

4/23/2025

US 1 RC3 Improvement Project

Virtual Public Meeting Questions

Timestamp 35:30 - Question from Jen, 7:36 PM

Will there be a wall from the High School through Langhorne Manor?

Timestamp 36:30 - Question from Tim, 7:36 PM

1.You have a service road going from Hulmeville Ave to Hill Ave, is this for the driveway that belongs to the house (505 Hulmeville Ave) that is 3' from the road. Wouldn't it be cheaper just to buy the house then putting in a new road and upkeep for this road? This is the only house that does not have any yard between it and the road and would make sense to take it down.

Timestamp 38:32 - Question from Tim, 7:39 PM

1.This plan makes everyone who lives on the south side of RT-1, in the Parkland and Langhorne area, take East Highland Avenue. Is there going to be any improvement to this road E. Highland Ave)? It is not the safest road to travel on as it has no shoulders, its hilly and has several sharp turns. 2.Why is there a long service road between Hulmeville Road and the Cemetery. Is this for access to Our Lady of Grace Cemetery? If so, there are 2 entrances for the cemetery on West Gillam Ave and any funeral procession will get off at the Neshaminy School Exit and take Old Lincoln Hwy to West Gillam to enter the Cemetery. This service road is a one-way road so you can not take it to leave the cemetery as you can do now so it is big waste of money.

Timestamp 41:46 - Question from Anonymous, 7:41 PM

Was there a traffic study completed for Pine Street/Route 213? In both directions from Bellevue (blinking light) to at least St Mary's?

Timestamp 42:42 - Question from Anonymous, 7:42 PM

Please describe what the current service road on the South side between Station Avenue and Hulmeville will be used for. Is it going to be grass? What will divide the road from the property owners lawns? Will route 1 remain a 4 lane divided highway?

Timestamp 44:45 - Question from Anonymous, 7:45 PM

Please provide the 4 bridges that will be replaced/rehabbed

Timestamp 45:42 - Question from Kate Romano, 7:46 PM

1) any consideration to speed reduction in this area?

Timestamp 46:52 - Question from Anonymous, 7:47 PM

Are there two roundabouts, or just one with a semi cloverleaf? Please provide the roads those two will connect

Timestamp 48:00 - Question from Anonymous, 7:48 PM

Regarding Phase 3 of this project, what is the timeline for completion? Month/year? Any way to tell?

Timestamp 49:32 - Question from Janet, 7:50 PM

Given that the removal of the continuous service lanes affect where people drive and their routes to get to and from Rt 1, can you explain how their removal is expected to have NO impact on traffic? Do you have a study showing how people will get to Route 1 in this new design? Typically drivers filter through local streets to the service lane and then to Rt. 1. Now all the traffic will have to go through Langhorne borough.

Timestamp 51:53 - Question from Kate Romano, 7:51 PM

2) I am concerned about speed and increased traffic on West Highland Ave. Many currently exit Rt 1 N onto Hulmeville ave to avoid the Pennel train tracks. With the removal of this exit people will exit onto Pine St and as they head to Pennel will exit the roundabout onto West Highland and cut across to Hulmeville Ave. My quiet street could likely turn into a mature cut through road.

Timestamp 52:30 - Question from Bob Griggs, 7:52 PM

What is driving the decision to end the service road after Fox Court? Is this a PENNDOT or a Middletown Township decision ?

Timestamp 53:36 - Question from Nancy, 7:54 PM

Is it true there will not be an entrance/exit from Maple Ave/Route 1 anymore? And is it true estimated start time 2027 and completion estimate 2029?

Timestamp 55:20 - Question from Anonymous, 7:55 PM

Has any consideration been given to the additional local traffic that will now be consolidated onto Gillam Ave? Currently all of this traffic has 4+ different routes into/through Langhorne

Timestamp 1:00:56 - Question from Chris Renson, 8:01 PM

The traffic light at PA213/413 already backs up very heavily during rush hour. How will adding two more traffic lights on PA413 not worsen the traffic, especially considering all of the extra Langhorne-bound vehicles.

