

TOWNSHIP OF LOWER MAKEFIELD
BOARD OF SUPERVISORS
MINUTES – FEBRUARY 4, 2009

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on February 4, 2009. Chairman Maloney called the meeting to order at 7:35 p.m. A moment of silence was held in memory of Officer Jones. Ms. Appelson called the roll.

Those present:

Board of Supervisors: Matt Maloney, Chairman
 Ron Smith, Vice Chairman
 Terri Appelson, Secretary
 Pete Stainthorpe, Treasurer
 Greg Caiola, Supervisor

Others: Terry Fedorchak, Township Manager
 David Truelove, Township Solicitor
 James Majewski, Township Engineer
 Kenneth Coluzzi, Chief of Police

PUBLIC COMMENT

Ms. Virginia Torbert, Citizens Traffic Commission stated Officer Jones was a Middletown Police Officer who was killed during a traffic stop. She reminded everyone about the Pennsylvania Move-Over Law which requires that drivers either slow down or move over if it is safely possible to do so when there are emergency personnel on the side of the road. She expressed her condolences to Officer Jones' family.

APPROVAL OF MINUTES

Mr. Caiola moved, Ms. Appelson seconded and it was unanimously carried to approve the January 21, 2009 Minutes as written.

REPORT FROM THE DISABLED PERSONS ADVISORY BOARD – 2008
RESIDENT SURVEY

Ms. Lisa Huchler-Smith and Mr. David Rogers from the Disabled Persons Advisory Board were present to share the results of their survey with comments directly from the disabled residents. Ms. Smith stated they have been working with Chief Coluzzi

updating the 911 data base which is an emergency form which allows disabled people to get their information into the 911 data base. She stated they used this list for the survey and only obtained the residents name and address so no personal information was obtained for this survey. She showed a copy of the letter they sent to the residents along with the questionnaire. Ms. Smith stated they sent out eighty-three letters. She stated she feels they should do this every year since they found out that six residents have passed away and three had moved so they were able to update the 911 data base with this information. She stated of the remaining they had a 43% response rate. She stated the information sent back was anonymous and they also included a stamped envelope which they feel contributed to their high response rate.

Ms. Smith stated they did ask the types of disabilities the residents had and 69% had difficulty walking or were unable to walk, 25% were hearing impaired, 13% were sight impaired, 10% had difficulty speaking, and 6% were mentally challenged. She stated they found that their Board is made up of almost this exact percentage.

Ms. Smith stated the major issues raised by the residents responding were transportation and inaccessible buildings or businesses. She stated some of the comments received indicated that parking spots are not wide enough for van accessibility, there are insufficient handicap parking spaces, handicap parking spaces are not all clearly marked, and there are some improper signs. She stated in the State of Pennsylvania handicap parking signs must include the fines or it is not enforceable. Ms. Smith stated comments were also received that the handicap parking spaces were not close to the curb cuts.

Ms. Smith stated the Disabled Persons Advisory Board has worked on getting all signage up to Pennsylvania Code; and they contacted all the businesses in the Township and most of them did adhere to this and also added additional handicap parking spaces. She stated they will continue to work on this. She stated Floral Vale was listed as a concern by many residents and they were one of the developments that did not comply when the Disabled Persons Advisory Board contacted them. She stated they would suggest that if Floral Vale wants to make any changes, they should be denied unless they get the proper signs. Ms. Smith stated they will also discuss with some of the businesses about getting the handicap spaces closer to the entrances. Ms. Smith stated they will also contact the businesses about additional curb cuts and having parking spots clearly marked. She stated the Kohl's parking lot management has been good to work with although there is still a problem with access to Carlucci's.

Ms. Smith stated they also received comments about handicap bathrooms. She stated she has had discussions with Ms. Liney who has agreed that they will try to provide a handicapped accessible portable toilet for Township events.

Ms. Smith stated the residents went into detail about specific restaurants and stores in the area which are difficult to access particularly when there are double doors which are heavy.

Ms. Smith stated where possible they would also like to make parts of the historical buildings in the Township accessible when there are tours. She stated she has a portable ramp and they are going to use it this year for the historic tour; and if it found that they could make use of this often, the Township may want to consider purchasing one. She stated the cost would be approximately \$500. She is working with the Historical Commission on this for their event to be held in March.

Ms. Smith stated some of the residents commented on difficulty of voting at Makefield Elementary School because the ramp is in the rear of the building and it is a long distance to get to the location where the polls are in the front of the building. She stated while renovations are proposed, at this point possibly they could just provide assistance to those who need to get from the back of the building to the front.

Ms. Smith stated residents also commented on bikepaths, sidewalks, Five Mile Woods, playgrounds, and the back fields at Macclesfield Park. She stated they would like to work with Park & Rec and Public Works if there are areas that need to be fixed if there are dangerous situations. She stated at the Five Mile Woods they do have a handicapped wheelchair with larger wheels which can navigate a portion of the Woods, but she feels many people do not know about this. Ms. Smith stated the Disabled Persons Advisory Board will be making some long-term recommendations on future enhancements.

Ms. Smith stated transportation is a huge issue for the disabled residents who have difficulty getting to doctor's appointments, shopping, social activities, etc. and they feel additional para-transit companies are needed. She stated for some transport services they need to plan two weeks in advance which is not always reasonable. She stated while there is Bucks County Transit, SEPTA only provides handicapped transportation if you live within a mile of an existing SEPTA stop and she feels Lower Makefield only has one. She stated there are also problems with the trains and while the Yardley Station has a ramp up to the platform, you cannot access the train itself because there are two steps up into the train. She stated there are also some issues at the Woodbourne Station. Ms. Appelton asked if this is something that SEPTA should be addressing, and Ms. Smith stated it is. Ms. Smith stated they are working with other Bucks County groups including the Transportation Management Association, and she feels they need to come up with County-wide solutions. She stated on November 14 SEPTA asked for comments on their Five Year Strategic Plan, and they did write a letter to them with their concerns.

