

**Bucks County Pedestrian Safety Study  
Steering Committee Meeting  
January 26, 2021  
Meeting Minutes**

**MEETING ATTENDEES**

| Agency                           | Contact   | Email  |
|----------------------------------|---|--|
| Bensalem Township                | William Cmorey, Township Manager                  | <a href="mailto:wcmorey@BensalemPa.gov">wcmorey@BensalemPa.gov</a>               |
| Bucks County Planning Commission | Rich Brahler, Director of Transportation Planning | <a href="mailto:rgbrahler@buckscounty.org">rgbrahler@buckscounty.org</a>         |
| Bucks County Planning Commission | Evan Stone, Executive Director                    | <a href="mailto:estone@buckscounty.org">estone@buckscounty.org</a>               |
| Bucks County Planning Commission | Christian Regosch, Transportation Planner         | <a href="mailto:cpregosch@buckscounty.org">cpregosch@buckscounty.org</a>         |
| DVRPC                            | Kevin Murphy, Manager, Office of Safe Streets     | <a href="mailto:kmurphy@dvrpc.org">kmurphy@dvrpc.org</a>                         |
| Lower Southampton Township       | John T. Krimmel, Jr., Chief of Police             | <a href="mailto:jkrimmel@lstwp.org">jkrimmel@lstwp.org</a>                       |
| McCormick Taylor                 | Erik Schmidt, Project Manager                     | <a href="mailto:ecschiidt@mccormicktaylor.com">ecschiidt@mccormicktaylor.com</a> |
| McCormick Taylor                 | Matt Galenas, Engineer II                         | <a href="mailto:mggalenas@mccormicktaylor.com">mggalenas@mccormicktaylor.com</a> |
| PennDOT                          | Vince Cerbone, Manager Traffic Safety             | <a href="mailto:vcerbone@pa.gov">vcerbone@pa.gov</a>                             |
| SEPTA                            | Mark Cassel, Director of Service Planning         | <a href="mailto:MCassel@SEPTA.org">MCassel@SEPTA.org</a>                         |
| TMA of Bucks County              | Steve Noll, Executive Director                    | <a href="mailto:Steve@bctma.com">Steve@bctma.com</a>                             |
| TMA of Bucks County              | Carly Mannon, Community Highway Safety Program    | <a href="mailto:carly@bctma.com">carly@bctma.com</a>                             |
| Tullytown Borough                | Dan Pasciullo, Interim Borough Coordinator        | <a href="mailto:coordinator@tullytownboro.org">coordinator@tullytownboro.org</a> |
| Warminster Township              | Dominic Varacallo, Police                         | <a href="mailto:dvaracallo@warminsterpa.org">dvaracallo@warminsterpa.org</a>     |

- 1. Introductions** – The group introduced themselves, who they represent and their title.
- 2. Project Background** – Rich provided a background on the study. The purpose of the study is to determine potential solutions to known pedestrian issues at specific intersections and corridors. The projects identified in the study would improve pedestrian safety and provide better access to transit routes, community facilities, residential and commercial areas. It would provide a safer alternative for those groups who do not have access to a vehicle. There would be positive economic development impacts on the community since more potential employees and customers would then have improved pedestrian access to businesses and other community facilities. There are four corridors to be analyzed. Route 13 at Levittown Parkway, Street Road from Knights Road to Hulmeville Road, Street Road from Newtown Road to York Road and Street Road from Buck Road to Pennsylvania Road.
- 3. Consultant Work** – Erik then described each study location to be analyzed.



General comments received:

Kevin Murphy (DVRPC):

- Asked if MT was providing crash diagrams. Erik said yes.
- On the crash summary diagrams, he suggested that MT color code injury severities (minor vs major)

Kevin/Vince/Mark:

- For pedestrian bridges, getting people to use them and not cross on ground-level is a problem.
- Channelizing pedestrians in the event of a bridge is important towards getting it to be used.
- See example at Route 63 & Forty Foot Road (\$1.M pedestrian bridge, no one uses it).
- See examples in Pittsburgh and Universities for pedestrian channeling that seems to work.

Mark:

- SEPTA bus blind spots should be considered at intersections where we are looking at geometry improvements. Especially for left turns with an angle greater than 90 degrees.

#### A. **Street Road – Newtown Road to York Road**

Officer Varacallo:

- School kids aren't using crosswalks
- The kids are also getting stranded on the pork chops.
- For Nativity School, there is a back way that comes out to York Road for pedestrians.
- We also need a connection between Archbishop Wood and Nativity.
- The rear vehicle access to York Road is a problem. This is where everyone parks and it's a mess at dismissal. Buses coming out block the intersection so other buses can exit.
- Dismissal for pedestrians at the crossing is also a mess. There are no crossing guards at this location. It's unclear why they aren't used anymore.