Timestamp 1:02:24 - Question from Lisa, 8:02 PM

Will the project begin from south to north ? Or all areas be worked on at the same time?

Timestamp 1:03:24 - Question from John S, 8:04 PM

in regards to the gas station Sinclair and cemetery after, what will happen will the entrances and such?

Timestamp 1:04:54 - Question from Anonymous, 8:05 PM

Which properties do you expect will be directly impacted by this project? How and when would affected homeowners be notified?

Timestamp 1:07:37 - Question from Doug, 8:07 PM

What is the total projected cost of the RC3 project as of today?

Timestamp 1:08:20 - Question from Craig, 8:08 PM

slide 28 - what criteria will be included in the environmental assessment? what thresholds will be used for each (e.g. noise or traffic volume) for go / no go decisions? who determines the "acceptable" levels?

Timestamp 1:09:52 - Question from Betsy, 8:10 PM

Slide 28 talked about noise but no mention of air quality with significant truck traffic increase onto 413 in Langhorne Borough. Air quality of gre.at concern in the Borough

Timestamp 1:11:48 - Question from Anonymous, 8:13 PM

Was there a roundabout on Highland Avenue? If so, what is the purpose in that spot, so close to the high school?

Timestamp 1:13:28 - Question from Steve, 8:13 PM

Has there been consideration of closing the Bellevue exists and expanding the Maple Ave exits to preserve the historic district

Timestamp 1:15:48 - Question from Anonymous, 8:16 PM

Please define a shared use path. If the main travel paths remain 2 lanes in each direction, what will divide them from the shared use path?

Timestamp 1:18:42 - Question from Barry, 8:17 PM

There was a truck study undertaken by Langhorne Borough residents that showed considerable truck and auto traffic already on 413. How much more traffic will the proposed interchange on 413 put on 413? How does PennDOT evaluate this impact?

Timestamp 1:18:40 - Question from Kevin, 8:19 PM

Did you touch base if the Access Road on the Northbound side will be eliminated after Fox Court? If so, will there be a traffic study conducted on the impact on the neighborhood?

Timestamp 1:20:09 - Question from Larry Zetterberg, 8:21 PM

I have a concern about the flow-through traffic that will go to the side streets of the borough to avoid the 213 and 413 intersection.

Timestamp 1:22:00 - Question from Anonymous, 8:22 PM

Why can't you just take out the median strips and keep the access roads? The traffic at Pine Street is so heavy now.

Timestamp 1:23:50 - Question from Cindy, 8:24 PM

Please explain the reasons for eliminating the service roads? If it is safety, exactly what has occurred to support the determination that the current design is unsafe.

Timestamp 1:25:27 - Question from Carol Zetterberg, 8:25 PM

How will the studies of possible Native American burial sites be determined?

Timestamp 1:26:00 - Question from Anonymous, 8:26 PM

For those who will have impact to their properties, does the acquisition happen in phases or are all property owners contacted at the same time?

Timestamp 1:26:00 - Question from Lance Mervine, 8:26 PM

Is there an estimate of how many homes and in what areas will be lost to right of way?

Timestamp 1:27:54 - Question from Chris, 8:28 PM

Can you email out this video after the meeting and if so how can I get on that list?

Timestamp 1:28:45 - Question from Nina, 8:29 PM

Has there been consideration for when there are big events at the HS like graduation and how that traffic will impact the proposed roundabout?

Timestamp 1:26:38 - Question from Anonymous, 8:29 PM

If service roads can be left in place in certain areas, why is it not possible to retain all of the service roads?

Timestamp 1:29:56 - Question from Anonymous, 8:30 PM

What is the purpose of the bicycle path along Route 1? Where does it go to, what nodes does it link? Who is asking for it and promising to use it?

Timestamp 1:33:27 - Question from Carol, 8:33 PM

Has an assessment been done for the increase of traffic onto Gilliam from Bellevue to Hulmeville Road. How will an increase of traffic impact the safety of pedestrians and school children along Gillam Avenue?

