

TOWNSHIP OF LOWER MAKEFIELD
PARK & RECREATION BOARD
MINUTES – MAY 11, 2021

The regular meeting of the Park & Recreation Board of the Township of Lower Makefield was held remotely on May 11, 2021. Mr. Krauss called the meeting to order at 7:30 p.m. and called the Roll.

Those present:

Park & Recreation Board: Douglas Krauss, Chair
Kim Rock, Secretary
Mike Blundi, Member
Robert LaBar, Member
Dennis Wysocki, Member

Others: Monica Tierney, Park & Recreation Director
James Majewski, Director Planning and Zoning
James McCartney, Supervisor Liaison

Absent: Michael Brody, Park & Recreation Board Vice Chair
David Malinowski, Park & Recreation Board Member

APPROVAL OF MINUTES

Mr. Wysocki moved, Mr. LaBar seconded and it was unanimously carried to approve the Minutes of April 13, 2021 as amended.

APPROVAL OF EAGLE SCOUT PROJECT PROPOSAL – BRENDAN FAILLE

Mr. Brendan Faille from Troop 280 in Holland was present. He stated he wanted to do something at the Garden of Reflection; however, Ms. Tierney had indicated that while there was nothing to be done at the Garden of Reflection, there were projects that could be done at Memorial Park. Mr. Faille stated he is a Jr. firefighter in Newtown Borough. He stated he is proposing to make quarter mile markers for the west trail, and a sample of the proposed signs were shown. He stated the red colors on the sign indicate lap one, and the second lap would be 3/4s of a mile and then the full mile. He stated the trail itself is less than one mile so you would have to go around one and a quarter times to get to the full mile. The main sign at the entrance of the trail will explain how to measure the distance. He stated each sign would be dedicated to a specific area Fire Department. Total cost of the

project is approximately \$320. The proposal is to put concrete in the ground and install the wood post with the sign on top. Mr. Faille stated he would like to do the project on July 17 and installation should take no more than three hours. The rain date would be the following Saturday, July 24. Mr. Faille stated he will be getting the funds for the materials from his friends and family as well as his personal money.

Mr. Wysocki asked the height of the signs, and Mr. Faille stated the main sign would be 4 ½' to 5' high, and each individual sign would be 2' high. Mr. Wysocki asked the sign material, and Mr. Faille stated it is pressure-treated lumber.

Mr. LaBar asked if the main sign will show the path, and Mr. Faille agreed it will have all of the information on how to gauge how far you have gone. He added the main sign will have instructions.

Mr. Blundi asked how the signs will be anchored into the ground, and Mr. Faille stated he will put in concrete. Mr. Blundi asked the depth of the concrete, and Mr. Faille stated it would be approximately 1' below the ground.

Mr. Krauss stated this is an existing paved path. He asked if there is an intent to paint the mileage marks on the path or is it to only use the signs. Mr. Faille stated the proposal was just to post the signs. Ms. Tierney stated they would need to make sure that there was some kind of direction such as an arrow indicating you would have to go that direction in order for the measurements to make sense. Mr. Faille stated he feels that the signs would last longer than lines on a path which would wear over time.

Mr. Wysocki asked the distance of one lap around the path, and Mr. Faille stated it is about .62 miles. Mr. Wysocki asked if that would be indicated on the sign to show how far someone went if they did one lap. Mr. Faille stated he could include that on the sign. Mr. Wysocki asked if there are requirements about anchoring the signs below the frost line. Mr. Majewski stated there is no depth requirement for this application. He added that the length around the path is approximately one kilometer. Mr. Krauss stated five times around would be 5K; and since people tend to walk/run 5Ks, adding that dimension would be a good idea. Mr. Faille asked if they would like to have the metric distances on the other signs as well. Ms. Tierney stated 1K/.62 miles could be on the main sign as one loop, and each marker could also include whatever the kilometer equivalent is as well; and Mr. Faille agreed to do that.

Mr. Krauss asked if the proposed color scheme is reflective of what the Township would require. Ms. Tierney stated there are arboretum signs there already, and she would recommend going with the same look and feel of those. Mr. Majewski stated there are no requirements as to color of the signs to his knowledge.

Mr. Wysocki asked if the information on the sign will be etched into the wood, and Mr. Faille agreed.

