

Bucks County Pedestrian Plan
March 30, 2021, 6:00 PM - 7:00 PM
Public Meeting #1
Via Zoom

Attendees		
Name	Title	Business/Organization
Evan Stone	Executive Director	Bucks County Planning Commission
Richard Brahler	Director of Transportation Planning	Bucks County Planning Commission
Christian Regosch	Transportation Planner	Bucks County Planning Commission
Christina Artl, AICP	Senior Project Manager	McCormick Taylor
Erik Schmidt	Project Manager	McCormick Taylor
Matthew Galenas	Traffic Engineer II	McCormick Taylor
Erika Morgan	Planner III	McCormick Taylor
Vince Cerbone	Manager Traffic Safety	PennDOT
Mark Cassel	Director of Service Planning	SEPTA
Ed Tokmajian	Bensalem Township Council and BCPC Board Member	Bensalem Township
Marco Gorini	Senior Transportation Planner	Delaware Valley Regional Planning Commission (DVRPC)
Carly Mannon	Community Highway Safety Program	Transportation Management Association (TMA) of Bucks County
Dominic Varacallo	Lieutenant	Warminster Township Police
Peter Carter	Traffic Superintendent	Warminster Township
Mark McDonnell	Public Works	Lower Southampton Township
Tom Schaffer	Transportation Planning Manager	Delaware County Planning

On Tuesday, March 30, 2021, between 6:00 PM and 7:00 PM, the Bucks County Planning Commission held the first of two public meeting for the Bucks County Pedestrian Study. Public Meeting #1 was held virtually on Zoom and there were 17 people in attendance. Seven of the attendees were project team members, including three who represented Bucks County Planning Commission and four who represented McCormick Taylor. The meeting was advertised on social media by Bucks County Planning Commission and their partners, like TMA of Bucks County, as well as shared on Patch.com, a hyperlocal news website. Notices were also sent to apartment complexes near the study areas.

The purpose of the study is to develop potential pedestrian improvements at four locations that have a history of pedestrian fatalities and conflicts with vehicular traffic. The locations include:

- Street Road from York Road to Newtown Road in Warminster Township,
- Street Road from Buck Road to Pennsylvania Boulevard in Lower Southampton Township,
- Street Road from Knights Road to Hulmeville Road in Bensalem Township, and
- US Route 13 (Bristol Pike) & Levittown Parkway in Tullytown Borough.

Public Meeting #1 focused on those four locations within Bucks County and sought the public's thoughts and recommendations on how these areas could be made safer for pedestrians. The meeting opened with welcoming remarks by Richard Brahler, Bucks County Planning Commission's Director of Transportation Planning. It was followed by a presentation on the Bucks County Pedestrian Study by McCormick Taylor's Erik Schmidt and Matthew Galenas. The presentation covered issues and potential improvements for each of the four locations.

After the presentation, the attendees were separated into two breakout rooms for an interactive discussion on their experiences at these locations as well as their thoughts on how pedestrian safety could be improved. Each breakout room focused on two of the locations. Attendees were assigned to breakout rooms based on where they live/work.

- Breakout Group #1: Street Road (York Road to Newtown Road), Warminster Township
Street Road (Buck Road to Pennsylvania Boulevard), Lower Southampton Township
- Breakout Group #2: Street Road (Knights Road to Hulmeville Road), Bensalem Township
US 13 (Bristol Pike) and Levittown Parkway, Tullytown Borough

In the breakout rooms, the participants were asked these questions:

- What makes it challenging to walk in this area?
- What makes it challenging to take transit in this area?
- Which facilities should we prioritize pedestrian access to? (e.g., bus stops/train stations, libraries, parks/open space, grocery stores, school)
- How can we improve pedestrian safety in the area? What improvements would you suggest in this area? (could be infrastructure or policy/program recommendations, like increased enforcement)

After the breakout rooms, attendees were brought back together in the main room for questions and concluding remarks. In the concluding remarks, Richard Brahler thanked everyone for their attendance and noted that the Bucks County Planning Commission recognizes that the issues are not just physical improvements; there's driver and pedestrian behavior contributing to the issues as well. It will take a team to accomplish the goals. The link to the Project Portal website and Richard Brahler's email were provided in the chat box. Richard Brahler said that the next steps include McCormick Taylor taking back the information received to formalize into suggested improvements and a second public meeting, most likely in Fall 2021, which will announce results of the input. The plan is to finish the Bucks County Pedestrian Study by the end of the year. There were no additional questions at the end of the meeting. The meeting was recorded.

Breakout Group #1

- **Street Road (York Road to Newtown Road), Warminster Township**
- **Street Road (Buck Road to Pennsylvania Boulevard), Lower Southampton Township**

Participants		
Name	Title	Business/Organization
Facilitator: Christina Art, AICP	Senior Project Manager	McCormick Taylor
Notetaker: Matthew Galenas	Traffic Engineer II	McCormick Taylor
Evan Stone	Executive Director	Bucks County Planning Commission
Christian Regosch	Transportation Planner	Bucks County Planning Commission
Carly Mannon	Community Highway Safety Program	TMA of Bucks County
Dominic Varacallo	Lieutenant	Warminster Township Police
Peter Carter	Traffic Superintendent	Warminster Township
Mark McDonnell	Public Works	Lower Southampton Township

Street Road and York Road, Warminster Township

Peter: Pedestrians do not use push buttons.