Ms. Smith stated there were also comments made about the ambulance and Police Department and suggested sensitivity training when dealing with mentally-challenged, Alzheimer's patients, and autistic children and she and Chief Coluzzi have discussed this and they do have some training. She stated they also noted the need to be aware when approaching a deaf driver because their motions may look aggressive.

Ms. Smith stated comments were also made about ambulance costs as the disabled rely on the ambulances and any amount that is not covered by insurance is billed to the residents who indicated it is a financial hardship. They also received a comment that Preemie IV sticks should be carried at all times.

Ms. Smith stated after reading all the comments received from the survey, the Disabled Persons Advisory Board found out that they are really dealing with the issues that are of concern to the disabled. Ms. Smith stated they did receive comments of thanks for taking the time to have the survey and asking their opinions and the fact that they were pleased that the Committee was formed.

Ms. Smith stated in addition to working on the resident survey just discussed in 2008 handicapped doors were installed at the Township Building entrance and at the entrance to the Tax Office. She stated a "Blind Child" sign was also installed and they assisted the Police with the 911 data base updates. She stated they review Permits, handicap parking, will update their brochure, and update the Website. They will also give their support to the Center for Independent Living and work with the other Municipalities on transportation issues as well as to continue to update the 911 forms. They will participate at Community Day and some Senior events. Ms. Smith thanked the Board of Supervisors for having the vision to create the Disabled Persons Advisory Board noting they were one of the first such Boards and are probably one of the most active. She stated they will continue to speak for those who cannot speak for themselves. She encouraged the disabled residents to seek out the Board either by attending their meetings which are held the fourth Tuesday of every month, through their Website, or by calling the Township Building.

Mr. Stainthorpe stated he has been Liaison to this group for a number of years and he publicly thanked them for their service. He stated they are extremely dedicated, sincere people who quietly do their job and are really helping the disabled residents and doing great work.

Mr. Smith asked the response to the handicap access doors at the Township Building, and Ms. Smith stated they have received good feedback from two of their Board members who are in wheelchairs.

Mr. Rogers stated they know there are probably between 300 and 400 individuals with disabilities in Lower Makefield. He stated they know of approximately 80 and received responses from approximately 40 so they know that they have a long way to go to reach the rest so anything they can do to reach them would be good. He stated he understands that Mr. Maloney wants to update the Website, and he stated there are tools which are relatively inexpensive while you are building a Website that will make it so than an individual with a visual impairment as they scroll over something, it will speak to you. He stated there is also the ability to increase font sizes. He stated when using the current Website, when you hit the various URLs to get to certain items, they turn yellow, and yellow on a white background is very difficult for someone with a visual impairment. Mr. Maloney stated he feels the Disabled Persons Advisory Board needs to be consulted whenever anything is being considered just as the Planning Commission and EAC are as it is not always apparent to people who do not focus on how things impact the disabled. Mr. Maloney stated when they build the e-mail data base, they will have the potential to reach a broad swath of the Township and potentially do outreach in that way as well to reach more of the 300 to 400 people they have discussed.

DISCUSSION OF WEST FERRY ROAD TRAFFIC CALMING

Ms. Christie Staudt, from Traffic Planning & Design was present.

Mr. Maloney stated approximately three years ago the Citizens Traffic Commission solicited input from Township residents about traffic concerns throughout the Township. He stated one of the groups that approached them was a group of residents from West Ferry Road seeking assistance with traffic issues. He stated the Citizens Traffic Commission took up this issue as one of many that they considered and compiled a comprehensive report in which the Committee attempted to rank projects. This issue was identified as a high priority primarily because the volume of traffic on this road was considerably high for a residential street. He stated the Citizens Traffic Commission commenced compiling data on this issue both subjective and quantitative information and began to take an incremental approach to improving conditions on the road. He stated this began with additional road markings, the speed limit marked on the road, and additional reflectivity strips on the stop signs. He stated they also discussed additional striping and traditional traffic calming measures such as speed humps although these were not implemented.

Mr. Maloney stated they found that with the implementation of the improvements made, the traffic conditions did not materially change. In the middle of 2008 the Citizens Traffic Commission made the recommendation to the Board of Supervisors that they pursue more restrictive traffic calming measures in the form of what was described as closing down the road to through traffic by a variety of different means. He stated a number of concerns were expressed by different groups from the community including

concern with the effect those measures may have on other neighboring roads. He stated this included residents from Arborlea, Elm, and Oak Avenue. The Board decided not to take the most restrictive action and agreed to make application to PennDOT for signage that would restrict traffic flow during peak times through the neighborhood. The intention was to take the least restrictive of the options afforded to control traffic from flowing into the neighborhood. Mr. Maloney stated at that time there was clearly a lot of tumult in the neighborhood. A special meeting was held with the Chief of Police as well as the Township traffic engineer, Chad Dixson, two Supervisors, and representatives from the neighborhood. He stated this meeting did not include everyone or every street and the group interested and engaged in this topic has since broadened.

Mr. Maloney stated the Board agreed to make application to PennDOT for restrictions on travel during rush hour prohibiting turning off of the main arterial roads onto the neighborhood roads. These turn restrictions would be for West Ferry, Elm, and Arborlea. He stated they also considered Oak and Walnut in Lower Makefield south of West Ferry; and it was their understanding that issues related to these streets would have to be dealt with by working with Falls Township as any restrictions would directly effect their streets. He stated some of the options discussed would also have required Falls Township approval. Mr. Maloney stated the Board asked Mr. Fedorchak to reach out to Falls Township to begin a dialogue to discuss these issues. He stated they also recognized that the main problem is traffic on the arterial roads and not the neighborhood roads – primarily West Trenton Avenue which Lower Makefield would not be able to address on their own as this road is not in Lower Makefield.

