

Bucks County Pedestrian Safety Study Project Scope

According to the Governor's Highway Safety Commission, over 6,000 pedestrians were killed nationwide in 2018. That same study indicates that 90 Pennsylvanians died at the hands of drivers during that same timeframe. Unfortunately, Bucks County contains many roadways where pedestrian fatalities have occurred during the last decade. Most of these deaths occurred on roads with wide cartways, insufficient crosswalks and no sidewalks. Many of these accidents could have been prevented through the installation of safer pedestrian facilities.

The purpose of the study is to develop potential pedestrian improvements at several identified locations that have a history of pedestrian fatalities and conflicts with vehicular traffic. All concepts will be investigated, including pedestrian overpasses. The goal 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.

The identified locations and corridors are as follows:

Route 13/Levittown Parkway - This intersection is located in Tullytown Borough and provides access to the Levittown Train Station, large scale commercial facilities, as well as the D & L Canal. Levittown Parkway is five lanes wide and US Route 13 is six lanes wide. Traffic volumes on US Route 13 are over 20,000 vehicles per day. This area is where southbound US Route 13 is no longer a limited access facility and becomes full access. Vehicle speeds are typically higher than the posted speed limit. There has been previous discussion of construction of a pedestrian overpass. That concept will be investigated.

Street Road Corridor

Knights Road to Hulmeville Road - This corridor is in Bensalem Township and is four lanes in each direction, with a center left turning lane. The center left turning lane becomes a dedicated left turn lane at the major intersections. It provides access to residential and commercial facilities. The Knights Road intersection was named as the nation's most deadliest intersection in Time Magazine in 2014.

Newtown Road to York Road - This corridor is located in Warminster Township and is four lanes in each direction, with a center left turning lane. The center left turning lane becomes a dedicated left turn lane at the major intersections. It provides access to residential, a park and commercial facilities.

Buck Road to Pennsylvania Boulevard - This corridor is located in Lower Southampton Township and is four lanes in each direction, with a center left turning lane. The center left turning lane becomes a dedicated left turn lane at the major intersections. It provides access to residential and commercial facilities.

Bucks County will oversee the project, provide assistance to the consultant (McCormick Taylor) and provide for grant administration. Staff will coordinate project steering committee, coordinate public meetings, and assist McCormick Taylor with report development.

McCormick Taylor is expected to complete the following main tasks:

1. Review and summarize existing crash data
2. Provide crash diagrams by intersection/corridor
3. Identify pedestrian challenges at each area
4. Identify missing connections to public transportation where appropriate
5. Develop conceptual improvements
6. Provide photographic simulations of conceptual facilities
7. Participate in public meetings
8. Provide order of magnitude cost estimates for improvements
9. Develop Report of Findings

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.

McCormick Taylor will visualize and prioritize the need for active transportation safety recommendations within the identified study area. To accomplish this, they will develop GIS maps identifying intersections, and street segments where bicycle and pedestrian collisions most often occur, where such collisions are most dangerous, and the types of collisions that result in serious injuries or fatalities.

The maps shall identify high frequency crash locations and high-severity crash locations (the latter where fatalities and serious injuries have occurred). For crash data analyses, McCormick Taylor will analyze, at a minimum, the last 5 years of available data.

The final report is expected to published in early 2022.

If you would like to provide comment on the project, please email Richard Brahler, Director of Transportation Planning at rgbrahler@buckscounty.org.