

APPENDIX F

Summary of Public Involvement Process, Index of Comments, Original Public Comments, Responses to Public Comments, List of Recommended Changes, Public Comment Outreach Documentation, the Draft Highlights of the FY2015 Draft TIP for Pennsylvania, Tribal Nations email, and Proof of Publication.



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2015 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

The Delaware Valley Regional Planning Commission (DVRPC) has a long history of public participation in its planning process. We firmly believe in the principles of public participation by reaching out to as many stakeholders and members of the public as possible in an equitable and timely manner. Public participation is the only way to ascertain the interests of a wide variety of residents across the region. The need for public involvement is inherent to sound decision-making. DVRPC strives to provide a variety of opportunities for residents to be informed, participate, and be made aware of the decisions that will affect the future of this region.

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30-day public comment period. The public comment period for the DVRPC FY2015 TIP for Pennsylvania opened on May 30, 2014, and closed on June 30, 2014 at 5:00 p.m. (EST). Notice of the public comment period and the scheduled public meeting were distributed to over 13,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. TIP documents were also mailed to Tribal representatives for comment.

Legal notices were placed in the Philadelphia Inquirer, the Philadelphia Tribune, Al Dia, the Trentonian, and the Courier-Post. An article also appeared in DVRPC's monthly newsletter. Announcements were made on DVRPC's Facebook page and Twitter feed. Public notices and requests for comment were sent to Tribal organizations. A public meeting was held on:

THURSDAY, JUNE 26, 2014
4:00 p.m. - 6:00 p.m.
DVRPC Conference Center
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

The public was also given the option of participating in the meeting remotely via webinar.

DVRPC's website (www.dvrpc.org) is a vital tool in public outreach, and continued to serve a useful purpose during this TIP update cycle. The public notice and the entire TIP document was placed on the DVRPC website, as were the date and location of the public meeting, and other general information. TIP information and public commenting were made available online as part of DVRPC's web-based TIP public comment application at www.dvrpc.org/TIP. Users were able to submit project-specific or general comments online.

In addition, an email address was established (tip-plan-comments@dvrpc.org) to facilitate the submission of comments. Comments were also received by U.S. Mail.

For those without internet access, TIP documents were available at selected area libraries (see Table X) for review, at the DVRPC Resource Center, at the public meeting, and were mailed to individuals by request.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
Bucks County		
MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
A.1	Rep. Steve Santarsiero	Asks for support of the rehabilitation of the bridge without any significant widening of the bridge base.
MPMS #88083 - Stoopville Road Improvements - Phase 2		
A.2	Rep. Steve Santarsiero	Asks for support for the following prioritization of the items included in the project: 1.Design and construction drainage improvements; 2.Construct multi-purpose trail; 3.Improve Highland Road and Route 532 intersection to include left turn lane from Highland to 532; 4.Improve Dolington Road and Route 532 intersection; 5. Improve Route 413 and Stoopville Road intersection.
MPMS #102105 - Municipal Bridge Line Item		
A.3	Patricia L. Scott	Supports Municipal Bridge Line Item in FY2015 TIP and it is important for East Rockhill Township to have safe and fully operational bridges.
A.4	Jim Nietupski	Supports Municipal Bridge Line Item in FY2015 TIP.
A.5	Willard Mismar Jr	Supports Municipal Bridge Line Item in FY2015 TIP.
A.6	Bob & Monica Kennedy	Supports Municipal Bridge Line Item in FY2015 TIP.
A.7	James P. Deegan	Supports Municipal Bridge Line Item in FY2015 TIP.
A.8	Greg Lippincott	Supports Municipal Bridge Line Item in FY2015 TIP.
A.9	Marianne Morano	Supports Municipal Bridge Line Item.
A.10	Marianne Morano	Supports Rockhill Road bridge for inclusion into the Municipal Bridge Line Item.
A.11	Carol Critelli	Supports Municipal Bridge Line Item in FY2015 TIP.
A.12	Bill Trolio	In support of Municipal Bridge Line Item as it will ease the financial burden on local taxpayers for funding reconstruction of unsafe bridges. Branch Road bridge is open, however bridges on Ridge Road and Schwenmill Road are still closed. Closures add significant time, gas, and car exhaust to both commute to work and local shopping errands as well as emergency services.
A.13	Fred Kershaw	Supports Municipal Bridge Line Item.
A.14	Fred Kershaw	Submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.
A.15	Pete Boyce	Supports Municipal Bridge Line Item in FY2015 TIP.
A.16	Chris Tate	Supports Municipal Bridge Line Item in FY2015 TIP.
A.17	Joe Berardi	Supports Municipal Bridge Line Item in FY2015 TIP.
A.18	Joe Berardi	School taxes for Pennridge School District are out of control due to the pension for the teachers. Teacher's salaries and pensions must be stopped because it is ethically wrong.
A.19	Richard Althouse	Supports Municipal Bridge Line Item in FY2015 TIP.
A.20	Evelyn Althouse	Supports Municipal Bridge Line Item in FY2015 TIP.
A.21	Sharon & Chris Staehle	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.22	Theodore S. Valentine	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.23	Hans Schnitzler	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.24	Ed & Suzanne Hogan	Supports inclusion of the Municipal Bridge Line Item in the FY2015 TIP.
A.25	Dr. Kristin J.M. Ploeger	Supports Municipal Bridge Line Item in FY2015 TIP.
A.26	Carol Nagle	Supports Municipal Bridge Line Item in FY2015 TIP.
A.27	Richard C. Landt	Supports Municipal Bridge Line Item in FY2015 TIP.
A.28	Gregory Langston	Supports Municipal Bridge Line Item in FY2015 TIP.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.29	Kathleen Hart	Supports Municipal Bridge Line Item in FY2015 TIP.
A.30	Gregory Hart	Supports Municipal Bridge Line Item in FY2015 TIP.
A.31	Earl and Virginia Hendricks	Supports Municipal Bridge Line Item in FY2015 TIP.
A.32	Anne Fenley	Supports Municipal Bridge Line Item in FY2015 TIP.
A.33	Willard Wismer Jr	Supports Municipal Bridge Line Item in FY2015 TIP.
A.34	Anne Newton Boyes	Supports Municipal Bridge Line Item in FY2015 TIP.
A.35	Katherine L. Wiley	Supports Municipal Bridge Line Item in FY2015 TIP.
A.36	Cheryl Krivda	Supports Municipal Bridge Line Item.
A.37	Bruce Costa	Supports Municipal Bridge Line Item in FY2015 TIP.
Delaware County		
MPMS #63406 - Retrofit for Bike Lane and Shoulders		
A.38	John Boyle	County Bike and Ped plans lack the design details for implementation. Counties have identified priorities for bike lane implementation and PENNDOT is investigating ways to reduce the municipal burden of the Bikeway Occupancy Permit.
A.39	John Boyle	Wants funds to be placed into MPMS 63406 "Retrofit for Bike Lane and Shoulders" for implementation.
MPMS #69816 - US 322, US 1 to Featherbed Lane (Section 101)		
A.40	Harriet	Hopes that project is completed soon.
A.41	Harriet	Wants SEPTA train service connecting West Chester, Media, and Center City Philadelphia.
Montgomery County		
MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements		
A.42	Ken Daskus	Is in favor of projects that reduce traffic on local roads of Wyncote.
A.43	Laura Kelly	The intersection needs sidewalks and crosswalk signals along with bike lanes on Greenwood Ave. and both sides of Church Rd.
A.44	Kurt Ahrens	Wants the intersection to be more safe by adding bike lanes and crosswalks.
A.45	Dennis Fisher	Pedestrian movements across the intersection is difficult due to a lack of sidewalks.
A.46	Teresa Warnick	Advocates for sidewalks on both sides of Greenwood Avenue and on Church Road to the Wyncote elementary school.
A.47	Hannah Mazzaccaro	Supports intersection improvement, installation of sidewalks and painted crosswalks.
A.48	Kristina Denzel	Supports the installation of sidewalks and bike lanes for safety.
A.49	Amy Steffen	Supports bike and pedestrian access along Church Rd. and Greenwood Ave. along with signal improvements at the intersection.
A.50	Susan Meles	The intersection is dangerous and would like the street widened and sidewalk installed.
Philadelphia County		
MPMS #102274 - Schuylkill River Swing Bridge		
A.51	stenn	Supports Schuylkill River Swing Bridge Project.
A.52	M. Capillary	Supports Schuylkill River Swing Bridge Project.
A.53	doug	Supports Schuylkill River Swing Bridge Project.
A.54	Danielle Fike	Supports Schuylkill River Swing Bridge Project.
A.55	Tyler Fike	Supports Schuylkill River Swing Bridge Project.
A.56	Lane Fike	Supports Schuylkill River Swing Bridge Project.
A.57	C. Cavalieri	Supports Schuylkill River Swing Bridge Project.
A.58	chris clayton	Supports Schuylkill River Swing Bridge Project.
A.59	Blaise Syrnick	Supports Schuylkill River Swing Bridge Project as well as funding for The Circuit.
A.60	Kathleen Wiseman	Supports Schuylkill River Swing Bridge Project.
A.61	megan	Supports Schuylkill River Swing Bridge Project as well as funding trails projects in general.
A.62	mary beth	Supports Schuylkill River Swing Bridge Project.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.63	amy and greg sadowski	Supports Schuylkill River Swing Bridge Project.
A.64	chris	Supports Schuylkill River Swing Bridge Project.
A.65	Mark Kocent (Univ of Penn)	Supports Schuylkill River Swing Bridge Project.
TIP funding for Bicycle and Pedestrian Plans		
A.66	John Boyle	Wants TIP funding for implementation of bicycle and pedestrian plans for the Southeastern Pennsylvania counties and the region.
Various Counties		
MPMS #61714 - Manayunk Canal Restoration		
A.67	Charles Brant	The recent upgrade has many problems.
MPMS #64984 - Transportation Alternatives Program (TAP) Line Item		
A.68	Eugene Friesen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.69	Debra Wile	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.70	Graham Bier	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.71	Uri Feiner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.72	Brian Luckenbill	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.73	David Dannenberg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.74	Silvia Ascarelli	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.75	Catherine Bennett	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.76	Steven Schon	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.77	Stewart Leftow	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.78	Jason Gabriel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.79	Kris Chirapongse	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.80	Joseph Brady	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.81	Michael Olszewski	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.82	Mary Westervelt	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.83	Dave Broadbent	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.84	John Cannon	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.85	Peter Sody	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.86	Robert Thomas	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.87	Elissa Garofalo	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.88	Kyle Konopka	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.89	James Burns	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.90	Joseph Dougherty	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.91	Donna Dougherty	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.92	Joan Hall	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.93	John Spangler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.94	Harry Wood	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.95	Debra Walker	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.96	Gerard Dwyer	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.97	Ariel Kirkwood	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.98	Ross Hennesy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.99	Ilene Hass	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.100	Dan Allis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.101	Chris Stanford	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.102	Owen Sindler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.103	Michael Bowen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.104	Meg Obrien	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.105	Dennis Winters	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.106	Blake Rubin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.107	Kat Buckley	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.108	Brian Hamilton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.109	Bob Pasquini	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.110	Ronald McGuckin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.111	Danielle Gray	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.112	Pamela Coleman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.113	Charlie Karl	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.114	Rich Nadeau	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.115	Sara Dubberly	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.116	Patrick Sherlock	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.117	Michelle Lee	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.118	Michelle Udicious	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.119	Christian Conroy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.120	Dodge Johnson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.121	Adam Buchanan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.122	David Curtis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.123	Mike Heisler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.124	Kathryn Potalivo	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.125	Stephanie Funk	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.126	Elliot Titcher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.127	Jonathan Nyquist	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.128	Carolyn Duffy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.129	Arthur Vogel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.130	Joe Dietrick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.131	Eathan Janney	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.132	Lee Tabas	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.133	Ruth Kirkner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.134	Gregory Milbourne	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.135	Jill Gefvert-Minick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.136	Margaret van Naerssen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.137	Jennifer Mann	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.138	Mariann Dempsey	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.139	Janice Mulugeta	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.140	Judith Baron	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.141	Joel Hecker	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.142	John Bryan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.143	Chris Kendig	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.144	Gorkem Dagdelen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.145	Zoe Axelrod	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.146	Andrew Ascher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.147	Jennifer Yuan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.148	Walter Cooper	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.149	Timothy Breen	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.150	Robert Daines	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.151	Ronald Loftis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.152	Stewart Leftow	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.153	Marni Duffy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.154	Gordon Laubach	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.155	Chuck Cruitt	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.156	Howard Isaacson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.157	James Castellan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.158	Thomas M. Vernon, MD	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.159	Gary Mann	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.160	Larry Bliss	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.161	Fred Lukens	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.162	Dennis Barnebey	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.163	Robert Pierson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.164	Jason Hughes	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.165	Harvey Fountaine	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.166	Evan Suzuki	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.167	Joseph Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.168	Renee Quaterman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.169	Tanya Seaman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.170	Rob Lange	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.171	George Gorman	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.172	Tony Spagnoli	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.173	Michael Del Vecchio	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.174	Laurel Drew	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.175	Daniel Orfe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.176	Matthew Hugg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.177	David McGinn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.178	John Seidel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.179	Paul Stavros	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.180	Mike Dellapenna	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.181	Michael Geisinger	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.182	Duane Stanton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.183	Derek Beyer	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.184	Mark Davis	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.185	Valerie Borek	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.186	Deb Faulkner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.187	Ellyn Avila	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.188	Erin Engelstad	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.189	Jackie Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.190	Jennifer Mahar	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.191	Joshua Dubin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.192	Julien Delbasty	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.193	Katie Pytel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.194	Samantha Corson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.195	Susan Syrnick	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.196	Virginia Goldberg	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.197	Andreina Perez	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.198	Brandon Hoover	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.199	Chad Carreras	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.200	Charles Brant	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.201	Max Steinbrenner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.202	Christine Reimert	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.203	Peter Furcht	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.204	Manny Menendez	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.205	Andries Cregar	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.206	Frank Santaguida Sr.	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.207	Eric Huefner	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.208	Jeffrey Lawton	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.209	John Seidel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.210	Ken Boyle	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.211	Lisa Gares	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

<i>ITEM #</i>	<i>COMMENTOR</i>	<i>SUMMARY OF COMMENT</i>
Comments Received from the Individuals		
A.212	Nick Rogers	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.213	Paula green	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.214	perry benson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.215	Sara Hirschler	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.216	Rose Rudi	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.217	Spencer Finch	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.218	Tom Rickards	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.219	Byron Hawthorn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.220	Beth Resta	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.221	Matthew o Perry	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.222	Elise Sochacki	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.223	Kristen Rolison	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.224	John Hogan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.225	Paul Paul	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.226	Debra Long	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.227	Robert Blackburn	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.228	Jon Kimmel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.229	Jonathan Kimmel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.230	Matt McDaniel	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.231	Jeff Knowles	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.232	Mark Sullivan	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.233	Ernest Losso	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.234	James Donaghy	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.235	Kenneth Rymdeko	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.236	Ronnie Cameron	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.237	S. Fisher	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.238	Debra Wile	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.239	Tara Pakrouh	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.240	Charles Liedike	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.241	James Dulin	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.242	Parker Snowe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.243	James Howe	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.244	Andrea Mannino	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.245	Ron Bilotti	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.246	Caitlin Quigley	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.247	Jesse Leonard	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.248	David Bennett	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.249	Karen Smith	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.250	Christine Reimert	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
A.251	Samantha Corson	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
MPMS #90144 - Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)		
A.252	Charles Brant	The dangerous design that dumps cyclists into intersection of Shawmont and Nixon (the stop sign for cyclists has been missing for months despite being reported to SeeClickFix); no parking was added - could have used PECO right of way off Shawmont Avenue for parking and as the trail entrance instead of the ridiculously ugly and expensive wall along Nixon street.
MPMS #102274 - Schuylkill River Swing Bridge		
A.253	Samantha Corson	Supports Schuylkill River Swing Bridge Project.
A.254	Danielle Gray	Supports Schuylkill River Swing Bridge Project.
A.255	Tom Rickards	Supports Schuylkill River Swing Bridge Project.
A.256	Virginia Goldberg	Supports Schuylkill River Swing Bridge Project.
A.257	Susan Syrnick	Supports Schuylkill River Swing Bridge Project.
A.258	Samantha Corson	Supports Schuylkill River Swing Bridge Project.
A.259	Katie Pytel	Supports Schuylkill River Swing Bridge Project.
A.260	Julien Delbasty	Supports Schuylkill River Swing Bridge Project.
A.261	Joshua Dubin	Supports Schuylkill River Swing Bridge Project.
A.262	Zoe Axelrod	Supports Schuylkill River Swing Bridge Project.
A.263	Joseph Syrnick	Supports Schuylkill River Swing Bridge Project.
A.264	Karen Smith	Supports Schuylkill River Swing Bridge Project.
A.265	Ellyn Avila	Supports Schuylkill River Swing Bridge Project.
A.266	Erin Engelstad	Supports Schuylkill River Swing Bridge Project.
A.267	Jackie Syrnick	Supports Schuylkill River Swing Bridge Project.
A.268	Jennifer Mahar	Supports Schuylkill River Swing Bridge Project.
BETZWOOD/SULLIVAN'S BRIDGE		
A.269	Charles Brant	\$9 million??? Why isn't a cheaper bike/ped crossing being integrated into the proposed motor vehicle bridges at Betzwood?
Bicycle Infrastructure in Region		
A.270	Dr. Alistair (Alix) Howard	Thankful for DVRPC's work on expanding and improving bicycle infrastructure in region.
Concerned about accessing Cross County Trail at Germantown Pike and Chemical Road		
A.271	Robert Daines	The Cross County Trail currently ends at the corner of Germantown Pike and Chemical Rd. This is an extremely busy and intimidating intersection. What are people supposed to do at that point? Just turn around and go home?
Concerned about the amount The Circuit segments in Delaware County		

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Individuals		
A.272	Chuck Cruit	Would like to see completion of: East Coast Greenway, Chester Creek Trail, Octoraro Trail, Newtown Square Branch, Darby Creek Trail, Forge to Refuge Trail
PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT		
A.273	Charles Brant	Is not being maintained or even mowed by the city.
SCHUYLKILL PARKS CONNECTOR BRIDGE		
A.274	Charles Brant	\$6 to 8 million??? That is a ridiculous amount of money for a simple pre-built concrete bridge. The nearby CSX gate crossings are not working – due to flooding of gate mechanism. This is an area that floods – how could the gate mechanisms have been placed low enough to be damaged by a flood? Who designs and plans with such stupidity – at taxpayer expense?
Wants bicycle lanes and trails added to widened roads or new/reconstructed bridges.		
A.276	Michael Gross	Would like new procedure of installing bicycle lanes on roads that are planned to be widened and trail underpasses where new bridges are reconstructed.
WISSAHICKON BIKE PATH		
A.275	Charles Brant	poor design/lack of maintenance leads to flooded and muddy areas; many sections were not raised so they are frequently flooded; little or no trimming back of vegetation along the path by the city.
Comments Received from the Planning Partners		
Chester County		
MPMS #60574 - Paoli Transportation Center		
B.277	Zoe Robertson (SEPTA)	<p>Add a total of \$24,000,000 to the first first-years from SEPTA and PennDOT Bureau of Public Transit to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements.</p> <p>Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).</p> <p>Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).</p>
MPMS #86698 - Osborne Road Bridge Over Beaver Creek		
B.278	Randy Waltermeyer	Chester County requests that \$1.3 million of construction funding be added for the MPMS #86698 (Osborne Road over Beaver Creek) project in Fiscal Year 2015 of the FY2015 draft TIP.
MPMS #90600 - SEPTA Reserve Line Item		
B.279	Zoe Robertson (SEPTA)	<p>Decrease line item over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly:</p> <p>Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by:</p> <p>-Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000.</p> <p>-Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000.</p> <p>Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local).</p> <p>Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).</p>
Delaware County		
MPMS #15251 - US 1, Baltimore Pike Interchange Improvements		
B.280	Thomas Shaffer	The project scope recently was expanded to include the intersections of Routes 1/452 and 452/352.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Planning Partners		
Montgomery County		
MPMS #16577 - Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade		
B.281	Leo Bagley	The County will divide the entire project into two segments and fund them differently. The County will fund preliminary engineering and final design with local funds, but pursue federal funding in future TIPs for the ROW, Utility and Construction phases of the Butler Pike to Crescent Avenue segment. For the segment from Crescent Avenue to Philadelphia City line the County will fund all phases as 100% local.
MPMS #48175 - Ridge Pike, Norristown Boro to Butler Pike		
B.282	Leo Bagley	Per discussion at the PA subcommittee, the County will federalize the construction phase in the FY 17 TIP Update for the Carland Road to Regal Drive segment. In addition, the County intends to modify the limit to extend, at 100% County funding, the project from Regal Drive to Chemical Road. The County will reconstruct/rehabilitate Ridge Pike, eliminate the jug handle at Alan Wood Road by providing double left turn lanes onto Alan Wood Road; signalize he modify the I-475 SB off-ramp; modify and potentially signalize the I-476 NB off-ramp; and extend the ITS components to Chemical Road.
MPMS #92807 - PA 23 - Skippack Pike Bridge Replacement		
B.283	Leo Bagley	Change the title route number from PA-23 to PA-73
MPMS #95447 - County Bridge Line Item		
B.284	Leo Bagley	The County suggests that title should be modified to "City/County Bridge Line Item".
MPMS #102105 - Municipal Bridge Line Item		
B.285	Leo Bagley	The County suggests that prior to the FY 17 TIP update, DVRPC lead an evaluation/prior setting effort to assess the realistic need for City and County bridges, as well as Municipal bridges, and that the PA Subcommittee allocate an appropriate amount to both line items. These allocations should occur early in the TIP update process rather than near the end.
MPMS #102273 - Second Collegeville Bridge Crossing		
B.286	Leo Bagley	Second Collegeville Bridge Crossing: Add Lower Providence Township to the Municipalities list.
MPMS #102275 - Study Line Item		
B.287	Leo Bagley	This line item, as discussed at the PA Subcommittee, list those studies identified in the Decade of Interest. As those studies are better understood developed, the recommendations would be considered for advancement into preliminary engineering.
MPMS #102665 - Signal Upgrade Line Item		
B.288	Leo Bagley	Thank you for establishing this line item which may allow for funding to be allocated during the next two fiscal years.
Philadelphia County		
MPMS #74822 - North Delaware Avenue Extension Phase 2		
B.289	Vadim Fleysch	Add an inadvertently omitted projet back into the TIP by programming as follows:STUDY: 400 SXF, 100 LOC, FY15 PE: 400 SXF, 106 LOC, FY15 FD: 202 SXF, 57 LOC, FY17 ROW: 400 SXF, 116 LOC, FY18 UTL 400 SXF, 116 LOC, FY18 CON 3,206 SXF, 956 LOC, FY19
Comments Received from the Organizations/Agencies		
Bucks County		
MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
C.290	Kurt M. Ferguson (Newtown Township Manager)	Requests removal of project from TIP.
C.291	Susan Herman (Residents for Regional Traffic Solutions)	Implores DVRPC RTC and Board to oppose this project.
MPMS #88083 - Stoopville Road Improvements - Phase 2		

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
C.292	Susan Herman (Residents for Regional Traffic Solutions)	Opposes this project.
MPMS #102105 - Municipal Bridge Line Item		
C.293	David Nyman (Chairman, Board of Supervisors East Rockhill Township)	Supports Municipal Bridge Line Item in FY2015 TIP.
C.294	David Nyman (Chairman, Board of Supervisors East Rockhill Township)	Submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.
Distribution of Draft TIP Material for Review		
C.295	Bonney Hartley (Stockbridge-Munsee Mohican Nation)	Stockbridge-Munsee Mohican Nation is only interested in receiving TIP projects listed that are: 1) Located in Bucks County, and 2) that involve new ground disturbance. For instance, a project which proposes to remove a previous pipe and replace it in the same location is not of concern to us and we do not wish to receive Section 106 project materials for review.
Terry Drive Extension		
C.296	Kurt M. Ferguson (Newtown Township Manager)	Would like this project developed and funded in the next couple of years.
Chester County		
MPMS #14532 - US 30, Coatesville Downingtown Bypass Reconstruction Design		
C.297	P. Timothy Phelps (TMACC)	Concerned that earmark funds for design will be lost if not obligated.
C.298	Mary Ann Severance (GVRCC)	Concerned that earmark funds for design will be lost if not obligated.
C.299	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned that earmark funds for design will be lost if not obligated.
MPMS #84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)		
C.300	Mary Ann Severance (GVRCC)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
C.301	P. Timothy Phelps (TMACC)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
C.302	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned about final design starting in FY20 and would like the phase and construction phase moved up sooner.
MPMS #87781 - US 30, Coatesville Downingtown Bypass (CER-Eastern Section)		
C.303	Mary Ann Severance (GVRCC)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
C.304	P. Timothy Phelps (TMACC)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
C.305	Donna W. Siter (Western Chester County Chamber of Commerce)	Concerned that construction is not showing up in the 12 year program and would like the construction phase moved forward.
Delaware County		
MPMS #15251 - US 1, Baltimore Pike Interchange Improvements		
C.306	W. Bruce Clark (Middletown Township Manager)	Supports expanding the project limits to include both the intersections of US 1 & PA 452 (Pennell Road) and PA 352 (Middletown Road) and PA 452. The Township asks that the text description of the project within the TIP be amended to reflect this adjustment. Would like the project description to include multi-modal initiatives the Township is pursuing as it relates to the interchange. Township asks for consideration be given to incorporating elements into the project to improve the aesthetics of the project, especially south of the interchange.
Montgomery County		
MPMS #16097 - Graterford Road Bridge		
C.307	Cecile M. Daniel (Perkiomen Township Manager)	Requests that the bridge be added to the TIP.
MPMS #16565 - PA 363, Valley Forge Rd.		
C.308	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests that MPMS #16565 - PA 363, Valley Forge Rd. be added back into the TIP.
MPMS #57851 - Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements		
C.309	Cecile M. Daniel (Perkiomen Township Manager)	Requests that the project not be delayed.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #64795 - Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road		
C.310	Donald K. Cannon (Lower Merion Township Public Works)	Township is requesting that the description be revised to include the proposed improvement at the intersection of Conshohocken State Road (SR 0023) and Rock Hill Road.
C.311	Angela Murray AICP (Lower Merion Township)	Request that funds for acquisition of ROW be advanced to 2015-16 from 2019.
C.312	Brian Keaveney (Lower Merion Township Engineer)	Requests that the description be revised to include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road.
MPMS #89715 - US 422, Sanatoga Interchange Ramp Improvements		
C.313	Daniel K. Kerr (Limerick Township Manager)	Limerick Township requests that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY 2015 TIP.
Bridge Replacement of Bustard Road at Morris Road		
C.314	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests a new bridge replacement project be added to the TIP.
Delaware County - Route 252: Mary Jane Lane to Rose Tree Rd		
C.315	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Delaware County - Route 320: Wesley Rd to Baltimore Pike		
C.316	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Montgomery County - Morris Road: US 202 Dekalb Pike to Valley Forge Road		
C.317	John Boyle (Bicycle Coalition of Greater Philadelphia)	Requests funding on this road at these limits for bike lane striping
Rt 113 & Rt 29 Intersection Improvement		
C.318	Cecile M. Daniel (Perkiomen Township Manager)	Requests that this project be added to the TIP.
S.R. 0113 Relocation		
C.319	Joe Czajkowski (Lower Salford Township Manager)	Requests that S.R. 0113 Relocation be added to the Draft TIP.
Widening PA 63 Forty Foot Road near Tomlinson Road		
C.320	Daniel Littley Jr. (Chair of Towamencin Township Board of Supervisors)	Township requests a new TIP project be added to the TIP.
Philadelphia County		
Penn's Landing Access and Community Improvement		
C.321	Jay Goldstein (Delaware River Waterfront Corporation)	Would like the Penn's Landing Access and Community Improvement Project to be included in the TIP for \$5 Million for the preliminary Engineering phase.
Various Counties		
MPMS #13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
C.322	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes Project
MPMS #13716 - Headquarters Road Bridge Over Tinicum Creek		
C.323	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes project.
MPMS #17511 - City Ave o/ SEPTA (Bridge)		
C.324	Dennis Winters (Clean Air Council)	The bridge rebuild should consider pedestrian stair and ramp connections to both the existing Bala Regional Rail Station and the proposed Parkside-City Line multi-use trail.
MPMS #17581 - Bells Mill Road		
C.325	Dennis Winters (Clean Air Council)	Project design should consider a shared use sidepath on one side of the road in lieu of sidewalks on both sides.
MPMS #17622 - Adams Avenue Bridge Over Tacony Creek		
C.326	Dennis Winters (Clean Air Council)	Bridge replacement should include sufficient width for the construction of sidewalks.
MPMS #17697 - Island Avenue Signal Upgrade		

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
C.327	Dennis Winters (Clean Air Council)	Feet First Philly supports the pedestrian improvements include implifying intersections and extending curbs; we also recommend that improvements consider SEPTA's plan for new ADA accessible trolleys.
MPMS #17816 - Chestnut Street Bridges (4) at 30th Street		
C.328	Dennis Winters (Clean Air Council)	The sidewalks on the Chestnut Street bridges should be widened to match the Walnut Street bridge, and they should have a walking zone of 6 feet clear of any obstructions.
MPMS #48193 - Allen`s Lane Bridge Over SEPTA R8 Rail Line		
C.329	Dennis Winters (Clean Air Council)	The design should ensure that a walking zone of 6' is maintained clear of all obstructions, on both sidewalks.
MPMS #48711 - This project is not a highway project. May be a typo by commentor.		
C.330	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #57276 - Montgomery Avenue Bridge over Amtrak at 30th Street (CB)		
C.331	Dennis Winters (Clean Air Council)	Bridge replacement should include standard width sidewalks and sidewalk replacement on ap-proaches from both W. Greenwood Avenue on the east and W. Sedgley Avenue on the west.
MPMS #57897 - Haverford Avenue Signal Modernization		
C.332	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #57901 - Lincoln Drive (3R)		
C.333	Dennis Winters (Clean Air Council)	The west side sidewalk should be widened and converted to a shared use path.
MPMS #61712 - North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item		
C.334	Dennis Winters (Clean Air Council)	A 16-foot paved trail should be seriously considered in order to provide safety for all users once the full 9-mile trail is completed.
MPMS #64984 - Transportation Alternatives Program (TAP) Line Item		
C.335	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit. Recommend that the final TIP include a paragraph explaining clearly what the \$1Million will support.
C.336	Madeline Bell (The Children's Hospital of Philadelphia)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
C.337	Julie Slavet (TTF Watershed Partnership)	Thankful for \$1 Million towards The Circuit and supports additional regional funding for The Circuit.
MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)		
C.338	Dennis Winters (Clean Air Council)	The design should ensure that a walking zone of 10' or 1/2 the total sidewalk width, whichever is greater, is maintained clear of all obstructions, on both sidewalks.
MPMS #69913 - Grays Ferry Avenue Bridge Over Schuylkill River		
C.339	Dennis Winters (Clean Air Council)	Bridge reconstruction should include sufficient width to provide expand the north sidewalk.
MPMS #69914 - Fifth Street over Conrail (Bridge)		
C.340	Dennis Winters (Clean Air Council)	Once bridge is removed, new roadway should include standard width sidewalks with 6' of walkway width.
MPMS #70014 - Center City Signal Improvements (North) - Phase 3		
C.341	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #70243 - American Street Streetscape		
C.342	Dennis Winters (Clean Air Council)	The excessive crossing distance on American Street should be reduced wherever possible through measures such as curb extensions.
MPMS #72597 - Ben Franklin Bridge Philadelphia Operational Improvement		
C.343	Dennis Winters (Clean Air Council)	This project needs to factor in pedestrian and bicycle movement through the area and to and from the bridge walkways, particu-larly the south walkway.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #74828 - American Cities/Safe Routes to School - Phase 3		
C.344	Dennis Winters (Clean Air Council)	We support the use of these funds for traffic calming and other safety improve-ments that can benefit pedestrians.
MPMS #78758 - JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets		
C.345	Dennis Winters (Clean Air Council)	We support this project in-cluding a shared use side path on the north sidewalk. Will the project include a ramp and stair-way connection to 22nd Street?
MPMS #78764 - W Girard Ave O/CSX (Bridge)		
C.346	Dennis Winters (Clean Air Council)	Sidewalks included in rehabilitation or replacement of bridge should include sidewalks of sufficient width to provide a minimum of "walking zone" width of 6 feet.
MPMS #79908 - I-95: Kennedy to Levick (Section BS1) (IMP)		
C.347	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #79910 - I-95: Margaret to Kennedy (Section BS2) (IMP)		
C.348	Dennis Winters (Clean Air Council)	The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street net-work in the immediate vicinity.
MPMS #80054 - Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3		
C.349	Dennis Winters (Clean Air Council)	We support this project for its many benefits but, as final design advances.
MPMS #80104 - Henry Ave Corridor Safety Improvements		
C.350	Dennis Winters (Clean Air Council)	We support the pedestrian signals and bumpouts. What is the purpose of the proposed tree removal, and what will be the effect on pedestrians walking along Henry Avenue, given the fact that Henry Avenue is missing sidewalks for much of its length?
MPMS #81292 - Frankford Av/Frankford Ck (Bridge)		
C.351	Dennis Winters (Clean Air Council)	The designs for this bridge should con-sider the proposed Frankford Creek Greenway which will run along the creek below this bridge. The bridge design should include stair and ramp connections.
MPMS #85417 - Allegheny Avenue Safety Improvements		
C.352	Dennis Winters (Clean Air Council)	Installing median refuge islands should be considered instead of fences. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #85419 - Erie Av: Broad St. - K St		
C.353	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns. The intersection of Erie/2nd/Sedgley needs simplification to improve safety.
MPMS #87107 - School District of Philadelphia Improvement (SRTSF) - Round 1		
C.354	Dennis Winters (Clean Air Council)	Are all the sidewalk re-pairs to be done on sidewalks immediately adjacent to the school properties or will consideration be given to improving the walking route on nearby sidewalks that lead to the school and which may be in far worse condition?
MPMS #88767 - Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1		
C.355	Dennis Winters (Clean Air Council)	The curb radii on both northeast and northwest corners of the intersection of the Vine Expressway with 22nd Street should be tightened to shorten pedestrian crossing distances and reduce turning speed. Also, we request that the project descriptions for this and related projects be clarified. For example, preliminary engineering for the 21st and 22nd St bridges is covered under MPMS 80054, but what about final design? What happened to Part 2? The Spring Garden bridge has been broken out to two MPMS numbers that are the same.
MPMS #90482 - North Delaware Riverfront Greenway (TIGER)		
C.356	Dennis Winters (Clean Air Council)	Trail construction between Al-legheny Avenue and Lewis Street should be of sufficient width to provide for safe use by pedes-trians and bicyclists alike. A minimum width of 16 feet should be considered.

Index of Comments on the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the Organizations/Agencies		
MPMS #92376 - Walnut Lane Bridge Over Wissahickon Creek Restoration		
C.357	Dennis Winters (Clean Air Council)	Some of the approach sidewalks are in very poor condition and should be upgraded with this project.
MPMS #96223 - Philadelphia Signal Retiming- CMAQ Comp		
C.358	Dennis Winters (Clean Air Council)	Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.
MPMS #98207 - I-95 Congestion Management		
C.359	Dennis Winters (Clean Air Council)	Congestion mitigation for I-95 should also support non-motorized transportation travel options to SEPTA's regional rail stations including improved or new sidewalk connections, improving intersections for pedestrian and cyclists near stations, and providing upgraded bus passenger shelters for intersecting lines.
MPMS #98221 - Stock's Grove Road over Beaver Creek		
C.360	Maya K. van Rossum (The Delaware Riverkeeper)	Opposes Project.
MPMS #102102 - North Delaware Avenue Phase 1B		
C.361	Dennis Winters (Clean Air Council)	The project should provide sidewalks of sufficient width to provide for higher than normal use by pedestrians and families with strollers, etc.
MPMS #102274 - Schuylkill River Swing Bridge		
C.362	Madeline Bell (The Children's Hospital of Philadelphia)	Supports Schuylkill River Swing Bridge Project.
MPMS #102279 - Traffic Calming Program (ARLE 4)		
C.363	Dennis Winters (Clean Air Council)	We support this program of traffic calming and safety measures.
MPMS #102280 - Broad Street Pedestrian Crossing Improvements (ARLE 4)		
C.364	Dennis Winters (Clean Air Council)	We support the replacement of Z-block crosswalks with asphalt and standard markings where it is cost-effective. We also support the test of a partially raised crosswalk in lieu of a standard ADA ramp and believe that similar alternatives should be tested elsewhere in the City.
Design and Construction funding needed for trails		
C.365	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Bicycle Coalition of Greater Philadelphia determined that there are least 61 Circuit trail projects that have undergone planning and need design/construction funding.
PennDOT's policy on replacing single lane bridges with two lane bridges		
C.366	Maya K. van Rossum (The Delaware Riverkeeper)	It is PennDOT's policy to replace single lane bridges with two lane structures. Experts on roadway safety have indicated maintaining single lane crossings has a calming effect on traffic reducing speeds in many rural areas.
Replacing Rather than Replacing Historic Structures		
C.367	Maya K. van Rossum (The Delaware Riverkeeper)	Unless the bridge is part of Pennsylvania's Covered Bridge or Stone Arch Bridge program PennDOT routinely opts for replacing rather than repairing historic structures.
Request to Dedicate Funding to complete The Circuit		
C.368	Sarah Clark Stuart (Bicycle Coalition of Greater Philadelphia)	Bicycle Coalition of Greater Philadelphia urge DVRPC to make a concerted effort to develop a process to prioritize and allocate funding for at least the identified 61 Circuit projects in order to maintain a rate of completing ten miles a year by the five SE PA counties.

Original Comments on the Draft DVRPC FY2015-2018 Transportation Improvement Program (TIP) for Pennsylvania

**Comments Received as Part of the
Public Comment Period**

STEVE SANTARSIERO, MEMBER
31ST LEGISLATIVE DISTRICT
P.O. BOX 202031
HARRISBURG, PENNSYLVANIA 17120-2031
PHONE: (717) 787-5475
FAX: (717) 787-6828

18 EAST AFTON AVENUE
YARDLEY, PENNSYLVANIA 19067
PHONE: (215) 493-5420
FAX: (215) 493-5424

EMAIL: REPSANTARSIERO@PAHOUSE.NET
WEBSITE: WWW.PAHOUSE.COM/SANTARSIERO



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

APPROPRIATIONS
COMMITTEE ON ETHICS
EDUCATION, DEMOCRATIC SECRETARY
ENVIRONMENTAL RESOURCES & ENERGY
SUBCOMMITTEE ON PARKS &
FORESTS - DEMOCRATIC CHAIR
TRANSPORTATION, SUBCOMMITTEE ON
RAILROADS - DEMOCRATIC CHAIR

DELEGATION

SOUTHEAST

June 30, 2014

Jane Meconi
Manager, Public Involvement and Title VI Compliance
c/o DVRPC Public Affairs Office
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Dear Ms Meconi:

I respectfully request to include the following into comments into TIP Plan on two projects planned in the 31st Assembly District (Yardley-Newtown-Morrisville, Bucks County).

Regarding the Pennswood Road Bridge over a Branch of the Neshaminy Creek on Swamp Road in Newtown Township (MPMS #64781) I ask for support of the rehabilitation of the bridge without any significant widening of the bridge base.

Regarding the Stoopville Road Phase II (MPMS #88083) I ask for support for the following prioritization of the items included in the project:

1. Design and construction drainage improvements;
2. Construct multi-purpose trail;
3. Improve Highland Road and Route 532 intersection to include left turn lane from Highland to 532;
4. Improve Dolington Road and Route 532 intersection;
5. Improve Route 413 and Stoopville Road intersection.

Thank you for your attention to these matters. Please call my office at 215-493-5420 to discuss these comments further if needed.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve Santarsiero".

Steve Santarsiero

Public Comment Form Draft FY2015 for PA



Item ID# A.3

Name: Patricia L. Scott

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Please support the Municipal Bridge Line Item in your 2015-2018 Transportation Improvement Program. It is very important to our municipality to have its bridges be in a safe and fully operating condition. Thank you for your consideration of this request.

Comment ID: 247

Item ID# A.4

Name: Jim Nietupski

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I am a resident of East Rockhill Township. As our bridges are an important part of the Pennsylvania infrastructure, I very much support including the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. This line item will reduce the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 248

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.5

Name: Willard Mismar Jr

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 249

Item ID# A.6

Name: Bob & Monica Kennedy

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding construction of unsafe bridges. Thank you.

Comment ID: 250

Item ID# A.7

Name: James P. Deegan

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear Sir or Madam; As a business owner within East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. This addition will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Regards,

Comment ID: 251

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.8

Name: Greg Lippincott

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 252

Item ID# A.9, A.10

Name: Marianne Morano

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I fully support having a municipal line item on the TIP, there are many local municipality bridges deteriorating in addition to County owned bridges. In particular I support Rockhill Road bridge located in East Rockhill Township, Bucks County.

Comment ID: 261

Item ID# A.11

Name: Carol Critelli

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you

Comment ID: 262

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



Item ID# A.12

Name: Bill Trolio

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear Sirs: As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. In my immediate neighborhood, the Branch Road bridge is finally open, however, those on Ridge Road and Schwenkmill Road remain closed to traffic. These closures add significant time (gas and car exhaust) to both my commute to work as well as local shopping and errands. Emergency services are also affected.

Comment ID: 263

Item ID# A.13, A.14

Name: Fred Kershaw

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I strongly support the Municipal Bridge Line Item (MPMS 102105) programmed on the Draft DVRPC FY 2015 -2018 TIP for PA. This line item will provide much needed funding for replacement municipally owned bridges across the region. In particular, East Rockhill Township submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.

Comment ID: 184

Item ID# A.15

Name: Pete Boyce

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge line item in the 2015-2018 Transportation Improvement program. This will ease the burden of many local taxpayers for funding of reconstruction of unsafe bridges. Thank You.

Comment ID: 264

Public Comment Form Draft FY2015 for PA



Item ID# A.16

Name: Chris Tate

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Residents can not afford any higher taxes to fund this. Thank you.

Comment ID: 265

Item ID# A.17, A.18

Name: Joe Berardi

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Bucks County, PA, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Our taxes are out of control because of the School Taxes for Pennridge School District are increasing 3.6% for this coming year due to the unsustainable Pension for the teachers. There was an exception granted to exceed the legal limit of 2.1%. The teacher salaries and pensions must be stopped before we all go broke trying to pay for something that is ethically wrong. It is not right for a teacher to make \$100,000 for 9 months of work when the average salary in the district is around \$40,000 for 12 months of work. What a scam!

Comment ID: 266

Item ID# A.19

Name: Richard Althouse

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Perkasie, Pennsylvania, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 267

Public Comment Form Draft FY2015 for PA



Item ID# A.20

Name: Evelyn Althouse

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township in Perkasie, Pennsylvania, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 268

Item ID# A.21

Name: Sharon & Chris Staehle

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 243

Item ID# A.22

Name: Theodore S. Valentine

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on us, the taxpayers, for funding reconstruction of unsafe bridges. Thank you,

Comment ID: 244

Public Comment Form Draft FY2015 for PA



Item ID# A.23

Name: Hans Schnitzler

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 245

Item ID# A.24

Name: Ed & Suzanne Hogan

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

To Whom it May Concern, My wife, Suzanne and I are Senior's and as residents of East Rockhill Township for the last 45 years, We fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thanking you in advance for all considerations,

Comment ID: 246

Item ID# A.25

Name: Dr. Kristin J.M. Ploeger

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I want to reach out to voice my strong support of including a Municipal Bridge Line Item in your Transportation Improvement Program for 2015-2018. I recognize how important this funding is to provide much-needed funding for replacement of municipally owned bridges across the region, many of which were constructed in the first half of the 20th century and are now in critical need of repair or replacement. As a resident of East Rockhill Township, I know this will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 281

Public Comment Form Draft FY2015 for PA



Item ID# A.26

Name: Carol Nagle

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a long time resident of East Rockhill Township, Buck County, Pennsylvania I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding the important reconstruction of unsafe bridges. These bridges and roadways in Bucks County are old and need improvement.

Comment ID: 282

Item ID# A.27

Name: Richard C. Landt

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 283

Item ID# A.28

Name: Gregory Langston

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a long time resident of East Rockhill Township, Bucks County, Pennsylvania I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. These bridges and roadways in Bucks County are old and need improvement.

Comment ID: 284

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.29

Name: Kathleen Hart

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 292

Item ID# A.30

Name: Gregory Hart

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 293

Item ID# A.31

Name: Earl and Virginia Hendricks

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support the inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 521

Public Comment Form Draft FY2015 for PA



Item ID# A.32

Name: Anne Fenley

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

I am a resident of East Rockhill Township and understand you are considering adding a Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. I strongly support this Line Item addition as it will greatly benefit the taxpayers who must pay to repair the many unsafe bridges.

Comment ID: 653

Item ID# A.33

Name: Willard Wismer Jr

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 649

Item ID# A.34

Name: Anne Newton Boyes

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges.

Comment ID: 543

Public Comment Form Draft FY2015 for PA



Item ID# A.35

Name: Katherine L. Wiley

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

Dear People: I live in East Rockhill Township, Pennsylvania. The township is in the midst of refurbishing and renovating unsafe bridges. This is a costly process which falls upon the local taxpayers to fund. Many of us do not have the extra moneys available for increased taxation, yet the bridge repair is quite necessary. Therefore, I urge you to include the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will help ease the burden on us local taxpayers for funding reconstruction of unsafe bridges. Please keep me apprised of the progress of this issue. Thank you.

Comment ID: 576

Item ID# A.36

Name: Cheryl Krivda

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 241

Item ID# A.37

Name: Bruce Costa

County: Bucks County

Project Title: Municipal Bridge Line Item

MPMS ID: 102105

Comment:

As a resident of East Rockhill Township, I fully support inclusion of the Municipal Bridge Line Item in the 2015-2018 Transportation Improvement Program. It will ease the burden on local taxpayers for funding reconstruction of unsafe bridges. Thank you.

Comment ID: 269

Public Comment Form Draft FY2015 for PA



Item ID# A.38, A.39

Name: John Boyle

County: Delaware County

Project Title: Retrofit for Bike Lane and Shoulders

MPMS ID: 63406

Comment:

County Bike and Ped plans lack the design details for implementation. Counties have identified priorities for bike lane implementation and PENNDOT is investigating ways to reduce the municipal burden of the Bikeway Occupancy Permit. The line item originally appearing in the 2001 TIP as MPMS 63406 "Retrofit for Bike Lane and Shoulders" was conceived to develop bike lane and shoulder striping plans on state roads. However it is nearly depleted of funds. The Bicycle Coalition requests that this fund be replenished to continue efforts to plan for bike lanes on state roads.

Comment ID: 594

Item ID# A.40, A.41

Name: Harriet

County: Delaware County

Project Title: US 322, US 1 to Featherbed Lane (Section 101)

MPMS ID: 69816

Comment:

I hope that the widening of US 322 between Route 1 and I-95 is completed soon. The road, as it is today, is a nightmare when congested (i.e., during rush-hour and when major events are scheduled in Philadelphia). As a note, I wish there was Septa train service connecting West Chester, Media and Center City Philadelphia; there are definitely times when it would be more convenient to use a train than drive.

Comment ID: 61

Item ID# A.42

Name: Ken Daskus

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I am for anything that gets traffic off the neighborhood streets of Wyncote.

Comment ID: 185

Public Comment Form Draft FY2015 for PA



Item ID# A.43

Name: Laura Kelly

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This intersection NEEDS sidewalks with crossing signals/crosswalks and bicycling lanes on Greenwood on both sides of Church Rd. Children who live on opposite sides of Greenwood, separated by Church, have no opportunity to walk to their friends' house or to the arboretum, a local treasure. We need to make our neighborhoods more accessible by foot and bicycle!

Comment ID: 201

Item ID# A.44

Name: Kurt Ahrens

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

It is vitally important to add bike lanes and crossing zones at this intersection. There are very few non-motorized commute options in the Cheltenham township and this particular intersection is egregiously unsafe. This lack of safety and the consequent lack of non-motorized options is contrary to Cheltenham's recently adopted Sustainability Plan, and prevents children and adults from using their feet to reach parks, schools, and work.

Comment ID: 121

Item ID# A.45

Name: Dennis Fisher

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This intersection is very important for motor vehicles, and even moreso for pedestrians, because it presently serves as an obstacle to passage for all but the most capable and stout-hearted. Pedestrian passage may be a challenge, due to private property lines, but the proper functioning of the township requires that pedestrians be afforded safe passage through all of the most important areas. It seems that a sidewalk inside the property of the arboretum should be relatively simple, leaving only a small section of Greenwood to be negotiated to get across the nearby bridge. People should not be mandated to use an automobile to safely cross this intersection and continue onward. The initial construction and maintenance costs for pedestrian passage are far less than those of automobile thoroughfares, and result in something much more durable.

Comment ID: 141

Public Comment Form Draft FY2015 for PA



Item ID# A.46

Name: Teresa Warnick

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

As a homeowner on Greenwood, I strongly advocate for sidewalks on both sides of Greenwood and on Church to the new Wyncote elementary school. I am willing to maintain the sidewalk. Sincerely, Teresa Warnick

Comment ID: 221

Item ID# A.47

Name: Hannah Mazzaccaro

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I fully support the improvement of this intersection. It currently is unsafe and has a poor level of service due to a lot of turning traffic. I also fully support the addition of sidewalks and painted crosswalks at this intersection. The existing stone walls can be moved and rebuilt to maintain the historic look. If that is not feasible, there at least need to be wide shoulders to allow pedestrians and bicycles to have a safe area of travel. Curtis Arboretum is a destination for many township events, and a cut-through for students traveling to the Junior High, so it should be more accessible by bike and foot. ALL of Church Road through Cheltenham Township needs wider shoulders for bicycles! Thank you for your consideration.

Comment ID: 181

Item ID# A.48

Name: Kristina Denzel

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

I strongly encourage sidewalks and bike lanes. I think sidewalks should be a priority everywhere, but especially around parks, and that particular area of Church road is very dangerous if you are a pedestrian (or a bicyclist, for that matter!).

Comment ID: 162

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.49

Name: Amy Steffen

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

Glad that the signal improvements will be made. They are needed. I also support bike and pedestrian access along Church Rd and Greenwood Ave.

Comment ID: 161

Item ID# A.50

Name: Susan Meles

County: Montgomery County

Project Title: PA 73, Church Road Intersection and Signal Improvements

MPMS ID: 16334

Comment:

This is a dangerous intersection for cars and an impossible intersection for anything else (bike, pedestrian). It is very close to a high school and an elementary school (be rebuilt). Too many times I have seen bikers nearly hit at this intersection while a car tries to go around another car which is turning. Please create a wide enough street and a safe sidewalk so that kids going to school can negotiate this corner safely and without fear!

Comment ID: 182

Item ID# A.51

Name: stenn

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

more trails everywhere but especially on the Schuylkill. the swing bridge will be a destination in and of itself. if you build it they will come. so build it please and soon. thank you.

Comment ID: 485

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.52

Name: M. Capillary

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that would connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 290

Item ID# A.53

Name: doug

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support this important trail project. please fund it asap

Comment ID: 462

Item ID# A.54

Name: Danielle Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 286

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.55

Name: Tyler Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 287

Item ID# A.56

Name: Lane Fike

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support the proposed Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with the Bartram's Mile.

Comment ID: 288

Item ID# A.57

Name: C. Cavalieri

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

We support the Schuylkill River Swing Bridge Project (102274) that will connect the Grays Ferry Crescent with Bartram's Mile.

Comment ID: 289

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.58

Name: chris clayton

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I love the idea of using the abandoned RR bridge as a trail crossing. Schuylkill Banks has completely changed Phila and it more of it there is the better. I'd like to see the schedule for this advanced and the design to do something whimsical

Comment ID: 483

Item ID# A.59

Name: Blaise Syrnick

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support Circuit funding in the 2015 TIP especially the Schuylkill River Swing Bridge in Gary Ferry (Project No. 1022740.

Comment ID: 650

Item ID# A.60

Name: Kathleen Wiseman

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I love to ride my bike and walk around Philadelphia. I support trail funding im general and the proposed Schuykill River Swing Bridge project in particular which will enhance the area.

Comment ID: 651

Public Comment Form Draft FY2015 for PA



Item ID# A.61

Name: megan

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

a big YES for trail projects in general and the Schuylkill river swing bridge in particular. this is the king of big thinking projects that will set the Delaware Valley trail network apart.

Comment ID: 482

Item ID# A.62

Name: mary beth

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

please support and fund this project which extends the Schuylkill trail. fund the final desing now

Comment ID: 461

Item ID# A.63

Name: amy and greg sadowski

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I recently took a Schuylkill river boat tour and learned of a very cool bridge project that would allow the trail to cross the river near Grays Ferry Ave. I am excited by this project and want to know what I can do to help it get implemented. My husband Greg feels the same way. T wo votes for speeding up this project. thank you for tho opportunity to comment.

Comment ID: 481

Public Comment Form Draft FY2015 for PA



Item ID# A.64

Name: chris

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I am writing to express support for the Schuylkill River bridge crossing at Grays Ferry avenue. this is a great idea but why does it take so long to do?

Comment ID: 484

Item ID# A.65

Name: Mark Kocent (Univ of Penn)

County: Philadelphia County

Project Title: Schuylkill River Swing Bridge

MPMS ID: 102274

Comment:

I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular.

Comment ID: 501

Item ID# A.66

Name: John Boyle

County: Philadelphia County

Project Title: General Comment

Comment:

The TIP lacks any funding towards implementation of bicycle and pedestrian plans. 4 of the 5 PA counties have adopted either countywide or sub-county plans. For example the Central Chester County Bicycle and Pedestrian Circulation plan calls for 21 miles of bike lanes, 62 miles of sidewalks and 83 intersection improvements with an estimated plan buildout cost of 25 million dollars. The plan is unique among the counties in that it provides a ball park cost estimate for completion of the plan but it highlights a realistic level of investment needed to implement. The region has a history of developing bike/ped plans and leaving them on the shelf (Montgomery County Bike Network 1998 and Southeastern Pennsylvania Bicycle and Pedestrian Mobility Plan 1995).

Comment ID: 590

Public Comment Form Draft FY2015 for PA



Item ID# A.68

Name: Eugene Friesen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

I'm delighted to see the addition of \$1 million designated for the Circuit in the 2015-1018 TIP. It's a part of the Philly bike infrastructure that I use heavily: the Schuylkill River Trail is my commuting route and a great weekend path, and I've been seriously eyeing the Cobbs Creek Trail for a trip in the near future. Every dollar invested into bike infrastructure is highly appreciated, and I hope the investments have a chance to grow in the future.

Comment ID: 361

Item ID# A.69

Name: Debra Wile

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 362

Item ID# A.70

Name: Graham Bier

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a bicyclist myself I often wish I had better and safer routes to get around the Philidelphia area. I would commute this way more often if I could and am looking forward to the availability of more and better trails as soon as they can be created!

Comment ID: 363

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.71

Name: Uri Feiner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because more and more people are riding bicycles and using trails for exercise and transport. This is especially true for short trips of 3 miles or less. That means the circuit is useful far beyond recreational purposes. It is imperative to support this trend as a matter of public health, to aid the in the cleanup of our environment, boost the local economy, and be consistent with the emerging national and global direction on transportation.

Comment ID: 364

Item ID# A.72

Name: Brian Luckenbill

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I constantly use and enjoy the trails PA has to offer. I ride my bike and my girlfriend walks her dog. Please continue to support the circuit!

Comment ID: 365

Item ID# A.73

Name: David Dannenberg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because a million dollars barely scratches the surface of what is needed to bring this important infrastructure plan to fruition. There is a direct relationship between the amount of time people spend in a car and the degree to which they are overweight, and an inverse relationship between the degree to which they are overweight and their level of health. Trails provide access to the outdoors and to exercise that are vital to the improvement of the overall mental and physical health of the citizenry. And the more people utilize trails for transportation, the less they contribute to automotive traffic congestion. Please increase your level of funding for trails to several percent of your budget--not the current less than 1% you have allocated now. Thank you.

Comment ID: 366

Public Comment Form Draft FY2015 for PA



Item ID# A.74

Name: Silvia Ascarelli

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. As a big supporter of the East Coast Greenway, I support additional regional funding for the Circuit. Last month I bicycled the 150-mile Great Allegheny Passage from Pittsburgh to Cumberland, Md. It wasn't yet summer vacation, and the number of cyclists on the route was impressive. It also was obvious that many of these businesses would not be there or would not be thriving without this long-distance trail. The East Coast Greenway can have an even bigger impact on our region in addition to serving as a spine for the regional trails network. Please allocate more funding for the Circuit!

Comment ID: 367

Item ID# A.75

Name: Catherine Bennett

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. Of course, I do not believe that this amount is enough and a completion date of 2040 is not acceptable. In 26 years I will be 89 years old and probably unable to enjoy any of the trails. Just last spring I bought a hybrid bike to start riding trails before I lose my sense of balance. Because of distracted and speeding car drivers, it isn't safe for me to ride on streets and roads other than in my housing community. At this time, I am very disappointed by the small number of trails and the distance I need to travel to access one. I support additional regional funding for the Circuit because walking, biking, and enjoying nature and the outdoors will keep people physically fit and mentally refreshed. More people would ride their bikes to work cutting down on car emissions and more people would use the trails to follow an exercise routine. What about some fund raising events to generate more money? I am sure that people and businesses would support activities to get these trails done way before 2040.

Comment ID: 368

Public Comment Form Draft FY2015 for PA



Item ID# A.76

Name: Steven Schon

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I and my family are active cyclists, for both commuting and recreation, and welcome the opportunity to explore the region more fully by bicycle. It also brings economic benefits. I know from other bike trails in our area, that property values of homes adjacent to the trails increased when the trails were opened. And local businesses benefit as well, from the additional clientele that the trails bring to the neighborhoods.

Comment ID: 369

Item ID# A.77

Name: Stewart Leftow

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit for several reasons. Multiuse trails are consistently among the most utilized and valued outdoor areas in every community. They provide safe, alternative, healthy and environmentally friendly transportation routes. They are so prized that homes nearby increase in value because they are so desirable. Everyone from mothers with kids in strollers, to little kids needing a safe place to bike, to runners, to dog walkers, to older walkers, to hardcore pedal pushers like me- in other words, everybody in the community- values and utilizes these trails. I often see disabled people exercising in various types of bikes, recumbents, hand powered etc. There is no other safe place for these people to get outside and get some exercise. The trail network needs all the funding it can get, as do safe bike lanes on certain suburban streets. The Circuit has put together a rational and comprehensive plan. I urge you to continue to support it.

Comment ID: 370

Public Comment Form Draft FY2015 for PA



Item ID# A.78

Name: Jason Gabriel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I've lived here since 1976 and I saw what the area was like WITHOUT trails. For example, while there was much argument BEFORE the Perk Trail was built, I have heard NO ONE complain in the last 10 years. It's simple, beautiful, healthy and now a landmark in the area. It connects people and communities more than a wider highway or a new drug store ever will. While another Walgreen's might show some direct tax revenue, amazing trails like this help keep people in the area and draw more people in. That adds MUCH more revenue and return in a community - but much harder to measure directly. Thank you for investing.

Comment ID: 371

Item ID# A.79

Name: Kris Chirapongse

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 440

Item ID# A.80

Name: Joseph Brady

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use the trails in Philadelphia for both my commute and for leisure. So do an increasing number of residents and tourists respectively. These trails could greatly benefit from further funding which would in turn benefit the city of Philadelphia.

Comment ID: 441

Public Comment Form Draft FY2015 for PA



Item ID# A.81

Name: Michael Olszewski

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 533

Item ID# A.82

Name: Mary Westervelt

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a step towards enabling travel by bicycle or on foot. I also support funding and municipal design that makes it easy to bike or walk.

Comment ID: 534

Item ID# A.83

Name: Dave Broadbent

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 535

Public Comment Form Draft FY2015 for PA



Item ID# A.84

Name: John Cannon

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 536

Item ID# A.85

Name: Peter Sody

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it improves various traffic aspects and makes Chester County in general more attractive

Comment ID: 537

Item ID# A.86

Name: Robert Thomas

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I travel.daily by bicycle and because I appreciate the health, conservation and economic development benefits brought about by trails

Comment ID: 538

Public Comment Form Draft FY2015 for PA



Item ID# A.87

Name: Elissa Garofalo

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 589

Item ID# A.88

Name: Kyle Konopka

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 557

Item ID# A.89

Name: James Burns

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a cheap and effective way to reduce traffic on our roads and make biking safer while improving the health and fitness of our citizens.

Comment ID: 558

Public Comment Form Draft FY2015 for PA



Item ID# A.90

Name: Joseph Dougherty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 559

Item ID# A.91

Name: Donna Dougherty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 560

Item ID# A.92

Name: Joan Hall

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 561

Public Comment Form Draft FY2015 for PA



Item ID# A.93

Name: John Spangler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a volunteer in East Bradford Township, Chester County, helping to develop trails. I have first hand experience of how a trail system helps a community. I believe the development of a regional trail system will have far reaching benefits to the greater Philadelphia region.

Comment ID: 562

Item ID# A.94

Name: Harry Wood

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 563

Item ID# A.95

Name: Debra Walker

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 564

Public Comment Form Draft FY2015 for PA



Item ID# A.96

Name: Gerard Dwyer

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I ride my bike 20 miles a day to work and even with the bicycle lanes in Philly it is still a hazardous ride. On the weekend I escape to the quiet of one of our bike trails. We need a safe place to take our family and friends to show them the benefits of biking. Thank you, Ger

Comment ID: 566

Item ID# A.97

Name: Ariel Kirkwood

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 341

Item ID# A.98

Name: Ross Hennesy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 342

Public Comment Form Draft FY2015 for PA



Item ID# A.99

Name: Ilene Hass

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit ... these trails provide an invaluable benefit to our community as they make it easier to connect people with nature, more safely travel by bicycle, get cars off the roads and beautify the region.

Comment ID: 343

Item ID# A.100

Name: Dan Allis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I ride my bike to work and on the weekend for sport. Connecting the Circuit makes it safer for all bike riders.

Comment ID: 344

Item ID# A.101

Name: Chris Stanford

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it gives my family great outdoor experiences and active ways to spend time together. It also gives me opportunity to get places without using my car.

Comment ID: 345

Public Comment Form Draft FY2015 for PA



Item ID# A.102

Name: Owen Sindler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 346

Item ID# A.103

Name: Michael Bowen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. This project will have untold benefits to thousands of residents in and around Delaware County. At a time when too many of our citizens are overweight and unhealthy, when there are too many cars on our highways, these types of infrastructure projects are more important than ever. Invest in the future of Delaware County and the region! Thank you!

Comment ID: 347

Item ID# A.104

Name: Meg Obrien

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I feel it is vitally important to have access to these types of trails now and in the future. Biking should be encouraged as a healthy alternative mode of transportation.

Comment ID: 348

Public Comment Form Draft FY2015 for PA



Item ID# A.105

Name: Dennis Winters

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. However, as a regular user of the growing regional trail network, I wholeheartedly support additional regional funding for the Circuit. While available for wide-spread recreational use, the Circuit also provides capacity for utility and work trips. I see a growing number of commuters on the trails every day.

Comment ID: 349

Item ID# A.106

Name: Blake Rubin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because alternate transportation options is critical for the health and growth of the metropolitan area.

Comment ID: 350

Item ID# A.107

Name: Kat Buckley

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am an avid biker. I often want to go further than the current trail system provides, find new paths, and go on adventures during my daily rides. I'm confident that the Circuit project will enable me to do just that, and you can bet that I will be taking my friends on these paths. They will be well-used, and a great accomplishment to Pennsylvania. Please consider giving additional funding to the Circuit!

Comment ID: 351

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.108

Name: Brian Hamilton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because access to the circuit and to the additional areas open to riders can only benefit not only the health and well being of those who currently ride, but of those that will take up bicycling as a result of more and safer trails and paths. In addition, while riding, my group often frequents local businesses and contribute to their success. We need a well developed and extensive network of bicycle and walker friendly trails and paths. As many other cities have discovered, "If you build it they will come and use it".

Comment ID: 374

Item ID# A.109

Name: Bob Pasquini

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe the trails are an asset to the people and the communities they pass through.

Comment ID: 375

Item ID# A.110

Name: Ronald McGuckin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because its simply good for the Region's economy, historic character, natural beauty and the health of the residents.

Comment ID: 376

Public Comment Form Draft FY2015 for PA



Item ID# A.111, A.254

Name: Danielle Gray

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe bicycle and pedestrian routes are vital for attracting and retaining new businesses and residents, for keeping people active and healthy, and for reducing traffic congestion and protecting the environment. Trails and other pedestrian and bicycle infrastructure is much less expensive per mile than automobile infrastructure, and has a profound impact on the quality of life within the region. I especially support having the Schuylkill Swing Bridge (Project No. 102274) as it will fill a major gap within the Schuylkill River Trail and provide a vital off-road connection between South Philly/Center City and Bartram's Garden/Southwest Philadelphia.

Comment ID: 377

Item ID# A.112

Name: Pamela Coleman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails have a proven record of community development, economic investment and improved quality of life. They contribute to a healthier life style, a greater appreciation of our natural riches in our communities and a greater sense of community. The return on investment is tremendous.

Comment ID: 379

Item ID# A.113

Name: Charlie Karl

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a recent retiree I look forward to many happy and healthy walks and rides with friends. I love how the trails are peaceful and safe away from the rush of traffic. I think it is great for kids and folks of all ages to have a safe way to access parks, schools, libraries, businesses and friends without competing with cars on the roads. When we go to vacation spots the trails are often the highlight of enjoying a beautiful area. We live in a beautiful area. Let's appreciate it and stay healthy at the same time.

Comment ID: 380

Public Comment Form Draft FY2015 for PA



Item ID# A.114

Name: Rich Nadeau

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 381

Item ID# A.115

Name: Sara Dubberly

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes our region a desirable place to live much the way the bike circuits in Denver and Seattle increase the vitality and livability of those cities.

Comment ID: 382

Item ID# A.116

Name: Patrick Sherlock

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the work is knitting communities together around sustainable transportation corridors - improving people as well as our routes around the city!

Comment ID: 383

Public Comment Form Draft FY2015 for PA



Item ID# A.117

Name: Michelle Lee

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because after having lived and bicycled in New York, San Francisco, and Seattle, I've found Philadelphia's bicycle network and infrastructure to be the best. It's a huge part of why I moved to Philadelphia (including 12 months commuting part-time to NYC via Amtrak) and with a little more funding, signage, programming, and support, everyone will be able to enjoy it too.

Comment ID: 384

Item ID# A.118

Name: Michelle Udicious

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 385

Item ID# A.119

Name: Christian Conroy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails are critical to building a healthier population and making our region more attractive - both critical issues facing the Greater Philadelphia region. Other places have managed to accomplish much more. If we don't keep up with these critical community amenities, then we will continue to be uncompetitive. Thus, this is simply an economic development issue - which is part of DVRPC's mission. Please consider allocating more funds to this project.

Comment ID: 386

Public Comment Form Draft FY2015 for PA



Item ID# A.120

Name: Dodge Johnson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 406

Item ID# A.121

Name: Adam Buchanan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 372

Item ID# A.122

Name: David Curtis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these transportation *investments* are critical to attracting and retaining the residents who help our city and region thrive. One need only glance at the Schuylkill River Trail to see the economic, health, environmental impacts that we can generate with a strong investment. These investments have very high returns on a per-dollar basis and require very low maintenance/operational costs. Each dollar spent on these trails creates more jobs and has a greater return (in terms of tax revenue alone, but also including reduced healthcare costs and increased productivity) than a dollar spent on other types of transportation. It's simply the best that money can buy.

Comment ID: 373

Public Comment Form Draft FY2015 for PA



Item ID# A.123

Name: Mike Heisler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. This is a great start but more funding is needed. An interconnected trail circuit helps the entire region. It encourages people to get outside and enjoy their communities. It encourages fitness and exercise. It provides a safe place to ride and helps keep bikes off of dangerous roads. It lifts property values in communities close to trails. Please increase the funding for this important work. Help make Philadelphia region one of the premier trail areas in the country! Lower Delco is in particular need of trail work. There is no good north/south routes thru the county and no access to the Delaware River. The roads are extremely congested and dangerous to travel on. Continuing the Darby Creek trail north to connect with the Haverford Reserve would be a great addition. Of particular importance would be to find a safe way to cross West Chester Pike at the Lawrence Road/Blue Route intersection.

Comment ID: 387

Item ID# A.124

Name: Kathryn Potalivo

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 403

Item ID# A.125

Name: Stephanie Funk

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I enjoy riding my bicycle on the wonderful network of trails in Chester and Montgomery counties.

Comment ID: 404

Public Comment Form Draft FY2015 for PA



Item ID# A.126

Name: Elliot Titcher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use these trails and so do a lot of the people I bike with. We would like to stay off the streets whenever possible. The trails are safer than riding on streets that do not have dedicated bike lanes.

Comment ID: 405

Item ID# A.127

Name: Jonathan Nyquist

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 417

Item ID# A.128

Name: Carolyn Duffy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I live in Philadelphia County very near to the Schuylkill River Trail, since the trail inception this has never been lacking for user often times getting very busy. The completion of the trails of all these trails will make a for a big boon to the area.

Comment ID: 418

Public Comment Form Draft FY2015 for PA



Item ID# A.129

Name: Arthur Vogel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. I bike a few times a week and need safe trails for riding. Biking is great for my health, and helps me stay in shape. I also find more and more people want to live in places where they can easily go out and get in a walk or ride as quickly and safely as possible. Please continue to build new trails!!!!

Comment ID: 419

Item ID# A.130

Name: Joe Dietrick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 420

Item ID# A.131

Name: Eathan Janney

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe that the promotion of cycling is an excellent way to address problems of global warming as well as human health in general.

Comment ID: 421

Public Comment Form Draft FY2015 for PA



Item ID# A.132

Name: Lee Tabas

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are one of the few functions that can only be done by the government. If we make biking more accessible people will do more riding for recreational and work purposes.

Comment ID: 423

Item ID# A.133

Name: Ruth Kirkner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the use of bike paths is important to the community. It affords save places to ride our bikes and exercise. It is a wonderful way to experience our community without creating polution.

Comment ID: 424

Item ID# A.134

Name: Gregory Milbourne

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 425

Public Comment Form Draft FY2015 for PA



Item ID# A.135

Name: Jill Gefvert-Minick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we need more active transportattioon and because I use thesse trails

Comment ID: 393

Item ID# A.136

Name: Margaret van Naerssen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 394

Item ID# A.137

Name: Jennifer Mann

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because 1. Supports businesses like mine along the trail 2. Community uses it for exercise. 3. Transportation route. Easier to bike into some communities than to drive and pay for parking. 4. Access to BEAUTIFUL scenery that will otherwise be lost due to lack of access and maintenance. 5. Provide volunteer opportunities for youth in the community. 6. Provide safe routes for non-profit organizations to host fundraising events. 7. Open up areas to river access, for boating and fishing. Also to game lands for hunting.

Comment ID: 395

Public Comment Form Draft FY2015 for PA



Item ID# A.138

Name: Mariann Dempsey

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 396

Item ID# A.139

Name: Janice Mulugeta

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 398

Item ID# A.140

Name: Judith Baron

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 399

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.141

Name: Joel Hecker

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I, my family, and many, many of my friends and fellow cyclists have benefited from the increased bicycle paths in the region. More bike riding means better health, reduced medical costs state-wide, reduced traffic congestion, and a more attractive place for people to move and call home.

Comment ID: 400

Item ID# A.142

Name: John Bryan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because a well designed and well maintained trail system can provide a green and healthy alternative to the automobile, besides encouraging healthy recreational activities.

Comment ID: 401

Item ID# A.143

Name: Chris Kendig

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes sense on so many levels: economic, environmental, and health.

Comment ID: 402

Public Comment Form Draft FY2015 for PA



Item ID# A.144

Name: Gorkem Dagdelen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 407

Item ID# A.145, A.262

Name: Zoe Axelrod

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe bicycle and pedestrian routes are vital for attracting and retaining new businesses and residents, for keeping people active and healthy, and for reducing traffic congestion and protecting the environment. Trails and other pedestrian and bicycle infrastructure is much less expensive per mile than automobile infrastructure, and has a profound impact on the quality of life within the region. I especially support having the Schuylkill Swing Bridge (Project No. 102274) as it will fill a major gap within the Schuylkill River Trail and provide a vital off-road connection between South Philly/Center City and Bartram's Garden/Southwest Philadelphia.

Comment ID: 378

Item ID# A.146

Name: Andrew Ascher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 408

Public Comment Form Draft FY2015 for PA



Item ID# A.147

Name: Jennifer Yuan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 409

Item ID# A.148

Name: Walter Cooper

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. Although nearly 79 years old, I have found biking on trails is one of the best ways to keep healthy and still a great outdoor experience. Please continue to support programs involving outdoor activities.

Comment ID: 410

Item ID# A.149

Name: Timothy Breen

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 411

Public Comment Form Draft FY2015 for PA



Item ID# A.150, A.271

Name: Robert Daines

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails provide both a safe and convenient network for alternate travel. A completed comprehensive network of trails will reduce dependence on cars and encourage people to exercise. However, the trails will only be of maximum use if there is a completed network of connected trails that lead somewhere. For example, the Cross County Trail currently ends at the corner of Germantown Pike and Chemical Rd. This is an extremely busy and intimidating intersection. What are people supposed to do at that point? Just turn around and go home? We must connect and complete our network of trails.

Comment ID: 412

Item ID# A.151

Name: Ronald Loftis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I actually use some of it for both recreation and occasionally for bicycle commuting. More trails would make my commute safer.

Comment ID: 413

Item ID# A.152

Name: Stewart Leftow

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these trails are used by all sorts of county residents: kids, young families, runners, cyclists, skaters, dog walkers, the elderly and disabled. They are among the most desired amenities in every community, increase property values and are good for local businesses. The trail network increasingly provides a healthy, green, economical alternative form of transportation. It deserves increased funding to complete the trails that are on the drawing board.

Comment ID: 414

Public Comment Form Draft FY2015 for PA



Item ID# A.153

Name: Marni Duffy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 426

Item ID# A.154

Name: Gordon Laubach

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are important for recreation and exercise.

Comment ID: 427

Item ID# A.155, A.272

Name: Chuck Cruik

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Delaware County is far behind other counties in the region and has many segments that need funding for design and construction. These include: East Coast Greenway Chester Creek Trail Octoraro Trail Newtown Square Branch Darby Creek Trail Forge to Refuge Trail Additional Circuit funding in the TIP is essential if we are to make progress on these important segments of the Circuit.

Comment ID: 428

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.156

Name: Howard Isaacson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 429

Item ID# A.157

Name: James Castellan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike use for commuting as well as recreation and exercise is increasing when the infrastructure makes reasonable accommodations for bikes.

Comment ID: 430

Item ID# A.158

Name: Thomas M. Vernon, MD

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because as a physician I am particularly well aware of the health benefits for an entire community from accessible and safe bicycling.

Comment ID: 431

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.159

Name: Gary Mann

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the natural environment needs to organically-naturally developed for the betterment of all the walkers/riders of Delaware County.

Comment ID: 432

Item ID# A.160

Name: Larry Bliss

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 433

Item ID# A.161

Name: Fred Lukens

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because riding bikes for exercise is every bit as important as bikes being a sustainable alternative transportation method. These bike trails/circuits will be the legacy we leave our children to help let them know our values. Please fund Chester County trails.

Comment ID: 434

Public Comment Form Draft FY2015 for PA



Item ID# A.162

Name: Dennis Barnebey

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 435

Item ID# A.163

Name: Robert Pierson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for theCircuit because the bicycle is a low-impact mode of transportation to work, shopping, or for recreation as I havediscovered living in Philadelphia for the past 41 years without a car. In the face of global warming, let's support the infrastructure that reduces, not increases, greenhouse gas emissions.

Comment ID: 436

Item ID# A.164

Name: Jason Hughes

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 437

Public Comment Form Draft FY2015 for PA



Item ID# A.165

Name: Harvey Fountaine

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 438

Item ID# A.166

Name: Evan Suzuki

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 439

Item ID# A.167, A.263

Name: Joseph Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

I am writing to express support for bicycle and trail projects in the TIP. I support adding \$1 million for the Circuit and I support funding for the Schuylkill River Swing Bridge project (Project 102274). Thank you.

Comment ID: 397

Public Comment Form Draft FY2015 for PA



Item ID# A.168

Name: Renee Quaterman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I value the ability to get outside and to explore the area in a healthy, safe, community-minded way. The easier it is to use the trails, the more I will bike and the less I will use my car.

Comment ID: 352

Item ID# A.169

Name: Tanya Seaman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the Circuit can become an excellent transportation network for safely traveling between regional destinations. Bicycling opportunities afford a healthier trip as more people get on bikes instead of cars, and the circuit creates safer, off-road trails that allow bicyclists to travel without the danger of motor vehicles. The dollars spent on bicycle facilities represent a much better and longer-enduring investment than road construction, with more potential jobs, greater positive environmental benefits, and the ability to move more people than the same investment in roads.

Comment ID: 353

Item ID# A.170

Name: Rob Lange

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because these types of project will continue to improve Philadelphia, making it that much closer to a world class city.

Comment ID: 355

Public Comment Form Draft FY2015 for PA



Item ID# A.171

Name: George Gorman

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because public projects like these trails greatly improve the quality of life for our residents by knitting communities together, enabling the use of bikes instead of cars for commuting and errands and encouraging a healthier life style.

Comment ID: 356

Item ID# A.172

Name: Tony Spagnoli

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. But regional funding for trails projects need to be a much higher priority. With more people using trails to commute to jobs, school and other activities, the trails now serve as a vital pipeline to more people around the region, just like our streets. Additionally the health benefits are numerous and the economic benefits has been equally proven. I hope you will consider giving significantly more funding to the Circuit so that it may build out its trail system fully. It is part of the long range plan and it should be treated as such.

Comment ID: 357

Item ID# A.173

Name: Michael Del Vecchio

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because of the many benefits that biking adds to our community. In addition to the obvious health benefits of having a more active population there is the decrease in use of autos and this less strain on our transportation system. There is also increased safety to cyclist when there is improvements in the cycling infrastructure. As an avid cyclist both to work and for pleasure, I now consider the ability to safely cycle a basic need to any city that desires to thrive in the 21st century.

Comment ID: 358

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.174

Name: Laurel Drew

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is an awesome chance to increase outdoor sports and trail usage/maintenance---very important to keep people and trails healthy!

Comment ID: 359

Item ID# A.175

Name: Daniel Orfe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it provides safe recreational activity while promoting the preservation of greenspace and history.

Comment ID: 360

Item ID# A.176

Name: Matthew Hugg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because this system is vital to the economic development of the entire region. I am a Montco resident writing from Vermont while riding bike trails for my vacation. Having trails bring tourists, and make people healthier physically and emotionally. Let's get the circuit done!

Comment ID: 522

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.177

Name: David McGinn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails increase the opportunity to exercise safely. I also believe the trails increase the value of our homes. People are willing to pay a little extra to live near trails.

Comment ID: 523

Item ID# A.178

Name: John Seidel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because: My wife and I are both retired, the trails give us a place to go that is not expensive, and gives us both needed exercise & fresh air. PLEASE SUPPORT THE TRAILS.

Comment ID: 524

Item ID# A.179

Name: Paul Stavros

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe it will encourage people to ride bikes to work and for pleasure. And of course there are the health benefits that last a lifetime. Thanks

Comment ID: 525

Public Comment Form Draft FY2015 for PA



Item ID# A.180

Name: Mike Dellapenna

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because safe places to ride are minimal in Chester County.

Comment ID: 526

Item ID# A.181

Name: Michael Geisinger

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bicycling provides the healthy exercise that we all need in low cost manner that also brings with it social interaction with others. Certainly the health benefits of bicycling cannot be overlooked nor the fact that exercise lowers the cost of health care in our country. The safety provided by bicycling paths is what some people need to get out there to do it on a regular basis. Not everyone needs a path closed to the interference of traffic but there are certainly many who would enjoy the activity if it were not for the danger presented on the roadways. The trails being multiuse allows it to be for the use of others in addition to the cyclists including those who choose to walk, jog, roller blade and those who choose to sit on the bench alongside the trail enjoying being outdoors in a less stressful location. The trails also provide a connection not always possible for those choosing alternative means of transportation whether it be to work, school, shopping or other destinations. Please support funding for the circuit in the region. It's healthy, useful and beneficial to all the residents of our region.

Comment ID: 527

Item ID# A.182

Name: Duane Stanton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails like the Schuylkill River Trail are already invaluable for recreation and transportation. I commute most days of the week on the Schuylkill River Trail to work, and I can attest that, even on a hot day like today, there is plenty of interest in walking, running, and cycling on our county's pathways. Supporting trail infrastructure further only strengthens the existing network of trails, it enables even more Chester County residents to make use of our promising trail system.

Comment ID: 528

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.183

Name: Derek Beyer

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I believe that cycling is an important activity. In a world being choked by noise, pollution, crowding, and vehicular violence, bicycles are the true way forward for personal human transportation. A commitment to cycling infrastructure is the best way forward for this city.

Comment ID: 529

Item ID# A.184

Name: Mark Davis

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 530

Item ID# A.185

Name: Valerie Borek

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I cycle with my family and believe the trails are a way to build community and preserve the environment.

Comment ID: 531

Public Comment Form Draft FY2015 for PA



Item ID# A.186

Name: Deb Faulkner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit bike paths. It adds a wonderful dimension to our lives, to be able to bike from one locale to another.

Comment ID: 532

Item ID# A.187, A.265

Name: Ellyn Avila

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I love to ride my bike around Philadelphia and support trail funding in general and the proposed Schuylkill River Swing Bridge project (#102274) in particular.

Comment ID: 621

Item ID# A.188, A.266

Name: Erin Engelstad

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike and pedestrian access will provide essential linkages throughout the city for recreation, exploration, and commuters! The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's garden. But I'd like to see a lot of other trails funded too. This linkage would allow me, a resident of Southwest Philly, to bike safely through a beautiful environment to Center City, South Philly, and beyond. Please support this bill and give these folks the funding they need to complete these amazing trails!!

Comment ID: 622

Public Comment Form Draft FY2015 for PA



Item ID# A.189, A.267

Name: Jackie Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because when I visit my parents in Philadelphia we go bike riding along the Schuylkill River trail. I love the Schuylkill River trail. Please fund the Schuylkill River swing Bridge so I can visit Bartram's Garden. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden. But I'd like to see a lot of other trails funded too. I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 623

Item ID# A.190, A.268

Name: Jennifer Mahar

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because biking is so critical to the success of Philadelphia. In particular, please support the Schuylkill River Bridge project - Project No. 102274. This is an important asset to thousands of commuters and recreational users. Please!

Comment ID: 624

Item ID# A.191, A.261

Name: Joshua Dubin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I have seen first hand the positive effect they that their development has had on my city. The trails serve an especially important role in the dense urban environment of Philadelphia, providing safe, easily accessible recreation space for residents and visitors alike. I am epecially in support of funding for the Schuylkill Swing Bridge (Project No. 102274), which would have an absolutely tranformative effect on the two neighborhoods it would connect once completed.

Comment ID: 625

Public Comment Form Draft FY2015 for PA



Item ID# A.192, A.260

Name: Julien Delbasty

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because, when I visit my parents-in-law in Philadelphia we also go bike riding along the Schuylkill River trail. I love the Schuylkill River trail. Please fund the Schuylkill River swing Bridge so i can visit Bartram's Garden. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden. But I'd like to see a lot of other trails funded too. I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 626

Item ID# A.193, A.259

Name: Katie Pytel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular.

Comment ID: 627

Item ID# A.194, A.258

Name: Samantha Corson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is a lot of work left to do. These trails are heavily used and benefit the entire region. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular

Comment ID: 628

Public Comment Form Draft FY2015 for PA



Item ID# A.195, A.257

Name: Susan Syrnick

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I support trail funding in general and the proposed Schuylkill River Swing Bridge project in particular.

Comment ID: 629

Item ID# A.196, A.256

Name: Virginia Goldberg

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it enhances the vitality and fitness of the region. I support the development of the trail projects in general and the Schuylkill Swing Bridge in particular.

Comment ID: 630

Item ID# A.197

Name: Andreina Perez

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 631

Public Comment Form Draft FY2015 for PA



Item ID# A.198

Name: Brandon Hoover

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 632

Item ID# A.199

Name: Chad Carreras

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it makes Philadelphia a more exciting place to be for young professionals.

Comment ID: 633

Public Comment Form Draft FY2015 for PA



Item ID# A.200, A.269, A.275, A.67, A.252, A.274, A.273

Name: Charles Brant

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it provides not only recreational opportunities but also a means of getting to schools and to work, especially for low income people. It also returns to taxpayers (at least to those who pay Federal taxes) a useful, visible benefit. However, a review of several recent projects point out the need for much more careful spending and followups. PUBLIC MEETINGS must be required to review final design plans. INPUT IN THE DESIGN phase by citizens who are very familiar with the area in question must be required. FORMAL REVIEWS of completed projects must be required - To see what went wrong, what went right, is the improvement being maintained? Is it being used? Was parking included/needed? Examples - MANAYUNK CANAL PATH – the recent upgrade has many problems - poor drainage areas before the reconstruction remain or even worsened; the new gravel surface already has ruts and washouts – the original limestone based surface lasted over 30 years; obviously, many sections of the path should have been raised and/or paved; the concrete block at the cobblestones near Shawmont RR crossing has created a very dangerous situation; the canal path is not being maintained by the city – graffiti is increasing, vegetation is already encroaching the path. SCHUYLKILL RIVER TRAIL - SHAWMONT – recent Shawmont improvements – the dangerous design that dumps cyclists into intersection of Shawmont and Nixon (the stop sign for cyclists has been missing for months despite being reported to SeeClickFix); no parking was added - could have used PECO right of way off Shawmont Avenue for parking and as the trail entrance instead of the ridiculously ugly and expensive wall along Nixon street. Trail users parking their motor vehicles on Shawmont Avenue creates a dangerous situation, especially on weekends. Local residents are very unhappy with this situation due to lack of planning. PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT – is not being maintained or even mowed by the city. SCHUYLKILL PARKS CONNECTOR BRIDGE - \$6 to 8 million??? That is a ridiculous amount of money for a simple pre-built concrete bridge. The nearby CSX gate crossings are not working – due to flooding of gate mechanism. This is an area that floods – how could the gate mechanisms have been placed low enough to be damaged by a flood? Who designs and plans with such stupidity – at taxpayer expense? WISSAHICKON BIKE PATH – poor design/lack of maintenance leads to flooded and muddy areas; many sections were not raised so they are frequently flooded; little or no trimming back of vegetation along the path by the city. BETZWOOD/SULLIVAN'S BRIDGE - \$9 million??? Why isn't a cheaper bike/ped crossing being integrated into the proposed motor vehicle bridges at Betzwood? Much more careful spending is needed so that more projects can be funded! Thanks for allowing comments!

Comment ID: 634

Item ID# A.201

Name: Max Steinbrenner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use my bicycle frequently for transportation and recreation and would like to pass these values on to future generations.

Comment ID: 354

Public Comment Form Draft FY2015 for PA



Item ID# A.202

Name: Christine Reimert

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 635

Item ID# A.203

Name: Peter Furcht

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 567

Item ID# A.204

Name: Manny Menendez

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because cycling is a healthy transportation alternative for all ages. Good cycling trails also add to economic growth by allowing for business opportunities focused on cyclists. In the future the better the trails the more likely people are to visit your area. Last year my wife and I traveled around the country cycling in many areas both rural and urban. It was very clear that cities with good bicycle trails were very vibrant with many people of all ages using the trails for recreation, shopping in local stores, and eating at local restaurants. Thank you for investing in the future.

Comment ID: 568

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



Item ID# A.205

Name: Andries Cregar

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 569

Item ID# A.206

Name: Frank Santaguida Sr.

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because you get a big bang for your buck. The health benefits are enormous, gives travelers alternate ways to get around, safer for pedestrians, may leave roads a little less congested. Also makes local area more attractive to live there. I hope you'll consider being more generous to this cause. Thank you.

Comment ID: 571

Item ID# A.207

Name: Eric Huefner

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 636

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



Item ID# A.208

Name: Jeffrey Lawton

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I use the regional trail system (specifically the Perkiomen Trail, Schuylkill River Trail, and Chester Valley Trail) when I commute to and from work by bicycle. Additionally, the trail system provides an important means for me to ride safely, as many of the roads in my community are not especially bike-friendly. I urge expanded funding of transportation alternatives such as the regional trail system, because these are essential transportation corridors for residents in the areas in and around Philadelphia.

Comment ID: 637

Item ID# A.209

Name: John Seidel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because: My wife and I are both retired, the trails give us a place to go that is not expensive, and gives us both needed exercise & fresh air. PLEASE SUPPORT THE TRAILS.

Comment ID: 638

Item ID# A.210

Name: Ken Boyle

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because improvements like these to our county improve the quality of life for all its citizens, further encourage the best companies to stay or come to Bucks creating high quality careers for people, and drives economic development of our towns, boros, and businesses along the routes.

Comment ID: 640

Public Comment Form Draft FY2015 for PA



Item ID# A.211

Name: Lisa Gares

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 641

Item ID# A.212

Name: Nick Rogers

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 642

Item ID# A.213

Name: Paula green

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 643

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.214

Name: perry benson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 644

Item ID# A.215

Name: Sara Hirschler

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 645

Item ID# A.216

Name: Rose Rudi

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because it is a great environmental sound project .

Comment ID: 646

Public Comment Form Draft FY2015 for PA



Item ID# A.217

Name: Spencer Finch

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 648

Item ID# A.219

Name: Byron Hawthorn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP; however I would ask you to consider additional regional funding. I look at this both as an older rider and as a grandfather. It simply is not safe for me or for my grandkids to use our bikes as a way to get around the eastern Main Line. As an older resident, I need the exercise and want to use the bike instead of a car. Currently I drive round-trips from Haverford Twp. (from Bryn Mawr near the Radwyn) to the center of Wayne probably 8 or 9 times a week. I have to drive because there is no way to connect to the Radnor Trail except by Conestoga Road or Lancaster Ave., both being dangerous and having very long, steep portions. The grandkids likewise have no way safely to explore on their own the many activities available beyond our local residential area, things like shopping or movies in Wayne. They eventually will be getting to the age where they will be driving but I want them to have the experiences I had of being able to explore the world without a car first. Falling in love with bikes as a kid can stick with them even when they get the car keys. The Septa rail and bus bike connections are good to get them to more distant areas, but Septa does not help when it comes to the intermediate rides that constitute normal daily activity. Ultimately I want to see the grandkids riding large portions of the Circuit with long, all-day rides to distant parts of the Delaware Valley, on their own steam and without involving cars. Riding like this gives them a wonderful taste of independence as young adults. Drivers these days use cell phones, they are texting, they're speeding and they're distracted. We really need the rest of this amazing bike circuit. I'd like to see it in existence before I and the kids have grown to old for it.

Comment ID: 422

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.220

Name: Beth Resta

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bike and pedestrian infrastructure are important to me. Riding my bike daily has allowed me to and my family to be car-free for 10 years. As a tax payer, I would like to see my dollars being used to support transportation modes I use, such as biking, walking and public transit instead of just supporting car culture.

Comment ID: 565

Item ID# A.221

Name: Matthew o Perry

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we use these trails to avoid riding nad walking/running on the roads. They provide a safe place for us to take our kids and enjoy outside activities year round including walkng, running biking. In these days when kids are fighting obesity its critical that we continue to fund projects that help make it easier to keep kids and fammiles active and engaged. Thanks for your continued support

Comment ID: 416

Item ID# A.222

Name: Elise Sochacki

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 539

Public Comment Form Draft FY2015 for PA



Item ID# A.223

Name: Kristen Rolison

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 540

Item ID# A.224

Name: John Hogan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 541

Item ID# A.225

Name: Paul Paul

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because having a safe place to reduce my weight and improve my physical condition has been wonderful. However as more and more people take to the trails for the same reasons I have we need more trails and funding. Some of the trails have become over crowded and this year especially with the road condition the roads are not a safe place for my family to ride. My family thanks you and urges you to continue the wonderful investment in our trails that leads to better health. Thank you!

Comment ID: 542

Public Comment Form Draft FY2015 for PA



Item ID# A.226

Name: Debra Long

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because of the healthy lifestyle choices it encourages whether biking, hiking, walking, or running. It also promotes a better relationship and appreciation of nature and the environment. Thank you again for the support of the development of the Circuit.

Comment ID: 544

Item ID# A.227

Name: Robert Blackburn

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 545

Item ID# A.228

Name: Jon Kimmel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our roads are so crazy busy with cars and trucks that it is unsafe to bicycle ride on the roads any more. I want my kids to have a safe way to get around our beautiful county and get exercise. They certainly can't get that riding the roads I rode as a kid! Given that recreational trails are consistently a positive feature cited in rankings of "best places to live," and that Chester County is one of the wealthiest counties in the state and nation, we should be a leader in building a model network of trails. Please make this a reality.

Comment ID: 546

Public Comment Form Draft FY2015 for PA



Item ID# A.229

Name: Jonathan Kimmel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our roads are crazy busy with cars and trucks to the point where it is unsafe to bicycle on the roads in much of Delaware County. I want my kids to be able to ride for exercise and independence in the same way I did as a kid but they can't. Given that recreational trails are consistently among the positive factors cited in "best places to live," and given the vast possibilities afforded to us in connection with the rest of metro Philly, please make these trails a reality. Let's have a little Delco pride and take the lead on this!

Comment ID: 547

Item ID# A.230

Name: Matt McDaniel

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I commute by bicycle all the way from Malvern to Center City PA. The bike trails make this commute infinitely safer.

Comment ID: 548

Item ID# A.231

Name: Jeff Knowles

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails help me get to work safely.

Comment ID: 549

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.232

Name: Mark Sullivan

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 550

Item ID# A.233

Name: Ernest Losso

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 551

Item ID# A.234

Name: James Donaghy

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 552

Public Comment Form Draft FY2015 for PA



Item ID# A.235

Name: Kenneth Rymdeko

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 553

Item ID# A.236

Name: Ronnie Cameron

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is not enough fully functional bike lanes and trails available in Philadelphia. Bike lanes and trails are constantly ending abruptly, lanes are often filled with pot holes, glass, stones, cars and the lane lines are fading. That's all, maintenance and expansion.

Comment ID: 554

Item ID# A.237

Name: S. Fisher

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because bicycling is an excellent form of environmentally friendly transportation. The trails make it easier and safer to get to ones destination points without having to ride on very busy streets with potentially frustrated drivers. Another great reason for trails, especially in our region, are the hills. The trails have a way of making the hills in Chester county not so insurmountable as street riding does which adds to my "another reason to ride my bike rather than drive." Lastly, the Schuylkill River Trail has got to be the most used trail on the weekends, to the point that it is a little dangerous between the novice's and the yahoo's. We need more trails to get people off of the one trail and the new trails need to be promoted more. People don't even know that some of these trails exist. Connecting them would be a boon in helping to spread everybody out and making it safer for recreational use, Keep up the good work but let's face it, the day of the automobile as the best means of transportation has got to go and it starts with the government promoting other, better ways.

Comment ID: 572

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.238

Name: Debra Wile

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 573

Item ID# A.239

Name: Tara Pakrouh

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 574

Item ID# A.240

Name: Charles Liedike

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 575

Public Comment Form Draft FY2015 for PA



Item ID# A.241

Name: James Dulin

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 577

Item ID# A.242

Name: Parker Snowe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a resident of Delaware Co. and use bike trails for commuting to work and for recreation.

Comment ID: 578

Item ID# A.243

Name: James Howe

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a frequent user of the Chester and Montgomery County trail system. But as development continues to swallow up real estate it is more imperative than ever to get this Circuit trail system built now to ensure a safe, convenient, environmentally friendly alternative transportation and recreational infrastructure. Great trails make great communities!

Comment ID: 579

Public Comment Form Draft FY2015 for PA



Item ID# A.244

Name: Andrea Mannino

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because at infrastructure for cycling increases so does the safety of all: drivers, pedestrians, and cyclists. Not only does safety increase but so does the health and well being of citizens, reducing health care costs, some which hit the government budget's bottom line.

Comment ID: 580

Item ID# A.245

Name: Ron Bilotti

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 555

Item ID# A.246

Name: Caitlin Quigley

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I bike every day.

Comment ID: 581

Public Comment Form Draft FY2015 for PA



Item ID# A.247

Name: Jesse Leonard

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 582

Item ID# A.248

Name: David Bennett

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because. Delaware County seems to have the least amount of bike routes, trails, bike lanes and adequate shoulders to ride on. In the Eastern part of the County, we are fortunate to have many sidewalks but in the Western region, there are a lot of newer communities without suitable Pedestrian facilities. Please help us out by planning and implementing bike/ped facilities for the ECG, Chester Creek Trail, Octoraro Trail, Newtown Square Branch, Darby Creek Trail (Plans date back 105 years) and the Forge to Refuge Trail. We also need more on road bike routes in addition to the Bicyclists Baltimore Pike (our only on road bike route). It would also make sense to have bike lanes connecting Upper Darby to West Chester on Route 3, West Chester Pike

Comment ID: 583

Item ID# A.250

Name: Christine Reimert

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Comment ID: 585

Public Comment Form Draft FY2015 for PA



Item ID# A.251, A.253

Name: Samantha Corson

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because there is a lot of work left to do. These trails are heavily used and benefit the entire region. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular

Comment ID: 586

Item ID# A.255, A.218

Name: Tom Rickards

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's garden. But I'd like to see a lot of other trails funded too.

Comment ID: 652

Item ID# A.264, A.249

Name: Karen Smith

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I am a frequent user of the trail from Norristown to Philadelphia, Grays Ferry Crescent is a beautiful addition to the trail. I support the Schuylkill Swing Bridge project.

Comment ID: 584

Public Comment Form Draft FY2015 for PA



Item ID# A.270

Name: Dr. Alistair (Alix) Howard

County: Various Counties

Project Title: General Comment

Comment:

I am a Montco resident of Abington Township and want to register my thanks for the DVRPC's work on expanding and improving bicycle infrastructure for our area. As you know cycling is a boon to our health, economy, and ecology. I hope our region will continue to be a leader in this respect.

Comment ID: 390

Item ID# A.276

Name: Michael Gross

County: Various Counties

Project Title: General Comment

Comment:

I hope where roads are being widened, that bicycle lanes should be installed as a normal procedure. Where new bridges are fixed potential trail underpasses could be planned.

Comment ID: 81

Item ID# B.277, B.279

Name: Zoe Robertson (SEPTA)

County: Chester County

Project Title: General Comment

Comment:

For MPMS #60574 - Paoli Transportation Center Add a total of \$24,000,000 to the first first-years from SEPTA and PennDOT Bureau of Public Transit to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements. Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). For MPMS #90600 - SEPTA Reserve Line Item Decrease line item over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly: Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by: -Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000. -Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000. Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local). Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).

Comment ID: 656



THE COUNTY OF CHESTER

COMMISSIONERS

Terence Farrell
Kathi Cozzone
Ryan A. Costello

Ronald T. Bailey, AICP
Executive Director

PLANNING COMMISSION

Government Services Center, Suite 270
601 Westtown Road
P.O. Box 2747
West Chester, PA 19380-0990
(610) 344-6285 Fax: (610) 344-6515



Submitted Electronically

June 26, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Dear Delaware Valley Regional Planning Commission,

Chester County requests that \$1.3 million of construction funding be added for the MPMS #86698 (Osborne Road over Beaver Creek) project in Fiscal Year 2015 of the FY2015 draft TIP. This project is anticipated for letting in the fall of 2014.

I appreciate this opportunity to provide comment.
Regards,

A handwritten signature in black ink, appearing to read "Randy Waltermeyer".

Randy Waltermeyer, AICP

TIP Plan Comments

From: Shaffer, Thomas P. <shaffert@co.delaware.pa.us>
Sent: Friday, June 27, 2014 2:19 PM
To: TIP Plan Comments
Cc: Hill, Linda; Hufnagle, Louis; John, Alex; Middletown Bruce Clark; Madeleine Fausto; Linda Guarini
Subject: Comment on FY 2015-2018 PA TIP

I have reviewed the draft FY 2015-18 PA TIP and have the following comment:

MPMS 15251 US 1, Baltimore Pike Interchange Improvements SR 0352 – The project scope recently was expanded to include the intersections of Routes 1/452 and 452/352. The PennDOT project manager and Middletown Township should be able to provide a more appropriate project title and description. This revised title and description should be included in the final adopted TIP document.

Thank you.

Tom Shaffer



Thomas P. Shaffer
Transportation Manager
Delaware County Planning Department
201 W. Front Street | Media, Pennsylvania 19063
Phone: (610) 891-5217 | Email: ShafferT@co.delaware.pa.us
Website: <http://www.co.delaware.pa.us/planning>

The information contained in this email is intended only for the individual or entity to whom it is addressed. Its contents (including any attachments) may contain confidential and/or privileged information. If you are not the named addressee you should not disseminate, distribute or copy this email. Please notify the sender immediately by email if you have received this email in error and delete this email from your system.

MONTGOMERY COUNTY
BOARD OF COMMISSIONERS

JOSH SHAPIRO, CHAIR

LESLIE S. RICHARDS, VICE CHAIR

BRUCE L. CASTOR, JR., COMMISSIONER



MONTGOMERY COUNTY
PLANNING COMMISSION

MONTGOMERY COUNTY COURTHOUSE • PO BOX 311
NORRISTOWN, PA 19404-0311

610-278-3722

FAX: 610-278-3941 • TDD: 610-631-1211

WWW.MONTGOPA.ORG

JODY L. HOLTON, AICP
EXECUTIVE DIRECTOR

June 24, 2014

Ms. Elizabeth Schoonmaker
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Elizabeth:

Montgomery County has the following comments on the draft FY 2015-18 TIP document:

1. #16577: The County will divide the entire project into two segments and fund them differently. We will fund preliminary engineering and final design with local funds, but pursue federal funding in future TIPs for the ROW, Utility and Construction phases of the Butler Pike to Crescent Avenue segment. For the segment from Crescent Avenue to Philadelphia City line the County will fund all phases as 100% local.
2. #48175: Per discussion at the PA Subcommittee, the County will federalize the construction phase in the FY 17 TIP Update for the Carland Road to Regal Drive segment. In addition, the County intends to modify the limit to extend, at 100% County funding, the project from Regal Drive to Chemical Road. We will reconstruct/rehabilitate Ridge Pike, eliminate the jug handle at Alan Wood Road by providing double left turn lanes onto Alan Wood Road; signalize and modify the I-476 SB off-ramp; modify and potentially signalize the I-476 NB off-ramp; and extend the ITS components to Chemical Road.
3. #92807: Change the title's route number from PA-23 to PA-73.
4. #102273 Second Collegeville Bridge Crossing: Add Lower Providence Township to the Municipalities list.
5. #102275 Study Line Item: This line item, as discussed at the PA Subcommittee, lists those studies identified in the Decade of Investment. As those studies are better understood or developed, the recommendations would be considered for advancement into preliminary engineering.
6. #102665 Signal Upgrade Line Item: Thank you for establishing this line item which may allow for funding to be allocated during the next two fiscal years.
7. #95447 County Bridge Line Item: We suggest that title should be modified to "City/County Bridge Line Item".
8. #102105 Municipal Bridge Line Item: We suggest that, prior to the FY 17 TIP update, DVRPC lead an evaluation/priority setting effort to assess the realistic need for City and

Ms. Elizabeth Schoonmaker

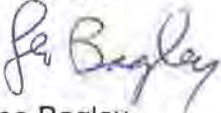
-2-

June 24, 2014

County bridges, as well as Municipal bridges, and that the PA Subcommittee allocate an appropriate amount to both line items. These allocations should occur early in the TIP update process rather than near the end.

Thank you for the opportunity to comment.

Sincerely,

A handwritten signature in blue ink that reads "Leo Bagley". The signature is written in a cursive, flowing style.

Leo Bagley
Assistant Director



CITY OF PHILADELPHIA

DEPARTMENT OF STREETS
SURVEYS, DESIGN, & CONSTRUCTION DIVISION
830 Municipal Services Building
1401 John F. Kennedy Blvd.
Philadelphia, PA 19102-1676

DAVID J. PERRI, P.E.
Streets Commissioner

June 26, 2014

Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Re: DVRPC Draft FY2015 TIP for Pennsylvania/North Delaware Avenue Extension Phase 2
(MPMS# 74822)

Dear Mr. Seymour:

Upon reviewing the Draft DVRPC FY2015 TIP for Pennsylvania, it appears that the City's North Delaware Avenue Extension Phase 2 project (MPMS# 74822) has been inadvertently omitted. The Streets Department would like to request that this project be restored at the levels shown in previous working drafts and that the previously programmed study phase also be re-programmed, as detailed below:

STUDY: 400 SXF, 100 LOC, FY15
PE: 400 SXF, 106 LOC, FY15
FD: 202 SXF, 57 LOC, FY17
ROW: 400 SXF, 116 LOC, FY18
UTL: 400 SXF, 116 LOC, FY18
CON: 3,206 SXF, 956 LOC, FY19

This project is funded through a combination of federally earmarked funds and a local match, and will not impact regional fiscal constraint.

If you have any questions, please contact Michelle Webb at 215.686.5544. Thank you for your assistance in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Darin Gatti".

For

Darin Gatti, P.E.
Chief Engineer and Surveyor



NEWTOWN TOWNSHIP
100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

June 27, 2014

Ms. Elizabeth Schoonmaker
Manager, Officer of Capital Programs
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

**Re: MPMS #64781 Swamp Rd/Penns Wood Road Bridge over Branch of
Neshaminy Creek**

Dear Ms. Schoonmaker:

Please consider this letter a continuation of correspondence sent by the Township,
regarding this topic, in October of 2010 and again in 2013.

Swamp Road (SR 2036) provides land access and traffic circulation within the residential neighborhoods and outlying farmsteads within Newtown Township. The roadway is typical of many of Pennsylvania's rural roadways with numerous horizontal and vertical changes in direction that preclude higher speed travel as well as the proximity of streams and a state park that impede the ability to re-align or correct the existing design deficiencies.

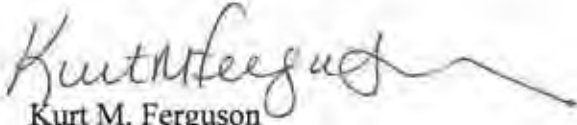
In an effort to preserve this rural nature and encourage the use of traffic calming, Newtown Township respectfully requests that the Swamp Road @ Penns Wood Road Bridge over Branch of the Neshaminy Creek (MPMS #64781) rehabilitation project be removed from the TIP. The bridge in its current state is adequate for the type and amount of traffic using Swamp Road and acts as a traffic calming measure to reduce the speed of vehicles on the roadway.

Newtown Township has at least one project that would have a substantial impact on traffic and congestion within our borders. I would ask the willingness of the DVRPC to consider transferring the funds from MPMS #64781 to another Newtown Township project? We have had discussions over the years for a project known as the Terry Drive Extension that we would like to develop and hopefully fund in the next couple of years. Any insights on this transferring possibility would be appreciated.

Please feel free to contact me directly regarding the project transferring concept, or any other questions you may have. My office number is (215) 968-2800, ext. 250 and my email address is kurtf@twp.newtown.pa.us. Thank you.

Sincerely,

NEWTOWN TOWNSHIP


Kurt M. Ferguson
Township Manager

cc: Board of Supervisors, Newtown Township
Senator Charles T. McIlhinney
Representative Steven Santarsiero
Swamp Road Residents Group

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
rrtsbuckspa5@gmail.com

Draft DVRPC FY 2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: June 26, 2014 # of Pages: 10 # of Exhibits: 4

RE: PROJECT NAMES:

- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
- (2) *Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

I am Susan Herman, president of Residents for Regional Traffic Solutions, Inc., which is also known as RRTS. RRTS is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of 9,000 residents.

On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for the Stoopville Road Improvements – Phase 2 Project, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road. (See Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2015 *Stoopville Road Improvements –Phase 2 (MPMS# 88083)*, misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements-Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being allocated to upgrade and expand any intersections.

The new plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians

~~10/3/14~~

continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially developed area.

The Multi-Use Trail that Newtown Township officials abandoned would have run the full-length of Stoopville Road and connected thousands of residents living in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Phase I of the Stoopville Road Improvements Project, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the 4 Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries.

Residents are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road and the Delaware Canal.

Instead, the plan is now to upgrade and expand the intersection of Stoopville Road and Route 413 (Durham Road) in neighboring Wrightstown Township. RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study, this upgrade is a critical part of construction of a major North/South expressway that will connect I-78 to I-95. This North/ South expressway is also known as the "Northern Bypass". This back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County, who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.

RRTS opposes the Stoopville Road Improvements – Phase 2 Project and WE IMPORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE THIS EXPANSION PROJECT.

In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads and one that runs along Swamp Road.

- This map (Exhibit II) is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- This map (Exhibit III) is a map of the North/ South expressway that appeared in a March 2006 Delaware Valley Regional Planning Commission (DVRPC) publication titled EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS. The expressway runs along Route 611 to I-95 and is referenced in the legend as an "Emerging/ Regional Corridor".

~~11/5/11~~

~~Page 3/10~~
(pg. 3/10)

- In the DVRPC's 1988 Newtown Township Traffic Study, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough.

The following excerpts are from the section of the Study titled "**Northern Bypass Alternative**":

- (a) **Page #61** (Exhibit IV) shows a map of the Northern Bypass Scenario projected for **Year 2000**. This map **continues to be** relevant today, as it is customary for the DVRPC to do 25-year Long Range Planning. The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Note the upgraded intersection at Stoopville Road and Route 413 (also known as Durham Road).
- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

However, the current Swamp Road project *MPMS# 64781* in the Draft FY 2015 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to increase travel speeds on this road.

For over 50 years, the bridge has had two 11.5 foot lanes and served to slow traffic without incident of head- on collision. The affect of slowing traffic is substantially safer than increased travel speeds. History has shown that safety declines at higher traffic speeds, especially in the vicinity of the high concentration of young drivers that Bucks County Community College provides.

RRTS OPPOSES project *MPMS# 64781* and WE IMPLORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE IT.

- (c) **Page #64** states, "Some of the benefits of the **northern bypass** scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #60** states, "Level of service on... Durham Road [Route 413] will be a function of the signalized intersections."
- (e) **Page #73** states,

~~12/10/17~~

~~Amended~~
(pg. 4/10)

"Highway Improvement Program

Five Year Plan

Durham Road/ Stoopville Road Turn Lane & Signalization"

**Note that these are the improvements being done in the current FY2015
Stoopville Road Improvements - Phase 2 (MPMS# 88083)**

In 2001, under the leadership of State Representative Dave Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens.

Today, because of development impacts, the "**Northern Bypass**" would have to be constructed along Stoopville and Lindenhurst Roads.

In 2007/2008, residents successfully opposed the roundabout that Dave Steil, Representative Scott Petri, and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway.* The dead give-away that the roundabout was a key component of the "**Northern Bypass**" can be found in a May 12, 2008 Bucks County Courier Times Guest Opinion written by Dave Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Guest Opinion, titled "Don't scoff at better, modern roundabouts", Mr. Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change."

Mr. Steil's view was consistent with a previous statement he made in a June 2002 letter to the president of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion."

Residents want to preserve the unique and priceless open space character of Bucks County and hope that the safety of our families is the highest priority of the Regional Technical Committee (RTC) and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2015-2018 Pennsylvania TIP: (1) Stoopville Road Improvements – Phase 2 (MPMS# 88083) and (2) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781).**

*See DVRPC's Bucks County Regional Traffic Study (BCRTS). Note that the DVRPC erred and did not put its logo on the CD-ROM distributed for the BCRTS. It also neglected to reissue the CD-ROM so that it included the January 2008 Addendum to Final Report that was distributed in hard copy to Stakeholders. Despite RRTS's written plea that the CD-ROM be revised to (a) include the January 2008 Addendum and (b) include the DVRPC logo, the DVRPC "declined our request".

~~12/3/08~~

NEWTOWN TOWNSHIP

Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Petra Chiesner Schlatter

BucksLocalNews.com

NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the Board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Le Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said. "There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville, crossing over into the Village Market."

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said.

Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said.

In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

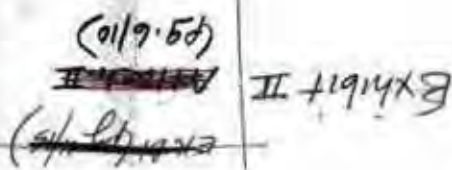
The engineers may have "to tweak it a little bit more," he said.

(pg. 5/10)
[Handwritten signatures and notes]

pg 5/10

10/15

15/3/77



EX. 2 (6/1/15)
EX. III
pg 1/2

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

~~Att. 1~~
(pg. 7/10)

DELAWARE VALLEY REGIONAL PLANNING COMMISSION

2006

WHAT IS A CMP?



A CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends

a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP, as included in current federal transportation regulations, enhances the existing concept of a Congestion Management System (CMS) with emphasis on being an ongoing cycle and other refinements. It identifies congested corridors and multimodal strategies to mitigate the congestion. Where more single-occupancy vehicle capacity is appropriate, the CMP includes supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system as it goes back around.

~~16/1/15~~

HOW DOES THE CMP HELP THE DELAWARE VALLEY?

The CMP improves connections in transportation planning that will help with transportation connections in the real world.

The benefits of an ongoing CMP include:

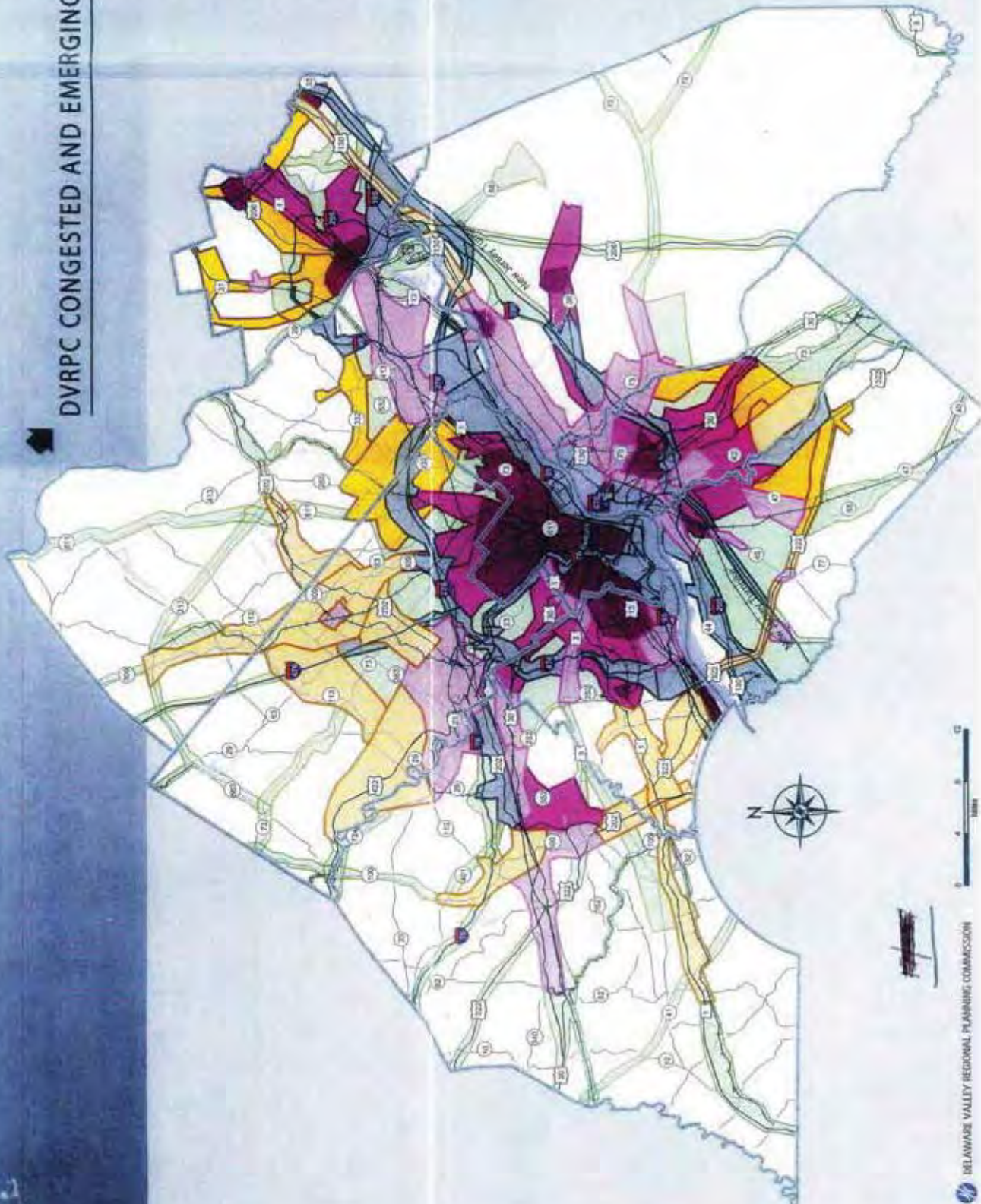
- More focused use of limited federal transportation funds where they can do the most to help the region meet its goals
- Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental planning
- Ways of encouraging a wide range of stakeholders to participate and coordinate including data, guidance on helping projects conform to the CMP, priority for conforming projects in the TIP and LRP update processes, help keeping track of progress, and opportunity for stakeholders' studies to be more widely used
- A program for regular monitoring and evaluation of system performance
- Technical resources useful for a range of projects, such as ongoing analysis of the effectiveness of strategies
- CMP is required by federal regulation

pg 7/10

12/1/15

Ex III
Pg 4
(28.8/10)

DVRPC CONGESTED AND EMERGING CORRIDORS



- EMERGING / REGIONAL CORRIDORS
- SUBCORRIDOR TYPES
 - INTERSTATES
 - FREEWAY-FREEMAN FUNCTION, INDUSTRIAL
 - DEVELOPED SUBCORRIDORS
 - GRID
 - SUBURBAN NETWORK
 - DEVELOPED ARTERIAL MAIN STREET
 - DEVELOPING SUBCORRIDORS
 - SUBURBAN SECONDARY
 - DEVELOPING ARTERIAL LIGHTLY DEVELOPED



Pg. 8 of 10



TRANSPORTATION

Exhibit ~~IV~~ IV
(pg. 1 of 2)

~~ATTACHED~~ (pg. 9/10)

NEWTOWN TOWNSHIP TRAFFIC STUDY

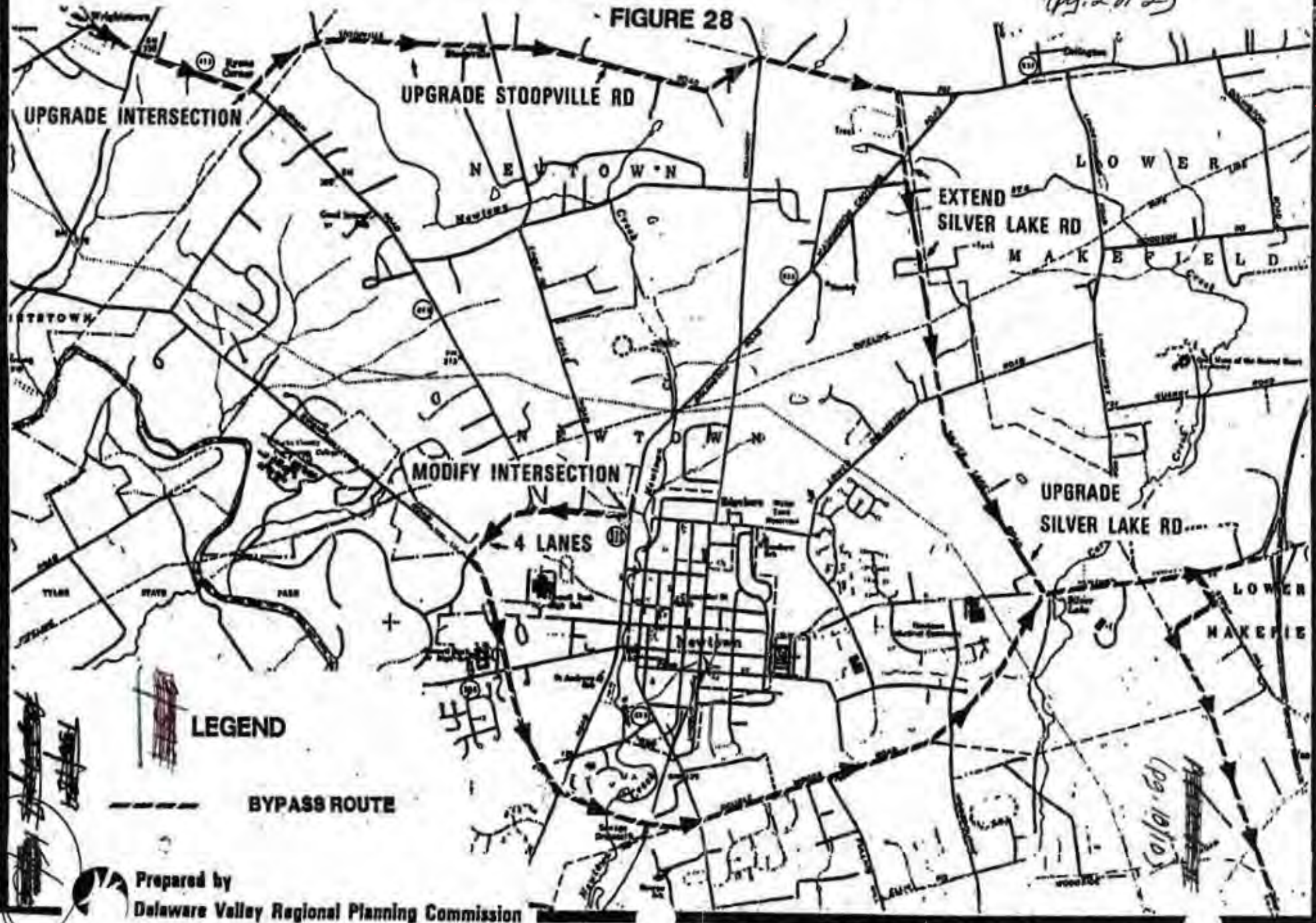


DVRPC

YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

Exhibit IV
(pg. 2 of 2)

FIGURE 28



Prepared by
Delaware Valley Regional Planning Commission

Item ID# C.291, C.292

(pg. 10/10)

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbuckspa5@gmail.com

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

June 27, 2014

SUBJECT: Draft DVRPC FY 2015 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION RE. TWO (2) PROJECTS:
(1) Stoopville Road Improvements – Phase 2 (MPMS# 88083)
(2) Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)

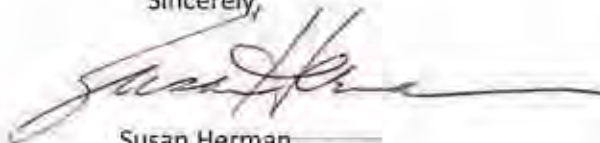
Dear Ms. Snyder,

It has been brought to my attention that there may have been some pages missing in the 377-page WRITTEN TESTIMONY SUBMISSION that Residents for Regional Traffic Solutions, Inc. gave you at yesterday's Public Meeting.

Enclosed please find a complete set of pages numbered 240/377 - 251/377. We respectfully request that you replace the pages numbered 240/377 – 251/377 in our original WRITTEN TESTIMONY SUBMISSION with the enclosed set of pages.

Thank you and we apologize for this inconvenience. We would appreciate your acknowledgement that our request has been done in an email addressed to rrtsbuckspa5@gmail.com.

Sincerely,



Susan Herman
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission

Exhibit VII
(pg 11/12)

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

TIMOTHY E. KIRBY, Ed.D.
SUPERINTENDENT OF SCHOOLS

TELEPHONE (215) 944-1000
FAX (215) 944-1031

March 30, 2004

Governor Edward Rendell
Main Capitol Building
Harrisburg, PA 17120-3006

RE: Worthington Mill Road, Wrightstown Township, Bucks County, PA

Dear Governor Rendell:

I would like to bring to your attention a safety issue regarding the safe transportation of our school students. This situation involves providing safe bus transportation for our students on the above-referenced road.

Worthington Mill Road has been designated by the Department of Transportation as a hazardous road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their homes. During the past several years, we have averaged stopping 40 times per day on this 1.1-mile section of winding, narrow, minor collector road.

Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9:00 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present.

We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Worthington Mill Road under its present circumstances requires immediate action to ensure the safety of our students.

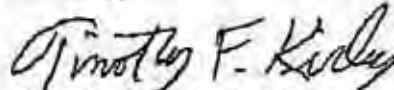
240/377

32

The Council Rock School District would support a truck ban on this 1.1-mile segment of Worthington Mill Road between Swamp Road and Route 413 in the interest of the safety of our school students and bus drivers. In addition, it is obvious that the principal arterial highways in the area are far safer and appropriate roads for this high volume of heavy industrial truck traffic.

We request your personal and immediate involvement in resolving this safety issue before a tragic accident occurs.

Sincerely,



Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

241/377



Township of Lower Makefield

Exhibit VIII
(pg 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

February 10, 2004

Honorable David J. Steil
Pennsylvania State Representative
8 North State Street
Newtown, PA 18940

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Representative Steil:

The Lower Makefield Township Board of Supervisors is strongly opposed to the Stoopville Road Rehabilitation Project in Newtown Township.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds.

All state and municipal officials should recognize that commercial traffic is best suited for the higher level roads in our region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Principal Arterial Highway, Swamp Road which is the location of the four industrial quarries.

Your perseverance in working toward amicable solutions to regional traffic problems is commendable and sincerely appreciated by the Board of Supervisors and the residents of Lower Makefield Township.

Sincerely,

Terry S. Fedorchak
Township Manager

242/377

TSF:ms

(34)

cc: Scott Petri, State Representative
Tommy Tomlinson, State Senator
Joseph Conti, State Senator
Bucks County Commissioners
Board of Supervisors
State Transportation Commission
Andy Warren, PennDOT
Delaware Valley Regional Planning Commission

243/317

(35)



Township of Lower Makefield

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Pete Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

May 25, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

**RE: STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Mr. Coscia:

Lower Makefield Township Board of Supervisors is pleased to note that the Stoopville Road Rehabilitation Project is not included on the draft Transportation Improvement Plan, and we are writing to urge that any requests to modify that aspect of the draft TIP be denied.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds.

It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of the four industrial quarries.

Your favorable consideration of this request is appreciated.

Sincerely,

Terry S. Fedorchak
Township Manager

TSF:ms

244/377

(36)

cc: Board of Supervisors
Joseph Conti, State Senator
Tommy Tomlinson, State Senator
David Steil, State Representative
Scott Petri, State Representative
State Transportation Commission
Andy Warren, PennDOT

245/377

(37)

Recent crash/incident history involving heavy commercial traffic in our region

August 3, 2000

Accident where an empty quarry truck killed one woman, permanently injured another woman, and went through the wall of a bank.

The August 4, 2000 Bucks County Courier Times article, entitled Runaway truck kills woman and crashes into bank, stated, "A woman was killed and two people were injured yesterday morning when a dump truck plowed into two cars on Eagle Road [Newtown Township], then slammed through the wall of the First Union Bank at the Village of Newtown Shopping Center."

The woman who was killed was driving a large automobile and the woman who was permanently injured was in a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

Note this quote from AAA World, March/April, 1999:

"Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars.

Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS."

October 16, 2000

Accident between a gasoline tanker and loaded gravel truck on Taylorsville Road in Upper Makefield Township.

The October 17, 2000 Bucks County Courier Times article, entitled Crash spills fuel near canal, stated, "A gasoline tanker and loaded gravel truck [weighing 72,000 lbs.] collided yesterday on Taylorsville Road in Upper Makefield tearing a hole in the tanker truck and spewing 1200 gallons of fuel onto the road. Eleven tons of gravel were tossed into the woods from the other truck near the Delaware Canal."

This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

October 31, 2002

Fatal accident between a quarry truck and automobile on Windy Bush Road, Solebury Township.

The November 1, 2002 Bucks County Courier Times article, entitled Woman killed in collision with dump truck, stated, "A 49-year-old New Hope woman was killed yesterday morning when the car she was driving collided with a dump truck on Windy Bush Road near Pidcock Creek Road in Solebury... A load of stone spilled onto the roadway..."

The woman who was killed was driving a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control.

* "Fatalities from large trucks have increased approximately 10% from 1995 - 1998. Trucks with a gross weight more than 10,000 lbs., account for a disproportionately large share of traffic deaths based on miles traveled.

People in passenger vehicles are especially vulnerable in collisions with large trucks because of the vast difference in weight between cars and large trucks."

*Quotation from the Washington D.C. based organization, Advocates for Highway & Auto Safety

November 1, 2002

Email from Sue Herman to the Lower Makefield Township Supervisors

*"Dear Scott, Wes, Grace, Pete and Frank,
I am sad to refer you to the front page of the BUCKS section in today'sr Courier Times. The article is entitled, Solebury- Woman killed in collision with dump truck*

This sad event drives home the point made in this quote:

'Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS.'—
AAA World, March/April 1999

These trucks are given the opportunity to choose Lindenhurst Rd. and travel at outrageous speeds 24/7 rather than using the Bypass, a four-lane limited access divided highway built specifically for such commercial traffic. The Bypass is where this traffic belongs.

I look forward to the 11/4 BOS meeting where we will discuss this critical matter."

April 21, 2003

A 200 lb. truck tire flies into a back yard along Lindenhurst Road

247/377

39

May 5, 2003

Lower Makefield Township Board of Supervisors meeting where Sherry Yesilsoy presented the Board with written documentation regarding a tire incident that happened to her neighbor. The Board suggested that this document be included with the information to be reviewed at the meeting with the Secretary of Transportation.

