

Addendum for the DVRPC FY2013 TIP for Pennsylvania

A critical component of the DVRPC TIP development and adoption process is the Public Involvement Process which is documented in this Addendum. This Addendum includes multiple documents:

- ▶ The overview summary of the TIP Public Involvement Process;
- ▶ The abbreviated summary/index of the public comments that were received during the formal Public Comment Period that was held from May 3, 2012, through June 1, 2012;
- ▶ The un-abridged, full public comments received during the Public Comment Period (Each comment is assigned an "Item #" which is used to identify each individual submission/comment and corresponds to the response that was provided to that comment by the appropriate agency. Some lengthy submissions that address multiple issues have multiple Item #'s. Comments were submitted from the public via: the public comment web application, e-mail, US ground mail service, or fax);
- ▶ The responses to the public comments (Responses have been provided by the appropriate agency for whatever project or issue is raised in the public comment. DVRPC compiles the comments and responses that were received during the Public Comment Period and provides this information to the DVRPC Board prior to requesting adoption of the TIP. This process is meant to provide the DVRPC Board with viewpoints and input from the general public on the program, and to assist the Board in determining whether adoption of the TIP is appropriate);
- ▶ The Recommended Changes to the FY2013-2016 Draft TIP based on recommended comments made during the Public Comment Period (If approved by the Board, these changes are incorporated into the final FY2013-2016 TIP. The DVRPC Board is presented with the Draft Program and the List of Recommended Changes for adoption as the region's official selection of transportation projects);
- ▶ Several items of supporting documentation (Included are: the DVRPC formal public notice on the Public Comment Period; SEPTA's Notice of Public Hearing for the Capital Budget; a "Highlights" document of the Draft TIP, which is e-mailed to a wide distribution list and made available to the public to describe the program, process, and projects in an abbreviated manner; documentation of outreach to Tribal Nations; and proofs of publication of the legal notices for the formal 30 day Public Comment Period in area newspapers as required).

SUMMARY OF THE PUBLIC INVOLVEMENT
PROCESS FOR THE FY 2013
TRANSPORTATION IMPROVEMENT PROGRAM
(TIP) FOR PENNSYLVANIA



SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY 2013 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. It is the responsibility of each citizen to become involved in regional issues and to play a role in the decision-making process; therefore, DVRPC will strive 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 FY 2013 TIP for Pennsylvania opened on May 3, 2012, and closed on June 1, 2012 at 5:00 p.m. (EST). Notices of the public comment period and the scheduled public meeting were distributed to over 8500 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.

Legal notices were placed in *The Inquirer*, *The Philadelphia Tribune*, *Al Dia*, and *The Courier Post*, and press advisories were issued to a wide variety of electronic and print media outlets. Draft TIPs were available at DVRPC's Resource Center, and by request; the TIP document was mailed to area libraries for public review; public notices and requests for comment were sent to Tribal organizations; and additional announcements on the TIP and the public comment period were posted on DVRPC's website, www.dvrpc.org, and at @DVRPC on Twitter. A public meeting was held on:

WEDNESDAY, MAY 15, 2012
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 announcements, media releases, public notices, and public information document follow this summary.

This public comment period also served as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online

at: www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransP rog?OpenForm. The public involvement process for the TIP conducted by DVRPC was in cooperation with 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 was used to satisfy public involvement requirements for PennDOT's Section 5307 program of projects as well.

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. People were able to download and/or access the TIP materials during the public comment period, use the search and mapping tool, and submit their comments through the TIP online commenting feature provided. 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 and fax.

Public Comment Guidance

In an effort to facilitate the public comment process, we offered some extended guidance. Listed below are issues that we ask you to consider as you review the Draft TIP document.

- Given the projects in the TIP, are we headed in the right direction? Are we meeting the needs of the region? Are we following the intent of SAFETEA-LU?
- For example, does the TIP contain the appropriate mix of projects with regard to (a) the amount of investment in highway projects versus the amount in transit projects, or (b) the types of improvements, such as maintenance and reconstruction of the existing system versus new capacity adding projects; or non-traditional projects (like pedestrian, bicycle, smart technology, Transportation Enhancement, and Congestion Mitigation and Air Quality projects) versus the more traditional highway and transit projects?
- Is this region getting its fair share of resources compared to other regions in the state or nation?
- Is the current transportation project development process, including environmental reviews and public input, effective?
- Given financial constraints, are we spending money on the right types of projects?
- Is the TIP document easy to use? How could it be improved?

Of course, comments are not limited to these broader issues of concern. DVRPC, as always, welcomes opinions on specific projects contained in the Draft TIP, the Draft TIP development process, or on any other topic of concern. However, we remind those intending to recommend new projects for the Draft TIP that in order to earn a place on the Draft TIP, projects must first progress through the screening and planning processes described earlier. As a result, requests for new projects are generally referred to the appropriate agency for further investigation through their respective pre-TIP study efforts. These study efforts may lead to the project winning a place on the TIP in some future year.

**SUMMARY OF THE PUBLIC COMMENTS
ON THE
DRAFT DVRPC FY2013-2016
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

ALL RESPONSES RECEIVED

Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
Bucks County		
MPMS# 13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)		
A.1	Kathryn Auerbach	Rehabilitate the bridge.
MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)		
A.2	Kathryn Auerbach	Rehabilitate the bridge.
MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)		
A.3	Kathryn Auerbach	This bridge is eligible for the national Register as one of the earliest of AO Martin's concrete arch deck girder designs
A.4	Kathryn Auerbach	I would like to be a consulting party.
MPMS# 13716 - Headquarters Road Bridge Over Tinicum Creek		
A.5	Kathryn Auerbach	Rehabilitation of the substructure and in-kind replacement of the superstructure is the most cost-effective and historically and environmentally compatible solution.
A.6	Maya van Rossum The Delaware Riverkeeper	Opposed to project. Explore repairing the current structure.
A.7	Maya van Rossum The Delaware Riverkeeper	Concerns of neighbors not considered by PennDOT.
A.8	Maya van Rossum The Delaware Riverkeeper	PennDOT has failed to follow the agency's own anti-degradation policies in order to avoid or minimize harm.
A.9	Maya van Rossum The Delaware Riverkeeper	Expansion to a two lane bridge will cause harm to water quality and degradation of the Tinicum Creek.
A.10	Maya van Rossum The Delaware Riverkeeper	The information that was provided by the PennDOT alternatives analysis is minimal and highly deficient, failing to provide the level of information needed to assess the full ramifications for the health of the creek.
MPMS# 13727 - Bristol Road Intersection Improvements		
A.11	B. Chadwick	Projects like this allow/encourage people to drive more and to use transit less, walk less and bike less.
A.12	B. Chadwick	This type of project thwarts any attempt to cut GHG emissions by 50% by 2035 compared to 2005 levels (a policy goal in DVRPC's Long Range Plan).
MPMS# 57625 - Route 232, Swamp Road Safety Improvements		
A.13	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
MPMS# 57639 - Newtown-Yardley Road Intersection Improvements		
A.14	Thomas K. McHugh Citizen	How many tons of GHG emissions will be eliminated per year per dollar invested in this project?
MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek		
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
A.15	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.16	Swamp Road Residents Group	Opposed to project and wishes it to be removed from TIP.
MPMS# 69912 - River Road Bridge Over Tohickon Creek		
A.17	Kathryn Auerbach	Requests renewed and thorough studies to clarify any deficiencies and a thorough investigation of solutions incorporating the restoration of the bridge
A.18	Kathryn Auerbach	Rehabilitation would minimize impact to the surrounding archaeologically sensitive landscape and would be most compatible with the Delaware Wild & Scenic status as well as the visual impact to the Nat. Hist. Landmark canal adjacent. I request to be a consulting party to this project.
MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek		
A.19	Kathryn Auerbach	This bridge can be rehabilitated and I would like to be a consulting party on this rehabilitation.
MPMS# 86860 - PA 611 Bridge Over Cooks Creek		
A.20	Kathryn Auerbach	Any proposed work must not impact the natural resources in any way. I wish to be a consulting party on any 106 or other meetings.
MPMS# 88083 - Stoopville Road Improvements - Phase 2		
A.21	Susan Herman Residents for Regional Traffic Solutions	The project description is incorrect.
A.22	Susan Herman Residents for Regional Traffic Solutions	Implores DVRPC RTC and Board to oppose this project.
Re-establishment of West Trenton (R3)/Newtown Line		
A.23	Gene Alpert	Requests the re-examination of the viability of the old Newtown rail for re-establishing service.
Chester County		
MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek		
A.24	A. Roy Smith	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.25	Ann Jones	The bridge was perfectly adequate for the amount of traffic it serves and does not need to be enlarged.
A.26	C.Giordano	I would prefer to see the Bridge repaired, as to maintain its original design and charm befitting this rural community.
A.27	Carol Taylor	Opposed to current plans for the bridge because a two lane replacement bridge is out of character for the type of road and surroundings. Replacement is a waste of taxpayers money.
A.28	Catherine Ledyard	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.29	David Hawk	The current plans are a waste of scarce taxpayer money. The much more economical idea of rehabbing the current bridge and maintaining its current one-lane configuration should be done instead. Traffic demands do not require multiple lanes, and the community would prefer the historic appearance of the current bridge.

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Comments Received from the General Public		
A.30	Frances DeMillion resident of the area	Not in favor of full replacement but wants a one way rehabilitation plan. Rehabilitation will save taxpayers \$1 million extra expense.
A.31	Gary Cannon	If the State would consider the impact this project will have on the the people who live around this bridge, the dramatic reduction in safety, other options would be evaluated more seriously.
A.32	Gwendolyn M. Lacy, Esq. The Land Conservancy for Southern Chester County	The Land Conservancy favors rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.33	Hillary Jones	Close bridge to traffic permanently.
A.34	Hugh Lofting citizen	Replace current plans with a one lane rehabilitation. Widening bridges creates a more dagerous area.
A.35	Hunt Bartine Resident Kennett Township , 21 SouthRidge Drive	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.36	Jake Chalfin	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.37	Jane Dorchester	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective.
A.38	Jessie Cocks	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.39	Joan Bristol	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.40	John and Lucie Wilkens Homeowner near the Chandler Mill Bridge	Favor rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage.
A.41	Julia Gardner	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.42	Karen Rubin	Supports a one land rehabilitation because it is safer and more cost effective.
A.43	Kerry Landis	Would like to comment that a bridge should not be refurbished and cost tax-payers in the township money to satisfy a few wealthy individuals that have enough money to hire a few organizations to fight for them.
A.44	Mark St. Clair Resident of Kennett Sq.	Would like to see the bridge replaced. Upgrade the infrastructure as soon as possible. SAVE does not represent the residents of this area.

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Comments Received from the General Public		
A.45	Martha Straus	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.46	Mary Sue Boyle	The neighbors have a strong interest in total restoration of this bridge.
	National Register Consultant	
A.47	Mary Sue Boyle	I am a party to the proceeding and await information from PennDOT relative to formal comment on the bridge.
	National Register Consultant	
A.48	Michael Leja	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.49	Nina H. Gardner	BRID
	Welcome Here Farm	
A.50	Nina H. Gardner	Bridge should be repaired, not replaced.
	Welcome Here Farm	
A.51	Phoebe Brokaw	A two lane bridge construction plan for the Chandler Mill Road Bridge over the west branch of the Red Clay Creek is unacceptable and fiscally irresponsible.
A.52	Phoebe Brokaw	The one lane rehabilitation plan will expedite the bridge's opening, preserve its historical aesthetic and be more economic - all extremely important to the community.
A.53	R A StClair	Replace the bridge, it is a better option than rehabilitating an old structure. Comments against the replacement come from mass email from SAVE and many people are not part of the Kennett community and do not represent the locals.
A.54	R.F Voldstad	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.55	Rebecca Mitchell	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
A.56	Robert Wilson	We favor the rehab approach to the bridge so as to maintain its aesthetic appeal, historical significance and traffic buffering capabilities
A.57	S.A.V.E.	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
	Safety, Agriculture, Villages and Environment, Inc.	
A.58	Steve F	The current bridge crossing is over 100 years old in design and is fracture critical and structurally deficient.
	Taxpayer	
A.59	Thomas Zunino	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.60	Timothy Jones	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable
A.61	Wilson Braun	Replace current plans with a one lane rehabilitation plan because it will be safer and most cost effective. The excessive cost is unacceptable.
MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek		
A.62	Martha D Straus, RLA	Make sure that final plans for the bridge include sensitive restoration of the disturbed areas of the Big Elk Creek.
MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line		
A.63	Stephen T. Sullins Borough of Downingtown	Requests that the timing of the project remain unchanged and not delay the project in the future.
MPMS# 14484 - PA 41 Study		
A.64	Aileen Elliott	The best solution for the safety concerns of this roadway would be solved by a roundabout.
A.65	Allison McCool	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.66	Allison McCool	Public comments are important and should be listened to.
A.67	Anna Coyne	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.68	Anthony Vietri Va La Vineyards, L.P	Reduce speed along 41 between Penn Green Road (a major accident prone intersection) and the Borough of Avondale.
A.69	Anthony Vietri Va La Vineyards, L.P	Place a proper curb on our stretch of road, to cut down on the erosion of our soils, and to help prevent trucks from pulling off the road and destroying our road front.
A.70	Anthony Vietri Va La Vineyards, L.P	Prohibit break retarders in this stretch of roadway.
A.71	Anthony Vietri Va La Vineyards, L.P	There is difficulty in gaining safe access and exit from our property.
A.72	Anthony Vietri Va La Vineyards, L.P	Create a center turning lane.
A.73	Benson B. Martin	In favor of a roundabout for this project.
A.74	Blair Fleischmann citizen	Would like to see more traffic calming implemented, including roundabouts as much as possible, specifically at Rt 41 & Balt Pk and at Rt 41 & Rt 926.
A.75	Bo Alexander Highland Twp Supv.	Roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.76	Bo Alexander Highland Twp Supv.	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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Comments Received from the General Public		
A.77	Bo Alexander	A roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.78	Highland Twp Supv. Londonderry Board of Supervisors	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.79	Londonderry Township Londonderry Board of Supervisors	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.80	Londonderry Township Londonderry Board of Supervisors	A roundabout at the intersections of Route 41 and Route 926 in Londonderry Township would provide a safe solution for this extremely dangerous intersection as well as provide traffic calming at a high speed section of Route 41.
A.81	Londonderry Township C.Giordano	Please, make every effort to maintain the historic charm of this roadway, by installing traffic calming devices. Route 41 was never designed to be an expressway!
A.82	Carin Bonifacino	Wants project revised to address safety on Route 41. Wants to see a roundabout at Route 41 and Baltimore Pike and at Route 41 and Route 926.
A.83	Carol Lorah Bland	Project should be revised to adequately address safety concerns and future growth of the Route 41 corridor. Traffic calming should be implemented throughout.
A.84	NA Cynthia Schmidt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.85	Dan Linderman	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.86	Dan Linderman	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.87	Danny Rosazza Avondale	It is a bad idea to add a traffic circle in Avondale.
A.88	Dr. Betsy DeMarino	Use of a roundabout would remedy the traffic problems on Route 41.
A.89	Dr.Deepak Doraiswamy	The PREIT/Walmart project would be severely detrimental to the local environment and road safety and should be halted as safety issues have not been addressed.
A.90	Concerned resident at Somerset Lake in Landenberg E. Paul Wileyto	Make the road feel smaller without making it smaller and do not widen or straighten the road.
A.91	Homeowner in Kennett Hugh Lofting	Use a traffic circle at Route 41 and 926.
A.92	Hugh Lofting Timber Framing, Inc. Ian Brown	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

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Comments Received from the General Public		
A.93	Jack E. Weber, Jr. SCCOOT	This area can not benefit from a roundabout.
A.94	Jack E. Weber, Jr. SCCOOT	This area requires safety and traffic volume enhancements.
A.95	Jane Dorchester	Traffic calming measures need to preserve the character of Chatham.
A.96	jason daliessio	Widening and limited realignment of Route 41 adequately address safety problems. Reinstate funds previously shown on MPMS# 14613 for traffic calming within the Route 41 corridor.
A.97	Jim DiLuzio New Garden Township resident	Some SAMI projects made slight improvements, but this remains an extremely dangerous highway.
A.98	Jim DiLuzio New Garden Township resident	Full (simultaneous from opposite directions) left-turn phasing needs to be employed at intersections along Route 41 with roads like Newark Rd. and Penn Green Rd.
A.99	Jim DiLuzio New Garden Township resident	Kennett Township should be included on TIP report information.
A.100	Jim DiLuzio New Garden Township resident	If widening of the roadway and limited realignment are realistically the only feasible options remaining, then just get the work started and accomplished.
A.101	John Gaadt	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.102	Julia Gardner	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.103	Louis A. Kaplan	Route 41 is a dangerous roadway and PennDOT has not addressed this fundamental problem with any of their proposed alternatives. The incorporation of traffic calming elements in the highway should be a priority.
A.104	Marion Waggoner	Opposed to traffic circles because they would not improve overall safety.
A.105	Martha D Straus, RLA	Roundabouts on Route 41 intersections should be considered as alternatives again.
A.106	Michael Leja	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.107	Mr. and Mrs. Dean Donley	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.108	Neha Deck	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.109	Neha Deck	What will be done at the Route 41 and Sunny Dell Road Intersection?
A.110	Nina H.Gardner Welcome Here Farm	Does not want the road widened. Wants traffic calming techniques implemented.

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Comments Received from the General Public		
A.111	Paige Larue	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.112	Rebecca Mitchell	A roundabout should be re-instated to be used for this project and other traffic calming projects.
A.113	Rich Zimny	Safety issues need to be addressed to the highest standards.
A.114	Richard Corkran	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.115	Russell Jones	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.116	Sali Cosford Parker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.117	SAVE	S.A.V.E. recommends that highest priorities be given to (1) a roundabout at the intersection of Route 41 and 926, and (2) traffic calming in the village of Chatham.
A.118	SAVE	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.119	SAVE	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.120	SAVE	S.A.V.E. recommends against implementation of any of the other design options recommended by the PennDOT 2010 study until an objective analysis of the potential benefits of traffic calming alternatives has been made.
A.121	Steve Taxpayer	Ignore SAVE's opinion and the upgrades to Route 41 are long over due.
A.122	Steven C. Brown	The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques.
A.123	London Grove Township Steven C. Brown	Funds allocated for a roundabout at Route 41 and Old Baltimore Pike (MPMS# 14613) should be re-instated and used for this project and other traffic calming projects in the Route 41 corridor.
A.124	London Grove Township Steven C. Brown	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.125	London Grove Township Steven Siepser	In favor of roundabouts for calming purposes but wants engineers to look into 'green belts' as alternatives.
A.126	Teri Dignazio	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.127	Thomas Zunino	Route 41 will remain dangerous if the proposed project moves forward as is.

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Comments Received from the General Public		
A.128	Timothy Gardner London Grove Township Resident	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.129	Virginia Reef	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.130	WB Dixon Stroud Jr	Consider a roundabout at the intersection of 41 and 926
A.131	WB Dixon Stroud Jr	The project does not adequately address safety and traffic calming.
A.132	Wendy B.	Is in favor of improvements to Route 41.
A.133	Wendy Walker	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
A.134	Wilson Braun	This project should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.
MPMS# 14515		
A.135	Kristin Boldaz Edward B. Walsh & Associates, Inc.	On behalf of Uwchlan Township, please accept this as a formal request to create a Utility Relocation Phase for this project on the TIP and transfer \$100,000 from the Construction Phase into the new Utility Relocation Phase.
MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)		
A.136	Doug Hanley Uwchlan Township	Please transfer \$100,000 from the Construction Phase and put in the Utility Relocation Phase.
MPMS# 14541 - US 1, Baltimore Pike Widening		
A.137	Bo Alexander Highland Twp Supv.	Please provide for NE bound US1 traffic to make a U Turn.
MPMS# 15385 - US 202, Section 100 (ES1) - Design		
A.138	Mary Sue Boyle Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail		
A.139	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
A.140	Paige Larue	Widening the road will cause more accidents and bike lanes would destroy the existing bridle paths currently in use.
MPMS# 77476 - Kennett Pike Bikeway		
A.141	Hillary Jones	I support both the bike/pedestrian trail and the Kennett Pike bikeway Hillary Jones Chandler Mill Road resident
MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout		
A.142	Blair Fleischmann citizen	Glad to know that this roundabout project is moving forward.
A.143	Bo Alexander Highland Twp Supv.	Please move this project forward as quickly as possible.
A.144	Grant DeCosta	Support of project.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)		
A.145	Adrienne MacKenzie	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Brandywine Hospital	
A.146	Amy Stackhouse	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Rhoads Energy Corporation	
A.147	Bo Alexander	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Highland Township	
A.148	Dorith Hakimi	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Sikorsky Global Helicopters	
A.149	Gary W. Smith	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Chester County Economic Development Council	
A.150	Gregory Prowant	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Caln Township	
A.151	James Ziegler	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	The Graystone Society	
A.152	Jim Gable	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Pennsylvania American Water	
A.153	John Lymberis	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Sadsburyville Hotel, Inc.	
A.154	Joseph Zimmerman	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Summers & Zim's Inc.	
A.155	Patrice Proctor	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Valley Township	
A.156	Patti Jackson-Gehris	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Western Chester County Chamber of Commerce	
A.157	Ronald A. Rambo, Jr.	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	West Brandywine Township	
A.158	Stephanie Silvernail	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Sadsbury Township	
A.159	Ted Reed	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	Borough of Modena	
A.160	Terry Muto	Consider funding now, or in the future, improvements to the Route 30, Airport Road Interchange.
	AIM Development Corporation	
MPMS# 86064 - Hadfield Road Bridge Over Beaver Creek (CB #244)		
A.161	C.Giordano	Would prefer the bridge be repaired and restored to its original design.
A.162	Linda Morrison	The community wants this historic bridge to be rehabilitated and preserved -- NOT replaced.
	E. Brandywine Twp Historical Commission	

Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.163	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	This bridge should not be replaced until feasibility studies for rehabilitation have been completed. Rehabilitation offers a potential tax savings for residents of more than \$2 million.
MPMS# 86696 - Watermark Road Bridge Over Muddy Run (CB #21)		
A.164	Blair Fleischmann citizen	Would like to preserve this historical bridge as much as possible, while keeping it safe.
A.165	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	200+ petition signatures submitted supporting bridge rehabilitation.
A.166	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	Bridge is considered historic by the township and is listed on Upper Oxford's historic inventory.
A.167	S.A.V.E. Safety, Agriculture, Villages and Environment, Inc.	This bridge should be rehabilitated and not replaced which is counter to NEPA policy and would cost tax payers an additional \$1.8 million more.
MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2		
A.168	Mary Sue Boyle Mary Sue Boyle and Company LLC	Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.
MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)		
A.169	Mandie Cantlin East Bradford Township	Recommends adding new 8 foot shoulders to serve as bike/pedestrian lanes to accommodate Bike Route L.
Support for restoration of rail service to West Chester		
A.170	West Chester Borough	Shows support to restore regular, frequent, and convenient rail service to the Borough of West Chester.
Delaware County		
MPMS# 14747 - US 322 Final Design		
A.171	B. Chadwick	Widening this road will not reduce greenhouse gas emissions.
A.172	B. Chadwick	There is no mention in the description on how bikes and pedestrians will be accommodated on this road.
MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements		
A.173	B. Chadwick	It is unclear from the project description what portion of the \$140 million will be spent on making sure that there will be safe, comfortable and convenient facilities for pedestrians and cyclists wanting to cross the entrance/exit ramps of the proposed interchange.
MPMS# 87940 - Pedestrian and School Children Safety (TCSP)		
A.174	John Butler	In favor of project but states the Marple Commissioners refuse to commit the matching funds in 2010.
Montgomery County		
MPMS# 16214 - PA 611, Old York Road Over SEPTA R3		
A.176	JACOB FEINBERG	How will the flow of traffic be changed on PA 611?

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements		
A.177	Ann L. Rappoport, Ph.D.	No amount of traffic intersection adjustments will help unless more frequent rail service to and from distant stations increases.
A.178	Jeffrey Muldawer	The proposed right turn lane from Southbound Greenwood Avenue to Westbound Route 73 is an accident waiting to happen
A.179	Leslie Dias	Reconsider original plans and replace with dedicated left turn lanes and have the other lane for both right turns and through traffic.
A.180	Olga McHugh	Opposed to project and wishes it to be removed from TIP. Project will ruin the character of the area and turn it into the ugly site we see in the far suburban sprawl areas of Montgomery County.
A.181	Resident Suzanne Monsalud	The construction will negatively impact the neighborhood and would create a hazardous situation.
A.182	Teresa Warnick	Concerned that the project will decrease safety as well as property values.
A.183	Terry Muldawer	Opposed to project.
A.184	Thomas K. McHugh	Opposed to project and wishes it to be removed from TIP. Will change the character of the community.
MPMS# 57865 - Edge Hill Road Reconstruction		
A.185	Thomas K. McHugh	Contractors should be alerted for Revolutionary Archaeological Artifacts
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.186	Ann L. Rappoport, Ph.D.	Favors more frequent rail service to and from more distant stations which motorists bypass to get a parking space.
MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements		
A.187	Daniel K. Kerr Limerick Township	Project is missing from TIP.
Philadelphia		
Request Additional funding for new projects		
A.188	Mark Frog Harris	Lancaster Avenue in Philadelphia has two intersections where traffic backs up badly. They are at 48th Street and 52nd Street. Funding should be made available to improve these trouble spots.
SEPTA		
MPMS# 60557 - System Improvements		
A.189	Jon Frey	Opposition to project because past implementations of TSP systems on SEPTA surface routes have yielded no benefit to the riding public.
A.190	PA-TEC Karl Rahmer	I oppose this project because it is unfunded as DVRPC has diverted funding to non-essential projects. See TIP items 60557, 60611 (Fare Collection System/New Payment Technologies).
A.191	Karl Rahmer	Opposes project because it offers no benefit the riding public.
MPMS# 60611 - Fare Collection System/New Payment Technologies		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.192	john Scott PA-TEC	Objects to the project on the grounds that the cost has escalated.
A.193	Jon Frey PA-TEC	Opposes project because of the cost.
A.194	Karl Rahmer	Oppose project because there is a difference in cost between SEPTA's Capital budget and DVRPC's TIP.
MPMS# 60651 - Substation Improvement Program		
A.195	Jon Frey PA-TEC	I oppose MPMS 60651 in its current form, which lacks funding for any improvements to power substations on SEPTA's railroad network.
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.196	Bob Morgan Resident - Wyncote	Improved services and improved parking to outer areas would encourage transit use closer to home.
A.197	Jeffrey Olawski	Project description is misleading.
A.198	Jeffrey Olawski	Possible NEPA violations
A.199	Jeffrey Olawski	Possible NEPA violations.
A.200	Jeffrey Olawski	Possible Clean Air Act violations.
A.201	Jeffrey Olawski	Project description is misleading.
A.202	Jeffrey Olawski	Bad Policy and Investment choice.
A.203	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.204	Jeffrey Olawski	Possible Clean Air Act Violations.
A.205	Jeffrey Olawski	Sufficient detail on project cost is missing.
A.206	Jeffrey Olawski	Bad Policy and investment choice.
A.207	John Scott PA-TEC	The study for this project must be performed again as a broader study that analyzes current deficiencies in terms of capacity and service across the region
A.208	Jon Frey PA-TEC	Opposes project and wants regional rail service on the Fox Chase-Newtown line to Upper Southampton reinstated.
A.209	Karl Rahme	Opposes project because it will make Bucks County residents drive further to reach a station because all stations near residents are full.
A.210	Lenore Davies	This project is a huge waste of money and train must stop at all station every 30 minutes to keep riders close to their homes.
A.211	Nancy Zosa	Opposed to project. Money used for this project should be used for increasing frequency and expanding service.

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.212	Neil Boyden Tanner	Invest moneis in more frequent train service and not a parking garage.
	Concerned Neighbor	
A.213	Ronald C Dunbar	Opposes garage but would like monies for raised platform and other surface improvements.
	self	
A.214	Suzanne Monsalud	Opposes project because surveys indicate that riders would prefer not to drive outside of their communities to park at a mega station
A.215	Teresa Warnick	Remove project from TIP and increase station stops at other stations so commuters do not travel to Jenkintown-Wyncote Station.
A.216	Thomas K. McHugh	This project is an inefficient use of taxpayer money and riders want more parking and better train service closer to their homes.
MPMS# 87176 - 69th Street Intermodal Parking Garage		
A.217	John Scott	Opposes construction because more riders driving to 69th St Terminal will have a negative impact on ridership growth of feeder transit lines.
	PA-TEC	
A.218	John Scott	DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the 69th Street parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first. See July 2010 DVRPC Regional Citizen Committee meeting minutes.
	PA-TEC	
Re-establishment of West Trenton (R3)/Newtown Line		
A.219	Karl Rahme	Supports reactivation of Newtown line to Southampton Station.
Various Counties		
Bridge Project Descriptions		
A.220	B. Chadwick	Requests clarification on scope of bridge projects. Many of the bridge projects are replacements not repairs.
Complaint about how the Comment Period reaches the public		
A.175	John Dunphy	The way DVRPC advertises the projects does not work well for local residents.
MPMS# 48201 - DVRPC Competitive CMAQ Program		
A.221	Olga McHugh Wyncote Resident	Objects to the use of public funds without direct public comment.
MPMS# 60557 - System Improvements		
A.222	PA-TEC	Opposes project because the project provides no benefit to SEPTA's operations of the riding public.
MPMS# 60611 - Fare Collection System/New Payment Technologies		
A.223	PA-TEC	Objects to the project on the grounds that the cost has esclated.
MPMS# 60651 - Substation Improvement Program		
A.224	PA-TEC	Objects to this project this project on the grounds that no funding has been allocated to upgrade, repair or replace any electrical substations on SEPTA's passenger railroad system.
MPMS# 65109 - Transit Flex - SEPTA		

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ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the General Public		
A.225	Olga McHugh Wyncote Resident	Opposed to project.
MPMS# 84642 - Jenkintown Platform and Garage Project		
A.226	PA-TEC	Opposes project because demand for garage is not shown.
A.227	PA-TEC	Opposition to project because DVRPC has withheld information from the public.
A.228	PA-TEC	Opposes project because RCC was terminated because of opposition to this project.
A.229	PA-TEC	Oposes this project because DVRPC altered its public comment process because of opposition to this and other SEPTA projects
A.230	PA-TEC	Opposes the project because there is no local support from the Wyncote and Jenkintown Communities
A.231	PA-TEC	In favor of reactivation of R8 Newtown Commuter Rail Corridor.
MPMS# 87176 - 69th Street Intermodal Parking Garage		
A.232	PA-TEC	Objects to this project on the basis that public transportation dollars are being allocated to build premium parking for private businesses.
A.233	PA-TEC	Opposes project because undermines the vitality of mass transit in Delaware County by decreasing bus and trolley ridership and increasing SEPTA's fixed infrastructure costs.
Opposition to entire TIP		
A.234	PA-TEC	The public was not provided adequate opportunity to comment on the TIP.
A.235	PA-TEC	The new Public Participation Plan was not developed in consultation with interested parties, and was not approved in accordance with the law.
A.236	PA-TEC	None of the TIP projects list a sponsoring official, representative, or agency.
Technical Difficulties with sending in public comment		
A.237	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:55 PM on 06/04/12
A.238	Olga McHugh	I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process. Sent via email at 4:49 PM on 06/04/12
Comments Received from the DVRPC Planning Partners & Agencies		
Chester County		
Technical Corrections		
B.239	Chester County Planning Commission Chester County	Changes to the limits, descriptions and titles of projects requested.