Timestamp 1:34:23 - Question from Barry, 8:34 PM

Can the health and noise impact studies that PennDOT undertook to measure the impact of air and noise pollution on residents on 413 be shared with the community, including the methodology and results of the study?

Timestamp 1:37:53 - Question from Anonymous, 8:38 PM

Under the current plan will homes on Route 413, Central Avenue and Bellevue Avenue be impacted

Timestamp 1:38:17 - Question from Tim, 8:38 PM

There was a noise wall installed on the southbound section of route 1 past the high school. Why would there not be one installed along the Langhorne Manor Borough section? We are adjacent to the service road. There have been dozens of accidents between Bellevue and Station Avenue. One accident involved a car crashing through our fence into our back yard a year ago. Wouldn't a noise wall also protect homes from roadway accidents?

Timestamp 1:40:17 - Question from Anonymous, 8:40 PM

Regarding Highland and other roads in Parkland (ie: Hulmeville road) ..there will be impact to the neighborhood as it will become even more of a cut through than it already is with the closure or limitation of frontage road access to the neighborhoods. Can PennDot include those studies?

Timestamp 1:41:33 - Question from Beth, 8:41 PM

Can you tell us where one could find these traffic studies?

Timestamp 1:42:56 - Question from Craig, 8:42 PM

How can impact of traffic spillover to roads NOT be included in the plan. For each service road closed traffic will be forced down other quiet neighborhood roads

Timestamp 1:42:54 - Question from Pat, 8:44 PM

I live on Langhorne-Yardley Road, near the intersection with N. Flowers Mill. I go into Langhorne Borough on a daily basis. By taking N. Flowers Mill, I can drive directly onto US 1, then take the service road past the gas station at S. Bellevue and continue on the service road to Hill Ave. I turn onto Hill Ave from the service road to go to the places I need to get to without ever going into the heart of Langhorne. Will I still be able to do this? If not, it won't only be me going into the heart of the already congested center of Langhorne Borough. There are at least six large housing developments above my home, and all of those people who use the same route I do to avoid the congestion will be forced into the borough as well.

Timestamp 1:44:05 - Question from Anonymous, 8:45 PM

what's going to happen commercial properties impacted

Timestamp 1:45:16 - Question from Dawn Seader, 8:45 PM

For the sidewalk that is slated to be installed along Bellevue from the round-about to the Septa bus stop - Will Septa be maintaining that sidewalk?

Timestamp 1:46:00 - Question from Jim 8:46 PM

I may have missed this earlier. What is the height of the proposed sound barriers along sections of the service lanes that will be retained? As a resident along the service lane, I'm not looking forward to a tall wall and potential graffiti problems.

Timestamp 1:47:22 - Question from Chris, 8:47 PM

How does someone access Us 1 North with the clover leaf design..??

Timestamp 1:48:23 - Question from Dawn M., 8:48 PM

Currently the busses use the service lane on the northbound side of Rt. 1, many bus stops are dependent on this route. What impact will there be on bus routes for children?

Timestamp 1:49:22 - Question from Mike, 8:49 PM

What is the estimated percentage increase in the traffic on Rt 413?

Timestamp 1:41:52 - Question from Anonymous, 8:52 PM

The prior, completed construction connecting Route 1 to Route 213 brought a significant increase in traffic. Why is it then assumed that the larger cloverleaf at Route 1 and 413 will not affect the traffic on 413, through Langhorne Borough, past Winchester Ave?

Timestamp 1:53:50 - Question from Craig, 8:54 PM

What is your definition of acceptable service level when more traffic is forced through the boro? Your definition will be very different from the people who live in the boro. Maple is a busy road now and intersections are already backed up every rush hour

Timestamp 1:55:02 - Question from Anonymous, 8:55 PM

With increased traffic volume from a new cloverleaf access onto 413, what are the precautions for traffic backing up waiting for the Maple Ave/413 light? It already backs up past the library, which is close to impacting the proposed cloverleaf's exit ramps?

Timestamp 1:55:56 - Question from Anonymous, 8:56 PM

what bridges will be replaced using a detour and what bridges will be replaced using a staged construction sequence?