248/377

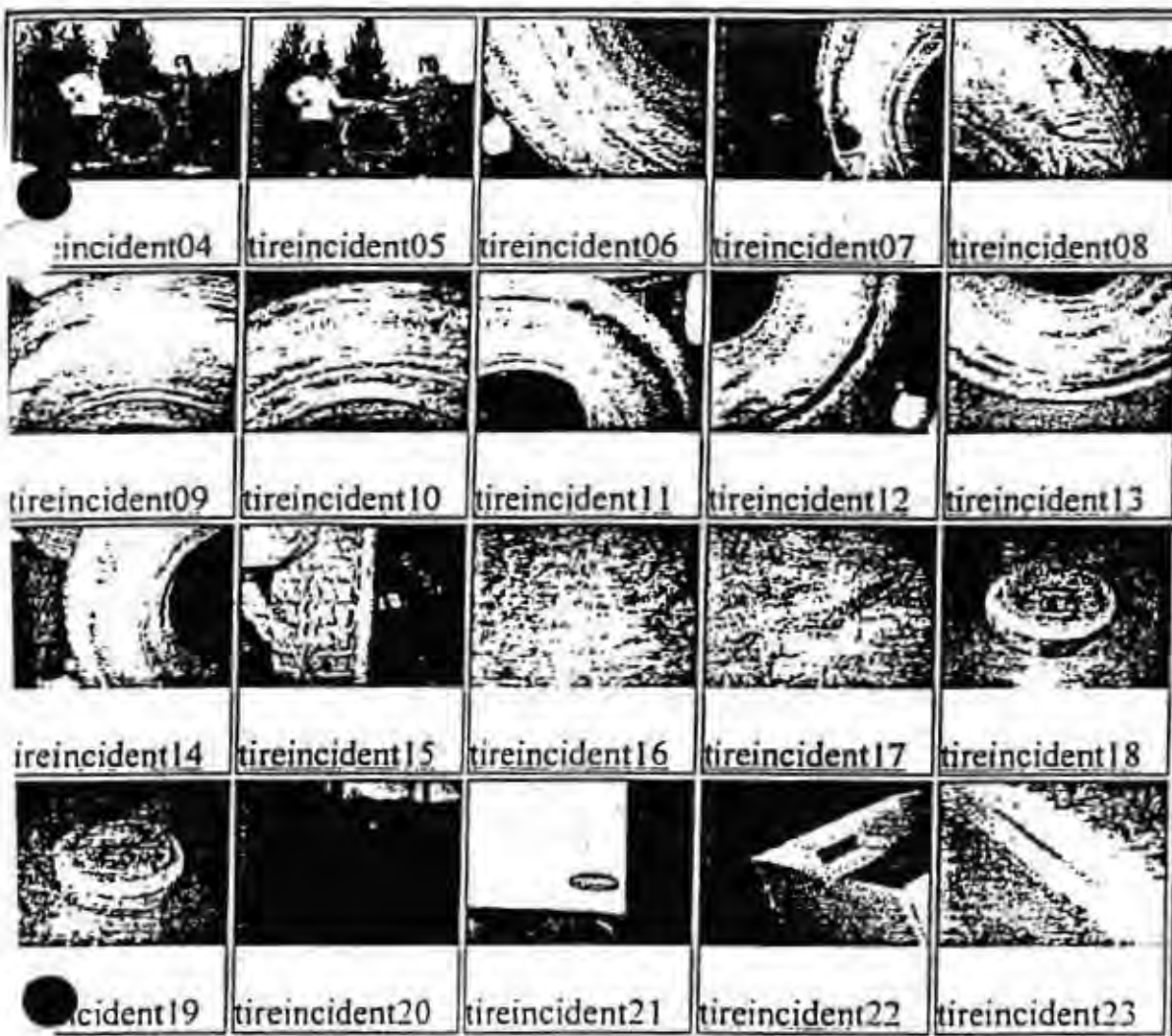
40

On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire and wheel that had been jettisoned by a passing vehicle and landed in his Backyard. Initial investigation revealed that the tire had been jettisoned by a vehicle traveling South on Lindenhurst Road. The tire traveled across the opposing lane of traffic where it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in the middle of his backyard. While investigating the tire that landed in the backyard, a second - matching - jettisoned tire was discovered 100ft further north on another resident's backyard burm.

Lower Makefield police have been to the scene and have created an Incident Report. It is a miracle that no persons or vehicles were caught in the path of this massive debris.

0/4-2/2-2/0/0/3

0/0/0/0/5

[Home](#) | [Next Page](#)


made public by
Sherry Giesberg
at the 5/5/03 LMF
BOS meeting

Exhibit XI
(pg 4/4)

(41)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

250/377

270

Exhibits to be hand delivered to Rep. Steil's office on
4/28/04. 8 pages in this memo.

Pg 1/8

Pg 1/26

(42)

Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**
 - 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
 - 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study...The economics do not look very good."

*See Exhibit VI new DVRPC CD entitled Creating Tomorrow Today, DVRPC

251/377
Pg. 2/8

Pg. 2/26

43

Note: There is a 411 page RRTS supplemental on hand at DVRPC for review.



EAST ROCKHILL TOWNSHIP BOARD OF SUPERVISORS

1622 N. RIDGE ROAD, PERKASIE, PA 18944
PHONE (215)257-9156 FAX (215)-257-1299
www.eastrockhilltownship.org

TO: Plan/TIP/Conformity Comments

FROM: David R. Nyman, Chairman, Board of Supervisors

DATE: June 17, 2014

RE: Draft DVRPC FY 2015-2018 TIP for PA comments

East Rockhill Township strongly supports the Municipal Bridge Line Item (MPMS 102105) programmed on the Draft DVRPC FY 2015-2018 TIP for PA. This line item will provide much needed funding for replacement municipally owned bridges across the region. In particular, East Rockhill Township submits Rockhill Road Bridge (BMS # 09 7207 0437 0001) in Bucks County as a candidate for funding through this Municipal Bridge Line Item.

For replacement of the Rockhill Road Bridge, the Township followed the requirements of the Local Bridge Program related to retroactive reimbursement as described in PennDOT Publication 541. The Township has completed the following steps required to seek retroactive reimbursement:

- Rockhill Road Bridge is included on a State Bridge Bill
- Waterway Opening approved by DEP
- TS&L and foundation report with Form D-4274 approved by PennDOT
- Design and Final Plans for Structural Adequacy approved by PennDOT

Construction of the Rockhill Road Bridge replacement is underway and anticipated to be complete July 31, 2014. Once construction is complete, the Township will be in a position to execute a retroactive reimbursement agreement with PennDOT and submit an invoice to PennDOT for reimbursement, if funding is committed from the Municipal Bridge Line Item.

East Rockhill Township requests to receive notification from DVRPC when the regional review and selection process is conducted to identify projects for funding through the Municipal Bridge Line Item. The Township is happy to provide additional information regarding the Rockhill Road Bridge replacement project to support consideration for funding this project on the FY 2015-2018 TIP.

Stockbridge-Munsee Tribal Historic Preservation Office

Bonney Hartley – Tribal Historic Preservation Assistant

W13447 Camp 14 Road

P.O. Box 70

Bowler, WI 54416

Jane M Meconi
Public Involvement Manager
Delaware Valley Regional Planning Commission
190 N Independence Mall West, 8th Floor
Philadelphia PA 19106
Via email only

June 24, 2014

RE: Draft Transportation Improvement Program (TIP) FY 2015-18 for Pennsylvania

Dear Ms. Meconi:

We are in receipt of the Draft Transportation Improvement Program and Highlights document. Thank you for providing them to us.

Our comments are as follows:

- Our connection to the TIP is our involvement with the National Historic Preservation Act Section 106 responsibilities in ensuring that Mohican cultural materials are protected. After review we have decided that we are only interested in receiving the TIP projects listed that are: 1) Located in Bucks County, and 2) that involve new ground disturbance. For instance, a project which proposes to remove a previous pipe and replace it in the same location is not of concern to us and we do not wish to receive Section 106 project materials for review.

Thank you for your consideration of our comments.

Kind regards,



Bonney Hartley
Tribal Historic Preservation Assistant



Plan/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 20, 2014

To Whom It May Concern:

At this time, the Transportation Management Association of Chester County (TMACC) would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, TMACC understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state- funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

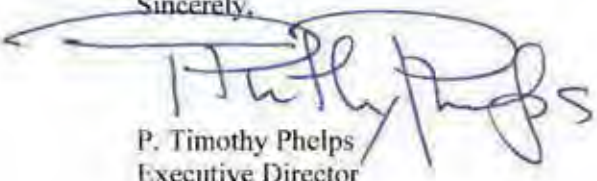
Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, TMACC is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be face with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the "eastern" section of the US 30 Downingtown Bypass but there are no provision for construction of any

improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,



P. Timothy Phelps
Executive Director

cc: Chris Williams, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation



GREAT VALLEY REGIONAL CHAMBER OF COMMERCE

PROUDLY SERVING BUSINESS FROM KING OF PRUSSIA TO EXTON SINCE 1989.

TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 20, 2014

To whom it may concern:

At this time, the Great Valley Regional Chamber of Commerce would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, The Great Valley Regional Chamber of Commerce understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state- funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, The Great Valley Regional Chamber of Commerce is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be face with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS.

Great Valley Corporate Center
5 Great Valley Parkway
Malvern, PA 19355
ph: (610) 889-2069
fax: (610) 889-2063
greatchamber@gvrcc.org
www.greatvalleyonline.com



Y2015/16 TIP Draft

GREAT VALLEY REGIONAL CHAMBER OF COMMERCE

PROUDLY SERVING BUSINESS FROM KING OF PRUSSIA TO EXTON SINCE 1989.

The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the "eastern" section of the US 30 Downingtown Bypass but there are no provision for construction of any improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,

Mary Ann Severance, The Great Valley Regional Chamber of Commerce

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation

Great Valley Corporate Center
5 Great Valley Parkway
Malvern, PA 19355
ph: (610) 889-2069
fax: (610) 889-2063
greatchamber@gvrcc.org
www.greatvalleyonline.com

6-18-2014



TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

June 25, 2014

To whom it may concern:

At this time, the Western Chester County Chamber of Commerce would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, the Western Chester County Chamber of Commerce understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state-funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Due to the funding uncertainty prior to the passage of Act 89, we recognized the need of a scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, the Western Chester County Chamber of Commerce is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be faced with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the "eastern" section of the US 30 Downingtown Bypass but there are no provision for construction of any improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work

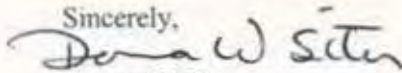
FY2015/18 TIP

2

to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US 30 on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to enhance key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,



Donna W. Siter
Executive Director
Western Chester County Chamber of Commerce

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation

6.25.2014

COUNCIL MEMBERS

AT LARGE

NORMAN C. SHROPSHIRE
MARK KIRCHGASSER
LORRAINE BRADSHAW

FIRST DISTRICT

SCOTT D. GALLOWAY

SECOND DISTRICT

DOUGLAS C. ROGER, JR.

THIRD DISTRICT

RUSS CARLSON

FOURTH DISTRICT

CHRISTOPHER B. QUINN

TOWNSHIP OF MIDDLETOWN

DELAWARE COUNTY, PENNSYLVANIA

27 N. PENNELL ROAD

P.O. BOX 157

LIMA, PA 19037-0157



610-565-2700

FAX 610-566-3640

MANAGER

W. BRUCE CLARK

ENGINEER

ARTHUR W. ROTH, P.E.

SOLICITOR

JOSEPH A. DAMICO, JR., ESQ

www.middletowntownship.org

June 27, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

The Township Council of Middletown Township appreciates this opportunity to comment on the DRAFT DVRPC Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania and in particular **MPMS#15251: US 1, Baltimore Pike Interchange Improvements SR:0352.** Specifically, we'd like to offer the following:

- It is our understanding that in coordination with PennDOT and Delaware County consideration is being given to adjusting the project funding to expand the project limits to include both the intersections of US 1 & PA 452 (Pennell Road) and PA 352 (Middletown Road) and PA 452. The Township fully supports the expansion of the project limits and asks that the text description of the project within the TIP be amended to reflect this adjustment.
- Middletown Township is currently pursuing several multi-modal initiatives, including the expansion of facilities for cycling. It is understood that the project development process will include consideration of these users and the need for appropriate facilities consistent with local and regional plans; however we would ask that the text description of the project specifically address this item particularly as it relates to the interchange structures.
- US 1 in this area is a significant gateway for Middletown Township. Unfortunately the current roadway infrastructure, in particular the vast concrete medians between the interchange and PA 452, are very unappealing. We would ask that consideration be given to incorporating elements into the project to improve the aesthetics of the project, especially south of the interchange.

Once again, thank you for this opportunity to participate in the TIP process.

Sincerely,

A handwritten signature in black ink, appearing to read 'W. Bruce Clark', with a long horizontal flourish extending to the right.

W. Bruce Clark,
Township Manger

cc: Middletown Township Council
Sen. Dominic Pileggi
Rep. Tom Killion
Thomas Shaffer, Delaware County
Les Toaso, PA Department of Transportation, Engineering District 6-0
Madeleine Fausto, PA Department of Transportation, Engineering District 6-0



June 30, 2014

Plan/TIP/Conformity Comments
C/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

To Whom It May Concern:

**SUBJECT: DVRPC Fiscal Year 2015-2018 Transportation Improvement Program
for Pennsylvania**

I am sending Perkiomen Township's written comments in letter form in addition to the e-mail that was sent to DVRPC on Friday, June 27, 2104 regarding the draft DVRPC 2015-2018 TIP Program.

On Thursday, June 19, 2014, I received notification from the Department of Transportation that a decision was made to close the bridge at Graterford Road. Due to structural deficiencies, this action was to take place immediately. This bridge connects Perkiomen Township with Skippack Township. The impact of that closure has increased the amount of traffic going to two other major intersections in Perkiomen Township. These two intersections are the intersection of Route 113 and Route 29 and the intersection of Plank Road and Ott Road. Both of these existing intersections are in critical need of attention themselves; therefore, closing this bridge has only made problems at these two intersections worse.

On Friday, June 27, 2014, I received a telephone call regarding a meeting that was held in Harrisburg regarding the closing of the Graterford Road Bridge. This discussion included the intersection of Plank Road and Ott Road as well as the intersection of Route 113 and Route 29. During this telephone call, it was confirmed that the PADOT 4044 Project – Plank Road/Otts Road/ Meyers Road/Seitz Road Intersection Improvements Project was delayed until a later date. The original let date for this project was January, 2015.



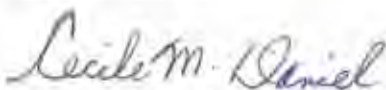
Perkiomen Township has waited a long time to have this corridor and intersection improvements project completed. Pushing off this project is only going to make the traffic congestion and intersection issues worse. Added to this situation is the relocation of the entrance to Graterford Prison which, when open, will be located on Route 73 in Skippack Township. This corridor is critical to the movement of traffic to the prison as well as from the North Penn Area to Route 422 and vice versa.

I was also informed that there was a project related to the problems at the intersection of Route 113 and Route 29 and that this project was included in the Pennsylvania State's Capital Budget. In order to have this project added to the TIP Program, Perkiomen Township would need to make such a request. Please consider this letter as Perkiomen Township's request to add the project for intersection improvements to be completed at the intersection of Route 113 and Route 29 to the TIP Program. Like the intersection of Plank Road/Ott Road, this intersection is a major intersection in Perkiomen Township and is critical to the movement of traffic from Bucks County to Chester County for Route 113 and Berks County to Chester County for Route 29. The intersection of Route 113 and Route 29 can no longer handle the amount of commuter traffic and has become operationally deficient due to the lack of left turn lanes.

Regarding the Graterford Road Bridge, it is my understanding that the discussion ended with moving forward with repairing the superstructure of this bridge by adding the repair of the Graterford Road Bridge to a group of bridges that are to be let later this year.

I appreciate your consideration and time in these critical traffic and safety issues in Perkiomen Township.

Respectfully yours,



Cecile M. Daniel
Township Manager
Perkiomen Township

Cc: Correspondence File



June 27, 2014

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: Electronic Submission of Public Testimony on 2015 TIP
Towamencin Township (Montgomery County)

Dear DVRPC Public Affairs Office:

As requested by DVRPC Executive Director Barry Seymour following the oral testimony at the public hearing on the 2015 Draft Transportation Improvement Plan (TIP) yesterday, attached are copies of the issues presented by Towamencin Township Board of Supervisors Chairman Daniel M. Littley, Jr. These are the official concerns of Towamencin Township on the draft 2015 TIP.

As indicated in our testimony, the PA 363 project is our highest priority. We would appreciate consideration for all these projects but especially for PA 363. This project was previously on the TIP and supported by the County and PennDOT. Because of the importance of the project, Towamencin Township has acquired right-of-way and spent \$1.3 million on design. We have been sensitive to funding constraints and have worked with project stakeholders to re-scope this project to reduce construction costs from \$12 million to \$5 million while still providing meaningful improvements. Given these previous investments, this project is much closer to construction than other projects on the TIP.

Towamencin Township appreciates the opportunity given to us yesterday to present our testimony and is looking forward to favorable consideration of our concerns.

Sincerely,

Robert A. Ford
Township Manager

Cc: Towamencin Township Board of Supervisors

**Draft FY 2015-2018 TIP
Public Comment**

June 26, 2014

Presented For:

**Towamencin Township
1090 Troxel Road
Lansdale, PA 19446**

Presented By:

**Daniel M. Little Jr.
Board of Supervisors Chairman
Towamencin Township
1090 Troxel Road
Lansdale, PA 19446**

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION
PUBLIC MEETING
June 26, 2014
Philadelphia, PA

Towamencin Township in Montgomery County requests your support for the following transportation improvement projects: Intersection improvements at Sumneytown Pike and PA Route 363 Valley Forge Road; Widening of PA 63 Forty Foot Road near Tomlinson Road; and Bridge replacement and realignment of Bustard Road (SR 1002) at Morris Road.

Towamencin Township's first priority is to improve the intersection of Sumneytown Pike and PA 363 Valley Forge Road. For many years this project, known by MPMS #16565, was also a priority of Montgomery County and PennDOT. About six years ago, the previous secretary of transportation, citing funding constraints, dropped this and twenty-five others projects from the TIP. Since then, the Township has repeatedly requested funding for this project and with the passage of ACT 89, we want this project to be placed back on the TIP. This intersection, connecting two primary arterials, experiences significant delay that has only increase over the past six years. Sumneytown Pike provides a direct connection to the Pennsylvania Turnpike for thousands of area businesses and residents. It is also a primary detour route when incidents occur on the Turnpike north and south of the Lansdale Interchange. Additional traffic is also anticipated on this route when the Turnpike widening from four to six lanes is completed. Previous projects have widened Sumneytown Pike from North Wales Borough, past Merck, and through Upper Gwynedd Township to this intersection. This project would connect to those previous improvements and provide an additional through lane on all four approaches to the intersection. Because of the importance of the project, Towamencin Township has acquired right-of-way and spent \$1,300,000 on design. Since this \$12 million project was dropped from the TIP, the Township has worked with local state representatives and project stakeholders to rescope this project to reduce construction costs while still providing meaningful improvements. Given these previous investments, this project is much closer to being ready for construction than other projects on the TIP. We estimate \$450,000 would be required for design and \$4,500,000 for construction and inspection.

The second project is to widen PA 63 Forty Foot Road near Tomlinson Road. The Township has partnered with PennDOT and private developers to turn Forty Foot Road into a multimodal corridor throughout the Township. The entire area has been transformed by the Township's long range vision that includes a village overlay district. Significant investment has occurred in residential, commercial and office developments and a nearby park and ride is envisioned for commuters on the PA Turnpike. The majority of this corridor has been improved to provide sidewalk, multiuse trails or bike lanes, and two travel lanes in each direction with a center left turn lane. However, there remains a 1000' section of roadway in the middle of the corridor that only has one through lane in each direction. This results in safety issues and traffic delays as traffic merges for this short distance before opening back up to two lanes. This project would complete the corridor widening resulting in improved safety and more efficient movement of people and freight. We estimate \$150,000 would be required for design, \$75,000 for right-of-way acquisition and \$650,000 for construction and inspection.

The third project is the bridge replacement and realignment of Bustard Road (SR 1002) at Morris Road. This project would replace a narrow, obsolete bridge and improve intersection sight distance and safety. It would include relocation of the Bustard Road Bridge over the Towamencin Creek to accommodate the realignment of Bustard Road. The bridge would be widened and the sight distance increased to meet current State criteria. Realignment would bring Bustard Road and Kriebel Road together into a nearly perpendicular intersection. Morris Road would be realigned to intersect Bustard Road at a right angle. The intersection of Bustard Road and Morris Road would be signalized and a southbound left turn lane and westbound right turn lane would be added. The intersection of Bustard Road and Kriebel Road would be signalized and a northbound and a southbound left turn lane would be added. The intersection of Bustard Road and Old Morris Road would be signalized and a northbound left turn lane and a southbound and an eastbound right turn lane would be added. We estimate the total project costs to be \$6,000,000.

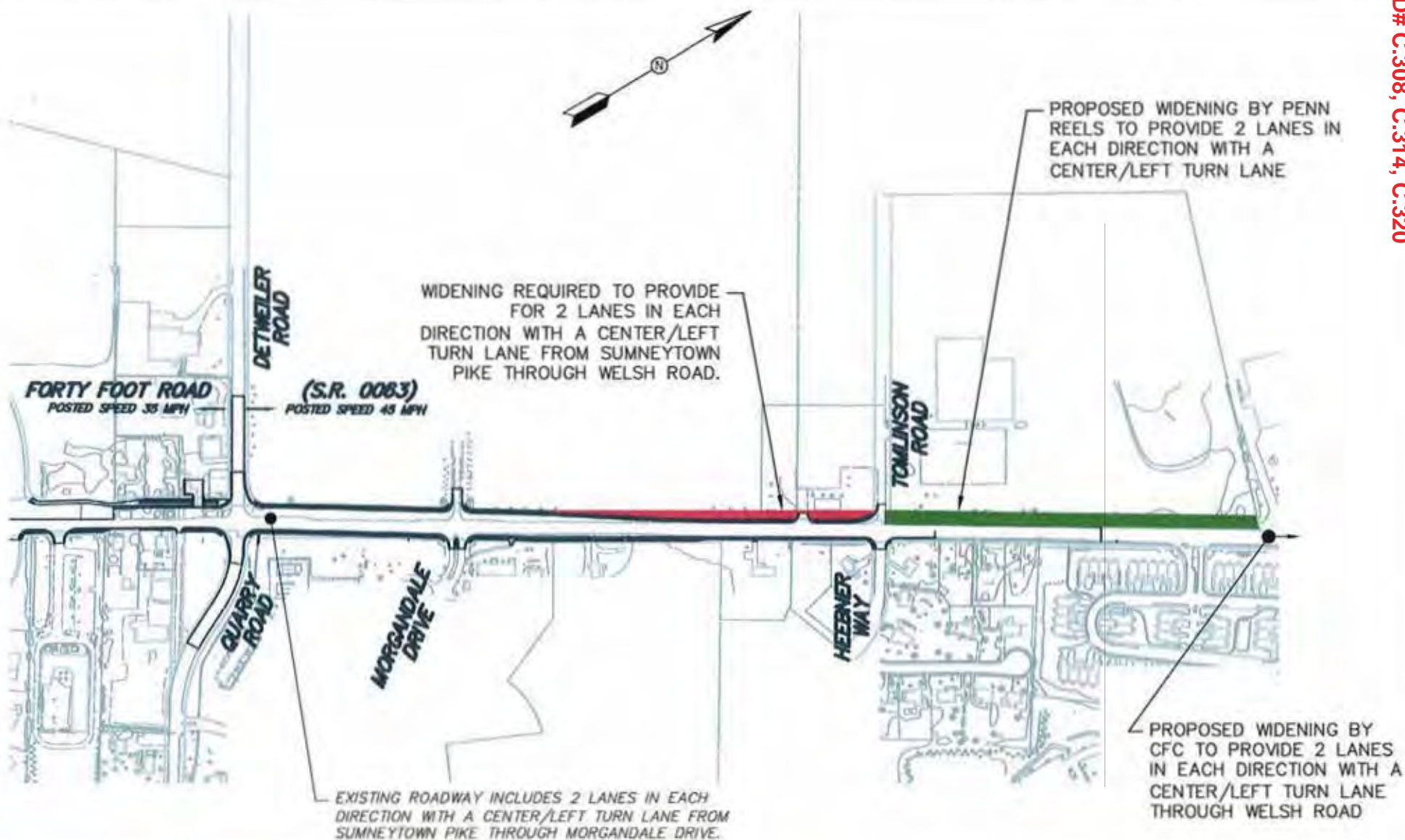
Towamencin Township has and will continue to work with Montgomery County and PennDOT to advance our common goals of highway improvements, reduced congestion and economic development. Thank you for your time and consideration.

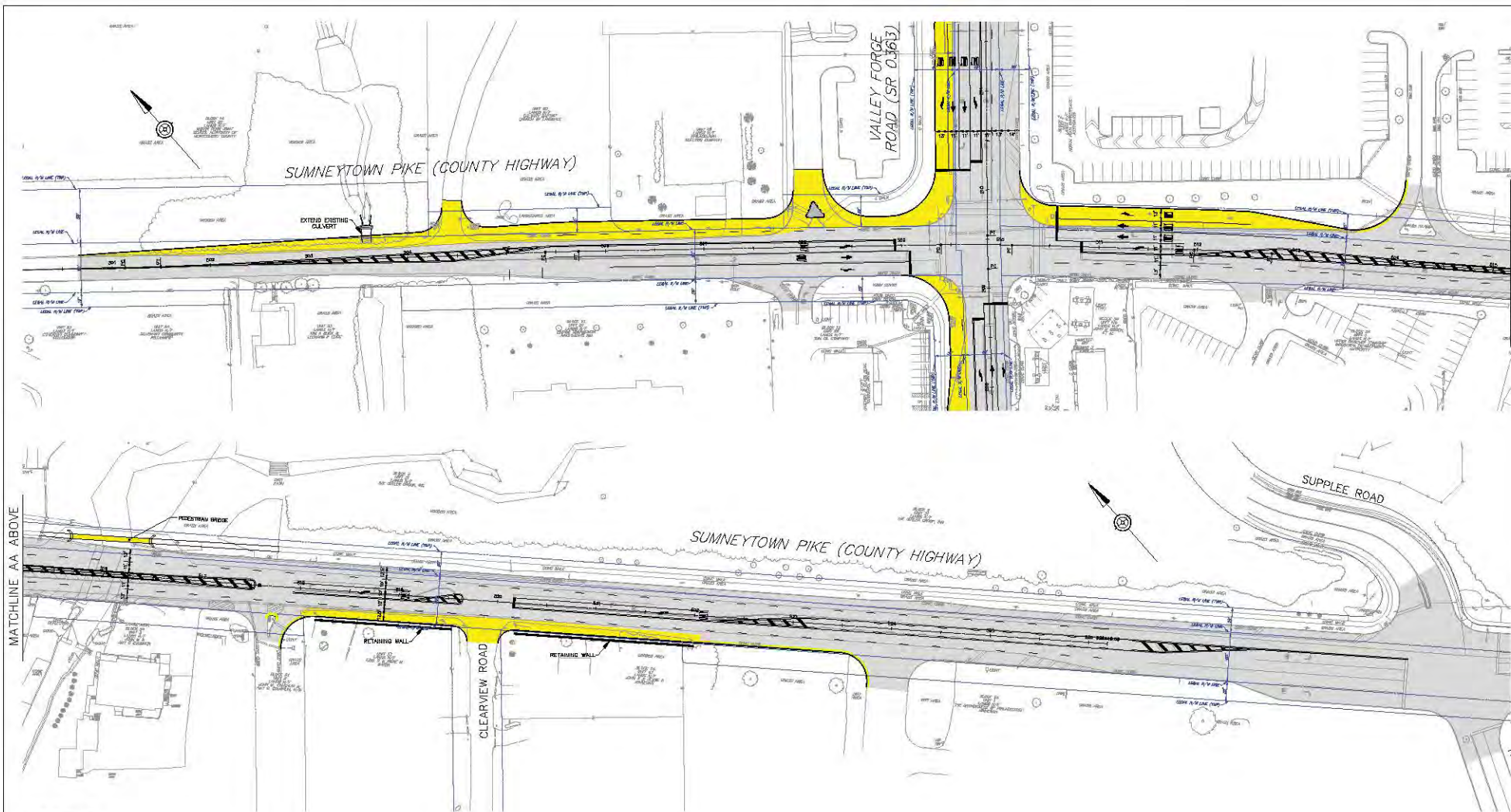


FORTY FOOT ROAD EXISTING CONDITIONS

NOT TO SCALE

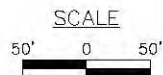






LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY WIDENING
- LEGAL RIGHT-OF-WAY LINE

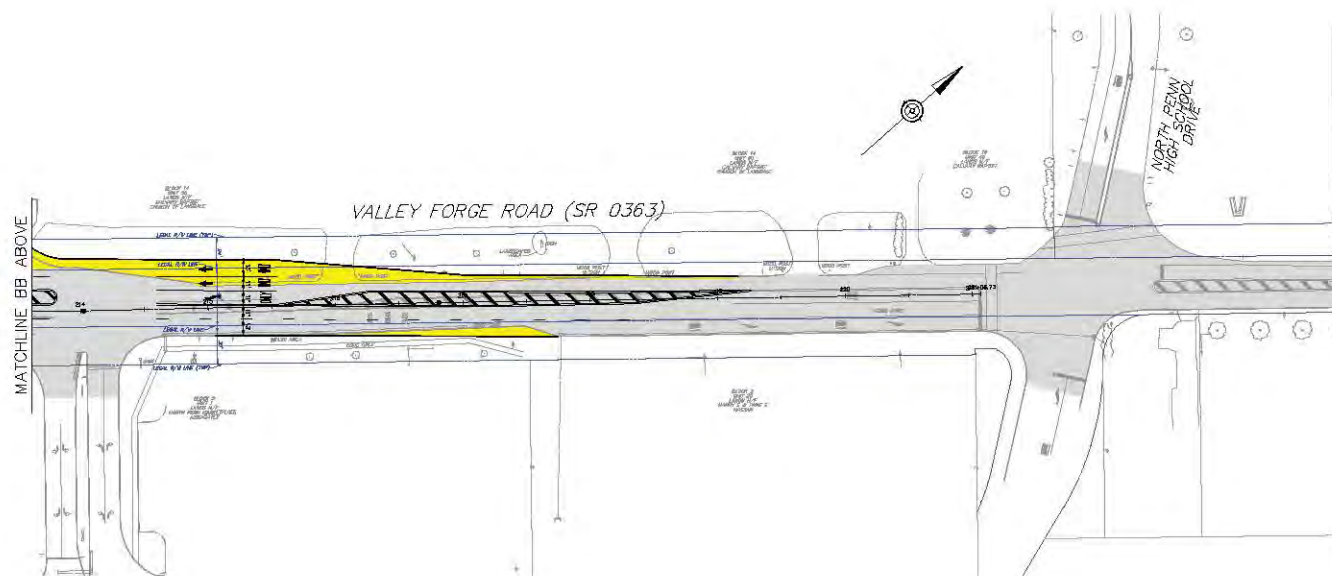
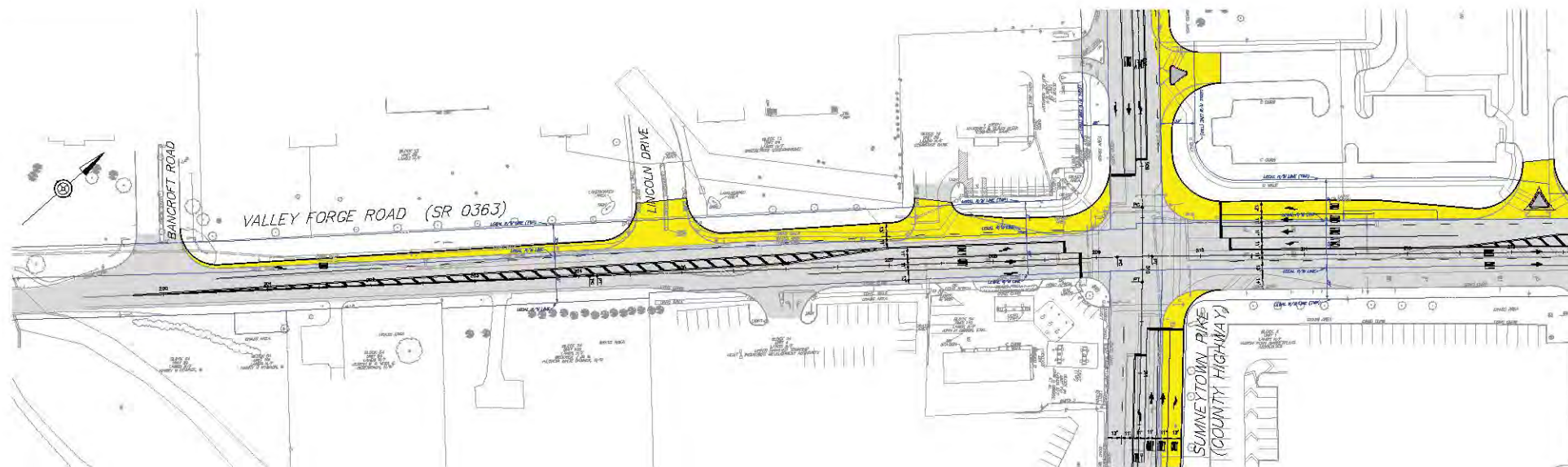


DESIGN BY: KLY
 DRAWN BY: KLY
 CHECKED BY: JUM

JOB NO: 896104.01
 DWG: 041CPT02
 DATE: 10/31/08

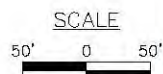
CLIENT
 TOWAMENCIN TOWNSHIP
 1090 TROXEL ROAD
 P.O. BOX 303
 KULPSVILLE, PA 19443-303
 215-368-7602

VALLEY FORGE ROAD AND SUMNEYTOWN PIKE
 INTERSECTION IMPROVEMENTS
 TOWAMENCIN & UPPER GWYNEDD TOWNSHIPS
 MONTGOMERY COUNTY



LEGEND

- EXISTING ROADWAY
- PROPOSED ROADWAY WIDENING
- LEGAL RIGHT-OF-WAY LINE



DESIGN BY: KLY
DRAWN BY: KLY
CHECKED BY: JUM

JOB NO: 896104.01
DWG: 041CPT02
DATE: 10/31/08

CLIENT
TOWAMENCIN TOWNSHIP
1090 TROXEL ROAD
P.O. BOX 303
KULPSVILLE, PA 19443-303
215-368-7802

VALLEY FORGE ROAD AND SUMNEYTOWN PIKE
INTERSECTION IMPROVEMENTS
TOWAMENCIN & UPPER GWYNEDD TOWNSHIPS
MONTGOMERY COUNTY

Traffic troubles: Little money for congested areas

By DAN SOKIL
Staff Writer

It's no secret to area motorists that the intersection of Sumneytown Pike and Valley Forge Road could use some improvements.

As could surrounding areas.

And on Friday morning, there was plenty of discussion about the heavily traveled Upper Gwynedd/Towamencin area.

In fact, three state representatives, a county commissioner, a district manager for a U.S. House representative and officials from several local townships all gathered in Towamencin to discuss the situation.

But no one offered much hope of funding in the immediate future.

Traffic engineers McMahon and Associates discussed the work already done to improve the troublesome intersection, and the challenges that Towamencin and Upper Gwynedd both face in seeking improvements.

"We've been involved in this project for over 10 years, since 1996, and we had the preliminary engineering wrapped up in 2003, when we basically ran out of money to go any farther," said engineer Jack Mitchell.

According to the McMahon presentation, Towamencin and Montgomery County have already spent more than \$1.4 million on preliminary design, acquiring rights-of-way and relocating a transformer from where the intersection would be widened.

"We're asking you to help us with the funding to help complete that design, so we can give that to PennDOT," said Towamencin Supervisors Chairman Dan Little.

He and the engineers emphasized that the improvements can be completed within the next two years, but



GEOFF PATTON/THE REPORTER

TRAFFIC TRAVELING eastbound on Sumneytown Pike stacks up approaching the intersection with Valley Forge Road, Thursday.

only with adequate funding and approvals.

Both also played up the importance of breaking up a project that currently includes the addition of a

stoplight outside North Penn High School and work on two nearby bridges, into smaller component projects.

"Keep in mind the nightmare sce-

nario. What if that bridge across Valley Forge Road goes down, and we have to put an eight-mile detour

Please see TRAFFIC on A4

439.01.9

Men charged
with selling
paraphernalia
get probation

By CARL HESSLER JR.
For The Reporter

NORRISTOWN — The sale of a convenience store will be in connection with the sale of paraphernalia from the store.

Quamrul Islam, 47, of Franklin Street, owner of Food Mart on South Broad Street, was sentenced in Montgomery County to three years' probation after he was charged with conspiracy to violate laws and possession with drug paraphernalia.

Judge Paul W. Tressler, in a plea agreement in the case, sentenced Islam to forfeit all items of paraphernalia seized from the store.

According to the arrest affidavit, the investigation of activities at the store located at 209 S. Broad Street began in September 2007 after authorities received complaints about drug paraphernalia from the store.

An undercover detective from Montgomery County Drug Enforcement Agency entered the store at 10:35 a.m. and told a clerk he wanted to buy crack. The undercover detective, who was disguised as a penitentiary, filed a criminal complaint.

An undercover detective from Montgomery County Drug Enforcement Agency entered the store on Oct. 8 and Oct. 10 and told a clerk he wanted to buy crack pipes, according to an arrest affidavit. The clerk took the counter to get the pipes

Please see

OBATION

in Page A1

atives said. Time later, detected with a warrant, the store and several thousand including glass marijuana grinders, metal scales, glass pens, and glass used as pens, according to the criminal materials were in designed for use wearing, packaging, and personal use of substance," alleged in court he search, Islam d detectives and himself as the ner. Despite de- intention that the d were drug par-, Islam initially the items as to

bacco-related items and tobacco pipes, court documents indicate.

The clerk from whom detectives purchased the items was identified as Devang Mukundlal Desai, 26, of the 300 block of Wheatfield Circle, Hatfield. When Desai was questioned by authorities about the incidents, he denied selling drug paraphernalia, claiming he sold tobacco pipes and pens, according to the arrest affidavit.

Desai was placed on one year of probation on charges of violating state drug laws under a special probationary program known as Section 17. Under that program, if Desai successfully completes his probation then a judge will dismiss the case and Desai won't have a criminal record.

TRAFFIC

Continued from Page A1

around the area in, and then the turnpike is shut down because of an accident? Upper Gwynedd and Towamencin simply do not have enough police officers to redirect all of that traffic," Littlely said.

The most critical component would be repairs to and widening of the Valley Forge Road bridge, between Bancroft and Berwick roads south of the intersection.

The bridge has been classified by PennDOT as structurally deficient, and Mitchell presented a photo showing a large crack in an abutment supporting the bridge.

"Now, that doesn't mean it will just fall down tomorrow, but we do have some capacity problems already, and they're only going to get worse," said Mitchell.

Another component would be the placement of a traffic light at the Valley Forge Road entrance to the high school, an especially

high-traffic area where flow is regulated by a single crossing guard.

"According to an informal study our department did, based on the numbers of students who drive, the staff and the number of buses, we estimated some 650,000 trips per year are made there, just from school traffic alone, without counting deliveries or special events," said Towamencin Police Chief Tim Dickinson.

"We have the money to do the traffic light now. If we get the go-ahead from PennDOT we can put the light in now, and hopefully help all of the problems that are there now," said Upper Gwynedd Commissioners President James Santi.

A third component project would place a prefabricated pedestrian bridge alongside Sunnyside Pike, where the road crosses the Towamencin Creek.

Separating the projects should make funding problems more manageable, the engineers said, but local politicians warned that finding the funds won't be easy.

"I'll be happy to advocate for you, but it's not as if there's a lot of money sitting in a bank account just waiting to be spent," said state Rep. Kate Harper, R-61st District.

Also present were fellow state Reps. Bob Godshall, R-53rd District, and Jay Moyer, R-70th District.

"I know in parts of my areas, Upper and Lower Gwynedd, North Wales, Towamencin, and part of Montgomery township, virtually everything we're seeing is people's projects being pushed back due to the general lack of funds," Harper said.

Julie Slavet, district director for U. S. Rep. Allyson Schwartz, D-13th District, told the group that federal funding may also be

hard to come by.

"It's very unlikely this year that Congress will fund any appropriations that are not defense related, but we do have next year, so we'll be talking about this again. For this year it may not look good, but we can keep the conversation going," Slavet said.

When Mitchell, the traffic engineer, presented an estimate of roughly \$600,000 needed to finish the engineering, county Commissioner Bruce Castor asked how much of that sum the township governments will be able to provide.

Littlely answered that Towamencin and Upper Gwynedd have already spent all that they can on the rights-of-way and site preparations.

"The idea here is to raise the issue, and get it off of the back burners, because the longer it sits there, the worse things get," Littlely said.

DMARK

Page A1

wels and brushes, building now. The building itself is known faded text painted exterior, which reminder of the itive Company, a es back to 1881. 's nephew, Abram oved the family- ny, founded in the adelphia as the orks, to Lansdale

decline during the 1940s.

The Lansdale Borough Industrial Development Authority acquired the building in 1984, and sold it to John Terzian of Gwynedd in 2002, according to county records.

Terzian declined to comment when approached at the scene of the fire.

Mott's original building right next to the railroad line was destroyed by a fire in

VFW

Continued from Page A1

County Communication Center said there were numerous calls to report the fire.

An official at the scene said

there were no reports of injuries.

Fire crews were calling for a restoration team by 8 p.m., indicating that the fire was out

and the damaged building needed to be boarded up.

The residential roads in the area of the VFW building were closed to traffic throughout

the incident.

No information regarding the cost of the damage to the building was available Friday night.

Court declines Limerick's man appeal

By CARL HESSLER JR.
For The Reporter

NORRISTOWN — Pennsylvania

of appeal without further comment.

Last year, a panel of Superior Court judges determined Dow-

testimony belies Downey's contention that Burg took ill so fast that he had no time to call for medical assistance. Testi-

Malice, a frame of mind characterized by a hardness of heart, wickedness or recklessness of consequences, is a

**TOWNSHIP
OF
LOWER MERION**

MONTGOMERY COUNTY



DEPARTMENT OF PUBLIC WORKS

75 E. Lancaster Ave.
Ardmore, PA 19003-2376
Tel: 610-645-6150
Fax: 610-649-8835

LOWM 0800-157.10

June 27, 2014

Barry Seymour
Executive Director
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106

**RE: COMMENTS ON DRAFT DVRPC FISCAL YEAR 2015 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP)
LOWER MERION TOWNSHIP, MONTGOMERY COUNTY**

Dear Mr. Seymour,

The Township of Lower Merion has reviewed the DVRPC's draft Fiscal Year 2015 Transportation Improvement Program (TIP). We would request that the project description for MPMS 64795 – Belmont Road/Rock Hill Road be revised to the following description, to include the proposed improvements at the intersection of Conshohocken State Road (SR 0023) and Rock Hill Road, which have long been a part of this anticipated project:

"Widen Belmont Avenue, Rock Hill Road, and Conshohocken State Road to provide additional lanes, intersection improvements and streetscape improvements; replace railroad overpass. Project CMP (Congestion Management Process) commitments include signal upgrades, safety treatments, improvements for bicyclists and pedestrians, and turning movement enhancements. See DVRPC's 2009 memorandum on supplemental strategies for details related to this project"

We appreciate the continued support of this project, which will address existing traffic congestion resulting from high volume, restrictive geography, and the presence of an existing narrow Norfolk Southern (NS) Railroad overpass that negatively affects the safety and efficiency of traffic flow and restricts the potential for economic revitalization through redevelopment. This heavily traveled corridor serves as a major east-west route from the Schuylkill Expressway (I-76), the Manayunk section of Philadelphia and the Township. Additionally, Rock Hill Road and Belmont Avenue serve as a primary alternate diversion route for the region during incidents on the Schuylkill Expressway, and, as such, experience even further operational deficiencies during these conditions. This project includes the design and construction of roadway, traffic signal, stormwater, landscape, and pedestrian and bicycle circulation improvements in the Rock Hill Road/Belmont Avenue corridor and two (2) new bridges over Belmont Avenue. It will also provide necessary operational improvements to the current system to facilitate and support future commercial development and economic revitalization in this corridor.

The Township has demonstrated a substantial funding commitment to the completion of the project by creating a Transportation Service Area for the corridor via the Act 209 Transportation Impact Fee process; funding 100% of the project's design costs (\$1,700,000); funding appraisals for the property acquisitions required for the project; and pro-actively purchasing a critical portion of the project's required Right-of-Way (the corner property at Rock Hill Road & Belmont Avenue, at a cost of \$1.6 million). The Township pre-emptively acquired this parcel, which was planned to be developed, in order to facilitate the project at the most advantageous and minimum cost, avoiding an increased acquisition cost later in the process once the site was developed. The Township has substantially completed the Preliminary Engineering phase of design of these improvements, and has been actively coordinating with PENNDOT and Norfolk Southern regarding project details for the past four (4) years.

As part of Preliminary Engineering, required Right-of-Way areas have been defined, and preliminary cost estimates for the acquisition of the parcels necessary for the project are in excess of \$5,000,000. The current funding sources for design and Right-of-Way acquisition are 100% local. Construction is currently funded at an 80% Federal, 20% State participation level. Because of the significant increase in Right-of-Way costs, and the fact that the project's improvements will provide benefits to not only the Township, but will provide regional benefits to the thousands of commuters who travel the corridor on a daily basis, the Township previously requested participation from PENNDOT for the remaining portion of the Right-of-Way funding.

We thank you for revising the project description as requested, and for your continued support of this project.

Sincerely,



Donald K. Cannon
Director of Public Works

cc: Elizabeth Schoonmaker, DVRPC
Leo Bagley, Montgomery County Planning Commission
Board of Commissioners
Ernie McNeely, Township Manager

Public Comment Form Draft FY2015 for PA



Item ID# C.311

Name: Angela Murray AICP (Lower Merion Township)

County: Montgomery County

Project Title: Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

MPMS ID: 64795

Comment:

On behalf of Lower Merion Township, we request that funds for acquisition of ROW be advanced to 2015-16 from 2019. Property needed is available today for purchase per recent offers from property owners. A separate letter has been submitted with a request to revise the project description to more accurately describe the area of the project.

Comment ID: 556

Item ID# C.312

Name: Brian Keaveney (Lower Merion Township Engineer)

County: Montgomery County

Project Title: Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

MPMS ID: 64795

Comment:

At a recent meeting regarding this project with representatives of PennDOT and Montgomery County, it was noted that the project description did not include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road, which are still part of the project. On behalf of the Township we request that these improvements be specifically included in the project description. Thank you.

Comment ID: 442



LIMERICK TOWNSHIP

586 WEST RIDGE PIKE
LIMERICK, PENNSYLVANIA 19468

ADMINISTRATIVE OFFICE

(610) 495-6432

FAX (610) 495-0333

FAX (610) 495-0932

POLICE DEPARTMENT

(610) 495-7909

FAX (610) 495-8707

June 23, 2014

Via email - tip-plan-comments@dvrpc.org

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: MPMS# 89715 – US 422, Sanatoga Interchange Ramp Improvements

To Whom It May Concern:

On behalf of Limerick Township, I request that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY2015 TIP.

Currently the US 422 Sanatoga Interchange operates at near capacity levels. Limerick Township and neighboring Lower Pottsgrove Township anticipate further economic development around the interchange that could include a minimum of approximately 1.5 - 2.0 million square feet of retail, office and industrial development. Development of this magnitude will necessitate more significant capacity improvements to the existing interchange.

In 2008, anticipating this development, Limerick Township began efforts to prepare a point of access (POA) study for the US 422 Sanatoga Interchange. The Township has completed work tasks for the POA study including, data collection, selection of preliminary improvement alternatives and existing and projected conditions, traffic analyses, and conceptual design for the alternatives.

In January 2009, Limerick Township made a brief presentation to the DVRPC on its desire to pursue a local lead project to improve the interchange. As you are aware, a project was added to the TIP for the US 422, Sanatoga Interchange Improvements Project (MPMS #89715), and the TIP has programmed with local funds for preliminary engineering.

In addition to the Point of Access study, in 2009 Limerick Township and Lower Pottsgrove Township authorized the preparation of a Sanatoga Joint Master Plan to guide future development at the interchange. The Master Plan analyzed market conditions, possible zoning changes, resulting traffic impacts, and future roadway infrastructure needs in the interchange area. In 2011, the Master Plan was adopted by Limerick Township and Lower Pottsgrove Township.

DVRPC Public Affairs Office
Page 2
June 23, 2014

Over the last several years, Limerick Township has been assembling local funding for the project. Additionally, the Limerick Township is in discussions with neighboring Lower Pottsgrove Township in regards to a creating joint municipal effort to see these improvements come to fruition.

Limerick Township has taken the necessary steps to guide the future of US 422, Sanatoga Interchange Ramp Improvements, and is poised to begin the preliminary engineering of improvements at the interchange.

To that, Limerick Township requests that MPMS #89715, the US 422, Sanatoga Interchange Ramp Improvements be added back into the FY2015 TIP.

If you have any questions or require additional information, please contact me at your earliest convenience.

Sincerely,

LIMERICK TOWNSHIP



Daniel K. Kerr
Township Manager

DKK/mlb

cc: Senator John Rafferty
Representative Mark Painter
Leo Bagley - Montgomery County Planning Commission
Matthew Holva - PennDOT
Limerick Township Board of Supervisors

Public Comment Form Draft FY2015 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# C.317, C.315, C.316

Name: John Boyle (Bicycle Coalition of Greater Philadelphia)

County: Montgomery County

Project Title: General Comment

Comment:

The Bicycle Coalition would like to request funding support for the bike lanes striping plans submitted to PennDOT by Montgomery and Delaware Counties. Montgomery County - Morris Road: ~~at~~ US 202 Dekalb Pike to Valley Forge Road Delaware County - Route 252: ~~at~~ Mary Jane Lane to Rose Tree Rd Route 320: ~~at~~ Wesley Rd to Baltimore Pike

Comment ID: 595

TIP Plan Comments

From: Joe Czajkowski <joec@lowersalfordtownship.org>
Sent: Wednesday, June 25, 2014 2:52 PM
To: TIP Plan Comments
Cc: Marcy Toepel; Bill Bushnell; Butler, Stephanie; Douglas Gifford; Doug Johnson, (E-mail); Phil Heilman, (E-mail); Keith Bergman; Christopher Canavan
Subject: Draft FY2015 TIP - Comment - S.R. -0113 - Lower Salford Township
Attachments: ToasoLtr_013114.pdf; STC Outreach Form _ Lederach (SR 113) Relocation.pdf

To Whom it may concern:

Re: SR 0113 Relocation Project (Around the Village of Lederach)
Lower Salford Township, Montgomery County, PA

Lower Salford Township is continuing their request for the addition of the S.R. 0113 Relocation to the Draft FY2015 TIP. A State Transportation Feedback form was submitted for this project in October 2013. Follow-up meetings and coordination with Rep. Marcy Toepel, PennDOT District 6-0, and the Montgomery County Planning Commission have occurred in order to continue to express our support for this project. It is our understanding that this project has been added to the Decade of Investment project list through email correspondence with Mr. Lester Toaso (PennDOT District 6-0 Executive). This project is a priority to Lower Salford Township since it will address the safety concerns of the existing Lederach Village intersection (6 legged). The Township has previously obtained the majority of the right-of-way for this project and is willing to fund a portion of the design locally with a match of up to \$1.5 million (20% of the total project cost). The Township is also requesting that the Final Design and Construction funds be assigned in the 2nd and/or 3rd four years of the TIP. This will allow Preliminary Engineering to commence including the assignment of a PennDOT Project Manager. The Township is appreciative of the support for this important project.

Attached please find 2 documents that provide additional background on the project and once again endeavors to show the Township's commitment to this project.

Please let me know should you have any questions regarding this request or should you require any additional information.

Thank you in advance for your attention to this matter.

Regards,
Joe Czajkowski
Township Manager
Lower Salford Township
379 Main Street
Harleysville, PA 19438
Phone - (215)256-8087
Fax - (215) 256-4869



**Lower Salford Township
Board of Supervisors**

379 MAIN STREET
HARLEYSVILLE, PA 19438-2309

January 31, 2014

Mr. Lester Toaso
District Executive
PennDOT District 6-0
7000 Geerdes Boulevard
King of Prussia, PA 19406-1525

RE: UPDATE-Lower Salford Township Critical Projects

Dear Les:

As discussed with our Township Traffic Engineer (McMahon Associates, Inc.), the Township is forwarding this letter requesting a change in priority of the two projects previously identified by Lower Salford Township for TIP consideration. The projects include:

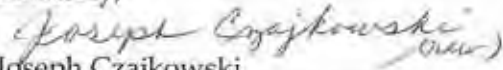
- 1) S.R. 0113 Relocation (Lederach Bypass), Lower Salford Township, PA
- 2) Oak Drive Extension (Parallel to S.R. 0063), Lower Salford Township, PA

Lower Salford Township has recently determined that the S.R. 0113 Relocation project is our first priority since it will address the safety concerns of the existing Lederach village intersection. The Township has previously obtained the majority of the right-of-way for this project and is willing to advance the project with the understanding that there will be a local match for funding.

The Township has also discussed this priority with Representative Toepel and has requested a support letter be sent from her office as well.

Thank you for your assistance. If you have any questions, please contact me immediately.

Sincerely,


Joseph Czajkowski
Lower Salford Township-Manager

cc: Secretary Barry Schoch
Rep. Marcy Toepel
Leo Bagley, Montgomery County Planning Commission

State Transportation Commission Project Feedback Form (v2013.0)



Contact Information

*First Name	Joseph	*Last Name	Czajkowski		
Street Address 1	379 Main Street	Street Address 2			
City	Harleysville	State	PA	Zip Code	19438
*Email Address	joec@lowersalfordtownship.org	*Phone	215-256-8087	Fax	

Problem Location

*County	Montgomery	*Municipality	Lower Salford (Twp)		
Planning Partner	DVRPC MPO	District	6		
*Project Title	SR 113 Lederach Relocation			MPMS Number (if known)	
Location (e.g., local road, state route, interstate, or bridge name)			SR 113 Harleysville Pike		
Has prework such as study or preliminary design begun?			No		

Problem Information

Roadway Preventative Maintenance (check all that apply)

- ☐ Roadway is in poor condition
- ☐ Roadway is washed out in places
- ☐ Roadway has drainage issue/drainage problems are obvious on road
- ☐ Roadway shoulder is in need of maintenance/repair
- ☐ Shoulder is washing away
- ☒ Not applicable
- ☐ Other

Bridge Maintenance (check all that apply)

- ☐ Bridge is in poor condition
- ☐ Bridge is closed
- ☐ Bridge is weight restricted
- ☐ Bridge is restricted to one lane
- ☐ Bridge cannot accommodate wide loads
- ☐ Bridge cannot accommodate tall trucks
- ☒ Not applicable
- ☐ Other

Traffic/Congestion (check all that apply)

- ☒ There is congestion during the rush hour
- ☒ There is congestion during the rush hour and at other times of day
- ☐ There is congestion during special events
- ☒ Oncoming traffic makes it difficult to turn
- ☐ Posted detour route problem
- ☐ Four-lane roads are not well connected
- ☐ Not applicable
- ☐ Other

Safety (check all that apply)

- ☒ Serious crashes have occurred at this location
 - ☒ Many crashes have occurred at this location
 - ☒ Cannot see oncoming traffic when turning
 - ☐ There are too many poles/trees close to the road
 - ☐ There is a safety concern on a hill
 - ☐ Cars go too fast around a curve
 - ☐ Lines and other roadway markings are missing or faded
 - ☒ Oncoming traffic makes it hard to turn
 - ☐ Traffic signals are not working well/lacking/limited in usefulness
 - ☐ Guide rails are missing/damaged/insufficient
 - ☐ Vehicles traveling above the posted speed limit
 - ☐ Not applicable
 - ☐ Other
-

Bus/Transit (check all that apply)

The local transit service provider is

- ☐ There is no transit service when I need it/transit service hours are limited
 - ☐ The buses are old/in need of repair
 - ☐ The buses are not fuel efficient
 - ☐ More buses are needed
 - ☐ New/additional routes are needed
 - ☐ More park and ride lots are needed
 - ☐ Need safer transit stops/park and ride lots
 - ☐ My concern is with paratransit service
 - ☐ Ride sharing program is desired
 - ☐ We need to connect roads to other modes of transportation
 - ☒ Not applicable
 - ☐ Other
-

Pedestrian, Bicycle, and Alternative Travel Modes (check all that apply)

- ☒ There is no existing pedestrian facility
 - ☒ Existing pedestrian facility is in need of repair
 - ☒ There are no curb cuts for wheelchairs
 - ☒ ADA concerns
 - ☐ There are no pedestrian crossing signals/call buttons
 - ☐ Audible pedestrian signals are needed
 - ☐ Crosswalk markings are old/faded
 - ☐ New bicycle lane/shared lane is needed
 - ☐ Existing bicycle lane/shared lane is old/faded
 - ☐ Bicycle lane/shared lane should be removed
 - ☐ Maintenance needed for roadway shoulder
 - ☐ Walking/biking trails do not connect well
 - ☐ Walking is an option for me, but not safe
 - ☐ Bike and pedestrian interaction with vehicles is unsafe
 - ☐ Alternatives to vehicle travel are non-existent
 - ☐ Not applicable
 - ☐ Other
-

Freight (check all that apply)

- ☐ Bridge is closed
- ☐ Bridge is weight restricted
- ☐ Bridge has wide load restriction
- ☐ Bridge has tall/overheight restriction
- ☐ Roadway has weight restriction
- ☐ Roadway design issue (turn radius, lane width, etc.)
- ☐ Overhead utility issue
- ☐ Chokepoint
- ☐ RR grade crossing issues
- ☒ Not applicable
- ☐ Other

Land Use/Economic development (check all that apply)

- ☒ New development has meant more traffic
- ☐ Future development impact has been identified
- ☒ Comprehensive planning has identified new demand
- ☐ New or existing driveways are creating problems
- ☐ There is a new housing development away from main roads
- ☐ Not applicable
- ☐ Other

Problem Description

Please be clear on your assessment of the problem, expanding on what you have checked or providing new information if none of the check boxes apply. Include specific information, including road or bridge names.

The proposed project improvements consist of the relocation of SR 113 in order to bypass the village of Lederach. The relocation will be approximately 4500 LF and be between Landis Road and Schlosser Road. The existing roadway through the village will remain open for local traffic and will tie into SR 113 on each end of the bypass. The Township has secured the necessary Right-of-Way for the bypass. The bypass will be one lane in each direction. A new traffic signal is proposed at the Landis Road intersection. Two new unsignalized intersections would be designed along the bypass at Old Morris Road and Morris Road. The Lederach Bypass will divert traffic around the village of Lederach by relocating a portion of SR 113. This will improve the operations and safety of the existing 6 legged intersection at the center of the village.

Are there any environmental concerns that are relevant?

No.

Additional Comments

The Township has proactively obtained the right of way for the relocation of S.R. 113 in this area. Conceptual planning for the project and addressing the needs for a traffic signal at the northern limit (SR 113 and Landis Road) is currently underway with the Township.

Funding Sources - How would you suggest paying for this project? (check all that apply)

- ☒ Federal funds
- ☒ State funds
- ☐ County funds
- ☒ Municipal funds
- ☐ Other

Item ID# C.319

☐ Check this box denotes information presented is true and accurate to the best of that person's knowledge.



June 30, 2014

TIP Comments—Public Affairs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106-1520

Dear Members of the Delaware Valley Regional Planning Commission:

The Delaware River Waterfront Corporation, a private non-profit corporation established by the City of Philadelphia in 2009 ("DRWC"), hereby is submitting this Public Comment requesting inclusion of the planning phases of the Penn's Landing Access and Community Improvement Project in the updated 12-year Transportation Improvement Program of the Delaware Valley Regional Planning Commission (the "TIP").

For four decades, the Delaware Waterfront at Penn's Landing has been severed from Center City Philadelphia by I-95, inhibiting riverside economic development and hindering recreational activity. Over the years, the City of Philadelphia and the Penn's Landing Corporation (the predecessor organization to DRWC) sought numerous times to attract private development at Penn's Landing, but were unable to overcome the site's lack of connectivity to the adjoining downtown area.

Penn's Landing is not just a local resource; it is a metropolitan asset, drawing tens of thousands of annual visitors from Philadelphia and the surrounding suburbs, as well as out-of-town and international visitors. Building off of the City's highly-acclaimed Master Plan for the Central Delaware Waterfront, the DRWC has developed a bold plan to reconnect the riverfront to Center City Philadelphia and stimulate economic development.

Project Description

DRWC has proposed a local access and community improvement project consisting of three elements:

- A multi-modal, innovative bridge structure between Chestnut and Walnut Streets, spanning I-95 and Columbus Boulevard, and extending east from Front Street to the river's edge;
- An extension of the South Street pedestrian bridge from I-95 to the southern end of the Penn's Landing marina basin; and
- A two-mile multi-use, pedestrian and bikeway adjacent to Columbus Boulevard, from Washington Avenue to Spring Garden Street.

DRWC respectfully requests that DVRPC include in the TIP \$5 million to fund a portion of the preliminary engineering, environmental review and early demolition activities relating to the proposed Penn's Landing infrastructure improvements (with the pre-construction activities described above constituting the "Project"). It is anticipated that this amount will be matched by a like amount from the City of Philadelphia and other private resources to fund pre-construction costs of the Project over the next 24-36 months. Total planning and construction costs for the three elements of the access and community development project described above are estimated at \$225 - \$250 million. A key component of the work to be undertaken in the Project is identifying a funding strategy for the balance of construction costs from Federal, state, local and private sources.

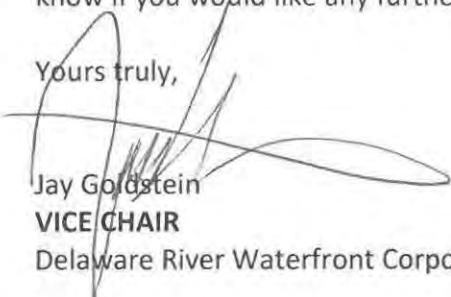
Benefits

The access and community infrastructure improvements will provide the following benefits to the City and the region:

- Improve and restore unobstructed, grade-separated access to the waterfront from Center City at Chestnut, Sansom, Ionic, and Walnut Streets.
- Improve safety and enhance traffic flow by separating pedestrian and bicycle travel from vehicular traffic both across and along Columbus Boulevard.
- Reduce water pollution, by capturing stormwater runoff from I-95 and Columbus Boulevard through the landscaped features of the Project.
- Induce over \$700 million of private investment in residential and commercial real estate over the next 20 years; and
- Provide a three-fold to four-fold return to the City and the Commonwealth on the public investment in the Project.

In summary, the Project will launch the critical first steps needed to execute the access and community infrastructure improvements at Penn's Landing, which will confer substantial economic, fiscal and quality-of-life benefits for both area residents and visitors. Please let me know if you would like any further information.

Yours truly,



Jay Goldstein

VICE CHAIR

Delaware River Waterfront Corporation

Cc: Honorable Michael A. Nutter, Mayor, City of Philadelphia
Donn Scott, Chair, DRWC
Thomas Corcoran, President, DRWC
Joseph A. Forkin, Vice President, DRWC



June 26, 2014

Delaware Valley Regional Planning Commission - DVRPC
190 N Independence Mall West
8th Floor
Philadelphia, PA
19106-1520

Re: Comments for draft DVRPC fiscal year 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania.

Dear sirs and madams:

I represent the Delaware Riverkeeper Network, an organization with more than 14,000 members in Pennsylvania, New Jersey, New York and Delaware. Although our organization supports funding projects that improve rail, mass transit, bicycle and pedestrian projects we are opposed to a number of the proposed bridge replacement projects in the draft 2015-2018 TIP.

These projects include the Headquarters Road Bridge replacement (MPMS 13716), the Clay Ridge Road Bridge replacement (MPMS 13014) both in Tinicum Township. DRN also opposes the Stock's Grove Road Bridge replacement project. (MPMS 98221)

As proposed the TIP process leaves the decision on whether to replace or repair a bridge to PennDOT. Unless the bridge is part of Pennsylvania's Covered Bridge or Stone Arch Bridge program PennDOT routinely opts for replacing rather than repairing historic structures. This has led to a loss of historic resources and the degradation of water quality. The streams these bridges cross have been designated as exceptional value waterways requiring the strictest protections under Pennsylvania law and are included in the Wild and Scenic designation for the Lower Delaware River. Two PennDOT bridge replacement projects in 2011 and 2012 had a negative impact on one of these waterways. Continued loss of these resources could threaten this national designation.

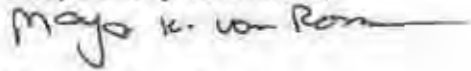
It is also PennDOT's policy to replace single lane bridges with two lane structures. This results in an increase in traffic volume and speeds on these roadways. Experts on roadway safety have also indicated maintaining single lane crossings has a calming effect on traffic reducing speeds in many rural areas.

DELAWARE RIVERKEEPER NETWORK
925 Canal Street, Suite 1100
Bristol, PA 19001
Office: (610) 369-1189
Fax: (610) 369-1181
d.rn@delawareriverkeeper.org
www.delawareriverkeeper.org

The Delaware Riverkeeper Network strongly urges DVRPC to designate funding specifically for repairing these bridges.

Please contact me if you have any questions regarding this request.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Maya K. van Rossum", followed by a horizontal line.

Maya K. van Rossum
the Delaware Riverkeeper

TIP Plan Comments

From: Stuart, Sarah <sarah@bicyclecoalition.org>
Sent: Monday, June 30, 2014 4:28 PM
To: TIP Plan Comments
Cc: Patrick Starr; John Boyle; Linn, Chris
Subject: Comment on PA 2015-2018 Draft TIP regarding the Circuit
Attachments: County Wrap Spreadsheet V2.xlsx

Dear DVRPC Board,

On behalf of the Bicycle Coalition of Greater Philadelphia and the Circuit Coalition, I am submitting this comments on the Draft PA TIP for 2015-2018.

We applaud DVRPC for including in the TIP an additional \$1Million in a line item for Transportation Alternatives Program in 2018. Our understanding is that that \$1Million was included for Circuit trail projects.

In February 2014, the Circuit Coalition made a formal request to the DVRPC Board asking that it dedicate funding for the Circuit in the next PA TIP. Our understanding is that the \$1Million put towards TAP in 2018 was in response to that request. However, the TIP document lacks any written statement as to what that \$1Million is for. We recommend that the final TIP include a paragraph explaining clearly what the \$1Million will support and provide a clear response to the Circuit Coalition's request.

We are also pleased to see that 9 nine Circuit projects are included in the TIP for approximately \$42 Million. But, we have to note that most of these projects are being funded by old TE, CMAQ or TIGER grants.

By conducting a round robin of calls to county planners, we have determined that there are least 61 Circuit trail projects that have undergone planning and need design/construction funding. I am attaching a list of those projects to this email.

We urge DVRPC to make a concerted effort to develop a process to prioritize and allocate funding for at least the identified 61 Circuit projects in order to maintain a rate of completing ten miles a year by the five SE PA counties. Maintaining such a rate is the only way that the Circuit will get built out and completely connected over the next 25 years. In order for DVRPC's Long Range Plan to be realized, it is imperative that DVRPC determine how the completion of the Circuit will be supported by the Region's own investments.

Sincerely yours,

Sarah C. Stuart

Sarah Clark Stuart
Deputy Director
Bicycle Coalition of Greater Philadelphia
Chair, Circuit Coalition
sarah@bicyclecoalition.org
1500 Walnut Street, Suite 1107
Philadelphia, PA 19102
215-242-9253, x306

Core Circuit Counties	Needs Design and/or Construction Funding	On TIP or has funding
Burlington County		
Delaware River Heritage Trail		
Burlco Planning Commission is working on a TAP application for construction of the segment now called "Route 130 by pass" – The 5 mile segment will connect from the Burlington–Bordentown Road to Roebling mostly using sidepath and existing park trails. 3.5 miles of this segment will be off road.	1	
Rancocas Creek Trail		
Burlco Planning Commission is applying for TCDI grant to conduct a feasibility study from Amico Island to Anderson farm park. Need to figure out how to get around several obstructions: Delanco light rail bridge; route 130 crossing; and an unnamed tributary that needs a pedestrian bridge.	1	
Kincora Trail		
Expect to receive deliverables on Regional Trail Fund feasibility study very soon. Once in hand, Burlco Planning Commission will finalize RFP for design/construction. RTF funding is in hand for construction.		1
	2	1
Bucks County		
East Coast Greenway		
Bridge Street – A concept plan has been developed; there are site control issues; plan to apply for funding in 2015	1	
Conrail RR Crossing – In design; going to construction soon. All funding is in place		1
Tyburn Road – Final design is being reviewed by Amtrak; should be under construction in 2015		1
Green Lane – Under construction by PennDOT and Bucks TMA		1
Neshaminy Creek Bridge – will need design and construction funding	1	
D & L Trail Section across Levittown Parkway – mini gap that needs signage		
Bensalem – American Drive to Kings Lane – funding to do final design in the middle of the greenway;	1	
State road – bike lanes	1	
D&L Pedestrian Tunnel		1
Neshaminy Creek Greenway		
Upper Neshaminy – (Chalfont to Forks of Neshaminy) – Trail Feasibility Study almost complete; some portions already constructed; others in design stage; and still others about to be constructed	1	
Middle Neshaminy – (Forks of Neshaminy to confluence with Core Creek) – Trail Feasibility Study just starting	1	
Lower Neshaminy – (Confluence with Core Creek to point at which creek enters Bensalem Township) – Trail Feasibility Study just starting	1	
Bensalem Township portion of Neshaminy – Trail Feasibility study completed as part of Bensalem Township Trail Study. No development or design work taking place at this time.	1	
Route 202 connectors		
Upper State Road to 202 Parkway Connector - Design complete; estimated date of completion is fall 2014		1
Lower State Road to 202 Parkway Connector – Doylestown Township applied for TAP funding	1	
Neshaminy to 202 Connector - under construction		1

Item ID# C.335, C.365, C.368

Solebury Route 202 Gateway Trail – Solesburty Township applied for TAP funding	1	
Twin Streams Park, Chalfont to Lenape Way - in design-estimated completion summer 2015		
Lenape Way to Upper State Road - In design; needs construction funding	1	
Liberty Bell Trail		
Feasibility study complete.	1	
	12	6
Camden County		
Ben Franklin Bridge Ramp		1
Interim trails – Cooper River Partnership plans to apply for TAP funding to stripe bike lanes within City of Camden (from Bridge to north Camden and Cramer Hill)	1	
North Camden Waterfront Park trail is under design - construction funding needed	1	
Baldwin Run - will have sharrows around the whole loop		
Von Nieda trail - design close to completion	1	
Pennsauken-Merchantville Connector - Township applied for Sustainable NJ grant to conduct feasibility study of section from Cove to Haddonfield Road.	1	
Gateway Park - Camden County assigned property rights to CCMUA (Camden County Municipal Utilities Authority)		
Park Drive Bike Trail – out to bid in 30 days		1
Cooper River Park North and South Park Drives - Camden County applying for TAP to install bike lanes, buffered bike lanes & bike boxes.	1	
Cooper River Park Trail - from Grove Street to Challenge Grove the trail is being improved.		
	5	2
Chester County		
Chester Valley Trail		
Phase 3 will open in the fall		1
Phase 4A – (current terminus to Route 30 bypass) funding in place		1
Phase 4B – (Route 30 bypass to Downingtown) C2P2 application submitted for feasibility study	1	
Paoli Connector - Feasibility study underway	1	
Schuylkill River Trail		
Montclare Bridge – C2P2 application submitted for design; construction \$ in place		1
Phoenixville 1 – Nearly complete;		1
Phoenixville 2 – Under construction; should be done by the end of 2014		1
Chester County Phase 2 – (Section on Norfolk Southern ROW); met with NS & Congressman Gerlach; NS will hire their own appraiser to ascertain selling price	1	
Chester County Phase 2 – (PECO section) in preliminary design; still need to secure lease	1	
Connection to 422 Bridge (in North Coventry) –connection is not included in PennDOT bridge project	1	
SRT - Township line Road to 422 (Q20)		1
Struble Trail		
Struble Trail 2 – funding for feasibility study secured in 2013; study not started yet	1	
	6	6
Delaware County		
East Coast Greenway		
Industrial Heritage Parkway 2 – Construction to begin in 2014		1

Item ID# C.335, C.365, C.368

Riverwalk to Route 291 – Feasibility study complete but no design or engineering yet	1	
Chester City Trail – title search will start in 2014	1	
Darby Creek Bridge – under construction and should open in summer 2014		1
420 from Heinz to Tinicum Township – Should go to construction in 2014		1
<u>Chester Creek</u>		
Chester Creek Trail 1 - Phase 2 (Middletown and Aston) – Final design complete; almost ready to be bid; construction to begin in 2014		1
Chester Creek Trail 1 - Phase 1 – Feasibility study complete, but no engineering	1	
Chester Creek Trail 2 (Chester City) applied for a C2P2 grant	1	
<u>Octoraro</u>		
Phase 1 - Chester Heights and Concord Townships applied for a 2014 C2P2 grant	1	
Phase 2 – Chadds Ford applied for 2014 TAP to build pedestrian bridges over Harvey Run Creek	1	
<u>Newtown Square Branch</u>		
Upper Darby Township has completed feasibility study	1	
<u>Darby Creek Trail</u>		
Haverford Township has applied for DCNR funding to study segment over West Chester Pike	1	
Haverford Township has applied for PECO funding to study how to get around several private properties near Burmount Road	1	
<u>Forge to Refuge Trail –</u>		
Radnor Township commenced a feasibility study in Spring 2014 for two sections (near Villanova and from Havertown to Millbourne and Philadelphia)	1	
	10	4
Gloucester County		
Gloucester County Connector - on road bike lanes are under construction		1
Glassboro Elk Trail - under design; construction funding in place; 2016		1
Rowan to Chestnut Branch - feasibility study complete; D/E and construction funding needed	1	
Gateway Connector in Woodbury Heights to Mantua - striping project		1
Washington Lake Park - Atkinson Park Connector - needs funding	1	
	2	3
Mercer County		
Lawrence Hopewell Trail		
Province Line section – fully funded; awaiting historic clearance		1
Princeton Pike to Bannister Drive - still being studied	1	
Hopewell 6 (Carter Road East and West) - Sale and conservation agreements needed	1	
Hopewell 5 – County working on securing this segment	1	
Delaware Heritage Trail		

Item ID# C.335, C.365, C.368

Trenton section - from D&R canal to Delaware River Heritage Trail in Waterfront Park - feasibility needed	1	
Trenton Riverfront Park to Canal Boulevard - study/design/construction needed	1	
	5	1
Montgomery County		
<u>Pennypack Trail</u>		
Montgomery County Commissioners will be making an announcement soon about the four mile section from Lorimer Park to the Norfolk Southern rail line near Bucks County.		1
Montco Commissioners installed a pedestrian bridge over the Rockledge Tributary and Shady Lane in 2014.		1
<u>Tookany Trail</u>		
PennDOT will be do a rehab of the Adams Road Bridge and improve the section of trail proximate to the project.		1
Cheltenham Township has construction funding for Phase III		1
<u>Cross County Trail</u>		
Plymouth Township is conducting a feasibility study of the section from Germantown Pike to Joshua Road	1	
The section from Joshua Road to Stenton Avenue is still under negotiations/discussion b/w Montco and Ernheim Farms.	1	
Upper Dublin applied for a C2P2 grant and TAP grant for Virginia Drive	1	
<u>Liberty Bell</u>		
Lansdale applied for a C2P2 and TAP grants to build trail in the borough	1	
<u>Powerline Trail</u>		
Montgomery Township completed (Dec. 2013) its feasibility study on the segment from 202 Parkway to existing Powerline trail in Horsham	1	
Horsham Township recently completed missing link between Babylon Road to Kohler Park.		
<u>Chester Valley Trail</u>		
Entire trail is now one project and has undergone engineering. The project should be advertised and construction started in 2015. Construction funding is in place.		1
<u>Schuylkill River Trail</u>		
Manayunk Bridge – Final coordination of construction funds is being worked out between PennDOT and the City of Philadelphia. Construction should start summer 2014		1
Cynwyd Spur – Feasibility study is underway. Funding for design and construction not yet secured.	1	
Betzwood trail head to Port Indian – just resurfaced by Montco		1
Canal Tow Path – Will go to construction in fall 2014.		1
Pottstown – 422 Bridge and Hanover Street		
--Phase 1 - Hanover to Moser Road (along Industrial Highway) is in final design and should be under construction in 2015		1
--Phase 2 - Moser Road to 422 Bridge; needs engineering & construction funding; hopefully finished by 2017	1	
	7	9
Philadelphia		
<u>Poquessing Creek Trail</u>		

Item ID# C.335, C.365, C.368

Under construction		1
Tacony - Frankford Creek -		
PPR has applied for DCNR funding for design and TAP funding for construction from North Delaware to Armingo.	1	
PennDOT is constructing the segment from Aramingo to Torresdale as part of the I-95 project. PCPC's feasibility study of the entire section is almost complete		1
Aramingo to N. Delaware	1	
Torresdale to Wingohocking; property acquisition	1	
Pennypack Trail		
Fox Chase Lorimer trail (fox chase station to Montco trail) - PCPC is applying for TCDI for feasibility study	1	
State & Rhawn sidepath preliminary design - will need design/build funding	1	
East Coast Greenway		
Baxter Trail - scheduled to be advertised May 2014; bid in summer 2014; go to construction in fall of 2014		1
Tacony-Holmesburg Gap - in design; should be complete in early 2016; construction funding will be needed	1	
K&T Trail - split into two phases		
Phase 1 from Magee to boat launch is fully designed; should go to construction in late Fall		1
Phase 2 from Princeton Ave to Magee has site control issues	1	
North Bridesburg - no alignment; no property acquired; Streets Dept is lead sponsor; is a road project	1	
South Bridesburg - Gap 1 - ongoing PennDOT project		1
Richmond Street Trail - ongoing PennDOT project		1
Central Delaware Waterfront (Richmond Street to Penn Treaty Park) - conceptual design completed; but ROW issues exist; construction funding will be needed.	1	
Penn Treaty to Sugarhouse - Sugarhouse is building trail on their property; DRWC will start on final design on other section will start later in 2014	1	
Sugarhouse to Penn Street- Sugarhouse will start construction when CSO work is completed.		
Spring Garden Greenway - need final design and construction	1	
Spring Garden to Eakins Oval - bike lanes and signage from 23 rd and Spring Garden to Kelly Drive and 25 th (Joan of Arc entrance to trail) are being installed this spring/summer by Streets Dept with WP funding		1
Cobbs Creek Connector -		
Segment A - in Final Design for that segment and have funding for construction.		1
Segment B - application submitted to complete Preliminary Design of this segment from PA DEP's CZM program and DCNR's C2P2 program.	1	
Segment C has two routes: an on-road preliminary route and an off-road long term route. The long-term route is in the EPA Superfund site and will not come about until after remediation has occurred, and hopefully EPA will build the trail into their remediation. The on-road route will be a combination of signage/sharrows/possibly bike lanes through local streets in the neighborhood for the time being.	1	
Segment D is the "gateway to the Heinz" a cycletrack along Lindbergh Boulevard approaching the Heinz. Funding in hand for Final Design, but construction funding is needed.	1	
Eastwick Connector - Design funding in hand, but construction funding is needed.	1	
Central Delaware		
Spring Garden to Washington Avenue - DRWC is going into final design; construction funding will be needed	1	
Race Street connector - sidepath going west, starting construction in 2014		1
Florist Street connector - DRWC is applying for planning \$ to study	1	

Washington to Pier 70 – in final design; construction is funded.		1
Schuylkill River Trail/East Coast Greenway		
Boardwalk – Under construction; late 2014 ribbon cutting anticipated		1
South to Christian – Funding in place for construction; late 2015 completion		1
Christian to Gray's Ferry Crescent – applied for C2P2 for feasibility study	1	
Gray's Ferry Crossing – design complete; seeking construction funding	1	1
Bartram's Mile – construction will be phased; hoping to open a section by 2015; some additional construction funding might be necessary	1	
Schuylkill River Trail		
Ivy Ridge Trail – feasibility study is complete; design and construction funding will be needed.	1	
Wissahickon Gateway – site control issues still being worked out between PPR, PECO and SEPTA; PPR has funding in hand for engineering only. Engineering will start once ROW issue is settled. Construction funding will be needed.	1	
Bartram's to Passyunk – feasibility study going to start soon; design and construction funding will be needed.	1	
Passyunk to Fort Mifflin (Airport Trail) - PCPC submitting TCDI application for feasibility study	1	
Cresheim Trail		
The city is negotiating with PECO on the right-of-way lease agreement and bridge acquisition. A one-mile loop trail has been built with connections to the Wissahickon Trails and Allen Lane train station. Next segment for groundbreaking will connect the current loop trail with the future alignment to the north on the PECO owned railroad right-of-way.	1	
West Park		
Parkside Cynwyd Trail - Pumptrack to County line along SEPTA ROW – PCPC is applying for TCDI for feasibility study	1	
	26	13
Greater Circuit Counties		
Berks County		
Schuylkill River Trail		
Reading to Hamburg -- Two trail miles began to go under construction last year around Leesport Borough. The work, which includes two trail pieces and an on-road segment through the Borough, is slated for completion and dedication this summer.		1
Leesport - additional half mile needs acquisition and design/construction.	1	
Thun Trail - Monocacy Crossing PA 724 Bridge - Pre-engineering work to be completed 2014, and be ready for environmental, design, and construction funds in 2015. Cost will include removal of debris from existing Douglassville river bridge and rehabilitation.	1	

Item ID# C.335, C.365, C.368

Thun Trail - Feasibility and pre-engineering work for the Schuylkill River Trail and East Main Street (PA 724) intersection near Monocacy Station in Union Township, Berks County is underway. The original railroad bridge was removed after the Conrail line was abandoned., leaving steep trail sides that empty to an on-grade crossing. The feasibility work will determine the type, size, and location of a replacement overhead bridge structure.	1	
	3	1
Schuylkill County		
Schuylkill River Trail		
Bartram Section -- Auburn Bridge is finished. One more bridge in the Auburn area needs to be built and a second bridge to acquire and swap with construction of a new railroad spur.	1	
Auburn area - Trail property acquisition work, including title research, surveys, and appraisals has begun. Over 18 properties and easements will be needed, involving many private and public property owners over the next two years to construct three trail miles.	1	
Landingville to Schuylkill Haven - No estimate yet. Acquisition funds in hand. Anticipated start of design, assuming a funding source, is 2016	1	
	3	
	Total # of Segments in PA-Core Circuit that need funding	61
	Total Number of Segments in NJ-Core Circuit that need funding	14
	Total # of Segments in Core Circuit Counties that need funding	75
	Total # of Core Circuit Segments that are funded	43
	Total # of Segments in Greater Circuit Counties that need funding	6
	Total # of Segments in Core and Greater Circuit that need funding	81

Public Comment Form Draft FY2015 for PA



Item ID# C.336, C.362

Name: Madeline Bell (The Children's Hospital of Philadelphia)

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit. I support funding for all trails in general, and the proposed Schuylkill River Swing Bridge project (Project No. 102274) in particular. It will increase pedestrian traffic across the Schuylkill river and decrease vehicle traffic from center city to University City allowing more Children's Hospital of Philadelphia and Univeristy of Penn Employees to walk and bike to work. Thank you

Comment ID: 587

Item ID# C.337

Name: Julie Slavet (TTF Watershed Partnership)

County: Various Counties

Project Title: Transportation Alternatives Program (TAP) Line Item

MPMS ID: 64984

Comment:

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. The TTF Watershed Partnership supports additional regional funding for the Circuit through all available funding sources. The network of multi-use trails being designed and implemented through this regional partnership will greatly expand the opportunities for recreation, nonhighway transportation, and access to and use of open green space. This investment will enhance the quality of life in our communities by: providing access to the environmental and recreational assets offered by our creeks and parks; encouraging economic growth in older towns and cities; and attracting new residential and pedestrian-scale commercial development to the neighborhoods and communities along the Circuit. Numerous key projects in the Circuit require design and construction funding to keep the momentum moving forward for this long-term vision. We strongly encourage the DVRPC to provide a higher level of funding in the next years to advance this vision and strengthen the region.

Comment ID: 639

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364



Philadelphia
1356uth St
Suite 300
Philadelphia, PA 19103
215.567.4004
Fax 215.567.5791
members@cleanair.org
www.cleanair.org

Harrisburg
107 North Front St.
Suite 113
Harrisburg, PA 17101
717.230.8806
Fax 717.230.8808

Wilmington
Community Service Build
100 West 5th St.
Suite 106
Wilmington, DE 19801
302.691.0112

June 30, 2014

Thank you for the opportunity to comment on the draft FY2015-2018 Transportation Improvement Program. The following comments are submitted by Debby Schaaf and Dennis Winters on behalf of Feet First Philly (a project of the Clean Air Council):

General Comment: Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

General Comment: More consideration should be given to using median refuge islands at intersections with long pedestrian crossings. Given that medians and pedestrian crossing islands have been identified by FHWA as one of nine "Proven Safety Countermeasures" and that only 3 of the 9 countermeasures address pedestrian safety, median refuge islands should be more widely used.

General Comment: I-95 projects that impact the local street network should seek to improve conditions for pedestrians, for example, through intersection safety, better lighting, new or upgraded sidewalks, and enhancing connections to transit.

Specific Project Comments:

MPMS 17511 City Ave o/SEPTA (bridge) – The bridge rebuild should consider pedestrian stair and ramp connections to both the existing Bala Regional Rail Station and the proposed Parkside-City Line multi-use trail.

MPMS 17581 Bells Mill Road - Project design should consider a shared use sidepath on one side of the road in lieu of sidewalks on both sides.

MPMS 17622 Adams Avenue Bridge Over Tacony Creek SR:1002 - Because the 22.5-foot travel way width of the existing stone-arch bridge provides no room for minimal pedestrian accommodation, bridge replacement should include sufficient width for the construction of sidewalks.

MPMS 17697 Island Avenue Signal Upgrade SR:3013 – Feet First Philly supports the pedestrian improvements include simplifying intersections and extending curbs; we also recommend that improvements consider SEPTA's plan for new ADA accessible trolleys. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 17816 Chestnut Street Bridges at 30th Street - The sidewalks on the Chestnut Street bridges should be widened to match the Walnut Street bridge, and they should have a walking zone of 6 feet clear of any obstructions. The curb radii at the intersection of Chestnut Street and Schuylkill Avenue should be tightened as much as possible.

MPMS 48193 Allen's Lane Bridge over SEPTA R8 Rail Line - The existing sidewalk on the north side is very narrow, approximately 3'. The proposed sidewalk width is 8' for both sidewalks, to match the approach sidewalks. The design should ensure that a walking zone of 6' is maintained clear of all obstructions, on both sidewalks.

MPMS 57276 Montgomery Avenue Bridge Over AMTRAK at 30th Street (CB) SR:7301 - Bridge replacement should include standard width sidewalks and sidewalk replacement on approaches from both W. Greenwood Avenue on the east and W. Sedgley Avenue on the west.

MPMS 57897 Haverford Avenue Signal Modernization - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 57901 Lincoln Drive - The west side sidewalk should be widened and converted to a shared use path, as recommended in the Pedestrian and Bicycle Plan and the Philadelphia Trail Master Plan, in order to connect Rittenhouse Town with Wayne Avenue.

MPMS 61712 North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item - While project components currently call for 12-foot multiple use trail, experience on similar trail projects elsewhere in Philadelphia indicate this width will quickly become inadequate from demand on the facility. A 16-foot paved trail should be seriously considered in order to provide safety for all users once the full 9-mile trail is completed. (MPMS 61712 contains funding for all four sections represented by the MPMS#'s 61712, 79830, 79832, and 79833)

MPMS 69828 Market Street Bridges Over Schuylkill River and CSX Railroad - To meet the City's sidewalk design standards for Market Street, which is classified as a Civic/Ceremonial Street, the design should ensure that a walking zone of 10' or 1/2 the total sidewalk width, whichever is greater, is maintained clear of all obstructions, on both sidewalks.

MPMS 69913 Grays Ferry Avenue Bridge Over Schuylkill River SR:3021 - While the existing bridge offers one-way bike lanes on each side of travel way, pedestrians are limited to just one 5' wide sidewalk. We understand that the south side of the bridge will be built with a shared use sidepath to accommodate both pedestrians and bicyclists. Bridge reconstruction should include sufficient width to provide expand the north sidewalk. If the north sidewalk will have any furnishings such as lights or sign poles installed in it, it will need extra width. Bridge approach sidewalks should be provided where non-existent.

MPMS 69914 Fifth Street Over Conrail (Bridge) - Once bridge is removed, new roadway should include standard width sidewalks with 6' of walkway width. All sidewalks along new roadway between West Bristol and Hunting Park should be of standard width and repaired or replaced where necessary.

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 74828 American Cities/Safe Routes to School Phase 3 - , Now that most schools have school flashers, we support the use of these funds for traffic calming and other safety improvements that can benefit pedestrians, among others.

MPMS 70014 Center City Signal Improvements - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 70243 American Street Streetscape - The excessive crossing distance on American Street should be reduced wherever possible through measures such as curb extensions.

MPMS 72597 Ben Franklin Bridge Operational Improvements - This project needs to factor in pedestrian and bicycle movement through the area and to and from the bridge walkways, particularly the south walkway. Several recommendations are included in Appendix E of the Philadelphia Pedestrian and Bicycle Plan.

MPMS 78758 JFK Boulevard Bridges over 21st/22nd/23rd Streets - We support this project including a shared use side path on the north sidewalk. Will the project include a ramp and stairway connection to 22nd Street?

MPMS 78764 W. Girard Avenue Over CSX (Bridge) – Sidewalks are a major connection between the Parkside neighborhood and Fairmount Park west and the Philadelphia Zoo. Sidewalks included in rehabilitation or replacement of bridge should include sidewalks of sufficient width to provide a minimum of “walking zone” width of 6 feet.

MPMS 80054 Bridges over Vine Expressway (I-676) - Part 3 - We support this project for its many benefits but, as final design advances, we urge that the public be consulted on any change that might affect pedestrian circulation through the intersection.

MPMS 80104 Henry Avenue Corridor Safety Improvements SR:3009 - We support the pedestrian signals and bumpouts. We assume that “advance pedestrian signal timing” means Leading Pedestrian Intervals, and we support this where wide turning radii encourage high-speed turns. Median refuge islands should be considered at excessively wide crossings, and particularly where widening is envisioned, such as the intersection with Hunting Park Avenue. Final design of the Henry Avenue improvements should be coordinated with any findings of the ongoing Lower Northwest District Plan being conducted by the Philadelphia City Planning Commission. What is the purpose of the proposed tree removal, and what will be the effect on pedestrians walking along Henry Avenue, given the fact that Henry Avenue is missing sidewalks for much of its length?

MPMS 81292 Frankford Ave/Frankford Creek (bridge)– The designs for this bridge should consider the proposed Frankford Creek Greenway which will run along the creek below this bridge. The bridge design should include stair and ramp connections. Additionally sidewalk conditions leading up to this bridge are very poor and should be upgraded as a part of this project.

Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 85417 Allegheny Avenue Safety Improvements - Installing median refuge islands should be considered instead of fences. Given the number of unsignalized intersections on Allegheny Avenue, many of the observed mid-block crossings may not be illegal. Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 85419 Erie Avenue Broad to K St - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns. The intersection of Erie/2nd/Sedgley needs simplification to improve safety.

MPMS 87107 School District of Philadelphia Improvement Round 1 - Are all the sidewalk repairs to be done on sidewalks immediately adjacent to the school properties or will consideration be given to improving the walking route on nearby sidewalks that lead to the school and which may be in far worse condition?

MPMS 88767 Bridges over Vine Expressway (I-676) - Part 1 - The curb radii on both northeast and northwest corners of the intersection of the Vine Expressway with 22nd Street should be tightened to shorten pedestrian crossing distances and reduce turning speed. Also, we request that the project descriptions for this and related projects be clarified. For example, preliminary engineering for the 21st and 22nd St bridges is covered under MPMS 80054, but what about final design? What happened to Part 2? The Spring Garden bridge has been broken out to two MPMS numbers that are the same.

MPMS 90482 North Delaware Riverfront Greenway (TIGER) – Trail construction between Allegheny Avenue and Lewis Street should be of sufficient width to provide for safe use by pedestrians and bicyclists alike. Given the use seen on similar multiple use trails elsewhere in the city, a minimum width of 16 feet should be considered.

MPMS 92376 Walnut Lane Bridge over Wissahickon - Some of the approach sidewalks are in very poor condition and should be upgraded with this project.

MPMS 96223 Philadelphia Signal Retiming - Consider Leading Pedestrian Intervals where wide turning radii encourage high-speed turns.

MPMS 98207 I-95 Congestion Management – Congestion mitigation for I-95 should also support non-motorized transportation travel options to SEPTA's regional rail stations including improved or new sidewalk connections, improving intersections for pedestrian and cyclists near stations, and providing upgraded bus passenger shelters for intersecting lines.

MPMS 102102 North Delaware Avenue Phase 1B – Inasmuch as the new "River Road" is to provide an alternative to the North Delaware Greenway both during the greenway's construction and after its completion, the project should provide sidewalks of sufficient width to provide for higher than normal use by pedestrians and families with strollers, etc.

MPMS 102279 Traffic Calming Program (ARLE 4) - We support this program of traffic calming and safety measures.

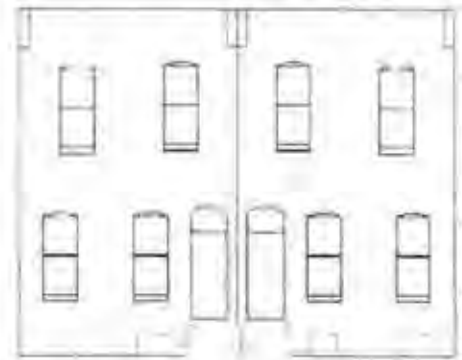
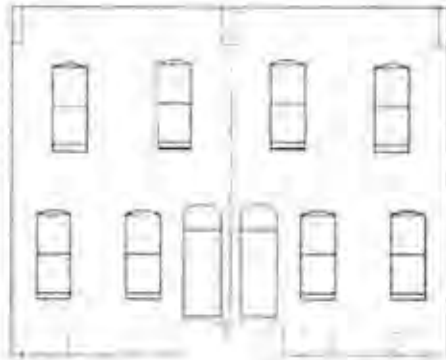
Item ID# C.324, C.325, C.326, C.327, C.328, C.329, C.330, C.331, C.332, C.333, C.334, C.338, C.339, C.340, C.341, C.342, C.343, C.344, C.345, C.346, C.347, C.348, C.349, C.350, C.351, C.352, C.353, C.354, C.355, C.356, C.357, C.358, C.359, C.361, C.363, C.364

MPMS 102280 Broad Street Pedestrian Crossing Improvements (ARLE 4) - We support the replacement of Z-block crosswalks with asphalt and standard markings where it is cost-effective. We also support the test of a partially raised crosswalk in lieu of a standard ADA ramp and believe that similar alternatives should be tested elsewhere in the City.

MPMS 48711, 79908, 79910 I-95 Bridge Street Interchange projects - The Bridge Street interchange project should be designed to improve pedestrian safety and mobility on the street network in the immediate vicinity. Current conditions include missing sidewalks, crosswalks, and pedestrian signals; excessively long crossing distances; poor visibility; and an inaccessible bus stop. Recommendations for improvements are included in Appendix D of the Philadelphia Pedestrian and Bicycle Plan.

Cathedral Park Community Development Corporation

"Restoring the gaps"



P.O. Box 1156, Philadelphia, PA 19101 Day 215/625-5340 Cell 302/697-3458

June 2, 2014

DVRPC

Attn.: Elizabeth Schoonmaker
Manager, Office of Capital Programs
190 N. Independence Mall West, 8th Floor,
Philadelphia, PA 19106-1520

Dear Ms. Schoonmaker:

R.E. MPMS# 17829 52nd/Lancaster Ave. Enhancements SR:0030

It has come to our attention that the DVRPC has a project in their pipeline to improve the intersection of 52nd Street and Lancaster Avenue. As this is the largest intersection in our service area, we are of course, very interested.

This is a proposal that we did some time ago. It also needs to be noted that two recent projects have already resulted in streetscape improvements, both on 52nd Street, and Lancaster Avenue. Sidewalks were replaced, litter baskets supplied, and trees planted. Unfortunately, the primary need here, that of improving traffic flow, has been entirely neglected. Additionally, there has been no coordination of work or adherence to a master plan with the result that some improvements need to be demolished and redone a short distance away.

The fundamental need is to provide for two through traffic lanes entering and exiting the intersection from every direction to speed traffic flow. Both bus pulloffs and a trolley pull-over are needed and we have proposed these, as well as a mini-transfer station and pedestrian islands. Signage is not a significant issue here. Signalization should be reprogrammed.

Please see the enclosed project plans for details.

In sum, the project as described needs to be refocused away from simply streetscape improvements, to intersection redesign.

We look forward to working with you to improve West Philadelphia.

Please note that I will be away until June 23rd so my reply to your response will be delayed.

Yours truly,

A handwritten signature in dark ink, appearing to read "Mark Frog Harris", is written over a faint, circular official stamp.

Mark Frog Harris, President

Ofc. 215\685-5340

Cell 302\897-3458

52nd & Lancaster

Planning to
Move

Contents

Section I

Project Description

Section II

Public View

Section III Engineering:

Engineering View

Street Widths

Light Timing Chart

52nd & Lancaster Intersection Modernization Project

Last updated July 5th, 2012

By Mark Frog Harris

Intersection Description – The intersection of 52nd Street and Lancaster Avenue is a major one in West Philadelphia. 52nd Street is the largest North\South thoroughfare in West Philadelphia. There is no other North\South route above Lancaster Avenue between Belmont Avenue to the East and 59th Street to the West as the Mainline railroad tracks just to the north create a barrier. This combination of a major route and lack of alternatives make this a choke point where traffic backs up.

Lancaster and Girard Avenues are the largest East\West thoroughfares above Market Street and share the designation of U.S. Highway 30. U.S. 30 is the historic route to the Midwest from Philadelphia. It is now primarily a local route as modern highways and interstates have since been constructed, but it still carries significant traffic. Complicating this intersection is the presence of another major street – Lansdowne Avenue which originates here, runs westward and then southwesterly to the suburbs. The #10 trolley route also turns here.

Of course, with these major streets, this is also a transportation junction. Lancaster\ Lansdowne Avenues have a trolley route (as does Girard Avenue, just to the south at this point) and 52nd Street has 24 hour bus service. A closed railroad station exists immediately to the north of the intersection over the elevated tracks.

Problems – Traffic often backs up here, in all directions, particularly at rush hour. This has recently been aggravated by the completion of a large shopping center immediately to the north of the railroad tracks. Traffic flow is also impeded by trolleys and buses stopping for passengers which blocks a traffic lane, or two, in case of the westbound trolleys, which may block all traffic in that direction. This intersection is not particularly pedestrian friendly because of its width and the need of public transit passengers to cross to transfer, often twice, that is both East\West and North\South.

Design Principles – The application of specific design principles can greatly improve the function of this intersection. They are:

- 1) Have more than one lane for traffic to accumulate in while waiting for the light.
- 2) Have space for more than one lane of traffic to clear the intersection after going through.
- 3) Facilitate left-turning vehicles so they don't block traffic.
- 4) Have left-turn lanes where feasible.
- 5) Make traffic flow natural

- 6) Keep public transit vehicles from blocking traffic while loading and unloading.
- 7) Space public transit transfer stops closely together to minimize the need for passengers to cross streets.
- 8) Protect pedestrians.
- 9) Keep bicycles away from heavy traffic as much as possible.

Proposed Changes – Specific applications of these principles are to:

- 1) Widen the roadway and change lane usage to have two lanes approaching from all five directions.
- 2) Widen the roadway and change lane usage to have two lanes exiting the intersection for all five directions.
- 3) Add early and late left-turn light cycles to flush turning vehicles from traffic lanes.
- 4) Create east and westbound left-turn lanes. (North and southbound already have them and there is very little left-turn traffic from Lansdowne Avenue.)
- 5) Because 52nd Street has a noticeable bend as it crosses Lancaster Avenue, curve the north/south traffic lanes. This also facilitates widening the intersection.
- 6) Create a bus shelter and small support businesses on the southeast corner of the intersection with a bump-in for northbound buses and a pull-over for eastbound trolleys. Remaining space could become public parking. If this lot is developed, the transit amenities can be incorporated into the ground floor.
- 7) Create an island for westbound trolleys on the east side of the intersection and keep the southbound bus stop on the south side of the intersection. This puts all public transit traffic stops towards the southeast quadrant of the intersection.
- 8) Besides the above trolley island, add small pedestrian refuges in the middle of 52nd Street above and below Lancaster Avenue.
- 9) Move the westbound bicycle lanes to Merion Avenue and the eastbound ones to Warren and Master Streets. Move the westbound bikeway to the sidewalk west of 52nd Street on the north side of Lancaster Avenue until the end of the double lanes (merging area). Move the eastbound bikeway west of 53rd Street to the sidewalk in front of the school beginning before the double lanes.

Parking – No parking will be permitted within the bounds of the intersection except for:

- North side of Lancaster between New Deal Lumber's entrance and west to their property line
- West side of 52nd Street south of the bus stop immediately below Lancaster Avenue.

Lane Markings:

- Lancaster Avenue westbound before 52nd Street – left turn only arrow in left lane, straight only arrow in center lane, and right or straight arrows in right lane

- Lancaster Avenue eastbound before 52nd Street and Lansdowne – left turn only arrows in left lane, straight arrow in middle lane, and straight and right turn arrows in right-hand lane
- Lancaster Avenue eastbound before 52nd Street – lane markings same as above
- Lansdowne Avenue eastbound before Lancaster Avenue – right turn only arrows in right lane, right then left arrows in left lane (52nd Street NB only)
- 52nd Street southbound at Lancaster – left turn only arrows in left lane, straight arrows in center two lanes, and right turn only arrows in right two lanes, bus only markings alongside west side traffic island
- 52nd Street southbound immediately below Lancaster – bus only markings alongside west side curb above parking strip, straight only arrows in center lane, and left turn only arrows in left lane
- 52nd Street northbound at Lancaster – left turn only arrows in left lane, straight arrows in center lane, and straight or right turn arrows in right hand lane
- Bicycle lanes – There are no bicycle lanes within the intersection as heavy traffic and complete roadway width use make them unsafe. Bicycle traffic shares sidewalk width north and southbound on 52nd Street above and below Lancaster Avenue (sidewalks are a minimum of 15' wide here) and is diverted around it westbound on Merion Avenue and eastbound via 53rd, Warren, and Master Streets. Bicycle lane markings are green.

Signage:

- 5100 block of Lancaster Avenue north side west of New Deal Lumber property line – no parking, stopping, or standing
- 5100 block of Lancaster Avenue north side in front of New Deal Lumber – no parking, stopping, or standing after 4:30 PM
- 5100 block of Lancaster Avenue eastbound or south side from Bibleway to 100' east of it – no parking during rush hours
- 5100 block of Lancaster Avenue eastbound or south side from 100' east of Bibleway – permit parking at all times
- 5100 block of Lancaster Avenue eastbound or south side from Bibleway to 52nd Street – no parking, or standing (people may need to stop to discharge passengers when trolleys are not present so stopping is OK)

- Lancaster Avenue westbound before 52nd Street – left turn only overhead sign above left lane, straight arrow over center lane, straight or right turn arrows over right-hand lane
- Lancaster Avenue eastbound before Lansdowne Avenue and also before 52nd Street – left turn only overhead signs above left lane, straight arrow over center lane, straight or right turn arrows over right-hand lane
- Lansdowne Avenue eastbound before Lancaster Avenue – right turn only arrows above right lane, right then left turn arrows above left lane (52nd Street NB only)
- 52nd Street southbound at Lancaster – left turn only arrows above left lane, straight arrows above center two lanes, and right turn only arrows above right two lanes
- 52nd Street southbound immediately below Lancaster – bus only signs alongside west side curb above parking strip
- 52nd Street northbound at Lancaster – left turn only arrows above left lane, straight arrows above center lane, and straight or right turn arrows above right hand lane

Right-of-way Changes:

- 52nd Street northbound below Lancaster Avenue – narrow sidewalk alongside library 2' to allow for a second lane of through traffic. The current curb lane is suitable for parking only, which does not occur. Widen roadway past the library to allow for a left turn lane approaching Lancaster Avenue; add a pull-off for the northbound SEPTA bus. This is currently a vacant lot. The owner is in accord with the plan (and wants to develop the lot, but it is too small for his purpose).
- 52nd Street northbound above Lancaster Avenue – widen the roadway to the easternmost arc (see graphics) to straighten the traffic flow through the intersection and allow for moving the southbound left turn lane over to make room for a second southbound through lane, narrow sidewalk from 20' to 15'. King's gas station owner is in accord with this plan and wants to see improvements.
- 52nd Street southbound above Lancaster Avenue – widen the roadway to the westernmost arc (see graphics) around and approaching the island to allow for two right turn lanes, narrow sidewalk from 20' to 15'. Sunoco has been apprised of this plan, but has made no response.
- 52nd Street southbound below Lancaster Avenue – no changes

- Lancaster Avenue eastbound before Lansdowne Avenue – no changes
- Lancaster Avenue eastbound before 52nd Street – narrow sidewalk 2' to allow for two minimum width through lanes beside the left turn lane (existing businesses prevent more sidewalk narrowing), move all street furniture (poles and signs) to curb edge to distance pedestrians from the immediately adjacent trolleys
- Lancaster Avenue eastbound before Bibleway – move curb line in 2' to allow for two minimum width lanes beside the trolley stop curb lane. The lot owner is in accord with the mini transit station concept.
- Lancaster Avenue eastbound after Bibleway – no changes
- Lancaster Avenue westbound before King's gas station (alongside New Deal Lumber) – move curb and property line up (roughly north) 6' to maintain loading area for customers and allow for two lanes of through traffic approaching new minimal size trolley island and additional traffic build-up area for the right-hand lane during the evening rush hour after New Deal closes. New Deal is willing if they come out financially whole or better. The sidewalk is wide enough to take 6' off of it if negotiations fail.
- Lancaster Avenue westbound before 52nd Street – Widen roadway 12' and move narrowed sidewalk up to allow for two lanes of through traffic alongside new minimal size trolley island. (See King above.)
- Lancaster Avenue westbound after 52nd Street – widen roadway 6' exiting the intersection narrowing down to zero past the gas station to facilitate two lanes of through traffic merging together after clearing the intersection. (See Sunoco above.)
- Lansdowne Avenue eastbound before Lancaster Avenue – narrow sidewalk 2' from 53rd Street to Lancaster to allow two lanes of traffic to build up
- Lansdowne Avenue westbound west of Lancaster Avenue – widen roadway 6' exiting the intersection narrowing down to zero past the stores. The owner and his tenant are favorable.
- Note: there are no structures in any of the proposed right-of-way change areas.

Shared sidewalks:

- Are marked with bicycle symbols at intervals
- Have a green separator line.

- Have signposts and small and narrow street furniture like light poles and fireplugs moved to the separator line to promote separation of bicycles (and other wheeled non-motorized traffic) from pedestrians.
- Large street furniture, e.g. mailboxes, benches, baskets, is placed away from the street.
- The sidewalk on the east side of 52nd north of the rear entrance to the shopping center will need to be widened. There is sufficient space for this.

Updates: At the Rt. 30 Corridor meeting of the DVRPC in November, 2010, a suggestion was received to add a trolley stop at the SEC of 53rd and Lansdowne. This is not workable, as detailed elsewhere.

It was also suggested that greening the vacant lot there would be beneficial. This is true, but would have to be limited to the northern edge as it is used for parking. Later discussions with WPFSI revealed a plan to entirely redevelop the south side of the intersection. These would remove this corner and render these two points moot.

The author came up with the idea of moving the WB trolley tracks two feet to the north to allow for a wider EB to go north left-turn lane on Lancaster Avenue. This would make sense. However, if a recent redevelopment plan changes the south side of the intersection it would be a moot point so it has not been included as of this point.

Update – WPFSI: This original plan took as a given that the buildings on the south side of the intersection between Lansdowne Avenue and 52nd Street would remain. WPFSI has been trying to trigger new construction at this intersection. Their plans call for redevelopment of this side of the intersection. This would be beneficial as the roadway could then be widened southward, and not only to the north.

Another one of their ideas is been to reroute Lansdowne Avenue so it connects to Lancaster Avenue closer to 54th Street. This would simplify the main intersection at 52nd and Lancaster by making it four-way, instead of five-way. It also would allow a much longer build-up area for east to northbound vehicles. Additionally, the immediate lane change, or crossover from Lansdowne Avenue eastbound to turn left on Lancaster Avenue to go northbound on 52nd Street would be eliminated.

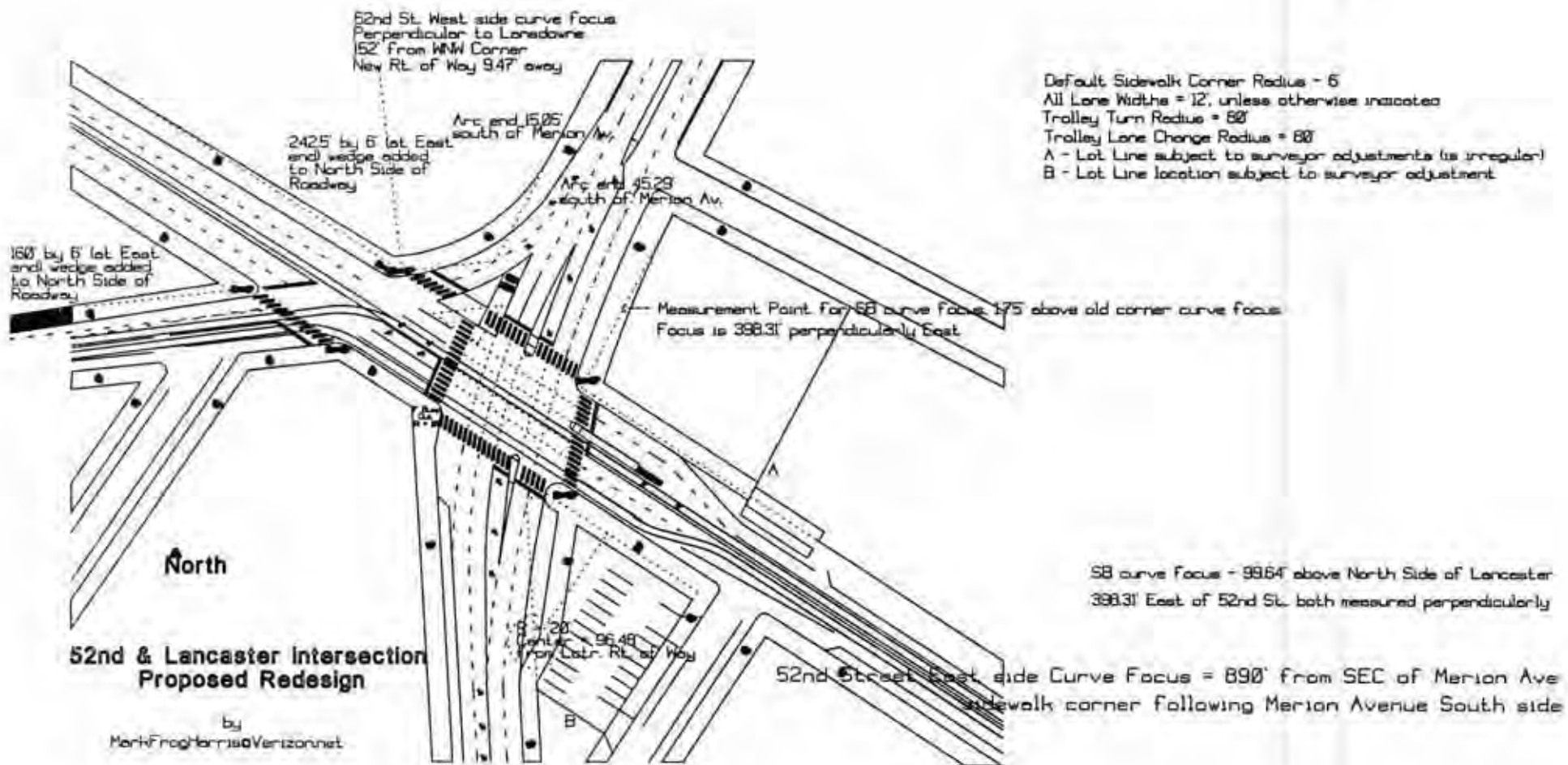
They have had renderings made by Philadelphia University students showing new construction. Of particular interest was a plan to reroute Lansdowne Avenue to Lancaster Avenue by terminating Lansdowne Avenue where the animal hospital was and constructing a new roadway through that property to across from the western end of the Sunoco gas station. A connector ramp would be built from southbound 52nd Street around the back of the Sunoco gas station. This is intended to allow this traffic to



North

52nd & Lancaster Intersection Proposed Redesign

by
MarkFrogHarris@Verizon.net



Default Sidewalk Corner Radius = 6'
 All Lane Widths = 12', unless otherwise indicated
 Trolley Turn Radius = 60'
 Trolley Lane Change Radius = 60'
 A - Lot Line subject to surveyor adjustments (is irregular)
 B - Lot Line location subject to surveyor adjustment

Roadway Usage

North facing

52nd St. at North end of NWC Island

Rt.	Rt. Turn	Left	Rt. Turn	SB Thru, Rt.	SB Thru, Left	SB Left Turn	NB Thru, Left	NB Thru, Rt.	Total Width	Source	Ped. Time
	11		11	12	12	10	12	12	80	60	20
									Less Existing = Additional		
									6' from E side, 14' from W side		22.9

52nd St. at North side of Lancaster

Old Ped Island	SB Thru, Rt.	SB Thru, Left	SB Left Turn	NB Thru, Left	NB Thru, Rt.				60	60	0	17.1
	0	12	12	12	12							

52nd St at South side of Lancaster

SB Bus Stop	SB Merge	SB Thru	NB Left Turn	Ped. Island	NB Thru, Left	NB Thru, Rt.	Bus Bumpin					
15	12	12	12	6	12	12	14	95	50	45	Ped. Isl. is in Skew Adjustment	27.1
7				6			14	27			Less Total Adjs., Inc Bus Stops	
										18	= Net additional street width on E side	
											This comes from the new curve.	

52nd St. at Media

W. side pkg.	SB Thru	SB Left Turn	NB Thru, Left	NB Thru, Rt.					52	50	2	2' from E side	14.9
8	12	10	11	11								Sidewalk is narrowed from 15 to 13'.	

West facing

Lancaster at East side of 52nd St

Trolley Lane	EB Thru, Rt.	EB Thru, Left	WB Left Turn	Trolley Island	WB Thru, Left	WB Thru, Rt.			62	50	12	2' from S side, 10' from N side	17.7
9	8	10	9	6	10	10						S side sidewalk is narrowed.	

Lancaster at West side of 52nd Street

EB Thru, Rt.	EB Thru, Left	EB Left Turn	WB Left Turn	WB Thru, Left	WB Thru, Rt.				56	50	6	2' from S side, 4' from N side	16.0
10	10	8	8	10	10							S side sidewalk is narrowed.	

Lancaster at West side of Lansdowne

EB Thru, Rt.	EB Thru, Left			WB Thru, Left	WB Thru, Rt.				50	50	0	N side Rt. Of Way is widened	14.3
12	12			14	12								

Lancaster 100' West of Lansdowne

EB Thru, Rt.	EB Thru, Left			WB Thru	Bicycle	Parking						Bike lane returns to street from sidewalk.	14.3
12	12			14	4	8	50	50	0				

Lansdowne at Lancaster

EB Thru, Rt.	EB Thru, Left			WB Thru, Left	WB Thru, Rt.				40	34	6	6' from N side	11.4
10	10			10	10							N side Rt. Of Way is widened.	

Note: Pedestrian speed is limited to 3.5 feet per second.

52nd & Lancaster Light Timing

Lansdown - Lancaster Light						52nd & Lancaster Light						Walk												
Lnsdn. EB		SB from 52		Lctr. EB		Lctr. WB		Island Walk		NB		NB Left Tn. SB		SB Left Tn. EB		WB		Dir.						
Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time	Color	Time							
Cycle Step Number:												Cycle Step Number:												
↓																		↓						
1	G	5	RD	5	RD	5	G	5	WB	5	RD	5	G	5	RD	5	RD	5	Island	1				
2	Y	4	RD	4	RD	4	Y	4	D	4	RD	4	Y	4	RD	4	RD	4		2				
3	R	38	GW	38	GW	38	R	38	D	38	GW	38	R	38	GW	38	R	38	N & S	3				
4	R	4	YD	4	GW	4	G	4	D	4	YD	4	R	4	YD	4	R	4		4				
5	G	5	RD	5	RD	5	G	5	WB	5	RD	5	G	5	RD	5	G	5	RD	5	Island	5		
6	Y	4	RD	4	RD	4	Y	4	D	4	RD	4	Y	4	RD	4	Y	4	RD	4		6		
7	G	5	GW	5	RD	5	R	5	D	5	RD	5	R	5	RD	5	R	5	GW	5	GW	5	E & W	7
8	Y	4	YD	4	RD	4	R	4	D	4	RD	4	R	4	RD	4	R	4	GW	4	GW	4		8
9	R	38	RD	38	GW	38	G	38	WB	38	RD	38	R	38	RD	38	R	38	GW	38	GW	38	Island	9
10	R	4	RD	4	YD	4	Y	4	D	4	RD	4	R	4	RD	4	R	4	YD	4	YD	4		10
11	G	5	GW	5	RD	5	R	5	D	5	RD	5	R	5	RD	5	R	5	GW	5	RD	5	Island	11
12	Y	4	YD	4	RD	4	R	4	D	4	RD	4	R	4	RD	4	R	4	YD	4	YD	4		12
	120		120		120		120		120		120		120		120		120		120		120			
Total Light Cycle length in seconds																								

Variables:

Name	Value in seconds	Label
Advance Turn Time	5	AdvTurnVal
Late Turn Time	5	LateTurnVal
Clear Time\Yellow Light Time	4	ClearVal
Proceed Time, Long	38	PcdValLg
Proceed Time, Short	30	PcdValSh
Wait Time	5	WaitVal

Light Color Codes:

Y - Yellow\Amber
G - Green
R - Red
W - Walk
D - Don't Walk
B - Bicycles cross 52nd Street, WB

Cycle Step Number:

↓ Description
1 Early N & S left turns, Lnsdn. Rts.
2 Stop Early Left turns
3 NB & SB traffic flows
4 Stop NB & SB flow
5 Late N & S left turns, Lnsdn. Rts. Y61
6 Stop Late Left turns
7 Early E & WB left turns, Lnsdn. Rts
8 Stop Early left turns
9 Full EW flow
10 Stop EW traffic flow
11 Late E & WB left turns, Lnsdn. Rts
12 Stop Late left turns, Lnsdn. Rts

Notes: There is NO separate light cycle for Lansdowne Avenue traffic as it gets an opportunity to flow with each of the four left turn cycles.

Option; allow N & SB left turns on a yellow light while N & S traffic flows

Island means Walk to/from NW island. This requires that SB right turning traffic from 52nd Street be stopped.



June 30, 2014

Delaware Valley Regional Planning Commission - DVRPC
190 N Independence Mall West
8th Floor
Philadelphia, PA
19106-1520

Re: Additional comments for draft DVRPC fiscal year 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania.

Dear sirs and madams:

I am writing to provide additional comments which supplement my letter to you dated June 26, in which I stated the opposition of the Delaware Riverkeeper Network to inclusion in the draft 2015-2018 TIP of the PennDOT project to replace the existing one-lane Headquarters Road Bridge in Tinicum Township, Bucks County with a two-lane bridge (MPMS 13716). In my letter I also stated our opposition to similar bridge replacement projects, including Clay Ridge Road Bridge (MPMS 13014) and Strock's Grove Road Bridge (MPMS 98221). These additional comments are a written confirmation of the oral comments made by our consultant, Mark Stout, at your June 26 public meeting. These comments are based on research done for the Headquarters Road Bridge project but also apply to similar bridge replacement and widening projects in Upper Bucks County.

The TIP, as you know, is required under federal law and regulations to conform to and implement the MPO's long-range plan. We believe that inclusion of the Headquarters Road Bridge, in its present scope of work as replacement of the 200-year old one-lane bridge with a new two-lane bridge, directly contradicts the goals, objectives, and strategies of the DVRPC long-range plan, *Connections 2040*.

Manage Growth and Protect the Environment is the first of four core principles of the plan, which notes that between 1970 and 2010, 345,000 acres of open space were lost to development in the region. Continued sprawl development of this magnitude could have disastrous effects.

DELAWARE RIVERKEEPER NETWORK
925 Canal Street, Suite 3701
Bristol, PA 19007
Office: (215) 369-1188
fax: (215) 369-1181
dm@delawariverkeeper.org
www.delawariverkeeper.org

The DVRPC plan identifies the many benefits of effective growth management and open space preservation in the greater Philadelphia region:

- Limits the need for expensive future infrastructure,
- Preserves natural features, important for water quality, biodiversity, air quality, reducing flooding, personal health, and other benefits,
- Prevents the expansion of suburban development into rural communities,
- Protects the context and integrity of historic sites and cultural landscapes,
- Decreases dependence on personal automobiles, and
- Preserves farmland and promotes agriculture.

The plan sets out to promote growth management first of all by defining a Land Use Vision. The Vision identifies a range of Centers – from the Metro Center (focused on Center City Philadelphia) to rural centers – where growth should be concentrated. All of the land surrounding the Centers is allocated into four broad categories: Infill and Redevelopment, Emerging Growth, Rural Resource Lands, and a Greenspace Network. The objective of the Vision is to promote “a clean and sustainable environment, where key natural resource areas and agricultural lands are protected, open space is provided in an interconnected network, and most new growth is concentrated in identified Centers and as infill and redevelopment in areas previously developed.”

The 2040 Land Use Vision classifies most of Tinicum Township (the location of the Headquarters Road Bridge) as *Rural Resource*, with some corridors designated as part of the *Greenspace Network*, and a few pockets of *Infill and Redevelopment*.

Rural Resource Lands are defined in the plan as “agricultural, natural, and rural areas worthy of heightened preservation efforts by governments and nonprofit land trusts.” These areas may contain both villages and scattered suburban development – as Tinicum Township does – but “they remain mostly intact and their integrity can be maintained through strategic acquisitions and easements, land use regulations and good stewardship, and appropriate forms of growth.” Tinicum Township is, in fact, mostly intact, with one-third of all land already legally preserved open space and the entire township subject to rigorous zoning to prevent inappropriate development.

The *Greenspace Network* is intended to be an “interconnected system” of parks, forests, meadows, stream corridors, and floodplains. Tinicum Township is crossed by three corridors extending to other municipalities – the Delaware River, the Tinicum-Nockamixon, and the Tohickon Creek corridors – plus a spur along the Tinicum Creek.

Infill and Redevelopment in Tinicum Township consists of a few patches of village and suburban development plus the Route 611 corridor.

In addition to classifying lands into these broad categories, the long-range plan also designates *Conservation Focus Areas*. Tinicum Township is almost entirely encompassed by four Conservation Focus Areas: the Palisades in the north, the Tinicum Watershed in the center, the Tohickon Watershed/Nockamixon in the south, and the Delaware River in the east.

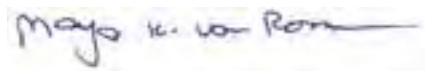
Clearly, Tinicum Township exemplifies an area deserving of high levels of environmental protection and strict limits on undesirable growth.

The existing roadway network in Tinicum Township is appropriate to the Rural Conservation Zone characteristics of the land use. The roads are generally narrow and winding, with significant horizontal and vertical curvature. There are several gravel roads – protected by ordinance – and three fords. Two-thirds of the bridges in the township are one-lane bridges, including one-half of the bridges owned by PennDOT.

In addition to other damage caused to environmental, historic, and community values, projects to replace one-lane bridges with two-lane bridges in this area are clearly contradictory to the principles of *Connections 2040* and therefore cannot be included in the TIP.

Thank you for the opportunity to provide these supplementary remarks.

Respectfully,

A handwritten signature in blue ink that reads "Maya K. van Rossum". The signature is written in a cursive, flowing style.

Maya K. van Rossum
the Delaware Riverkeeper

Public Comments Received After the

May 30, 2014 – June 30, 2014

Public Comment Period

TIP Plan Comments

From: lauran schultz [REDACTED]
Sent: Monday, June 30, 2014 5:15 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because attracting and retaining knowledge-based workers is vital to the economic vitality of the Philadelphia metro area. Quality of life concerns such as multi-use paths play an important role in where people choose to live. Highly educated and skilled people have many options for where they choose to live. Other factors such as safety, health care and the arts play a role as well of course. However, healthy recreational options have become increasingly significant over time. This trend is likely to continue. Knowledge-based cities such as New York, Portland and Denver are making major infrastructure investments in multiuse paths. The comparatively small investments needed to further the Circuit will certainly reward the metro area with increased tax revenue both directly and indirectly. Much has been accomplished over the years in the development of the Circuit but it is still fragmented. It is a significant need to connect the pieces so that it becomes truly a "Circuit". Thanks much, Lauran Schultz

lauran schultz
[REDACTED]
Philadelphia, PA 19102

TIP Plan Comments

From: Alli Hossack [REDACTED]
Sent: Monday, June 30, 2014 5:53 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because riding is great for our me mental and physical Health, plus it gives folks a reason to be proud of our wonderful count of Philly.

Alli Hossack
[REDACTED]
Philadelphia, PA 19123

TIP Plan Comments

From: Gordon Laubach [REDACTED]
Sent: Monday, June 30, 2014 6:04 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails are wonderful recreation for Kurds and family's.

Gordon Laubach
[REDACTED]
media, PA 19063

TIP Plan Comments

From: Katharina Fachin Lucas [REDACTED]
Sent: Monday, June 30, 2014 6:54 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the trails benefit every age group. Over the last three years I see more and more people on the trails. We ride with our three children. It keeps families strong and individuals healthy. Trails give us a safe place to exercise and have fun for free. This is recreational access for all income levels. We especially like that there is even a playground next to the trail so we can stay even longer:)

Katharina Fachin Lucas
[REDACTED]
Chester springs, PA 19425

TIP Plan Comments

From: Margaret Stephens [REDACTED]
Sent: Monday, June 30, 2014 6:56 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for including \$1 million towards the Circuit in the 2015-2018 TIP. I urge you to dedicate additional regional funding for the Circuit because we need more safe, accessible routes for walking, cycling, healthful exercise and enjoying the outdoors. As an avid cyclist, I know the value of trails.

Margaret Stephens
[REDACTED]

Philadelphia, PA 19130

TIP Plan Comments

From: Judy Perrine [REDACTED]
Sent: Monday, June 30, 2014 7:27 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Schuylkill Swing Bridge can connect communities.

Judy Perrine
[REDACTED]
Collingswood, NJ 08108

TIP Plan Comments

From: William Demarest [REDACTED]
Sent: Monday, June 30, 2014 9:14 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because we, quite frankly, we cannot build trails and bikeways quickly enough for this region. I ride regularly in Delaware County, many times on bike paths and connections that are already in existence and on the maps and many are subpar and disappointing. More importantly, many stretches of the Circuit are still dangerous to use.

Any additional funding that can be spent on the Circuit will be money well spent. We have miles to go before we sleep and miles to go before the Circuit is the alternative pathway envisioned for the 21st century in Delco. Let's make it happen sooner rather than later.

Many thanks for your works so far.

W. David Demarest

William Demarest
[REDACTED]

Glenolden, PA 19036

TIP Plan Comments

From: A. Michael Broennle [REDACTED]
Sent: Monday, June 30, 2014 11:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because trails at 0.9% of the TIP budget are underfunded. Trails are used for commuting, recreation and encourage healthy exercise. Much effort has gone into designing the Circuit, a 750 mi connected network of regional trails. To implement this vision we encourage increased support in future TIPs. Please reduce the need for folks to drive to the nearest trail by increasing support for the Circuit!

A. Michael Broennle
[REDACTED]
W Chester, PA 19380

TIP Plan Comments

From: Scott Fleischer [REDACTED]
Sent: Monday, June 30, 2014 11:46 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because the trails are a resource for all who live in montgomery county. They allow us to safely bike, walk, run, skate away from our dangerous roads which often bring us dangerously close to fast moving cars. They get us to quiet places through forests and fields. Any one who uses them to exercise feels refreshed. But the current system leaves many gaps. Please provide funding to complete these trails.

Scott Fleischer
[REDACTED]

Dresher, PA 19025

TIP Plan Comments

From: Michael Szura [REDACTED]
Sent: Tuesday, July 01, 2014 7:20 AM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because Philadelphia has a significant biking population and this resource would provide a tremendous benefit for the dollars spent!

Michael Szura
[REDACTED]
Philadelphia, PA 19147

TIP Plan Comments

From: Manbeck, Natasha <nmanbeck@mcmahonassociates.com>
Sent: Tuesday, July 01, 2014 10:38 AM
To: TIP Plan Comments
Cc: rwaltermyer@chesco.org; Rudy, Joe; Stephen Sullins (ssullins@downingtown.org); Murphy, Richard; Schoonmaker, Elizabeth; Sidney A. New (snew@gfnet.com)
Subject: Draft FY2015 Comment for MPMS 14354 - Chestnut Street Bridge

This comment is submitted on behalf of Downingtown Borough requesting your consideration for this technical correction on the Draft FY2015 Transportation Improvement Program (TIP).

Project: Chestnut Street Bridge over Amtrak/SEPTA R5 Rail Line
County: Chester
MPMS Number: 14354

Comment: The Chestnut Street Bridge Replacement project is programmed on the Draft FY2015 TIP with 80% federal funds (BOF) and 20% local funds. On the FY2013 and prior TIPs, as well as the Borough's reimbursement agreement with PennDOT, the share of programming/funding has been 80% federal, 20% state, and 5% local. The Borough requests that the Draft FY2015 TIP be revised to reflect programming of 80% federal, 15% state, and 5% local funds for the construction phase. This will be consistent with prior commitments and agreements for the project. The Borough has led design of the replacement for this orphan bridge with the understanding of a state funding commitment of 15%. The Borough is prepared to submit the Final PS&E Package, pending finalization of right-of-way and construction agreements with Norfolk Southern and Amtrak and hopes to let the project for construction in 2014.

Please let me know if you have any further questions regarding the programming comment or the status of the project
Thank you-
Natasha

Natasha Manbeck, P.E., AICP
Project Manager

McMahon Associates, Inc.
840 Springdale Drive
Exton, Pennsylvania 19341
p: 610.594.9995 x 5105
f: 610.594.9565
nmanbeck@mcmahonassociates.com



New England | Mid-Atlantic | Florida

Important notice to recipients:
Copies of documents that may be relied upon by you are limited to the printed copies (also known as "hard copies") that are signed and sealed by the Engineer and/or Land Surveyor. Files in electronic formats, or other types of information furnished by the Engineer and/or Land Surveyor to you such as text, data or graphics are for your convenience only. Any conclusions or information obtained or derived from such electronic files will be at the user's sole risk. When

transferring documents in electronic formats, the Engineer and/or Land Surveyor makes no representation as to long-term compatibility, usability, or readability of the documents resulting from the use of software application packages, operating systems or computer hardware differing from those used by McMahon Associates, Inc. at the beginning of the project.

