and 2022.

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Today's Public Meeting

Prior to the study, the perceived challenges of the corridor include:

- Review Community Feedback from prior outreach efforts (online and meeting #1).
- Discuss Potential Improvement Alternatives

Next Steps

- Finalize Alternatives
- Presentations at two Municipal Meetings
- Generate Report

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Community Feedback

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Online Engagement

- Online Survey
- Online Mapping Tool

Community Meeting

- Public Meeting #1 – April 14th
- Public Meeting #2 – May 28th

Public Presentations

- Upcoming - Summer 2026

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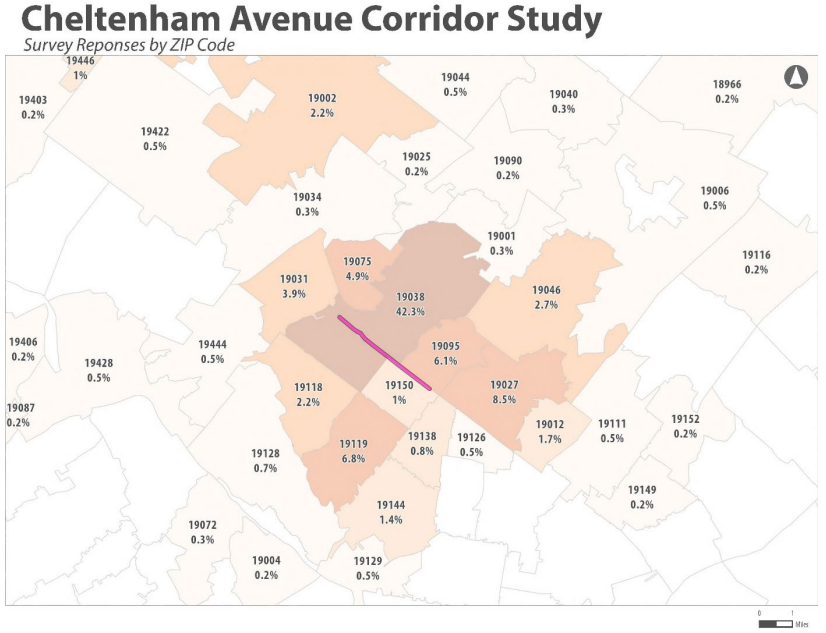
Results Summary – 12/12/2025 through 4/27/2026

594 Survey Submissions
111 Mapping Submissions



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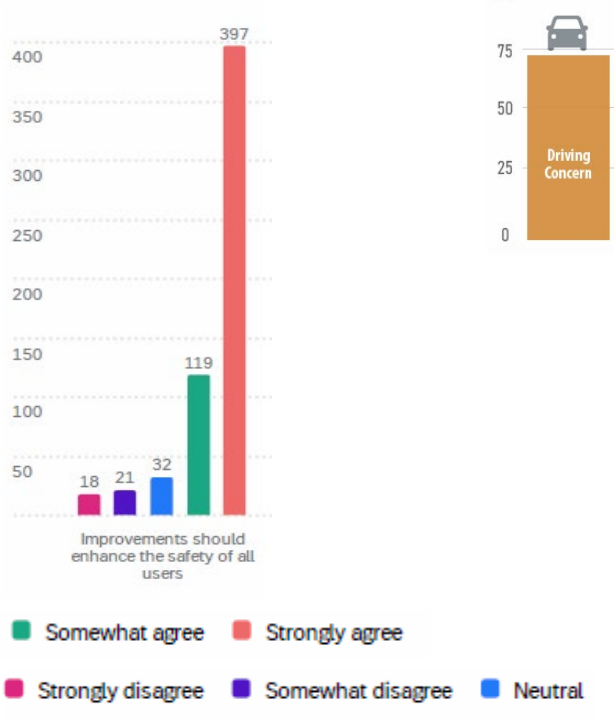