Mr. Maloney stated prior to the January 21 meeting they received a response from PennDOT that they had been granted turn restrictions on West Ferry but not on the other two streets. He stated he personally wanted to get something done quickly since they had already spent so much time on this, and he wanted to move the process forward. He stated the Board of Supervisors gave Mr. Fedorchak the general direction that the signs that PennDOT did approve should be put up within one week to move the process forward. He stated immediately after that meeting questions began to be raised, and he felt there were a lot of unanswered questions both from residents who would be effected by these decisions and inside the Township as to what was going to be done and how it was decided that made him decide that they had probably made a decision in haste. He stated Mr. Fedorchak acted with discretion and decided not to post the signs.

Mr. Maloney stated there were a variety of opinions among the Township Manager, Chief Coluzzi, the traffic engineer, and the Public Works Director as to what the signs were that were going to be erected. Mr. Maloney stated they had ordered certain signs, but these were not the signs that PennDOT had approved; and it was unclear what exactly the signs should read and where they would be posted. He stated it was also expressed that this would restrict the local residents from traveling into their own neighborhood. He stated it was also unclear what PennDOT was requiring of the Township. He stated he

felt that if they only needed more information, possibly the Township could have gotten the signs they requested originally without needing to do anything more. He stated there were also questions from residents as to when the traffic counts were performed and whether the documentation provided to PennDOT included traffic counts for all the streets or just West Ferry Road. Mr. Maloney stated questions were also raised about the Falls Township roads and the roads that border Falls Township, and there was concern whether or not Lower Makefield's process was done appropriately because it did not take into account input from Falls before they moved forward. He stated there was also concern on the part of the Supervisors and Township staff as to what steps were and were not considered in the process from the very beginning. He stated there was some question that this was the first option that had been pursued and that speed humps had not been discussed and that turn restrictions were not discussed properly among the groups.

Mr. Maloney stated the signs that were approved were left turn and right turn restrictions off of Yardley-Morrisville Road and Big Oak Road onto West Ferry Road from 7 to 9 a.m. and 4 to 6 p.m. As to what PennDOT was additionally asking for, they found that if the Township wanted to restrict travel on Arborlea and Elm, they were going to require the Township to close West Ferry first before they would issue Permits to restrict travel onto either of those other two streets. He stated the primary counts upon which they relied for the PennDOT approval were taken in early fall. Mr. Maloney stated those counts were not the first counts that had been done, but were the ones that were done in an official capacity for the Permits. Ms. Staudt stated those counts were performed in November. She stated they also did counts on Elm and Arborlea which were submitted to PennDOT. She stated the restrictions were part of the letter but not approved and they then provided the counts subsequently as requested by PennDOT. Mr. Maloney stated other steps were considered but they were decided not appropriate and these included striping the road and speed humps.

Mr. Maloney stated he received a call from Bob Harvie, Chairman of the Falls Township Board of Supervisors, indicating that they had a number of residents contacting them with concerns which he felt needed to be addressed, and Mr. Maloney asked that he attend this evening's meeting to share his concerns in an official capacity.

Mr. Fedorchak stated they did go back to PennDOT a second time and asked them to reconsider posting all three roads at the same time; and after some deliberation, they came back and stated they would not change their original position. He stated PennDOT has therefore given approval for restrictions only on West Ferry.

Mr. Maloney stated he feels one of the most important elements is to make sure that what they do is palatable to all the parties involved; and while he does not view doing nothing as an alternative, he wants to make sure that the options they pursue are done in a way that is palatable to the public and in a way that is fair and equal.

Mr. Maloney stated prior to the meeting this evening he was handed a petition which had been circulated throughout the Arborlea neighborhood requesting that the Board adhere to what is known as Publication 383 – Traffic Calming Processes – which is a framework that PennDOT publishes for going through traffic calming measures. He stated he does have an e-mail from Mr. Dixon, the Township's traffic engineer, describing how they went through that process in a very parallel manner. He stated the PennDOT publication is not a binding legal document but does provide PennDOT's guidance. He stated the PennDOT procedure does call for a formal survey of the residents involved and it appears that the petition is requesting that this be done. Mr. Maloney stated there is a summary that indicates that 90% of the 160 households signed this petition and out of 160 households 7% declined to sign.

Ms. Staudt stated early on they realized that they needed to consider the impact to the entire neighborhood, and the feedback they received from the Citizens Traffic Commission was that there was a lot of support for this and they wanted something done right away because it was a safety issue, and this was something they could get done for low cost. She stated they were also able to look at the impacts on the entire neighborhood as they proceeded. She stated this option for which they applied to PennDOT for the restrictive signage appeared to be something they could get at the locations requested. She stated PennDOT did not approve this but is asking that the signs be installed for one week, collect data, and they would then give priority turn-around for adding restrictive signs for the other locations provided they give documentation that the cut-throughs have diverted to those other locations. Ms. Staudt stated if this is not palatable, they would need to reconsider what else they want to do.

Ms. Appelton asked if PennDOT is stating that provided there is a diversion of traffic and some increase in numbers they will approve the signs, or are they saying they still may not approve them; and Ms. Staudt stated there is a study according to PennDOT guidelines that they follow and they would document the percentage of through traffic. If this is above what it would be normally expected and they can document this, PennDOT will approve it. Ms. Appelton stated she felt the original study presented to PennDOT showed traffic patterns that were higher than usual; and Ms. Staudt stated West Ferry did show this. She stated Arborlea and Elm are narrow and not meant for through traffic and she feels this has diverted people from using those as a cut through to date. She added she feels this is why PennDOT wanted to know that people are going to try to use those streets before they post the signs. Ms. Staudt stated they would also consider whatever Falls Township feels is necessary and pursue those streets as well.