TIP Plan Comments

From: Justin Miller [REDACTED]
Sent: Tuesday, July 01, 2014 12:56 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because I will use uncompleted segments of the Circuit to commute from my home in Lower Merion Township to my job in Center City Philadelphia. I also ride the trails recreationally with my three children, ages 8, 11, and 14. The more miles of trail completed, the more the trails will be used!

Very truly yours,

Justin Miller (and three children)

Justin Miller

[REDACTED]
Bala Cynwyd, PA 19004

TIP Plan Comments

From: Mary Schmitt [REDACTED]
Sent: Tuesday, July 01, 2014 5:57 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because my friends and I are big bike riders. The Schuylkill River Swing Bridge is a most important project. It will complete the Schuylkill River Trail to Bartram's Garden.

Mary Schmitt
[REDACTED]
Wayne, PA 19087

TIP Plan Comments

From: Steven Nocella [REDACTED]
Sent: Wednesday, July 02, 2014 5:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Steven Nocella
[REDACTED]
Philadelphia, PA 19148

TIP Plan Comments

From: Isabel Melvin [REDACTED]
Sent: Thursday, July 03, 2014 2:02 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because our kids and adults need a break from cars and traffic. We have beautiful natural beauty that needs to be accessed, especially in my town Upper Darby.

Isabel Melvin
[REDACTED]
Lansdowne, PA 19050

TIP Plan Comments

From: William McDevitt [REDACTED] >
Sent: Friday, July 04, 2014 11:26 AM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

William McDevitt
[REDACTED]
Drexel Hill, PA 19026

TIP Plan Comments

From: Edward Williams [REDACTED] >
Sent: Friday, July 04, 2014 12:00 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Edward Williams
[REDACTED]
Glen Mills, PA 19342

TIP Plan Comments

From: Patrick Carrow [REDACTED] <[REDACTED]>
Sent: Sunday, July 06, 2014 10:25 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because

Patrick Carrow
[REDACTED]
Philadelphia, PA 19147



CHESTER COUNTY CHAMBER
of Business & Industry
- Chamber of Influence -

TIP Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

July 2, 2014

To whom it may concern:

At this time, the Chester County Chamber of Business and Industry would like to provide comments during the public comment period for DVRPC's Draft FY 2015-2018 TIP for Pennsylvania.

As the federally designated Metropolitan Planning Organization, the Chester County Chamber of Business and Industry understands DVRPC's responsibility for developing the Transportation Improvement Program (TIP) and that the TIP is the *regionally* agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. We understand that the TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant which also includes all other state-funded capital projects. These projects may be multimodal and include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

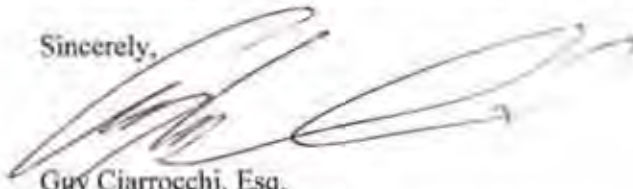
Due to the funding uncertainty prior to the passage of Act 89, we recognized the need to scaled back 12-year plan thus drastically reducing the projects on the TIP to those only deemed of significant impact, safety or economically. With projects of significant impact and investment such as US 202 Section 300 being completed in the next year, and the removal of US 30 and US 202 Section 100 from previous TIPs, and their design work halted by PennDOT, Chester County has no big "shovel ready" projects to move onto the proposed TIP. As a consequence, the Chester County Chamber of Business and Industry is concerned that the funding on the TIP for Chester County is dropping to \$163 million, the lowest of all 5 PA counties. We believe this may have a long term impact on Chester County.

Chester County will be faced with unique challenges while improving the efficiencies of our road, bridge and highway infrastructure. In the next four years, \$7 million is programmed for preliminary design and engineering for US 30 under a federal earmark that will be lost if not obligated. Currently on the TIP there are no other monies programmed for US 30 from PA10 to the Exton Bypass. Under the current 12 year program it shows that \$142.7 million is scheduled in fiscal years 2019-2022 for construction of the "western" section of US 30 from PA 10 to Reeceville Road. This would include new interchanges at PA 82 and Airport Road. Listing these projects on the second or third 4-years of the 12 year program provides no guarantee that funding will actually be available in future TIPS. The 12 year program also shows \$16.6 million scheduled for design, engineering and right-of-way in Fiscal years 2020-2026 for the

"eastern" section of the US 30 Downingtown Bypass but there are no provisions for construction of any improvements on the "eastern" section of US on the TIP or 12 Year Program. This means that any work to solve the congestion on the US 30 Downingtown Bypass and Rte. 322 would be somewhere past 2026 or 15 to 20 years from now. As currently scheduled this would result in an "improved" 4-lane section of US on the west from PA 10 to Reeceville Road and an improved and fully-functional Exton Bypass, with a failing, substandard, and congested section of the Downingtown Bypass remaining in-between.

We encourage DVRPC to amend the TIP to provide opportunities for Chester County to hence key corridors and intersections and to create highway and road efficiencies throughout the County.

Sincerely,



Guy Ciarrocchi, Esq.

President & CEO

Chester County Chamber of Business & Industry

cc: Tim Phelps, TMACC
Ryan Costello, Chester County Commissioners
Ronald Bailey, Chester County Planning Commission
Chester County Legislative Delegation

TIP Plan Comments

From: Thomas Holstein [REDACTED]
Sent: Wednesday, July 09, 2014 9:08 PM
To: TIP Plan Comments
Subject: Yes to Regional Funding for the Circuit. And NOW.

Thank you for adding \$1 Million towards the Circuit in the 2015-1018 TIP. I support additional regional funding for the Circuit because if you are a daily rush-hour driver like me, you know traffic on our already overused highways isn't going to get any better. Offering commuting alternatives such as but not limited to walking and cycling trails will not only reduce highway congestion, it will also provide health benefits for those who take advantage of it.

Not only is building the trails important, building them right the first time is important. Adding \$1 million towards the Circuit is all well and fine but if you don't give the users what they want--cyclists especially--it's money wasted instead of money invested. Stone/gravel surfaces are unacceptable if we want to encourage people to use bicycles on the trail. A relatively cheap remedy for this is cinder-based trails. A prime example of one is the portion of the Schuylkill River Trail (SRT) now open in Chester County. If Montgomery County could put that same surface on its Perkiomen Trail, everyone would be delighted, and there would be substantial cost savings vs. paving that trail.

Norristown and Conshohocken have seen measurable economic benefits from the SRT. Other communities on or near the trail will cash in as well as users spend their dollars on goods and services nearby.

Conservatives especially will say that if we want things like this we should pay for them with our own money. I'm all for that concept, but you know what? We'd have to sell a hell of a lot of candy or magazines to raise \$1 million for trail building. For projects of this magnitude we need government financing to help us.

Thomas Holstein
[REDACTED]
Limerick, PA 19468



The ARAMARK Tower
1101 Market Street
Philadelphia, Pennsylvania 19107-2994

Howard M. Neukrug
Commissioner

To: Delaware Valley Regional Planning Commission
From: Chris Crockett, Jessica Noon, Nicole Hostettler Philadelphia Water Department
Subject: DVRPC *Connections 2040* Amended Transportation Investments & 2015 PA TIP Comments
Date: July 1, 2014

Please accept the below comments from the Philadelphia Water Department (PWD) as part of the public comment period for the draft *Connections 2040* plan amendments, a plan for greater Philadelphia. PWD is embarking on year 4 of its implementation path for the innovative *Green City, Clean Waters* program to manage stormwater and reduce combined sewer overflows through the citywide application of green stormwater infrastructure, in order to meet federal and state mandates.

PWD applauds the integration of stormwater management and green stormwater infrastructure into the *Connections 2040* plan and 2015 Transportation Improvement Program (TIP) by DVRPC.

Specifically, PWD supports the new project benefit criteria for TIP projects, adopted by the DVRPC Board in February 2014:

- Air quality/Green design category
 - 0.5 points awarded for designs that incorporate bioswales/rain gardens, tree trenches, vegetated medians/bump-outs, and naturalized stormwater basins
 - 0.5 points available to projects that incorporate other forms of "green design" such as porous pavement, recycled materials, alternative energy, etc.

PWD works closely with the Streets Department, the Commerce Department, PennDOT and other agencies to integrate green stormwater infrastructure program into transportation investments whenever feasible. Incorporating stormwater management early into the design process will provide PWD with greater ability to successfully partner on such projects and will result in more comprehensive investments.

PWD made significant advances in its Green Streets program since its inception in 2011, with over 200 green streets projects either in the ground or underway [www.phillywatersheds.org/BigGreenMap]. This year, PWD completed its Green Streets Design Manual, a guide for City departments, consultant, private developers and other partners that provides standardized details for green stormwater interventions suitable to a variety of urban street typologies [www.phillywatersheds.org/GSDM].

PWD hopes to continue to grow its partnerships to incorporate green stormwater infrastructure into all Philadelphia-based projects funded by the TIP and peripheral funding streams such as Transportation Alternatives Program [TAP] in the future.

Murphy, Richard

From: Meconi, Jane
Sent: Wednesday, July 23, 2014 10:16 AM
To: Schoonmaker, Elizabeth; Murphy, Richard; Hui, Kwan
Subject: FW: State Route 3 (Market Street) in Millbourne

Hello--

Elizabeth, here is the comment we just spoke about, to be included in the TIP public comments. Thanks!

-----Original Message-----

From: Jeanette MacNeille [REDACTED]
Sent: Wednesday, July 23, 2014 9:54 AM
To: DVRPC Public Affairs
Subject: State Route 3 (Market Street) in Millbourne

To whom it may concern:

I'd like to ask that Market Street, State Route 3, in Millbourne Borough be included in the TIP as an area needing improvement.

- In 2002, the Philadelphia Inquirer compiled DUI statistics from the state. They showed that Market Street from 63rd Street to 69th Street was the highest DUI accident area in the 5-county region. Indeed, locally, unfortunately, we do often have people hurt and killed on this street.
- Currently, no public street lighting exists from 63rd Street to approximately 6400 Market Street (several hundred feet.) SEPTA has some lighting under its guideway in this area, and has been responsive to requests to keep it working, but still, the area is dark, and dangerous for both pedestrians and motorists at night. A man killed a year or so ago... he may have jumped off the guideway (obviously a place he wasn't supposed to be), but the autopsy showed that he was killed by the 6 cars that ran over him after he landed on the road. I have to think that better lighting would help.
- * The ROW has been seriously impinged on the Upper Darby side of this roadway, usurping all pedestrian pathways, in places. This should be corrected.
- Median strips, to help with traffic calming, as called for in the Gateway Plan of 2000, were never installed. They are badly needed. Police and volunteers have clocked vehicles at speeds up to 55 mph on this road within the last two years.

Millbourne Borough is working hard to address these problems with extra traffic patrols, the addition of painted crosswalks at intersections, the addition of missing handicapped ramps, addition of legends on the road to identify the speed limit (25 mph), and constant attention to maintenance, like lighting that is out. But in the end, both the intersection at 63rd and Market and Market Street itself need significant improvement. We would like this area on the TIP to assist in seeking grants and funding to improve the conditions on this state road.

Jeanette MacNeille
[REDACTED]

Responses to Public Comments on the Draft DVRPC FY2015-2018 Transportation Improvement Program (TIP) for Pennsylvania

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.1, C.290, C.291

Response by DVRPC:

PennDOT and Bucks County agree to a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed. Two foot shoulders will not be added to the bridge.

Response by PennDOT:

This project involves rehabilitating the bridge carrying SR 2036 (Swamp Road) over an unnamed tributary of Neshaminy Creek. The rehabilitation of stone masonry portions of the structure will be in kind. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora farm property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. Traffic will be maintained during construction and potentially require short term detours for some repairs.

Response by Bucks County:

Bucks County believes that the bridge rehabilitation is necessary. However, we will work with PennDOT to rescope the project to repair the structure without significant widening of the structure.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #88083 - Stoopville Road Improvements - Phase 2

Response to: A.2, C.292

Response by DVRPC:

The comment refers to an "Emerging/Regionally Significant Corridor," as classified by the 2006 Congestion Management Process (CMP) Executive Summary. Emerging/Regionally Significant Corridors in the CMP refer to places where low-cost, proactive strategies are considered appropriate, but where adding roadway capacity would face a higher burden of proof than locations within Congested Corridors and would only be acceptable as a last resort. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2012, and the referenced area is no longer designated as an Emerging/Regionally Significant Corridor. For the most recent CMP, please see www.dvrpc.org/CongestionManagement.

Response by PennDOT:

Lower Makefield, Upper Makefield, Newtown, and Wrightstown Townships are sponsoring the Stoopville Road Phase II project as a continuation of the Stoopville Road project. The first phase (S. R. 2028, Section ECF) was constructed in 2009-10. The design undertaken as a local effort addresses current vehicular movements while improving pedestrian access throughout the project area. Overall the design addresses short term needs along this portion of Stoopville Road. Beyond these improvements, no more regional/long term improvements are programmed.

The project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road). The project limits extend from the Stoopville Road/Durham Road intersection to the Village of Dolington along Washington Crossing Road. The proposed improvements include:

- Improvements to the Stoopville Road/Durham Road intersection by widening Durham Road to provide an exclusive left-turn lane on southbound Durham Road for vehicles traveling to eastbound Stoopville Road. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road, at Stoopville Road and Washington Crossing Road, and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road.
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the Village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075). Construction is limited to the addition of stop signs at the intersection, the painting of stop bars on the pavement, and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection.

The improvements listed above do not include specific drainage improvements. As a local design effort, the townships participated in scoping the improvements. To this point, no specific drainage concerns have been noted.

Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Current scope appears to include items 2 through 5 in your comments. No specific drainage issues have been identified by the local project sponsors, and therefore, have not been included.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #63406 - Retrofit for Bike Lane and Shoulders

Response to: A.38, A.39

Response by DVRPC:

Thank you for your comments. There are indeed an increasing number of regional, countywide, and local area bicycle plans for areas throughout the DVRPC region, which speaks to an increasing level of interest in and shared prioritization of bicycling as a mode of travel rather than just a form of recreation. Your comments relate to two critical stages on the path from plan and network development to implementation: design details (engineering) and construction.

In the first case, DVRPC knows that the “Retrofit for Bike Lane and Shoulders” project is an important design funding resource for bike network projects on state roadways, and DVRPC will—with our County partners—continue to evaluate that project’s usage and spending on an ongoing basis to determine whether additional funding can be added, and if so, how to go about allocating it. Because there are also many important in-street bike network projects throughout our region that are not on Pennsylvania state roads, we encourage local partners to consider other funding resources that may be available (such as DVRPC Work Program or Transportation and Community Development Initiative [TCDI] funding for concept-level design, and Department of Conservation and Natural Resources [DCNR] or the new Multimodal Fund [MMF] funds for more advanced engineering) to help bridge the design gap between planning and construction/stripping for local projects.

With respect to your comment on construction, the TIP does reflect a funding commitment towards “implementation of bicycle and pedestrian plans.” Overall, at least 4% of the draft PA TIP highway program for FY15-18 (roughly \$78 Million) is allocated to bicycle, pedestrian, and streetscape projects, and some amount of bicycle and pedestrian investment will also occur as part of more comprehensive road and transit projects. In addition, \$123,616,000 in Congestion Management and Air Quality (CMAQ) funds and \$15,128,000 in Pennsylvania Transportation Alternatives Program (TAP) funds have been allocated to our region in the PA TIP for FY15-18, which will be supplemented by any statewide TAP or MMF funds which may be awarded locally. While specific projects will be determined during future selection rounds, bicycle and pedestrian projects are eligible under all of these funding programs, and we always encourage construction projects that would implement prior planning efforts. As just one recent example, the “South Philadelphia Neighborhood Bikeway” project from the most recent PA TAP project selection round is a project to implement an important bicycle network component from the 2012 Philadelphia Pedestrian and Bicycle Plan (which was itself TCDI-funded). In addition, there is an initiative now underway among our PA counties, the Pennsylvania Environmental Council (PEC), the Bicycle Coalition, the Pennsylvania Department of Environmental Protection (DEP), and PennDOT to review and prioritize Circuit trail projects for future TIP funding. As you know, \$1,000,000 in CMAQ funding was recently allocated for Circuit projects in FY18 as part of the next competitive TAP round, and that amount will be continually re-evaluated for future TIPs.

DVRPC shares your commitment to continue to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #69816 - US 322, US 1 to Featherbed Lane (Section 101)

Response to: A.40, A.41

Response by PennDOT:

We understand and appreciate the concerns about the congestion expressed in the comment below. We are finalizing design for the first section of the US 322 corridor improvements project, MPMS #69815, Environmental Mitigation (MIT) and anticipate that construction can be completed in the 2015 construction season. MPMS #69816 will follow shortly thereafter in late 2016 or early 2017 as currently scoped. For general updates to the project, please visit the project's website at www.us322-conchester.com, where the project's final design plans are periodically updated if there are new components to the design being developed.

Response by SEPTA:

SEPTA appreciates the support and interest in expanding rail service. Beginning in FY 2017, SEPTA will construct a \$127.2 million extension of the Media/Elwyn Regional Rail Line. This project will provide for a three mile restoration of regional rail service from the existing terminus at Elwyn Station to the new Wawa Station, in Middletown Township, Delaware County. Once completed, Wawa Station will provide parking for over 500 vehicles and will be located right off of U.S. Route 1.

SEPTA's Capital Program focus is on "Catching Up" with the Authority's state of good repair infrastructure backlog. This program includes improvements to critical infrastructure such as substations, bridges and stations and the replacement of rail vehicles that have far exceeded their useful life. These improvements will preserve regional transit service for current and future customers, improve reliability and modernize outdated equipment. State of good repair initiatives consume most of the budget and limits SEPTA's ability to engage in service expansion projects. The Authority has not programmed resources toward expanding regional rail service beyond Wawa Station on the Media/Elwyn Line, at this time.

Response by Delaware County:

The County of Delaware has supported the Route 322 project for many years and supports the programming of construction in the FY 2015-18 TIP.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements

Response to: A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50

Response by Montgomery County:

PennDOT will be considering sidewalks and widened shoulders/bike lanes as part of the design phase now underway.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

TIP funding for Bicycle and Pedestrian Plans

Response to: A.66

Response by DVRPC:

Thank you for your comments. There are indeed an increasing number of regional, countywide, and local area bicycle plans for areas throughout the DVRPC region, which speaks to an increasing level of interest in and shared prioritization of bicycling as a mode of travel rather than just a form of recreation. Your comments relate to two critical stages on the path from plan and network development to implementation: design details (engineering) and construction.

In the first case, DVRPC knows that the “Retrofit for Bike Lane and Shoulders” project is an important design funding resource for bike network projects on state roadways, and DVRPC will—with our County partners—continue to evaluate that project’s usage and spending on an ongoing basis to determine whether additional funding can be added, and if so, how to go about allocating it. Because there are also many important in-street bike network projects throughout our region that are not on Pennsylvania state roads, we encourage local partners to consider other funding resources that may be available (such as DVRPC Work Program or Transportation and Community Development Initiative [TCDI] funding for concept-level design, and Department of Conservation and Natural Resources [DCNR] or the new Multimodal Fund [MMF] funds for more advanced engineering) to help bridge the design gap between planning and construction/stripping for local projects.

With respect to your comment on construction, the TIP does reflect a funding commitment towards “implementation of bicycle and pedestrian plans.” Overall, at least 4% of the draft PA TIP highway program for FY15-18 (roughly \$78 Million) is allocated to bicycle, pedestrian, and streetscape projects, and some amount of bicycle and pedestrian investment will also occur as part of more comprehensive road and transit projects. In addition, \$123,616,000 in Congestion Management and Air Quality (CMAQ) funds and \$15,128,000 in Pennsylvania Transportation Alternatives Program (TAP) funds have been allocated to our region in the PA TIP for FY15-18, which will be supplemented by any statewide TAP or MMF funds which may be awarded locally. While specific projects will be determined during future selection rounds, bicycle and pedestrian projects are eligible under all of these funding programs, and we always encourage construction projects that would implement prior planning efforts. As just one recent example, the “South Philadelphia Neighborhood Bikeway” project from the most recent PA TAP project selection round is a project to implement an important bicycle network component from the 2012 Philadelphia Pedestrian and Bicycle Plan (which was itself TCDI-funded). In addition, there is an initiative now underway among our PA counties, the Pennsylvania Environmental Council (PEC), the Bicycle Coalition, the Pennsylvania Department of Environmental Protection (DEP), and PennDOT to review and prioritize Circuit trail projects for future TIP funding. As you know, \$1,000,000 in CMAQ funding was recently allocated for Circuit projects in FY18 as part of the next competitive TAP round, and that amount will be continually re-evaluated for future TIPs.

DVRPC shares your commitment to continue to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

BETZWOOD/SULLIVAN'S BRIDGE

Response to: A.269

Response by Montgomery County:

The option of incorporating the trail onto the expressway bridge was thoroughly examined by the engineering team, presented to the county, Upper Merion, Lower Providence, West Norriton, Valley Forge Park, and rejected in favor of a separate crossing. The cost differential of the extra width and length of the bridge as well as the proximity of the trail users next to high speed traffic including the maintenance of a protective barrier between the trail and traffic made the Sullivan Bridge a much better alternative. The scope of the trail bridge project, at \$9 million, is much larger than just the Sullivan Bridge as it upgrades the entire connection from the Schuylkill River Trail into the Park at Pa-23.

Bicycle Infrastructure in Region

Response to: A.270

Response by DVRPC:

Thank you for your comment.

Concerned about accessing Cross County Trail at Germantown Pike and Chemical Road

Response to: A.271

Response by Montgomery County:

The Cross County Trail is a priority of the county and we are currently re-examining our alternatives from Germantown Pike to Willow Grove including the connection to the Pennypack Trail. The sharing of right of way with Norfolk Southern is no longer an option so we are closely examining alternatives. Cross County is the next larger trail project for the county to complete but it will take a number of years due to the complicated issues.

Concerned about the amount The Circuit segments in Delaware County

Response to: A.272

Response by Delaware County:

Delaware County is working with the other Pennsylvania counties to determine which segments of the Circuit are ready to advance to design and construction. When the update of the FY 2017-20 TIP begins in a year, we will have a better idea of how much funding is needed and attempt to provide adequate funding in that TIP. At the present time, there are no Delaware County sections of the East Coast Greenway, Octoraro Trail, and Valley Forge to Heinz Refuge Trail that are advanced to the point that they need design and construction funding (other than sections of the ECG that already have funding). Sections of the Chester Creek and Newtown Square Branch Trails that have feasibility studies completed need municipal decisions to move forward with design and construction. The Delaware County Bicycle Plan supports the completion of this trail network.

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

MPMS #61714 - Manayunk Canal Restoration

Response to: A.67

Response by Philadelphia County:

The Manayunk Canal Path was not a TIP project. The project associated with MPMS #61714 is for Canal Dredging. Philadelphia Parks and Recreation is addressing the graffiti and vegetation issues along the Canal Towpath. The barriers near the Shawmont RR crossing are necessary to prevent ATV's from accessing the trail.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

MPMS #64984 - Transportation Alternatives Program (TAP) Line Item

Response to: A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.105, A.106, A.107, A.108,

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

DVRPC is convening a working group comprised of the county transportation to develop a collective understanding of Circuit trail projects, priorities, timing issues, and funding needs. The working group will develop a collective understanding of which Circuit trail projects are ready for construction, the level of resources needed to complete those projects, and potential sources of funding. The working group will also look at the universe of Circuit projects that are in various stages of planning to determine what is needed to get them ready for construction and improve their desirability for future funding programs.

MPMS #90144 - Schuylkill River Trail, Shawmont Avenue to Montgomery County Line (TIGER)

Response to: A.252

Response by Philadelphia County:

The design of the Shawmont and Nixon intersection was approved as the safest design for this intersection by PaDOT and the Philadelphia Streets Department. Philadelphia Parks and Recreation is working on addressing the missing signs. Additional parking was not feasible as it would have taken away from residential parking. The retaining wall was necessary to protect the trail from erosion issues associated with the steep slope adjacent to the trail at this location. Philadelphia Parks and Recreation will continue to work on reducing the overgrown vegetation along Shawmont Ave in order to provide safe parking for trail users.

PORT ROYAL TO MONTGOMERY COUNTY LINE - SRT

Response to: A.273

Response by Philadelphia County:

Philadelphia Parks and Recreation staff member checked on 7/20/2014 and it is being maintained and mowed.

SCHUYLKILL PARKS CONNECTOR BRIDGE

Response to: A.274

Response by Philadelphia County:

The scope of work for the Schuylkill River Park Connector Bridge included several elements in addition to the bridge. Improvements were also made to the layout of the adjacent park and significant landscaping and drainage improvements were also made. The nearby gate mechanisms are currently being repaired and will soon be operational.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Individuals

Wants bicycle lanes and trails added to widened roads or new/reconstructed bridges.

Response to: A.276

Response by DVRPC:

Thank you for your comment. DVRPC is committed to a region where bicycling and walking are safe, attractive, and accessible travel options for local mobility. Our Connections 2040 Plan encourages communities to develop in a way that will give residents and workers as many transportation options as possible. Improving safety, comfort, and connectivity for bicyclists and pedestrians is critical to this objective: our plans and projects are focused on ensuring that our region's Classic Towns, town centers and future growth areas are walkable, bikeable, interconnected, and vibrant centers of place.

Our two state DOTs support biking and walking safety and investment. PennDOT has a Bicycle and Pedestrian Checklist, which is used to evaluate all design projects for bicyclist and pedestrian safety and connectivity. NJ DOT has a Complete Streets policy to ensure that the needs of all road users are considered in project design and programming. Nevertheless, we recognize that there are gaps in our regional bicycle and pedestrian networks, and routinely work with our planning partners to make improvements wherever possible. While it is not possible (or safe) for every roadway to have a bike lane, nor every underpass a trail, we do work with our partners to ensure that wherever projects can be coordinated to close bicycle and pedestrian network and mobility gaps, they do so.

WISSAHICKON BIKE PATH

Response to: A.275

Response by Philadelphia County:

These comments will be communicated to district operations staff to ensure vegetation is being removed from path.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #60574 - Paoli Transportation Center

Response to: B.277

Response by DVRPC:

Funding will be advanced into the first four years of the program for the ADA improvements to the Paoli Intermodal Transportation Center as detailed by SEPTA. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

MPMS #86698 - Osborne Road Bridge Over Beaver Creek

Response to: B.278

Response by DVRPC:

The Osbourne Road Bridge project will be added to the program in the first four years. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

MPMS #90600 - SEPTA Reserve Line Item

Response to: B.279

Response by DVRPC:

The Reserve Line Item balances will be adjusted as detailed by SEPTA. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #15251 - US 1, Baltimore Pike Interchange Improvements

Response to: B.280, C.306

Response by PennDOT:

PennDOT initiated the change. PennDOT supports expanding the project.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access.

The existing bridge carrying PA 352 and sidewalk over US 1 will be studied for replacement. The existing bridge carrying the northbound Media Bypass ramp will also be studied for replacement or removal. Project includes sidewalks and new/upgraded traffic signals with pedestrian indications. Bike lanes will be studied in conjunction with the Delaware County Bicycle Plan.

Response by Delaware County:

The County supports the expansion of the project limits, the inclusion of bicycle facilities in the project description and the project itself, and the improvement of roadway aesthetics. Including bicycle facilities is consistent with the Delaware County Bicycle Plan and Delaware County 2035, the County's Comprehensive Plan.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #102273 - Second Collegeville Bridge Crossing

Response to: B.286

Response by DVRPC:

Thank you for your comment.

MPMS #102275 - Study Line Item

Response to: B.287

Response by DVRPC:

The description of the Study Line Item MPMS #102275 description will be revised to acknowledge the Decade of Investment to read:

This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.

MPMS #102665 - Signal Upgrade Line Item

Response to: B.288

Response by DVRPC:

It is anticipated that the Signal Upgrade line item will help with the regional implementation of the Signal Retiming Program.

MPMS #16577 - Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade

Response to: B.281

Response by DVRPC:

DVRPC acknowledges the clarification on the project and will edit the description as needed.

MPMS #48175 - Ridge Pike, Norristown Boro to Butler Pike

Response to: B.282

Response by DVRPC:

DVRPC acknowledges the clarification that the federally funded project will be from the PA Turnpike to Regal Plaza.

MPMS #92807 - PA 23 - Skippack Pike Bridge Replacement

Response to: B.283

Response by DVRPC:

The correction will be made in the Final Version of the FY2015 TIP for PA.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #95447 - County Bridge Line Item

Response to: B.284

Response by DVRPC:

The City of Philadelphia has agreed to participate in the County Line Item. The Line Item will stay as County Bridge Line Item.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Planning Partners

MPMS #74822 - North Delaware Avenue Extension Phase 2

Response to: B.289

Response by DVRPC:

The North Delaware Avenue Extension Phase 2 project will be added to the program in the first four years using the earmark funds. The requested change will be included in the List of Recommended Changes and will be presented to the Board for inclusion in the TIP Adoption.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Distribution of Draft TIP Material for Review

Response to: C.295

Response by DVRPC:

DVRPC is following protocol to inform Tribal Nations of federally funded transportation projects.

Response by Bucks County:

We will forward your request to DVRPC.

MPMS #102105 - Municipal Bridge Line Item

Response to: A.3, A.4, A.5, A.6, A.7, A.8, A.9, A.10, A.11, A.12, A.13, A.14, A.15, A.16, A.17, A.18, A.19, A.20, A.21, A.22, A.23, A.24, A.25, A.26, A.27, A.28, A.29, A.30, A.31, A.32, A.33, A.34, A.35, A.36, A.37, B.285, C.293, C.294

Response by DVRPC:

The DVRPC region looks forward to continuing to find and fund ways to reduce the number of non-state owned structurally deficient (SD) bridges in the region, and both the County and Municipal Bridge Line items will help accomplish that goal. The state has made great strides in reducing state-owned SD bridges in our region, and these line items help to address our "local" infrastructure. The specific parameters for applying for funding through the Municipal Bridge Line item are in development. DVRPC will work with the region to allocate increased resources to this line item during the FY2017 TIP update and on evaluating the realistic need for City, County and Municipal bridges at the beginning of the TIP Update rather than at the end.

Response by Bucks County:

Bucks County supports this line item and was instrumental in its establishment. We will work with all municipalities, including East Rockhill Township to provide needed funding for local bridges.

The Transportation Improvement Program does not utilize school taxes to fund the program.

The Municipal Bridge Line Item will be a competitive program. Details on submitting bridges for funding will be forthcoming. Bucks County will work with all municipalities regarding project submissions.

MPMS #64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.1, C.290, C.291

Response by DVRPC:

PennDOT and Bucks County agree to a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed. Two foot shoulders will not be added to the bridge.

Response by PennDOT:

This project involves rehabilitating the bridge carrying SR 2036 (Swamp Road) over an unnamed tributary of Neshaminy Creek. The rehabilitation of stone masonry portions of the structure will be in kind. The bridge is located just west of the western entrance of the Bucks County Community College in Newtown Township. The bridge is bordered to the north by the historic Temora farm property and to the south by Tyler State Park. Stone retaining walls extend east and west of the existing bridge along the north side of the roadway. The superstructure of the existing bridge was replaced under an emergency contract in 2004. The existing structure is a single 28 foot span with a clear roadway width of 23.5 feet. Traffic will be maintained during construction and potentially require short term detours for some repairs.

Response by Bucks County:

Bucks County believes that the bridge rehabilitation is necessary. However, we will work with PennDOT to rescope the project to repair the structure without significant widening of the structure.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #88083 - Stoopville Road Improvements - Phase 2

Response to: A.2, C.292

Response by DVRPC:

The comment refers to an "Emerging/Regionally Significant Corridor," as classified by the 2006 Congestion Management Process (CMP) Executive Summary. Emerging/Regionally Significant Corridors in the CMP refer to places where low-cost, proactive strategies are considered appropriate, but where adding roadway capacity would face a higher burden of proof than locations within Congested Corridors and would only be acceptable as a last resort. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2012, and the referenced area is no longer designated as an Emerging/Regionally Significant Corridor. For the most recent CMP, please see www.dvrpc.org/CongestionManagement.

Response by PennDOT:

Lower Makefield, Upper Makefield, Newtown, and Wrightstown Townships are sponsoring the Stoopville Road Phase II project as a continuation of the Stoopville Road project. The first phase (S. R. 2028, Section ECF) was constructed in 2009-10. The design undertaken as a local effort addresses current vehicular movements while improving pedestrian access throughout the project area. Overall the design addresses short term needs along this portion of Stoopville Road. Beyond these improvements, no more regional/long term improvements are programmed.

The project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road). The project limits extend from the Stoopville Road/Durham Road intersection to the Village of Dolington along Washington Crossing Road. The proposed improvements include:

- Improvements to the Stoopville Road/Durham Road intersection by widening Durham Road to provide an exclusive left-turn lane on southbound Durham Road for vehicles traveling to eastbound Stoopville Road. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road, at Stoopville Road and Washington Crossing Road, and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road.
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the Village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075). Construction is limited to the addition of stop signs at the intersection, the painting of stop bars on the pavement, and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection.

The improvements listed above do not include specific drainage improvements. As a local design effort, the townships participated in scoping the improvements. To this point, no specific drainage concerns have been noted.

Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

Current scope appears to include items 2 through 5 in your comments. No specific drainage issues have been identified by the local project sponsors, and therefore, have not been included.

Terry Drive Extension

Response to: C.296

Response by PennDOT:

Since PennDOT intends to proceed with Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS 364781), funding for Terry Drive is not available and would have to go through the same process as every new potential candidate project.

Response by Bucks County:

If Newtown Township would like to pursue the Terry Drive Extension, we suggest that this project be submitted as a new project during the next TIP update.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #14532 - US 30, Coatesville Downingtown Bypass Reconstruction Design

Response to: C.297, C.298, C.299

Response by Chester County:

PennDOT will be obligating the earmark funding to assure the funds will be secured.

Preliminary engineering will begin over the next four years.

These PE activities will evaluate the project sequencing and constructability of the entire project from PA 10 to Business 30/Exton Bypass.

Therefore, the project staging and sequencing is subject to change. These concerns and much more input from municipal officials and other stakeholders will be taken into consideration.

MPMS #84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Response to: C.300, C.301, C.302

Response by DVRPC:

PA Act 89 funding will provide much needed investment to the DVRPC region's transportation system, but is still not sufficient to meet all desires and needs. Act 89 funding enables the region to begin addressing backlogs of projects for both highway and transit systems as a first priority, and to begin to make investments in new projects. The Chester County Route 30 Eastern/Western projects were previously on the Illustrative Unfunded list, meaning there was not capacity to fund them even within a 12 year programming horizon. These projects have both been moved into the 12 year program in the FY2015 Draft TIP. This is a huge success for the corridor which is estimated to cost close to \$500 million. Funding is provided in the early first four year period in order to study an appropriate approach to dealing with the complexities of the eastern section as well as complete design needed for the corridor. As the region approaches another TIP Update for FY2017, all projects will be re-examined for costs and schedules and will be re-programmed as appropriate. If there is agreement by Chester County public and stakeholders on the approaches developed by PennDOT for the corridor then there will be less delay in project implementation.

Funding for the regional TIP is developed based on the mix of projects, need, schedule, and resources. For example, funding is not allocated to our 5 counties by formula such as population or by lane miles or by VMT. Funding in the TIP by county fluctuates from TIP Update to TIP Update depending on what projects are advancing within any four year period as we work regionally to address our transportation system. For example, funding for Chester County ramped up significantly between FY09 and FY14 as the \$170 million construction of Section 300 of Route 202 got underway. Funding in the FY2015 TIP for PA will be higher this year for Delaware County than it has been in the past because the additional Act 89 funding has enabled the Route 322 corridor which has gone unfunded over the last 6 years to finally advance in a meaningful way. There are also projects which fall under the "Various" category which impact multiple counties, or projects which may reside in two counties, but may be listed in only one county for project management purposes, such as work along Route 422. Finally, there is also a transit program which is not listed by county, but rather combines project types into "Programs" per the request of the Federal Transit Administration. It is worthwhile to note that Chester County's highest project priority, the Paoli Transportation Center has significant funding in the program, and has been advanced to indicate \$36 million in the first four years to address ADA compliance at the site, approximately \$32 million from SEPTA for Phase 2 of the project starting in the second four years, and approximately \$35 million for the Darby Road connection roadway project also in the first four years which is the keystone to making the site work. Large projects take time to get to construction, and the regional distribution of funds follows the large projects which cycle throughout our region to create an effective, well-maintained, safe transportation system.

Act 89 will hopefully provide an opportunity for the region to add new, important projects to the program with the development of the FY2017 TIP, as we begin the process of addressing our current backlogs via the FY2015 program. It takes time to develop and screen candidates and we look forward to the possibilities created by the new funding source.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #87781 - US 30, Coatesville Downingtown Bypass (CER-Eastern Section)

Response to: C.303, C.304, C.305

Response by DVRPC:

PA Act 89 funding will provide much needed investment to the DVRPC region's transportation system, but is still not sufficient to meet all desires and needs. Act 89 funding enables the region to begin addressing backlogs of projects for both highway and transit systems as a first priority, and to begin to make investments in new projects. The Chester County Route 30 Eastern/Western projects were previously on the Illustrative Unfunded list, meaning there was not capacity to fund them even within a 12 year programming horizon. These projects have both been moved into the 12 year program in the FY2015 Draft TIP. This is a huge success for the corridor which is estimated to cost close to \$500 million. Funding is provided in the early first four year period in order to study an appropriate approach to dealing with the complexities of the eastern section as well as complete design needed for the corridor. As the region approaches another TIP Update for FY2017, all projects will be re-examined for costs and schedules and will be re-programmed as appropriate. If there is agreement by Chester County public and stakeholders on the approaches developed by PennDOT for the corridor then there will be less delay in project implementation.

Funding for the regional TIP is developed based on the mix of projects, need, schedule, and resources. For example, funding is not allocated to our 5 counties by formula such as population or by lane miles or by VMT. Funding in the TIP by county fluctuates from TIP Update to TIP Update depending on what projects are advancing within any four year period as we work regionally to address our transportation system. For example, funding for Chester County ramped up significantly between FY09 and FY14 as the \$170 million construction of Section 300 of Route 202 got underway. Funding in the FY2015 TIP for PA will be higher this year for Delaware County than it has been in the past because the additional Act 89 funding has enabled the Route 322 corridor which has gone unfunded over the last 6 years to finally advance in a meaningful way. There are also projects which fall under the "Various" category which impact multiple counties, or projects which may reside in two counties, but may be listed in only one county for project management purposes, such as work along Route 422. Finally, there is also a transit program which is not listed by county, but rather combines project types into "Programs" per the request of the Federal Transit Administration. It is worthwhile to note that Chester County's highest project priority, the Paoli Transportation Center has significant funding in the program, and has been advanced to indicate \$36 million in the first four years to address ADA compliance at the site, approximately \$32 million from SEPTA for Phase 2 of the project starting in the second four years, and approximately \$35 million for the Darby Road connection roadway project also in the first four years which is the keystone to making the site work. Large projects take time to get to construction, and the regional distribution of funds follows the large projects which cycle throughout our region to create an effective, well-maintained, safe transportation system.

Act 89 will hopefully provide an opportunity for the region to add new, important projects to the program with the development of the FY2017 TIP, as we begin the process of addressing our current backlogs via the FY2015 program. It takes time to develop and screen candidates and we look forward to the possibilities created by the new funding source.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #15251 - US 1, Baltimore Pike Interchange Improvements

Response to: B.280, C.306

Response by PennDOT:

PennDOT initiated the change. PennDOT supports expanding the project.

This project involves reconstructing the US 1/PA 352 interchange at the terminus of the Media Bypass, upgrading roads and intersections, and traffic signals. Project includes improvements along US 1 beginning at the intersection with PA 452 to east of the Media Bypass, and along PA 352 beginning north of the Williamson Free School entrance drive to the intersection of PA 352 / PA 452. Local street improvements are included to improve circulation and provide access.

The existing bridge carrying PA 352 and sidewalk over US 1 will be studied for replacement. The existing bridge carrying the northbound Media Bypass ramp will also be studied for replacement or removal. Project includes sidewalks and new/upgraded traffic signals with pedestrian indications. Bike lanes will be studied in conjunction with the Delaware County Bicycle Plan.

Response by Delaware County:

The County supports the expansion of the project limits, the inclusion of bicycle facilities in the project description and the project itself, and the improvement of roadway aesthetics. Including bicycle facilities is consistent with the Delaware County Bicycle Plan and Delaware County 2035, the County's Comprehensive Plan.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Bridge Replacement of Bustard Road at Morris Road

Response to: C.314

Response by Montgomery County:

For the Bustard Rd bridge project, the crossing is somewhat problematic due to the narrowness of the structure which make the bridge functionally obsolete (FO). However the bridge is not be structurally deficient (SD) so its replacement is not a priority for PennDOT which has a long backlog of SD bridges.

Delaware County - Route 252: Mary Jane Lane to Rose Tree Rd

Response to: C.315

Response by Delaware County:

Delaware County joins with the Bicycle Coalition to request funding support from PennDOT for the striping plans on Routes 252 and 320. We will also request additional funding for the FY 2001-2004 TIP project Retrofit for Bike Lanes and Shoulders (MPMS 0596) when the FY 2017-2020 TIP is developed beginning next year. The Delaware County Bicycle Plan supports bicycle-friendly improvements to its On-road Bicycle Improvement Network, which includes these sections of Routes 252 and 320.

Delaware County - Route 320: Wesley Rd to Baltimore Pike

Response to: C.316

Response by Delaware County:

Delaware County joins with the Bicycle Coalition to request funding support from PennDOT for the striping plans on Routes 252 and 320. We will also request additional funding for the FY 2001-2004 TIP project Retrofit for Bike Lanes and Shoulders (MPMS 0596) when the FY 2017-2020 TIP is developed beginning next year. The Delaware County Bicycle Plan supports bicycle-friendly improvements to its On-road Bicycle Improvement Network, which includes these sections of Routes 252 and 320.

Montgomery County - Morris Road: US 202 Dekalb Pike to Valley Forge Road

Response to: C.317

Response by Montgomery County:

The county will support a discussion of this former TIP item for the FY17 TIP update. There are a number of funding projects and issues, including this one, which will require the Pa Subcommittee to meet regularly in advance of the next TIP update.

MPMS #16097 - Graterford Road Bridge

Response to: C.307

Response by PennDOT:

The Graterford Road Bridge will be added to Group L (#92311), which will be let in December. Group L is funded with the ACT89.

Response by Montgomery County:

The County supports adding Graterford Rd bridge into Group L.

MPMS #16565 - PA 363, Valley Forge Rd.

Response to: C.308

Response by Montgomery County:

For Valley Forge and Sumneytown Pike intersection, the region may consider new TIP candidates with the FY17 update. The county will add that to its candidate list.

MPMS #57851 - Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements

Response to: C.309

Response by Montgomery County:

The county will give high priority in the FY17 TIP update to program construction funding in FY17 for the Otts/Plank/Myers/Seitz project referenced by Cecile Daniel.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #64795 - Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road

Response to: C.310, C.311, C.312

Response by DVRPC:

The project description will be updated to include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road. The description change is included in the List of Recommended Changes that the Board will vote on along with the Draft TIP for adoption.

Response by Montgomery County:

The county concurs in the township's request to clarify the project description. The intersection of Rock Hill and Pa-23 was originally scoped into the Rock Hill/Belmont project as a corridor improvement between Pa-23 and the I-76 Belmont interchange. The original environmental document included this area. The township should advance the intersection improvement as well as the Belmont Ave/Rock Hill widening project. The section of Rock Hill Rd between the two township-led projects will be improved by the developer of the lands adjacent to this section. This is an Act 209 Traffic Impact Fee project partnership between the township, PennDOT and the developer.

A portion of needed right of way was purchased by the township a number of years ago to prevent a future land development from becoming a project obstruction. The township had requested in the past that the amount they spent on this right of way, \$1.6 million, be used as the match for the remaining right of way. The cost identified in the draft TIP for future right of way acquisitions is a placeholder, as usually occurs, until environmental clearance is obtained and final design/right of way can formally begin. At that point, appraisals will be done, per PennDOT guidelines, and a cost identified. As with most projects of this type, right of way costs are what they are. The county will support the appropriate PennDOT funds needed in the FY17 TIP update to advance and fully fund the right of way phase for the project.

MPMS #89715 - US 422, Sanatoga Interchange Ramp Improvements

Response to: C.313

Response by DVRPC:

This project is included as a Long Range Plan project. The project is incorporated in the Study Line Item (MPMS #102275) that serves as a placeholder for Decade of Investment studies.

Response by Montgomery County:

The 422 Sanatoga interchange improvement project is a Decade of Investment Study. That study and many others are contained in MPMS# 102275. Prior to the FY17 update, the region will review the status of all studies and determine a strategy to advance them. As the concept for the interchange ramp improvements was done several years ago, we hope to be in a position in the FY17 update to identify the funding on the 12 Year Program to fund all phases.

Rt 113 & Rt 29 Intersection Improvement

Response to: C.318

Response by PennDOT:

It is too early to decide if this project can be added in the FY2017 TIP. In the event that the region is at a place where it can add new projects in FY2017 TIP, PennDOT will support Montgomery if they give top priority to 113 & 29.

S.R. 0113 Relocation

Response to: C.319

Response by Montgomery County:

The Draft FY15 TIP was prepared with a primary goal to accommodate not only an aggressive bridge and highway rebuilding program but also addressing older, previously authorized highway and bridge projects which were started in previous years but put on hold due to funding. Some of the projects have been deferred and delayed for multiple TIPs even though significant engineering and much of the right of way had been acquired. The region did not consider new projects in the preparation of this TIP as the program must be fiscally constrained to the amount of funding allocated to us by Harrisburg. The 113 Relocation Project is an important project though it would be considered "new" for funding consideration. Without any additional funding being allocated by Harrisburg to this region, there isn't any currently available funding in the FY15 TIP. The counties and city hope that we can consider new projects when we prepare for the FY17 TIP and Montgomery County will add this to our priority list.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Widening PA 63 Forty Foot Road near Tomlinson Road

Response to: C.320

Response by Montgomery County:

For Forty Foot Rd widening, it could be a future candidate as well though the township may want to advance the project on its own, and be more timely, considering the backlog of Decade of Investment projects to fund over the next dozen years.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Penn's Landing Access and Community Improvement

Response to: C.321

Response by Philadelphia County:

Thank you for your comment. We will continue to work with our regional planning partners to identify opportunities for this regionally significant project.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Design and Construction funding needed for trails

Response to: C.365

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

MPMS #102102 - North Delaware Avenue Phase 1B

Response to: C.361

Response by PennDOT:

The North Delaware Avenue Extension Phase 1B is a continuation of the North Delaware Avenue Extension 1A and the typical section established in Phase 1A will be continued to through this phase of the project. The proposed typical section is 6' sidewalk, 6' buffer zone, 38' cartway, 6' buffer, and 12' bicycle and pedestrian trail.

MPMS #102274 - Schuylkill River Swing Bridge

Response to: A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61, A.62, A.63, A.64, A.65, A.253, A.254, A.255, A.256, A.257, A.258, A.259, A.260, A.261, A.262, A.263, A.264, A.265, A.266, A.267, A.268, C.362

Response by Philadelphia County:

Thank you for your comment.

MPMS #102279 - Traffic Calming Program (ARLE 4)

Response to: C.363

Response by DVRPC:

Thank you for your comment.

MPMS #102280 - Broad Street Pedestrian Crossing Improvements (ARLE 4)

Response to: C.364

Response by Philadelphia County:

Raised crosswalks, along with raised intersections, speed humps and speed cushions, have been tested as traffic calming and safety measures, and have been shown to reduce vehicle speeds without impeding emergency and transit vehicles. The Streets Department intends to continue considering these devices at locations with demonstrated excessive speeds.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)

Response to: C.322

Response by PennDOT:

This bridge contributes to a historic district. A Rehabilitation Feasibility Analysis will be prepared to determine if the existing bridge can be rehabilitated and meet the project purpose and need.

Response by Bucks County:

Bucks County believes this project is necessary and justified and therefore, supports the project.

MPMS #13716 - Headquarters Road Bridge Over Tinicum Creek

Response to: C.323

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

- 1.The bridge is on a facility functionally classified as a local road off the National Highway System
- 2.The bridge has an ADT less than or equal to 400
- 3.The bridge needs to be reconstructed for structural reasons but there is no evidence of a site-specific safety problem
- 4.There is no existing or anticipated significant land use conflicts

It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders. With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Response by Bucks County:

Bucks County believes this project is necessary and justified and therefore, supports the project.

MPMS #17511 - City Ave o/ SEPTA (Bridge)

Response to: C.324

Response by PennDOT:

This is a renovation project. We will consider the stair and ramp connection as the project progress. This renovation project has very narrow project limit, therefore unlikely to contribute to the Proposed Parkside City Line multi-use trail.

MPMS #17581 - Bells Mill Road

Response to: C.325

Response by Philadelphia County:

The project currently includes sidewalk on the west side of the street. There is no room for a shared path within the current ROW.

MPMS #17622 - Adams Avenue Bridge Over Tacony Creek

Response to: C.326

Response by PennDOT:

This project is currently in the preliminary engineering and environmental activities stage. The replacement option being considered would provide shoulders/sidewalks to accommodate pedestrians across the bridge. The rehabilitation option being considered does not provide any additional width beyond the existing 22.5'. Should the rehabilitation option be selected, pedestrians will continue to use the nearby footbridge over Tacony Creek located just upstream in Fairmount Park.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #17697 - Island Avenue Signal Upgrade

Response to: C.327

Response by Philadelphia County:

The project includes re-alignment of a number of intersections in order to channelize traffic and to make the intersections more pedestrian-friendly by reducing turning radii and thus vehicular turning speeds, and shortening crossing distances. The design for the project has been and will be closely coordinated with SEPTA.

MPMS #17816 - Chestnut Street Bridges (4) at 30th Street

Response to: C.328

Response by PennDOT:

The Chestnut Street Bridge rehabilitation over the Schuylkill River, Schuylkill River Trail, and over the CSX Railroad currently proposes to narrow the existing roadway slightly to increase the sidewalk widths over these structures. Increases in sidewalk width around the existing Schuylkill River Trailhead atop Chestnut Street (both sides) are limited due to the arch structure which is a contributing element to the adjacent RAMCAT/Schuylkill Historic District that runs along 24th Street. Walking zone width will be maximized to the extents possible, but allowance for ADA Ramps, pedestrian/roadway lighting, standard street signage, parking kiosks, and signal poles will affect the achievable walking zone width possible. Tightening the curb radii at the intersection of Chestnut Street and Schuylkill Avenue West will be investigated. Curb radii are generally governed by design code criteria. The criteria, in general, addresses safety issues arising from errant vehicles and providing adequate space for truck turning movements.

MPMS #48193 - Allen's Lane Bridge Over SEPTA R8 Rail Line

Response to: C.329

Response by PennDOT:

The proposed design includes 8' sidewalks on both sides of the structure which will provide 6' or more of clear walking zone on both sides of the structure.

MPMS #48711 - This project is not a highway project. May be a typo by commentor.

Response to: C.330

Response by DVRPC:

This MPMS # does not exist in the Highway and Bridge portion of PenDOT's MPMS system. This might be a typo by the commenter. DVRPC thinks the intended project is MPMS #47811 - Bridge Street Design (Section BSR)(IMP). The response on this project would be: Using data from Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

MPMS #57276 - Montgomery Avenue Bridge over Amtrak at 30th Street (CB)

Response to: C.331

Response by PennDOT:

The new bridge will have sidewalks on both sides and the limit of sidewalk replacement on the project will extend from W. Greenwood Avenue to W. Sedgley Avenue.

MPMS #57897 - Haverford Avenue Signal Modernization

Response to: C.332

Response by Philadelphia County:

This project has been bid and is at the award stage. The scope of the project includes creating curb bumpouts at several locations in order to channelize traffic and reduce vehicular turning speeds and pedestrian crossing distances.

MPMS #57901 - Lincoln Drive (3R)

Response to: C.333

Response by Philadelphia County:

The sidewalk will be extended to provide continuity along the west side of the Drive within the project limits, and thus to connect Rittenhouse Town with Wayne Avenue. Widening and converting to shared path will be explored for feasibility within existing space constraints.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #61712 - North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item

Response to: C.334

Response by PennDOT:

Acknowledged. The trail sections have been and will be designed to AASHTO standards and PennDOT and City of Philadelphia requirements.

MPMS #64984 - Transportation Alternatives Program (TAP) Line Item

Response to: A.68, A.69, A.70, A.71, A.72, A.73, A.74, A.75, A.76, A.77, A.78, A.79, A.80, A.81, A.82, A.83, A.84, A.85, A.86, A.87, A.88, A.89, A.90, A.91, A.92, A.93, A.94, A.95, A.96, A.97, A.98, A.99, A.100, A.101, A.102, A.103, A.104, A.105, A.106, A.107, A.108,

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

DVRPC is convening a working group comprised of the county transportation to develop a collective understanding of Circuit trail projects, priorities, timing issues, and funding needs. The working group will develop a collective understanding of which Circuit trail projects are ready for construction, the level of resources needed to complete those projects, and potential sources of funding. The working group will also look at the universe of Circuit projects that are in various stages of planning to determine what is needed to get them ready for construction and improve their desirability for future funding programs.

MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB)

Response to: C.338

Response by PennDOT:

The oversized sidewalks on the Market Street Bridge rehabilitation over the Schuylkill River is proposed to be replaced in-kind. These sidewalks still have to accommodate ADA Ramps, pedestrian/roadway lighting, standard street signage, parking kiosks, signal poles, dry fire hydrants, Schuylkill River Trail Trellis and signage (Existing), and sidewalk furniture (existing and by others), which will affect the achievable walking zone width possible. The sidewalks on the Market Street Bridge over the Schuylkill River Trail and CSX Railroad are proposed to be widened, but not to the oversized width that exists on the River Bridge. Sidewalk width increase is constrained by the roadway right-of-way, roadway width (to be maintained) and adjacent building limits.

MPMS #69913 - Grays Ferry Avenue Bridge Over Schuylkill River

Response to: C.339

Response by PennDOT:

There are no plans to modify the existing north sidewalk of the bridge. As part of the project, a 10-foot wide multi user trail will be constructed on the south side of the existing bridge and both roadway approaches. Currently there are sidewalks on all existing roadway approaches to the bridge. When the project is completed, the multi-user trail will connect the south sidewalks on the east and west approaches to the bridge—thereby adding to existing pedestrian and bicycle facilities.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #69914 - Fifth Street over Conrail (Bridge)

Response to: C.340

Response by PennDOT:

The final product will include 13' – 15' width sidewalks on both sides of the road. These will run the length of the existing bridge. Replacing sidewalk, in its entirety, b/t Hunting Park and Bristol is not in the project scope. (N. 5th St. is city owned and the plan is to turnback the road rebuild section, when completed, to Phila.)

MPMS #70014 - Center City Signal Improvements (North) - Phase 3

Response to: C.341

Response by Philadelphia County:

This project has been bid and is at the award stage. The existing intersections radii are relatively small.

MPMS #70243 - American Street Streetscape

Response to: C.342

Response by Philadelphia County:

The scope of the project includes installing curb bumpouts at most of the intersections.

MPMS #72597 - Ben Franklin Bridge Philadelphia Operational Improvement

Response to: C.343

Response by PennDOT:

This project is in the very early stages of design and preliminary engineering. The CAC comments will be shared with DRPA and given full consideration.

MPMS #74828 - American Cities/Safe Routes to School - Phase 3

Response to: C.344

Response by Philadelphia County:

The project will include a variety of safety measures near school locations and along access routes, particularly at designated crossing guard locations. This will include bump-outs to reduce crossing distances and tightened radii to slow turning vehicles as well as pedestrian signals with countdown timers.

MPMS #78758 - JFK Boulevard Bridges (3) Over 21st/22nd/23rd Streets

Response to: C.345

Response by PennDOT:

A pedestrian access consisting of a ramp and stairs is being provided between JFK Boulevard and 22nd Street in the northwest quadrant. Through our stakeholder coordination, the City discussed the potential to convert the north sidewalk to a shared use path at a future date. This project will provide a widened north sidewalk to accommodate this, but a shared use path will not be incorporated as part of this project.

MPMS #78764 - W Girard Ave O/CSX (Bridge)

Response to: C.346

Response by PennDOT:

We are coordinating efforts with several parties including the Fairmount Park and Philadelphia Zoo. The replacement sidewalks will match the existing widths in the range of 10' to over 14'.

MPMS #79908 - I-95: Kennedy to Levick (Section BS1) (IMP)

Response to: C.347

Response by PennDOT:

Using data from the Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #79910 - I-95: Margaret to Kennedy (Section BS2) (IMP)

Response to: C.348

Response by PennDOT:

Using data from the Point of Access Study, continued coordination with the Philadelphia Streets Department and Philadelphia Parks and Recreation on all pedestrian and bicyclists concerns is taking place.

MPMS #80054 - Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3

Response to: C.349

Response by PennDOT:

The proposed pedestrian circulation improvements through the Ben Franklin Parkway and 20th street intersection developed during preliminary engineering did not change during final design. The Streets Department, PennDOT and numerous public stakeholders were involved in the evaluation of the proposed intersection improvements. Public meetings with Fairmount Park, the Philadelphia Art Commission, Logan Square Neighborhood Association, the Parkway Council and other entities during final design included renderings of the intersection improvements. All parties agreed that the proposed pedestrian circulation at the intersection is a significant improvement over the existing conditions. PennDOT will develop a project specific website that will be accessible by the public during construction. The site will provide information about vehicular, bicycle and pedestrian movements through the project area during construction.

MPMS #80104 - Henry Ave Corridor Safety Improvements

Response to: C.350

Response by PennDOT:

Yes, "advance pedestrian signal timing" means leading pedestrian interval. Median islands are being considered at some locations along the corridor. Coordination with the Philadelphia City Planning Commission is ongoing, specifically with regards to the Lower Northwest District Plan. Currently the proposed tree removal is limited to the median island trees which have significantly large branches which extend over the travel lanes; the removal does not involve the trees located along the sidewalks.

MPMS #81292 - Frankford Av/Frankford Ck (Bridge)

Response to: C.351

Response by PennDOT:

The Frankford Avenue Project is currently scoped as a bridge replacement project that requires extensive utility coordination with the Philadelphia Water Department and SEPTA. Design considerations for the Frankford Green Greenway have not been considered but will try to be incorporated as PennDOT proceeds with the design process.

MPMS #85417 - Allegheny Avenue Safety Improvements

Response to: C.352

Response by PennDOT:

The installation of pedestrian fencing along Allegheny Avenue was reviewed as part of the Preliminary Engineering of the project, and it has been determined to not include the fencing as part of the project.

The use of lead pedestrian intervals was considered during the final design of the traffic signals; however, it was not implemented at the intersections. The majority of the project intersections have smaller turning radii. The project will include the installation of countdown pedestrian signals.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #85419 - Erie Av: Broad St. - K St

Response to: C.353

Response by PennDOT:

The use of lead pedestrian intervals was considered during the final design of the traffic signals; however, it was not implemented at the intersections. The majority of the project intersections have smaller turning radii. The project will include the installation of countdown pedestrian signals. For the intersection of Erie Avenue and Front Street, which has larger turning radii, curb modifications to reduce pedestrian crossings have been incorporated into the design.

For the intersection of 2nd Street and Sedgley Avenue, roadway improvements are not included into the design; however, the following improvements are included per the Road Safety Audit (RSA):

- replace all pavement markings and add more space between stop bars and crosswalks (RSA recommendations),
- replace all traffic control and school signs,
- remove all existing "NO Turns 2:45PM-3:45PM Mon-Fri" signs and replace with LED Blank-out "No Turns" signs for all 4 approaches,
- replace NE-S and NE-W curb ramps, and
- change pavement markings for SB 2nd St. to provide left-through, through, and right lanes.

MPMS #87107 - School District of Philadelphia Improvement (SRTSF) - Round 1

Response to: C.354

Response by PennDOT:

The Safe Routes to School program allows for improvements within 2 miles of school property.

Response by Philadelphia County:

The project will include some sidewalk repairs both immediately adjacent to school locations and along access routes and at designated crossing guard locations as well as the possible installation of bump-outs at locations with demonstrated safety issues.

MPMS #88767 - Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1

Response to: C.355

Response by PennDOT:

As part of final design for this project, a signal has been added to the intersection of 22nd Street and the I-676 on/off ramps. The turning radii of this intersection were evaluated but are limited/restricted by existing utility manholes in the roadway that prevent the curb from being revised significantly. The new signal will help improve and better control the pedestrian movements at the intersection. Final design for the 21st and 22nd Street Bridges is included in Part 3. Part 2 was replaced by Part 3 because of the additional final design work added to the project. The project description for both Vine Street Project MPMS numbers, MPMS 80054 and 88767 will be clarified.

MPMS #90482 - North Delaware Riverfront Greenway (TIGER)

Response to: C.356

Response by PennDOT:

The project has been constructed. The funding in the Draft TIP is for conversion purposes only.

MPMS #92376 - Walnut Lane Bridge Over Wissahickon Creek Restoration

Response to: C.357

Response by PennDOT:

The Walnut Lane Bridge is currently scoped as a bridge restoration project to preserve the historic integrity of the existing structure in addition to right-sizing the Walnut Land Roundabout. Within the project limits, PennDOT will be restoring sidewalk and installing new sidewalk at the roundabout to make better and safer pedestrian accommodations.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

MPMS #96223 - Philadelphia Signal Retiming- CMAQ Comp

Response to: C.358

Response by PennDOT:

The purpose of the Philadelphia Signal Retiming project is to change signal timings for signals throughout the City of Philadelphia to increase the mobility of vehicles and reduce congestion. Concerns regarding lead pedestrian timings should be discussed with the City of Philadelphia Streets Department who is implementing the project.

Response by Philadelphia County:

Leading Pedestrian Intervals (LPI) are shown to be an efficient and cost effective tool to enhance pedestrian safety at intersections with high pedestrian volumes crossing against heavy right turn vehicular movements. The Streets Department has used this tool previously and will continue to consider both LPI and tighter radii at such intersections under various current and

MPMS #98207 - I-95 Congestion Management

Response to: C.359

Response by DVRPC:

As part of DVRPC's ongoing I-95 Planning Assistance project, DVRPC, PennDOT, and SEPTA are coordinating to prioritize recommendations developed from the DVRPC Improving Non-motorized Access to Trenton Line Rail Stations study as well as recommendations for bicycle and pedestrian access to stations in Lower Bucks County on SEPTA's West Trenton Line. The I-95 reconstruction project includes a comprehensive set of congestion mitigation activities. In addition to enhancements to the capacity of the SEPTA regional rail lines parallel and closest to the I-95 corridor noted in MPMS# 98207, congestion management activities include extensive support for trails, bike lanes, sidewalks, and other amenities for pedestrians and bicyclists.

MPMS #98221 - Stock's Grove Road over Beaver Creek

Response to: C.360

Response by PennDOT:

The bridge deck and substructure are in poor condition and the superstructure is in serious condition. The overall bridge condition is serious, and it is considered structurally deficient. The bridge has a posted weight limit of 5 tons, limiting its usage by fire and emergency vehicles. In addition to the structural issues, the bridge width limits it to one lane traffic, the bridge and approach safety features are substandard, and the bridge is considered functionally obsolete. The bridge has also been determined to be scour critical. Finally, the overall sufficiency rating for the bridge is 24.0, which ranks it as the 7th lowest rated bridge in the County's inventory of 115 bridges. This is why Bucks County wishes to replace the bridge.

Response by Bucks County:

The bridge deck and substructure are in poor condition and the superstructure is in serious condition. The overall bridge condition is serious, and it is considered structurally deficient. The bridge has a posted weight limit of 5 tons, limiting its usage by fire and emergency vehicles. In addition to the structural issues, the bridge width limits it to one lane traffic, the bridge and approach safety features are substandard, and the bridge is considered functionally obsolete. The bridge has also been determined to be scour critical. Finally, the overall sufficiency rating for the bridge is 24.0, which ranks it as the 7th lowest rated bridge in the County's inventory of 115 bridges. Bucks County believes this project is necessary and justified, and therefore, supports the project.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

PennDOT's policy on replacing single lane bridges with two lane bridges

Response to: C.366

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

- 1.The bridge is on a facility functionally classified as a local road off the National Highway System
- 2.The bridge has an ADT less than or equal to 400
- 3.The bridge needs to be reconstructed for structural reasons but there is no evidence of a site-specific safety problem
- 4.There is no existing or anticipated significant land use conflicts

It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders.

With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Repairing Rather than Replacing Historic Structures

Response to: C.367

Response by PennDOT:

Thank you for your comments regarding the Headquarters Road Bridge over Tinicum Creek.

PennDOT is tasked with the safe transport of the traveling public and emergency services. Specifically for the Headquarters Road bridge in Tinicum Township, township residents have expressed significant concern over the continued closure of the Headquarters Road Bridge in regards to emergency service vehicle access throughout the township. PennDOT's policy regarding required bridge width and one lane structures is outlined in its Highway Design Manual (DM-2). Although at times bridge width can be dependent on the type of bridge and the type of work proposed, construction of a one lane bridge is allowed when all of the following conditions are met:

- 1.The bridge is on a facility functionally classified as a local road off the National Highway System
- 2.The bridge has an ADT less than or equal to 400
- 3.The bridge needs to be reconstructed for structural reasons but there is no evidence of a site-specific safety problem
- 4.There is no existing or anticipated significant land use conflicts

It is important to understand that safety is of the utmost concern with regards to the design of public infrastructure and PennDOT required width criteria has been developed to provide safe and easily maintainable roads and bridges. Providing a bridge with inadequate width can result in long term maintenance and safety issues especially when a motorist traveling on a 2 lane road encounters a sudden change in the traffic pattern generated by a one lane structure. With that said, PennDOT has and will continue to employ context sensitive solutions in rural and historic areas by working with the public and local stakeholders.

With regards to your comment on impacts to the Exceptional Value and Wild & Scenic Designated Tinicum Creek, PennDOT has and will continue to work with the State and Federal Agencies responsible for oversight of regulatory requirements throughout design. All necessary permits and clearances will be obtained from these agencies through coordination in design.

Summary of Responses

On the DVRPC Draft FY2015-2018 Transportation Improvement Program (TIP) for PA

Comments Received from Organizations/Agencies

Request to Dedicate Funding to complete The Circuit

Response to: C.368

Response by DVRPC:

Thank you for your comment and support of adding \$1 million in CMAQ funds to the FY2018 Transportation Alternatives Program line item for Circuit trail projects. The description for the Transportation Alternative Program in the TIP (MPMS #64984) will be updated in the Final Version of the FY2015 TIP for PA. The updated description will explicitly state the purpose and intended allocation of the \$1 million for Circuit trail projects.

Thank you for detailing the 61 Circuit trail projects that have undergone planning and need design/construction funding. The build-out of the Circuit is included in the region's long-range plan, Connections 2040, and the region recognizes the value of creating a multimodal transportation system that provides viable non-motorized transportation options. DVRPC is aware of the status of many of these projects and is working to move them forward. The list you provided will assist DVRPC staff, the counties and the DVRPC Board in better understanding and prioritizing these Circuit projects. DVRPC is currently working with all our regional public, private and non-profit partners to design and engineer Circuit trail projects and prepare them for construction. Indeed, achieving a state of "project readiness" is key to access future construction funding when it becomes available. In Pennsylvania, DVRPC is organizing a working group comprised of county transportation planners to better understand the relative status of all projects in the Circuit trail universe, set priorities, and be prepared to take advantage of funding opportunities when they arise. The TIP is a constrained financial plan, but bicycling and walking have been growing as modes of travel in the region, and DVRPC is committed to encouraging this positive trend within existing constraints.

We share your commitment to make our region an ever-better and safer place to bike for work and play, and we look forward to an ongoing collaboration among all our partners—including the Bicycle Coalition—to achieve this vision.

Response to Item ID# C.369
Cathedral Park
Community Development Corporation

The current project under construction, 52nd Street/Lancaster Enhancements, is a project for which a federal earmark from the previous federal legislation, Transportation Equity Act for the 21st Century (TEA-21), of \$1,285,000 was awarded to be specifically used for streetscape enhancements. The earmark funds have been used for this purpose and are not available for a different project. This earmark project is expected to be completed and opened to the public this mid-September assuming no project delays. As DVRPC works closely with its member counties and operating agencies, further improvements to this intersection can be discussed with the City of Philadelphia to determine the best way to move forward in resolving traffic congestion, operational improvements, and pedestrian friendly intersection design. A copy of the intersection study has been forwarded to the City's Chief Traffic Engineer.

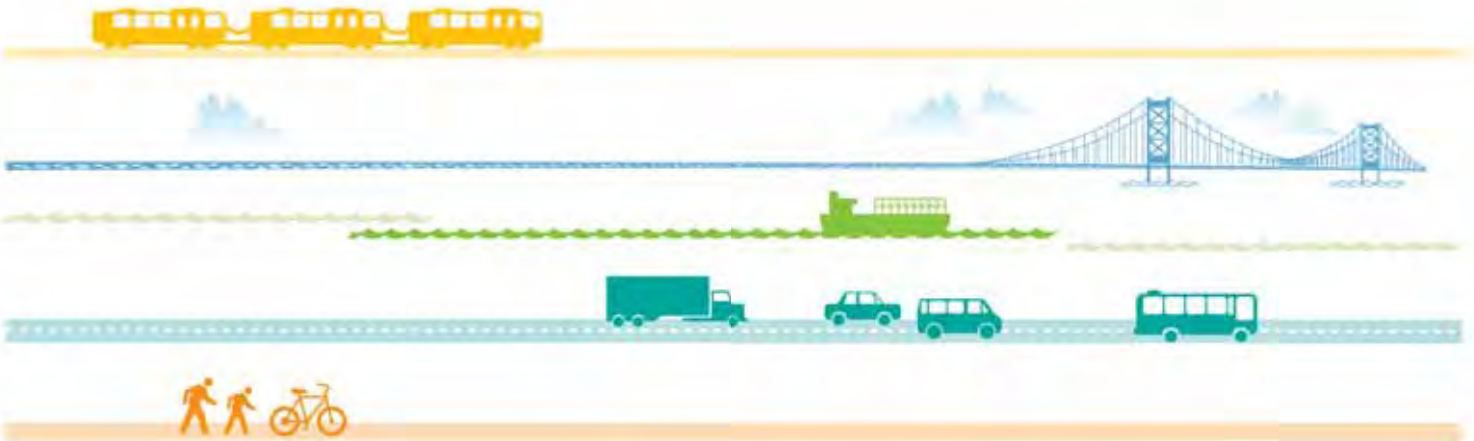
Response to Delaware Riverkeeper Comment from June 30, 2014

The three bridges referenced are all one lane bridges close to 100 years old that are closed or have weight restrictions due to severe deterioration. The first, Clay Ridge Road bridge over Beaver Creek (MPMS #13014) is locally maintained, weight restricted, has approximately a three mile detour, an extremely deteriorated substructure, and a traffic volume of 200 cars per day (in 2001, most current year data is available). The second, Strock's Creek Road bridge over Beaver Creek is locally maintained, weight restricted, has approximately a three mile detour, an extremely deteriorated superstructure, and carries a volume of 250 cars per day (in 2001, most current year data is available). The third, Headquarters Road bridge over Tinicum Creek is state-maintained, closed to traffic, has an approximate 10 mile route detour, and previously carried a volume of 643 vehicles per day.

There are several important considerations for the final determination between replacement and rehabilitation made during the categorical exclusion phase of the National Environmental Protection Act (NEPA) process. Any projects funded with state or federal dollars must be consistent with American Association of state highway transportation officials (AASHTO) and PennDOT design standards, as well as PennDOT's environmental stewardship agreement with the Federal Highway Administration (FHWA). Key regional goals such as creating a safer transportation system, reducing congestion, managing growth, protecting the environment from additional emissions created by vehicles idling while waiting for others to pass on one lane bridges, or from additional vehicle miles traveled by vehicles and trucks that must take lengthy detours due to closed or posted bridges must all be considered in a balanced approach for a final bridge design. It should be noted as well, that new bridge designs can allow for improved stream flow when compared to older, outdated bridges. These issues must be carefully balanced with *Connections 2040* Plan goals that you have identified, including: the potential land use impacts, preservation of natural features, the cost of rehabilitation versus replacement, protection of historic and cultural landscapes, reduced dependence on the automobile, and preservation of farmland. The final determination must weigh all these factors using sound long-range planning strategic considerations, lifecycle cost analysis, system performance, and condition data.

PennDOT design guidelines do not allow for one lane bridges to be rebuilt if they have traffic volumes greater than 400 vehicles per day. All three bridges are approaching an age where replacement would normally be reasonable. However, the final decision on the locally maintained facilities ultimately rests with the municipalities, the results of the categorical exclusion phase of the NEPA process, and the feasibility analysis of rehabilitation of the existing structure. These issues are all considered on a case by case basis, and these factors, along with your comment and those that have been received in support of the project will be weighed in the final decision.

LIST OF RECOMMENDED CHANGES



Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				CHANGE	REMARKS
COUNTY	MPMS #	TITLE			
Delaware	88407	I-95 Overhead Bridges		Shift \$250,000 from FY15 Final Design phase to Utility phase in FY15.	General
Philadelphia	46958	Philadelphia Naval Shipyard Access		Remove \$26,000 (\$21,000 SXF/\$5 Local) ROW and \$26,000 (\$21,000 SXF/\$5 Local) UTL phases from FY16, and shift SXF funds into the construction phase.	
Bucks	78516	Bridge Replacement Brownsville Road		<ul style="list-style-type: none"> Reduce FY18 CON phase by \$1,235,000. Add a FY19 CON phase by \$1,235,000. 	Project schedule and/or cost restructuring to accommodate adding a project to the TIP, Osborne Road Bridge Over Beaver Creek (MPMS #86698)
Chester	14134	West Bridge Street Bridge Over Amtrak		<ul style="list-style-type: none"> Reduce FY16 CON by \$1,300,000. Add a FY18 CON phase in the amount of \$1,300,000. 	
	80049	Walker Road Bridge Over Trout Run Creek (Thompson's Bridge)		<ul style="list-style-type: none"> Reduce FY15 CON by \$650,000. Add a FY16 CON phase in the amount of \$650,000. 	
Delaware	69665	South Creek Road Bridge Over Brandywine Creek		<ul style="list-style-type: none"> Reduce FY19 CON by \$1,235,000. Increase FY20 CON by \$1,235,000. 	
Montgomery	83742	Keim Street Bridge Over Schuylkill River		<ul style="list-style-type: none"> Reduce FY20 CON by \$1,300,000. Add a FY21 CON in the amount of \$1,300,000. <p>Note that local match will be adjusted according to pro-rata for reductions and increases.</p>	
Various Counties	102106	Structurally Deficient Bridge Line Item		<ul style="list-style-type: none"> Decrease FY21 CON by \$1,235,000. Add a FY24 CON by \$1,235,000 from FY21 decreases. 	
	79927	Highway Reserve Line Item-STP		<ul style="list-style-type: none"> Reduce FY24 CON by \$1,235,000. 	

DVRPC Highway Project Schedule Adjustments or Cost Restructuring				CHANGE	REMARKS
COUNTY	MPMS #	TITLE			
Chester	14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line		Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects.	Projects in need of future pro-rata/fund type adjustment and possible local contribution increase
Delaware	47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)		Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	47993	7th Street Bridge Over Chester Creek		Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57772	Convent Road Bridge Over Chester Creek (CB# 6)		Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Schedule Adjustments or Cost Restructuring (Continued)				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Montgomery	16484	Edgehill Road Bridge Over Old York Road	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	Projects in need of future pro-rata/fund type adjustment and possible local contribution increase
Philadelphia	56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	57901	Lincoln Drive (3R)	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	
	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1	Acknowledge that pro-rata/fund type will need to be adjusted, and local contribution may need to increase as PennDOT no longer receives Act 26 (179) funds for projects	

DVRPC Highway Project Schedule Adjustments or Cost Restructuring (Continued)				
COUNTY	MPMS #	TITLE	CHANGE	REMARKS
Chester	80042	PA 100, Corridor Safety Improvements	Remove FY15 ROW (\$146,000 HSIP/ \$0 TOLL) and shift to Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show funds for this project in the Regional Safety Initiatives (HSIP) line item only.	Regional Safety Initiatives (HSIP) Line Item and Projects
Philadelphia	80104	Henry Ave Corridor Safety Improvements	Shift \$1,273,000 HSIP funds from FY15 Final Design to the Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show funds for this project in the Regional Safety Initiatives (HSIP) line item only.	
	85415	Olney Ave Safety Improvements	Remove FY15 PE (\$231,000 HSIP/\$0 TOLL) by shifting \$231,000 HSIP to Regional Safety Initiatives (HSIP) line item (MPMS #57927). Show this project in the Regional Safety Initiatives (HSIP) line item only.	
	85419	Erie Av: Broad St. - K St	Remove FY15 UTL (\$504,000 HSIP/\$0 TOLL) and add \$504,000 HSIP to FY15 CON. Draw an additional \$3,996,000 HSIP to FY15 CON from the Regional Safety Initiatives (HSIP) line item (MPMS #57927), which would provide \$4,500,000 HSIP funds for this project's FY15 CON.	
Various Counties	57927	Regional Safety Initiatives (HSIP)	<ul style="list-style-type: none"> Shift HSIP funds previously programmed on MPMS #s 80042, 48768, 80104, and 85415 FY15 Construction phase to this HSIP line item. Note: since MPMS #48168 has already been let and does not provide a resource, the HSIP FY15 line item balance will be \$5,130,000. Shift \$3,996,000 HSIP funds to Erie Av: Broad St. - K. St. (MPMS #85419). 	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Chester	86698	Osborne Road Bridge Over Beaver Creek	Add an inadvertently omitted project back into the TIP for \$1,300,000 total in FY15 Construction and FY16 Construction.	Add inadvertently omitted projects back to the TIP
Philadelphia	74822	North Delaware Avenue Extension Phase 2	Add inadvertently omitted project back into the TIP by programming Study Phase in FY15 (\$400,000 SXF/\$100,000 Local), Preliminary Engineering in FY15 (\$400,000 SXF/\$106,000 Local), Final Design in FY17 (\$202,000 SXF/\$57,000 Local), Right-of-Way in FY18 (\$400,000 SXF/\$116,000 Local), Utility in FY18 (\$400,000 SXF/\$116,000 Local) and Construction in FY19 (\$3,206,000 SXF/\$956,000 Local).	

DVRPC Highway Project Additions (Continued)				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Bucks	102830	Neshaminy Greenway Trail to Lenape Lane	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$800,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	Add new regional TAP projects to the TIP. These projects will draw from the TAP line item (MPMS #64984) at the appropriate time. Funds are set aside in the line item.
	102831	Solebury Route 202 Gateway Trail	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$980,859 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Chester	102832	Kennett and New Garden Townships Sidewalk Project	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$850,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
	102833	Village of Eagle Trail Connections	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$560,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
Delaware	102834	Pedestrian and Bicycle Accessibility Enhancements	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$420,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	
	102835	Hillside Road Pedestrian Safety Improvements	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$530,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions (Continued)					
ITEM	MPMS#	TITLE	CHANGE	REMARKS	
Montgomery	102836	Walk and Bike Pottstown Phase 1 & 2	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$1,000,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.	Add new regional TAP projects to the TIP. These projects will draw from the TAP line item (MPMS #64984) at the appropriate time. Funds are set aside in the line item.	
	102837	Liberty Bell Trail Connection	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$635,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.		
	102838	Philadelphia Bike Share Program	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$1,250,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.		
	102839	South Philadelphia Neighborhood Bikeway	Add this new regional TAP project to the TIP. Include in project description that this project was awarded with \$250,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time.		
Philadelphia	102134	Henry Ave Corridor Safety Improvements, Phase 2	Add this new breakout project to the FY2015 PA TIP. This project is a breakout from MPMS #80104 and will be placed in the Regional Safety Initiatives (HSIP) line item (MPMS #57927) until it is ready to be drawn out at the appropriate time.	Add a new HSIP break-out project to draw from Regional Safety Initiatives (HSIP) line item (MPMS #57927).	
Chester	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)	Add project back into the TIP with \$564,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	Add Round 4 of ARLE projects back to the TIP as funds have not yet been encumbered. These are additional funds to the region.	
	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)	Add project back into the TIP with \$51,000 State 244 for Construction in FY15 as funds have not yet been encumbered.		
	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)	Add project back into the TIP with \$445,000 State 244 for Construction in FY15 as funds have not yet been encumbered.		

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Additions (Continued)				
ITEM	MPMS#	TITLE	CHANGE	REMARKS
Montgomery	102298	Towamencin Township Signal System Modernization(ARLE 4)	Add project back into the TIP with \$180,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	Add Round 4 of ARLE projects back to the TIP as funds have not yet been encumbered. These are additional funds to the region.
Philadelphia	102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	Add project back into the TIP with \$400,000 State 244 for Final Design and \$800,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	
	102281	L.E.D. Street Light Improvement Program (ARLE 4)	Add project back into the TIP with \$260,000 State 244 for Final Design and \$590,000 State 244 for Construction in FY15 as funds have not yet been encumbered.	

DVRPC Highway Project Removals				
ITEM	MPMS #	TITLE	CHANGE	REMARKS
Bucks	97992	East Rockhill Township Signal Improvements (ARLE 3)	Remove project as funds have been encumbered.	Remove Round 3 of ARLE projects as funds have been encumbered
	97997	Doylestown Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	98003	Bensalem Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98006	Warrington Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Chester	97989	Franklin Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
	98000	East Whiteland Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98001	Phoenixville Borough Signals (ARLE 3)	Remove project as funds have been encumbered.	
	98005	London Britain Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Delaware	97994	Haverford Township Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	97999	Concord Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
	98002	Chadds Ford Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

DVRPC Highway Project Removals (Continued)				REMARKS
ITEM	MPMS #	TITLE	CHANGE	
Montgomery	97993	Franconia Township Traffic Control (ARLE 3)	Remove project as funds have been encumbered.	Remove Round 3 of ARLE projects as funds have been encumbered
	97995	Lower Merion Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	97996	Upper Merion Township Signals (ARLE 3)	Remove project as funds have been encumbered.	
	97998	Lansdale Borough Signal Upgrade (ARLE 3)	Remove project as funds have been encumbered.	
	98007	Upper Dublin Township Safety Improvements (ARLE 3)	Remove project as funds have been encumbered.	
Philadelphia	102389	I-76/I-76 Ramp Resurfacing	Remove project as it has been let on June 19, 2014.	Remove a project in the Interstate Management Program as it has been let.
	90096	Spring Garden Over Schuylkill (Bridge)	Remove project as it has been let in April 2014 and place \$50,000 (\$40,000 NHPP/\$10,000 State 185) in FY15 into the respective line items MPMS #82216 NHPP Reserve Line Item and MPMS #79929 Bridge Reserve Line Item	Remove project as it has been let.

State Resurfacing Projects				REMARKS
ITEM	MPMS#	TITLE	CHANGE	
Chester	102379	US 30, Resurfacing	Add \$1,800,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15.	Add resurfacing projects from current FY2013 TIP to FY2015 TIP. These are additional funds to the region.
Philadel- phia	102388	US 1, Roosevelt Boulevard (Resurfacing)	Add \$4,500,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15.	
Bucks	102373	SR 232 Resurfacing BucksCo	Add \$900,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	Projects will not be carried over to the FY2015 TIP as they have been let or are part of the Transition List.
	102374	SR 132 Resurfacing BucksCo	Add \$3,800,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	
	102375	SR611/SR1001 Pave/Reconst	Add \$2,250,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	
Delaware	102385	SR0003 Resurfacing DelCo	Add \$1,760,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it is a Transition List project.	
Mont- gomery	102376	SR 0611 Resurfacing MontCo	Add \$3,750,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it is a Transition List project.	
	102377	SR0232 Resurfacing MontCo	Add \$1,100,000 SPIKE-581 for FY15 Construction. This is a carryover from the FY2013 TIP where funds were programmed in FY14 and FY15. Project will not be carried over to the FY2015 TIP as it has been let.	

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

Transit Project Cost Increase/Decrease			CHANGE
ITEM	MPMS #	TITLE	
SEPTA	60574	Paoli Transportation Center	<ul style="list-style-type: none"> ■ Increase project cost by adding \$24,000,000 total to the first first-years from SEPTA and PennDOT Bureau of Public Transit in order to advance Phase 1 of the project, accordingly: \$8,000,000 overall (\$3,200,000 5307-S/ \$3,871,000 Sec 1514/ \$800,000 Sec 1516/ \$129,000 Local) for each FY15, FY16, and FY17 CAP phase. AMTRAK will provide the remaining \$12,000,000 that is needed to complete Phase 1 for ADA improvements. ■ Reduce FY22 CAP by \$4,000,000 overall by decreasing \$19,452,000 Sec 1514 funds to \$15,581,000 and decreasing \$648,000 Local funds to \$519,000 to add back to the SEPTA Reserve Line Item (MPMS #90600). ■ Reduce FY23 CAP by \$19,691,000 overall by decreasing \$25,065,000 Sec 1514 funds to \$6,009,000 and decreasing \$835,000 Local funds to \$200,000 to add back to the SEPTA Reserve Line Item (MPMS #90600).
	90600	SEPTA Reserve Line Item	<ul style="list-style-type: none"> ■ Decrease line item cost over 12-Years by an overall \$19,683,000 due to MPMS #60574, accordingly: <ul style="list-style-type: none"> ■ Decrease \$12,000,000 overall in FY15, FY16, and FY17 from \$35,000,000 to \$23,000,000 to fund Phase 1 of the Paoli Transportation Center (MPMS #60574) by: <ul style="list-style-type: none"> -Reducing FY15 CAP phase from \$19,355,000 Sec 1514 funds to \$15,484,000 and decreasing \$645,000 Local funds to \$516,000. -Reducing FY16 and FY17 CAP phases each by decreasing \$4,839,000 Sec 1514 funds to \$968,000 and decreasing \$161,000 Local funds to \$32,000. ■ Add a \$4,000,000 CAP phase to FY22 (\$3,871,000 Sec 1514/ \$129,000 Local). ■ Add a \$19,691,000 CAP phase to FY23 (\$19,056,000 Sec 1514/ \$635,000 Local).

Highway and Transit Project Description Changes			CHANGE
ITEM	MPMS #	TITLE	
Bucks	70218	Delaware Canal Pedestrian Tunnel	Update project description.
	64781	Swamp Road/Pennswood Road Bridge over Branch of Neshaminy Creek	The project description and scope will be edited to reflect that there will be a straightforward rehabilitation only of the structure. The superstructure that was replaced in 2004 will be maintained and masonry repairs to the stone walls will be addressed, and that two foot shoulders will not be added to the bridge.
	88083	Stoopville Road Improvements - Phase 2	Edit description to make clear at part 4 of the proposed improvements a "New turn lane to two intersections: 200' left turn lane from southbound Durham Road to eastbound Stoopville Road, including installation of a new traffic signal at the Durham Rd. (S.R. 0413) and Stoopville Rd. (S.R. 2028) intersection, and a new 75' right turn lane from southbound Highland Road to westbound Washington Crossing Road at the Highland Road and Washington Crossing Road (S.R. 0532) intersection" and address crosswalks.
Delaware	87119	Nether Providence Township Sidewalks (SRTSF) - Round 1	Add the following sentence to project description: "This project was awarded \$225,000 TAU funds in June 2014 for construction, which will be drawn from the TAP line item (MPMS #64984) at the appropriate time."
Montgomery	16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	Update new bridge characteristics (from having two to three lanes) and provide more details on additional work associated with the project (e.g., middle lane and traffic signal at on the approaches to the bridge).
	48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	Clarify title and limits as appropriate.
	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road	Include the improvements at the adjacent intersection of Conshohocken State Road and Rock Hill Road, which are still part of the project.
Philadelphia	46958	Philadelphia Naval Shipyard	<ul style="list-style-type: none"> ■ Change limits of project to: "Langley Ave. 26th Street to Broad Street." ■ Remove the sentence "Major utilities on a weakening timber structure will be relocated from a structure in Broad to solid ground within the existing ROW of Broad Street." And adjust earmark balance available of PA ID# 086 to \$2,405,847

Recommended Changes to the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania

Highway and Transit Project Description Changes (Continued)			CHANGE
ITEM	MPMS #	TITLE	
Philadelphia	69913	Grays Ferry Avenue Bridge Over Schuylkill River	Reference MPMS #96222 that has not yet drawn down and include description of MPMS #96222.
	80104	Henry Ave Corridor Safety Improvements	<ul style="list-style-type: none"> Add "Phase 1" to project title, which would result "Henry Ave Corridor Safety Improvements, Phase 1" as new project title. Update project description.
	85415	Olney Ave Safety Improvements	Add "Olney Ave. from Broad to Rising Sun" for limits.
	96213	Manayunk Bridge Trail	Update project description.
	102274	Schuylkill River Swing Bridge	Update project description.
	80054	Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3	Remove "Part 3" from title. This project is part of a consolidation of three projects (MPMS #80054, #88767, #88768) into two (MPMS #80054 and #88767). This project will involve four superstructures instead of two.
	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1	This project is part of a consolidation of three projects (MPMS #80054, #88767, #88768) into two (MPMS #80054 and MPMS #88767). This project will involve three superstructures instead of two.
Various Counties	48201	DVRPC Competitive CMAQ Program	Remove the following MPMS#s from the project description as they have been drawn from the line item: 96213 (Manayunk Bridge Trail), 96217 (Chalfont Borough Route 152 Congestion Mitigation Project), 96218 (Fayette Street Interconnection Project), 96220 (Lower Salford Adaptive Traffic System), 96223 (Philadelphia Signal Retiming), 96241 (U.S. Route 202/Boot Road Interchange area Adaptive Signal Control).
	57927	Regional Safety Initiatives (HSIP)	Update project description.
	64984	Transportation Alternatives Program (TAP) Line Item	<ul style="list-style-type: none"> Note that \$1,000,000 CAQ funds in FY18 are to be dedicated for the selection of Circuit projects during the next TAP selection round. Update project description by listing the 11 projects (including MPMS #87119) that will draw a total of \$7,500,859 regional TAU funds from this line item (MPMS #64984) at the appropriate time.
	102105	Municipal Bridge Line Item	Update project scope and description to clarify that this bridge line item will be used to fund selected municipal bridge projects via the retro-reimbursement process only. A non-traditional, retro-reimbursement process allows a municipality to perform work to fix or replace a bridge using local funds, and subsequently be reimbursed by PennDOT with state funds. Projects for retro-reimbursement must be selected and approved by the region before a commitment of retro-reimbursement would be made.
	Various MPMS#s	I-95 Reconstruction	Update project limits and descriptions of various MPMS#s in the Interstate Management Program and the Regional Highway Program.
SEPTA	102275	Study Line Item	The description of the Study Line Item MPMS #102275 description will be revised to acknowledge the Decade of Investment to read: This line item is a set aside to address study candidates that were identified in the DVRPC region as part of the PennDOT Decade of Investment. As the studies, results, and recommendations are more completely understood, the recommendations can be considered for advancement to preliminary engineering.
	60574	Paoli Transportation Center	Update project description to clarify Phase 1 and Phase 2 elements.
	60638	Regional Rail Car, Locomotive, and Trolley Acquisition	Edit description to indicate funds are for "electric locomotives" instead of "diesel-electric locomotives."

PUBLIC COMMENT OUTREACH DOCUMENTATION





190 N INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
Fax: 215-592-9125
www.dvrpc.org

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES
FOR PUBLIC REVIEW:**

**DRAFT DVRPC FISCAL YEAR (FY) 2015-2018 TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for its Draft DVRPC Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania. The public comment period will open on May 30, 2014 and close at 5 p.m., June 30, 2014.

Please join us for a public meeting and information session on the Draft FY 2015 Pennsylvania TIP between the hours of 4:00 P.M. and 6:00 P.M. on:

**Thursday, June 26, 2014
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

The public will be able to participate in this meeting remotely via web conferencing. Please register by June 24, 2014 by contacting 215-238-2871 or public_affairs@dvrpc.org if you are interested in using this option.

As the federally designated Metropolitan Planning Organization, DVRPC is responsible for developing the Transportation Improvement Program (TIP). The TIP is the regionally agreed-upon list of priority projects, as required by federal law, and goes through a major update every other year. The TIP document must list all projects that intend to use federal funds, along with non-federally funded projects that are regionally significant. Also included are all other state-funded capital projects. The projects are multimodal; that is, they include bicycle, pedestrian, freight-related projects, and innovative air quality projects, as well as the more traditional highway and public transit projects.

Copies of the draft TIP are available in the DVRPC Resource Center; in a number of regional libraries; and at www.dvrpc.org. The document will also be available at the public meeting, and can be translated into an alternative format or language, if requested. Please contact the Resource Center at 215-238-2809 if you wish to have the documents mailed to you.

-more-

Written comments and questions may be addressed to:

Plan/TIP/Conformity Comments
c/o DVRPC Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106.

Comments may be e-mailed to tip-plan-comments@dvrpc.org or faxed to 215-592-9125. There is also an online tool that can be used to review, map, and comment on individual TIP projects in an interactive way at www.dvrpc.org/TIP. Responses to comments and questions that have been submitted in writing or electronically during the public comment period will be included in the final TIP document. If you need assistance in providing a written comment, please contact the DVRPC Public Affairs Office at 215-238-2871 or public_affairs@dvrpc.org.

The TIP public involvement process, conducted by DVRPC, is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public Involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

Comments for the Draft TIP must be received no later than 5 p.m. on June 30, 2014.

A forthcoming public comment period for the Draft Amendment to the *Connections 2040* Long-Range Plan and the Draft Transportation Conformity Finding for the Draft DVRPC FY 2015 TIP for Pennsylvania, the Draft Amendment to the *Connections 2040* Long-Range Plan, and the FY 2014 TIP for New Jersey will begin on June 16, 2014.

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

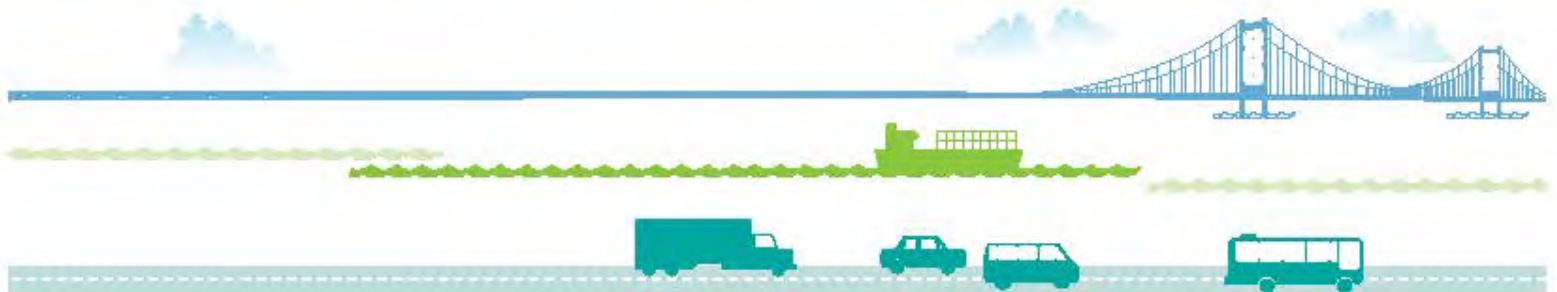
FISCAL YEAR 2015 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107, at 11:30 A.M. and 5:00 P.M., on Monday, April 28, 2014. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2015 Capital Budget and Fiscal Years 2015-2026 Capital Program and the projects contained therein for which financial assistance is being sought. The total amount of federal and state funds to be received in Fiscal Year 2015 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. SEPTA's final federal Section 5307 Program of Projects will be made available through the Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP) and in conjunction with the DVRPC's Public Involvement Process for the TIP.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Speakers for the morning and evening sessions must register by 12:30 PM and 5:30 PM, respectively, on the day of the Public Hearings.

- III. Persons wishing to file written comments may forward them to the Director of the Capital Budget and Grant Development Department, 9th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments must be received by May 2, 2014, so that they may be forwarded to the Hearing Examiner. Comments may also be sent via email to capbudget@septa.org.
- IV. Individuals in need of a sign language interpreter should contact the Director of the Capital Budget and Grant Development Department, at the address listed above by April 14, 2014.
- V. An audio version of the public hearing notice and summary will also be available through the Associated Services for the Blind's website at www.asb.org and at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, PA 19107.
- VI. On or about March 29, 2014, members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website www.septa.org or by requesting, in writing, a copy from the Director of the Capital Budget and Grant Development Department at the address listed above.

Highlights of the Draft PA TIP
FY 2015 Draft TIP for Pennsylvania
(FY 2015-2018)

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



Highlights for the Draft

Delaware Valley Regional Planning Commission

FY2015 TIP for Pennsylvania

The Draft Delaware Valley Regional Planning Commission (DVRPC) FY2015 Transportation Improvement Program (TIP) for Pennsylvania is available for public review. The PA TIP, like the Commission itself, includes the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the PA TIP every other year to coincide with the update of PennDOT's 12-Year Plan, and releases a draft program for a review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 30, 2014 and close on June 30, 2014 at 5:00 p.m. (EST). See further details regarding the review process at the end of this document.

What is the TIP?

By way of congressional mandate, federal transportation legislation (MAP-21) requires that DVRPC, as the MPO for the region, develop and update a four-year Transportation Improvement Program (TIP) in order for the region to be eligible to receive and spend federal transportation funds.

The TIP lists all transportation projects that intend to use federal funds, as well as state funded capital projects that are transportation improvement priorities for this region. It is a multi-modal, four year program that shows estimated costs and schedules by project phase required by the federal government. DVRPC shows a 12-year program financially constrained to the amount of funds that are expected to be available. In order to add projects to the TIP, others must be deferred to maintain this financial constraint. As a result, the TIP is not a "wish list"; competition between projects for a spot on the TIP clearly exists. The TIP not only lists specific projects, but also documents the anticipated schedule and cost for each project phase (preliminary engineering, final design, right of way acquisition, and construction). Although it is not a final schedule of project implementation, inclusion of a project phase in the TIP means that it is seriously expected to be implemented during the four year TIP time period.

The production of the TIP is the culmination of the transportation planning process and represents a consensus among state and regional officials as to what near term improvements to pursue. Consensus is crucial because the federal and state governments want assurances that all interested parties have participated in developing the priorities before committing significant sums of money. A project's inclusion in the TIP signifies regional agreement on the priority of the project and establishes eligibility for federal funding. On Friday, July 6, 2012, Congress passed and the President signed the federal transportation authorization into law, Moving Ahead for Progress in the 21st Century (MAP-21), as Public Law (P.L.) 112-141. This legislation became effective on October 1, 2012 and will provide federal funding through September 30, 2014. It is the first multi-year highway authorization after multiple temporary extensions of the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) that was signed in 2005 and expired in 2009. It builds on the initiatives established in SAFETEA-LU, the Transportation Equity Act for the 21st Century (TEA-21) and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Final Rulemaking has yet to be issued.

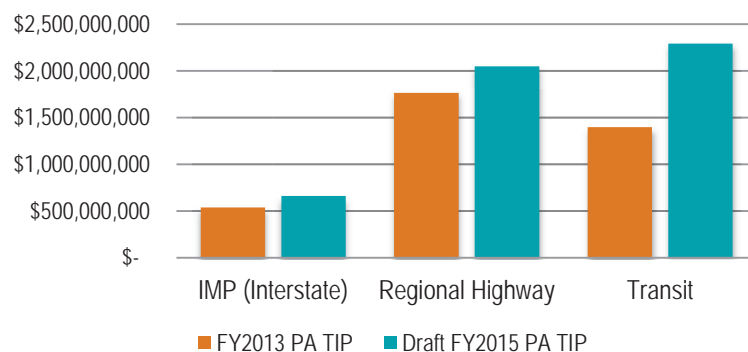
Pennsylvania Act 89 and Funding to the Region

Act 89 of 2013 is the State of Pennsylvania's new transportation funding bill that provides much-needed funding for the state's transportation planning and infrastructure systems. Act 89 will generate an additional \$2.3 billion annually by the fifth year of the program for the commonwealth's highway, bridge, public transit, local government, port, aviation, and other intermodal infrastructure systems. Act 89 of 2013 eliminated the state retail gas tax paid at the pump starting January 1, 2014, and replaced it with an equivalent increase in the Oil Company Franchise Tax (OCFT). It will also remove the cap on the OCFT in thirds over five years. The majority of the Act 89 funding is distributed as state highway funding (in addition to state bridge funding); however, state highway funds are flexible in use and can be used on a variety of infrastructure including bridges if necessary, as Pennsylvania is one of the "Top 10 states" with the highest number of bridges and has high need in that area. Further, Act 89 funding is projected to grow over time.

Primarily due to the enactment of PA Act 89, transportation funding for the DVRPC region has increased significantly since the adoption of the FY2013 TIP for PA. Due to changes in both state (Act 89) and federal (MAP-21) funding sources, the financial make-up of the TIP has new fund categories, distributions and formulas. Combined funding for the DVRPC region for the statewide Interstate Management Program (IMP) projects, the Regional Highway Program, and the SEPTA and Pottstown Urban Transit systems has increased by approximately 25% from \$3.7 billion (FY2013 PA TIP total program) to \$4.9 billion in the Draft FY2015 PA TIP, as displayed by figure 1.

\$658 million (28.6 percent of the \$2.3 billion total statewide distribution) of IMP funds, which is managed statewide by the state, have been ultimately distributed to the DVRPC region's IMP projects within the first-four-years (FY15-FY18). In addition to the \$1.6 billion statewide distribution amount initially targeted for the IMP, an additional \$690 million from statewide reserves was ultimately made available to interstate projects across the commonwealth, bringing the total Statewide IMP funding to \$2.3 billion over the four years due to an overwhelming need and the MAP-21 emphasis to maintain federal aid roadways. The DVRPC region also receives close to 24 percent (\$1.6 billion) of the formula highway funds and 64 percent (\$2.2 billion) of the transit funds distributed to MPOs and RPOs in the state. Overall, 37.5 percent (\$3.7 billion) of \$10 billion in (highway and transit) federal and state resources for non-interstate funding over the four years (FY15-18) of the STIP is allocated to the DVRPC region.

Figure 1: Growth in Programs in the DVRPC Region



Source: DVRPC, 2014

Program Summaries

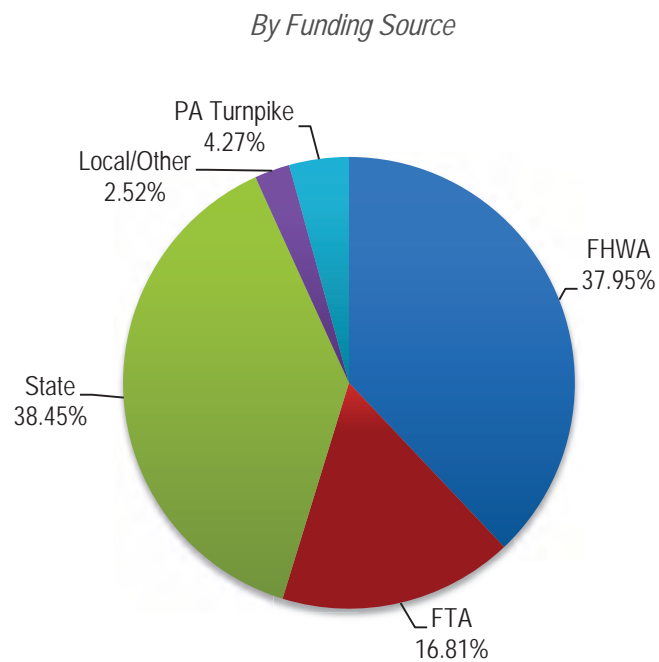
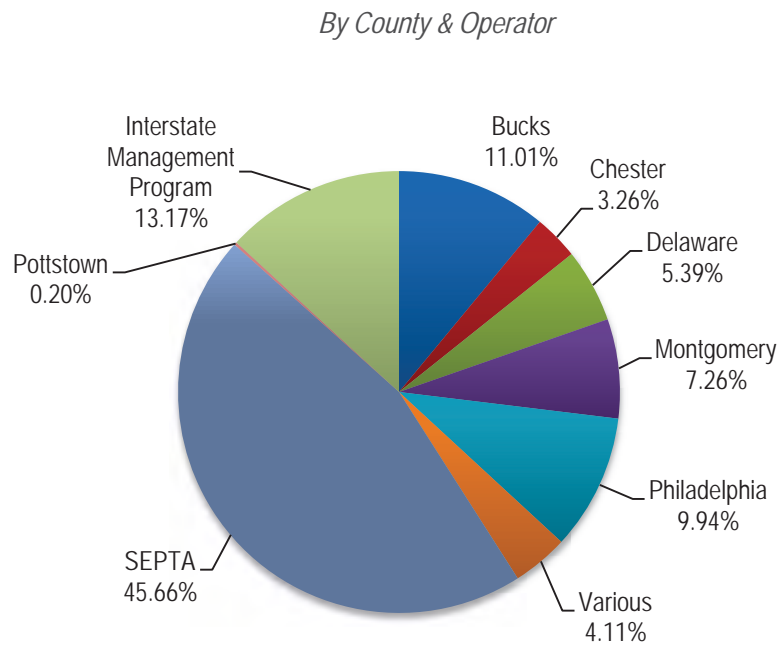
The Draft DVRPC FY2015 TIP for Pennsylvania contains over 330 projects (including the Interstate Management Program), totaling close to \$5 billion for the phases to be advanced over the next four years, an average of almost \$1.25 billion per year. Programmed funds include just under \$2.05 billion for projects primarily addressing the non-interstate highway system, and \$658 million for projects addressing the Interstate Management Program, resulting in an overall four year total for the Highway Program of \$2.7 billion. Additionally, there is a \$2.3 billion Transit Program for SEPTA and Pottstown Urban Transit. Table 1 and Figures 2 and 3 present funding summaries for the DVRPC region by program, county, and transit operator for each of the four TIP years in Pennsylvania and include the Pennsylvania Statewide Interstate Management Program (IMP) for the DVRPC region.

Table 1: TIP Cost Summary by County and Transit Operator, Southeastern Pennsylvania (\$000)

	FY2015	FY2016	FY2017	FY2018	FY2015- FY2018 Total
Regional Highway Program					
Bucks County	\$121,719	\$153,124	\$153,136	\$122,135	\$550,114
Chester County	\$31,717	\$57,112	\$60,055	\$14,207	\$163,091
Delaware County	\$62,955	\$45,115	\$69,692	\$91,787	\$269,549
Montgomery County	\$61,370	\$84,949	\$117,531	\$99,207	\$363,057
Philadelphia County	\$152,670	\$134,195	\$111,539	\$98,355	\$496,759
Various Counties	\$47,829	\$51,814	\$39,420	\$66,105	\$205,168
Regional Highway Program Subtotal Cost	\$478,260	\$526,309	\$551,373	\$491,796	\$2,047,738
-Interstate – Montgomery County	\$1,392	\$0	\$3,162	\$0	\$4,554
-Interstate - Philadelphia County	\$151,828	\$188,673	\$173,366	\$139,845	\$653,712
Interstate Program Subtotal	\$153,220	\$188,673	\$176,528	\$139,845	\$658,266
Regional Highway and Interstate Program Total Cost	\$631,480	\$714,982	\$727,901	\$631,641	\$2,706,004
Transit Program					
SEPTA	\$548,041	\$567,311	\$567,995	\$598,724	\$2,282,071
Pottstown	\$2,242	\$2,061	\$2,086	\$3,538	\$9,927
Transit Program Subtotal Cost	\$550,283	\$569,372	\$570,081	\$602,262	\$2,291,998
Grand Total Cost – 4-Year Highway and Transit Programs in DVRPC Region					\$4,998,002

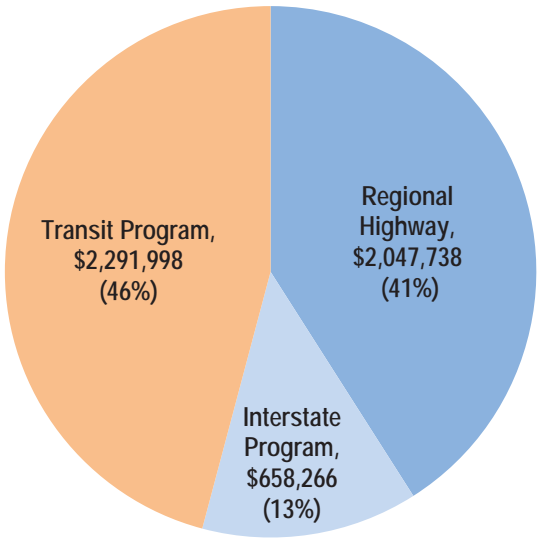
Source: DVRPC, 2014

Figure 2: Four-Year (FY2015 to FY2018) Cost Summaries for Southeastern Pennsylvania
(Highway and Transit Programs)



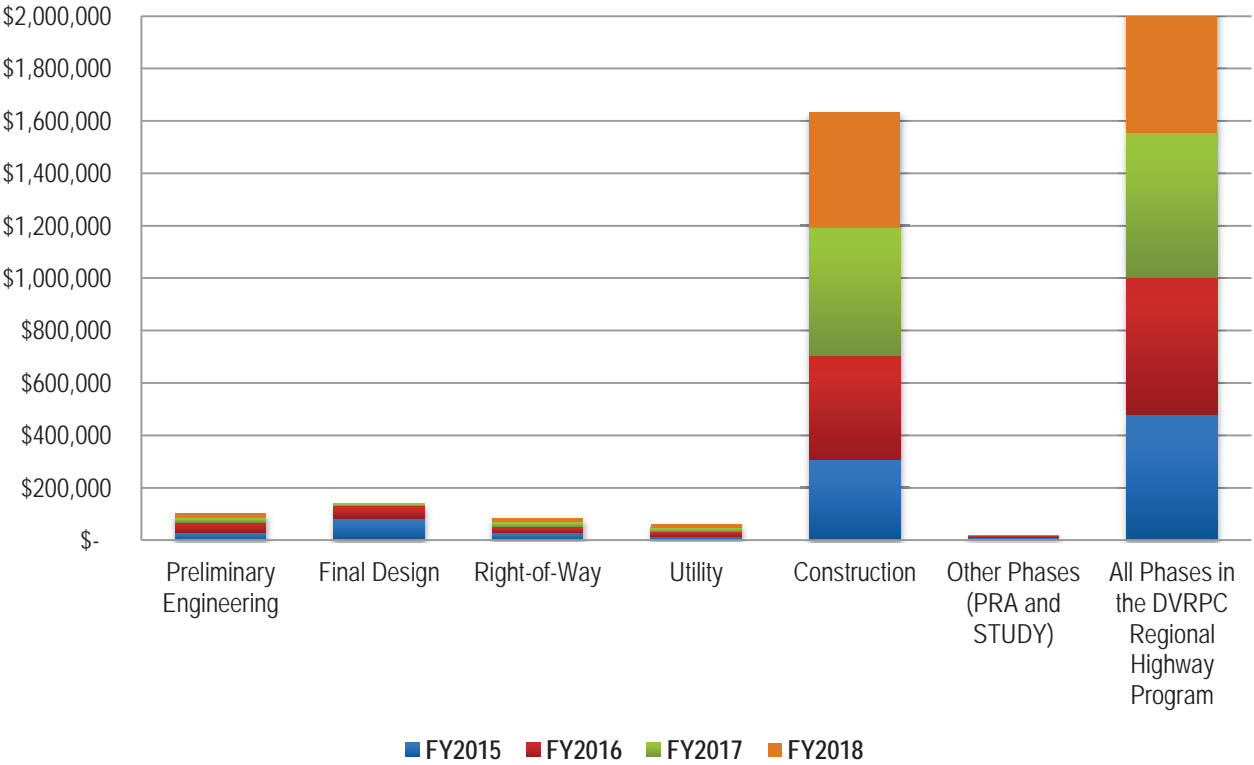
Source: DVRPC, 2014

Figure 3: Total Four-Year (FY2015 to FY2018) Cost Summary by Program for Southeastern Pennsylvania (\$000)



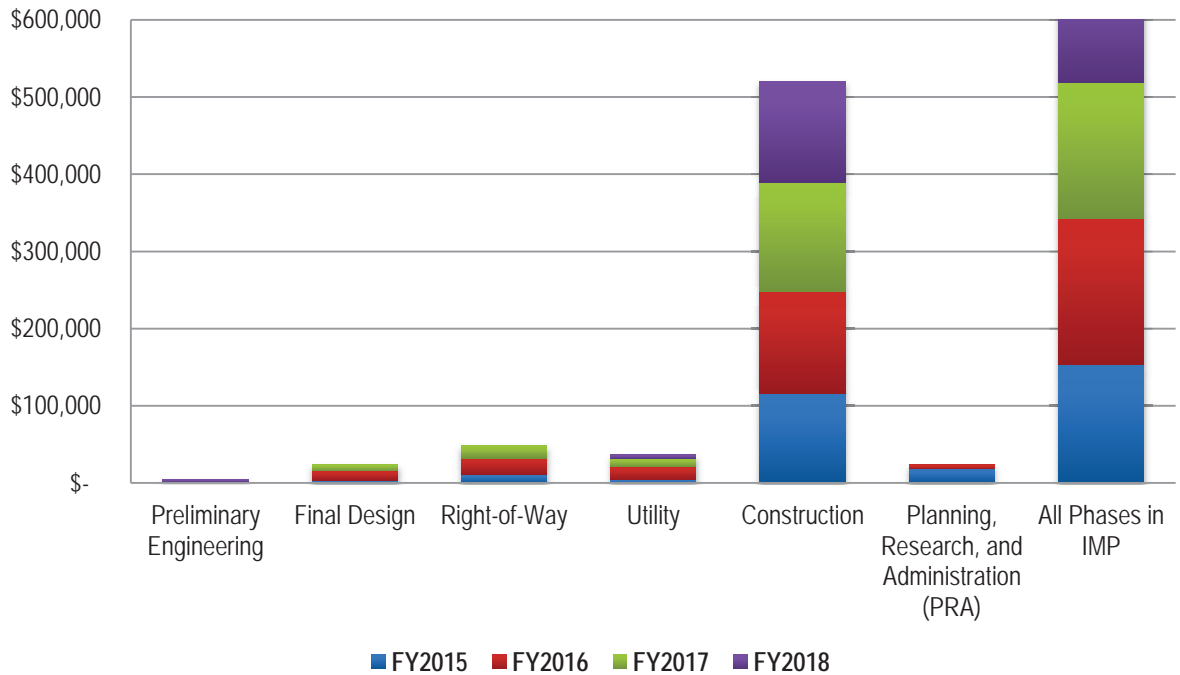
Source: DVRPC, 2014

Figure 4: DVRPC Regional Highway Program Cost by Phase for FY2015 to FY2018 (\$000)



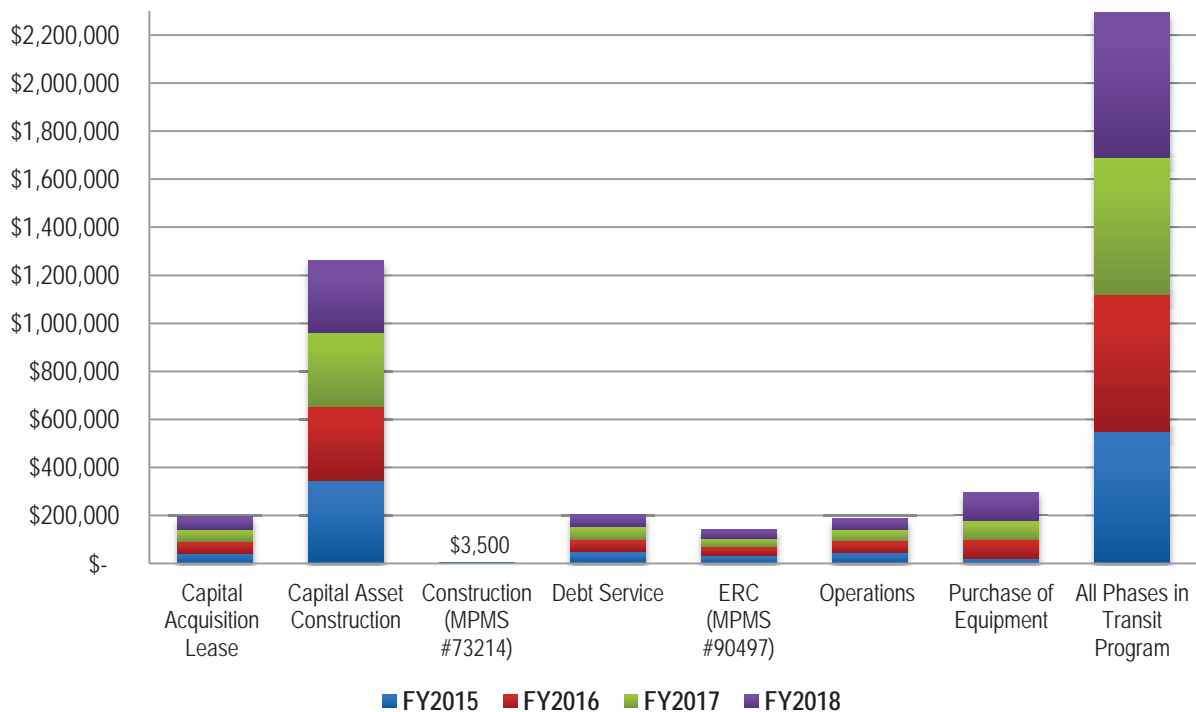
Source: DVRPC, 2014

Figure 5: Interstate Management Program Cost by Phase for FY2015 to FY2018 (\$000) in the DVRPC Region



Source: DVRPC, 2014

Figure 6: DVRPC Regional Transit Program Cost by Phase for FY2015 to FY2018 (\$000)



Notes for Figure 6:

- (1) The \$3,500,000 construction phase will occur for SEPTA's Ardmore Transportation Center improvement project (MPMS #73214).
- (2) "ERC" indicates Engineering/Right-of-Way/Construction phase for SEPTA's annual Infrastructure Safety and Renewal Program (MPMS #90497).

Source: DVRPC, 2014

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

BUCKS COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
12923	Bristol Road Extension	70218	Delaware Canal Pedestrian Tunnel
12931	Worthington Mill Rd Br (Bridge)	74827	Delaware Canal Enhancement
12965	Lawn Avenue	78516	Bridge Replacement Brownsville Road
13014	Clay Ridge Road Bridge Over Beaver Creek (CB #30)	86860	PA 611 Bridge Over Cooks Creek
13240	Old Bethlehem Road Bridge Over Kimples Creek	86923	PA 309, Sellersville Bypass, Resurfacing (PM1)
13248	Walnut Street Bridge Over Perkiomen Creek (CB #13)	87744	Wall and Pavement Repair, SR 0032 – LG1(River Road)
13249	Stone Bridge Road (Bridge)	88083	Stoopville Road Improvements - Phase 2
13296	Rickert Road Bridge Over Morris Run Creek (CB #21)	90327	River Rd o/ Trib Delaware (Bridge)
13347	I-95, PA Turnpike Interchange (TPK)- STAGE 1	92741	Main St o/Br Perkiomen Cr (Bridge)
13377	Main St over SEPTA (Bridge)	93444	Route 1 Improvement-South (Section RC1)
13440	Allentown Road and PA 663 Bridges (2) Over Licking Creek	93445	Route 1 Improvement-North (Section RC2)
13549	US 1 (Bridges) Design (Section 03S)	93446	Route 1 Improvement Frontage Corridor (Section RC3)
13606	Hulmeville Avenue Bridge Over Conrail	95439	I-95, PA Turnpike Interchange (TPK)- Section D10
13607	Upper Ridge Road Bridge Over Unami Creek	95444	I-95, PA Turnpike Interchange (TPK)- Section D20
13609	PA 313/US 202, East State Street to Mechanics Road Intersection Improvements	96217	Central Bucks Congestion Mitigation
13635	Oxford Valley Road/Lincoln Highway Intersection Improvements	97991	Doylestown Township Signals Upgrade (ARLE 3)
13716	Headquarters Road Bridge Over Tinicum Creek	97992	East Rockhill Township Signal Improvements (ARLE 3)
13727	Bristol Road Intersection Improvements	97997	Doylestown Township Signals (ARLE 3)
17918	I-95, Transit Improvements/FLEX (Cornwells Heights)	98003	Bensalem Township Signal Upgrade (ARLE 3)
47392	Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration	98006	Warrington Township Safety Improvements (ARLE 3)
50634	County Line Road Restoration (M04)(3R)	98221	Stock's Grove Road over Beaver Creek
57619	Route 313 Corridor Improvements	102272	Holland Road at Buck Road and Route 532
57624	Woodbourne Road/Lincoln Highway Intersection Improvements	102283	SR 313/SR 563 New Traffic Signal (ARLE 4)
57625	Route 232, Swamp Road Safety Improvements	102284	SR 202 (Lower York Road) Traffic Signal Interconnect System (ARLE 4)
57635	Quakertown Joint Closed Loop Signal System	102285	County Line Road Intersection Improvements (ARLE 4)
57639	Newtown-Yardley Road Intersection Improvements	102288	SR 132 Traffic Signal Communication System (ARLE 4)
64779	County Line Road Widening	102666	Branch Road over E. Branch Perkiomen Creek (CB(239)
64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	102667	Quarry Road over Morris Run (CB# 244)
69912	River Road Bridge Over Tohickon Creek		

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program.
For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

CHESTER COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
14134	West Bridge Street Bridge Over Amtrak	80049	Walker Road Bridge Over Trout Run Creek (Thompson Bridge)
14236	Little Washington Road Bridge Over Culbertson Road	81286	Creek Rd o/ E Brandywine (PA 282) (Bridge)
14251	Chandler Mill Road Bridge Over West Branch of Red Clay Creek	84410	US 202, Section 300 CMP Commitments (Transit)
14261	Church Road Bridge Over Valley Creek	84884	US 30, Coatesville Downingtown Bypass (CWR-Western Section)
14327	PA 926 Bridge Over Brandywine Creek	84961	Yellow Springs Parking & Street Enhancement (TCSP)
14351	Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek	85949	SR 896 Safety Improvements
14354	Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line	86064	Hadfield Road Bridge Over Beaver Creek (CB #244)
14484	PA 41 Study	86696	Watermark Road Bridge Over Muddy Run (CB #21)
14515	PA 100, Shoen Road to Gordon Drive (02L)	87781	US 30, Coatesville Downingtown Bypass (CER-Eastern Section)
14532	US 30, Coatesville Downingtown Bypass Reconstruction Design	90612	Boot Road o/ Amtrak (Bridge)
14541	US 1, Baltimore Pike Widening	92146	State Road o/ Elk Creek
14580	US 1 Expressway Reconstruction (Southern Section)	92733	Dwnngtwn Pk o/EBr Brndywn (Bridge)
14581	US 1 Expressway Reconstruction (Northern Section)	95366	US 202 over AMTRAK
14698	US 422, Reconstruction (M2B)	95430	US 202 at SR 926 Intersection Improvement
47979	Paoli Trans Ctr Rds Improvements/Darby Rd Bridge	97989	Franklin Township Safety Improvements (ARLE 3)
57659	French Creek Parkway - Phase 1	98000	East Whiteland Township Signal Upgrade (ARLE 3)
57664	Newark Road Intersection Improvements	98001	Phoenixville Borough Signals (ARLE 3)
57684	PA 82 Bicycle/Pedestrian Trail	98004	East Whiteland Township Signal Backup (ARLE 3)
59434	Schuylkill River Trail (Q20)	98005	London Britain Township Safety Improvements (ARLE 3)
61885	Schuylkill River Trail (Q42)	98096	PA 41 & Newark Rd Improvements
64220	US 422 Expressway Reconstruction (M03)	98223	Creek Road over Pickering Creek
64498	US 202, Exton Bypass to Route 29 (Section 330-Mainline)	98224	Spring City Road over Stony Run
69917	PA 41, Gap Newport Pike Bridge Over Valley Creek	102292	SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4)
69918	PA 41, Gap Newport Pike Bridge Over Officers Run	102293	SR 0030 (Lancaster Avenue) Adaptive Signal System Upgrade (ARLE 4)
69919	PA 372, Lower Valley Road Bridge Over Officers Run	102294	SR 0030 (Lancaster Avenue) Adaptive Signal System Installation (ARLE 4)
80042	PA 100, Corridor Safety Improvements	102295	Parker Ford Safety Improvements (ARLE 4)

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

DELAWARE COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
14891	Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	70228	I-476, MacDade Boulevard Ramp Improvements
15008	Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line	70245	Chester City Access Improvements II
15183	Station Road Bridge Over Chester Creek (CB #234)	75800	College Avenue Bridge Over SEPTA Norristown High Speed Line and Cobb's Creek
15225	Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	79329	Bridgewater Road Extension
15251	US 1, Baltimore Pike Interchange Improvements	80051	Rosemont Avenue Bridge Over Darby Creek (CB #73)
15306	Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line	86368	Mount Alverno Road Bridge Over Chester Creek (CB #9)
15368	MANOA RD:BRG OVER CK (Bridge)	86370	Tribbitt Avenue Bridge Over Hermesprot Creek (CB #237)
15406	PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line	87119	Nether Providence Township Sidewalks (SRTSF) - Round1
15477*	I-95/322/Conchester Hwy. Interchange/Impvts. (322)	87120	Upper Darby Township Sidewalks (SRTSF) - Round 1
47147	3rd Street Dam Over Broomall Lake	88407	I-95 Overhead Bridges
47986	Chester Creek Bicycle/Pedestrian Trail	92323	Wanamaker Ave o/ Darby Ck (Bridge)
47992	New Road Over West Branch of Chester Creek (Crozierville Bridge)	92808	Marshall Rd o/ Cobbs Crk (Bridge)
47993	7th Street Bridge Over Chester Creek	95429	US 202 and US 1 Loop Roads
57757	Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk	96946	Ellis Town Center
57772	Convent Road Bridge Over Chester Creek (CB# 6)	97994	Haverford Township Signal Upgrade (ARLE 3)
57773	Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB)	97999	Concord Township Safety Improvements (ARLE 3)
64790	MacDade Boulevard Closed Loop Signal System	98002	Chadds Ford Signal Upgrade (ARLE 3)
64791	PA 420, Kedron Avenue	98216	Michigan Ave over Little Crum Creek (CB# 210)
69665	South Creek Road Bridge Over Brandywine Creek	98217	Hilldale Road over Darby Creek (CB# 149)
69815	US 322, Environmental Mitigation (MIT)	98218	South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142)
69816	US 322, US 1 to Featherbed Lane (Section 101)	102290	SR 202 (Wilmington-West Chester Pike) Adaptive Signal System (ARLE 4)
69817	US 322, Featherbed Lane to I-95 (Section 102)	102291	SR 0452 (Pennell Road) Corridor Improvements (ARLE 4)
70219	PA 291, East Coast Greenway		

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

MONTGOMERY COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
16150	Tookany Creek Parkway Bridge Over Tookany Creek (CB)	57849	PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal)
16214	PA 611, Old York Road Over SEPTA R3	57851	Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements
16216	Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	57858	Lafayette Street Extension (MG1)
16239	NEW HANOVER SQ RD BR	57865	Edge Hill Road Reconstruction
16248	Union Avenue (Bridge)	63486	US 202, Johnson Highway to Township Line Road (61S)
16334	PA 73, Church Road Intersection and Signal Improvements	63490	US 202, Township Line Road to Morris Road (61N)
16396	Church Road Bridge Over Norristown High Speed Line (CB)	63491	US 202, Morris Road to Swedesford Road (65S)
16400	Arcola Road Bridge Over Perkiomen Creek (CB# 155)	63493	PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A))
16408	Fruitville Road Bridge Over Perkiomen Creek (CB #232)	64795	Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road
16484	Edgehill Road Bridge Over Old York Road	64798	North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)
16577	Ridge Pike, Butler Pike to Philadelphia Reconstruction and Signal Upgrade	66952	PA 23/Valley Forge Road and North Gulph Road Relocation (2NG)
16599	PA 320 at Hanging Rock	70197	US 422, (New) Expressway Bridge Over Schuylkill River (SRB)
16610	Ashmead Road Bridge Over Tookany Creek (CB)	72355	Valley Green Road Bridge Over Wissahickon Creek
16658	Old Forty Foot/Skipack (Bridge)	74813	Ambler Pedestrian Sidewalk Improvements
16665	US 202, Markley Street Southbound (Section 500)	74815	Upper Gwynedd Streetscape Improvements
16705	Chester Valley Trail Extension (C036)	74817	PA 263, York Road Hatboro Revitalization (TE)
16726	WarminsterRd/Pennypack Ck (Bridge)	74937	Whitemarsh Township Street Improvements (TE)
16738	US 422 Expressway Section M1B	77211	PA 309 Connector - Phase 2
16741	Swamp Road at PA 663	78736	E King St O/Manatawney Cr (Bridge)
48172	PA 23 Moore to Allendale and Trout Crk Rd Bridge	79864	Lafayette Street, Barbados Street to Ford Street Widen (MGN)
48174	PA 63, Welsh Rd.	80021	US 202, Markley Street Improvements (Section 510)
48175	Ridge Pike, Norristown Boro to Butler Pike	80052	Fetters Mill Bridge Over Pennypack Circle
48186	Pottstown Area Signal System Upgrade	80053	Knight Road Bridge Over Green Lane Reservoir
48187	Henderson/Gulph Road Widen near I-76 Ramps	83643	Limekiln Pike (Bridge)o/SEPTA RR
50646	PA 63 Bridges (3) Over Unami Creek and East Branch Perkiomen	83742	Keim Street Bridge Over Schuylkill River

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

MONTGOMERY COUNTY (CONTINUED)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
84308	US 422 "S" Curve/Stowe Interchange	96220	Lower Salford Signal Improvements
86336	Congo Road Bridge Replacement	97993	Franconia Township Traffic Control (ARLE 3)
86924	PA 422, Resurfacing (PM2)	97995	Lower Merion Township Signals (ARLE 3)
87097	Pottstown Borough Improvements (SRTSF) - Round 1	97996	Upper Merion Township Signals (ARLE 3)
87099	Upper Gwynedd Township Improvements (SRTSF) - Round 1	97998	Lansdale Borough Signal Upgrade (ARLE 3)
87392	Lafayette Street Extension (MGL)	98007	Upper Dublin Township Safety Improvements (ARLE 3)
90099 *	I-76 o/ Righters Ferry Rd (Bridge)	98225	Butler Pike over Prophecy Creek
90100 *	I-76 o/ Waverly Road (Bridge)	98226	Maple Avenue over Neshaminy Creek
91571 *	I-76 o/ Mill Cr & Mill Rd (Bridge)	98227	Allendale Road over Abrams Creek
92807	PA 23 - Skippack Pike Bridge Replacement	98228	Store Road over Skippack Creek
92839	Ridge Pike/two RR Bridges	102273	Second Collegeville Bridge Crossing
96218	Fayette Street Signal Interconnection Project	102298	Towamencin Township Signal System Modernization (ARLE 4)

PHILADELPHIA COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
17407	Erie Ave o/ Conrail (Bridge)	47394 *	I-95, Levick St. to Bleigh Ave. (CPR) (IMP)
17511	City Ave o/ SEPTA (Bridge)	47811 *	Bridge Street Design (Section BSR)(IMP)
17581	Bells Mill Road	47812 *	I-95: Betsy Ross Interchange (BRI) - Design(IMP)
17622	Adams Avenue Bridge Over Tacony Creek	47813 *	I-95: Ann Street to Wheatsheaf Lane (AFC)
17697	Island Avenue Signal Upgrade	48193	Allen's Lane Bridge Over SEPTA R8 Rail Line
17782	I-95 & Aramingo Ave., Adams Ave. Connector	48195	Tyson Avenue Signal Improvement
17816	Chestnut Street Bridges (4) at 30th Street	56768	41st Street Bridge Over Amtrak's Harrisburg Line (CB)
17821	I-95, Shackamaxon Street to Ann Street (GIR) - Design	57276	Montgomery Avenue Bridge over Amtrak at 30th Street (CB)
46956	North Delaware Avenue Extension	57897	Haverford Avenue Signal Modernization
46958	Philadelphia Naval Shipyard Access	57901	Lincoln Drive (3R)

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

PHILADELPHIA COUNTY (CONTINUED)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
57902	City Wide 3R Betterments	79903 *	I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP)
61712	North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	79904 *	I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2)
62694	Passyunk Avenue Drawbridge Over the Schuylkill River	79905 *	I-95: Betsy Ross Mainline (BR3)
68067	Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	79908 *	I-95: Kennedy to Levick (Section BS1) (IMP)
69828	Market Street Bridges (2) Over Schuylkill River and CS Railroad (MSB)	79910 *	I-95: Margaret to Kennedy (Section BS2) (IMP)
69909	Willits Road Bridge Over Wooden Bridge Run	79911 *	I-95: Allegheny Ave Interchange Advance Contract (AFI)
69913	Grays Ferry Avenue Bridge Over Schuylkill River	79912 *	I-95: Allegheny Ave Inter (AF2)
69914	Fifth Street over Conrail (Bridge)	80054	Bridges Over Vine Street Expressway (I-676) (PAB) - Part 3
70014	Center City Signal Improvements (North) - Phase 3	80104	Henry Ave Corridor Safety Improvements
70231	Swanson Street	81292	Frankford Av/Frankford Ck (Bridge)
70243	American Street Streetscape	83640 *	I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP)
72597	Ben Franklin Bridge Philadelphia Operational Improvement	83736	Roosevelt Blvd over Wayne Junction (WAV)
74828	American Cities/Safe Routes to School - Phase 3	85415	Olney Ave Safety Improvements
74841	PRPA Access Project	85417	Allegheny Avenue Safety Improvements
75804	University Av/CSX Rail (Bridge)	85419	Erie Av: Broad St. - K St
76870	Willow Grove Avenue Bridge Over SEPTA R8 Rail Lin (CB)	86046 *	I-95 Girard Point Bridge Rehabilitation and Preservation
78758	JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street	87107	School District of Philadelphia Improvement (SRTSF) - Round 1
78764	W Girard Ave O/CSX (Bridge)	88085	Byberry Road Bridge Replacement
79685 *	I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP)	88767	Bridges Over Vine Street Expressway (I-676) (PAA) - Part 1
79686	I-95, Columbia Street to Ann Street (GR1)	90096	Spring Garden O/Schuylkill (Bridge)
79826 *	I-95 Northbound: Columbia-Ann St N (GR3)	90482	North Delaware Riverfront Greenway (TIGER)
79827 *	I-95 Southbound: Columbia-Ann St N (GR4)	98207 *	I-95 Congestion Management
79828 *	I-95: Race - Shackamaxon (GR5)		

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Highway Program by MPMS

PHILADELPHIA COUNTY			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
98229	59th Street over AMTRAK	102281	L.E.D. Street Light Improvement Program (ARLE 4)
98230	Tabor Road over Tacony Creek	102282	School House Lane/Kelly Drive Anti-Skid Pavement Surfaces (ARLE 4)
98232	Woodland Avenue over SEPTA	102304 *	I-95 Race - Shackamaxon 2 (GR6)
102102	North Delaware Avenue Phase 1B	102305 *	I-95 Corridor ITS/ATMS (GR7)
102279	Traffic Calming Program (ARLE 4)	102309 *	I-95 Corridor Drainage
102280	Broad Street Pedestrian Crossing Improvements (ARLE 4)	102389 *	I-76/I-76 Ramp Resurfacing

VARIOUS COUNTIES			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
17876	Road/Resurfacing/Rehabilitation	79929	Bridge Reserve Line Item
17891	RideECO Mass Marketing Efforts	79980	STU Reserve Line Item
17900	Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER)	80093	I-76, Regional Travel Information
17928	Air Quality Partnership	82216	NHPP Reserve Line Item
48199	Transportation Management Associations (TMA)	83743	ADA Ramps Line Item
48201	DVRPC Competitive CMAQ Program	84318	CAQ Reserve Line Item
48202	Regional GIS Support - DVRPC	84457	Signal Retiming Program
57927	Regional Safety Initiatives (HSIP)	86077	Update Travel Simulation - DVRPC
64652	Transportation Community Development Initiative (TCDI)	89701	Group H Bridges
64984	Transportation Alternatives Program (TAP) Line Item	92182	Expressway Service Patrol - Suburban Counties (2013 2016)
65109	Transit Flex - SEPTA	95447	County Bridge Line Item
66460	TAP Project Engineering and Management - DVRPC	97311	Transportation Community Development Initiative (TCDI) Administration
66461	CMAQ Project Engineering and Management - DVRPC	102105	Municipal Bridge Line Item
72738	Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC	102106	Structurally Deficient Bridge Line Item
75854	District Program Management Services "A"	102275	Study Line Item
75855	District Program Management Services "B"	102665	Signal Upgrade Line Item
79927	Highway Reserve Line Item-STP		

A project MPMS # denoted by an asterisk ("*") indicates it is a project in the Interstate Management Program and not the Regional Highway Program. For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

DRAFT DVRPC FY2015-2018 TIP AND INTERSTATE (IMP) PROJECTS FOR PENNSYLVANIA

Transit Program by MPMS

POTTSTOWN			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	95739	Transportation Capital Improvements

SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY (SEPTA)			
MPMS#	PROJECT TITLE	MPMS#	PROJECT TITLE
15407	Villanova Intermodal Station Accessibility	60651	Substation Improvement Program
59966	Capital Asset Lease Program	60655	Levittown Intermodal Facility Improvements (B)
59973	Utility Fleet Renewal Program - Non Revenue Vehicles	73214	Ardmore Transportation Center
60255	Regional Rail Signal Modernization Program	77183	Transit and Regional Rail Station Program
60271	Station Accessibility Program - ADA Compliance	90497	Infrastructure Safety and Renewal Program
60275	Debt Service	90512	SEPTA Bus Purchase Program
60317	Federal Preventive Maintenance	90600	SEPTA Reserve Line Item
60335	City Hall Station / 15th Street Station Rehabilitation	93588	Exton Station
60540	Parking Improvements / Expansion	95402	Bridge Improvement Program
60571	Environmental Cleanup and Protection Program	98235	West Trenton Line Separation Project
60574	Paoli Transportation Center	102565	Track Improvement Program
60582	Vehicle Overhaul Program	102566	Route 23 and 56 Rail Restoration
60599	Paratransit Vehicle Purchase	102567	Roof Improvement Program
60611	Fare Collection System/New Payment Technologies	102569	Maintenance & Transportation Facilities
60636	Elwyn to Wawa Rail Restoration	102571	Communications & Signal Improvements
60638	Regional Rail Car, Locomotive, and Trolley Acquisition	102573	Catenary Improvements

For detailed information on costs and schedules of projects, please see the Draft DVRPC FY2015 TIP for Pennsylvania at www.dvrpc.org/TIP/.