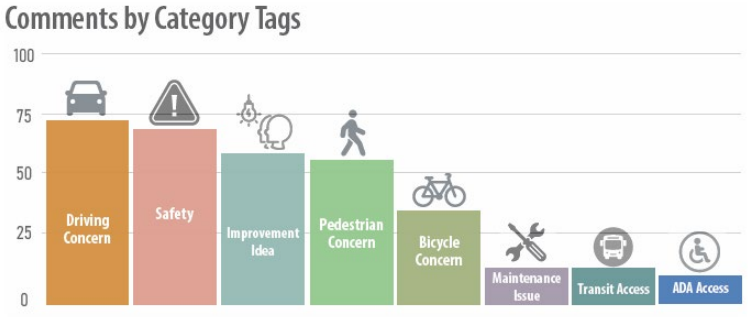

Key Takeaways

1. Speeding and unsafe driver behavior are the dominant concern.
2. Pedestrian safety is compromised due to lack of sidewalks (in certain areas) long unprotected crossings, no pedestrian signals or inadequate crossing time, and high speed traffic.
3. Bicycle infrastructure is inadequate or non existent.
4. Left-turn and intersection operations are a recurring issue.
5. Road surface and maintenance conditions are widely criticized.
6. School-related traffic creates localized safety/congestion issues.
7. Strong desire for safer crossings related to the Cresheim Trail.
8. Some concerns about road diets but safety is a shared goal.

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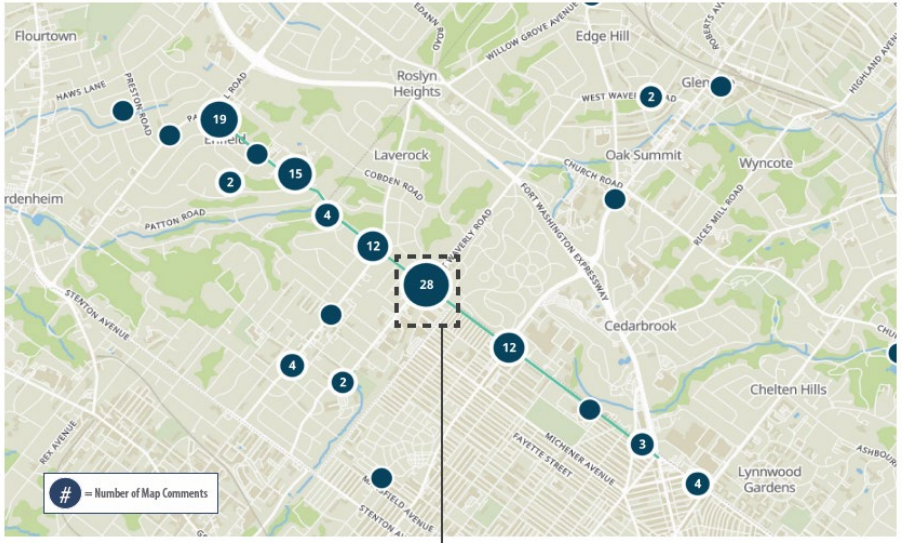
Priority Intersections

Based on number of comments

1. Waverly Road
2. Paper Mill Road
3. Willow Grove Avenue
4. Easton Road
5. La Salle High School



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Considerations

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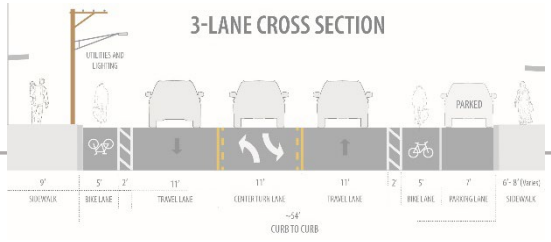
- ☑ Reduce speeding and deter aggressive driving
- ☑ Reduce left-turn conflicts at driveways/intersections
- ☑ Improve traffic flow and reduce congestion
- ☑ Improve pedestrian crosswalks
- ☑ Fill missing sidewalk gaps
- ☑ Improve bus stops and shelters
- ☑ Relocate bus stop from travel lanes where feasible
- ☑ Improve bicycle crossings (vs bike lanes)