Ms. Staudt stated the Traffic Calming Handbook is a guideline and it states you can alter the process as necessary for the local community. She stated in Lower Makefield they have a great Citizens Traffic Commission which has provided a lot of feedback; and while they were moving forward with the Committee and lots of public involvement, they have found that they probably need even more public input. She stated it is clear that the

Board of Supervisors wants to make sure that everyone is brought into the process and she feels they can develop a process that will meet the needs of the community.

Mr. Stainthorpe stated following the last meeting which ended very late, he already had three e-mails waiting for him at home from residents who were angry that they were proceeding with just installing the signs at West Ferry Road or who were angry that they were not moving fast enough. He stated the emails continued for a week. He stated it appears that they need to step back and look at the whole issue again and include the Falls Township neighborhoods and decide the best way to increase the safety on West Ferry Road without negatively impacting other neighborhoods. He stated they should also consider if there are other streets where something needs to be done. He stated this is an issue where they very much want public input, but it cannot be a popularity contest. He stated at this point he feels they should not proceed with the signs, and should step back and re-look at this issue to come up with a solution that makes the most sense for the most people. He stated he feels they should put sidewalks and speed humps back on the table as well.

Mr. Bob Harvie, Chairman of the Falls Township Board of Supervisors, thanked Mr. Fedorchak and Chief Coluzzi for the time they took to meet with the Falls Township representatives. He stated this situation does affect Falls Township. He stated his first contact from residents regarding this issue came from the Vice Chair of the Falls Township Planning Commission who lives on Burgess and he then also stated getting emails from other residents and became aware of an on-line petition being circulated by the residents of Falls dealing with this issue. He then discussed the matter with the Falls Township Manager who met with Lower Makefield representatives to get an understanding of what was the position of the Lower Makefield Board of Supervisors. Mr. Harvie stated there are a number of Falls Township residents present this evening who he assumes will want to speak, and a number of residents came last evening to the Falls Township meeting to voice concerns and provide a petition regarding this issue. Mr. Harvie stated traffic is one of the constant complaints he gets in Falls Township. He stated the concern in Falls Township is that by closing off access to West Ferry during rush hour, they will be shifting the traffic onto roads that are smaller and more crowded and the problem will just go somewhere else. He stated he was provided a copy of the PennDOT approval which stated that the "No Turn" signs were more of a short term solution. He stated the Falls Township residents would prefer that this Plan not go forward because of the concern of what will happen on their roads.

Mr. Harvie stated last evening the Board did pass a Resolution indicating that since the proposal will have a negative impact on the residents of Falls Township and roads, the Board of Supervisors of Falls Township at this time is opposed to these modifications and requests that Lower Makefield enter into discussions with Falls Township as to how to best address these problems on a comprehensive basis. He stated he would like to see

synchronizing of the lights on West Trenton. He stated both Lower Makefield and Falls Township share the same traffic engineer which will make it easier to coordinate efforts.

Mr. Smith stated he feels this situation demands that the respective State Representatives get involved so that they can get an overall solution to the main problem which is West Trenton Road. He stated the State Representatives could then approach PennDOT about improving this situation.

Ms. Staudt stated she feels there may be some small improvements that could be made to help improve traffic conditions on the arterial roads so that the traffic would be on those roads rather than on the smaller local roads. She stated a study could be done to identify a few key improvements that could help traffic flow where it is supposed to be.

Mr. Smith stated since both Falls and Lower Makefield share a traffic engineer possibly they could get Grant money to fund such a study.

Mr. Maloney stated they must also involve Morrisville as well so that there is a Plan for the entire corridor. He stated the Joint Toll Bridge Commission may also need to be included in the conversations as well. Mr. Harvie agreed to reach out to the people in Morrisville as well as the Falls Township State Representative.

Mr. Dorothy Vislosky stated she is a taxpayer in Lower Makefield and serves on the Board of Supervisors in Falls Township. She stated the taxpayers in Falls Township appreciate the good working relationship they have had with Lower Makefield. She stated she learned of this issue last evening at their Board meeting. She stated Ms. Patricia Nudek was very informative last evening at their meeting and has done research on this matter and she is present to support Ms. Nudek and to express the concern of the Falls Township residents. She stated she was present this evening to ask the Board to revisit this issue, and it appears that they have indicated that they are going to do this, and she would like to be part of these discussions.

Ms. Appelton thanked the Falls Township residents for agreeing to work with Lower Makefield on this issue. She stated it is clear from the e-mails received following the January 21 meeting that this is a comprehensive problem involving not only West Ferry Road. She stated she agrees that they should look at this more globally and take a fresh look. She stated she traveled through the neighborhood a number of times and feels that there are other solutions that could be considered that would not have such a hardship on the other streets but would still be able to control the flow of traffic.

Ms. Appelton moved to have the Citizens Traffic Commission set up a working group to consist of one or two representatives of each of the streets of the neighborhood to extend from Pine Grove Road to Trenton Avenue to Yardley-Morrisville Road, two Lower Makefield Township Supervisors, Falls Township and Morrisville representatives and to meet within the next two weeks to put together a Plan.

Ms. Appelson stated they could use the PennDOT Traffic Calming Plan. She stated she feels they would like to see from this group specific calming options to be considered and a specific order in how to implement the different Plans, and a measurement that would be fluid so that they can determine if what they have proposed is actually having the impact they want it to have.

Mr. Smith seconded the Motion.

Mr. Smith asked that they consider inviting a representative from the TMA (Transportation Management Association) as well. Mr. Maloney asked if TMA would get involved in the neighborhood discussion or would they be better to be involved in the West Trenton Road corridor discussion, and Ms. Staudt stated she would be willing to look into whether they would get involved in this local issue or if it would be appropriate to get them involved in the more global issues involving the corridor.