Learn more and share your ideas...

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process. The public comment period for the Draft DVRPC FY2015 TIP for Pennsylvania will open on May 30, 2014 and close on June 30, 2014 at 5:00 p.m. (EST). All comments should be submitted in writing, via the TIP public comment application on the internet, email, fax, or mail. Responses to comments and questions that have been submitted in writing or electronically during the public comment period will be included in the final TIP document. If you need assistance in providing a written comment, please contact the DVRPC Public Affairs Office at 215-238-2871 or public_affairs@dvrpc.org.

Comments can be made online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. Additionally, written comments can be forwarded to:

- TIP Comments c/o DVRPC Public Affairs Office, 8th Floor, 190 N. Independence Mall West Philadelphia, PA 19106

OR

- Emailed to tip-plan-comments@dvrpc.org.

OR

- Faxed to "TIP Comments" at (215) 592-9125

A public meeting will be held to allow the public to present their comments on the Draft FY2015 TIP at the following location:

Thursday, June 26, 2014

4:00 p.m.–6:00 p.m.

American College of Physicians Building

DVRPC 8th Floor Conference Center

190 N. Independence Mall West



Philadelphia, PA 19106

Copies of the Draft FY2015 TIP for Pennsylvania are available for review on the DVRPC web site at www.dvrpc.org/TIP/ and in print at the DVRPC Resource Center.

For more information, please contact DVRPC's Office of Capital Programs at (215) 238-2938 or via email at eschoonmaker@dvrpc.org.



Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

 (215) 592-1800
 (215) 592-9125

Roadmap for TIP Project Listing

Below is an example of a TIP project listing. It is an actual TIP project (but with modified information) for display purposes.

PennDOT ID#

County where project is located

Indicates if a project is "New," "New-B," or "Return." See page 36 in PA TIP for further explanation.

Draft DVRPC FY 2015-2018 TIP for PA

Draft Version

Pennsylvania - Highway Program (Status: TIP)

Project Title

Bucks

MPMS# 64779

County Line Road Widening

SR:2038

State Route, if applicable

New

LIMITS: Stump Road to Lower State Road/Kulp Road

Est Let Date: 3/26/2015

IMPROVEMENT: Roadway New Capacity

MRPID:34

MUNICIPALITIES: Horsham Township; Warrington Township; Montgomery Township

AQ Code:2025M

PLANNING AREA: Growing Suburb

IPD: 0

PROJECT MANAGER: Gannett/B. Mesri

CMP: Major SOV Capacity

CMP Subcorridor(s): 12B

This project includes the widening of S.R. 2038 (County Line Road) from 2 lanes to 5 lanes with 5' shoulders between Stump Road and Lower State/Kulp Road in Horsham, Warrington and Montgomery Townships. The project length is approximately 1.50 miles. The posted speed limit for the project area is 45 MPH and the design speed is 50 MPH. The project also includes intersection improvements to the Lower State Road/S.R. 0152 (Limekiln Pike/S.R. 2038 intersection) and the addition of sidewalks. This section of S.R. 2038 has experienced increased traffic congestion throughout the years. The congestion is expected to worsen due to the ongoing emergence of residential and commercial properties in the area. This project will also eliminate multiple substandard vertical curves along S.R. 2038 which contribute to safety concerns at the intersection with Lower State Road and S.R. 0152. The project may include the construction of two noise barriers and will include 61 partial right of way takes. There are no anticipated residential or commercial relocations as a result of this project. This project will be coordinated with MPMS 50634 and 57623.

Project CMP (Congestion Management Process) commitments include strategies such as improvements for bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2008 annual memoranda on supplemental strategies for details related to this project.

TIP Program Years (\$ 000)														
Phase	Fund	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	FY2025	FY2026	
CON	NHPP	3,100												
CON	581	775												
CON	NHPP		3,187											
CON	581		797											
CON	NHPP			8,868										
CON	581			2,247										
		3,875	3,984	11,236	0	0	0	0	0	0	0	0	0	
		Total FY2015-2018		19,095		Total FY2019-2022				0	Total FY2023-2026			0

Note that funds are in Millions (\$).

Fund type for each phase; see pages 40 to 46 in the PA TIP for explanations. Note that an "*" following a fund type indicates conversion funds for advanced construction phases.

Congestion Management Process (CMP) codes; see page 37 in PA TIP for explanation.

Highest Indicators of Potential Disadvantage (IPD) for Environmental Justice; see page 37 in PA TIP for discussion.

Air Quality Code; see pages 38 and 39 in PA TIP for explanations

Indicates that a project is identified as a Major Regional Project in the DVRPC long-range plan

Estimated or actual date that project contractor bids for construction may be open; advertising dates occur prior to let dates.

Anticipated Preliminary Engineering, Final Design, Right of Way, Utility, or Construction project phases; see page 40 in PA TIP for discussion.

Project Manager assigned by PennDOT District 6-0

Community types which correspond to long range planning policies; see page 17 in PA TIP for discussion.

DVRPC Project Category

Project location information

Publication Title: Highlights for the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for New Pennsylvania (FY2015–2018)

Publication Number: 15001C


Date Published: May 2014

Geographic Area Covered: Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Act 89, Bike and Pedestrian, Bridges, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Highlights of the Draft TIP, Hometown Streets/Safe Routes to School, Index of Comments, MAP-21, Moving Ahead for Progress in the 21st Century, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Comments, Public Involvement, Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users, SAFETEA-LU, SEPTA, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, TAP, Transit, Transportation, Transportation Alternatives Program, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: The Highlights for the Draft DVRPC FY2015 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FY) 2015 to 2018. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2015 TIP for Pennsylvania.

Staff Contact:

Elizabeth Schoonmaker
Manager, Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106
 (215) 592-1800
 (215) 592-9125
 eschoonmaker@dvrpc.org
www.dvrpc.org



190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



Scan QR code with
your smartphone
for up-to-date
information on
DVRPC's TIP or visit
www.dvrpc.org/TIP.

Tribal Consultation

Correspondence announcing the draft PA TIP (below) was sent to the following:

- Delaware Tribe
- Delaware Nation
- Absentee-Shawnee Tribe of Oklahoma
- Eastern Shawnee Tribe of Oklahoma
- Shawnee Tribe
- Onondaga Nation
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

Re: *Draft Fiscal Year (FY) 2015-2018 Transportation Improvement Program (TIP) for Pennsylvania*

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find the enclosed copy of the above document.

In accordance with the regulations contained in federal transportation legislation, you are receiving this draft document as part of a public comment and review period. The public comment period for this draft document will open on May 30, 2014 and will close at 5 p.m., June 30, 2014.

A public information session has been scheduled:

Thursday, June 26, 2014

DVRPC Conference Center
190 North Independence Mall West, 8th Fl.
Philadelphia, PA
4:00 P.M. - 6:00 P.M.

Participants may choose to access the June 26, 2014 meeting by webinar. Registration is required: please contact public_affairs@dvrpc.org by June 24, 2014 if you wish to sign up for this option, and log-in information will be sent to you.

Written comments and questions may be submitted:

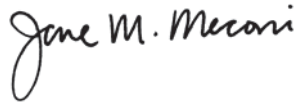
- Online for the TIP: <http://www.dvrpc.org/TIP>
- Emailed to: tip-plan-comments@dvrpc.org
- Addressed to: Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106

Public comments must be submitted in writing in order to be incorporated into the final public record of comments.

If you have questions, please contact me at jmeconi@dvrpc.org or 215-238-2871.

Thank you for your time.

Sincerely,



Jane M. Meconi, AICP
Public Involvement Manager

The Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.



THE PHILADELPHIA TRIBUNE

PROOF OF PUBLICATION

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Antonia Jnobaptiste, being duly sworn, deposes and says that The Philadelphia Tribune is a newspaper published at 520-26 S. 16th Street, Philadelphia, Pennsylvania. The publication attached herein is exactly the same as the printed notice published in the regular edition of the said newspaper on the following date (s) viz:

May 29, 30

AD 2014

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org, in the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

PUT

Put

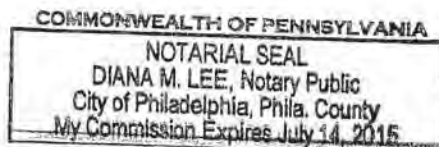
advertising costs, and certified that the same has been fully paid.

OFFICE: 520 South 16th Street
Philadelphia, PA 19146
Phone: 215 893-4050

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 30 day of May 2014

Diana M. Lee



STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

TO: THE PHILADELPHIA TRIBUNE for publishing the notice
of advertising attached hereto on the above dates

\$
The Philadelphia Tribune Co., Inc.

SING COST

I hereby acknowledge receipt of the aforesaid advertising and
advertising costs, and certified that the same has been fully paid.

The Philadelphia Tribune Co., Inc.
By
Fax: 215 735-3612

**Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976**

**STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA**

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 30, 2014

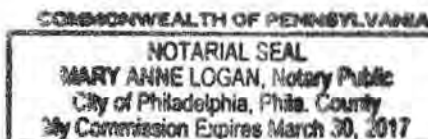
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 30th day of
May, 2014.


Notary Public

My Commission Expires:



Copy of Notice of Publication

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 18, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org, in the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.

Affidavit of Publication

Publisher's Fee \$55.04 Affidavit \$24.75

State of New Jersey

} SS.

Camden County

Personally appeared

Sandy Karmel

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

5/30/14

A.D. 2014

Sandy Karmel

Sworn and subscribed before me, this
30 day of May, 2014

Maria D. Martinez

Notary Public of New Jersey

PUBLIC NOTICE

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m., June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m., July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will be available at www.dvrpc.org. In the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to t1p-plan-comments@dvrpc.org. The public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services

can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org.
(1658870) (\$55.04)

MARIA D. MARTINEZ
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 5/22/2017

AVISOS LEGALES/PUBLICOS

Aileen Connolly o email a:
aileenc@aldianews.com

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F02424312 at Public Venue on WEDNESDAY the 25th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Borough of Pine Hill, County of Camden, State of New Jersey.
Premises commonly known as:
18 West 6th Avenue, Pine Hill, New Jersey 08021
Being Tax Lot: 55 & 56, Block: 72
Dimensions approximately: 50 feet wide by 150 feet long
Nearest Cross Street: Situated on the southwesterly side of Sixth Avenue 300 feet from the northwesterly side of Erie Avenue.
The sale is subject to unpaid taxes and assessments, tax, water, and sewer liens and other municipal assessments. The amount due can be obtained from the local taxing authority.
Pursuant to N.J.S.A. 46:BB-21 the sale may also be subject to the limited lien priority of any condominium/ homeowner association liens which may exist.
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$188,062.75
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.
Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.
Seized as the property of: RICHIELE T. REYNOLDS, and taken in execution of PHH MORTGAGE CORPORATION CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 14002275
DATED: 06/03/2014, 06/10/2014,
06/17/2014, 06/24/2014
SHAPIRO & DENARDO, LLP
14000 COMMERCE PARKWAY, SUITE B
MT. LAUREL, NJ 08054
(1657365)

\$152.64

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. DJ06785713 At Public Venue on WEDNESDAY the 18th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Municipality of Cherry Hill, County of Camden, State of New Jersey.
Premises commonly known as:
232 Chanticleer Drive, Cherry Hill, NJ 08003
Being Tax Lot: 1, Block: 520.04 on the Cherry Hill Township Tax Map
Dimensions approximately: Unknown
Nearest Cross Street: Kresson & Cropwell Roads
A FULL LEGAL DESCRIPTION OF THE PREMISES CAN BE FOUND IN THE OFFICE OF THE SHERIFF OF CAMDEN COUNTY
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$7,275.61
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.
Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.
Seized as the property of: VIRGINIA TAYLOR AND DERRICK B. ROBINSON AKA DERRICK B. ROBINSON, and taken in execution of CHAPARRAL AT CHANTICLEER CONDOMINIUM ASSOCIATION, INC.
CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 14002145
DATED: 05/27/2014, 06/03/2014,
06/10/2014, 06/17/2014
BARRY W. ROSENBERG
411 ROUTE 70 EAST,
SUITE 104
CHERRY HILL, NJ 08034
(1656547)

\$146.88

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F02352612 at Public Venue on WEDNESDAY the 18th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Property to be sold is located in the Municipality of Winslow, County of Camden, State of New Jersey.
Premises commonly known as:
53 Normans Ford Drive, Winslow, NJ 08081 with a mailing address of 53 Normans Ford Drive, Sicklerville, NJ 08081
Being Tax Lot: 53, Block: 303.01
Dimensions approximately: 20' x 100' x 20' x 100'
Nearest Cross Street: Meeting House Drive
"THE SHERIFF HEREBY RESERVES THE RIGHT TO ADJOURN THIS SALE WITHOUT FURTHER NOTICE THROUGH PUBLICATION."
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$235,570.30
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.
Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.
Seized as the property of: ELISA MERLE STA ANA AND RENATO R. RAZON, WIFE AND HUSBAND, and taken in execution of FEDERAL NATIONAL MORTGAGE ASSOCIATION
CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 14002125
DATED: 05/27/2014, 06/03/2014,
06/10/2014, 06/17/2014
PLUCSE, BECKER & SALTZMAN
20000 HORIZON WAY, SUITE 900
MT. LAUREL, NJ 08054
(1656802)

\$146.88

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F1423412 at Public Venue on WEDNESDAY the 11th Day of JUNE, 2014 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:
Premises commonly known as:
960 South 8th Street, Camden, New Jersey
Being Tax Lot: 73, Block: 376 on the official Tax Map of the City of Camden Dimensions approximately: 16' x 87'
Nearest Cross Street: Cherry Street
Prior liens and encumbrances not extinguished by sale: Tax Sale Certificate #12-00357;
\$5,073.63 as of March 17, 2014
Open tax quarters and unpaid municipal charges due and owing to the City of Camden: \$273.66 as of March 17, 2014.
The judgment sought to be satisfied by the sale is:

"APPROXIMATELY"
\$181,981.80
TWENTY PERCENT
DEPOSIT REQUIRED

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money. The Sheriff or other person conducting the sale will have information regarding the surplus, if any.
Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.
Seized as the property of: HOPE CHEEK, and taken in execution of SOUTH JERSEY FEDERAL CREDIT UNION CHARLES H. BILLINGHAM
SHERIFF
Sheriff's Number: 14002007
DATED: 05/20/2014, 05/27/2014,
06/03/2014, 06/10/2014
GARY C. ZEITZ, LLC
ATTORNEYS AT LAW
1105 LAUREL OAK ROAD, SUITE 135,
Voorhees, NJ 08043
(1655994)

\$141.12

PONTEALDIA.com

THE SCHOOL DISTRICT OF PHILADELPHIA

Sealed proposals will be received by the School Reform Commission at the School Administration Building located at 440 North Broad St., 3rd Floor, Office of Capital Programs, Philadelphia, PA 19130-4015, until 2:00 P.M., on Tuesday, June 17, 2014. A non-refundable fee for each set of bid documents is as scheduled. The School District will only accept bids from companies that have been placed on its current Pre Qualified Contractors List as shown at psd.org. All School District Projects require MBE/WBE participation as shown in the specifications.

	BUDGET	FEE
B-008 C of 2013/14 General Interior Door Replacement Tilden Middle School 6601 Elmwood Ave. Philadelphia, PA 19142	\$ 808,900.00	\$100.00

* A pre-bid conference and site tour will be held at the project location at the main entrance, on Wednesday, June 4th, 2014 at 10:00 a.m.

Specifications and/or plans and contract documents may be examined and copies thereof obtained from the School Reform Commission, 440 North Broad Street, 3rd floor, Philadelphia, PA 19130.

Information as to contract documents, etc., may be obtained at the above address, or telephone 215-400-4730. Make checks payable to the School District of Philadelphia.

The School Reform Commission reserves the right to reject any and all bids and make the awards to the best interests of the School District of Philadelphia.

RENTA SU CASA EN MENOS TIEMPO

ADVERTISE TODAY IN
AVISOS LEGALES/PUBLICOS

BEST RATES
BEST RESULTS

NOTICE IS
HEREBY GIVEN

ADVERTISE TODAY IN

Anúnciese hoy en

ALDA JOBS

Call 215 789 6976

Ask for Aileen Connolly
or email: aileenc@aldianews.com

Estamos a su servicio

Deadline: Friday / Viernes a 5:00 PM.

STATE OF NEW JERSEY }
COUNTY OF MERCER }

S.S.



The Trentonian

www.trentonian.com

I, JANE BENTLEY, certify a public notice was published in THE TRENTONIAN, a newspaper printed and published daily in the city of Trenton, County of Mercer, State of New Jersey on May 29, 2014.

Jane Bentley

Sworn and subscribed before me this 2nd day of June 2014

Lisa Marie Chell

Notary Public

LISA MARIE CHELL
Notary Public

State of New Jersey

My Commission Expires Sep 1, 2016

Public Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2015-2018 Pennsylvania Transportation Improvement Program (TIP); draft amendment to the DVRPC Connections 2040 Long-Range Plan (Plan); and the Draft Transportation Conformity Finding for the Draft FY 2015 Pennsylvania TIP, the draft Plan amendment, and the FY 2014 New Jersey TIP. The public comment period for the draft Pennsylvania TIP will open on May 30, 2014 and close at 5 p.m. June 30, 2014. The public comment period for the draft Plan amendment and the draft Transportation Conformity Finding will open on June 16, 2014 and close at 5 p.m. July 18, 2014. A public meeting for all documents is scheduled from 4-6 p.m. on June 26, 2014 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Copies of the documents will

be available at www.dvrpc.org, in the DVRPC Resource Center (located at the address above), in a number of regional libraries, and at the public meeting. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office (at the above address), faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. The

public involvement process for the TIP conducted by DVRPC is in cooperation with the Pennsylvania Department of Transportation (PennDOT) to satisfy the requirements placed by federal legislation and regulation for all Federal Transit Administration and Federal Highway Administration funded projects in the TIP. Public involvement for the TIP is used to satisfy public involvement

requirements for PennDOT's Section 5307 program of projects as well. DVRPC fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested. DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 238-2871 or email public_affairs@dvrpc.org. FEE:\$51.12 5/29/14 j-160

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbuckspa5@gmail.com

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

June 26, 2014

SUBJECT: Draft DVRPC FY 2015 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION RE. TWO (2) PROJECTS:

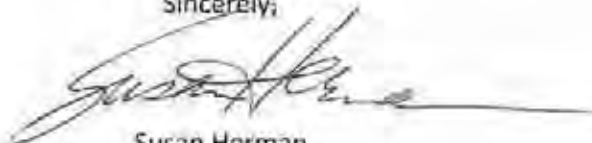
- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
- (2) *Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

Dear Ms. Snyder,

Thank you for the opportunity today to present Oral Testimony regarding the **Draft DVRPC FY2015 Transportation Improvement Program for Pennsylvania.**

Enclosed please find a **377** -page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. regarding the **Draft DVRPC FY2015 Transportation Improvement Program for Pennsylvania.** The contents of our Oral Testimony can be found in Attachment II of our Written Testimony.

Sincerely;



Susan Herman
President

CC:Barry Schoch, P.E., Secretary of Transportation
State Transportation Commission c/o Barry Schoch, P.E.*
State Representative Steve Santarsiero*
Diane Ellis Marseglia, Bucks County Commissioner*
Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

*Individuals received RRTS's **377**-page WRITTEN TESTIMONY SUBMISSION

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

rrtsbucks5@gmail.com

Draft DVRPC FY 2015 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: June 26, 2014 # of Pages: 377, # of Attachments: 11

RE: Project Names:

- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
- (2) *Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

OBJECTIVE:

- 1) On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for *Stoopville Road Improvements-Phase 2*, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road.

(See Attachment I; 3/30/12 Bucks County Courier Times article titled "Officials discuss phase two of Stoopville Road project" and Advance of Bucks County article dated 4/5 – 4/11/12 titled "Stoopville Road project enters phase two").

The new plan, which is the current *FY2015 Stoopville Road Improvements –Phase 2 (MPMS# 88083)*, misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements- Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being allocated to upgrade and expand any intersections.

The new plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially developed area.

2) Residents for Regional Traffic Solutions, Inc. (RTTS) implores the Regional Technical Committee and the DVRPC Board to oppose these two expansionary projects:

- *Stoopville Road Improvements – Phase 2 (MPMS# 88083) and*
- *Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781).*

These expansion projects will exacerbate an already volatile public safety issue that exists on Stoopville, Lindenhurst, and Swamp Roads. With great disregard for the safety of residents and travelers along these roads, the DVRPC and certain politicians continue their quest to construct an expressway in bits and pieces along Stoopville, Lindenhurst, and Swamp Roads. The expressway will connect Interstate 78 to Interstate 95. In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road. **It is wrong to construct an expressway here.** The dangerous traffic conditions that already exist along these roads, as a result of the **high volume of heavy truck traffic coming from four (4) Swamp Road quarries**, have been well-documented, both in writing and in the public forum.

- Today, RTTS presented Oral Testimony to the DVRPC in opposition to *Stoopville Road Improvements – Phase 2 (MPMS# 88083) and Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)* and asked the Regional Technical Committee and DVRPC Board to oppose these projects (see Oral Testimony, Attachment II).
- Attachment III is a 7/29/08 letter from RTTS to the Regional Traffic Planning Task Force **RE: Presentation of inventories of RTTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting.** The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.
- Attachment IV is RTTS's **6/3/04 Written Testimony Submission to the DVRPC regarding the Draft DVRPC FY2005 TIP (PA), Project Name: Stoopville Road Rehabilitation Project.** Amongst other things, this 67-page document includes: communications from the Pennsbury and Council Rock School Districts and Grey Nun Academy that focus on the traffic safety crisis, a resolution from Eagleton Farms Homeowners Association, and a CD-ROM entitled *"BYPASSING THE BYPASS"* that graphically shows the dangers of heavy truck traffic running through heavily residentially developed neighborhoods.

3) Questions regarding MPMS# 88083:

- Why has the money allocated for this project gone from \$1,425,000 in the FY2013 PA TIP to \$1,707,000 in the current FY2015 PA TIP? Has the project increased in scope?

- In PennDOT's FY2013 PA TIP Summary of Responses, it states this regarding *MPMS# 88083* (see Attachment V): "...Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road; at Stoopville Road and Washington Crossing Road; and at Washington Crossing Road and Highland Road." Please note that only the intersection of Eagleton Farms Road and Stoopville Road is listed in the FY2015 PA TIP project description. Please rectify this.

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.
- Newtown Township officials have abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for *Stoopville Road Improvements- Phase 2*. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in *Stoopville Road Improvements-Phase 1*, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on-time deliveries.
- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road AND the Delaware Canal.
- Instead, Newtown Township officials have changed Phase 2 of the project to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study, this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. This North/ South expressway is also known as the "Northern Bypass".
- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will

create uncontrollable growth and building that will significantly change the character and quality of life in our region.

- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. The map on page 6 of Attachment II is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- The map on page 8 of Attachment II is a map of the North/ South expressway that appeared in a March 2006 DVRPC publication titled "**EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS**". The expressway runs along Route 611 to Interstate-95 and is referenced in the legend as an "**Emerging/ Regional Corridor**".
- In the DVRPC's 1988 Newtown Township Traffic Study, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The following excerpts are from the section of the 1988 Newtown Township Traffic Study that was titled "**Northern Bypass Alternative**":
 - (a) **Page #61** (see page 10, Attachment II) is a map titled "**Year 2000 Highway Network Northern Bypass Scenario**". This map **continues to be** relevant today, as it is customary for the DVRPC to do 25-year Long Range Planning. The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "**Northern Bypass**" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road. **Note the upgraded intersection at Stoopville Road and Route 413 (Durham Road).**
 - (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

However, the Swamp Road project that RRTS IS OPPOSING in the FY2015 Pennsylvania TIP, (MPMS# 64781) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036, is a continuation of the project opposed by the community and is a subversive attempt to increase travel speeds on this road.

For over 50 years, the bridge has had two 11.5 foot lanes and served to slow traffic without incident of head on collision. The affect of slowing traffic is substantially safer than increased travel speeds. History has shown that safety declines at higher traffic speeds, especially in the vicinity of the high concentration of young drivers that Bucks County Community College provides.

- (c) **Page #64** states, "Some of the benefits of the **northern bypass** scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #60** states, "Level of service on...Durham Road [Route 413] will be a function of the signalized intersections."
- (e) **Page #73** states,

"Highway Improvement Program,

Five Year Plan

Durham Road/ Stoopville Road Turn Lane & Signalization"

Note that these are the improvements being done in the current FY2015 Stoopville Road Improvements-Phase 2 (MPMS# 88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. **Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways.** (To view the points of access, see Traffic Flow Map on page 11, Attachment IV.)
- In 2007/2008, residents successfully opposed the roundabout that Representatives David Steil and Scott Petri and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway. The dead give-away that the roundabout was a key component of the "**Northern Bypass**" can be found in a 5/12/08 Bucks County Courier Times Letter to the Editor written by David Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Letter to the Editor titled "Don't scoff at better, modern roundabouts", Representative Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Attachment VI)

Representative Steil's view was consistent with a previous statement he made in a 6/20/02 letter to the President of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential

collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion." (See Attachment VII)

- Residents were highly concerned about the proceedings of the Regional Traffic Planning Task Force (RTPTF), which was headed by State Representatives David Steil and Scott Petri from June 17, 2004 through July 29, 2008.
 - (a) At the first RTPTF meeting on 6/17/04, Representative Steil dictated that no formal minutes would be taken. Residents opposed this and fought to have minutes taken (see page 11, Attachment III: 7/20/04 letter from RRTS to Representative Steil and Steve Santarsiero RE: RTPTF/ Southeastern Bucks League of Municipalities – Request for separate meeting dates and formal minutes).
 - (b) At the 3/31/05 RTPTF meeting, residents were shocked to learn that the DVRPC would be the consultant for the RTPTF (see Attachment VIII, "Public comment made by Sue Herman at the 4/13/05 Newtown Township Board of Supervisors meeting"). The RTPTF had promised one thing and delivered another. The minutes from the January 2005 RTPTF meeting stated that PennDOT Harrisburg would use Gannett Flemming to do the regional traffic study for the RTPTF. Residents liked this, as Gannett Flemming's main office was located outside of the region. It seemed that this would provide much-needed objectivity, since for over thirty years, there had been a history of truck traffic being manipulated within our region (see Attachment IV).
 - (c) After four (4) years of RTPTF meetings, at a cost to taxpayers of four hundred thousand dollars (\$400,000), the DVRPC published its recommendations in a document titled Bucks County Regional Traffic Study (BCRTS). It was no surprise that the outcome of the BCRTS was what was wanted in the first place- it supported the construction of the "Northern Bypass" and the North/South expressway to connect Interstate-78 to Interstate-95.
 - (d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment III: 12/10/07 letter from RRTS to Barry Seymour RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report.)
 - (e) Due to pressure from the municipalities and RRTS, the DVRPC published an Addendum to the BCRTS in hard copy and on its website. In January 2008, RRTS downloaded the Addendum from the project website (see Attachment IX, 1/11/08 memorandum from Jerry Coyne to the Managers of the seven participating municipalities, SUBJECT: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) – Copies of Municipal/ Task Force Correspondence. This Attachment contains 86 pages.)

Also, the DVRPC neglected to put its logo on the label of the CD-ROM titled "Bucks County Regional Traffic Study". It is alarming that Mr. Seymour declined RRTS's request that a replacement CD-ROM be issued that includes the January 2008 Addendum to Final Report and is properly labeled with the DVRPC's logo [see pages 91-92, Attachment III: 3/18/08

letter from RRTS to Barry Seymour, Don Shanis, and Jerry Coyne **SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum**]. A picture of the CD-ROM label without the DVRPC logo can be found in Attachment X, along with Barry Seymour's 3/5/08 letter to RRTS **Re: BCRTS Report Addendum**.

RRTS is currently unable to access the January 2008 Addendum to Final Report when doing a search on the DVRPC's website regarding the Bucks County Regional Traffic Study (BCRTS). We respectfully request that the DVRPC Public Affairs Department provide instruction as to how to access this addendum and accompanying BCRTS.

- Attachment XI is a resolution that was approved at the 3/19/08 Lower Makefield Township Board of Supervisors meeting. The resolution is titled "***Resolution Regarding the Bucks County Regional Traffic Study Report (dated October 2007) and the January 2008 Addendum to the Report***". The last sentence of the resolution says, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Engineers discuss phase two of Stoopville Road Improvement Project

By Dan Perez Correspondent | Posted: Friday, March 30, 2012 12:00 am

The second phase of the Stoopville Road Traffic Calming Project will include \$1.64 million in improvements, including a new traffic signal at the busy Stoopville Road-Durham Road (Route 413) intersection.

The improvements were discussed by Newtown Township officials and engineers at a meeting Wednesday.

The new plans outlined by the engineers included the installation of the traffic signal plus lane improvements on Durham Road and a walking path along Stoopville Road.

Larry Young and Eric Kaufman of the engineering firm Gilmore and Associates Inc. showed detailed blueprints and maps and explained plans for the area during the special meeting held at the Newtown Township building.

Since this phase of the project is being funded by federal stimulus dollars, PennDOT has to manage the project with design input from affected municipalities.

The signalization at the Durham-Stoopville intersection and the left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road had some residents concerned.

Le Sheppard, a Wrightstown resident who lives near the intersection, said he has safety and quality of life concerns.

"I'm urging PennDOT to look at the traffic issue and the left-turn lane where there could be a nasty blind spot from traffic waiting to turn," he said. "PennDOT should reconsider the property owners being able to get in and out of our homes. This is our property and the quality of life."

Supervisor Rob Ciervo said the board has heard residents say they have taken longer alternate routes around the intersection because traffic was so bad at certain times of the day.

"We've learned that 33 percent of traffic coming down Route 413 makes a left onto Stoopville Road and that's what causes the congestion that makes this light necessary," he said. "The board has also heard pleas from residents of other townships to do something about this matter."

The engineers also explained plans for a pedestrian walkway along Stoopville Road but said certain parts will be cut from the original plan.

"The section through the Rosefield Drive and Eagleton Farms neighborhoods will be eliminated because of numerous obstacles in the way like stone walls and several houses being too close to the path," Young said.

The 5-foot-wide path will start in Eagleton Farms and pass through the intersection of Creamery Road in Upper Makefield and the north side of Stoopville Road where the Village Market Deli is before continuing up Washington Crossing Road (Route 532) until reaching the intersection of Highland Road.

There will be numerous crosswalks and curb ramps at intersections along the walkway, Young said.

Kaufman mentioned another intersection included in the project is Dolington Road and Route 532.

"We're proposing a multi-way stop with three stop signs," he said. "We're also planning on widening Highland Road where it meets Washington Crossing Road and putting in a 12-foot-wide right-turn lane to calm traffic."

Several residents were concerned about drainage throughout the project's proposed area.

"Every time there is a heavy rain or snow, water freezes and creates a hazard along the road," Newtown Township resident Carol Richardson said. "I hope this will be addressed."

Supervisors from Wrightstown and Upper Makefield who had previously participated in a joint meeting during which decisions were made about aspects of the tri-township project also attended Wednesday night's meeting.

Ciervo said he was happy with the plans.

"We're doing this to make the roads safer and more enjoyable," he said. "We've had residents come to the podium at our meetings and ask us to do this."

8/377

NEWTOWN TOWNSHIP

Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Petra Chesser

Schlatter

BucksLocalNews.com

9/377
NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Lee Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said. "There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville crossing over into the Village Market."

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said.

Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said.

In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

The engineers may have "to tweak it a little bit more," he said.

Attachment
I
(pg. 2/3)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
rrtsbuckspa5@gmail.com

Draft DVRPC FY 2015 - 2018 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: June 26, 2014 # of Pages: 10 # of Exhibits: 4

RE: PROJECT NAMES:

- (1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
- (2) *Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

I am Susan Herman, president of Residents for Regional Traffic Solutions, Inc., which is also known as RRTS. RRTS is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of 9,000 residents.

On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for the Stoopville Road Improvements – Phase 2 Project, essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road. (See Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2015 Stoopville Road Improvements – Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. Stoopville Road Improvements-Phase 2 (MPMS# 88083) should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being allocated to upgrade and expand any intersections.

The new plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians.

10/317

continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially developed area.

The Multi-Use Trail that Newtown Township officials abandoned would have run the full-length of Stoopville Road and connected thousands of residents living in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in Phase I of the Stoopville Road Improvements Project, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the 4 Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries.

Residents are prisoners in their neighborhoods. It is unconscionable that Newtown Township officials abandoned the "Complete Streets" goal of providing a safe way for residents to walk and bike to: each other's homes, two (2) churches located on Stoopville Road, a convenience store at Stoopville Road and Route 532, the future Bucks County Veterans Park at Route 532 and Highland Road, the Federal Veterans Cemetery on Highland Road, and the Lower Makefield Township trail system which leads to the Garden of Reflection 9-11 Memorial on Woodside Road and the Delaware Canal.

Instead, the plan is now to upgrade and expand the intersection of Stoopville Road and Route 413 (Durham Road) in neighboring Wrightstown Township. RRTS OPPOSES the expansion of this intersection as, per the DVRPC's 1988 Newtown Township Traffic Study, this upgrade is a critical part of construction of a major North/South expressway that will connect I-78 to I-95. This North/ South expressway is also known as the "Northern Bypass". This back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County, who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.

RRTS opposes the Stoopville Road Improvements – Phase 2 Project and WE IMPLORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE THIS EXPANSION PROJECT.

In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads and one that runs along Swamp Road.

- This map (Exhibit II) is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- This map (Exhibit III) is a map of the North/ South expressway that appeared in a March 2006 Delaware Valley Regional Planning Commission (DVRPC) publication titled EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS. The expressway runs along Route 611 to I-95 and is referenced in the legend as an "Emerging/ Regional Corridor".

11/377

- In the DVRPC's *1988 Newtown Township Traffic Study*, the "**Northern Bypass Alternative**" was studied. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough.

The following excerpts are from the section of the Study titled "**Northern Bypass Alternative**":

- (a) **Page #61** (Exhibit IV) shows a map of the Northern Bypass Scenario projected for **Year 2000**. This map **continues to be** relevant today, as it is customary for the DVRPC to do 25-year Long Range Planning. The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Note the upgraded intersection at Stoopville Road and Route 413 (also known as Durham Road).
- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that in the not too distant past, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

However, the current Swamp Road project *MPMS# 64781* in the Draft FY 2015 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to increase travel speeds on this road.

For over 50 years, the bridge has had two 11.5 foot lanes and served to slow traffic without incident of head- on collision. The affect of slowing traffic is substantially safer than increased travel speeds. History has shown that safety declines at higher traffic speeds, especially in the vicinity of the high concentration of young drivers that Bucks County Community College provides.

RRTS OPPOSES project *MPMS# 64781* and WE IMPLORE THE REGIONAL TECHNICAL COMMITTEE AND DVRPC BOARD TO OPPOSE IT.

- (c) **Page #64** states, "Some of the benefits of the **northern bypass** scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #60** states, "Level of service on...Durham Road [Route 413] will be a function of the signalized intersections."
- (e) **Page #73** states,

12/317

"Highway Improvement Program,

Five Year Plan

Durham Road/ Stoopville Road Turn Lane & Signalization"

**Note that these are the improvements being done in the current FY2015
Stoopville Road Improvements - Phase 2 (MPMS# 88083)**

In 2001, under the leadership of State Representative Dave Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens.

Today, because of development impacts, the "**Northern Bypass**" would have to be constructed along Stoopville and Lindenhurst Roads.

In 2007/2008, residents successfully opposed the roundabout that Dave Steil, Representative Scott Petri, and the DVRPC advocated for at the intersection of Stoopville and Washington Crossing Roads, as it would have realigned Stoopville Road to facilitate construction of a future expressway.* The dead give-away that the roundabout was a key component of the "**Northern Bypass**" can be found in a May 12, 2008 Bucks County Courier Times Guest Opinion written by Dave Steil and Jay Roth III, an engineer consultant for the DVRPC's Bucks County Regional Traffic Study. In the Guest Opinion, titled "Don't scoff at better, modern roundabouts", Mr. Steil recommended the roundabout because of "the unique geometric and traffic conditions in an area poised for growth and change."

Mr. Steil's view was consistent with a previous statement he made in a June 2002 letter to the president of RRTS in which he stated, "I would disagree with your characterization of Stoopville Road as a 'residential route' and a later reference as it being a 'minor residential collector road'. It is neither of those. It is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion."

Residents want to preserve the unique and priceless open space character of Bucks County and hope that the safety of our families is the highest priority of the Regional Technical Committee (RTC) and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2015-2018 Pennsylvania TIP: (1) Stoopville Road Improvements – Phase 2 (MPMS# 88083) and (2) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek (MPMS# 64781).**

*See DVRPC's Bucks County Regional Traffic Study (BCRTS). Note that the DVRPC erred and did not put its logo on the CD-ROM distributed for the BCRTS. It also neglected to reissue the CD-ROM so that it included the January 2008 Addendum to Final Report that was distributed in hard copy to Stakeholders. Despite RRTS's written plea that the CD-ROM be revised to (a) include the January 2008 Addendum and (b) include the DVRPC logo, the DVRPC "declined our request".

NEWTOWN TOWNSHIP

Stoopville Road project enters phase two

Work will include the installation of a new traffic signal at Durham and Stoopville roads.

By Peira Chesner Schlatter

BucksLocalNews.com

NEWTOWN TOWNSHIP — Phase II of the Stoopville Road Traffic Calming Project, including the installation of a traffic signal at Durham and Stoopville roads and lane improvements on Durham road, was the topic of discussion during a special meeting on March 28 at the Newtown Township building.

Two engineers briefed residents and the board of supervisors on the next phase of the project, which

is being funded through federal stimulus dollars and is budgeted at \$1.64 million.

Eric Kaufman and Larry Young of the engineering firm of Gilmore and Associates showed detailed maps on a screen of designs for the area.

One of the major elements of the project is the signalization of the intersection at Durham Road (Route 413) and Stoopville Road.

Le Sheppard, a resident of Ryan's Corner, which is located at the intersection of Durham and Stoopville roads, opposes having a traffic light at the intersection. However, he said he was glad that the three municipalities worked closely together on Phase II of the project.

Close to a dozen people from his neighborhood

attended the special meeting held at the township building on Durham Road, not far from the Durham and Stoopville roads intersection.

"I wish they would slow down the corner," Sheppard said after the meeting. He said the same could be done as was done to slow down traffic on Route 413 in Pineville.

He and his neighbors are concerned that traffic backing up from a traffic signal will block their driveways. They want the engineers "to relook" at how they enter and exit their properties, especially when turning against traffic.

Sheppard said, "It's our quality of life."

The engineers said that starting from the westerly side is the intersection of Durham and Stoopville roads where there will be a left-turn lane on the southbound approach on Durham Road heading onto Stoopville Road.

Kaufman detailed plans about a walkway for pedestrians, bikers and runners along Stoopville Road.

The walkway from Rosefield Drive to the Eagleton Farms side will be eliminated because there are too many obstacles such as a house too close to the road and stone walls.

There will be crosswalks at Eagleton Farms at Stoopville. "Then there is Eagle and Stoopville and that's where we're making a right turn with the path taking it down Eagle Road, ending it at the intersection of Eagle and Stoopville."

"Then the path picks up again at Creamery Road and Stoopville Road," Kaufman said. "There is an existing path there that we are connecting to. Then we go down Stoopville Road and we'll end at Route 532 and Stoopville, crossing over into the Village Market."

"At that point the path continues on 532 and goes

to Highland Road and then when it crosses Route 532 and Highland, it will tie into the existing path there. That's where it ends."

Kaufman said the only other intersection of the project is at Dolington Road. "We are putting in a multi-way stop [with three stop signs]."

Kaufman summarized what happened at the meeting. "I didn't hear a lot of negativity," he said. "There's a concern about how people are going to turn left where the signal is going."

"People come out of driveways on 413, turning left going north because they'll be turning through extra pavement," he said.

Kaufman said there was concern about the drainage. He said, however, "That's really not part of the project except where there's construction."

He wasn't surprised that there was not a big turnout at the meeting. "We have had many meetings,"

Kaufman said.

In attendance were several leaders from Wrightstown and Upper Makefield townships, who had previously participated in a joint meeting when decisions were made about what should be included in the project.

Resident Carol Richardson said she was disappointed "to hear we will not be included in this sidewalk along Stoopville Road." She also said that water runs onto the road and freezes, which creates a hazard on Stoopville Road.

One resident of Wrightstown Road said the idea of having crosswalks is "an excellent idea."

Mike Gallagher, chairman of the Newtown Township Board of Supervisors, stressed that this has been a project that has been talked about for almost two years.

The engineers may have "to tweak it a little bit more," he said.

ATTACH II
(pg. 5/10)
BucksLocalNews.com

top

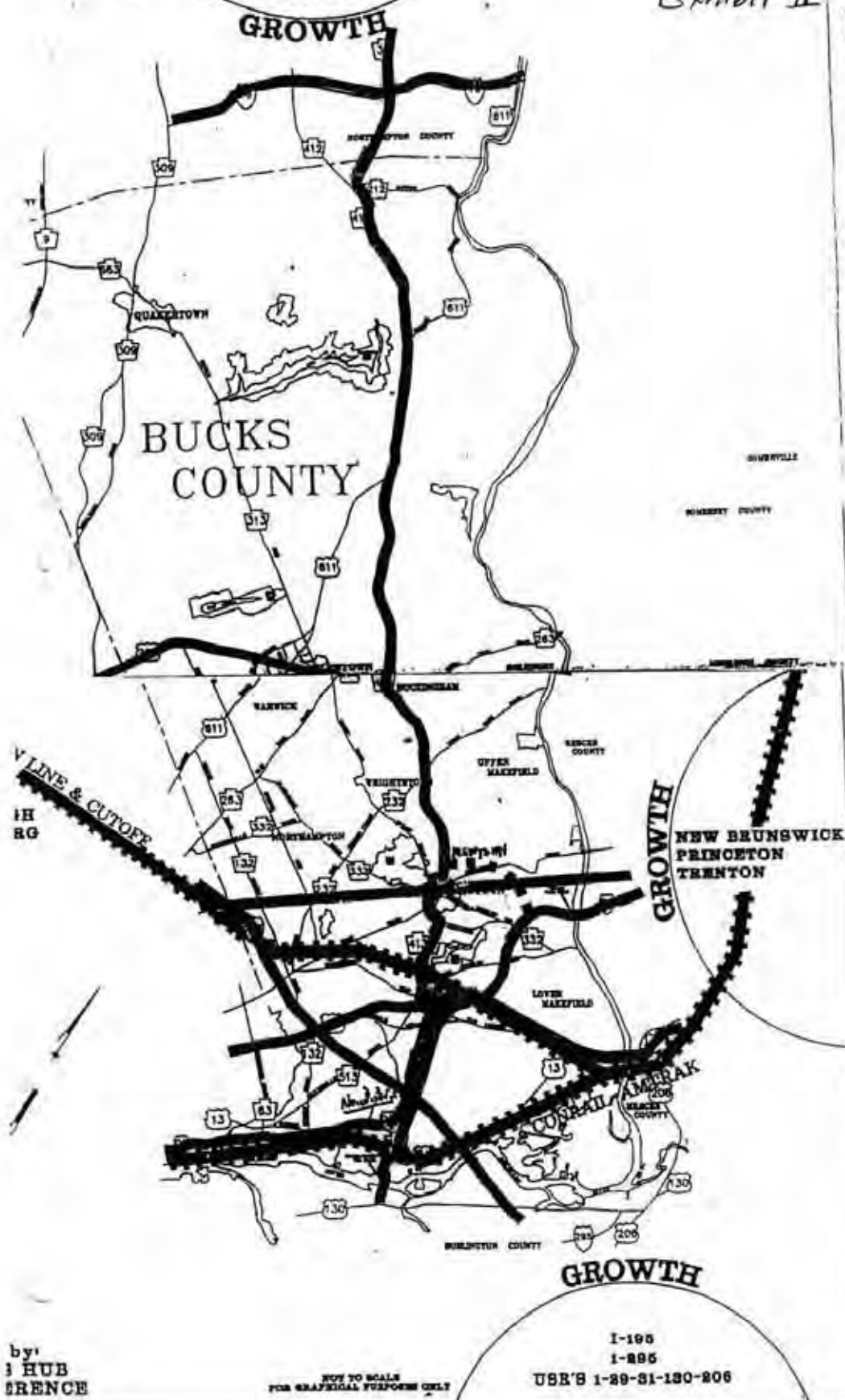
SCRANTON-WILKESBARRE
ALLENTOWN
BETHLEHEM
EASTON

Exhibit II

~~EX-81 (pg 1/5)~~

Attach. II

(pg. 6/10)



~~Pg 4 of 7~~ Pg 6 of 10
15/377


15/377

~~EX. I (pg. 2/13)~~
 Ex. III
 pg 1/2

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

Attach. II
 (pg. 7/10)

 DELAWARE VALLEY REGIONAL PLANNING COMMISSION

2006

WHAT IS A CMP?



A CMP is a systematic process for managing congestion that provides information on transportation system performance. It recommends

a range of strategies to minimize congestion and enhance the mobility of people and goods. These multimodal strategies include, but are not limited to, operational improvements, travel demand management, policy approaches, and additions to capacity. The CMP advances the goals of the DVRPC Long Range Plan and strengthens the connection between the Plan and the Transportation Improvement Program (TIP).

The CMP, as included in current federal transportation regulations, enhances the existing concept of a Congestion Management System (CMS) with emphasis on being an ongoing cycle and other refinements. It identifies congested corridors and multimodal strategies to mitigate the congestion. Where more single-occupancy vehicle capacity is appropriate, the CMP includes supplemental strategies to reduce travel demand and get the most value from the investment. It completes its cycle evaluating the effectiveness of transportation improvements, coordinating with other planning processes, and providing updated analysis of the performance of the transportation system as it goes back around.

16/377

HOW DOES THE CMP HELP THE DELAWARE VALLEY?

The CMP improves connections in transportation planning that will help with transportation connections in the real world.

The benefits of an ongoing CMP include:

- More focused use of limited federal transportation funds where they can do the most to help the region meet its goals
- Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental planning
- Ways of encouraging a wide range of stakeholders to participate and coordinate including data, guidance on helping projects conform to the CMP, priority for conforming projects in the TIP and LRP update processes, help keeping track of progress, and opportunity for stakeholders' studies to be more widely used
- A program for regular monitoring and evaluation of system performance
- Technical resources useful for a range of projects, such as ongoing analysis of the effectiveness of strategies
- CMP is required by federal regulation

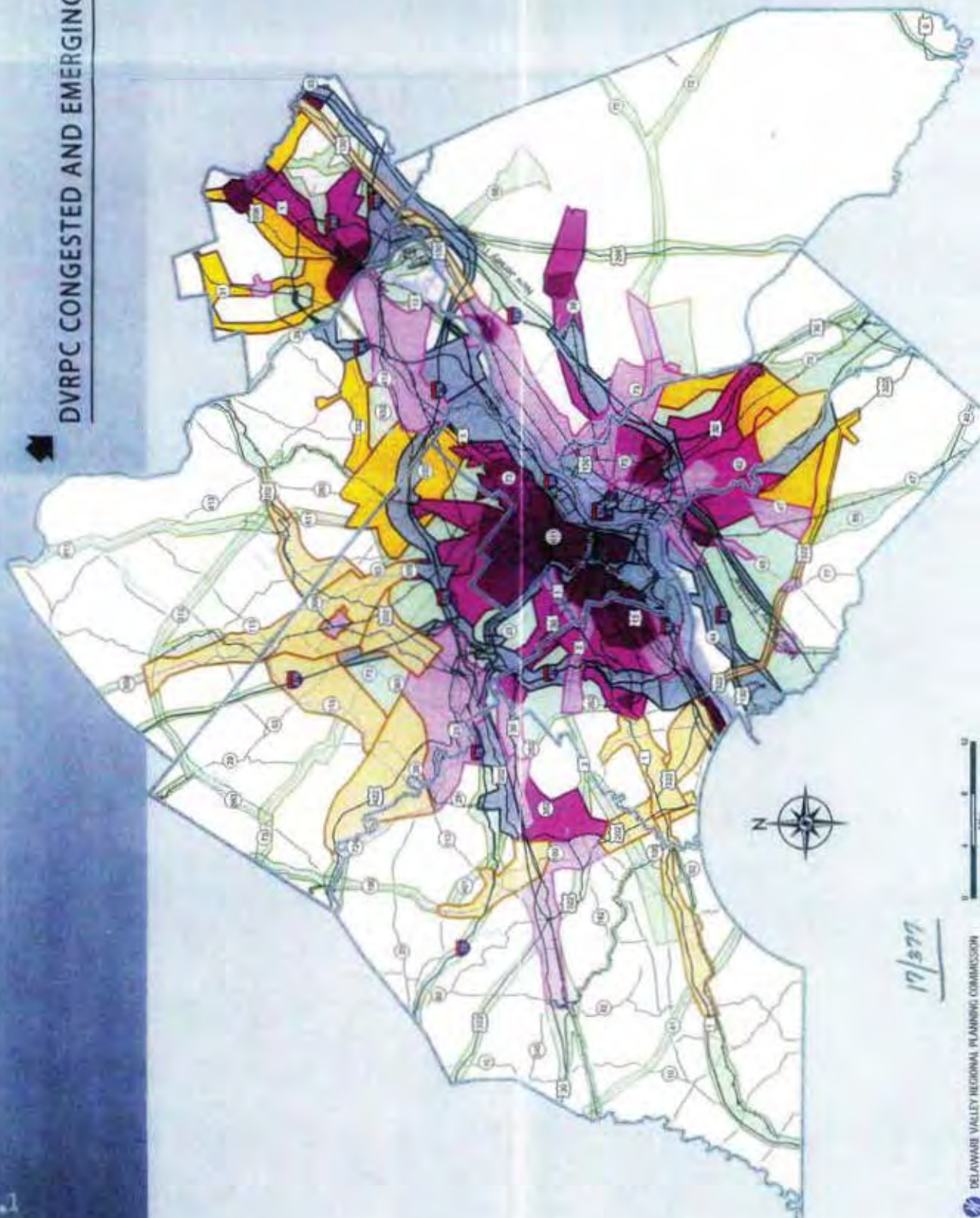
2/15

pg 7 of 10

Ex III
pg 2/2

DVRPC CONGESTED AND EMERGING CORRIDORS

Attach. II
(pg. 2/10)



- EMERGING / REGIONAL CORRIDORS**
- GREEN
- SUBCORRIDOR TYPES**
- INTERSTATES**
- BLUE
- DEVELOPED SUBCORRIDORS**
- PURPLE
- DEVELOPING SUBCORRIDORS**
- YELLOW



17/277

~~Exhibit IV~~

TRANSPORTATION

Exhibit ~~IV~~ IV
(pg. 1 of 2)

Attach. II (pg. 9/10)

NEWTOWN TOWNSHIP TRAFFIC STUDY



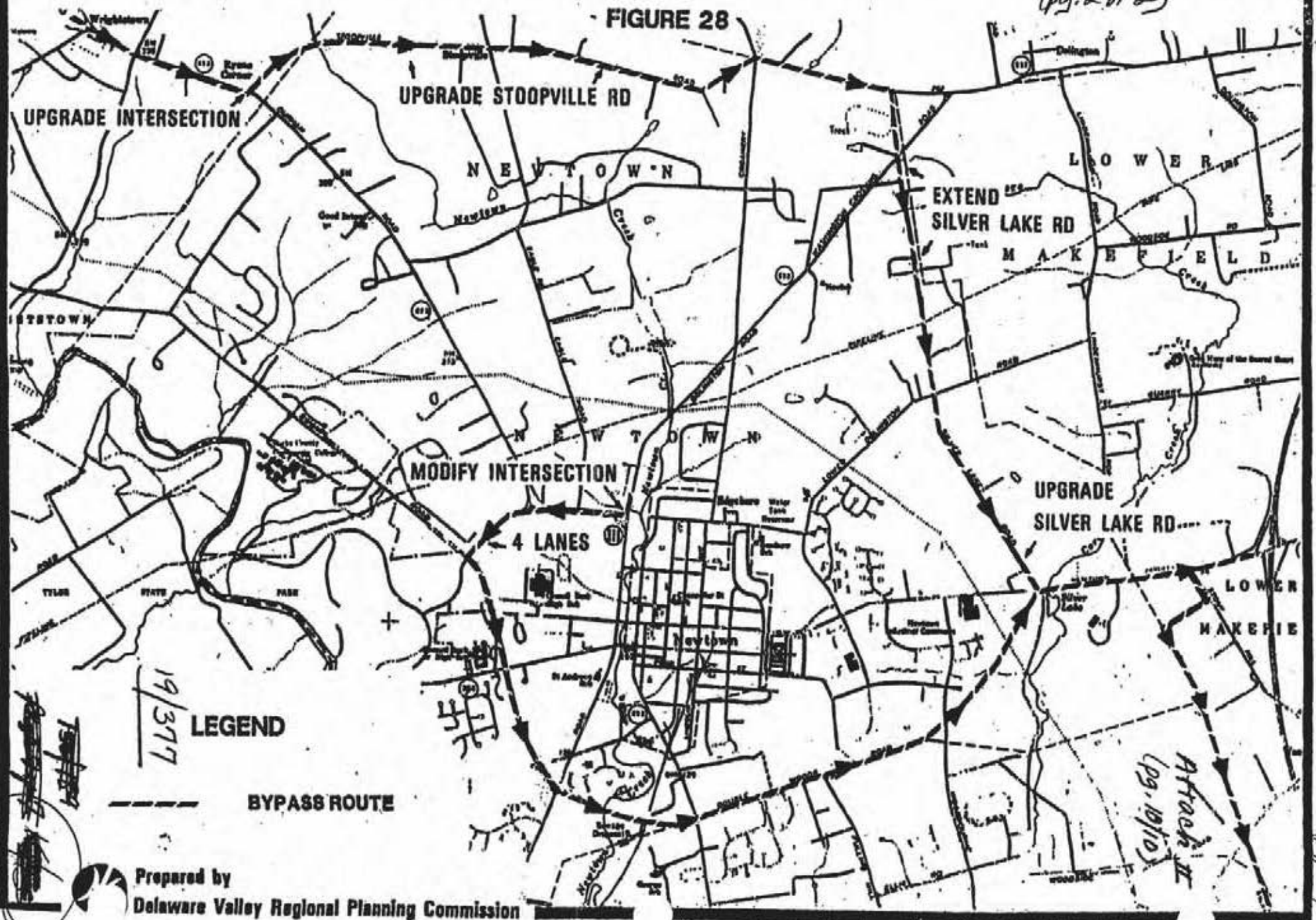
DVRPC



YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

Exhibit ~~I~~ II
(pg. 2 of 2)

FIGURE 28



67 Feb 10 1977

*Attachment III
(189 page document)*

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RTSbucks5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
President, Residents for Regional Traffic Solutions, Inc. (RTTS)

July 29, 2008

RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting

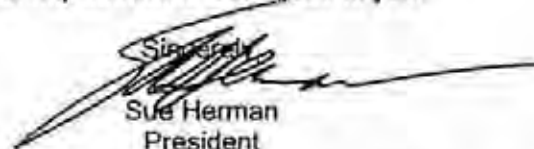
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Tonight we submit this 189-page document and accompanying CD-ROM to the Regional Traffic Planning Task Force (RTPTF) and ask that it become part of the minutes for this meeting and part of the public record for this meeting.

ATTACHMENT I of this document is an inventory of letters sent by RRTS to the RTPTF (or to State Representatives Steil and Petri) between June 17, 2004 (the first meeting of the RTPTF) and the present. With few - if any - exceptions, these letters were sent via Certified Mail Return Receipt to State Representatives Steil and Petri. Should any of these letters be omitted from the comprehensive CD-ROM's that Representative Steil is preparing for the RTPTF, we would be happy to provide you with a copy of them in their entirety.

ATTACHMENT II of this document is an inventory of other relevant RRTS letters/ testimony regarding regional traffic. We would also be happy to provide you with any of these documents in their entirety.

Please let us know if we can be of any additional assistance to you.


Sue Herman
President

***Regional Traffic Planning Task Force: Chairmen :** State Rep. David Steil, State Rep. Scott Petri **Non-Chair Members effective 1/08:** Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Cc: VA Under Secretary for Memorial Affairs, William Tuerk**
Dan Fraley, Bucks County Director of Veterans Affairs**
Carminc Fiscina, Safety Engineer, Federal Highway Administration

Page 1 of 189 20/377

Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy**
 Governor Ed Rendell**
 State Senator Charles Mellhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler**
 Richard Hogg, Deputy Secretary for Highway Administration**
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, District Executive, PennDOT District 6 **
 DVRPC Board; c/o chair**
 Barry Seymour, Executive Director/ DVRPC**
 Don Shanis, Deputy Executive Director/ DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair**
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair**
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Diane Marseglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James
 Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/
 Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike
 Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.
 Southeastern Bucks League of Municipalities; c/o Steve Smitarsiero, chair **
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Council Rock School Board President, Richard Abramson**
 Council Rock School Superintendent, Mark Klein**
 Pennsbury School Board President, Greg Lucidi**
 Pennsbury School CEO, Paul Long**
 Lower Makefield Township Citizens Traffic Commission; c/o Gary Gilman, chair
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox New
 Concerned Residents of Newtown (mass e-mail)
 R.R.T.S. Membership (mass e-mail)

**Asterisked individuals received the cover letter, Attachments I & II, and Exhibits referenced in Attachments I & II.
 All others received the cover letter and Attachments I & II only.

Inventory of letters sent by RRTS to the RTPTF

<u>Letter description</u>	<u>View cover letter on pg. # below</u>
Exhibit 1 : 7/20/04 Letter from RRTS to State Representative David Steil and Lower Makefield Township Supervisor Steve Santarsiero (3 pages total) RE: <u>Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities; Request for separate meeting dates and formal minutes</u>	11
Exhibit 2 : 7/22/04 Letter from RRTS to Gary Hoffman, Deputy Secretary for Highway Administration, RE: <u>Regional Traffic Planning Task Force</u> (3 pages total).....	14
Exhibit 3 : 9/29/04 Letter from RRTS to State Representative David Steil (17 pages total) RE: <u>Request to include 17-page document as part of the public record at the 9/29/04 meeting of the Regional Traffic Planning Task Force</u>	15
Exhibit 4 : 11/12/04 Letter from RRTS to State Representative David Steil (2- page cover letter plus 17- page Attachment: 9/29/04 Letter from RRTS to State Rep. David Steil RE: Request to include 17- page document as part of the public record at the 9/29/04 meeting of the Regional Traffic Planning Task Force) RE: <u>Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force</u>	17
Exhibit 5 : 11/18/04 Letter from RRTS to State Representative David Steil (2 pages total) RE: <u>Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force</u>	19
Exhibit 6 : 12/24/04 Letter from RRTS to Bill Laubach, PENNDOT Bureau of Highway Safety and Traffic Engineering (7 page cover letter plus Exhibits) RE: <u>Draft Scope of Work for the Bucks County Regional Traffic Study: Comments submitted by Residents for Regional Traffic Solutions, Inc.</u>	21
Exhibit 7 : 3/4/05 Letter from RRTS to Bill Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering (6 pages total) RE: <u>Comment Submission by RRTS</u> <u>Scope of Work: Bucks County Regional Traffic Study</u> <u>(dated 2/28/05)</u>	28
Exhibit 8 : 6/2/05 Letter from RRTS to John Coscia, DVRPC Executive Director, (2 page cover letter plus Exhibits) RE: <u>3/17/05 Scope of Work for the Bucks County Regional Traffic Study: Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during the comment period for the Draft Scope of Work</u>	30

ATTACHMENT I (continued)
(Page 2 of 4)

View cover
letter on pg. #
below

Letter description

Exhibit 9 :	9/7/05 Letter from RRTS to Lynn Bush (1 page total) RE: FY2007 Bucks County Transportation Improvement Program Public Meeting	32
Exhibit 10 :	1/31/06 Letter from RRTS to State Representatives Steil & Petri (7 pages total) RE: Regional Traffic Planning Task Force meeting of 1/30/06	33
Exhibit 11 :	5/01/06 Letter from RRTS to Don Shanis (2 pages total) RE: Stone by rail from Wrightstown Area quarries Interest of 9,000 voters in the affected Area- reachable by RRTS	36
Exhibit 12 :	5/31/06 Letter from RRTS to Jane Magne and Robert Lloyd, Wrightstown Township Supervisors (10 pages total) RE: Pogonowski Letter of 5/11/06 in response to Herman Letter of 5/01/06 Stone by rail from Wrightstown Area quarries	38
Exhibit 13 :	9/01/06 Letter from RRTS to Newtown Twp. Board of Supervisors & Wrightstown Twp. Board of Supervisors (2 pages total) RE: Concern regarding traffic impacts of the Veterans' Cemetery on Lindenhurst and Stoopville Roads	41
Exhibit 14 :	10/30/06 Letter from RRTS to State Representatives Steil & Petri (39 pages total plus 79- page Exhibit V) RE: Regional Traffic Planning Task Force meeting of 10/30/06	43
Exhibit 15 :	11/02/06 Letter from RRTS to Vicki Haug (1 page total) RE: Regional Traffic Planning Task Force meeting of 10/30/06	47
Exhibit 16 :	1/17/07 Letter from RRTS to Jerry Coyne (127 pages total) RE: Public Open House for the Bucks County Regional Traffic Study- Submission of Concerns	48
Exhibit 17 :	1/29/07 Letter from RRTS to State Representatives Steil & Petri, Jerry Coyne, and Bill Laubach (12 pages total) RE: Timing of the lights on the Newtown Bypass	50
Exhibit 18 :	3/30/07 Letter from RRTS to Lower Makefield Township (LMT) Board of Supervisors and LMT Citizens Traffic Commission (35 pages total) RE: Request your attendance at the Delaware Valley Regional Planning Commission (DVRPC) Public Open House for the Bucks County Regional Traffic Study (BCRTS)	53
Exhibit 19 :	4/26/07 Letter from RRTS to Jerry Coyne (37 pages total plus a 13-minute long CD-ROM titled <u>Bypassing the Bypass</u> , <u>CBS/ KYW 3 Newscast -aired on 6/5/03, and Truck Danger on Worthington Mill Road</u>) RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS), Submission of Concerns	57

ATTACHMENT I (continued)

(Page 3 of 4)

View cover
letter on pg. #
below

Letter description

- Exhibit **20**: 5/21/07 Letter from RRTS to Lower Makefield Township Citizens Traffic Commission (3 pages total)
RE: Traffic Safety Concerns on Lindenhurst RD & Stoopville RD..... **59**
- Exhibit **21**: 5/30/07 Letter from RRTS to State Reps. Steil & Petri, Non-Chair Members of the Regional Traffic Planning Task Force, and Jerry Coyne (34 pages total)
RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting..... **62**
- Exhibit **22**: 9/19/07 Letter from RRTS to Jerry Coyne (26 pages total)
RE: Bucks County Regional Traffic Study – June 2007 Draft Submission of Concerns / Recommendations for Changes..... **65**
- Exhibit **23**: 9/26/07 Letter from RRTS to Upper Makefield Twp. Planning Commission Members (2 pages total)
RE: HOUSING DEVELOPMENTS ASSOCIATED WITH THE VETERANS CEMETERY DEAL; Request to limit speed on Stoopville RD where substandard distance exists between access points..... **80**
- Exhibit **24**: 10/11/07 Letter from RRTS to State Representatives Steil & Petri (6 pages total)
RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force meeting minutes are not accurate..... **82**
- Exhibit **25**: 12/10/07 Letter from RRTS to Barry Seymour (65 pages total)
RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report..... **84**
- Exhibit **26**: 02/11/08 Letter from RRTS to Barry Seymour (10 pages total)
RE: 10/07 Bucks County Regional Traffic Study Final Report (BCRTS)
Reiterate the need for a replacement CD-ROM that:
1)...includes the 1/08 Addendum to Final Report
2)...is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force..... **88**
- Exhibit **27**: 3/18/08 Letter from RRTS to Barry Seymour, Don Shanis & Jerry Coyne (54 pages total);
SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS
Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum..... **91**
- Exhibit **28**: 3/26/08 Letter from RRTS to Greg Caiola & Ron Smith (40 pages total)
RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting; Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the inaccurate statement in comment #4..... **93**

ATTACHMENT I (continued)
(page 4 of 4)

View cover
letter on pg. #
below

Letter description

- Exhibit 29 3/26/08 Letter from RRTS to State Representatives Steil & Petri, Non-Chair members of the Regional Traffic Planning Task Force, Barry Seymour, Don Shanis, and Jerry Coyne (34 pages total)
RE: 1) Bucks County Regional Traffic Study Report dated 10/07
2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07 96
- Exhibit 30 4/2/08 Letter from RRTS to Lower Makefield Township Board of Supervisors (127 pages total)
RE: RRTS Requests Regarding the Bucks County Regional Traffic Study 101
- Exhibit 31 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (189 pages total)
RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting 105
- Exhibit 32 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (8 pages total)
RE: Request that the RTPTF refrain from supporting actions that will lead to construction of four-lane highways and be antithetical to traffic calming 107
- Exhibit 33 R.R.T.S.'s Bypassing the Bypass CD-ROM which was shown to the RTPTF and hand delivered to Rep. Dave Steil on numerous occasions where delivery was documented. The CD-ROM consists of three videos titled Bypassing the Bypass, CBS/ KYW3 Newscast - 6/5/03, and Truck Danger on Worthington Mill Road.

N/A - CD-ROM
ENCLOSED

**Inventory of other relevant RRTS letters/ testimony regarding
regional traffic**

View cover
letter on pg. #
below

Letter description

- Exhibit 34** 11/21/01 Letter from D. Richard Tonge; Treasurer, Newtown
Grant Homeowners Association to Susanne McKeon, Chairperson
of the Subcommittee for the TIP Update, BCPC (4 pages total)
**RE: 2001 Transportation Improvement Program; Stoopville
Road Rehabilitation Project**.....111
- Exhibit 35** 10/16/02 Letter from RRTS to Honorable Charles Martin regarding
The Closed Loop Traffic Signal Optimization Program Work Program
Project and the Newtown Bypass (2 pages total).....113
- Exhibit 36** 2/27/03 Letter from RRTS to Marcy Conti (10 pages total)
**RE: Traffic Danger on Lindenhurst, Stoopville, & Worthington
Mill Roads and Lower Makefield Twp./ Newtown Twp.
Intergovernmental Agreement**.....114
- Exhibit 37** 3/13/03 Letter from RRTS to Representative Dave Steil regarding
The Closed Loop Traffic Signal Optimization Program Work Program
Project and the Newtown Bypass (4 pages total).....116
- Exhibit 38** 6/02/03 Letter from RRTS to Lower Makefield Twp. Board of
Supervisors (1 page total)
RE: Intergovernmental Agreement.....118
- Exhibit 39** 6/11/03 Letter from RRTS to Newtown Twp. Board of Supervisors
(3 pages total)
RE: McLaughlin Subdivision.....119
- Exhibit 40** 7/23/03 Letter from RRTS to Lower Makefield Twp. Board of
Supervisors (3 pages total)
**RE: July 21, 2003 Public Comments; 2003 LMT Comprehensive
Master Plan Update**.....122
- Exhibit 41** 8/27/03 Letter from RRTS to Newtown Twp. Board of Supervisors
(4 pages total)
Re: 2003 Bucks County TIP, Stoopville Road.....124
- Exhibit 42** 9/15/03 Letter from RRTS to Lower Makefield Twp. Board of
Supervisors (4 pages total)
Re: Bucks County TIP Projects:
 (1) Implementation of Traffic Calming Measures on Lindenhurst RD
 (2) Stoopville RD Rehabilitation Project.....127
- Exhibit 43** 9/17/03 Letter from RRTS to Richard Brahler, Senior Transportation
Planner, Bucks County Planning Commission (3 pages total)
RE: 2003 T.I.P. SUBMISSIONS.....131

View cover
letter on pg. #
belowLetter description

- Exhibit **44** 9/30/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (2 pages total)
RE: Draft of Lower Makefield Township Comprehensive Master Plan Update, 2003..... **132**
- Exhibit **45** 10/9/03 RRTS Oral Testimony given and submitted in writing at the Bucks County Transportation Improvement Program Public Meeting (11 pages total)
Project Name(s): (1) Lindenhurst Road Traffic Calming
2) Stoopville RD/ Worthington Mill RD Traffic Calming..... **134**
- Exhibit **46** 10/9/03 RRTS Written Testimony Submission at the Bucks County Transportation Improvement Program Public Meeting (34 pages total)
Project Names: (1) Lindenhurst Road Traffic Calming
(submitted by Lower Makefield as the #1 priority and by RRTS)
2) Stoopville RD/ Worthington Mill RD Traffic Calming
(submitted by RRTS)..... **137**
- Exhibit **47** 10/9/03 D. Richard Tonge Oral Testimony given and submitted in writing at the Bucks County Transportation Improvement Program Public Meeting (3 pages total)
Subject: Newtown Township TIP – Stoopville Road Rehabilitation..... **141**
- Exhibit **48** 10/14/03 Letter from RRTS to Anita Everhard, Executive Secretary For the State Transportation Commission (5 pages total)
RE: Project Names: (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)

(2) Stoopville RD/ Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS)..... **144**
- Exhibit **49** 10/21/03 Letter from RRTS to Lynn Bush and Charles McIlhinney (Solicitor, Bucks County Planning Commission Board) – 1 page total
RE: Project Names: (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)

(2) Stoopville RD/ Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS)..... **145**

ATTACHMENT II (continued)

(page 3 of 4)

View cover
letter on pg. #
below

Letter description

- Exhibit 50** 10/21/03 Letter from RRTS to Robert Grunmeier (Bucks County Planning Commission Board Chair) and BCPC Board members Suzanne McKeon and Darrin Hoffman – 2 pages total
RE: Project Names: (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower Makefield Township as the #1 priority and by RRTS)
(2) Stoopville RD/ Worthington Mill RD Traffic Calming
(Bucks County TIP application submitted by RRTS) **146**
- Exhibit 51** 2/06/04 Letter from RRTS to State Representative Steil
RE: Regional Traffic Problems
• Request to reject the Stoopville RD Rehabilitation Project
• NEAR MISSES/ ROAD RAGE caused by the mismanagement of minor residential collector roads **148**
- Exhibit 52** 4/23/04 Letter from RRTS to State Representative Steil and Gary Hoffman (Deputy Secretary for Highway Administration)- 26 pages total
RE: Written Comment Submission for the Regional Traffic Meeting held at Bucks County Community College on 4/22/04 **152**
- Exhibit 53** 4/28/04 Letter from RRTS to State Representative Steil and Gary Hoffman (Deputy Secretary for Highway Administration)- 1 page total
RE: Written Comment Submission for the Regional Traffic Meeting held at Bucks County Community College on 4/22/04 **160**
- Exhibit 54** 06/03/04 RRTS Oral Testimony given and submitted in writing for the Draft DVRPC FY 2005 Transportation Improvement Program (16 pages total)
Project Name: Stoopville Road Rehabilitation (FY 2005 TIP project submitted by Newtown Township) **161**
- Exhibit 55** 06/03/04 RRTS Written Testimony for the Draft DVRPC FY 2005 Transportation Improvement Program (TIP), submitted to the Delaware Valley Regional Planning Commission (67 pages total)
Project Name: Stoopville Road Rehabilitation (FY 2005 TIP project submitted by Newtown Township) **164**
- Exhibit 56** 8/18/05 RRTS Oral Testimony at the State Transportation Commission Public Hearing – 2007 Transportation Program (24 pages total)
Project Name: Stoopville Road Rehabilitation **169**

TIP 3

ATTACHMENT II (continued)

(page 4 of 4)

View cover
letter on pg. #
below

Letter description

- Exhibit **57** 9/22/05 RRTS State Transportation Commission Written Testimony Submission (66 pages total)
Project Name: Stoopville Road Rehabilitation
(FY2007 TIP Project submitted by Newtown Twp.).....172
- Exhibit **58** 9/23/05 Letter from RRTS to Lynn Bush (3 pages total)
RE: Bucks County Transportation Improvement Program (BCTIP).....178
- Exhibit **59** 10/20/05 RRTS Oral Testimony given at the Bucks County Planning Commission Public Meeting – FY2007 Transportation Improvement Program. Hard copy submitted to the Bucks County Planning Commission (41 pages total)
Project Name: Stoopville Road Rehabilitation.....179
- Exhibit **60** 10/20/05 RRTS Written Testimony for the Transportation Improvement Program (TIP), submitted to the Bucks County Planning Commission (79 pages total)
Project Name: Stoopville Road Rehabilitation.....183
- Exhibit **61** 10/24/05 Letter from RRTS to Lynn Bush (1 page plus 11 copies of RRTS's oral testimony to be distributed to Bucks County Planning Commission Board members)
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project offered at the 10/20/05 Bucks County Planning Commission TIP public meeting.....189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

State Representative David Steil
Chairman, Regional Traffic Planning Task Force
2 North State Street
Newtown, PA 18940

Mr. Steve Santarsiero
Chairman, Southeastern Bucks League of Municipalities/
Lower Makefield Township Supervisor
1100 Edgewood Road
Yardley, PA 19067

July 20, 2004

**RE: Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities;
Request for separate meeting dates and formal minutes**

Dear Representative Steil and Mr. Santarsiero,

I am writing you as president of a regional citizens' group representing well in excess of 8,000 residents from five townships. We respectfully ask that you respond to the following requests in writing by July 28, 2004.

REQUEST TO SCHEDULE YOUR REGIONAL MEETINGS ON SEPARATE DATES

Our members are extremely interested in regularly attending the regional meetings each of you currently chair. Unfortunately, Representative Steil, you chose to schedule this month's task force meeting on the same date as the Southeastern Bucks League of Municipalities meeting that had already been set, despite my mentioning the conflict when you were setting your meeting schedule at the first task force meeting. As a result, residents can only attend one of the meetings. While it may not seem important to you, Representative Steil, that residents be afforded the opportunity to attend both meetings, I can assure you that it is important to residents.

We are formally requesting that each of you communicate regarding your regional meeting schedules and schedule your meetings on separate dates.

REQUEST THAT FORMAL MEETING MINUTES BE TAKEN AT THESE REGIONAL MEETINGS

We are also requesting that formal meeting minutes be taken at any and all meetings of these regional groups.

The Southeastern Bucks League of Municipalities has agreed that minute-taking will be the responsibility of the hosting township/borough as the meetings rotate from one to the next.

pg. 1/3

30/377

11/189

Representative Steil, we were shocked by your statement at the first task force meeting that, "Decisions are important. How we got there, not important. Decisions we make are important and I will document these." Despite RRTS's objections and recommendation that minute-taking be rotated between townships/boroughs, you stuck by your decision that no minutes would be taken. Incredulously, none of the elected officials participating on the task force opposed your decision!


While technically you are not required by law to take minutes in this forum, it is not in the region's best interest that there be no formal minutes. In the absence of minutes, the governing bodies who will review the task force's recommendations for approval, will have no choice but to "rubber stamp" the recommendations. Likewise, residents will be kept in the dark. What do you have to hide?

Given the nature of the agenda for the 7/29/04 meeting, we implore you to have formal minute-taking commence on this date. As per your 7/15/04 letter, "*Representatives of several quarries will attend and, therefore, our entire agenda will be devoted to information gathering regarding quarry operations and their impact on our roadways. This will be vital basic information necessary for us to begin a review of traffic patterns and routes in our next meeting. The format will be entirely question and answer.*"

Again, we respectfully ask that each of you respond in writing by 7/28/04. In the interest of time, I will fax this letter to your respective offices this afternoon. I would appreciate if you would send your responses to the above mailing address, as well as, fax me at 215 504- 0757.

Thank you for your consideration.

Very Truly Yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Lynn Bush, Executive Director, Bucks County Planning Commission
Andrew Warren, PENNDOT District Administrator
Regional Transportation Committee

pg 2/3

31/377

12/189

Regional Citizens Committee
Members of the Regional Traffic Planning Task Force
Members of the Southeastern Bucks League of Municipalities
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)
CBS KYW Channel 3
Courier Times
Advance
Yardley News
Philadelphia Inquirer

EX. 2

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

July 22, 2004

RE: Regional Traffic Planning Task Force

Dear Mr. Hoffman,

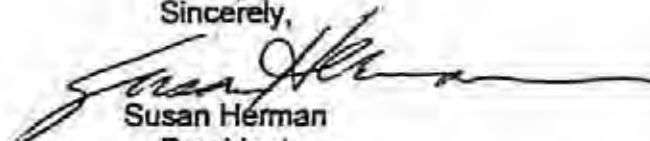
The attached 7/20/04 letter from RRTS to Representative Steil and Mr. Santarsiero describes how Representative Steil is conducting the meetings of the Regional Traffic Planning Task Force. We are extremely concerned that the quarry personnel attending the next task force meeting will be well-choreographed, as were the task force members at the first meeting held in June.*

Would it be possible for you to attend the July 29th meeting or send an impartial PennDOT Harrisburg representative who can objectively participate in these discussions? The agenda will be a question and answer period with quarry personnel as outlined in the attached letter. As Representative Steil stated, "vital basic information" will be discussed.

Representative Steil's decision that there be no formal minutes taken at task force meetings, raises serious questions.

We thank you for your continued support on this matter.

Sincerely,



Susan Herman
President

* The next task force meeting will be held on Thursday, July 29, 2004 at 7:30 PM at the Upper Makefield Township building - 1076 Eagle Rd., Newtown, PA 18940.

CC: Honorable Allen Biehler

33/377

14/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State St.
Newtown, PA 18940

September 29, 2004

**RE: Request to include 17 page document as part of the public record at the
9/29/04 meeting of the Regional Traffic Planning Task Force**

Dear Representative Steil,

We respectfully request that this 17 page document be included as part of the public record and formal minutes for tonight's meeting of the Regional Traffic Planning Task Force. Below is a description of what is contained in this document.

CONTENTS:

<u>Page # (s)</u>	<u>Description</u>
1 - 2	Memo requesting inclusion of document as part of the public record/ minutes
3	Traffic Flow Map: Heavy Commercial Trucks to I-95 -Miles of travel comparison from the Swamp Rd. quarries to the Newtown Bypass -Access point comparison
4 - 9	Segments from a transcript made by RRTS, Inc. (taken from a video of the 8-19-04 Task Force meeting)
10	FY2005 TIP project application submitted by Newtown Twp., entitled STOOPVILLE ROAD REHABILITATION
11 - 17	Excerpts from the June, 1988 study conducted by the DVRPC entitled, NEWTOWN TOWNSHIP TRAFFIC STUDY. -Includes title page and pages # 3, 61 (map of the Northern Bypass Scenario), 64, 74, 81, and 87

Thank you.

Very truly yours,



Susan Herman
President

34/377

15/189

~~15/189~~

U.S. Congressman, James Greenwood
CC: State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown, Wrightstown, and
Northampton Townships.
Borough Councils of Yardley and Newtown Boroughs
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, ~~Timothy Kirby~~ *Mark Klein*
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

35/377

16/189

~~377~~

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 12, 2004

**RE: Request to show CD-ROM at the November 29, 2004 meeting of the
Regional Traffic Planning Task Force**

Dear Representative Steil,

We respectfully request permission to show our CD-ROM, Bypassing the Bypass, at the 11/29/04 meeting of the Regional Traffic Planning Task Force (RTPTF).

We have shown this 3 minute long video in several public forums including the State Transportation Commission public hearing for the 2005 Twelve Year Transportation Program, the Delaware Valley Regional Planning Commission (DVRPC) public hearing for the FY2005 draft TIP, and the June, 2004 DVRPC Board meeting where final approval was given to the FY2005 TIP. Without exception, viewers praised the effectiveness of the video and were alarmed by the high volume of commercial traffic turning off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route comprised of Lindenhurst, Stoopville and Worthington Mill Roads. Our picture is worth a thousand words.

This video will help the RTPTF understand why our organization vehemently opposes the Stoopville Road Rehabilitation Project which Newtown Township has put on the table for consideration. This project calls for the widening and straightening of Stoopville Road, which will enable traffic to travel at even greater speeds and encourage higher volumes of trucks to use the residential route rather than our four-lane, limited- access Newtown Bypass. The project also calls for realignment of the intersection at Stoopville and Washington Crossing Roads, a giant step toward construction of a "northern bypass" that is sure to escalate the danger to residents and travelers.

The correlation between the Stoopville Road Rehabilitation Project and the "northern bypass" can be seen in Attachment I, a letter dated 9/29/04 that was submitted into public record at the 9/29/04 RTPTF meeting. Page 10 of the Attachment is the Newtown Township FY2005 TIP project application for Stoopville Road Rehabilitation. Pages 11-17 of the Attachment are excerpts from the NEWTOWN TOWNSHIP TRAFFIC STUDY, a June 1988 study conducted by the DVRPC. The excerpt on page 16 of the Attachment states this about the Stoopville Road/ Washington Crossing Road Realignment, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." This study concluded that the "northern bypass" scenario was not the answer to the region's traffic woes.

fg 1/2 36/377

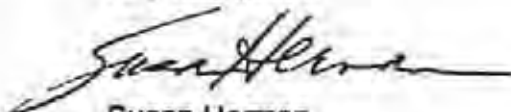
12/189

Northampton and Newtown Townships have recently passed ordinances to permanently restrict commercial traffic on roads where trucks posed serious danger to residents and travelers. We applaud their understanding of the dangers and their swift action. We have every expectation that you will afford us the opportunity to show the Task Force the dangers that currently exist on Lindenhurst, Stoopville and Worthington Mill Roads as a result of truck traffic bypassing the Bypass. We are hopeful that the Task Force will then understand the serious consequences to public safety, if they choose to recommend the Stoopville Road Rehabilitation Project.

We would appreciate a written response to our request to show our CD-ROM by November 19, 2004.

Thank you for your consideration.

Very truly yours,



Susan Herman
President

United States Congressman, James Greenwood
CC: State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown,
Wrightstown & Northampton Twps.
Borough Councils of Yardley and Newtown
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, ~~Timothy Kirby~~ *Mark Klein*
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RTTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

37/377

18/189

Attachments: Letter dated 9/29/04: Request to include 17 page document as part of the public record/formal minutes at the 9/29/04 RTPTF meeting
(pg 2/2)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 18, 2004

**RE: Request to show CD-ROM at the November 29, 2004 meeting of the
Regional Traffic Planning Task Force**

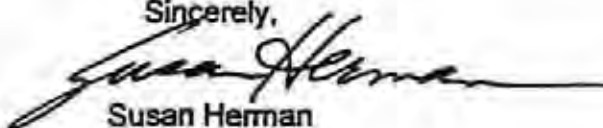
Dear Representative Steil,

Thank you for placing my request to show the RRTS CD-ROM, Bypassing the Bypassing, on the agenda for the 11/29/04 Regional Traffic Planning Task Force meeting.

I anticipate that the Task Force will approve this request and plan to ask them for permission to show the 3 minute CD-ROM immediately following their decision. I respectfully request that this be placed early in the agenda, so that the information contained in the video can be considered during the meeting.

I will ask Lower Makefield Township to set the equipment up for showing the video, as they have kindly done so in the past when we showed the video at a Lower Makefield Township Board of Supervisors meeting.

Sincerely,


Susan Herman
President

CC: U.S. Congressman, James Greenwood
State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown,
Wrightstown & Northampton Twps.
Borough Councils of Yardley and Newtown
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti

38/377

2/1/05

19/189

State Senator, Tommy Tomlinson
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

39/377

Pg 2/2

20/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Bill Laubach
PENNDOT
Bureau of Highway Safety and Traffic Engineering
400 North Street, 6th Floor
Harrisburg, PA 17120-0064

December 24, 2004

**RE: Draft Scope of Work for the Bucks County Regional Traffic Study.
Comments submitted by Residents for Regional Traffic Solutions, Inc.**

Dear Mr. Laubach,

We are grateful for the opportunity to review and comment on the Draft Scope of Work for the Bucks County Regional Traffic Study. Below please find our comments listed by section from the Draft Scope of Work that Representative Steil sent RRTS (draft included the revisions requested by "Task Force" members at the 11/29/04 meeting).

1.2 - Coordination and Project Meetings

Please add these three (3) stakeholders:

- Residents for Regional Traffic Solutions, Inc. (RRTS)
- Citizens living along Worthington Mill, Stoopville, Lindenhurst, and Wrightstown Roads (Collector roads, with in excess of 8,000 residents living along them, that are impacted by heavy truck traffic.)
- Homeowners Associations for developments along routes impacted by heavy truck traffic
(eg., Rosefield Home Assoc., Eagleton Farms Homeowners Assoc., Penns Preserve Homeowners Assoc., Newtown Grant Homeowner Assoc., etc.)

1.3 - Gather Data and Information from Quarries

Please add this statement:

RRTS and local stakeholders respectfully request that the consultant determine where the aggregate is going. Accurate information is required to assess the feasibility of using rail to haul this stone.

40377

Page 1 of 36 (Revised 12/28/04)

21/189

1.4 - Identify Key Roadways within Region and Collect Data

Please add these statements:

The position of RRTS and local stakeholders is that the data in PENNDOT's Feb. 2000 Newtown/Lower Makefield Twp. Truck Restriction Study is skewed. The 30+ year weight restriction of Swamp Road and the failure to synchronize lights on the Newtown Bypass resulted in high volumes of traffic habitually using Worthington Mill, Stoopville and Lindenhurst Roads as a cut-through that literally "bypassed the Bypass". Now that Swamp Road has been opened without weight restrictions (mid Dec. 2004) and the Bypass lights are soon to be synchronized (expected end Jan. 2005), it will take time for truckers, as well as passenger car operators, to break the habit of using the Worthington Mill/ Stoopville/ Lindenhurst Road route and switch to using the Newtown Bypass. RRTS and local stakeholders living along Worthington Mill, Stoopville and Lindenhurst Roads ask for up-to-date and accurate data. In addition, it is requested that the consultant estimate the impact of the new development that has occurred along Stoopville Road since the Feb. 2000 study and any additional development that may occur along this road. It is requested that data collection occur in April/May so as to assure that the report will accurately reflect the combined impact of school traffic with the high construction season. (Note that Stoopville Rd. will be closed for a period of time during the 2005 construction season so Toll Brothers can realign the road adjacent to the McLaughlin Tract.)

It is common knowledge that quarry owners/truckers are "tipped off" regarding the dates and locations of field traffic audits and, as a result, choose alternate routes of travel that can "skew" study results. How can this be avoided?

Please add this list of studies supplied by RRTS:

Note: RRTS has supplied the following studies for use by the consultant:

- Worthington Mill Road Studies:
 - Weight, Size & Load Restrictions Engineering & Traffic Study*
(Prepared for PENNDOT District 6 by Traffic Planning & Design, Inc., Oct. 14, 2002/June 4, 2003)
 - Weight, Size & Load Restrictions Engineering & Traffic Study*
(Prepared for PENNDOT District 6 by Traffic Planning & Design, Inc., Oct. 14, 2002)
- Swamp Road Studies:
 - Swamp Road Engineering Study* (by Urban Engineers, May 2002. Please note that a Citizens Advisory Committee, CAC, was formed and participated in this study.)
 - Draft Copy Engineering Study for Safety Improvements to Swamp Road
(by Pickering, Corts & Summerson, Inc., Sept. 1995)

41/377
Page 2 of 36 (Rev. 12/28/04)

22/189

- Newtown/Lower Makefield Township Truck Restriction Study (by PENNDOT, Feb. 2000)
- Newtown Township Traffic Study (by Delaware Valley Regional Planning Commission, DVRPC, June 1988)

* Appendices NOT included

1.5 - Weight, Size, and Load Restriction Studies for Key Roadways

Please add the changes shown in red ink:

In the past, weight, size, and load restriction studies were completed by a consultant to PENNDOT Engineering District 6-0 for the following roadways:

- Worthington Mill Road (SR 2081); Wrightstown Township
- Swamp Road (SR 2036); Newtown Township
- Swamp Road (SR 2036); Wrightstown and Newtown Townships
- Lindenhurst Road (SR 2069); Lower Makefield, Upper Makefield and Newtown Townships
- Stoopville Road (SR 2028); Lower Makefield, Upper Makefield, Wrightstown and Newtown Townships
- Durham Road (SR 0413); Newtown Township and Wrightstown Township
- Newtown Bypass (SR 0332); Newtown and Lower Makefield Townships
- Newtown-Richboro Road (SR 0332); Newtown Township
- Route 232 from Richboro to Swamp Road
- SR 2081(Wrightstown Road) from SR 0413 to SR 0532
- Route 332 Extension from SR 2049 to SR 0032 (Lower Makefield Township and Yardley Borough)

1.6 - Swamp Road Traffic Engineering Study

Please add this statement:

RRTS requests that the consultant study the feasibility of moving the entrance of the Bucks County Community College so that it takes access from Tyler State Park, a viable option given that both the college and the park land were donated by the Tyler family. A September 24, 1999 letter from Robert Larason (Newtown Township engineer) to Cornell Hopkins (Newtown Township Manager) states, "On Wednesday, September 22, 1999, I attended a meeting with Representative Dave Steil at the office of Better Materials Quarry... They [president of Better Materials Quarry] suggested one solution may be to relocate both college entrances so that the college takes access from the Tyler State Park entrance at the signalized intersection... this seems like an excellent idea and Dave [Steil] indicated he would pursue this."

42/377
Page 3 of 36 (Rev. 12/28/04)

23/189

1.7 - Traffic Engineering Studies of Other Key Routes

Please add the changes shown in red ink:

Conduct a traffic engineering study of the following key roadways where there is heavy truck traffic:

- Newtown Bypass between I-95 and Swamp Road
- Lindenhurst Road (SR 2069) in Lower Makefield, Upper Makefield and Newtown Townships
- Stoopville Road (SR 2028) in Lower Makefield, Upper Makefield, Wrightstown, and Newtown Townships
- Durham Road (SR 0413) between Newtown Bypass and PA 232
- Second Street Pike (SR 0232) between Swamp Road and PA 413
- Worthington Mill Road (SR 208) between Swamp Road and PA 413

Please add this statement:

RRTS and local stakeholders are concerned about the safety of residents and their children along the "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads. More than 800 industrial trucks/day travel these roads. The "residential route" is 9.7 miles long and has 155 access points (most residential driveways). There is in excess of 7,000 residents living along it. On Worthington Mill Road alone, school buses stop an average of 40 times per day in the travel lane to pick up and discharge children. The inappropriate mix of truck traffic with school buses, school bus stops, pedestrians and bicyclists has resulted in numerous reported near misses between industrial trucks and school buses/ school children. (See Exhibit I, 2/6/04 letter from RRTS to Representative Steil.)

Please expand this sentence with the wording shown in red ink:

Review crash history, geometric features, traffic operations, and other factors, such as whether the traffic on the roads travels in a manner consistent with the adjacent land use.

1.8 - Traffic Calming Feasibility Study

Please add these statements regarding traffic calming measures:

At the 9/23/04 Pennsbury School Board meeting, local stakeholders apprised the Board of the need for traffic calming at the intersection of Lindenhurst Road and Trowbridge Drive (bus stop location) and asked the school district to initiate a written request to Representative Steil that a Pennsbury School District representative be part of the "Task Force".

43/317

Page 4 of 36 (Rev. 12/28/04)

24/189

At the 11/7/04 Newtown Township Board of Supervisors meeting, the Supervisors asked the Township Manager to develop an engineered plan for traffic calming for Stoopville Road. At the 10/7/04 and 10/21/04 Council Rock School Board meetings, local stakeholders implored the Board to go on record in support of traffic calming for Stoopville Road and asked the school district to initiate a written request to Representative Steil that a Council Rock School District representative be part of the "Task Force". On 9/21/04 the Rosefield Home Association passed a resolution imploring Newtown Township to implement traffic calming measures on Stoopville Road on a high priority basis (Exhibit II). On 7/9/03 the Eagleton Farms Homeowners Association passed a similar resolution (Exhibit IV, page 20).

RRTS submitted two (2) FY2005 TIP applications requesting traffic calming measures to address the truck issues. The applications were for Lindenhurst Road Traffic Calming and Stoopville RD/Worthington Mill RD Traffic Calming.^{*} The DVRPC Regional Citizens Committee (RCC) passed a resolution urging PENNDOT to consider traffic calming for Stoopville Road and included it in comments on the Draft FY2005 TIP (Exhibit V).

Upper Makefield Township is considering traffic calming measures for Wrightstown Road.

Please add these statements regarding the Stoopville Road Rehabilitation Project:

Local stakeholders and RRTS request that the consultant and PENNDOT review and comment on the Stoopville Road Rehabilitation Project currently being considered by Newtown Township (Exhibit VI). This project was not placed on the FY2005 TIP because of strong opposition from RRTS (Exhibit VII, 67-page written testimony to the DVRPC), Lower Makefield Township (Pages #34-37 of Exhibit VII, letters to Representative Steil and the Executive Director of the DVRPC), and the RCC (Exhibit V and Exhibit VIII, RCC's TIP Rebuttal).

The Stoopville Road Rehabilitation Project calls for realignment of the intersection at Stoopville and Washington Crossing Roads. Page #79 of the 1988 Newtown Township Traffic Study states, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." It is the position of RRTS and local stakeholders that a northern bypass along this heavily developed residential route would be against the best interest of the safety of the citizenry at large.

Some individuals maintain that traffic builds up excessive speed when traveling west on Route 532 to this intersection and then north onto Stoopville Road. If this is the case, RRTS's position is that the intersection should be signalized in its current configuration and traffic calming measures should be placed on Stoopville Road in the vicinity of the intersection.

^{*} See Exhibits III and IV. Exhibit III is a 10/21/03 letter from RRTS to members of the Bucks County Planning Commission Board. Exhibit IV is a 34-page written testimony submitted by RRTS to the Bucks County Planning Commission Board.

44/377

Page 54 36 (rev. 12/28/04)

25/189

The Stoopville Road Rehabilitation Project also calls for widening and straightening the road (in direct opposition to the traffic calming needed), which will encourage traffic to travel at even greater speeds and result in an even higher volume of trucks choosing to use Stoopville Road rather than the Newtown Bypass. It is the position of RRTS and local stakeholders that the lane width of Stoopville Rd. should remain at the current eleven (11) foot width* and that all curves, except the two (2) already being addressed by Toll Brothers at the McLaughlin Tract, should remain as is. The curves serve as traffic calming.

Northampton and Newtown Townships recently passed ordinances to permanently restrict commercial traffic on Sackettsford and Wrights Roads respectively, roads where trucks posed serious danger to residents. RRTS and local stakeholders ask the consultant and PENNDOT to give the more than 7,000 residents who live along Worthington Mill, Stoopville and Lindenhurst Roads the same consideration, by rejecting the concept of the Stoopville Road Rehabilitation Project once and for all.

Please add this statement regarding "Jake Brakes":

RRTS and local stakeholders request that the consultant determine where "No Jake Brake" zones are recommended. There is real and extended sleep deprivation going on along the Worthington Mill/ Stoopville/ Lindenhurst Road residential route.

Please add these statements regarding alternatives for traffic planning in our region:

RRTS and local stakeholders ask the consultant to review alternatives for traffic planning in our region by talking to key appropriate parties such as: out- of- state partners (DOT New Jersey), railroad carriers, sources of funding (federal and otherwise), etc.

We request that PENNDOT and the Federal government conduct an objective study of the feasibility of using rail to haul stone. We believe studies have already shown, and the railroads have already acknowledged, that sufficient volume of traffic exists between set points to make hauling stone by rail profitable. In February 2004, residents met with representatives of the New Hope & Ivyland Railroad, Winchester & Western Railroad, and CSX Transportation as per the 2/10/04 letter from Worthington Mill Road Residents (Exhibit VIII, page 4). It was common knowledge that the movement of stone to South Jersey and the backhauling of sand to Central Bucks is a major portion of the quarries' business. Better Materials Quarry looked into this option years ago when fuel prices were lower and stone prices were higher. All present indicated the current economic climate would make the rail movement of stone and back hauling of sand profitable. (See Exhibit IX, a Sept. 2002 article featuring a Short Line Railroad that is currently doing this.)

*Note that the 2002 Swamp Road Engineering Study recommended an eleven (11) foot lane width for arterial highway Swamp Road, a road with four (4) quarries located on it that becomes the Newtown Bypass (a four-lane, limited access, divided highway) just 3.5 miles south of the quarries.

45/377
Page 6 of 36 (Rev. 12/28/04)

26/189

The RCC passed a resolution urging the DVRPC to encourage rail carriers to submit a proposal for moving the aggregate by rail and included it in comments for the Draft FY2005 TIP (Exhibit V) and the subsequent RCC TIP Rebuttal (Exhibit VIII).

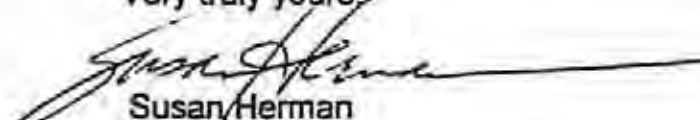
Note that the 10/6/04 Lower Makefield Township Board of Supervisors meeting minutes state, "Mr. Santarsiero [supervisor] stated he would like the Board to request that PaDOT and the Federal Department of Transportation undertake such a study to consider alternate means of transportation [for aggregate] such as railroad lines. Mr. Santarsiero moved and Mrs. Godshalk seconded to authorize sending a letter in support by the Township for a rail study as discussed... Motion carried unanimously." (See Exhibit X.)

Attached, for your convenience, is a copy of the Draft Scope of Work with RRTS's requested changes inserted in red ink. If you have any questions or need clarification on points made, please feel free to call me at 215 504-9670.

We would greatly appreciate it if you would provide us with a copy of the final Scope of Work, once you have evaluated all comment submissions.

Thank you for considering our input.

Very truly yours,



Susan Herman
President

CC: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman*
RRTS Membership (mass e-mail)
Rosefield Home Association
Eagleton Farms Homeowners Association
Penns Preserve Homeowners Association
Newtown Grant Homeowner Association
CBS KYW Channel 3
Courier Times
Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian

46/374

27/189

in received a set of studies from RRTS as outlined in section 1.4 of these
Page 7 of 36 (Revised 12/28/04) comments.

Ex-7

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTShuckspa@aol.com

Mr. Bill Laubach
PENNDOT
Bureau of Highway Safety and Traffic Engineering
400 North Street, 6th Floor
Harrisburg, PA 17120-0064

March 4, 2005

RE: Comment Submission by RRTS
Scope of Work: Bucks County Regional Traffic Study (dated 2/28/05)

Dear Mr. Laubach,

Below please find our comments listed by section. Thank you for giving these your consideration.

- **SECTION 1.4;** Page 3, par.2:

Please add: "Review documented, reported near-miss quarry and heavy truck crash experiences that stakeholders are concerned about."

(See Exhibit I: 2/6/04 letter from Susan Herman to Representative Steil
RE: Regional Traffic Problems)

- **SECTION 1.4;** Page 3, par.3, sentence 2:

Please change:

From: "...[e.g., due to the ... and the recent reopening of Swamp Road]."

To: "...[e.g., due to the ... and the recent reopening of Swamp Road with no weight restrictions]."

- **SECTION 1.4;**

Please add:

"Synchronization of the Newtown Bypass lights will take place concurrently with the Regional Traffic Study. The lights will not yet be timed when data collection

Page 1 of 6 47/377

28/89

occurs. If deemed necessary, the consultant will go back after synchronization is achieved and assess the impact it has."

- **SECTION 1.8:** page 6, par. 1, sentence 3:

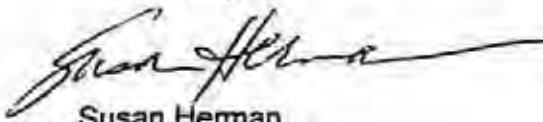
Thank you for revising the verbage in this sentence as I requested at the January 20, 2005 Task Force meeting. The sentence now reads, "Also, some local residents and R.R.T.S. have requested municipal, county, regional, and State consideration of traffic calming measures on Stoopville, Worthington Mill, and Lindenhurst Roads."

I expect that some Task Force members may ask you to return to the previous verbage in the Revised Draft Scope of Work which stated, "Also, some local residents and R.R.T.S. have requested municipal consideration of traffic calming measures on Stoopville, Worthington Mill and Lindenhurst Roads." If you recall, two members of the Task Force felt I was asking for inappropriate history to be placed into the document.

We respectfully request that you keep the current wording in the February 28, 2005 Scope of Work, as it accurately reflects the formal, documented communication that has taken place at all levels of government on this issue.

Thank you, again, for the opportunity to be heard on this important matter.

Sincerely,



Susan Herman
President

CC: Deputy Secretary of Highway Administration, Gary Hoffman

Residents for Regional Traffic Solutions, Inc.

PO Box 285
 Newtown, PA 18940
RRTsbuckspa@aol.com

Mr. John Coscia, Executive Director
 Delaware Valley Regional Planning Commission
 190 N. Independence Mall West
 8th Floor
 Philadelphia, PA 19106-1520

June 2, 2005

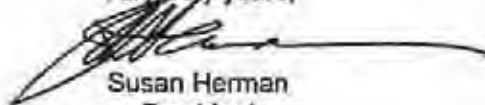
RE: 3/17/05 Scope of Work for the Bucks County Regional Traffic Study:
Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during
the comment period for the Draft Scope of Work.

Dear Mr. Coscia,

I have attended all meetings of the Regional Traffic Planning Task Force (RTPTF) on behalf of the more than 8,000 residents that our organization represents*. For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided.

We respectfully request that DVRPC's staff and Board review our complete comments and the enclosed studies that were submitted to Mr. Laubach and take them into consideration when conducting the Bucks County Regional Traffic Study. Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward.

Very truly yours,



Susan Herman
 President

*Residents for Regional Traffic Solutions, Inc. (R.R.T.S.) is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships.

Cc: Governor Ed Rendell
 Secretary of Transportation, Allen Biehler
 Deputy Secretary for Highway Administration, Gary Hoffman
 Deputy Secretary for Aviation and Rail Freight, Sharon Daboin**

Cover letter: Page 1 of 2 49/377

30/189

William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
Don Shanis, DVRPC***
John Ward, DVRPC***
Regional Citizens Committee
R.R.T.S. membership (mass email)
CBS KYW Channel 3
Courier Times
Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian

** This party received R.R.T.S.'s complete comments.

*** This party received the complete comments and studies that R.R.T.S. submitted to Mr. Laubach and Mr. Hoffman.

Cover letter: Page 2 of 2 50/377

31/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mrs. Lynn Bush
Executive Director, Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

September 7, 2005

RE: FY2007 Bucks County Transportation Improvement Program Public Meeting

Dear Mrs. Bush,

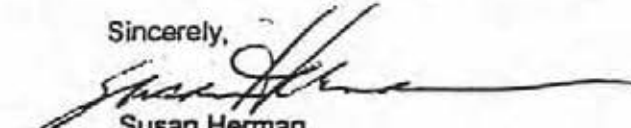
We look forward to the opportunity to comment on the FY2007 TIP at the Bucks County Transportation Improvement Program Public Meeting in October. We have a 3-minute long CD-ROM (a movie with sound) that is integral to our oral testimony.

In the FY2005 TIP round we were told that the Bucks County Planning Commission (BCPC) guidelines for the Public Meeting did not allow audio-visual presentations. We respectfully request that these guidelines be revised so we can show our CD-ROM at the FY2007 BCTIP Public Meeting. We would appreciate the BCPC providing audio-visual equipment and technical support and would like to come in prior to the meeting to test run our CD-ROM with the assistance of your staff.

In past TIP Hearings, both the State Transportation Commission and Delaware Valley Regional Planning Commission provided audio-visual equipment and technical support which enabled us to show our CD-ROM. We have every expectation that the BCPC will provide the same courtesy to citizens.

I would greatly appreciate a written response to this request by September 20, 2005, and thank you for your consideration.

Sincerely,


Susan Herman
President

CC: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Representative, David Steil
Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
Executive Director/DVRPC, John Coscia
Bucks County Planning Commission Board Chairman, Robert Grunmeier
Rich Brahler, Bucks County Planning Commission
Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
R.R.T.S. membership (mass e-mail)
Bucks County Courier Times
Yardley News & Advance
Philadelphia Inquirer

51/377

32/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RTSbucks@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively

FROM: Susan Herman
B.S. in Industrial Engineering (Penn State University)
President of Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)

DATE: January 31, 2006

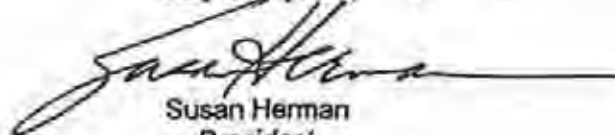
RE: Regional Traffic Planning Task Force meeting of January 30, 2006

For your information, here are the concerns prepared by R.R.T.S. that were presented at the Regional Traffic Planning Task Force (RTPTF) meeting of January 30, 2006 which you were unable to attend. They are being distributed to interested parties, including those listed below.

- Our organization shares the concerns stated by the group "Concerned Residents of Newtown" in their 1/30/06 letter to the RTPTF (attached). This letter was entered into the public record at the meeting by Mrs. Jen Dix, who also summarized the contents of the letter during public comment.
- The direction the RTPTF has taken to date regarding Stoopville Road is in direct opposition to the **Context Sensitive Solutions** and **Complete Streets** policies the Task Force should be applying to this Minor Residential Collector Road. "Complete Streets" are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities should be able to safely move along and across a "complete street".
- It is unconscionable that the RTPTF is considering upgrading Stoopville Road to an arterial highway and viewing it as a candidate to become part of a Designated Truck Route/ Regional Corridor.
- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and capillary roads or collector roads, like Stoopville Road, be safe-guarded for residential use.
- Stoopville Road has not been safe-guarded for residential use. In fact, it has been forced to function more like an artery because of the mismanagement of roadways in our region (specifically, mismanagement of the Newtown Bypass built with \$23 million taxpayer dollars and neglect of the many arterial highways that lead to it). This must now be corrected by implementation of traffic calming measures, especially those that include horizontal and vertical deflection.

- Both upgrading the functional classification of Stoopville Road and considering it as a candidate for part of a Designated Truck Route/ Regional Corridor, is in direct opposition to Governor Rendell's Keystone Principles for Growth, Investment and Resource Conservation announced in an October 24, 2005 press release. The Governor's principles support following the region's Comprehensive Master Plan which, for decades, has shown Stoopville Road as a residential collector road.
- The Jointure is currently updating its Comprehensive Master Plan. Residents hope there will be no attempt to upgrade Stoopville Road to an arterial highway in this process.
- The Bucks County Planning Commission (BCPC) has recently reviewed the functional classifications of all public roads in the county, as part of a Systemwide Functional Classification Update for PA Counties coordinated by the DVRPC. In February 2006 the Regional Transportation Committee (sub-committee of the DVRPC) and the DVRPC Board will consider the BCPC's recommendations for functional classification changes in the county. Residents sincerely hope the BCPC has not recommended upgrading Stoopville Road to an arterial highway in this process.

Very truly yours,


Susan Herman
President

Cc:

Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick
Governor Ed Rendell
State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
John Coscia, Executive Director/DVRPC
Dr. Don Shanis, Assistant Director for Transportation Planning/DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand Jaskow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,

Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown
Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jazmyn Martin, Bucks County Courier Times
Brian Callaway, Intelligencer
Bridget Brier, Newtown Advance
Jeff Werner, Yardley News
Ira Porter, Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
Ph: 215 504-9670

Dr. Don Shanis
Deputy Executive Director
c/o Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

May 1, 2006

RE: Stone by rail from Wrightstown Area quarries
Interest of 9,000 voters in the affected Area- reachable by RRTS

Dear Dr. Shanis:

Regarding our remarks at DVRPC's Board meeting on April 27, I want to emphasize that voters of this Area await with considerable trepidation your report regarding rail haul of stone from Wrightstown Township Area quarries. At DVRPC's 4/19/06 Goods Movement Task Force meeting, PennDOT Deputy Secretary Sharon Daboin said a "meeting sometime in May" will produce a Report on the dangerously mounting congestive hazards of continuing to haul millions of tons of stone by truck over our outdated road delivery systems. We have 9,000 voter contacts at RRTS. We intend to keep them informed. Thank you for confirming date, time and place for this very important event.

Citizens expect this meeting to be public. The rail option has been known for at least 15 years. The railroads are here. Running every day. They have told us they are ready to serve, have forwarded rates and specific services. There is no "feasibility" question where they are concerned. They are here. They connect with anywhere in the outside world. The record is replete with rates, services and variations on connections that can be rendered. We appreciate your efforts. We look forward with anticipation to this evidence that the State is finally ready to act. Thank you for your attention to this vital subject.

Sincerely,



Sue Herman

Industrial Engineer; BS in IE, Penn State University
Logistical Support; Procter & Gamble, former
Richardson-Vick, Inc. Div. at Hatboro
President, RRTS

Cc: Bucks HUB Conference TMA
Office of Transportation Technology, Strategy, Planning & Development
Administrator, FHA
Chairman, STB
Administrator, FRA

CSX Rail Road
W & W Railroad
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Andy Warren
State Representative Matt Wright
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
Governor Ed Rendell
State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Sharon Daboin, Deputy Secretary for Aviation and Rail Freight
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Mr. Barry Seymour, Executive Director/ DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand
Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jazmyn Martin, Bucks County Courier Times
Brian Callaway, Intelligencer
Bridget Brier, Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

Page 2 of 2 56/377

37/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

Ph: 215 504-9670

Ms. Jane Magne
Mr. Robert Lloyd
Supervisors, Wrightstown Township
738 Penns Park Road
Wrightstown, PA 18940

May 31, 2006

RE: Pogonowski Letter of 5/11/06 in response to Herman Letter of 5/01/06
Stone by rail from Wrightstown Area quarries

TO WHOM IT MAY CONCERN

We are shocked and dismayed at the accusations of Mr. Pogonowski in his official capacity, accusing our organization and its officers as being lobbyists. We have in hand letter from Chester S. Pogonowski, signed as Chair, Wrightstown Township, Bucks County, Pa. Board of Supervisors on official township stationery, dated 5/11/06 in which he repeatedly accuses this organization and its officers as constituting a "lobby" (see Exhibit I). We have also received copies of this letter from numerous other people.

Under advisement, we are investigating these slanderous comments. Mr. Pogonowski is apparently totally unaware or is consciously in violation of regulations, penalties and consequences for falsifying information on the subject of lobbying. Lobbyists must register as lobbyists, report regularly, and submit audits or meet severe penalties for failures in these regards, in Washington, the Commonwealth of Pennsylvania at Harrisburg, and in Municipal government.

Residents for Regional Traffic Solutions, INCORPORATED, is not a lobby. It is a grass roots citizens organization fully incorporated and protected under laws of the Commonwealth of Pennsylvania. We are consulting with Citizens Union, Common Cause, Public Interest Research Group, among others and counsel. Neither our organization nor its officers ever lobby.

The Township bears full responsibility for Mr. Pogonowski's "official" falsifications; *carried on official Township stationery, writing, as he says, officially for the Township governing body.*

Mr. Pogonowski writes as though he is an expert on the concept of railroads. He is not. Railroads are not piecemeal. They run as systems anywhere in this country and anywhere in the world intermodally. Mr. Pogonowski does not appear to know that. Does he know of proprietary 1991

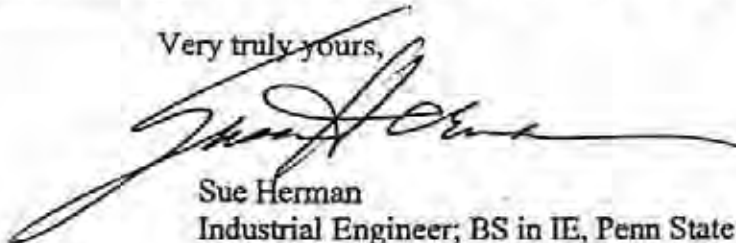
efforts to implement our rail alternative to quarry stone hauling? Does he know the history of the little line that runs through this Township? How Governor Milton J. Shapp, at the urging of his own specially appointed "personal transportation advisor", saved McHugh Bros. control of the line from hostile take-over by personally intervening to obtain \$268,000 from the State to keep, upgrade and operate the tiny rail line. Jimmy McHugh then wrote specifically about this direct aid in a documented letter to the Philadelphia Inquirer. That was 29 years ago.

As for Mr. Pogonowski's statement that "...feasibility and practicality still remain undemonstrated"; he must not know that a service directly paralleling our proposed operation runs profitably using the same carriers hauling the same stuff, approximately eighty miles west of Wrightstown. Indeed that service won a national annual award for the operation (see Exhibit II, September 2002 Railway Age article entitled Backhaul bonanza). As an industrial engineer, I can tell you one does not run feasibility studies when one already has a successful product.

Mr. Pogonowski seems to be satisfied keeping this danger of trucks on the highway needlessly upon the rest of us. His position is not in the best interest of the safety of the citizenry at large. Citizens' safety must supercede any political considerations.

Absent an immediate retraction of his statements accusing our organization and its officers as being lobbyists, we fully intend to investigate all of our remedies afforded by the law.

Very truly yours,



Sue Herman
Industrial Engineer; BS in IE, Penn State University
Logistical Support; Procter & Gamble, former
Richardson-Vick, Inc. Div.

President, RRTS

Cc: Bucks HUB Conference TMA
Office of Transportation Technology, Strategy, Planning & Development
Administrator, FHA
Chairman, STB
Administrator, FRA
CSX Rail Road
W & W Railroad
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Andy Warren
State Representative Matt Wright
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
Governor Ed Rendell

State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Sharon Daboin, Deputy Secretary for Aviation and Rail Freight
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Mr. Barry Seymour, Executive Director/ DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand
Jaslow/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township
Newtown Borough
Newtown Township
Northampton Township
Upper Makefield Township
Yardley Borough
Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jesse Abrams-Morley, Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
Bucks County TMA
Associated Press
Fox News
Channel 6
Channel 10
Michael Diamond

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

Newtown Township Board of Supervisors
C/o Mrs. Anne Goren, Chairperson
100 Municipal Drive
Newtown, PA 18940

Wrightstown Township Board of Supervisors
C/o Mr. Chester Pogonowski, Chairman
738 Penns Park Road
Wrightstown, PA 18940

September 1, 2006

Dear Township Supervisors,

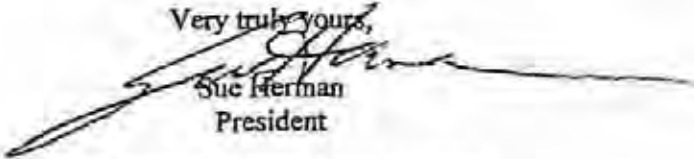
We'd like to raise a concern residents have about the traffic impacts of the Veterans Cemetery Deal being considered at this time. Upper Makefield Township just approved the Veterans' Administration Cemetery Overlay Ordinance to go forward to Wrightstown and Newtown Townships for review. It's alarming that none of the traffic impacts of the Cemetery Deal have been considered. We've heard rumor that Lindenhurst Road and Stoopville Road will be the official entrance route for the Cemetery.

Our position is that the traffic impacts of the Cemetery Deal should be carefully studied and arterial highways Taylorsville Road and Route 532 should be used for the official entrance route to the Cemetery. This would take the processions of honored veterans past historic Washington Crossing Park, one of the prime reasons why this location was chosen.

We ask the supervisors and the planning commissions to have a traffic study done prior to making any zoning changes that might affect traffic on Lindenhurst Road and Stoopville Road. Let's not exacerbate an already volatile situation.

Thank you for your consideration.

Very truly yours,


Sue Herman
President

Cc:

Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Governor Ed Rendell

State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
Mike Diamond
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Barry Seymour, Executive Director/DVRPC
Dr. Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand
Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Northampton Township Board of Supervisors
Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Associated Press
Theresa Katalinas, Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
Fox News
CBS-KYW 3
Channel 6
Channel 10
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
Lower Makefield Township Citizens Traffic Commission

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively

FROM: Susan Herman
B.S. in Industrial Engineering (Penn State University)
President of Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)

DATE: October 30, 2006

RE: Regional Traffic Planning Task Force meeting of October 30, 2006

As you know, Residents for Regional Traffic Solutions, Inc. is a major stakeholder in the Bucks County Regional Traffic Study as outlined in the Request for Proposal developed and approved by the Regional Traffic Planning Task Force between 11/29/04 and 3/31/05 (see official meeting minutes). The Request for Proposal (RFP), 3/17/05 Scope of Work, Bucks County Regional Traffic Study, can be seen in Exhibit I. Our regional grassroots citizens group represents well in excess of 9,000 residents. Our concerns are outlined below:

- The Delaware Valley Regional Planning Commission (DVRPC) and sub-contractors must conduct the Bucks County Regional Traffic Study as outlined in the aforementioned 3/17/05 Scope of Work, Bucks County Regional Traffic Study.

Residents are alarmed that the DVRPC's Work Program Project description for the Bucks County Regional Traffic Study (BCRTS) DOES NOT MIRROR OR CROSS REFERENCE the 3/17/05 Scope of Work developed and approved in the public forum. This disrespects the democratic process.

- Exhibit II is a 5/27/05 letter from Susan Herman to John Coscia (Executive Director of the DVRPC) stating RRTS's concern that the DVRPC deviated from the 3/17/05 Scope of Work in its Work Program project description. The letter states, "While I am disappointed that the DVRPC Board did not change the Goals, Description and Tasks sections of PROJECT 6-43-xxx: Bucks County Regional Traffic Study (Exhibit I) as I requested, I have every expectation that DVRPC's staff will do what you, Mr. Shanis and the DVRPC Board promised at the 4/28/05 meeting. You promised that the intention

62/377

Page 14 of Pg. 1 of 39 (11/1/06)

43/189

Note: Those asterisked on the copy list were sent the complete 79 page long Exhibit II document in addition to this memorandum.)

of PROJECT 6-43-xxx is to perform the more comprehensive work outlined in the 3/17/05 Scope of Work: Bucks County Regional Traffic Study (Exhibit II) in its entirety.*

* Mr. Dennis Winters, Regional Citizens Committee (RCC) Chairman, told the DVRPC Board that the RCC would be interested in knowing if there is any deviation from performing the work as outlined in the 3/17/05 Scope of Work."

- Exhibit III is a 6/2/05 letter from Susan Herman to John Coscia which states, "For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided...Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward."

RRTS expects the DVRPC to extend the same courtesy to our organization that PennDOT Harrisburg was willing to extend when the plan was to use an independent consultant at PennDOT Harrisburg to do the BCRTS. We expect the complete set of comments and studies provided by RRTS to be taken into consideration.

- We want to set the record straight regarding the DVRPC's 1988 Newtown Township Traffic Study, one of the studies we submitted during the comment period for the Draft RFP. In this study, the DVRPC studied the "Northern Bypass Alternative". Exhibit IV contains page #64 ^{#61} from the study. It is a map titled "YEAR 2000 Highway Network: Northern Bypass Scenario". We are alarmed that you have said, Representative Steil, that the Northern Bypass is something that "a supervisor suggested" and "it never went any further".* We find your misrepresentation of the Northern Bypass to be unacceptable. You state your opinion as though it is fact and truth, and this is irresponsible governance.

^{#61}

Page #64 is an official map prepared by the DVRPC, the VERY agency conducting the Bucks County Regional Traffic Study. As our Metropolitan Planning Organization, it is the DVRPC's responsibility to do long range planning with a window of 20 years. This means the Northern Bypass Scenario pictured on this map, or something similar, is still viable today. Residents expect the Task Force and DVRPC to include the 1988 Study in its work and acknowledge that the Northern Bypass has been officially studied.

*Taken from a 9/13/06 Bucks County Courier Times article,
Traffic studies to predate cemetery route design.

Pg. 2 of 39

Page 2 of 4 63/379

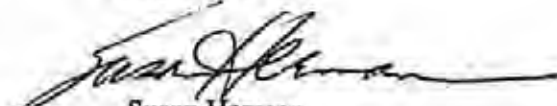
44/189

- Tonight RRTS is officially asking that the Task Force and DVRPC accept another document for consideration when conducting the BCRTS. Exhibit V is our 10/20/05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project. This document gives the most comprehensive summary of RRTS's position on the traffic issue to date. It also explains why residents conclude that pieces of the Northern Bypass are being initiated by local governments, even though the project is not being openly discussed as a whole.

Page #8 of Exhibit V shows that the Stoopville Road Rehabilitation Project called for the "realignment and signalization of the intersection with Washington Crossing Road". The DVRPC's 1988 Study said this about that VERY intersection, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit IV, page 6.)

- Lastly, RRTS respectfully requests a copy of the RFP that the DVRPC has given to any sub-contractor who is performing work for the Bucks County Regional Traffic Study.

Very truly yours,


Susan Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick *
Patrick Murphy
Governor Ed Rendell *
State Senator Joe Conti
State Senator Tommy Tomlinson
Mike Diamond
Allen Biehler, Secretary of Transportation *
State Transportation Commission c/o Honorable Allen Biehler
Deputy Secretary of Highway Administration *
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering *
DVRPC Board, c/o chairperson *
Barry Seymour, Executive Director/DVRPC *
Don Shanis, Deputy Executive Director/DVRPC *
Regional Transportation Committee, c/o chairperson *
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

* This party was sent the Exhibit V document in its entirety. This document, RRTS's 10-20-05 Bucks County Planning Commission Written Testimony Submission - the FY 2007 Stoopville Road Rehabilitation Project, is 79 pages long.

Page 344 Pg. 3 of 39 64/377 45/189

Regional Traffic Planning Task Force members: Vincent Deon /Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.

Council Rock School Board President
Council Rock School Superintendent
Pennsbury School Board President
Pennsbury School Superintendent
Associated Press
Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
Lower Makefield Township Citizens Traffic Commission
R.R.T.S. Membership (mass e-mail)

State Representative David Steil*

State Representative Scott Petri*

Public Record Copy* (Sue Herman read this letter into the public record at the 10-30-06 meeting of the Regional Traffic Planning Task Force. She asked where Exhibits referenced in this letter could be delivered and was told to send them to Ms. Haug (the meeting secretary) at the Upper Makefield Township municipal building. Exhibits will be hand-delivered by Sue Herman.)

Lower Makefield Twp. Board of Supervisors
Upper Makefield Twp. Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council

* This party was sent the Exhibit V document in its entirety. This document, RRTS's 10-20-05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project, is 179 pages long.