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Potential Alternatives

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Corridor Alternatives

1. Existing Cross-Section (Signal Timings + Multimodal Enhancements)
2. Three-Lane Cross-Section
3. Hybrid Cross-Section

Intersection Alternatives

1. LaSalle College High School Driveway
2. Mermaid Lane & Waverly Road
3. Easton Road/Wadsworth Avenue
4. Limekiln Pike

Subject to Agency Review

Cheltenham Avenue Corridor Feasibility Study

Why Consider a Three-Lane Cross-Section?

often referred to as a Road Diet

Federal Highway (FHWA) Noted Benefits:

+ Improved Safety / Crash Reductions
+ Reduce Speeds
+ Mitigate Congestion and Conflicts by Left-turn Traffic
+ Improve the Pedestrian Environment
+ Improve Bicyclist Accessibility
+ Enhance Transit Stops

Source: DelDOT

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When To Consider a Three-Lane Cross-Section?

often referred to as a Road Diet

Federal Highway (FHWA) Guidance for initial consideration:

Probably Feasible: 750 vehicles per hour per direction

✓ *Paper Mill Road to Ogontz Avenue traffic volumes satisfied*

Consider Cautiously: 750-875 vehicles per hour per direction

Feasibility Less Likely: above 875 vehicles per hour per direction

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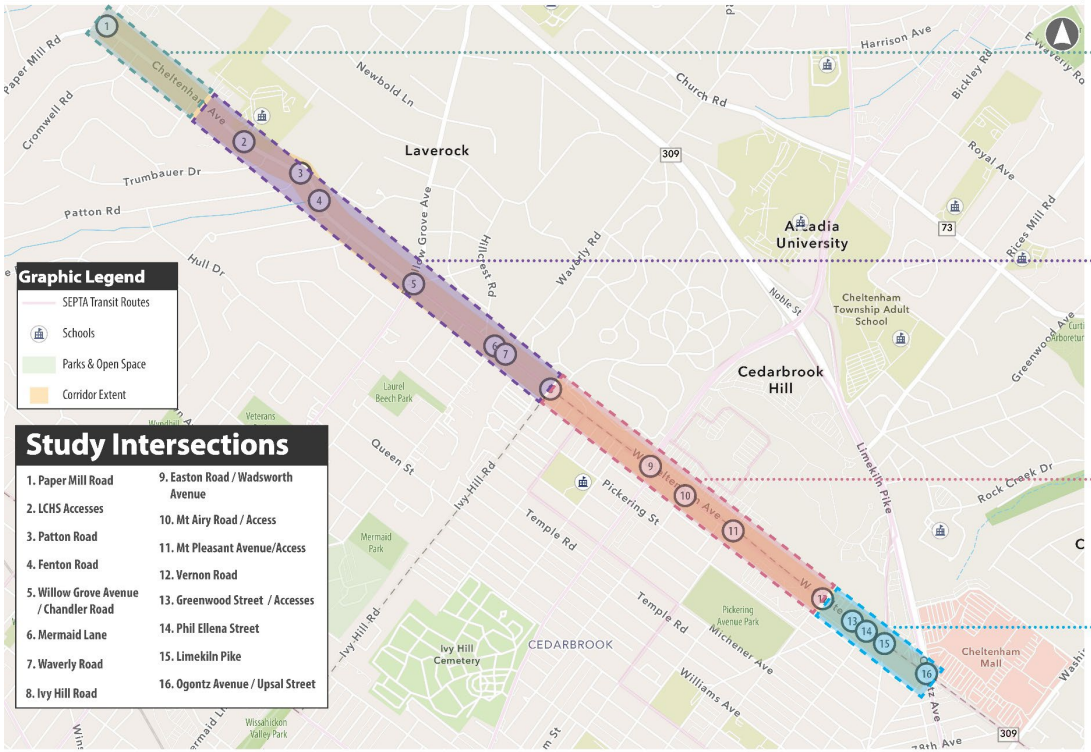
Corridor Overview Map



