



TRAFFIC PLANNING AND DESIGN, INC.

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## **MEETING MINUTES**

***Community Trail Connection  
Lower Makefield Township, Bucks County, PA,  
SR 0000, Section LMT, MPMS No. 111468***

**Safety Review Meeting at PennDOT District 6-0  
May 30, 2019**

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**Attendees:** Representatives from PennDOT and Traffic Planning and Design, Inc. (TPD)  
Refer to attached Meeting Sign-in Sheet

### **Meeting Discussion:**

- Tom McIntyre from PennDOT called the meeting to order. Tom noted that the Project Manager is Dan Snyder and the project designer is TPD.
- Tom requested TPD to provide an overview of the project. Martin Rosen from TPD provided a project summary, noting that Edgewood Road and Oxford Valley Road are township roadways, and that the intent of this project is to complete gaps in an existing trail network established by Lower Makefield Township (LMT), add a pedestrian crossing on Oxford Valley Road, and improve pedestrian facilities at the existing signalized intersection of Oxford Valley Road and Edgewood Road. The work will be completed within a park owned by LMT.
- During the question and answer period following TPD's project summary, the following items were discussed:
  - The language in the Project Purpose and project Needs statements should be flipped to correctly reference the project need.
  - TPD discussed the 8' width multi-use trail proposed to match the existing surrounding trail network with which this facility will connect. While 10' width is a more typical design standard for two-way multi-use trails, the AASHTO Design Guide provides guidance to reduce the width below 10'. TPD provided

justification in the Design Criteria report for use of an 8' width which included the expectation of relatively light pedestrian and bicycle traffic on the trail, as well as the bicyclists' available alternative (likely preferred by many) to use the existing 8' shoulders along Edgewood Road and Oxford Valley Road, parallel to the proposed trail sections.

- On the plans, TPD to clearly indicate existing crosswalk signage including downward pedestrian arrows and advance flashing warning signage associated with the marked pedestrian crossings on Edgewood Road (STA 25+10 and 30+95).
- TPD to investigate placement of trail crossing signage on the ballfield driveway opposite Roeloffs Road and additional signage on Oxford Valley Road as part of turning movements. In addition, "Trail Ends" signage should be provided near STA 110+30).
- PennDOT inquired if it was possible to shift the trail crossing of the ballfield driveway closer to the intersection of Oxford Valley Road to enhance visibility. TPD noted the location was selected to accommodate the future trail extension and avoid an existing sign for the park. TPD will investigate relocating.
- Investigate relocating the mid-block crossing at the Community Center to either Countess Drive or Victory Drive, or installing crossings at both intersections, as the proposed mid-block location is not expected to be fully utilized. In addition, it was suggested to provide a center island refuge to enhance visibility in lieu of a small 4' pedestrian bump out. TPD noted that the crossing location was selected to maximize available sight distance and provide a direct connection to the center. TPD will confer with the township to determine if a crossing needs to be provided in this area.
- TPD noted the existing lane width striping on Oxford Valley Road varies from 12' to 14' near the proposed pedestrian crossing at the Community Center (STA 68+75). TPD noted there is no work or restriping of the roadways, only markings related to the proposed crosswalks.
- TPD discussed the western leg pedestrian crossing at Edgewood Road and Oxford Valley Road cannot be located at 90 degrees in order to avoid an existing traffic signal mast arm.
- TPD will correct the baseline callouts for the 5' sidewalk connections (B and C) from Shared Use Trail to Sidewalk.
- Proposed signing and pavement markings will be addressed comprehensively as part of the Traffic Submission.
- TPD indicated that the proposed pedestrian crossing(s) on Oxford Valley Road will be equipped with RRFB devices and will provide passive (sensor) and active (pushbutton) equipment. PennDOT noted that this was previously not allowed due to proprietary equipment. TPD to investigate and revise as necessary as part

of the Traffic Submission.

- PennDOT requested Dan Snyder and TPD to confirm the grant application does not specifically indicate a proposed trail width of 10'.
  - The original funding application indicated a 10-foot trail width. However, through the course of preliminary engineering, it has become evident that the 8-foot width is preferable, in that it will satisfy the project needs, while keeping the estimated construction cost closer to the grant amount. Please note the following:
    1. An 8-foot width is considered acceptable for a multi-use trail, with proper documentation as provided in the Design Criteria Report for this project, and as described below:
      - a. **Bicycle traffic is expected to be low, even on peak day and during peak hours.**
        - i. Most bicycle traffic will continue to utilize the parallel/adjacent wide paved shoulders on Edgewood Road and Oxford Valley Road.
      - b. **Pedestrian use of the facility is not expected to be more than occasional.**
        - i. Pedestrian traffic is not expected to be more than occasional, as there is an existing sidewalk along the NB side of Oxford Valley Road and also an existing 8-foot path along the WB side of Edgewood Road. These existing facilities will continue to be utilized for travel between the residential neighborhoods and the library, pool, and elementary school. The proposed trail will be used predominantly by recreational walkers or for access to the ballfields and community center.
      - c. **Horizontal and vertical alignments provide frequent, well-designed passing and resting opportunities.**
        - i. The trail will have a minimum buffer of 5 feet (from street curb to trail) and the proposed trail is on relatively flat open meadow park land where pulling over to the side will not be an issue. The trail will be graded to provide 2' unpaved shoulders, which provides a minimum 12' wide flat area.
      - d. **The path will not be regularly subjected to maintenance vehicle loading conditions that would cause pavement edge damage.**
        - i. The path will not be regularly subjected to maintenance vehicles other than snow removal equipment.

As implied by the name of this project, the proposed trail sections will be connecting to other segments of the Township's trail network which are already in place, none of which are greater than 8 feet in width. Thus, we believe this project with the proposed 8-foot trail remains in line with the intent of the grant, to enhance trail connectivity within Lower Makefield Township.

2. A 10-foot trail width will significantly increase the construction cost for this project, which already exceeds the grant amount. To increase the paved trail width from 8 feet to 10 feet, the project would require 25% more bituminous trail to be constructed, and subsequently 25% more stormwater management mitigation. The current construction cost estimate for the 8-foot trail is \$770K, including construction inspection. The additional two feet of paved trail width would increase the estimated construction cost of the project to \$880K. The amount of the grant for this project is \$700K.

- All questions having been addressed, Tom closed the meeting by noting that the meeting minutes should be submitted for review/comment, and then subsequently the Safety Review Committee will issue a letter. There should be no further plan submissions in advance of this letter.