Mr. Maloney stated he feels this working group needs to have a fairly short timeline to come to some decision, and he does not feel they need to have a number of meetings. He would asked that they meet before the next Board of Supervisors meeting and formulate a Plan by the Board's first meeting in March.

Mr. Stainthorpe stated he has mixed emotions about a working group and while citizen input is important, the real need is for a professional study done by the professionals. He stated he is concerned with a large unwieldy group that would not be decisive. He suggested that the Board consider this further before they structure something too quickly.

Mr. Caiola agreed that they do not want to get too many voices so that it gets unwieldy, but he does feel that the parties that are impacted should have input. He stated he does not want to defer this so much that it loses the momentum they have gained in trying to resolve these problems. He feels they could step back if they want to consider who should be involved, but he feels they should be prepared to make a decision by the next Board of Supervisors meeting.

Mr. Maloney stated he feels they have adhered to the framework of PennDOT's procedures and they have addressed a lot of the questions and a lot of effort has been devoted to this issue. He stated PennDOT's framework does call for a Commission to be set up which is why they formed the Citizens Traffic Commission. He stated there needs to be specificity on what they want to do and the group should come up with a very specific plan. He stated he does not feel the Plan can be too general. He feels a great deal of concern would be alleviated for the community if they knew exactly what to expect based on certain outcomes.

Mr. Smith stated he is in favor of the Motion since if there is a representative group, the information from the group would be disseminated so that there is not a lot of misinformation.

Ms. Virginia Torbert, Citizens Traffic Commission, stated the original recommendations made by the Citizens Traffic Commission regarding West Ferry were part of a package of recommendations that included Roelofs and Bluestone and were part of a \$21,000 package of traffic-calming measures that the Board of Supervisors approved. She stated the very modest measures that they recommended were not what was implemented by the Township and the Citizens Traffic Commission knew when that happened that it would not do much good. Mr. Maloney asked what was not done, and Ms. Torbert stated they asked for crosswalks and were told that they could not have crosswalks because there was not a sidewalk on the other side of the street even though there was a bus stop there. She stated she had noted there were other locations in the Township where there were crosswalks where there were not sidewalks. She stated the Township engineers indicated specific locations where signs should go, but the signs were not put where the engineers asked that they be put. Ms. Torbert stated the Commission also asked for the yellow “State Law” signs and these were not put in. She stated she recognizes that they are only an advisory committee, but they knew that even if the Board had put in exactly what they wanted, it probably would not have slowed down the traffic. Ms. Torbert stated what was implemented was not even half of what they recommended.

Mr. Maloney asked if it was the professionals’ opinion that crosswalks would be inappropriate; and Ms. Torbert stated it was the Public Works Department and the Police. She stated prior to that the Citizens Traffic Commission went through a number of options with the residents, but throughout the process they had input from the Township. She stated if this working group is formed, if they do not have a professional engineer on board or the Township on board committed to spending the money, they are wasting their time.

Mr. Caiola stated his anticipation is that there would be professionals on board and funding would have to be allocated. Ms. Torbert stated the Township professionals and the traffic engineer would have to be part of the group. Mr. Caiola stated he feels they would have to work with Falls Township to make sure a certain portion is paid for by Lower Makefield and a certain portion is paid for by Falls Township.

Ms. Torbert stated these types of problems have been occurring in neighborhoods for decades, and they need to plan this by neighborhood and not street by street. She stated she feels what the group will come up with will be something that is very expensive and she asked if the Board is prepared for a global neighborhood solution. She stated the

Citizens Traffic Commission was operating with the understanding that there was very little money to put into this which is why they did not give serious consideration to speed humps and other traffic engineering solutions. She stated if they are looking into a neighborhood it will involve a significant investment of funds. She stated the Citizens Traffic Commission came up with an inexpensive, incremental solution in response to a group of citizens who had come to them with a problem. She stated the Citizens Traffic Commission never saw any of the traffic studies or counts done by TPD. Ms. Torbert stated she feels they should proceed with the signs and see what happens recognizing that PennDOT has indicated there would be a two-week turn around getting signs on the other streets if it is shown there are problems there after the initial signs are installed.

Ms. Staudt stated the Traffic Calming Handbook recommends that 70% of the residents be in favor of the proposal and she feels it would be good to do this official survey first.

Mr. Maloney stated he does not see the working group's charge being to come up with a master plan for the neighborhood but rather to indicate what the right process is and to come up with a decision tree as to how they will go about this. He stated he does not feel they need to go back to "square one," but need to say given where we are today, how can we specifically identify the process forward that is amenable to everyone. He is not anticipating that this group will be redoing the Citizens Traffic Commission's work. He stated he would not want to start over recognizing that there are certain elements that are not on the table from a cost perspective. He stated the professionals and the Township Supervisors would bring that oversight to the meeting. He stated he would like to have them come up with a process that will be implemented and a step by step process on what will happen if certain outcomes occur. He stated he feels they need to make sure that all the neighbors feel comfortable with how this process will happen.

Mr. Smith stated there is a serious rift in the neighborhood currently which they would like to correct.

Ms. Staudt stated she feels they could come up with a consensus-building process and a public involvement plan.

Ms. Appelton stated it was clear to her from the e-mails she received that the perception was that merely solving the West Ferry Road problem was going to have such a negative impact on the neighboring streets that it was not going to be in the best interest of the entire community to implement it and see what happens. She stated having a working group would give the people a voice on what they feel would be a tolerable threshold and possible solutions to addressing the entire neighborhood problem.

Ms. Torbert stated she does not feel they will know what will happen until they put the signs up.

Mr. Maloney stated he feels this is a process that they need to feel that everyone is comfortable with, and he feels it is important to have a sense of joint purpose.