- Existing Cross-section (ex.)
- Three-Lane Cross-section
- Five-Lane Cross-section (ex.)
- Three-Lane Cross-section

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Traffic Operations – AM Commute

	Existing Cross-Section	Three-Lane Cross-Section	Hybrid Cross-Section
Travel Time (Minutes (rounded))	WB: 9.2 EB: 6.2	WB: 11.0 EB: 6.4	WB: 10.8 EB: 6.4
Avg. Speed (Miles per hour*)	WB: 20.5 EB: 25.8	WB: 17.1 EB: 24.8	WB: 17.4 EB: 22.8

*includes braking speed and time stopped

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Traffic Operations – PM Commute

	Existing Cross-Section	Three-Lane Cross-Section	Hybrid Cross-Section
Travel Time Minutes (rounded)	WB: 9.1 EB: 6.7	WB: 9.7 EB: 7.1	WB: 10.2 EB: 7.6
Avg. Speed Miles per hour*	WB: 20.6 EB: 23.8	WB: 19.3 EB: 22.4	WB: 18.4 EB: 21.1

*includes braking speed and time stopped

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LaSalle College High School Access

- Consolidate existing driveways
- Install traffic signal (subject to PennDOT approval)
- Add dedicated left-turn and right-turn lanes
- Improve sight lines for vehicles exiting
- Extend sidewalk along property frontage

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Waverly Road and Mermaid Lane

- Realign Waverly Road
- Install traffic signal (subject to PennDOT approval)
- Add dedicated left-turn on all approaches
- Provide signalized trail crossing at intersection
- Right-of-way and PECO easement required

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Easton Road and Wadsworth Avenue

- Provide dedicated bus stop area or bus lane EB
- Remove channelized turn lanes on WB Cheltenham Ave and SB Easton Road to reduce high-speed turns
- Provide pedestrian refuge area in center of Cheltenham Ave
- Dedicated NB Wadsworth Ave left-turn lane

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Cheltenham Avenue Corridor Feasibility Study

Easton Road and Wadsworth Avenue

- Remove channelized turn lanes on WB Cheltenham Ave and SB Easton Road to reduce high-speed turns
- Provide pedestrian refuge area in center of Cheltenham Ave
- Convert SB approach for two left-turn lanes in lieu of two through lanes
- Dedicated NB Wadsworth Ave left-turn lane

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Limekiln Pike

- Dedicated left-turn lanes on all approaches
- Streetscape and grass buffer areas
- Bus pull-off areas
- High-visibility crosswalks

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Vernon to Limekiln

- Center left-turn lanes and left-turn lanes at key intersections.
- Consolidate driveways and link parking areas
- Improve signalized access to Church property
- Install median to restrict some side street and driveway left turns
- Continuous sidewalk
- Streetscape and grass buffer areas