Index of Comments on the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

ITEM #	COMMENTOR	SUMMARY OF COMMENT
Comments Received from the DVRPC Planning Partners & Agencies		
Delaware County		
Technical Corrections		
B.240	Delaware County Planning Department Delaware County	Changes to the limits, descriptions and titles of projects requested.
Philadelphia		
Technical Corrections		
B.241	City of Philadelphia City of Philadelphia	Changes to the limits, descriptions and titles of projects requested.
SEPTA		
Technical Corrections		
B.242	SEPTA SEPTA	Removal of projects that are not supposed to be included in the TIP

**ORIGINAL PUBLIC COMMENTS
ON THE
DRAFT DVRPC FY2013-2016
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR PENNSYLVANIA**

**COMMENTS RECEIVED AS PART OF THE
PUBLIC COMMENT PERIOD**

Public Comment Form Draft FY 2013 for PA



Item ID# A.1

Name: Kathryn Auerbach

County: Bucks County

Project Title: Clay Ridge Road Bridge Over Beaver Creek (CB #30)

MPMS ID: 13014

Comment:

The Clay Ridge Bridge lies within and contributes to the Ridge Valley Rural Historic District, listed in the NR. The bridge is highly significant as an early example of a closed spandrel deck girder arch concrete bridge, 1909, designed by Bucks C. premier architect & engineer AO Martin. This is among his earliest remaining arch bridges and coupled with his surviving original plans provides valuable engineering information on early concrete bridge technology. Its design, scale, character and surface treatments compliment the surrounding rural landscape. Rehabilitation is a MUST.

Comment ID: 135

Public Comment Form Draft FY 2013 for PA



Item ID# A.2

Name: Kathryn Auerbach

County: Bucks County

Project Title: Walnut Street Bridge Over Perkiomen Creek (CB #13)

MPMS ID: 13248

Comment:

The Walnut Street Bridge is an extraordinary example of AO Martin's very early deck girder concrete arch bridge designs, ca. 1908. His two previous long span designs, ca. 1906 have been destroyed, eve 'tho recognized as engineering significant to the NATION. It has been successfully rehabilitated and currently carries two-lanes of traffic. Pedestrian access is accomodated by a cantilivered walkway on the upstream side. Additional pedestriation accomodation can be placed on the downstream side. The bridge is adjacent a popular and actively used public park that contains the county's earliest Covered Bridge, ca1832. That bridge was moved to a dry land location by being moved over this concrete arch bridge. coupled with Martin's engineering drawings and the other remaining examples of his bridges. this bridge is eligible for the National regisgter as a part of a collection of Martin's concrete arch bridge designs. many of these bridges are currently threatened. I would like to be a consulting party on any planning discussions for this bridge. THIS BRIDGE MUST BE REHABILITATED.

Comment ID: 146

Public Comment Form Draft FY 2013 for PA



Item ID# A.3, A.4

Name: Kathryn Auerbach

County: Bucks County

Project Title: Rickert Road Bridge Over Morris Run Creek (CB #21)

MPMS ID: 13296

Comment:

This bridge is eligible for the national Register as one of the earliest of AO Martin's concrete arch deck girder designs. It is part of a significant collection of AOM bridges remaining in the county, as well as part of a collection of very unique bridges that occur in this section of Hilltown township primarily over the Morris Run. It is a unique landscape and cultural resource treasure. Pedestrian & bike trails can be placed around the bridge, allowing the public to view it in profile. It is within a significant rural German Mennonite heritage region including the historical villages of Dublin & Bloomington. I would like to be a consulting party.

Comment ID: 147

Public Comment Form Draft FY 2013 for PA



Item ID# A.5

Name: Kathryn Auerbach

County: Bucks County

Project Title: Headquarters Road Bridge Over Tinicum Creek

MPMS ID: 13716

Comment:

This bridge is listed in the National Register for both its early construction date of 1812 (4th oldest in Bucks) and the deck reconstruction of 1919. It contributes to the Ridge Valley Rural Historic District on the NR. It is located over an EV stream and within the Delaware Wild & Scenic Corridor and contributes to it. Recent studies have found the stone piers and abutments to be in good condition and very capable of being restored, as per the Secretary on Interior's standards and the guidelines for section 106. The substructure supports the deck with no evidence of sagging or slippage of beams. The abutments are sound and the inside facades show no evidence of movement since construction 200 years ago. Deck deterioration is solely due to hostile maintenance procedures by PennDOT, the deck can be replaced on the existing stone masonry in a design similar to that by AO Martin in 1919. This is a highly scenic and sensitive location, valued throughout the county for cultural heritage, natural beauty and tourism. Township residents have found the stop signs and one-lane condition safe and effective for traffic calming for sharp turns and narrow road conditions. Preservation of the stone substructure results in minimal stream and bank disturbance and maintains a contributing historical resource. This may be the OLDEST multiple span beam bridge in the commonwealth of PA. Up until recently there has been no weight restriction, even with the added 40 tons of dead weight of the jersey barriers on the deck. Rehabilitation of the substructure and in-kind replacement of the superstructure is the most cost-effective and historically and environmentally compatible solution. I request to be a consulting party to any and all discussions regarding this bridge.

Comment ID: 137



June 1, 2012

DVRPC

190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

RE: Comments on PA statewide Transportation Improvement Program

Dear Sirs:

The Delaware Riverkeeper Network opposes the proposed Headquarters Road (SR 1012) bridge replacement project over the Tinicum Creek in Tinicum Township, Bucks County (MPMS# 1316). PennDOT should instead explore repairing the current structure.

The current structure is the fourth oldest bridge in Bucks County and one of the oldest crossings in the state, and on those grounds alone is worthy of protection because of its historic significance in the region. PennDOT has already removed and replaced two historic bridges on this same creek and as a result, has already diminished the historic and scenic qualities of the community. It should not be allowed to further diminish and damage the historic and scenic qualities that make this portion of Bucks County and our region so unique and special and of such high value to those who live and visit there.

Neighbors have raised concerns about an increase in vehicle speed and hazardous conditions if the bridge is altered from one to two lanes. These concerns have not been appropriately considered by PennDOT. When the increased speeds and reconfigured shape of the road and its ramifications for traffic patterns is coupled with the changes made at the other two bridges in this community and on this creek, the traffic impacts and neighbor concerns could be magnified. This is not considered by PennDOT.

PennDOT's plan to expand the current size of the bridge from one to two lanes will lead to degradation of the Tinicum Creek, an Exceptional Value stream. The increased width of the crossing will lead to more runoff and pollutants entering the creek. Construction activities are a

DELAWARE RIVERKEEPER NETWORK
925 Canal Street, Suite 3701
Bristol, PA 19007
Office: (215) 369-1188
fax: (215) 369-1181
dm@delawareriverkeeper.org
www.delawareriverkeeper.org

further threat to water quality. PennDOT has failed to follow the agency's own anti -degradation policies in order to avoid or minimize harm. Two recent bridge replacement projects on the same roadway led to large amounts of sediments being carried into a tributary of the Tinicum Creek and so stand as testament to the harm that can be expected from this proposed project.

An independent review (attached) of the alternative analysis conducted for/provided by PennDOT raises concerns about the preferred design for the Exceptional Value Tinicum Creek. The information that was provided by the PennDOT alternatives analysis is minimal and highly deficient, failing to provide the level of information needed to assess the full ramifications for the health of the creek – its flows, quality and channel structure. The information that was provided indicates a number of areas of significant concern. Based on the information provided, the option selected by PennDOT is damaging to the Exceptional Value Tinicum Creek and cannot be justified.

If you would like to discuss these concerns with me or my staff, please contact me at your earliest convenience. Thank you for your time and consideration.

Respectfully,

A handwritten signature in blue ink, reading "Maya K. van Rossum".

Maya van Rossum
the Delaware Riverkeeper

Enclosure



Meliora Environmental Design

Ed Rodgers
Delaware Riverkeeper Network
925 Canal Street, Suite 3701
Bristol, PA 19007

RE: Headquarters Road over Tinicum Creek
Alternative Analysis Study Review

Dear Mr. Rodgers:

Meliora Design has reviewed the subject documents for potential impacts from construction over Tinicum Creek, a designated Exceptional Value stream. The results of our review are listed below.

1. The documentation provided is a summary alternative analysis study that does not include detailed hydraulic calculations of the identified preferred alternative. The hydraulic calculations presented in a detailed Hydrologic and Hydraulic Report (H&H Report) would include scour calculations, as well as information regarding peak flows, channel material and floodplain soil conditions that would allow a more thorough review of the potential impacts from this project to Tinicum Creek.
2. The Alternative Analysis Study (AAS) recommends Alternative 1 as the preferred design for the replacement of the existing bridge. Alternative 1 offers the most suitable option for improved hydraulic conveyance of the six alternatives analyzed; however, the report raises some concerns with regard to the impact of this design on the Exceptional Value (EV) rated Tinicum Creek that may be addressed in the Hydrologic and Hydraulic Report. The AAS identifies increased flow velocities upstream of the proposed bridge ranging from 0.59 – 1.05 cfs for the 25-year storm. Attachment 1 to the AAS includes HEC-RAS output for each proposed alternative; the HEC-RAS output for Alternative 1 indicates an increase in velocity, as well as an increase in shear, through the proposed bridge opening. These increases may potentially impact the stream channel both upstream and downstream of the proposed crossing. The information needed to thoroughly evaluate those potential impacts was not included in the AAS.
3. All alternative designs presented for replacement of the existing bridge include expansion from one to two vehicular travel lanes. The increased length of the bridge required to convey this additional traffic will increase the length of the stream which will be constricted due to the fill within the floodplain and may result increase the potential for increased erosion and scour throughout the project. The information provided in the AAS did not include full engineering analysis of the channel hydraulics for any of the preferred alternatives.

A review of the proposed construction documentation and erosion and sedimentation control plan, as well as the detailed calculations within the H&H Report would allow more thorough evaluation of the overall impacts of this project both during and after construction

Sincerely,

A handwritten signature in black ink, appearing to read 'Ruth Ayn Sitler', with a stylized, flowing script.

Ruth Ayn Sitler, PE
Water Resources Engineer

Cc: Michele C. Adams, PE
President

Public Comment Form Draft FY 2013 for PA



Item ID# A.11, A.12

Name: B. Chadwick

County: Bucks County

Project Title: Bristol Road Intersection Improvements

MPMS ID: 13727

Comment:

This is a WIDENING project that will allow MORE vehicles to move along Bristol Road and allow vehicles to move at HIGHER speeds. This will of course have a negative IMPACT on transit, pedestrian and bicycle travel in this corridor and pedestrian/bicycle access to bus stops and train stations. As is noted in the project description only "existing sidewalks... will be replaced in-kind ...There is currently no plan to provide additional pedestrian or bike features throughout the corridor". Projects like this allow/encourage people to drive more and to use transit less, walk less and bike less. In turn, vehicle miles traveled (VMT) for the region increases along with oil consumption and greenhouse gas (GHG) emissions. This type of project thwarts any attempt to cut GHG emissions by 50% by 2035 compared to 2005 levels (a policy goal in DVRPC's Long Range Plan)..

Comment ID: 125

**SWAMP ROAD TIPS
PUBLIC COMMENT
DVRPC MEETING May 15, 2012**

MPMS# 64781: Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

PUBLIC COMMENT: Swamp Road Residents group is opposed to this project and requests that it be removed from TIP. The narrow appearance of the bridge provides a traffic calming effect. It keeps the truckers from gunning down the hill on one side the bridge so that they can climb the hill on the other side at high speeds. The fact that loaded heavy trucks are permitted on the bridge is an indication that the bridge is structurally safe. The proposed TIP will lead to unsafe high speeds through the residential neighborhoods.

MPMS# 57625: Route 232, Swamp Road Safety Improvements SR:0232

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

PUBLIC COMMENT: Swamp Road Residents group is opposed to widening of the roadway or a left turn lane on Swamp Road on the East side of the intersection as this will encourage more and faster truck traffic through the residential neighborhoods in Newtown. We support rest of the project.

Public Comment Form Draft FY 2013 for PA



Item ID# A.14

Name: Thomas K. McHugh

County: Bucks County

Project Title: Newtown-Yardley Road Intersection Improvements

MPMS ID: 57639

Comment:

Widening of intersections increases traffic and converts the character of a community from rural beauty to suburban sprawl. Traffic congestion mitigation is nothing more than using taxpayer dollars to encourage more driving and GHG emissions. The rating system (A to F) for roads and intersections is increasingly being recognized by progressive planners as an obsolete tool that disregards the realities of the 21st century. How many tons of GHG emissions will be eliminated per year per dollar invested in this project?

Comment ID: 136

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspe5@aol.com

Draft DVRPC FY 2013 - 2016 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: May 15, 2012

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.

We ask the Delaware Valley Regional Planning Commission (DVRPC) to correct the description of the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) that appears in the Draft FY 2013 - 2016 Pennsylvania TIP. The current description describes Phase 1 of the project, which has already been completed. The current description misrepresents what Phase 2 of the project has become in real life. On March 28, 2012, Newtown Township officials and engineers held a special meeting to solidify a NEW PLAN for the Stoopville Road Improvements – Phase 2 Project and, essentially, redirected stimulus money intended for safety improvements along Stoopville Road in Newtown Township and applied them to upgrading an intersection in neighboring Wrightstown Township.

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 and connect 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,

Pg 1 of 10

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 stimulus monies are being redirected to upgrade and expand an intersection in neighboring Wrightstown Township, **the intersection of Stoopville Road and Route 413 (Durham Road)**. **RTTS OPPOSES the upgrade 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 throughout our region. **RTTS OPPOSES the real life Stoopville Road Improvements – Phase 2 Project as it exists today** (see Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two") and **WE IMPORE THE REGIONAL TRANSPORTATION COMMITTEE (RTC) AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

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".
- 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**. It's customary for the DVRPC to do 25-year Long Range Planning, so this map is still relevant. 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).

Pg 2 of 10

- (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, a current Swamp Road project in the Draft FY 2013-2016 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Road. **This project is MPMS# 64781 Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036. RRTS OPPOSES this project [MPMS# 64781] and WE IMPLORE THE RTC AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

- (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 real life Stoopville Road Improvements Project - Phase 2.

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, 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 RTC and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2013-2016 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 Petra 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.

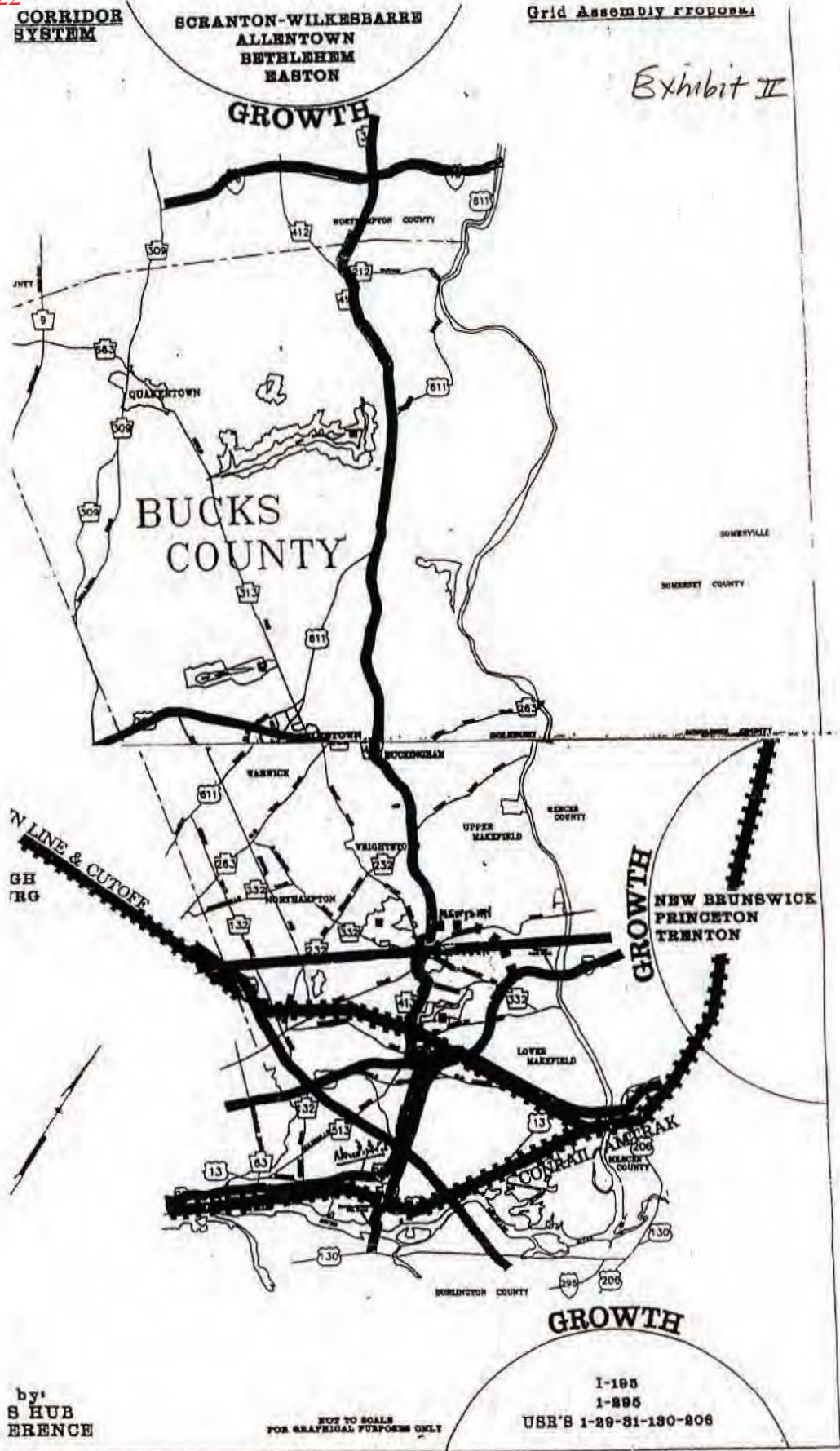
The engineers may have "to tweak it a little bit more," he said.

**CORRIDOR
SYSTEM**

SCRANTON-WILKESBARRE
ALLENTOWN
BETHLEHEM
EASTON

Grid Assembly Proposed

Exhibit II



Pg 4 of 7

10

DVRPC CONGESTION MANAGEMENT PROCESS



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

Exhibit III (pg. 10 of 2) LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

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.

pg 7 of 10

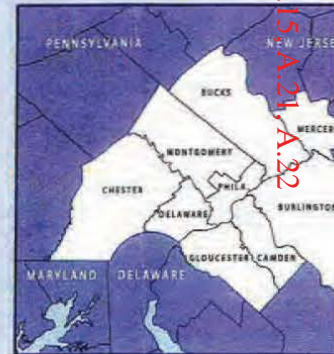
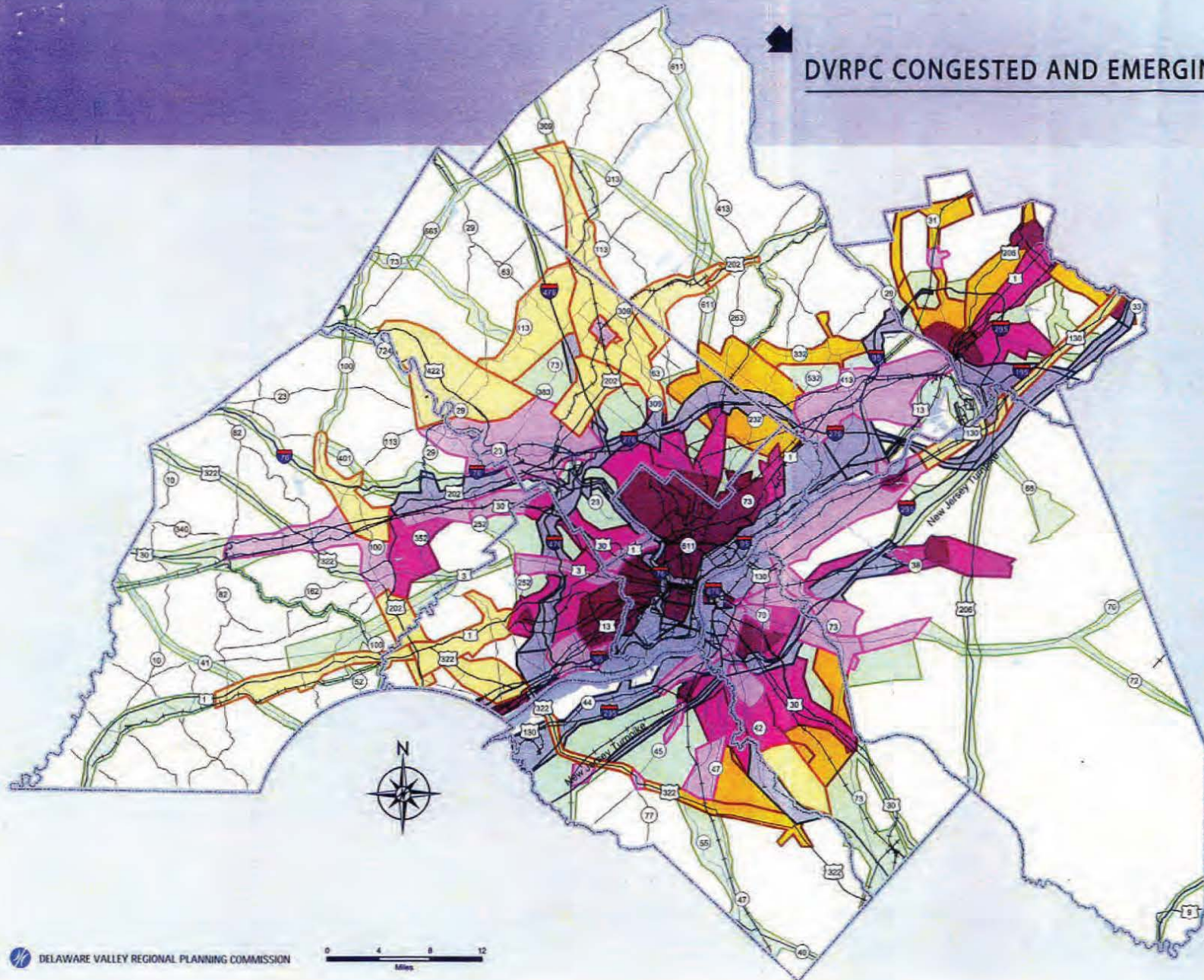
HOW DOES THE CMP HELP THE DELAWARE VALLEY?

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

DVRPC CONGESTED AND EMERGING CORRIDORS



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

8/10

TRANSPORTATION

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

NEWTOWN TOWNSHIP TRAFFIC STUDY



DVRPC

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

Item ID# A.15, A.21, A.22



**SWAMP ROAD TIPS
PUBLIC COMMENT
DVRPC MEETING May 15, 2012**

MPMS# 64781: Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036

Structure replacement. The simple span steel I-Beam Girder bridge was rehabilitated, and the substructure will be replaced. The bridge will be closed during construction and a detour route established.

PUBLIC COMMENT: Swamp Road Residents group is opposed to this project and requests that it be removed from TIP. The narrow appearance of the bridge provides a traffic calming effect. It keeps the truckers from gunning down the hill on one side the bridge so that they can climb the hill on the other side at high speeds. The fact that loaded heavy trucks are permitted on the bridge is an indication that the bridge is structurally safe. The proposed TIP will lead to unsafe high speeds through the residential neighborhoods.

MPMS# 57625: Route 232, Swamp Road Safety Improvements SR:0232

The purpose of the project is to improve the functionality and safety of the intersection, as well as relieve some traffic concerns due to the heavy truck traffic in the area. This project involves the reconfiguration of the Second Street Pike/Swamp Road intersection, the addition of left turn lanes at all approaches, upgrade the intersection to be signalized, and the addition of an auxiliary passing lane that extends 800 feet north along SR 0232. Additionally, there is a 540 foot taper to bring the road safely back to one lane.

PUBLIC COMMENT: Swamp Road Residents group is opposed to widening of the roadway or a left turn lane on Swamp Road on the East side of the intersection as this will encourage more and faster truck traffic through the residential neighborhoods in Newtown. We support rest of the project.

Submitted by
Swamp Road Residents Group
at TIP Public Meeting 5-15-12

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

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

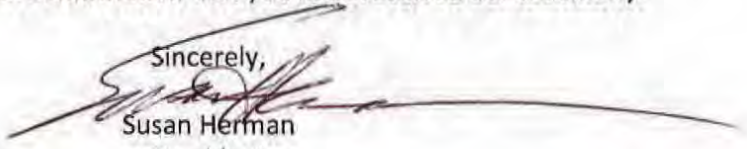
May 31, 2012

SUBJECT: Draft DVRPC FY 2013 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,

Enclosed please find a 375-page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. regarding the **Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania.** Fed Ex will deliver this document to your office on Friday, June 1, 2012, by 10:30 AM. We would greatly appreciate written confirmation that you have received our testimony.

Sincerely,


Susan Herman
President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission
Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III*
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division*
Renee Sigel; Division Administrator, Federal Highway Administration PA Division*
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III*
Barry Schoch, P.E., Secretary of Transportation
State Transportation Commission c/o Barry Schoch, P.E.*
Jim Mosca, PennDOT*
David Kuhn, NJDOT*
Les Toaso; District Executive, PennDOT District 6*
State Representative Steve Santarsiero*
Diane Ellis Marseglia, Bucks County Commissioner*
Lower Makefield Twp. Board of Supervisors(Messrs. Stainthorpe, Dobson, McLaughlin, Benedetto,&Ms.Tyler)*
Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

*Individuals received RRTS's 375-page WRITTEN TESTIMONY SUBMISSION

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Draft DVRPC FY 2013 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: May 31, 2012 # of Pages: 375 , # 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) The project description (Attachment I) for the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) is incorrect. It describes Phase 1 of the project, which has already been completed. Residents for Regional Traffic Solutions, Inc. (RRTS) requests that the Delaware Valley Regional Planning Commission (DVRPC) correct the description of the project so that it accurately reflects what Phase 2 of the project has become in reality (described below).

The current description misrepresents what Phase 2 of the project has become in reality. On March 28, 2012, Newtown Township officials held a special meeting to solidify a NEW PLAN for Phase 2 of Stoopville Road Improvements. They redirected stimulus money intended for much-needed safety improvements along Stoopville Road in Newtown Township and applied the money to upgrading an intersection in neighboring Wrightstown Township (see Attachment II; 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").

- 2) RRTS implores the Regional Transportation Committee (RTC) and the DVRPC Board to oppose these two projects: (a) Stoopville Road Improvements – Phase 2 project (MPMS# 88083) WITH THE DESCRIPTION CORRECTED AS REQUESTED ABOVE and (b) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek project (MPMS# 64781).

These are expansion projects that 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: (a) one

that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and (b) 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**] has been well-documented, both in writing and in the public forum.

- On May 15, 2012, RRTS presented Oral Testimony to the DVRPC in opposition to the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) and the Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek project (MPMS# 64781) and asked the RTC and DVRPC Board to oppose these projects. RRTS also asked that the description of the Stoopville project be corrected, since it misrepresents what is happening in reality (see Oral Testimony, Attachment III). Upon completion of the testimony, Elizabeth Schoonmaker (DVRPC Manager – Office of Capital Programs) publicly told the speaker that the description of the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) would be corrected. On May 15, 2012, the Swamp Road Residents Group also presented Oral Testimony to the DVRPC in opposition to the Swamp Road/ Pennswood Road Bridge Over Branch of the Neshaminy Creek project (MPMS# 64781).
- Attachment IV is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force **RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting.** (State Representatives David Steil and Scott Petri were Co-Chairs of the RTPTF.) The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads.
- Attachment V is RRTS'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.

SUMMARY:

- The speaker who gave Oral Testimony on May 15, 2012 represented 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 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 Phase 2 plan for Stoopville Road Improvements. 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 Phase I of Stoopville Road Improvements, 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 redirected the stimulus money to upgrade and expand an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the upgrade 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 throughout our region.**
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- The map on page 8 of Attachment III 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 III) is a map titled **"Year 2000 Highway Network Northern Bypass Scenario"**. This map is 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, 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 FY2013 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 restart the four-lane highway on Swamp Road.**

- (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 reality in Phase 2 of the Stoopville Road Improvements Project.

- 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, 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 the Traffic Flow Map on page 11, Attachment V.)
- 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 IV: 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 V).

- (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 (a) take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and (b) neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment IV: 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 IV: 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."

Note: There is a 375 page package of attachments on hand at DVRPC for review.