Mr. Bruce McClish, Citizens Traffic Commission, stated there was an inconsistency as to the plan developed by the Township's traffic engineer and the implementation of at least two of the corridors where traffic calming plans were developed. He stated the Citizens Traffic Commission is in the process of addressing how they do the whole process from when people first bring them an issue to the time that the proposed plan is in place and acceptable. He stated with regard to West Ferry, in November he made some field observations and it became very evident that the problem is West Trenton; and they cannot move enough traffic through there so people are seeking other routes and going through the neighborhoods. He stated Maple Avenue in Falls Township has twice as many vehicles cutting through as West Ferry has. He stated this is an area wide problem and they need to consider where they want the traffic to go to access the Calhoun Street Bridge. He stated Ms. Staudt noted there may be some things that they could do at the signalized intersections; and while turn lanes would cost money, there may also be some less costly options such as signal time adjustments and synchronization. He stated they should look at the corridor to see what they can do to make traffic flow better and encourage drivers to use the arterial roads rather than the local roads.

Mr. Smith stated they still need the best possible enforcement of the traffic laws by the Police Department recognizing that there is a limited Police force. Chief Coluzzi stated the only time they were not in the neighborhood was when they were doing the traffic studies so that they did not skew the studies, and they will keep up enforcement in those areas. Mr. Maloney stated he wants to get this matter resolved as he feels the Police Chief would not want to be disproportionately allocating resources to this one area.

Ms. Andrea Meyers, 11 W. Ferry, stated they did recognize that the problem was with West Trenton and she feels some movement could have been made in that direction during this two to three year period of time. She stated those from West Ferry did try to go through the process to get something done, and it was not an exclusive process and was done in a public forum. She feels everyone wants there to be a safe community. She stated there was no intention on the part of the West Ferry residents to exclude anyone in the process. She stated she is in favor of the working group and does not feel that it will become unwieldy. She feels they should have chosen representatives from each of the streets including Morrisville and Falls working with professionals in the field and the Citizens Traffic Commission.

Ms. Mary Codd, 240 West Ferry, stated she does feel they need to take into consideration if there will be enough money available and feels this is a much bigger issue than West Ferry. She feels the original group was a very small group and was not representative of all the people who lived even on the same street. She stated if there is going to be a small working group, they must include representatives from every neighborhood in the area.

Ms. Sherry Woodruff, Cherry Lane, stated the petition presented this evening was circulated throughout the effected community and 90% of the people who signed it were in favor of the use of Publication 383 which are the PennDOT guidelines. She stated in that a very clear process is outlined which is used throughout the Country and seems a much more rational approach than what had occurred which was first reflective strips were put on stop signs and some striping with speed limits on the road and the next phase was to be a barricade which she does not feel indicates a clear process was followed. She stated Publication 383 calls for a process that would make sure that they have the approval of the community before they proceed.

Ms. Jane French, 18 W. Ferry, stated the signage as it stands would not allow anyone to turn onto the roads between 7 and 9 a.m. and 4 to 6 p.m. which would mean that she would have had to take Arborlea or Elm to get to her home since she would not have been permitted to turn onto her street. She stated if they then put up similar signs on Arborlea and Elm, they would all have to funnel through Oak. She stated if a sign is then put up on Oak, she questions how they will get to their homes. She stated if they are going to put up “No Turn” signs, they would have to put up “Except for Local Traffic.” She recognizes that it would be difficult to enforce, but possibly they could get neighborhood stickers for the cars so that the Officers would know that they live there. Chief Coluzzi stated he and Mr. Dixson discussed this and the times that no one would be able to turn would be alternated so that they would have east on one time and west on the other time opposite the direction of the flow of traffic.

Ms. Patricia Nudek, 19 DeCou Drive, stated she has looked at the traffic survey and the data that was done in order to get the Permit from PennDOT and feels that the traffic study that was done by TPD was flawed and the data collected during that study is invalid. She stated the traffic counts were done eight days after Black Rock Road was closed. She stated there are PennDOT numbers from October, 2008 that state that 3700 cars go up and down Black Rock Road and those 3700 cars are looking for new ways to travel, and she feels this has a bearing on the numbers that were collected on West Ferry Road. She stated there are over 400 Lower Makefield Township homes in Riverdale, River Glen, Rivergate, and Penn Valley Manor that need to get throughout the Township noting that the Schools are primarily to the south and residents need to access the Township with the closure of Black Rock Road. Ms. Nudek stated the survey should not have been done during the closure of Black Rock Road. She stated the survey asserts that only 40 cars should contribute to the local traffic as there are only 40 homes on West Ferry, but she feels this is wrong as there are streets which come perpendicular that feed out of Arborlea and noted Cherry, Wood, Juniper, Oak, and the entire neighborhood of Burgess Manor. She stated there are many more people contributing to the traffic on West Ferry than just West Ferry residents and they are not all people using it as a cut through to get to West Trenton. Ms. Nudek stated the study also concluded that there is an A.M. flow to New Jersey and a P.M. flow from New Jersey which she does not feel is supported by the data in the study as in the morning 156 cars drive toward the River and

202 came from the River and in the evening 117 cars come from the River and 202 go back toward the River so it is not just a commuter load. She stated PennDOT has traffic studies that show 5300 cars travel past West Ferry via Pine Grove Road daily and 11,000 cars travel past West Ferry via Yardley-Morrisville Road daily so that there are thousands of commuters driving by this road every day but only 100 to 200 go up and down West Ferry during peak travel times. Ms. Nudek stated West Trenton Avenue is not the sole source of traffic on West Ferry. She stated West Ferry is one of four roads within Lower Makefield Township along a five mile stretch of River Road that allows people who live or commute along the River access to their own Township, businesses, and schools.