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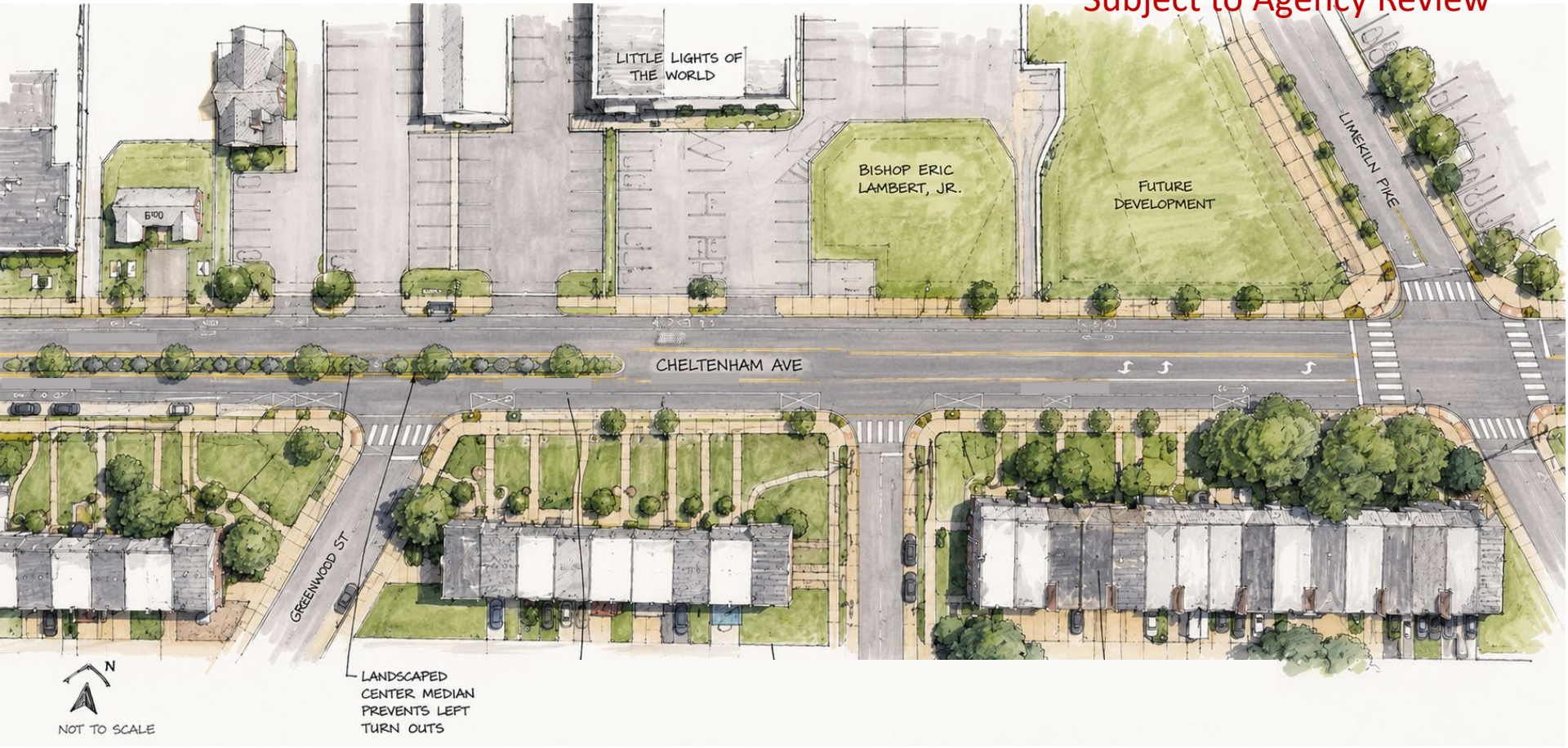
Subject to Agency Review



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Q&A

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Cheltenham Avenue Corridor Feasibility Study

Preliminary Road Diet Results (to be finalized)

