

Bucks County Pedestrian Safety Study
Public Meeting #2
October 14, 2021

1. **Introduction** – Rich Brahler introduced the staff from the Planning Commission and McCormick Taylor.
2. **Project Status Update** – Erik Schmidt provided an update on the status of the project indicating that since February they have:
 - Assessed driveway and intersection geometry
 - Identified right of way and utility modifications
 - Analyzed bus stop access and connectivity
 - Detailed crash diagrams
 - Checked vehicle turning paths for conflicts
 - Developed short and long-term solutions for each area

Following this meeting they will revise the concepts and develop a final report and conceptual costs

3. **Overview of Improvements** – Erik then provided an overview of the types of improvements they are proposing. These improvements include: pedestrian signal heads and accessible signals, sidewalk gap completion, upgrading signals to flashing yellow arrow signals, and access management.

He noted the specific benefits of access management indicating that Killed or Severely Injured (KSI) crashes can be reduced by 25% and crashes in general can be reduced by 50%.

4. **Crash Research** – Matt Galenas provided an overview of the crash research they conducted, citing work with crash diagrams and geometry.
 - He identified major hotspots along Street Road at Mill Creek Drive, Louis Drive, near the Motel 6, Newtown Road, and from Knights Road to Wine Avenue. Another hot spot is along Knights Road from Street Road to Virginia Avenue.
 - He noted that in most of the study area crashes are sporadic. This doesn't mean the area is necessarily safe, but it could mean that pedestrians are avoiding the area since they don't feel safe and that could explain the low crash numbers.
 - Kevin Sieben then closed out the section providing an overview of the spatial requirements for vehicle/bus turns and infrastructure improvements for bus stop amenities.

5. **Overview of proposed improvements** – Three of the 4 locations that were reviewed received two sets of proposed improvements- for the short and long term time frames. A summary of the proposed improvements McCormick Taylor presented can be found below.

Lower Southampton – Buck Road Railroad overpass to Pennsylvania Boulevard on Street Road

- **Short Term Improvements** – Sidewalks at Buck and Street roads on both sides, new pedestrian signals, new crosswalks at all crossings, sidewalk connection to the retail center on Buck and Street. Sidewalk improvements along the retail and homes on street road as needed. A flashing yellow arrow will be added at Street Road and Pennsylvania Boulevard.

- **Long Term** – This incorporates a median with in the center of Street Road and left turning lanes. Also incorporates concrete islands to turn onto Street Road. Study will also review the potential for Bus Stops along this corridor in Lower Southampton.

Bensalem – Knights Road to Humleville Road on Street Road

- **Short Term** – Add truck aprons to right turning movements, better alignments of crosswalks at Knights Road and Street Road and clearing of vegetation at key turns. Also propose to move the Bus stop on Knights to Knights and Virginia, add a mid-block crossing, and build an ADA compliant connection to it. At the Kohls shopping center entrance, proposed sidewalks and addition of a pedestrian island and more direct crosswalks. Further down Street Road, proposed sidewalks, crosswalks, and entrance consolidation to slow down traffic turning into businesses on Street Road. Finally at Humleville Road proposed truck aprons for wide right turns.
- **Long Term** – A center median with key left hand turning locations including Asbury Avenue and major retail centers.
- A pedestrian bridge will be explored at Knights Road as well.

Warminster – York Road to Newtown Road on Street Road

- **Short Term** – Add in truck aprons, narrow right turning lanes, remove a concrete island at York and Street, and connect to a SEPTA bus stop on York Road south of Street Road. Farther south proposed adding bus pads and closing sidewalk gaps, including closing gaps in front of Nativity Church School. Also proposed closing three large sidewalk gaps: one along the north side of Street Road running from Madison Avenue to Louis Drive, along the Double H Plastics Factory, and Szymanek Park along the southern side of Street Road.

Kevin indicated that several entrances to homes and business are at intersections. At these locations, the only appropriate improvements are the addition of sidewalks and ramps.

- **Long Term** – They propose to add a center median at key locations while permitting left turns at appropriate locations.

Levittown/Tullytown – Intersection of Levittown Parkway and US 13

- **Short Term** – PennDOT has recently performed some safety related improvements to this intersection. In addition, our study would recommend adding pedestrian accessible signals, providing shorter crosswalks, removing the wide shoulder at the intersection, bringing the Canal Trail down to the intersection for safe crossing, adding sidewalks to connect to the Levittown Shopping Center, replace island to reinforce right out onto Levittown Parkway for the Dunkin Donuts, and add bus pads as appropriate.
- **Long Term** – The possibility of a pedestrian bridge will be explored for this intersection.

6. **Questions** - Mark Cassel noted that center medians may disrupt crossings for pedestrians at bus stops and advised to be attentive to see if proposed improvements may make crossing major streets dangerous.
7. **Conclusion** - Rich noted Erik is anticipating to have this study completed by the end of the year and thanked everyone for attending.

Attendee List

Agency	Contact
Bucks County Planning Commission	Christian Regosch, Transportation Planner
Bucks County Planning Commission	Rich Brahler, Director of Transportation Planning
DVRPC	Marco Gorini, Senior Transportation Planner
Levittown Now	Thomas Sofield
Lower Southampton Township	Mark McDonnell
McCormick Taylor	Matt Galenas, Engineer II
McCormick Taylor	Erik Schmidt, Project Manager
McCormick Taylor	Kevin Sieben
SEPTA	Mark Cassel, Director of Service Planning
TMA of Bucks County	Carly Mannon, Community Highway Safety Program