65/377
Page 4 of 4 Pg. 4 of 39 46/189

original

Ex. 15

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

Ms. Vicki Haug
Administrative Assistant
Upper Makefield Township
1076 Eagle Road
Newtown, PA 18940

November 2, 2006

Dear Ms. Haug,

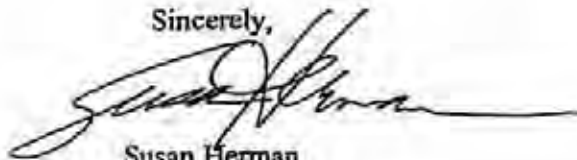
As you know, I read the 10/30/06 memorandum from Residents for Regional Traffic Solutions Inc. to State Representatives David Steil and Scott Petri RE. Regional Traffic Planning Task Force meeting of October 30, 2006 into the public record at the Regional Traffic Planning Task Force meeting on October 30, 2006. After reading the memorandum, I questioned where I could deliver the Exhibits referenced in it, and you directed me to deliver them to you at the Upper Makefield Township building.

Please accept my hand delivery today of the memorandum along with the accompanying Exhibits. Note that this delivery consists of one 39- page document that contains the 4-page memorandum and 35 pages of Exhibits (includes a partial Exhibit V), as well as, a complete Exhibit V document, which is a 79-page document entitled 10/20/05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project.

Please enter the 39-page document and 79-page document into the public record as requested, and agreed upon, at the 10/30/06 Regional Traffic Planning Task Force meeting.

Thank you.

Sincerely,



Susan Herman
President

RECEIVED BY: V. Haug

66/377

DATE: 11-2-06

47/189

As added to the top of the 39-page document that was hand delivered:
Pages #1-4 of the memorandum were given to Vicki Haug (meeting
secretary) at the 10-30-06 Regional Traffic Planning Task Force meeting
WITHOUT any hand written entries on it. Susan Herman
11/2/06

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
 RRTSbuckspa5@aol.com

Mr. Jerry Coyne
 Project Manager for the Bucks County Regional Traffic Study
 Delaware Valley Regional Planning Commission
 190 N. Independence Mall West
 Philadelphia, PA 19106-1520

January 17, 2007

**RE: Public Open House for the Bucks County Regional Traffic Study
 Submission of Concerns**

Dear Mr. Coyne,

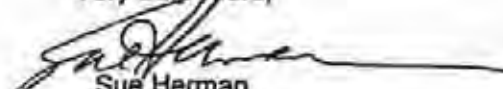
Thank you for the opportunity to submit our concerns to you this evening regarding the Bucks County Regional Traffic Study you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting three (3) documents to you that concisely and clearly outline residents' concerns. The documents are:

- 10/20/06 Bucks County Planning Commission Written Testimony Submission
 (79-page document submitted by RRTS in the FY2007 TIP round.)
- 01/31/06 7-page letter from RRTS to State Representative David Steil and State Representative Scott Petri RE: Regional Traffic Planning Task Force meeting of January 30, 2006
- 10/30/06 39-page letter from RRTS to State Representative David Steil and State Representative Scott Petri RE: Regional Traffic Planning Task Force meeting of October 30, 2006

We respectfully request that you address the serious concerns expressed in these documents.

Thank you, again, for the opportunity to comment.

Very truly yours,


 Sue Herman
 President

*Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
 Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter

*Note: additions were made to the distribution list on this letter immediately after the Open House and a revised letter, with additions, was sent to Mr. Coyne, Regional Traffic Planning Task Force members, and the press. All others on the distribution list received the revised version of the letter.

67/377
 Page 1 of 2

48/189

Senator Robert Casey, Jr.

U.S. Congressman Patrick Murphy

Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

State Representative David Steil

State Representative Scott Petri

Allen Biehler, Secretary of Transportation

State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering

Rina Cutler, District Executive, PennDOT District 6

DVRPC Board; c/o Joanne Denworth, chair

Barry Seymour, Executive Director/DVRPC

Don Shanis, Deputy Executive Director/DVRPC

Regional Transportation Committee; c/o Catherine Popp-McDonough, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

James Cawley, Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Bucks HUB Conference TMA

Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: Vincent Deon /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark
Craig/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Lower Makefield Township Citizens Traffic Commission

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Associated Press

Bucks County Courier Times

Brian Callaway, Intelligencer

Newtown Advance

Jeff Werner, Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown, c/o Jen Dix

R.R.T.S. Membership (mass e-mail)

68/377

Page 2 of 2

49/189

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
 RRTSbucks5@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
 Assemblymen: 31st and 178th Districts, respectively

Mr. Jerry Coyne Delaware Valley Regional Planning Commission (DVRPC),
 Project Manager, Bucks County Regional Traffic Study

Mr. Bill Laubach PennDOT, Bureau of Highway Safety and Traffic Engineering

FROM: Sue Herman B.S. in Industrial Engineering (Penn State University)
 President, Residents for Regional Traffic Solutions, Inc. (RRTS)

January 29, 2007

RE: Timing of the lights on the Newtown Bypass

Dear Representative Steil, Representative Petri, Mr. Coyne and Mr. Laubach,

Thank you for your continued efforts to resolve the timing problem with the lights on the Newtown Bypass and to design a model that makes the Bypass at last functional. Having been involved in regional transportation issues during the past 7 years, red flags arose for RRTS at the well-received Bucks County Regional Traffic Study Public Open House held on January 17, 2007. Our concerns follow:

- The graphs presented at the Traffic Signal Enhancement Initiative (TSEI) station showed the Average Travel Speed on the Bypass to be quite low. The graphs also showed the Posted Speed Limit on the Bypass to be 45 miles per hour (mph).
- It is our belief that the speed limit on the Newtown Bypass is 55 mph, with the exception of the small segment posted 45 mph in Lower Makefield Township near the intersection of I-95.
- Exhibit I contains excerpts from the February 2000 Newtown/ Lower Makefield Township Truck Restriction Study conducted by PennDOT District 6. The third page of this Exhibit states:

"...The improvements listed below are recommended to mitigate the types of accidents that occur on the Newtown By-pass:

- ❑ *Synchronize the traffic signals to provide better progression of through traffic on the Newtown By-pass.*
- ❑ *Post the speed limit to reinforce the 55 MPH speed limit.*
- ❑ *Replace missing signs and bent posts."*

69/377

50/189
Page 1 of 12


- The sixth page of Exhibit I states this in the section entitled "Traffic Speeds": "*The speed limit on the Newtown By-pass, from Durham Road (Route 413) to Interstate-95, is not posted. The speed limit, therefore, is assumed to be 55 MPH...*"
- A review of the complete February 2000 Newtown/ Lower Makefield Township Truck Restriction Study [conducted by PennDOT District 6], reveals that the Newtown Bypass is the only road in the Study where "most vehicles travel at speeds below the legal speed limit". On the other roads studied, it was found that "most vehicles travel at speeds above the posted speed limit".*
- In Exhibit II, a November 15, 2000 letter from Representative Steil to Marcy Conti - SUBJECT: Your letter October 27, 2000, Representative Steil states: "*As you are aware, under Pennsylvania law, any road not posted with a speed limit sign is limited to 55 mph. It would be the responsibility of the municipality to post those signs on the by-pass should they choose to do so.*"
- For years, RRTS has informed politicians and agencies that travelers on the Newtown Bypass are confused as to what the speed limit is, because it is not posted. Unfortunately, our concerns fell on deaf ears. Perhaps driver confusion is a contributor to the low Average Travel Speed documented in the TSEI.

In summary, it is our belief that the success of the timing effort will totally be about what travel speed the lights are timed for.

- 1.) What travel speed will the lights be timed for?
- 2.) Is it going to be 50 mph, so as to maximize the use of the Newtown Bypass from a functionality standpoint?
- 3.) Will you post signs along the Bypass once the lights are timed, to inform the public as to what speed the lights are timed for?
- 4.) Will you recommend that Newtown Township retime the lights every 3 to 5 years, to ensure continued optimal progression of through traffic on the Bypass?
- 5.) Since the Newtown Bypass was built using \$23 million taxpayer dollars, will you recommend improving this facility by creating overpasses to eventually replace the many traffic signals?

We eagerly await signal timing on the Newtown Bypass and ask that your responses to the above concerns be incorporated in the end-February report scheduled in the DVRPC's 01/10/2007 Bucks County Regional Traffic Study Project Timeline.

Very truly yours,


Sue Herman
President

- The other roads studied were Lindenhurst RD (posted speed limit - 40 mph), Stoopville RD (posted speed limit - 45 mph), Swamp RD (posted speed limit - 45 mph from the Newtown Bypass to the Newtown Township line), Durham RD (posted speed limit - 45 mph), and Newtown-Richboro RD (posted speed limit - 45 mph from the Newtown Bypass to the Neshaminy Creek).

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter

70/377

51/189

Page 2 of 12

Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Rina Cutler, District Executive, PennDOT District 6
 DVRPC Board; c/o Joanne Denworth, chair
 Barry Seymour, Executive Director/DVRPC
 Don Shanis, Deputy Executive Director/DVRPC
 Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
 Regional Citizens Committee; c/o Warren Strumpher, chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Bucks HUB Conference TMA
 Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
 Regional Traffic Planning Task Force members: Vincent Deon /Northampton Twp, Peter Palestina/Northampton
 Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/ Newtown Boro, Joe
 Hunter/Yardley Boro, Chris Harding/Yardley Boro,
 Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower
 Makefield Twp, Greg Ciaola/Lower Makefield Twp.
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Lower Makefield Township Citizens Traffic Commission
 Council Rock School Board President
 Council Rock School Superintendent
 Pennsbury School Board President
 Pennsbury School Superintendent
 Associated Press
 Bucks County Courier Times
 Brian Callaway, Intelligencer
 Newtown Advance
 Jeff Werner, Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox News
 Concerned Residents of Newtown, c/o Jen Dix
 R.R.T.S. Membership (mass e-mail)

71/377

52/189

Page 3 of 12

Rec 3.1K *(1) RTPTF*
R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTShuckspa5@aol.com

Ex. 18

TO: - Lower Makefield Township (LMT) Board of Supervisors
- LMT Citizens Traffic Commission

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RTTS)

March 30, 2007

RE: Request your attendance at the Delaware Valley Regional Planning Commission (DVRPC) Public Open House for the Bucks County Regional Traffic Study (BCRTS)

4/11 RTW *4/11* *4/11* *4/11* *4/11*
Dear Mr. Smith, Mr. Caiola, Mr. Stainthorpe, Mr. Santarsiero, Mrs. Godshalk, and members of the LMT Citizens Traffic Commission, *Gary Gilman (4/11 w co)*, *Werner (4/11)*, *Trotter (4/11)*, *Stearns (4/11)*, *Cotton (4/11)*, *Banks (4/11)*, *McClain (4/11)*, *Dixson (4/11)*, *Shelke (4/11)*

RTTS respectfully requests that you attend the DVRPC's Public Open House for the BCRTS on Thursday, April 26, 2007 from 6PM - 9PM at Charles Boehm Middle School, 866 Big Oak Road, Yardley, PA. Your attendance will give much-needed support to residents who have been fighting for years to restore sanity to Lindenhurst RD.

At the 3/29/07 meeting of the Regional Traffic Planning Task Force (RTPTF):

- Irene Koehler, past president of Lindenhurst Homeowners Assoc., read a Bucks County Courier Times Letter to the Editor into the public record. Although written years ago, this letter accurately describes the volatile conditions that persist on Lindenhurst RD today:

"Speeding trucks on Lindenhurst Road are menace to school children"

I am a school bus driver and I traverse Lindenhurst Road every day, three times in the morning and twice in the evening. The situation with the large trucks on that road must change before we have a tragic accident. On March 17, while waiting on Lindenhurst Road to make a left turn onto Hillside, I was nearly rear-ended by a stone truck whose only excuse was excessive speed... There were 60 children on that bus - all under 9 years of age. This is not an isolated incident. Frequently these trucks blast their horns at me because I'm slowing down to make a turn, with my signal on, and they want me to move faster because they're going too fast to stop... Before there is an unimaginable tragedy, the parents of these children must force some positive action regarding this outrageous behavior. Think about it: 23 tons of stone plowing into 60-plus children - their children.

Mary Foose, Morrisville" (See complete letter, Ex. 1)

53/189

72/397

87/35

- Jay Roth, engineer consultant to the DVRPC, presented a spreadsheet titled Engineering and Traffic Study Elements Summary Matrix - Revised 3/12/2007 (Ex. II). Data for the 16 Key Roadways in the BCRTS was listed in columns headed: Average Daily Traffic, Traffic Composition, Reportable Crash History, Reportable Crash History Composition, Prevailing Traffic Speed and Horizontal & Vertical Alignment. Per Mr. Roth, (1) a reportable crash is where someone has to be removed from the scene or taken to the hospital, or a car/ vehicle has to be towed from the scene and (2) the Reportable Crash History Composition column reflects what percentage of the crashes involve the large trucks.

These statistics do not take into account near-misses, or unreported incidents. Nor is there any statistical way to record the negative impact the heavy volume of truck traffic, traveling at high speeds through residential areas, has on the daily lives of the people in these communities.

- Sue Herman stated that many parents along Worthington Mill/ Stoopville/ Lindenhurst Roads drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop. She stated that few children use the Lindenhurst RD bike path provided by the township, because of the close proximity of the speeding trucks.
- Claudia Fountaine, Lindenhurst RD resident, stated that residents are being terrorized on a daily basis by having to pull over, speed up or dodge trucks that are going too fast to stay in their own lane on a curve, or looming up behind them at alarming speeds when they are stopped at an intersection. There is also the ever present danger of a child attempting to cross Lindenhurst RD and a truck not being able to stop in time.*
- Jerry Coyne (BCRTS Project Manager) stated that neither Pennsbury nor Council Rock School Districts nor municipal police departments have records of reported near-misses on the roadways being studied. Residents question why there is no record of the reported near-misses outlined in RRTS's 2/6/04 letter to State Representative David Steil
RE: Regional Traffic Problems
 (1) Request to reject the Stoopville RD Rehabilitation Project
 (2) NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads (See Ex. III)

The school districts are aware of the potential for a serious accident along Worthington Mill/ Stoopville/ Lindenhurst Roads, as evidenced by Ex. IV, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. V, Communications that focus on the traffic safety crisis and involve the Council Rock school district.**

- Anne Goren, Newtown Township supervisor, described the April 1999 incident where a loaded quarry truck swerved onto a front lawn to avoid hitting a Council Rock school bus filled with kids that was stopped at the bus stop at the corner of Lindenhurst RD and Amber Drive. She emphasized that it is not just the frequency of potential accidents that we should focus on, but the severity of the potential accidents – that the April 1999 incident could have been catastrophic.

* Consider that, per Ex. II, the Prevailing Traffic Speed on Lindenhurst RD is 48 miles per hour, and a loaded quarry truck weighs 80,000 pounds.

** Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc., October, 1971- August 1, 2005.

73/377

54/189

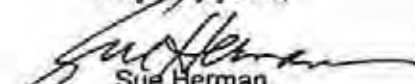
2/2/05

- Pete Palestina, Northampton Township supervisor, stated that when such an accident happens, the insurance company is paying a lot more out.
- Sue Herman, once again, showed RRTS's Traffic Flow Map (Ex. VI) to the RTPTF. She reiterated that there are more than 155 access points, most residential driveways, along the heavily residentially developed route comprised of Worthington Mill/ Stoopville/ Lindenhurst Roads (well in excess of 9,000 residents live along this 9.7 mile circuitous route that ends at the Newtown Bypass, just ¼ mile from I-95). She stated that according to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system."
- Sue Herman stated that residents expect BCRTS final recommendations to provide for safe pedestrian and bicycle travel on the roads, as this is a goal in the DVRPC's 2030 Long Range Plan and the DVRPC's Regional Safety Action Plan.

In a 11/14/02 Yardley News article [RE: LMT Board meeting where supervisors voted unanimously to take back the LMT portion of Lindenhurst RD from the State to expedite better control of traffic], Dr. Bruce Johnson, previous long-time principal of Pennsbury's Quarry Hill Elementary School, was quoted as saying, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home. It's just a matter of time. We need to take this issue into our own hands and do what we need to do...we have to take back the road." (Ex. IV, pg. 18) **Please take the time to view the enclosed CD-ROM (Ex. VII) and accompanying commentary (Ex. VIII).** The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast-aired on 6/5/03, and Truck Danger on Worthington Mill Road."

Now is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done. We know the LMT Board of Supervisors and Citizens Traffic Commission do not want this. Please come speak up at the April 26, 2007 Public Open House.

Very truly yours,


Sue Herman
President

X = Signed letter

* The CD-ROM was sent ONLY to Ron Smith (Chairman, LMT Board of Supervisors) and Gary Gilman (Chairman, LMT Citizens Traffic Commission). Over the years, many others receiving this letter have been provided or seen the CD-ROM, as part of RRTS's oral and written testimonies for the Transportation Improvement Program (TIP) or when RRTS has presented it in the public forum.

4-12 X Carmine Fiscina, Safety Engineer, Federal Highway Administration
4-12 X Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
4-12 X Senator Arlen Specter
P.R. 4-12 X Senator Robert Casey, Jr.
P.R. 4-12 X U.S. Congressman Patrick Murphy
P.R. 4-12 X Governor Ed Rendell
4-12 X State Senator Charles McIlhinney, Jr.
4-12 X State Senator Tommy Tomlinson
ee-4/11 Allen Biehler, Secretary of Transportation X

74/377

55/189
P 3/35

4-12 X State Transportation Commission c/o Honorable Allen Bichler
RR 4-11 Richard Hogg, Deputy Secretary for Highway Administration X
4-12 X Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering

RR 4-11 State Representative David Steil X

RR 4-11 State Representative Scott Petri X

4-12 X Rina Cutler; District Executive, PennDOT District 6

4-12 X DVRPC Board; c/o Joanne Denworth, chair

RR 4-11 Barry Seymour, Executive Director/DVRPC X

RR 4-11 Don Shanis, Deputy Executive Director/DVRPC X

RR 4-11 Jerry Coyne; DVRPC Project Manager-Bucks County Regional Traffic Study X

4-12 X Regional Transportation Committee; c/o Catherine Popp-McDonough, chair

4-12 X Regional Citizens Committee; c/o Warren Strumpfer, chair

4-12 X James Cawley, Bucks County Commissioner

4-12 X Charles Martin, Bucks County Commissioner

4-12 X Sandra Miller, Bucks County Commissioner

4-12 X Lynn Bush, Executive Director, Bucks County Planning Commission

4-12 X Bucks HUB Conference TMA *Att: Dave*

4-12 X Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Palestina/Northampton

Twp, Don Pattison/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe

Hunter/Yardley Boro, Chris Harding/Yardley Boro,

Anne Gorman/Newtown Twp, Jerry Schenckman/Newtown Twp, Jane Magno/Wrightstown Twp, Ron Smith/Lower

Makefield Twp, Greg Giamis/Lower Makefield Twp.

4-12 X Upper Makefield Township Board of Supervisors

4-12 X Newtown Township Board of Supervisors

*R.R. 4/11 see front.

4-12 X Wrightstown Township Board of Supervisors

4-12 X Northampton Township Board of Supervisors

4-12 X Yardley Borough Council

4-12 X Newtown Borough Council

4-13 X Deb Wachspress.

4-13 X Matt Maloney

4-13 X Jay Sensibaugh

4-13 X Dennis Fisher

4-13 X Mike Gallagher

Bob Ciervo

4-12 X Council Rock School Board President, *Patti Soften*

4-12 X Council Rock School Superintendent, *Mark K...*

4-12 X Pennsbury School Board President, *Greg Lucidi*

4-12 X Pennsbury School Superintendent, *CEO, Dr. Paul Long*

Associated Press

Bucks County Courier Times

Brian Callaway, Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

4-12 X Concerned Residents of Newtown, c/o Jen Dix

R.R.T.S. Membership (mass e-mail)

75/377

56/189

*Available at 5/16/07 ROR meeting
Ex. 19***R.R.T.S.****Residents for Regional Traffic Solutions, Inc.**PO Box 285
Newtown, PA 18940
RRTSbuckspsa5@aol.comMr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West
Philadelphia, PA 19106-1520

April 26, 2007

**RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS)
Submission of Concerns**

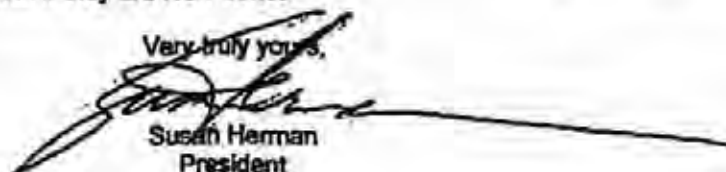
Dear Mr. Coyne,

Thank you for the opportunity to submit our concerns to you this evening regarding the BCRTS you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting two (2) items to you that concisely and clearly outline the volatile public safety issue that exists on Lindenhurst, Stoopville and Worthington Mill Roads:

- (1) 03/30/07 35-page letter from RRTS to Lower Makefield Township (LMT) Board of Supervisors and LMT Citizens Traffic Commission
RE: Request your attendance at the [4/26/07] DVRPC Public Open House for the Bucks County Regional Traffic Study. (Exhibit A)
- (2) 13 minute long CD-ROM that contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast aired on 6/5/03, and Truck Danger on Worthington Mill Road. (Exhibit B)

The serious safety concerns expressed and shown in these items MUST be addressed by the Bucks County Regional Traffic Study. NOW is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done.

Very truly yours,


Susan Herman
PresidentCc: Carmine Fiasco, Safety Engineer, Federal Highway Administration
Pat Benudol, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.*Page 142 76/377**57/189*

U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McElhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Landbeck, PennDOT, Bureau of Highway Safety and Traffic Engineering
State Representative David Sidi
State Representative Scott Pelt
Rhina Cutler, District Executive, PennDOT District 6
DVRPC Board, c/o James Deaworth, chair
DVRPC Board, Executive Director/DVRPC
Don Shanks, Deputy Executive Director/DVRPC
Regional Transportation Commission, c/o Catherine Popp-McDonough, chair
Regional Citizens Commission, c/o Warren Stumpter, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Samsters
Regional Traffic Planning Task Force members: Vincent Deon/Northampton
Twp, Dan Rutledge/Upper Merion Township, Bob West/Upper Merion Township, Mark Craig/Newtown Boro, Joe
Hunter/Warley Boro, Chris Harding/Warley Boro,
Anne Gorno/Newtown Boro, Jerry Schenck/Newtown Boro,
Lower Merion Township Board of Supervisors
Upper Merion Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Warley Borough Council
Newtown Borough Council
Deb Wadsworth
Matt Maloney
Jay Sensibough
Doris Fisher
Mike Gallagher
Bob Cervo
Council Rock School Board President
Council Rock School Superintendent
Coenell Rock School Superintendent
Pennsbury School Board President
Pennsbury School Superintendent
Associated Press
Bucks County Courier Times
Intelligencer
Newsday
Newtown Advertiser
Yorkley News
Philadelphia Inquirer
Trenton Times
Trentonian
British Pilot
CBS-KYV 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jan De
Lower Merion Township Citizens Traffic Commission
R.R.T.S. Membership (mass e-mail)

58/189

Page 2 of 2
7/7/377

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
 RRTSbucks5@aol.com

Lower Makefield Township Citizens Traffic Commission
 c/o Gary Gilman, Chairman
 1100 Edgewood Road
 Yardley, PA 19067

May 21, 2007

RE: Traffic Safety Concerns on Lindenhurst Road and Stoopville Road

Dear Mr. Gilman, Ms. Torbert, Mr. Weaner, Mr. Cohn, Ms. Herman, Mr. Davino, Mr. McClish, Mr. Dixon, Ms. Sherk and Mr. Santarsiero,

Thank you for the opportunity to come before you this evening. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc., also known as RRTS, is submitting this document to you - it explains the hazardous traffic conditions that exist on Lindenhurst and Stoopville Roads. The majority of Lindenhurst RD, with the exception of the intersections at both ends, lies within Lower Makefield Township (LMT), as does a small portion of the southern end of Stoopville RD.

As you know, it has been an ongoing battle for residents to improve traffic safety on Lindenhurst and Stoopville Roads. Over the years, we have observed a relentless pressure in the region to upgrade these roads from the current Functional Classification of "collector road" to the Functional Classification of "arterial highway". As we speak, PennDOT District 6 is in the "stall-mode" on the Lindenhurst Road Traffic Calming Project, Phase I - refusing to grant LMT the Highway Occupancy Permit needed to begin construction. **There is no excuse. Residents question whether - once again - there is political interference above the level of Board of Supervisors, designed to thwart efforts to calm traffic on Lindenhurst RD.**

Residents wonder whether Lindenhurst Traffic Calming is being intentionally held up, pending the promised end-June recommendations from State Representative Dave Steil's Regional Traffic Planning Task Force (RTPTF). We wonder whether Representative Steil's RTPTF will have the audacity to recommend AGAINST traffic calming on Lindenhurst, a heavily residentially developed road with an inordinately high volume of truck traffic. Truckers and other traffic developed the bad habit of using Lindenhurst Road to literally bypass the ill-functioning Newtown Bypass, en route to I-95. Lindenhurst is part of a 9.7 mile circuitous residential route that has in excess of 9,000 residents living along it and more than 155 access points, most residential driveways. **Per the Delaware Valley Regional Planning Commission (DVRPC), the "Prevailing Traffic Speed" on Lindenhurst Road is an insane 48 miles per hour!**

* This data was taken from a spreadsheet titled Engineering and Traffic Study Elements Summary Matrix- Revised 3/12/2007. Jay Roth, engineer consultant to the DVRPC, presented this spreadsheet publicly at the 3/29/07 meeting of the Regional Traffic Planning Task Force.

We are submitting five (5) items that outline our volatile public safety issue and the work residents and RRTS have done in an effort to improve conditions. The items also provide a history of mismanagement of roadways in the region. Included are:

- 04/26/07 Letter from RRTS to Jerry Coyne, DVRPC Project Manager for the Bucks County Regional Traffic Study RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS), Submission of Concerns
- 04/26/07 10-page Bucks County Regional Traffic Study Sign-In Sheet for the 04/26/07 Public Open House (copy provided by Jerry Coyne, DVRPC)
- 04/26/07 58 pages of citizen surveys filled out at the 04/26/07 Public Open House for the Bucks County Regional Traffic Study (copies provided by Jerry Coyne, DVRPC)
- 01/17/07 Letter from RRTS to Jerry Coyne, DVRPC Project Manager for the Bucks County Regional Traffic Study RE: Public Open House for the Bucks County Regional Traffic Study, Submission of Concerns
- 1971- 08/30/06 28-page document titled Timeline of Truck Traffic Issues in the Central Bucks County Area, compiled by Residents for Regional Traffic Solutions, Inc. (RRTS)

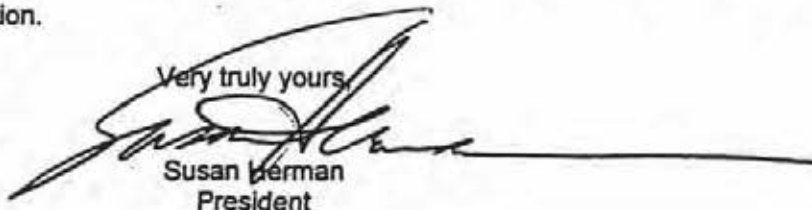
A review of the citizen survey sheets from the 04/26/07 Public Open House shows that the following comment appears time and again:

"Now is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done."

We hope you agree that these measures are long overdue and needed to ensure that traffic using Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to them. We hope you can help us restore sanity to traffic conditions along these roads.

Thank you for your consideration.

Very truly yours,



Susan Gorman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.

Page 2 of 3 79/377

60/189

U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 State Representative David Steil
 State Representative Scott Petri
 Rina Cutler, District Executive, PennDOT District 6
 DVRPC Board; c/o Joanne Denworth, chair
 Barry Seymour, Executive Director/DVRPC
 Don Shanis, Deputy Executive Director/DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
 Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp., Jane Magne/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Deb Wachspress
 Matt Maloney
 Jay Sensibaugh
 Dennis Fisher
 Mike Gallagher
 Bob Ciervo
 Council Rock School Board President
 Council Rock School Superintendent
 Pennsbury School Board President
 Pennsbury School Superintendent
 Associated Press
 Bucks County Courier Times
 Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox News
 Concerned Residents of Newtown, c/o Jen Dix
 R.R.T.S. Membership (mass e-mail)

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com**MEMORANDUM**

TO: State Representative David Steil and State Representative Scott Petri
 Assemblymen: 31st and 178th Districts, respectively
 CHAIRMEN, Regional Traffic Planning Task Force*

Non-Chair members of the Regional Traffic Planning Task Force*

Jerry Coyne

Project Manager for the Bucks County Regional Traffic Study
 Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman
 B.S. in Industrial Engineering (Penn State University)
 President; Residents for Regional Traffic Solutions, Inc. (RRTS)

May 30, 2007

**RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
 5/30/07 Regional Traffic Planning Task Force Meeting**

Dear State Representative Steil, State Representative Petri, Mrs. Goren, Mrs. Magne, and Messrs. Deon, Palestina, Rattigan, West, Craig, Hunter, Harding, Schenkman, Smith, Caiola and Coyne,

Tonight we reiterate that residents expect the Bucks County Regional Traffic Study (BCRTS) and Regional Traffic Planning Task Force (RTPTF) to recommend that Traffic Calming be implemented immediately on heavily residentially-developed Lindenhurst and Stoopville Roads.

As you are well aware, there is a volatile public safety issue on these minor residential Collector Roads. The spreadsheet in Exhibit I (titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007, presented by DVRPC's engineer consultant at the 3/29/07 RTPTF meeting) states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively. These unacceptably high speeds **must** be lowered, especially in light of the inordinately high volume of truck traffic in our region from the four (4) Swamp Road quarries.**

***Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri Members: Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/ Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

**See Ex. II, RRTS Traffic Flow Map and Lower Makefield Township letter RE: Quarry Truck Routes

81/317

62/189

8/1/34

- You are aware of the all too frequent near-misses between school buses, school children and quarry trucks on Lindenhurst and Stoopville Roads.
(See Ex. III, 2/6/04 letter from RRTS to Representative Steil RE: Regional Traffic Problems: Request to reject the Stoopville RD Rehabilitation Project; NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads)
- You are aware of the bus driver's Letter to the Editor that ran in the Bucks County Courier Times, a bone-chilling letter accurately describing the volatile conditions that persist on Lindenhurst Road today. (See Ex. IV)
- The school districts are aware of the potential for a serious accident along Worthington Mill, Stoopville and Lindenhurst Roads.
(See Ex. V, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. VI, Communications that focus on the traffic safety crisis and involve the Council Rock School District.*)

In addition to the correspondence in Exhibits V and VI, superintendents and school board presidents have received numerous more-current written communications from RRTS and oral testimony delivered in the public forum.

- You are aware of the enclosed CD-ROM which contains 3 videos titled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We showed the RTPTF the abridged version of the Bypassing the Bypass video at its 11/29/04 meeting. We have shown the abridged version to DVRPC staff and provided them with the full CD-ROM on numerous occasions, as part of testimony for the Transportation Improvement Program.
- You are aware that...
 - ...many parents drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop.
 - ...few people walk or bike on the Lindenhurst Road bike path provided by the township, because of the close proximity of speeding trucks.
 - ...no one walks or bikes along Stoopville Road because of the close proximity of speeding trucks.
 - ...residents are being terrorized on a daily basis.

We hope you will reread this letter and view the accompanying CD-ROM in its entirety, so there is no mistaking why it is only a matter of time before a horrific accident occurs on Lindenhurst or Stoopville Roads. This letter, the CD-ROM (Ex. VII) and CD-ROM Commentary (Ex. VIII) have been mailed to each of you via Certified Mail with a Return Receipt.

We want you to know that residents will no longer tolerate being terrorized on a daily basis, nor will we tolerate Lindenhurst or Stoopville Roads being upgraded to a higher Functional Classification – an apparent longstanding, self-interested, political agenda for many in the region. Residents are ready and willing to work at every level, up to and including the Federal government, in order to obtain the desperately-needed Traffic Calming for these roads. We hold our Metropolitan Planning Organization (DVRPC), elected officials and governmental agencies accountable to meet the highest standards of all existing regulations and policies.

*Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005.

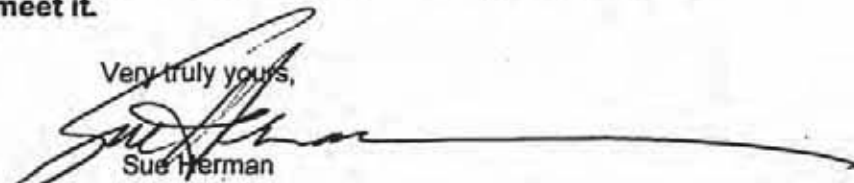
82/377

63/189

82/377

YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

Very truly yours,



Sue Herman
President

* Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways.

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

83/377

64/189

Pg 3/34

Document received 11/0/0
by 9/19/07 for delivery by 10/1/07
9/20/07
Ex. 22

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa5@aol.com

Mr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106-1520

September 19, 2007

**RE: Bucks County Regional Traffic Study – June 2007 Draft
Submission of Concerns / Recommendations for Changes**

Dear Mr. Coyne,

SUMMARY

As you know, Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships. The organization represents well in excess of three thousand (3,000) households.

A major issue residents have with the Bucks County Regional Traffic Study- June 2007 Draft (BCRTS), is that there is no consideration/ mention of either the municipality or the recent citizen's surveys results about growth, slow versus fast. Residents want to preserve the current character of Bucks County, not facilitate future growth.

This key ingredient is noticeably absent. Yet this guiding direction should have been and deserved to be first consideration. It, along with safety, should have shaped the recommendations.

Instead, future requirements were projected based on past activities, as if there would / should be no change.

Residents ask that the Regional Traffic Planning Task Force (RTPTF) include in the BCRTS the explicit recognition of the unique and priceless open space character of Bucks County, of the need to preserve that open space, and to minimize the impact of any roadway recommendation on that most valuable resource.

84/377

65/189
4/26

CONCERNS AND RECOMMENDATIONS FOR CHANGES, LISTED BY CHAPTER NUMBER AND TITLE

CHAPTER 1: INTRODUCTION

- Add a section to the **"BACKGROUND AND PURPOSE SECTION"** on page 1-1 of the BCRTS titled **"Project Scope"**.

We ask that the Regional Traffic Planning Task Force (RTPTF) support preservation of the open space Land Use of Bucks County by including a statement to that effect within this new **"Project Scope"** section. The statement should include the explicit recognition of the unique and priceless open space character of Bucks County, of the need to preserve that open space, and to minimize the impact of any roadway recommendation on that most valuable resource.

- Add a section to the **"BACKGROUND AND PURPOSE SECTION"** on page 1-1 of the BCRTS that is titled **"Each Municipality's Position on Growth"**. Sub-sections within this section should include:
 - (a.) **"What is the vision that each municipality has for its future?"**
Does the municipality want to conserve the character of the area – as suggested by separate surveys? OR are they actively promoting rapid population and business growth as soon as possible?
 - (b.) **"How does each municipality's vision of its future mesh with the BCRTS?"**
 - (c.) **"What is the vision citizens have for the future of the study area?"**
State that, as per citizens' surveys, residents' vision/ desire is for preservation of the open space Land Use of Bucks County and to avoid the creation of any new or expanded traffic corridor within central Bucks County. Residents desire to preserve the residential (collector) roads within the study by implementing traffic calming solutions; they should not be upgraded for higher volume thoroughfare access. Also state that, as per citizens' surveys, there is a need to reclassify downward to collector roads, those roads (or portions of roads) that have been mistakenly classified as arterial, so as to reflect the residential nature of the roads.

(See Attachment I, Excerpts from the DVRPC's 12/05 document titled **TRAFFIC TAMING: Context-Sensitive Solutions in the DVRPC Region**)

CHAPTER 2: PLANNING ACTIVITIES

- Add page 2.1.07 of PennDOT's Design Manual #2, a Table titled **"Functional Classification System Service Characteristics"** to the **"Transportation Facilities and Improvement Programs"** section on page 2-5.
- Add PennDOT's most recent functional classification map for Bucks County to the **"Transportation Facilities and Improvement Programs"** section on page 2-5.

85/377

66/189
2/26

CHAPTER 3: WRIGHTSTOWN QUARRIES REPORT

Regarding consideration of hauling stone by rail: Determine whether reality would match citizens'/ politicians' perceptions that this would result in significant deterioration of Quality of Life. Visit the Short Line Railroad in Reading, PA that is already profitably hauling stone to South Jersey and back hauling sand. Look into the cost of adding a short rail spur, to reduce the number of very heavy and large quarry trucks on our rural roads. The BCRTS should recommend continued study of the possibility of using rail to move freight throughout this area of the region.

CHAPTER 5: TRAFFIC ENGINEERING & SAFETY STUDIES Summary Report

- In Chapter 5, a section titled "**Recommendations vs. Municipal Goals & Objectives**" should be added to the summary for each Key Roadway.

Recommended Improvements for each Key Roadway should be compared to the Land Use and Transportation Planning goals & objectives of the Municipal Comprehensive Plans for consistency. The findings of the comparison should be stated.

- Residents oppose the layout for the Stoopville/Washington Crossing RDS intersection on Page 5-21 (Figure 5-3). We are not in opposition to Roundabouts as a whole, but the strategic & peculiar positioning of THIS Roundabout provides the exact alignment needed for a **Northern Bypass** via Stoopville RD, as stated on page 81 of the DVRPC's 1988 Newtown Township Traffic Study. Page 81 of the 1988 Study states,

"Realign Washington Crossing Road to form a perpendicular Intersection with Stoopville Road. To affect a northern bypass via Stoopville Road, it is vital to realign this intersection."

- Why is our Metropolitan Planning Organization recommending that the continuous alignment of Arterial Highway SR 532 (Washington Crossing Road) be compromised to create an alignment for Stoopville Road and SR 532? This opposes the principles of highway planning. The main route is supposed to be the easiest, straightest route.
- We recommend that several alternatives to Figure 5-3, including a signalized intersection, be evaluated for this intersection to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area.
- The strategic and peculiar placement of the Roundabout in Figure 5-3 exacerbates the serious safety and quality-of-life issues that exist on Stoopville and Lindenhurst Roads, as it will encourage even higher volumes of traffic, especially commercial traffic, to travel these roads at even greater speeds. Today's dangerous conditions have been expressed loudly and clearly FOR YEARS by residents, Lower Makefield Township and Newtown Township -both verbally and in written form. In fact, RRTS raised them at **every** meeting of the Regional Traffic Planning Task Force (RTPTF) during the past three (3) years.

The dangerous conditions were summarized in a 5/30/07 letter from RRTS to State Representatives David Steil/ Scott Petri, Non-Chair Members of the RTPTF, and Jerry Coyne [RE: **Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting**] that Sue Herman read into the public record at the 5/30/07 RTPTF meeting. It is alarming that the approved minutes for the 5/30/07 RTPTF meeting STILL DO NOT ACCURATELY REFLECT that

86/377

67/189
3/26

Mrs. Herman read this letter into the public record, even though RTPTF member Ron Smith specifically requested it be reflected in the minutes during the discussion at the 7/31/07 RTPTF meeting where a motion was made to approve the draft minutes of the 5/30/07 RTPTF meeting. There was no dissent to Mr. Smith's request, and the minutes were then approved. RRTS will initiate a letter stating that the 5/30/07 RTPTF minutes do not reflect the changes that were voted upon at the 7/31/07 RTPTF meeting and request immediate correction of same.

The letter can be found in its entirety in Attachment II, which begins on the next page.

87/377

68/189
4/26

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

MEMORANDUM

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force*

Non-Chair members of the Regional Traffic Planning Task Force*

Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

May 30, 2007

**RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
5/30/07 Regional Traffic Planning Task Force Meeting**

Dear State Representative Steil, State Representative Petri, Mrs. Goren, Mrs. Magne, and Messrs. Deon, Palestina, Rattigan, West, Craig, Hunter, Harding, Schenkman, Smith, Caiola and Coyne,

Tonight we reiterate that residents expect the Bucks County Regional Traffic Study (BCRTS) and Regional Traffic Planning Task Force (RTPTF) to recommend that Traffic Calming be implemented immediately on heavily residentially-developed Lindenhurst and Stoopville Roads.

As you are well aware, there is a volatile public safety issue on these minor residential Collector Roads. The spreadsheet in Exhibit I (titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007, presented by DVRPC's engineer consultant at the 3/29/07 RTPTF meeting) states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively. These unacceptably high speeds **must** be lowered, especially in light of the inordinately high volume of truck traffic in our region from the four (4) Swamp Road quarries.**

***Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri Members: Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/ Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

**See Ex. II, RRTS Traffic Flow Map and Lower Makefield Township letter RE: Quarry Truck Routes

88/317

69/189
5/36

- You are aware of the all too frequent near-misses between school buses, school children and quarry trucks on Lindenhurst and Stoopville Roads.
(See Ex. III, 2/6/04 letter from RRTS to Representative Steil RE: Regional Traffic Problems: Request to reject the Stoopville RD Rehabilitation Project; NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads)
- You are aware of the bus driver's Letter to the Editor that ran in the Bucks County Courier Times, a bone-chilling letter accurately describing the volatile conditions that persist on Lindenhurst Road today. (See Ex. IV)
- The school districts are aware of the potential for a serious accident along Worthington Mill, Stoopville and Lindenhurst Roads.
(See Ex. V, Communications that focus on the traffic safety crisis and involve Pennsbury School District and the Grey Nun Academy, and Ex. VI, Communications that focus on the traffic safety crisis and involve the Council Rock School District.)

In addition to the correspondence in Exhibits V and VI, superintendents and school board presidents have received numerous more-current written communications from RRTS and oral testimony delivered in the public forum.

- You are aware of the enclosed CD-ROM which contains 3 videos titled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We showed the RTPTF the abridged version of the Bypassing the Bypass video at its 11/29/04 meeting. We have shown the abridged version to DVRPC staff and provided them with the full CD-ROM on numerous occasions, as part of testimony for the Transportation Improvement Program.
- You are aware that...
 - ...many parents drive their children to and from school, rather than risk them getting hit by a truck while waiting at the bus stop.
 - ...few people walk or bike on the Lindenhurst Road bike path provided by the township, because of the close proximity of speeding trucks.
 - ...no one walks or bikes along Stoopville Road because of the close proximity of speeding trucks.
 - ...residents are being terrorized on a daily basis.

We hope you will reread this letter and view the accompanying CD-ROM in its entirety, so there is no mistaking why it is only a matter of time before a horrific accident occurs on Lindenhurst or Stoopville Roads. This letter, the CD-ROM (Ex. VII) and CD-ROM Commentary (Ex. VIII) have been mailed to each of you via Certified Mail with a Return Receipt.

We want you to know that residents will no longer tolerate being terrorized on a daily basis, nor will we tolerate Lindenhurst or Stoopville Roads being upgraded to a higher Functional Classification – an apparent longstanding, self-interested, political agenda for many in the region. Residents are ready and willing to work at every level, up to and including the Federal government, in order to obtain the desperately-needed Traffic Calming for these roads. We hold our Metropolitan Planning Organization (DVRPC), elected officials and governmental agencies accountable to meet the highest standards of all existing regulations and policies.

*Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

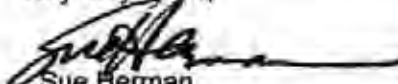
89/311

70/189

6/26

YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

Very truly yours,


Sue Herman
President

* Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways.

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)

90/379

71/189
9/26

CHAPTER 5: TRAFFIC ENGINEERING & SAFETY STUDIES Summary Report (CONT.)

- Creating a Northern Bypass (or implementing one additional step of it) along Stoopville and Lindenhurst Roads is in direct opposition to:
 - (a)... desperately- needed traffic calming.
 - (b)... **Context Sensitive Solutions** and **Complete Streets** policies
 - (c)... Keystone Principles for Growth, Investment and Resource Conservation announced by Governor Rendell's office in a press release dated 10/24/05. These principles support following the region's Comprehensive Master Plan which, for decades, has shown heavily residentially- developed Stoopville RD as a Collector Road.
- Add the DVRPC spreadsheet titled Engineering and Traffic Study Elements, Summary Matrix – Revised 3/12/2007 to Chapter 5. This is an informative and easy-to-understand document.
- **Page 85 states,**
"The Lindenhurst Road serves as a collector between the Newtown Bypass and Washington Crossing Road. Although classified as a collector, the Lindenhurst Road Corridor, in conjunction with the Stoopville Road Corridor, has historically served as an alternate route to the Newtown Bypass for traffic traveling northwest of Newtown Borough."

Page 88 states,

"The Stoopville Road Corridor serves as a collector between Durham Road and Washington Crossing Road. Although classified as a collector, the Stoopville Road Corridor, in conjunction with the Lindenhurst Road Corridor, has historically served as an alternate route to the Newtown Bypass for traffic traveling northwest of Newtown Borough."

BOTH of these statements should be revised to state that "Traffic uses Lindenhurst and Stoopville Roads as an alternate route to the Newtown Bypass, because the Bypass, and the arterial highways leading to it, have been neglected and kept ill-functioning." THIS WOULD REFLECT REALITY.

The DVRPC should include language on pages 85 and 88 that explains WHY traffic uses Lindenhurst and Stoopville RDS as an alternate route to the Newtown Bypass. It has been well documented that...

- (a) ...the dangerous mix of traffic barreling down Lindenhurst/ Stoopville Roads, chooses this residential route as a cut-through to get to I-95 in order to bypass the ill-functioning Newtown Bypass and its eleven (11) untimed traffic signals.
- (b) ...the segment of Arterial Highway Swamp RD between the Swamp RD quarries and the Newtown Bypass was restricted to loaded (80,000-pound) quarry trucks for over thirty (30) years. At one of the breakfasts he hosted at Goodnoe's restaurant, even State Representative Dave Steil publicly referred to the historical pattern of individual culvert or bridge load downgrading at different times on this segment of Swamp Road. The result of this pattern of repairing one culvert on Swamp Road and downgrading the culvert south of it, was that heavy commercial traffic was **diverted** to heavily residentially- developed Worthington Mill, Stoopville and Lindenhurst Roads for over thirty (30) years. It took the tireless efforts of residents and RRTS to finally get ALL Swamp Road culverts upgraded and the road opened to ALL traffic.
- (c) ...the arterial highways leading to the Newtown Bypass have been neglected.

91/377

72/189
2/26

CHAPT. 5 (CONT.)

- Quarry truck drivers have repeatedly stated that they would much prefer to use the safer and most appropriate highway for commercial/ industrial vehicles; that is, the 4-lane, limited access Newtown Bypass (built with \$23,000,000 taxpayer dollars). **BUT ...hitting virtually every traffic light RED virtually every trip, continues to be an incredibly effective deterrent for these heavy vehicles, where the drivers are paid by the load.**
- On other comparable highways, over time, underpasses and overpasses are constructed to relieve congestion and improve mobility. This was strongly recommended for the Newtown Bypass by the Traffic Advisory Committee (TAC), as per the meeting minutes from 1990 - 1992. Where is the BCRTS recommending that this be done? Shouldn't this be on the Twelve Year Plan for high volume intersections on the Newtown Bypass?
- Residents ask that Lower Makefield Township and Newtown Township jointly develop a pro-active strategy for management of the Newtown Bypass, with the goal being to **ENSURE THAT IT OPERATES OPTIMALLY AT ALL TIMES. Only then, can we proudly refer to it as the "centerpiece to the study area's highway network", as stated by the DVRPC on page 9 of the BCRTS.**
- We believe the Functional Classification for Lindenhurst Road is incorrect on page 85. The DVRPC says that it is an **Urban Major Collector**. The Bucks County Federal Functional Class Map that RRTS has (GIS, Department of Transportation, Commonwealth of Pennsylvania) says that Lindenhurst Road is an **Urban Collector**.
- Page 85 states,
"Original and Successor Projects"
There are no known original and successor transportation studies and/or engineering/construction efforts along this corridor."
THIS NEEDS TO BE REVISED TO REFLECT THAT CONSTRUCTION OF LINDENHURST ROAD TRAFFIC CALMING HAS BEGUN.
- Page 85 states,
"Concurrent Projects"
Lindenhurst Road Traffic Calming Improvements - in Lower Makefield is currently in the engineering phase by the Township and includes various traffic safety measures including raised median islands, textured crosswalks, striping, signing, and turn lanes."
THIS NEEDS TO BE REVISED TO REFLECT THAT CONSTRUCTION OF LINDENHURST ROAD TRAFFIC CALMING HAS BEGUN.
- Page 86 states,
"Summary of Adverse Conditions"
Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment, and traffic congestion at the Newtown Bypass."

What roadway alignment issues were cited? The above statement contradicts the DVRPC's statement on page 85 that says this about Lindenhurst Road: "The study corridor generally runs in a north-south direction with little to no sharp curves or steep grades." **Also, see our explanation as to why Lindenhurst gets such high volumes of traffic from the Newtown Bypass.**

- **WE OPPOSE THE DVRPC's RECOMMENDED LONG-TERM IMPROVEMENT FOR LINDENHURST ROAD ON PAGE 87.** The DVRPC recommends straightening the curve along the southern section of Lindenhurst Road (Newtown Township). We believe this curve provides much-needed traffic calming and that taking it out will lead to a higher

92/377

73/189
9/26

design speed. We also believe that removing this curve will pave the way for the Northern Bypass.

- We believe the Functional Classification for Stoopville Road is incorrect on page 88. The DVRPC says it is an **Urban Major Collector**. The Bucks County Federal Functional Class Map that RRTS has (GIS, Department of Transportation, Commonwealth of Pennsylvania) says that Stoopville Road is an **Urban Collector**.
- Page 89 of the BCRTS states,
"Summary of Adverse Conditions"
Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/ Wrightstown Roads, traffic volumes from the Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park Road to Township Line Road."

Is this a recommendation to align Stoopville Road with Worthington Mill Road? **WE OPPOSE THIS, AS IT WOULD BE ANOTHER INCREMENTAL, FUNCTIONAL STEP TO IMPLEMENTATION OF THE NORTHERN BYPASS.**

Also, see our explanation as to why Stoopville gets such high traffic volumes from the Newtown Bypass.

- Page 89 states,
"Summary of Adverse Conditions"
Traffic speeds were observed to be above the posted speed limit on Stoopville Road through a radar speed study near Eagle Road, but there is insufficient crash data (including majority of crashes related to excessive speed and crash rate greater than recent high-crash rate table) to warrant a lower speed limit on Stoopville Road in accordance with Department Publication 212, especially from the mid-block between Rosefield Drive and Eagleton Farms Road/ Hemlock Drive to Washington Crossing Road for consistency of 40 MPH across the entire roadway."

We don't understand what this says. All we know is that a young man was recently killed on this road, the **Prevailing Traffic Speed is 53 mph** (per the aforementioned DVRPC spread sheet. Was this speed obtained near the 4-way flashing red light at Eagle Road, meaning that the speeds elsewhere on Stoopville are even higher?), and **residents who live on heavily residentially- developed Stoopville Road don't dare walk or bike along this road for fear of getting killed.** It seems to residents that the DVRPC is not using Context Sensitive Solutions or Complete Streets policies. We ask for an independent, second opinion on this matter by someone outside the "Bucks County Umbrella of Politics".

Over the years, Stoopville Road has been widened and straightened to the point where the 85th percentile speed and the Prevailing Traffic Speed is UNACCEPTABLE, given the adjacent residential land use. This needs to be rectified.

- Please correct the Functional Classification for Newtown Bypass/ Durham Rd./ Washington Crossing Road (SR 0532) on page 58. Per our Bucks County Federal Functional Class Map, this is a Minor Arterial, NOT an Urban Collector.
- Page 138 states, "The Newtown Bypass/ Durham Road/ Washington Crossing Road Corridor serves as part of a key link into New Jersey from Bucks County at Washington Crossing and Newtown."

93/377

74/189
10/26

CHAPT. 5 (CONT.)

We ask that this statement be removed from the BCRTS. There have been recent articles in the Bucks County Courier Times recommending that a major thoroughfare be put in this vicinity to accommodate traffic from New Jersey. The articles referenced the pending Veterans' Cemetery THAT WE ALL WANT TO HAPPEN.

Residents do not accept politicians' backroom dealings, where they plan to use the Cemetery as the final excuse for making Lindenhurst and Stoopville Roads a MAJOR highway. The official entrance route for the Cemetery should be along Arterial Highways Taylorsville Road and Washington Crossing Roads. The official Cemetery entrance should be off Washington Crossing Road, between historic Dolington Village and Washington Crossing State Park.

Note the letter in Attachment III from Lower Makefield Township (LMT) to Rina Cutler, District Executive-PennDOT District 6, RE: **Proposed Veterans Cemetery, Upper Makefield Township, Bucks County**. In this letter, LMT "requests it be given the opportunity to provide input on the proposed access for the cemetery, the scope of the traffic impact study, and the design of the HOP. The township believes that all alternatives for primary access should be evaluated."

As stated in our SUMMARY section, residents want to preserve the unique and priceless open space character of Bucks County and minimize the impact of any roadway recommendation on that most valuable resource.

- The DVRPC talks about the PA 413 Access Management Plan on page 138. What is this? What impact will it have on traffic in the region?
- Page 141 states,
"Summary of Adverse Conditions
Based on field views, meeting discussions, and existing and future analyses, adverse conditions include: quarry trucks, roadway alignment, traffic congestion, and traffic volumes."

What roadway alignment issues were cited? The above statement contradicts the DVRPC's statement on page 138 that says this about the Newtown Bypass/ Durham Road segment and the Washington Crossing Road segment: "There are no sharp curves or steep grades throughout the study limits."

- We recommend that the two Durham Road intersections the DVRPC proposes have major improvements on page 5-25, be evaluated for roundabout retrofit (with certified roundabout software) to determine whether this would be a safer and more efficient treatment for these intersections. Roundabouts would provide more capacity, better Line-of-Site, and be more pedestrian and village friendly and result in better traffic flow and less road rage. The two intersections we are referring to are Durham Road and Wrightstown/Worthington Mill Road intersection and Durham Road, Second Street Pike, and Park Avenue.

CHAPTER 7: RECOMMENDATIONS & IMPLEMENTATION SCHEDULE

- Remove the language on page 7-3 of the BCRTS that suggests that the conditions of the Newtown Bypass have improved since the July 2007 installation of the TSEI project to make the lights traffic responsive. On page 7-3 it states, "The municipalities and operating agencies should advertise success. Where regional improvements have been implemented, traffic benefits should be announced. Quicker, more efficient travel routes and supporting traffic data should be shared

94/377

75/189
11/26

with motorists and residents to optimize vehicle distribution; decrease vehicles miles traveled and fuel consumption; and reduce emissions. Whether through a dedicated website (and/or existing municipal websites), press releases, etc., inform study area motorists that the Newtown Bypass traffic signal timing plans have been updated and will decrease travel time along the corridor."

This language suggests that travel time has been decreased on the Newtown Bypass. **THIS IS NOT THE CASE.** Even with the new traffic signal timing plans, the Bypass continues to experience poor operational performance of the eleven (11) traffic signals between Durham Road and I-95. According to many residents, the Bypass is functioning even worse than before the TSEI project went in, and many are resorting to using Lindenhurst and Stoopville Roads to get to their destinations within a reasonable time.

We must not allow anyone to "pull the wool" over residents' eyes. Now is our opportunity to hold all parties accountable to achieve TRUE improvements in traffic flow on the Bypass. We must ensure there is a cessation of the lip service/ touting of false accomplishments regarding the Newtown Bypass, that has plagued our region since 1988.

It is mind boggling as to why these lights are still not timed effectively after almost twenty (20) years since the problem was identified in the DVRPC's 1988 Newtown Township Traffic Study as the regions #1 priority AND fully funded at the time.

It is not enough that the signal coordination project has been implemented. We need it to be evaluated/ debugged/ altered and maintained in a manner that delivers optimal performance over the long haul. **Only after optimal performance of the Newtown Bypass has been obtained over the long haul, and travelers have been given time to break the habit of using Lindenhurst and Stoopville Roads as a cut-through en route to I-95, should we proclaim success.**

Failure to get the Bypass operating optimally feeds into the apparent desire to construct the Northern Bypass.

FIGURES

- See Figure 2-11, titled "Traffic and Roadway Concerns", on page 2-20. (Attachment IV)

Our issue with this Figure is that there exists the possibility that it was strongly influenced by Task Force members' input during the municipal meetings the DVRPC held. The majority of Regional Traffic Planning Task Force (RTPF) members at the time the municipal meetings took place, had an apparent history of supporting implementation of the **Northern Bypass**, whether it be through their actions or inaction. And so, we believe, the information in this Figure is "loaded" to support the DVRPC's apparent desire for the **Northern Bypass**.

Some statements from the BCRTS that support our concern can be found on page 2-12:

95/377

76/189
12/24

FIGURES (CONT.)

"During the summer of 2005, [DVRPC] staff met individually with each municipality. DVRPC requested the meetings, but the invitations were extended by the municipal managers. Typically the meetings were attended by elected representatives from the participating municipality, including, but not limited to the RTPTF members... Materials assembled from the earliest background planning activities were taken to the meetings to spur conversation about: Locations of deficiencies or concerns related to traffic congestion, traffic volumes, and roadway alignment and safety (present or anticipated, and anywhere in or near the study area- i.e., not just the Key Roads and not just within their municipality)..."

- See Figure 2-10, titled "Truck Traffic Pattern Concerns", on page 2-19. (Attachment V)

Our issue with this Figure is that it's misleading and the information in it can be used to facilitate the DVRPC's apparent desire to justify the **Northern Bypass**.

Given that this Figure is about "Truck Traffic Pattern Concerns", shouldn't it show concern for cut-through truck traffic on Lindenhurst and Stoopville Roads? FOR YEARS, such concern has been well-documented by Lower Makefield Township, Newtown Township, Pennsbury School District, Council Rock School District, Grey Nun Academy, the Regional Citizens Committee (sub-committee of the DVRPC), Homeowners Associations, residents and Residents for Regional Traffic Solutions, Inc.

Lower Makefield Township sought the turnback of Lindenhurst Road so it could more expeditiously calm the dangerous mix of traffic. Lower Makefield and Newtown Townships are actively and aggressively pursuing traffic calming to improve the safety of Lindenhurst and Stoopville Roads, both heavily residentially-developed roads where the dangerous mix of traffic travels at UNACCEPTABLY high speeds. The modes of pedestrian and bicycling are virtually none existent on these roads (even with the township- provided bike path along Lindenhurst) due to the close proximity of speeding trucks.

- See Figure 2-12, titled "Improvements and Quality-of-Life Areas of Concern", on page 2-23. (Attachment VI) Why doesn't this Figure accurately depict the Quality- of- Life Concerns that have been well-documented on Lindenhurst and Stoopville Roads FOR YEARS?

Surely Traffic Safety, Speed of Traffic, Truck Volumes AND Quality of Life should be shown for Lindenhurst and Stoopville Roads. RRTS's written comment alone, submitted at the first public open house, covered every one of these issues.

Refer to Attachment VII, the DVRPC document titled Illustrated Results: Comments received at the BCRTS Public Open House #1 (held January 17, 2007). Figure 1 (titled "Illustration of Broad Challenges, Concerns, Areas & Goals") and Figure 2 (titled "Illustration of Specific Improvements & Ideas") of this document also show that every one of these concerns were expressed by citizens at the January open house. It is alarming that the DVRPC left most of these concerns out in Figure 3 (titled "Most Important Improvements & Quality of Life Issues") of this document. Why were these concerns omitted? Aren't all of these concerns of EQUAL importance?

96/377

77/189

12/26

FIGURES (CONT.)

We ask the DVRPC to remove this statement from page 2-21 of the BCRTS:
"Of particular interest were comments received at the January open house meeting which sought to gain attendees' insight into: the broad challenges facing the study area, their specific improvement ideas, and their impressions of the most important improvements and quality of life issues in the region."

The DVRPC clearly shows its bias when it states "Of particular interest", when referring to the public comments received at the first open house WHICH WAS NOT HELD AT A NEUTRAL LOCATION. This open house was held at the Bucks County Community College on Swamp Road. Both the community college and the Swamp Road Residents Group are stakeholders of the BCRTS. When first announced at a RTPTF meeting, RRTS publicly protested this suggested non-neutral location, only to be overruled by the RTPTF.

It is important to note the calculated statement on page 2-22 of the BCRTS:
"It is worth noting that, as was the case in the municipal meetings, the public was never guided to limit their observations or suggestions to any particular transportation mode or specific set of facilities (e.g., the Key Roadway network)." Couple this with the Public Comment Form (Attachment IV, page 6) that the DVRPC had available in the back of the room at the first January open house - HELD AT A NON-NEUTRAL LOCATION- and you'll understand why residents believe the BCRTS is not an accurate and objective study and report.

Why weren't the comments received at the second April open house meeting of "particular interest" to the DVRPC? This open house, held in a public school in Lower Makefield that was quite some distance from Lindenhurst Road, was attended by a large number of residents who submitted written comment on the safety crisis on Lindenhurst and Stoopville Roads.

OTHER


- On page 53 the DVRPC makes this statement about Worthington Mill Road: "...trucks do not create a situation where trucks travel at speeds much higher or lower than the rest of traffic." The same is stated for Lindenhurst Road on page 54. On page 55 the DVRPC makes this Statement about Stoopville Road: "...traffic speeds of large trucks are somewhat lower than passenger vehicles, however, large trucks do not create a situation where they negatively impact the flow of traffic or create an undue hazard." **What is the significance of these observations? It seems to residents that the DVRPC is skirting around the fact that it is inherently dangerous to have high volumes of industrial trucks traveling on roads with adjacent heavy residential land use, REGARDLESS of the relationship between the speed of the trucks and other vehicles.**
- Although the study corridors may not meet the PennDOT warrants for the restriction of truck traffic, the study should analyze a way finding or signing plan that encourages regional truck traffic to use the arterial system rather than collector roads such as Lindenhurst and Stoopville Road.

97/377

78/189
~~11/26~~

Thank you for the opportunity to submit public comment on the BCRTS. We look forward to having our concerns and recommendations for changes being given serious consideration.

Very truly yours,


Sue Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
State Representative David Steil
State Representative Scott Petri
Non-Chair Members of the Regional Traffic Planning Task Force

98/377

79/189

15/26

Oct-2, 7pm

Ex. 23

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

TO: Upper Makefield Township Planning Commission Members

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RTS)

September 26, 2007

RE: HOUSING DEVELOPMENTS ASSOCIATED WITH THE VETERANS CEMETERY DEAL;
Request to limit speed on Stoopville RD where substandard distance exists between access points.

Dear Upper Makefield Township Planning Commission Members,

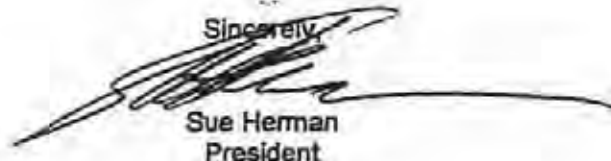
Thank you for the opportunity to speak this evening, during the first public comment period. As president of Residents for Regional Traffic Solutions, Inc. (RTS), an organization with many current and future citizens that live on Stoopville Road, I respectfully request that you review this letter this evening when reviewing any agenda items associated with the Veterans Cemetery Deal.

RTS requests that a condition be added to any approvals granted. That condition would be that any road access permit applications to PennDot must include with the application a request for the speed limit reduction of Stoopville Road in the vicinity of the access points, if any substandard distance between access points exist. This would include access distances between parcels in Newtown Township and Upper Makefield Township.

It is imperative that the speed be reduced when access points are located close together. It is a matter of **SAFETY**.

Thank you, in advance, for your consideration of this matter later this evening.

Sincerely,



Sue Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy

99/377

Page 1 of 2

80/189

Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 State Representative David Steil (Co-chair, Regional Traffic Planning Task Force)
 State Representative Scott Petri (Co-chair, Regional Traffic Planning Task Force Task Force)
 Non-Chair Members of the Regional Traffic Planning Task Force
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Rina Cutler, District Executive, PennDOT District 6
 DVRPC Board; c/o Joanne Denworth, chair
 Barry Seymour, Executive Director/DVRPC
 Don Shanis, Deputy Executive Director/DVRPC
 Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
 Regional Citizens Committee; c/o Warren Strumpf, chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Jay Sensibaugh
 Dennis Fisher
 Nancy Crescenzo
 Mike Gallagher
 Rob Ciervo
 Council Rock School Board President and Council Rock School Superintendent
 Pennsbury School Board President and Pennsbury School Superintendent
 Lower Makefield Township Citizens Traffic Commission
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance and Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox News
 Concerned Residents of Newtown, c/o Jen Dix
 R.R.T.S. Membership (mass e-mail)

Ex. 24

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President, Residents for Regional Traffic Solutions, Inc. (RRTS)

October 11, 2007

RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force
meeting minutes are not accurate

Dear State Representatives Steil and Petri,

Residents are outraged that the approved minutes for the 5/30/07 meeting of the Regional Traffic Planning Task Force (RTPTF) do not accurately reflect that Sue Herman, President of RRTS, read a 5/30/07 letter from RRTS RE: **Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting** into the public record. Ms. Herman specifically requested that this letter (Attachment I) become part of the public record and after reading it, handed it to Bob West who was presiding over the meeting. She asked him to ensure that the secretary (Vicki Haug), who left the meeting early, was given the letter. Ms. Herman then sent a 5/31/07 letter to Ms. Haug via Certified Mail with a Return Receipt that explained what had transpired in her absence at the 5/30/07 RTPTF meeting (Attachment II).

At the beginning of the 7/31/07 RTPTF meeting, a discussion took place regarding approval of the **draft 5/30/07 meeting minutes**. RTPTF member Ron Smith specifically requested that it be added to the minutes that Sue Herman read a 5/30/07 letter from RRTS addressed to the RTPTF and Mr. Coyne, regarding the need for traffic calming on Lindenhurst and Stoopville Roads. There was no dissent to Mr. Smith's request, and the minutes were approved by the RTPTF.

It was alarming to read the **approved 5/30/07 RTPTF meeting minutes** and find that they DO NOT ACCURATELY REFLECT that Ms. Herman read the 5/30/07 letter into the public record. **Residents are questioning whether this letter is being intentionally left out of the minutes, whether this is a deliberate attempt to keep others uninformed about the terrorizing daily traffic conditions on Stoopville and Lindenhurst Roads.**

Your constituents demand that you correct the 5/30/07 RTPTF meeting minutes at the next meeting of the RTPTF (scheduled for 10/29/07). It is your duty.

Very truly yours,


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Carmine Fiscina, Safety Engineer, Federal Highway Administration

Page 1 of 6 101/377

82/189

Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

Senator Arlen Specter

Senator Robert Casey, Jr.

U.S. Congressman Patrick Murphy

Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering

Rina Cutler, District Executive, PennDOT District 6

DVRPC Board; c/o Jerald Cureton, chair

Barry Seymour, Executive Director/DVRPC

Don Shanis, Deputy Executive Director/DVRPC

Jerry Coyne, DVRPC

Regional Transportation Committee; c/o Matthew Lawson, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

James Cawley, Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/

Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp,

Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Lower Makefield Township Citizens Traffic Commission

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance and Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown, c/o Jen Dix

R.R.T.S. Membership (mass e-mail)

Matt Maloney

Deb Wachspress

Bob Ciervo

Mike Gallagher

Nancy Crescenzo

Dennis Fisher

Jay Sensibaugh

Page 2 of 6

102/377

83/189

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTsbuckspa5@aol.com**TO: Barry Seymour;** Executive Director, Delaware Valley Regional Planning Commission (DVRPC)**FROM: Sue Herman;** President, Residents for Regional Traffic Solutions, Inc. (RRTS)
B.S. in Industrial Engineering (Penn State University)

December 10, 2007

RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report

Dear Mr. Seymour,

On behalf of the more than 9,000 residents our citizens watchdog group represents, RRTS implores you to ensure that the DVRPC immediately publishes an addendum to its October 2007 Bucks County Regional Traffic Study Final Report (BCRTS) that includes:

1)...all ORIGINAL written materials from municipalities dated through 10/29/07 relative to the Draft Report of 6/07 and to the Final Report of 10/07. This addendum should be distributed in DVD form and in paper form to all recipients who got the original report in these forms. In addition, the addendum should be posted to the BucksCountyRegionalTrafficStudy.org website. As per my public comment at the 12/6/07 DVRPC Board meeting, **it is not enough that DVRPC post the written materials received from municipalities to only the website** - as you suggested in your response to Warren Strumpfer (Chair of the Regional Citizens Committee/ RCC) when he presented the RCC's resolution asking for an addendum to the BCRTS (Exhibit I, pg. 2). The website is temporary and few will refer to it. In years to come, many will refer to the BCRTS DVD's and BCRTS paper reports distributed by the DVRPC. It is essential that all existing DVD's and paper reports be REPLACED by an amended report that includes the addendum and clearly and overtly explains what the amended report and addendum are all about. All amended DVD's and paper reports should be clearly and overtly labeled so that it is apparent that DVRPC is the author of the BCRTS.

2) ... a disclosure notation that the participating municipalities have not accepted the contents of the report as their preferred solutions and that at the 10/29/07 meeting of the Regional Traffic Planning Task Force (RTPTF), the municipalities could not agree upon how to accept the document - in fact, **the municipalities DID NOT accept the document in its current condition**. Also, include a disclosure notation that at the 10/29/07 meeting of the RTPTF, there were two (2) formal motions that failed. The subject of controversy was whether the content of the 10/07 Bucks County Regional Traffic Study Final Report was acceptable as a "Final Report". **The RTPTF members who were present from Yardley Borough, Newtown Borough, Newtown Township and Lower Makefield Township voted against receiving this report as a "Final Report".***

*RTPTF members present at the 10/29/07 meeting: RTPTF Co-Chairs: State Rep. Dave Steil/ State Rep. Scott Petri
RTPTF members: Joe Hunter (Yardley Borough), Mark Craig (Newtown Borough), Anne Goren/ Jerry Schenkman (Newtown Twp.), Ron Smith/ Greg Caiola (Lower Makefield Twp.), Pete Palestina/ Vince Deon (Northampton Twp.), Bob West/ Dan Rattigan (Upper Makefield Twp.), Jane Magne (Wrightstown Twp.)
RTPTF members absent at the 10/29/07 meeting: Chris Harding (Yardley Borough)

103/377

84/189

12/1/07

WHY IS IT IMPORTANT TO PUBLISH THIS ADDENDUM?

At the 10/16/07 RCC meeting, you and Don Shanis made a special presentation to the full RCC that was titled "A Discussion of Regional Priorities". In your presentation you stated that, "the DVRPC fiercely protects its reputation as an honest broker". ***In our opinion, the DVRPC's "reputation as an honest broker" is at stake unless a timely, accurate and thorough addendum to the October 2007 Bucks County Regional Traffic Study Final Report is published as outlined on page #1 of this letter.***

With the October 2007 Bucks County Regional Traffic Study Final Report that exists today:

- ...the concerns of the citizenry and municipalities have been ignored.

There is no Appendix that includes the ORIGINAL written materials from the municipalities relative to the 6/07 Draft and the 10/07 Final Report.* The written materials submitted by municipalities were approved by the respective Board of Supervisors/ Councils and represent the sentiments of the citizenry who were actively involved, at every level, during the three (3) years the RTPTF met. Citizens demand that these written materials be included in this report and that they be **unedited**.

The municipalities were given no time to discuss their serious concerns with the DVRPC or with each other, address disputes, make changes to the Draft BCRTS and review a subsequent revised Draft Report. This is unconscionable and makes a farce of the democratic process.

- ...it appears that \$400,000 (four hundred thousand dollars) of taxpayer's money was squandered on a study where the outcome is what was wanted in the first place.

For their money, citizens expected far more than the "smoke and mirrors" language used in the DVRPC's 10/23/07 cover letter **RE: Bucks County Regional Traffic Study Final Report (October 2007)** that accompanied the BCRTS Final Report delivered to RTPTF members only five days before it was to be voted upon. In the Final Report, the DVRPC ignored the majority of serious concerns expressed by municipalities, yet the propaganda in the cover letter leads the average reader to believe otherwise (see Exhibit V).

On all fronts, there was intense written opposition to the proposed location of the roundabout at Stoopville and Washington Crossing Roads - which is strategically positioned to give the exact alignment required for a "Northern Bypass", as per the DVRPC's very own 1988 Newtown Township Traffic Study. Despite this opposition, the DVRPC kept the roundabout location the same in the Final Report while glibly stating in the cover letter that, "Some of the longer term geometric improvements are creative and represent different approaches to well known problem areas and will require more time to refine. These improvement ideas have been controversial and may require additional community involvement and/ or alternatives analyses." Citizens and municipalities deserve better.

*Exhibits II - IV are examples of written materials dated through 10/29/07 that municipalities sent to Jerry Coyne, DVRPC Project Manager for the BCRTS.

- Exhibit II is a 9/19/07 6-page letter from Lower Makefield Township to Jerry Coyne Re: Bucks County Regional Traffic Study-June 2007 Draft
- Exhibit III is a 10/26/07 1-page email from Yardley Borough to Jerry Coyne Re: Bucks County Regional Traffic Study
- Exhibit IV is a 9/18/07 1-page letter from Paul Beckert Jr. (Newtown Twp. Solicitor) and a 10/29/07 48-page letter from Newtown Township to Jerry Coyne Re: Bucks County Regional Traffic Study

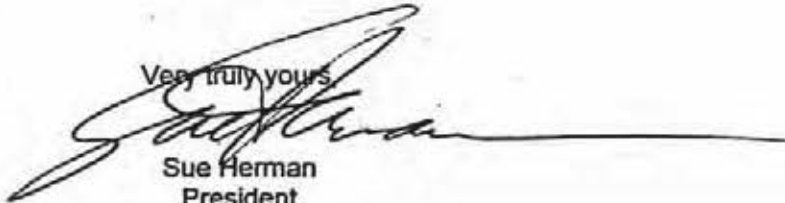
104/377

85/189
10/2/05

- ...it is both misleading and unacceptable that it is titled a Final Report. This increases the possibility that in the future it will be misrepresented as a report that was approved by the seven (7) participating municipalities and supported in concept by all. In future years the recommendations in this report are sure to take on a life of their own. Is this what the DVRPC is banking on? Is it worth risking its reputation as an "honest broker"?
- ...the DVRPC has failed to achieve its goal as stated in the current Draft Public Participation Plan, a Strategy for Citizen Involvement (currently under review for public comment) where it clearly states the DVRPC's "philosophy and intent to place public participation at the forefront of the Commission's priorities."

In closing, we would like to say that a reputation as an "honest broker" must be backed by actions, not just by words. We hope you will ensure that the DVRPC immediately publishes an amended report and addendum as per points 1 and 2 on page #1 of this letter, in their entirety. Residents and elected officials **want** to believe that our Metropolitan Planning Organization is an "honest broker".

We are watching and hoping.

Very truly yours,

 Sue Herman
 President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 Dan Fraley, Bucks County Director of Veterans Affairs
 Carmine Fiscina, Safety Engineer, Federal Highway Administration
 Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, Acting District Executive, PennDOT District 6
 DVRPC Board; c/o Jerald Cureton, chair
 Don Shanis, Deputy Executive Director/DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o Matthew Lawson, chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Diane Marseglia

105/377

86/189

8/3/65

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/
Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp,
Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

• Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President

Council Rock School Superintendent

Pennsbury School Board President

Pennsbury School Superintendent

Lower Makefield Township Citizens Traffic Commission

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance and Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

106/377

87/189

Pg 4/65

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTSbucks5@aol.com**TO:** Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission (DVRPC)**FROM:** Sue Herman; President, Residents for Regional Traffic Solutions, Inc. (RRTS)
B.S. in Industrial Engineering (Penn State University)

February 11, 2008

RE: 10/07 Bucks County Regional Traffic Study Final Report (BCRTS)

Reiterate the need for a replacement CD-ROM that:

- 1)...includes the 1/08 Addendum to Final Report
- 2)...is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force

Dear Mr. Seymour,

On behalf of the more than 9,000 residents our citizens watchdog group represents, we thank the DVRPC for distributing the 1/08 Addendum to Final Report to those who received a hard copy of the Bucks County Regional Traffic Study Final Report dated October 2007 (BCRTS). We also thank the DVRPC for making an electronic version of the 1/08 Addendum to Final Report available via link from the project website's (www.BucksCountyRegionalTrafficStudy.org) Home page.*

RRTS is a Regional Stakeholder of the BCRTS, as noted several times in Appendix B of the BCRTS which also states that there are a total of 13 Regional Stakeholders and 29 Municipal Stakeholders of the BCRTS. As a stakeholder, we greatly appreciated receiving the original BCRTS in CD-ROM format, as noted in Don Shanis's 10/30/07 letter to Susan Herman
RE: Bucks County Regional Traffic Study (October 2007) which is attached as Exhibit II.

As per my public comment at the 12/6/07 DVRPC Board meeting and RRTS's 12/10/07 letter to you **RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report**, we believe, as stakeholders, that it is imperative for those who received a CD-ROM format of the original BCRTS to receive a replacement CD-ROM that includes the 1/08 Addendum to the Final Report and is PROPERLY LABELED so that it is clear that the DVRPC performed the Study for the Regional Traffic Planning Task Force. As you are aware, the DVRPC name was inadvertently omitted from the CD-ROM label.

With the current CD-ROM label, the reader can easily misconstrue the BCRTS as an accepted study, when this is not the case. As you know, at the 10/29/07 meeting of the Regional Traffic Planning Task Force, the seven (7) participating municipalities could not agree upon how to accept the document, and the municipalities DID NOT accept the document in its current condition. There were two formal motions that failed. The subject of controversy was whether the content and recommendations of the 10/07 Bucks County Regional Traffic Study Final Report was acceptable as a "Final Report". (See Exhibit III, 1/14/08 letter from Lower Makefield Township to Jerry Coyne **Re: Bucks County Regional Traffic Study Final Report, October 2007; Request for Addendum.**)

*As per Don Shanis's 10/23/07 letter **RE: Bucks County Regional Traffic Study Final Report (October 2007)** to Ronald Smith, "The domain name www.BucksCountyRegionalTrafficStudy.org, and project website have been secured until October 25, 2008." This letter is attached as Exhibit I.


Page 1 of 10 107/377

88/189

Other stakeholders share our views. We have included the Regional Stakeholders noted on the DVRPC's 10/27/06 handout titled Stakeholders Accepted (Exhibit IV) in the copy list of this letter.

We are formally requesting that the DVRPC distribute a replacement CD-ROM that a.) includes the 1/08 Addendum to Final Report and b.) is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force, to those who received the CD-ROM format of the original Bucks County Regional Traffic Study (dated: October 2007). We respectfully ask for a written response to our request and would appreciate receiving it by February 28, 2008.

Very truly yours,



Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso, District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o Matthew Lawson, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Diane Marseglia, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Linksz, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickert, Mark Shablin
Southeastern Bucks League of Municipalities; c/o Steve Santasiero, chair
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President, Richard Abramson

Council Rock School Superintendent, Mark Klein
Pennsbury School Board President, Greg Lucidi
Pennsbury School CEO, Paul Long
Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance
Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox New
Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

Page 3810 109/377

90/189

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTSbucks5@aol.com

TO: **Barry Seymour;** Executive Director, Delaware Valley Regional Planning Commission (DVRPC)
Don Shanis; Deputy Executive Director, DVRPC
Jerry Coyne; DVRPC Project Manager for the Bucks County Regional Traffic Study

FROM: **Sue Herman;** President, Residents for Regional Traffic Solutions, Inc. (RRTS)
 B.S. in Industrial Engineering (Penn State University)

March 18, 2008

SUBJECT: **Mr. Seymour's 3/5/08 letter to RRTS**
Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum

Dear Mr. Seymour, Dr. Shanis and Mr. Coyne,

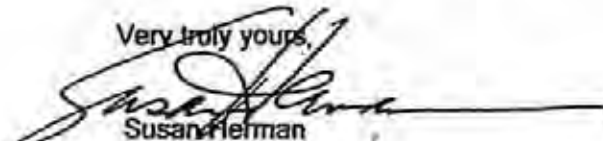
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RRTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

We believe this action is contrary to the DVRPC's claim in its 2008 Weekly Planner titled The Power of Planning, where it states that "DVRPC's public outreach effort promotes two-way communication between stakeholders and the Commission, and enhances public awareness of regional issues." The DVRPC's refusal to issue the replacement CD-ROM that Stakeholders are entitled to is, in our opinion, a failure to live up to the vital communication that the DVRPC is obligated to provide.

We believe that citizens "went the distance" in communicating with the DVRPC regarding the BCRTS, as is evident in the attached RRTS timeline titled Timeline #1, October 2006 - March 2008, Showing DVRPC's Refusal To Publish A Replacement CD-ROM for the Bucks County Regional Traffic Study Final Report dated 10/07 (Exhibit A).

We are extremely disappointed and hope that you will reconsider your position on issuing a replacement CD-ROM to Stakeholders that includes the January 2008 Addendum to Final Report and is properly labeled.

Very truly yours,


 Susan Herman
 President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 *Dan Fraley, Bucks County Director of Veterans Affairs
 *Carmine Fiscina, Safety Engineer, Federal Highway Administration

110/377

9/1/89

1154

- Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 * U.S. Congressman Patrick Murphy
 * Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 * State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, District Executive, PennDOT District 6
 * DVRPC Board; c/o Jerald Cureton, chair

- Regional Transportation Committee; c/o Matthew Lawson, chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 * State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
 * State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
 * James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Diane Marseglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

***Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair**

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President, Richard Abramson

Council Rock School Superintendent, Mark Klein

Pennsbury School Board President, Greg Lucidi

Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

Received the full 54-page document.

111/377

11 others received the cover letter, Exhibit A and
 Attachments A, C & D only.

92/189

~~2/54~~

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbucks5@aol.com

Greg Caiola, Chairman
 Lower Makefield Township Board of Supervisors
 1100 Edgewood Road
 Yardley, PA 19067

Ron Smith
 Lower Makefield Township Supervisor
 1100 Edgewood Road
 Yardley, PA 19067

March 26, 2008

RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting;
Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the
inaccurate statement in Comment #4

Dear Mr Caiola and Mr. Smith,

We have reviewed the Draft Minutes for the 10/29/07 Meeting of the RTPTF. Please note that Comment #4 in the draft minutes is **inaccurate**. It states,

"4. Approval of Minutes from May 31, 2007

There was a clarification made that Mrs. Herman read from a letter after the minutes were approved, not before. All present in favor. Motion carried. Mr.— and Mr. Hunter abstained."

For an accurate history of Mrs. Herman's reading of the referenced letter, see Exhibit I titled Timeline #2: History Of Sue Herman's Reading of RRTS's 5/30/07 Letter (Addressed To The RTPTF And Jerry Coyne) "RE: Reiterate Necessity for Traffic Calming on Lindenhurst/Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting" Into The Public Record at the 5/30/07 RTPTF Meeting, and RRTS's Struggle To Get This Accurately Reflected In The RTPTF Minutes.

We know that as Lower Makefield Township's representatives on the RTPTF, you have worked hard to have the minutes accurately reflect that this letter was read into the public record at the 5/30/07 RTPTF meeting. Residents are asking why certain other forces on the RTPTF are working so hard to have the reading of this letter "swept under the rug".

Is it because RRTS's 5/30/07 letter so accurately depicts the volatile conditions that exist on Lindenhurst and Stoopville Roads and the need for traffic calming?

Is it because the letter states that the RTPTF and Delaware Valley Regional Planning Commission are aware of the volatile

112/377

93/189
 (1/40)

conditions on Lindenhurst and Stoopville Roads and the need to restore traffic to sanity, so that it is safe for travel by vehicles, pedestrians and bicyclists?

(Lindenhurst and Stoopville Roads are part of a 9.7 mile circuitous residential route that literally bypasses the Newtown Bypass. This residential route has well in excess of 9,000 residents living along it and more than 155 access points, most residential driveways. According to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system.")

Is it because politicians and agencies are preparing, behind the scenes, to ram a roundabout through at the intersection of Stoopville and Washington Crossing Roads, using the Veterans Cemetery as an excuse - despite strong documented opposition from municipalities and residents?

Is it because, behind the scenes, there is continued pressure by certain politicians/ agencies to construct the Northern Bypass along Stoopville and Lindenhurst Roads - behind residents' backs?

The recent horrific accident in Lower Makefield - involving a car, loaded dump truck, and oil tanker (see Exhibit II; Bucks County Courier Times article titled 4 walk away from fiery tanker accident) - underscores why it is essential that effective traffic calming measures be implemented on Swamp, Stoopville and Lindenhurst Roads - where there is an inordinately high volume of truck traffic due to the four (4) Wrightstown quarries and heavy residential development adjacent to the roads.

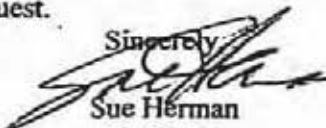
RESIDENTS OPPOSE ANY ROUNDABOUT TREATMENT AT THE INTERSECTION OF STOOPVILLE AND WASHINGTON CROSSING ROADS, AS A ROUNDABOUT WILL LEAD TO HIGHER VOLUMES OF TRAFFIC TRAVELING AT EVEN GREATER SPEEDS ALONG STOOPVILLE AND LINDENHURST ROADS.

We respectfully request of you, that at the March 31, 2008 RTPTF meeting you ask the RTPTF NOT TO APPROVE the inaccurate statement in #4 of the Draft Minutes for the 10/29/07 RTPTF Meeting.

We are grateful that as a result of your efforts and citizens' efforts, the Revised Final Minutes for the 5/30/07 RTPTF Meeting and the Final Minutes for the 7/31/07 RTPTF Meeting accurately reflect the reading of RRTS's letter into the public record at the 5/30/07 RTPTF meeting.

Thank you for consideration of our request.

Sincerely,


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs

113/377

94/189

2/40

Carminc Fiscina, Safety Engineer, Federal Highway Administration

Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

Senator Arlen Specter

Senator Robert Casey, Jr.

U.S. Congressman Patrick Murphy

Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering

Les Tonso, District Executive, PennDOT District 6

DVRPC Board; c/o Jerald Cureton, chair

Don Shanis, Deputy Executive Director/ DVRPC

Jerry Coyne, DVRPC

Regional Transportation Committee; c/o Matthew Lawson, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

State Representative David Steil, Regional Traffic Planning Task Force Co-Chair

State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair

James Cawley, Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Diane Marseglia, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegem, James J. Links, Paul B. Long,

Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

Southeastern Bucks League of Municipalities; c/o Steve Santarsiero, chair

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President, Richard Abramson

Council Rock School Superintendent, Mark Klein

Pennsbury School Board President, Greg Lucidi

Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission; c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

114/377

95/189

3/40

012. This is an abbreviated document that only includes RRTS's
3/26/08 cover letter & Exhibits I, II, III, IV (partial), VIII, IX, X & XI.

Ex. 29

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
Assemblymen: 31st and 178th Districts, respectively
CHAIRMEN, Regional Traffic Planning Task Force (RTPTF)

Non-Chair members of the Regional Traffic Planning Task Force*

Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission(DVRPC)

Doni Shanis; Deputy Executive Director, DVRPC

Jerry Coyne; DVRPC Project Manager for the Bucks County Regional Traffic Study

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

March 26, 2008

RE: 1) Bucks County Regional Traffic Study Report dated 10/07
2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07

Dear Representative Steil, Representative Petri, Mr. Seymour, Dr. Shanis, Mr. Coyne and
Non-Chair Members of the RTPTF,

On behalf of the more than 9,000 residents that our regional citizens watchdog group represents,
and as a Stakeholder of the Bucks County Regional Traffic Study, RRTS respectfully requests
that the RTPTF include this document - **unedited** - as part of the Bucks County Regional Traffic
Study Report.

Following are RRTS's comments/concerns regarding the Bucks County Regional Traffic Study
Report dated 10/07 (BCRTS) and the January 2008 Addendum to the Bucks County Regional
Traffic Study Report dated 10/07 (Addendum).

***Regional Traffic Planning Task Force:** Chairmen : State Rep. David Steil, State Rep. Scott Petri Members
effective 1/08: Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp,
Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry
Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield
Twp.

115/377

96/189
1154

RRTS opposes the BCRTS and Addendum because the DVRPC still recommends:

- ...straightening the curve at the southern end of Lindenhurst Road.

(The DVRPC provided no safety reasons for straightening this curve. Straightening the curve will facilitate connecting Lindenhurst Road with I-95, possibly by running the road across the Wright Farm - regardless of the protections that have been set up for preserving the farm. This will lead to a Northern Bypass via Lindenhurst and Stoopville Roads or to a Northern Bypass via an extended Upper Silver Lake Road to Stoopville Road, a scenario that the DVRPC studied in its 1988 Newtown Township Traffic Study. See Exhibit I.)

- ...positioning the roundabout at Stoopville and Washington Crossing Roads in the strategic and peculiar location shown in Figure 5-3 of the June 2007 Draft Report of the Bucks County Regional Traffic Study and in Figure 5-3 of the BCRTS *despite* strong opposition from municipalities and citizens (Exhibit II). In addition, on page #19 of the DVRPC's December 2007 publication titled Regional Roundabout Analysis, Phase I (Exhibit III) it states,

"Figure 4: Bucks County Prioritized Location #1
Intersection of PA 532 (Washington Crossing Road) and Stoopville Road"

The positioning of this roundabout gives an alignment that makes Stoopville Road (currently a collector road) function more like a main artery and Washington Crossing Road (currently an arterial highway, PA Traffic Route 532) function more like a minor road. It paves the way for a Northern Bypass along Lindenhurst and Stoopville Roads.

Lower Makefield Township's (LMT's) 9/19/07 Letter to Jerry Coyne Re: Bucks County Regional Traffic Study - June 2007 Draft and LMT's 3/18/08 Letter to Jerry Coyne RE: Bucks County Regional Traffic Study - October 2007 Report and January 2008 Addendum state this about the roundabout in Figure 5-3, "At the intersection of Stoopville Road and Washington Crossing Road, the existing geometry provides for the major 'through' movement to occur on Washington Crossing Road, which is classified as an arterial road, with Stoopville Road, classified as a collector road, joining Washington Crossing Road as the minor approach. With the roundabout layout shown in Figure 5-3 of the BCRTS, the major 'through' movement is shifted to Stoopville Road west of the intersection... Lower Makefield Township recommends that several alternatives, including a signalized intersection, for this intersection be evaluated to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area. Lower Makefield Township does not favor the alignment shown in Figure 5-3."

Newtown and Lower Makefield Townships are already in the process of embracing a signalized intersection at Stoopville Road and Washington Crossing Roads requiring little - if any - realignment of the roads, as indicated in the 11/07 Gilmore & Associates Traffic Calming Plan for Stoopville Road attached to the 12/21/07 Letter from Newtown Township's traffic engineer to Joseph Czajkowski, Newtown Township's Manager, RE: Stoopville Road - Traffic Calming and Rehabilitation; Newtown Township, Bucks County (Exhibit IV) and correspondence from LMT's traffic engineer to the LMT Board of Supervisors and LMT Citizens Traffic Commission dated 2/29/08 and 3/10/08 (Exhibit V).

In addition, the 2009 Transportation Program Project Abstract for the Stoopville Road Rehabilitation Project (Exhibit VI) no longer states that there should be a realignment of the intersection of Stoopville and Washington Crossing Roads. RRTS vehemently protested the

116/377

97/189

2/34

realignment of this intersection that was called for during **previous** TIP cycles in the Project Abstract for the Stoopville Road Rehabilitation Project because, as per the DVRPC's 1988 Newtown Township Traffic Study, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection. A cooperative effort between Newtown Township and Lower Makefield Township is necessary for the intersection to be upgraded."

With the exception of the TIP cycle that we are currently in, RRTS has provided both oral and written testimony **against** the Stoopville Road Rehabilitation Transportation Improvement Project at the State Transportation Commission, Bucks County Planning Commission and DVRPC public hearings during all TIP cycles since April 1999. In addition, Lower Makefield Township **strongly opposed** the Stoopville Road Rehabilitation Project during previous TIP cycles (See Exhibit VII).

Also, it is disturbing to citizens that the DVRPC removed the incorrect reference to the intersection of Stoopville Road and Worthington Mill/ Wrightstown Road in the BCRTS, only to replace it with the following adverse intersections; Stoopville Road and Durham Road, Stoopville Road and Linton Hill Road/ Creamery Road, and Stoopville Road and Washington Crossing Road, that appeared - **for the first time** - in the October 2007 report. This disingenuous action confirms residents' belief that there is strong pressure behind the scenes to construct the Northern Bypass behind residents' backs.

In addition, RRTS opposes the BCRTS and Addendum because:

- ...it fails to recommend traffic calming along the full length of Stoopville Road.

At the 3/29/07 RTPTF meeting, Mr. Roth (DVRPC's engineer consultant from Jacobs Edwards and Kelcey) presented a spreadsheet titled Engineering and Traffic Study Elements, Summary Matrix-Revised 3/12/2007 (Exhibit VIII) which states that the "Prevailing Traffic Speed" on Lindenhurst and Stoopville Roads is 48 miles per hour and 53 miles per hour, respectively.

RRTS believes that as our region's Metropolitan Planning Organization, the DVRPC has an obligation to reduce these unacceptably high speeds on these collector roads - especially in light of the inordinately high volume of truck traffic in our region from the four (4) Wrightstown quarries - in order to make it safe for travel by vehicle, bicyclists and pedestrians.

It is both noteworthy and distressing that RRTS felt compelled to write the 3/26/08 Letter to LMT Supervisors Greg Caiola and Ron Smith (RTPTF members)

RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting; Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the inaccurate statement in Comment #4,

in order to once and for all set the record straight that Sue Herman read the 5/30/07 Letter from RRTS addressed to the RTPTF and Jerry Coyne RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting into the public record at the 5/30/07 RTPTF meeting prior to adjournment. See Exhibit IX.

117/377

98/189

3/34


In addition, RRTS opposes the BCRTS and Addendum because:

- ...It fails to acknowledge Newtown Township's desire to reclassify Swamp Road to a Collector Road, so that appropriate traffic calming measures can be installed to ensure traffic travels in a manner consistent with the adjacent residential land use and ensure safe access for pedestrians and bicyclists. The road is currently misclassified as a Minor Arterial Highway.

In closing, we want to emphasize that RRTS fully endorses - and citizens are grateful for - Lower Makefield Township's RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY REPORT (dated October 2007) and the JANUARY 2008 ADDENDUM TO THE REPORT that resulted from a motion made by LMT supervisor Steve Santarsiero at the 3/19/08 Board of Supervisors meeting. The motion passed. (See Exhibit X.)

We also want to emphasize that RRTS fully endorses the RESOLUTION in Exhibit XI that was proposed by the LMT Citizens Traffic Commission and approved by the LMT Board of Supervisors on 3/19/08, as a result of a motion made by Steve Santarsiero.

Very truly yours,


Susan Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhenny, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso, District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
Regional Transportation Committee; c/o Matthew Lawson, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Diane Marseglia, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force:

118/377

99/189

4/34

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magno/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Linksz, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

Northampton Township Board of Supervisors

Yardley Borough Council

Newtown Borough Council

Council Rock School Board President, Richard Abramson

Council Rock School Superintendent, Mark Klein

Pennsbury School Board President, Greg Lucidi

Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

119/377

100/189

5/34

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

P.O. Box 285
 Newtown, PA 18940
RRTSbucks5@aol.com

Lower Makefield Township Board of Supervisors
 1100 Edgewood Road
 Yardley, PA 19067

April 2, 2008

RE: RRTS Requests Regarding the Bucks County Regional Traffic Study

Dear Mr. Caiola, Mr. Smith, Mr. Stainthorpe, Mr. Maloney, and Mr. Santarsiero,

We thank you for looking out for the welfare of residents in your decisions regarding the Bucks County Regional Traffic Study, a study performed by the DVRPC for the Regional Traffic Planning Task Force (RTPTF) that was co-chaired by State Representatives Dave Steil and Scott Petri.

At the 3/31/08 RTPTF meeting, Representative Steil distributed the three correspondences received from municipalities since the 10/29/07 RTPTF meeting. They included (Exhibit A):

- 1) 3/18/08 Letter from Lower Makefield (LMT) to Jerry Coyne Re: **Bucks County Regional Traffic Study – October 2007 Report and January 2008 Addendum**, which stated,
"The incorrect reference to the intersection of Stoopville Road and Worthington Mill/ Wrightstown Road has been removed. However, please clarify why the following adverse intersections; Stoopville Road and Durham Road, Stoopville Road and Linton Hill Road/ Creamery Road, and Stoopville Road and Washington Crossing Road, were not identified as such until the October 2007 Report."
- 2) 2/20/08 Letter from Newtown Borough to Representative Steil regarding the Bucks County Regional Traffic Study report of October 2007, which stated,
"We applaud the fact that PennDOT has undertaken the Traffic Signal Enhancement Initiative (TSEI) along the Newtown Bypass and recommend that Newtown Borough join in with Newtown Township and Lower Makefield Township in continually monitoring and optimizing the utilization and flow of traffic on the bypass."
- 3) 3/6/08 Letter from Upper Makefield Township (UMT) to Representative Steil RE: **DVRPC Bucks County Regional Traffic Study dated October 2007; Upper Makefield Township Comments**, which stated,
"The Upper Makefield Township Board of Supervisors has reviewed the above referenced report... We consider this report as prepared by DVRPC with assistance from Jacobs Kelcey and Edwards and KMJ Consulting, Inc. to be a very valuable summary of prevailing traffic conditions and problems, ongoing and potential solutions and projects, and therefore recommend that it be

120/377

101/189

1/127

accepted as "final" by the RTPTF now, and we offer no additional comments regarding this document."

This evening, residents respectfully and formally request that the Board of Supervisors memorialize the motion that was passed at the 3/31/08 RTPTF in a letter from the Board addressed to the RTPTF (including Co-Chairs Dave Steil and Scott Petri), Messrs. Seymour, Shanis and Coyne of the DVRPC, and the State Transportation Commission c/o Secretary of Transportation Honorable Allen Biehler.

The motion passed 5 to 2 with Yardley Borough, Newtown Borough, and Newtown, Lower Makefield and Upper Makefield Townships voting "YES" and Wrightstown and Northampton Townships voting "NO".

The motion was that Representative Steil will create and distribute a CD-ROM Comprehensive Report of the Bucks County Regional Traffic Study to each of the participating municipalities and Stakeholders that includes:

- The Bucks County Regional Traffic Study – October 2007 Report
- The January 2008 Addendum to the Bucks County Regional Traffic Study – October 2007 Report
- Comments received from municipalities since the October 29, 2007 meeting, including Northampton Township's comments. Northampton Township was granted an extension until May 15, 2008.
- Minutes of the RTPTF meetings from August 19, 2004 through the March 31, 2008 meeting.
- An inventory to be provided by Representative Steil, prepared by his staff, that will include documents in his possession that will be itemized and scanned – to include any and all letters or documents from Stakeholders or citizens groups who have come before the RTPTF since its first meeting on June 17, 2004, including all documents referenced in the RTPTF meeting minutes.*
- The CD-ROM Comprehensive Report may require 1-2 CD-ROMs.

Representative Steil indicated that his office can only inventory and scan those documents that they have. We hope that all RRTS documents that have been submitted since the RTPTF's inception will be inventoried and scanned, as each was sent to both Representative Steil and Representative Petri (as Co-Chairs of the RTPTF) via Certified Mail Return Receipt.

This evening, residents also respectfully and formally request that the Board of Supervisors include this letter as part of tonight's public record, as well as, the following three letters, which were written recently by RRTS – and read into the public record at the 3/31/08 RTPTF meeting.

1) 3/31/08 Letter from RRTS to the RTPTF / DVRPC (Exhibit B)

RE: Cover letter read into the public record at the 3/31/08 RTPTF meeting, regarding:

- 1) Bucks County Regional Traffic Study Report dated 10/07
- 2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07

(This cover letter was read into the public record in its entirety at the 3/31/08 RTPTF meeting and the complete document including the 3/26/08 letter to RTPTF/ DVRPC was entered into the public record.)

*Note that there were no official meeting minutes taken at the 6/17/04 or 7/29/04 RTPTF meetings.

*See Herman published unofficial notes she took at the 6/17/04 RTPTF meeting.
See Herman and a secretary hired by Newtown Township residents published
unofficial notes taken at the 7/29/04 RTPTF meeting.*

102/189

121/377

2/129

2) 3/26/08 Letter from RRTS to Mr. Caiola/ Mr. Smith (Exhibit C)

RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting;
Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the
inaccurate statement in Comment #4

3) 5/30/07 Letter from RRTS to the RTPTF and Jerry Coyne (Exhibit D)

RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads;
5/30/07 Regional Traffic Planning Task Force Meeting

(This letter was read into the public record in its entirety at the 3/31/08 RTPTF meeting.

It had also been read into the public record in its entirety at the 5/30/07 RTPTF meeting.)

We hope the Board will honor our request to include the aforementioned letters in the public record. It has been most disappointing that the RTPTF has disallowed RRTS's letters from becoming part of the public record – something that has appeared to citizens to be a thwarting of the democratic process.

In closing, we'd like to say that just as PennDOT abandoned the roundabout in Rushland for the Swamp Road Improvement Project due to public outcry, residents fully expect the **concept** of the roundabout at the intersection of Stoopville and Washington Crossing Roads to be abandoned (see Exhibit E). A roundabout at the intersection of Stoopville and Washington Crossing Roads will hugely benefit the truck traffic, as trucks will not have to stop, the way they might for a traffic signal. Quarry truck drivers get paid by the load. The better time they can make using Stoopville and Lindenhurst Roads to bypass the ill-functioning bypass, the more attractive it will be for them to take these residential collector roads.

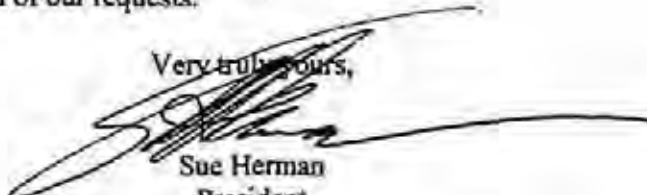
Residents, RRTS and Lower Makefield Township have gone on record opposing any modifications to that intersection beyond installation of a traffic signal.

RRTS fully endorses – and citizens are grateful for – Lower Makefield Township's (LMT's) RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY REPORT (dated October 2007) and the JANUARY 2008 ADDENDUM TO THE REPORT, approved by the LMT Board of Supervisors on 3/19/08, as a result of a motion made by Supervisor Steve Santarsiero.

LMT's Resolution states, "BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report."

Thank you for consideration of our requests.

Very truly yours,



Sue Herman
President

Cc: *V.A Under Secretary for Memorial Affairs, William Tuerk
*Dan Fraley, Bucks County Director of Veterans Affairs
*Carminc Fiscina, Safety Engineer, Federal Highway Administration

103/189

per 3074

122/377

3/127

* *Barry Seymour, Executive Director/DVRPC*

* Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

Senator Arlen Specter

Senator Robert Casey, Jr.

* U.S. Congressman Patrick Murphy

* Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

* State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering

Les Toaso; District Executive, PennDOT District 6

* DVRPC Board; c/o Jerald Cureton, chair

* Don Shanis, Deputy Executive Director/ DVRPC

Jerry Coyne, DVRPC

Regional Transportation Committee; c/o Matthew Lawson, chair

Regional Citizens Committee; c/o Warren Strumpfer, chair

* State Representative David Steil, Regional Traffic Planning Task Force Co-Chair

* State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair

* James Cawley; Bucks County Commissioner

* Charles Martin, Bucks County Commissioner

* Diane Marseglia, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long,

Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

* Southeastern Bucks League of Municipalities; c/o Steve Santarsiero, chair

* Lower Makefield Township Board of Supervisors

* Upper Makefield Township Board of Supervisors

* Newtown Township Board of Supervisors

* Wrightstown Township Board of Supervisors

* Northampton Township Board of Supervisors

* Yardley Borough Council

* Newtown Borough Council

* Council Rock School Board President, Richard Abramson

* Council Rock School Superintendent, Mark Klein

* Pennsbury School Board President, Greg Lucidi

* Pennsbury School CEO, Paul Long

Lower Makefield Township Citizens Traffic Commission; c/o Gary Gilman, chair

Associated Press

Bucks County Courier Times and Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox New

Moe Sood

Concerned Residents of Newtown (mass e-mail)

R.R.T.S. Membership (mass e-mail)

*Those asterisked received the full 127 page document via Fed Ex or
Certified Mail Return Receipt.*

page 4 of 4 123/377

*104/189
4/27*

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
 Assemblymen: 31st and 178th Districts, respectively
 CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
 President, Residents for Regional Traffic Solutions, Inc. (RRTS)

July 29, 2008

RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting

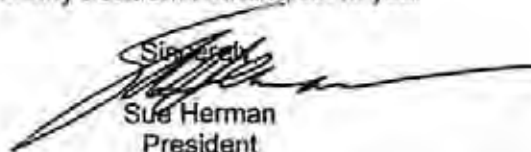
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Tonight we submit this 189-page document and accompanying CD-ROM to the Regional Traffic Planning Task Force (RTPTF) and ask that it become part of the minutes for this meeting and part of the public record for this meeting.

ATTACHMENT I of this document is an inventory of letters sent by RRTS to the RTPTF (or to State Representatives Steil and Petri) between June 17, 2004 (the first meeting of the RTPTF) and the present. With few - if any - exceptions, these letters were sent via Certified Mail Return Receipt to State Representatives Steil and Petri. Should any of these letters be omitted from the comprehensive CD-ROM's that Representative Steil is preparing for the RTPTF, we would be happy to provide you with a copy of them in their entirety.

ATTACHMENT II of this document is an inventory of other relevant RRTS letters/ testimony regarding regional traffic. We would also be happy to provide you with any of these documents in their entirety.

Please let us know if we can be of any additional assistance to you.


 Sue Herman
 President

***Regional Traffic Planning Task Force: Chairmen :** State Rep. David Steil, State Rep. Scott Petri **Non-Chair Members effective 1/08:** Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Calola/Lower Makefield Twp.

Cc: VA Under Secretary for Memorial Affairs, William Tuerk**
 Dan Fraley, Bucks County Director of Veterans Affairs**
 Carmine Fiscina, Safety Engineer, Federal Highway Administration

Page 1 of 2

124/377

105/189

Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
 Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy**
 Governor Ed Rendell**
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler**
 Richard Hogg, Deputy Secretary for Highway Administration**
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, District Executive, PennDOT District 6**
 DVRPC Board; c/o chair**
 Barry Seymour, Executive Director/ DVRPC**
 Don Shanis, Deputy Executive Director/ DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o chair
 Regional Citizens Committee; c/o Warren Strumpfer, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair**
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair**
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Diane Marseglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James
 Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/
 Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike
 Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.
 Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair**
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Council Rock School Board President, Richard Abramson**
 Council Rock School Superintendent, Mark Klein**
 Pennsbury School Board President, Greg Lucidi**
 Pennsbury School CEO, Paul Long**
 Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox New
 Concerned Residents of Newtown (mass e-mail)
 R.R.T.S. Membership (mass e-mail)

**Asterisked individuals received the cover letter, Attachments I & II, and Exhibits referenced in Attachments I & II.
 All others received the cover letter and Attachments I & II only.

Page 2 of

125/377

106/189

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTsbuckspa5@aol.com

TO: State Representative David Steil and State Representative Scott Petri
 Assemblymen: 31st and 178th Districts, respectively
 CHAIRMEN, Regional Traffic Planning Task Force

Non-Chair members of the Regional Traffic Planning Task Force (RTPTF)*

FROM: Sue Herman
 President, Residents for Regional Traffic Solutions, Inc. (RRTS)

July 29, 2008

RE: Request that the RTPTF refrain from supporting actions that will lead to construction of four-lane highways and be antithetical to traffic calming

Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

Residents are alarmed, as it appears that roadway expansion is the goal of the current traffic planners in our region.

- It seems that politicians and agencies are hiding behind the Veterans Cemetery Deal to push through a long-desired North/ South Highway, an expressway to connect I-78 to I-95. In the published plan, there will be two (2) southern ends of the expressway that run through the backyards of residents living along Stoopville, Lindenhurst and Swamp Roads.
- Exhibit I is a map of the North/ South expressway that was discussed by a regional Traffic Advisory Committee back in the early 1990's. Meeting minutes document the discussions.
- Exhibit II is a map of the North/ South expressway that appeared recently, in a March 2006 DVRPC publication titled EXECUTIVE SUMMARY: LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS. The expressway runs along Route 611 to I-95 and is referenced in the Legend as an "Emerging/ Regional Corridor".
- As you know, the DVRPC conducted a 1988 traffic study for Newtown Township in which it studied the "Northern Bypass Alternative", showing the two (2) southern ends of the North/ South expressway. One end was along Stoopville Road and an extended Silver Lake Road on the East side of Newtown Borough. The other end was along Swamp Road on the West side of Newtown Borough. The Stoopville/ extended Silver Lake Road segment was called the Northern Bypass.

*Regional Traffic Planning Task Force: Chairmen : State Rep. David Steil, State Rep. Scott Petri Non-Chair Members effective 1/08: Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/ Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

- The DVRPC's Study was titled Newtown Township Traffic Study (1988 Study).

The following pages and quotations were taken from the section of the study titled "Northern Bypass Alternative":

- (a) **Page #61** (Exhibit III) shows a map of the Northern Bypass Scenario projected for Year 2000. This map shows the Northern Bypass as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road.
- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

Note that just recently, PennDOT - working with the DVRPC - tried to expand Swamp Road to accommodate the 4-lane plan. The community rejected this despite pressure from PennDOT and it has, at least temporarily, been stopped.

- (c) **Page #64** states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road."
- (d) **Page #81** states, "Realign Washington Crossing Road to form a perpendicular intersection with Stoopville Road... To affect a northern bypass via Stoopville Road, it is vital to realign this intersection."

Note that the roundabout being currently promoted by Representative Steil and Upper Makefield Supervisor Bob West and a number of others, would realign the intersection as described by the DVRPC.

- In 2001, under the leadership of Representative Steil, there was a plan made to construct the Northern Bypass along Stoopville and an extended Silver Lake Road. The plan died due to opposition from citizens.
- Today, because of development, the Northern Connector Highway would have to be constructed along Stoopville and Lindenhurst Roads.
- Today, if Roundabouts are built, they will bring more traffic to the area at higher speeds and be a truck magnet – they are in direct opposition to desperately-needed traffic calming on these roads.
- Two months ago, Representative Steil wrote a Letter to the Editor to the Courier Times. In it, he stated that the Roundabout at the intersection of Stoopville and Washington Crossing Roads is recommended because of "the unique geometric and traffic conditions in an area poised for growth and change." (See Exhibit IV)

- Current actions requesting road widening for the Veterans Cemetery support construction of the expressway. Consider this:

On June 18, 2008 the Veterans Administration presented the plan for the Veterans Cemetery to the Upper Makefield Twp. Board of Supervisors. Bill Tuerk, Undersecretary for Memorial Affairs, stated that the VA selected township-owned Highland Road for the main cemetery entrance. He said the VA intends to add an additional lane on Highland Road to facilitate traffic going into the cemetery.

The Upper Makefield Township Supervisors asked Mr. Tuerk if the VA would consider adding a traffic light at the intersection of Highland and Washington Crossing Roads because the intersection operates at a level of Service "D", basically, a failed level of service AND they asked if the VA would wrap the additional lane on Highland Road around the corner onto Washington Crossing Road to facilitate traffic on that road.

Mr. Tuerk said it is not the VA's job to do that because the problem at the intersection is not being caused by cemetery traffic which is minimal and occurs at off-peak hours.

After more discussion and persuasion, Mr. Tuerk said YES, the VA would do these things. This should be a RED FLAG because the VA, being a federal agency, does not have to go through the traditional planning process when it comes to roadways associated with the cemetery project.

- Creating a highway environment will destroy the rural, historical character of the area surrounding the Veterans Cemetery, and result in high volumes of traffic going through Dolington Village to and from the cemetery and Washington Crossing State Park.

In the actions being taken by Upper Makefield Supervisors to widen the roadway, it will fail to preserve the unique and priceless open space character of Bucks County.

When widening of the road to four lanes occurs, it won't matter if the cemetery is the excuse or not. A four lane roadway is a highway. If any of these roadways get widened, it will only facilitate more and more regional growth. The major North/South expressway that certain politicians and agencies are going for in bits and pieces, will create a vicious cycle of more growth and more building that will **significantly** change the quality of life throughout our region.

We ask the RTPTF to refrain from supporting any actions that will lead to building four-lane highways and ask that you implement traffic calming.

We ask that this letter become part of the minutes for this meeting and part of the public record for this meeting.


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter

Page 3 of 8

128/377

109/189

Senator Arlen Specter
 Senator Robert Casey, Jr.
 U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McIlhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 Les Toaso, District Executive, PennDOT District 6
 DVRPC Board; c/o chair
 Barry Seymour, Executive Director/ DVRPC
 Don Shanis, Deputy Executive Director/ DVRPC
 Jerry Coyne, DVRPC
 Regional Transportation Committee; c/o chair
 Regional Citizens Committee; c/o Warren Strumpier, chair
 State Representative David Steil, Regional Traffic Planning Task Force Co-Chair
 State Representative Scott Petri, Regional Traffic Planning Task Force Co-Chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Diane Marseglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James
 Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/
 Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike
 Gallagher/Newtown Twp, June Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.
 Southeastern Bucks League of Municipalities; c/o Steve Santarsiero, chair
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Council Rock School Board President, Richard Abramson
 Council Rock School Superintendent, Mark Klein
 Pennsbury School Board President, Greg Lucidi
 Pennsbury School CEO, Paul Long
 Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox New
 Concerned Residents of Newtown (mass e-mail)
 R.R.T.S. Membership (mass e-mail)

**NEWTOWN GRANT HOMEOWNERS ASSOCIATION
10 PRIMROSE COURT
NEWTOWN, PA 18940
(215) 579-1228**

November 21, 2001

Ms. Susanne McKeon
Chairperson of the Subcommittee for the TIP Update
C/O Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

Dear Ms. McKeon:

I want to thank you for the opportunity to speak to the sub-committee of the Bucks County Planning Commission that heard public comment on the 2001 Transportation Improvement Program last Thursday. As I stated in my previous communication with the Planning Commission, I speak on behalf of the Newtown Grant Homeowners Association, an association that represents over 4,000 residents. As you may recall, my comments to you at the meeting concerned Newtown Township's #1 priority project on the TIP, i.e. the Stoopville Road Rehabilitation Project. Stoopville Road is our northern border and was just repaved last year. The Township now wants to widen the road and provide shoulder improvements. To the best of my knowledge the Township has not prepared any "Needs Analysis" for this project. To date there have been no studies for any of the following

- Engineering
- Environmental
- Safety
- Traffic Calming
- Drainage

In addition, I have seen no analysis to back up the estimate numbers submitted by the Township.

The residents of Newtown Grant (along with the other thousands of households along the diverted route) have suffered with the added dangers of the heavy truck traffic for many years and we feel that the proposed changes to Stoopville Road will only increase the amount of traffic and increase the speeds of those trucks. What are needed are traffic calming measures, not a road design that promotes more traffic at higher speeds. Remember, this is the highest growth residential corridor in the township, and there are proposals in planning committees as we speak for more subdivisions directly along this road.

When the weight-restricted culvert on Swamp Road is repaired, new traffic patterns will emerge. At that time, we feel that it would be appropriate to do a traffic study similar to the one that the Township expended \$50,000 for (along with a matching amount by Wrightstown Township). If an engineering study calls for road improvements at that time we, as residents of the area, will feel

130/377

111/189

that at least the facts will have been looked at. There are no facts and no justification for spending taxpayer money to make road repairs to a road that was just repaired and will experience a change in traffic patterns when the Swamp Road corridor is opened to all vehicles. (See the attached Stoopville Road recommendations from a PennDOT truck restriction study dated February 2000. Resurfacing and reconstruction of Stoopville Road totaled approximately \$750,000)

Our Township went through a very lengthy and in-depth engineering study to determine the appropriate safety improvements for Swamp Road and the communities along Stoopville road expect nothing less. Surely there is no community support for the proposed Stoopville Road Rehabilitation Project that will only encourage higher volume of traffic and faster speeds. We implore you to postpone this project on the TIP until we know what the future traffic patterns will be and the proper studies are performed. Thank you for your consideration.

Sincerely,

D. Richard Tonge

D. Richard Tonge
Treasurer

cc: Bucks County Planning Commission Board:

Robert H. Grunmeier, Chairman
Geryl D. McMullin, Vice-Chairman
James J. Stoeckert, Secretary
Kathleen M. Babb, Member
Joseph J. Bonargo, Member
Edward Kisselback, Jr., Member
David H. Platt, Member
Darren Hoffman, Member

Lynn Bush, Executive Director, BCPC
Dave Johnson, G.I.S. Director, BCPC
Rich Brahler, Transportation Planner

131/377

112/189

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbucks@aol.com

Honorable Charles Martin
 Bucks County Commissioner
 55 E. Court St., 5th Floor
 Doylestown, PA 18901
 October 16, 2002

Re: Prioritization and Endorsement of DVRPC Draft FY 2004 Work Program Projects


Dear Honorable Charles Martin,

Attached please find a memo to Lynn Bush regarding the subject matter. We have requested that the Bucks County Planning Commission give the highest priority to a new project that has been suggested by the Transportation Planning Staff for inclusion in the DVRPC FY 2004 Work Program. This project, entitled **Closed Loop Traffic Signal Optimization Program**, is outlined in Exhibit A (distributed at the Regional Citizens Committee meeting yesterday). As outlined in the exhibit, this project will enable DVRPC to assist PennDOT District 6-0's Traffic Engineering Unit in performing the functions that optimize the effectiveness of a Closed Loop System such as the one recently installed on the Newtown Bypass. There will be 1-2 closed loop systems studied in each county each year.

As you know, the traffic conditions along Worthington Mill, Stoopville and Lindenhurst Roads have worsened since the weight-restriction on the Swamp Rd. culvert was reduced to 10 tons, resulting in the diversion of empty trucks, as well as, heavy trucks onto this route and away from the Newtown Bypass. In addition, the many traffic lights on the Bypass are still not synchronized, which discourages truckers from using it. Now that the Closed Loop System has been recently completed on the Bypass (last month), it is essential that it be debugged and function optimally in the shortest timeframe possible. Once optimized, it will be essential that it be continually monitored to ensure its effectiveness. We implore you to make this project your highest priority for the DVRPC FY 2004 Work Program and request that you select the Newtown Bypass Closed Loop System to be studied on an accelerated basis in Bucks County. Our situation will accelerate in its deterioration if the lights are not synchronized well before the 2005 construction of the I95-PA Turnpike Interchange, a project that will require millions of tons of additional stone from the Wrightstown quarries. It will take time for truckers, as well as passenger car operators, to break the habit of using the Worthington Mill-Stoopville-Lindenhurst route and switch to using the Bypass.

Marcy Conti spoke to Lynn Bush yesterday and Lynn plans to be at the DVRPC Work Program meeting tomorrow where she will advocate for this project. We greatly appreciate this. Please get back to me regarding your position on this matter. I can be reached by phone at 215 504-9670, by fax at 215 504-0757, and by email at RRTSbucks@aol.com. Thank you for considering this request.

Very Truly Yours,


 Susan Herman
 President

CC: Governor Mark Schweiker

United States Congressman James Greenwood
 Sean Slack, District Director for U.S. Congressman James Greenwood
 John Coscia, Executive Director/ DVRPC
 Secretary of Transportation, Honorable Bradley Mallory
 Lynn Bush, Executive Director/ Bucks County Planning Commission
 State Senator, Joseph Conti
 State Representative, David Steil

132/377

Pg 1 of 2

113/189

Pg 4/5

Residents for Regional Traffic Solutions, Inc. *Ex-36*

PO Box 285
Newtown, PA 18940

RRTSBUCKSPA@aol.com

Ms. Marcy Conti
Vice President
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940

February 27, 2003

Dear Ms. Conti,

This letter will apprise you of several points made in a meeting I attended in State Representative Steil's office on February 13, 2003. Mrs. Barbara Alba (Lower Makefield Township resident) arranged this meeting with Representative Steil and asked Richard Tonge and myself to accompany her as "historians", since we have been involved for so long in rectifying the traffic safety crisis in our region.

- 1.) Mrs. Alba asked Representative Steil for his position on the turnback of Lindenhurst Road. He said he is against the turnback and will not support taking care of one neighborhood at the expense of another. For instance, he said if Lindenhurst Road was restricted to trucks, the trucks would seek out other roads in Lower Makefield to get to I-95 (eg. Dolington Rd. or Quarry Rd.) and then he would have residents from Farmview in his office protesting the truck traffic.

He said if all the townships in the region that are affected by truck traffic sit down and develop a plan for improving safety, these would be the only recommendations he would support. He recommended to Mrs. Alba that Lower Makefield Township (LMT) become part of the Jointure.

Mrs. Alba repeated that she felt the volume of commercial traffic on Lindenhurst Road, a residential road, is unacceptable. Representative Steil stated that the accident data doesn't support this. I stated that I got involved in this safety issue 3 1/2 years ago when a Council Rock school bus filled with kids was almost hit by an 80,000-lb. loaded quarry truck at the bus stop at Lindenhurst Rd. and Autumn Drive. I also stated that at a recent LMT Board of Supervisors meeting, a resident spoke of her daughter almost being hit by a quarry truck when crossing Lindenhurst Rd. to board her school bus at the Trowbridge Dr. bus stop.

Representative Steil stated that we don't have data regarding near-misses. I asked him how such data might be collected and he said one way would be to have Pennsbury bus drivers report near-misses to their Transportation Department!

- 2.) I asked Representative Steil what good an agreement between all townships would be, given that Newtown Township recently removed the NO CONNECTOR ROAD clause from the Intergovernmental Agreement. To my surprise, he responded that this was never part of the negotiations. I informed him that during the 3 1/2 years of my involvement with this issue, I have known that the underlying premise for the negotiations was that there be no connector road (otherwise known as "Concept Way") between Newtown's OR District and Lindenhurst Road. This premise led to LMT negotiating for an internal road intersecting the Newtown Bypass to service the

133/377

114/189

OR District. Clause #5 of Exhibit I (LMT Intergovernmental Agreement Draft sent to Newtown Township) clarifies that the understanding was that there be no connector road to Lindenhurst Road.

Representative Steil went on to say that this NO CONNECTOR ROAD issue was not part of the letter he wrote to both townships regarding the negotiations (Exhibit II) and if LMT had an issue with this, it should have been raised upon receipt of the letter. He said it isn't okay to be adding new issues to the table now.

My personal conclusion is that clearly Representative Steil has forgotten that he represents LMT and has twisted and spun the facts regarding the negotiations so that LMT is not protected from being linked to the OR District. I can only conclude that he sanctions Concept Way, a road that will encourage more traffic to bypass the Bypass. Concept Way will make the traffic safety crisis that already exists on Worthington Mill, Stoopville and Lindenhurst Roads (residential collector roads with in excess of 155 access points) even worse. The safety of residents and travelers in our region will be further compromised by Concept Way and this road will lead to construction of the Northern Bypass right through our residential neighborhoods!

Sincerely,



Susan Herman
President

Cc: Barbara Alba
Richard Tonge
John Cowley
Representative David Steil

134/397

115/189

1
Ex. 37

Cc: Governor Ed Rendell
Honorable Charles Martin, Bucks County Commissioner
Lynn Bush, Executive Director/ Bucks County Planning Commission
State Senator Joseph Conti
United States Congressman, James Greenwood
Secretary of Transportation, Honorable Allen Biehler
Sean Slack, District Director for U.S. Congressman James Greenwood
John Coscia, Executive Director/ DVRPC
Lower Makefield Township Board of Supervisors

135/377

116/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940

RRTSBUCKSPA@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

March 13, 2003

Dear Representative Steil,

As per our conversation in your office on the morning of February 13, 2003, attached as Exhibit I is the description of Project 4-43-015: Closed Loop Traffic Signal Optimization Program from the Fiscal Year 2004 Work Program (approved by the Delaware Valley Regional Planning Commission Board in January, 2003). We feel it is urgent that the Newtown Bypass be selected for study in Bucks County to make it a more desired route for the heavy truck traffic in our region. This would go far in remedying the traffic safety crisis that exists because heavy commercial traffic has gotten into the habit of using residential routes to get to I-95 due to the 30 -year restriction on Swamp Road and the unsynchronized lights on the Bypass.

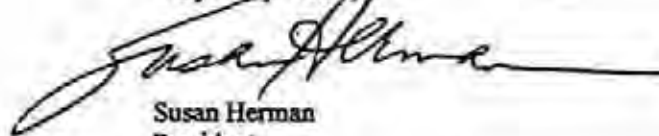
Also attached for your review is a letter dated October 16, 2002 from me to Honorable Charles Martin that describes our interest in this project in greater detail. Can you please let us know what you can do to ensure that the Newtown Bypass is selected and studied on an accelerated basis? Monies are available to begin this project now as outlined in Exhibit I (see Project Cost and Funding).

As you are aware, our situation will accelerate in its deterioration if the lights are not synchronized well before the 2005 construction of the I-95/ PA Turnpike Interchange, a project that will require millions of tons of additional stone from the Wrightstown quarries. I am sure you will agree it is imperative that everything be done to ensure that the safest highway in our region for commercial traffic, the Newtown Bypass, be the preferred route for the Swamp Road quarry trucks enroute to I-95. By all traffic safety data, this type of highway (due to its limited access, in particular) is by far the safest option for these heavy commercial vehicles. As Swamp Road is a principal arterial highway and in fact *turns into* the Newtown Bypass, it is logical and prudent for the safety of the citizenry at large that the Bypass and Swamp Road be made easily accessible and conducive to the Swamp Road quarry trucks.

The truckers have repeatedly said that the poor timing of the lights on the Bypass is a monumental deterrent. We are pleased that this issue is finally being addressed, as it was recommended by the DVRPC in a 1988 report to be Newtown Township's #1 top priority project and was fully funded at that time.

We greatly appreciate your attention to this matter and look forward to your response.

Very Truly Yours,



Susan Herman
President

136/377

117/189

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940

RRTSBUCKSPA@aol.com

Ex. 38

Board of Supervisors
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067
June 2, 2003

Re: Intergovernmental Agreement

Dear Mrs. Godshalk, Mr Stainthorpe, Mr. Fegley, Mr. Hackman and Mr. Fazzalore,

Once again we are asking for your help with the Intergovernmental Agreement between Lower Makefield and Newtown Townships. We are alarmed, as it seems that Representative Steil and the Newtown Township Board of Supervisors, key players in the negotiations, have no intention of supporting an Agreement that protects the health, safety and welfare of residents and travelers along Lindenhurst Road.

On 12/11/02 the Newtown Township Supervisors voted to remove the "No Connector Road Clause" from the Intergovernmental Agreement. Mr. Scott Harp, in an effort to appease Lower Makefield Supervisors, wrote a letter to Mrs. Godshalk stating that in the Preliminary Plan for the Newtown Corporate Center, a deed restriction had been placed on Brandywine Boulevard to prohibit a connector road between this boulevard and Lindenhurst Road through the CAU property and then he said, "I believe that Lower Makefield Township can now execute the Intergovernmental Agreement..." This whitewashed effort to meet the demands of the Agreement is unacceptable.

Newtown Township Supervisors again demonstrated their lack of integrity at this past Wednesday's Board meeting. In the Final Plan approval stage for the McLaughlin Tract (a Toll development along Stoopville Road) the Supervisors duped the public by reversing a Right-of-Way (ROW) decision that had been won by residents through their hard efforts and repeated turnout at meetings throughout the approval process. The public followed the plan through the Sketch Plan and Preliminary Plan phases at both the Planning Commission and Board of Supervisors levels to ensure that the ultimate ROW was held at 40'. They feared that with a greater ROW, Messrs. Jirele and Goodnoe would succeed in building the Northern Bypass, which their actions show they are in favor of. Unfortunately, the public was not present at the meeting when Final Plan approval took place, and Tom Jirele bullied Dick Weaver into backing down from supporting the will of the people. Of course, it was the Jirele/Goodnoe team who voted with Mr. Weaver to go against the peoples' will after lulling residents into believing their will had mattered during the first 2 3/4 years of the 3 year approval process.

Lastly, in a 3/14/03 letter to Sue Herman (that Terry Fedorchak received a copy of) Representative Steil stated this regarding the Intergovernmental Agreement negotiations, "I will not deny that the subject of cut-throughs on the CAU Tract did arise on several occasions, but were never part of the negotiation and settlement agenda. My records indicate that it was supervisor Fegley who raised that issue...my letter of May 24, 2001 framed the entire context of our negotiations and agreement." Although Representative Steil is slick with his words, it is clear that he is disingenuous towards Lower Makefield.

We implore you, this evening, to take whatever action is necessary to put the brakes on proceeding with the loop ramp at the Newtown Bypass and I-95. We, residents, have worked side by side with you for 4 years and know that the "No Connector Road Clause" was integral to approval of the loop ramp and is our only hope for ensuring that the current traffic safety crisis is not exacerbated by additional OR traffic. We hope that we can count on you to truly care about our health, safety and welfare as you have professed you do.

Sincerely,

137/377

Sue Herman
President

118/189

cc: Terry Fedorchak, Gene Dolnick (Pennsbury Board President), Ralph Nuzzolo (Pennsbury Superintendent)

Cc: Bob Pellegrino
Steve Harris, Newtown Township Solicitor
William Burke, Council Rock School Board President
Dr. Timothy Kirby, Superintendent of Council Rock School District
Jack Pinheiro, Council Rock Supervisor of Pupil Transportation
Gene Dolnick, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury Superintendent
RRTS, Inc. membership
Lower Makefield Township Board of Supervisors
Terry Fedorchak

Jeff Barton, LMT Solicitor

Sister Dolores Beatty, Principal / Grey Nuns Academy
Dr. Bruce Johnson, Principal / Quarry Hill Elementary School
Norm Gross, Principal / Afton Elementary School

138/377

119/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Newtown Township Board of Supervisors
100 Municipal Drive
Newtown, PA 18940
June 11, 2003
Re: McLaughlin Subdivision

Dear Mr. Harp, Mrs. Goren, Mr. Goodnoe, Mr. Jirele and Mr. Weaver,


At midnight at your 5/28/03 Board meeting you discussed the Final Plan for the McLaughlin Subdivision. Your decision to revisit the Right-of-Way (ROW) for this tract at that late hour and that late stage of the approval process was a breach of public trust. Residents who live along Stoopville Road had obtained your approval for a 40' ultimate ROW (along the straightaway) through their hard efforts and repeated turnout at meetings throughout the approval process. The public followed the plan through the Sketch Plan and Preliminary Plan phases at both the Planning Commission and Board of Supervisors levels. Due to the public's repeated turnout at the Planning Commission level, the McLaughlin Tract was placed on the agenda for the 10/09/02 Board of Supervisors meeting as a discussion item. An 10/10/02 Bucks County Courier Times article (attached) reports that there were more than 70 residents present to discuss the McLaughlin Tract.