LOS C or better; no major drops

Some LOS drops; More study needed

Some LOS drops; Capacity needed

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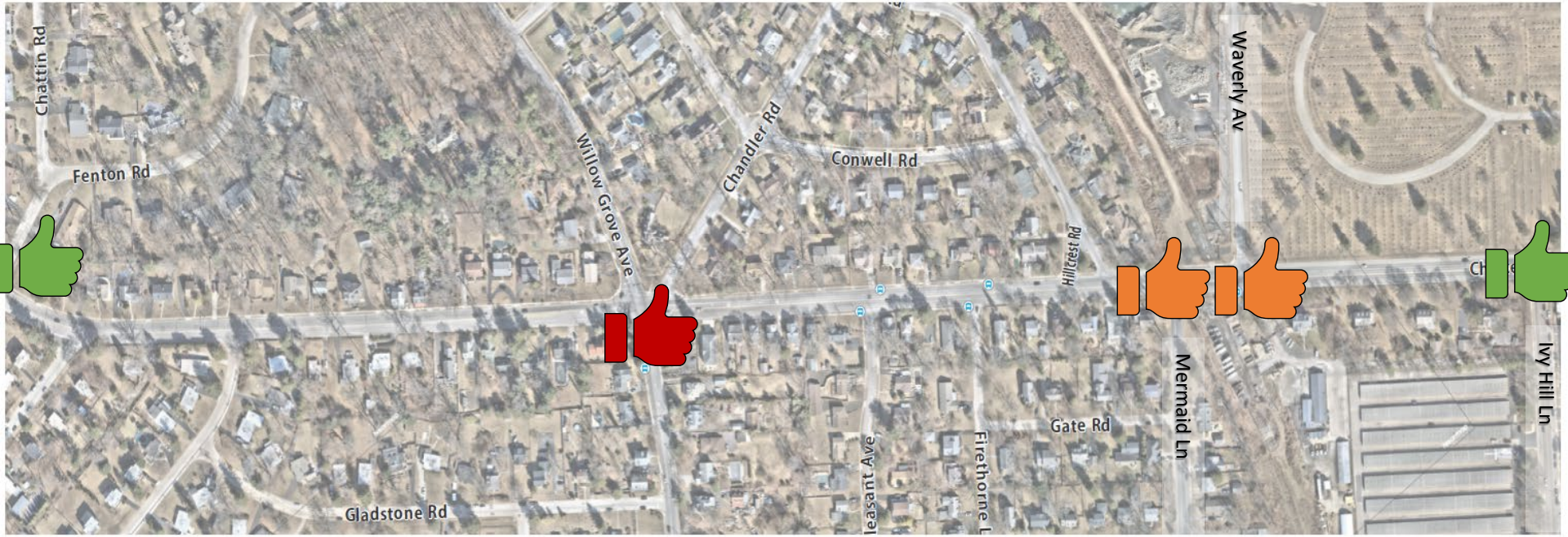

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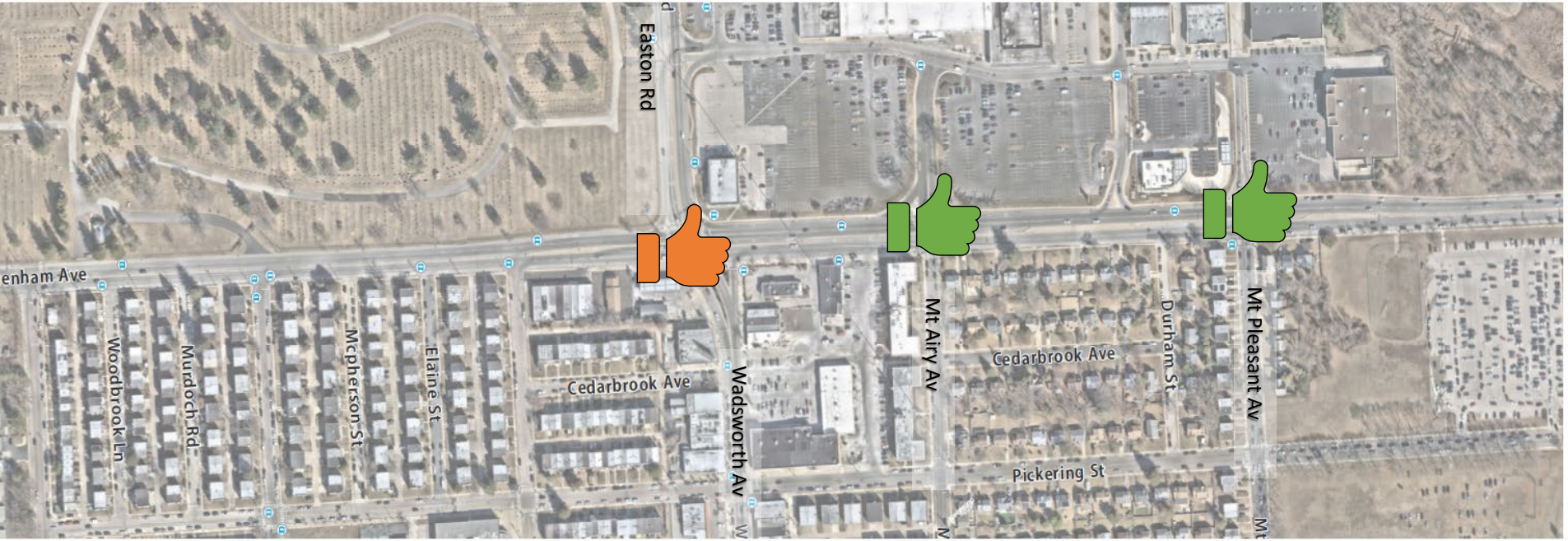