Mr. Blundi stated adding the metric measurements could be “convoluted” with red being for the first lap and blue for the second lap. He stated since one lap around is a kilometer, he does not feel it needs to be broken out on the other signs along with the mileage; and just having the mile distance by itself would be less confusing. Mr. Wysocki stated he agrees, and just the initial sign could indicate that one lap around is 1 K.

Mr. Blundi thanked Mr. Faille for his volunteer work with the Fire Department as currently there are not a lot of young people involved with the volunteer Fire Departments which is becoming a problem.

There was discussion about the location of the various Fire Stations as shown on the sample signs. It was noted that there are two fire stations in Yardley/Lower Makefield – one in Yardley Borough and one across from McCaffrey’s. Mr. Wysocki stated at least one of the signs should include a dedication to the fire station in Lower Makefield given Memorial Park is a Lower Makefield Park. Mr. Krauss stated Station 80 is the fire station across from McCaffrey’s, and Station 0 is the Fire Station in Yardley Borough. Mr. Krauss stated they may not want to call out a particular Station and leave it generic as Yardley-Makefield Fire Company so that both are recognized; and Mr. Faille agreed to do this.

Mr. LaBar moved, Mr. Blundi seconded and it was unanimously carried to approve the project.

Mr. Krauss advised Mr. Faille to continue to work with Ms. Tierney on the final details.

NEWTOWN D & L TRAIL/MORRISVILLE CONNECTION DISCUSSION

Mr. Paul Gordon and Mr. Christian Regoesch, Bucks County Planning Commission were present. Ms. Tierney stated the CTC was also invited to participate this evening. Mr. Gordon stated this project is part of the overall Feasibility Study that

the County has been working on to connect Newtown to the D & L Trail. He stated originally it was meant to be for six Municipalities – Lower Makefield, Upper Makefield, Middletown, Yardley Borough, Newtown Borough, and Newtown Township. Mr. Gordon stated they were looking for public feedback via an interactive tool earlier this year; and as part of that feedback, there was interest in also establishing a connection to Morrisville Borough if possible.

Mr. Regoesch stated the main trail is partially constructed, and it will run from Newtown Borough through Lower Makefield to the D & L Canal by Scudder Falls Bridge. Mr. Gordon stated the trail from Newtown to Lower Makefield is Twining Road to Lindenhurst Road, and then to connect to the existing trail along Woodside Road. There is funding to complete the Woodside Road trail to the Yardley Park and Ride. Mr. Gordon stated as part of the Yardley Park and Ride and Scudder Falls Bridge project, a new trail will be established over the Canal to connect to the D & L Trail and the Scudder Falls Bridge ramp.

Mr. Gordon stated another trail that the Township currently has in development is one along Oxford Valley Road that will extend from Edgewood Road to Roelofs Road. He stated that is where this trail to Morrisville would begin. He stated three of the segments to the left on the Plan shown that go along Oxford Valley Road, Roelofs Road, Bluestone Drive, and Stony Hill are existing. He stated the first segment is in development. Mr. Gordon stated Frazier Drive to Big Oak Road, which would be a new trail, would be proposed to be developed. He stated they feel this could be done within the right-of-way. He showed the location of Rock Run Creek; and they would need to keep the trail close to the road as when you get back into the woods, it is a very wet area. He stated from there, once you get to Big Oak Road, there is an existing trail that runs along the south side of Big Oak Road to connect to the Middle School properties. He stated from there they would propose replacing the existing sidewalk running along the frontage of the School property to Makefield Road. He stated the first seven segments would be off-road trails, and most of that is developed. He understands that the Middle School will be coming up for approval at some point, at which time that upgrade from the sidewalk to a trail could be incorporated as part of the development process.

Mr. Gordon stated to connect to Morrisville from a point he showed on the Plan it becomes an on-road bicycle facility, and it would not provide a way for walkers to be able to get to Morrisville. He stated this route is to provide another route for bicyclists from Morrisville or northern destinations to make the connection to the Township's existing trail. Mr. Gordon noted the area in front of the Catholic Church on Big Oak Road has an opportunity to establish

bicycle lanes there; and as you get further toward Pine Grove and Yardley-Morrisville Road up to Norman Drive, there would be bike lanes there also. He stated these would be dedicated lanes for bicyclists so that they are out of the flow of traffic. He noted an area where it would be bicycle sharrows which are on-line pavement markings that alert motorists to the presence of bicyclists on the road with them.