Public Comment Form Draft FY 2013 for PA



Item ID# A.17, A.18

Name: Kathryn Auerbach

County: Bucks County

Project Title: River Road Bridge Over Tohickon Creek

MPMS ID: 69912

Comment:

The Point Pleasant bridge is the largest single historical structure within the National Register district of Point Pleasant. It is in close proximity and clear visual range of the NHL Delaware Division PA canal and the recently restored wooden Burr truss aqueduct. It is adjacent a township park and the Tohickon Creek waterway is frequently used in this section by kayakers and outdoor enthusiasts. The current bridge abutments incorporate the historic stone wall supports for the previous bridge crossings at this site that date back to ca. 1740's. In particular the large stone wall in the West quadrant is highly visible from the township park. The bridge is significant as a late ca. 1921 example of the large concrete arch bridges designed by premier Bucks county architect & engineer AO Martin. It is important to serve as a compare and contrast with Martin's earlier concrete arch bridges, for exterior design, scale surface treatment and internal engineering. The current bridge carries two-lanes of traffic without weight restrictions or stop signs. I request renewed and thorough studies to clarify any deficiencies and a thorough investigation of solutions incorporating the restoration of the bridge. This can include the installation of a cantilevered pedestrian walkway outside the road way and parapet walls. such a design would increase the traveling lane width and provide greater protection to pedestrians. The bridge is viewed from many locations, both above and underneath, as well as from the south approaching hill. As such the scale of the bridge is critical to maintain close to its existing size in order to be compatible with the surrounding historical buildings and landscape. Proper research and documentation of the bridge and its predecessors needs to be done as a part of the preservation of the stone abutment walls that chronicle historical activity. This location near the mouth of the Tohickon has been a known Native American habitation site. Rehabilitation would minimize impact to the surrounding archaeologically sensitive landscape and would be most compatible with the Delaware Wild & Scenic status as well as the visual impact to the Nat. Hist. Landmark canal adjacent. I request to be a consulting party to this project.

Comment ID: 144

Public Comment Form Draft FY 2013 for PA



Item ID# A.19

Name: Kathryn Auerbach

County: Bucks County

Project Title: Mill Road Bridge Over Neshaminy Creek

MPMS ID: 80056

Comment:

this bridge is significant as an early long span iron truss bridge and as a part of a significant collection of historical bridges that cross the Neshaminy Creek. It is adjacent park and preserved agricultural land and is a popular recreation destination. The route 263 highway bridge provides adequate alternative for any heavy traffic. This very significant engineering masterpiece can be rehabilitated. I would like to be a consulting party to this rehabilitation.

Comment ID: 148

Public Comment Form Draft FY 2013 for PA



Item ID# A.20

Name: Kathryn Auerbach

County: Bucks County

Project Title: PA 611 Bridge Over Cooks Creek

MPMS ID: 86860

Comment:

The route 611 bridge, while not historic, is placed directly adjacent a very historic open spandrel arch deck girder bridge ca.1913 designed by Bucks Co. premier architect & engineer AO Martin. It is a significant representation of his work and of early concrete bridge engineering. It is part of a significant collection of historical bridges that cross the Cooks Creek in Durham & Springfield townships. The location is very close to the NHL Delaware Canal and the site of the 19th c Durham Iron furnace and the geologically significant Durham Cave (limestone). Any proposed work must not impact these resources in any way. I wish to be a consulting party on any 106 or other meetings.

Comment ID: 134

Public Comment Form
Draft FY 2013 for PA



Item ID# A.23

Name: Gene Alpert

County: Bucks County

Project Title: General Comment

Comment:

Please consider the riders of the West Trenton (R3) line. I am a resident of Holland, PA and the West Trenton line is my closest access to public transit into the city. The distance and parking situation is prohibitive for me to use it on any kind of regular basis. I, request that you re-examine the viability of the old Newtown rail for re-establishing service. There is ultimately a great deal of ridership just waiting for this improvement - the large communities of Richboro, Holland, and Newtown would benefit directly. Thank You. Gene Alpert 215-253-7662

Comment ID: 114

Public Comment Form
Draft FY 2013 for PA



Item ID# A.24

Name: A. Roy Smith

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 83

Public Comment Form
Draft FY 2013 for PA



Item ID# A.25

Name: Ann Jones

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

The bridge was perfectly adequate for the amount of traffic it serves and does not need to be enlarged.

Comment ID: 53

Public Comment Form
Draft FY 2013 for PA



Item ID# A.26

Name: C.Giordano

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

I would prefer to see the Bridge repaired, as to maintain its original design and charm befitting this rural community.

Comment ID: 113

Public Comment Form
Draft FY 2013 for PA



Item ID# A.27

Name: Carol Taylor

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

As a resident of Chester County, I am opposed to the plans for this bridge. A two lane replacement of this single lane bridge is out of character for the type of road and surroundings. This is an historic bridge, and has an historic designation. The cost to replace the bridge is a waste of tax payer money compared to rehabbing the bridge as a single lane bridge, which I understand is a viable option.

Comment ID: 59

Public Comment Form
Draft FY 2013 for PA



Item ID# A.28

Name: Catherine Ledyard

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 79

Public Comment Form
Draft FY 2013 for PA



Item ID# A.29

Name: David Hawk

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

The current plans are a waste of scarce taxpayer money. The much more economical idea of rehabbing the current bridge and maintaining its current one-lane configuration should be done instead. Traffic demands do not require multiple lanes, and the community would prefer the historic appearance of the current bridge.

Comment ID: 158

Public Comment Form
Draft FY 2013 for PA



Item ID# A.30

Name: Frances DeMillion

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

I am NOT in favor of the full Replacement of the Historic Chandler Mill Bridge in Kennett Township. I am in favor of the ONE_WAY rehabilitation plan. Our community is adamantly in favor of keeping the historic character and pristine character of this area. while correcting the issue of safety as well as expediting the opening of the bridge for public use It will also save taxpayers a million dollars of extra expense for this project.

Comment ID: 65

Public Comment Form
Draft FY 2013 for PA



Item ID# A.31

Name: Gary Cannon

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

The issue here is the disconnect between governmental agencies. If the State would consider the impact this project will have on the the people who live around this bridge, the dramatic reduction in safety, other options would be evaluated more seriously.

Comment ID: 101

Public Comment Form Draft FY 2013 for PA



Item ID# A.32

Name: Gwendolyn M. Lacy, Esq.

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

The Chester County owned, Chandler Mill Bridge No. 236, is an historic bridge listed on the National Register. For over 100 years it has served as a traffic calming devise with an impeccable safety record. For the past seven years residents, engineers, and various township representatives have advocated for a one lane rehab as opposed to a replacement. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, expedite the reopening of the bridge, and retain the historic features of the bridge, so desired by the community. Among other things, a rehab is feasible and warranted and will be safer and more cost effective, saving taxpayers up to \$1 million or more over a two lane replacement. The Chandler Mill Bridge is located within Kennett's largest contiguous conservation corridor with over 400 acres of conserved lands, an educational preserve, historic landmarks, and public trails for walking, biking, and equestrian use along the Chandler Mill Road. In addition, the bridge is a contributing element to the proposed Red Clay Valley Byway, the Bucktoe Historic District, the Red Clay Greenway Trail and part of the Chester County Planning Commission's recommended bikeway network. Summation: TLC favors rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage. Standing: The Land Conservancy for Southern Chester County: • Raised over 5 million dollars in state, county, township and private funding to create the largest contiguous conservation corridor in Kennett Township • Holds conservation easements on the lands directly adjacent to and in close proximity to the bridge • Partners with the adjacent Bucktoe Creek Preserve for our environmental education programming • Was instrumental in securing National Register status for the bridge • Is spearheading the adjacent Red Clay Greenway Trail-a 10 mile loop trail from Kennett Borough to the State of Delaware parklands and TLC conserved lands along the east and west branches of the Red Clay Creek • Is a member of the Steering Committee for the Red Clay Valley Scenic Byway (Chandler Mill and Bucktoe Roads) • Is a Registered Section 106 Consulting Party for this project Thank you for your time and attention to this project.

Comment ID: 160

Public Comment Form
Draft FY 2013 for PA



Item ID# A.33

Name: Hillary Jones

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

PLEASE do not replace this bridge, CLOSE it to vehile traffic PERMANANTLY. If you make it a pedestrain bridge you will save the tax payers a ton of \$\$ and make the local community so very delighted. Our road has become a fantastic place for families, dogs, bikers, birders, hikers, I don't know why you'd ever want to get the bridge working for vechiles again..it's such a better community without all the traffic. Replacing the bridge is just not prudent, if necessary you could rehab the bridge but why not save the taxpayer \$\$.

Comment ID: 164

Public Comment Form
Draft FY 2013 for PA



Item ID# A.34

Name: Hugh Lofting

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

The Chandler Mill Bridge should be removed from the TIP #14251 and replaced with a one lane rehabilitation bridge. We must stop increasing the sizes of the bridges in Chester County. It makes for higher speeds for automobiles thus making it more dangerous for those who are enjoying the historic, scenic and nature enhancements of this area. Please keep the costs down and the quality of life high.

Comment ID: 66

Public Comment Form Draft FY 2013 for PA



Item ID# A.35

Name: Hunt Bartine

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be modified for TIP #14251 and a one lane rehabilitation or simplified replacement plan substituted. A design/build deck project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. Alternatively a replacement with a one lane bridge in keeping with the historic attributes of the contiguous and immediately surrounding area may be a reasonable alternative. Designs similar to the Northbrook, Marshall Bridge Rd or Unionville Mill Road bridges could be considered.

Comment ID: 156

Public Comment Form
Draft FY 2013 for PA



Item ID# A.36

Name: Jake Chalfin

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. Sincerely Jake Chalfin

Comment ID: 68

Public Comment Form
Draft FY 2013 for PA



Item ID# A.37

Name: Jane Dorchester

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans to replace Chandler Mill Bridge should be removed from TIP #14251 and a one lane rehabilitation plan substituted. This bridge is the only through girder bridge left in Kennett Township which has retained its historic integrity. Therefore, it helps to define Kennett's historic character and makes an important contribution to Kennett's historic fabric. Rehabilitation is doable and will be safer and more cost effective for taxpayers. A two-lane replacement will cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable, especially in this era of fiscal belt-tightening and continual demands for "smaller government".

Comment ID: 60

Public Comment Form
Draft FY 2013 for PA



Item ID# A.38

Name: Jessie Cocks

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

I used to live on Chandler Mill Road and always took walks to the bridge. It is a unique, historic bridge. Plans for replacement of the Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 54

Public Comment Form
Draft FY 2013 for PA



Item ID# A.39

Name: Joan Bristol

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 61

Public Comment Form Draft FY 2013 for PA



Item ID# A.40

Name: John and Lucie Wilkens

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Ladies/Gentlemen, The Chandler Mill Bridge (project 14251) deserves special attention to maintain its small size as a key to an environmental, recreational gem in Kennett Township, while at the same time saving taxpayers over one million dollars. We strongly recommend maintaining the one-lane structure of the bridge. Not only does the nature of the bridge enhance the local scene, but its configuration assures that traffic is slow and deliberate. Over the 30 years we have lived here we have seen how it actually brings out courtesy in drivers as they safely wave one another across the bridge. The fact that these benefits can be obtained with a restoration that saves over one million dollars vs. a replacement is a bonus to all involved. The increase in traffic flow and speed that would result from a modern replacement bridge would destroy the peaceful nature of Chandler Mill Road as it winds along the Red Clay Creek â€" something people greatly enjoy. Actually, the lengthy closure of the bridge has had a remarkable effect on people's enjoyment of this beautiful Red Clay Creek area, with greatly increased pedestrian and bicycle activity along this scenic route. With the completion of the conservation preserve along the stream, the bridge area will become an important focal point and pedestrian area. Based on the positive activities that have evolved since the bridge closure it would be reasonable to designate the bridge as a pedestrian/bicycle-only passage. In summary, we favor rehabilitating the current bridge in its current single-lane configuration, or restricting it permanently to pedestrian/bicycle passage. Standing: Our house faces Chandler Mill Road, the third house upstream from the bridge, with a view of the bridge from our property. We are a Registered Section 106 Consulting Party for this project. Sincerely, John and Lucie Wilkens 138 Round Hill Road Kennett Square, PA 19348-2608 610-444-3242

Comment ID: 102

Public Comment Form
Draft FY 2013 for PA



Item ID# A.41

Name: Julia Gardner

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 139

Public Comment Form
Draft FY 2013 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.42

Name: Karen Rubin

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

I support a one lane rehabilitation of this bridge. This is a safer and more cost effective plan for this historic bridge.

Comment ID: 51

Public Comment Form
Draft FY 2013 for PA



Item ID# A.43

Name: Kerry Landis

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

I am writing concerning the Bridge replacement over Chandler Mill Bridge. I would like to comment that a bridge should not be refurbished and cost tax-payers in the township money to satisfy a few wealthy individuals that have enough money to hire a few organizations to fight for them. I feel that a decision should be made that will benefit the entire township, and all of the tax payers, not a few individuals. I hope a decision will be made that makes sense for everyone financially. Not that many people enjoy the benefits of that road, since the purpose of those fighting against it is to have their own private parkway.

Comment ID: 172

Public Comment Form
Draft FY 2013 for PA



Item ID# A.44

Name: Mark St. Clair

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

As a resident of Kennett Square and prior to closure used the Chandler Mill bridge nearly daily, I would like to see the bridge replaced with a new proposed two lane bridge. The old bridge is out dated and certainly not of historical significance. I is ridiculous that it has taken 7 years to resolve this issue at the inconvenience of the residents that use this road. Please lets upgrade this infrastructure as soon as possible. I must add that SAVE does not represent the residents of this area. Thanks, Mark

Comment ID: 69

Public Comment Form
Draft FY 2013 for PA



Item ID# A.45

Name: Martha Straus

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 64

Public Comment Form
Draft FY 2013 for PA



Item ID# A.46, A.47

Name: Mary Sue Boyle

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

It is clearly obvious that the neighbors and historic entities have demonstrated a very strong interest in the total restoration of this bridge. Under the guidelines of Section 106 the public outcry demonstrates the need for a restoration of this important historic bridge. I am a party to the proceeding and await information from PennDOT relative to formal comment on the bridge Mary Sue Boyle

Comment ID: 70

Public Comment Form
Draft FY 2013 for PA



Item ID# A.48

Name: Michael Leja

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 49

Public Comment Form
Draft FY 2013 for PA



Item ID# A.49

Name: Nina H. Gardner

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

BRID

Comment ID: 77

Public Comment Form
Draft FY 2013 for PA



Item ID# A.50

Name: Nina H. Gardner

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Bridge should be repaired, not replaced.

Comment ID: 78

Public Comment Form
Draft FY 2013 for PA



Item ID# A.51, A.52

Name: Phoebe Brokaw

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

A two lane bridge construction plan for the Chandler Mill Road Bridge over the west branch of the Red Clay Creek is unacceptable and fiscally irresponsible. It would require tax payers to contribute too much money for unnecessary construction and destroy a unique, historical attraction. The one lane rehabilitation plan will expedite the bridge's opening, preserve its historical aesthetic and be more economic - all extremely important to the community. Do not allow the two lane construction plan to carry through.

Comment ID: 165

Public Comment Form
Draft FY 2013 for PA



Item ID# A.53

Name: R A StClair

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Please proceed with plans to REPLACE the Chandler Mill Bridge. Despite additional time and cost, replacement is a much better option than a rehab of the old structure. (you will probably receive several comments for rehab that look almost identical - they will have come from a mass email SAVE distributed. Please realize many of these people are not part of the Kennett community and do not represent what the locals want)

Comment ID: 67

Public Comment Form
Draft FY 2013 for PA



Item ID# A.54

Name: R.F Voldstad

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Replacement of the historic Chandler Mill Bridge should not be part of TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 55

Public Comment Form
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Item ID# A.55

Name: Rebecca Mitchell

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable

Comment ID: 103

Public Comment Form
Draft FY 2013 for PA



Item ID# A.56

Name: Robert Wilson

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

We have resided on the corner of Chandler Mill Rd. and Round Hill Rd. for many years. We are approxiamtely 300 yds north of the bridge facing the Red Clay Creek. We favor the rehab approach to the bridge so as to maintaion its asthetic appeal, historical significance and traffic buffering capabilities. It would be a loss to the Chandler Mill area to have the bridge replaced by a more modernized, traffic intense version - and apparently more costly than the rehab possibility.

Comment ID: 133

Public Comment Form
Draft FY 2013 for PA



Item ID# A.57

Name: S.A.V.E.

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 140

Public Comment Form
Draft FY 2013 for PA



Item ID# A.58

Name: Steve F

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

SAVE does not have the best interests of ALL the County residents in mind relative to the safety of the Chandler Mill Bridge. In their own words, this is an area where many people use the bridge for hiking, walking/sightseeing. A one-lane 16-foot wide bridge with auto traffic is hardly conducive to this use. It is unsafe as a motored vehicle crossing because it is over 100-years old in design, fracture critical and structurally deficient. Site distances are poor on both westerly approaches and they many have to back off the bridge when an oncoming car is already on the bridge. (personal experience!) Relative to finances, a new bridge would not cost a \$1,000,000 more and if the bridge is rehabilitated it would have to be rehabbed again within the life span of a new bridge, thus invoking more cost at a higher rate in the future. Finally, in PennDOT's own regulations bridges are not traffic calming devices. SAVE is only worried about their own self interests about protecting their rural atmosphere. There supporters moved into the area and are now doing everything in their power to prevent further development or improvements. There is a silent majority that does not want what SAVE wants but assumes that PennDOT and DVRPC will do the right thing and ignore an organization that wants to move the county back into the 18th Century. From an economics standpoint

Comment ID: 52

Public Comment Form
Draft FY 2013 for PA



Item ID# A.59

Name: Thomas Zunino

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 74

Public Comment Form Draft FY 2013 for PA



Item ID# A.60

Name: Timothy Jones

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable. I have lived adjacent to the bridge for the past 14 years. The history and beauty of the current bridge should remain as an inspiration to preserve the tranquility of Chester County; There are no safety issues and there have never been any surrounding this bridge; A rehab is the preferred outcome by all involved; Constructing a new wider bridge will allow heavier and larger trucks to traverse an already narrow road.

Comment ID: 80

Public Comment Form
Draft FY 2013 for PA



Item ID# A.61

Name: Wilson Braun

County: Chester County

Project Title: Chandler Mill Road Bridge Over West Branch of Red Clay Creek

MPMS ID: 14251

Comment:

Plans for replacement of the historic Chandler Mill Bridge should be stricken from TIP #14251 and a one lane rehabilitation plan substituted. A design/build deck replacement project would restore the bridge to its legally required carrying capacity for weight, would expedite the reopening of the bridge, and would retain the historic features of the bridge, so desired by the community. Rehabilitation is feasible, warranted and will be safer and more cost effective for taxpayers. A two lane replacement would cost taxpayers at least \$1 million more than rehabilitation of the bridge. The excessive cost of this unnecessary replacement is unacceptable.

Comment ID: 81

Public Comment Form
Draft FY 2013 for PA



Item ID# A.62

Name: Martha D Straus, RLA

County: Chester County

Project Title: Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek

MPMS ID: 14351

Comment:

Please make sure that final plans for the bridge include sensitive restoration of the disturbed areas of the Big Elk Creek. The bank stabilization at the bridge upstream included a sloppy installation of erosion-control netting and riprap. The netting has not biodegraded, is unsightly, and is a hazard to wildlife and people.

Comment ID: 30

**Public Comment Form
Draft FY 2013 for PA**



Item ID# A.63

Name: Stephen T. Sullins

County: Chester County

Project Title: Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line

MPMS ID: 14354

Comment:

The Borough of Downingtown respectfully requests that the Chestnut Street Bridge over Amtrack/Septa R5 Rail Line Project remain unchanged on the proposed draft 2013 TIP. 2014 is a reasonable time estimate to complete all related work associated with this project. This project began in 1989! The local match is in place, right-of-way has and is in the process of being acquired and the final comments are being addressed. The bridge is currently closed due to structural defects and the Borough will be spending approximately \$90,000.00 in unbudgeted funds to temporarily reopen the bridge. It is an estimated two year repair only. Please consider our request to not further delay the project construction funding. Stephen T. Sullins Downingtown Borough Manager

Comment ID: 112

Public Comment Form Draft FY 2013 for PA



Item ID# A.64

Name: Aileen Elliott

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Having been the near victim of egregious driving at the intersection of PA Route 41 and PA Rt 926 on a number of occasions over the past four and a half years, and having gone on record with PennDot, the State Police, Londonderry Township and S.A.V.E. in March 2012, and subsequently with the State Police and S.A.V.E. today, I am happy to submit the following comment: The intersection of Route 41 and Route 926 is extremely dangerous; its configuration invites reckless, thoughtless, arrogant and dangerous driving and there are too many drivers who fit those descriptions. I have witnessed, time out of number, appalling driving at the intersection over the four and a half years I have lived in New Daleville. I use the intersection at least four times daily. The best solution to the problem is the construction of a roundabout (traffic circle) which will force drivers to slow down and obey the rules of the road. As I said in my previous correspondence, I hope it will not take a tragedy and loss of life at the intersection to concentrate people's minds and get the job done.

Comment ID: 166

Public Comment Form Draft FY 2013 for PA



Item ID# A.65, A.66

Name: Allison McCool

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Hello. Please pay attention to comments from the community! We need to get this project done right! PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Public comments are IMPORTANT. Please listen. Thank you.

Comment ID: 48

Public Comment Form Draft FY 2013 for PA



Item ID# A.67

Name: Anna Coyne

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Thank you, Anna E. Coyne

Comment ID: 31

Public Comment Form Draft FY 2013 for PA



Item ID# A.71, A.68, A.72, A.70, A.69

Name: Anthony Vietri

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Greetings, Our family has lived and conducted our business on what has become state highway 41, about 200 yards north of Penn Green Road, New Garden Township, since the 1920's. We have strived greatly to be good neighbors, and to create something that the community can be proud of. Our family business, which grows rare varieties of grapes and sells wine directly to the public for the past 10 years, has been nationally recognized. We are now the fourth generation to farm this site, and our land is proudly part of the agricultural security district. Here is our website: www.valavineyards.com In terms of measures needed that will satisfactorily address the many concerns and interests involved in Rt 41, we leave that to the planners and our local government, and limit the scope of our comments here to our specific situation. Over the decades, we have lost road front property to expansion and progress, to the point where 41 has now encroached to just feet away from our family home, and the house that my great grandfather built. So, as people who live and conduct our business on this road, may we respectfully say that we are acutely aware of the issues being caused. Dishes rattling in our shelves, cracks appearing in our foundations, the contents of truck beds littering our property, brake retarders robbing us of sleep nightly, are just part of the escalating and degrading situation we face on a daily basis. While there are serious health, safety, and quality of life concerns, as well as, environmental ones, perhaps most pressing involves the difficulty in our gaining safe access and exit from our property. It has reached the point where our families and clients face grave danger trying to enter and leave our homes and business in a vehicle. The safety of our families, our employees, and clients who must also use this route every day, is a particular situation that has reached a crisis point. For our own business, it is extremely difficult for northbound folks to make their turn into our winery because of the speed of traffic in front -- and behind them. And so this applies to our trying to access our home. In terms of measures needed that will satisfactorily address the safety issues, we propose the following: 1. Reduce speed along 41 between Penn Green Road (a major accident prone intersection) and the borough of Avondale. The particular portion of the 41 corridor that we reside in, contains an unusual mix of uses -- residential, industrial, light industrial, agricultural, and commercial. All of these are active uses, with folks needing access and egress from these sites many times daily, the act of which has increasingly become more dangerous. There needs to be an earlier and softer transition in speed limit from the relatively open stretch of 41 south of Penn Green, to the more densely populated zone of Avondale. The speed limit currently in place is no longer viable and part of the main reason that the stretch is particularly in jeopardy to major and minor rear-end collisions. Reducing the speed limit will greatly mitigate the danger for folks who need to turn into various businesses and homes, and save lives. 2. As was done a couple of hundred yards south of us, create a single center lane so that folks heading north on 41 attempting to enter our business can safely 'get out of the line of fire' to make a left turn without fear of a 65 foot long tractor trailer, or the fully-loaded dump trucks from compost plants and quarries, slamming into them. This spot we occupy contains a working farm, an active business, and our homes. It is important that safe access be given to ourselves, our employees, and our clients. 3. Address the brake retarder issue by prohibiting them in this stretch of road. 4. Place a proper curb on our stretch of road, to cut down on the erosion of our soils, and to help prevent trucks from pulling off the road and destroying our road front. We thank you for the invitation and the opportunity to bring these issues to your attention, and look forward to your reply.

Comment ID: 155

Public Comment Form
Draft FY 2013 for PA



Item ID# A.73

Name: Benson B. Martin

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

WE ARE IN DESPARATE NEED OF CALMING PROCEDURES IN CHATHAM PA AND AVONGROVE - A GREAT EXAMPLE OF A WONDERFUL TRAFFIC CALMER IS IN UNIONVILLE PA - THE SPEED AT WHICH LARGE TRUCKA AND CARS PASS THROUGH THESE AREAS IS MOST DANGEROUS AND THE CALMING DEVICES IE ROUNDABOUTS KEEP TRAFFIC FLOWING, DO NOT REQUIRE PURCHASING LARGE TRACTS OF LANE ANE ARE EFFECTIVE THANK YOU

Comment ID: 47

Public Comment Form
Draft FY 2013 for PA



Item ID# A.74

Name: Blair Fleischmann

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Would like to see more traffic calming implemented, including roundabouts as much as possible, specifically at Rt 41 & Balt Pk and at Rt 41 & Rt 926.

Comment ID: 122

Public Comment Form Draft FY 2013 for PA



Item ID# A.75, A.76, A.77

Name: Bo Alexander

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 92

Public Comment Form Draft FY 2013 for PA



Item ID# A.78, A.79, A.80

Name: Londonderry Board of Supervisors

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

It is the opinion of the Londonderry Township Board of Supervisors that PA Route 41 continues to be an extremely dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. It is the opinion of the Supervisors that TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. In addition, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS #14613) should be re-instated to be used for this or other traffic calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Route 41 and Route 926 in Londonderry Township would provide a safe solution for this extremely dangerous intersection as well as provide traffic calming at a high speed section of Route 41. The Township Supervisors wish to thank you for considering their suggestions as outlined above. The Route 41 corridor is a major concern in Londonderry Township.

Comment ID: 57

Public Comment Form
Draft FY 2013 for PA



Item ID# A.81

Name: C.Giordano

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Please, make every effort to maintain the historic charm of this roadway, by installing traffic calming devices. Route 41 was never designed to be an expressway!

Comment ID: 132

Public Comment Form
Draft FY 2013 for PA



Item ID# A.82

Name: Carin Bonifacino

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

As a resident of New Garden Township I would like to see TIP MPMS 14484 revised to address safety on Route 41. I would love to see a roundabout at the intersections of Route 41 and Baltimore Pike and at the intersections of Route 41 and Route 926. Traffic calming measures in Avondale and Chatham would improve both villages greatly!! Widening the highway, in my view would just create new issues.

Comment ID: 39

Public Comment Form
Draft FY 2013 for PA



Item ID# A.83

Name: Carol Lorah Bland

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

TIP MPMS 14484 should be revised to adequately address safety concerns and future growth of the Route 41 corridor. Traffic calming should be implemented throughout.

Comment ID: 98

Public Comment Form
Draft FY 2013 for PA



Item ID# A.84

Name: Cynthia Schmidt

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 is still dangerous. The widening will not adequately address safety problems. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential.

Comment ID: 20

Public Comment Form Draft FY 2013 for PA



Item ID# A.85, A.86

Name: Dan Linderman

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 is an incredibly dangerous road. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. This study should be revised to address the numerous safety concerns, and include innovative traffic calming methods throughout the Route 41 corridor. The communities along the entire roadway have a desire to maintain Route 41 as a rural road used to travel between neighboring communities. We do not want Route 41 to turn into another Route 1, nor have it serve as a short cut for heavy trucks to travel through to Delaware (I-95 and the Port of Wilmington). Large truck restrictions should be imposed on Route 41 that would allow only local truck deliveries to use the road, and would divert pass-through truck traffic to larger highways more suitable to such traffic. Additionally, the sprawl-based development that inevitably follows multi-lane road widening runs counter to the way these communities want to see the area maintained and developed according to their Comprehensive Plans. Studies show that widening roads with the desire to improve safety and reduce congestion actually has the inverse affect. By widening the road, this ultimately attracts more traffic to the roadway as drivers use the road more often under the assumption that the roadway can handle more traffic (a snowball effect). Additionally, drivers tend to travel at increased speeds on multi-lane roads due to the sense that these roads are just like limited access highways/interstates. Increased traffic travelling at higher speeds only increases the likelihood of serious traffic accidents. Multi-lane roads make intersections much more dangerous, as turning traffic must now cross multiple lanes of traffic. As well, intersections are forced to use traffic lights to control the flow, which increase the number of accidents, and create stops in traffic, thus creating even more congestion. Lastly, multi-lane roads have a greater negative effect on the environment than two-lane roads, due to increased congestion and increased stopped traffic where idling cars and trucks emit hazardous fumes into the air. Two-lane roads are able to support innovative traffic calming measures, such as modern roundabouts, that not only improve the flow of traffic (no more stop and go), they also significantly reduce the number and severity of accidents at intersections. Specific examples of intersections that would benefit from the implementation of modern roundabouts include the intersections at Sharp and Sheehan Roads, Newark Road, Baltimore Pike in Avondale, and PA 926. Additionally, traffic calming in Chatham Village as previously planned is essential. The \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and E Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this and/or other traffic calming projects within the Route 41 corridor. Interestingly, maintaining Route 41 as a two-lane road along with the implementation of innovative traffic calming measures would do more to solve the challenges of Route 41 at a significantly lower cost to road widening. That would be a win-win for the state, county and local communities. Please consider revising the study accordingly.

Comment ID: 157

Public Comment Form
Draft FY 2013 for PA



Item ID# A.87

Name: Danny Rosazza

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

It is a bad idea to add a traffic circle in Avondale. It would tie up traffic instead of calming it. The light at 41 and Baltimore pike has helped to regulate the increased summer traffic that flows through Avondale.

Comment ID: 34

Public Comment Form
Draft FY 2013 for PA



Item ID# A.88

Name: Dr. Betsy DeMarino

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

The proposed changes to the Route 41 corridor do not adequately provide for traffic calming elements necessary to improve the safety of this extremely dangerous corridor. Traffic calming elements have slowed traffic on route 52 in Centerville, DE, and could work here as well. The roundabout on 82 in Unionville has eliminated traffic back ups, and would be an excellent remedy for 41 at Route 1, Chatham, 926 and Route 10. Funds should be allocated for projects that will naturally slow traffic while facilitating traffic flow and safety. That's my two cents!