Timestamp 1:57:05 - Question from Lesley, 8:57 PM

Has there been any consideration taken for pedestrians? We have many pedestrians (adults and children) in these areas especially in the warmer months. It seems you are pulling additional traffic into our small neighborhood streets, many of which do not have sidewalks.

Timestamp 1:58:06 - Question from Anonymous, 8:59 PM

Can you show again the cloverleafs connecting Route 1N and Route 413/Bellevue and the impact on homes in this area

Timestamp 1:59:16 - Question from Dawn M., 9:00 PM

Can you explain what sort of culdesac will be made at the end of Bellevue near the current blinking Light and future roundabout for 413/west highland Ave? It doesn't look like a hammerhead. Additionally what does that hammerhead look like?

Timestamp 2:00:28 - Question from John S, 9:00 PM

Where can we find copies of these slides or power point?

Timestamp 2:00:59 - Question from Anonymous, 9:02 PM

nick with flooring doctor concerned about access to my garage and loading area on my property 1732 super highway

Timestamp 2:02:23 - Question from Bill Everett, 9:02 PM

What about the threat by SEPTA to cut train and bus services? I know they are using it to hike up funding. However, even if they do end up cutting or reducing services this would impact the traffic in the area.

Timestamp 2:03:39 - Question from Craig, 9:04 PM

The explanation for the impetus for this project is very unclear. Driveway maintenance? this is a huge project and the value is unclear. is there a bullet list of all of the "benefits"?

Timestamp 2:04:33 - Question from Cindy, 9:05 PM

Please understand that "delays" are not the concern for people with homes on Gillam Avenue. It is the increased traffic and the effect that will have on pedestrians and cyclists. What will be the increased traffic? Do you have an anticipated percentage increase? What assurances do we have that we will not be expected to put sidewalks in?

Timestamp 2:05:34 - Question from James Wilcox, 9:06 PM

When will homes be purchased if needed for the project

Timestamp 2:07:04 - Question from Bob Griggs, 9:07 PM

The service road from Fox Court to both Highland Road and Highland Avenue is a vital part of the local road network for local residents. I use it for all travel to the train station and other points of interest as do others. Removal of this road as shown will force more traffic onto residential roads that are not ill suited for the increase. Will PENNDOT address any issues that result from this?

Timestamp 2:09:08 - Question from Anonymous, 9:09 PM

What is the length of the project in miles, end to end? Where does it begin, where does it end? (Sorry if you already said this, I missed it)

Timestamp 2:09:43 - Question from Rev. Pinkney, 9:10 PM

Going back in front of Bethlehem AME, there is just one cross walk, which is on the side of the library. The flashing signals are activated when one crosswalk is use? There is a bus stop across from the church, so people will cross from the bus stop, not from the library side.

Timestamp 2:12:00 - Question from Anonymous, 9:12 PM

You are incorrect about there being no additional traffic on Gilliam Ave once the service road is closed. Once you eliminate the service road, everyone who currently travels it to exit onto Station, Hill, Hulmeville Ave, Hulmeville Road, Parkvale and Highland Ave (at the high school) will be using Gilliam. Please explain the metrics you used to determine no impact because it does not mesh with my experience.

Timestamp 2:13:35 - Question from Kevin Gribbon, 9:14 PM

I'm asking this for Kevin Gribbon who is unable to enter a question. Will there be a traffic study conducted for the neighborhood in the vicinity of Fox Court, Jeffrey Lane, Fee Avenue, Poplar Avenue and other associated roads?

Timestamp 2:14:17 - Question from Anonymous, 9:14 PM

How will residence on Jeffrey Lane gain access to Route 1? With the service road stopping at Fox Court what will prevent our street becoming a cut through to Parkland.

Timestamp 2:15:33 - Question from Bernadette, 9:15 PM

Follow-up qs...Don't environmental assessments involving road construction usually include air quality monitoring?