Mr. Krauss asked if they would be on both sides of the road from the School onward, and Mr. Gordon agreed they would be on both sides of the road. He added that the sharrows are typically required to be placed immediately after every intersection and then every 500'. Mr. Gordon stated sharrows are different from bicycle lanes which are 5' wide separate travel lanes strictly for bicycles. Mr. Gordon added you see them coordinated together since often there is not the opportunity to have a continuous bike lane along a full stretch.

Mr. Gordon stated once you get to Pine Grove Road, you would continue on Big Oak Road to connect to Trenton Avenue which is one connection to Morrisville. He stated the primary route to get to the D & L Trail would be along West and East Ferry Roads. He stated those are low-speed, low-volume roads and those would be a bike route although they could be bicycle sharrows. He stated typically in a Residential neighborhood, which those neighborhoods are, they would not necessarily see the need to incorporate painting bicycle sharrows on the road; and instead those types of bicycle routes are usually designated by signage that could state "Share the Road."

Mr. Gordon stated at this point they are just looking for feedback mostly on the section on Big Oak Road. He stated the posted speed on Big Oak Road is 35 miles per hour, but people normally go higher than the posted speed limit.

Mr. Gordon stated before they present this proposal to a broader audience, they wanted to make sure that the Township was on board with the overall concept. He stated as part of the initial public research, they did put together a survey that asked people about their comfort level of riding under different scenarios and different speed limits; and they will be presenting that as part of the next step of the project.

A slide was shown of all the segments, and Mr. Gordon noted particularly Big Oak Road which is Section 9 through 13. He stated they have traffic counts from PennDOT, and the average daily traffic volume is about 6,400 trips of which 200, or only 3%, is truck traffic. Mr. Gordon stated if the truck traffic were 20%,

they would never recommend bicycle sharrows. He stated a requirement for bicycle sharrows is that they have to be on roads where there is a posted speed limit of 35 miles per hour or less, and Big Oak Road does qualify. He stated there are no PennDOT guidelines relative to traffic volume; however, at the Planning Commission internally, they will usually look at a cut-off of 10,000 or fewer trips per day. He stated Big Oak Road is a Township road and not a State road so it will ultimately depend on the Township's ability and willingness to incorporate the bicycle sharrows.

Mr. Gordon stated this does not commit the Township to do anything, and this is just to get input from the Township before they go back to the public to reveal all of the connections to both the D & L Trail and other regional trails that the County is also working on. He stated they have also been working with Mr. Majewski and Ms. Tierney on other connections to other areas. He stated they are looking at the connection at Dolington Road to connect from the Farmview neighborhoods to the Woodside Road trail.

Mr. Gordon stated they will be going to the public to get their comments on the proposal, if there are additional segments the public would like to see incorporated, and if there are things that they do not want in their neighborhood. He stated they want to make sure that each Municipality was comfortable with what has been recommended for their Municipality before it is presented to the public.

Mr. Wysocki asked if the D & L Trail is the same as the bike paths they discuss all the time in the Township. Mr. Gordon stated the D & L Trail is the Canal Towpath Trail.

Mr. Regoesch stated the intent of the overall study is to find a way to link Newtown to the D & L Trail, and that will subsequently have a link to the Newtown Rail Trail. The overall goal was to find links to the D & L Trail. He stated when they first announced that they were doing this project, it was suggested that there be a connection to the D & L Trail that was close to Morrisville even though that was not in the original scope of the project; but since it may make sense, they wanted to run it by the Park & Recreation Board for their comments.

Mr. Gordon stated the reason the Newtown area is the starting point is because the County is committed to developing the Newtown Rail Trail all the way into Newtown Borough. Similarly with the Neshaminy Greenway Trail going through

Tyler State Park and near Newtown, the more you can connect the trails, it provides great recreational opportunities as well as opportunities for people to use them as an alternative form of transportation.

