

Bucks County Pedestrian Safety Study Steering Committee Meeting September 21, 2021 Meeting Minutes

1. **Introductions** – Rich welcomed the group and turned over the presentation to Erik and his team.
2. **Project Status** – Erik discussed work performed to date. The second public meeting will be held in October and they are expecting to wrap up the final report by the end of 2021. To date, they've performed the following work:
 - A. Assessed driveway and intersection geometry for consolidation/improvement;
 - B. Identified right-of-way and utility modifications;
 - C. Analyzed bus stop access and connectivity;
 - D. Produced detailed crash diagrams;
 - E. Analyzed vehicle turning path for potential conflicts; and
 - F. Categorized improvements into short term vs. long term solutions
3. **Crash Research** – Matt Galenas provided a synopsis of the crash research done by McCormick Taylor. Unfortunately, the diagrams cannot be shared with the general public due to Title 75 restrictions. The information will help dictate potential improvements for our study.
4. **Consultant Work** – Erik and his team then described potential improvements for each study location. Most short term improvements involved completing or improving existing sidewalk gaps. Most long term improvements involve implementing Access Management through the introduction of center medians on Street Road. Mark indicated that as these improvements are developed, consideration should be given to relocating SEPTA bus stops to coordinate with these improvements.
5. **Corridor-wide Improvements** – Improvements consistent throughout the Street Road corridor include the following:
 - A. **Sidewalks** – Throughout the study area, there are many areas where sidewalks are missing. Short term improvements include completing those missing gaps and providing needed ADA ramps. These improvements could be installed through redevelopment of properties, or through a comprehensive sidewalk improvement program.
 - B. **Intersection Improvements** – Where needed, modern pedestrian signal heads should be installed. In addition, some turning areas could be tightened up to reduce speeds of vehicles making turns. Obviously, trucks must be accommodated during the installation of any potential improvements. High visibility crosswalks should also be installed where needed.
 - C. **Access Management** – As a potential long-term solution, Access Management and the reduction of conflict points could be accomplished through center lane medians. Access could be provided through providing for U-turns and consolidating left turns at specific points. The group acknowledged that there could be serious pushback by businesses who could have their existing access taken away.

6. Study Area Discussion

A. Street Road – Buck Road to Pennsylvania Road

- **Sidewalks** – The concept plans include a sidewalk under the railroad near Buck Road. There was discussion on the feasibility of installing them there due to lane widths.
- **Intersection Improvements** – A flashing arrow is being investigated at Pennsylvania Avenue.
- **Access Management** – Access to the Westview Avenue Residential area would be impacted by this improvement.

B. Street Road – Newtown Road to York Road

- **Sidewalks** – A connection to the existing SEPTA station along York Road was discussed. There was also discussion of reducing driveway widths, where appropriate to improve sidewalk connectivity.
- **Intersection Improvements** – York Road is a good candidate for reducing turning width.

C. Street Road – Knights Road to Hulmeville Road

- **Sidewalks** – A crossing proposed near Virginia Avenue was discussed in detail. At a minimum, a Rectangular Rapid Flashing Beacon would be required. It provides better access to the SEPTA bus stop on Knights Road. Relocation of the existing bus stops could be implemented as well.
- **Intersection Improvements** – Knights Road is a good candidate for lane narrowing at the intersection. Redesign of the access road into TMP 02-033-027 was also discussed to deter higher speeds and provide a safer crossing. Lane narrowing, signal improvements and crosswalk improvements at Hulmeville Road were discussed.
- **TMP 02-033-026 Redevelopment** – Redevelopment of the former Neil Armstrong School was discussed and how its redevelopment could impact the recommendations of the study. Rich agreed to provide the plans.

D. Route 13 at Levittown Parkway

- **Sidewalks** – Recommends direct pedestrian connection into the shopping center area.
- **Intersection Improvements** – Recommends banning right turns from Southbound US 13 shoulder, including adding grassed area with curbs. Vince mentioned that the shoulder has recently been painted to ban right turns from that lane by PennDOT.

7. **Public Outreach** – Rich stated that the next public meetings will be held on October 14th at 6:00 PM. This meeting will be held “virtually”. Rich will provide public meeting materials for distribution.

8. Next Steps

- **BCPC:**
 - Develop meeting minutes
 - Update the project portal to include MT’s presentation, meeting minutes and any other relevant project information
 - Produce and provide Public Meeting Announcement to committee
- **McCormick Taylor:**
 - Continue to finalize solutions based upon today’s meeting
 - Prepare for Public Meeting

MEETING ATTENDEES

Agency	Contact	Email
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