Timestamp 2:16:30 - Question from Kate, 9:17 PM

Have you done a traffic study on the possible increase of traffic on W. Highland Ave with the removal of all access road exits and putting the majority of exit traffic for Langhorne Manor and Parkland onto this street. Your reply to my previous questions was there are stop signs but that does not address the increase traffic through our neighborhood and specifically on this street.

Timestamp 2:17:46 - Question from Anonymous, 9:18 PM

Will the environmental study include Gilliam Avenue? With the increase traffic, that is more noise and air pollution.

Timestamp 2:18:14 - Question from Betsy, 9:19 PM

I am extremely concerned about SAFETY in Langhorne Borough since the vast majority of traffic under the current plan will all land in Langhorne Borough, Existing traffic during rush hours results in traffic tie ups. (I would encourage PennDOT to witness this in real time.) Human nature being what it is, we have seen frustrated drivers peel off into neighborhoods to avoid the 213/413 light. We

are a walking town of neighborhoods. Can PennDOT ensure the safety of children on bikes, parents with children and strollers who will likely be confronted with increased traffic in all adjacent neighborhoods?

Timestamp 2:19:37 - Question from Kathy, 9:20 PM

How does the funeral procession reach the front entrance of the cemetery with most of the frontage roads removed? Are they to all go down Gilliam? or thru the other neighborhood roads and then back onto the frontage road?

Timestamp 2:20:35 - Question from Anonymous, 9:21 PM

Your design does increase traffic by eliminating the service roads onto Gilliam and Highland Avenue in the Manor. This is also an increase of noise and air pollution. Why isn't this a concern?

Timestamp 2:21:06 - Question from Anonymous, 9:21 PM

When will you schedule an in person community meeting?

Timestamp 2:21:58 - Question from Chris, 9:22 PM

Sorry if this was asked already but has there been an impact study done on potential property value loss due to this construction? I live very close to where the Highland circle would be.

Timestamp 2:22:55 - Question from Kevin, 9:23 PM

Will there be a traffic study conducted in Parkland, since the Access road will be eliminated at Fox Ct? I know you mentioned that this was a PennDOT decision. But wouldn't it be better for traffic to go to Hulmville Rd? Also will individuals on Jeffery Ln be reimbursed or will PennDOT compensate for damage done to homes and properties since they are very close to the project.

Timestamp 2:23:53 - Question from Anonymous, 9:24 PM

What is the standalone cost for the sound barriers and why aren't the affected residents that bought properties next to a highway bearing that cost? How much additional traffic along route 1 is anticipated to require sound barriers now?

Timestamp 2:26:25 - Question from Anonymous, 9:26 PM

If there is no appreciable LOS difference between build and no build, why are we spending so much money on this project?

Timestamp 2:27:06 - Question from Anonymous, 9:27 PM

If service roads are retained, who would be paying for the maintenance.

Timestamp 2:27:32 - Question from Lisa, 9:28 PM

is construction going to happen 24/7 in the neighborhoods? this will be very inconvenient to residents along all construction corridors.

Timestamp 2:28:17 - Question from Anonymous, 9:28 PM

why are some of the property lot lines highlighted?

Timestamp 2:29:15 - Question from Anonymous, 9:29 PM

What justifies diverting the traffic on the current service road between Bellevue Ave and Highland to Gilliam? There are only a handful of homes adjacent to but not accessing their property to/from the

access road. How does this alleviate traffic on Route 1? You are eliminating a lane of travel, only to force that traffic onto roads not equipped to handle them.

Timestamp 2:30:12 - Question from Mary M, 9:31 PM

There is an access roadway showing on the N bound side of rt 1 from North Street that appears to end at Hulmeville Road. can you explain how this is intended to work / the purpose?

Timestamp 2:31:06 - Question from Pat, 9:33 PM

We were not informed of and did not participate in the 2014 discussion of service roads that was just mentioned. That's over 10 years ago and more information is now known of your plans. Would you consider holding a new hearing and give additional consideration on this particular point, since closing the service roads seems to be of great concern now, given the traffic that will be funneled through the already traffic-stressed Borough?