Mr. LaBar asked where they go between the pathway/shared-use trail, bike trail, and sharrows is that because there is not enough room in the right-of-way. Mr. Gordon stated they try to make use of existing trails or trails in development to the extent possible. He stated the modern standard for most shared-used trails is 10' wide, and most of the trails in the Township now are 8' wide. He stated 10' provides a greater opportunity for people to be able to use the trail without conflicting with each other. He stated the rail trails they are now working on are all 12' wide. He stated where possible they try to avoid the need for acquiring Easements since that can delay the process, but that is sometimes unavoidable. He stated if it were possible to develop trails everywhere as off-road alternatives to having anyone on a bicycle on the road, they would always do that; however, between having to acquire multiple Easements, slopes along roads, and other environmental conditions sometimes you cannot establish a trail or a pathway, and you have to look at making use of on-road bicycle facilities.

Mr. LaBar stated he understands that they are going west on Big Oak Road and turning onto Stony Hill Road, and Mr. Gordon stated that is correct if you are coming from the D & L Trail. Mr. LaBar asked if there is a reason why they are not continuing on Big Oak toward the Kohl's Shopping Center. Mr. Gordon stated they did look at that but past Stony Hill Road on the south side where it would be most likely to have the trail, there are very wet conditions which would require a lot of environmental remediation work and/or the use of a boardwalk along that stretch. He stated there would also be the need to switch back and forth across the road a couple of times, and as much as possible they try to keep people on the same side of the road unless they are crossing at a traffic light. He stated at the Kohl's intersection, there was no way to connect to any other trails. He stated there are trails that run to the Regency at Yardley development; however, the trails get to the HOA property and they are not accessible to the public. He stated a trail on Oxford Valley Road would have required them to go through neighborhoods with bike facilities; and while that is an option, it is better if they can have bike facilities on a trail. Mr. LaBar stated the Five Mile Woods is along Big Oak Road, and there is no connectivity right now. Mr. Gordon stated they would need to consider how to get there with a connected trail. He stated other than the existing Big Oak Road trail, they did not see the opportunity to connect it to anything else which is the primary focus of their study which was to establish connections to the greater trail network.

Mr. Wysocki asked if all of the connections being discussed are County funded. Mr. Gordon stated a lot of them are. He stated typically what they have been doing with Municipalities who are working cooperatively is that the County would fund the construction but the Municipality would be asked to take over the maintenance up to a certain amount each year.

Mr. Regoesch stated in the case of the Newtown Rail Trail, the County constructs it; and they then make an agreement with the Municipality to cover maintenance up to a certain point, and then the County would take back over. He stated with regard to lower-cost facilities, those may be able to be covered by the Township depending on who owns the road; and if it was a Township road, the Township would have to install the bike sharrows, etc. but those tend to be lower cost than a full-fledged shared-use trail. Mr. Regoesch stated shared-use trails tend to cost a lot of money up front and would have higher maintenance costs as opposed to sharrows and larger sidewalks which are proposed along the Morrisville Borough link.

Mr. Wysocki stated the Board was provided in their packet Map 8 Walkway System which is from the Township's Master Plan Update of 2019, and he asked Ms. Tierney if this is just the Lower Makefield map or are some of these the County-proposed trails. Ms. Tierney stated that is just the Township's Plan from 2019.

Mr. Wysocki stated he feels it is a great idea to make these connections since he agrees with Mr. Gordon that the more they can make these connections, the more opportunity it gives to people to travel safely using alternatives to automobiles; and he would generally be in support of any of these connections.

Mr. Gordon noted a number of roads off Big Oak where they looked into getting people off of Big Road into the neighborhoods.

Mr. McCartney noted a section on the Plan MVL1 in the upper left hand corner which is the top end of Oxford Valley Road going down into Edgewood; and he asked if they looked at any stretch of Oxford Valley Road running alongside of Edgewood Elementary School, under the train bridge, and through Yardley Borough as an access point to the Canal. Mr. Gordon stated they did look into that as a connection into Yardley Borough but they considered cutting through the neighborhoods rather than going under the train bridge, and that dead-ends into the Wells Fargo Bank and onto Main Street. He stated when they spoke to representatives from Yardley Borough, they did not like the idea of bicycle sharrows on Main Street. Even though the speed limit is posted at 35, drivers

typically go faster than that so they have come up with an alternative route to get into Yardley Borough. Mr. McCartney asked if that would be using East Ferry Road down to the Canal and then into Yardley Borough, and Mr. Gordon stated that is one option. Mr. Gordon stated to get to the Canal, most people would use Woodside Road; and once you get to the Canal, you can use the D & L Canal Trail to get anywhere. He stated the connection to Yardley would make use of the existing trail along Langhorne-Yardley Road up to Schuyler Drive where there is a neighborhood that joins up to Sandy Run Road. He stated they had looked at going up Sandy Run Road to College Avenue, but they felt making use of the Langhorne-Yardley Road trail, Schuyler Drive, and being in that neighborhood for less than a half mile would get them to Sandy Run Road to connect to College Avenue and then go on College Avenue into Yardley Borough. He stated they recognize that there is a hill at College Avenue and Main Street, but the Borough preferred that routing versus being on S. Main Street.