Ms. Nudek stated if they shut down West Ferry, they will be making it difficult for the Township residents to access their own Township and shifting them primarily to Falls Township to get in and out of their own neighborhood. She stated if they shut down West Ferry, Arborlea, and Elm, the residents will have to go down Walnut, Hamilton, and DeCou to get to their own houses. She asked what road they will be able to use if they continue to shut down roads.

Ms. Staudt stated she would be willing to meet with Ms. Nudek to discuss her concerns and review the process and what they look at from a traffic engineering standpoint.

Mr. Maloney asked for clarification about the closure of Black Rock Road, and Ms. Nudek stated Black Rock Road was closed on September 8 and the traffic survey was taken September 15, 17, and 18 on West Ferry. Mr. Staudt stated their counts were done on November 20. Ms. Nudek stated November 20 was just specifically when they did the counts on West Ferry Road coming into Pine Grove. Chief Coluzzi stated counts were done on September 16, 17, and 18, and Ms. Staudt stated these were the Police Department counts. Ms. Nudek stated the counts that showed 2,000 cars going up and down West Ferry were done after Black Rock Road was closed. Mr. Maloney stated West Ferry has been identified as a problem for many years; and while those numbers may have been augmented by the closure of Black Rock Road, he would not feel comfortable making the statement that the problem is a result of the closure of Black Rock Road. He stated they have established a count for West Ferry that PennDOT is comfortable with but their greater concern will have to do with what will materialize on the other streets. He stated they have been waiting to pave Black Rock Road for a number of weeks, and they need to have the temperature come above 40 degrees for a certain number of days; and it is his expectation that by the time anything is implemented, that perceived problem will be released anyway.

Ms. Nudek stated they need to be aware as they collect more data that they should consider not only the 40 West Ferry residents and that anything above this is unacceptable as there are people who live in Glenwood and Edgehill Gardens on East Ferry and the shortest route to get to the Schools on Big Oak Road would be to go on West Ferry; and she does not feel it is inappropriate for those residents to use West Ferry.

She stated there is a lot of traffic on West Ferry because Lower Makefield does not have enough roads to access their own community from the River. She stated if they shut down West Ferry, she does not feel everyone will go to West Trenton but will instead go to the closest road. She stated she feels they should indicate tonight which road will be the “doorway” to the neighborhood.

Mr. Caiola stated he feels East Ferry is bearing more of the traffic than West Ferry from the Black Rock Road closure.

Ms. Sophia Nichoretta, Burgess and N. Lafayette, stated she is in the neighborhood that will be affected by this traffic. She stated she now understands that they are looking to have more of a complete neighborhood view. She stated she feels part of the reason it seems to be neighbor against neighbor is because the perception was that the West Ferry residents were the only residents being heard. She feels the working group idea with representation from every street would make it easier to come up with a solution that is palatable to everyone. Mr. Maloney stated he recognizes that the “neighborhood” does not end at the Township line.

Mr. Anthony Antonello, Cherry Lane, stated on Saturday there was a survey done of the residents on West Ferry and they found that most of the people are concerned with the speed of the traffic. He stated they are willing to deal with the traffic volumes but are concerned with the speed. They want the speed laws enforced. Mr. Maloney stated one of the studies done included a speed study. Chief Coluzzi stated the average speed was 27 miles per hour on West Ferry. He stated the initial concern brought to their attention was volume. He stated there were some stop sign violations on Cherry but speed was never an issue. Mr. Antonello stated when you deal with someone speeding, average speed is irrelevant. He stated they are concerned with the people who are going 40 to 50 miles per hour; and if there are 20 to 100 cars doing that speed and the rest under 20 miles per hour to come to an average speed of 27, this does not change the safety problem that the residents face on this street. He stated they did go to every household and there is a strong group for the closures and a strong group opposed to restricting access. He stated there are a number of people on the street who are elderly who are concerned about getting in and out of their house and about speed bumps. He stated if they could stop the speeding and give tickets for drivers going through stop signs, he feels the people in the area would be happier.

Mr. Maloney stated if they were to meet every request for that level of Police enforcement in the Township, they would need to at least double and possibly triple the size of the Police Department. He stated they do enforce the laws but he does not feel this is a long-term solution.

Mr. Antonello stated he feels they can have a variable schedule of enforcement and they could randomly pick a day and enforce the laws which would send a message. He feels this would be easier than having another study. He stated a number of the people they spoke to were not opposed to speed humps. He stated he feels they need to identify the problem, and from their survey they found that the speed is the issue. Mr. Antonello stated most people who were concerned with speed were interested in speed bumps.

Ms. Meyers stated the empirical data shows that there is a volume problem on West Ferry and it is not mutually exclusive to a speed problem. She stated when you ask questions in a survey in a certain way, there is a bias. She feels something should be done to try to reduce both speed and volume.

Mr. Ray Pinkstone, West Ferry, stated short of implementing the signs would be some kind of engineering solution which he feels would be very expensive. He asked the cost for a speed hump and the amount of spacing required. Ms. Staudt stated there are criteria to be followed; and typically speed humps are not considered unless the 85th percentile speed is greater than 10 miles per hour over the speed limit, and on this street it is 32 miles per hour. She stated they will have to look into this as they go forward to see if they could have temporary speed humps. She stated while it may not divert all the traffic, it would slow it down. Mr. Pinkstone asked about cost, but Ms. Staudt stated she would have to get this information. Mr. Pinkstone asked if PennDOT would have to approve this if they were to consider a speed hump on West Ferry, and Ms. Staudt stated it is not a State road so they would not need PennDOT approval although they would follow the processes outlined by PennDOT. Mr. Maloney stated the quotes they have received previously for speed humps were approximately \$5,000. Mr. Maloney stated they do have a Budget they need to adhere to, but if they find during the course of the year there is a need for certain things, they do have flexibility. Mr. Pinkstone asked about permanent radar signs adding that when the temporary signs were there, they were effective. Ms. Staudt stated those signs are part of the traffic calming measures that could be considered. Mr. Pinkstone asked about the possibility of a stop sign at Juniper and Wood, and Chief Coluzzi stated he feels Mr. Dixon indicated he did not feel they would meet the warrants.