Timestamp 2:35:55 - Question from Anonymous, 9:36 PM

Since Frank Ferry is no longer a state representative, has this been reapproached to the new rep?

Timestamp 2:36:42 - Question from Anonymous, 9:36 PM

So will the updated traffic studies be made available to Langhorne's traffic engineer before final design is undertaken?

Timestamp 2:37:09 - Question from Anonymous, 9:37 PM

How does parking during funerals at Dunn's Funeral home be impacted with the creation of the roundabout. All the parking will be pushed onto Gilliam? Would parking be allowed on Bellevue?

Timestamp 2:38:00 - Question from Anonymous, 9:38 PM

The Pennel train tracks can cause traffic to back up Bellevue Ave pretty far especially when there is a freight train and back to back Amtrak trains. With the loss of exits along Rt 1 and all people exiting at Pine Street this will likely increase this log jam and force more traffic into the Manor to get to the Hulmeville Ave Bridge. Are you studying this traffic increase towards the tracks and the potential increase of traffic in this neighborhood which is relatively quiet?

Timestamp 2:39:11 - Question from Anonymous, 9:39 PM

After this meeting, will only the recording be posted or can you also post the transcript of the recording

Timestamp 2:40:23 - Question from Anonymous, 9:40 PM

I understand elected officials have said this is a done deal. Is the elimination of the service roads and addition of roundabouts still in the consideration phase? in other words, is it possible after studies and public comment that this may not come to fruition as currently presented?

Timestamp 2:41:29 - Question from Anonymous, 9:41 PM

How does this effect our very valuable AME historic church, Which is a essential part of the history of our borough

Timestamp 2:42:38 - Question from Anonymous, 9:43 PM

I believe you said you studied traffic in 2021 and again in 2024. I do not believe traffic has returned yet to pre-pandemic levels. People are still just going back to the office. Shouldn't there be another study?

Timestamp 2:43:27 - Question from Anonymous, 9:43 PM

So why can't there be a traffic light at the corner of the church and library on Pine Street? The flashing signal will not slow down traffic.

Timestamp 2:44:50 - Question from Anonymous, 9:45 PM

Can the light at Bridgetown Pike and 413 be evaluated since that is a part of the backup issue for 213 & 413?

Timestamp 2:45:26 - Question from Anonymous, 9:47 PM

PennDot's crash report website does not show any fatalities or critical accidents at the SB Rt1 service road exit at Bellevue Ave. Why is the Cloverleaf at 213 necessary if there are no fatalities in this area? Please show this crash data so the public can see this data.

Timestamp 2:48:37 - Question from Mary M, 9:48 PM

Has the recently approved housing development on the current Woods Properties been accounted for in your traffic estimates/numbers?

Timestamp 2:49:36 - Question from Mary M, 9:49 PM

Where can the statistics on safety issues & fatalities on Rt 1, that are the impetus for this project, be found?

Timestamp PM 2:50:46 - Question from Anonymous, 9:51

Why do all those bridges need to be removed and replaced? Are they old? Falling apart? Too narrow? Wha?

Timestamp 2:51:58 - Question from Anonymous, 9:52 PM

Is PennDot factoring all of Woods Services new/additional population/ residential properties in their master plan? Has PennDot reviewed Woods Master Plan?

Timestamp 2:52:05 - Question from Anonymous, 9:53 PM

I understand the concern for the bikes and pedestrians using the service roads but they have other options. In addition, you are now pushing large amounts of traffic onto roads used by foot traffic daily. You may be able to restrict the use of the service roads if they are unsafe. Perhaps restricting the use of access roads of immediately adjacent to a 4 lane divided highway. Has this been considered?

Timestamp 2:54:45 - Question from Anonymous, 9:55 PM

The reasons you give for the elimination of service roads, needs to weighed against the elimination. Their elimination will increase traffic onto Highland and Gilliam, impacting and affecting the quality of life, walking, children playing, noise quality and air pollution. Bringing traffic onto a road with houses on either side brings a greater danger to residents. How can you guarantee the same amount of traffic on these roads?