Mr. LaBar noted an area on Stony Hill Road which floods, and he asked if bikes would be on the roadway. Mr. Gordon stated that was proposed to be a separate trail which may need to be a boardwalk. He stated they do look at environmental considerations, and they know that this area of Rock Run is very wet; however, that was more feasible than continuing on Big Oak Road. Mr. LaBar suggested an alternative route, and he asked if they looked at going in front of William Penn and making a left there. Mr. Gordon stated there could be on-road bicycle facilities along Roelofs Road all the way to Makefield Road; however, once you get to Makefield Road you would still be going up or down Makefield Road to connect to either Big Oak Road or Sutphin Road. Mr. LaBar stated rather than going all the way out to Makefield, you could make a right on Derbyshire in front of the Middle School. Mr. Gordon stated that is another option that was considered, and they could incorporate that as the primary route or the alternative route. He stated either way it would be a mixture of on-road and/or trails. Mr. Gordon noted other routes they had considered in that area. He stated the biggest concern is that regardless of how you get to the intersection of Makefield and Big Oak Road and you are headed out toward Ferry Road and the D & L Trail, it is all on-road.

Mr. Blundi asked if they looked at Edgewood Road to Black Rock Road to access the D & L Trail; and Mr. Gordon stated they did, however, specific to this route they were trying to get to Morrisville, and that is how they came to the plan to use Ferry Road as that was the closest route to Morrisville. He stated this was just being considered as another connection into Morrisville. Mr. Gordon stated they will look again at what Mr. Blundi has suggested before they commit to presenting the alignment they are proposing to Morrisville.

Mr. Krauss stated he feels the Board is interested in getting these trails installed so that there are more opportunities for those on bikes and to walk throughout the communities and connecting Bucks County together.

Ms. Tierney stated it seems that the Park Board is interested in pursuing this project and recommending to the Board of Supervisors that we pursue a connection to Morrisville. Mr. Gordon stated they are interested in whether the Township has an interest in pursuing a connection of some sort to Morrisville and interest in pursuing another connection in addition to the Woodside Road connection within the Township. If that is the case, they would like to know if the route that is outlined currently is the one that they should pursue.

Mr. Gordon stated he will look at the Edgewood/Black Road route again and the Roelofs Road/Derbyshire route to get to Big Oak Road. Mr. Gordon asked if they should come back to the Park & Recreation Board at their next meeting or would it be sufficient for him to provide his findings to Ms. Tierney and Mr. Majewski. He stated the next part of the process is the public on-line tool, and they do not want to release that until they have everyone's buy-in.

Mr. Krauss stated while Mr. Gordon would not have to come back to their next meeting, he would like to see the alternatives which could be sent to Ms. Tierney who could provide them to the Park Board. He stated the Park Board could then make a recommendation to the Board of Supervisors.

Ms. Tierney stated she feels it would be good to hear from the Citizens Traffic Commission as well given that no one from that Commission was present this evening. She stated she feels the Board of Supervisors is going to want a recommendation from both the Park & Recreation Board and the Citizens Traffic Commission.

Mr. Gordon stated he understands that before they release the public-input tool, they should get buy-in from the Board of Supervisors; and Ms. Tierney agreed. Mr. Krauss stated since costs to the Township could be involved, the Board of Supervisors would need to make this decision. Mr. Gordon stated typically they have not done this step at this point in the study process; and the buy-in of the Board of Supervisors would come in as to whether the Township wants to adopt the Plan and add it onto their Township Plan. He added that whatever is presented in the public input tool is just a draft, and there could be changes based upon the public feedback received.