As you know, residents who live along Stoopville Road fear the construction of the Northern Bypass in their backyards. Messrs. Jirele, Goodnoe and Weaver, through their repeated actions, have demonstrated that they are in favor of this project which will bring higher volumes of commercial traffic traveling at greater speeds through residential neighborhoods, exacerbating the current traffic safety crisis on this road. Their statements that they do not support the Northern Bypass are contradicted by their actions. These individuals endorsed removing the "No Connector Road Clause" from the Intergovernmental Agreement that Lower Makefield Township had presented for their review. **This clause was key to ensuring that the Northern Bypass would not be built.**

Your Board's removal of this clause was also done behind the public's back. The "No Connector Road Clause" was present in the Intergovernmental Agreement when you approved it at your 11/20/02 Board of Supervisors meeting. An ordinance for adopting the traffic agreement with Lower Makefield Township was then advertised for public hearing at your next Board meeting on 12/11/02. Surprisingly, Mr. Jirele moved to strike the "No Connector Road Clause" from the Agreement and it was approved.

The residents who live along Stoopville Road have demonstrated how important a 40' ROW at the McLaughlin Tract is to them. In response to your contention that all other developments along the road have followed the ordinance, perhaps this subdivision should set a new precedent. This Board opted to maintain residential zoning along Stoopville Road and approved the construction of thousands of residences there. It is your duty to protect the health, safety and welfare of the very residents who live there; your insistence that Toll Brothers pursue an 80' ROW can only facilitate the building of the Northern Bypass. We implore you to reinstate the 40' ultimate ROW as approved by the Board of Supervisors on 02/12/03.

Very truly yours,


Susan Herman
President

139/377

120/189

NEWTOWN TOWNSHIP

Improvements to Swamp Road approved

Some residents think the approval will delay fixing a broken culvert that sends quarry truck traffic through neighborhoods along Stoopville and Lindenhurst roads.

By WINSLOW MASON JR.
COURIER TIMES

More than 70 residents from Newtown Township, Lower Makefield and Wrightstown crammed last night's Newtown Township board of supervisors meeting to talk about quarry truck traffic and other road issues.

But not everyone was happy with the board's actions.

A group of quarry truck drivers came to the meeting to protest. They feared the board would agree to take control of Lindenhurst Road away from PennDOT and put it in the hands of the Lower

Makefield supervisors, who want to restrict truck traffic.

The truck drivers say that, despite what residents say, they believe Lindenhurst and Stoopville roads — not the Newtown Bypass — to be the safest route to I-95.

A few spokes outside of last night's meeting.

"College students and quarry trucks just don't mix," said Rudy Blair, who owns R.P. Blair Trucking Company.

"Most of the drivers we talk to say they don't like the bypass because it's too much traffic. They don't like driving with the college students and the lights on the bypass

aren't timed. Lindenhurst Road and Stoopville Road is a safer route."

Craig Zucker, who owns C Z Lawn and Landscape, Inc., in Newtown Township, and Al Krygier, who owns Al Krygier trucking, agreed.

"A lot of truckers say that even if improvements were made to Swamp Road, they would still travel Stoopville and Lindenhurst because they don't want to drive with college students and drivers cutting in front of them on the bypass," Krygier said.

The supervisors unanimously approved a resolution asking PennDOT to simultaneously complete all road improvements to Swamp Road. The action came after PennDOT said that it would fix a broken culvert first and later make other improvements such as straightening curves and

widening shoulders along the hilly route.

Some residents believe the resolution will delay fixing a broken culvert that, because of weight restrictions, sends quarry truck traffic through residential neighborhoods along Stoopville and Lindenhurst.

"This is another stalemate," said Newtown resident Bob Murphy. "You people have done nothing to address this, except give us some bogus resolution. I've been following this issue for 30 years. Any of you people who are up for re-election, I say vote against the incumbent," he said before storming out of the room.

The supervisors believe fixing the culvert without making other improvements

See SWAMP, 3C

Thursday, October 10, 2002
BUCKS COUNTY COURIER TIMES

3C

Swamp: Improvements to road approved by board

From Page 1C

will create a hazardous condition because they believe the road is presently unsafe for quarry trucks.

The supervisors also recommend 3-2 that Stoopville Road be widened to 11-foot lanes and 4-foot shoulders and that a right-of-way along the road be 40 feet, not 80 feet, which is what the township ordinance states.

Stoopville road residents fear a wider right-of-way will mean a wider road. Supervisors Anne Goren, Dick Weaver and Scott Harp supported their concerns.

But supervisors Raymon "Skip" Goodnoe and Tom Jire, recommending following the township's ordinance of 80 feet. The recommended the board delay recommendation until the planning commission can review it. Their recommendation failed.

Lower Makefield supervisor Grace Godshalk and Pat Stainthorpe, who came to the meeting along with other Lower Makefield residents, asked that the two townships to continue to work together to address all concerns.

Winslow Mason Jr. can be reached at 215-849-4170 or wmason@phillyburbs.com

140/397

124/189

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

July 23, 2003

Re: July 21, 2003 Public Comments; 2003 LMT Comprehensive Master Plan Update

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Stainthorpe, and Mr. Fazzalore,

As you know, at the July 21, 2003 Board of Supervisors meeting I commented on the 2003 LMT Comprehensive Master Plan Update during public comment period. I expressed residents' alarm that the Street Hierarchy Map that was part of the 1992 Comprehensive Master Plan had been omitted from the 2003 Update. This map is critical to the transportation planning process in our township, as well as, in the region as a whole.

We formally request that you take whatever measures are necessary to reinstate this map in this document prior to the September 15, 2003 public hearing date that is scheduled for the document. It is no secret that the health, safety and welfare of residents along Lindenhurst Road is in jeopardy due to the poor transportation planning in our region and over 30+ years of political manipulation of truck traffic in our region. In order to rectify this critical public safety issue, politicians, as well as, residents will need to refer to the roadway classifications in the Street Hierarchy Map of LMT's Comprehensive Master Plan.

In response to my concern, Mr. Stainthorpe remarked that there have been no changes to the Street Hierarchy Map (roadway classifications) that was in the 1992 Comprehensive Master Plan. Since he is the Board representative for the Planning Commission, I trust that he is knowledgeable in this area. I also trust that it is evident that this important information needs to be documented in a formal Street Hierarchy Map in the 2003 Comprehensive Master Plan Update. This will be easily accessible to interested parties in our township and region. (Note: Mr. Stainthorpe and Mr. Fedorchak had also commented that there were no roadway classification changes at the June 16, 2003 Board meeting when it was announced that the 2003 Update would be available for public review, and I asked whether there had been any changes in functional classifications of roadways.)

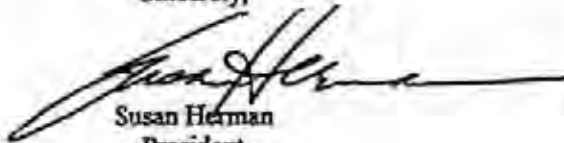
Mr. Garton said that the omission of this map would be checked out. Mr. Hackman stated that perhaps someone had removed the maps from the library's documents. Mrs. Godshalk stated that perhaps the map wasn't included in the document because, per Mr. Stainthorpe, there were no changes made to it and so the old map would just be carried over to the final, approved 2003 Updated Plan. I returned to the library after the Board meeting, and concluded that neither Mr. Hackman's or Mrs. Godshalk's theories applied. The Street Hierarchy Map has been excluded from the document that will become Lower Makefield Township's official 2003 Comprehensive Master Plan and this needs to be rectified immediately.

122/189

Pg 1 of 2 141/377

For your convenience I have attached a copy of the Street Hierarchy Map from the document that you are updating which is entitled, Township of Lower Makefield; Comprehensive Master Plan Update, 1992. I look forward to learning of the actions you intend to take regarding this serious oversight at the next Board meeting.

Sincerely,



Susan Herman
President

CC: Ken Coluzzi (sitting in for Terry Fedorchak)

Terry Fedorchak

Jeff Garton, Esquire

Bob Williams, P.E.

Al Roeper, Chairman, Committee for the 2003 LMT Comprehensive Master Plan Update

Nancy Frick, Director of Zoning, Inspections and Planning

Lynn Bush, Executive Director, Bucks County Planning Commission

Charles Martin, Bucks County Commissioner

Michael Fitzpatrick, Esquire, Chairman, Bucks County Commissioners

Sandra Miller, Bucks County Commissioner

RRTS Membership

123/189

Pg 2 of 2 142/377

Cc: United States Congressman James Greenwood
Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
Sean Slack, District Director for U.S. Congressman James Greenwood
Governor Ed Rendell
Allen Biehler, Secretary of Transportation
Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
State Senator, Joseph Conti
State Representative, David Steil
John Coscia; Executive Director, Delaware Valley Regional Planning Commission
Michael Fitzpatrick, Esquire; Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Andrew Warren; District Administrator, PennDOT District 6
Lynn Bush; Executive Director, Bucks County Planning Commission
Lower Makefield Township Board of Supervisors
Dr. Timothy Kirby; Superintendent, Council Rock School District
William Burke; Board President, Council Rock School District
Ralph Nuzzolo; Superintendent, Pennsbury School District
Gene Dolnick; Board President, Pennsbury School District

143/377

124/189

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa@aol.com

Newtown Township Board of Supervisors
100 Municipal Drive
Newtown, PA 18940

August 27, 2003

Re: 2003 Bucks County TIP, Stoopville Road

Dear Messrs. Harp, Jirele, Weaver, Goodnoe and Mrs. Goren,

Your Planning Commission has concluded that the #1 priority project for Newtown Township's Bucks County TIP list should be the Stoopville Road Rehabilitation Project. We implore you NOT to adopt this project as defined by the Planning Commission, for it will exacerbate the traffic safety crisis that already exists on Stoopville Road.

At your 8/19/03 Planning Commission meeting your traffic engineer, Phil Wursta, stated this about the Rehabilitation Project:

- 1.) *Includes horizontal realignment of the road.*

Our response: As it is a known fact that curves along a road serve as a traffic calming measure, the residents vehemently oppose any further straightening of Stoopville Road. Residents have complained bitterly about the outrageous travel speeds of the current dangerous mix of traffic. Straightening the road will enable the traffic to go faster and encourage higher volumes of traffic.

- 2.) *When asked by a representative of Eagleton Farms sub-division about the specifics regarding lane widths and shoulders recommended in the project, Mr. Wursta said he intended to keep the wording "vague".*

Our response: Despite residents' outcries in opposition to widening the lanes on Stoopville Road to 12' and straightening the road, Newtown Township's repeated efforts to take these measures are a matter of public record. Residents demand traffic calming measures only.

The untimed traffic lights on the Newtown Bypass, along with the more than 30-year weight restriction of Swamp Road, has resulted in the diversion of hundreds of Swamp Road quarry trucks, as well as other vehicles, onto Stoopville Road daily. Your township then uses this **manipulated traffic flow** as justification to widen and straighten this road. This is clear deception on the part of the Board and a total disregard for the safety of the families that moved into the 2,000 homes that you approved for development along Stoopville Road.

Your continued failure to synchronize the lights on the Newtown Bypass is unacceptable. The Delaware Valley Regional Planning Commission identified this as the MOST important project in Newtown Township in 1988 and it was fully funded! Sadly, as recently as last week, a quarry truck operator told one of our members that, "My brakes are smoking by the time I'm done traveling the Bypass."

- 3.) *Includes realignment of the intersection at Stoopville Road and Rte. 532 to make it more of a "T" pattern.*

144/377

125/189

Our response: This intersection was recently redone. We do not want to make it more convenient for traffic to go through this intersection, as this will encourage higher volumes of traffic to use this route as a cut-through to Interstate 95.

It is clear that neither your traffic engineer nor your Planning Commission acknowledge the seriousness of the traffic safety crisis on Stoopville Road. We believe there is a strong appearance of conflict of interest for Mr. Wursta. He is traffic engineer for both Newtown and Wrightstown Townships, townships with self-interested agendas regarding traffic flow in our region. These townships have succeeded in keeping a State Principal Arterial Highway with four (4) quarries on it restricted to heavy trucks for 30+ years, diverting this traffic onto a 9.7 mile circuitous residential route. This residential route, which now has 155 access points, literally bypasses the Newtown Bypass, the safest road in the region for commercial traffic. We believe it is impossible for Mr. Wursta to be objective in his recommendations for Stoopville Road.

We also wish to express our profound disappointment that your Board of Supervisors still does not acknowledge the seriousness of the traffic safety crisis on Stoopville Road. On the heels of your decision to overturn the 40' Right-of-Way along the McLaughlin Tract, the Eagleton Farms Homeowners Association presented you with a Resolution imploring you to immediately evaluate traffic calming measures for Stoopville Road and report the findings to residents within 60 days. The Resolution (Attachment I) was presented to you at your July 9, 2003 Board of Supervisors meeting. We are in disbelief that you will not even be considering the request until your September 15, 2003 Work Session meeting, more than 60 days after the Homeowners Association approached you. Your lack of response to this matter highlights the appearance of conflict of interest for many Board members on this issue. Since Mr. Harp and Mr. Weaver live off the Newtown Bypass and Mr. Jirele's family lives off Swamp Road, we believe it is impossible for this Board to address this issue in the fair and urgent manner that it needs.

In addition, a glaring conflict of interest exists with PennDOT District 6 Administrator, Andrew Warren, who currently resides just off the Newtown Bypass and previously resided in another sub-division just off the Bypass. Mr. Warren has also previously been employed within Newtown Township. His actions and inactions have demonstrated that he has been aligned with politicians in the region (both state and local) who have been satisfied to keep Swamp Road restricted to heavy trucks and divert them to less appropriate routes. It is also common knowledge that Mr. Warren (unlike, in our understanding, all other PennDOT District Administrators) is not a Professional Engineer (P.E.). Residents strongly believe that the complexity and seriousness of this situation warrant that an impartial Professional Engineer at the Harrisburg level be charged with its oversight.

We respectfully request that the #1 priority project for Newtown Township's Bucks County TIP be Implementation of Traffic Calming Measures for Stoopville Road and that this Board ask PennDOT, Harrisburg staff (an impartial body) to fast track an evaluation of traffic calming measures for the road and provide a budget figure. If a budget figure cannot be obtained by the September 19, 2003 deadline, then we propose listing the project pending the budget figure.

We implore you to act on this proposal immediately before a tragic accident occurs on Stoopville Road.

Very truly yours,


Susan Herman
President


Richard Tonge (8th)
Secretary

126/189

145/377

9/15/03

Ex. 42

Cc: United States Congressman James Greenwood

Joe Szafran, Special Assistant to U.S. Congressman James Greenwood

Sean Slack, District Director for U.S. Congressman James Greenwood

✓ Governor Ed Rendell

✓ Allen Biehler, Secretary of Transportation

✓ Gary Hoffman, P.E.; Deputy Secretary for Highway Administration

✓ State Senator, Joseph Conti

✓ State Representative, David Steil

✓ John Coscia; Executive Director, Delaware Valley Regional Planning Commission

Michael Fitzpatrick, Esquire; Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Andrew Warren; District Administrator, PennDOT District 6

Lynn Bush; Executive Director, Bucks County Planning Commission

Terry Fedorchak, Lower Makefield Township Manager

Dr. Timothy Kirby, Superintendent, Council Rock School District

William Burke; Board President, Council Rock School District

Ralph Nuzzolo; Superintendent, Pennsbury School District

Gene Dolnick; Board President, Pennsbury School District

Robert Williams, P.E.; engineer for Lower Makefield Township

Jeffrey Garton, Esquire; solicitor for Lower Makefield Township

Scanned by: 10/15/03 10:10:10

146/377

127/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 15, 2003

Re: Bucks County TIP Projects:

- (1) Implementation of Traffic Calming Measures on Lindenhurst Road
- (2) Stoopville Road Rehabilitation Project

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

We request that you take the following actions regarding two TIP projects that are being recommended for the 2003 Bucks County TIP:

Implementation of Traffic Calming Measures on Lindenhurst Road (to be submitted to the BCPC by Lower Makefield Township)

- 1.) We respectfully request that you make this project your #1 priority due to the dangerous traffic condition that exists on Lindenhurst Road.
- 2.) We respectfully request that you recommend that Andrew Warren withdraw from the TIP decision-making process for this project. Mr. Warren has a glaring conflict of interest when it comes to decisions regarding Lindenhurst Road, as such decisions have a direct affect upon traffic on the Newtown Bypass. He currently resides just off the Newtown Bypass and previously resided in another sub-division just off the Bypass. Mr. Warren's actions and inactions have demonstrated that he has been aligned with politicians in the region (both state and local) who have encouraged commercial traffic to bypass the Bypass. These parties were satisfied to (a) keep Swamp Road restricted to heavy trucks for over 30 years and divert them to less appropriate routes and (b) accept untimed lights on the Newtown Bypass (It is important to note that in a 1988 study conducted by the DVRPC, entitled Newtown Township Traffic Study, it was recommended that Newtown Township make the timing of the Bypass lights its #1 priority project and this project was fully funded.)

Residents strongly believe that an impartial Professional Engineer at the Harrisburg PennDOT level is required to ensure that there is objectivity in the decision-making process for this project.

147/377

128/189

Stoopville Road Rehabilitation Project
(to be submitted to the BCPC by Newtown Township)

1.) This project calls for the realignment of the intersection of Stoopville Road and Route 532 to more of a "T" pattern. This intersection is located in Lower Makefield Township. We respectfully request that you OPPOSE the realignment of this intersection, as this is a blatant step toward implementation of the Northern Bypass (as shown in the attached Figure 28 taken from the aforementioned DVRPC study). Page 81 of the study states, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection."

As you may be aware, Newtown Township has been methodically putting the "northern bypass" into place piece by piece during the TIP process over the years. At the same time, as recently as summer of 2003, the Newtown Township Supervisors looked constituents in the eye and passed a lip-service resolution sent to PennDOT stating that they were not in favor of a northern bypass.

The Northern Bypass (or any steps toward it) will encourage higher volumes of traffic at greater speeds along Lindenhurst, Stoopville and Worthington Mill Roads. We trust that Lower Makefield Township will not support this project given the already volatile traffic situation that exists on these minor, residential, collector roads.

Newtown Township supervisors (and traffic engineer) maintain that the realignment will serve as a traffic calming measure to slow traffic down that is traveling west on Route 532 and then north on Stoopville Road. We suggest that a traffic light be added at the intersection, while maintaining its current configuration, and that traffic calming measures be installed on the straightaway on Stoopville Road just beyond the intersection. Newtown Township residents have been actively imploring their Board of Supervisors to implement traffic calming measures on Stoopville Road.

Upper Makefield Township is currently in discussions with developers regarding another 450 or so homes that will be developed in the vicinity of this intersection. It is certain that a traffic light will be installed at the intersection of Highland Road and Route 532. This will serve as a traffic calming measure.

We would appreciate a response to these requests this evening and thank you for your consideration.

Sincerely,



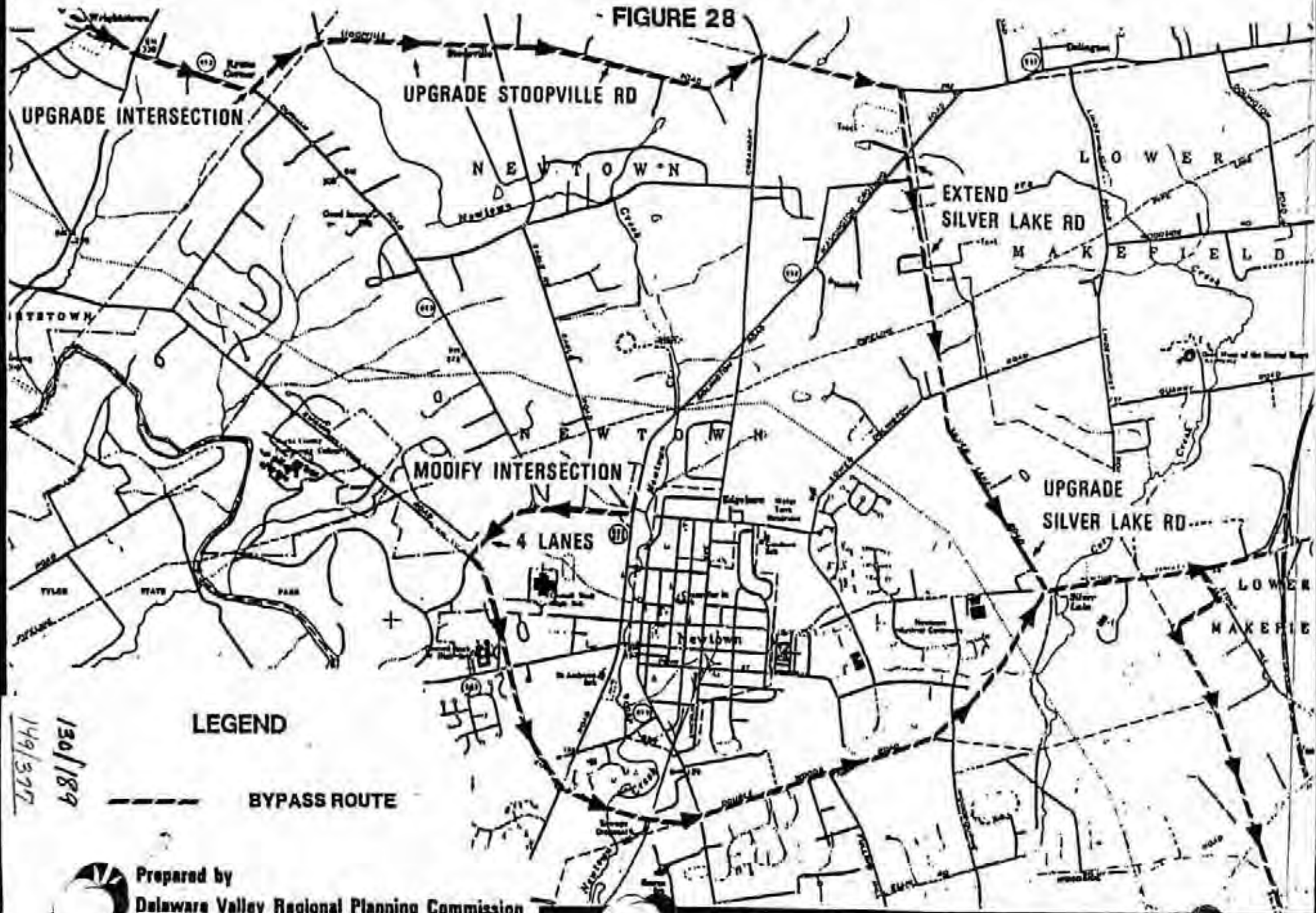
Susan Herman
President

148/377

129/189

YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

FIGURE 28



Residents for Regional Traffic Solutions, Inc.

PO Box 285
 Newtown, PA 18940
 RRTSbucks@aol.com

Richard Brahler, Senior Transportation Planner
 Bucks County Transportation Improvement Program
 The Almshouse Neshaminy Manor Center
 1260 Almshouse Road
 Doylestown, PA 18901

September 17, 2003

RE: 2003 T.L.P. SUBMISSIONS

Dear Mr. Brahler:


We respectfully request that you include the following two projects in the 2003 Bucks County Transportation Improvement Program. Our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 8,000 residents from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships.

- (1) Lindenhurst Road Traffic Calming
- (2) Stoopville Road Traffic Calming

If you have any questions regarding this request or the accompanying BCTIP applications for these two projects, please do not hesitate to call me at (215) 504-9670.

Thank you for your consideration.

Very truly yours,


 Susan Herman
 President

Cc: United States Congressman, James Greenwood
 Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
 Sean Slack, District Director for U.S. Congressman James Greenwood
 Governor Ed Rendell
 Allen Biehler, Secretary of Transportation
 Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
 John Coscia; Executive Director, Delaware Valley Regional Planning Commission
 Michael Fitzpatrick, Esquire; Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush; Executive Director, Bucks County Planning Commission
 Dr. Timothy Kirby; Superintendent, Council Rock School District
 William Burke; Board President, Council Rock School District
 Ralph Nuzzolo; Superintendent, Pennsbury School District
 Gene Dolnick; Board President, Pennsbury School District

150/377

131/189

Ex. 44

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 30, 2003

**RE: Draft of Lower Makefield Township Comprehensive Master Plan (LMT CMP)
Update, 2003**

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

Thank you for the opportunity to comment on the subject document at the public hearing you held on September 15, 2003. Below are the comments that I made on behalf of Residents for Regional Traffic Solutions, Inc. We would greatly appreciate it if you would consider these for inclusion in the Final 2003 Comprehensive Master Plan Update that will be voted upon at your Board of Supervisors meeting on Monday, October 6, 2003.

1.) We thank you and the Planning Commission for agreeing to include the Street Hierarchy Map as an exhibit in this document.

2.) Page 91 in the 1992 Update, LMT CMP says, "The responsibility of the township is to balance the needs of traffic flow and the land use goals that have been set."... "It is important for the township to balance the needs of traffic flow with the other goals of the community..."

We respectfully request that the Board add these statements to the CPM, 2003 Update. We believe that balancing traffic flow and land use is imperative in order to protect the health, safety and welfare of residents and provide a high quality of life for residents.

3.) We respectfully request that a statement be added to indicate the township's commitment to acknowledge the hierarchy of the roadway functional classification system and acknowledge that road function should match land use. In addition, we ask that it be stated that the highest priority of the township and region will be that all Arterial Highways and Expressways in the region function optimally (including being able to be traversed by ALL vehicles, regardless of weight) so that commercial traffic will favor using them over roads of lesser order functional classification.

4.) Page 96 of the 1992 Update LMT CMP states, "Preliminary discussions are underway to improve the highway access from the center of the county (Doylestown area) to Route I-95 in order to remove interstate-bound traffic from local residential streets. The township should continue to work with Newtown Township to provide a "northern bypass" from Lindenhurst Road/Route 332 north to Route 413 for better traffic circulation to I-95."

132/189

151/377

While no mention of the "northern bypass" is made in the 2003 Update of the LMT CMP, we believe the language in the Transportation Planning and Planning & Zoning in Surrounding Municipalities sections allows for and encourages the building of such a bypass. We respectfully request that you clearly state that Lower Makefield Township is not going to pursue or support the "northern bypass" in this 2003 Update of the Lower Makefield Township Comprehensive Master Plan.

Once again, thank you for the opportunity to participate in this process and for your consideration of these important points.

Sincerely,



Susan Herman
President

Cc: United States Congressman James Greenwood
Joe Szafran, Special Assistant to U.S. Congressman James Greenwood
Sean Slack, District Director for U.S. Congressman James Greenwood
Governor Ed Rendell
Allen Biehler, Secretary of Transportation
Gary Hoffman, P.E.; Deputy Secretary for Highway Administration
State Senator, Joseph Conti
State Representative, David Steel
John Coscia, Executive Director, Delaware Valley Regional Planning Commission
Michael Fitzpatrick, Esquire, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Andrew Warren, District Administrator, PennDOT District 6
Lyvn Bush, Executive Director, Bucks County Planning Commission
Terry Fedorchak, Lower Makefield Township Manager
Dr. Timothy Kirby, Superintendent, Council Rock School District
William Burke, Board President, Council Rock School District
Ralph Nuzzolo, Superintendent, Pennsbury School District
Gene Doinick, Board President, Pennsbury School District

152/377

133/189

**Bucks County Transportation Improvement Program Public Meeting
October 9, 2003**

ORAL TESTIMONY SUBMISSION

Persons Testifying: Susan Herman, Marcy Conti

Organization: Residents for Regional Traffic Solutions, Inc. (RRTS)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670
fax: 215 504-0757
email: RRTSbucks@aol.com

Project Name(s): (1) Lindenhurst Rd. Traffic Calming
(2) Stoopville Rd. / Worthington Mill Rd. Traffic Calming

Thank you for this opportunity. I am Marcy Conti and this is Sue Herman of Residents for Regional Traffic Solutions, Inc., or RRTS. Our regional citizens group represents well in excess of 8,000 residents from five townships.

We are here in support of the TIP applications submitted for Lindenhurst and Stoopville Roads Traffic Calming Projects. Lower Makefield Township submitted the Lindenhurst Road Traffic Calming project as their number one priority. In addition, RRTS submitted TIP applications for these projects. RRTS would like to amend its Stoopville Road Traffic Calming TIP application and add Worthington Mill Road Traffic Calming to this project. We alerted Mrs. Bush of our oversight and she suggested we bring it to your attention tonight. We have included a copy of our revised TIP application in our oral testimony submission (see Exhibit I). We respectfully request that you fast-track implementation of traffic calming on Lindenhurst, Stoopville and Worthington Mill Roads, in order to avert an impending tragedy. Numerous near-misses have been reported involving heavy trucks, school buses and our school children. We are experiencing a traffic safety crisis on these secondary roads.

Since we made Deputy Secretary Hoffman personally aware of our safety crisis in May 2003, he has marshaled his entire professional PennDOT Harrisburg staff to do three things: first, to expedite replacement of the Swamp Road culverts by August, 2004 (the posted culvert that your Board broke out as Phase I in the last TIP round and the one south of it, as it is precariously close to being weight-restricted), second, his staff will review the timing of the Newtown Bypass lights, and third, his staff will investigate the serious traffic safety problem on Worthington Mill Road. We greatly appreciate his commitment to get involved in the safety crisis in our area.

We ask for similar effort from you toward implementing traffic calming measures on the aforementioned roads. A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using these minor, residential collector roads as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school

153/377

134/189

buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day, weighing up to 80,000 pounds each.

Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7-mile, circuitous residential route (see map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways [blue pins] and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road, a principal arterial highway. A 10-ton posted culvert here precludes ALL trucks from using this 2-mile segment of Swamp Road that has 16 points of access and runs into the Bypass.

We have included a CD-ROM that contains three videos in our written testimony submission and we ask that you take the time to view it. Video #1, entitled BYPASSING THE BYPASS, shows over 90% of commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. Residents are fearful for their children and themselves who must regularly travel these minor roads. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article, Exhibit III.) In light of PennDOT's rejection of Lower Makefield's request to take back Lindenhurst Road from the State in the interest of public safety, we implore you, tonight, to implement these traffic-calming projects within the first year of the Twelve Year Program.

On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "... WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents ... the Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit IV)

A July 14, 2003 letter (Exhibit V) from an Eagleton Farms Subdivision representative to the Council Rock School Board President stated this about Stoopville RD: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long."

In a June, 2003 letter to PennDOT (Exhibit VI), the superintendent of Council Rock School District stated this about Worthington Mill Road, "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the aforementioned CD-ROM will show you why. Video #2 is a CBS/KYW NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.

Residents are outraged that this safety crisis has been brought about and encouraged by state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30

154/377

135/189

2

years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study* that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time). PennDOT's District 6 must take responsibility for its part in creating this public safety crisis through both its inaction and actions.

We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area, Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a nonaligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years.

We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm.

During the last TIP round, you took unprecedented steps to do the right thing in the interest of the public's safety at large and we greatly appreciated this. We are before you, once again, to ask you to act boldly and swiftly before a bus load of kids gets killed.

We would like to show you some stills from the three videos that are being submitted.

Thank you for your time and continued efforts to address this safety crisis.

* entitled Newtown Township Traffic Study

155/377

136/189
3

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

BUCKS COUNTY TRANSPORTATION IMPROVEMENT PROGRAM PUBLIC MEETING
OCTOBER 9, 2003

WRITTEN TESTIMONY SUBMISSION (# pages: 34)

- RE: Project Names: (1) Lindenhurst Road Traffic Calming
(submitted by Lower Makefield Township as the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
(submitted by RRTS)

OBJECTIVE: Our purpose is to gain your support for implementing traffic calming measures on Lindenhurst, Stoopville and Worthington Mill Roads within the first year of the Twelve Year Program, so as to avert an impending tragedy. We request that traffic calming measures such as Raised Median Islands/Pedestrian Refuges, Textured /Raised Crosswalks and Speed tables/speed humps be evaluated for immediate implementation on these minor, residential collector roads in order to: (a.) reduce the speed and volume of traffic to ensure that levels correspond to the functional classification and residential land use of the roads and (b.) reduce cut-through traffic including heavy industrial traffic. The TIP applications for these projects are ~~in Exhibit I.~~ *attached,* Note that Lower Makefield Township submitted the Lindenhurst Road Traffic Calming Project as the number one priority.

A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using these secondary roads as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with in excess of 800 heavy trucks/day, weighing up to 80,000 pounds each. Numerous near-misses have been reported involving heavy trucks, school buses and our school children.

156/397

137/189

SUMMARY

- The speakers who gave oral testimony on October 9, 2003 represent Residents for Regional Traffic Solutions, Inc. (RTTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. **Numerous near-misses have been reported involving heavy trucks, school buses and our school children. We are experiencing a traffic safety crisis on these secondary roads.**
- Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles north of where the Newtown Bypass runs into Swamp Road. A 10-ton posted culvert on Swamp Road just south of Worthington Mill Road, precludes ALL trucks from using the 2 mile segment of Swamp Road between Worthington Mill Road and the Bypass. (NOTE: this 2-mile restricted section of Swamp Road has 16 points of access.)
- On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.
- Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (see newspaper article; page 7, Exhibit V). In light of PennDOT's rejection of Lower Makefield's request to take back Lindenhurst Road from the State in the interest of public safety, we implore you to implement the traffic-calming TIP projects for Lindenhurst, Stoopville and Worthington Mill Roads within the first year of the Twelve Year Program.

157/377

138/189
2

- Exhibit V contains communications that focus on the traffic safety crisis and involve the Pennsbury School District and the Grey Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "... WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents...the Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (see Exhibit VI)
- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance...we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

- Residents are outraged that this safety crisis has been brought about and encouraged by state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- Since we made Deputy Secretary Gary Hoffman personally aware of our safety crisis in May, 2003, he has marshaled his entire professional PennDOT Harrisburg staff to do three things: first, to expedite replacement of the Swamp Road culverts by August, 2004 (the posted culvert that the BCPC Board broke out as Phase I in the last TIP round and the one south of it, as it is precariously close to being weight-restricted), second, his staff will review the timing of the Newtown Bypass lights, and third, his staff will

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003)

investigate the serious traffic safety problem on Worthington Mill Road. We greatly appreciate his commitment to get involved in the safety crisis in our area.

- While our hope is that by finally addressing these items the PA traffic routes (Routes 413, 232, 332 and Swamp Road) and the Newtown Bypass will become an attractive option for industrial traffic, the need for traffic calming on Lindenhurst, Stoopville and Worthington Mill Roads will remain of paramount importance to public safety. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit VIII*).
- Also, the construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries, as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation.
- PennDOT's District 6 must take responsibility for its part in creating this public safety crisis through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area, Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a nonaligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years.
- We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm.
- During the last TIP round, you took unprecedented steps to do the right thing in the interest of the public's safety at large and we greatly appreciated this. We are before you, once again, to ask you to act boldly and swiftly before a bus load of kids gets killed.

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

D. RICHARD TONGE

EX. 47

10 Primrose Court Newtown, PA 18940
TEL: 215-579-1228 * FAX: 215-579-1024

MEMORANDUM

To: Bucks County Planning Commission
From: D. Richard Tonge
Date: October 9, 2003
Subject: Newtown township TIP - Stoopville Road Rehabilitation

Good Evening!

My name is Richard Tonge. I am a resident of Newtown Township, an officer of Residents For Regional Transportation Solutions, and a Director of the Newtown Grant Homeowners Association. Residents For Regional Solutions is a citizen's organization made up of residents from Wrightstown, Newtown, Northampton, and Upper and Lower Makefield who have been working with the townships, Bucks County Planning commission, the DVRPC and the state to improve the safety of the residents who live along one of the most dangerous traffic corridors in the region. Newtown Grant is a master planned community of over 4,000 residents and represents approximately 1/3 of the residents of Newtown Township. I am here today to speak about the Newtown Township proposed Transportation Improvement Project entitled - "Stoopville Road Rehabilitation", and to request that this project be rejected. Last year, Newtown Township proposed this very same project and it was rejected by the Bucks County Planning Commission for very legitimate reasons. I am here today to remind everyone of those reasons, and to request that this project be rejected once more.

I want to make everyone aware that in 1999/2000, Stoopville Road was rehabilitated at a cost to the taxpayers of over \$1.5 million.

There has been an ongoing problem with heavy trucks traveling on minor collector roads in residential neighborhoods in Wrightstown, Newtown and Lower Makefield Townships for over 30 years. Stoopville Road is one of those minor collector roads. There are hundreds of access points along this road made up of feeder roads, private driveways and entrances and exits from major subdivisions. In addition, as we speak, the townships are approving further development along Stoopville Road for a large homebuilder.

To put this area in prospective you must first recognize that there are several large quarries located in Wrightstown Township, just north of Stoopville Road. Trucks carrying gravel leave those quarries at all hours of the day traveling south, but primarily in the early morning hours when school busses in our residential neighborhoods are loading with children on their way to school for the day. For obvious reasons, those gravel trucks would like to take the fastest route to I-95 to deliver their load and return for another trip. However, for over 30 years, there has been a continuous and systematic restriction that forces the trucks to take a 9 1/2 mile route through residential neighborhoods rather than take a 2 1/2 mile route to the Newtown By-pass, the safest and most convenient passage to the interstate highway. That restriction consisted of several culverts located in Wrightstown that have been methodically weight-restricted during this 30-year period. In 2002, a Transportation Improvement Project, MPMS# 13683, was approved to replace a weight-restricted culvert so that trucks would be able to once again take the safest route to I-95. That culvert is scheduled to be replaced next year. When it is replaced, traffic patterns as we know them today will obviously change as truckers will now have an alternate choice of routes to take.

Until traffic has a chance to find its new pattern, it would be premature to spend more of the taxpayer's money to rehabilitate a roadway that (1) has just been rehabilitated, (2) may not need any further

160/377

11/189

rehabilitation and (3) should be looked at for traffic calming measures rather than trying to make it a speedway for trucks to go even faster.

As I mentioned earlier, it is an existing dangerous situation to have 80,000 pound gravel trucks trying to get to their destination as fast as possible mixing with school busses loaded with children in the first place. Any attempt to widen and straighten Stoopville Road will only enable the truckers, who already exceed the speed limit, to go even faster, and may perhaps encourage them to continue to drive through the residential neighborhood in order to get to the Newtown Bypass which was designed to handle this kind of traffic rather than opt for the new traffic route just opened.

To sum up: I, on behalf of the 7,000 residents who live in the residential neighborhoods along the state classified minor collector roads, implore you to reject rehabilitating a road that needs traffic calming measures more than it needs to be developed into a truck speedway. If Stoopville Road needs further work to make it safer, let's wait until traffic patterns work themselves out before we go off and spend taxpayer money that may be totally unnecessary, and may even promote an accident just waiting to happen with a school bus.

Two of my colleagues from the Residents For Regional Solutions, Marci Conti and Susan Herman, would now like to further address you on a Transportation Improvement Project to institute traffic calming measures along Stoopville Road to make that road safer, not more dangerous.

Thank you for the opportunity to address you this evening!

Respectively Submitted,

D. Richard Toya

161/377

142/189

Unanimous Resolution of the
NEWTOWN GRANT HOMEOWNER ASSOCIATION
Board of Directors

WHEREAS, the Newtown Grant Homeowner Association Board of Directors ("Board") consists of the seven (7) members duly elected by the one thousand seven hundred fifty one (1,751) homes of the planned community known as "Newtown Grant" ("Newtown Grant");

WHEREAS, the Board has the duty and obligation to express the concerns of the residents of Newtown Grant, who make up nearly one third (1/3) of the population of Newtown Township;

WHEREAS, the Board has the duty and obligation to voice its opinion upon issues of present concern which shall impact the safety and quality of life for the residents and owners of Newtown Grant;

WHEREAS, Newtown Grant is bordered on two sides by State Highway 413 (Durham Road) and Stoopville Roads;

WHEREAS, there has been ongoing discussion over the past years regarding the increased truck traffic on Stoopville Road and Durham Road originating at the quarries located in Wrightstown;

WHEREAS, the increased truck traffic directly impacts on the safety of all residents of Newtown Grant, as well as that of all Newtown Township, Upper and Lower Makefield residents;

WHEREAS, the failure to upgrade culverts on Swamp Road are the primary cause of the increased truck traffic of Stoopville Road by trucks originating at the Quarries in Wrightstown;

WHEREAS, Newtown Township, Bucks County and the Pennsylvania Department of Transportation are in discussions to widen and straighten Stoopville Road to permit additional truck traffic while maintaining an artificial weight restriction on Swamp Road to exist with lack of good cause;

WHEREAS, the recognition by those living on or near Stoopville Road understand the widening of Stoopville Road will only lead to additional truck traffic and increase the risk of injury to Residents of Newtown Township, Lower and Upper Makefield;

WHEREAS, this Board believes that all roads within the area (Swamp Road, Durham Road, Stoopville Road) must be able to handle their proportion of truck traffic from the Quarries located in Wrightstown to the Interstate;

Now, therefore, be it

RESOLVED, That the Board Request the Bucks County Planning Commission require the upgrade of any weight restricted culverts on Swamp Road to be included as the top priority project in the first four (4) years of the twelve (12) year Transportation Improvement Plan ("TIP"). Such upgrade must eliminate any weight restrictions on Swamp Road;

FURTHER RESOLVED, That the Board Request the Pennsylvania Department of Transportation ("PennDOT") to postpone the widening of Stoopville Road until any weight restricted culverts on Swamp Road have been upgraded and a study of the new traffic pattern on Stoopville Road can be completed.

DATED: August 15, 2001

162/372

143/189

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
 PO Box 285
 Newtown, PA 18940
RRTSbuckspa@aol.com

Ms. Anita Everhard, Executive Secretary
 State Transportation Commission
 400 North Street - 8th Floor
 Harrisburg, PA 17120
 October 14, 2003

- RE: Project Names:** (1) Lindenhurst Road Traffic Calming
 (Bucks County TIP application submitted by Lower Makefield Township as
 the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming
 (Bucks County TIP application submitted by RRTS)

Dear Ms. Everhard,

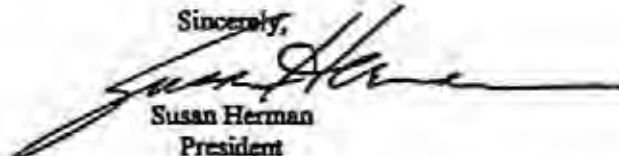
Thank you, once again, for your support throughout the 2005 Transportation Program Development Process. Enclosed is our written testimony submission for the subject TIP projects. We respectfully request that you review Attachment I of this letter which is a "suggested summary" for our written testimony and ask that you consider forwarding this summary to the Commissioners for their review. We have highlighted the main points of our 34 page written submission* into a 2 page summary with three attachments (a map, a thirteen minute long CD-ROM, and a one page script for the CD-ROM). Since our safety crisis is both a political, as well as, transportation issue, Anita, we hope you find our efforts to summarize this very complex issue helpful.

I have enclosed 16 copies of our CD-ROM, one for each Commissioner and one for your records. We feel it imperative that the Commissioners receive the CD-ROM as part of our summary, as it will bring the chilling danger that exists on our residential roads into their offices. We feel certain that once they have seen and heard our video, they will place the highest priority on implementing the traffic calming projects above.

Please let me know if this request is acceptable. If you have any questions, please don't hesitate to call me at (215) 504-9670.

Thank you for your consideration.

Sincerely,


 Susan Herman
 President

CC: Honorable Allen D. Biehler, Chairman, Pennsylvania State Transportation Commission

*includes a CD-ROM

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mrs. Lynn Bush, Executive Director
Bucks County Planning Commission
1260 Almshouse Road
Doylestown, PA 18901

Charles McIlhinney, Esquire
Solicitor, Bucks County Planning Commission Board
2539 York Road
P.O. Box 296
Jamison, PA 18929

October 21, 2003

RE: Project Names: (1) Lindenhurst Road Traffic Calming
(Bucks County TIP application submitted by Lower
Makefield Township as the #1 priority and by RRTS)

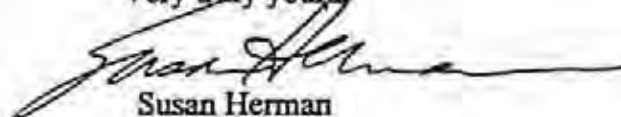
(2) **Stoopville RD / Worthington Mill RD Traffic Calming**
(Bucks County TIP application submitted by RRTS)

Dear Mrs. Bush and Mr. McIlhinney,

Enclosed, for your records, is a copy of the oral testimony we presented regarding the subject projects at the October 9, 2003 public meeting on the TIP held by the Bucks County Planning Commission. After our presentation, we gave a copy of this oral testimony to Mr. Grunmeier, Ms. McKeon and Mr. Hoffman, the Bucks County Planning Commission Board members who were in attendance.

We greatly appreciated the opportunity to be part of the process.

Very truly yours,



Susan Herman
President

164/377

145/189

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
 PO Box 285
 Newtown, PA 18940
RRTsbuckspa@aol.com

✓ Robert H. Grunmeier
 Chairman, Bucks County Planning Commission Board
 1811 Bethlehem Pike
 Line Lexington, PA 18932

✓ Ms. Suzanne McKeon
 Chairperson of the Subcommittee for the TIP Update
 Bucks County Planning Commission Board
 1115 Richard Lane
 Feasterville, PA 19047

Mr. Darrin Hoffman
 Subcommittee for the TIP Update
 Bucks County Planning Commission Board
 102 N. Hamilton Street
 Doylestown, PA 18901

October 21, 2003

RE: Project Names: (1) Lindenhurst Road Traffic Calming
 (Bucks County TIP application submitted by Lower Makefield Township as
 the #1 priority and by RRTS)

(2) Stoopville RD / Worthington Mill RD Traffic Calming
 (Bucks County TIP application submitted by RRTS)

Dear Mr. Grunmeier, Ms. McKeon, and Mr. Hoffman,

Thank you, once again, for the opportunity to submit both oral and written testimony to the Bucks County Planning Commission (BCPC) Board in this round of the TIP process. I trust that, by this time, each Board member has received the written testimony packet we left for them at the October 9, 2003 BCPC public meeting on the TIP. As you know, our written testimony is comprised of a 34 page document (4 page summary plus supporting documentation) and a 13 minute long CD-ROM. The CD-ROM contains three videos entitled, BYPASSING THE BYPASS, CBS / KYW 3 NEWSCAST (aired at 6 PM on June 5, 2003) and TRUCK DANGER on WORTHINGTON MILL ROAD.

We thank Board members for taking the time to review our written testimony and can't emphasize enough how important it is to view the CD-ROM, as it will bring the chilling danger that exists on Lindenhurst, Stoopville, and Worthington Mill Roads (our residential roads) into their offices. We were surprised to learn that the BCPC public meeting guidelines did not allow us to show this CD-ROM during our oral testimony, as we had just shown it in our oral testimony at the State Transportation Commission sponsored public hearing on September 26, 2003. We all know that a picture is worth a thousand words. We feel certain that once Board members have seen and heard our video, they will place the highest priority on implementing the Lindenhurst Road Traffic Calming Project and Stoopville RD/ Worthington Mill RD Traffic Calming Project.

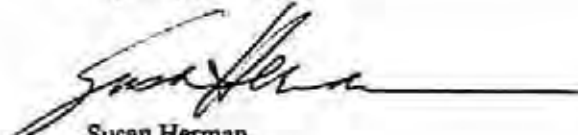
Since I will be out of town on a family matter on November 5, 2003 (when the BCPC Board votes on the list of TIP projects to go forward to the Delaware Valley Regional Planning Commission), I will take this opportunity to implore you and the rest of the BCPC Board one last time to consider the tragedy that is sure to result if safety and sanity is not restored to the aforementioned roads through implementation of traffic calming measures. As you and the Board well know, our safety crisis is a political issue, as well as, a transportation issue - thus a complex one. We have every expectation that your Board will have the fortitude and will to do the right thing.

165/377

146/189

We sincerely thank you for your consideration.

Very truly yours,



Susan Herman
President

CC: Bucks County Planning Commission Board:

- ✓Geryl D. McMullin, Vice Chairperson
- ✓James J. Stoeckhert, Secretary
- ✓H. Paul Kester, Esquire
- ✓David H. Platt
- ✓Ed Kisselback, Jr.
- ✓Kathleen M. Babb
- John J. Coscia, Executive Director / Delaware Valley Regional Planning Commission
- Lynn Bush, Executive Director/ BCPC
- David Johnson; Director of Transportation / GIS Planning, BCPC
- Rich Brahler, Senior Transportation Planner, BCPC
- ✓Charles T. McIlhinney, Esquire; Solicitor, BCPC Board

166/377

147/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

169/377

148/189
32

The Stoopville Road Rehabilitation Project calls for:

- ... further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ... further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pembury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in your office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.

Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed - the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a bus stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student (who was about to exit the bus and cross Worthington Mill) that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This

168/377

149/189
35

incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled Residents want to act before truck tragedy), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident. One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just 1/4 mile from I95 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

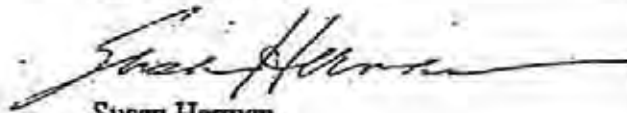
150/189
54

169/377

traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)

170/377

151/189
35

Ex. 52

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBSKYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

Exhibits to be hand delivered to Rep. Steil's office on
4/23/04. 8 pages in this memo.

pg 1/8

171/377

pg 4/46

(42)

152/189

Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**

- 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
- 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study...The economics do not look very good."

*See Exhibit VI new DVRPC CD entitled Creating Tomorrow Today, DVRPC

Pg. 2/8 172/377

153/189

Pg. 2/26

(43)

The article also states, "Steil who agreed it [movement of stone] is a 'real problem', also conceded that there is little that can be done. Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst Roads merely shifts the traffic elsewhere, he [Representative Steil] said."

3) He maintains that "quarry trucks and college students don't mix" and his actions and words support this bias. He sends the message to residents that quarry trucks and elementary school buses do mix and threatens to further endanger travelers along Lindenhurst, Stoopville and Worthington Mill Roads (a residential route with over 7,000 residents and 155 access points, most residential driveways), by his obvious support of the Stoopville Road Rehabilitation Project (rather than traffic calming).

In Exhibit VIII Representative Steil stated, "... I would note that no resident of Newtown Township has contacted me concerning this project [Stoopville Road Rehabilitation Project]." Rep. Steil wrote this letter in response to RRTS' letter dated 2/6/04 (Exhibit IX) which speaks of several near misses between school buses and quarry trucks along the residential route and asks him to reject the Stoopville Rehab. Project in all forums. Rep. Steil wrote a 2/27/04 letter to the DVRPC (Exhibit X) which states, "I believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan." His failure to oppose the Stoopville Rehab. Project is consistent with the message he has given members of the public, that maybe not now, but someday, this project's time will come.

4) We find it unconscionable that Rep. Steil hastily dismissed the railroad option for hauling stone and that he did not publicly support the "Suggested Detour Signs" that PennDOT Harrisburg posted in the interest of public safety.

5) Representative Steil denied that a NO CONNECTOR ROAD CLAUSE (that would prevent a road being built through the CAU parking lot) was intended to be an integral part of LMT's requirements when LMT was negotiating an "Intergovernmental Agreement" with Newtown Township.

6) The initiative to route high volumes of industrial traffic through ever-developing residential areas supports our belief that Representative Steil is not a qualified engineering professional and his actions and positions are not based on sound engineering practices. He has never supported encouraging the higher level traffic to use the higher level roads.

RRTS comments: How hard should residents have to work to be heard by their state and local governments? It is our opinion that it would never be appropriate to further jeopardize the safety of over 7,000 residents who live along the residential route [by doing the Stoopville Road Rehab. Project], residents, who voted Rep. Steil into office to protect their health, safety and welfare.

- **Bucks County Planning Commission (BCPC) Board:** After compelling presentations by residents and RRTS AGAINST the Stoopville Road Rehab. Project

Pg. 3/8 173/377

Pg. 3/26

(44)

and FOR Traffic Calming Measures (LMT's #1 priority TIP project was Traffic Calming for Lindenhurst Road), this Board voted to send the Stoopville Road Rehab. Project forward to the DVRPC in the TIP process rather than the Traffic Calming Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads.

There is pressure in our region to upgrade the functional classification of Stoopville Road from a minor collector road to a Principal Arterial Highway. If this happens, Stoopville Road will no longer qualify for traffic calming measures. We fear the BCPC will attempt to justify this change when it revises the federal functional classification of roadways, a process that is currently underway per the DVRPC. We implore the BCPC NOT to upgrade the classification of this road. Traffic calming is essential to this road being used in a manner that is consistent with the high level of residential development the townships have placed there.

RRTS comments: RRTS questioned why the BCPC guidelines for the TIP Public Hearing forbid showing of CD's. The answers we got point to it being an arbitrary decision (likely politically motivated) that was inconsistent with the State Transportation Commission guidelines for public participation in the TIP process. It was important for this Board to see 90% of commercial traffic in the region turning off the Bypass onto the residential route, as this may have strongly influenced their decision. RRTS showed this CD at the State Transportation Commission Public Meeting and the picture saved a thousand words.

In its oral and written testimony to this Board [and to the State Transportation Commission], RRTS stated, "PennDOT's District 6 must take responsibility for its part in creating this public safety ^{45/189} through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area [and previous Bucks County Commissioner], Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a non-aligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years. We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm."

RRTS maintains that it is a disservice that PennDOT has assigned a prior Bucks County Commissioner to be District Administrator of this region. It is license for Mr. Warren to conduct himself as a politician without the residents ever getting the opportunity to vote him in or out.

- **Andrew Warren, District Administrator for PennDOT District 6:** At the 4/22/04 regional meeting, Mr. Warren was disingenuous when he characterized Swamp Road as an "18th century stage-coach Indian trail". For most of the 30+ years that the road was restricted to loaded quarry trucks, empty quarry trucks used it, demonstrating that it was truck-worthy. If there are deficiencies that exist on this road, Mr. Warren should be embarrassed rather than brazen, as he has played a part in leaving them unaddressed.

155/189

pg. 4/8 174/399

pg. 4/26 (45)

At a public meeting in Lower Makefield Township in 1999, Mr. Warren said he was "ambushed" by residents complaining about the dangerous truck traffic situation on Lindenhurst Road. He threatened to widen and straighten the road. This is consistent with his obvious mentality of wanting to move the goods and traffic AT ANY COST.

At the December, 2003 regional traffic meeting in Harrisburg, Mr. Warren made a recommendation to compare the cost of improving Stoopville and Lindenhurst Roads to the cost of improving Swamp Road, in total disregard for the more than 7,000 residents who live along the residential route. At the March regional traffic meeting at PennDOT King of Prussia, District 6 opposed using raised pedestrian crosswalks on Lindenhurst Road. We hope that Mr. Hoffman, PennDOT Harrisburg, will keep his commitment to give raised crosswalks another look, as he maintains they have been successful in places near his home.

RRTS does not accept half measures in Traffic Calming along Lindenhurst, Stoopville and Worthington Mill Roads. Failure to implement measures that will maintain capacity while improving public safety will result in fatalities. Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban setting whereby residents generally must travel by car or school bus for most of their daily activities outside the home.

- **DVRPC:** RRTS questions whether this agency can be objective, given that PennDOT District 6 is an integral player there and Mr. Warren has political ties as a result of his previous position as Bucks County Commissioner. In addition, current Bucks County Commissioners, who are members of the DVRPC Board, have a strong influence there.

Last Thursday, the DVRPC Board decided not to take action on a Regional Citizens Committee resolution encouraging rail carriers to submit proposals for moving aggregate from the Swamp Road quarries. It was stated that the Board will work with Bucks County, that there are probably as many FOR using rail as AGAINST using rail, that this would need to be looked at further before the Board would take a position.

It was astounding how swiftly this issue was catapulted back under the umbrella of Bucks County politics. It is now questionable whether we will get unfettered proposals that the region can evaluate. Without a doubt, the Short Line railroads are interested in the business.

- **Newtown Township Board of Supervisors:** In the current TIP round, the Newtown Township Board of Supervisors championed the Stoopville Road Rehabilitation Project that calls for widening and straightening this road (even though the most significant horizontal curves and problem intersection at Linton Hill Road are already being addressed by the developer of the McLaughlin Tract). This project will make the road even more of a speedway for trucks and is consistent with this township's philosophy of piece by piece, slowly but surely, in the guise of making the road "safer", paving the way for a Bypass along the residential route.

Pg. 5/8 175/377

156/189

Pg. 5/26 (46)

The Newtown Twp. Planning Commission and Board of Supervisors refused to include traffic calming measures in the project description, despite outcries from residents who live along Stoopville Road. (See Exhibit XI, an Eagleton Farms Homeowners Association resolution, and Exhibit XII, letter from a representative of Eagleton Farms to the ^{President of the Board} superintendent of Council Rock School district.)

This Board ^[Newtown Twp.] vehemently opposed PennDOT's posting of the "Suggested Detour Signs".

A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed -loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Warren's assurances that the lights will finally be operating in a timed fashion in Fall 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

Many past and current Newtown Township politicians live along Swamp Road and the Newtown Bypass which results in an understandable conflict of interest (see map, Exhibit XIII).

- **Wrightstown Township Board of Supervisors:** This Board has supported the weight restrictions on Swamp Road for over 30 years and vehemently opposed PennDOT Harrisburg's posting of the "Suggested Detour Signs".

Wrightstown Township commissioned Pickering, Corts and Summerson, Inc. to do an engineering study of Swamp Road in 1995. The draft copy of the study is entitled Engineering Study for Safety Improvements to Swamp Road. The findings of this study were never revealed to the public.

The findings of Urban Engineers' May, 2002 Swamp Road Engineering Study, prepared for Newtown and Wrightstown Townships, mirror those from the 1995 study.

The 1995 Wrightstown Township study identified the culvert south of Worthington Mill Road as being in worse condition than the culvert north of Worthington Mill Road, yet the northern culvert was selected for replacement. This resulted in perpetuating the artificial restriction of Swamp Road.

When Mr. Pogonowski states, "When Swamp Road is opened to trucks..." it is misleading. The section of Swamp Road between the quarries and Worthington Mill Road has been opened to all trucks since replacement of the Neshaminy Cliffs culvert in 1998. He should be embarrassed and take responsibility for any deficiencies on this road that have been unaddressed. (Wrightstown Township was aware in 1992, if not before, that PennDOT was moving ahead on the replacement of the Neshaminy Cliffs culvert.)

There is a pressure in the region to upgrade Worthington Mill Road to accommodate the truck traffic, that is, make it more conducive for the trucks to use the residential route rather than the Principal Arterial Highways and PA Traffic Routes in the region.

Pg. 6/8 176/377

157/189
Pg 6/26 (47)

This solution is unacceptable to RRTS and undoubtedly would make one question whether our politicians deserve the honor of caring for the health, safety and welfare of the very residents who voted them into office.

In the last few years, Wrightstown Township Supervisors have approved the Miller, Better Materials and Eureka Quarry expansions without conducting Traffic Impact or Environmental Impact Studies.

One Wrightstown Township supervisor lives along PA Traffic Route 232 and another lives across the street from the rail lines at the quarries, resulting in an understandable conflict of interest.

- **Upper Makefield Township Board of Supervisors:** We fully expect Upper Makefield Township to submit written comments **OPPOSING** traffic calming measures on Lindenhurst Road after hearing Mr. Worden's comments at the 4/22 meeting. This township formally opposed the Lindenhurst Road turnback.

RRTS comment: IT IS TIME FOR ALL TOWNSHIPS TO STOP GAME PLAYING AND POLITICAL JOCKEYING WHEN THE HEALTH, SAFETY AND WELFARE OF RESIDENTS AND TRAVELERS' SAFETY IS WHAT IS AT STAKE. All townships in our region should be pursuing traffic calming measures for all minor collector roads that are affected by high volumes of industrial truck traffic. These measures should be designed to maintain capacity and improve public safety. It is time for governments to do all they can to make the Principal Arterial Highways and PA Traffic Routes in our region function as efficiently and safely as possible and encourage the industrial traffic to use them.

Coalition being formed by Representative Steil

At the 4/22 meeting, Representative Steil announced he is forming a regional coalition to continue dialogue on regional traffic issues and asked each township to send 1-2 members to be part of it.

Given the past misuse of power in the region regarding transportation issues, how can residents be assured that this coalition will not be a continuation of the same?

Pursuing the railroad for hauling aggregate from the Swamp Road quarries

Given the past misuse of power in the region regarding transportation issues, how can this option receive an objective review? It was interesting to hear Mr. Pogonowski express his concern that rail might be used to haul stone 24/7 to western Pennsylvania. He has shown little empathy in the past for residents imploring his Board for help with the dangerous and voluminous quarry truck traffic. This traffic will escalate with the onset of the I-95/ PA Turnpike Interchange Project, a 10-12 year construction project.

As mentioned earlier, the Wrightstown Township Board of Supervisors approved the last Eureka Quarry expansion (and others before that) without even conducting a Traffic Impact or Environmental Impact Studies. One has to question whether this Board is vigilantly protecting self-interest, to the detriment of the citizenry at large.

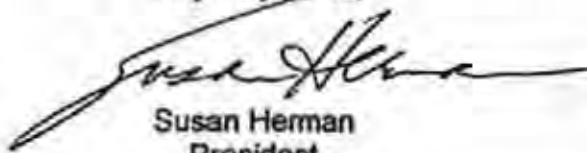
pg. 7/8 177/377

158/189
8.7.26

(48)

Thank you again for the opportunity to submit written comment that will be included as testimony for this meeting.

Very truly yours,



Susan Herman
President

- CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
* State Transportation Commission ☐
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire ☐
Bucks County Commissioner, Sandra Miller ☐
Executive Director/DVRPC, John Coscia
Andrew Warren; District Administrator, PennDOT District 8 ☐
* DVRPC Board ☐
* Regional Transportation Committee ☐
* Regional Citizens Committee ☐
* Newtown Township Board of Supervisors
* Lower Makefield Township Board of Supervisors
* Wrightstown Township Board of Supervisors
* Upper Makefield Township Board of Supervisors
* Northampton Township Board of Supervisors
Council Rock School Board President, Susan Vicedomini ☐
Council Rock School Superintendent, Timothy Kirby ☐
Pennsbury School Board President, Linda Palsky ☐
Pennsbury School Superintendent, Ralph Nuzzolo ☐
RTS Membership (mass e-mail) ☐
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
* Robert Gronmeier; Chairman, Bucks County Planning Commission Board ☐
Lynn Bush; Executive Director, Bucks County Planning Commission ☐
* CD's sent to chairman only of the Commission, Board or Committee

~~Pg. 8/8~~ 178/377

159/189
Pg. 8/26 (49)

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor.
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 28, 2004

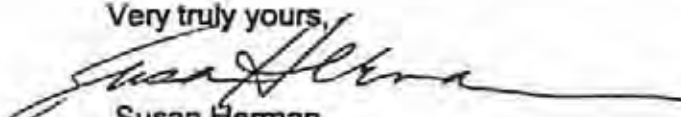
**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Here is the written comment submission, including Exhibits, that I promised would be hand delivered to Representative Steil's office today.

Thank you for your continued consideration as to how to mitigate the dangerous traffic conditions that exist in our region due to the inordinately high amount of quarry truck traffic.

Very truly yours,


Susan Herman
President

Received by: C. Schmitt
Date: 4-28-04
179/377

160/189

+2 CO's
Ex. 54

Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

ORAL TESTIMONY SUBMISSION: June 3, 2004 #Pages: 16 , #Exhibits 9

Person(s) Testifying: Alex Herman / Susan Herman

Organization: Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940
Ph: 215 504-9670
Fax: 215 504-0757
Email: RRTSbucks@aol.com

Project Name: Stoopville Road Rehabilitation Project
(FY 2005 TIP project submitted by Newtown Township)

Thank you for this opportunity. I am Alex Herman and this is Susan Herman of Residents for Regional Traffic Solutions, Inc., or RRTS. Our regional citizens group represents well in excess of 8,000 residents from five townships.

We are here today to ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project. The RESOLUTION reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Although this project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since this project will escalate the safety crisis already existing on Stoopville Road, we ask the DVRPC to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.

Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Stell (Exhibit I) and a May, 2004 letter to Mr. John Coscia (Exhibit II). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."

180/377

161/189

①

Stoopville Road, part of a "residential route" comprised of Lindenhurst, Stoopville, and Worthington Mill Roads (all minor residential collector roads), is used as a cut-through by high volumes of commercial traffic traveling to and from I-95. Industrial trucks are literally "bypassing the Newtown Bypass", a 4-lane limited access divided highway built specifically for commercial traffic (See Traffic Flow Map, Exhibit III).

There are four booming Wrightstown Township quarries located on Swamp Road, just 3 miles northwest of where Swamp Road becomes the Newtown Bypass. An inordinately high volume of quarry trucks comes in and out of these quarries and uses the residential route to go to and from I-95, rather than the Newtown Bypass where the ten traffic signals are still not synchronized.^{*} Quarry truck drivers and drivers of AC oil tankers (the oil is used in asphalt production at the quarries) are paid by the load, encouraging on-time delivery over safety, greatly jeopardizing the health, safety and welfare of those along the residential route. The Wrightstown quarries have over 100 years of quarry life remaining and are expected to be a major source of stone for the I-95/PA Turnpike Interchange Project, an imminent project that will bring millions of tons of additional stone through our residential neighborhoods.

This CD, entitled Bypassing the Bypass, shows the current level of commercial traffic on Stoopville Road and the residential route (Exhibit IV^{**}). The numbers shown here on the map correspond to filming locations in the CD (see video script, Exhibit V).

The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads **more conducive** for use by industrial traffic and make the arterial highways in our region **less conducive** for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route **rather than the Newtown Bypass**.

There are already well in excess of 800 industrial trucks/day traveling this 9.7 mile circuitous route, which has in excess of 155 access points (most residential driveways represented by blue pins) and more than 7,000 residents living in subdivisions along it. There are all too frequent near-misses between trucks and school buses on this route, as reported by RRTS in a February, 2004 letter to Representative Steil (Exhibit VI) and by Council Rock School District's Superintendent in a June, 2003 letter to Deputy Secretary Gary Hoffman (Exhibit VII) and a March, 2004 letter to Governor Rendell (Exhibit VIII).

^{*}A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed-loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Andrew Warren's assurances that the lights will finally be operating in a timed fashion in Fall, 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

^{**} CD includes videos entitled Bypassing the Bypass, CBS/KYW Newscast, and Truck Danger on Worthington Mill Road.

181/377

162/189

(2)

Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods.

The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on this road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there. We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.

In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, which reads:

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

The Short Line Railroads expressed great interest in hauling stone at the April 2, 2004 Surface Transportation Board Public Hearing and the April 14, 2004 Delaware Valley Goods Movement Task Force Meeting. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large. Exhibit IX, a CD containing a Fox Newscast covering this issue (aired at 10 PM on April 5, 2004), will be included in our oral testimony submission.

In summary, we respectfully request that the DVRPC endorse the RCC RESOLUTIONS regarding the Stoopville Road Rehabilitation Project and Use of Rail Gondolas as Alternative to Quarry Trucks and reject any attempt to upgrade the highway classification of Stoopville Road.

Thank you for your time.

182/377

163/189

③

EXHIBIT 11
(pg 1 of 5) Ex-55

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Partial

Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

WRITTEN TESTIMONY SUBMISSION: June 3, 2004 # Pages 67 #Exhibits 12

RE: Project Name: Stoopville Road Rehabilitation Project
(FY 2005 TIP project submitted by Newtown Township)

OBJECTIVE:

Although the Stoopville Road Rehabilitation Project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since implementation of this project will escalate the traffic safety crisis that already exists on Stoopville Road, we ask the Delaware Valley Regional Planning Commission (DVRPC) to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road.

- ☐ We ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project that reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

- ☐ In addition, since movement of stone by rail would improve the quarry truck safety issues on our residential roads, including Stoopville Road, we ask the DVRPC to endorse the RCC resolution, RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, which reads,

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

- ☐ Lastly, we implore the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there.

183/377

164/189
19

SUMMARY:

- ❑ The speakers who gave oral testimony on June 3, 2004 represent Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- ❑ A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. Numerous near-misses have been reported involving heavy trucks, school buses and our school children, as reported by RRTS in a February, 2004 letter to Representative David Steil (Exhibit I). Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods. We are experiencing a traffic safety crisis on these secondary roads.
- ❑ The cut-through route comprised of Lindenhurst, Stoopville and Worthington Mill Roads will be referred to as the "residential route" throughout this document.
- ❑ Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles northwest of where the Newtown Bypass becomes Swamp Road.
- ❑ On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.
- ❑ Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there.... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article; page 7, Exhibit V).
- ❑ Exhibit V contains communications that focus on the traffic safety crisis along the residential route and involve the Pennsbury School District and the Grey Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- ❑ On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "...WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents... the

Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit VI)

- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is, of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM (Exhibit III) show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

In a March, 2004 letter to Governor Ed Rendell (Exhibit VII, pages 11-12), the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present."

- Residents are outraged that the traffic safety crisis on the residential route has been brought about and encouraged by PennDOT District 6 and state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads more conducive for use by industrial traffic and make the arterial highways in our region less conducive for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route, rather than the Newtown Bypass.
- We respectfully request that the DVRPC endorse the RCC RESOLUTION regarding the Stoopville Road Rehabilitation Project, as stated in the OBJECTIVE section of this written testimony. We ask the DVRPC to go on record NOW against the Stoopville Road Rehabilitation Project and in support of traffic calming measures that will maintain capacity and improve public safety on this road. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

185/379

166/189
21

- Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Steil (Exhibit VIII) and a May, 2004 letter to Mr. John Coscia (Exhibit IX). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."
- The construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries (100 + years of quarry life remaining), as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation.
- The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on Stoopville Road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships placed there. We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.
- In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.
- As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, as stated in the OBJECTIVE section of this written testimony.
- The Short Line Railroads expressed great interest in hauling stone at the April, 2004 Surface Transportation Board Public Hearing and the April, 2004 Delaware Valley Goods Movement Task Force Meeting. Exhibit X is a CD of a Fox Newscast (aired at 10 PM on April 5, 2004) covering this issue. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large.
- It is imperative that the DVRPC view the traffic safety crisis along Stoopville Road with objectivity, so that the much-needed traffic calming measures are implemented before a busload of kids gets killed. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit XI*).

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended
by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-
ber 8, 2003)

- History shows that the players, who made transportation decisions for our region in the past, did so based upon self-interest and political agendas in total disregard for the safety of the citizenry at large. These players fell under the "Bucks County Umbrella of Politics" and PennDOT District 6. Many of them will be participants in the Regional Traffic Coalition that Representative Steil is forming, where the goal will be to develop a regional traffic plan. Numerous significant conflicts of interest exist amongst these players, as outlined in an April, 2004 letter from RRTS to Deputy Secretary Hoffman and Representative Steil (Exhibit XII, Written Comment Submission for the April 22, 2004 Regional Traffic Meeting).
- Based upon past history, RRTS is highly concerned that the recommendations from this coalition will not be based upon sound professional transportation and traffic engineering practices. We have grave concerns that the people making critical transportation decisions for our region (Representative Steil, township officials, PennDOT District 6 Administrator Andrew Warren) have no transportation and traffic engineering education/ certification. It is imperative that a non-aligned Professional Engineer (P.E.) from PennDOT Harrisburg (who is outside the "Bucks County Umbrella of Politics") be involved in the transportation decisions for our region.

8/05
Ex. 56

**State Transportation Commission Public Hearing
2007 Transportation Program**

ORAL TESTIMONY

Persons Testifying: Alex Herman, Susan Herman

Organization: Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670
fax: 215 504-0757
email: RRTSbucks@aol.com

Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. I am Alex Herman and this is Susan Herman of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Project Abstract, Exhibit I).

I would like to give you some background (See Traffic Flow Map, Exhibit II).

The New Hope-Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Road, just 3.5 miles northwest of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane, limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the safest road in the region for trucks and leads to I-95.

Three routes made up of arterial highways go from the quarries to the Newtown Bypass. These are Swamp Road, PA Traffic Route 232 to PA Traffic Route 413, and PA Traffic Routes 232 to PA Traffic Route 332. For more than 30 years, loaded quarry trucks were prevented from using parts of Swamp Road going south, due to a series of weight-restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums- history had shown that when a weight-restricted culvert was replaced, PennDOT District 6 would inspect the culvert south of it and, unbelievably, weight- restrict it!

In the last TIP round we informed you that more than 800 trucks per day were diverted off Swamp Road onto this [residential] route because the culvert south of Worthington Mill Road was posted at 10 tons. This heavily developed residential route is comprised of Worthington Mill, Stoopville and Lindenhurst Roads- all Minor Collector Roads- and well in excess of 8,000 residents live along it. Near- misses between quarry trucks and school buses became all too frequent an occurrence. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse (Ex. III).

* The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

The residential route has 155 access points, most residential driveways shown by blue pins, versus 16 access points along this section of Swamp Road [between Worthington Mill Road and the Newtown Bypass]. It is 9.7 miles from the quarries to the Newtown Bypass via the residential route versus 3.5 miles from the quarries to the Newtown Bypass via Swamp Road. There are 6 turns to get to the Newtown Bypass on the residential route versus no turns traveling south on Swamp Road. The residential route literally "bypasses the Bypass".

Politicians were satisfied with the diversion of truck traffic onto the residential route. It took the tireless efforts of R.R.T.S. and residents to reach the ear of Deputy Secretary Gary Hoffman, who supported replacing the posted culvert and the deteriorated culvert south of it simultaneously. In January 2005, Swamp Road was opened to ALL traffic for the first time in over thirty years. We are grateful to Deputy Secretary Hoffman and his staff, as many trucks are choosing this most direct route to get to I-95, rather than the residential route. We are also grateful to Deputy Secretary Hoffman for agreeing to have PennDOT Harrisburg study the Newtown Bypass under its Traffic Signal Enhancement Initiative Program (Exhibit IV). Proper timing and coordination of the 11 traffic signals is anticipated by late fall. Residents are relieved now that Harrisburg has taken over the reigns, as Newtown Township officials failed to time the lights, even though this was recommended as the Township's #1 top priority project in a 1988 Newtown Township Traffic Study conducted by the Delaware Valley Regional Planning Commission (DVRPC).

We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the DVRPC's 1988 Newtown Township Traffic Study. Here is the map on Page #61 of the 1988 Study (Exhibit V). The northern bypass is comprised of Worthington Mill Road, an upgraded intersection at Route 413 and Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. The northern bypass route corresponds to these roads on the Traffic Flow Map. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township. Silver Lake Road has heavy residential development along it.

Although it was concluded that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. Politicians refute this, yet when asked to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane, they refuse to do so.

The Stoopville Road Rehabilitation Project calls for realignment and signalization of the intersection with Washington Crossing Road (Exhibit VI). Page #81 of the 1988 Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit V.) Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this intersection being revisited?

The Stoopville Road Rehabilitation Project addresses variable lane widths and horizontal alignment which equates to widening and straightening the road. This will bring higher volumes of commercial traffic at even greater speeds through residential neighborhoods, further encouraging trucks to bypass the Bypass. Page #64 of the 1988 Study states,

189/377

170/189

Pg 1/24

"Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit V). We cannot support eliminating curves which serve as desperately needed traffic calming measures. We cannot support widening Stoopville's eleven-foot lanes. Lest you believe there is no middle ground, we want you to know we have supported the Township's safety recommendations being done by Toll Brothers as part of the Linton Hill Chase housing development already under construction here.

Residents implore you to replace the Stoopville Road Rehabilitation Project with traffic calming measures that include horizontal and vertical deflection. This will ensure that traffic will travel in a manner consistent with the residential land use adjacent to the road. A September 2004 Rosefield Home Association resolution (Exhibit VII) implored Newtown Township Supervisors to embrace a Regional Citizens Committee resolution (Exhibit VIII) rejecting the concept of the Stoopville Road Rehabilitation Project because it would exacerbate an already volatile public safety issue and urging PennDOT to consider replacing it with traffic calming measures.

In a July 2003 letter to the president of the Council Rock School Board, an Eagleton Farms sub-division representative said, "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (See Exhibit IX.)

In the last TIP round, R.R.T.S. implored the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway because this would disqualify the road for traffic calming measures. Traffic volumes on Stoopville Road are much higher than they should be due to the ill-functioning Newtown Bypass and neglected arterial highways leading to it.

Residents concur with Lower Makefield's letter of opposition submitted during the last TIP round. It said, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries." (See Ex. X).

A picture is worth a thousand words. Residents along the residential route can expect the dangerous mix of traffic in this video to return to their neighborhoods in greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. The Bypassing the Bypass video on this CD-ROM (Exhibit XI), shows the cut-through traffic on the residential route prior to Swamp Road being opened to ALL traffic in January 2005.* It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. The green numbers on the map represent film locations in the video.

The CD-ROM speaks for itself. Thank you.

*The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03) and Truck Danger on Worthington Mill Road.

190/377

171/189

Pg 3/24

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

STATE TRANSPORTATION COMMISSION WRITTEN TESTIMONY SUBMISSION

Submitted by: Susan Herman; Industrial Engineer, President of R.R.T.S.
Date: Sept. 22, 2005
of pages: 66

Project Name: Stoopville Road Rehabilitation (FY2007 TIP Project submitted by Newtown Twp.)

OBJECTIVES:

- We ask the State Transportation Commission to go on record against the Stoopville Road Rehabilitation Project which is, once again, being submitted as a Bucks County TIP project. (See Exhibit I, FY2005 TIP application). This project is being falsely promoted as a safety improvement to mitigate the traffic safety crisis that exists on Stoopville Road, a minor residential collector road with thousands of residents living along it.
- We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the Delaware Valley Regional Planning Commission's 1988 Newtown Township Traffic Study (see Exhibit II; cover page and page #'s 61, 64 and 81. of the Study). The upgrades included in this project will result in higher volumes of commercial traffic traveling Stoopville Road at even greater speeds, further encouraging truck traffic to bypass the Newtown Bypass. The fact that politicians support this project validates our belief that there is strong pressure in our region to upgrade the functional classification of Stoopville Road to an arterial highway.

To the contrary, good engineering practice dictates that strong measures are needed to calm traffic on Stoopville Road so that traffic travels in a manner consistent with the adjacent heavy residential land use. Traffic calming measures, including those that incorporate horizontal and vertical deflection, are needed.
- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safe-guarded for residential use. Politicians and PennDOT District 6 have failed to do this. We have an ill-functioning Newtown Bypass where ten traffic lights between arterial highway Swamp Road (location of four booming quarries) and Interstate 95 are not timed properly (see Exhibit III; July 11, 2005 letter from Deputy Secretary Gary Hoffman to Mr. Terry Fedorchak). We have neglected arterial highways leading to the Newtown Bypass. This needs to be remedied.
- Although it was concluded in the DVRPC's 1988 Newtown Township Traffic Study that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. The Stoopville Road Rehabilitation Project is yet another step. Well in excess of 9,000 unsuspecting citizens will end up with an arterial system jammed through their back yards. It is time to stop this major breach of public trust.

Traffic volumes on Stoopville Road are higher than they should be

- A "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads (all minor residential collector roads) is used as a cut-through that literally bypasses the Newtown Bypass by traffic en route to and from I-95. (See Exhibit IV, Traffic Flow Map.)
- There are 6 turns and 155 access points (most residential driveways) on the "residential route" and well in excess of 9,000 residents living along it. It is 9.7 miles from the quarries to the Newtown Bypass via this route.
- Compare this to no turns and 16 access points along the section of Swamp Road between Worthington Mill Road and the Newtown Bypass. It is 3.5 miles from the quarries to the Newtown Bypass via this route.
- Drivers developed the habit of using the "residential route" as a cut-through because...
 - (a)... there are ten untimed traffic lights on the Newtown Bypass between Swamp Road and I-95. (Hard to believe, since the bypass was built specifically to handle commercial traffic using \$23 million taxpayer dollars and timing the lights was identified as Newtown Township's number one top priority project in the DVRPC's 1988 Newtown Township Traffic Study.)
 - (b)... for more than thirty (30) years, heavy truck traffic was diverted off arterial highway Swamp Road due to a series of weight restrictions systematically placed on culverts along the road. We are grateful for the good will and expertise of Deputy Secretary Gary Hoffman, who replaced the remaining deteriorated culverts on Swamp Road in 2004 and finally opened the road to ALL traffic in January, 2005.
- Stoopville Road has been forced to function more like an artery because of the mismanagement of arterial highways in our region. This needs to be undone.
- PennDOT Harrisburg is now overseeing timing the lights on the Newtown Bypass and the promised completion date is late Fall 2005.
- It will take time for drivers to break the habit of using the "residential route" as a cut-through.

Northern bypass is an oxymoron

- Page #61 of the 1988 Newtown Township Traffic Study is a map of the "northern bypass" (Exhibit II). It is comprised of Worthington Mill Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township (see Exhibit IV; pink lines on Traffic Flow Map). Silver Lake Road has heavy residential development along it.
- Newtown Township has purposefully acquired Rights-of-Way along the full length of the "northern bypass" route, yet Township officials maintain that the northern bypass concept is "dead". Why, then, do officials refuse to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane, when residents ask them to do so?

192/377

173/189
2

- It is utterly beyond belief that this collection of tiny minor residential collector roads is being considered as a northern bypass which will encourage trucks to go the wrong way in their approach to the Newtown Bypass.
- The Stoopville Road Rehabilitation Project ...
 - (a)... addresses "variable lane widths" and "horizontal alignment" (Exhibit I), which means that the road will be widened and straightened. While we can support widening and straightening arterial highways, we find it hazardous to do so on this collector road that runs through residential neighborhoods.* It will increase the hazard to residents, inviting truck crashes in their front and back yards. Page #64 of the 1988 Newtown Township Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit II). Encouraging the diversion of dangerous commercial traffic through residential neighborhoods is not a "benefit" according to good engineering practices.
 - (b)... calls for realignment and signalization of the intersection with Washington Crossing Road. Page #81 of the 1988 Newtown Township Traffic Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit II.)
- Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this road being revisited?
- Why did Urban Engineer's 2002 Swamp Road Engineering Study (which cost taxpayers \$100,000) recommend that arterial highway Swamp Road only have eleven (11) foot wide lanes? Swamp Road offers the most direct north/south route between I-95 and our county seat. It is an arterial highway that becomes the Newtown Bypass, a four-lane limited access divided highway that intersects with I-95.
- In 1988, experienced global planners suggested at your own hearings (chaired by then Secretary of Transportation, Howard Yerusolim) that a **TRUE NORTHERN BYPASS** be constructed. This would run north/south between Route 13 and I-80, bypassing Yardley on the east, and run from the PA Turnpike and I-95 to I-78 using portions of Routes 413 and 611, on the west. The latter received interest amongst counties to the north already working with counties in New Jersey, and all of them coalesced with forces in Washington.
- Such a **TRUE NORTHERN BYPASS**/ true artery system would free local roads from north and southbound arterial traffic. Such an arterial delivery system makes a lot more sense than using the two-bit minor collector roads previously mentioned in this testimony (Worthington Mill/ Stoopville/ Lindenhurst/ Silver Lake Roads and Gaucks Lane). It would offer a true remedy to our region's traffic woes.

Supervisors Object

- In the FY2005 TIP round, Lower Makefield Township submitted two letters of opposition to the Stoopville Road Rehabilitation Project. (See Exhibit-V; February 10, 2004 letter to

*R.R.T.S. cannot support eliminating curves which serve as desperately- needed traffic calming measures on Stoopville Road nor can we support widening the road's eleven (11) foot wide lanes.

193/377

174/189
3

State Representative David Steil and May 25, 2004 letter to Mr. John Coscia, Executive Director of the DVRPC.) The letter to Mr. Coscia states, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries."

Regional Citizens Committee Objects

- The Regional Citizens Committee (RCC) is a sub-committee of the DVRPC. In the FY2005 TIP round, the RCC asked the DVRPC to endorse this Resolution:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Citizens Protest

- In the FY2005 TIP round, R.R.T.S. (and other citizens) offered oral and written testimony in opposition to the Stoopville Road Rehabilitation Project at hearings held by the State Transportation Commission, Bucks County Planning Commission and the Delaware Valley Regional Planning Commission. (See Exhibit VI; written testimony submitted by R.R.T.S. to the DVRPC.)
- At the same hearings, R.R.T.S. offered oral and written testimony in favor of FY2005 TIP applications asking for traffic calming measures on Worthington Mill, Stoopville and Lindenhurst Roads. (See Exhibit VII; TIP applications submitted by Lower Makefield Township and R.R.T.S. and written testimony submitted by R.R.T.S. to the Bucks County Planning Commission.)
- R.R.T.S. asked State Representative David Steil to go on record against the Stoopville Road Rehabilitation Project in a letter dated February 6, 2004 (Exhibit VIII). The letter stated that this project would worsen the current situation, where near-misses between quarry trucks and school buses had become all too frequent an occurrence. Representative Steil did not take a position on the project. He publicly stated that the Stoopville Road issue is a decision for the Newtown Township Board of Supervisors to address, not for him to address. He maintains that the Stoopville Road Rehabilitation Project is an internal project that "is a proprietary to Newtown Township". (See Exhibit IX; specifically, page #2 of the meeting minutes - November 29, 2004 Regional Traffic Planning Task Force meeting.) Residents find his statement to be a virtual endorsement of the project. This project is not proprietary to one township since other townships are involved. Stoopville Road runs through Newtown, Wrightstown, Upper Makefield and Lower Makefield Townships.

194/377

175/189

4

Rail Option

- Given the public safety crisis and congestion in our region as a result of the inordinately high volume of truck traffic here, it is beyond belief that more attention has not been given to legislation going through Congress to use parallel rail routes to relieve congestion from highways.

A picture is worth a thousand words

- Please refer to Exhibit X, a CD-ROM entitled Bypassing the Bypass. The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03), and Truck Danger on Worthington Mill Road. We ask you to view this 13 minute long CD-ROM in its entirety.
- Residents along the "residential route" can expect the dangerous mix of traffic shown in the Bypassing the Bypass video to return to their neighborhoods in greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. This video shows the cut-through traffic on the "residential route" prior to Swamp Road being opened to ALL traffic in January 2005. It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent (90%) of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. (See Exhibit IV; green numbers on Traffic Flow Map correspond to film locations in the video. Also see Exhibit XI; commentary that accompanies the video.)
- It is no wonder that strong opposition to this project has prevented it, time and again, from being selected for the First Four Years of the Twelve Year Plan.
- It is time for Newtown Township officials to stop demonstrating their interest in waiting out the opposition, so they can slip this project through, perhaps even as a TIP amendment.

School administrators and residents have cried out

- School administrators and residents have cried out because of the dangerous mix of traffic that has been encouraged to use the "residential route" (Worthington Mill, Stoopville and Lindenhurst Roads).
- Exhibit XII contains communications involving the Pennsbury School District and Grey Nun Academy. (The information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

Note the newspaper article on page 7 of Exhibit XII. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there.... It's a matter of time. We need to take the issue into our own hands and do what we need to do...we have to take back the road [Lindenhurst]."

- Exhibit XIII contains communications involving the Council Rock School District. (Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005).

A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states: "We hope that you (as we, and all

195/377

176/189
5

other parents) find this serious safety issue [on Stoopville Road] one that has been ignored for too long." (Exhibit XIII, pages 8-10).

In a June 2003 letter to PennDOT, the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance... we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." (See Exhibit XIII, page 7.)

In a March 2004 letter to Governor Ed Rendell, the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present." (See Exhibit XIII, pages 11-12.)

- The Board of Trustees of the Eagleton Farms Homeowners Association presented a July 9, 2003 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIII, page 10).
- The Rosefield Home Association Board of Directors presented a September 21, 2004 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIV). This Resolution was also presented to the Regional Traffic Planning Task Force at the Task Force meeting held on September 29, 2004.*

Residents deserve more

- If the Stoopville Road Rehabilitation Project goes through and the northern bypass studied by the DVRPC is constructed behind residents' backs, right in their back yards, this will be a major breach of public trust. We ask the State Transportation Commission to reject this project, once and for all.

* The Regional Traffic Planning Task Force is headed by both State Representative David Steil and State Representative Scott Petri.

196/377

177/189

6

R.R.T.S.
 Residents for Regional Traffic Solutions, Inc.
 PO Box 285
 Newtown, PA 18940
 RRTSbuckspa@aol.com

Mrs. Lynn Bush; Executive Director, Bucks County Planning Commission
 Neshaminy Manor Center
 1260 Almshouse Road
 Doylestown, PA 18901

September 23, 2005

RE: Bucks County Transportation Improvement Program (BCTIP)

Dear Mrs. Bush,

We respectfully request that you include the attached two TIP project applications, that I am hand-delivering today, in the 2005 BCTIP:

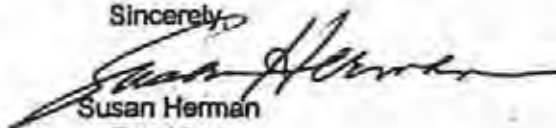
- (1) Lindenhurst Road Traffic Calming, Phase II
- (2) Stoopville Road and Worthington Mill Road Traffic Calming

If you have any questions regarding this request or the accompanying BCTIP applications, please call me at (215) 504-9670.

As you know, our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 9,000 residents from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships. I would like to inform interested residents of the date/time for the Bucks County Planning Commission public meeting for the BCTIP so they can plan to attend. Can you please give me this information?

I have not heard back from you regarding whether we will be permitted to show our critically important 3-minute long CD-ROM at the BCTIP public meeting. Our picture is worth a thousand words. I hope to hear from you soon and thank you for your consideration.

Sincerely,


 Susan Herman
 President

CC: Governor Ed Rendell
 Secretary of Transportation, Allen Biehler
 Deputy Secretary of Highway Administration, Gary Hoffman
 State Senator, Joe Conti
 State Representative, David Steil
 Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
 Executive Director/DVRPC, John Coscia
 Bucks County Planning Commission Board Chairman, Robert Grunmeier
 Rich Brahler
 Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
 Pennsbury School Board President, Linda Palsky, and Superintendent, Ralph Nuzzolo
 R.R.T.S. membership (mass e-mail)
 Bucks County Courier Times
 Yardley News & Advance
 Philadelphia Inquirer

178/189

*Hand-delivered a
 copy for Mrs. Bush &
 Mr. Richard Brahler*

Signed for by: Kristi Prendergast
Delivery date: 9/23/2005

197/319

**Bucks County Planning Commission Public Meeting
FY2007 Transportation Improvement Program**

ORAL TESTIMONY

Persons Testifying: Susan Herman (Industrial Engineer, President of R.R.T.S.),
Claudia Fountaine, Marcy Conti

Organization: Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670, fax: 215 504-0757
email: RRTSbucks@aol.com

Date: October 20, 2005 **# of Pages:** 41

Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. My name is Susan Herman. I am an industrial engineer with a degree in industrial engineering from Penn State University and president of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Exhibit I, written testimony submitted to the Delaware Valley Regional Planning Commission, DVRPC, in the FY2005 TIP round). This is Claudia Fountaine and this is Marcy Conti.

I would like to give you some background (see Traffic Flow Map, Exhibit II). The New Hope - Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Rd, just 3.5 miles north of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the shortest, most logical way for trucks to reach I-95 from the quarries and is the safest road in the region for trucks. Three routes made up of arterial highways go from the quarries to the Newtown Bypass: one route is Swamp Road, one route is PA Traffic Route 232 to PA Traffic Route 413, and one route is PA Traffic Route 232 to PA Traffic Route 332.

For more than 30 years, loaded quarry trucks were prevented from using Swamp Road going south to I-95 because of a series of weight restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums. PennDOT District 6 had a history of replacing a weight restricted culvert only to immediately inspect another culvert south of it and, unbelievably, weight-restrict IT!

*The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

In the last TIP round we informed you that more than 800 trucks per day were being diverted from Swamp Road onto this heavily residentially-developed route [Worthington Mill/ Stoopville/ Lindenhurst Roads], due to the 10-ton weight restriction on the culvert just south of Worthington Mill Road. Forced to use this longer, circuitous route comprised of Worthington Mill, Stoopville and Lindenhurst Roads, the commercial traffic needlessly endangered the welfare of over 8,000 residents. Compare the 155 access points, most residential driveways shown by blue pins, versus the 16 access points along this section [previously restricted section] of Swamp Road leading to the Bypass. Note also that it is 9.7 miles from the quarries to the Newtown Bypass via the heavily developed residential route, versus 3.5 miles from the quarries to the Newtown Bypass via Swamp Road. There are 6 turns on the Worthington Mill/ Stoopville/ Lindenhurst Road route, versus NO turns traveling south on Swamp Road. The circuitous route has trucks literally "bypassing the Bypass".

Near misses between quarry trucks and school buses became all too frequent an occurrence along Worthington Mill, Stoopville and Lindenhurst Roads. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse along this route (Exhibit III). The proposed upgrade to Stoopville Road would encourage more trucks to travel faster through neighborhoods where, as we speak, even more homes are going up.

The truth is, politicians were happy with the diversion of truck traffic onto this heavily residentially-developed route. It took the tireless efforts of RRTS to finally reach the ear of Deputy Secretary Gary Hoffman, who supported replacing the restricted culvert and the deteriorated culvert south of it SIMULTANEOUSLY. In January 2005 Swamp Road was finally opened to ALL traffic for the first time in over 30 years. We are grateful to Mr. Hoffman and his staff for ending this unconscionable manipulation of traffic and also for agreeing to have PennDOT Harrisburg study the Newtown Bypass traffic lights under its Traffic Signal Enhancement Initiative Program (Exhibit IV). Synchronization of the eleven traffic signals is expected by June 2006.* Residents are relieved now that Harrisburg has taken over, as Township officials failed to time the Bypass lights for years. In fact, the DVRPC recommended that Newtown Township make timing the lights its top priority project in a traffic study as far back as 1988!

We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the DVRPC's 1988 Newtown Township Traffic Study. Here is the map on Page #61 of the 1988 Study (Exhibit V). The northern bypass, as shown here, is comprised of Worthington Mill Road, an upgraded intersection at Route 413 and Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" is the location of the proposed Stoopville Road Rehabilitation Project. The northern bypass route on this map [page #61 of the 1988 Study] corresponds to these roads on the Traffic Flow Map. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township. Silver Lake Road is a local road with heavy residential development along it.

*At the 9/29/05 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the lights would not be synchronized until June 2006.

199/377

180/189

2

Although the DVRPC concluded [in the 1988 Study] that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. Politicians deny this, but their actions speak louder than their words. Why has Stoopville Road been rehabilitated TWICE in the last five years at taxpayer cost of \$1.5 million dollars, and now the Stoopville Road Rehabilitation Project is calling for another \$1.7 million dollars to further upgrade the road? The Stoopville Road Rehabilitation Project calls for the realignment and signalization of the Washington Crossing Road intersection (Exhibit VI). Is it really mere coincidence that page #81 of the 1988 Study states that "To affect the northern bypass via Stoopville Road, it is vital to realign this intersection."? (See Exhibit V.) Even more curious is politicians' refusal to give back the Rights-of-Way acquired along the undeveloped portion of Gaucks Lane. What possible reason can be given for this refusal, other than the future northern bypass?

The Stoopville Road Rehabilitation Project also addresses variable lane widths and horizontal alignment which will result in widening and straightening the road, bringing higher volumes of commercial traffic at even greater speeds through residential neighborhoods. Page #64 of the 1988 Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit V.) We cannot support eliminating curves which serve presently as desperately-needed traffic calming measures. We cannot support widening Stoopville's eleven- foot lanes.

Residents implore you to replace the Stoopville Road Rehabilitation Project with the Stoopville RD and Worthington Mill RD Traffic Calming Project that R.R.T.S. has submitted for a second time, in this TIP round. (See Exhibits VII and VIII, TIP applications submitted in FY2005 and FY2007 TIP rounds.) Traffic calming measures should include horizontal and vertical deflection to ensure that traffic travels in a manner consistent with the heavy residential land use along the road. A September 2004 Rosefield Home Association resolution (Exhibit IX) implored Newtown Township Supervisors to embrace a Regional Citizens Committee resolution (Exhibit X) rejecting the Stoopville Road Rehabilitation Project because it would exacerbate an already volatile public safety issue and urging PennDOT to replace the proposed project with traffic calming measures, instead.

In a July 2003 letter to the president of the Council Rock School Board, an Eagleton Farms sub-division representative said, "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (See Exhibit XI.)

In the last TIP round, R.R.T.S. implored the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway because this would disqualify the road for traffic calming measures. We recently became alarmed (on June 23, 2005), when State Representative Steil's Regional Traffic Planning Task Force decided to review the functional classifications of all roadways in their Bucks County Regional Traffic Study for possible revision. This is a set-up for upgrading Stoopville Road to an arterial highway and making it into a northern bypass. Or, should I say, a "Backyard Bypass"!

200/377

181/189

As an Industrial Engineer, I can assure you that sound engineering practices dictate we should not be looking at functional classification changes and improvements to Collector Roads before the eleven traffic lights on the Newtown Bypass are synchronized and the Bypass is functioning at a high level. It is common sense that the Newtown Bypass should be brought up to speed, and drivers given time to change their traffic patterns, before assessing whether changes should be made to lower level roads like Stoopville Road. Traffic volumes on Stoopville Road are much higher than they should be due to the ill-functioning Newtown Bypass and neglected arterial highways leading to. Let's face it, Stoopville Road has been forced to function more like an artery.

Residents concur with Lower Makefield's letter of opposition submitted during the last TIP round. It said, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries." (See Ex. XII).

A picture is worth a thousand words. We can expect the dangerous mix of traffic shown in this video to return to local neighborhoods in even greater volumes and greater speeds if the Stoopville Road Rehabilitation Project goes through. The Bypassing the Bypass video on this CD-ROM (Exhibit XIII), shows the cut-through traffic on the residential route prior to Swamp Road being opened to ALL traffic in January 2005.* It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. The green numbers on the map represent film locations in the video. The CD-ROM speaks for itself.

Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safeguarded for residential use. The Stoopville Road Rehabilitation Project is really part of a "Backyard Bypass", the construction of which will breach the public trust of more than 9,000 unsuspecting citizens. Once again, this Board [Bucks County Planning Commission Board] has the chance to do the right thing. Please reject this project once and for all.

*The CD-ROM contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast (aired on 6/5/03) and Truck Danger on Worthington Mill Road.

201/377

182/189
4

Sup: 7 page

Ex. 60

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

BUCKS COUNTY PLANNING COMMISSION WRITTEN TESTIMONY SUBMISSION

Submitted by: Susan Herman (Industrial Engineer, President of R.R.T.S.) Date: 10/20/05

of pages: 79

Project Name: Stoopville Road Rehabilitation

OBJECTIVES:

- We ask the Bucks County Planning Commission to go on record against the Stoopville Road Rehabilitation Project which is, once again, being submitted as a Bucks County TIP project. (See Exhibit I, FY2005 TIP application). This project is being falsely promoted as a safety improvement to mitigate the traffic safety crisis that exists on Stoopville Road, a minor residential collector road with thousands of residents living along it.
- We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the Delaware Valley Regional Planning Commission's 1988 Newtown Township Traffic Study (see Ex. II; cover page and page #'s 61, 64 and 81 of the Study). The upgrades in this project will result in higher volumes of commercial traffic traveling Stoopville Road at even greater speeds, further encouraging truck traffic to bypass the Newtown Bypass. The fact that politicians support this project validates our belief that there is strong pressure in our region to upgrade the functional classification of Stoopville Road to an arterial highway. In an alarming new development on June 23, 2005, State Representative David Steil's Regional Traffic Planning Task Force decided to review the functional classifications of all roadways in their Bucks County Regional Traffic Study for possible revisions (see meeting minutes, Exhibit XV). This is a set-up for upgrading Stoopville Road to an arterial highway!

To the contrary, good engineering practice dictates that strong measures are needed to calm traffic on Stoopville Road so that traffic travels in a manner consistent with the adjacent heavy residential land use. Traffic calming measures, including those that incorporate horizontal and vertical deflection, are needed.

- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safe-guarded for residential use. Politicians and PennDOT District 6 have failed to do this. We have an ill-functioning Newtown Bypass where ten traffic lights between arterial highway Swamp Road (location of four booming quarries) and Interstate 95 are not timed properly (see Exhibit III; July 11, 2005 letter from Deputy Secretary Gary Hoffman to Mr. Terry Fedorchak). We have neglected arterial highways leading to the Newtown Bypass. This needs to be remedied.
- Although it was concluded in the DVRPC's 1988 Newtown Township Traffic Study that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. The Stoopville Road Rehabilitation Project is yet another step. Well in excess of 9,000 unsuspecting citizens will end up with an arterial system jammed through their back yards. It is time to stop this major breach of public trust.

202/397

183/189

1

Traffic volumes on Stoopville Road are higher than they should be

- A "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads (all minor residential collector roads) is used as a cut-through that literally bypasses the Newtown Bypass by traffic en route to and from I-95. (See Exhibit IV, Traffic Flow Map.)
- There are 6 turns and 155 access points (most residential driveways) on the "residential route" and well in excess of 9,000 residents living along it. It is 9.7 miles from the quarries to the Newtown Bypass via this route.
- Compare this to no turns and 16 access points along the section of Swamp Road between Worthington Mill Road and the Newtown Bypass. It is 3.5 miles from the quarries to the Newtown Bypass via this route.
- Drivers developed the habit of using the "residential route" as a cut-through because...
 - (a)... there are ten untimed traffic lights on the Newtown Bypass between Swamp Road and I-95. (Hard to believe, since the bypass was built specifically to handle commercial traffic using \$23 million taxpayer dollars and timing the lights was identified as Newtown Township's number one top priority project in the DVRPC's 1988 Newtown Township Traffic Study.)
 - (b)...for more than thirty (30) years, heavy truck traffic was diverted off arterial highway Swamp Road due to a series of weight restrictions systematically placed on culverts along the road. We are grateful for the good will and expertise of Deputy Secretary Hoffman and his staff, who replaced the remaining deteriorated culverts on Swamp Road in 2004 and finally opened the road to ALL traffic in January, 2005.
- Stoopville Road has been forced to function more like an artery because of the mismanagement of arterial highways in our region. This needs to be undone.
- PennDOT Harrisburg is now overseeing timing the lights on the Newtown Bypass and the promised completion date in Deputy Secretary Hoffman's July 2005 letter is late Fall 2005 (see Exhibit III). In an update given at the September 29, 2005 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the completion date has now slipped to June 2006.
- It is unconscionable that the Regional Traffic Planning Task Force has decided to review the functional classifications of roadways in their Bucks County Regional Traffic Study for possible revision before the eleven traffic signals on the Newtown Bypass are synchronized and drivers have time to break the habit of using the "residential route" as a cut-through. This is putting the cart before the horse!

Northern bypass is an oxymoron

- Page #61 of the 1988 Newtown Township Traffic Study is a map of the "northern bypass" (Exhibit II). It is comprised of Worthington Mill Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township (see Exhibit IV; pink lines on Traffic Flow Map). Silver Lake Road has heavy residential development along it.

203/377

184/189

- Newtown Township has purposefully acquired Rights-of-Way along the full length of the "northern bypass" route, yet Township officials maintain that the northern bypass concept is "dead". Why, then, do officials refuse to give back the Rights-of Way acquired along the undeveloped portion of Gaucks Lane, when residents ask them to do so?
- It is utterly beyond belief that this collection of tiny minor residential collector roads is being considered as a northern bypass which will encourage trucks to go the wrong way in their approach to the Newtown Bypass. This is not a northern bypass; this is a "Backyard Bypass"!
- The Stoopville Road Rehabilitation Project ...
 - (a)... addresses "variable lane widths" and "horizontal alignment" (Exhibit I), which means that the road will be widened and straightened. While we can support widening and straightening arterial highways, we find it hazardous to do so on this collector road that runs through residential neighborhoods.* It will increase the hazard to residents, inviting truck crashes in their front and back yards. Page #64 of the 1988 Newtown Township Study states, "Some of the benefits of the northern bypass scenario, in particular the diversion of gravel trucks, may be achieved with limited improvements to Stoopville Road." (See Exhibit II). Encouraging the diversion of dangerous commercial traffic through residential neighborhoods is not a "benefit", according to good engineering practices.
 - (b)... calls for realignment and signalization of the intersection with Washington Crossing Road. Page #81 of the 1988 Newtown Township Traffic Study says, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." (See Exhibit II.)
- Stoopville Road has been rehabilitated two times in the past five years at taxpayers' cost of \$1.5 million dollars. Why is this road being revisited? The Stoopville Road Rehabilitation Project calls for another \$1.7 million taxpayer dollars!
- Why did Urban Engineer's 2002 Swamp Road Engineering Study (which cost taxpayers \$100,000) recommend that arterial highway Swamp Road only have eleven (11) foot wide lanes? Swamp Road offers the most direct north/south route between I-95 and our county seat. It is an arterial highway that becomes the Newtown Bypass, a four-lane limited access divided highway that intersects with I-95.
- In 1988, experienced global planners suggested at the State Transportation Commission hearing for the TIP (chaired by then Secretary of Transportation, Howard Yerusolim) that a **TRUE NORTHERN BYPASS** be constructed. This would run north/south between Route 13 and I-80, bypassing Yardley on the east, and run from the PA Turnpike and I-95 to I-78 using portions of Routes 413 and 611, on the west. The latter received interest amongst counties to the north already working with counties in New Jersey, and all of them coalesced with forces in Washington.
- Such a **TRUE NORTHERN BYPASS**/ true artery system would free local roads from north and southbound arterial traffic. Such an arterial delivery system makes a lot more sense than using the two-bit minor collector roads previously mentioned in this testimony (Worthington Mill/ Stoopville/ Lindenhurst/ Silver Lake Roads and Gaucks Lane). It would offer a true remedy to our region's traffic woes.

*R.R.T.S. cannot support eliminating curves which presently serve as desperately-needed traffic calming measures on Stoopville Road nor can we support widening the road's eleven (11) foot wide lanes.

204/377

185/189
3

Supervisors Object

- In the FY2005 TIP round, Lower Makefield Township submitted two letters of opposition to the Stoopville Road Rehabilitation Project. (See Exhibit V; February 10, 2004 letter to State Representative David Steil and May 25, 2004 letter to Mr. John Coscia, Executive Director/ DVRPC.) The letter to Mr. Coscia states, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds. It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of four industrial quarries."

Regional Citizens Committee Objects

- The Regional Citizens Committee (RCC) is a sub-committee of the DVRPC. In the FY2005 TIP round, the RCC asked the DVRPC to endorse this Resolution:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

Citizens Protest

- In the FY2005 TIP round, R.R.T.S. (and other citizens) offered oral and written testimony in opposition to the Stoopville Road Rehabilitation Project at hearings held by the State Transportation Commission, Bucks County Planning Commission (BCPC), and Delaware Valley Regional Planning Commission. (See Exhibit VI; written testimony submitted by R.R.T.S. to the DVRPC.)
- At the same hearings, R.R.T.S. offered oral and written testimony in favor of FY2005 TIP applications asking for traffic calming measures on Worthington Mill, Stoopville and Lindenhurst Roads. (See Exhibit VII; TIP applications submitted by Lower Makefield Township and R.R.T.S. and written testimony submitted by R.R.T.S. to the BCPC.)
- R.R.T.S. submitted two TIP project applications to the BCPC to be included in the current [FY2007] TIP round. The applications were for projects entitled Stoopville Road and Worthington Mill Road Traffic Calming and Lindenhurst Road Traffic Calming, Phase II (see Exhibit XVI).
- R.R.T.S. asked State Representative Steil to go on record against the Stoopville Road Rehabilitation Project in a letter dated February 6, 2004 (Exhibit VIII). The letter stated that this project would worsen the current situation, where near-misses between quarry trucks and school buses had become all too frequent an occurrence. Representative Steil did not take a position on the project. He publicly stated that the Stoopville Road issue is a decision for the Newtown Township Board of Supervisors to address, not for him to address. He maintains that the Stoopville Road Rehabilitation Project is an internal project that "is a proprietary to Newtown Township". (See Exhibit IX; specifically, page #2 of the minutes for the November 29, 2004 Regional Traffic Planning Task Force

205/377

186/189

4

meeting.) Residents find his statement to be a virtual endorsement of the project. This project is not proprietary to one township since other townships are involved. Stoopville Road runs through Newtown, Wrightstown, Upper Makefield and Lower Makefield Townships.

Rail Option

- Given the public safety crisis and congestion in our region as a result of the inordinately high volume of truck traffic here, it is beyond belief that more attention has not been given to legislation going through Congress to use parallel rail routes to relieve congestion from highways.

A picture is worth a thousand words

- Please refer to Exhibit X, a CD-ROM entitled *Bypassing the Bypass*. The CD-ROM contains 3 videos entitled *Bypassing the Bypass*, *CBS/KYW 3 Newscast* (aired on 6/5/03), and *Truck Danger on Worthington Mill Road*. We ask you to view this 13 minute long CD-ROM in its entirety.
- Residents along the "residential route" can expect the dangerous mix of traffic shown in the *Bypassing the Bypass* video to return to their neighborhoods in greater volumes and greater speeds if the *Stoopville Road Rehabilitation Project* goes through. This video shows the cut-through traffic on the "residential route" prior to Swamp Road being opened to ALL traffic in January 2005. It starts with traffic exiting off I-95 and traveling west on the Newtown Bypass. Ninety percent (90%) of industrial traffic turns off onto Lindenhurst Road, the first leg of the residential route. (See Exhibit IV; green numbers on Traffic Flow Map correspond to film locations in the video. Also see Exhibit XI; commentary that accompanies the video.)
- It is no wonder that strong opposition to this project has prevented it, time and again, from being selected for the First Four Years of the Twelve Year Plan.
- It is time for Newtown Township officials to stop demonstrating their interest in waiting out the opposition, so they can slip this project through, perhaps even as a TIP amendment.

School administrators and residents have cried out

- School administrators and residents have cried out because of the dangerous mix of traffic that has been encouraged to use the "residential route" (Worthington Mill, Stoopville and Lindenhurst Roads).
- Exhibit XII contains communications involving the Pennsbury School District and Grey Nun Academy. (The information was taken from a document entitled *Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2006*).

Note the newspaper article on page 7 of Exhibit XII. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Grey Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the road [Lindenhurst]."

- Exhibit XIII contains communications involving the Council Rock School District. (Some communications are taken from a document entitled *Timeline of Letters, Events and Meetings*

206/379

187/189
5

A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states: "We hope that you (as we, and all other parents) find this serious safety issue [on Stoopville Road] one that has been ignored for too long." (Exhibit XIII, pages 8-10).

In a June 2003 letter to PennDOT, the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance...we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." (See Exhibit XIII, page 7.)

In a March 2004 letter to Governor Ed Rendell, the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present." (See Exhibit XIII, pages 11-12.)

- The Board of Trustees of the Eagleton Farms Homeowners Association presented a July 9, 2003 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIII, page 10).
- The Rosefield Home Association Board of Directors presented a September 21, 2004 Resolution to the Newtown Township Board of Supervisors, out of concern for the safety of their residents (Exhibit XIV). This Resolution was also presented to the Regional Traffic Planning Task Force at the Task Force meeting held on September 29, 2004.*

Residents deserve more

- If the Stoopville Road Rehabilitation Project goes through and the northern bypass studied by the DVRPC is constructed behind residents' backs, right in their back yards, this will be a major breach of public trust. We ask the Bucks County Planning Commission to reject this project, once and for all.

* The Regional Traffic Planning Task Force is headed by both State Representative David Steil and State Representative Scott Petri.

207/377

188/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
 Newtown, PA 18940
 RRTSbuckspa@aol.com

Mrs. Lynn Bush
 Executive Director, Bucks County Planning Commission
 1260 Almshouse Road
 Neshaminy Manor Center
 Doylestown, PA 18901

October 24, 2005

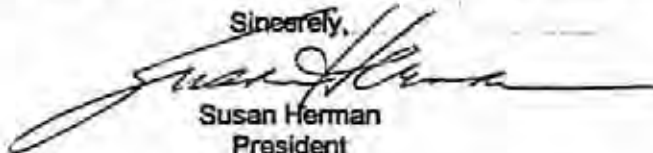
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project
 offered at the 10/20/05 Bucks County Planning Commission (BCPC) TIP public meeting

Dear Mrs. Bush,

Thank you for the opportunity to offer oral and written testimony regarding the FY2007 TIP at the public meeting you held last week. At Ms. Susanne McKeon's request, I am hand-delivering eleven additional copies* of our oral testimony dissertation to you today, to be distributed to each member of the BCPC Board in this week's packet. There is also a copy for you and Mr. McIlhinney.

Please note that I did not include our CD-ROM with the oral testimony dissertation, as we already provided each Board member, Mr. McIlhinney and you with the CD-ROM as part of the written testimony dissertation we provided for each on meeting night.** We thank you, in advance, for distributing our oral and written testimonies to the aforementioned parties.

Sincerely,



Susan Herman
 President

* Two copies of our oral testimony dissertation were submitted on meeting night.

** Eleven copies of our written testimony were provided for Board members, Mrs. Bush and Mr. McIlhinney.

CC: Governor Ed Rendell

Secretary of Transportation, Allen Biehler
 Deputy Secretary of Highway Administration, Gary Hoffman
 Executive Director/DVRPC, John Coscia
 Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
 Bucks County Planning Commission Board Members
 Mr. Charles McIlhinney, Esquire
 Rich Braher
 Dave Johnson
 Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
 Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
 R.R.T.S. membership (mass e-mail)
 Bucks County Courier Times
 Yardley News & Advance
 Philadelphia Inquirer

Rec'd. by

Kari J. Prendergast

Date

10/24/05

208/377

189/189

left blank intentionally

3 CD's

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Attachment IV
(67 page document)

Draft DVRPC FY 2005 Transportation Improvement Program (Pennsylvania)

WRITTEN TESTIMONY SUBMISSION: June 3, 2004 # Pages 67, #Exhibits 12

RE: Project Name: **Stoopville Road Rehabilitation Project**
(FY 2005 TIP project submitted by Newtown Township)

OBJECTIVE:

Although the Stoopville Road Rehabilitation Project was not placed in the DVRPC FY2005 DRAFT TIP, we anticipate there may be oral or written testimony requesting that it be added or that this project may be forwarded to the DVRPC in the future for consideration as a TIP Action. Since implementation of this project will escalate the traffic safety crisis that already exists on Stoopville Road, we ask the Delaware Valley Regional Planning Commission (DVRPC) to go on record NOW against the concept of the project and in support of traffic calming measures that will maintain capacity and improve public safety on this road.

- ☐ We ask the DVRPC to endorse the Regional Citizens Committee (RCC) resolution regarding the Stoopville Road Rehabilitation Project that reads:

"The DVRPC Regional Citizens Committee has learned that PennDOT will be meeting shortly to determine regional traffic solutions that will affect Lindenhurst, Stoopville and Worthington Mill Roads in Bucks County. The RCC rejects the concept of the Stoopville Road Rehabilitation Project because it exacerbates an already volatile public safety issue. We urge PennDOT to consider replacing this project with traffic calming measures that would maintain capacity and improve public safety on this minor collector road. (Currently Stoopville Road is comprised of a heavily developed residential community with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern.)"

- ☐ In addition, since movement of stone by rail would improve the quarry truck safety issues on our residential roads, including Stoopville Road, we ask the DVRPC to endorse the RCC resolution, **RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD**, which reads,

"Transporting stone by trucks from the Bucks County quarries creates dangers on the present highway routes. Complaints from the community are frequently heard regarding the impact of the current routes to their public safety. The trucks also create wear and tear on light-duty roads. The RCC proposes that the potential rail carriers concerned create an alternate rail route that takes most of the truck movement off the highway and onto the rails using existing rail lines and technologies. The RCC believes this idea has great merit, and we urge DVRPC to encourage these carriers to submit a proposal for moving the aggregate by rail."

- ☐ Lastly, we implore the DVRPC to reject any attempt to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships have placed there.

209/377

①

SUMMARY:

- ❑ The speakers who gave oral testimony on June 3, 2004 represent Residents for Regional Traffic Solutions, Inc. (RRTS), a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships and the organization represents well in excess of 8,000 residents.
- ❑ A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access divided highway), and using Lindenhurst, Stoopville and Worthington Mill Roads (all minor, residential collector roads) as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of, 800 heavy trucks/day weighing up to 80,000 pounds each. **Numerous near-misses have been reported involving heavy trucks, school buses and our school children, as reported by RRTS in a February, 2004 letter to Representative David Steil (Exhibit I). Road rage is fostered by the inappropriate mix of dangerous traffic traveling through our neighborhoods. We are experiencing a traffic safety crisis on these secondary roads.**
- ❑ The cut-through route comprised of Lindenhurst, Stoopville and Worthington Mill Roads will be referred to as the "residential route" throughout this document.
- ❑ Traffic coming from I-95 travels west along the Newtown Bypass for ¼ mile and then turns north onto Lindenhurst Road, the first leg of the 9.7 mile, circuitous residential route (see Traffic Flow Map, Exhibit II). This route continues along Stoopville and Worthington Mill Roads. In total, there are in excess of 155 access points, most residents' driveways (blue dots) and feeder roads from sub-divisions housing over 7,000 residents. There are four Wrightstown quarries located on Swamp Road (a Principal Arterial Highway), just 3 miles northwest of where the Newtown Bypass becomes Swamp Road.
- ❑ On the enclosed CD-ROM (Exhibit III), video #1, entitled BYPASSING THE BYPASS, shows over 90% of the heavy commercial traffic turning off the Newtown Bypass and using the residential route as a cut-through, beginning with Lindenhurst Road. When viewing this video, please refer to the map in Exhibit II, as the green, pie-shaped markers point to the filming locations referenced in the video. Also note that the video script is Exhibit IV.
- ❑ Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban/rural setting whereby residents must travel by car or school bus for their daily activities outside the home. In November, 2002 the principal of Quarry Hill Elementary (one of three elementary schools located just off Lindenhurst Road), stated this at a Lower Makefield Township Board of Supervisors meeting, "We take a chance every day when we put hundreds of kids from Afton, Quarry Hill and the Gray Nun Academy on the buses up there... It's a matter of time. We need to take the issue into our own hands and do what we need to do... we have to take back the [Lindenhurst] road." (See newspaper article; page 7, Exhibit V).
- ❑ Exhibit V contains communications that focus on the traffic safety crisis along the residential route and involve the Pennsbury School District and the Gray Nun Academy. This information was taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971- October 8, 2003).
- ❑ On July 9, 2003 the Board of Trustees of the Eagleton Farms Homeowners Association (EFHA) presented a Resolution at the Newtown Township Board of Supervisors meeting that stated, "...WHEREAS, the EFHA has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents... the

210/377

230

(2)

Board of Trustees requests the Newtown Township Board of Supervisors to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road... [and] direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date." (See Exhibit VI)

- Exhibit VII contains communications that focus on the traffic safety crisis and involve the Council Rock School District*. A July 14, 2003 letter from an Eagleton Farms Subdivision representative to the Council Rock School Board President states this about Stoopville Road: "We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long." (Exhibit VII, pages 8-10).

In a June, 2003 letter to PennDOT (Exhibit VII, page 7), the superintendent of Council Rock School District stated this about Worthington Mill Road: "The safety of our students is of paramount importance...we have averaged stopping 40 times per day on this relatively short stretch of winding, narrow road. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students." Videos #2 and #3 on the enclosed CD-ROM (Exhibit III) show you why. (Video #2 is a CBS/KYW 3 NEWS SEGMENT that aired at 6 PM on June 5, 2003 and video #3 is entitled TRUCK DANGER on WORTHINGTON MILL ROAD.)

In a March, 2004 letter to Governor Ed Rendell (Exhibit VII, pages 11-12), the superintendent of Council Rock School District stated this about Worthington Mill Road, "Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present."

- Residents are outraged that the traffic safety crisis on the residential route has been brought about and encouraged by PennDOT District 6 and state and local politicians who have been satisfied to keep Swamp Road closed to heavy trucks for over 30 years and who have accepted untimed lights on the Newtown Bypass, despite a 1988 DVRPC study (Newtown Township Traffic Study) that placed *synchronization of the bypass lights* as Newtown Township's No. 1 top priority project (fully funded at that time).
- The danger exists due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make our minor residential collector roads **more conducive** for use by industrial traffic and make the arterial highways in our region **less conducive** for use by industrial traffic. The Stoopville Road Rehabilitation Project, calling for further widening and straightening of this road even though the most significant horizontal curves and problem intersection are already being addressed by a developer, is another step that will encourage higher volumes of commercial traffic traveling at greater speeds to use the residential route, **rather than** the Newtown Bypass.
- We respectfully request that the DVRPC endorse the RCC RESOLUTION regarding the Stoopville Road Rehabilitation Project, as stated in the OBJECTIVE section of this written testimony. We ask the DVRPC to go on record NOW against the Stoopville Road Rehabilitation Project and in support of traffic calming measures that will **maintain capacity and improve public safety on this road**. We ask the DVRPC to do this in regard for the heavy residential land use along Stoopville Road.

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

- ❑ Lower Makefield Township has gone on record opposing the Stoopville Road Rehabilitation Project in a February, 2004 letter to Representative Stell (Exhibit VIII) and a May, 2004 letter to Mr. John Coscia (Exhibit IX). These letters state, "The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds."
- ❑ The construction of the I-95/PA Turnpike Interchange, a 12 year project, will soon commence and result in millions of tons of additional stone being transported from the Wrightstown quarries (100 + years of quarry life remaining), as this stone meets PennDOT specifications and these are the closest quarries to the construction site. Transportation of additional stone through our residential neighborhoods during all hours of the day and night will exacerbate an already volatile situation. *what is status?*
- ❑ The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on Stoopville Road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships placed there. **We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.** *O*
- ❑ In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic. *In why are taxpayer dollars?*
- ❑ As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, **RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD**, as stated in the OBJECTIVE section of this written testimony.
- ❑ The Short Line Railroads expressed great interest in hauling stone at the April, 2004 Surface Transportation Board Public Hearing and the April, 2004 Delaware Valley Goods Movement Task Force Meeting. Exhibit X is a CD of a Fox Newscast (aired at 10 PM on April 5, 2004) covering this issue. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large.
- ❑ It is imperative that the DVRPC view the traffic safety crisis along Stoopville Road with objectivity, so that the much-needed traffic calming measures are implemented before a busload of kids gets killed. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit XI*).

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

212/377

(4)

- History shows that the players, who made transportation decisions for our region in the past, did so based upon self-interest and political agendas in total disregard for the safety of the citizenry at large. These players fell under the "Bucks County Umbrella of Politics" and PennDOT District 6. Many of them will be participants in the Regional Traffic Coalition that Representative Steil is forming, where the goal will be to develop a regional traffic plan. Numerous significant conflicts of interest exist amongst these players, as outlined in an April, 2004 letter from RRTS to Deputy Secretary Hoffman and Representative Steil (Exhibit XII, Written Comment Submission for the April 22, 2004 Regional Traffic Meeting).
- Based upon past history, RRTS is highly concerned that the recommendations from this coalition will not be based upon sound professional transportation and traffic engineering practices. We have grave concerns that the people making critical transportation decisions for our region (Representative Steil, township officials, PennDOT District 6 Administrator Andrew Warren) have no transportation and traffic engineering education/ certification. **It is imperative that a non-aligned Professional Engineer (P.E.) from PennDOT Harrisburg (who is outside the "Bucks County Umbrella of Politics") be involved in the transportation decisions for our region.**

213/377

5

CONTENTS

	PAGE
Exhibit I: 2/6/04 Letter from RRTS to Representative Steil <ul style="list-style-type: none">• Request to reject the <u>Stoopville Road Rehabilitation Project</u>• Near misses/ road rage on minor residential collector roads.....	7
Exhibit II: Traffic Flow Map	11
Exhibit III: CD-ROM <ul style="list-style-type: none">• Video #1: <u>BYPASSING THE BYPASS</u>• Video #2: <u>CBS / KYW 3 NEWS SEGMENT</u>• Video #3: <u>TRUCK DANGER on WORTHINGTON MILL RD</u>	
Exhibit IV: Script for video, <u>BYPASSING THE BYPASS</u>	12
Exhibit V: Communications that focus on the traffic safety crisis and involve Pennsbury School District and Grey Nun Academy.....	13
Exhibit VI: Resolution: Eagleton Farms Homeowners Association	21
Exhibit VII: Communications that focus on the traffic safety crisis and involve Council Rock School District	22
Exhibit VIII: 2/10/04 Letter from Lower Makefield Township to Representative Steil in opposition to the <u>Stoopville Road Rehabilitation Project</u>	34
Exhibit IX: 5/25/04 Letter from Lower Makefield Township to Mr. John Coscia in opposition to the <u>Stoopville Road Rehabilitation Project</u>	36
Exhibit X: CD-ROM of a Fox Newscast, entitled <u>USING RAIL TO HAUL STONE FROM THE SWAMP ROAD QUARRIES</u>	
Exhibit XI: Recent crash/ incident history in the region.....	38
Exhibit XII: RRTS Written Comment Submission for the Regional Traffic Meeting Held at Bucks County Community College on April 22, 2004.....	42

214/377

6

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process **rather than** the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

215/377

The Stoopville Road Rehabilitation Project calls for:

- ... further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ... further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pennsbury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in your office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.

Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed - the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a bus stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student [who was about to exit the bus and cross Worthington Mill RD] that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This

incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled Residents want to act before truck tragedy), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident. One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just 1/4 mile from I95 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RTS Membership (mass e-mail)

Script for video entitled Bypassing the Bypass

Beginning: Traffic exits off I-95 and travels west along the Newtown Bypass:

FILMING LOCATIONS/ COMMENTARY

- (1) Corner of Route 332 (Newtown Bypass) & Lindenhurst Road:
Filming location #1, Third Federal Bank

Commentary: Note the silver and black oil tanker on Lindenhurst Road.

Note that in this view west of Lindenhurst Road there are few, if any, trucks along the Bypass.

- (2) Turning onto Lindenhurst Road from Route 332 (Newtown Bypass):
Filming location #2, ICT building

Commentary: Here is another AC binder oil tanker headed for the Wrightstown Township quarries. The oil is used in the asphalt plants there. These trucks come from South Jersey.

- (3) Filming location #3, Blind curve by CAU buildings

Commentary: That car got run right off the road.

This is a road where children should be able to cross on their bicycles to get to their friends' houses in neighboring sub-divisions or to access the bikepath.

- (4) Corner of Trowbridge Drive & Lindenhurst Road:
Filming location #4, Bus stop where child was almost killed

Commentary: A bus was stopped on Lindenhurst Rd. to pick up a student. An 18-wheeler that couldn't stop at the appropriate distance from the bus almost hit the child while she was crossing the street to board.

Imagine the stopping distance for one of these behemoth trucks when the road is wet.

- (5) Filming location #5, Corner of Lindenhurst Road and Route 532

Commentary: This was filmed late July/early August when there were few buses on the road.

220/375

Communications that focus on the traffic safety crisis and involve the Pennsbury School District and Grey Nun Academy

April 21, 1999

Letter from Dr. Bruce Johnson and Norman Gross, principals of Quarry Hill and Aston Elementary Schools (Pennsbury School District), to State Representative David Steil regarding the dangerous traffic condition on Lindenhurst Road.

"It seems to us that the Route 332 by-pass serves as a suitable truck route alternative to Lindenhurst Road. Obviously, the by-pass is newer, more well constructed, and wider to accommodate truck traffic than Lindenhurst Road. We are sincerely hopeful and solicitous of your help in rectifying what is becoming an increasing concern for those of us who live and work in this area. Of particular concern to us are children who are on school busses and in private vehicles being brought to and taken home from school each day... We are aware that different stretches of Lindenhurst Road go through Upper Makefield Township, Lower Makefield Township and Newtown Township. Hopefully, political infighting can be minimized to help avert a tragedy waiting to happen."

November 4, 2002

Lower Makefield Township Board of Supervisors meeting where the Board voted unanimously to pursue a take back of their portion of Lindenhurst Road.

At this meeting, Dr. Bruce Johnson, principal of Quarry Hill Elementary School in the Pennsbury School District, publicly encouraged the supervisors to move forward [with taking back ownership of the road from the state of Pennsylvania]. *"We take a chance every day when we put hundreds of kids from Aston, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home. It's just a matter of time. We need to take this issue into our own hands and do what we need to do."* Dr. Johnson encouraged Board members to pursue continued actions locally through changes to traffic patterns, noise restriction, added traffic signals, etc. *"As a taxpayer I know that this process will take money, but we have to take the road back."*

April 24, 2003

Public Statement given by Sue Herman at the Pennsbury School Board meeting, apprising the Board of the dangerous

traffic condition on Lindenhurst Road and asking them to write to the Secretary of Transportation in support of Lower Makefield Township taking back ownership of the road from the state of Pennsylvania.

"Good evening and thank you for the opportunity to speak. I'm Sue Herman, Lower Makefield Township taxpayer and president of Residents for Regional Traffic Solutions, Inc., a regional citizens group concerned with traffic safety. Our organization represents thousands of residents in the Pennsbury school district who are greatly impacted by the quarry truck traffic from the Swamp Road quarries in Wrightstown Township and other commercial traffic that is bypassing the Newtown Bypass, en route to I-95.

I'm here, tonight, to ask for your help because the health, safety and welfare of the students you bus along Lindenhurst Road is in jeopardy. I'm here to ask you to go on record regarding the unsafe condition that exists, with the people who are going to make decisions on this serious transportation issue. Lindenhurst Road is being used as a major truck route. It is lined with over 500 residences with hundreds of school-aged children, and on a typical day, over 800 quarry trucks and numerous eighteen wheelers travel this road. A loaded quarry truck weighs 80,000 pounds! The trucks are using Lindenhurst Road and bypassing the Newtown Bypass, the safest road in the region for them. The Bypass is a four-lane, limited-access, divided highway.

Although Swamp Road (which becomes the Newtown Bypass) is the shortest route from the Swamp Road quarries to the Bypass, it has been weight restricted to loaded quarry trucks for over thirty (30) years. As of last September, NO trucks can take Swamp Road to the Bypass, increasing the number of trucks that are diverted onto Lindenhurst Road. Every action must be taken to keep trucks on the main roads, including Swamp Road, Route 413, Route 232 and the Newtown Bypass, and out of our residential neighborhoods. Failure to do so will result in a tragedy we'll all regret – the current situation is an accident waiting to happen.

We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. Nancy Lewis, a Pennsbury resident in the audience, spoke at a Lower Makefield township meeting last fall of the terror of watching as her child almost got hit by an eighteen wheeler when crossing Lindenhurst Road to board her bus at Trowbridge Drive. The heavy truck was unable to stop a safe distance from the bus.