Carly: Lives near Archbishop Wood. Pedestrians sometimes do not use crosswalks.

Peter: Warminster has been adding APS pushbuttons.

Evan: Do vehicle speeds play a role?

Dominic: Turning from Street Road onto York Road, drivers sometimes speed when making these turns when they think they have the right-of-way.

Dominic: Many students cross to get to Starbucks (SE corner of York & Street Rd). Get stuck on “porkchop” refuge islands. Students also cross mid-block on York to the Sunoco.

Could have an educational campaign with the school (Police + TMA)

Peter: has a traffic signal that the students can touch/see how it works. He usually shows it at Warminster Days.

Peter: Municipal interest in using “Pedestrian Re-Service” setting on the traffic signals to provide better service to pedestrians so they do not need to wait through a long cycle-length for the opportunity to actuate the Walk signal to come back around.

Matthew: Agree that pedestrian re-service should be investigated. Consider discussing with PennDOT District 6 Traffic Signals Unit.

Peter: Could do an all-pedestrian phase.

Street Road and Newtown Road, Warminster Township

There is an Aldi grocery store and a bank going in on the southwest corner. Will have APS pushbuttons with verbal message when there is an emergency preemption. Moving the existing crosswalk from east side of intersection to west side of intersection, which will have a landing area. Aldi will also add additional illumination.

Another problem area: Pedestrians traveling between Debby’s Place on south side of Street Road and Motel 6 across the street. Area of concern for crashes and struck pedestrians.

Street Road (Buck Road to Pennsylvania Boulevard), Lower Southampton Township

Mark: Many people walking on the north side of Street Road between N Westview and Mill Creek Road where there is no sidewalk. Lots of speeding cars—doing 60-65 miles per hour.

Christian: Cars are going downhill both ways near the railroad overpass; encourages speed in both directions.

Mark: Crosswalks are terrible. Likes the idea of “piano key” crosswalks and countdown pedestrian signal heads.

Breakout Group #2

- **Street Road (Knights Road to Hulmeville Road), Bensalem Township**
- **US 13 (Bristol Pike) and Levittown Parkway, Tullytown Borough**

Participants		
Name	Title	Business/Organization
Facilitator: Erik Schmidt	Project Manager	McCormick Taylor
Notetaker: Erika Morgan	Planner III	McCormick Taylor
Richard Brahler	Director of Transportation Planning	Bucks County Planning Commission
Vince Cerbone	Manager Traffic Safety	PennDOT
Mark Cassel	Director of Service Planning	SEPTA
Ed Tokmajian	Bensalem Council, BCPC Board	Bensalem Township
Marco Gorini	Senior Transportation Planner	DVRPC

Vince Cerbone: Familiar with Street Road (Knights Road to Hulmeville Road) from PennDOT point of view. There is a lot of business and commercial on the corridor, and driveways, which are distractions to drivers. The timing for the signals has been PennDOT's biggest challenge. Need to look at all modes of transportation.

Mark Cassel: Familiar with the Bensalem area from Route 28 bus rerouting and familiar with Tullytown area because of SEPTA train and bus service. Need to look at it from the perspective of the interface of public transit and land use. Why aren't people using it? Is it unsafe for walking? We want to make it a better a community and one way is making it easier and safer for people to walk.

Street Road (Knights Road to Hulmeville Road)

Ed Tokmajian: We need to do improvement to the Street Road/Knights Road intersection. There are a number of apartments on that corridor, more so on Knight's Road. We see a lot of pedestrians crossing there going to the stores. I really like the proposed pedestrian bridge crossing there.

Vince Cerbone: Bridges that have been built for pedestrians, usually go up and over. It's very expensive. \$1 to \$2 M to build and cost of real estate. How many pedestrians will go up and over? There is a concern it would rarely get used. We often see people cross the road under pedestrian bridges. We need to think more along the lines of how we can do some type of corridor work connecting all the sidewalks and signal timing. It's hard to tackle, but if we can do that, then we can get pedestrians across with their own signals. At Street and Knight Roads you can't do that. Maybe straighten the intersection. We need to think about all modes of transportation.

Ed Tokmajian: Sidewalks are important as well. We've gotten accustomed to waiving them in lieu of a fee. People say they don't want to walk on a sidewalk on a busy road. In terms of the commercial business, a lot of that business is set back. I know a lot of new development is coming up to the driveway. Is that a distraction to the drivers?

Vince Cerbone: So many distractions to the driver—driveways, bicyclists. People do use the sidewalks. We need to start thinking about having one access in and out of businesses.

Mark Cassel: Missing sidewalks are mostly at old businesses and development. Redevelopment allows for retrofit opportunity. Moving businesses up to the curbs gives places a more urban feel. It makes people feel the need to slow down. For example, there is totally a different feel of going through Morrisville because it is more compact. It's like traffic calming.

Richard Brahler: It's not just design. It's driver behavior; it's pedestrian behavior.

Ed Tokmajian: At the Kmart at Hulmeville and Street Road, there are a number of driveways and it confuses people. Bensalem Township is looking at an overlay plan for new development replacing old development. It may allow businesses to come up to curb. The overlay will cover Street Road from Hulmeville Road to Knights Road.