Comment ID: 37

Public Comment Form
Draft FY 2013 for PA



Item ID# A.89

Name: Dr.Deepak Doraiswamy

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Rte 41 renovation plans must ensure that there is not increased traffic on all side roads with increased traffic violations and hazards. Buttonwood, Newark and Broad Run roads around Somerset Lake are key concerns and speed-bumps would be a must - there is already too much speeding. There is a need for a stop sign at the intersection of Sandy's Parish and Buttonwood - there is excessive speeding and there have already been several near misses as well as accidents. The proposed Walmart construction would impose tremendous strain on the roads as well as wear and has not been adequately addresses - the PREIT/Walmart project would be severely detrimental to the local environment and road safety and should be halted as these issues have not been addressed.

Comment ID: 154

Public Comment Form Draft FY 2013 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.90

Name: E. Paul Wileyto

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I was prompted to comment on calming the traffic along highway 41 in Southern Chester County. All the suggestions I am seeing include road widening, road straightening. I beg to differ because all of those fixes are invitations for drivers to go faster. All your suggestions will make the road look more and more like I95. You need to look at the psychology of what makes people slow down. I am not joking when I say that you need to make the road FEEL more like a buggy path. You can even widen the road as long as you give the right visual cues that make people feel that it is a slower road. Example. Line the road with trees that create a tunnel feeling on the road. Drivers respond to that by slowing down. Paul

Comment ID: 22

Public Comment Form Draft FY 2013 for PA



Item ID# A.91

Name: Hugh Lofting

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I would like to see PA Route 41 remain as rural as possible along its route. It is time to use modern traffic calming methods to make the roadway safe. Bigger is not always better. The use of traffic circles is a good example of keeping traffic moving while slowing down speeds in certain areas. A traffic circle at Route 41 and 926 would be a good solution to the safety of that intersection in Londonderry Township. Traffic calming methods should be implemented in the village of Chatham as previously planned.

Comment ID: 162

Public Comment Form Draft FY 2013 for PA



Item ID# A.92

Name: Ian Brown

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 73

Public Comment Form
Draft FY 2013 for PA



Item ID# A.94, A.93

Name: Jack E. Weber, Jr.

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

This is a major thoroughfare with a significant volume of truck traffic and requires some safety and traffic volume enhancements. (Turn lanes where applicable) While there are some rural highways that can benefit from a "roundabout" this is NOT one of them. The PennDOT reconfiguration of the Old Baltimore Pike and Rt 41 intersection is working well and should not be altered. Wherever a traffic signal is warranted, it should be a "smart" signal.

Comment ID: 45

**Public Comment Form
Draft FY 2013 for PA**



Item ID# A.95

Name: Jane Dorchester

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

There should be two goals for the TIP MPMS 14484 in the village of Chatham: 1) to preserve the historic character of the village and 2) to insure the safety of both travellers through and residents of the village. Therefore, it is essential for the village of Chatham's continued existence that any traffic calming measures instituted preserve the character of the village and not encourage any future road work that could have a negative impact on that character. If that is not possible, then Route 41 needs to be rerouted around the village in such a way as to not compromise the agricultural lands in the vicinity of the village.

Comment ID: 42

Public Comment Form Draft FY 2013 for PA



Item ID# A.96

Name: jason daliessio

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 adequately address safety problems. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Widening the roadway to a double-lane highway would provide the best safety for such a high volume roadway. Please reconsider widening from a single to double lane Rt. 41 in each direction with limited access and no throughway for non-local delivery trucks (or creat a full-time weigh-station for both directions). In myb opinion, round-a-bouts will not address the issue of over-abundent volume.

Comment ID: 44

Public Comment Form Draft FY 2013 for PA



Item ID# A.97, A.100, A.98, A.99

Name: Jim DiLuzio

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

As the Project Milestones list reflects, the Route 41 Improvement Project has been around for decades. Thus far it has cost taxpayers tens of millions of dollars, with very little to show for the expense. Some SAMI projects made slight improvements, but this remains an extremely dangerous highway. Sadly, so much time has passed that improvement options may have become rather limited, especially around New Garden Township and near Avondale Borough. In my opinion, Route 41 has been studied to the point of absurdity. If widening of the roadway and limited realignment are realistically the only feasible options remaining, then just get the work started and accomplished. At least do something meaningful with this roadway between the Delaware State line and Avondale, and even as far as the Kennett Oxford (Route 1) Bypass if possible. It is unacceptable that this highway, with its volume of truck and other traffic, and which I think is designated for military use if needed, has been in such poor shape for so very long. Full (simultaneous from opposite directions) left-turn phasing needs to be employed at intersections along Route 41 with roads like Newark Rd. and Penn Green Rd. It may just be a simple oversight, but Kennett Township does not seem to be listed on the current PA-41-Study information available on this part of the DVRPC web site and that should be corrected if the plan is to improve the road from the Delaware State line. Enough talk. Enough study. Please get something significant done with Route 41. Thank you for your consideration of these thoughts and comments.

Comment ID: 100

Public Comment Form Draft FY 2013 for PA



Item ID# A.101

Name: John Gaadt

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 27

Public Comment Form Draft FY 2013 for PA



Item ID# A.102

Name: Julia Gardner

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment projects for Route 41 as outlined in TIP MPMS 14484 do not adequately address safety problems and do not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 17

**Public Comment Form
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Item ID# A.103

Name: Louis A. Kaplan

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Comments to FY 2013 TIP MPMS 14484 – PA 41 Study “Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment.” Route 41 is a dangerous roadway and PennDOT has not addressed this fundamental problem with any of their proposed alternatives. The incorporation of traffic calming elements in the highway should be a priority.

Comment ID: 175

Public Comment Form
Draft FY 2013 for PA



Item ID# A.104

Name: Marion Waggoner

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

The proposal to add traffic circles at Chatam on Rt 41 and the intersection of Rt 41 and 926 are very poor ideas. Reasons: This would back up traffic even more due to the difficulty of large trucks in negotiating the circles and likely would not improve overall safety as a result. Further, I lived in Connecticut where traffic circles were commonplace, but they can be pretty unsafe for those not familiar with the roads and the existence of the circles. My opinion is that if the safety is unsatisfactory, then solve the issue with standard traffic lights. This also would back up traffic somewhat, but would not cause the issues with trucks and would be less likely to catch motorists unawares.

Comment ID: 63

Public Comment Form Draft FY 2013 for PA



Item ID# A.105

Name: Martha D Straus, RLA

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Any alternatives considered for the improvement of Rt 41 in this area MUST include traffic calming components. Vehicles must be forced to steady and slow their speed through community centers and traffic nodes - both historic and new. The highly-supported options of roundabouts at the Rt 41/Rt 926, Rt 41/Route 841 and Rt 41/Baltimore Pike intersections should once again be considered as a common-sense and cost-effective option. These intersections will become more dangerous if the selected options increase traffic speed and reduce the sensitivity of drivers to community circulation patterns.

Comment ID: 29

Public Comment Form Draft FY 2013 for PA



Item ID# A.106

Name: Michael Leja

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 50

Public Comment Form Draft FY 2013 for PA



Item ID# A.107

Name: Mr. and Mrs. Dean Donley

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 28

Public Comment Form Draft FY 2013 for PA



Item ID# A.108, A.109

Name: Neha Deck

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

My son will be driving in 2 1/2 years and am very concerned about teenagers driving on Rt 41. The current traffic situation makes it dangerous for experienced adults and will be even more dangerous for inexperienced teens who are likely to not assess risks correctly. I especially would like to understand what will be done at the Route 41/Sunny Dell Road intersection. I am hoping the traffic light we have waited for for many years will finally be part of this plan. It is treacherous to make a left turn from Sunny Dell onto 41. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

Comment ID: 91

Public Comment Form
Draft FY 2013 for PA



Item ID# A.110

Name: Nina H.Gardner

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Do NOT widen the road: employ traffic calming techniques such as traffic circles, additional turning lanes, etc. to improve safety. The speed limit of 45 mph should be enforced. Functioning Trunk Inspection Stations will also slow and decrease truck traffic.

Comment ID: 76

**Public Comment Form
Draft FY 2013 for PA**



Item ID# A.111

Name: Paige Larue

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Widening this section of road is definately not the first choice that should be considered. Installing traffic calming devices, should be made, like a roundabout, or traffic circle. PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor.

Comment ID: 36

Public Comment Form Draft FY 2013 for PA



Item ID# A.112

Name: Rebecca Mitchell

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41

Comment ID: 19

Public Comment Form Draft FY 2013 for PA



Item ID# A.113

Name: Rich Zimny

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

This project needed to be completed five years ago. I live just off route 7 and it is impossible to travel to Kennett Square and Oxford at rush hour especially on a Friday or Sunday Evening from the start of the summer season. The safety issues needed to be addressed to the highest standards as this roadway is the major truck route and puts passenger traffic in danger due to the proposal of inadequate shoulders and allowance for increasing truck traffic.

Comment ID: 41

Public Comment Form Draft FY 2013 for PA



Item ID# A.114

Name: Richard Corkran

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Dear Sirs: PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. Thank you, Richard Corkran

Comment ID: 21

Public Comment Form
Draft FY 2013 for PA



Item ID# A.115

Name: Russell Jones

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Traffic calming should be implemented throughout the Rt 41 corridor. The widening and realignment in 14484 is inadequate to deal with the safety issues. Previous plans for traffic calming in Chatham are essential and a roundabout at Rts 926 and 41 is critical Please pay attention to local concerns

Comment ID: 25

Public Comment Form Draft FY 2013 for PA



Item ID# A.116

Name: Sali Cosford Parker

County: Chester County

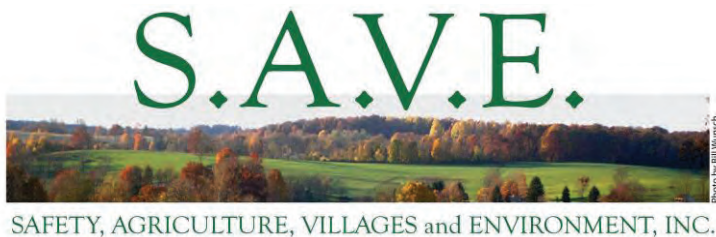
Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I live on PA Route 41 in the Borough of Avondale and can personally attest that it is a very dangerous roadway. -- We estimate the average daytime speed of vehicles traveling on PA Route 41 through the borough to be upwards of 50 mph. -- Nighttime speeds, especially after 10:00 pm and particularly among trucks, are upwards of 70 mph. -- Early morning commuter traffic travels at excessive speeds until full daylight. -- I've witnessed a number of neighborhood pets killed by vehicles traveling too fast to stop effectively. So far no children have been injured or killed, but under current traffic conditions, it is only a matter of time. -- Although there are a number of cross-walks on 41 within the borough, and although vehicles are legally obligated to yield right of way to pedestrians in cross-walks, it takes an average of 7.8 minutes to cross PA 41; stepping off the curb and into the road cuts that time to 4.3 minutes. TIP MPMS 14484 does not adequately address any of the above stated safety hazards. TIP MPMS 14484 should be revised to 1) eliminate the safety hazards threatening residents and visitors of the PA Route 41, and 2) implement essential traffic calming methods along the entire PA Route 41 corridor. Road and highway safety authorities nation-wide have a reputation for not taking action until someone - usually a child - is killed. TIP MPMS 14484 should take the lead in changing that reputation by creating safe conditions for both resident and travelers of PA Route 41.

Comment ID: 38



101 East Street Road
Kennett Square, PA 19348
610.925.0041
610.925.3172 FAX
info@savepa.org
www.savepa.org

June 1, 2012

Comments to FY2013 TIP MPMS 14484 – PA 41 Study “Preliminary engineering and environmental studies to identify transportation improvements for the PA 41 Corridor. Current alternatives include widening and limited realignment.”

This comment is submitted by S.A.V.E., Inc., a non-profit organization dedicated to enhancing safety on Route 41 while preserving the rural character of the Route 41 corridor.

It is S.A.V.E.’s position that the high fatality rate is the most serious problem facing Route 41 and that TIP MPMS 14484 should be reprogrammed and augmented to achieve prompt resolution of the safety issue. This should be done by implementing traffic calming throughout the corridor. S.A.V.E. further submits that \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should not have been eliminated from the 2013 TIP and should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor.

TIP MPMS 14484 refers to a planning study of Route 41 between the Delaware State Line and Route 926 (Section STY) that originated in 1993 and identified safety and future capacity as needs. Expansion of Route 41 to four travel lanes throughout the corridor, with bypasses around Avondale and Chatham, was proposed. The most recent report from this study (PennDOT 2010) recognized that there is not a “need for an end-to end four-lane improvement,” and proposes a variety of localized projects. S.A.V.E. concurs that four travel lanes are not needed but holds that the proposed projects do not address the most serious safety problem—that of fatalities.

The 2010 PennDOT study reported 11 fatalities in the study section in the five-year period 2003-2007 and noted that this fatality rate was twice that of a selection of nine similar Pennsylvania roads, and four times the overall statewide average for “similar roads” (p. 14). In the subsequent 3 years 2008-2010, four fatalities occurred between Gap and the Delaware Line. The 2010 report noted that the fatalities were “spread throughout the corridor and are not grouped at specific locations” (p. 14). It attributed the problem primarily to “excessive speed” (p. 42), pointing out that “speeds well over the posted speeds [45 mph outside the villages] are regularly recorded.”

Despite recognition of the fatality issue, the design options presented in Section 4 and evaluated in Section 5 of the 2010 PennDOT study contained no reference to any options that would slow speeds or address in any other way, the excessive fatality rate. All of the options presented in these sections were

ties to specific intersections that, as noted above, are not the source of the fatality problem. In reference to fatalities, the report suggested only that “increased [speed limit] enforcement is probably the best solution to this problem” (p. 42), and that “Other solutions, in addition to traffic calming and gateway features in the villages should be investigated along the corridor” (p. 43). S.A.V.E. has long advocated increased enforcement, and concurs that traffic calming and gateway features should be implemented in the villages. However, S.A.V.E. notes that none of the specific recommendations of the 2010 report call for traffic calming, either in the villages or elsewhere. S.A.V.E. further submits that, in addition to the villages, traffic calming must also be applied to the road segments between the villages where the speeds are excessive and where most fatalities occur. S.A.V.E. supports the recommendation that “other solutions...should be investigated along the corridor,” but notes that the recommendation is vague and received no further mention or follow-through in the report. It thus represents a seriously inadequate response to the fatality problem.

S.A.V.E. urges that PennDOT give high priority to design and implementation of traffic calming measures throughout the corridor. Within villages, a number of traffic calming techniques are available and their efficacy has been widely demonstrated both within the United States and throughout the world. Traffic calming techniques are less commonly applied to rural, high volume, arterials roadways, but a variety of proven methods exist. These include but are not limited to, (1) roundabouts at high to moderate volume intersections, (2) visual lane narrowing, with landscaped or textured islands at low cross-volume intersections, (3) visual lane narrowing with hatched or textured median strips on open road sections between intersections, (4) visual narrowing of shoulder width, and (5) vegetative plantings along the roadway.

S.A.V.E. recommends that highest priorities be given to (1) a roundabout at the intersection of Route 41 and 926, and (2) traffic calming in the village of Chatham. The Route 926 intersection is a high crash site (Appendix D, Plate 1 of PennDOT 2010 report). Route 926 crosses Route 41 at a dangerously oblique angle. A roundabout at this intersection would both greatly improve its safety, and reduce the excessive traffic speeds (typically 60 mph or more) that characterize this location. The Board of Supervisors of Londonderry Township, where the intersection is located, is on record in support of a roundabout at this intersection and has offered to underwrite a portion of design costs. The PennDOT 2010 report dismissed the use of a roundabout at this intersection, citing vertical geometry and the “high-speed environment” (p. 44). Vertical geometry limitations have not been established by engineering analysis, nor have consultants hired by S.A.V.E. noted them as a problem. In response to an email from a Londonderry Township resident who reported a near fatal incident at the intersection, Francis Hanney, Traffic Services Manager/ADA Coordinator at PennDOT District 6, stated his support for a roundabout at this location. The “high speed environment” is not safe or legal, and S.A.V.E. recommends the roundabout as a solution. A recent investigation of 17 intersections on high-speed, high-volume U.S. highways that were converted to roundabouts between 1993 and 2006 found that with roundabouts the average injury crash frequency was reduced by 84%, average injury crash rate was reduced by 89%, angle crashes were reduced by 86%, and fatal crashes were reduced by 100% (Isebrand 2009).

Traffic calming is needed in the village of Chatham as a safety measure for both vehicles and pedestrians, as well as to reclaim the village quality of this historic community. Details of traffic calming

design will need to be developed with input from the community. A roundabout should be seriously considered but may not be necessary. S.A.V.E.'s position is that the signalization and left turn lanes

recommended by the PennDOT 2010 study will not adequately address safety needs (and may exacerbate them), will not be consistent with the historic character of the village, and may not be warranted from a capacity standpoint for many years to come.

Further, S.A.V.E. recommends against implementation of any of the other design options recommended by the PennDOT 2010 study until an objective analysis of the potential benefits of traffic calming alternatives has been made. Most of the PennDOT recommended options involve addition of turning lanes, travel lanes, and signalization, designed primarily to enhance capacity and secondarily to improve safety. The PennDOT 2010 study did not recommend a roundabout for any Route 41 intersection along the corridor and, with exception of the Route 926 intersection (discussed above), provided no rationale for rejecting roundabouts from consideration.

The benefits of roundabouts are well established. PennDOT's own Guide To Roundabouts (PennDOT 2001) cites a 51% reduction in injuries, relative to intersections with signals or two-way stop signs. More recent data show that injuries are reduced by 76% and fatalities by more than 90% (FHWA 2008, NCHRP 2010). These and other publications also point out that roundabouts have a higher capacity and reduced delays than signalized intersections. Congestion is reduced, less fuel is consumed, and less air pollution (including carbon dioxide) is produced. Intersections with roundabouts are quieter, less expensive to maintain, and safer for pedestrians.

PennDOT did propose to construct a roundabout at the intersection of Route 41 and Old Baltimore Pike with \$3.9 million allocated for Safety and Mobility Improvements (SAMI) to Route 41, and which appeared in the 2011 TIP as MPMS 14613. During the planning process, temporary traffic signals were installed at the intersection to accommodate a new shopping center. The signals have temporarily alleviated some of the safety and capacity problems at this intersection, particularly for North/South traffic, but do not provide a traffic calming element within the corridor. An analysis performed for PennDOT by Kittelson & Associates projected a 4.5-fold reduction in vehicle delays at this intersection in the year 2027 for a roundabout compared to a traffic signal. S.A.V.E. believes that the intersection is not an immediate safety concern, but maintains that this intersection will require improvement in the future. S.A.V.E. strongly objects to the removal of the SAMI funds from the Route 41 corridor. The SAMI funds were originally allocated for use in the corridor, and were not tied specifically at the Route 41-Old Baltimore Pike intersection. In fact, SAMI funded several other projects that were completed at various locations throughout the corridor. S.A.V.E. strongly urges that these funds be re-instated and recommends specifically that they fund construction of a roundabout at the dangerous intersection of Route 41 and 926 where safety is an immediate concern.

References

FHWA 2008. Roundabouts. A safer choice. U.S. Department of Transportation Federal Highway Administration publication FHWA-SA-08-006.

Hanney, F. J. 2012. RE: Letter to State Police, Avondale, PA re:Route 41 & Route 926 Intersection. Email to Aileen Elliot, March 14, 2012.

Isebrand, H. N. 2009. Crash analysis of roundabouts at high-speed rural intersections. Transportation Research Record: Journal of the Transportation Research Board, No. 2096, Transportation Research Board, National Research Council, Washington D.C., 2009, pp. 1-7

Kittleson & Associates 2006. Report to PennDOT District 6, December 2006.

NCHRP 2010. Roundabouts: An informational guide, second edition. National Cooperative Highway Research Program and Federal Highway Administration, Report 672.

PennDOT 2001. Guide to roundabouts. Pennsylvania Department of Transportation Publication No. 414, May 2001.

PennDOT. 2010. Route 41 planning study. SR 0041, Section STY Chester County, PA. Prepared for . Pennsylvania Department of Transportation, prepared by KCI Technologies, Inc, January 12, 2010.

Public Comment Form Draft FY 2013 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.121

Name: Steve

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Please ignore SAVE as a radical group trying to return PA to the 18th Century. The Route 41 upgrades are long over due and the lack of them has been contributory to many deaths on that highway, one in particular is directly attributtal to SAVE's efforts to block progress of this highws upgrade. The design should be left to professionals not activists. As a taxpaying resident of the County, I don't want SAVE deciding for everyone what is appropriate for the all County citizens based on their efforts to protect their rural neighborhood. They moved there, and, in time, so will others. We need infrastucture to handle the growth.

Comment ID: 24

Public Comment Form Draft FY 2013 for PA



Item ID# A.122, A.124, A.123

Name: Steven C. Brown

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

The following comments are submitted by London Grove Township regarding Route 41/TIP 14484: PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41. If you have questions, please let me know.

Comment ID: 169

Public Comment Form Draft FY 2013 for PA



Item ID# A.125

Name: Steven Siepser

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

Route 41 needs design changes to calm and slow traffic. Roundabouts and design can have a very calming and slowing of traffic making it more orderly. The fine engineers who help keep our roads safe might also consider the unique characteristics of this part of Chester County. In reality the 40,000 acres of protected lands represent a "green belt" of sorts, something never really effectively done in the United States. Green Belts have an enormous effect of diffusing traffic concentrations by allowing relatively quick transit due to little additional traffic from the area. The centripetal force of concentric development leads to almost unsurmountable traffic problems, visit LA for starters. If we limit the traffic flow accross green belts and continue to improve the 95 corridor and the thruway access this area will be preserved in a unique way and also limit the effect of concentric development and traffic problems throughout the Delaware Valley.

Comment ID: 26

Public Comment Form
Draft FY 2013 for PA



Item ID# A.126

Name: Teri Dignazio

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I am very concerned with the Route 41 Corridor. After all these years still a dangerous stretch of highway. The widening and limited realignment of Rte 41 as outlined in TIP MPMS a14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns.

Comment ID: 159

Public Comment Form
Draft FY 2013 for PA



Item ID# A.127

Name: Thomas Zunino

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I feel that PA Route 41 remains a dangerous roadway. In my opinion the widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems on this roadway and does not incorporate modern traffic calming techniques. Please reconsider changing the plan to best improve the safety of this highway.

Comment ID: 33

Public Comment Form Draft FY 2013 for PA



Item ID# A.128

Name: Timothy Gardner

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

TIP MPMS 14484 should be revised to address safety concerns. Well proven traffic calming measures, not speed-enabling alterations such as widening and limited realignment, should be implemented as was previously agreed to by PennDOT. The \$3.9 million fund previously slated for construction of a roundabout at Route 41 and Old Baltimore Pike should be reinstated. In addition, traffic calming in Chatham Village as previously agreed upon must be reinstated. Finally, the Route 41 and 926 intersection is very dangerous and needs to be improved with a roundabout, not by simply widening the roadway.

Comment ID: 90

Public Comment Form Draft FY 2013 for PA



Item ID# A.129

Name: Virginia Reef

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 18

Public Comment Form
Draft FY 2013 for PA



Item ID# A.131, A.130

Name: WB Dixon Stroud Jr

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

The proposed widening and realignment outlined in TIP MPMS 14484 does not adequately address safety and traffic calming. Also please reinstate 2011 TIP MP MS# 14613, consider traffic calming in Chatham Village, and consider a round about at the dangerous intersection of Routes 926 and 41.

Comment ID: 168

Public Comment Form
Draft FY 2013 for PA



Item ID# A.132

Name: Wendy B.

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

I welcome any real improvement to Rt. 41. It badly needs one of the following 1) to be rerouted somewhere entirely, 2) Have the current Rt 41 be a one way street and build a road for the opposing traffic somewhere else, 3) Be at least a 3-lane road along the whole stretch.

Comment ID: 40

Public Comment Form Draft FY 2013 for PA



Item ID# A.133

Name: Wendy Walker

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 23

Public Comment Form Draft FY 2013 for PA



Item ID# A.134

Name: Wilson Braun

County: Chester County

Project Title: PA 41 Study

MPMS ID: 14484

Comment:

PA Route 41 remains a dangerous roadway. The widening and limited realignment of Route 41 as outlined in TIP MPMS 14484 does not adequately address safety problems and does not incorporate modern traffic calming techniques. TIP MPMS 14484 should be revised to address safety concerns. Traffic calming should be implemented throughout the Route 41 corridor. Additionally, the \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), should be re-instated to be used for this or other traffic-calming projects within the Route 41 corridor. Traffic calming in Chatham Village as previously planned is essential. Additionally, a roundabout at the intersections of Routes 41 and 926 in Londonderry Township would provide a safe solution for this dangerous intersection as well as provide traffic calming at a high speed section of Route 41.

Comment ID: 82

Public Comment Form
Draft FY 2013 for PA



Item ID# A.135

Name: Kristin Boldaz

County: Chester County

Project Title: PA 100, Shoen Road to Gordon Drive (02L)

MPMS ID: 14515

Comment:

Regarding the Route 100 Widening Project, SR 0100, Section 02L, MPMS # 14515: On behalf of Uwchlan Township, please accept this as a formal request to create a Utility Relocation Phase for this project on the TIP and transfer \$100,000 from the Construction Phase into the new Utility Relocation Phase. If you have any questions on this request, please contact Doug Hanley, Uwchlan Township Manager, at 610-363-9450 or dhanley@uwchlan.com. Thank you, Kristin Boldaz

Comment ID: 120

Public Comment Form
Draft FY 2013 for PA



Item ID# A.136

Name: Doug Hanley

County: Chester County

Project Title: PA 100, Shoen Road to Gordon Drive (02L)

MPMS ID: 14515

Comment:

Please transfer \$100,000 from the Construction Phase and put in the Utility Relocation Phase.

Comment ID: 62



May 14, 2011

Mr. Doug Hanley, Manager
Uwchlan Township
715 North Ship Road
Exton, PA 19341

**RE: 2012 Chester County
Transportation Improvements Inventory**

Dear Doug:

As requested, we have reviewed DVRPC's notification to the Chester County Planning Commission's May 9, 2012 notification regarding the Draft FY2013 TIP review. As indicated, the FY 2013 TIP indicates that the SR 0100, Section 02L project is identified as a current project in the financial pipeline within the next four years.

It is intended to keep this project on the TIP to see it completed. Additional projects that we've requested the County to place on the record include those noted in the attached County Project Update Form which can be submitted to the Chester County Planning Commission as requested.

If you have any further questions or need additional information, please do not hesitate to contact me at (610) 407-9700.

Sincerely,

ORTH-RODGERS & ASSOCIATES, INC.

A handwritten signature in dark ink, appearing to read 'Dean J. Kaiser', is written over a horizontal line.

DEAN J. KAISER, PE, PTOE
Director of Pennsylvania
Traffic Signal Operations

F:\Uwchlan_Twp\Planning Commission\05-14-12 Uwchlan-CCPC.doc

cc: Kristen Boldaz – EB Walsh

MCD:

Existing Projects Update Form - TII 2012

TII #	Project Name	Project Type	Project Status	Design Cost	ROW/Utility Cost	Construction Cost	Anticipated Start of Construction				Municipal Prioritization		
TII 2009 Projects							1-4 yrs	5-8 yrs	9-12 yrs	TBD	Low	Med	High
MCF 10	PA 100: SHOEN RD TO WELSH POOL RD	ADD THRU LANES BY DIRECTION	Active/Underway	Costs to be acquired from TIP or other source			X						X
PTC 3	PA TURNPIKE: PA 29 TO DOWNINGTOWN	WIDEN TO SIX LANES	Inactive - Keep	5,700,000	1,250,000	103,000,000						X	
PTC 4	PA TURNPIKE SLIP RAMP AT PA 113	CONSTRUCT SLIP RAMP	Inactive - Keep	1,000,000	500,000	6,000,000				X		X	
BP 9	UWCHLAN TRAIL: LIONVILLE AREA	CONSTRUCT BIKEWAY	Active/Underway	Costs to be acquired from TIP or other source									X
MB 16	DOWLIN FORGE RD OVER SHAMONA CK	REHABILITATION	Inactive - Keep	50,000	50,000	300,000						X	
RW 5	PA 113: EAGLEVIEW TO HAMPTON DRIVEWAY	ADD CENTER TURN LANE	Inactive - Keep	750,000	350,000	1,500,000						X	
RW 21	PA 113: PECK RD TO WOODMONT DR	CAPACITY	Inactive - Keep	250,000	100,000	2,000,000							X
RW 23	WHITFORD RD IN UWCHLAN TWP	TURN LANES/SAFETY/RECONSTRUCT	Inactive - Keep	300,000	100,000	2,000,000						X	
INT 112	NEWCOMEN RD @ SHIP RD	ADD TURN LANE/SIGNALIZATION	Inactive - Keep	40,000	15,000	300,000						X	
--	WhITTFORD/DEVON DR SIGNALIZATION	NEW TRAFFIC SIGNAL/CAPACITY	Inactive - Keep	30,000	0	175,000		X				X	
--	NB RT 100 JUGHANDLE - SHEREE BLVD	NEW JUGHANDLE/CAPACITY	Inactive - Keep	100,000	50,000	350,000		X				X	

INSTRUCTIONS:

Project Status -- Please indicate the project's current status as: Active/Underway, Inactive - Keep (on TII), Inactive - Remove (from TII), or Completed - Remove

Project Costs -- Included are the cost estimates from the 2007 Inventory; **please replace these costs with updated costs if available**

Anticipated Start of Construction -- Please indicate the timeframe of the project's anticipated start of construction

Municipal Prioritization -- Provide a ranking of Low, Medium, or High for projects with a status of 'Active/Underway' or 'Inactive - Keep'

Public Comment Form
Draft FY 2013 for PA



Item ID# A.137

Name: Bo Alexander

County: Chester County

Project Title: US 1, Baltimore Pike Widening

MPMS ID: 14541

Comment:

Please provide for NE bound US1 traffic to make a U Turn.

Comment ID: 93

Public Comment Form
Draft FY 2013 for PA



Item ID# A.138

Name: Mary Sue Boyle

County: Chester County

Project Title: US 202, Section 100 (ES1) - Design

MPMS ID: 15385

Comment:

Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.