Three principals of schools on Quarry Road (Quarry Hill, Afton, and Grey Nun Academy) went on record four years ago with impassioned letters to State Representative David Steil expressing their concern about this traffic issue. This past November Dr. Bruce Johnson (principal of Quarry Hill) attended a Lower Makefield Township Board of Supervisors meeting and publicly encouraged the supervisors to go forward with taking back Lindenhurst Road from the state, a move that would enable the township to have more control over the road and improve its safety. I quote Dr.

CA-1 18-101

Johnson, "We take a chance every day when we put hundreds of kids from Aston, Quarry Hill and the Grey Nun Academy on the buses up there ... It's just a matter of time. We need to take the issue into our own hands and do what we need to do...we have to take back the road." Despite the concerted efforts of these principals, politicians have not moved off the dime to get Swamp Road diverted truck traffic to use the major routes. It's clearly going to take a group with more clout to resolve this.

Your Board has ultimate responsibility for the safety of the students under its auspices, and I can tell you that your kids are in harm's way. I appeal to you, tonight, to take a position as advocate for the safety of the children you transport, by writing a letter to Secretary of Transportation, Honorable Allen Biebler, in support of Lower Makefield Township's initiative to take back the ownership of Lindenhurst Road from the state of Pennsylvania. Under the control of the township, the safety of this dangerous residential road can be improved through whatever safety measures the township can implement, including, but not limited to, traffic calming measures, speed limit reduction, safety warning signs, etc. This will be a critical first step to getting trucks onto the main roads.

We respectfully ask for your Board's position by the next School Board meeting and would be happy to provide you with any additional information that you might be interested in. I would like to leave some maps and the address for Secretary Biebler with your business director. *

Thank you again for your time and consideration".

*Secretary of Transportation, Allen Biebler
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17105-3543

April 25, 2003

Letter from Sue Herman to Gene Dolnick, President of Pennsbury School Board, regarding the traffic safety crisis on Lindenhurst Road.

"Thank you again for the opportunity to speak at your Board meeting last night. I am faxing the public statement that you requested... We appeal to you to take a position as advocate for the safety of the children you transport, by writing a letter to Secretary of Transportation, Honorable Allen Biebler, in support of Lower Makefield Township's initiative to take back the ownership of Lindenhurst Road from the state of Pennsylvania. Under the control of the township, the safety of this dangerous residential road can be improved through whatever safety measures the township can implement, including, but not limited to, traffic calming measures, speed limit reduction, safety warning signs, etc. This will be a critical first step to getting trucks onto the main roads."

"P.S. We are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of the residential roads that trucks are diverted to, which has actually resulted in even more truck

201-521718

traffic traveling at higher speeds. We fear the latest suggestions of adding left turn lanes on Lindenhurst Road as a safety measure, for this will only make it more conducive for truck traffic to use this road and bypass the Bypass. This is clearly not the answer."

May 15, 2003

Public Statements given by Sue Herman and Nancy Lewis (resident in a development off of Lindenhurst Road) at the May 15, 2003 Pennsbury School Board meeting.

PUBLIC STATEMENT GIVEN BY SUE HERMAN AT THE MAY 15, 2003 PENNSBURY SCHOOL BOARD MEETING

"Good evening. I'm Sue Herman, Lower Makefield Township resident and president of Residents for Regional Traffic Solutions, Inc.,

At the last Board meeting we appealed to you to write a letter to Secretary of Transportation Blehler in support of Lower Makefield Township's initiative to take back ownership of Lindenhurst Road from the State of Pennsylvania. I am sorry to report to you this evening that on April 29, 2003, Lower Makefield Township was informed by PennDOT that they would not proceed with the transfer of Lindenhurst Road to the township. Lower Makefield Township officials intend to appeal this decision, as it was made before they had an opportunity to meet with the Secretary to apprise him of the seriousness of the traffic safety crisis that exists on Lindenhurst Road.

As you know, there are over 800 quarry trucks per day and numerous 18 wheelers sharing this residential road with school buses and passenger cars. It is only a matter of time before a tragic accident occurs. An appeal from your Board to the Secretary of Transportation is even more important now than last month. We hope that you are inclined to do this in the very near future and look forward to learning of your intentions.

Thank you for your time."

PUBLIC STATEMENT GIVEN BY NANCY LEWIS AT THE MAY 15, 2003 PENNSBURY SCHOOL BOARD MEETING

"When we built and moved into our Trowbridge Dr. house from out of state in May of 2001, we had no idea what we were getting into. Lindenhurst had been closed to fix a culvert and the builders(Toll Bros.) assured us that the road did not have a lot of traffic.

I envisioned that my children would be able to get on the school bus and that I would not have to worry about their safety. Had I known the truth, I would never have built this house at this location. The bus stop at Lindenhurst is barely visible from any

224/377

(16)

houses. The sidewalk ends just short of Lindenhurst. Trucks and cars speed by at speeds in excess of the posted 40 miles an hour. This winter with the amount of snow that built up on the corner, there was no place for the children to wait except in the street.

The first year, the school bus would not come into Trowbridge off of Lindenhurst because there were construction vehicles and per the bus driver, it was not safe for buses to come into our street because of them. My child and our children waited for the bus with construction vehicles all around them. It was during the fall of 2001 that my child had a close call with a truck while crossing Lindenhurst to get to the bus.

In the spring of 2002 I, along with a group of concerned neighbors called the district and asked for the bus stop be moved into Trowbridge so that children would have a safe place to wait. We were told that they would have to do a study before moving an existing stop. The verdict was that since our road has only one entrance and exit, a bus could not stop in Trowbridge. (Trowbridge has 2 cul - de - sacs).

Failing to get help from the Pennsbury School district, I went to the supervisors of Lower Makefield Twsp and explained our situation. They were sympathetic and voted to take back Lindenhurst Road and make changes that would make the road safer. Recent developments have demonstrated that this may not come to be.

As every concerned parent, I now ask the Pennsbury Shool Board to appeal to PennDot to lower the speed limit to 35 mph and add needed bus stop safety signs/flashing lights to make this road safer for our children. I also ask that you consider again moving the bus stop at Lindenhurst and Trowbridge into Trowbridge Dr."

May 16, 2003

Letter from Sue Herman to Gene Dolnick regarding the public statement she made at the May 15, 2003 School Board meeting.

225/397

(17)



RALPH M. NUZZOLO
Superintendent

PENNSBURY SCHOOL DISTRICT

134 Yardley Avenue • Post Office Box 338
Fallsington, Pennsylvania 19058-0338
Telephone: (215) 428-4100
FAX: (215) 428-4270

May 12, 2003

Terry Fedorchak, Manager
Lower Makefield Township
1100 Edgewood Road
Yardley, PA 19067

Dear Mr. Fedorchak:

At its regular meeting on April 24, the School Board heard a request from Susan Herman of the Residents for Region Traffic Solutions, Inc.

Mrs. Herman asked the School Board to support efforts by the Lower Makefield Township Board of Supervisors to accept the responsibility for maintenance of Lindenhurst Road from the Pennsylvania Department of Transportation. It is our understanding that the Board of Supervisors does indeed desire to take over the section of Lindenhurst Road that lies within Lower Makefield Township. It is also our understanding that the decision to allow this to happen rests with PennDot.

On behalf of the School Board, let me encourage you and the Board of Supervisors in your efforts to improve the safety and serviceability of Lindenhurst Road. The Pennsbury School Board heartily supports your efforts.

Sincerely,

Ralph M. Nuzzolo
Superintendent

c: Board of School Directors
Susan Herman

226/377

(18)

LMT moves to take back Lindenhurst Road war escalates between neighbors

By JEFF WERNER
Editor

The Lower Makefield Supervisors last week upped the ante in the local road wars, voting unanimously to pursue a take back of their section of Lindenhurst Road.

Even supervisor chairman Scott Fegley, who has advocated a more regional solution to the issue of truck traffic but has become frustrated over the lack of cooper-

ation from neighboring townships, joined the chorus.

The board took the action despite a recommendation from township engineer Bob Williams that prior to taking back the road the Pennsylvania Department of Transportation (PennDOT) first repair major portions that have been impacted by the heavy truck traffic.

"This isn't an inexpensive proposition," Williams cautioned the

supervisors, estimating it would cost about \$1 million to upgrade the 1.7 miles that pass through the township. "There are some areas that are very bad."

But the supervisors said they don't want to wait until PennDOT gets around to fixing the road. Plus, they said, the road's current condition could meet criteria to limit truck traffic or even ban it altogether.

"If we ask PennDOT to bring it up to stan-

dards, we don't know how long that's going to take, number one. Number two, if they completely redo all of Lindenhurst Road, we are essentially saying it's okay for truck traffic," said Fegley. "I would favor taking the road back and not asking PennDOT to be responsible for bringing it up to whatever standards we ask. We can put it in our own road program."

Continued on page 23

Road war escalates between neighbors LMT Supervisors move to take-back Lindenhurst Road

Continued from page 1

Also, if there is a legal basis for restricting truck traffic then let's use it."

Supervisor Wes Hackman, who lives on Lindenhurst Road, said Lower Makefield has watched over the years to what neighboring townships have done "when substandard culverts managed to shift traffic around."

Hackman continued, "Unfortunately I do not agree with what they have been doing. If you have things that aren't right, you should fix it. Now it looks like we may have a condition with the roads themselves...that may be the only way we can try and control this situation."

The decision brought cheers from an audience made up of mostly Lindenhurst Road residents.

The residents have significantly turned up the heat during recent months, calling on their elected officials to find solutions to their truck traffic concerns.

Resident Sue Herman, who has been at the forefront of the Lindenhurst debate, thanked the supervisors for taking this "brave step tonight. You are the only political body in our region that is capable of being a front runner in a region that is capable of saying enough is enough to a situation that has gone totally awry."

Herman defended the move, saying it's not the same as what Newtown and Wrightstown townships have done by "officially restricting a culvert" on Swamp Road for nearly 34 years and forcing trucks from the Wrightstown quarries to use Stoopville and Lin-

denhurst roads to access Routes 332 and 1-95.

Herman and other Lindenhurst and Stoopville residents have long argued that the safest, quickest route to the bypass from the Wrightstown quarries is by way of Swamp Road.

"I believe you are being forthright in taking care of the residents here in Lower Makefield," added Herman. "There is nothing underhanded or sneaky about it. By taking steps tonight to restore our residential neighborhoods to safety and sanity, the other townships in the region will be forced to look at the affects on the residents of their townships and the focus will be put where it belongs — on making the Newtown Bypass a more efficient highway for trucks and other vehicles. That's

where the trucks belong."

Township road supervisor Jim Coyne cautioned board members against taking the road over.

"If we rebuilt that, it will take 3-4 years without doing anything else in the township," said Coyne. "And I would remind you, we have 120 miles of our own roads that we have a liability and a responsibility. If you move the trucks off of there, where are they going to go — Dolington or somewhere else? To take the road over and shift them onto another road doesn't make any sense at all. And to rehabilitate that road is going to cost a fortune."

The residents said they are willing to bear the potential cost, especially when weighing it

against the safety of their children.

"When you talk about a million dollars to repair, we'll live with a road with ruts and potholes in it," said one man. "More importantly, that million dollars isn't going to pay a drop toward replacing a child or a mother or someone killed on the road."

Dr. Bruce Johnson, principal of the Quarry Hill Elementary School, publicly encouraged the supervisors to move forward.

"We take a chance every day when we put hundreds of kids from Affton, Quarry Hill and the Grey Nun Academy on the buses up there either coming to school or going home," he said. "It's just a matter of time. We need to take this issue into our own hands and do what we need to do."

Dr. Johnson encour-

aged board members to pursue "continued actions locally through changes to traffic patterns, noise restriction, added traffic signals, etc. As a taxpayer I know that this process will take money, but we have to take back the road."

The turn back now rests in the hands of the Pennsylvania Department of Transportation which will have the ultimate say.

The supervisors, in the meantime, are exploring what they can and cannot do to the road if they are allowed to take it back.

Limiting hours of use or banning trucks altogether are among the top options under review by the township's legal and professional staff. Traffic calming measures are another possibility being explored.

GREY NUN ACADEMY COMMUNICATIONS

April 30, 1999

Letter from Sister Dolores Beatty, principal of Grey Nun Academy, to State Representative David Steil regarding the dangerous traffic condition on Lindenhurst Road.

"I am writing this letter to you concerning the potentially dangerous truck traffic on Lindenhurst Road. As you probably know, there have been two accidents on this road within the past two weeks...I join with my colleagues at Quarry Hill and Afton Elementary Schools...in asking you to limit the heavy truck traffic on this country road.

228/377

(20)



RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
 this 9th day of July, 2003, does,
 by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

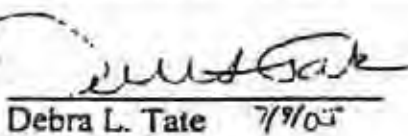
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

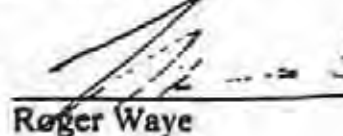
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


 J.P. Napier


 Debra L. Tate 7/9/03


 Roger Wayne

229/377

(21)

Communications that focus on the traffic safety crisis and involve the Council Rock School District

COUNCIL ROCK CORRESPONDENCE

November 8, 2000

Letter from Chester Pogonowski (Chairman, Wrightstown Township Board of Supervisors) to Andrew Warren regarding the traffic safety crisis on Worthington Mill Road.

"Over the past year, there has been a noticeable increase in the level of traffic using Worthington Mill Road. In particular, the level of trucks going to and from the quarries in Wrightstown has increased.

Given a number of horizontal curves, the width of the road, and the ditch configuration, this speed limit [45 mph] is too high. Coupled with children waiting for school buses, we have the potential of a serious injury or death should a vehicle be unable to stop and hit a loaded school bus. This is especially a problem between Swamp RD and Estates Court where a number of near misses have been witnessed."

230/377

~~230/377~~

22

WRIGHTSTOWN TOWNSHIP, Bucks County, Pennsylvania

Ex. VII
(pg 2/2)

738 Penns Park Road
Wrightstown, PA 18940-9662
215-598-3313
215-598-0529 FAX



November 8, 2000

Honorable Andrew L. Warren
District Manager
Pennsylvania Department of Transportation
7000 Geerdes Blvd.
King of Prussia, PA 19406

RE: Speed Limit Worthington Mill Road

Dear Mr. Warren:

Over the past year, there has been a noticeable increase in the level of traffic using Worthington Mill Road. In particular, the level of trucks going to and from the quarries in Wrightstown has increased.

A number of residents have approached the Township concerning the speed limit on Worthington Mill Road between Swamp Road and Route 413. Currently, the speed limit is set at 45 MPH. Given a number of horizontal curves, the width of the road, and ditch configuration, this speed limit is too high. Coupled with children waiting for school buses, we have the potential of a serious injury or death should a vehicle be unable to stop and hit a loaded school bus. This is especially a problem between Swamp Road and Estates Court where a number of near misses have been witnessed.

I recognize that speed limit enforcement is the responsibility of the municipality. However, the Legislature in its infinite wisdom has limited local police departments from using radar as a deterrent. This means the Buckingham Police must use less accurate methods of detecting speeders. Everyone knows this restriction which results in many motorists pushing the limit of Vascar and other speed monitoring systems. This mean, a ticket has little chances of standing up in court unless the violation is for speeds in excess of 10 miles and in some cases as much as 15 miles over the posted speed limit.

Wrightstown Township is still trying to maintain its rural character. However, increased traffic through our township is straining the ability of our resident to enjoy the

231/377

23

November 8, 2000

Ex. VII
(pg. 3/12)

community in which they have chosen. We need your assistance to address these concerns for the betterment of our residents without restricting the flow of traffic or the type of vehicles using our roads.

Wrightstown Township is once again requesting that you lower the speed limit to 35 MPH on Worthington Mill Road. This is not the first time we have made this request and aware of comments by your engineering department regarding the engineering suitability of the existing speed limit. But we are both aware that PennDOT has some latitude to relax these requirements if it so chooses. That is specifically what we are asking here.

We are hopeful that you will grant our request for a reduction in the speed limit. In consideration of that request, Wrightstown Township is prepared to install and maintain 35 MPH signs along those sections approved for the lower speed limit and at those locations marked by your department.

On behalf of the Board of Supervisors of Wrightstown Township, we thank you for your quick and thoughtful consideration of this safety concern. Should you wish to discuss this further, please feel free to contact me through the Township offices (215-598-3313, ext 30) or through my place of employment (215-785-8042).

Respectfully,

BOARD OF SUPERVISORS
WRIGHTSTOWN TOWNSHIP



Chester S. Pogonowski,
Chairman

cc: Honorable David Steil, Representative
Jane Magne, Supervisor
Allen Masenheimer, Supervisor
Marcy Conti

232/377

24

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

June 5, 2003

Re: Worthington Mill Road; Quarry trucks unable to stop for stopped school buses.

Dear Mr. Burke,

We are writing this letter to ask for your help because the health, safety and welfare of the students you bus along Worthington Mill Road (between Swamp RD and RT. 413) is in jeopardy. We are requesting that you go on record regarding the unsafe condition that exists, with the people who are going to make decisions on this serious transportation issue. Worthington Mill Road is being used as a diverted route for hundreds of heavy trucks traveling to and from the Swamp Road quarries and I-95 daily. This 1.1-mile segment of roadway has 25 driveways, 28 access points, 9' wide travel lanes and no shoulders. Your school buses stop over 40 times in the travel lane on a given school day to pick up or drop off students. (See attachment 1)

There have been numerous close calls with trucks unable to stop for stopped school buses. The first witnessed incident occurred in 2000 at 970 Worthington Mill Road when Sean Hipps was being dropped off across from his driveway and an empty stone truck traveling behind the bus could not stop for the stopped school bus. The truck had to swerve around the bus, narrowly missing Eileen Hipps and her son. Mrs. Hipps reported this incident to The Council Rock School District who directed her to PennDOT. In another incident, which occurred in September 2002, my husband and I watched in absolute horror, as a loaded oil tanker could not stop for our 2 sons' stopped school bus at Estates Court. The tanker driver frantically honked and flashed its warning lights in an apparent attempt to alert the school bus driver and the children. We were further alarmed to hear from several children along this road that it is not unusual for the bus drivers to ascertain if the approaching quarry truck can stop before putting on the flashing lights. This is a problem on two levels, as many children seeing a fully stopped school bus will naturally approach the bus to board and this situation puts an enormous safety responsibility on your school bus drivers.

Last week I heard the loudest jake braking sound I had ever heard and ran to the window in time to view a loaded quarry truck scarcely missing the back of a stopped school bus. A loaded tractor-trailer quarry truck weighs 80,000 pounds and a crash will

233/377

25

more often then not result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Worthington Mill RD is an accident waiting to happen. We also believe that Worthington Mill RD not only meets, but exceeds, the criteria set forth in PennDOT's Publication 201- Engineering and Traffic Studies, necessary to impose a truck restriction and reduce the speed limit to 35mph. As such, it is our contention that PennDOT has the justification, power and responsibility to do so in the interest of public safety.

Your Board has ultimate responsibility for the safety of the students under its auspices, and I can tell you that your kids are in harm's way. **We appeal to you to take a position as advocate for the safety of the children you transport, by writing a letter to Deputy Secretary of Highway Administration, Gary Hoffman, and Secretary of Transportation, Honorable Allen Blehler, in support of a truck restriction and speed limit reduction to 35 MPH on Worthington Mill Road.** * This restriction would result in the Swamp Road quarry trucks using Pa Traffic Routes 232 and 413 to get to the Newtown Bypass, roads designed for this heavy truck traffic. As Worthington Mill Road is a state road (lowest level road in the state road system and in other states would be locally owned and controlled), PennDOT in Harrisburg is currently reviewing the request to restrict trucks and reduce the speed limit to 35 MPH.

I have attached a copy of a letter I sent to Deputy Secretary Hoffman after he attended a meeting at my home on May 1, 2003. (See attachment #2) Please note that Mr. Hoffman questioned whether the school district had weighed in on this situation and that is precisely what we ask of you today.

We hope you find this serious safety issue of importance and send a letter to the state as soon as possible. I would be happy to provide you with any additional information that you might be interested in.

Thank you again for your time and consideration. I can be personally reached at my home address, which is 940 Worthington Mill RD, Newtown, PA 18940, ph 215-504-5724, and fax 215-504-5726.

Very truly yours,

Marcy B. Conti
Vice President
Residents for Regional Traffic Solutions, Inc.

Cc:

Dr. Timothy Kirby, Superintendent of the Council Rock School District
Jack Pinheiro, Supervisor of Pupil Transportation

234/377

(26)

* PennDOT
Deputy Secretary of Highway Administration, Gary Hoffman
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17120-3543

* PennDOT
Secretary of Transportation, Allen Blehler
Keystone Building
400 North St.
P.O. Box 3543
Harrisburg, PA 17105-3543

- Attachments:
1. Worthington Mill Road Bus Stops
 2. May 19, 2003, letter to Gary Hoffman; PennDOT Deputy Secretary of Highway Administration

235/377

(27)

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

Ex - VII (pg 7 1/2)

Timothy F. Kirby, Ed.D.
SUPERINTENDENT OF SCHOOLS
TELEPHONE (215) 944-1000
FAX (215) 944-1001

June 17, 2003

Robert D. McAnulty, PE
DIRECTOR OF BUSINESS
ADMINISTRATION
TELEPHONE (215) 944-1040
FAX (215) 944-1041

Mr. Gary Hoffman
PA Department of Transportation
Keystone Building
400 North Street
Harrisburg, PA 17120

Re: Worthington Mill Road, Bucks County

Dear Mr. Hoffman:

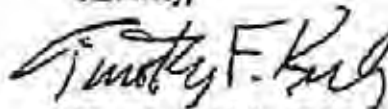
I understand your department is currently conducting a traffic and safety review of the above referenced road. The safety of our students is of paramount importance to the Council Rock School District.

Worthington Mill Road has been designated by the Department of Transportation as a "hazardous" road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their houses.

The actual number of locations and number of different schools varies from year to year. During the past several years we have averaged stopping 40 times per day on this relatively short stretch of this winding, narrow road. While no accident has occurred, there have been many incidents cited by our bus drivers of the heavy quarry trucks almost "blowing by" the red light stop arm.

It is our position that your department should be pro-active and at a minimum reduce the speed limit on this road to 25 or 35 mph. Worthington Mill Road under present conditions and circumstances requires action to insure the safety of our students.

Sincerely,



Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

cc: Mr. William Burke, President, CRSD Board of Directors

236/377

28

Robert C. Gaynor

13 Millers Road
Newtown, PA 18940
(215) 504-5249

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

July 14, 2003

RE: Stoopville Road danger to school buses

Dear Mr. Burke:

We are writing this letter to ask for your help and inform you of the danger present to our children (and all school children) who ride on Council Rock school buses and traverse Stoopville Road.

As you are aware, quarry trucks and other large commercial trucks and trailers use Stoopville Road as a "short-cut" from I-95 to quarries and businesses to the north of Newtown. As residents living in a sub-division off of Stoopville Road, we constantly drive along (and cross) Stoopville Road daily. We see, first hand, the inability of these trucks to remain in their travelling lanes and fully stop at intersections. Often, these quarry trucks do not even slow down at signed intersections or red traffic lights. These loaded trucks, which weigh 80,000 pounds, have had numerous near-misses with traffic on Stoopville Road. For example, on Friday before Thanksgiving, 2002, at a foggy 8:12 A.M., a quarry truck blew through the Stoopville-Eagle Roads intersection without slowing down. Fortunately, the quick action of a Newtown resident driver at that intersection prevented her from being flattened by this behemoth. Imagine the damage such an incident would have done if school had been in session and a bus had been at that intersection instead of a small car!

A crash with one of these trucks will, more often than not, result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Stoopville Road is an accident waiting to happen and are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of this residential road that trucks are diverted to. This has actually resulted in even more truck traffic traveling at higher speeds and is clearly not the answer.

The Eagleton Farms Homeowners Association passed a Resolution (dated July 9, 2003) which was presented to the Newtown Township Board of Supervisors at their Board meeting on July 9, 2003 (Resolution attached). This Resolution asks the Newtown Township Supervisors to direct the township engineer to determine what traffic calming measures can be employed to make Stoopville Road safer and to present his findings to residents at a Board of Supervisors meeting within 60 days.

We respectfully request that the Council Rock School Board urge the Supervisors to make a motion to act on this resolution and fast-track review and implementation of traffic calming

237/377

measures along Stoopville Road. It is our hope that the Supervisors will make such a motion at the next Board of Supervisors meeting on July 23, 2003. Any correspondence you can initiate in support of this action would be greatly appreciated and key to getting our children out of harm's way when traveling in buses on this road.

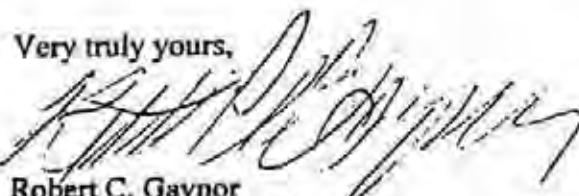
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous traffic condition along Stoopville Road.*

We understand that you have made your traffic concerns known to Mr. Hoffman about another road in the Council Rock district (Worthington Mill Road). As PennDOT is interested in the position of the school district where safety is concerned, we believe that your input on the Stoopville Road dangers would have a positive impact on protecting the health, safety and welfare of our children.

We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long. Please do not hesitate to contact me should you have any questions.

Thank you for your time and consideration.

Very truly yours,



Robert C. Gaynor
Representative of Eagleton Farms

- * Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
P.O. Box 3541
Keystone Building
Harrisburg, PA 17105-3541

CC: Dr. Timothy Kirby; Superintendent, Council Rock School District
Jack Pinheiro; Council Rock Supervisor of Pupil Transportation



RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
 this 9th day of July, 2003, does,
 by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

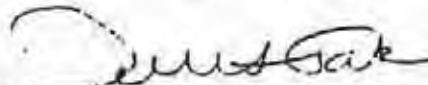
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,


THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


 J.P. Napier


 Debra L. Tate 7/9/03


 Roger Wayne

239/377

(31)

Exhibit VII
(pg 11/12)

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

TIMOTHY F. KIRBY, Ed.D.
SUPERINTENDENT OF SCHOOLS

TELEPHONE (215) 944-1000
FAX (215) 944-1031

March 30, 2004

Governor Edward Rendell
Main Capitol Building
Harrisburg, PA 17120-3006

RE: Worthington Mill Road, Wrightstown Township, Bucks County, PA

Dear Governor Rendell:

I would like to bring to your attention a safety issue regarding the safe transportation of our school students. This situation involves providing safe bus transportation for our students on the above-referenced road.

Worthington Mill Road has been designated by the Department of Transportation as a hazardous road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their homes. During the past several years, we have averaged stopping 40 times per day on this 1.1-mile section of winding, narrow, minor collector road.

Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9:00 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present.

We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Worthington Mill Road under its present circumstances requires immediate action to ensure the safety of our students.

240/377

32

The Council Rock School District would support a truck ban on this 1.1-mile segment of Worthington Mill Road between Swamp Road and Route 413 in the interest of the safety of our school students and bus drivers. In addition, it is obvious that the principal arterial highways in the area are far safer and appropriate roads for this high volume of heavy industrial truck traffic.

We request your personal and immediate involvement in resolving this safety issue before a tragic accident occurs.

Sincerely,

Timothy F. Kirby

Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

241/377



Township of Lower Makefield

Exhibit VIII
(Pg 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

February 10, 2004

Honorable David J. Steil
Pennsylvania State Representative
8 North State Street
Newtown, PA 18940

RE: **STOOPVILLE ROAD REHABILITATION PROJECT**

Dear Representative Steil:

The Lower Makefield Township Board of Supervisors is strongly opposed to the Stoopville Road Rehabilitation Project in Newtown Township.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds.

All state and municipal officials should recognize that commercial traffic is best suited for the higher level roads in our region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Principal Arterial Highway, Swamp Road which is the location of the four industrial quarries.

Your perseverance in working toward amicable solutions to regional traffic problems is commendable and sincerely appreciated by the Board of Supervisors and the residents of Lower Makefield Township.

Sincerely,

Terry S. Fedorchak
Township Manager

242/377

TSF:ms

(34)

cc: Scott Petri, State Representative
Tommy Tomlinson, State Senator
Joseph Conti, State Senator
Bucks County Commissioners
Board of Supervisors
State Transportation Commission
Andy Warren, PennDOT
Delaware Valley Regional Planning Commission

243/377

(35)



Township of Lower Makefield

EXHIBIT 7A
(Pg. 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalora, Chairman
Pete Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

May 25, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

RE: STOOPVILLE ROAD REHABILITATION PROJECT

Dear Mr. Coscia:

Lower Makefield Township Board of Supervisors is pleased to note that the Stoopville Road Rehabilitation Project is not included on the draft Transportation Improvement Plan, and we are writing to urge that any requests to modify that aspect of the draft TIP be denied.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds.

It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of the four industrial quarries.

Your favorable consideration of this request is appreciated.

Sincerely,

Terry S. Fedorchak
Township Manager

TSF:ms

244/377

36

cc: Board of Supervisors
Joseph Conti, State Senator
Tommy Tomlinson, State Senator
David Steil, State Representative
Scott Petri, State Representative
State Transportation Commission
Andy Warren, PennDOT

245/377

(37)

Recent crash/incident history involving heavy commercial traffic in our region

August 3, 2000

Accident where an empty quarry truck killed one woman, permanently injured another woman, and went through the wall of a bank.

The August 4, 2000 Bucks County Courier Times article, entitled Runaway truck kills woman and crashes into bank, stated, "A woman was killed and two people were injured yesterday morning when a dump truck plowed into two cars on Eagle Road [Newtown Township], then slammed through the wall of the First Union Bank at the Village of Newtown Shopping Center."

The woman who was killed was driving a large automobile and the woman who was permanently injured was in a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

Note this quote from AAA World, March/April, 1999:

"Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars.

Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS."

October 16, 2000

Accident between a gasoline tanker and loaded gravel truck on Taylorsville Road in Upper Makefield Township.

The October 17, 2000 Bucks County Courier Times article, entitled Crash spills fuel near canal, stated, "A gasoline tanker and loaded gravel truck [weighing 72,000 lbs.] collided yesterday on Taylorsville Road in Upper Makefield tearing a hole in the tanker truck and spewing 1200 gallons of fuel onto the road. Eleven tons of gravel were tossed into the woods from the other truck near the Delaware Canal."

This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

246/377

(38)

October 31, 2002

Fatal accident between a quarry truck and automobile on Windy Bush Road, Solebury Township.

The November 1, 2002 Bucks County Courier Times article, entitled Woman killed in collision with dump truck, stated, "A 49-year-old New Hope woman was killed yesterday morning when the car she was driving collided with a dump truck on Windy Bush Road near Pidcock Creek Road in Solebury... A load of stone spilled onto the roadway..."

The woman who was killed was driving a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control.

* "Fatalities from large trucks have increased approximately 10% from 1995 - 1998. Trucks with a gross weight more than 10,000 lbs., account for a disproportionately large share of traffic deaths based on miles traveled.

People in passenger vehicles are especially vulnerable in collisions with large trucks because of the vast difference in weight between cars and large trucks."

*Quotation from the Washington D.C. based organization, Advocates for Highway & Auto Safety

November 1, 2002

Email from Sue Herman to the Lower Makefield Township Supervisors

"Dear Scott, Wes, Grace, Pete and Frank,
I am sad to refer you to the front page of the BUCKS section in today'sr Courier Times. The article is entitled, Solebury- Woman killed in collision with dump truck.

This sad event drives home the point made in this quote:

'Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS.'—

AAA World, March/April 1999

These trucks are given the opportunity to choose Lindenhurst Rd. and travel at outragenus speeds 24/7 rather than using the Bypass, a four-lane limited access divided highway built specifically for such commercial traffic. The Bypass is where this traffic belongs.

I look forward to the 11/4 BOS meeting where we will discuss this critical matter."

April 21, 2003

A 200 lb. truck tire flies into a back yard along Lindenhurst Road.

247/377

(39)

May 5, 2003

Lower Makefield Township Board of Supervisors meeting where Sherry Yesilsoy presented the Board with written documentation regarding a tire incident that happened to her neighbor. The Board suggested that this document be included with the information to be reviewed at the meeting with the Secretary of Transportation.

248/377

(40)

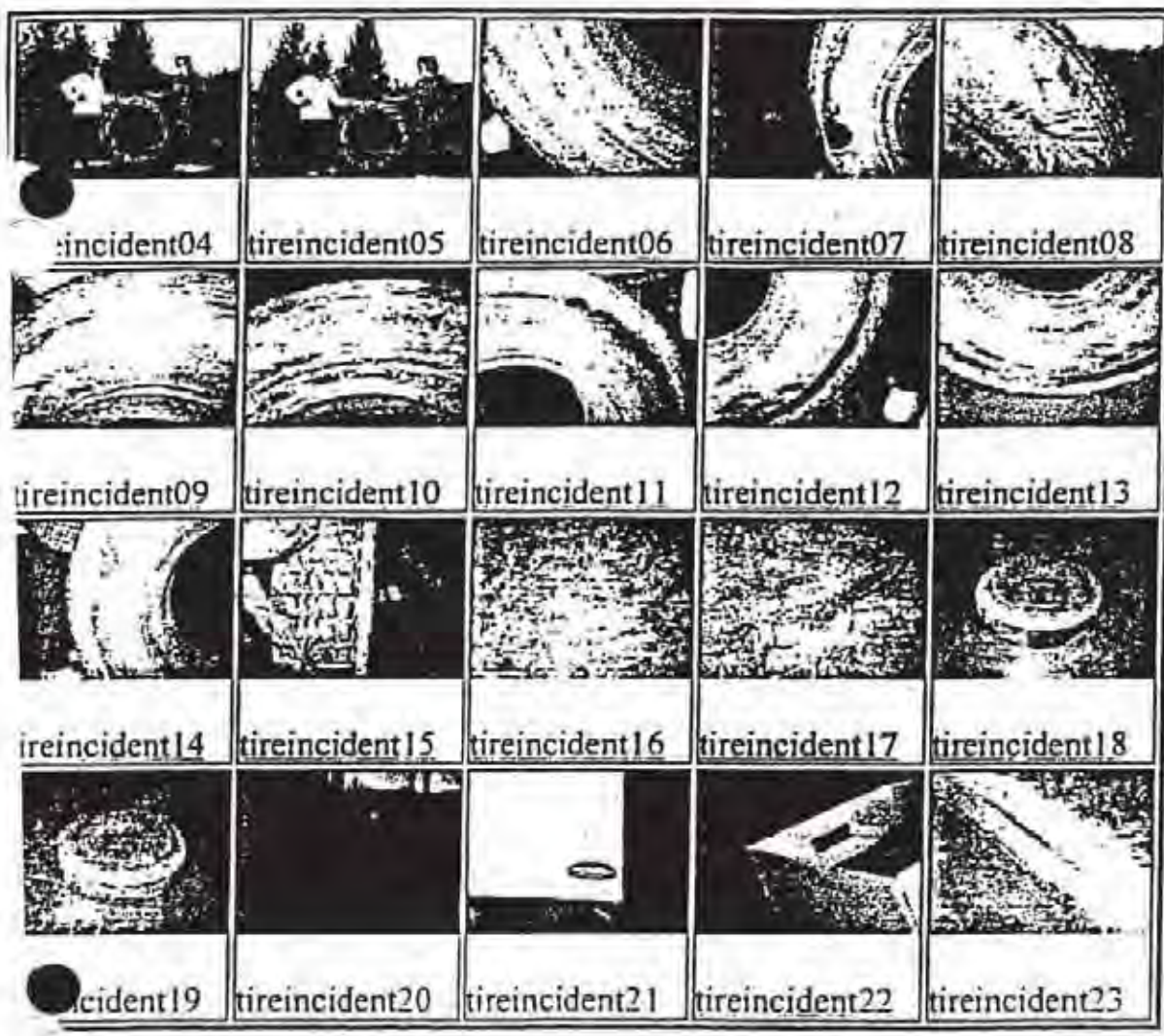
April 21, 2000 A 200lb. truck tire flies into a back yard along Ex. XI
Lindenhurst Road.

On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard
en he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire
and wheel that had been jettisoned by a passing vehicle and landed in his Backyard.
Initial investigation revealed that the tire had been jettisoned by a vehicle traveling
South on Lindenhurst Road. The tire traveled across the opposing lane of traffic where
it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in
the middle of his backyard. While investigating the tire that landed in the backyard, a
second - matching - jettisoned tire was discovered 100ft further north on another
resident's backyard burm.

Lower Makefield police have been to the scene and have created an Incident Report. It is a miracle that
no persons or vehicles were caught in the path of this massive debris.

04-21-2003 000005

Home | Next Page



made public by
Sherry Giesler
at the 5/5/03 LMT
BOS meeting

Exhibit XI
(pg 4/4)

41

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

250/377

270

Exhibits to be hand delivered to Rep. Steil's office on
4/28/04. 8 pages in this memo.

Pg 118

Pg 1/26

42

Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**
 - 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
 - 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study... The economics do not look very good."

*See Exhibit VI, new DVRPC CD entitled Creating Tomorrow Today, DVRPC

251/377

Pg. 2/8

Pg. 2/26

(43)

The article also states, "Steil who agreed it [movement of stone] is a 'real problem', also conceded that there is little that can be done. Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst Roads merely shifts the traffic elsewhere, he [Representative Steil] said."

3) He maintains that "quarry trucks and college students don't mix" and his actions and words support this bias. He sends the message to residents that quarry trucks and elementary school buses do mix and threatens to further endanger travelers along Lindenhurst, Stoopville and Worthington Mill Roads (a residential route with over 7,000 residents and 155 access points, most residential driveways), by his obvious support of the Stoopville Road Rehabilitation Project (rather than traffic calming).

In Exhibit VIII Representative Steil stated, "... I would note that no resident of Newtown Township has contacted me concerning this project [Stoopville Road Rehabilitation Project]." Rep. Steil wrote this letter in response to RRTS' letter dated 2/6/04 (Exhibit IX) which speaks of several near misses between school buses and quarry trucks along the residential route and asks him to reject the Stoopville Rehab. Project in all forums. Rep. Steil wrote a 2/27/04 letter to the DVRPC (Exhibit X) which states, "I believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan." His failure to oppose the Stoopville Rehab. Project is consistent with the message he has given members of the public, that maybe not now, but someday, this project's time will come.

4) We find it unconscionable that Rep. Steil hastily dismissed the railroad option for hauling stone and that he did not publicly support the "Suggested Detour Signs" that PennDOT Harrisburg posted in the interest of public safety.

5) Representative Steil denied that a NO CONNECTOR ROAD CLAUSE (that would prevent a road being built through the CAU parking lot) was intended to be an integral part of LMT's requirements when LMT was negotiating an "Intergovernmental Agreement" with Newtown Township.

6) The initiative to route high volumes of industrial traffic through ever-developing residential areas supports our belief that Representative Steil is not a qualified engineering professional and his actions and positions are not based on sound engineering practices. He has never supported encouraging the higher level traffic to use the higher level roads.

RRTS comments: How hard should residents have to work to be heard by their state and local governments? It is our opinion that it would never be appropriate to further jeopardize the safety of over 7,000 residents who live along the residential route [by doing the Stoopville Road Rehab. Project], residents who voted Rep. Steil into office to protect their health, safety and welfare.

- **Bucks County Planning Commission (BCPC) Board:** After compelling presentations by residents and RRTS AGAINST the Stoopville Road Rehab. Project

252/377

12.31.8

Pg 3/26

(44)

and FOR Traffic Calming Measures (LMT's #1 priority TIP project was Traffic Calming for Lindenhurst Road), this Board voted to send the Stoopville Road Rehab. Project forward to the DVRPC in the TIP process rather than the Traffic Calming Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads.

There is pressure in our region to upgrade the functional classification of Stoopville Road from a minor collector road to a Principal Arterial Highway. If this happens, Stoopville Road will no longer qualify for traffic calming measures. We fear the BCPC will attempt to justify this change when it revises the federal functional classification of roadways, a process that is currently underway per the DVRPC. We implore the BCPC NOT to upgrade the classification of this road. Traffic calming is essential to this road being used in a manner that is consistent with the high level of residential development the townships have placed there.

RRTS comments: RRTS questioned why the BCPC guidelines for the TIP Public Hearing forbid showing of CD's. The answers we got point to it being an arbitrary decision (likely politically motivated) that was inconsistent with the State Transportation Commission guidelines for public participation in the TIP process. It was important for this Board to see 90% of commercial traffic in the region turning off the Bypass onto the residential route as this may have strongly influenced their decision. RRTS showed this CD at the State Transportation Commission Public Meeting and the picture saved a thousand words.

In its oral and written testimony to this Board [and to the State Transportation Commission], RRTS stated, "PennDOT's District 6 must take responsibility for its part in creating this public safety ^{6/5/03} through both its inaction and actions. We ask that you join with us in recommending that Mr. Warren recuse himself from the TIP decision-making process for these projects because of the obvious conflicts of interest that exist. As a long time resident of this area [and previous Bucks County Commissioner], Mr. Warren naturally has many ties and the divisive nature of the traffic problems here demand a non-aligned professional. In addition, decisions regarding these minor residential collector roads will have a direct affect upon traffic on the Newtown Bypass, and Mr. Warren has resided adjacent to the Bypass for years. We implore you to join with us in recommending that an impartial Professional Engineer at the PennDOT Harrisburg level be assigned to evaluate these projects throughout the TIP process. As you may know, District 6 is the only district in the Commonwealth of Pennsylvania without a certified Professional Engineer (P.E.) at its helm."

RRTS maintains that it is a disservice that PennDOT has assigned a prior Bucks County Commissioner to be District Administrator of this region. It is license for Mr. Warren to conduct himself as a politician without the residents ever getting the opportunity to vote him in or out.

- **Andrew Warren, District Administrator for PennDOT District 6:** At the 4/22/04 regional meeting, Mr. Warren was disingenuous when he characterized Swamp Road as an "18th century stage-coach Indian trail". For most of the 30+ years that the road was restricted to loaded quarry trucks, empty quarry trucks used it, demonstrating that it was truck-worthy. If there are deficiencies that exist on this road, Mr. Warren should be embarrassed rather than brazen, as he has played a part in leaving them unaddressed.

253/377

Pg. 4/8

Pg. 4/26

(45)

At a public meeting in Lower Makefield Township in 1999, Mr. Warren said he was "ambushed" by residents complaining about the dangerous truck traffic situation on Lindenhurst Road. He threatened to widen and straighten the road. This is consistent with his obvious mentality of wanting to move the goods and traffic AT ANY COST.

At the December, 2003 regional traffic meeting in Harrisburg, Mr. Warren made a recommendation to compare the cost of improving Stoopville and Lindenhurst Roads to the cost of improving Swamp Road, in total disregard for the more than 7,000 residents who live along the residential route. At the March regional traffic meeting at PennDOT King of Prussia, District 6 opposed using raised pedestrian crosswalks on Lindenhurst Road. We hope that Mr. Hoffman, PennDOT Harrisburg, will keep his commitment to give raised crosswalks another look, as he maintains they have been successful in places near his home.

RRTS does not accept half measures in Traffic Calming along Lindenhurst, Stoopville and Worthington Mill Roads. Failure to implement measures that will maintain capacity while **improving public safety** will result in fatalities. Residents are fearful for their children and themselves who must regularly travel these routes. This is a suburban setting whereby residents generally must travel by car or school bus for most of their daily activities outside the home.

- **DVRPC:** RRTS questions whether this agency can be objective, given that PennDOT District 6 is an integral player there and Mr. Warren has political ties as a result of his previous position as Bucks County Commissioner. In addition, current Bucks County Commissioners, who are members of the DVRPC Board, have a strong influence there.

Last Thursday, the DVRPC Board decided not to take action on a Regional Citizens Committee resolution encouraging rail carriers to submit proposals for moving aggregate from the Swamp Road quarries. It was stated that the Board will work with Bucks County, that there are probably as many FOR using rail as AGAINST using rail, that this would need to be looked at further before the Board would take a position.

It was astounding how swiftly this issue was catapulted back under the umbrella of Bucks County politics. It is now questionable whether we will get unfettered proposals that the region can evaluate. Without a doubt, the Short Line railroads are interested in the business.

- **Newtown Township Board of Supervisors:** In the current TIP round, the Newtown Township Board of Supervisors championed the Stoopville Road Rehabilitation Project that calls for widening and straightening this road (even though the most significant horizontal curves and problem intersection at Linton Hill Road are already being addressed by the developer of the McLaughlin Tract). This project will make the road even more of a speedway for trucks and is consistent with this township's philosophy of piece by piece, slowly but surely, in the guise of making the road "safer", paving the way for a Bypass along the residential route.

254/377

Pg. 5/8

Pg. 5/26

46

The Newtown Twp. Planning Commission and Board of Supervisors refused to include traffic calming measures in the project description, despite outcries from residents who live along Stoopville Road. (See Exhibit XI, an Eagleton Farms Homeowners Association resolution, and Exhibit XII, letter from a representative of Eagleton Farms to the ^{President of the Board} superintendent of Council Rock School district.)

This Board ^[Newtown Twp.] vehemently opposed PennDOT's posting of the "Suggested Detour Signs".

A 1988 Newtown Township Traffic Study conducted by the DVRPC maintained that the synchronization of lights on the Newtown Bypass should be Newtown's #1 priority. Even though this project was fully funded at the time, nothing was done until 2002. A closed -loop traffic signal system was finally put into place in response to considerable pressure from RRTS. We hope that we can count on Mr. Warren's assurances that the lights will finally be operating in a timed fashion in Fall 2004 once PennDOT has finished upgrading the intersections at the Newtown Bypass & Buck Road and the Bypass & Route 332.

Many past and current Newtown Township politicians live along Swamp Road and the Newtown Bypass which results in an understandable conflict of interest (see map, Exhibit XIII).

- **Wrightstown Township Board of Supervisors:** This Board has supported the weight restrictions on Swamp Road for over 30 years and vehemently opposed PennDOT Harrisburg's posting of the "Suggested Detour Signs".

Wrightstown Township commissioned Pickering, Corts and Summerson, Inc. to do an engineering study of Swamp Road in 1995. The draft copy of the study is entitled Engineering Study for Safety Improvements to Swamp Road. The findings of this study were never revealed to the public.

The findings of Urban Engineers' May, 2002 Swamp Road Engineering Study, prepared for Newtown and Wrightstown Townships, mirror those from the 1995 study.

The 1995 Wrightstown Township study identified the culvert south of Worthington Mill Road as being in worse condition than the culvert north of Worthington Mill Road, yet the northern culvert was selected for replacement. This resulted in perpetuating the artificial restriction of Swamp Road.

When Mr. Pogonowski states, "When Swamp Road is opened to trucks..." it is misleading. The section of Swamp Road between the quarries and Worthington Mill Road has been opened to all trucks since replacement of the Neshaminy Cliffs culvert in 1998. He should be embarrassed and take responsibility for any deficiencies on this road that have been unaddressed. (Wrightstown Township was aware in 1992, if not before, that PennDOT was moving ahead on the replacement of the Neshaminy Cliffs culvert.)

There is a pressure in the region to upgrade Worthington Mill Road to accommodate the truck traffic, that is, make it more conducive for the trucks to use the residential route rather than the Principal Arterial Highways and PA Traffic Routes in the region.

255/377

17.6/8

pg. 6/26

47

This solution is unacceptable to RRTS and undoubtedly would make one question whether our politicians deserve the honor of caring for the health, safety and welfare of the very residents who voted them into office.

In the last few years, Wrightstown Township Supervisors have approved the Miller, Better Materials and Eureka Quarry expansions without conducting Traffic Impact or Environmental Impact Studies.

One Wrightstown Township supervisor lives along PA Traffic Route 232 and another lives across the street from the rail lines at the quarries, resulting in an understandable conflict of interest.

- **Upper Makefield Township Board of Supervisors:** We fully expect Upper Makefield Township to submit written comments OPPOSING traffic calming measures on Lindenhurst Road after hearing Mr. Worden's comments at the 4/22 meeting. This township formally opposed the Lindenhurst Road turnback.

RRTS comment: IT IS TIME FOR ALL TOWNSHIPS TO STOP GAME PLAYING AND POLITICAL JOCKEYING WHEN THE HEALTH, SAFETY AND WELFARE OF RESIDENTS AND TRAVELERS' SAFETY IS WHAT IS AT STAKE. All townships in our region should be pursuing traffic calming measures for all minor collector roads that are affected by high volumes of industrial truck traffic. These measures should be designed to maintain capacity and improve public safety. It is time for governments to do all they can to make the Principal Arterial Highways and PA Traffic Routes in our region function as efficiently and safely as possible and encourage the industrial traffic to use them.

Coalition being formed by Representative Steil

At the 4/22 meeting, Representative Steil announced he is forming a regional coalition to continue dialogue on regional traffic issues and asked each township to send 1-2 members to be part of it.

Given the past misuse of power in the region regarding transportation issues, how can residents be assured that this coalition will not be a continuation of the same?

Pursuing the railroad for hauling aggregate from the Swamp Road quarries

Given the past misuse of power in the region regarding transportation issues, how can this option receive an objective review? It was interesting to hear Mr. Pogonowski express his concern that rail might be used to haul stone 24/7 to western Pennsylvania. He has shown little empathy in the past for residents imploring his Board for help with the dangerous and voluminous quarry truck traffic. This traffic will escalate with the onset of the I-95/ PA Turnpike Interchange Project, a 10-12 year construction project.

As mentioned earlier, the Wrightstown Township Board of Supervisors approved the last Eureka Quarry expansion (and others before that) without even conducting a Traffic Impact or Environmental Impact Studies. One has to question whether this Board is vigilantly protecting self-interest, to the detriment of the citizenry at large.

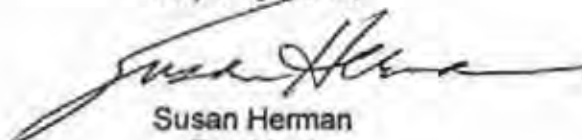
256/377
12.11.0

Pg. 7/26

48

Thank you again for the opportunity to submit written comment that will be included as testimony for this meeting.

Very truly yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell

Secretary of Transportation, Allen Biehler

* State Transportation Commission

State Senator, Joe Conti

State Senator, Tommy Tomlinson

State Representative, Scott Petri

Bucks County Commissioner, Charles Martin

Bucks County Commissioner, Michael Fitzpatrick, Esquire

Bucks County Commissioner, Sandra Miller

Executive Director/DVRPC, John Coscia

Andrew Warren; District Administrator, PennDOT District 6

* DVRPC Board

* Regional Transportation Committee

* Regional Citizens Committee

* Newtown Township Board of Supervisors

* Lower Makefield Township Board of Supervisors

* Wrightstown Township Board of Supervisors

* Upper Makefield Township Board of Supervisors

* Northampton Township Board of Supervisors

Council Rock School Board President, Susan Vicedomini

Council Rock School Superintendent, Timothy Kirby

Pennsbury School Board President, Linda Palsky

Pennsbury School Superintendent, Ralph Nuzzolo

RRTS Membership (mass e-mail)

Bucks County Courier Times

Yardley News

Advance

Philadelphia Inquirer

* Robert Grunmeier; Chairman, Bucks County Planning Commission Board
Lynn Bush; Executive Director, Bucks County Planning Commission

* CD's sent to chairman only of the Commission, Board or Committee

Pg. 8/5

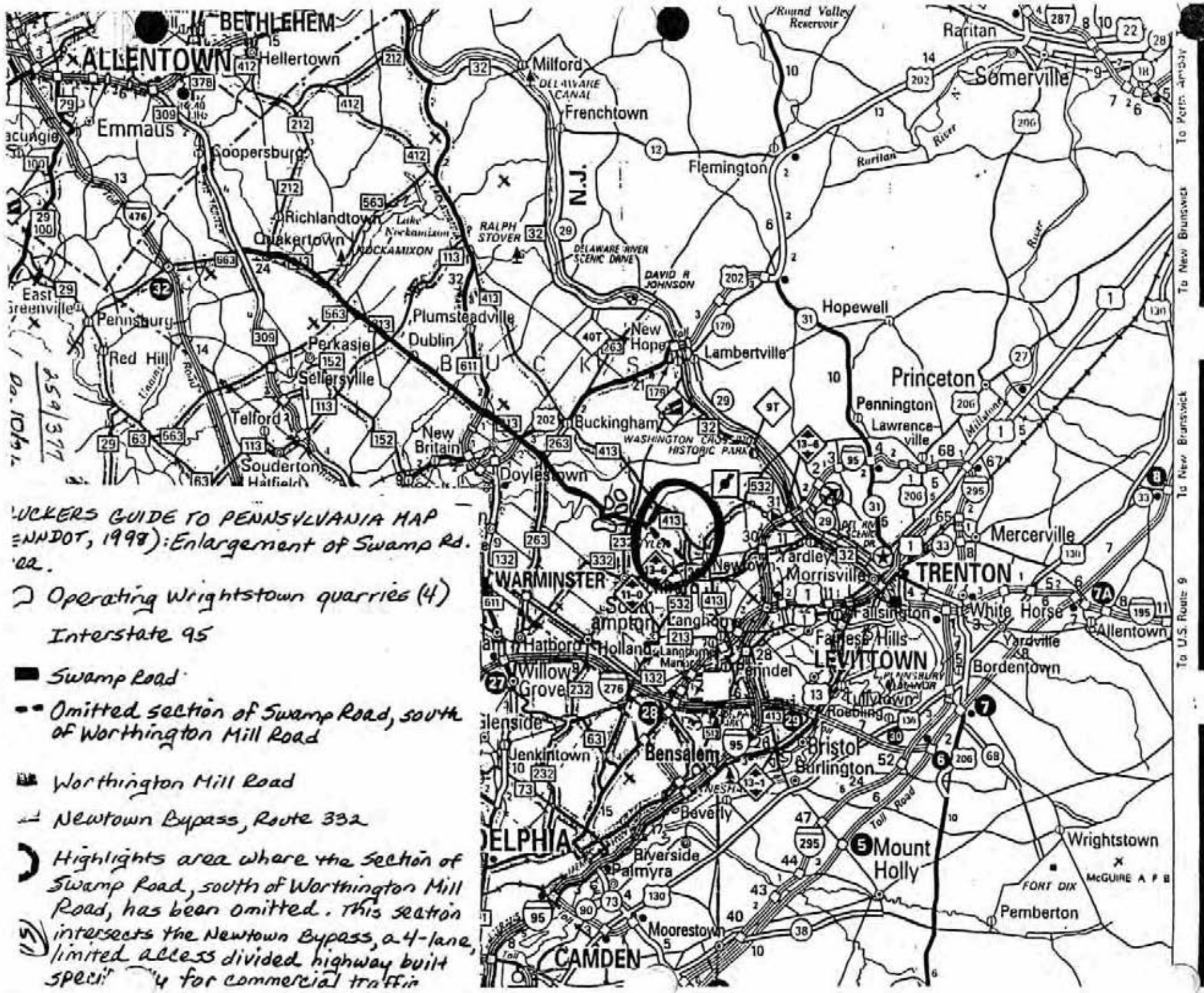
257/377

Pg. 8/26

(49)

There is a long history of misuse of power, when it comes to traffic planning in our region. Consider these points:

- For over 30 years PennDOT District 6 and local and state officials have manipulated the quarry truck traffic to keep loaded quarry trucks off Swamp Road. This was accomplished through a series of weight restrictions that were systematically placed on culverts along the road. (There are 4 quarries on this Principal Arterial Highway with 100+ years of quarry life remaining. Swamp Road becomes the Newtown Bypass just 3 miles southeast of the quarries).
- The 1998 map entitled PennDOT's Trucker's Guide to Pennsylvania does not show Swamp Road between Worthington Mill Road and the Newtown Bypass. RRTS questions how and why Swamp Road (a Principal Arterial Highway that connects I-95 to Doylestown, the county seat) disappears from this map and yet Worthington Mill Road and other minor residential collector roads appear on this map (Exhibit IV). This segment of Swamp Road is also missing on the 1997/98 Official Transportation and Tourism Map distributed by Representative Steil's office. RRTS was later told by PennDOT Harrisburg that this map serves as the base map for all other PennDOT maps. (We understand from PennDOT Harrisburg that the section of Swamp Road between Worthington Mill Road and the Newtown Bypass now appears on the current publications of these maps.)
- RRTS members have worked thousands of hours in their efforts to mitigate the dangerous traffic conditions that have existed on Worthington Mill, Stoopville and Lindenhurst Roads as a direct result of truck traffic being diverted from Swamp Road. They have lobbied Federal and state politicians, the BCPC and the DVRPC in an effort to get funding and implementation of the full Swamp Road improvements recommended by Urban Engineers. It is thanks to residents that full safety improvements will finally be made to Swamp Road in 2008 (timetable per Mr. Hoffman), something that politicians and PennDOT District 6 have neglected to do for over 30 years, despite public outcry over safety concerns on the road.



TRUCKERS GUIDE TO PENNSYLVANIA MAP
PENNDOT, 1998: Enlargement of Swamp Rd.
'02.

- Operating Wrightstown quarries (4)
- Interstate 95
- Swamp Road
- Omitted section of Swamp Road, south of Worthington Mill Road
- Worthington Mill Road
- Newtown Bypass, Route 332
- Highlights area where the section of Swamp Road, south of Worthington Mill Road, has been omitted. This section intersects the Newtown Bypass, a 4-lane, limited access divided highway built specifically for commercial traffic

Conti sympathizes with residents on I-76 traffic at Newtown Twp. meet

By JAMES E. STANTON
COURIER TIMES

As a lawmaker representing about half the municipalities in Bucks, state Sen. Joe Conti has a lot of influence.

However, at a town meeting last night, Conti, R-10, conceded that when it comes to local issues, municipal officials hold sway. At issue was the danger the truck traffic is imposing on local roads.

Some in the audience said that the improvement of neighborhood

roads is drawing more truck traffic and presenting a danger to residents.

In particular, the crowd of about 60 cited Stoopville and Wrightstown roads. Besides Newtown Township, residents of Newtown Borough, Wrightstown and Upper Makefield townships were invited to the session held at the township municipal building on Route 413.

"I've had some close calls on those roads, too," Conti told the

crowd, "but I don't have the authority to tell local officials what to do.

"About all I can do is cajole them," said Conti, whose district runs from Tullytown to Bridgeton Township in Upper Bucks.

Conti was responding to several remarks from the audience about local highway safety.

"I'm disgusted with the people [Newtown Township supervisors] who sit at that podium," said Ed Masada, who lives on Stoopville.

"I'm asking for your support."

Some residents fear that the supervisors' plan to widen Stoopville would turn the road "into another bypass."

Those in the audience contended that quarry truckers are using Stoopville and Wrightstown roads rather than the Newtown Bypass to reach Interstate 95.

Widening the road would make it "quick, fast and dangerous," said a man who did not give his name. "My daughter is going to be waiting for a

school bus [on Stoopville] in a couple years," he said.

Touching on other topics, Conti said gambling legislation "is just a matter of time," adding that a vote could come in May. He noted that gaming proceeds, along with a successful referendum placing more emphasis on income taxes over real estate taxes, would benefit property owners.

Jim Stanton, a freelance writer, can be reached at news@phillyburbs.com.

6C

Tuesday, April 6, 2004
BUCKS COUNTY COURIER TIMES

260/377

pg. 11/26

52

Exhibit V

phillyBurbs.com

BUCKS COUNTY Courier Times

HOME	LOCAL NEWS	NEWS ARCHIVE	LOCAL SPORTS	SPORTS ARCHIVE	EDITORIAL	OBITUARIES
FEATURES	COLUMNISTS	FOOTBALL	INTERMEDIA	CIRCULATION	FEEDBACK	ADVERTISE

Home
Business
Sports
Weather

Marketplace
AutoSearch
Classifieds
Coupon Clipper
Dining Guide
Job Search
Online Shopping
Physician Finder
Today's Ads

Neighborhoods

Features
Communities
E-The People
Food
Forum
Free E-mail
Giving Directory
Kids Stuff
Literary
Movie Listings
NIE
Real Estate
TV Listings
Web Singles
WebHead's Tips

The AP WIRE

Feedback
Guestbook
Our History
Staff Directory

Click to turn off
pull-down menus

Menu Help

phillyBurbs.com

SEARCH **Top**

BUCKS COUNTY
Courier Times
SUBSCRIBE
ONLINE!

LOCAL NEWS

Quarry trucks, air quality at issue

Train transit of rock for the connector project is too costly. Additional air studies also were discussed.

By RICK MARTINEZ
Courier Times
E-mail

This is a story about a choo-choo train that thinks it can move quarried stone from Wrightstown to Lower Bucks.

The operators of the Ivyland-New Hope Railroad told state Rep. Dave Steil, R-31, that they want the job of taking hundreds of quarry trucks off local roads while the Pennsylvania Turnpike is being linked with Interstate 95.

But this is a modern fairy tale. And instead of everybody living happily ever after, the millions of dollars it would take to build loading stations at the quarries make railroad cars replacing trucks a very unlikely scenario.

"The DVRPC [Delaware Valley Regional Planning Commission] did a small study on trains and said the idea didn't even merit a full study," said Steil. "The economics do not look very good."

→ March 9, 2001

Lower Makefield residents Sue Herman and Leonard Franckowiak took the news bravely. The two spoke at Friday's Community Economic Impact Review Group on a subject that has been largely absent from years of debate about the turnpike project: the concerns of people living above Route 1.

Herman and Franckowiak asked that Lower and Upper Makefield, Newtown Township, Northampton and Wrightstown be included in the environmental study being conducted by the turnpike commission. Barring that possibility, they want a second environmental study that would include those five townships.

Herman said people in those towns are particularly concerned with trucks moving rock from Wrightstown quarries to concrete factories in Lower Bucks during the 12-year construction period beginning in 2005.

"The movement of all this stone through our streets would be devastating to our way of life," said Herman, who lives off Lindenhurst Road.

Steil, who agreed it is a "real problem," also conceded that there is little that can be done.

Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst roads merely shifts the traffic elsewhere, he said.

↑ We need to verify this

261/377

(53)

pg. 12/26

"Our approach is to try and make roads as safe as we can," said Steil, whose district includes Upper and Lower Makefield, Newtown Township and Borough, Yardley and Wrightstown.

The legislator said the situation could be helped by more speed checks - possibly including the first-ever use of radar by local police - and increasing safety checks and weight checks of quarry trucks.

Tell a friend about this story!

Your Friend's Name

Your Friend's E-mail

Your Name

Your E-mail

SEND!

Plus, Stoopville Road will be widened and Swamp Road probably will be straightened and widened. Steil said improvements to the Newtown Bypass would make that highway the most palatable route for trucks - and would avoid local roads.

? *

How do they get there?

Another issue was the possibility of an independent air quality study of the turnpike project area.

In September, the federal Environmental Protection Agency told the Federal Highway Administration that it would be OK to fund the turnpike project because it wouldn't cause any significant increases in air pollution in the Philadelphia area.

That's not to say the project wouldn't result in more vehicles, more emissions, and therefore, more ozone pollution, as Bensalem activist Alex Udowenko pointed out. It is just to say that when the turnpike connector and two dozen other transportation projects in the Philadelphia area are taken together, they will not increase air pollution beyond EPA standards, said Marcia Spink, associate director of the EPA air programs.

262/377

54

pg. 13/26

2/20/2002

Exhibit VIII
pg 1/2

Attachment VI
(2 pages)

DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

2 NORTH STATE STREET
NEWTOWN, PA 18940
PHONE (215) 968-3975
FAX (215) 968-4674

HOUSE POST OFFICE BOX 202020
ROOM 427, IRVING OFFICE BUILDING
MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-2020
PHONE (717) 772-5396
FAX (717) 787-7529

DSTEIL@PAHOUSEGOP.COM



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

FINANCE
LOCAL GOVERNMENT
STATE GOVERNMENT
LABOR RELATIONS, VICE CHAIR
POLICY COMMITTEE

CAUCUSES

DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

February 23, 2004

Susan Herman, President
RRTS
PO Box 285
Newtown, PA 18940

Subject: Regional Traffic Problems, Reference your letter 6, 2004

Dear Ms. Herman:

Thanks very much for your letter expressing concern about the Stoopville Road Rehabilitation Project. I note that you have not forwarded a copy of this letter to the Boards of Supervisors of the three townships that are most immediately affected by this project, including Newtown Township, Upper Makefield Township and Lower Makefield Township. I am taking the liberty of forwarding your letter to those municipalities. Further, I would note that no resident of Newtown Township has contacted me concerning this project.

As we have discussed many times my efforts are to work toward regional solutions to this traffic issue by bringing the municipalities together to plan traffic routes and do the necessary road improvements that provide safety and security for all residents of the municipalities.

Sincerely,

David J. Steil, State Representative
31st Legislative District

DJS/jld

Terry Fedorchak, Manager, Lower Makefield Township
Robert Pellegrino, Manager, Newtown Township
Richard Gestrich, Manager, Upper Makefield Township

263/377

pg. 14/26

(55)

February 23, 2004

Page - 2 -

Congressman James Greenwood
Governor Ed Rendell
Allen Biehler, Secretary of Transportation
Gary Hoffman, Deputy Secretary of Highway Administration
Senator Joe Conti
Senator Tommy Tomlinson
Representative Scott Petri
Charles Martin, Bucks County Commissioner
Michael Fitzpatrick, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
John Coscia, Executive Director, Delaware Valley Regional Planning Commission
Susan Vicedomini, President, Council Rock School Board
Timothy Kirby, Superintendent, Council Rock School
Linda Palsky, Pennsbury School District
Ralph Nuzzolo, Superintendent, Pennsbury School District

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

265/377

150

The Stoopville Road Rehabilitation Project calls for:

- ... further straightening of this road, even though the most significant horizontal curve and problem intersection is already being addressed by the developer of the McLaughlin Tract. The other gentle curves calm the traffic and elimination of these will make this road a speedway.
- ... further widening of this road. Again, this is in direct opposition to traffic calming measures desperately needed on this minor residential collector road and the other roads on the residential route. A wider road will encourage traffic to go even faster. In 1999/2000 this road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic.

We formally request that you, Representative Petri, Senator Conti, Senator Tomlinson, and the Bucks County Commissioners lobby PennDOT Harrisburg, the State Transportation Commission (STC) and the DVRPC to REJECT the Stoopville Road Rehabilitation Project during the TIP approval process and replace it with Traffic Calming. We request that you champion rejecting this project as part of the regional traffic solution that is being decided in current meetings with PennDOT Harrisburg. As you know, this project is included in Newtown Township's list of traffic priorities to be forwarded to Deputy Secretary Gary Hoffman.

NEAR-MISSES BETWEEN SCHOOL BUSES AND HEAVY INDUSTRIAL TRUCKS

As we have told you, other local and state officials, PennDOT District 6, PennDOT Harrisburg, the STC, the DVRPC, the BCPC and Pennsbury and Council Rock School Districts on numerous occasions, a catastrophe is imminent along this residential route. At a February 2003 meeting in your office, when a fellow resident told you the volume of commercial traffic on Lindenhurst RD was unacceptable, you responded that the accident data didn't support that a serious safety problem exists. Once again, Representative Steil, our grass-roots organization urges you to stop the diversion of heavy trucks onto this residential route BEFORE a busload of kids is killed.

Consider these foreboding incidences, just a sampling of what occurs on a daily basis along this residential route:

January 21, 2004: there was another near-miss between a school bus and a quarry truck along the residential route. It occurred near the entrance of the Rosefield development and was witnessed and heard by residents. It was immediately reported to the bus company and later reported to Council Rock School District.

The bus made a left turn out of Rosefield development and was accelerating on Stoopville RD heading towards Route 532. A speeding quarry truck barreling down Stoopville from Route 413 came up behind the bus, making no attempt to slow down but making good use of the horn. The truck sped by the school bus on the opposing side of the road. It was pure luck that no one was hurt or killed - the loaded quarry truck weighed 73,000 lbs.

December 8, 2003: there was yet another incident on Worthington Mill RD where a loaded quarry truck was unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a bus stop at 990 Worthington Mill RD and the driver pulled the stop arm back as the truck came within inches of the bus. Lucky for the school student [who was about to exit the bus and cross Worthington Mill RD] that the bus driver realized the truck wasn't going to stop and refrained from opening the door. This

incident was reported to the bus company and Council Rock School District. Such incidents occur all too frequently on this road.

September, 2003: The Courier Times (article dated 1/15/04, entitled Residents want to act before truck tragedy), wrote about a near-miss between a Council Rock bus and a truck on Wrightstown RD that occurred in September, 2003. A truck traveling towards the bus came over the double yellow line on a curve and took off the side mirror of the school bus. The truck didn't stop. This was reported to Council Rock School District.

September, 2002: a loaded oil tanker on Worthington Mill RD could not stop for a Council Rock bus that was stopped at Estates Court to pick up children. This was reported to Council Rock School District.

September, 2001: a little girl was almost hit by an eighteen wheel truck when crossing Lindenhurst RD to board her school bus at the stop at Trowbridge DR. Public statements regarding this incident were made to the Pennsbury School Board and Lower Makefield Township Board of Supervisors.

April, 1999: I, personally, became involved with this safety issue when a Council Rock bus was almost hit by a loaded quarry truck at the bus stop at Lindenhurst RD and Autumn DR. The truck swerved around the bus onto a front lawn to avoid making contact. Politicians at all levels are well aware of this incident.

ROAD RAGE FOSTERED BY THE DIVERSION OF HEAVY TRUCKS ONTO THE RESIDENTIAL ROUTE

Regarding the January 21, 2004 near-miss mentioned above: The Council Rock Transportation Department told us there were three reports made about this incident. One from the resident who witnessed it, one from the bus driver and one from the trucker involved. The trucker called Council Rock after the incident and reported that he followed the bus to the Newtown Grant bus stop on Hemlock DR and got out and yelled at the bus driver. The trucker did not give his name.

January 19, 2004: A RRTS member was approaching the stop sign at Worthington Mill RD and Route 413 preparing to cross Route 413. An 18-wheeler quarry truck (53' long) was turning left onto Worthington Mill RD. Since the trailer consumed the opposing traffic lane and needed to cross into the RRTS member's lane as well, the truck driver opened his window and cursed at the individual for having not calculated how much room the tractor trailer would need to make the turn. The individual was forced to go on a neighbor's yard to let the truck pass.

Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 90% of the heavy trucks turning off the Newtown Bypass just ¼ mile from I95 onto Lindenhurst Road, the minor residential collector road at the beginning of the residential route. It is unconscionable that the huge quarry operations on Swamp Road (a principal arterial highway) do not have direct access to the Newtown Bypass (the safest type road in the region for heavy commercial traffic) and that Swamp Road has been artificially restricted to heavy trucks for over 30 years. You have been in the legislature for the past 11 years and have not been capable of mitigating this serious public safety issue. Your modus operandi has been to talk about your concern and then support the status quo by sidetracking any meaningful effort to create a safe traffic environment along the residential route. Instead, you support the interests of a select few to the detriment of the citizenry at large.

In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

267/377

traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

We implore you to stop sanctioning lining us up like bowling pins just waiting to be struck. It is not too late for you to do the right thing.

Very truly yours,



Susan Herman
President

CC: Unites States Congressman, James Greenwood
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
State Representative, Scott Petri
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, Timothy Kirby
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)

DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

2 NORTH STATE STREET
NEWTOWN, PA 18940
PHONE (215) 968-3875
FAX (215) 968-4874

HOUSE POST OFFICE BOX 202020
ROOM 427, JAVIS OFFICE BUILDING
MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-2020
PHONE (717) 773-3326
FAX (717) 787-7529

DSTEIL@PAHOUSEGOP.COM



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

FINANCE
LOCAL GOVERNMENT
STATE GOVERNMENT
LABOR RELATIONS VICE CHAIR
POLICY COMMITTEE

CAUCUSES

DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

February 27, 2004

Mr. John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building
111 South Independence Mall East
8th Floor
Philadelphia, PA 19106

Subject: SR 2028, Stoopville Road

Dear Mr. Coscia:

It is my understanding that the Bucks County Planning Commission has forwarded to the Delaware Valley Regional Planning Commission (DVRPC) a request for inclusion in the PennDOT 12-Year Plan of road improvements to Stoopville Road also known as SR 2028 in Newtown Township, Bucks County.

As you know there has been extensive controversy in this general area of Bucks County concerning heavy truck traffic related to the quarries in Wrightstown Township and also originating from quarries in upper Bucks County along with increased truck traffic loads on SR 0413. Much of this traffic uses Stoopville Road and Lindenhurst Road (SR 2069) to reach Interstate 95.

Since the early 1990s I have sought regional solutions to this increasingly complex issue. I continue to believe that only the various municipalities acting in concert will ultimately provide effective traffic management and safety on all of the roads in the region.

After much effort we appear to be moving toward a meeting of elected officials of the five affected municipalities to begin the process of exploring solutions. While I have no specific comments to make on Newtown Township's proposal for Stoopville Road, I do believe that we must consider the outlet of that road. Where Stoopville Road ends, the townships of Lower Makefield and Upper Makefield will be impacted severely by the traffic emanating from Stoopville Road. Therefore, I

269/377

pg. 20/26

February 27, 2004

Page - 2 -

believe that DVRPC should make no decision regarding the improvements until we have had an opportunity to work with all of the impacted townships in developing some form of regional traffic plan. I am confident that Newtown Township will work with its neighbors to ensure that they do not increase traffic loads, reduce safety, or create unmanageable problems as a result of Stoopville Road improvements.

I would appreciate your advice and thoughts regarding this matter.

Sincerely,



David J. Steil, State Representative
31st Legislative District

DJS/jld

cc: Robert Pelligrino, Manager, Newtown Township
Richard Gestrich, Manager, Upper Makefield Township
Terry Fedorchak, Manager Lower Makefield Township
Lynn Bush, Executive Director, Bucks County Planning Commission
Representative Scott Petri
Senator Joe Conti
Gary Hoffman, Deputy Secretary of Highway Administration
Andy Warren, District Administrator, District-6
Representative Rick Geist, Chairman
House Transportation Committee

270/377

Pg. 21/26 (62)



EAGLETON FARMS

RESOLUTION OF THE BOARD OF TRUSTEES OF THE EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
this 9th day of July, 2003, does,
by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

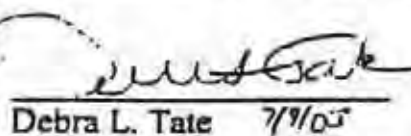
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

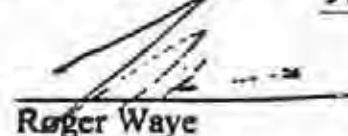
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003


J.P. Napier


Debra L. Tate 7/9/03


Roger Wayne

271/377
(63)
pg. 22/26

Ex. XII
(pg 1/3)

Robert C. Gaynor
13 Millers Road
Newtown, PA 18940
(215) 504-5249

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

July 14, 2003

RE: Stoopville Road danger to school buses

Dear Mr. Burke:

We are writing this letter to ask for your help and inform you of the danger present to our children (and all school children) who ride on Council Rock school buses and traverse Stoopville Road.

As you are aware, quarry trucks and other large commercial trucks and trailers use Stoopville Road as a "short-cut" from I-95 to quarries and businesses to the north of Newtown. As residents living in a sub-division off of Stoopville Road, we constantly drive along (and cross) Stoopville Road daily. We see, first hand, the inability of these trucks to remain in their travelling lanes and fully stop at intersections. Often, these quarry trucks do not even slow down at signed intersections or red traffic lights. These loaded trucks, which weigh 80,000 pounds, have had numerous near-misses with traffic on Stoopville Road. For example, on Friday before Thanksgiving, 2002, at a foggy 8:12 A.M., a quarry truck blew through the Stoopville-Eagle Roads intersection without slowing down. Fortunately, the quick action of a Newtown resident driver at that intersection prevented her from being flattened by this behemoth. Imagine the damage such an incident would have done if school had been in session and a bus had been at that intersection instead of a small car!

A crash with one of these trucks will, more often than not, result in *death*. We can all remember the truck that ran into the bank in Newtown, killing one woman and permanently debilitating another. We believe that the current situation on Stoopville Road is an accident waiting to happen and are alarmed that under the guise of safety, many have supported/proposed the widening and straightening of this residential road that trucks are diverted to. This has actually resulted in even more truck traffic traveling at higher speeds and is clearly not the answer.

The Eagleton Farms Homeowners Association passed a Resolution (dated July 9, 2003) which was presented to the Newtown Township Board of Supervisors at their Board meeting on July 9, 2003 (Resolution attached). This Resolution asks the Newtown Township Supervisors to direct the township engineer to determine what traffic calming measures can be employed to make Stoopville Road safer and to present his findings to residents at a Board of Supervisors meeting within 60 days.

We respectfully request that the Council Rock School Board urge the Supervisors to make a motion to act on this resolution and fast-track review and implementation of traffic calming

272/377
(64)
Pg. 23/26

measures along Stoopville Road. It is our hope that the Supervisors will make such a motion at the next Board of Supervisors meeting on July 23, 2003. Any correspondence you can initiate in support of this action would be greatly appreciated and key to getting our children out of harm's way when traveling in buses on this road.

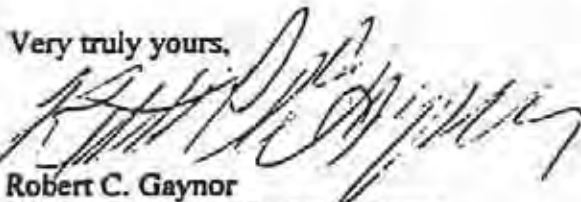
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Depury Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous traffic condition along Stoopville Road.*

We understand that you have made your traffic concerns known to Mr. Hoffman about another road in the Council Rock district (Worthington Mill Road). As PennDOT is interested in the position of the school district where safety is concerned, we believe that your input on the Stoopville Road dangers would have a positive impact on protecting the health, safety and welfare of our children.

We hope that you (as we, and all other parents) find this serious safety issue one that has been ignored for too long. Please do not hesitate to contact me should you have any questions.

Thank you for your time and consideration.

Very truly yours,


Robert C. Gaynor
Representative of Eagleton Farms

- * Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
P.O. Box 3541
Keystone Building
Harrisburg, PA 17105-3541

CC: Dr. Timothy Kirby; Superintendent, Council Rock School District
Jack Pinheiro; Council Rock Supervisor of Pupil Transportation



EAGLETON FARMS

Exhibit XII (pg 3/3)

RESOLUTION OF
THE BOARD OF TRUSTEES OF THE
EAGLETON FARMS HOMEOWNERS ASSOCIATION

The Eagleton Farms Homeowners Association Board of Trustees,
this 9th day of July, 2003, does,
by a unanimous vote, hereby resolve the following:

WHEREAS this Board has been designated as the representative body of Eagleton Farms, an association of homeowners consisting of Seventy Four (74) homes,

WHEREAS, this community is bordered on its south side by Stoopville Road and on its east side by Eagle Road,

WHEREAS, The Eagleton Farms Homeowners Association (EFHA) has followed the regional traffic issues, which include the increased truck traffic on Stoopville Road, out of concern for the safety of its residents,

WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures for Stoopville Road. This is a matter of long-term public policy and safety deserving discussion and resolution in this public forum at a reasonable time for members of the community to attend and be heard.

FURTHER, be it RESOLVED that the Newtown Township Board of Supervisors should direct that a presentation on the study results be made at a regularly scheduled NTBS meeting within 60 days of this date, with sufficient notice being issued to township residents in advance of this presentation.

Eagleton Farms Homeowners Association Board of Trustees – July 9, 2003

J.P. Napier

Debra L. Tate

7/9/03

Roger Wayne

274/377

Pg. 25/26

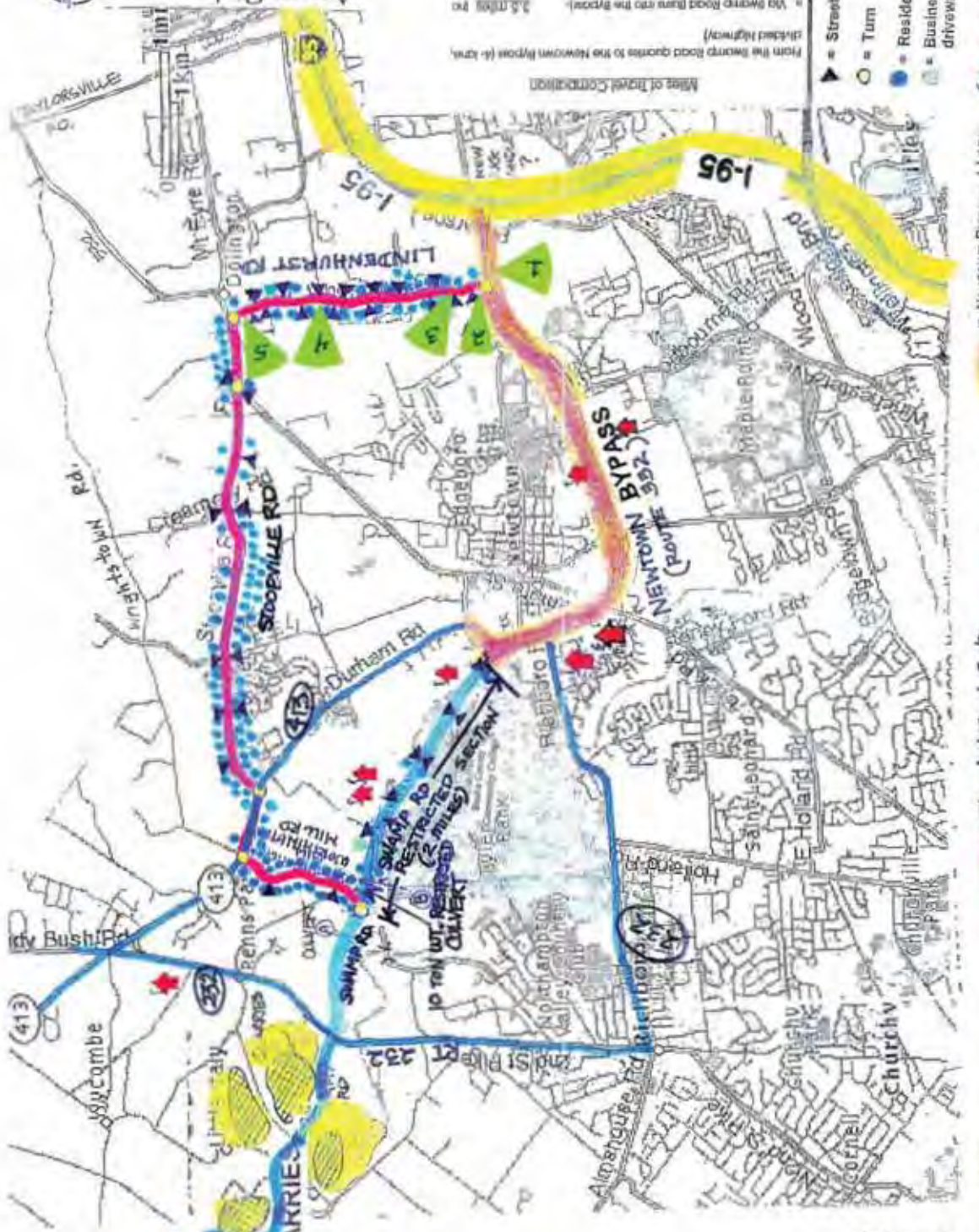
(66)

left blank intentionally

TRAFFIC FLOW MAP

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

Scale 1/4" = 1 mile
 0 1/2 1 mile
 DEC. 2000



Legend

- Operating Quarries - may be open all day
- Diverted Truck Route: Minor residential collector roads
- Restricted Principal Arterial State Highway
- Principal Arterial State Highway
- Newtown Bypass - 4 Lane, Controlled Access, Divided Highway
- Planning location of proposed bypass
- Residence of commercial business or Whitehouse Top Supervisor & current and personal home of President District Administrator

Access Points

- Swamp Road to Worthington Mill Rd to Stoopville Rd to Rt 413 to Lindenhurst Rd to the Bypass - 1.5 points of access
- Swamp Rd to Worthington Mill Rd to Bypass - 1 point of access

From the Swamp Road quarter to the Newtown Bypass (4.7 km, divided highway)

- Via Swamp Road (turn into the Bypass) - 2.2 miles (3.5 km)
- Swamp Road to Worthington Mill Rd to Rt 413 to Stoopville Rd to Lindenhurst Rd to the Bypass - 9.7 miles (15.6 km)
- Second Street Rd to New Town - 0.5 miles (0.8 km)
- Swamp Road to Worthington Mill Rd to Rt 413 to the Bypass - 5.8 miles (9.3 km)

Exhibit XIII
 pg 36/36
 12/75/2/77

S.R. 2028, Section SP2 - Stoopville Road Phase II – MPMS 88083**Project Description**

This project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project limits extend from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532. The proposed improvements include:

- Improvements to the S.R. 0413/S.R. 2028 intersection by widening S.R. 0413 to provide an exclusive left-turn lane on southbound S.R. 0413 for vehicles traveling to eastbound Stoopville Road. S.R. 0413 will have variable widening on both sides to reduce Right-of-Way impacts. S.R. 0413 will be widened to the west a maximum of five feet beyond the existing edge of pavement for a length of 965 feet along S.R. 0413. In addition, S.R. 0413 will be widened to the east a maximum of four feet beyond the existing edge of pavement for a length of 730 feet along S.R. 0413. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road; at Stoopville Road and Washington Crossing Road; and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road. This improvement is needed due to additional traffic on Highland Road as a result of the new US Veterans Cemetery that was recently constructed on Highland Road. The widening extends a maximum of 15 feet from the edge of existing pavement for a length of approximately 250 feet. The widening is not on the cemetery property. Several utility poles will need to be relocated to accommodate the widened highway; these poles will be relocated directly behind the edge of the new pavement (within 10 feet of the edge of pavement; final location to be determined by the utility company).
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075) (if approved by the Traffic Unit). Construction is limited to the addition of stop signs at the intersection of Washington

Project Description

Crossing and Dolington Roads; the painting of stop bars on the pavement; and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection. There is potential for the Traffic Unit to require the installation of an overhead flashing warning device at the intersection as part of the multi-way stop installation; this would require the construction of traffic signal mast arms adjacent to the roadway shoulder, at a distance no greater than five feet from the edge of the existing pavement. The need for flashing warning device installation will be determined during preliminary engineering.

Attachment IV
(pg 2 of 2)

277/377

BOARD

members of the editorial board

Patricia S. Walker
executive editor

Rose Venturi Milver
managing editor

Carl LaVo
asst. managing editor

Guy Petrosello
editorial page editor
gpetrosello@burlington.com

Sharon Gorman
editorial assistant

Andrea Lichtenman
community member

Berry Nathan
community member

OPINION

Our mission is to provide news, information
and services to enable our communities to prosper.

Monday, May 12, 2008

Don't scoff at better, modern roundabouts

As the facilitator and traffic engineer respectively for the Bucks County Regional Traffic Planning Task Force (RTPTF) and associated study (led by the Delaware Valley Regional Planning Commission), we would like comment and address issues raised in the April 6, "Thumbs Down" on traffic roundabouts. It is regrettable this piece summarily dismissed a viable traffic control alternative without educating the readers enough to form their own logical conclusion.

As part of the study's evaluation of 70 miles of roadway in different municipalities, intersections and areas with traffic issues were presented with recommended solutions for consideration and implementation. Intersections other than Stobsville Road/PA 532 Washington Crossing Road and solutions other than roundabouts were discussed. The RTPTF has discussed a roundabout at this location for the same reasons it was recommended: the unique geometric and traffic conditions in an area poised for growth and change.

Modern roundabouts are quite different from the traffic circles known to many in the tri-state area. Used successfully in Europe for decades, their diameters are much smaller, requiring lower entry speeds by vehicles that must yield to vehicles already in the roundabout. These reduced speeds, combined with significantly fewer conflict points (left turns are eliminated), result in higher motorist and pedestrian safety.

In fact, an average of 40 percent of total crashes and up to 90 percent of fatal crashes can be saved when compared to a conventional signal-controlled intersection in the same location. Overall traffic delays can be reduced up to 75 percent, saving time for everyone and reducing related fuel consumption and vehicle emissions. Traffic signal installation and ongoing maintenance cost savings result as well.

We will not argue with the fact that their use in Bucks County has been limited to date. However, the same skepticism encountered here was experienced in those locations and others across the Commonwealth. Upon opening, studies show that the learning curve for their use is relatively short and customer satisfaction is high in a short period of time. In fact, this was the experience at the successful Richland Township roundabout at Station Road and Old Bethlehem Pike. Selective applications of modern roundabouts are and should be considered, after weighing the costs and benefits of all viable solutions of course.

Simply put, categorical dismissal of roundabouts due solely to an inaccurate comparison with traffic circles developed at the middle of the last century could prematurely eliminate an alternative traffic control measure that will save time, money and potentially lives.

State Rep. David J. Stell
Joseph (Jay) Roth III, P.E.

Michael Seibert
COO, print division
Dale Larson
vice president, publisher
Shirley C. Ellis
vice president
Carolyn E. Smith
vice president
Michael White
vice president, treasurer

211 W. Collins St., publisher 1894-72

THE BUCKS COUNTY COURIER TIMES

Published by Courier Times Inc. since 1974. Owned by Curtis Media Incorporated.

278/377

Page 8 of 8

Page 8

Page 15

2 NORTH STATE STREET
NEWTOWN, PA 18940
PHONE: (215) 968-3975

HOUSE POST OFFICE BOX 202020
RM 427, SOUTH OFFICE BUILDING
MAIN CAPITOL BUILDING
HARRISBURG, PA 17120-2020
PHONE (717) 772-5398



House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

Attachment VII
(pg. 1 of 4)

LOCAL GOVERNMENT
STATE GOVERNMENT
INTERGOVERNMENTAL AFFAIRS:
CHAIRMAN/SUBCOMMITTEE ON
FEDERAL/STATE RELATIONS
LABOR RELATIONS
POLICY COMMITTEE

CAUCUSES
DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

June 20, 2002

Ms. Susan Herman, President
RTS
PO Box 285
Newtown, PA 18940

SUBJECT: Your letter May 28, 2002

Dear Susan:

Although your letter is an amalgam of various written and verbal communications we have had over several years, I will try and respond in a way that reflects current thinking. Not all of the issues as you have described them are necessarily related in a sequential context. I will try to respond in the same order as your paragraph numbers one through five and to the questions apparently raised within those paragraphs.

1. The statement "quarry trucks and college students don't mix" was not my comment, but rather I was passing along the comments made by two separate quarry owners in our visits to them in 1999 and 2000. What they were saying, I believe, is that for the 20-25 percent of trucks which they control that they won't necessarily send those trucks by way of Swamp Road when it is open to truck traffic especially during the periods of day when students are entering and exiting the community college.

It is my position that Swamp Road and its safety improvements should be done as an integrated project. While the project and its various entities may be phased, we must be assured that the safety issues are addressed within a known timeframe and with a funding and construction commitment. That is my opinion regardless of PennDOT's statement.

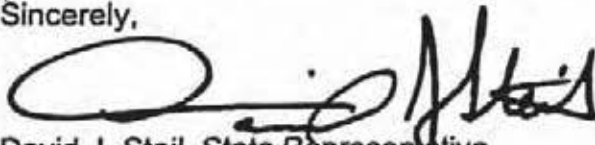
You have suggested that I recommended tripling the budget figure for this project to some \$23 million. I don't know where that information came from because I never made such a recommendation. There were conversations between myself and other parties including the municipalities and the Planning Commission where we developed some worst case scenarios about the cost of the Swamp Road corridor project. I recall those figures being in the \$18-\$23 million range, but they were nothing more than estimates and were never intended to be the value of the project for the TIP submission. These discussions were simply to ensure that we did not underestimate the cost of the project. That can be devastating in eventually completing the work. Further, we did not have any information from Urban Engineers at the time these discussions were had.

279/377

2. In this paragraph you indicate that I have provided "continued active support" for the Stoopville Road improvements. I don't know where that conclusion is drawn from. No recommendation has come from my office, no written communications have been made, no cost estimates prepared, and no suggestion for inclusion in the 12-Year Transportation Plan has been made by me. It is true that certain residents and the Board of Supervisors in Newtown Township have kept me aware of the project. In general, I believe that road improvements must be planned as part of the overall transportation plan of any community experiencing significant growth. I would disagree with your characterization of Stoopville Road as "a residential route" and a later reference as it being a "minor residential collector road. It is neither of those, it is a state highway. It is clearly an arterial route, routing traffic flows over four municipalities. Again, that is my opinion.
3. I disagree completely with your statement that truck traffic has been artificially directed toward our neighborhoods for over 30 years. First of all your neighborhoods did not exist 30 years ago. Secondly, all of these roads had been state highways for 30 years and they are open to use by any properly licensed and registered vehicle. There has been no artificial diversion of traffic from one route to another, except that the closure of Swamp Road due to weight restrictions has prevented use of that route.
4. The pressure or lobbying efforts came from the people who live in Wrightstown and also included residents of Newtown Township.
5. First, we have been unable to confirm that PennDOT has any plans to further weight restrict the culverts on Swamp Road. Although that is always a possibility, it is not a current issue. We will continue to address Swamp Road by encouraging its inclusion and funding in the first four years of the 12-Year Plan.

We hope that this addresses your concerns and if you have any questions please advise.

Sincerely,



David J. Steil, State Representative
31st Legislative District

DJS/jld

280/377

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

State Representative David Steil
2 N. State St.
Newtown, PA 18940

May 28, 2002

Dear Representative Steil,

We appreciated your meeting with us on May 15, 2002 to discuss the serious public safety issue perpetuated by the continued restriction of Swamp Road. We would like to clarify several key points made during the meeting.

- 1.) You said you have never had a problem doing the Swamp Rd. Corridor Improvement Project and that you encouraged Lynn Bush and the DVRPC to put all parts of the project in the first four years of the Twelve Year Plan, however, on several occasions you have publicly stated that quarry trucks and college students don't mix. We understand and share your concern regarding the community college students, and we are concerned with the safety of all travelers in our region. As you know, our traffic engineer has said that one benefit of a large concentration of vehicles (like at the college) is "Expectancy." A driver will expect that a vehicle may be entering or exiting the college and act accordingly. "Expectancy" does not apply to the 9.7 mile residential route that trucks are being diverted to, as there are 155 access points along this route, most of which are residential driveways. Is your position that the opening of Swamp Road should be delayed until all improvements are made to the roadway, in spite of PENNDOT's statement that there is no basis for restricting trucks from using the road (Feb., 2000 Newtown/ Lower Makefield Township Truck Restriction Study)?

Also, you recommended nearly tripling the budget figure for this project when it was submitted to the Bucks County Planning Commission Board for consideration for the 2001 Bucks County Transportation Improvement Program. See Attachment I, 12/03/01 memo from Susan Herman to you, and Attachment II, 11/23/01 memo from Susan Herman to Susanne McKeon, which address the \$23+ Million figure that you recommended be budgeted for this project. Urban Engineers estimated project cost at \$8.8 Million after completing a \$100,000 engineering study. In this era of budget constraints, it seems likely that such a price tag (\$23+ Million) would have resulted in the project not making the TIP.

- 2.) You minimized the seriousness of the safety issue that has resulted from the continued diversion of heavy trucks away from the Newtown Bypass onto longer routes through residential neighborhoods. This is underscored by your continued active support for widening Stoopville Rd. to 12' lanes and 4' shoulders, which will encourage higher volumes of traffic at greater speeds through our residential neighborhoods. Now Newtown Township wants to acquire an 80' right-of-way at the Toll Brothers project. Encouraging heavy trucks to use this residential route rather than the Newtown Bypass (a four-lane, limited access divided highway) is unconscionable. We are dismayed that you are promoting widening this minor residential collector road rather than promoting traffic calming measures for it.

281/377

- 3.) You stated that you don't feel one route is better than another for heavy trucks. As you know, the Newtown Bypass is the safest road for heavy vehicles. That is what it was designed for. According to the Institute for Transportation Engineers, "Control of access is among the most influential geometric aspects affecting crash frequency on the highway system." Also, your statement, "I'm not going to artificially direct traffic one way or another" seems to contradict some of the history related above. As you know, we have had the truck traffic artificially directed toward our neighborhoods for over 30 years. Is it your position that truck traffic should continue to be diverted or are you now in favor of opening up the most direct route to the Newtown Bypass, the safest road in the region for heavy trucks?
- 4.) We found it interesting when you said there was a lot of pressure to have supervisors look at other culverts on Swamp Rd. when the bridge north of Worthington Mill Rd. was replaced. From where did this pressure come? Also, we appreciated your candor when you said that there was a lot of pressure from Swamp Rd. people not to improve the road (after the 1995 study).
- 5.) We expressed our concern that Andrew Warren told a group of residents at a meeting in his office on March 20, 2002 that the weight limit on the weight-restricted culvert is about to be lowered. The result will be that no quarry trucks may use the Newtown segment of Swamp Rd. to access the Bypass and I-95. This will exacerbate an already volatile situation. How do you plan to address this issue?

We look forward to getting a copy of the letter you are writing to the State Transportation Commission. You advised us that it is to state:

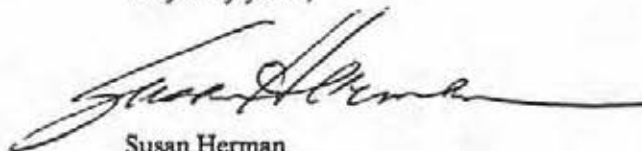
Your support for construction of TIP B11, the Swamp Road Corridor Improvement Project, to be completed within the first four years of the Twelve Year Plan and your support for funds to be allocated to complete construction of TIP B11 within the first four years of the Twelve Year Plan. It will also state your position that it is unacceptable to weight restrict the culvert at the west entrance to BCCC in the event that the culvert just south of Worthington Mill Rd. is replaced.

We noted your statement that, "We can phase the safety program - probably won't get all funding at the same time. That's okay."

We also appreciate your commitment to talk to Senator Joe Conti and suggest that he may want to consider sending a letter, as well, in support of opening Swamp Road. We look forward to receiving a copy of the letter you are writing to the State Transportation Commission and look forward to your response to the questions raised in this letter.

Thank you for your time and consideration.

Very truly yours,



Susan Herman
President
R.R.T.S.

282/377

**Public comment made by Sue Herman at the 4/13/05 Newtown Township
Board of Supervisors meeting**

Residents were shocked to learn on March 31, 2005 that the Delaware Valley Regional Planning Commission (DVRPC) will be doing the Regional Traffic Study for Representative Steil's Traffic Task Force.

The Task Force promised one thing and delivered another. The minutes from the January Task Force meeting stated that PennDOT Harrisburg would use Gannett Fleming to do the Regional Traffic Study. Residents liked this, as Gannett Fleming's main office is located outside our region. It seemed this would provide objectivity- much needed, since for over thirty years there's been a history of municipalities manipulating truck traffic within our region.

Residents felt extremely disrespected at the March Task Force meeting, for without any explanation that the consultant had been changed, Representative Steil introduced a DVRPC staff member and asked him to explain how the agency would conduct the Study.

As you know, the DVRPC did a Newtown Township Traffic Study in 1988. Here's page number 61 from the study, a map entitled "Year 2000 Highway Network-Northern Bypass Scenario". The red path is the "Northern Bypass". It's comprised of Worthington Mill Road, an upgraded intersection at Route 413 & Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road, and upgraded Silver Lake Road leading out to the existing Newtown Bypass.

The more than 9,000 residents who live along this residential route [route where Northern Bypass is depicted] hope the DVRPC will not revisit the "Northern Bypass Scenario" when doing the current Regional Traffic Study. It's time for the "Northern Bypass" to be officially rejected, once and for all, by all state, regional, county and municipal players. It's time for all officials, agencies and PennDOT to acknowledge that commercial traffic is best suited for the higher level roads in our region. These are PA Traffic Routes 413, 232, 332, the Newtown Bypass and principal arterial highway-Swamp Road, the location of the four industrial Wrightstown quarries.

It's time to get the ill-functioning Newtown Bypass and neglected arterial highways in the region functioning optimally, so they can handle today's traffic, as well as, tomorrow's [traffic]. These are the roads intended to carry commercial traffic [per the municipalities' Comprehensive Master Plans]. It's time to make good on intentions.



dvrpc

MEMORANDUM

Delaware Valley Regional
Planning Commission

190 N. INDEPENDENCE MALL WEST ► 8TH FLOOR ► PHILADELPHIA, PA 19104-1520 ► PHONE: 215.392.1600 ► FAX: 215.592.8125 ► WWW.DVRPC.ORG

MEMORANDUM

Date: January 11, 2008

To: Terry Fedorchak, Manager - Lower Makefield (three copies);
Mark Craig, Councilman - Newtown Borough (two copies);
Joe Czajkowski, Manager - Newtown Township (three copies);
Bob Pellegrino, Manager - Northampton (three copies);
Dave Nyman, Interim Manager - Upper Makefield (three copies);
Eileen Bradley, Administrator - Wrightstown (two copies);
William Winslade, Acting Manager - Yardley Borough (three copies)

From: Jerry Coyne (direct phone = 215.238.2850; email = jcoyne@dvrpc.org)

Subject: Addendum to the Bucks County Regional Traffic Study Final Report (October 2007) - Copies of Municipal / Task Force Correspondence

Attached please find an Addendum containing copies of all Municipal and Task Force related Bucks County Regional Traffic Study correspondence received or issued after the release of the draft report (7/31/2007) through the completion of the Final Report and the last Regional Traffic Planning Task Force meeting (10/29/2007). This Addendum to the Final Report is being made available to those who received a hard copy of the Final Report (dated: October 2007).

Because of municipal elections and possible board reorganizations, I am sending you (as staff to the RTPTF members) pre-punched sets of these letters, etc. (in quantities equal to the number of hard copy final reports provided to your municipality). A copy of this cover memo is provided with each enclosed Addendum. Please distribute copies to the appropriate elected individuals who will continue to be, or will become the new RTPTF members. The pre-punched enclosure is intended for addition to the Final Report binder.

A listing of the municipal representatives previously serving on the RTPTF (i.e., up to the 10/29/07 meeting) is provided as an attachment to this memo. The extra copy of the enclosed addendum package is for your binder / records.

As was also requested of staff, an electronic version of the enclosure will be available via a link from the project website's (www.BucksCountyRegionalTrafficStudy.org) Home page.

Attachment and enclosure

Over for additional distribution

(86 pages long when blank
pages were removed)

* Note: This Addendum was downloaded from the
website www.BucksCountyRegionalTrafficStudy.org.
The entire downloaded document is 95 pages
long.

284/377

1/86

cc: (memo, attachment and enclosure)

Mr. David Steil, PA House of Representatives

Mr. Scott Petri, PA House of Representatives

Mr. Louis Belmonte, PennDOT (two copies)

Mr. Francis Hanney, PennDOT

Mr. William Laubach, PennDOT

Mr. Richard Guinan, PA DCED (reference DCED Grant – Contract No. C000018880)

Mr. Richard Brahler, Bucks County Planning Commission

Mr. Jay Roth, Jacobs Edwards and Kelcey

Mr. Stanley Niemczak, Jacobs Edwards and Kelcey

Ms. Rachel Smith, Jacobs Edwards and Kelcey

Ms. Karen Jehanian, KMJ Consulting, Inc.

Mr. Barry Seymour, DVRPC

Mr. Donald Shanis, DVRPC

Ms. Candy Snyder, DVRPC

Mr. Richard Bickel, DVRPC

Mr. John Ward, DVRPC

Ms. Eileen Gallagher, DVRPC

285/377

2/86

Appendix A**Regional Traffic Planning Task Force & Project Team Members****Regional Traffic Planning Task Force Membership**

Greg Caiola, Supervisor – *Lower Makefield Township*
Ronald Smith, Supervisor – *Lower Makefield Township*

Mark Craig, Council Member – *Newtown Borough*

Anne Goren, Supervisor – *Newtown Township*
Jerry Schenkman, Supervisor – *Newtown Township*

Vince Deon, Supervisor – *Northampton Township*
Peter Palestina, Supervisor – *Northampton Township*

Daniel Rattigan, Supervisor – *Upper Makefield Township*
Robert West, Supervisor – *Upper Makefield Township*

Jane Magne, Supervisor – *Wrightstown Township*

Chris Harding, Council Member – *Yardley Borough*
Joe Hunter, Council Member – *Yardley Borough*

David Steil, Member – *PA House of Representatives (31st District)*

Scott Petri, Member – *PA House of Representatives (178th District)*

Project Management / Technical Team

Donald Shanis, Deputy Executive Director – *DVRPC*
Jerry Coyne, Manager, Office of Transportation Studies – *DVRPC*

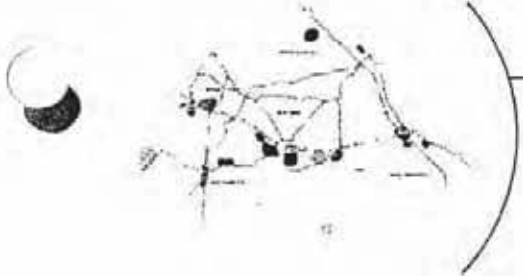
Louis Belmonte, District Traffic Engineer – *PennDOT District 6-0 Office*
Francis Hanney, Assistant District Traffic Engineer – *PennDOT District 6-0 Office*

William Laubach, Manager, Bureau of Highway Safety and Traffic Engineering – *PennDOT Central Office*

Richard Brahler, Senior Transportation Planner – *Bucks County Planning Commission*

Joseph (Jay) Roth, Principal-in-Charge – *Jacobs Edwards and Kelcey*
Stanley Niemczak, Project Manager – *Jacobs Edwards and Kelcey*
Rachel Smith, Traffic / ITS Specialist – *Jacobs Edwards and Kelcey*

Karen Jehanian, President – *KMJ Consulting, Inc.*



Bucks County

Regional Traffic Study

Lower Makefield Township / Newtown Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wrightstown Township / Yardley Borough

Addendum to Final Report

Copies of

Municipal / Regional Traffic Planning Task Force

Correspondence

(Received / Issued between

July 31, 2007 and October 29, 2007)



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

www.buckscountyregionaltrafficstudy.org

287/317

January 2008

4/86

Coyne, Jerry

From: Jane Magne [jmagne@verizon.net]
Sent: Monday, September 17, 2007 11:29 AM
To: Coyne, Jerry
Subject: Re: MEETING REMINDER! Bucks County Regional Traffic Study; Public Open House #3 -
Regional Traffic Planning Task Force Members

Dear Jerry,

Here are my comments to date on the Bucks County Regional Traffic Study draft report with respect to statements concerning Wrightstown Township.

On page 5-25 the suggested long-term improvement to the intersection of Durham Road and Second Street Pike is just plain silly (sorry I cannot express it more diplomatically). The roadways suggested around the CVS (Old Anchor Inn site) and the Anchor Crossing Shopping Center are simply not feasible. However, we have had a suggestion in the past for an elongated roundabout at this intersection. Even this may not be feasible but perhaps the idea could be entertained. Certainly both the northbound and southbound lanes of Second Street Pike could definitely benefit from left hand turning lanes. Turning lanes are not as critical on Durham Road, but through traffic does pass turning vehicles on the right if there is stacking at the intersection.

The village of Penn's Park along Second Street Pike was not suggested for traffic calming and definitely should be. The fast-moving traffic tends to ignore the fact that this is a dense residential area. It is one of the oldest historic villages in the County and with Rt. 232 dividing it, it has a much more difficult time retaining its historic character than even historic Wycombe where traffic calming measures are suggested.

On page 5-42 a proposed improvement in Penn's Park would be to fill in the swales although it does not mention how. The most effective way would be to pipe the water on the east side of the road where the ditches are the deepest and most treacherous.

On page 5-55 a suggested improvement is to construct shoulders on Washington Avenue and Cherry Lane. This is not something that is necessary. On Cherry Lane especially this would eliminate almost all of the trees along the road which gives the appearance of an alley which in turn slows down drivers. This is also a major quality of life issue because the trees buffer the houses from the noise of the roadway. In addition, Cherry Lane and Washington Avenue are not where accidents are occurring and the traffic volume is very low. Instead, traffic dollars would be much better spent on Mill Creek improvements.

On page 5-8 Rush Valley Quarry in Rushland is still active.

Regards, Jane Magne

Coyne, Jerry wrote:

Dear Ladies and Gentlemen of the Regional Traffic Planning Task Force (and their staff):

FYI...

288/377

10/11/2007

5/86

- Our third **Public Open House** meeting has been scheduled for September 20, 2007 between 6:00 PM and 9:00 PM in the multi-purpose room / cafeteria of the Richboro Elementary School. The attached meeting notice supplies more details about the meeting.
- The role of project representatives that evening will be to explain how comments received on the draft report will be integrated into the Final Report; and take any outstanding comments on the effort. Our project website (www.BucksCountyRegionalTrafficStudy.org) has been updated accordingly to allow you and our guests to prepare for the evening.

Ads for the meeting will be placed in area newspapers beginning the week of September 10th. A similar email has been sent to Stakeholder and Community group representatives [or a brief letter to the effect with a hardcopy of the meeting announcement enclosed, via USPS, for those we do not have email addresses for].

Jerry Coyne
Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West
Philadelphia, PA 19106-1520

Phone: 215.238.2850
Fax: 215.592.9125
Email: jcoyne@dvrpc.org

289/377

10/11/2007

6/86

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Cunniff, Esquire

Lancaster Corporate Center
203 Corporate Drive East
Lancaster, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

September 18, 2007

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Attention: Jerry Coyne, Project Manager

Re: Bucks County Regional Traffic Study

Dear Mr. Coyne:

I am writing as Solicitor on behalf of Newtown Township.

On behalf of Newtown Township, the Board of Supervisors are requesting a 45 day extension to respond and comment upon the draft report relative to the Bucks County Regional Traffic Study.

I would appreciate it if you would confirm that Newtown Township has an additional 45 days in which to comment and make recommendations.

Should you have any questions, please don't hesitate to contact me.

Very truly yours,



PAUL R. BECKERT, JR.

PRB:jk

Cc: John M. Boyle, Interim Manager
Board of Supervisors

290/377



Township of Lower Makefield

BOARD OF SUPERVISORS
Ron Smith, Chairman
Greg Caiola, Vice-Chairman
Steve Santarsiero, Secretary/Treasurer
Grace M. Parkinson Godshalk, Supervisor
Pete Stainthorpe, Supervisor

September 19, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: Bucks County Regional Traffic Study- June 2007 Draft

Dear Mr. Coyne,

In conjunction with the Public Open House scheduled for September 20, 2007, Lower Makefield Township takes this opportunity to express our comments on the June 2007 Draft of the Bucks County Regional Traffic Study (BCRTS). The draft report has been reviewed by our Citizens Traffic Commission and our Township Traffic Engineer Traffic Planning and Design, Inc. A chapter or page and paragraph/table/figure reference is provided at the end of each comment in parentheses for each comment for ease of reference.

Lindenhurst Road

1. The functional classification should be revised to "urban collector". (p 5-15, ¶ 1)
2. The report should specify that Lindenhurst Road has been used by traffic as an alternate to the Newtown Bypass due to poor operational performance of signalized intersections along the Bypass and past restrictions for truck traffic on Swamp Road. (page 5-15, ¶ 2)
3. The report should be revised to indicate that at the publishing date of this report, Lower Makefield has begun construction for traffic calming improvements for Lindenhurst Road and the design for additional phases of traffic calming improvements. (p 5-15, ¶ 4)
4. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on Lindenhurst Road to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-16, ¶ 4)

291/377

8/86

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 2

5. The report recommends straightening the curve along the southern section of Lindenhurst Road. We believe this curve provides much-needed traffic calming and that taking it out will lead to a higher design speed and encourage more use of the corridor by regional through traffic. The Township is not in favor of this improvement unless significant safety concerns are identified by the study. (p 5-17, Table 5-3c)

Stoopville Road

6. The functional classification should be revised to "urban collector". (p 5-18, ¶ 1)
7. The report should specify that Stoopville Road has been used by traffic as an alternate to the Newtown Bypass due to poor operational performance of signalized intersections along the Bypass and past restrictions for truck traffic on Swamp Road. (p 5-18, ¶ 2)
8. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on Stoopville Road to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-19, ¶ 4)
9. At the intersection of Stoopville Road and Washington Crossing Road, the existing geometry provides for the major "through" movement to occur on Washington Crossing Road, which is classified as an arterial road, with Stoopville Road, classified as a collector road, joining Washington Crossing Road as the minor approach. With the roundabout layout shown in Figure 5-3, the major "through" movement is shifted to Stoopville Road west of the intersection. To maintain the intended roadway classifications and usage patterns of both roadways, the roundabout should be shifted to the south. This would allow the "through" movement on Washington Crossing Road to remain and provide better access for those coming from/going to Stoopville Road than what currently exists. Page 5-20 of the BCRTS states that, "An alternative for the Stoopville Road and Washington Crossing Road intersection is included in Figure 5-3." We recommend that several alternatives, including a signalized intersection, for this intersection be evaluated to ensure the future layout of this intersection will not adversely affect the character of the roadways and surrounding area. Lower Makefield Township does not favor the alignment shown in Figure 5-3. (p 5-20, ¶ 2, p 5-21, Table 5-3b, Figure 5-3)
10. The report should recommend that access management improvements be included in the Stoopville Road/Washington Crossing Road improvement project for adjacent property owners that currently have uncontrolled access in order to further improve the safety and capacity of the intersection. (p 5-20, Table 5-3a, Table 5-3b)

292/377

310

9/86

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 3

11. Figure 5-3 should also include the municipal boundaries located within the proposed project area in order to determine which components of the project are located within Lower Makefield, Newtown and Upper Makefield Townships.
12. The report states that Stoopville Road is intersected by Worthington Mill and Wrightstown Roads. These roadways do not intersect Stoopville Road. (p 5-19, ¶ 5)

Newtown Bypass

13. The functional classification of the Bypass should be revised to "Other Arterials" and "Minor Arterial" as indicated on PennDOT's most recent functional classification map for Bucks County. (p 5-27, ¶ 1)
14. The intersections of the I-95 southbound and northbound ramps with the Newtown Bypass should be added to the list of signalized intersections. (p 5-28)
15. While the extended eastbound right-turn lane is a needed improvement, consideration should be given to widening the southbound on-ramp to two lanes. Crashes occur frequently at this location due to the volume of vehicles merging into one lane shortly after entering the ramp. (p 5-30, ¶ 3, p 5-31, Table 5-6c)
16. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on the Newtown Bypass to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analysis was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-30, ¶ 1)
17. With a 55 M.P.H. speed limit and the reconfiguration of the ramp on the eastern side of I-95, vehicles are typically traveling at higher speeds on the Newtown Bypass bridge over I-95. Installation of a center divider is recommended to minimize the opportunity for crossover collisions. (p 5-30, ¶ 3, Table 5-6b)
18. Even with the new ramp configuration, traffic exiting I-95 North and turning left toward Newtown continues to experience significant delay during the afternoon peak hours. Given the tight turning radius and volume of trucks making this left-turn, few vehicles are able to make the turn during the allotted green time. The signal timing and/or turning radius should be evaluated to ensure the coordinated signal system and ramps are functioning optimally. (p 5-30, ¶ 3, Table 5-6b)
19. If an additional eastbound through lane is required at a later time, a right-turn only lane must be maintained for the eastbound approach to Stony Hill Road. (p 5-30, ¶ 3, p 5-31, Table 5-6c)

293/377

10/8/07

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 4

20. The report should identify long range significant capacity improvements to the Bypass such as additional through lanes and grade separated intersections in order to meet the future travel demands of the region. It is Lower Makefield Township's opinion that the bypass be the focus of significant improvements so that collector and local roads do not serve the function of the Bypass after it has exceeded its capacity. (p 5-30, ¶ 3, p 5-31, Table 5-6c)
21. The recommendations for Traffic Signal Improvements - Newtown Bypass Traffic Signal Enhancements Initiative should include a statement regarding continued coordination between Lower Makefield and Newtown Township for system maintenance and periodic study of the corridor to ensure that the traffic signal system is operating optimally in the future. (p 5-30, ¶ 3, Table 5-6a)

Taylorsville Road/Main Street/Yardley-Morrisville Road/Pine Grove Road

22. The I-95/Scudders Falls Bridge Improvement project should be included under "Concurrent Projects" since this will include the reconstruction of the I-95/Taylorsville Road interchange. (p 5-65, ¶ 4)
23. It is unclear why a roundabout has been recommended for the intersection of Taylorsville Road/Main Street & Dolington Road/McKinley Avenue. A more detailed alternatives analysis (including a signalized intersection) should be provided that takes into account improvements to Taylorsville Road as part of the I-95/Scudders Falls Bridge improvement project, both in terms of geometry and the resulting traffic flow. In addition, interim improvements for Taylorsville Road, environmental constraints, and the costs associated with interim and final improvements should be factored into the ultimate recommendation. (p 5-68, ¶ 5, p 5-70, Table 5-14c)
24. In addition to the restoration of the "Curve Ahead" and "35 MPH" signs on Pine Grove Road north of Big Oak Road, consideration should be given for additional signage and/or pavement markings at this location. Since 1999, there have been seven crashes at this curve that resulted in vehicles running off the road into private property. Flashing beacons, to be used in conjunction with "Curve Ahead" signs, are recommended to adequately alert drivers. (p 5-68, ¶ 5, p 5-69c, Table 5-14a)
25. While we agree that signal timings and equipment should be upgraded as necessary, additional improvements to address safety and congestion should be considered at the intersection of Pine Grove Road and Big Oak Road, including the addition of left-turn lanes to the Pine Grove Road approaches. (p 5-68, ¶ 6, p 5-69, Table 5-14a)
26. The study should evaluate the need for traffic signal modifications and turning lanes at the intersection of Yardley-Morrisville Road and Edgewood Road. (p 5-68, ¶ 6, p 5-69, Table 5-14a, p 5-70, Table 5-14c)

294/377

11/86

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 5

Other Comments

27. We are concerned that the study and report does not accurately reflect the public input from all of the open house meetings conducted by DVRPC. The report references the open house conducted in January 2007 at the Bucks County Community College. The report makes no reference to the input received at the April 2007 open house held in Lower Makefield Township. The report text and appropriate figures should be revised to reflect the input received at this open house, and a review of the study recommendations should be completed to ensure that the public input from the April 2007 open house was considered equally in their development. More specifically, we are concerned that Figures 2-11 and 2-12 do not accurately reflect the various type of traffic related concerns that were expressed by residents for Lindenhurst Road and Stoopville Road at the April 2007 open house.
28. Figure 2-10 does not accurately reflect Lower Makefield Township and citizen concerns regarding the level of cut-through truck traffic on Lindenhurst and Stoopville Road. Please revise this figure to indicate these concerns exist for Lindenhurst Road and Stoopville Road.
29. Figure 2-11 does not accurately reflect Lower Makefield Township and citizen concerns regarding the presence of "Traffic Safety/Roadway Alignment Concern" for Lindenhurst Road and Stoopville Road. Please revise this figure to indicate this concern exists for Lindenhurst Road and Stoopville Road.
30. Figure 2-12 does not accurately depict the "Improvements and Quality of Life Areas of Concern" for Lindenhurst Road and Stoopville Road. The figure should depict each one of the "study's issues of common concern" for Lindenhurst Road and Stoopville Road. The DVRPC document, Illustrated Results: Comments Received at the BCRTS Public Open House #1 (held January 17, 2007), including Figures 1 (Illustration of Broad Challenges, Concerns, Areas and Goals) and Figure 2 (Illustration of Specific Improvements and Ideas) of the document show that every one of these concerns were expressed by citizens at the January open house. Figure 2-12 should be revised to accurately reflect the input received by DVRPC at the January open house.
31. The spreadsheet titled Engineering and Traffic Study Elements, Summary Matrix - Revised 3/12/2007 should be included in the BCRTS Draft Final Report. We found this to be an informative and easy-to-understand document.
32. Although the study corridors may not meet the PennDOT warrants for the restriction of truck traffic, the study should analyze a signing plan for a "preferred" truck route that encourages regional truck traffic to use the arterial system rather than collector roads such as Lindenhurst Road and Stoopville Road. (Chapter 4)
33. The study should more thoroughly evaluate the use of rail to move freight throughout this area of the region. (Chapter 4)

295/377

12/86

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 6

34. The recommended improvements should be compared to the land use and transportation planning goals and objectives of the municipal comprehensive plans for consistency. The findings should be summarized for each key roadway in Chapter 5.
35. The functional classification for Worthington Mill Road should be revised to "urban collector". (p 5-1, ¶ 6)
36. Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes for any of the key roadways in the report.

It is our understanding that some of the municipalities from the project study area may have not had sufficient time to review the draft report and provide comments to DVRPC. We respectfully request that DVRPC extend the public comment period to accommodate these municipalities.

We appreciate the opportunity to comment on the Bucks County Regional Traffic Study. We look forward to reviewing the proposed final draft of the report. If you have any questions or need further clarification for our comments, please contact me at your convenience.

Sincerely,



Terry Fedorchak
Township Manager

cc: Lower Makefield Township Board of Supervisors
Lower Makefield Citizens Traffic Commission
Chad Dixon, AICP, Traffic Planning and Design, Inc.

296/377

13/86
TOTAL P.07

Coyne, Jerry

From: Joseph Hunter [jehunter098@yahoo.com]
Sent: Wednesday, September 19, 2007 9:00 AM
To: Coyne, Jerry
Subject: traffic study

Mr. Coyne,

Yardley Boro council discussed the final draft of the traffic study at the regular scheduled meeting last evening. Unfortunately it became clear that we need some additional time to make our final comments. Therefore I am requesting an extension on our comments until after our next scheduled meeting in two weeks.

Joe Hunter
Yardley Boro President
Yardley RTPTF member

Take the Internet to Go: Yahoo!Go puts the Internet in your pocket: mail, news, photos & more.

297/377

10/11/2007

14/86

Coyne, Jerry

From: David Steil [Dsteil@pahousegop.com]
Sent: Tuesday, September 25, 2007 10:13 AM
To: Karen Friedman; Peter Palestina; Mark Craig; Chris Harding; jalgeo@eastburngray.com; Mark Craig; Greg Caiola; Ronald Smith; Dan Rattigan; Bob West; Anne Goren; Jerry Schenkman; Jane Magne; Vince Deon; administration@wrightstownpa.org; Joe Hunter
Cc: Coyne, Jerry; Scott Petri
Subject: RTPTF
Importance: High

To All RTPTF Members:

As you are aware the draft final report of the recommendations from DVRPC and their consultants regarding our traffic study is now in your hands. We are currently scheduled to meet on October 29, 2007, to wrap up the project's study phase. After that it will be up to the participating municipalities to work cooperatively with their Boards of Supervisors to implement the recommendations.

At least one township has suggested that we should delay this final meeting and the time period for comments by at least 45 days. I am reluctant to do that for several reasons:

- * We need to wrap up this project since the funding is at an end.
- * The recommendations are the work product of the professionals who conducted the study and will not change by any delay.
- * The recommendations may be rejected or accepted in whole or part at the discretion of the municipalities.
- * The recommendations will be the basis for the work product of the task force and any further ideas will come from the municipalities and their professional staff's.

It is my suggestion that we do create an additional window for the municipalities to offer comments, in writing, which we would add to the final section of the report. My staff would take the responsibility for receiving and distributing these comments and preparing packets of the comments which each member could then add to their copy of the report. We would not consider the report "final" until those comments were received, although we would consider the work of DVRPC to be final.

The members would simply acknowledge receipt of the report on 10/29 from DVRPC subject to the municipalities comments to be submitted by a date the task force should decide.

Please advise if this approach is acceptable by responding to my secretary Jeannie Dougherty at jdougher@pahousegop.com

298/377

12/13/2007

15/86

Thanks to all of you for your efforts these past years.

Representative J. David Steil

299/377

12/13/2007

16/86

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Bancroft, Esquire

Luxembourg Corporate Center
203 Corporate Drive East
Lancaster, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

September 25, 2007

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Attention: Jerry Coyne, Project Manager

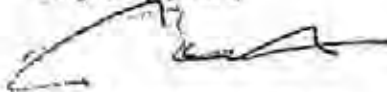
Re: Bucks County Regional Traffic Study

Dear Mr. Coyne:

Confirming our conversation, it is my understanding that as a result of the open house meeting and your conversations with Supervisors Goren and Schenkman that the report of the DVRPC is being simply forwarded as staff recommendations without comment from the affected municipalities.

It is therefore being submitted as a draft document on which townships may comment in the future and which may be revised from time to time. Given the foregoing if I am correct, the comment period therefore will be in the future and the document is subject to modification and has not had the benefit of township comment at the time it is submitted. Given that Newtown Township will be free to make comments in the future we would waive our request to extend the comment period. Please confirm the foregoing in writing for my records.

Very truly yours,



PAUL R. BECKERT, JR.

PRB:jk

300/377

17/86

Coyne, Jerry

From: Coyne, Jerry
Sent: Thursday, September 27, 2007 8:21 AM
To: anneg@twp.newtown.pa.us; jerrys@twp.newtown.pa.us; 'JERRYSCHENKMAN@GMAIL.COM'
Cc: 'MJohnston@Pennoni.com'; Niemczak, Stan; Hanney, Francis J.
Subject: Swamp Road Functional Classification / Traffic Calming

Dear Ms. Goren and Mr. Schenkman:

As part of my due diligence, I am following up from last night's meeting. Particularly in the matter of: the Township's wishes to pursue a change to the highway functional classification of, and Traffic Calming measures for Swamp Road.

The methodology and work that we performed in the matter of Traffic Calming (contained in the draft report's Chapter 6) has been described (by others) as a model for municipal use in furtherance of their actions to pursue traffic calming measures. It is based on the policies and practices of PennDOT (sources noted), and sound engineering judgment.

This morning, I looked at the land use and speed conditions along Swamp Road (Key Roadway #2) contained in our draft report's Table 6-1, Traffic Calming Feasibility Matrix. The inventory of information as presented in our report (holding existing speed limits constant) would not support Traffic Calming measures along the roadway—even if the functional classification were changed. For collector highways: adjacent land use should be more than 50% residential, and the 85th percentile speeds should exceed the posted speed limits by 10 miles per hour. Both items are / would not be met, per our inventory. *

I am not trying to deflate your aspirations, or dissuade your action with this information (although I understand the communities pain, and I personally consider the roadway properly classified). Instead, I thought it proper to advise you (and your traffic engineer) that perhaps more thought, planning and investigations be pursued to understand the possibilities for traffic calming on Swamp Road, prior to launch.

Very truly yours,
Jerry Coyne
215.238.2850

301/377

12/13/2007

18/86



DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION

CREATING TOMORROW TODAY

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

October 1, 2007

Paul R. Beckert, Jr., Esquire
Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, PA 19047

RE: Comments on the
Bucks County Regional Traffic Study
Draft Report - June, 2007

Dear Mr. Beckert:

The contents of your September 25, 2007 letter accurately reflect my understanding of the conversation that I had with Ms. Goren, Mr. Schenkman and Mr. Steil at the September 20, 2007 Public Open House meeting; and the September 21, 2007 phone conversation I had with you—regarding any and all outstanding comments on the draft report following the close of business on 9/26/07.

You should know that we have received numerous public comments and two municipal review letters (Lower Makefield and Wrightstown townships) on the draft. Two letters requesting extension of the comment period were also received, from Yardley Borough and Newtown Township. Lower Makefield's letter also noted support for extending the municipal review and comment period to those municipalities wishing it.

We have read, reviewed and considered all the comments received within the official review period. We will summarize them for the benefit of the Regional Traffic Planning Task Force at its 10/29/07 meeting at Northampton Township. For that meeting, it is our intention to prepare and deliver a final report which addresses those comments received during the official review period that pointed out a mistake, or an oversight, or that included good ideas which might help the RTPTF considerations as their work continues into the future. At its discretion, the Task Force can use our ideas for further discussion and comment amongst its members, the community and/or the participating municipal governing boards, or similarly, as a basis for future project development as it continues its work. The RTPTF also has the right to ignore the recommendations, or delete any of their choosing.

*no dup.
comments
were
addressed*

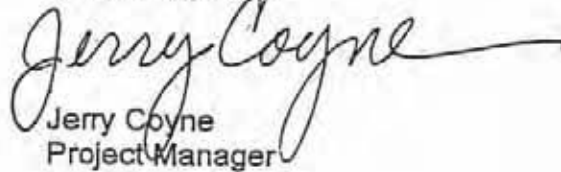
302/377

19/86

October 1, 2007
Paul R. Beckert, Jr., Esquire
page 2

As also agreed in the conversations with Ms. Goren, and Messrs. Schenkman and Steil—the final report's format will be presented in a ring binder so that any future comments and considerations can be added to the project document to keep it a live record of the RTPTF's proceedings as the process moves forward.

Very truly yours,


Jerry Coyne
Project Manager

cc: Mr. Jerry Schenkman, Newtown Township
Ms. Anne Goren, Newtown Township
Mr. David Steil, PA House of Representatives
Mr. Donald Shanis, DVRPC

303/317

20/86

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Council - Newtown Township
Joseph P. Baracappa, Esquire

Leucomburg Corporate Center
203 Corporate Drive East
Lanham, Pennsylvania 19047
(215) 497-1044
Fax (215) 497-1047

October 9, 2007

Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Attention: Jerry Coyne, Project Manager

Re: Newtown Township

Dear Mr. Coyne:

On behalf of Newtown Township, I want to thank you for appearing at the Board of Supervisors meeting.

In light of that meeting, I have been advised by the Board of Supervisors that they will attempt to have some comments to you for inclusion within the binder that you will be submitting at your final meeting October 29, 2007.

However, the Board has again asked me to confirm with you they will have at minimum another 45 days in which to make more comprehensive comments which will be included in the binder as part of the report and comments of affected townships.

Therefore, I am requesting on behalf of Newtown Township the opportunity for an additional 45 days for comments, which comments would be included within the binder document as part of the draft report. Please confirm that the foregoing will be included within the record for that purpose.

Very truly yours,



PAUL R. BECKERT, JR.

PRB:jk

Cc: Anne Goren, Chairman
John M. Boyle, Interim Manager

304/377

21/06



56 South Main Street Yardley, PA 19067-9997
Tel 215-493-6832 Fax 215-493-6255

October 26, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: Bucks County Regional Traffic Study

Dear Mr. Coyne,

Yardley Borough is a one square mile borough located in Lower Bucks County, bordered on the east by the Delaware River and on the north, south, and west by Lower Makefield Township. Traffic into and out of town is via only five State arteries, all-leading to or from Lower Makefield Township.

As a result of the draft report from the Bucks County Regional Traffic Study published June 2007 and subsequent public hearings, the Yardley Borough Council accepted public comment at its October 2nd and 16th regularly scheduled council meetings. Also introduced at these two meetings was a correspondence from Lower Makefield Township dated September 19th to you, copy of which is attached.