Vince:

- Erik mentioned the mid-block crossing near the school. Vince said that unsignalized crossing is on PennDOT's radar.
- PennDOT is closing off the left turn lane into Arch Bishop Wood High School on Easton Road. This request to close off this lane came from Warminster Township and the Arch Diocese. The School will be making the exit out of Arch Bishop Wood High School a right out only.
- There is an HOP application across the street from Arch Bishop Wood on Easton Road.
- The Nativity entrance off of Street Road may be a possible location for a new entrance/exit for Arch Bishop Wood High School/Nativity School.
- PennDOT has added right shoulder protection.

Mark:

- Route 22 bus services Jacksonville Road through here. He will take a look at the service and get us any notes.

#### B. **Street Road – Buck Road to Pennsylvania Road**

- Chief Krimmel stated area with missing sidewalk is where an old farm used to be and now has townhomes. They didn't install any sidewalk there. He asked Erik to provide the locations where there is overhanging brush and he will have it removed.

#### C. **Street Road – Knights Road to Hulmeville Road**

Mark:

- Route 128 Bus Route services Street Road in this area.
- There are multiple bus routes along Knights Road that service Knights Road and PARX Casino. Any improvements at Street/Knights will affect these lines.
- Street Road eastbound left turns into the Kohl's access are problematic. Motorists need to watch to the right for small gaps and don't pay attention to pedestrians.

Vince:

- Knights Road intersection appears on PennDOT's Highway Safety Network Screening (HSNS) Map, but it is green not red.
- PennDOT accomplished all low improvements from DVRPC's Road Safety Audit (RSA 2008). Vince will provide what was completed to Erik.
- He sees why we are looking at a pedestrian bridge and appreciate the "outside the box" thinking like this and other ideas, but he had reservations about the use/effectiveness of a bridge here.
- Suggested looking at lighting upgrades approaching the intersection, on top of other things we're looking at.
- The Kohl's access could be an HOP. MT to run ideas by him, including speed table, markings, signing ideas to calm traffic.

Bill:

- Bensalem recently upgraded to LEDs here and added some lighting to the intersection.

#### D. **Route 13 at Levittown Parkway**

Dan:

- Slides say Bristol Township, but actually Tullytown Borough.
- Pedestrian fatality on southbound Route 13 was a criminal activity (robbery, child abduction).
- Very recent pedestrian injury at Dunkin Donuts driveway.
- Recently approved HOPs for:
  - Wawa on corner of Levittown Parkway & Kenwood Drive
  - Housing Development behind St. Michael's Church

Vince:

- Southbound US 13 shoulder is being used as a right turn lane, but it's not painted as such. Need to look at traffic numbers at this location and determine whether No Turn On Red is appropriate for southbound right turn lane/shoulder, or if shoulder can be blocked off with paint/posts. See if traffic operations are still okay without that lane.

Mark:

- SEPTA buses shuttle folks between Levittown Shopping Center and the station. They leave the lot north of the intersection, turn left onto southbound 13, and use that shoulder/right lane to turn onto the Parkway. MT to look at whether this can still happen without lane.

- E. **Typical Improvement** – Matt discussed typical improvements that may work at the subject intersections. This potential improvements include:

- Replacing crosswalk markings.
- Adding “No Turn on Red” Signs
- Consolidating driveways
- Updating curb ramps to meet ADA standards.
- Upgrading/adding pedestrian countdown signal heads.
- Considering flashing yellow arrow with pedestrian omit. With the omit option, a Red arrow is held if pedestrian button is pushed.

4. **Public Outreach** – Rich stated that several public meetings will be held at appropriate time periods during report development. These meetings will likely be held “virtually”. The next Steering Committee Meeting will be held once MT has accomplished enough tasks to justify conducting the meeting.

5. **Next Steps**

- MT will continue develop background data and analyzing crash data.
- BCPC will create a project portal to be hosted on their website that will include MT’s presentation, meeting minutes and any other relevant project information.
- Mark Cassel provided his contact information in case anyone wishes to contact him regarding SEPTA issues:
  - Mark Cassel, Director of Service Planning, SEPTA [mcassel@septa.org](mailto:mcassel@septa.org) 215-580-7238
- Carly Mannon introduced herself as the Community Traffic Safety Program Manager at TMA Bucks. She can be reached at [Carly@bctma.com](mailto:Carly@bctma.com) or 267-895-5186.
- After the meeting, Vince let us know that there has been another fatal crash on Street Road outside of the steering committee limits. This occurred on January 2, 2021 at Street Road and Central Ave in Southampton. This was a pedestrian crash.