Comment ID: 171

Public Comment Form
Draft FY 2013 for PA



Item ID# A.139, A.141

Name: Hillary Jones

County: Chester County

Project Title: General Comment

Comment:

I support both the bike/pedestrian trail and the kennett pike bikeway Hillary Jones Chandler Mill Road resident

Comment ID: 176

Public Comment Form Draft FY 2013 for PA

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM

DELAWARE VALLEY
dvrpc
REGIONAL
PLANNING COMMISSION

Item ID# A.140

Name: Paige Larue

County: Chester County

Project Title: PA 82 Bicycle/Pedestrian Trail

MPMS ID: 57684

Comment:

Widening this road for bicycles is absurd. This section of 82 should be left alone, to maintain its rural character. Widening this road, will only cause accidents, due to speeding motor vehicles. This is a low density area, and one of the few left in the county. Please consider leaving this road as it is. It already has bridle paths along this road in this area, to create bike lanes would destroy the existing bridle paths.

Comment ID: 35

Public Comment Form
Draft FY 2013 for PA



Item ID# A.142

Name: Blair Fleischmann

County: Chester County

Project Title: PA 52, Wawaset/Unionville Road South Roundabout

MPMS ID: 80101

Comment:

Glad to know that this roundabout project is moving forward.

Comment ID: 124

Public Comment Form
Draft FY 2013 for PA



Item ID# A.143

Name: Bo Alexander

County: Chester County

Project Title: PA 52, Wawaset/Unionville Road South Roundabout

MPMS ID: 80101

Comment:

Please move this project forward as quickly as possible.

Comment ID: 94

Public Comment Form
Draft FY 2013 for PA



Item ID# A.144

Name: Grant DeCosta

County: Chester County

Project Title: PA 52, Wawaset/Unionville Road South Roundabout

MPMS ID: 80101

Comment:

I support TIP MPMS 80101 for the PA 52, Wawaset/Unionville Road South Roundabout. The Unionville area already has a very successful roundabout and another in the greater region is a better option than a more costly, and less efficient signalized intersection.

Comment ID: 174

Public Comment Form Draft FY 2013 for PA



Item ID# A.145

Name: Adrienne MacKenzie

County: Chester County

Project Title: US 30, Coatesville Downingtown Bypass (CWR-Western Section)

MPMS ID: 84884

Comment:

This correspondence is in regard to the current 2013-2016 Transportation Improvement Program. I understand current funding levels are limited and that many important projects are now under consideration. I would request you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development. I believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport. I do own my own business and live in Lancaster County but also work part time for Brandywine Hospital which is located in Coatesville, PA. I cannot express to you how vital the airport interchange will be to support this area, the growing population and the multitude of businesses. It is my belief that adding this adding two additional ramps will help support the existing businesses in a better fashion since it would elicit ease of access to said customers. Thank you for your consideration of this project.

Comment ID: 117



May 29, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

From: Amy Stackhouse

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
FOR PENNSYLVANIA

This correspondence is from the Board/Council of Rhoads Energy Corporation in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Amy Stackhouse
Rhoads Energy Corporation
Operations Manager Petroleum Division

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

Public Comment Form
Draft FY 2013 for PA



Item ID# A.147

Name: Bo Alexander

County: Chester County

Project Title: US 30, Coatesville Downingtown Bypass (CWR-Western Section)

MPMS ID: 84884

Comment:

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development. We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport. Thank you for your consideration of this project.

Comment ID: 151

Item ID# A.148

Sikorsky Global Helicopters
110 East Stewart Huston Drive
Coatesville, PA 19320
(610) 644-4430

Sikorsky Global Helicopters

A Sikorsky Company

May 31, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
PENNSYLVANIA

This correspondence is from Sikorsky Global Helicopters in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Dorith Hakim
General Manager

Sikorsky Global Helicopters
110 East Stewart Huston Drive
Coatesville, PA 19320
Phone: (484) 785-4515, Fax: (860) 353-3721

CC: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC



**Chester County
Economic
Development
Council**

737 Constitution Drive
Exton, PA 19341
p: 610.458.5700
f: 610.458.7770
w: cceconomicdevelopment.com

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Commonwealth of Pennsylvania

May 31, 2012

Delaware Valley Regional Planning Commission
Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

Re: DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is from the Chester County Economic Development Council regarding the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider funding now or in the future, a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Gary W. Smith
President and CEO

cc: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC



Caln Township

Board of Commissioners

Vincent Rose, President, Charles Kramer, Vice President

Joshua Young, Jim Kruse, Lorraine Tindaro

Gregory E. Prowant, Township Manager

Tony Scheivert, Assistant Manager

www.calntownship.org

610-384-0600 fax: 610-384-0617 Email: board@calntownship.org
Municipal Building, 253 Municipal Drive, P.O. Box 72149 Thorndale, Pa. 19372-0149

May 15, 2012

Delaware Valley Regional Planning Commission
Public Affairs Office
190 N. Independence Mall West
8th Floor
Philadelphia, Pennsylvania 19106

Re: DVRPC Fiscal Year 2013-2016 Transportation Improvement Program
(TIP) for Pennsylvania


This correspondence is from the Caln Township Board of Commissioners in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Gregory Prowant, AICP
Township Manager

C: Donna Siter, WCCCC

Ronald Bailey, Executive Director, CCPC

Natasha Manbeck, Director of Transportation Services, CCPC

File



THE GRAYSTONE SOCIETY

Lukens National Historic District
National Iron & Steel Heritage Museum

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Program Manager

Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

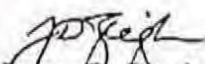
This correspondence is in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,


James D. Ziegler, Executive Director

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

The Graystone Society is a 501(c)(3) corporation registered with the Pennsylvania Bureau of Charitable Organizations.



100 Cheshire Court, Suite 104
Coatesville, Pa. 19320

P-610-384-1776x2102
F-610-384-2996

May 29, 2012

Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106,

Dear Sir or Madam:

I am writing on behalf of Pennsylvania American Water regarding the current 2013-2016 Transportation Improvement Program.

Although we appreciate that current funding is limited and many important projects deserve consideration, we request that you favorably consider funding, now or in the near future, for improvements to the Route 30, Airport Road Interchange. The project would enable two additional access ramps to be constructed at the interchange. Currently, the interchange has only two such ramps, and this area truly needs better access for the increasing volume of traffic due to the proximity of the Chester County Airport and important business related development.

We believe this project would significantly benefit economic development activities in western Chester County, as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

James Gable
Operation Superintendent, Coatesville District

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

Harry's The Neighborhood Place

2949 Lincoln Highway – P.O. Box 55

Sadsburyville, PA 19369

Phone – 610-857-0202 Fax – 610-857-8955

May 29, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

From: HARRY'S THE NEIGHBORHOOD PLACE
SADBURY SELF STORAGE
QUICK STOP CONVENIENCE STORE
BLUE SPOT LAUNDRY

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR
PENNSYLVANIA

This correspondence is from the above local businesses located along Lincoln Highway in the Village of Sadsburyville in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration. We have been in business since 1973 at Harry's, and have added several other successful businesses in our area over that time which we continue to own and operate locally.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport, as well as provide safer travel for local residents on our local streets.

Thank you for your consideration of this project.

Sincerely,



John H. Lymberis and family

CC: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

Item ID# A.154

*Summers & Zim's, Inc.*

MECHANICAL CONTRACTORS

403 VALLEY AVE. P.O. BOX 220 ATGLEN, PA 19310
610/593-5129 800/525-1911 FAX 610/593-2464

May 29, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

From: Summers and Zim's, Inc.

This correspondence is from the Board/Council of Chester County in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Joseph L. Zimmerman,
President

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC



Air Conditioning Contractors of America

PA3778

PLUMBING • HEATING • COOLING • SHEET METAL FABRICATION

Valley Township

BOARD OF SUPERVISORS

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May 30, 2012

Via telefax to 215-592-9125

Delaware Valley Regional Planning Commission
Public Affairs Office
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106

Dear Commission Members:

Valley Township, Chester County, Board of Supervisors request your support for the Route 30/Airport Road Interchange Improvement Project in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30/Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Patrice L. Proctor

Chair, Board of Supervisors

cc Valley Township Board of Supervisors

Karen E. Chandler, Secretary/Treasurer

Ronald Bailey, Executive Director, Chester County Planning Commission

Donna Siter, Executive Director, Western Chester County Chamber of Commerce

David Ward, Assistant Director, Chester County Planning Commission

Natasha Manbeck, Director of Transportation Services, Chester County Planning Commission



May 29, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

From: The Western Chester County Chamber of Commerce

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

This correspondence is from the Board of the Western Chester County Chamber of Commerce in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Patti Jackson-Gehris", written over a horizontal line.

Patti Jackson-Gehris
President
Western Chester County Chamber of Commerce

West Brandywine Township

Board Of Supervisors

Josef G. Obernier, Sr., *Chairman*

Thomas J. McCaffrey, *Vice-Chairman*

William E. Webb, *Member*

Ronald A. Rambo, Jr., *Township Manager*
Secretary-Treasurer

May 31, 2012

Delaware Valley Regional Planning Commission
Public Affairs Office
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

To Whom It May Concern:

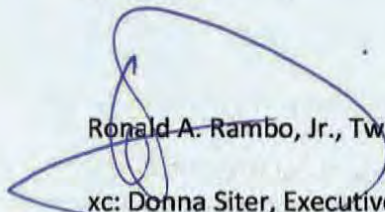
This correspondence is from the Board of Supervisors, West Brandywine Township, in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,



Ronald A. Rambo, Jr., Twp. Mgr.

xc: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

Item ID# A.158

Sadsbury Township
BOARD OF SUPERVISORS
P.O. Box 261
Sadsburyville, PA 19369
Phone (610) 857-9503
Fax (610) 857-2690

May 29, 2012

TO: Delaware Valley Regional Planning Commission
Public Affairs Office
190 North Independence Mall West, 8th FL
Philadelphia, PA 19106

FR: Sadsbury Township Board of Supervisors

RE: DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

To Whom It May Concern:

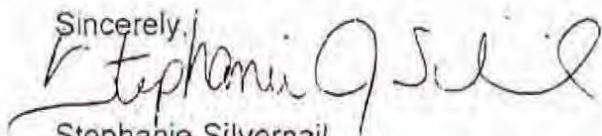
This correspondence is from the Sadsbury Township Board of Supervisors with regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We respectfully request that you carefully consider for funding, now or in the future, a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing volume of traffic due to the proximity of the interchange to the Chester County Airport and important business related development including, but not limited to Sikorsky Global Helicopters and Keystone Foods. Further, with construction having commenced on the National Guard/Stryker Brigade facility in Sadsbury this week, we anticipate an even greater need for traffic to have access to that exit.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you in advance for your consideration of this project.

Sincerely,



Stephanie Silvernail
Chairperson, Sadsbury Township Board of Supervisors

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

**Borough of Modena
5 Woodland Ave
PO Box 116
Modena, PA 19358**

Office: 610-384-6777

Fax: 610-384-4508

May 29, 2012

Delaware Valley Regional Planning Commission, Public Affairs Office,
190 N. Independence Mall West
8th Floor
Philadelphia, PA 19106

Ladies and Gentlemen:

On behalf of the Borough of Modena, this correspondence is in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We request that you carefully consider for funding now or in the near future for a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant increasing need for this interchange to provide a four ramp access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport, two industrial parks and important business related developments.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future planned activities at the airport.

Thank you for your consideration of this project.

Sincerely,

Wayne G. "Ted" Reed
Borough Administrator

WGR

cc: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC



May 30, 2012

To: Delaware Valley Regional Planning Commission
Public Affairs Office,
190 N. Independence Mall West
8th Fl., Philadelphia, PA 19106,

This correspondence is from AIM Development Corporation in regard to the current 2013-2016 Transportation Improvement Program. We understand current funding levels are limited and that many important projects are under consideration.

We would request that you carefully consider for funding now or in the future a proposed improvement to the Route 30, Airport Road Interchange that would provide for the installation of two additional access ramps at the interchange. Currently the interchange has only two such ramps and there is a significant need for this interchange to provide for better access to the growing amount of traffic due to the proximity of the interchange to the Chester County Airport and important business related development.

We believe this project would have significant impacts on economic development activities in western Chester County as well as support present and future activities at the airport.

Thank you for your consideration of this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "Terry Muto", with a small flourish at the end.

Terry Muto
Vice President Operations,
AIM Development Corporation

C: Donna Siter, Executive Director, WCCCC
Ronald Bailey, Executive Director, CCPC
David Ward, Assistant Director, CCPC
Natasha Manbeck, Director of Transportation Services, CCPC

Public Comment Form
Draft FY 2013 for PA



Item ID# A.161

Name: C.Giordano

County: Chester County

Project Title: Hadfield Road Bridge Over Beaver Creek (CB #244)

MPMS ID: 86064

Comment:

I would prefer the Bridge be repaired and restored to its original design. The preservation of this Bridge will only enhance the surrounding community with its historic charm, for many more years to come.

Comment ID: 131

Public Comment Form
Draft FY 2013 for PA



Item ID# A.162

Name: Linda Morrison

County: Chester County

Project Title: Hadfield Road Bridge Over Beaver Creek (CB #244)

MPMS ID: 86064

Comment:

The community wants this historic bridge to be rehabilitated and preserved -- NOT replaced. It costs 10 times more to demolish and replace it, than it would to rehabilitate and repair this bridge. Here is a prefect way to save \$2 million to use elsewhere. Also, note that this bridge is protected by our historic preservation ordinance that has a strong DENIAL OF DEMOLITION clause. We will submit materials to DVRPC, as there is no mechanism in this program to send attachments. Thank you.

Comment ID: 116

EAST BRANDYWINE TOWNSHIP

1214 HORSESHOE PIKE

DOWNINGTOWN, PENNSYLVANIA 19335

Telephone (610) 269-8230 Fax (610) 269-4157

Historical Commission

To: East Brandywine Township Board of Supervisors

FROM: East Brandywine Township Historical Commission

DATE: November 4, 2010

RE: Historic Hadfield Creamery Bridge on Hadfield Rd.
County Bridge #244; East Brandywine Township Historic Resource #328

Gentlemen,

It has come to our attention that the County's engineer, Ms. Sandy Martin (who is providing contracted services from the firm McCormack Taylor (MKT) to the county), is proposing a plan to demolish the historic Hadfield Creamery Bridge and replace it with a large concrete bridge at a total cost of about \$3.1 million. The Historical Commission questions the wisdom of the apparently unilateral decision to demolish the bridge rather than simply repairing it. We would like to bring the following points to the attention of the Board of Supervisors:

The structural condition of the bridge does not necessitate replacement. The attached email from Ms. Sandy Martin, the County's engineer contains several misstatements of the facts regarding the bridge's condition and relevant transportation policy. Please see the opinion of professional structural engineer Jon Morrison, who has examined the bridge and provided expert comment regarding the structural condition and Ms. Martin's email. Mr. Morrison concluded that the bridge could easily be repaired for roughly \$300,000 to \$350,000.

Replacement costs are ten times that of rehabilitation. At a time when State and Local governments are struggling to balance budgets and Citizens are struggling to make ends meet, tolerance for wasteful Government spending is especially low among the electorate. We are pointing out a potential savings of over \$2.5 million simply by repairing the Hadfield Creamery Bridge rather than replacing it. Certainly these tax dollars could be better used on some other transportation project.

Road and traffic conditions on this historic cart way do not necessitate demolition and replacement. Hadfield Road is a narrow (12-13 feet wide) rural road with very low traffic volume – only 369 vehicles per day. This is below the Federal standard for a "very low volume road". The Hadfield Creamery Bridge is already 4 feet wider than the roadway adjacent to the bridge. There have been no accidents attributed to the bridge, according to the most recent 15 years of available data. Indeed, the current dimensions of the old bridge provide an excellent, slowing, traffic-calming effect, just like features specified by modern traffic engineers.

Historic Bridge legally protected by ordinance. This single-span, through girder bridge, almost 100 years old, is a historically significant Class II historic resource in East Brandywine Twp (HR-328); it is the only one of its type remaining in our township, and one of the few remaining in Chester County. The bridge was originally built to support the creamery on the Beaver Creek Farm, then owned by Thomas Hadfield (the roadway's namesake). The creamery was one of six water powered mills along Beaver Creek in East Brandywine Township. The bridge is the last remaining artifact of the turn of the century commerce that existed along Hadfield Road in the early 20th Century. (See attached transcript of a 1979 interview with Walter Hadfield for more details on the history of the Hadfield Creamery and the historical importance of the bridge.)

Page 2

November 4, 2010

Historic Hadfield Creamery Bridge on Hadfield Rd.

The County, as owner of the bridge, is governed by our ordinance and will need to obtain a demolition permit if the bridge is to be demolished. As a Class II historic resource, the County needs to show by a preponderance of evidence that rehabilitation of the structure is economically unfeasible. From the County's own cost estimates, rehabilitation of the bridge is economically feasible and, in fact, will save millions of taxpayer dollars.

The bridge is a potential candidate for the National Register. This bridge is virtually identical in size, age and type to the Chandler Mill Bridge in Kennett Township that is currently on the National Register of Historic Places. Our Historical Commission has plans to file nomination papers for the Hadfield Creamery Bridge.

Federal and state funding formulas do not require demolition and replacement, but will pay for rehabilitation. According to FHWA Part 650-405, regarding funding: "...The project requirements necessary to perform the major work required to restore the structural integrity of a bridge, as well as work necessary to correct major safety defects are eligible...." (see attached excerpt)

The County has violated Public Participation and Context Sensitive policies mandated by PennDOT and the FHWA. The County has placed \$3.1 Million on the Transportation Improvement Plan of the Delaware Valley Regional Planning Commission (see attached), and is moving forward with its set plans for demolition and replacement of the bridge without input from the public. The available alternatives were not seriously considered, a cost/benefit analysis obviously was not performed, and there has been virtually no discussion with the community. These actions violate PennDOT's Public Participation Policy, Publication 295, and violate PennDOT's Context Sensitive Policy. Both PennDOT policies are required by the FHWA, the agency that is providing 80% of the funding. (see attached to find the web addresses of these policies online).

The bridge is recognized as a scenic resource by the Township. The Comprehensive Plan recognizes Hadfield Road as one of the few primary scenic road corridors in the Township. The Hadfield Creamery Bridge is recognized in the Comprehensive Plan as a contributing visual feature on Hadfield Road.

The neighbors on Hadfield Road and the local community want this historic bridge rehabilitated, not demolished and replaced with an inappropriate, modern concrete bridge that would be 26 feet wide on a 12 foot wide road. An informal poll of 14 neighbors living on Hadfield Road in the vicinity of the bridge found no one favoring demolition of the bridge. There was unanimous support for repair over replacement.

The Historical Commission urges the Board of Supervisors to communicate, as soon as possible, to the County and to PennDOT that East Brandywine Township wants this historic bridge repaired and restored rather than replaced, and that the Township intends to carefully enforce the provisions of our historic preservation ordinance that protects this bridge.

Very Truly Yours,

John Black
Chair, East Brandywine Historical Commission

6-18-1909

Golden Wedding. 6.18

A very pleasant family reunion was held on Saturday last, when Mr. and Mrs. Thomas Hadfield, of East Brandywine, celebrated the fiftieth anniversary of their marriage. All day long the various family parties kept arriving, so that by evening the house was thronging with children and grandchildren. All their children were present, with the exception of the youngest daughter, Mrs. Edwin Hartman, who was unable to attend on account of the critical illness of her little daughter, Sara. Nearly all the grandchildren were present. Mr. and Mrs. Hadfield received a number of gold coins as gifts, also flowers, fine linen, china and silver, besides numerous other articles, useful and ornamental. A pleasant feature of the occasion was a letter and post card surprise. In the early evening a bounteous repast was enjoyed by all, and later, cake and ice cream were served. Good music was furnished by Anna, Elizabeth and Thomas Hadfield, of Philadelphia. The arrival of a photographer from West Chester created an agreeable diversion in the afternoon and the whole united family posed, then different groups. The work done, being of an exceptional character, the photographs will prove fine souvenirs of the occasion, which was one long to be remembered by all. Mr. and Mrs. Hadfield are a remarkably striking and handsome couple for their age—well-preserved and active. Looking at them one would scarcely realize that they had been married fifty years ago in the quaint old Church of St. James in beautiful Glos-sop, England. A few years after their marriage they came to Philadelphia in and near which city they lived for several years, until they purchased their large farm in the pretty "Beaver Valley," near Downingtown, where they have lived more than thirty years, well respected and beloved by all with whom they have come in contact. We all wish the dear bride and groom many more years of happiness together and may their children all emulate the noble example set for them by such a father and mother.

The names of those present follow: Mr. and Mrs. Thomas Hadfield, William Hadfield, Mr. and Mrs. John Turner, Maybelle Turner, Mr. and Mrs. Wm. Hadfield, Florence Hadfield, Mr. and Mrs. Randall Hadfield, George, Richard, Grace and Leighton Hadfield, Mr. and Mrs. John Hadfield, Charles Hadfield, Mr. and Mrs. John McCausland, Dora, Lincoln, Mary, Sara and Bertha McCausland, Mr. and Mrs. Thomas Hadfield, Jr., Robert Hadfield, Mr. Edwin Hartman, Flora Hartman, Lucy Hadfield, Anna, Elizabeth and Thomas Hadfield, Mrs. Jos. Batty, Mr. Wm. Brittain, Mr. Wm. Detteline and LeRoy Spangler.

4.28 1913

William Hadfield. 4.28

In East Brandywine, after suffering for some time from dropsy, William Hadfield died at the age of 86 years. He was a veteran soldier, and belonged to a Grand Army Post in Chester. For a number of years he had been making his home with his brother, Thomas, who is well known there as the owner of a creamery. William was a widower and leaves no children.

9.8, 1915

Thomas Hadfield, 9.8

At the Chester County Hospital, during Monday night, Thomas Hadfield, of East Brandywine, died in his 78th year. He was a patient in the institution for three weeks, and during that time had a leg amputated, but could not recover.

Mr. Hadfield was of English birth and he and his wife and their elder children came to America when he was a young man. They settled in East Brandywine, and liked the neighborhood from the first, becoming thrifty and prosperous farmers.

Being of a quiet temperament, Mr. Hadfield devoted his attention to his home and family, and he and his children prospered, being among the most highly respected people of the neighborhood. In his youth he had attended the Church of England. He was a Republican in politics, but never sought office, nor would he accept any of the honors offered to him in the management of township affairs.

These children survive him, Randall L. Hadfield, Thomas Hadfield, of the home neighborhood; John Hadfield, of Philadelphia; Mrs. John McCausland, Mrs. Edward Hartman, Coatesville, and Mrs. John Turner, Philadelphia.

9.11, 1915

The funeral of Thomas Hadfield, who died, a few days ago, at the Chester County Hospital here, took place yesterday afternoon from his late home, in East Brandywine township, and was largely attended by relatives and friends. The services were conducted at East Brandywine Baptist Church, near Guthrieville, by the pastor and interment made in the cemetery adjoining. The pall bearers were John L. Clower, of this place; James Klee, Samuel Klee, James Roberts, George Ditchfield and James Buckley.

10.4, 1915

ESTATE OF THOMAS HADFIELD,
Late of East Brandywine township,
Dec'd.

Letters Testamentary on the above Estate having been granted to the undersigned, all persons indebted to the said Estate are requested to make payment, and those having claims to present the same, without delay, to

10.4
RANDALL L. HADFIELD,
Coatesville, Route E.;
JOHN HADFIELD,
5550 Osage avenue, West Philadelphia,
Executors.
Thomas W. Baldwin, John S. Baldwin,
Atty's. oc4n

L. 9. 13. 1919

The funeral of Mrs. Thomas Hadfield takes place this afternoon, at East Brandywine Baptist Church, with services conducted by Rev. Albert S. Morris, former pastor of Hopewell Methodist Episcopal Church, now a pastor at Lansford. He will be assisted by Rev. Ralph Madden, of the Bryn Mawr Baptist Church, and Rev. Frank Butler, pastor of East Brandywine Baptist Church. 9-13

The pall bearers will be six grandsons, some from Philadelphia and some from the home neighborhood.

Mrs. Hadfield was confirmed in her early girlhood in the Episcopal Church at Glossop, in Derbyshire, England, and all her life was a consistent member of that church, attending services of her own denomination until coming to this neighborhood, when she became a member of the congregation at East Brandywine. 9-13

She and her husband came to this country about fifty years ago, and lived first in Philadelphia, and forty years ago bought the Beaver Creek Farm, at Bondsville, where the family has resided ever since.

Her husband, Thomas Hadfield, died four years ago. She was "Grandmother Hadfield" to everybody who ever knew her, and was noted for her acts of charity and her splendid character and wonderfully cheerful disposition. Up to the very last, although she had been an invalid for the past year, she was an inspiration to all around her, being fully conscious until within a few hours of her death.

She was the mother of nine children, three of whom are dead, two sons, William and Lincoln, and a daughter, Sara. Those surviving are Randall, of Downingtown; John, of West Philadelphia, and Thomas, who resides on the home farm; Mary, widow of John Turner; Hannah, wife of John H. McCausland; Sadie, wife of Rev. Edwin J. Hartman, of Pomeroy. 9-13

She is survived also by 2 grandchildren and 11 great-grandchildren.

L. 9. 11. 1919

Mrs. Thomas Hadfield. 9-11

After a lingering illness, Sarah Leighton, widow of Thomas Hadfield, died yesterday at the home of her son, Thomas Hadfield, at the age of 80 years. She had spent the greater part of her life in East Brandywine and was widely known. Several descendants survive her. L. 1919

L. 9. 17. 1919

FUNERAL OF MRS. HADFIELD.

The funeral of Sarah, widow of the late Thomas Hadfield, of Beaver Creek Farm, Bondsville, which occurred on Saturday afternoon, was largely attended. Services were in charge of Rev. Albert S. Morris, pastor of Lansford M. E. Church, assisted by Rev. Frank Butler, of East Brandywine Baptist Church. The text chosen for the sermon was John 14: 1, "Let not your heart be troubled, ye believe in God, believe also in Me." The bearers were - John Turner, Charles B. Hadfield (West Philadelphia), George L. Hadfield (Glen Riddle), Lincoln McCausland, Earle Hadfield and Richard Hadfield (Downingtown). The floral offerings were many and beautiful. L. 1919 9-17

L. 11. 1. 1919

ESTATE OF SARAH HADFIELD.

Late of the township of E. Brandywine, Dec'd.

Letters of Administration on the estate of the above named Sarah Hadfield, deceased, having been granted to the undersigned, all persons having claims or demands against the estate of the said decedent are requested to make known the same, and all persons indebted to the said decedent to make payment without delay, to

JOHN HADFIELD, 11-1
THOMAS HADFIELD,
RANDALL L. HADFIELD,
Administrators, Downingtown, Pa.
Thomas W. Baldwin, Att'y. nolo

L. 11. 14. 1919

FARM FOR SALE TO SETTLE THE
estate of Thomas Hadfield.
A desirable farm of 184 acres, known as Beaver Creek Farm, East Brandywine township, 1 1/4-miles south of Guthrieville, and 1 1/2-miles west of Bondsville convenient to churches and schools, 3-story stone house, containing 13 rooms, running water in kitchen, large barn with silo attached, stabling for 20 head of cattle and 6 head of horses, large 3-story mill, (water power), good hydraulic cider press and other fixtures, 50 foot-brooder house, with hot water system installed, Candee incubator (2400 eggs), 2 laying houses, corn crib wagon house (all buildings in good repair), good apple orchard and other fruits. This is a good productive farm, about 85 acres in high state of cultivation about 10 acres good meadow land with Beaver Creek running through, the rest in good wood land. Apply to RANDALL L. HADFIELD, Downingtown, Pa., JOHN HADFIELD, Osage Avenue, West Philadelphia, THOMAS HADFIELD, Downingtown, Pa., Heirs and acting for the Heirs.

L 11-19 1921

Among the recent visitors to Bonds-ville were William E. Edwards and family, of Rosemont, who motored up to visit relatives at the Hadfield's Beaver Creek farm. The Edwardses came from Glossop, Eng., a few years ago. The elder Hadfields also came from the same town, over fifty years ago. Henry Hadfield, now deceased, a former Mayor of Glossop, was a cousin of Thomas Hadfield, Jr., while Mrs. Henry Hadfield, former Mayor-ess, is a cousin of Mr. Edwards. A pleasant hour was spent in discussing old kinships and old friends. Mr. Edwards is a well-known landscape gardener of Rosemont. 11-19

L 9-7-1922

THE HADFIELD REUNION.

A very happy family home gathering of the sons and daughters of Thomas and Sarah (Leighton) Hadfield was held at Beaver Creek Farm on Sunday. Not only the children, but a number of grandchildren were present to enjoy the reunion. It being the Sabbath, there were no games and no program, but the time passed pleasantly in recalling old times and incidents and happenings on the farm when all were children here. Some strolled about the fields and through the woods, while others remained about the house and orchard, gathering and enjoying the fruits of the season. A dinner, consisting of cold roast chicken, ham, veal and beef-loaf, potato salad, cheese, pickles, preserves, jelly, bread and butter, coffee and cake, was enjoyed late in the afternoon. Those present were: Mrs. Mary Turner, Mr. and Mrs. John Hadfield (West Philadelphia), Mr. and Mrs. John McCausland, Mary and Lillian McCausland (Calm), Mr. and Mrs. Randall Hadfield (Downingtown), Rev. and Mrs. Edwin Hartman, William Hartman (Pomeroy), Mr. and Mrs. Thomas Hadfield, Robert, John and Walter Hadfield (Beaver Creek Farm), Mr. and Mrs. G. Lincoln McCausland (Calm), Mr. and Mrs. Richard Hadfield, Dorothy Belle Hadfield (Downingtown), Mr. and Mrs. Harry Milbourne (West Philadelphia), Mrs. Tullis (Pomeroy), guests. 1923 9-7

7.2.1933 LOCAL

Thomas Hadfield, a well known farmer in East Brandywine. "Along Beaver Creek," has an interesting collection of arrow heads, darts and an Indian axe which he picked up on the fields which he has tilled for many years. He often finds amethysts which are neatly tinted, breaking them out of native stones.

L 7.11.1946

Hadfield—Vance

In a lovely summer wedding, on Saturday afternoon, at two o'clock, Elizabeth White Vance, daughter of Mr. and Mrs. J. Boyd Vance, of Montoursville, Lycoming County, became the bride of Walter Darlington Hadfield, of Old Beaver Creek Farm, Downingtown. 7.11.1946

The double ring ceremony was performed in the Forks of the Brandywine Presbyterian Church with Rev. Louis V. Barber, uncle of the bride, assisting Rev. Harry Kurts, pastor of the church. A half-hour organ recital was rendered by Mrs. Warren Marshall.

