

Tinicum Township and the Headquarters Road Bridge: Planning the Future

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The Starting Point

PennDOT's Smart Transportation Guidebook says:



- Tailor solutions to the context: Roadways should respect the character of the community, and its current and planned land uses.
- Plan all projects in collaboration with the community: The collaboration between state and community involves the integration of land use planning with transportation planning, and a focus on the overall transportation network rather than a single roadway.

The Planning Context

- Regional, county, and local plans all designate all or most of Tinicum Township as a rural resource/conservation/natural area
- Delaware Valley Regional Planning Commission: Policy limits suburban expansion into rural areas; Tinicum classified as Rural Resource, Conservation Focus Areas
- Bucks County: Tinicum classified as Natural Resource/Conservation Area, Conservation Landscapes, Greenways
- Township plan: new plan under development; old plan focuses on preserving and enhancing traditional character
- Township planning and zoning ordinances discourage inappropriate growth; more than 1/3 of Tinicum already preserved open space
- Ridge Valley Rural Historic District: the rural heart of Tinicum Township
- No population increase anticipated in township

The Roadway Network

- Tinicum characterized by narrow, winding roads including gravel roads and fords
- Two-thirds of the bridges in Tinicum are one-lane bridges, including one-half (14 of 28) of PennDOT bridges
- Winding, hilly roads (including approaches to Headquarters Road Bridge) have limited "sight distance"
- Roads in township have low traffic counts

Safety

- Crashes in Tinicum are trending down
- Crash history at bridge is sparse – no more than 2 a



year when bridge was open

Conclusions

1. Tincicum is a “rural conservation zone” – an area characterized by:
 - Very rural land use, with extensive preserved open space and very limited development,
 - High-value scenic, recreational, and rural historical and cultural resources,
 - Assigned high priority for open space preservation and greenbelt-type functions in regional and local plans, and
 - A rural roadway network unsuited to support extensive development.
2. A one-lane bridge on the current footprint is the alternative most consistent with the current and proposed roadway network serving the Tincicum Township Rural Conservation Zone and should be the Locally Preferred Alternative.
3. Needed: Genuine collaborative state/local planning, integrating land use planning and transportation planning, for the future of the Tincicum Township Rural Conservation Zone



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