Mr. Dan McMullen, Walnut Lane, asked if there were any other surveys done other than the ones done in September and November. He stated he works for the Delaware Valley Regional Planning Commission and they did several studies around the five County area and asked if there were any numbers from that. Ms. Staudt stated they could take their volumes from the surrounding roadways to compare with historical volumes to see if they were affected by the Black Rock closure. Mr. McMullen asked if it has just been the last three years that the West Ferry residents have asked for some traffic relief or has this been the same volume since West Ferry Road was put in. He stated if this is the case, it seems like this is just a cut-through street and always has been and he does not feel they

should change anything. Ms. Staudt stated the roadway is not designed to carry that level of volume given the lack of sidewalks, width, and dimensions of the roadway. Mr. Maloney stated he feels that just because something has been this way, does not mean that it should always be that way. He stated they do have a safety concern.

Mr. Ron McFadden, 1215 Linden Avenue, stated he feels it is odd to compare West Ferry Road to Arborlea or Elm as he has lived in the area for sixteen years and he would call it a secondary artery in the Township. He stated it is not a winding neighborhood street and was not designed into a neighborhood. He stated it has always been there and the neighborhoods were built off of it.

Ms. Torbert stated West Ferry is a local street. She asked that Ms. Nudek be on the working group if it is formed. She stated with regard to the volume on West Ferry, the Citizens Traffic Commission did go out and make a site visit on West Ferry during rush hour and she has felt from the beginning that this is both a volume and a speed issue. She stated if you go to West Ferry and Cherry you will see a “parade” of speeding, cut-through traffic running the stop sign. She stated they made their site visit long before Black Rock Road was closed.

Ms. Appelton asked that the Motion include that they put together a Plan in consultation with the Township traffic engineer.

Motion as amended carried unanimously.

Mr. Stainthorpe moved, Ms. Appelton seconded and it was unanimously carried to postpone any signs of any kind until the working group has an opportunity to study this.

One woman asked how they will communicate with the residents about this in the future, and Mr. Maloney stated he feels they will be doing their best to reach out to the entire community. He stated he has had discussions with individuals from the various sections in Lower Makefield as well as a resident from Falls. He asked that if they have not heard anything within a week, they contact the Township Office.

UPDATE ON BLACK ROCK ROAD

Mr. Maloney stated with regard to Black Rock Road they have been waiting for the temperatures to reach over 40 degrees for a few consecutive days so that the bituminous asphalt can be paved and they can then move forward with the road opening. He stated he has been advised that this should be a matter of days once the weather turns.

Mr. Fedorchak stated realistically given the weather conditions they have been experiencing and are likely to in the near future, he does not feel Black Rock Road will

be open until the end of March. He stated the stone base is frozen solid and the temperatures will have to be in the 40s for an extended period of time to thaw that base. After that, they will be able to apply the wearing surface. He stated the application of the wearing surface needs to be done in three stages, and this process will probably take approximately four days. After they do testing, they will have to stripe the wearing surface. He feels there will be two weeks of work with temperatures over 40 degrees after the base thaws. Mr. Fedorchak stated from the beginning the Township staff was in communication with the project engineer and the contractor, and he feels they have proceeded with due deliberate speed over the course of the contract. He stated this is a State project and the Department of Conservation and Natural Resources is in charge.

Mr. Maloney asked if they can do parts of the work if they get a week of good weather, and do the first paving and then do the additional set of layers later on or are they going to wait until they feel they will have over two weeks of weather in excess of 40 degrees; and Mr. Fedorchak stated he feels if they expect a solid week of warm temperatures, they will do what they can as soon as they can.

SUPERVISORS' REPORTS

Mr. Caiola stated the Economic Development Committee will hold a Meet and Greet for area businesses on February 17 between 5:00 and 7:00 p.m. at McCaffrey's and the Board of Supervisors is invited. It is a free event. At that time they will also discuss the map project which Mr. Bob Smith discussed with the Board of Supervisors at the last meeting. He stated the Citizens Budget Commission has elected Ethan Shiller as their Chair and Ken Martin as Vice Chair and they are requesting that the Board of Supervisors expand their Board from five to seven people, and the Board will need to discuss this at the next Executive Session.

Mr. Maloney stated the Frankford Hospital Zoning Hearing Board matter was heard again last evening and it is progressing.

Mr. Smith stated the Elm Lowne Committee met last week and he understands that they will be on the Agenda for the next Board of Supervisors meeting to make a presentation. He stated the Veterans Committee is working on putting together fundraising and getting architectural lay-outs of potential designs for Veteran's Square. He stated the Special Events Commission is working with the Bucks County Performing Arts Council to put together a spring event which will involve music for all ages.

Mr. Stainthorpe stated the Cable TV Advisory Board is working with some other Boards and Commissions in the Township to get some things that might "spruce up" the Township TV channel such as photographs of Parks and events.

February 4, 2009

Board of Supervisors – page 21 of 21

APPOINTMENTS

Mr. Caiola moved, Mr. Stainthorpe seconded and it was unanimously carried to appoint Roseanne Friehs to the Historical Commission.

There being no further business, Mr. Stainthorpe moved, Ms. Appelson seconded and it was unanimously carried to adjourn the meeting at 10:20 p.m.

Respectfully Submitted,

A handwritten signature in dark ink, appearing to read 'Teri Appelson', is written over a faint, circular stamp or watermark.

Teri Appelson, Secretary