After a week's wedding trip, Mr. and Mrs. Hadfield will be at home at Old Beaver Creek Farms.

L2-2-1953

Thomas Hadfield

Thomas Hadfield, well-known farmer of East Brandywine township, died Saturday evening at his home. He was in his 75th year and had lived his entire life upon the farm of his birthplace.

Active in church and civic affairs until his recent illness, he was treasurer and a member of the East Brandywine township school board. He was a trustee of Forks of the Brandywine Presbyterian Church and a charter member of Washington Camp 595 P. O. S. of A. L2-2-53

Survivors are: his wife, Emma McCausland Hadfield; three sons, Robert R. and John L., both of Downingtown, and Walter D., of the home address; a brother, John, of Philadelphia; and a twin sister, Mrs. Edwin J. Hartman, of Pomeroy Heights; and four grandchildren.

HADFIELD—of East Brandywine Township, on Jan. 31, 1953, Thomas Hadfield, in the 75th year of his age.

Relatives and friends of the family are invited to attend the funeral from the Keim & Wilson Funeral Home, 107 W. Lancaster Ave., Downingtown, on Tuesday, Feb. 3, at 2 P.M.

Interment in Hopewell Cemetery. Friends may call (this) Monday evening.

CR 11.10.1955

Mrs. Emma Hadfield

CR—11.10.55

Mrs. Emma E. Hadfield, widow of Thomas Hadfield, died last night at her home, Beaver Creek Farm, East Brandywine township, in her 80th year.

Born in Philadelphia, a daughter of the late John and Jane Lindsey McCausland, she had lived nearly all her life in East Brandywine. She was a teacher in Chester county elementary schools for nine years. Mrs. Hadfield was a member of the Forks of the Brandywine Presbyterian church and until her illness took an active interest in the Downingtown Woman's Club.

Surviving her are three sons, Robert R. Hadfield, John L. Hadfield, and Walter D. Hadfield, all of Downingtown; four grandchildren; three sisters, Mrs. Walter Thierolf, of Glenside, Miss Margaret McCausland, of Philadelphia, and Mrs. Henry Walter, sr., of Lititz; and a brother, John McCausland, of Lyndell.

Funeral services will be held Saturday afternoon at two o'clock at the Keim and Wilson funeral home, 107 Lancaster avenue, Downingtown. Interment will be in Hopewell cemetery. Friends have been invited to call at the funeral home on Friday evening.

A History of East Brandywine Township

CHESTER COUNTY, PENNSYLVANIA

By
Barbara Paul



Published By
The East Brandywine Historical Commission
1992

Athletic Organizations

The Lyndell Coon Club, an amateur local hunting fraternity, in 1901 reported the capture of a 19½ pound raccoon. The unfortunate creature was served up in a supper to members at the Lyster home on Reeds Road.

The Barn Stars were the Guthrieville basketball stars in the early years of the sport, a group of high school boys under the direction of a man by the name of Gernert. Practices and games were conducted on the second floor of the three-story Hadfield Creamery on Hadfield Road, property of Thomas Hadfield. The mill/creamery had previously been powered by a water wheel fed from a race of the Beaver Creek. With the help of players Jack and Ed McCausland, Bob Piersol, Bob Hadfield, Marple Lewis, and Vernon Welsh, the Guthrieville Barn Stars defeated the Downingtown Gummey's Five on March 31, 1923 by a score of 18-14.⁵

Lyceums

"Shine On" was the motto of the Hopewell Star, edited by Mrs. Mary Seinor. The paper, said to contain some very spicy articles,⁶ reported the activities of the Hopewell Lyceum. One of these activities was a Pronouncing Bee held at the Hopewell Methodist Episcopal Church in February of 1879. For an admission price of 10 cents, contestants could compete for the large dictionary being offered as first prize. The winner of the Pronouncing Bee was Frank McFarlan. A timely issue was debated by members of the Hopewell Lyceum on Jan. 8, 1879: Should school directors supply public schools with text books? Apparently, East Brandywine and Uwchlan townships had begun to furnish their students with books, and they thought it a good example for other schools to follow.⁷

Another group of this type was the Guthrieville Literary Society, established in 1876. It was reportedly organized for the moral and intellectual benefit of the youth in the community.

The Johnson Literary Society of William Johnson's Boarding School was formed in December of 1879 with William Marshall serving as president and Rettie Moore as secretary. Debates often



400 Cresson Blvd - Suite 300, P.O. Box 398, Oaks, PA 19456
610.989.3800 • 610.989.3677fax

September 15, 2010

Historical Commission
East Brandywine Twp
sent via email
1214 Horseshoe Pike
Downingtown, PA 19335

Re: Hadfield Bridge Review

Dear Commission members:

In response to your request, I have visited the Hadfield Bridge and have reviewed the Hadfield Bridge 2008 NBIS Inspection Report, dated 11/7/08 and the Interim Inspection Report dated 11/21/09 performed by the County's bridge engineer, Ms. Sandra G. Martin of McCormack Taylor Associates (MTA). In addition, I have reviewed the recent email correspondence between Ms. Martin and Scott Piersol, manager of East Brandywine Township, dated August 19, 2010. Ms. Martin raised several points in support of the demolition and replacement of the Hadfield Bridge, in lieu of rehabilitation, which bear scrutiny:

In the first paragraph, Ms. Martin refers to her 2008 rehabilitation cost estimate of \$131, 540 on page 6 of the Inspection Report and states that:

"... The inspection costs are by no means accurate. They are based on a standardized PennDOT costing system that is more than a decade old and do not take into consideration anything site specific about a given bridge. " The text continues: "... this is by no means an attempt to give a cost estimate for rehabilitation, nor does it address site specific issues or costs associated with making the repairs..."

Developing accurate cost estimates is essential for making important spending decisions regarding replacement vs. rehabilitation. Especially since the replacement cost of \$3.1 million is more than twenty times the PennDOT formula estimate for rehabilitation. Is this the standard of care that is deemed acceptable by the County?

In the third paragraph it is stated that:

"...the rehabilitation option does not address some very critical deficiencies of this bridge. The Hadfield Road Bridge is weight restricted at 12 tons..."

Actually, the rehabilitation option does address the most critical deficiencies. As the Inspection Report states, this rating is based on the deteriorated condition of the deck floor beams (the small steel cross pieces spanning the width of the bridge), rather than on the condition of the main girders (the large visible beams spanning the length across the stream). Because of their current condition, the deck floor beams are the "weak link" in the chain. The report, along with the previous load rating report, makes clear that the main girders have far greater capacity than the 12-ton rating would imply. If the County were to replace the deck floor beams, the 12-ton rating would likely be adjusted upward.

In the correspondence the term "Fracture Critical" is used to describe the bridge:

"...and the bridge is fracture critical. Fracture Critical means there is no redundancy of the load

Commission

East Brandywine Twp
Hadfield Bridge Review
September 15, 2010
Page 2.

paths and if one of the girders should fail due to fatigue, vehicular impact damage, flood impact damage, deterioration, or an inherent defect, the bridge will collapse.”

Correct, but this term can sound alarming to the lay public and should be understood in the technical context. The following is taken from the AASHTO Subcommittee on Public Affairs web site in partnership with the Standing Committee on Highways and Subcommittee on Bridges and Structures, where “Fracture-Critical” is defined as:

A fracture-critical bridge is one that does not contain redundant supporting elements. This means that if those key supports fail, the bridge would be in danger of collapse. This does not mean the bridge is inherently unsafe, only that there is a lack of redundancy in its design. (Emphasis in original text).

This is basically another way of saying that the bridge is a simple, single span, like thousands of other robust functional bridges in the Country. This bridge has been “fracture critical” since the day it opened in 1913.

The third paragraph of the MTA correspondence goes on to say

“...Several of these photos depict the girder/floorbeam connection which is severally deteriorated and beyond repair. As inspectors, we are no longer able to identify potential cracking in this area due to the amount of pack rust and deterioration present. A crack propagating from this connection could cause the collapse of the bridge due to its fracture critical status.”

The replacement of the deck floor beams would involve the inspection and repair/replacement of the connections to the main girders. At that time the girders would be visually inspected and possibly tested (magnetic particle testing, dye penetrate) locally for any indication of crack propagation, which if detected, could be arrested and repaired. It should be noted, however, that the MTA Interim Report from last year (pg.4, 2nd para.) discusses the floor beam-girder connection:

“...The out of plane bending detail of the floorbeam-girder connection shows no signs of fatigue or fracture.”

This would seem to contradict the statement quoted above regarding the ability of inspectors to identify potential problems in these areas.

In the fourth paragraph it is stated that:

“...in addition to the fracture critical status, it should be noted that steel has a fatigue life and with each overload it experiences, the fatigue life is reduced. The County is aware that this bridge has been subjected to loads in excess of the 12-ton restriction, particularly during the closure of the E. Reeceville Road Bridge. I like to use the analogy of the wire coat hanger to demonstrate fatigue life. You can bend a wire coat hanger a number of times, but eventually it is going to snap in half. This is essentially what happens when fatigue life of steel is reached due to a determinant number of loading cycles.”

Again, all true but not relevant to the case in question. As mentioned above, a deck floor beam replacement and girder repair would result in an up-rated bridge. Thus, the “fatigue life” of the current deck floor beams, rated at 12 tons, is irrelevant since they will be replaced. For the repaired girder, its fatigue life would be extended. The analogy of the wire coat hanger is not particularly useful in this case. Repeatedly bending a

Commission

Historical

East Brandywine Twp
Hadfield Bridge Review
September 15, 2010
Page 3.

coat hanger until it breaks implies taking the metal well beyond its yield strength over a number of cycles.

However, bridge engineering is based on limiting bending stresses to a fraction of steel's yield stress, and is premised on keeping the material at lower levels of linear elastic stress-strain behavior (the so-called "Factor of Safety" i.e. the normal use of the coat hanger). If the fatigue life of the main girders is truly in question, it should be quantified. It was not noted in the inspection report. The MTA report does however note that average daily traffic (a measure of loading cycles) is a very low 282 vehicles per day as of 2002.

Based on the data presented in the inspection reports, the County has failed to adequately maintain this historic bridge so as to prevent continuing deterioration. However, with the proper approach, it appears that the Hadfield Bridge could feasibly be repaired and continue in service as an important part of the historic fabric of the Township. Although the referenced MTA correspondence makes it clear that the County's Bridge Engineer is not confident in the costs that it provided earlier in its inspection report, I'm confident that a rough estimate in the range of \$300,000 to \$350,000 is reasonable and is a fraction of the full replacement cost of \$3.1 million.

The forgoing should not be construed as minimizing the importance or relevance of the ongoing bridge inspection process or of the results and findings that have been catalogued. Just the opposite is true. These reports, properly interpreted, highlight the importance of effective inspection, maintenance and repair of the County's historically significant infrastructure. To that end, we recommend that the County, without delay, engage a qualified bridge preservation engineer, experienced with the inspection, metallurgical testing and design of repairs of historic steel bridges, to perform at least a preliminary study to establish a repair scope of work and accurately estimate of costs for the rehabilitation of the Hadfield Bridge.

Sincerely Yours,

CVM Engineers, Inc



Jon E. Morrison, P.E.
President

Public Comment Form
Draft FY 2013 for PA



Item ID# A.163

Name: S.A.V.E.

County: Chester County

Project Title: Hadfield Road Bridge Over Beaver Creek (CB #244)

MPMS ID: 86064

Comment:

This bridge should not be replaced until feasibility studys for rehabilitation have been completed. Rehabilitation offers a potential tax savings for resigents of more than \$2 million.

Comment ID: 143

Public Comment Form
Draft FY 2013 for PA



Item ID# A.164

Name: Blair Fleischmann

County: Chester County

Project Title: Watermark Road Bridge Over Muddy Run (CB #21)

MPMS ID: 86696

Comment:

Would like to preserve this historical bridge as much as possible, while keeping it safe.

Comment ID: 123

Public Comment Form
Draft FY 2013 for PA



Item ID# A.167, A.166, A.165

Name: S.A.V.E.

County: Chester County

Project Title: Watermark Road Bridge Over Muddy Run (CB #21)

MPMS ID: 86696

Comment:

TIP should be ammended to REHABILITATION Replacement is counter to NEPA policy and would cost tax payers an additional \$1.8 million more than rehabilitation. Bridge is considered historic by the township and is listed on Upper Oxford's historic inventory. 200+ petition signatures submitted supporting bridge rehabilitation.

Comment ID: 142

Public Comment Form
Draft FY 2013 for PA



Item ID# A.168

Name: Mary Sue Boyle

County: Chester County

Project Title: Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2

MPMS ID: 92406

Comment:

Both of these proposed projects will impact historic sites, settings and structures. A total inventory and Section 106 or 4f review is mandatory in these important areas, prior to final design developments.

Comment ID: 191

Public Comment Form
Draft FY 2013 for PA



Item ID# A.169

Name: Mandie Cantlin

County: Chester County

Project Title: Dwnngtwn Pk o/EBr Brndywn (Bridge)

MPMS ID: 92733

Comment:

PA Bike Route L traverses this bridge. When this bridge is rehabilitated or replaced, we recommend adding new 8' shoulders to serve as bike/pedestrian lanes to accommodate Bike Route L – similar to the improvements slated for MPMS# 69647 (also a Downingtown Pike bridge).

Comment ID: 71



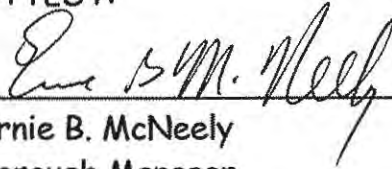
RESOLUTION # 8 of 2012

- WHEREAS,** West Chester Borough Council has consistently supported the restoration of public rail service to the Borough, and
- WHEREAS,** West Chester Borough Council advocates energy conservation and the use of public transportation, and
- WHEREAS,** West Chester Borough Council promotes walkable communities, both here and in neighboring municipalities, and
- WHEREAS,** good rail transportation helps foster walkable communities and helps decrease dependence on the automobile, and
- WHEREAS,** the Southeastern Pennsylvania Transportation Authority (SEPTA) estimates that extension of the R3 Rail Line to West Chester would increase ridership on that line by over 3,000 riders per day, and
- WHEREAS,** extension of rail service to West Chester would be a direct benefit to the many residents of West Chester who commute to Delaware County or Philadelphia, and would also benefit those who work in West Chester who presently commute by car from Delaware County or Philadelphia, and
- WHEREAS,** congestion on roads in Chester and Delaware counties reduces productivity, wastes energy and causes increase in pollution, and
- WHEREAS,** demand for expanded rail service on SEPTA's R3 Rail line is clear, in that it is the most profitable of all SEPTA's lines, and
- WHEREAS,** it would be beneficial to both counties, municipalities, and for the many schools along SEPTA's R3 rail line (Williamson Free School of Mechanical Trades, Cheyney University, Bayard Rustin High School, Westtown Friends School, and West Chester University) to have rail service between West Chester and Philadelphia;

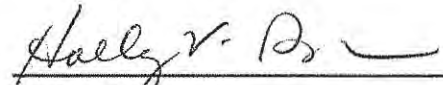
NOW THEREFORE BE IT RESOLVED by the Borough Council of the Borough of West Chester that it urges PennDOT, the Delaware Valley Regional Planning Commission and SEPTA, to restore regular, frequent and convenient rail service to the Borough of West Chester, with stops at West Chester University, Westtown, Cheyney, and Williamson Free School of Mechanical Trades by funding it in the Transportation Improvement Plan.

BE IT RESOLVED this 16th day of May, 2012.

ATTEST:



Ernie B. McNeely
Borough Manager



Holly V. Brown
President of Borough Council

Public Comment Form Draft FY 2013 for PA



Item ID# A.171, A.172

Name: B. Chadwick

County: Delaware

Project Title: US 322 Final Design

MPMS ID: 14747

Comment:

(1) The project description says that widening US322 to 4 lanes will "enable" the road "to meet future traffic needs". In other words the road will accommodate more motorists. This in turn will allow Vehicle Miles Traveled (VMT) to increase along with oil consumption and greenhouse gas (GHG) emissions. DVRPC's Long Range Plan has a stated policy goal of reducing GHG emissions "by 50 percent by 2035 compared to 2005 levels". WIDENING projects like this one will not bring ANY REDUCTION in GHG emissions. (2) A 4 lane road with a median barrier in the northern section, #69816, and a 5 lane road with a center turning lane in the southern section, #69817, and both sections with some jug handles or extra turning lanes at intersections will allow MORE motor vehicle traffic to travel along the road at HIGHER speeds. There is no indication in the project descriptions how pedestrians and cyclists will be accommodated. Therefore one can assume that the road will become more dangerous/uncomfortable for pedestrians and cyclists who either want to travel along the road or cross the road.

Comment ID: 97

**Public Comment Form
Draft FY 2013 for PA**



Item ID# A.173

Name: B. Chadwick

County: Delaware County

Project Title: US 1, Baltimore Pike Interchange Improvements

MPMS ID: 15251

Comment:

It is unclear from the project description what portion of the \$140 million will be spent on making sure that there will be safe, comfortable and convenient facilities for pedestrians and cyclists wanting to cross the entrance/exit ramps of the proposed interchange.

Comment ID: 127

Public Comment Form
Draft FY 2013 for PA



Item ID# A.174

Name: John Butler

County: Delaware County

Project Title: Pedestrian and School Children Safety (TCSP)

MPMS ID: 87940

Comment:

I believe this would improve the safety for the students, the Marple Commissioners refused to commit the match money in 2010. They installed a painted cross walk and a sign in the center of the street at two locations that have been hit by cars many times. A lower cost better option would be to place a cross walk signal that could be activated by the children wanting to cross the street similar to what is now on Lancaster Ave in Ardmore.

Comment ID: 6

Public Comment Form Draft FY 2013 for PA



Item ID# A.175

Name: John Dunphy

County: Montgomery County

Project Title: General Comment

Comment:

The DVRPC a 30 day deadline for "comments" on projects that are not easily accessible and are not advertised locally is really a poor way to bring the decisions of DVRPC to the public. Were it not for local activists, no one would know what's going on. It seems as though DVRPC works quickly, quietly and without concern for local residents. I would submit that these plans should be part of the community discussion, openly advertised, and plainly communicated. Hundreds of pages in two libraries do not suffice as "informing the public". Have we no voice in the DVRPC dialog?

Comment ID: 46

Public Comment Form
Draft FY 2013 for PA



Item ID# A.176

Name: JACOB FEINBERG

County: Montgomery County

Project Title: PA 611, Old York Road Over SEPTA R3

MPMS ID: 16214

Comment:

Much needed, how will the flow of traffic be changed on 611?

Comment ID: 7

5/25/12

Public Comment on:

MPMS# 16334

MPMS#84642

Two projects in the 2013 draft TIP are not “improvements” at all, but rather, exacerbate excess automobile use, energy consumption, emissions and traffic congestion, while undermining public transit goals.

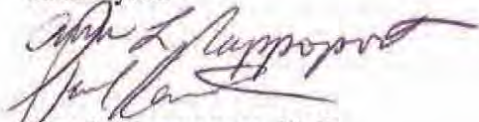
Both projects in Montgomery County - **MPMS# 16334** (PA 73 Church Road Intersection and Signal Improvements SR:0073) and **MPMS#84642** (Jenkintown Garage Project) - should be eliminated.

These projects take a short-sighted and counterproductive approach to regional transit issues that require wiser investment in long-term goals. Better planning would support more frequent rail service to/from increasingly distant suburbs and those stations which motorists leapfrog over when they drive their cars to catch trains at the Jenkintown station.

Without that solution, no amount of traffic intersection adjustments or parking garage “band-aids” will properly serve the region.

In addition to being wasteful and contributing to pollution, these two poorly conceived projects defy the 6 principles of SEPTA’s “livability initiative,” which includes providing more transit choices, supporting existing communities, valuing communities and neighborhoods and enhancing economic competition.

Thank you.



Ann L. Rappoport, Ph.D.

Paul Rappoport, Ph.D.

114 E. Waverly Road, Wyncote PA 19095
215-884-4155; annrappoport@comcast.net

Public Comment Form
Draft FY 2013 for PA



Item ID# A.178

Name: Jeffrey Muldawer

County: Montgomery County

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

MPMS ID: 16334

Comment:

The proposed right turn lane from Southbound Greenwood Avenue to Westbound Route 73 is an accident waiting to happen. As is common at other such intersections, people going straight across Route 73 will tire of waiting when stuck behind left turning vehicles. They will then make a sudden move to the right turn lane, putting the vehicles properly using the turn lane at a high risk of an impact. The benefit/harm ratio of this proposal is minimal.

Comment ID: 95

Public Comment Form
Draft FY 2013 for PA



Item ID# A.179

Name: Leslie Dias

County: Montgomery County

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

MPMS ID: 16334

Comment:

I have lived in the area for more than 13 years. I am concerned about the creation of dedicated right turn lanes from Greenwood Avenue onto Route 73. I see absolutely no need for them. Traffic making left turns onto Route 73 will slow down or stop all traffic on Greenwood. To avoid this, traffic intending to cross Route 73 will merge into the dedicated right turn lanes, creating a traffic hazard. It would make infinitely more sense to create dedicated left turn lanes and have the other lane for both right turns and through traffic. That way, traffic turning left would not impede anyone else. Please reconsider this proposal before it goes any further.

Comment ID: 99

Public Comment Form Draft FY 2013 for PA



Item ID# A.180

Name: Olga McHugh

County: Montgomery County

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

MPMS ID: 16334

Comment:

16334 PA 73, Church Road Intersection and Signal Improvements Church Road & Rices Mill Road Intersection: No where in this TIP is there consideration that the intersection of Church Road and Rices Mill Road is a MAJOR crossing for pedestrians. There are five schools located in this area and depend on this intersection to get children who walk to school safely to their destinations. The schools are: Wyncote Elementary (K-4) located on the corner of this intersection Ancillae-Assumpta Academy (K-8) located two block from the intersection Bishop McDevitt High School located 3 blocks from the intersection Cheltenham High School located one block from the intersection Cedarbrook Middle School located 5 blocks from the intersection. On Page 20 of the 2013 TIP: The Safe Routes to School program (SRTS) is designed to work with both school districts and pedestrian and bicycle safety advocates to make physical improvements that promote safe walking and biking passages to schools. How does a project, which focuses on speeding traffic through the intersection by adding turning lanes, make crossing it safer? How does this project protect children? How does the addition of turning lanes make the intersection safer for a child to navigate across it whether on foot or on a bicycle? As a parent, former PTO President for two of these schools, and a former President of the United Parents Group for Cheltenham Township, I believe that pedestrian safety must be considered before a project is created to make our roads more complicated and easier for vehicles to travel faster. Church Road & Greenwood Avenue: Church Road dates back to the early 1700s. This intersection is in a historic section of Cheltenham Township. Cheltenham Township is a first suburb with old homes, tree lined streets, winding roads and community involvement. The widening of the road will destroy the character of the community. Property will have to be consumed for the turning lanes and widening; this project will seriously devalue the property you take but also the surrounding property. Nothing is evident in the description of this project that pedestrians and cyclists were considered, even though our Township meetings and major events are held in Curtis Hall and on the grounds which sits at this intersection. Turning lanes only function is to speed up traffic traveling through the intersection. This will encourage more speeding on our narrow residential streets. The more traffic and the faster it goes; reduces property values. 16334 PA 73, Church Road Intersection and Signal Improvements - are not improvements for this community. It will ruin the character of the area and turn it into the ugly site we see in the far suburban sprawl areas of Montgomery County. Remove this project from the 2013 PA TIP!!

Comment ID: 130

**Public Comment Form
Draft FY 2013 for PA**



Item ID# A.181

Name: Suzanne Monsalud

County: Montgomery County

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

MPMS ID: 16334

Comment:

As a resident of Greenwood Ave. for almost 2 decades, I strongly feel that this construction will negatively impact the neighborhood. The increase in traffic, loss of property and added danger to a lively pedestrian area would be devastating. This is an area with an elementary school and many children walk along this route. The extra traffic would create a hazardous situation.

Comment ID: 56

Public Comment Form Draft FY 2013 for PA



Item ID# A.182

Name: Teresa Warnick

County: Montgomery County

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

MPMS ID: 16334

Comment:

This project should be removed from the TIP. It will definitely and permanently change the character of our lovely community from a genteel older community to another example of ugly suburban sprawl. As a resident on Greenwood Ave. I am concerned that this project will decrease property values in our neighborhood. I'm sure it will increase traffic and increase the danger to ourselves and our neighbors. In addition, the TIP proposal has neglected to include pedestrian crossing signals or safe crosswalks marked in the intersections. Since this intersection is adjacent to Curtis Arboretum, a place we love to walk too, we fear that we will lose the ability to walk safely to this lovely park. The intersection of Church Road and Greenwood Ave. must provide protection and safety to all pedestrians and bicyclists going to and from Curtis Hall, where our Township events and meetings take place throughout the year. Rices Mill and Church Road is a major school crossing for Wyncote Elementary, Cheltenham High School and Cedarbrook Middle school. Increasing the amount of traffic increases the potential for injury to students walking to school and bicycle riders. The proposed project does increase the safety for children walking and bicycling to and from school. Speed is already an issue on Greenwood. Though the posted speed limit is 25 mph, cars generally speed along at rates 10-20 mph faster than that. The widening of the intersections will promote faster through traffic and speeding on our community streets. The widening of both intersections will reduce property values by the taking of land, the increase in speeding through the intersections, and the destruction of the character of this historic location. Church Road dates back to the Revolutionary War Era. Please remove this project from your plan. Sincerely, Teresa Warnick

Comment ID: 14

Public Comment Form
Draft FY 2013 for PA



Item ID# A.183

Name: Terry Muldawer

County: Montgomery County

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

MPMS ID: 16334

Comment:

I must speak out against the proposed right turn lane from Southbound Greenwood Avenue onto Westbound Route 73. Having witnessed drivers' behavior at such intersections in the area, I am concerned about drivers going straight across Route 73 who tire of waiting while stuck behind left turning vehicles. These drivers often make sudden moves to the right turning lane, putting drivers properly in that in that lane at a high risk of an impact. Considering the relatively low number of right turns in comparison to left turns and straight across traffic, this is apoorly conceived project.

Comment ID: 96

Public Comment Form
Draft FY 2013 for PA



Item ID# A.184

Name: Thomas K. McHugh

County: Montgomery County

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

MPMS ID: 16334

Comment:

This project should be removed from the TIP because it will dramatically change the character of our community from a desirable inner ring "first suburb" developed in the 18th and 19th centuries to modern "suburban sprawl." The ugliness of the project will decrease property values in the nearby neighborhoods and facilitate more unwanted traffic.

Comment ID: 10

Public Comment Form
Draft FY 2013 for PA



Item ID# A.185

Name: Thomas K. McHugh

County: Montgomery County

Project Title: Edge Hill Road Reconstruction

MPMS ID: 57865

Comment:

The site of this project is at the center of the heaviest fighting during the Revolutionary War Battle of Edge Hill. Contractors should be asked to be alert for iron cannon balls, lead musket balls, brass buttons and buckles, and especially steel bayonettes which were used to mark graves.

Comment ID: 11

5/25/12

Public Comment on:

MPMS# 16334

MPMS#84642

Two projects in the 2013 draft TIP are not “improvements” at all, but rather, exacerbate excess automobile use, energy consumption, emissions and traffic congestion, while undermining public transit goals.

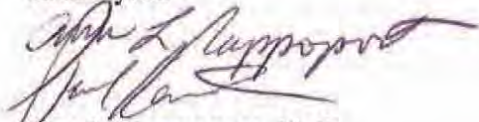
Both projects in Montgomery County - **MPMS# 16334** (PA 73 Church Road Intersection and Signal Improvements SR:0073) and **MPMS#84642** (Jenkintown Garage Project) - should be eliminated.

These projects take a short-sighted and counterproductive approach to regional transit issues that require wiser investment in long-term goals. Better planning would support more frequent rail service to/from increasingly distant suburbs and those stations which motorists leapfrog over when they drive their cars to catch trains at the Jenkintown station.

Without that solution, no amount of traffic intersection adjustments or parking garage “band-aids” will properly serve the region.

In addition to being wasteful and contributing to pollution, these two poorly conceived projects defy the 6 principles of SEPTA’s “livability initiative,” which includes providing more transit choices, supporting existing communities, valuing communities and neighborhoods and enhancing economic competition.

Thank you.



Ann L. Rappoport, Ph.D.

Paul Rappoport, Ph.D.

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215-884-4155; annrappoport@comcast.net



LIMERICK TOWNSHIP

646 WEST RIDGE PIKE
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ADMINISTRATION OFFICES

(610) 495-6432
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FAX (610) 495-0952

POLICE DEPARTMENT

(610) 495-7909
FAX (610) 495-5702

June 1, 2012

Sent 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, Pennsylvania 19106

RE: Draft TIP and Plan Amendment

To Whom It May Concern:

This comment pertains to a current TIP project, the US 422 Sanatoga Interchange Ramp Improvements, MPMS #89715. The Fiscal Year (FY) 2011-2014 TIP for Pennsylvania includes \$400,000 for Preliminary Engineering, with the funding code of "Local". In reviewing the draft TIP we are unable to find this project, and thus are requesting confirmation that it will continue to be included.

Limerick Township considers the planned improvements to this interchange to be of utmost importance. The open lands around the interchange are subject to future development, and thus the Township has coordinated with DVRPC, Montgomery County, PennDOT, and other agencies to plan for this coming development, and the resultant increase in traffic. While the timing of the development is driven by economic conditions, the eventuality of this development is all but certain. Currently the interchange operates near capacity. As the Township continues to grow, the existing roadway network will be pushed to the point that improvements will be necessary in order to reduce congestion, improve safety and air quality, and enhance the regional mobility. Thus, it would be prudent to continue the planning of the improvements, and maintain this project's place on the TIP.

Presently Limerick Township is in the process of preparing a Point of Access study and has committed \$400,000 for this preliminary engineering. Over the last year the Township has been working with Local, State and Federal stakeholders to gain a better understanding of the potential funding that may become available. As this potential funding becomes clearer, it is anticipated this project would proceed at an accelerated rate.

We appreciate your further consideration.