After lengthy discussions it was agreed to support Lower Makefield Township letter with the exception of item #23. The thought process was more in favor of a roundabout then signalization. We would request that additional studies be performed on the intersection with car and truck counts. We have attached a rough drawing of an item we would request the Bucks County Regional Traffic Study Task Force to evaluate. Traffic entering from McKinnley is minimal at best.

Also of concern was southbound truck traffic exiting I-95 at Yardley to use North Main Street as the route to the landfills in Tullytown Borough and Falls Township. Trucks also exit I-95 to avoid the weigh/inspection station on I-95 using Yardley as a "bypass". The trucks exiting I-95 to avoid being inspected are those who know they cannot pass inspection. Yardley Borough Police have noted infractions such as: broken brake drums,

305/377

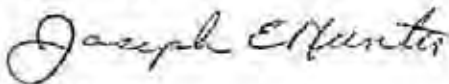
22/86

missing brake shoes, damaged and/or disconnected air brake(s), damaged and/or disconnected air brake activators, and no commercial license. Our citizens have to endure these unsafe trucks "barreling" through our streets.

Yardley Borough is also deeply concerned about potentially dangerous truck traffic with the expansion of I-95 and the I-95 Bridge at Scudder Falls in the near future.

We appreciate the opportunity to comment on the Bucks County Regional Traffic Study. We look forward to reviewing the proposed final draft of the report. If you have any questions or need further clarification for our comments, please feel free to contact me at your convenience.

Sincerely,

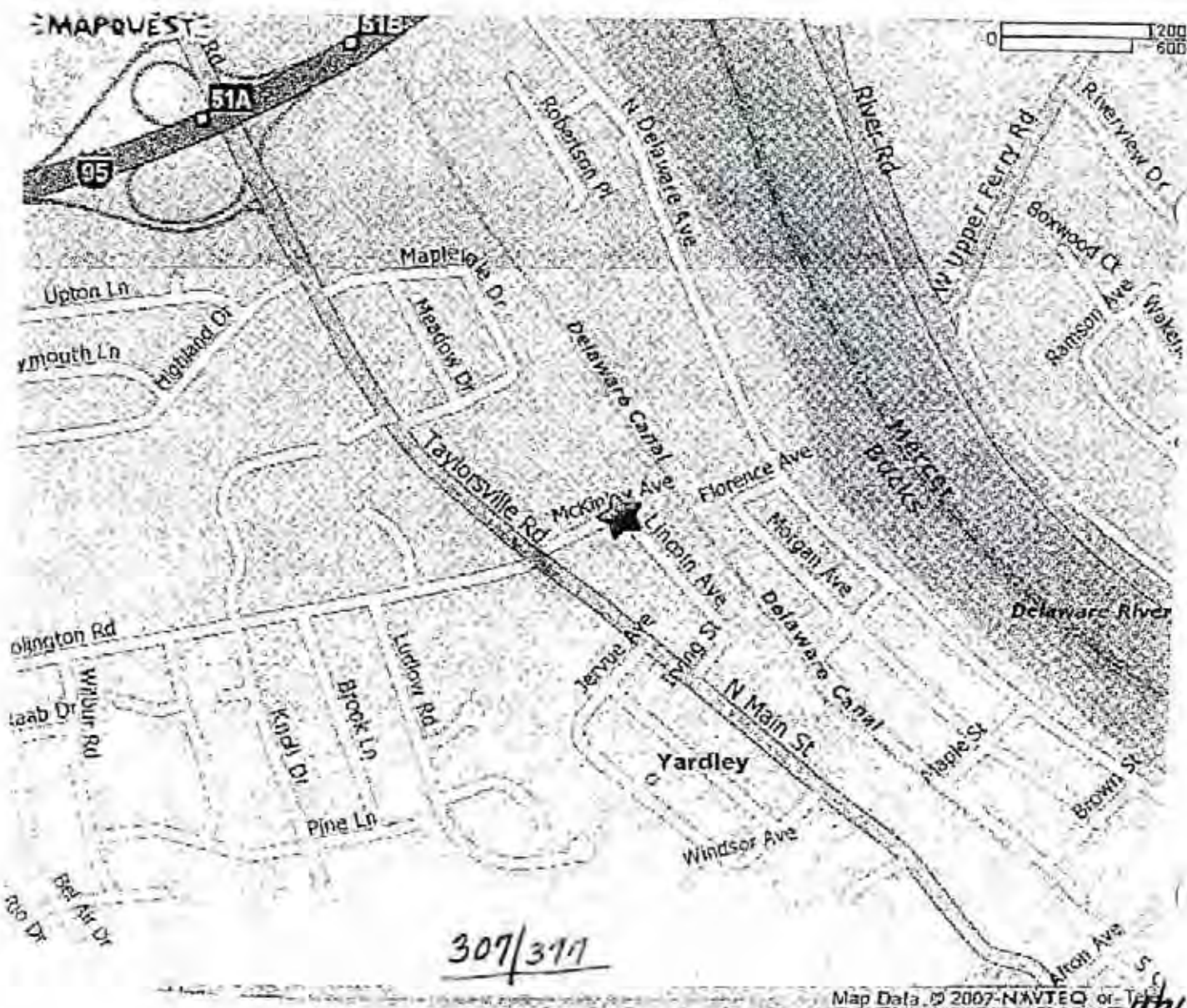
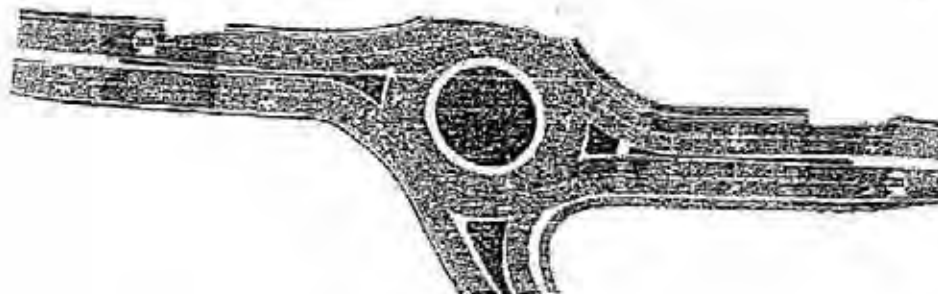


Joe Hunter
Borough Council President

CC: Yardley Borough Council
Yardley Borough Community Development
C. William Winslade, Borough Manager

306/377

23/86



COMMONWEALTH OF PENNSYLVANIA
DEPARTMENT OF TRANSPORTATION

www.dot.state.pa.us

7000 Geerdes Boulevard
King of Prussia, PA 19406
October 26, 2007



To: Bucks County Regional Traffic Task Force Member Municipalities

Newtown Township
Wrightstown Township
Upper Makefield Township

Lower Makefield Township
Newtown Borough

Northampton Township
Yardley Borough

This letter is being written to express our overall support for the Bucks County Regional Traffic Study performed by the Delaware Valley Regional Planning Commission on behalf of the Regional Traffic Planning Task Force and to clarify any misconceptions. Started as an effort to analyze safety and mobility issues along 16 state roadways across 7 municipal boundaries from a "regional" perspective - we believe the study has accomplished its goal. There are numerous recommendations which present a "road map" for all of the municipalities to effectively consider, plan for and potentially implement over time. We do not expect that all municipalities, or PennDOT, will agree on every recommendation but do hope the involved municipalities consider the information in this study as a comprehensive catalog of regional traffic issues and suggestions.

Based on concerns raised by some of the municipalities, PennDOT would like to emphasize that the study was performed for the Task Force, not PennDOT. PennDOT cannot and will not unilaterally implement the recommendations of this study. *

The majority of the recommendations will require efforts by interested municipalities to further pursue - either by requesting PennDOT to take a look (such as in the case of signal timing recommendations), by funding and implementing Highway Occupancy Projects themselves, by supporting improvements that could be associated with a development, or by formally requesting regionally-supported PennDOT construction projects (which would start through requests to the Bucks County Planning Commission). To be clear, all of the traffic calming recommendations, roundabouts, realignments, new construction, and similar bigger cost / controversial recommendations fall into this category of requiring municipalities to take the lead - and without municipal support, they will not happen.

However, PennDOT does have a responsibility to consider the information presented that pertains to typical operational and maintenance upgrades along state roads. These items include improving warning signage, delineation, guide rail, and shoulder drop-offs. PennDOT has previously publicly committed to further reviewing these non-controversial safety-related items presented in the study over a period time, and we intend to implement appropriate improvements as funding becomes available. Should an unforeseen situation arise that requires PennDOT to consider implementing a recommendation beyond the previously mentioned normal operational / maintenance upgrades, we will certainly consult first with the affected municipality.

While some limited low cost safety improvement funding may be available annually for isolated improvements, significant dedicated funding has yet to be identified for any improvements. Any items of priority interest or concern to a municipality can be brought to our attention.

Sincerely,

Lester C. Toaso
Lester C. Toaso
District 6-0 Executive

Cc: Rich Brahler, Bucks County Planning Commission
Jerry Coyne, DVRPC
Dawn Knisley, Bucks County Maintenance Manager

Honorable David J. Steil
Honorable Scott Petri
Honorable Charles T. McIlhinney

308/377

25/86



NEWTOWN TOWNSHIP

100 MUNICIPAL DRIVE
NEWTOWN, PA 18940

October 29, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

RE: Bucks County Regional Traffic Study

Dear Mr. Coyne:

Newtown Township staff, including our Township Traffic Engineer, Pennoni Associates, Inc. has reviewed the Draft Bucks County Regional Traffic Study, dated June 2007. In order to receive input from our residents, we also held a Special Action for Discussion of Regional Traffic Issues/Projects as part of our September 26, 2007 Board of Supervisor's meeting. We appreciate your attendance at this meeting and the presentation you provided on the Regional Traffic Study. A copy of the meeting minutes, including the public comment, is enclosed. You will also find enclosed, Swamp Road Residents Group Petitions (September 2007), and meeting minutes from the October 15, 2007 Board of Supervisor's meeting where additional discussion was held leading to the enclosed resolution regarding Swamp Road, which passed unanimously on October 24, 2007.

We also offer the following comments on the draft report:

GENERAL

1. We strongly support deferring the adoption of the final report until the involved municipalities have sufficient opportunity to determine if consensus can be reached on any remaining issues where there are slight disagreements.
2. We also request that this study be reviewed by the Bucks County Planning Commission.

STOOPVILLE ROAD

1. The Township does not support the realignment of Stoopville Road at Washington Crossing Road as proposed in Figure 5-3. Washington Crossing Road is a minor arterial designated as State Route 532 and should continue to function as the through roadway. To address traffic and safety concerns at this intersection, Newtown Township has previously supported the addition of left turn lanes and a traffic signal while generally maintaining the existing roadway alignments. We recommend that this alternative or other similar alternatives be further evaluated.

RE: Bucks County Regional Traffic Study

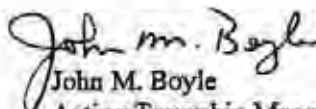
2. On page 5-19 in the Summary of Adverse Conditions, the first paragraph states "... adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/Wrightstown Roads, traffic volumes from Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park Road to Township Line Road." Much of this statement appears to be referencing Durham Road. This section should be revised accordingly.

SWAMP ROAD

1. As evident by the attached public comment and township resolution, there is concern regarding the proposed improvements. This report should recognize and reflect the concerns of our residents regarding quality of life issues along this corridor. This should occur throughout the report but specifically on Figure 2-12.
2. Long term recommendations should not just state "will be addressed by the Swamp Road Corridor Improvement Project" or "Move forward with the Swamp Road Corridor Improvement Project" as indicated on pages 5-10 and 5-13 respectively. Such recommendations should include statements supporting context sensitive design solutions to address quality of life issues as well as safety and mobility; not a complete upgrade of the entire roadway corridor.
3. On page 5-10 the Bucks County Community College access is listed in the summary of adverse conditions. However, detailed analysis is not provided and recommendations only relate to the eastern entrance. This report should assess the college's overall impact on Swamp Road and provide appropriate recommendations and implementation schedules.
4. The functional classification of this roadway should be reevaluated to determine if its classification as a minor arterial is appropriate given current land use and travel patterns along the roadway.
5. Once the functional classification is reevaluated, traffic calming eligibility should be revisited.

We respectfully request that these comments be incorporated in the final report. The effort that has been put into this report by the Task Force members, design team, DVRPC and PennDOT is very much appreciated and we look forward to finalizing the report in a complete and thorough manner. Please feel free to contact me with any questions.

Sincerely,


John M. Boyle
Acting Township Manager

Enclosures

cc: Board of Supervisors

**Newtown Township
Board of Supervisors
Meeting Agenda**

SCANNED

September 26, 2007 8:00 PM

Please Turn Off Cell Phones During Meeting

1. **Call to Order**
2. **Moment of Silence**
3. **Invocation** — Rev. David Cramp – Newtown United Methodist Church
4. **Pledge of Allegiance to the Flag**
5. **Changes to the Agenda**
6. **Special Actions** - Discussion of Regional Traffic Issues/Projects
7. **Public Comment** (5 Minutes per person to last 30 minutes total)
8. **Members Comments**
9. **Minutes, Bills List and Reports**
 - a. Regular Meeting of September 5, 2007
 - b. Bill's List
10. **Reports of Committees, Boards and Commissions**
 - a. Parks & Recreation
 - b. Planning Commission
 - c. Historical Architectural Review Board
 - i. Certificates of Appropriateness
 - Rockfactory Ltd., 3 Cambridge Lane
 - Cambridge Sound Studios, 1 Cambridge Lane
 - Rite Aid, 1 Ice Cream Alley
 - Jules Thin Crust Pizza, 300 N. Sycamore Street
 - Taste of Philly Soft Pretzels, 250 N. Sycamore Street
 - Cusi, 280 N. Sycamore Street
 - First Trust Bank, 11 Durham Road
 - The Carriage House, 221 N. Sycamore Street
 - Lang Ski & Scuba, 107-109 N. Sycamore Street
 - Newtown Historic Association, various locations in Newtown Township

311/377

28/86

11. **Land Development Projects**
- a. Conditional Use – Newtown Irish Pub, 240 N. Sycamore Street – Goodnoe's Corner (to be continued to 10/10/07)
 - b. Conditional Use – Bucks County Creamery and Confections, 254 N. Sycamore Street – Goodnoe's Corner
12. **Reports of Officials**
- a. Chairman
 - b. Other Board Members
 - c. Manager
 - i. Plan Expiration Report
 - ii. Report on 2008 Minimum Municipal Obligation: For the Police, Non-Uniformed and Firefighter Pension Plans
 - iii. Bid Award – Infield Rebuild – Field #4, Helen Randle Park
 - d. Solicitor
 - i. Authorization to Advertise - Proposed Ordinance Revising the Subdivision and Land Development Ordinance Relating to the Requirement to Provide a Historic Resources Impact Study
 - ii. Resolution regarding the Opening of a Portion of Upper Silver Lake Road Presently Closed to All but Emergency Vehicles
 - iii. Authorization to Advertise - JMZO Ordinance No. 2007-04 Rezoning the 37 Acres of the Woll Tract from POS to EIR
 - iv. Newtown Township Ordinance Amending the Newtown Township Traffic Ordinance to Provide a Four Way Stop Sign at North Drive and Sequoia Drive
 - v. Agreement of Sale - Elliott Builders Re: Acme Site
 - vi. Zoning Hearing Board
 - Daren & Lori Aita, 16 Millstone Drive
 - Michael Burns, 35 Crittenden Drive
 - Richard & Trisha Brandimarte, 1 Thornbury Lane
 - The Heritage Co./Cosi Café, 104 Pheasant Run
 - Sycamore Restaurant LLC/Newtown Irish Pub, 240 N. Sycamore Street
 - Kieffer & Co. Inc./Petsmart, 2600 South Eagle Road
 - e. Engineer
 - i. Authorization to Sign Mylars – Lang Ski & Scuba 107-109 N. Sycamore Street
 - ii. Escrow Release # 4 - Newtown Walk
 - iii. Escrow Release # 6 - The Villas at Newtown
 - iv. Escrow Release # 5 - Blacksmith 161-LLC

312/377

29/86

13. Old Business

14. New Business

15. Public Comment

16. Adjournment

PUBLIC INFORMATION

The Planning Commission typically meets the first and third Tuesdays. A complete schedule is available at the Municipal Administrative Office (215-968-2800 ext.250).

Important Dates:

Board of Supervisors	September 26, 2007	8:00 pm
Planning Commission	October 2, 2007	8:00 pm
Parks and Recreation Board	October 3, 2007	7:00 pm
Telecommunications Advisory Committee	October 3, 2007	7:30 pm
Business Development Council	October 4, 2007	12:00 pm
Zoning Hearing Board	October 4, 2007	7:30 pm
Columbus Day (Offices Closed)	October 8, 2007	
Historical Architectural Review Board	October 9, 2007	1:00 pm
Newtown Area Joint Zoning Council	October 9, 2007	8:00 pm
Board of Supervisors	October 10, 2007	8:00 pm
Board of Supervisors	October 15, 2007	8:00 pm
Planning Commission	October 16, 2007	8:00 pm
Newtown Area Regional Planning Commission	October 18, 2007	8:00 pm
Environmental Advisory Council	October 22, 2007	7:30 pm
Joint Historic Commission	October 22, 2007	7:30 pm
Board of Supervisors	October 24, 2007	8:00 pm

313/377

30/86

Newtown Township

Board of Supervisors

Minutes of September 26, 2007

The Newtown Township Board of Supervisors met on Wednesday, September 26, 2007 in the Township meeting room at 8:00 PM. In attendance were Supervisors: Chairman Anne Goren, Vice-Chairman Phillip Calabro, Secretary/Treasurer Jerry Schenkman and Members Thomas Jirele and Richard Weaver. Also present were: Paul Beckert, Township Solicitor, James Watson, Township Engineer and John Boyle, Acting Township Manager.

Call to Order: Chairman Anne Goren called the regular meeting to order at 8:00 PM.

Invocation: The invocation was given by Reverend David Cramp of Newtown United Methodist Church. This was followed by the Pledge of Allegiance.

Changes to the Agenda: Mr. Boyle announced that the Park and Recreation Board report is removed from the agenda, and an additional item, Stuckley vs. Newtown Township, has been added to the Solicitor's report.

Special Actions

Discussion of Regional Traffic Issues and Projects: Mrs. Goren introduced Township Traffic Engineer Matthew Johnston, to give a presentation of regional traffic issues followed by public comment. She said that she would allow one hour for this discussion and comment. Unfortunately, the representative from PennDOT who was to have spoken about the Swamp Road project is unable to attend this evening's meeting.

Jerry Coyle of the Delaware Valley Regional Planning Commission was introduced by Mr. Johnston. Mr. Coyne reviewed the study conducted by a regional traffic task force formed in 2004 by State Representative David Steil and elected representatives of seven municipalities. The study focused on mobility, traffic safety and truck movement. Mr. Coyne referred to maps that identified 16 key roadways. The task force focused on assessment of the roadways, conducting research into safety and operating conditions, looking into opportunities for traffic calming. PennDOT and the Bucks County Planning Commission played an active role in the task force, integrating four ongoing projects into the task force's work:

- Swamp Road Reconstruction
- Traffic Signal Enhancement Initiative
- Lindenhurst Road Traffic Calming
- Stoopville Road Traffic Calming

The task force held 11 meetings and 3 public meetings. Quarry truck

314/377

Attention seemed too focused on the Stoopville Road and Lindenhurst Road traffic calming. The traffic study report only references the "Swamp Road Reconstruction" but does not offer any specifics. He asked that time be given to the residents to have input into the regional traffic study. He strongly suggested reclassification of Swamp Road from an arterial to a collector road.

Mr. Schenkman said that he has requested a 45 day extension, but that has not been granted; it has been indicated that comments made at the October 29, 2007 meeting would be included. He has asked Mr. Johnston to incorporate the public input, including the reclassification of Swamp Road into the regional traffic study. He agreed to keep the public informed on the regional traffic task force.

In response to Mrs. Goren's question, Mr. Coyne said that Swamp Road cannot be treated differently in Newtown if it is an arterial roadway with a posted speed limit of 40 MPH or greater and/or if it does not go through a commercial district. The Community College is not considered a commercial district. Any request for reclassification would have to be approved by the State.

Resident Jay Sensibaugh presented some written suggested alternatives to the roundabouts proposed by Gilmore & Associates to the Board. He also suggested that a vote on the regional traffic task force study be deferred from October 29, 2007 until there has been time for residents and inter-municipal officials to have input. Regarding Swamp Road, he said that traffic calming has not been adequately considered because of its classification as an arterial roadway; it should be designated a collector road. A reclassification would preserve the rural nature of the region.

Mrs. Goren asked Mr. Johnston to take a copy of Mr. Sensibaugh's written material for review.

Resident Nancy Crescenzo said that discussion of Swamp Road and of quarry traffic should include Wrightstown's residents and officials. She urged the Board to strengthen the jointure or there could be quarries in Newtown. Regarding traffic calming on Stoopville Road, she urged the Board to work with the police department on enforcement. She also suggested that a traffic advisory committee, made up of residents, be formed, rather than including traffic issues in the Planning Commission's duties.

Resident Eleanor Lyons urged the Board to institute traffic calming on Swamp Road. She suggested that rather than widening the road, lower the speed limit, address drainage problems and install additional stop signs and pedestrian and horse crosswalks. She suggested an additional entrance to the Community College, and the removal of a Swamp Road reconstruction from the regional traffic task force study. She said that quarry truck traffic is not evenly distributed.

Resident Moe Sood and Mickey Dalsh of Wrightstown presented petitions with over 300 signatures from Newtown and Wrightstown residents asking for traffic calming rather than expanding Swamp Road. Mr. Sood noted that he had requested that some bushes at the Community College be trimmed, and this request had been addressed, improving sight distances greatly. He said that the enrollment at the College has grown

316/377

tremendously, and it causes some traffic difficulties at two different times of the day, for a very short while. He suggested that an additional entrance to the College would alleviate this traffic congestion.

Resident Fred Olweiner of Sawmill Lane thanked the Board for increased police presence in his neighborhood enforcing truck speeds. He questioned why Stoopville is being considered for narrowing for traffic calming but Swamp Road is being proposed for widening.

Mr. Kaufman explained that PennDOT must follow its own guidelines. The Stoopville Road and Lindenhurst Road projects are not PennDOT projects. PennDOT's job is to keep traffic moving; the road widening is to provide for vehicles to pull off of the roadway in the event of a breakdown.

Mr. Johnston explained that PennDOT might not follow its own guidelines in certain circumstances, such as if doing so were cost prohibitive or if it involved preservation of a historic structure. In response to Mr. Jirele's suggestion, Mr. Johnston agreed to research exceptions granted in Bucks County.

Resident Dennis Fisher said that residents would like the Swamp Road reconstruction project deleted from the regional traffic task force report. Residents would like more consideration given to preservation of open space and avoidance of expansion of traffic corridors. He supports the reclassification of Swamp Road as a collector road.

Resident John D'Aprile said that as a resident of Newtown Grant, he is opposed to installation of roundabouts on Stoopville Road. He said that roads must be improved as the area grows and becomes more densely populated. He does not think it is right to tell truck drivers what roads they can take, but would like to see improvement of all roads in Newtown.

Resident Mike Gallagher said that our State representatives should be told how the residents feel about this traffic task force study. He asked which roundabouts are being considered.

Mrs. Goren said that the five locations mentioned are locations where roundabouts would fit.

Mr. Schenkman noted that there is not consensus among Board members in support of the use of roundabouts.

Resident Robert Ciervo said that the intersection of Twining Bridge Road and Swamp Road is very dangerous and should be the first issue addressed when considering improvements. Placing a three-way stop sign at that intersection would make an immediate difference. He also noted that no residents who live near Stoopville Road support roundabouts and all would like reference to them removed from the regional task force study. The only place where a roundabout or traffic circle might be helpful is at the intersection with Washington Crossing Road, which is in Lower Makefield.

Steve Santarsiero, Lower Makefield Township Supervisor, said that he has served on the regional traffic task force. The goal of the task force is the safety of all residents. He agreed that roundabouts on Stoopville Road

317/317

34/86

might not be the best solution. There is some concern about the realigning of Stoopville Road with Washington Crossing Road, creating an expressway, which would have an environmental impact. He would support the reclassification of Swamp Road as a collector road. He said that he is aware that Newtown Borough and Yardley Borough have also requested an extension on the comment period. He would urge DVRPC to grant extensions.

Sue Herman, Lower Makefield Township resident, said that DVRPC has not gotten enough input from residents. She said that she opposes a roundabout at Washington Crossing Road and Stoopville Road and is opposed to any realignment of Stoopville Road. She is opposed to the regional traffic task force study being accepted.

Paul Salvatore of Newtown Borough said that there has been a large increase in car traffic on the regional roadways. There should be better police enforcement and traffic calming for cars as well as for trucks. He said that the different communities should share the traffic burden, rather than address issues on one road, so that other roads become overburdened.

Resident John Solito, president of Nob Hill Homeowners Association, said that Nob Hill residents are not trying to move truck traffic off of Swamp Road; but want all roads to share the burden. There has been an increase in truck traffic in the past year. Swamp Road should be able to take advantage of the same traffic calming measures as are being put into place on Lindenhurst Road.

Mr. Sood urged that Swamp Road reconstruction be removed from the regional traffic task force study.

Mr. Coyne said that the DVRPC recognizes that there are issues with Stoopville Road at Washington Crossing Road. The report tries to address these issues. The report deals in ideas only; it is an opportunity for people to discuss possible solutions to problems of safety and mobility.

Mr. van der Horn asked the Board to pass a resolution to make Newtown's position clear to PennDOT.

Board members agreed that residents' concerns must be brought to the regional traffic task force. The regional traffic task force study will not be approved until Newtown's concerns are included. Of prime concerns are the safety of residents and the even distribution of traffic. Lindenhurst and Swamp Roads should be treated the same.

Because of the large number of residents in attendance to discuss the re-opening of Upper Silver Lake Road, Mrs. Goren announced that this item would be discussed before other agenda items.

Solicitor's Report

Resolution regarding the opening of a portion of Upper Silver Lake Road presently closed to all but emergency vehicles: Mr. Beckert reported that a portion of Upper Silver Lake Road has been closed for a number of years. The Township never took official steps regarding an

318/377

35/86

Brandywine office complex had been planned, to eliminate some business traffic, but the road had never been properly vacated. She also expressed concern that emergency responders from other municipalities have been unaware that the road is closed, causing delays. She had not spoken directly to these emergency responders, but had heard the stories anecdotally.

Mr. Jirela expressed some concern that the reopening had not been properly thought out. He asked for additional information on accidents and safety.

Mr. Weaver agreed that he would want more information on safety before proceeding.

Mr. Jirela said that it would also be important to research what work would need to be done to improve the road to meet Township standards, and whether the developer is in agreement to assume the costs for those improvements.

Resident Barry Hurtzburg, representing Kirkwood Homeowners Association said that his development had been excluded from discussion of the closing of the road, which had been the only access point to 186 homes. Currently the road is filled with debris and not accessible to emergency vehicles. Because the road is not officially closed, it appears on maps and GPS systems, causing confusion. This needs to be addressed.

Mrs. Crescenzo questioned the reason this item was on this evening's agenda, when not all necessary information has been made available.

Mrs. Goren said that she asked that it be included on the agenda because the legality of the road closing must be addressed, and because there had been requests from numerous residents.

Mr. Beckert explained that there is a formal procedure by which roads are closed, and this had never been done for Upper Silver Lake Road. Something must be done. There are three options:

- Open the road and repair any damage
- Vacate the road. For this the Township would have to show cause and petition the courts. If neighbors were to object to the vacating, the Township would have to defend the action.
- Take formal action by ordinance to limit the access to emergency use only.

In response to some public comment, Mr. Jirela said that all of these options should be further investigated. He noted that there are other options for emergency access.

Resident Walter Scott of Upper Silver Lake Road said that the road does appear as closed on GPS systems, and directions show how to go through his neighborhood to avoid the closed road. He said that the angle of the road is greater than 90°.

Resident Joan Biaocchi of 109 Upper Silver Lake Road said that she had

320/377

37/86

previously lived in Kirkwood, and feels that rushing into the reopening of the road is creating animosity among the neighborhoods. It had been her understanding that the road had been closed for safety reasons. At meetings about the Villas there had been some discussion of reopening the road, but she is opposed to this plan because it will increase the incidence of graffiti and underage alcohol and drug use. She objected to the reason for reopening it for emergency access because there is access through Penns Trail.

Mr. Beckert explained that a road cannot be closed as a condition of land development, but must go through certain legal procedures.

Mrs. Goren advocated opening the road by a resolution to remedy the current illegal status of the road. Once opened the Board can investigate whether to permanently close it or address traffic concerns with other measures.

Ms. Biaocchi strongly advocated permanently closing the road. She said that there would be a traffic impact on the community if the road were opened; many of the neighborhood driveways would then enter onto a main thoroughfare. It would be dangerous for children living in the area, as there are no sidewalks.

Resident Elizabeth Bye of Old Frost Lane asked whether the Board had investigated accident reports for that road when it was open. She said that there are no concerns among neighbors about the emergency access; emergency workers are all aware of the closure. There are a number of emergency responders living in the neighborhood. She expressed serious concern for safety of children, bicyclists and motorists on this narrow road.

Resident Sue Iazetti of 107 Upper Silver Lake Road said that she had been promised by Mrs. Goren that she would be notified if this issue were ever to come before the Board of Supervisors.

Mrs. Goren said that the agenda had been advertised and this matter had previously been discussed at a work session. Many residents have requested that the road be reopened.

Mrs. Iazetti said that she is opposed to reopening the road for safety reasons. There had been serious accidents in front of her home. She felt that the Board is rushing into a decision without properly investigating the conditions.

Resident Lawrence Hayner of 43 Vera Avenue urged the Board to leave Upper Silver Lake closed because it is too narrow and has a very sharp right turn. Emergency vehicles have access through Penns Trail.

Resident Linda Scott of 125 Upper Silver Lake Road said that the road had been closed for safety reasons. She felt that the neighbors had not been treated respectfully, in that they had not been notified that this matter would be discussed. She asked that the Board further research the options before making a decision, and that Mr. Schenkman, as a resident of Kirkwood, abstain from voting. She felt that she and her neighbors have lived with the great inconvenience of surrounding construction for a long time and that residents of this neighborhood need to be treated fairly. She

321/377

38/86

questioned the reason that some neighbors have been notified by mail on small matters, but this did not require notification.

Mr. Beckert reviewed the laws regarding notification of Zoning Hearing Board applications. No notification is required by law for this matter.

Mr. Schenkman said that he was unaware of many of the issues brought up by the residents and would support further investigation. His only concern is the Township's liability with the road in its present condition. He agreed with Mr. Jirele that additional information is needed before an informed decision could be made.

Mr. Schenkman withdrew his motion. Mr. Calabro withdrew is second.

Mr. Weaver moved to table discussion of the resolution to open Upper Silver Lake Road until additional information has been presented. Mr. Jirele seconded.

Discussion of motion: Mr. Weaver and Mr. Jirele asked the Township Manager to provide information on emergency access, including information on whether emergency responders from neighboring municipalities are aware of the current road conditions, costs of improvements needed to meet Township standards and whether McGrath developers are agreeable to those costs, what traffic calming might be needed to make the road safe, input from the Planning Commission, and reports on accidents prior to the closing of the road.

Dr. Clervo agreed that the matter should be tabled, but that the road should ultimately remain closed. He also urged the Board to keep residents informed of matters that affect their neighborhoods.

The motion passed unanimously.

Public Comment

Mr. Salvatore announced Newtown Rotary's upcoming Pedals for Progress, which will collect used bicycles to be shipped to third world countries. Collection will take place on the morning of November 3 at the old St. Andrew's Preschool on Sycamore Street. Rotary is asking for a \$10 donation to cover costs of repairs and shipping. Rotary will be donating a dictionary to every third grade student in Council Rock School District. Rotary is also participating in a fundraising coupon book being sold by Council Rock North's choir to raise money for a trip to China. The book will offer coupons for local businesses.

Mr. Salvatore announced that the Newtown Business and Professional Association will hold a Business Expo on October 10 at the NAC. It is hosting a golf outing on September 27 at Makefield Country Club. Its monthly breakfast will be at Chandler Hall on October 23. NBPA is sponsoring a fundraising "sing" at St. Mark's Church featuring choirs on October 27.

Mrs. Crescenzo urged the Board to form a residents' traffic advisory committee rather than leaving traffic matters to the Planning Commission. She complained that some members of the Planning Commission have

322/377

39/86

Members Comments

Minutes Bills Lists and Reports

Reports of Committees Boards and Commissions

The Commission discussed the conditional use application of Newtown Irish Pub at length, and with Chairman Ward recusing himself from discussion, recommended that the applicant consider revisions to the application to address hours of operation and number of seats and parking concerns. The applicant agreed to return for the October 2, 2007 meeting, for further review. Members of the Commission agreed that the proposed

$$323 \overline{) 377}$$

40/86

uses are E-5 and E-6, eating place, with alcohol sales incidental to food sales/restaurant, and that an E-17 Special Exception would not be needed.

The Commission reviewed the Zoning Hearing Board application of Kieffer & Company/Petsmart and would like to point out that throughout the Township, shopping center anchor stores have been permitted larger signs, and there was no objection to Petsmart having a larger sign, especially since the building location is set back from the road, however there was some concern about three signs for the one business at this location. On the Newtown Irish Pub, Commission members agreed that the proposed use is E-5 and E-6 – eating place, with alcohol sales incidental to food sales. There are no E-17 tavern uses in the Township, and the proposed use resembles other restaurants, such as Applebee's, an E-5 use.

The Commission passed the other four Zoning Hearing Board applications without comment.

Historic Architectural Review Board: Chairman Harriet Beckert said that the HARB had agreed to recommend approval of signage for Rockfactory, but is suggesting an index sign, placed to screen the existing PECO box. HARB would suggest two signs on either side of the PECO box.

Business owner Peter Baldes said that he was not aware that the sign was not permitted. He is not sure that the index sign would help his business. In response to questions from the Board he said that there are 5 other businesses in his location.

Mr. Schenkman moved to approve a certificate of appropriateness for signage over door for Rockfactory Ltd., 3 Cambridge Lane. Mr. Jirele seconded and the motion passed unanimously.

Mr. Schenkman moved to deny a certificate of appropriateness for Rockfactory Ltd., 3 Cambridge Lane, for a sign on Sycamore Street, subject to the condition that 2 group signs be allowed near the PECO box. Mr. Jirele seconded and the motion passed unanimously.

Jim Salamone of Cambridge Sound Studios indicated that he would be willing to participate in a group index sign, but asked who would organize the effort.

Mr. Weaver said that the Codes Department would work with tenants.

Mr. Jirele moved to approve a certificate of appropriateness for a wall sign for Cambridge Sound Studios, 1 Cambridge Lane. Mr. Weaver seconded and the motion passed unanimously.

Mr. Weaver moved to approved a certificate of appropriateness for Rite Aid, 1 Ice Cream Alley for the façade. Mr. Calabro seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Weaver moved to approve a certificate of appropriateness for signage for Jules Thin Crust Pizza, 300 North Sycamore Street. Mr. Jirele

$$324/377$$

41/86

seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for signage for Taste of Philly Hand Twisted Pretzels, 250 N. Sycamore Street. Mr. Weaver seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Schenkman moved to approve a certificate of appropriateness for signage for Cosi Café, 280 N. Sycamore Street. Mr. Calabro seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for signage for First Trust Bank, 11 Durham Road subject to the condition that lights on signs other than the ATM lights would be turned off from 10:00PM to 6:00AM.. Mr. Weaver seconded.

Discussion of motion: Mrs. Beckert explained that the signs would be back lit. The ATM drive through signs would have gooseneck lighting. The ATM sign would remain lighted at all times.

Mr. Beckert said that a condition on timing of lights had not been part of the Zoning Hearing Board decision.

The motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Jirele moved to approve a certificate of appropriateness for The Carriage House, 221 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Mr. Jirele moved to approve a certificate of appropriateness for signage for Lang Ski and Scuba, 107-109 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Brian Rounsaville of the Newtown Historic Association showed a sample of the historic marker signage to be placed at various locations throughout the Township and Borough. He thanked the Township Public Works Department, which has installed the stanchions for the signs. A history detective badge program is being initiated for children who visit the various signs.

Mr. Jirele moved to approve a certificate of appropriateness for signage for historic markers at various locations. Mr. Weaver seconded and the motion passed unanimously.

Land Development

Conditional Use – Newtown Irish Pub, 240 N. Sycamore Street: *Mr. Weaver moved to continue the conditional use hearing of Newtown Irish Pub to October 10, 2007. Mr. Calabro seconded and the motion passed unanimously.*

Conditional Use - Bucks County Creamery and Confections, 254 N. Sycamore Street: Mr. Beckert entered the following exhibits:

325/377

42/86

- Exhibit T1 – Advertisement of hearing
- Exhibit T2 – Proof of Advertisement
- Exhibit T3 – Notice to adjacent property owners
- Exhibit T4 – Recommendation of Planning Commission

Attorney Michael Carr represented the applicants.

Christopher Faschetti and Vincent Marinelli were sworn in.

Mr. Carr said that this is an application for an E-6 Eating Place occupying 1200 square feet in building 2B of Goodnoe's Corner Shopping Center. The shop will have 24 seats and 2 to 3 employees. The applicants agree to all conditions of the recommendation of the Planning Commission. Mr. Carr entered the following exhibits:

- Exhibit A1 – Application for Conditional Use plus attachments
- Exhibit A2 – Boucher and James letter dated August 6, 2007.

In response to Mr. Beckert's question, Mr. Marinelli said that there is to be common seating on an upstairs deck. These seats are not included in the 24 seats.

In response to Mr. Jirele's questions, Mr. Marinelli said that there would be no outdoor music. The outdoor seating is not part of his plan, as it is shared common seating with the entire shopping center. He is not sure of the exact number of common seats. He estimated that there would be four tables inside the ice cream shop and possibly four tables upstairs. As part of his lease agreement, he will clean the upstairs deck. There are no dedicated parking spaces and no drive-up window. He would agree to a condition of designating parking spaces for take-out, but had not planned on it. The business name has been changed to "Sweet Pea Creams and Confections".

In response to comments from Mr. Beckert, Mr. Carr said that his firm represents the landlord, who would be agreeable to certain designated 10 minute take-out parking spaces for the shopping center if that were required.

Mr. Schenkman said that he finds that difficult to enforce, and would rather enforce fire lane restrictions.

In response to further questions from Mr. Jirele, Mr. Marinelli said that ice cream would be made on the premises. There would be a maximum of 3 employees. He expects to need about 12 parking spaces, with peak hours between 6:00PM and 10:00PM weekdays and weekends.

Mrs. Crescenzo said that the shared parking plan presented by the shopping center owner is inconsistent with the numbers Mr. Marinelli has estimated. She asked about handicapped elevators to the upstairs deck.

Mr. Jirele said that the restaurant designated a fast food restaurant and is ADA compliant.

Mr. Weaver moved to grant conditional use approval to KLS Ryan LP and Bucks County Creamery Newtown, tenant, 254 North Sycamore Street, to

326/377

43/86

operate an E-6 (Eating Place/Drive In Use) on the following conditions:

1. The use is approved for a E-6 Use for ice cream and confection dining and take out consisting of 1200 square feet of demised premises and 24 interior seats.
2. The owner/tenant shall provide a screened trash storage area.
3. The owner/tenant shall provide trash receptacles outside the restaurant.
4. The maximum number of employees is 3, the average is 2.
5. The hours of operation are 10:00 a.m. to 10:00 p.m., seven days a week.
6. No hazardous, flammable or explosive materials shall be stored or used in the building.
7. All loading or unloading of deliveries by tractor trailer or similar sized vehicles shall be at off hours between 10:00 p.m. and 8:00 a.m. and no deliveries of any type shall take place along Sycamore Street or Durham Road.
8. No noxious or hazardous impact shall be generated by the uses proposed.
9. Parking is found to be adequate for the use.
10. The conditional use criteria pursuant to 1301.B. of the JMZO are met by the proposed use.
11. The tenant shall submit a true and correct copy of the lease.
12. All signage shall meet Township sign requirements and a Certificate of Appropriateness shall be secured for all signage.
13. All façade and exteriors shall be subject to review and comment by the Historic Architectural Review Board and any dispute shall be resolved by the Board of Supervisors.
14. All conditions of final land development, variances and previous conditional use approvals for KLS Ryan shall be incorporated herein.
15. Outside deck seating shall be common to the entire center and shall not be deemed part of the demised premises.
16. No loud noise shall be generated on site and no music shall be permitted to be audible from the premises.
17. The premises shall be ADA compliant.
18. All review fees shall be paid.

Mr. Jirele seconded and the motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Weaver moved to close the conditional use hearing. Mr. Schenkman seconded and the motion passed unanimously.

Reports of Officials

Manager: Mr. Boyle read the following statement into the record:

"Mockenhaupt Associates has provided the 2008 Minimum Municipal Obligation reports for the Police Pension Plan, Firefighters Pension Plan and non-uniformed Employees Pension Plan. It is required by the State Auditor General that the report be submitted to and read into the minutes by a member of the Board of Supervisors by September 30, 2007.

Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Police Pension Plan will be \$488,207.

327/377

44/86

Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Firefighters Pension Plan will be \$105,271.

Financial requirement and the 2008 Minimum Municipal Obligation for the Newtown Township Non-uniformed Employees' Pension Plan will be \$257,179.*

Bid Award – Infield Rebuild – Field #4 – Helen Randle Park: Mr. Weaver moved to accept the bid of Superior Turf & Landscaping for rebuilding of field #4 at Helen Randle Park in the amount of \$23,931.24. Mr. Schenkman seconded and the motion passed unanimously.

Solicitor's Report: Mr. Weaver moved to authorize advertisement of an ordinance revising the Subdivision and Land Development Ordinance relating to the requirement to provide historic resources impact study. Mr. Schenkman seconded and the motion passed unanimously.

Mr. Weaver moved to authorize advertisement of JMZO 2007-04, rezoning 37 acres of the Woll Tract from POS to EIR. Mr. Calabro seconded and the motion passed 4-1, with Mr. Jirela voting nay.

Mr. Weaver moved to authorize advertisement of an ordinance amending Newtown Township's Traffic Ordinance to provide a four-way stop sign at North Drive and Sequoia Drive. Mr. Calabro seconded.

Discussion of motion: Mr. Watson said that a blinking light could be used to alert motorists of the new sign. If the lights bother nearby residents, signage alerting to a stop sign ahead could be used. These devices could remain in place for up to one year.

The motion passed unanimously.

Mr. Beckert informed the Board that the sellers of the Acme site, Elliott Builders, are in Chapter 11 Bankruptcy proceedings. To effectuate purchase of the property, a motion would be needed to enter into an agreement to purchase. Such agreement would be subject to the Bankruptcy Court approval.

Mr. Weaver moved to authorize Newtown Township officials to execute and agreement to take all steps necessary to effectuate purchase of the Acme site. Mr. Schenkman seconded.

Discussion of motion: Mrs. Crescenzo reviewed the history of the Acme site, noting that a committee of residents had recommended that the site be used for a community center. She said that the Township should not purchase the property, but should allow the current owners to sell it. She continued to request a community center.

The motion passed unanimously.

Mr. Beckert reviewed the following Zoning Hearing Board applications:

- Darren and Lori Aita – 16 Millstone Drive
- Michael Burns – 35 Crittenden Drive

328/377

45/86

- Richard and Trisha Brandimarte – 1 Thornbury Lane
- Così Café – 104 Pheasant Run

The Board passed on these applications without comment.

Mr. Beckert reviewed the application of Newtown Irish Pub, noting that the applicant has applied for a special exception for an E-17 tavern use. The planning Commission and the Zoning Officer reviewed this application and felt that the proposed use was an E-5 eating place, and that E-17 use approval is not needed, as the sale of alcohol is incidental to the sale of food. At this point, the application still appears on the Zoning Hearing Board agenda.

Mr. Jirele moved to oppose this application, pending the conditional use hearing. Mr. Schenkman seconded.

Mr. Fisher said that the Planning Commission had asked this applicant to return with additional information before a recommendation would be made.

The motion passed 4-0-1, with Mrs. Goren abstaining.

Mr. Beckert reviewed the Kieffer & Company/Petsmart application.

Mr. Jirele said that he would like this applicant to come to a work session to discuss the proposed signage, or if not, to send the solicitor to oppose the application.

Mrs. Goren said that she is not opposed to the signage if it is similar to that of the Petsmart at Oxford Valley Road. This store is set back from Eagle Road, so should be given some additional consideration.

Mr. Schenkman agreed that the applicant should be invited to a work session to discuss the signage.

Mr. Jirele moved to invite the applicant to a work session to discuss the signage, or if not, to send the solicitor to oppose the application. Mr. Schenkman seconded.

Discussion of motion: Mr. Fisher said that the Planning Commission questioned the need for three outdoor signs, when there is only one entrance to the store, but did not object to the larger sign for the anchor store in the shopping center.

The motion passed 4-1, with Mrs. Goren voting nay.

Mr. Beckert informed the Board that Carol Stuckley, along with other parties who had joined the Holt validity challenge before the Zoning Hearing Board has filed an action in mandamus in the Court of Common Pleas of Bucks County. Joined as defendants are Newtown Township, Upper Makefield Township and Newtown Township Zoning Hearing Board.

Mr. Jirele moved to authorize the solicitor to defend the position of the

329/377

46/86

Township. Mr. Weaver seconded and the motion passed unanimously.

Engineer's Report: Mr. Jirele moved to authorize signing of Mylars for Lang Ski and Scuba 107-109 N. Sycamore Street. Mr. Weaver seconded and the motion passed unanimously.

Mr. Schenkman moved to authorize escrow release for Newtown Walk in the amount of \$179,794.62. Mr. Calabro seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for the Villas in the amount of \$182,579.05. Mr. Calabro seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for Blacksmith 161 in the amount of \$43,880.47. Mr. Jirele seconded and the motion passed unanimously.

Mr. Weaver moved to authorize escrow release for Delancey Court in the amount of \$150,463.80. Mr. Calabro seconded and the motion passed unanimously.

Public Comment: Mrs. Crescenzo asked the Board to address attendance at meetings by Planning Commission members.

Mr. Jirele said that this is a matter for discussion at executive session.

Mrs. Crescenzo asked whether the Board would be appointing two new members to the Environmental Advisory Council.

Mr. Schenkman said that there have been no applicants for the opening. He suggested that the opening be placed on the Township Web site.

In response to Mrs. Crescenzo's request that a residents' traffic advisory committee be formed, Mr. Schenkman said he would prefer to discuss this at a work session.

Mr. Jirele said that he is not sure that a committee is necessary, but perhaps a change in the current method of addressing traffic concerns should be investigated.

Without objection the meeting adjourned at 2:05 AM.

Respectfully Submitted:

Mary Donaldson, Recording Secretary

Attest:

John Boyle, Acting
Township Manager

Anne Goren, Chairman

330/377

47/86

Phillip Calabro, Vice-
Chairman

Jerry Schenkman,
Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

331/377

48/86

**PETITIONS
BY
SWAMP ROAD RESIDENTS GROUP**

SEPTEMBER 2007

PETITIONS CONTACTS

Moe Sood, Colonial Commons, Newtown

Mickey Darrah, Wrightstown

John Selitto, Nob Hill, Newtown

Nina Gilmartin, Rushland

**SWAMP ROAD COMMUNITIES
DIFFERENT BUT UNITED FOR A
SAFER AND BETTER PLACE TO LIVE**

332/377

49/86

To whom it may concern,

This booklet contains petitions that have been signed by hundreds of residents that live along Swamp Road in Newtown and Wrightstown. Residents wish to express their displeasure and disappointment with PennDOT's plan for widening Swamp Road.

Although the petitions from each community may present slight differences in their suggested solutions to the issues, all have common threads that bind the homeowners together. That is safety of residents and drivers, excessive speed that would result from a wider and straighter road, and the destruction of quality of life that homeowners are already starting to experience due to the tremendous number of quarry trucks twenty-four hours a day!

All of the homeowners that have signed these petitions are trusting that their elected officials will take the time to stop and listen to their cries for help and will evaluate the impact the PennDOT proposed plan will have on the community and the quality of their personal lives as they raise their families along this country roadway.

Thank you for taking the time to look through this booklet and for appreciating the impact this proposed plan will have on each and every one of the families living on or near this country roadway.

Respectfully submitted by the members of the Swamp Road Residents Group

333/377

50/86

**Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer**

A) This petition and recommendations is limited to the portion of the Swamp Road between route 413 and Worthington Mill Road.

B) Petitioners are also working with residents in other Swamp Road communities to adopt a larger Swamp Road community view which includes fair distribution of traffic on all roads.

C) Petitioners are opposed to 2007 Pendot proposal as well as the proposal in the 2002 Urban Engineers Study for increasing the CAPACITY of Swamp Road by widening it. Swamp Road encompasses residential neighborhoods and a college in a rural setting. Except for a few brief rush periods, Swamp Road is under utilized and free of traffic congestion. Thus increasing the capacity either per the Pendot proposal or per the Urban Engineers proposal is not justified.

D) The key problem on Swamp Road is LACK OF SAFETY DUE TO HIGH TRAFFIC SPEED. The speed is unsafe for children in residential neighborhoods along side Swamp Road. The speed is also unsafe for the traffic mix that consists of large trucks, college students, residents, and pets.

E) Petitioners are petitioning to RIGHT SIZE the improvement project and save tax payer dollars. With detailed first hand knowledge of the traffic patterns, the petitioners are proposing FIVE LOW COST IMMEDIATE ACTIONS. These actions are sufficient to improve safety on the Swamp Road between highway 413 and Worthington Mill Road.

1. Add 4-way stop at the entrance to Colonial Commons. This will reduce traffic speed and make the road safer. It will also allow College and Colonial Commons people in cars as well as on foot to exit on to and cross Swamp Road safely and in reasonable time.

2. Add a stop sign on Swamp Road at the Twining Bridge intersection to eliminate the safety risk posed by the lack of sufficient sight distance.

3. Retain the 4-way stop at Worthington Mill Road.

4. Remove the landscape bushes on the college property that obstruct the view of drivers exiting the college from the entrance across from Colonial Commons entrance.

5. Add a new third entrance to the college down the hill from the entrance to Colonial Commons towards the end of the college property. This would streamline the flow of car and pedestrian traffic and improve student safety inside the college. It will also reduce congestion at the Colonial Commons entrance.

Signature Page 1

1	Moe Sood	Moe Sood	6/6/07
2	Jim Luch	James Luch	6/7/07
3	Mary Lisan	Mary Lisan	6/6/2007
4	Sonja Lengal	Sonja Lengal	6/13/07
5	Judy Harvey	Judy Harvey	6/6/07
6	GENE BUKOWSKI	Gene Bukowski	6/6/07
7	TRISH BUKOWSKI	Trish Bukowski	6/6/07
8	SARAH BUKOWSKI	Sarah Bukowski	6/6/07
9	Paula Teixeira	Paula Teixeira	6/6/07
10	Isabel Teixeira	Isabel Teixeira	6/6/07
11	PAUL ARNOLD	Paul Arnold	6/6/07

334/377

5/86

Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 2

	Name	Signature	Date
12	JEFFREY HARVEY	JEFFREY HARVEY	06-06-07
13	Jodi Arnold	Jodi Arnold	6-06-07
14	Rupal Patel	Rupal Patel	06/06/07
15	Jignesh Patel	Jignesh Patel	06/06/07
16	Aerind Patel	Aerind Patel	06/06/07
17	Nikhil Patel	Nikhil Patel	06/06/07
18	Meena Patel	Meena Patel	06/06/07
19	Mark W Goldman	MARK W GOLDMAN	6/6/07
20	Jared Rapoport	Jared + Rapoport	6/6/07
21	DONNA RAPAPORT	DONNA J. RAPAPORT	6-6-07
22	Alyssa Rapoport	Alyssa Rapoport	6-6-07
23	John Miernicki	John Miernicki	6-6-07
24	Glendolyn Newmuir	Glendolyn Newmuir	06-06-07
25	Philip S. Newmuir	Philip S. Newmuir	6-6-07
26	Philip Newmuir, Jr.	Philip Newmuir, Jr.	6-6-07
27	Jonathan Newmuir	Jonathan Newmuir	6-6-07
28	Trilee S Killman	Trilee S Killman	6-6-07
29	Donna Ford	Donna Ford	6-7-07
30	Martin Lison	Martin Lison	6-7-07
31	Yelena & Leon Shumyak	Yelena & Leon Shumyak	6/7/07
32	Lena Fuma	Lena Fuma	6/7/07
33	John Fuma	John Fuma	6/7/07
34	Salvatore LaMantia	Sal LaMantia	6/7/07
35	Amy LaMantia	Amy LaMantia	6/7/07
36	GARY L. STANLEY	GARY L. STANLEY	06/07/07
37	PAMELA S. STANLEY	PAMELA S. STANLEY	06/07/07
38	Robin W. Kluck	Robin W. Kluck	6/7/07
39	Terry Kluck	Terry Kluck	6/7/07
40	Jessica Kluck	Jessica Kluck	6/7/07
41	GREGORY J. GORLEY	GREGORY J. GORLEY	6-7-07
42	Susan B. Gilly	Susan B. Gilly	6-7-07
43	Gary J. Gilly	Gary J. Gilly	6-7-07
44	R. Gilly	R. Gilly	6-7-07

335/377

52/86

Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Whitely M.

Signature Page 3

	Printed Name	Signature	Date
45	Robert Skillman	Robert Skillman	6/6/07
46	Tony DiBartolo	Tony DiBartolo	6-7-07
47	Ross DiBartolo	Ross DiBartolo	6-7-07
48	Rachel DiBartolo	Rachel DiBartolo	6-7-07
49	Anne DiBartolo	Anne DiBartolo	6/7/07
50	Serley Murychichin	S. Murychichin	6/7-07
51	Natalia Murychichin	S. Murychichin	6/7-07
52	Rosina Murychichin	S. Murychichin	6.7.07
53	Maria Kulczytzky	Maria Kulczytzky	6-7-07
54	Andrew Kulczytzky	Andrew Kulczytzky	6-7-07
55	Anastasia Kulczytzky	Anastasia Kulczytzky	6-7-07
56	Amanda McCauley	Amanda McCauley	6-7-07
57	Lorie Morrell	LORIE MORRELL	6-7-07
58	WALTER MORRELL	Walter Morrell	6-7-07
59	Robert Morrell	Robert Morrell	6-7-07
60	Diane Morrell	Diane Morrell	6-7-07
61	Stephanie Arnold	Stephanie Arnold	6-7-07
62	Don Arnold	Don Arnold	6-7-07
63	Lisa Lieberman	Lisa Lieberman	6-7-07
64	Don Farney	Don Farney	6/7/07
65	ROSEAN SCHMIDT	Rosean Schmidt	6-7-07
66	HOWARD WOOD	Howard Wood	6/7/07
67	CHARLES SCHMIDT	Charles Schmidt	6-7-07
68	ANNA MARIE SCHMIDT	Anna Marie Schmidt	6/7/07
69	LORRAINE MCGEE	Lorraine McGee	6-7-07
70	SUZANNE GENTILE	Suzanne Gentile	6-7-07
71	ANTHONY GENTILE	Anthony Gentile	6-7-07
72	STEVEN GENTILE	Steven Gentile	6-7-07
73	CHRISTINE GENTILE	Christine Gentile	6-7-07
74	DAVID GENTILE	David Gentile	6-7-07
75	MICHAEL GENTILE	Michael Gentile	6-7-07
	ALICE RUDIS	Alice Rudis	6-7-07
77	THOMAS BRIDFIELD	Thomas Bridfield	6-7-07

336/377

53/86

Swamp Neck Improvement Project
Participation by Citizens Committee
Agreement Increasing the Capacity of Swamp Neck
for Reducing Speed to Half Swamp Rd. Speed

78.	Jay B. Lieberman	JAY B. LIEBERSON	6/7/07
79.	O. P. Flint	O. P. FLINT	6/7/2007
80.	Monica Flint	MONICA FLINT	6/7/07
81.	Carol Kaplan	Carol Kaplan	6/7/2007
82.	John McMenamin	John McMenamin	6/7/07
83.	John McMenamin	John McMenamin	6/7/07
84.	Dennis C. Eag	Dennis C. Eag	6/2/07
85.	Catherine A. Eag	Catherine A. Eag	6/7/07
86.	Carolyn Rappaport	Carolyn Rappaport	6/7/07
87.	Cindy Cohen	Cindy Cohen	6/2/07
88.	Robin Miller	Robin Miller	6/7/07
89.	Cliff Miller	Cliff Miller	6/7/07
90.	David Miller	David Miller	6/7/07
91.	Gemma Miller	Gemma Miller	6/2/07
92.	Deena Miller	Deena Miller	4/4/07
93.	Kathy Cokenakes	Kathy Cokenakes	6/7/07
94.	Michael COKENAKES	Michael Cokenakes	6/7/07
95.	George Cokenakes	George Cokenakes	6/7/07
96.	Stephanie Cokenakes	Stephanie Cokenakes	6/7/07
97.	PAUL BONDY	Paul Bondy	6/7/07
98.	Mike Contry	Mike Contry	6/7/07
99.	Sandy Basseches	Sandy Basseches	6/7/07
100.	Kali Biernbaum	Kali Biernbaum	6/8/07
101.	Rita Forrest	Rita Forrest	6/8/07
102.	Robert Forrest	Robert Forrest	6/8/07
103.	REX FORT NEEL RUSSELL	R. FORT NEEL RUSSELL	6/8/07

104	Cooper	Cooper Robb	6-10-07
105	Karl Carter	Karl CARTER	6-10-07
106	Andrea Bierbaum	ANDREA BIERBAUM	6-10-07
107	Harry Bierbaum	HARRY BIERBAUM	6-10-07
108	Paul Losch	Paul Losch	6/10/07
09	Lynn Losch	Lynn Losch	6/10/07

Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

6

Signature Page 4

	Printed Name	Signature	Date
10	78 Elizabeth Lesbowitz	Elizabeth Lesbowitz	6/7/07
11	79 Eileen MACK	Eileen M Mack	6-7-07
12	80 LEAN MELAMUD	Lean Melamud	6-7-07
13	81 RITA MELAMUD	Rita Melamud	6-7-07
82			
83			
84			
85			
86			
87			
88			
89			
90			
91			
92			
93			
94			
95			
96			
97			
98			
99			
100			
101			
102			
103			
104			
105			
106			
107			
108			
109			
110			

339/377

56/86

⑦

Swamp Road Improvements Project
 Petition By Colonial Commons Residents
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 7

No.	Name	Signature
114	Phyllis Sambar	Phyllis Sambar
115	Nile Sambar	Nile Sambar
116	Will Sambar	Will Sambar
117	Jim Seamans	James Seamans
118	Donna Seamans	Donna Seamans
119	Jiansheng Gong	Jiansheng Gong
120	Renyue Kong	Renyue Kong
121	JOSEPH F. KORN	Joseph F. Korn
122	ANN F. KORN	Ann F. Korn
123	CAROLYN A. DRYZGA	Carolyn A. Dryzga
124	Anthony S. Pachuta	Anthony S. Pachuta
125	DEBORAH G. PACHUTA	Deborah G. Pachuta
126	William B. Smigo	William B. Smigo
127	Theresa Smigo	Theresa Smigo
8	Taylor Smigo	Taylor Smigo
129	Billy Smigo	Billy Smigo
130	Alex Smigo	Alex Smigo
131	MAHENDRA MODY	Mahendra Mody
132	Kalpana Mody	Kalpana Mody
133		
134		
135		
136		
137		
138		
139		
140		
141		
142		
143		
144		
145		
146		

340/377

57/86

Swamp Road Improvement Project
Petition By Colonial Community Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 5

	Printed Name	Signature	Date
33	111 William L. Forsthofer	<i>William L. Forsthofer</i>	June 9, 2007
34	112 Allen Shumaker	<i>Allen Shumaker</i>	6/11/07
35	113 Vikas Sood	<i>Vikas Sood</i>	6/13/07
114			
115			
118			
117			
118			
119			
120			
121			
122			
123			
124			
125			
128			
127			
128			
129			
130			
131			
132			
133			
134			
135			
136			
137			
138			
139			
140			
141			
142			
143			

341/377

58/86

Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 7

	Printed Name	Signature	Date
136	Robert L. Woodhead	Robert L. Woodhead	8/4/07
137	Ken Leibowitz	Ken Leibowitz	8/4/07
138	Todd Kunkel	Todd Kunkel	8/16/07
139			
140			
141			
142			
143			
144			
145			
146			
147			
148			
149			
150			
151			
152			
153			
154			
155			
156			
157			
158			
159			
160			
161			
162			
163			
164			
165			
166			
7			
168			

342/377

59/86

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer
Provide Shoulders To Make The Road Safer

- A) This petition and recommendations is limited to the portion of the Swamp Road between Twining Bridge Road & Davis Feed Mill.
- B) Petitioners are also working with residents in other Swamp Road communities to adopt a larger Swamp Road community view which includes fair distribution of traffic on all roads.
- C) Petitioners are opposed to 2007 Pendot proposal as well as the proposal in the 2002 Urban Engineers Study for increasing the CAPACITY of Swamp Road by widening it. Except for a few brief rush periods, Swamp Road is under utilized and free of traffic congestion. Thus increasing the capacity either per the Pendot proposal or per the Urban Engineers proposal is not justified. Instead the integrity of the country road needs to be retained.
- D) The key problem on Swamp Road is LACK OF SAFETY DUE TO HIGH TRAFFIC SPEED AND LACK OF SHOULDERS. The speed is unsafe for children in residential neighborhoods along side Swamp Road. The speed is also unsafe for the traffic mix that consists of large trucks, college students, residents, horse back riders, and pets.
- E) Petitioners are petitioning to RIGHT SIZE the improvement project and save tax payer dollars. With detailed first hand knowledge of the traffic patterns, the petitioners are proposing the following LOWER COST ACTIONS for improving safety on the Swamp Road.
1. Provide a 4 foot paved shoulder on one side of the road that will have the least impact on people's homes.
 2. Add a stop sign on Swamp Road at the Twining Bridge intersection to eliminate the safety risk posed by the lack of sufficient sight distance and calm the traffic.
 3. At the horse farm, add a new horse crossing. The crossing should have a traffic signal that can be activated by people either riding or walking the horses.
 4. Retain the 4-way stop at Worthington Mill Road.
 5. Retain the current roadway design including the stop signs at Penn Park and Mill Creek Roads.

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill...
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer
Provide Shoulders To Make The Road Safer

Signature Page 1

Number	Printed Name	Signature	Date	Address
1	Steven Young	[Signature]	8/5/07	Holbrook PA
2	Andrea Gorman	[Signature]	8-5-07	Emmets Lake
3	Elaine Young	[Signature]	8-5-07	Holbrook PA
4	Thayne Scott	[Signature]	8-5-07	Landis, PA 17446
5	BLAIR KIRSHNER	[Signature]	8-5-07	Holland, PA 17166
6	MARY COSMO	[Signature]	8/5/07	1000 Swamp Rd
7	MIKE COSMO	[Signature]	8/5/07	1000 Swamp Rd
8	Brittany Valle	[Signature]	8/5/07	147 Spring Ave, Holland
9	CALEB MEYER	[Signature]	8/5/07	625 Swamp Rd, Newburg
10	Joan Miller	[Signature]	8/5/07	123 Swamp Rd, Newburg
11	Katherine Shinn	[Signature]	8/5/07	Katherine Shinn
12	John Shinn	[Signature]	8-5-07	625 Swamp Rd.
13	Ken Cook	[Signature]	8-5-07	605 Swamp Rd
14	Jane Cook	[Signature]	8-5-07	605 Swamp Rd
15	SCOTT ASHLEY	[Signature]	8-5-07	1405 Hamilton Trenton NJ
16	Patty Pershore	[Signature]	8-5-07	1833 Zitter Ave Bristol PA 19007
17	Pauline Peterson	[Signature]	8-5-07	913 Second St. Trenton, NJ 08611
18	JAMES H. TRAPP	[Signature]	8-6-07	FAIRLESS HILLS PA 15030
19	Gene DARRAH	[Signature]	8-6-07	454 SWAMP RD Wrightstown
20	Maryanne E. Wierman	[Signature]	8-7-07	1085 Reading Dr. Haverly PA 17667
21	TINA M. RAISITO	[Signature]	8-7-07	1085 Reading Dr. Haverly PA 17667
22	MICKEY DARRAH	[Signature]	8/7/07	454 Swamp Rd
23				
24				
25				

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 2

Line #	Name	Signature	Date	Address
26	DEE RUSSELL	[Signature]	8/3/07	
27	Theresa Ungarini	[Signature]	8/3/07	217 DORRANCE ST Bristol PA 19007
28	Lisa Goscinsky	[Signature]	8/4/07	Wrightstown, PA
29	Lynn Brumwell	[Signature]	8/4/07	114 Walker Rd Washington Crossing PA
30	Flora Darling	[Signature]	8/4/07	NJ
31	Lynn Brumwell	[Signature]	8/4/07	114 Walker Rd Washington Crossing PA
32	Wanda Bishop	[Signature]	8/4/07	234 Landon Ave Philadelphia
33	[Signature]			
34	Douglas Bishop	[Signature]	8/4/07	234 Garden Ave Horist n
35	Cynthia Sharp	[Signature]	8/4/07	441 Worthington Mill Rd Richboro PA
36	Jane Tyson	[Signature]	8/4/07	3224 Manor Rd. Huntingdon PA 19006
37	Cindy DeKraft	[Signature]	8-4-07	621 Atkinson Ln Langhorne, PA 19047
38	Nick Olivierij	[Signature]	8-4-07	Witley, NJ.
39	Steve Gold	[Signature]	8/4/07	9511 Kline Rd Richboro PA 19004
40	Janet Clark	[Signature]	8/4/07	415 Finkle Ave Hamilton, OH 45006
41	Wanda Litz	[Signature]	8/4/07	1304 Magnolia Ave Gwynedd PA 19021
42	Tabitha LaPrati	[Signature]	8/4/07	3742 Walnut St Allentown, PA 18104
43	Corrie McGarry	[Signature]	8/3/07	1000 N Levittown PA 19056
44	[Signature]	[Signature]	8-5-07	451 Swamp Rd Newtown PA 18940
45	Mary Lloyd	[Signature]	8-5-07	223 800th St Bristol PA 19026
46	Nikki Yager	[Signature]	8/5/07	633 Cedar St
47	Penelope Dixon	[Signature]	8/5/07	730 Cypress Rd Warrington Pa 18974
48	Robert Peirce	[Signature]	8/5/07	1832 Grant Ave. Phila. Pa
49	BRAND Mcnair	[Signature]	8/5/07	1590 East Eber Ave PA 19115
50	Karen Young	[Signature]	8/5/07	286 Newbold S. PA

345/377

62/86

Swamp Road Improvements Project
 Petition By Residents From Twining Bridge To Davis Feed Mill
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 3

	Printed Name	Signature	Date	Address
51	Dobbie Litz		8-4-07	Croydon PA
52		Tom Litz	8-4-07	1304 Magnolia Ave Croydon
53	Jennifer Musil		8-5-07	937 Penn Park Rd
54	Bob Krystofolski		8-5-07	30 SHILTON LANE LANGHORNE
55	John Hummel		8-5-07	1300 Magnolia Ave Croydon
56	Jennifer Litz		8-5-07	722 ^{6th St} Croydon
57	Linda Shaffer		8-7-07	1207 Magnolia Ave
58	Vito Carona		8-7-07	2349 Bowman Ave
59	Dorothy Carona		8-7-07	2341 Bowman Ave
60	ESTELA FARRAH		8-7-07	Shilp Rd, Weymouth
61				
62				
63				
64				
65				
66				
67				
68				
69				
70				
71				
72				
73				
74				
75				

346/377

63/86

Swamp Road Improvements Project
Petition By Residents From Twining Bridge To Davis Feed Mill
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Signature Page 5

	Signature	Date	Address
101	JAMES Barry	8/6/07	125 Rockwood Rd #41 Trenton NJ 08645
102	[Signature]		
103	Dan Stastin	8/7/07	Russell, NJ
104	Sieglinde Becker	8/7/07	250 Oakleaf Road Princeton, NJ
105	Antonio Fianco	8-7-07	Princeton, NJ
106	David Weiss	8-6	Princeton, NJ
107	CYNTHIA BECKER	8-7-07	Princeton, NJ
108	Shannon Langhaus	8/7/07	Wrightstown, NJ
109			
110			
111			
112			
113			
114			
115			
116			
117			
118			
119			
120			
121			
122			
123			
124			
125			

348/377

65/86

Swamp Road Improvement Project Nob Hill Homeowners Association Petition

We, the undersigned residents of Nob Hill Homeowners Association, wish to express our dissatisfaction with PennDOT's proposed plan to increase the lane and shoulder widths of Swamp Road to over forty (40) feet as well as other proposed road changes that we believe will result in increased vehicle speed, commuter traffic and quarry truck volume.

We support any and all efforts by local municipalities, County and State elected officials and planning commissions that will distribute the volume of quarry trucks equally between Lindenhurst, Stoopville, and Swamp Roads, as well as Route 413, and thereby improve the quality of life issues currently impacting residents of the Nob Hill Development.

Efforts to introduce traffic calming measures onto Swamp Road that result in lower vehicle speeds are supported. We also encourage PennDOT to take Tyler State Park land and not Nob Hill common ground into consideration for any road widening that does take place.

RESIDENT'S NAME (Printed)	STREET ADDRESS (Newtown-PA)	RESIDENT'S SIGNATURE	DATE SIGNED
1. Dawn Paralis	6 Colonial Dr.	Dawn Paralis	7/25/07
2. Barbara Lansing	6 Colonial Dr.	Barbara Lansing	7-25-07
3. Ellis Katz	7 Colonial Dr.	Ellis Katz	7/25/07
4. Jackie Katz	7 Colonial Dr.	Jackie Katz	7/25/07
5. Linda Jagard	1 Colonial Dr.	Linda Jagard	7/29/07
6. Ann Barth	1 Colonial Dr.	Ann Barth	7/29/07
7. Peter Dufford	1 Colonial Dr.	Peter Dufford	7/29/07
8. Trudy Tuckers	34 Colonial Dr.	Trudy Tuckers	7/29/07
9. Trudy J. Tuckers	34 Colonial Dr.	Trudy J. Tuckers	7/29/07
10. Denms Fisher	43 Colonial Dr.	DENMS FISHER	7/29/07
11. Karen A Fisher	43 Colonial Dr.	DENMS FISHER KAREN	7/29/07

349/377

66/86

12. Serge Stawsky	83 Colonial Dr.	Serge Stawsky	7/29/07
13. Melody Stawsky	83 Colonial Dr.	Melody M. Stawsky	7/29/07
14. Carol Parthius	91 Colonial	Carol A. Parthius	7/29/07
15. Chris Rupp	6 Pennsylvania	Chris Rupp	7/29/07
16. Don Pagan	6 Pennsylvania	Don Pagan	7/29/07
17. Steven Appel	1 Pennsylvania	Steven Appel	7/29/07
18. Debbie Appel	1 Pennsylvania	Debbie Appel	7/29/07
19. Anne Santiago	137 Colonial	Anne Santiago	7/29/07
20. Miguel A. Santiago	137 Colonial	Miguel A. Santiago	7/29/07
21. Alvin H. Sica	155 Colonial	Alvin H. Sica	7/29/07
22. Don Pagan	155 Colonial	Don Pagan	7/29/07
23. Ken Ambis	176 Colonial	Ken Ambis	7/29/07
24. Gene Santarosa	140 Colonial	Gene Santarosa	7/29/07
25. Mike Fisher	122 Colonial	Mike Fisher	7/29/07
26. Lynn Wasson	135 Pennsylvania	Lynn Wasson	7/29/07
27. Matt Wasson	135 Pennsylvania	Matt Wasson	7/29/07
28. Joe Scarpa	13 Colonial	Joe Scarpa	8/6/07
29. Maribel Scarpa	13 Colonial	Maribel Scarpa	8/6/07
30. Frank S. Guerin	29 Colonial	Frank S. Guerin	8/6/07
31. Les A. Proby	51 Colonial	Les A. Proby	8/6/07

STREET ADDRESS	STREET ADDRESS	STREET ADDRESS	STREET ADDRESS
32 Paula M. White	71 Colonial Dr	Paula M. White	8/6/07
33 Jeff Naticchia	86 Colonial Dr	Jeff Naticchia	8/6/07
34 Jessica Vilella	90 Colonial Dr	Jessica Vilella	8/6/07
35 Carlos Vilella	90 Colonial Dr	Carlos Vilella	8/6/07
36 Winston Smith	98 Colonial Dr	Winston Smith	8/6/07
37 Michael J. Smith	98 Colonial Dr	Michael J. Smith	8/6/07
38 Alan Jones	122 Colonial Dr	Alan Jones	8/7/07
39 Susan M. Lyons	173 Colonial Dr	Susan M. Lyons	8/8/07
40 Jeff Pasqua	155 Colonial Dr	Jeff Pasqua	8/10/07
41 Jeff Lyons	173 Colonial Dr	Jeff Lyons	8/10/07
42 LERTA TUCKER	158 Colonial Dr	LERTA TUCKER	8/10/07
43 Seneca	158 Colonial Dr	Seneca	8/10/07
44 GINA V. FORD	126 Pleasant Dr	GINA V. FORD	8/10/07
45 J. L. FORD	126 Pleasant Dr	J. L. FORD	8/10/07
46 David + Helen Gallagher	84 Colonial Dr	David + Helen Gallagher	8/6/07
47 Maria Calaisa	80 Colonial Dr	Maria Calaisa	8/6/07
48 Mark Cord	72 Colonial Dr	Mark Cord	8/6/07
49 Don + Kelly	72 Colonial Dr	Don + Kelly	8/6/07
50 DAVID KORNSTEIN	80 Colonial Dr	DAVID KORNSTEIN	8/6/07
51 MARY ANNE HARTNETT-KONASBERG	52 Colonial Dr	MARY ANNE HARTNETT-KONASBERG	8-06-07

351/377

68/86

Page	Name	Address	Phone	Date
57.	John Lundberg	12 Colonial Dr	527/16	8/1/07
58.	Donna Benihan	12 Colonial Dr	Donna Benihan	8/1/07
59.	Laurie Selitto	57 Colonial Dr	Laurie Selitto	8/1/07
60.	John A. Selitto	57 Colonial Dr	John A. Selitto	8/1/07
61.	Kathleen Barbato	65 Colonial Dr	Kathleen Barbato	8/1/07
62.				
63.				
64.				
65.				
66.				
67.				
68.				
69.				
70.				
71.				

This page cut off these names at top

52.	James Lundberg	52 Colonial Dr.	8/6/2007
53.	Barry Levy(?)	20 Colonial Dr.	8/6/07
54.	Klara Levy	"	8/6/07
55.	Domenic Beatite	2 Colonial Dr.	8/6/07

→ They appear on next page

RESIDUAL NAME	STREET ADDRESS	PHONE	DATE
52. James Lundberg	52 Colonial Ave	✓	8/06/2007
53. Barry Levy	20 Colonial Dr.	✓	8/06/2007
54. KHARA LEVY	20 COLONIAL DR	Khara Levy	8/6/07
55. DOMINIC GERSHILL	2 Colonial Dr	Dominic Gershill	8/6/07

Swamp Road Improvement Project

Petition By Rnshland Residents

We, the undersigned, wish to express our dissatisfaction with PennDOT's proposed plan to increase the lane and shoulder widths as other proposed road changes that we believe will result in increased vehicle speed, commuter traffic, and quarry truck volume. As well as the safety for our children and quality of life concerns.

We support any and all efforts made not to increase the lane and shoulder width's and to have the quarry truck traffic distributed evenly between Lindenhurst, Stoopville, Route 413 and Swamp Rd.

Efforts to introduce traffic calming measures onto Swamp Road that result in lower vehicle speeds are supported.

<u>Printed Name</u>	<u>Signature</u>	<u>Date</u>
1. Nina Gilmartin	<i>Nina Gilmartin</i>	7/16/07
2. Daniel Gilmartin	<i>Dan Gilmartin</i>	07-17-07
3. Roberta Jones	<i>Roberta Jones</i>	7/18/07
4. Richard Myers	<i>Richard Myers</i>	7-21-07
5. Beverly A. Wilson	<i>Beverly A. Wilson</i>	7/23/07
6. ALBERT A WILSON	<i>Albert A. Wilson</i>	7/23/07
7. KENNETH COOK	<i>Kenneth Cook</i>	7/23/07
8. HARRIET BARSKY	<i>Harriet Barsky</i>	7/23/07
9. HARRY BARSKY	<i>Harry Barsky</i>	
10. George VAN DER HOF	<i>George Van Der Hof</i>	7/23/07
11. MARK SHARLIN	<i>Mark Sharlin</i>	7/24/07
12. June Cook	<i>June Cook</i>	7/25/07
13. Maria Syta	<i>Maria Syta</i>	7/25/07
14. John Percelli	<i>John Percelli</i>	7/31/07
15. MARTIN & JO ANN BULLOCH	<i>Martin & Jo Ann Bulloch</i>	7/31/07
16.		
17.		
18.		
19.		

354/377

7/1/86

**Newtown Township
Board of Supervisors Work Session
October 15, 2007**

Members Present: Anne Goren, Chairman; Philip Calabro, Vice Chairman; Jerry Schenkman, Secretary/Treasurer; Richard Weaver, Member; Tom Jirele, Member; Paul Beckert, Solicitor; John Boyle, Acting Township Manager and Matthew Johnston, Engineer.

Also Present: H. Joseph Phillips, George J. Donovan AIA & Associates; James M. Linske, George J. Donovan AIA & Associates; Theresa Katalinas, Bucks County Courier Times; Dave Sanders; Various Newtown residents including Nickki Parlet, John Sties, Nancy Crescenzo, Jay Sensibaugh, Jen Dix, John D'Aprile, Dennis Fisher, Nancy Yasalonis, Ethel Hibbs and Mike Gallagher.

Call to Order: Chairman Goren called the meeting to order at 8:13 P.M.

Chairman Goren advised that prior to calling tonight's meeting to order the Board of Supervisors met in Executive Session to discuss matters of personnel, land acquisition and litigation. She also advised that the Board will be voting to retain Joe Czajkowski as the Township Manager at the next meeting on October 24, 2007, he will start in that position on December 10, 2007.

Traffic Safety Resolution – Swamp Road – Proposed by Swamp Road Residents Group

The Supervisors discussed the proposed Traffic Safety Resolution for Swamp Road, various documents were provided for their review.

Mr. Johnston advised the Supervisors with regards to the Resolution proposed by the Swamp Road Residents Group. He discussed line item 1 and advised that he would not recommend removing the Swamp Road corridor improvement project from the report but he would recommend that the quality of life issues along Swamp Road be recognized in the report and that the report support context sensitive design solutions to address the quality of life issues as well as safety and mobility issues along with the project. He defined what he means by sensitive design solutions. He discussed the re-evaluation for the reclassification of the roadway. He advised that currently reclassification of the roadway itself would not make Swamp Road eligible for traffic calming and on the PennDot qualifications. He discussed line item 2 and advised that it is not a Traffic Engineering aspect, but he did not see any concerns with that item. He discussed line item 3 and advised that the proposed project does not increase capacity. He advised that he has no concerns with regards to line item 4. He discussed line items 5, 6 & 7 and recommended that those items be evaluated. He

advised that stop signs should not be used for traffic calming and explained why. He advised that Pennoni has begun researching the Twining Bridge intersection.

Mr. Jirele commented with regards to the original PennDot plan and the entrance of the Colonial Commons. Mr. Johnston suggested a traffic signal be researched rather than a stop sign.

Mr. Schenkman thanked Mr. Johnston for his input.

Mr. Fisher discussed the September 26, 2007 Supervisors meeting and the recommendation to reject the current PennDot Swamp Road Improvement Plan, but still consider improvements to the roadway.

Mr. Johnston agreed that the Township should still continue to address the concerns on Swamp Road.

Mr. Fisher discussed the Bucks County Regional Traffic Study.

Mr. Jirele questioned what the Board's next steps should be.

Mr. Schenkman advised the other Supervisors on his concerns and that he is in favor of passing a Resolution. He also advised that he has begun drafting a Resolution regarding the matter.

Mr. Jirele advised that he is also in favor of passing a Resolution.

Mr. Sensibaugh discussed a letter regarding the matter that was passed out at a prior Supervisors meeting. He also discussed the Jointure's Highway Classification Map and the PennDot Design Manual, Section 2.1.07. He advised that he believes that Swamp Road should be classified as a major collector not a principal arterial. He feels that the Township needs to correct the classification of the roadway.

Mr. Johnston discussed the PennDot roadway classifications and their definitions.

The Supervisors discussed the traffic studies conducted in April and June of 2005.

Mr. Schenkman advised on the purpose of tonight's discussions.

The Supervisors discussed the speed limit of the roadway. Mr. Johnston advised on how the speed limit is determined.

Ms. Parlet commented on the traffic report presented at the September 26, 2007 meeting and the quarry trucks. Ms. Goren advised that the quarry owners would not allow the trucks to be inspected by the Police before they left the quarry.

Ms. Herman commented that at the May 30, 2007 Regional Traffic Planning Task Force meeting she asked PennDot officials if they had gone to the Federal Highway Administration and asked them to make an exception to the 85% speed limit rule. She discussed the need to change the standard operating procedures.

Mr. Johnston discussed the speed limit and enforcement issues. He advised that he has never requested the Federal Highway Administration to make an exception to the 85% speed limit rule.

Ms. Crescenzo discussed the Township's Police Department patrolling Wrightstown. She suggested that the Township request Wrightstown Township to allow the Police to inspect the quarry trucks right outside of the quarries. She commented on driving to Doylestown. She discussed Stoopville Road with regards to traffic calming and the similarities to Swamp Road. She requested that the Township conduct a traffic study of the roadway.

Mr. Fisher discussed the public's comments/recommendations that he has heard and suggested that the Township request exemption from the Federal Government. Mr. Johnston advised on his feelings with regards to requesting exemption.

Ms. Crescenzo commented with regards to the Traffic Advisory Committee. Mr. Jirele advised on his opinion with regards to getting another committee involved.

Ms. Crescenzo requested the term quality of life be defined. Ms. Goren advised that the term quality of life with regards to the roadway defines safety, noise and accessibility.

Ms. Crescenzo discussed an article with regards to seniors and crosswalks, she commented on the need for pedestrian safety.

Mr. Calabro discussed the State Laws with regards to crosswalks and pedestrians. He requested signs being posted in the center of the roadways. Mr. Boyle advised that could be done.

Mr. D'Aprile discussed Swamp Road being closed to quarry/heavy trucks for approximately thirty (30) years due to the culverts and the past traffic figures being inaccurate. He commented with regards to the quarry trucks and enforcement.

Mr. Schenkman advised that he has drafted a possible Resolution and read it aloud to the other Supervisors and the public.

Mr. Jirele suggested having Mr. Schenkman's Resolution reviewed by the Supervisors and to discuss the matter further at the next meeting.

Mr. Schenkman advised that he would forward a copy of the Resolution to Mr. Boyle tomorrow.

Ms. Herman suggested that the Townships need to start making the physical safety of the residents and the roadways the highest priority; she explained why she feels this way.

Mr. Schenkman advised that he would like Mr. Johnston to receive a copy of tonight's minutes to be included in his report to the Regional Traffic Planning Task Force.

Municipal Complex – Update – Donovan & Associates, Architects

Mr. Phillips updated the Supervisors with regards to the proposed Municipal Complex expansion. The Supervisors were provided various documents for their review. He advised that he and Mr. Linske are here tonight to discuss the design plans and design issues with regards to LEED Certification.

Mr. Linske updated the Supervisors with regards to the proposed design plans. He discussed the site plan and the revisions.

Ms. Goren questioned the size of the proposed salt storage shed compared to the existing one. Mr. Phillips and Mr. Linske advised that the proposed salt storage shed would be double the size of the current salt storage shed.

Mr. Linske advised the Supervisors with regards to the proposed Administration Building.

Ms. Goren questioned the number of people that would be able to fit in the public meeting room. Mr. Linske advised that approximately 120 people would be able to fit in the public meeting room.

Mr. Calabro questioned if the public conference rooms had a separate entrance. Mr. Linske advised that there are separate entrances/exits for the public conference rooms.

The Supervisors discussed the restroom areas for the public conference rooms.

Mr. Linske advised that the doors and the cashier/receptionist windows could be locked when the employees have left for the day.

The Supervisors discussed the cashier/receptionist windows with regards to safety.

Mr. Schenkman commented with regards to the Supervisor's boardroom (Room 130) and the workroom (Room 131), he suggested that a door be installed connecting the two (2) rooms. He also commented with regards to the Township Manager's office

(Room 134) and the Administrative Assistant's office (Room 135), he suggested that a door or window be installed connecting the two (2) rooms.

Mr. Linske advised the Supervisors with regards to the elevations of the proposed Administration Building.

The Supervisors discussed the audio-visual room and accessing the room.

Mr. Jirele commented with regards to the building being ADA compliant.

Mr. Linske advised the Supervisors with regards to the proposed additions and renovations to the Police Building. He discussed the building elevations.

Mr. Linske advised the Supervisors with regards to the proposed Public Works Building. He discussed the look of the exterior of the building and advised that the shell of the building would be a prefab steel building.

Ms. Goren commented with regards to having an area for stray dogs. Mr. Phillips advised that he would speak to Mr. Crossland with regards to the matter.

Mr. Linske updated the Supervisors with regards to the proposed renovation of the existing Public Works Building for use by the Parks & Recreation Department. He discussed the exterior of the building.

Mr. Schenkman questioned if there has been any direction with regards to the old Schoolhouse. Mr. Phillips advised that building was discussed years ago and concepts were worked on. Mr. Schenkman advised that he would like to see past plans for the Schoolhouse. Mr. Phillips advised that access is a problem with that building, but he would supply the Supervisors with any information he has.

Mr. Calabro commented with regards to having walkways connecting the front of the different buildings. Mr. Linske advised that it is possible to have walkways connecting the front of the buildings.

Mr. Phillips advised the Supervisors that the plans being reviewed tonight are strictly architectural.

The Supervisors discussed the entrances to the buildings being covered by some type of canopy/overhang.

Ms. Goren commented with regards to Leadership in Energy and Environmental Design (LEED) Certification and possible grants. Mr. Phillips advised the Supervisors with regards to Leed Certification and grants. He advised on the LEED rating system and that the Township needs to make a decision soon with regards to being LEED Certified. He advised that the LEED Certification requires a third party

consultant to be involved through the design process. He questioned if the Township wants to take the next step with regards to being LEED Certified. He advised that the third party consultant with regards to LEED Certification would be The Stone House Group.

The Supervisors discussed the benefits of building a LEED Certified building, but not going through with the certification process.

Mr. Phillips discussed the pay back with regards to going green.

The Supervisors discussed the future with regards to utility cost.

Mr. Schenkman commented with regards to LEED Certification buildings and where it's been done. Mr. Phillips advised that he would provide that information to the Township.

Mr. Phillips discussed the possibility of having a representative from The Stone House Group make a presentation before the Supervisors.

The Supervisors discussed the social benefit of the LEED Certification.

Mr. Schenkman commented with regards to Mr. Linske email sent on October 3, 2007 to Mr. Boyle and the decisions made about mechanicals. Mr. Linske advised on the comments made by the recommendations made by the Mechanical Engineer. Mr. Schenkman advised that he feels that the Board should review that information themselves.

The Supervisors thanked Mr. Phillips and Mr. Linske for their time.

Ms. Crescenzo questioned the total square footage of the proposed buildings. Mr. Phillips advised that the total square footage of the proposed buildings is approximately 52,000 square feet. Ms. Crescenzo questioned the cost per square foot. Mr. Phillips advised that the cost per square foot for the Administration and Police Buildings are approximately \$170.00 - \$200.00 per square foot. He advised that the next step in the process is to come back to the Board with revised figures and it is his intent to do that in about a month.

PetSmart – Sign Variance Application

Mr. Sanders updated the Supervisors with regards to the PetSmart sign variance application. The Supervisors were provided with various documents for their review. He discussed possible alternatives with regards to the signs. He advised that he is hear tonight to get the Board's input and that it is the applicants hope that the Township can come to an agreement where the applicant will amend their application to comply with the Board's wishes and the Board can withdrawal it authorization of

the Township Solicitor to attend the hearing and oppose. He advised that the store is scheduled to open on October 29, 2007 and that he is schedule to appear before the Zoning Hearing Board on October 23, 2007 with regards to the matter. Mr. Sanders discussed the three (3) options. Option 1 shows the PetSmart sign (54" – 169.21 Sq. Ft.) being located above the store entrance, the grooming sign (15" – 12.35 Sq. Ft.) and the Banfield sign (20" – 17.72 Sq. Ft.) being located with one (1) on each side of the storefront. Option 2 shows the PetSmart sign (48" – 133.70 Sq. Ft.) being located above the store entrance, the grooming sign (15" – 12.35 Sq. Ft.) and the Banfield sign (20" – 17.72 Sq. Ft.) being located with one (1) on each side of the storefront. Option 3 shows the PetSmart sign (48" – 133.70 Sq. Ft.) being located above the store entrance and the Banfield sign (20" – 17.72 Sq. Ft.) being located on the right side of the storefront. He advised with regards to the request for the height variance for the main sign over the entrance. He advised that he is looking for guidance with regards to the location of the signs, the height and the number of signs.

Mr. Beckert advised the Supervisors on the concerns of the Planning Commission. Their first concern is with regards to there only being one (1) entrance into PetSmart and that the grooming and Banfield signs where not directional signs but advertising signs. The second concern was with regards to the building being occupied by other tenants and having more signs on the storefront. The third concern was with regards to the size of the signs having some relation to the facade of the building.

Mr. Sanders discussed the façade of other buildings in the area and advised that the Acme building has five (5) signs located on the storefront.

Mr. Calabro commented with regards to the sign locations on the building. Mr. Sanders offered possible alternatives for the locations of the signs.

Mr. Schenkman commented with regards to the building and the store entrances. Mr. Jirele advised that currently there are three (3) separate entrances on the front of the building.

Mr. Sanders discussed the sizes of the proposed PetSmart signs.

Mr. Jirele advised that he prefers the smaller 133.70 Sq. Ft. (48") PetSmart sign and that he supports the Banfield sign. He advised that he would be in favor of option 3.

Mr. Schenkman and Mr. Jirele suggested having the Banfield and the grooming signs located together. Mr. Sanders advised that he could make that suggestion to PetSmart.

Mr. Calabro advised that he is in favor of option 2. Which showed the three (3) signs in three (3) different locations, he felt it gave more balance to the storefront.

✓
Ms. Goren advised that she agreed with Mr. Calabro with regards to having the three (3) signs in three (3) different locations. She advised that she is in favor of option 2.

Mr. Weaver advised that he is in favor of option 2, having the three (3) signs in three (3) different locations.

Mr. Sensibaugh commented with regards to the other tenants in the building and the size or location of their signs.

Mr. Sanders advised that he would discuss the Supervisors recommendation for option 2 with PetSmart and update Mr. Beckert.

Mr. Schenkman made a motion to rescind its authorization of the Township Solicitor to attend the Zoning Hearing and oppose. The motion was seconded by Mr. Weaver and passed unanimously (5-0).

Resolution of the Board of Supervisors – Regarding the referendum for the Bucks county Open Space Bond Issue

The Supervisors agreed to table this matter until the next televised Board of Supervisors meeting.

Solicitor Report

Mr. Beckert advised the Supervisors on the add-on requested by Wrightstown with regards to the Toll Hibbs development in Wrightstown Township; there are two areas in questions. The first area in question is with regards to a strip of land along the frontage that borders Stoopville Road; he questioned whether the Township desires the right-of-way to be dedicated to Newtown Township. The Board agreed that they would like that right-of-way. The second area in question is with regards to lot 46 (48 acres of open space) on the subdivision plan, .818 acres of the 48 acres is located in Newtown Township. The Supervisors discussed Wrightstown owning the .818 acres in Newtown Township and agreed they did not want that. Mr. Jirele suggested that the parcel be subdivide and that the Township would take control of the land within Newtown. Ms. Goren advised that it looks like two (2) parcels are in question. Mr. Beckert advised that he would look into the matter further and update the Supervisors. The Supervisors discussed taking control of the property located in Newtown and the right-of-way being dedicated to Newtown Township.

Community Comments

Ms. Crescenzo questioned where the Township is getting 1.7 Million Dollars to buy back the Acme building. Mr. Schenkman advised that the Township is borrowing the money through a bridge loan from The First National Bank of Newtown. Ms. Crescenzo questioned if the matter has come before the community. Mr. Beckert

advised that it has not happened yet. Ms. Crescenzo commented with regards to the matter coming before the community before it happens. She discussed rumors that the building would be torn down to build a parking lot and the building having asbestos and possible ground contamination. Mr. Schenkman and Mr. Calabro advised that the Township is aware of the problems.

Ms. Crescenzo commented with regards to the Township hiring a new Manager, the job done by the Acting Manager and how tonight's announcement looked insensitive. The Board advised that Mr. Boyle did receive notice prior to tonight's public announcement.

Ms. Crescenzo discussed the start date of the new Manager and his involvement with the Budget process. The Supervisors advised with regards to the new Manager and the Budget.

New Business

Mr. Jirele advised that he has been approached by a soccer organization with the request to have temporary lights at the Staples Field. He discussed having a public discussion before giving authorization and giving proper notice to the public. He requested that the matter be put on the October 24, 2007 agenda. The Supervisors agreed to discuss the matter at the October 24, 2007 meeting.

Adjournment

Without objection, the meeting was adjourned at 10:55 P.M.

Respectfully Submitted by:

Christy Holley, Recording Secretary

Anne Goren, Chairman

Phil Calabro, Vice Chairman

Jerry Schenkman, Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

John Boyle, Acting Township Manager

RESOLUTION NO. R-12

**A RESOLUTION OF THE BOARD OF SUPERVISORS NEWTOWN TOWNSHIP,
BUCKS COUNTY, PENNSYLVANIA TO SUPPORT TRAFFIC CALMING
AND OTHER TRAFFIC SAFETY MEASURES ON SWAMP ROAD**

WHEREAS, Newtown Township is part of the Regional Traffic Task Force organized by the Delaware Valley Regional Planning Commission; and

WHEREAS, The Swamp Road Improvement Project undertaken by PennDOT has undertaken a study of Swamp Road, and has issued recommendations for road improvements, traffic calming and other traffic safety measures; and

WHEREAS, The Report of the Regional Traffic Task Force as presently written calls for the removal of Swamp Road and the Swamp Road Improvement Project from consideration in its recommendations; and

WHEREAS, The Newtown Township residents along Swamp Road have expressed a clear desire to have their concerns heard and addressed by any governmental or quasi-governmental entities working on the traffic issue on Swamp Road, and being of the opinion that their concerns have not been heard nor adequately addressed by these entities, and demanding that they be so heard; and

WHEREAS, It is the desire of the Board of Supervisors of Newtown Township to have all our roads as safe as possible for both drivers and residents of our Township, and particularly to ensure that Swamp Road and Stoopville Road be afforded all reasonable traffic calming and traffic safety measures as recommended by the various studies undertaken that address these issues, as well as other recommendations made by residents or other knowledgeable parties; and that no roadway be given an undue burden of traffic during the implementation of any of said recommendations, nor thereafter;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the Board of Supervisors of the Township of Newtown, Bucks County, after public hearing, including input and presentations by the Delaware Valley Regional Planning Commission, Newtown Township Traffic Engineer and Traffic Consultant and the concerns of the citizens of Newtown Township, as follows.

UPON MOTION DULY MADE, seconded and carried it was

I. RESOLVED, that the Newtown Township Police Department be directed to continue its enhanced enforcement of speed limits and truck details along Swamp Road;

365/377

82/86

II. **FURTHER RESOLVED** that the Newtown Township Board of Supervisors believe based upon available evidence presented to it that congestion on Swamp Road is a limited phenomena occurring less than 2% of the time and corresponding with the beginning and end of the school day at Bucks County Community College; and therefore there is no proven need for redesign of Swamp Road in order to mitigate concerns regarding congestion;

III. **FURTHER RESOLVED** that the Newtown Township Board of Supervisors hereby request the Commissioners of Bucks County and the Officials of Bucks County Community College review and evaluate improvements for traffic flow both at the entrances of the college and within the college with the aim of reducing congestion which considerations should include review of the academic schedule so as to stagger traffic approaching and departing the college;

IV. **FURTHER RESOLVED** that a priority be given to evaluating the placement of a stop sign and pedestrian crosswalk at the Twining Bridge Road intersection with Swamp Road.

V. **FURTHER RESOLVED** that a priority be given to the evaluation of the placement a Four Way stop sign, or traffic light, and pedestrian crossing at the entrance of Colonial Commons/the western entrance of Bucks County Community College.

VI. **FURTHER RESOLVED** that appropriate steps be taken to secure an evaluation of the placement of a traffic light and pedestrian crossing or other appropriate traffic safety measure at the entrance of Tyler Walk and Swamp Road.

VII. **FURTHER RESOLVED** that appropriate steps be taken to evaluate the reclassification of Swamp Road in Newtown Township from a minor arterial road to a major collector road, so as to make it potentially available for more traffic safety improvements.

VIII. **FURTHER RESOLVED** that all traffic studies conducted in Newtown Township include a priority analysis of Quality of Life among the criteria for road improvements. That said category shall include noise and visual disturbances, taking of private property for road expansion, air quality, preservation of open space and green space, the peace and enjoyment of a resident's home, and overall environmental impact.

IX. **FURTHER RESOLVED** that we support a traffic speed study to see if the speed limit on Swamp Road in Newtown Township can be reduced to a safer speed.

X. **FURTHER RESOLVED** that such Quality of Life Standards be suggested to other members of the Jointure and the RTTF members for their consideration.

366/377

83/86

XI. **FURTHER RESOLVED** that the Swamp Road Improvement Project and the DVRPC Traffic Task Force Report be coordinated to the greatest extent reasonable, so that all roadway work is done in such a way to assure that there is minimum impact of the residents of Swamp Road and Stoopville Road during construction, and that any rerouting of traffic between the roads is planned to keep the time of such rerouting to a minimum.

XII. **FURTHER RESOLVED** that the appropriate Township officials are authorized to take and implement any action in order to effectuate the proposals and recommendations contained herein.

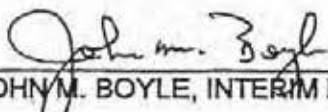
XIII. **FURTHER RESOLVED** that this Resolution be made part of Newtown Township's submission to the Regional Traffic Task Force and be made part of it's report along with any supporting documentation provided by Newtown Township.

XIV. **FURTHER RESOLVED** all previous Resolutions or other actions of the Board of Supervisors inconsistent herewith are hereby repealed to the extent of said inconsistencies.


XV. **FURTHER RESOLVED** this Resolution shall take be effective immediately upon enactment.

This Resolution enacted this 24th day of October, 2007.

ATTEST:


JOHN M. BOYLE, INTERIM MANAGER

BOARD OF SUPERVISORS OF
NEWTOWN TOWNSHIP


ANNE M. GOREN, CHAIRMAN


PHILLIP CALABRO, VICE-CHAIRMAN


GERALD SCHENKMAN,
SECRETARY/TREASURER


RICHARD WEAVER, MEMBER


THOMAS JIRELE, MEMBER

367/377

84/86

*delivered at
10/29/07 RTPTF mtg.*

BUCKS COUNTY REGIONAL TRAFFIC STUDY

STATEMENT OF JERRY SCHENKMAN, SUPERVISOR NEWTOWN TOWNSHIP

The Bucks County Regional Traffic Study (BCRTS), "was a cooperative effort of Lower Makefield, Newtown Borough, Newtown Township, Northampton, Upper Makefield, Wrightstown, and Yardley Borough to collectively identify, systematically investigate and comprehensively address concerns surrounding traffic and truck safety and mobility in the region." (BCRTS Final Report, Executive Summary, p.5) Our common concerns to be addressed were, among other things:

1. General traffic safety and mobility;
2. Large volumes of heavy truck traffic from the Wrightstown quarries;
3. Traffic speeds, appropriateness and consistency in speed limit zones; and,
4. Traffic growth as a result of regional development. (Id)

These issues, stated plainly in the opening pages of the Final Report, hide an underlying issue that has not been addressed anywhere in the Study, and to be fair, was not in the mandate originally given to the DVRPC when it undertook this task. It is the failure of this undertaking to start at the right place that makes this Report and its Recommendations unacceptable as presented. To elucidate from the points above, the inclusion of "mobility," and "regional development," have been assumed as givens, without any discussion or debate as to the nature of those concepts, and their impact on the lives of our residents throughout this region. For Newtown Township, and I imagine for all our municipalities, we can no longer simply accept as a fact of life that there will be more development "upstream" from our communities, and that we, as "downstream" townships and boroughs must carry the burden of this growth due to where we sit along this river of continual development. As this issue relates to roads, we are clear that building wider and straighter roads do little to improve our quality of life. It can be said without metaphorical excess, that too often such "improvements" are actually the opposite to us. The strategies employed by PennDot are designed to enhance mobility and regional development at the expense of those living along those roads, and who use these byways for local transportation. This is abundantly clear to us, yet nowhere is it discussed openly in this Report.

Until this is corrected, this document is fatally flawed and should not be accepted for any official purpose. Newtown Township believes that the time has come to directly address the questions implicit in this Report and its Recommendations. All of us in municipal government must insist that any review, analysis, public discussions, and ultimate recommendations, include the issue of Quality of Life, and that until this is accomplished to our satisfaction, that no Report or Recommendations without that element be considered as adequate for our needs. Unless we stand firm for our communities that the REAL IMPACT of road projects be included in the entire process, and not just as "comments" attached to the document, we will invite all who observe us to believe that we are sufficiently satisfied with this volume. We should not be satisfied. And we are not satisfied.

If we reject this Report, what do we do next? Newtown Township has some suggestions. They are:

1. Review and adopt a Resolution similar to the one passed by Newtown Township on October 24, 2007, that calls for, among other things, the inclusion of Quality of Life as a priority in all road project planning.

368/377

85/86

2. Maintain and expand this Task Force to continue the necessary work we have begun. We recommend this group continue to meet as often as needed to complete the work begun here. DVRPC may have run out of funds to do this work, but we have an ongoing stake in the outcome, and must individually and collectively consider the value of continued participation, as well as the cost.
3. The expansion mentioned above should include a local residents traffic group. They should be self-appointed by their neighbors, and meet regularly to educate themselves on the issues, express themselves to the municipalities, and even lobby in Harrisburg and Washington. The municipal government should appoint liaisons to these groups, and keep their Boards and Councils abreast of all news.
4. We should continue the dialogue begun here with our State and Federal representatives. They are the ones who can voice our concerns where they need to be heard. Toward that end, we should either invite them to participate directly in the process we promote, or meet with them separately to advise them of what we are doing, and what we want.
5. The suggestions articulated at page ES-5 of the Executive Summary, dealing with "continued and expanded activities directed at communication, collaboration and cooperation..." should be examined and implemented to the greatest extent possible by the follow-on group, including, but not limited to an annual "Transportation Summit" to evaluate and promote recommendations, and inviting the school districts to join us.

We agree that there are certain immediate traffic safety measures that can be done quickly to improve traffic conditions, and do not require further study or excessive cost. Each of us has our own list of these locations and fixes, and we can inform you of them quickly. Once we do let you know, we implore you to get to work taking care of these problem areas. The long term improvements we desire will take a bit longer to come forth, but we all agree that in this case, the quick fix is likely better than the difficult, expensive one. So, there is no need to wait on them.

I would like to end this statement by reading from the letter of Donald S. Shanis, PhD, the Deputy Executive Director of the DVRPC, to the Task Force, of October 23, 2007. In it, he says:

"Perhaps most important, the conduit and process for continuing open and factual communication – Through the Regional Traffic Planning Task Force and active community participation – have been Tested and strengthened."

This is very true. When I think of how much I have learned as a member of this group, I am amazed and gratified.

I want to personally thank Mr. Shanis, Mr. Coyne, and all the other people who have worked diligently on this project on our behalf for their sterling effort. I do not for a moment want to suggest that we are not extremely grateful for all you have provided us. In fact, truth be told, it is because you have done such a good job educating us, that we now insist on taking this further. You have been exemplary teachers. Now the students are ready for independent study on behalf of the people we represent. We will use all we can from your labor to move us forward.

Thank you all very much for all your help, and for listening to us.

JS

369/377

86/86





**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

CREATING TOMORROW TODAY

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

*Attachment X
(pg. 2 of 3)*
PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

March 5, 2008

Ms. Sue Herman
Residents for Regional Traffic Solutions, Inc.
P.O. Box 285
Newtown, PA 18940

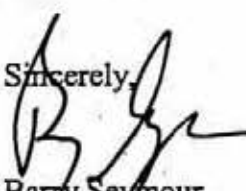
Re: Bucks County Regional Traffic Study Report Addendum

Dear Ms. Herman:

Thank you for your letter of February 11, 2008 regarding the Bucks County Regional Traffic Study Final Report (dated October 2007) and the distribution of the Addendum to the Final Report (dated January 2008). At your request from a previous letter, we prepared that Addendum which included all written materials received from the seven participating municipalities in the project from the date of the draft report in July 2007 through October 2007. At your request, we prepared hard copies of those letters, pre-punched the copies for inclusion in the Final Report's 3-ring binder, and distributed those letters to all who received a hard copy of the Final Report. Hard copies were sent to each municipal manager in numbers equal to the municipal representation on the Task Force, plus an extra hard copy for the municipal manager's binder. Hard copies were also sent to State Representatives Steil and Petri, area school districts, PennDOT, and the Department of Community and Economic Development. In addition, an electronic version of the Addendum was posted via a link on the project website's home page, in both a viewable and downloadable format at www.dvrpc.org/BCRTS.

In your current letter, you now request that we prepare a CD-ROM that includes the Final Report together with materials in the Addendum and distribute that CD-ROM to all who received the Final Report. At this point I must decline your request. We feel that we have made every effort to distribute the information requested, and have provided it in both hard copy and in digital format via the website. All members of the Task Force now have the materials, and our work with this project is now complete. Future directions and decisions regarding the project will now be made by members of the Regional Traffic Planning Task Force.

Sincerely,


Barry Seymour
Executive Director

371/377

cc. State Representative David Steil
State Representative Scott Petri
Charles Martin, Bucks County Commissioner
Lynn Bush, Bucks County Planning Director
Don Shanis, DVRPC
Jerry Coyne, DVRPC
Regional Traffic Planning Task Force Members

Attachment XI (pg. 1 of 5)

RESOLUTION REGARDING THE BUCKS COUNTY REGIONAL TRAFFIC STUDY
REPORT (dated October 2007) and the
JANUARY 2008 ADDENDUM TO THE REPORT

WHEREAS, on January 14, 2008 Lower Makefield Township wrote to the Delaware Valley Regional Planning Commission (DVRPC) makign certain requests regarding the Bucks County Regional Traffic Study Final (sic) Report, dated October 2007 (hereinafter "the BCRTS"); and

WHEREAS, the DVRPC did not take action on a number of the requested items in the aforementioned letter;

NOW, THEREFORE, BE IT RESOLVED that the Lower Makefield Township Board of Supervisors calls upon the Regional Traffic Planning Task Force (RTPTF) to direct the DVRPC, as its consultant in the drafting of the BCRTS, to take the following actions:

I. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed (i.e., hard copy, CD-ROM and digitally on the website www.BucksCountyRegionalTrafficStudy.org), a statement that the participating municipalities in the RTPTF have not accepted the contents of the report as their preferred solutions and that at the October 29, 2007 meeting of the RTPTF, the municipalities could not agree upon how to accept the document, and that the municipalities did not accept the BCRTS.

II. Include in an Addendum to be published and distributed in all formats in which the BCRTS was published and distributed, a statement that, at the October 29, 2007 meeting of the RTPTF, its members did not accept the BCRTS as a "Final Report" as the title of the report might otherwise suggest.

III. Publish a CD-ROM that replaces the original BCRTS CD-ROM that was distributed to Shareholders, and distribute the replacement to Shareholders with a formal written communication that clearly explains why the original BCRTS CD-ROM is being replaced. The repalcement CD-ROM shall include the changes set forth in Paragraphs I and II herein as well as the January 2008 Addendum to Final Report.

373/377

31/34

Attachment XL
(pg. 2 of 5)

BE IT FURTHER RESOLVED, that the Lower Makefield Township Board of Supervisors opposes the BCRTS and the January 2008 Addendum to Final Report.

RESOLVED, this ____ day of March 2008.

LOWER MAKEFIELD TOWNSHIP
BOARD OF SUPERVISORS

Greg Caiola, Chairman

Matt Maloney, Secretary/ Treasurer

374/377

32/34

TOWNSHIP OF LOWER MAKEFIELD
BOARD OF SUPERVISORS
MINUTES – MARCH 19, 2008

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on March 19, 2008. Chairman Caiola called the meeting to order at 7:30 p.m. noting that the Board met in Executive Session from 6:30 p.m. to 7:30 p.m. discussing personnel and real estate matters. Mr. Maloney called the roll.

Those present:

Board of Supervisors:

Greg Caiola, Chairman
Steve Santarsiero, Vice Chairman
Matt Maloney, Secretary
Ron Smith, Supervisor
Pete Stainthorpe, Supervisor

Others:

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

PUBLIC COMMENT

Mr. Bob Lambert stated he would like an update on the deer management issue and railroad crossings. Mr. Majewski stated he received word today from CSX there may be a problem with establishing quiet zones because of technical issues and he would further investigate and get back to the Township. Mr. Lambert asked if the Township is able to implement equipment for quiet safety zones would the Township be required to purchase the equipment and what is the Township's liability. Mr. Majewski stated the Township would assume liability in the event of an accident.

Mr. Caiola stated as to the deer management issue, an archery group is looking into deer management practices within the Township. He stated the Township has looked at sharpshooters in the past and are assessing the cost. Mr. Lambert asked if Falls Township is using the same archery club that Lower Makefield Township is exploring for their deer management. Mr. Fedorchak stated that Mr. Shissler just worked with Langhorne on their deer management. Mr. Lambert stated he would rather see archery practices at a minimal expense to manage the deer. Mr. Smith stated the Board members recently met with the archery club and many of whom have attended some of our meetings have assured the Township if chosen their services would be at a minimal cost.

Ms. Virginia Torbert, Yardley-Langhorne Road congratulated the Pennsbury Men's basketball team noting what a great year they had. She noted they recently played at the Palestra and the Township is very proud of them.

375/377

Mr. Bob Lambert asked why the golf course chose not to renew the maintenance contract with the golf cart company and asked who would maintain the golf carts and related equipment. Mr. Fedorchak stated the golf course is comfortable with the staff mechanic maintaining the golf carts and related equipment since they are familiar with these golf carts and have worked on the same carts at the golf course of the last four years.

The motion unanimously carried.

SUPERVISORS REPORTS


Mr. Caiola stated the Historical Commission met this week but he was unable to attend the meeting and they are working on the Open House Tour scheduled for May 4, 2008. He updated the Board on the other upcoming meetings this month his is liaison to.

Mr. Stainthorpe stated the Cable TV Advisory Board met last week and noted Mr. Zachary Rubén will be Chairman this year and will hold meetings every other month.

Mr. Maloney stated the Zoning Hearing Board met and the cell tower issue that was discussed at earlier Board of Supervisors meetings has been continued to April 15, 2008 by the Zoning Hearing Board.

Mr. Smith stated the Elm Lowne Committee is scheduled to meet next week, the Sewer Authority did not meet this month, Special Events is very busy with planning the Macclesfield event in May and the Regional Traffic Task Force met and there was discussion on the last traffic report completed.

OTHER BUSINESS

 Mr. Santarsiero stated the Citizens Traffic Commission has asked for two Resolutions in response to the Bucks County Regional Traffic Commission report that was recently published and asked Ms. Torbert to come to the podium to explain the Resolutions. Ms. Torbert stated the Citizens Traffic Commission approved a Resolution in October 2007 and January 2008 in response to the Bucks County Regional Traffic Commission final study prepared by the DVRPC. Ms. Torbert read the Resolution and asked the Board to request that the Regional Traffic Planning Task Force prepare a supplemental report to include all of Lower Makefield Township's comments that were not included in the report and label it as an interim report. She stated the Citizens Traffic Commission also recommends the March 18th letter be sent to the project manager for the DVRPC.

Mr. Santarsiero moved and Mr. Maloney seconded to pass the Resolution requesting the inclusion of Lower Makefield Township's comments into the Bucks County Regional Traffic Commission report and label the report as an interim report. The motion unanimously carried.

Mr. Santarsiero stated the second Resolution talks about clarifying the record of previous meetings and requests publication of a new CD-ROM by the Regional Traffic Planning Task Force to correct the record.

Mr. Santarsiero moved and Mr. Maloney seconded to approve the Resolution to request publication of a new CD-ROM by the Regional Traffic Planning Task Force to correct the record of a prior meeting.

The motion unanimously carried.

APPOINTMENTS TO BOARDS AND COMMISSION

Mr. Maloney moved and Mr. Santarsiero seconded to appoint Ms. Kaaren in Steil to the Historical Commission. The motion unanimously carried.

There being no further business, Mr. Santarsiero moved, Mr. Caiola seconded and it was unanimously carried to adjourn the meeting at 10:40 p.m.

Respectfully Submitted,

Matt Maloney, Secretary

377/377

395

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rtsbucks5@gmail.com

Candace Snyder; Director, DVRPC Office of Public Affairs and Communications
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

June 27, 2014

**SUBJECT: Draft DVRPC FY 2015 Transportation Improvement Program (TIP) for Pennsylvania
WRITTEN TESTIMONY SUBMISSION RE. TWO (2) PROJECTS:**
(1) *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*
(2) *Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek (MPMS# 64781)*

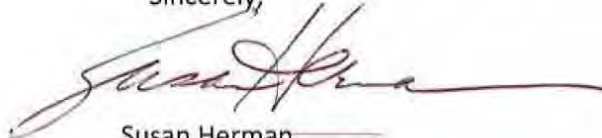
Dear Ms. Snyder,

It has been brought to my attention that there may have been some pages missing in the 377-page WRITTEN TESTIMONY SUBMISSION that Residents for Regional Traffic Solutions, Inc. gave you at yesterday's Public Meeting.

Enclosed please find a complete set of pages numbered 240/377 - 251/377. We respectfully request that you replace the pages numbered 240/377 – 251/377 in our original WRITTEN TESTIMONY SUBMISSION with the enclosed set of pages.

Thank you and we apologize for this inconvenience. We would appreciate your acknowledgement that our request has been done in an email addressed to rtsbucks5@gmail.com.

Sincerely,

A handwritten signature in dark ink, appearing to read "Susan Herman", with a long horizontal flourish extending to the right.

Susan Herman
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission

Exhibit VII
(pg 11/12)

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

TIMOTHY F. KREY, Ed.D.
SUPERINTENDENT OF SCHOOLS

TELEPHONE (215) 944-1000
FAX (215) 944-1031

March 30, 2004

Governor Edward Rendell
Main Capitol Building
Harrisburg, PA 17120-3006

RE: Worthington Mill Road, Wrightstown Township, Bucks County, PA

Dear Governor Rendell:

I would like to bring to your attention a safety issue regarding the safe transportation of our school students. This situation involves providing safe bus transportation for our students on the above-referenced road.

Worthington Mill Road has been designated by the Department of Transportation as a hazardous road for school children to walk to school or to their bus stop. As a result, we are required to pick up and drop off students residing on Worthington Mill Road in the traffic lane in front of their homes. During the past several years, we have averaged stopping 40 times per day on this 1.1-mile section of winding, narrow, minor collector road.

Our administration has received many reports of quarry trucks passing stopped school buses from our drivers, school students, and parents. The 34,000 lb. to 80,000 lb. trucks often are unable to stop in time. Parents of school students presented me with videotape of 70 heavy trucks traveling Worthington Mill from 8:00 a.m. to 9:00 a.m. on January 13, 2004, when our buses were running. The potential for a tragic accident is clear and present.

We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Worthington Mill Road under its present circumstances requires immediate action to ensure the safety of our students.

240/377

32

The Council Rock School District would support a truck ban on this 1.1-mile segment of Worthington Mill Road between Swamp Road and Route 413 in the interest of the safety of our school students and bus drivers. In addition, it is obvious that the principal arterial highways in the area are far safer and appropriate roads for this high volume of heavy industrial truck traffic.

We request your personal and immediate involvement in resolving this safety issue before a tragic accident occurs.

Sincerely,

Timothy F. Kirby

Timothy F. Kirby, Ed.D.
Superintendent of Schools

TFK/tm

241/377



Township of Lower Makefield

Exhibit VIII
(Pg 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

February 10, 2004

Honorable David J. Steil
Pennsylvania State Representative
8 North State Street
Newtown, PA 18940

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Representative Steil:

The Lower Makefield Township Board of Supervisors is strongly opposed to the Stoopville Road Rehabilitation Project in Newtown Township.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at higher speeds.

All state and municipal officials should recognize that commercial traffic is best suited for the higher level roads in our region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Principal Arterial Highway, Swamp Road which is the location of the four industrial quarries.

Your perseverance in working toward amicable solutions to regional traffic problems is commendable and sincerely appreciated by the Board of Supervisors and the residents of Lower Makefield Township.

Sincerely,

Terry S. Fedorchak
Township Manager

242/377

TSF:ms

(34)

cc: Scott Petri, State Representative
Tommy Tomlinson, State Senator
Joseph Conti, State Senator
Bucks County Commissioners
Board of Supervisors
State Transportation Commission
Andy Warren, PennDOT
Delaware Valley Regional Planning Commission



Township of Lower Makefield

EXHIBIT IX
(Pg. 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Pete Stainthorpe, Vice-Chairman
Scott I. Fegley, Secretary/Treasurer
Grace M. Godshalk, Supervisor
Steven J. Santarsiero, Supervisor

May 25, 2004

John Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building 8th Floor
111 S. Independence Mall, East
Philadelphia, PA 19106

RE: **STOOPVILLE ROAD REHABILITATION PROJECT**

Dear Mr. Coscia:

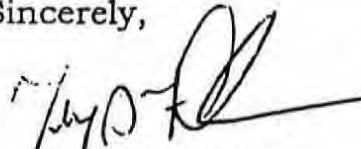
Lower Makefield Township Board of Supervisors is pleased to note that the Stoopville Road Rehabilitation Project is not included on the draft Transportation Improvement Plan, and we are writing to urge that any requests to modify that aspect of the draft TIP be denied.

The Supervisors feel it is critical that industrial traffic be channeled to the Newtown Bypass and that the rehabilitation of Stoopville Road will only prove to further invite large truck traffic through residential neighborhoods at high speeds.

It should be recognized that commercial traffic is best suited for the higher level roads in the Lower Bucks County region, that is, PA Traffic Routes 413, 232, 332, Newtown Bypass and Swamp Road which is the location of the four industrial quarries.

Your favorable consideration of this request is appreciated.

Sincerely,


Terry S. Fedorchak
Township Manager

TSF:ms

244/377

(36)

cc: Board of Supervisors
Joseph Conti, State Senator
Tommy Tomlinson, State Senator
David Steil, State Representative
Scott Petri, State Representative
State Transportation Commission
Andy Warren, PennDOT

245/377

37

Recent crash/incident history involving heavy commercial traffic in our region

August 3, 2000

Accident where an empty quarry truck killed one woman, permanently injured another woman, and went through the wall of a bank.

The August 4, 2000 Bucks County Courier Times article, entitled Runaway truck kills woman and crashes into bank, stated, "A woman was killed and two people were injured yesterday morning when a dump truck plowed into two cars on Eagle Road [Newtown Township], then slammed through the wall of the First Union Bank at the Village of Newtown Shopping Center."

The woman who was killed was driving a large automobile and the woman who was permanently injured was in a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

Note this quote from AAA World, March/April, 1999:

"Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars.

Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS."

October 16, 2000

Accident between a gasoline tanker and loaded gravel truck on Taylorsville Road in Upper Makefield Township.

The October 17, 2000 Bucks County Courier Times article, entitled Crash spills fuel near canal, stated, "A gasoline tanker and loaded gravel truck [weighing 72,000 lbs.] collided yesterday on Taylorsville Road in Upper Makefield tearing a hole in the tanker truck and spewing 1200 gallons of fuel onto the road. Eleven tons of gravel were tossed into the woods from the other truck near the Delaware Canal."

This incident exemplified the danger and damage that occurs when a quarry truck goes out of control. Because of the nature of these vehicles (empty weight = 20,000 lbs., loaded weight = 80,000 lbs.), truckers should be encouraged to take Swamp Road (shortest route) to the Newtown Bypass, a four-lane, limited-access, divided highway built specifically for commercial traffic. These behemoth trucks should be kept out of residential areas.

246/377

(38)

October 31, 2002

Fatal accident between a quarry truck and automobile on Windy Bush Road, Solebury Township.

The November 1, 2002 Bucks County Courier Times article, entitled Woman killed in collision with dump truck, stated, "A 49-year-old New Hope woman was killed yesterday morning when the car she was driving collided with a dump truck on Windy Bush Road near Pidcock Creek Road in Solebury... A load of stone spilled onto the roadway..."

The woman who was killed was driving a small compact car. This incident exemplified the danger and damage that occurs when a quarry truck goes out of control.

* "Fatalities from large trucks have increased approximately 10% from 1995 - 1998. Trucks with a gross weight more than 10,000 lbs., account for a disproportionately large share of traffic deaths based on miles traveled.

People in passenger vehicles are especially vulnerable in collisions with large trucks because of the vast difference in weight between cars and large trucks."

*Quotation from the Washington D.C. based organization, Advocates for Highway & Auto Safety

November 1, 2002

Email from Sue Herman to the Lower Makefield Township Supervisors

*"Dear Scott, Wes, Grace, Pete and Frank,
I am sad to refer you to the front page of the BUCKS section in today'sr Courier Times. The article is entitled, Solebury- Woman killed in collision with dump truck*

This sad event drives home the point made in this quote:

'Keep in mind that trucks typically weigh 20 to 40 times as much as passenger cars. Automobiles are extremely vulnerable when they collide with a large truck. The collision between an 80,000-pound truck and a 2000-pound car is similar to taking a sledgehammer to an empty tin can. 98 PERCENT OF PEOPLE KILLED IN TWO-VEHICLE CRASHES INVOLVING A CAR AND A LARGE TRUCK ARE THE AUTO OCCUPANTS.'—
AAA World, March/April 1999

These trucks are given the opportunity to choose Lindenhurst Rd. and travel at outrageous speeds 24/7 rather than using the Bypass, a four-lane limited access divided highway built specifically for such commercial traffic. The Bypass is where this traffic belongs.

I look forward to the 11/4 BOS meeting where we will discuss this critical matter."

April 21, 2003

A 200 lb. truck tire flies into a back yard along Lindenhurst Road.

247/377

39

May 5, 2003

Lower Makefield Township Board of Supervisors meeting where Sherry Yesilsoy presented the Board with written documentation regarding a tire incident that happened to her neighbor.
The Board suggested that this document be included with the information to be reviewed at the meeting with the Secretary of Transportation.

248/377

40

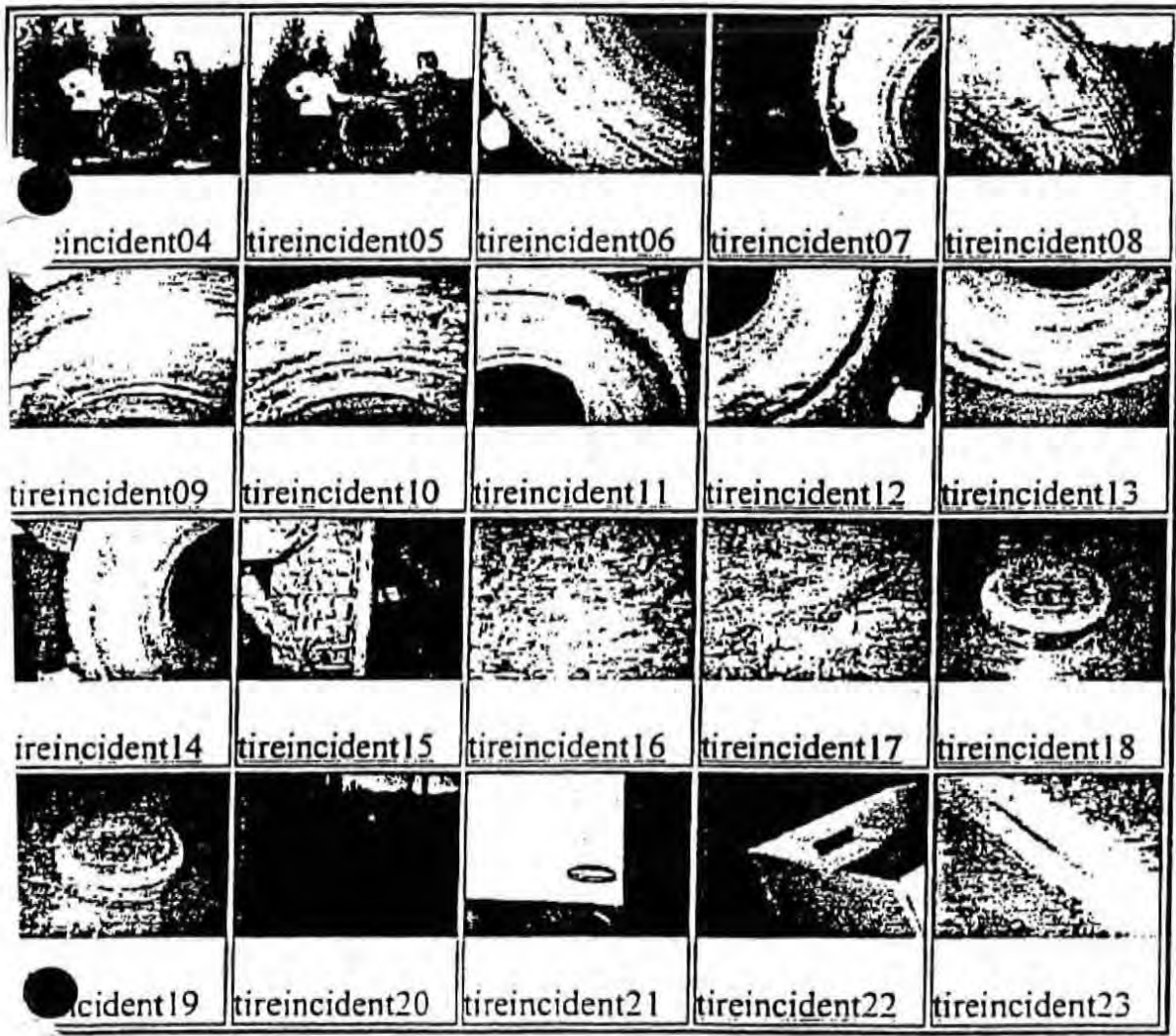
On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire and wheel that had been jettisoned by a passing vehicle and landed in his Backyard. Initial investigation revealed that the tire had been jettisoned by a vehicle traveling South on Lindenhurst Road. The tire traveled across the opposing lane of traffic where it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in the middle of his backyard. While investigating the tire that landed in the backyard, a second - matching - jettisoned tire was discovered 100ft further north on another resident's backyard burm.

Lower Makefield police have been to the scene and have created an Incident Report. It is a miracle that no persons or vehicles were caught in the path of this massive debris.

04-22-2003

000005

Home | Next Page



made public by
Sherry Glesbury
at the 5/5/03 LMT
BOS meeting

Exhibit XI
(pg 4/4)

41

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. Gary Hoffman, P.E.
Deputy Secretary for Highway Administration
Keystone Building
400 North St., 8th Floor
Harrisburg, PA 17120-0095

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

Dear Mr. Hoffman and Representative Steil,

Thank you for accepting these written comments that I understand will become part of the record for the regional traffic meeting. While I do not believe Representative Steil publicly announced that written comments would be accepted for one week after the meeting, several residents overheard him telling me this at the end of the meeting. We thank you for the opportunity.

Although I was disappointed that Representative Steil denied me permission to show two brief videos during my public comment, I appreciated that he retrieved them from me after the meeting and said they would be included in the summary of the meeting.

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, CBS/KYW3 Newscast, and Truck Danger on Worthington Mill Road. See Exhibit I.

(Note that 90% of the commercial traffic turns off the Newtown Bypass onto Lindenhurst Road, the first leg of a residential route that literally "bypasses the Bypass". The residential route is comprised of Lindenhurst, Stoopville and Worthington Mill Roads.)

- Submitted a CD entitled FOX 29 Newscast: Using rail to haul stone from the Swamp Road quarries. See Exhibit II.

250/377

270

Exhibits to be hand delivered to Rep. Steil's office on
4/28/04. 8 pages in this memo.
Pg 1/8

PA 4/26

42

Recommendation to engage a consultant to do a regional study for planning

Mr. Hoffman suggested the townships engage a consultant to do a regional study for planning and said dollars are available through the Delaware Valley Regional Planning Commission (DVRPC); federal funding is available.

The Townships must engage a consultant who is outside the Bucks County umbrella of politics, or an OBJECTIVE regional plan will be unattainable. History has shown that the players under the Bucks County umbrella of politics make transportation decisions based upon self-interest and political agendas, in total disregard for the safety of the citizenry at large (See Exhibit III, Abbreviated historical accounting of manipulation of truck traffic).

Who falls under the Bucks County umbrella of politics?

- **Senator Joseph Conti:** In spite of attending a public traffic meeting at Lower Makefield Township (LMT) in 1999 and pledging to make the truck traffic problem his #1 priority, he has shown a lack of leadership on this issue. In a recent Courier Times article (Exhibit V) he claimed about all he can do is "cajole" local officials to do the right thing.

RRTS comment: This statement is inconsistent with the fact that state senators and representatives are deeply involved with transportation issues throughout our state and country. RRTS has developed a relationship with the Delaware Valley Regional Planning Commission (DVRPC)* and it is apparent that the transportation wishes of state senators and state representatives greatly influence planning decisions in the region. Senator Conti's lack of action on the truck issue speaks volumes about his disinterest in protecting the safety of the citizenry at large.

- **Representative David Steil:**

- 1) When LMT requested taking over Lindenhurst Road from PennDOT in the interest of protecting its citizenry (November 2002), Representative Steil interfered. The turnback was denied, the only road turnback that PennDOT District 6 has denied in 10 years!
- 2) In response to RRTS members' request to have stone moved by rail, Representative Steil is quoted in the Bucks County Courier Times article in Exhibit VII as saying, "The DVRPC did a small study on trains and said the idea didn't even merit a full study... The economics do not look very good."

*See Exhibit VI, new DVRPC CD entitled Creating Tomorrow Today, DVRPC

251/377

Pg. 2/8

Pg. 2/26

43