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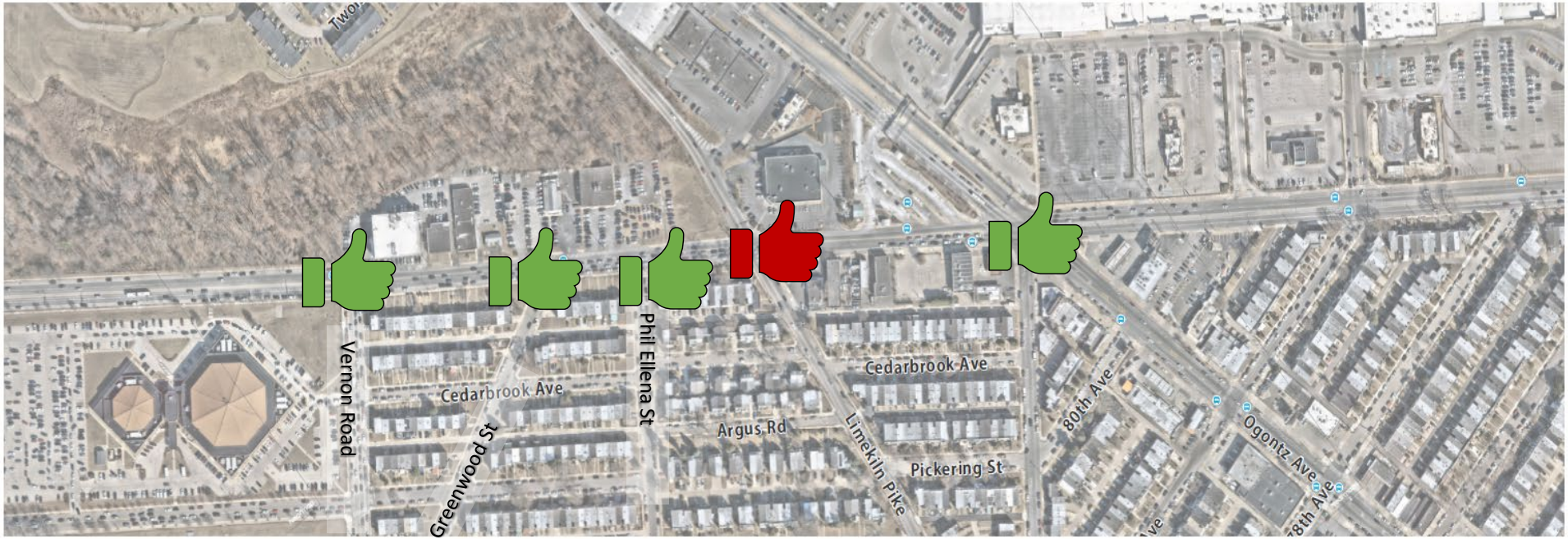

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