Sincerely,

LIMERICK TOWNSHIP



Daniel K. Kerr
Township Manager

cc: Limerick Township Board of Supervisors
Leo Bagley – Montgomery County Planning Commission

Public Comment Form
Draft FY 2013 for PA



Item ID# A.188

Name: Mark Frog Harris

County: Philadelphia County

Project Title: General Comment

Comment:

Lancaster Avenue in Philadelphia has two intersections where traffic backs up badly. They are at 48th Street and 52nd Street. Funding should be made available to improve these trouble spots.

Comment ID: 84

Public Comment Form
Draft FY 2013 for PA



Item ID# A.189

Name: Jon Frey

County: SEPTA

Project Title: System Improvements

MPMS ID: 60557

Comment:

I oppose project 60557. Past implementations of TSP systems on SEPTA surface routes have yielded no benefit to the riding public. Route 15 for example had a TSP system installed in 2004 with the return of streetcar service, but all trolleys still stopped at red lights at every intersection. This project is a tremendous waste of taxpayer money and an insult to the public for having to fund technology endorsed by SEPTA "planners". Past implementations of this technology by SEPTA has largely been a colossal failure.

Comment ID: 106

Public Comment Form
Draft FY 2013 for PA



Item ID# A.190

Name: Karl Rahmer

County: SEPTA

Project Title: System Improvements

MPMS ID: 60557

Comment:

I oppose this project because it is unfunded as DVRPC has diverted funding to non-essential projects. See TIP items 60557, 60611.

Comment ID: 89

Public Comment Form
Draft FY 2013 for PA



Item ID# A.191

Name: Karl Rahmer

County: SEPTA

Project Title: System Improvements

MPMS ID: 60557

Comment:

I oppose this project because it offers no benefit the riding pubic. SEPTA's TSP programs have been complete failures in the past (see Route 10, 52, 66 and 15.). This onl adds to SEPTA's opeating costs and detracts from funding available to actually operate service. Remove this project from the TIP.

Comment ID: 88

Public Comment Form
Draft FY 2013 for PA



Item ID# A.192

Name: john Scott

County: SEPTA

Project Title: Fare Collection System/New Payment Technologies

MPMS ID: 60611

Comment:

According to SEPTA's FY 2012-2013 Capital budget, the New Payment Technologies capital program is budgeted at \$175 million dollars. Page 240 of DVRPC's proposed FY 2013-2016 TIP budgets this program at \$228.8 million dollars, a disparity of \$53.8million dollars. I object to this project on the grounds that the cost has escalated from what the public was originally told by SEPTA, and that there is no mention of cost increases or disparities between SEPTA's capital budget and DVRPC's proposed TIP.

Comment ID: 85

Public Comment Form
Draft FY 2013 for PA



Item ID# A.193

Name: Jon Frey

County: SEPTA

Project Title: Fare Collection System/New Payment Technologies

MPMS ID: 60611

Comment:

I oppose this project on a number of grounds, however for the record, SEPTA has increased the cost of this project by \$56.8 million dollars in one year with no explanation available to the general public. The total cost is now a staggering \$228.8 million.

Comment ID: 105

Public Comment Form
Draft FY 2013 for PA



Item ID# A.194

Name: Karl Rahmer

County: SEPTA

Project Title: Fare Collection System/New Payment Technologies

MPMS ID: 60611

Comment:

I oppose this project because of the lack of transparency on the cost. SEPTA advertised this as a \$175 million dollar project in their capital budget and the project is now listed as \$228.8 million in DVRPC's TIP. There is no explanation on why the cost is higher, who made it higher, and when the increase occurred. For all the public knows, DVRPC is pocketing the difference.

Comment ID: 87

Public Comment Form
Draft FY 2013 for PA



Item ID# A.195

Name: Jon Frey

County: SEPTA

Project Title: Substation Improvement Program

MPMS ID: 60651

Comment:

I oppose MPMS 60651 in its current form, which lacks funding for any improvements to power substations on SEPTA's railroad network. DVRPC and SEPTA have willfully chosen to fund a pointless TSP system, train station renovations and a fare card system that is already over budget instead of critical infrastructure which if rendered inoperable, will make all of the other funded projects pointless, because there will be no transit riders to use those improvements once trains stop running. DVRPC and SEPTA needs to check their priorities again.

Comment ID: 107

Public Comment Form Draft FY 2013 for PA



Item ID# A.196

Name: Bob Morgan

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

There are two issues that SEPTA needs to address before wasting money on a garage that will be a blight on the community. (1) The primary appeal of the Jenkintown train station is the frequency of service. Improved service to the outer areas of the greater Philadelphia area would encourage riders to use stations closer to their homes. This would achieve all of the benefits for which public transportation strives. (2) Improve parking in the outer areas. A complaint that I hear often from people driving past their "home" station is that parking is unavailable. Lots with fewer than 100 spaces fill up too quickly. A better alternative would be to increase the parking fee at Jenkintown to the rate proposed for the new garage. This increased rate would discourage enough long distance drivers to use their home station (or other less crowded stations) such that overcrowding at Jenkintown would not be an issue. As a society, we need to recognize that you cannot always increase Supply to meet Demand; sometimes a premium is required to control Demand. I chose to live here SO I COULD WALK to the train (as I have every commuting day since 1993); the taxes paid in Cheltenham are the premium for this privilege. Overall, the proposed parking garage will have absolutely no positive impact in ridership for SEPTA. If you want to increase SEPTA ridership, improve frequency of service.

Comment ID: 32

Public Comment Form Draft FY 2013 for PA



Item ID# A.197, A.205, A.199, A.200, A.206

Name: Jeffrey Olawski

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

PROJECT DESCRIPTION IS MISLEADING The project description mentions a feasibility study conducted by the Hillier Group. Describing that work as a feasibility study is misleading. What was undertaken by Hillier Architecture over 8 years ago included only a handful of local residents, most of who are no longer living in the area. The scope of the so-called "study" presented 3 or 4 architectural design concepts for a garage and then had that small group of residents choose their preferred alternative. The process was more akin to being invited to go for an ice cream and then being asked if you want vanilla, chocolate or strawberry. There was never any substantive exploration of the justification for, or alternatives to, the proposed garage. To date, this project lacks local public support. SUFFICIENT DETAIL ON PROJECT COST IS MISSING In 2008 the project was estimated to cost approximately \$40M. That cost was recently projected to be over \$60M. Not only does the current proposed draft TIP fail to mention the project cost, it fails to substantiate the justification for the cost increase. Further, the prior TIP had the funding programmed under ERC "Engineering, Right-of Way and Construction. However, the proposed draft 2013 TIP does not include the proposed funding category. Is this because the design has been completed? POSSIBLE NEPA VIOLATIONS The earmark provided for under the 2005 SAFETEA-LU legislation did not provide a waiver from having to comply with NEPA. NEPA requires agencies to undertake "an assessment of the environmental effects of their proposed actions prior to making decisions. Apparently, SEPTA has already decided to proceed with this project despite not having fulfilled its NEPA obligations. Information provided by SEPTA over 2 years ago indicated the project was at 60% design completion. Federal funds cannot be allocated towards design or construction of a project prior to the Federal Transit Administration "the lead federal agency" issuing a record of decision. The procedural history of this project is in stark contrast to the procedure mandated by the NEPA legislation. It was because of projects like this, where decisions were made and design completed before any substantive public scrutiny and analysis of impacts and alternatives, that the NEPA legislation was enacted. POSSIBLE CLEAN AIR ACT VIOLATIONS The proposed project will have, at best, a negligible effect on improving the region's air quality. It will most likely wind up making it worse, as it promotes driving further from one's place of residence to catch a train. An analysis has revealed that many commuters using the Jenkintown-Wyncote station (J-W) bypass several SEPTA stations en route to J-W, either because those bypassed stations have inadequate local service or inadequate parking. BAD POLICY & INVESTMENT CHOICE With an effective design life of at least 50 years, perhaps longer, this project will leave a multi-generational legacy. In light of our present energy concerns and climate change, which are part of having to deal with the deferred cost of decades of sprawl, one has to ask if we are making the right investment in our infrastructure. At a cost close to \$300,000 per new parking space, proceeding with this project may very well be the modern day equivalent of investing in buggy whips during the dawn of the automotive age.

Comment ID: 128

Public Comment Form Draft FY 2013 for PA



Item ID# A.201, A.203, A.198, A.204, A.202

Name: Jeffrey Olawski

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

PROJECT DESCRIPTION IS MISLEADING The project description mentions a feasibility study conducted by the Hillier Group. Describing that work as a feasibility study is misleading. What was undertaken by Hillier Architecture over 8 years ago included only a handful of local residents, most of who are no longer living in the area. The scope of the so-called "study" presented 3 or 4 architectural design concepts for a garage and then had that small group of residents choose their preferred alternative. The process was more akin to being invited to go for an ice cream and then being asked if you want vanilla, chocolate or strawberry. There was never any substantive exploration of the justification for, or alternatives to, the proposed garage. To date, this project lacks local public support. SUFFICIENT DETAIL ON PROJECT COST IS MISSING In 2008 the project was estimated to cost approximately \$40M. That cost was recently projected to be over \$60M. Not only does the current proposed draft TIP fail to mention the project cost, it fails to substantiate the justification for the cost increase. Further, the prior TIP had the funding programmed under ERC – Engineering, Right-of Way and Construction. However, the proposed draft 2013 TIP does not include the proposed funding category. Is this because the design has been completed? POSSIBLE NEPA VIOLATIONS The earmark provided for under the 2005 SAFETEA-LU legislation did not provide a waiver from having to comply with NEPA. NEPA requires agencies to undertake an assessment of the environmental effects of their proposed actions prior to making decisions. Apparently, SEPTA has already decided to proceed with this project despite not having fulfilled its NEPA obligations. Information provided by SEPTA over 2 years ago indicated the project was at 60% design completion. Federal funds cannot be allocated towards design or construction of a project prior to the Federal Transit Administration – the lead federal agency – issuing a record of decision. The procedural history of this project is in stark contrast to the procedure mandated by the NEPA legislation. It was because of projects like this, where decisions were made and design completed before any substantive public scrutiny and analysis of impacts and alternatives, that the NEPA legislation was enacted. POSSIBLE CLEAN AIR ACT VIOLATIONS The proposed project will have, at best, a negligible effect on improving the region's air quality. It will most likely wind up making it worse, as it promotes driving further from one's place of residence to catch a train. An analysis has revealed that many commuters using the Jenkintown-Wyncote station (J-W) bypass several SEPTA stations en route to J-W, either because those bypassed stations have inadequate local service or inadequate parking. BAD POLICY & INVESTMENT CHOICE With an effective design life of at least 50 years, perhaps longer, this project will leave a multi-generational legacy. In light of our present energy concerns and climate change, which are part of having to deal with the deferred cost of decades of sprawl, one has to ask if we are making the right investment in our infrastructure. At a cost close to \$300,000 per new parking space, proceeding with this project may very well be the modern day equivalent of investing in buggy whips during the dawn of the automotive age.

Comment ID: 167

Public Comment Form Draft FY 2013 for PA



Item ID# A.207

Name: John Scott

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

E. According to SEPTA's 2009 study (which remains incomplete), the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes: 1. All current parkers (approx 540) 2. A portion of all walkers, bikers, and drop offs. 3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote. 4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote. 5. All of the permit parkers, some of whom are clearly NOT parking at JW. For future demand and garage efficiency, they added the following: 6. A growth rate multiplier based on the riders above. 7. A capacity multiplier so that the garage had a spare 5%. EVERY SINGLE PARKER included in their existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking. SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line. It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated. PA-TEC analysis of the Jenkintown-Wyncote parking garage project studies have revealed that the planning and studies have been done in a vacuum - that while it is true there is high demand for parking, it was not clear whether it was higher anywhere else, nor was it clear that Jenkintown-Wyncote was the cheapest place to meet the demand. SEPTA's own study showed a sizable percentage of non-local riders. SEPTA's own statistics also showed higher demand for parking at places like Warminster, despite far lower frequency of service. SEPTA has not completed, or attempted to complete a regional parking and commuter rail demand analysis. There is no planning for past, current and future population growth in Bucks County. There is only a poorly executed study in Jenkintown which basically asked existing drivers there on ONE day, "If we add parking, will you still park here?" Then there is the conclusion that all the people using Jenkintown-Wyncote instead of their home station use it because of frequency of service, use it every day, and will continue to use it, regardless of how high gas or parking prices go. PA-TEC challenges these assumptions until SEPTA has compiled better data. PA-TEC has concluded that data from a true regional study will ultimately point to reactivation of the R8 Newtown Commuter Rail Corridor as a solution, just PA-TEC's studies have indicated. SEPTA and the DVRPC need to independently come to these conclusions through a better executed study and planning process, and is a much better way to spend taxpayer money.

Comment ID: 8

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Draft FY 2013 for PA



Item ID# A.208

Name: Jon Frey

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

I oppose this project because SEPTA's 2009 study made insufficient conclusions that the addition of parking would not cause an increase in air pollution as a result of passengers abandoning their local station in favor of driving to Jenkintown for higher frequency of service. A superior alternative is the reinstatement of regional rail service on the out-of-service Fox Chase-Newtown line to Upper Southampton Township. DVRPC declined to add this project to their planning work program in 2010 following the recommendation of SEPTA CFO Richard Burnfield.

Comment ID: 104

Public Comment Form
Draft FY 2013 for PA



Item ID# A.209, A.219

Name: Karl Rahme

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

I oppose this project because it forces Bucks County residents to drive further to reach a station with accessible parking since all SEPTA stations near me are full. I support the reactivation of SEPTA train service on SEPTA's Newtown line to Southampton Station as a better alternative to concentrating parking in one location. Second Street Pike in Upper Southampton is a very congested roadway, and driving further will only make traffic here worse. Please delete this project from the TIP.

Comment ID: 86

Public Comment Form Draft FY 2013 for PA



Item ID# A.210

Name: Lenore Davies

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

The project is more than \$60M to add high level platforms and an additional 200 parking spaces. This is a huge waste of tax dollars. SEPTA must stop the trains at all the stations at a minimum of every 30 minutes to keep riders close to their homes and communities. Remove this project from the TIP. The community does not want this ugly massive structure in our residential community. SEPTA must change the floodplain because the location for the project is 100% in the current floodplain. SEPTA has completed its first step to change the floodplain by enlarging a culvert on Cheltenham Hills Drive. This change has allowed a larger volume of stormwater to travel faster to the East side of the Township. SEPTA is responsible for causing stormwater flooding and damage to many homes in the Elkins Park area of the Township with its initial effort to change the floodplain. A garage must not be built in the existing floodplain otherwise more residents will sustain damage from stormwater. This massive proposed parking garage is adjacent to the Wyncote Residential Historic District, listed on the National Historic Register. This project will severely damage property values and the character of this historic district. 76.5% of those who park at the Jenkintown-Wyncote station bypass their local (home) rail stations due to the lack of service and parking at their local (home) stations. Increase parking and service to the outer stations where those riders live and reduce the cars on our roads and greenhouse gas emissions. This will leave parking spaces available for those who claim Jenkintown-Wyncote their local (home) station. Residents, like myself, whose professions are architecture and planning offered alternative ideas to provide additional parking spaces, which SEPTA officials would not discuss. Sincerely, Lenore Davies AIA

Comment ID: 75

Public Comment Form Draft FY 2013 for PA



Item ID# A.211

Name: Nancy Zosa

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Concern: SEPTA's plan to build parking garage at the Jenkintown-Wyncote train station. I am a resident of Wyncote, who strongly objects to the building of a proposed SEPTA 700 car parking garage on a 75,000 square foot piece of land. The sole purpose being easy access to automobiles. The use of our tax dollars to build garages is unacceptable. In Cheltenham township we already pay high local taxes. If the garage is built the cost of security (studies have shown parking garages are a sight for increased criminal activity), upkeep and repair of roads will obviously go up. Money should be spent on providing better services and expanding rail lines. As a country we should be more creative in our thinking about mass transportation, cutting down on greenhouse gases and the stress of dealing with traffic. We as a nation are spoiled. We want to jump in our cars all too much, while the rest of the developed world already has much better mass transit systems. Instead of pushing cars as a major mode of transportation, we should be taking the lead in the innovation of alternate forms of transportation. SEPTA already has a network of rail lines and stations with which they can work. Imagine how great our rail system could be if DVPC and SEPTA dared to actually listen and enact some of our citizens' ideas. Where are our priorities ? Sincerely, Nancy Zosa

Comment ID: 43

Public Comment Form Draft FY 2013 for PA



Item ID# A.212

Name: Neil Boyden Tanner

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

We all recognize the need to invest in public transportation. However, investing in more parking at a train station that already induces riders from other train station areas is NOT an investment in public transportation but rather an incentive to put more cars on the road. SEPTA's own studies already show that most of the people who park in Jenkintown's train station live closer to other train stops (nearly 80% of the parkers). Some travel incredibly far to Jenkintown. The reason? A lack of trains in their local station. Who can blame them for preferring to drive closer and park when there is only 1 train an hour where they live?! If these monies could instead be invested in additional train service, it would accomplish more community goals such as increased ridership, fewer cars on the road, and protection of our environment. We also do not believe that an increase in parking actually addresses any need. I take the train every morning (ranging from as early as 6 am to as late as 9:30) and I have never encountered a completely full lot. My first hand experience caused me to be concerned about the data being used to justify this project, and that was confirmed when the community engaged experts to review the data. World-class statisticians/scientists have reviewed the data being used to support this project and have shown the innumerable problems with it (and the way it was gathered). In fact, it has been demonstrated that there were patently false statements made in the project plan. These experts have repeatedly demonstrated these flaws yet nothing appears to change. Perhaps more important than mere flaws, however, we believe that the data itself shows why this is not the right project for the community because it shows that even before the parking garage, the lack of train service at other stations was encouraging people to drive outside of their local communities and existing public transportation offerings. This seems to strike at the heart of why we invest in public transportation. Lastly, in addition to the false and flawed data which will likely become a very uncomfortable public issue for all involved, there are some basic issues of concern to all Pennsylvanians. Putting aside all of the data and arguments, as public servants I would think everyone would be as concerned as the local neighbors and taxpayers that we would spend nearly \$60 million for the benefit of 200 extra parking spaces. \$300,000 per parking space will surely result in a public outcry in a time of financial difficulty for many families. It has already cost many local politicians their jobs. As if all of the foregoing were not enough, the community is concerned that any large parking garage would be built in a floodplain, in a historically protected district and next to a bird sanctuary. Should this project proceed, I would anticipate years of litigation from the community on environmental, historical, safety and other grounds which in the end will make this cost much more than \$300,000 per parking space and a drain on the region's already-stretched resources. Thus, I would ask that this project be reconsidered and instead the monies be invested in increasing train service throughout the region. Thank you for your consideration.

Comment ID: 16

Public Comment Form Draft FY 2013 for PA



Item ID# A.213

Name: Ronald C Dunbar

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

SEPTA's proposed 700-car parking garage at the Jenkintown-Wyncote (J-W) commuter rail station should absolutely be removed from the TIP. It is an ill-conceived project that will induce more people to drive more miles to entrain for the city, contravening national, state, and (should be) DVRPC policy. As population has expanded into the more distant suburbs in recent decades, SEPTA has reduced service and closed many stations, thereby forcing more and more people to drive to an accessible station and hope to find parking. Instead of building an exorbitantly wasteful garage on a flood plain in a residential area, SEPTA should spend the money on more parking at outlying stations and on more ways to increase service to those stations. That's the right and sensible way to increase ridership. Take the \$30 million for the garage out of the TIP. Leave in the other millions for a raised platform and other surface improvements. Refocus the money where it will really help to reduce traffic and pollution and the nation's dependency on foreign oil.

Comment ID: 145

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Item ID# A.214

Name: Suzanne Monsalud

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

This project is a complete waste of tax payer's money. Surveys indicate that riders would prefer not to drive outside their communities to park at a mega station. This is an historic neighborhood and should not be destroyed by additional traffic for a project that is not necessary or endorsed by the majority of the community.

Comment ID: 58

Public Comment Form Draft FY 2013 for PA



Item ID# A.215

Name: Teresa Warnick

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Remove MPMS#84642 from the TIP. It is a waste of tax money and would harm our neighborhood. The latest survey of rider parkers at Jenkintown-Wyncote Station showed that riders need and want more parking and better train service at their home station. They did not want to drive to Jenkintown and park. They wanted to be able to walk to the station near them. However, the train schedule limits their options. This is a daily waste of energy and money, and causes an increase in greenhouse emissions, contributing to the ravages of global warming. Mass transit should combat environmental damage, not increase it. Instead of building a garage in Jenkintown, SEPTA should stop the trains at all the stations at a minimum of every 30 minutes to keep riders close to their homes and communities. The existing train station was designed by Horace Trumbauer and is a unique and beautiful building. Building an ugly cement parking garage and constructing a higher platform will detract from the beautiful historic station. This is the wrong site for a large cement structure, since the location for the project is 100% in the current floodplain. SEPTA has completed its first step to change the floodplain by enlarging a culvert on Cheltenham Hills Drive. This change has allowed a larger volume of stormwater to travel faster to the East side of the Township. SEPTA is responsible for causing stormwater flooding and damage to many homes in the Elkins Park area of the Township with its initial effort to change the floodplain. A garage must not be built in the existing floodplain otherwise more residents will sustain damage from stormwater. The underground walkway connecting both sides of the station floods now whenever there is more than a quarter inch of rain. A garage will make this worse, not better. This project will severely damage property values and the character of this historic district. This massive proposed parking garage is adjacent to the Wyncote Residential Historic District, listed on the National Historic Register. The claim that there are no available parking spaces is false. We live near there and take the train daily. We have not yet failed to find parking, in spite of the fact that Septa has increased the number of vehicles and junk that take up existing parking spaces. One of the major reasons we moved here was to be able to walk to the train station. Increasing the number of spaces will increase traffic and make our pleasant walk more dangerous. An unsightly cement garage will decrease property values in a gorgeous historic district. Please remove this project from the plan. Sincerely, Teresa Warnick

Comment ID: 15

Public Comment Form
Draft FY 2013 for PA



Item ID# A.216

Name: Thomas K. McHugh

County: SEPTA

Project Title: Jenkintown Platform and Garage Project

MPMS ID: 84642

Comment:

Remove MPMS84642 from the TIP. It is an extremely inefficient use of tax money. The latest survey of rider parkers at Jenkintown-Wyncote Station showed that riders need and want more parking and better train service at their home station so that they will no longer need to drive to Jenkintown-Wyncote Station. The survey also showed that 76.5% of the parkers at J-W Station drove away from their home station. This is a daily waste of energy and money, and causes an increase in GHG emissions.

Comment ID: 12

Public Comment Form Draft FY 2013 for PA



Item ID# A.217, A.218

Name: John Scott

County: SEPTA

Project Title: 69th Street Intermodal Parking Garage

MPMS ID: 87176

Comment:

PA-TEC Opposes the construction of a parking garage at 69th Street Terminal for the following reasons: 1. More riders will be enabled to abandon the use of feeder bus, trolley or light rail service to 69th Street Terminal in favor of driving. 2. Encouraging more riders to drive to the 69th Street Terminal will have a negative impact on ridership growth of feeder transit lines to 69th Street Terminal, and a negative impact on capital improvements that result in improved transit service. 3. This project creates new infrastructure that must be maintained by SEPTA and will reduce the amount of operating funding available to operate transit service in favor of operating parking facilities. SEPTA already operates other parking garages at a net loss. We strongly discourage SEPTA, DVRPC and elected officials from proceeding with this project. 4. DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the 69th Street parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first. See July 2010 DVRPC Regional Citizen Committee meeting minutes.

Comment ID: 9

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Item ID# A.220

Name: B. Chadwick

County: Various Counties

Project Title: Worthington Mill Rd Br (Bridge)

MPMS ID: 12931

Comment:

general comment: Many of the bridge projects are REPLACEMENTS not REPAIRS*. (1) Replacements, of course, are far more costly than repairs. (2) And, since many of the replacements involve WIDENING the bridge deck, the design should ensure appropriate facilities/features for safe, convenient and comfortable travel by foot or by bike across the bridge. Any bus stops on a bridge should be safe and comfortable too. *Note: It's unclear if "reconstruction" projects mean replace or repair.

Comment ID: 129

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Item ID# A.221

Name: Olga McHugh

County: Various Counties

Project Title: DVRPC Competitive CMAQ Program

MPMS ID: 48201

Comment:

MPMS# 48201 DVRPC Competitive CMAQ Program This item allows for the total ignoring of public comment. The DVRPC Board should not be selected by the Board of DVRPC - the money will be used based on political influence and not on project worthiness for you give no specific criteria or compliance to judge a projec's value to the region. I object to the use of public funds without direct public comment.

Comment ID: 138



Pennsylvania Transit Expansion Coalition
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June 1, 2012

Comments on FY2013-2016 Draft DVRPC Transportation Improvement Program

The Pennsylvania Transit Expansion Coalition (PA-TEC) opposes the entire TIP for the following reasons:

1. The new PPP was not developed in consultation with interested parties, and was not approved in accordance with the law. The old PPP requires TIP actions to be presented to the RCC, which has not met since 5/2011. The FTA has yet to confirm that the period of time from the release of the PPP to the public to the close of comments has complied with federal requirements for the 45 day comment period.
2. The public was not provided adequate opportunity to comment on this TIP. **23 CFR §450.316** requires a 30 day comment period. Despite previous warnings on shortened comment periods, DVRPC has provided only 29 full days for public comment.
3. None of the TIP projects list a sponsoring official, representative, or agency. The public is left to guess who is ultimately responsible for placing a project in the TIP.

In addition, PA-TEC provides the following comments and positions on the individual projects contained within DVRPC's proposed TIP:

MPMS 84642 – Jenkintown Platform and Garage Project

PA-TEC opposes MPMS 84642 on the following grounds:

- A. This project has no local support from the Wyncote and Jenkintown Communities.
- B. DVRPC altered its public comment process because members of the public expressed unified opposition to this and other SEPTA garage projects.
- C. DVRPC's defunct Regional Citizens Committee was terminated because the committee expressed through a consensus that the Jenkintown parking garage was not a benefit to the region, and that studies for improving and expanding rail service on active and inactive lines must be studied first.
- D. DVRPC has withheld information from the public regarding the alteration of its public participation plan, which occurred as a result of a consensus of the public expressing interest in expanded rail service; information on various projects and operating policies, as requested under the Pennsylvania and New Jersey open records acts.
- E. According to SEPTA's 2009 study (which remains incomplete), the overall demand at The overall demand at Jenkintown-Wyncote is 940 parkers. This includes:



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1. All current parkers (approx 540)
 2. A portion of all walkers, bikers, and drop offs.
 3. ANYBODY at any of the other 7 stations studied that said they WANTED to park at Jenkintown-Wyncote.
 4. A portion of the wait-listed parkers, who may or may not be already parking at Jenkintown-Wyncote.
 5. All of the permit parkers, some of whom are clearly NOT parking at JW.
- For future demand and garage efficiency, they added the following:
6. A growth rate multiplier based on the riders above.
 7. A capacity multiplier so that the garage had a spare 5%.

EVERY SINGLE PARKER included in SEPTA's existing demand estimate is already using the train, and a good portion of the estimate is questionable, because we don't really know if the walkers would drive if there were spots or how many wait-list were actually already parking.

SEPTA's study has not located the source of the demand, let alone building at or closer to that source. For these reasons, this study must be reconstituted as a broader study that analyzes current deficiencies in terms of capacity and service across the region, and a list of remedies for these deficiencies, which could include parking or service expansion at Warminster, service changes along the R3 West Trenton Line, and reactivation of the R8 Newtown Line.

It appears that SEPTA's garage, as proposed, will generate few, if any new riders, and would only enhance or improve access for existing riders. On these grounds, this study should be terminated. PA-TEC analysis of the Jenkintown-Wyncote parking garage project studies have revealed that the planning and studies have been done in a vacuum - that while it is true there is high demand for parking, it was not clear whether it was higher anywhere else, nor was it clear that Jenkintown-Wyncote was the cheapest place to meet the demand.

SEPTA's own study showed a sizable percentage of non-local riders. SEPTA's own statistics also showed higher demand for parking at places like Warminster, despite far lower frequency of service.

SEPTA has not completed, or attempted to complete a regional parking and commuter rail demand analysis. There is no planning for past, current and future population growth in Bucks County. There is only a poorly executed study in Jenkintown which basically asked existing drivers there on ONE day, "If we add parking, will you still park here?"

Then there is the conclusion that all the people using Jenkintown-Wyncote instead of their home station use it because of frequency of service, use it every day, and will continue to use it, regardless of how high gas or parking prices go.



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PA-TEC challenges these assumptions until SEPTA has compiled better data. PA-TEC has concluded that data from a true regional study will ultimately point to reactivation of the R8 Newtown Commuter Rail Corridor as a solution, just PA-TEC's studies have indicated.

SEPTA and the DVRPC need to independently come to these conclusions through a better executed study and planning process, and is a much better way to spend taxpayer money.

MPMS 60611 – Fare Collection System/New Payment Technologies

According to SEPTA's FY 2012-2013 Capital budget, the New Payment Technologies capital program is budgeted at **\$175 million** dollars. Page 240 of DVRPC's proposed FY 2013-2016 TIP budgets this program at **\$228.8 million** dollars, a **disparity of \$53.8 million dollars**.

PA-TEC objects to this project on the grounds that the cost has escalated from what the public was originally told by SEPTA, and that there is no mention of cost increases or disparities between SEPTA's capital budget and DVRPC's proposed TIP.

MPMS 60557 – System Improvements

The System Improvements Program is used to develop, design, and implement projects that enhance communications, security, customer satisfaction and service quality. Projects include but are not limited to: - City of Philadelphia TIGER III: Transit Signal Priority (TSP) Improvements - Implementation of transit signal priority (TSP) improvements on key corridors in the region - \$2 million (FY 2013) - Information Technology - Enhancements to SEPTA's information technology infrastructure and computer software applications - Ongoing - Route 101/102 Trolley Lines Automatic Train Control (ATC) System - \$33 million (Prior Years, FY 2015-2018)- AQ Code: M6 County: SEPTA MCD: Various

PA-TEC opposes MPMS 60557 (Transit Signal Priority) improvements on the grounds that past implementations of “traffic light changers” on SEPTA’s bus and trolley routes provided no tangible benefit to the riders and technological challenges prevented these systems from functioning on SEPTA routes 15 and 66. SEPTA has not been able to provide PA-TEC with any data regarding the use of these systems, let alone data that demonstrates their effectiveness in shortening travel times or decreasing operational costs.