Ms. Tierney asked Mr. McCartney how he feels they should proceed given that this is not yet a finished product. Mr. McCartney stated he would like to know the importance of the connectivity to Morrisville. He stated much of what happens on the Delaware Canal is north of Morrisville, and you cannot get to Bristol via the pathway from Morrisville. Mr. Gordon stated the one remaining impediment to the complete D & L Trail is currently being worked on at Bridge Street, and this is being designed. Mr. Gordon noted again that this connection being presented this evening was not part of the original study area, and it was only being considered because of the initial public feedback indicating that this was another connection that some members of the public wanted to see explored. He stated a connection through Lower Makefield to get to Morrisville Borough is not a key component of the study, and they were just responding to the public feedback. He stated if this connection does not get pursued, it would not affect their Grant funding, and they were just trying to respond to the public feedback received. Mr. McCartney stated he would be in favor of being able to go down to Bristol Borough on this trail. Mr. Gordon stated these longer distance trail networks are economic development tools.

Mr. Gordon agreed to provide Ms. Tierney and Mr. Majewski with additional information on the other Morrisville routes, and will wait to proceed with the public feedback tool until they have had an opportunity to get a recommendation to present it to the Board of Supervisors.

Mr. LaBar stated he is in favor of whatever connectivity they can get, but he is looking for the best path for everyone involved. Mr. Gordon stated he understands he needs to provide the Park & Recreation Board the rationale for why they were proposing this route over others.

Mr. Wysocki noted the top of Map 8 where there is a dotted line running almost horizontally off of Lindenhurst Road, and he asked Ms. Tierney if that goes through Snipes and through Memorial Park. Mr. Majewski stated that is a bike path that was proposed to go along the Trans Continental pipeline Easement; however, it is not a feasible path because of wetlands.

RECREATION DIRECTOR REPORT

Ms. Tierney stated Samuel Wang had presented his Eagle Scout proposal to install a shade structure at Memorial Park but there were problems with that project, and it was decided to relocate that to Veterans Square over the sandbox which also needs shade. Ms. Tierney stated the Disability Advisory Board had found

some problems with the project being done at Memorial Park and there were some other issues. The location at Veterans Square would be better for this Eagle Scout project. Mr. Wysocki stated this leaves a shade issue at Memorial Park. Ms. Tierney agreed, adding that she feels they would still have had a shade issue even if this small shade structure proposed by Mr. Wang were to have been installed. She stated they are going to have to consider this further as a Board. Ms. Tierney stated it is in the ADA Transition Plan to add shade to the Park, although nothing formal is being considered at this time.

Ms. Tierney stated last night there was a Pool presentation. She stated a FAQ sheet was put out last Friday. She stated as a result of last night's meeting, she is now updating some of the documents, and they will be put out tomorrow. She stated Registration is steady, and she hopes this will increase before Opening Day. She stated they are on track for the Pool opening with regard to maintenance. Safe Slide will be in tomorrow to work on the pool slide, and the Olympic pool should be filled by the end of the week. They can only fill to the bottom of the slide until the slide project is done. Ms. Tierney stated she has been posting pictures of the progress at the Pool. She stated staff training will be this weekend.

Ms. Tierney stated with regard to overall Park maintenance, they are up to five staff members, and they have recognized that they will need summer hires; and they hope to bring on at least two summer hires particularly for weeding and mowing. In order to operate the equipment, you need to be eighteen or over.

Ms. Tierney stated she had asked Mr. Attara from the Golf Course if he knew anyone who could help with some of the drainage issues at the fields; and someone was brought in to look at the fields. They will be providing a proposal for some modifications that could be done particularly at Fred Allan with regard to drainage. She will keep the Board up to date on this. She stated they also discovered that Macclesfield Park has issues, and there will be discussions in the future as to how to repair those fields. She stated a lot of the issues have to do with how maintenance was done in the past, and they will need to upgrade and then train the volunteers and staff better as to how to maintain the fields. Ms. Tierney stated she had asked for estimates for some of that work, and the company that came out indicated that it would be about \$25,000 per field to make them right. Mr. Wysocki stated he feels that \$25,000 per field seems reasonable. Ms. Tierney stated while it does, the Township does not currently have \$25,000 per field to spend on that so they will have to plan that out.

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There being no further business, Mr. Blundi moved, Mr. Wysocki seconded and it was unanimously carried to adjourn the meeting.

Respectfully Submitted,

Kim Rock, Secretary