Therefore the addition of ***un-needed infrastructure*** only inflates SEPTA’s annual operating costs and drains operating dollars towards non-essential systems and away from actual transportation services. Because this project provides no benefit to SEPTA’s operations or the riding public, PA-TEC recommends removal of this project from the TIP.



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MPMS 60651 – Substation Improvement Program

This program provides for improvements to the traction power supply system for SEPTA's rail service. Critical components of the power system have far exceeded their useful life and are in need of replacement. This program will provide for the rehabilitation or replacement of substation equipment and substations that have exceeded their useful life. As a result of the substation improvement program, the traction power distribution network will be more reliable, rail service interruptions will be reduced, and rail customers will benefit from enhanced service quality. Substations that will be renovated/replaced as part of this program include but are not limited to:- Ambler substation - \$8.8 million (FY 2019)- Bethayres substation - \$9 million (FY 2022-2024)- Chestnut Hill East substation - \$9 million (FY 2022)- Media-Sharon Hill substation at Clifton - \$3.3 million (FY 2019)- Equipment replacement at City Transit substations - \$17 million (FY 2022)- Jenkintown substation - \$39.4 million (Prior Years, FY 2019-2020)- Lenni substation - \$9.5 million (FY 2020-2021)- Morton substation - \$9.5 million (FY 2021-2022)- Wayne

Junction substation and Static Frequency Converter - \$60.1 million (FY 2020- 2022) Please refer to the Illustrative List of Unfunded Projects, MPMS #60651, for substation projects that have been deferred from SEPTA's capital program due to funding constraints.

PA-TEC Objects to this project on the grounds that ***no funding has been allocated to upgrade, repair or replace any electrical substations on SEPTA's passenger railroad system.*** These critical components upon failure would render parts or all of SEPTA's railroad inoperative, as stated by SEPTA General Manager Joseph Casey before a state transportation committee at St. Joseph's University in June of 2010. DVRPC and SEPTA have instead ***prioritized non-essential infrastructure programs***, such as bus transit signal prioritization signals and bus layover loops over critical infrastructure.



Pennsylvania Transit Expansion Coalition
 P.O. Box 76
 Southampton, PA 18966
info@pa-tec.org
www.PA-TEC.org

MPMS 87176 – 69th Street Intermodal Parking Garage

*This project includes the design and phased construction of parking improvements at the 69th Street Transportation Center. The 69th Street Transportation Center is an intermodal transportation facility that serves as a terminus for SEPTA customers using the Market-Frankford Line, the Norristown High Speed Line, the Media-Sharon Hill Line and 17 SEPTA bus routes. The total project cost is \$30.2 million. SEPTA is using prior year funds to advance Phase I of the 69th Street Transportation Center Parking Facility project. The total budget for Phase I is \$7,761,575. Phase I includes construction of site improvements including an upgrade of the transformer substation area, replacement of a retaining wall, installation of a stormwater management system, repair of 60-inch stormwater main, and relocation of a sanitary line. Phase I includes engineering/design of the entire 69th Street Transportation Center Parking Facility project. As a result of capital funding constraints, future phases of the project have been deferred in SEPTA's capital program until Fiscal Year 2023. Funding in the amount of \$17,000,000 is programmed in Fiscal Years 2023-2024. Additional funding in the amount of \$5,468,425 will be programmed in later fiscal years. Future phases (pending availability of capital funds) include the construction of a 425-space parking garage and improvements to pedestrian connections between the new garage and the existing building. The construction of this garage will provide for increased ridership on SEPTA routes serving the 69th Street Transportation Center. **A portion of the new parking facilities will also serve retail customers during evenings and weekends.***

PA-TEC opposes the 69th Street Intermodal Parking Garage Project (MPMS #87176 on draft TIP page 250), which is to be built above the current parking lot at the location at the end of the Market Frankford rapid transit line where Red Arrow railcars and buses depart outward. Persons who now make either leg of a transit trip through 69th Street Terminal would be enabled to ***abandon use of transit*** on one link of the trip or the other in favor of ***driving to the new garage***, Driving part way instead of taking transit all the way would have all of the deleterious effects cited elsewhere". This project undermines the vitality of mass transit in Delaware County by decreasing bus and trolley ridership and increasing SEPTA's fixed infrastructure costs. In addition, as part of the garage is slated to serve area retail establishments, PA-TEC objects to this project on the basis that ***public transportation dollars are being allocated to build premium parking for private businesses.***

Under Environmental Protection Agency rule CFR parts 51 and 93, a prospective transit agency system improvement cannot cause an increase in emissions. Therefore any TIP which contains the 69th Street parking garage project may bring EPA intervention.

Public Comment Form
Draft FY 2013 for PA



Item ID# A.225

Name: Olga McHugh

County: Various Counties

Project Title: Transit Flex - SEPTA

MPMS ID: 65109

Comment:

MPMS# 65109 Transit Flex â€” SEPTA If History is a good indicator of SEPTAâ€™s use of funding, then no money should be given to SEPTA to choose one of its projects without direct oversight and public comment. SEPTA has wasted funding year after year without restoring its infrastructure to a state of good repair. With public funding limited, money given to SEPTA must be dedicated to its infrastructure and restoring its operations and hopefully expand its operations to the outer suburban sprawl localities. I object to the use of public funds without direct public comment.

Comment ID: 141

Public Comment Form
Draft FY 2013 for PA



Item ID# A.237

Name: Olga McHugh

County: Various Counties

Project Title: General Comment

Comment:

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process. Sent via email at 4:55 PM on 06/04/12

Comment ID: 183

Public Comment Form
Draft FY 2013 for PA



Item ID# A.238

Name: Olga McHugh

County: Various Counties

Project Title: General Comment

Comment:

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 will not register! I sincerely believe that this is being filtered out of your process. Sent via email at 4:49 PM on 06/04/12

Comment ID: 182



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



June 1, 2012

Elizabeth Schoonmaker
DVRPC
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

TRANSMITTED ELECTONICALLY

Re: DVRPC Draft FY2013 TIP – Technical Comments from the Chester County Planning Commission

Dear Ms. Schoonmaker:

Thank you for the opportunity to review and provide comments on DVRPC's Draft FY2013 Transportation Improvement Program (TIP). The attached table includes technical comments from the Chester County Planning Commission regarding several projects in Chester County.

Please let me know if you have any questions or concerns regarding these comments on the Draft FY2013 TIP.

Sincerely,

Natasha Manbeck
Director of Transportation Services

cc: Richard Murphy, DVRPC
Linda Guarini, PennDOT
Jim Mosca, PennDOT

FY2013 Draft TIP
 Chester County Planning Commission
 Technical Comments
 June 1, 2012

MPMS	Title	CCPC Technical Comment
14251	Chandler Mill Road Bridge	Revise the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."
14484	PA 41	Revise of the FY2013 TIP project description to reflect the current status of the project. Revisions to the TIP description must be coordinated with PennDOT, since PennDOT is the project lead. Possibly revise the description to the following: "Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010)."
14515	PA 100 Widening - Shoen Rd. to Gordon Rd.	Add the UTL phase to the TIP with \$100,000 from CON phase in FY13.
92733	Downingtown Pike Bridge over East Branch Brandywine	Add the following text to the FY2013 TIP project description: "Downingtown Pike (US 322) is the Bicycle PA Route L and is part of the Chester County Planning Commission's recommended bikeway network. The bridge provides a critical connection for bicyclists and pedestrians between the growth centers of West Chester and Downingtown and the needs of bicyclists and pedestrians will be considered as part of this bridge project."
TBD	Sunnyside Road (T326) Bridge over East Penn Railway	<p>Add the Sunnyside Road Bridge over the East Penn Railway to the FY2013 TIP as a local retro-reimbursement bridge project. The original Sunnyside Road Bridge was closed and demolished due to poor structural condition and in accordance with a PA Public Utility Commission (PUC) order. The PUC also issued an order to Penn Township to rebuild the Sunnyside Road Bridge. A rebuilt connection over the East Penn Railway will improve access and connectivity in this growing area of Chester County. It is a Smart Transportation solution to complete this connection of the local roadway network.</p> <p>Project Description: Rebuild the Sunnyside Road (T236) Bridge over the East Penn Railway in Penn Township. This bridge replacement will improve access, connectivity, and safety.</p> <p>Design is complete and construction bids will be received on June 5, 2012. The current cost estimate is: Design - \$200,000 Construction - \$1,322,000</p> <p>As a retro-reimbursement project, state funds for 80% of the total cost would need to be identified to add the project to the FY2013 TIP. Based on current cost estimates, the amount of state funds needed is: Design - \$160,000 Construction - \$1,057,600</p>



COUNCIL

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DELAWARE COUNTY PLANNING DEPARTMENT

COURT HOUSE/GOVERNMENT CENTER
201 W. Front St. Media, PA 19063

Office Location: Toal Building, 2nd & Orange Sts., Media, PA 19063
Phone: (610) 891-5200 FAX: (610) 891-5203
E-mail: planning_department@co.delaware.pa.us

JOHN E. PICKETT, AICP
DIRECTOR

May 14, 2012

Delaware Valley Regional Planning Commission
Public Affairs Office
190 N. Independence Mall West, 8th Floor
Philadelphia, Pennsylvania 19106

Dear Public Affairs Office:

The Delaware County Planning Department has the following substantive and editorial comments on the 5/1/2012 version of the draft FY 2013-16 Transportation Improvement Program for Pennsylvania Highways and Transit:

PA Transit Program

Consistent with Delaware County Council's request to SEPTA for partial funding in the FY 2021 – FY 2024 timeframe of SEPTA's Capital Program for SEPTA's Elwyn to Wawa Regional Rail restoration project, we request partial funding for the project in the same time period of the TIP.

MPMS # 74840, *Commodore Barry Bridge Security Improvements – DRPA*: this project is included in the Transit Program. Because this is a roadway bridge project, it should be included in the Highway Program.

MPMS 60611, Fare Collection System/New Payment Technologies: In the 2nd paragraph of the description, change "Customer" to "Customized."

PA Highway Program

MPMS 14747, 69815, and 69817, US 322: the descriptions should indicate that the four lane typical section would be with a median barrier or landscaped median, since a landscaped median is being considered for the Upper Chichester section. In each of the project descriptions, reference is made to MPMS 69818; to our knowledge, there is no such current project and it is not included in the draft TIP.



Delaware County Planning Department Comments

May 14, 2012

Page 2

MPMS 14747, US 322 Final Design: the last sentence of the description regarding inclusion in the *Delaware County Bicycle Plan* should be removed; US 322 is not included in the *Plan's* On-road Bicycle Improvement Network. How will the May 2012 TIP amendment which provides additional final design funding affect the FY 2017 final design funding for this project budgeted in the draft FY 2013-16 TIP?

MPMS 14891: The name of the road is "Darby Paoli Road" for both bridges.

MPMS 15185: The Old Forge Road bridge replacement has been awarded to a contractor; should it be removed from the TIP?

MPMS 15225, Ardmore Avenue Bridge: Change Haverford "Avenue" to Haverford "Road" in the description.

MPMS 15306, Sellers Avenue Bridge: Change "R2" in the title and limits to "Wilmington Newark."

MPMS 15345, PA 252: Change the first word of the second line of the description from "southern" to "northern."

MPMS 15368, Manoa Road Bridge: Change "Grove Place" to "Karakung Drive" in the description to provide a more precise location. Add "This road segment is included in the *Delaware County Bicycle Plan*."

MPMS 15406, PA 452 Bridge: Change "R2" in the title and limits to "Wilmington Newark." Change Bicycle Plan statement to read "This road segment is included in the *Delaware County Bicycle Plan*." Remove second Bicycle Plan sentence.

MPMS 47147, 3rd Street Dam: The limits should be "Over Broomall Lake/tributary to Ridley Creek." Remove "Project currently in litigation" from description.

MPMS 48168, Baltimore Pike signals: The limits should be clarified. Is it "PA 420/Woodland Avenue to US 13/Church Lane" or "At PA 420/Woodland Avenue and Bishop Avenue to US 13/Church Lane?" If the former, there are 21 signals. The description should discuss which intersections are included and whether the PA 420 intersection signal is being upgraded separately from the other section and what the PA 420 improvements entail.

MPMS 57757, Morton Avenue Intersection: Change title to "Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk." Limits

Delaware County Planning Department Comments

May 14, 2012

Page 3

should be "Morton Avenue from Swarthmore Avenue to 9th Avenue." Change "9th Street" in description to "9th Avenue."

MPMS 57772, Convent Road Bridge: Since the bridge is .1 mile from the proposed Chester Creek Trail, add the statement "This project is subject to standard PennDOT design procedures as defined in the Bicycle/Pedestrian Facilities checklist" to the end of the description.

MPMS 57773, Lloyd Street Bridge: In the title, change "R2" to "Wilmington Newark." Change limits to "between 5th and 6th Streets."

MPMS 57780, Rt. 322/Comm. Barry Bridge: The ramps were opened to traffic in October 2011. Does it need to remain in the TIP?

MPMS 64790, MacDade Blvd.: Remove the Sharon and Jackson Avenue intersections from the project description. Change "eleven" to "nine" in the first line.

MPMS 65911, Marcus Hook Streetscape: In the first sentence of the description, the wording should be "...and construct the Borough's portion of the larger East Coast Greenway."

MPMS 65914, Sharon Hill Train Station: The project manager is Liz Smith.

MPMS 69817, US 322 Featherbed Lane to I-95: The limits should end with "...CSX bridge."

MPMS 70219, PA 291: Change "Wanamaker Avenue" to "2nd Street" in the 5th line of the description.

MPMS 70245, Chester City Access Improvements II: Add "SR 0013" to "SR 2028," since the intersection improvements at Chestnut St./10th St./Morton Avenue include a portion of SR 0013. Change limits from "10th Street to 12th" to "I-95 to 5th Street."

MPMS 71200, PA 291: Change title to "Tinicum Fort Mifflin Trail." Change "Rural Area" Planning Area to "Developed Community." In description, remove first sentence and "Also included in the project is" at beginning of second sentence. Remove "Additional funding is included in project MPMS# 71200."

MPMS 72913, Chester Commercial Business District: Change "sixth" to "Welsh" in the third line of the description.

Delaware County Planning Department Comments

May 14, 2012

Page 4

MPMS 77472, Knowles Avenue: This project was let 7/21/2011. Does it need to remain in the TIP?

MPMS 80051, Rosemont Avenue Bridge: Does the reference to 12 tons in the description refer to a vehicular weight restriction? If so, wording should indicate this.

MPMS 86368, Mount Alverno Road Bridge: A statement that the bicycle and pedestrian checklists will be incorporated into the project should be added, especially since the Chester Creek rail-trail will be located about .1 mile from the bridge.

MPMS 87109, Swarthmore Borough Pedestrian Access: Add "railroad underpass" to end of Limits.

MPMS 87119, Nether Providence Township Sidewalks: In 3rd line of description, "Study" is misspelled.

MPMS 87120, Upper Darby Township Sidewalks: Limits should be "Township Line Road."

MPMS 87940, Pedestrian and School Children Safety: Add "Sarah's Way" to end of Limits.

MPMS 90473, 90477, 90478, and 90480, Chester City grade crossings: In the 2nd line of the descriptions, change "upgrade" to "upgraded." In the 4th line, change "crossing" to "crossings." In the 2nd line of 90473, "pedestrian" is misspelled. At the end of the description for 90477, change "Highland Avenue" to "Flower Street." At the end of the descriptions for 90478 and 90480, change "Highland Avenue" to "Norris Street."

MPMS 92315, 92316, and 92317, Ruth Bennett House contracts: The parent project, MPMS 77085, indicates a let date of 3/14/2013. Should the let dates for these three sub-contracts be the same date, rather than "No Let Date"?

MPMS 92323, Wanamaker Avenue Bridge: In Limits, "Delaware" is misspelled. Add wording for "Improvement." In description, "park" should be capitalized. Add "This road segment is included in the Delaware County Bicycle Plan."

MPMS 92808, Marshall Road Bridge: Add wording for "Improvement." In description, change "69th Street" to "Powell Lane" to be more exact for the location. Add "This road segment is included in the Delaware County Bicycle Plan."

Delaware County Planning Department Comments

May 14, 2012

Page 5

MPMS 95429, US 202 and US 1 Loop Roads: Change "Loops" to "Loop" in title. Limits should be "Completion of Hillman Drive and Applied Card Way." Improvement should be "Completion of loop road south of US 1." Municipalities should be "Chadds Ford and Concord Townships." Planning Area should be "Growing Suburb." Add sentence to description: "Roadway will include sidewalks, crosswalks, enhanced bus stop areas in consultation with SEPTA, and bicycle lanes or paved shoulders."

MPMS 17900, Mobility Alternatives Program: Should "HER" at end of title be "ERH"?

MPMS 36927, Railroad/Highway Grade Crossings: For location #36723, change "East Thompson Road" to "Thomson Avenue". For #48860, "Wildell" is misspelled.

MPMS 64984, Highway Transportation Enhancements: In the description, provide the text for the end of the 3rd paragraph.

MPMS 65109, Transit Flex – SEPTA: In the 4th paragraph of the description, should the three years be FY 2013, 2014, and 2015? Add three zeroes to "\$51,663."

MPMS 75854 and 75855, District Program Management Services: In the description, indicate what the difference between the two projects is.

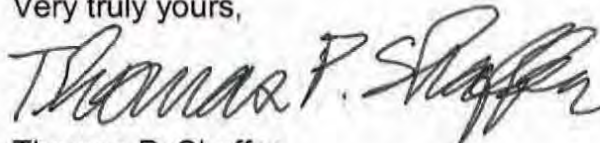
MPMS 80093, I-76, Regional Travel Information: In Limits, complete "Townships."

MPMS 84318, CMAQ Reserve Line Item: The title appears to be a misnomer. Is this project the annual allocation of CMAQ funds to the region? Is the amount for FY 2018 correct?

MPMS 95447, Local Bridge Line Item: Add a description for this project. How are pre-construction phases funded?

If you have any questions, contact me at (610) 891-5217 or shaffert@co.delaware.pa.us.

Very truly yours,

A handwritten signature in black ink, appearing to read "Thomas P. Shaffer", written in a cursive style.

Thomas P. Shaffer
Manager, Transportation Planning

**Draft 2013-2016 TIP Edits
City of Philadelphia**

57894 Stenton Avenue

The construction funds should be shown as advance construct. This project is programmed on the FY11 TIP and the PS&E is scheduled to be submitted in July 2012.

70243 American Street

Change project limits to Master Street to Indiana Street.

73134 Torresdale Avenue

Increase the project construction phase by \$241,000 to address the most recent cost estimate which includes additional ADA ramp upgrades.

85417 Allegheny Avenue Safety Improvements

Correct the spelling of Allegheny Avenue and Aramingo Avenue.

91837 CW103B

The following streets have been removed from this package:

Chestnut Hill Avenue: Seminole Street to Bethlehem Pike

Seminole Street: Chestnut Hill Avenue to St. Martin's Lane

St. Martin's Lane: Highland Avenue to Mermaid Lane

Mermaid Lane: St Martin's Lane to McCallum Street

McCallum Street: Mermaid Lane to Allens Lane

St. Martin's Lane: Willow Grove Avenue to Mermaid Lane

The following streets have been added to the resurfacing package:

G Street: Hunting Park Avenue to Erie Avenue

54th Street: Upland Way to City Avenue

95450 Woodland Avenue Transit Signal Priority

Change limits to 42nd Street to Island Avenue. Change the last sentence in the first paragraph to: "Intersection improvements will take place between 42nd Street and Island Avenue and the interconnect will extend north on 42nd Street and west on Spruce Street to tie into existing interconnect at 38th and Spruce."

MPMS TBD Traffic Signal Upgrades to Improve Mobility and Safety

The FY2011 Transportation Community and System Preservation Program grant for Traffic Signal Improvements should be added to the TIP. There is \$3,091,824 of TCSP funding available. The State will manage the project and will provide a 20% match of \$772,956. This project will implement signal prioritization on 5 transit routes to improve running times and reliability, thus improving traffic flow along capacity constrained arterials. The transit routes included in the scope are Route 13 (Chester Avenue/Kingsessing Avenue); Route 66 (Frankford Avenue); Route 6 (Ogontz Avenue); Route 60 (Allegheny Avenue); and Route 52 (52nd Street).

1234 Market Street
Philadelphia, PA 19107-3780



Southeastern Pennsylvania Transportation Authority
Courtesy • Cleanliness • Communication • Convenience

May 15, 2012

Ms. Elizabeth Schoonmaker
Manager, Office of Capital Programming
Delaware Valley Regional Planning Commission
190 North Independence Mall West, 8th Floor
Philadelphia, PA 19106-1520

Dear Ms. Schoonmaker:

The Southeastern Pennsylvania Transportation Authority (SEPTA) has reviewed the Draft Fiscal Year 2013 Transportation Improvement Program (TIP) for Pennsylvania (FY2013-2016) and is submitting the attached comments. The purpose of the requested changes is to make the draft DVRPC FY2013 TIP consistent with the information that SEPTA submitted to DVRPC on March 30, 2012.

If you have any questions regarding these comments, please contact Zoe Robertson, Manager, Grant Development. Thank you for your consideration.

Sincerely,

Catherine Popp-McDonough
Director, Capital Budget and Grant Development

Enclosure

cc: Richard Murphy - DVRPC

Draft FY 2013 TIP for Pennsylvania (FY 2013-2016)
SEPTA comments, May 2012

Draft TIP – Transit Project Listing

Page 230

- Delete MPMS# **60286**, SEPTA Bus Purchase Program – 40'. [Note – This is an old TIP project record. The SEPTA Bus Purchase Program is in MPMS# 90512.]

Page 249

- Delete MPMS# **84642**, Jenkintown Platform and Garage Project. [Note – This is an old TIP project record.]
- Delete MPMS# **84643**, Malvern Station and Pedestrian Tunnel Improvements. [Note – This is an old TIP project record.]

Page 251

- The description for MPMS# **90497** was truncated/cut off. Please revise to include the following lines, which are part of the complete description for “Signals and Communications Systems”:
 - o Install standard communications infrastructure on the Airport Regional Rail Line, and between Temple Station and Wayne Junction Station on the Regional Rail Main Line. This effort will complement SEPTA’s Positive Train Control implementation.
 - o Replace existing Audio Visual Public Address (AVPA) signs at the platform and mezzanine levels of 30th Street Regional Rail Station with industry standard LED signs.
 - o Refurbish public address control units at all passenger stations on the Doylestown Regional Rail Line.
 - o Rail Operations Control Center (ROCC) communications system improvements.

Page 253

- Delete MPMS# **90509**, Infrastructure Safety and Renewal Program – Building and Bridges. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]

Page 256

- Delete MPMS# **90515**, Infrastructure Safety and Renewal Program – Communication and Signals. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]
- Delete MPMS# **90528**, Infrastructure Safety and Renewal Program – Power. [Note – This is an old TIP project record. The Infrastructure Safety and Renewal Program is included in MPMS# 90497.]

Page 257

- Delete MPMS# **92304**, Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA. [Note – This is an old TIP project record.]

[Continued, next page]

**Draft FY 2013 TIP for Pennsylvania (FY 2013-2016)
SEPTA comments, May 2012**

Draft TIP – Highway Project Listing

Page 210

- Update MPMS# **65109**, Transit Flex – SEPTA as follows:
 - o Funding: Add \$17,083,000 per year in Fiscal Years 2021-2024
 - o Project Description:
 - Delete line beginning “FY11 funding...”
 - Delete line beginning “FY12, FY13, FY14...”
 - Add the following sentence: “FY 2013-2016 funding in the amount of \$68,332,000 has been applied to MPMS# 90512, SEPTA Bus Purchase Program.”

TIP Project Maps & Indexes

**FY 2013-2016 Transportation Improvement Program –
Regional Public Transit Program [Map]**

- Add the following project to the map:
15407 – Villanova Intermodal Station Accessibility
- In the “Projects not mapped” text box:
MPMS# **95401** should be renamed MPMS# **73214** (current MPMS# for Ardmore Station)

“Highlights of the Draft TIP” document

Page 10 (List of SEPTA projects)

- The following items should be **deleted**:
 - o 60286 SEPTA Bus Purchase Program – 40’
 - o 84642 Jenkintown Platform and Garage Project
 - o 84643 Malvern Station and Pedestrian Tunnel Improvements
 - o 90509 Infrastructure Safety and Renewal Program – Building Bridges
 - o 90515 Infrastructure Safety and Renewal Program – Communication and Signals
 - o 90528 Infrastructure Safety and Renewal Program – Power
 - o 92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

Public Comments Received After the May 3, 2012 – June 1, 2012 Public Comment Period





O'Neill Properties

2701 Renaissance
Boulevard
Fourth Floor
King of Prussia,
Pennsylvania
19406

Telephone
610.337.5560

Facsimile
610.337.5599

oneillproperties.com

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

RE: Draft TIP and Plan Amendment

To Whom It May Concern:

I am writing to you on behalf of Sanatoga Interchange Associates, LP, a development affiliate of O'Neill Properties Group, and owners of 154 Evergreen Road in Limerick Township ("the Development"). This property has already been revitalized and redeveloped with a Costco, and plans for additional retail and restaurant development are underway. This comment pertains to a current TIP project, the US 422 Sanatoga Interchange Ramp Improvements, MPMS #89715. The Fiscal Year (FY) 2011-2014 TIP for Pennsylvania includes \$400,000 for Preliminary Engineering, with the funding code of "Local". We are writing to support Limerick Township's request that it will continue to be included in the TIP, as it is not currently found in the draft TIP.

The Development is a vital job-creation and economic development opportunity for the area; bringing thousands of jobs and millions of dollars of economic benefit to the region. Current development plans call for a total project cost of \$104,000,000, with \$18,000,000 of infrastructure improvements. The positive economic impact of construction alone is projected to be \$207,000,000 in spending, with total annual tax revenues of \$40,000,000, and an on-going annual economic impact of \$188,000,000. Total direct and indirect construction jobs and other one-time jobs created are estimated to be 1,014, and total direct and indirect permanent jobs created are projected to be 5,149. These figures were calculated using assumptions provided by Econsult in 2009.

The US 422 Sanatoga Interchange Ramp Improvements are critical to the success of the Development, and will help create thousands of jobs and new economic activity. Because of this we appreciate your further consideration in considering this project a priority in the TIP.

Sincerely,

Kevin Kyle
Senior Project Manager
Sanatoga Interchange Associates, LP

cc: Limerick Township Board of Supervisors
Leo Bagley – Montgomery County Planning Commission

Murphy, Richard

From: DVRPC Public Affairs
Sent: Wednesday, June 27, 2012 10:35 AM
To: Murphy, Richard
Cc: JM.LORENZ@VERIZON.NET
Subject: FW: Route 41

An email comment received.

From: Joan Vick [mailto:f4228j_vick@epix.net]
Sent: Sunday, June 24, 2012 11:38 AM
To: DVRPC Public Affairs
Subject: Route 41

I would like the DVRPC to seriously consider the following suggestions in your deliberations this week:

The \$3.9 million in funds previously slated for construction of a traffic calming roundabout at the intersection of Route 41 and Old Baltimore Pike (2011 TIP MPMS# 14613), be re-instated for traffic-calming projects within the Route 41 corridor.

Traffic calming be instituted in Chatham Village as previously planned. A roundabout be built at the intersections of Routes 41 and 926 in Londonderry Township to provide a safe solution for this dangerous intersection as well as provide traffic calming at this high speed section of Route 41.

All effort be made to restore rather than replace historic bridges that provide natural traffic calming.

Thank you,
Joan Vick
PO Box 249
Atglen, PA 19310

WALLACE TOWNSHIP HISTORICAL COMMISSION
TOWNSHIP OF WALLACE, CHESTER COUNTY
P. O. BOX 670
1250 CREEK ROAD
GLENMOORE, PA 19343
610-942-2880

25 June 2012

Delaware Valley Regional Planning Commission
Public Affairs Office
190 North Independence Mall West, 8th floor
Philadelphia, PA 19106

RE: Public Comment for Board meeting
28 June 2012
DVRPC FY2013 TIP for PA

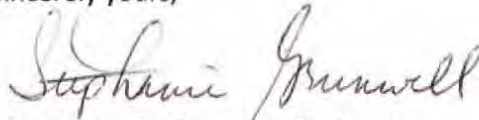
Gentlemen:

The Wallace Township Historical Commission, in existence by municipal Ordinance since 1975, voted by unanimous decision this evening to support and endorse the following recommended change in the DVRPC FY2013 TIP for PA draft on proposed bridge projects on the Project Descriptions page that will be addressed during the DVRPC Board's meeting on Thursday, June 28, 2012.

That the Board votes in favor to "Update description of projects that are still in PE to indicate that structure may be rehabilitated or replaced. Final alternative is not known until NEPA clearance occurs and FHWA has requested this edit."

The proposed change will enable each proposed bridge project to be the subject of a complete cultural and environmental evaluation in accordance with Federal laws and regulations.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Stephanie Grunwell". The signature is fluid and cursive, with the first name and last name clearly distinguishable.

Ms. Stephanie Grunwell, Chairman
WALLACE TOWNSHIP HISTORICAL COMMISSION

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RESPONSES TO PUBLIC COMMENTS ON THE DRAFT DVRPC FY2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

ALL RESPONSES RECEIVED

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 13014 - Clay Ridge Road Bridge Over Beaver Creek (CB #30)

Response to: A.1

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated and meet the project purpose and need.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13248 - Walnut Street Bridge Over Perkiomen Creek (CB #13)

Response to: A.2

Agency Response by PennDOT:

This project followed the Section 106 process and a Memorandum of Agreement has been approved for the replacement of this bridge.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13296 - Rickert Road Bridge Over Morris Run Creek (CB #21)

Response to: A.3, A.4

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis has been done to determine if the bridge can be rehabilitated and meet the project purpose and need. A Consulting Parties Meeting will be scheduled in the near future.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 13716 - Headquarters Road Bridge Over Tinicum Creek

Response to: A.5, A.6, A.7, A.8, A.9, A.10

Agency Response by PennDOT:

Thank you for your comments regarding the Headquarters Road over Tinicum Creek bridge replacement project. PennDOT is committed to providing a stream crossing which balances safety and usability for the public and emergency service personnel with the need to preserve sensitive environmental and cultural resources. You've raised several issues which we have addressed below.

1. Structure Condition

Due to the structural deterioration of the Headquarters Road Structure observed during PennDOT inspection in July of 2006, it was determined that rehabilitation of the existing structure would not provide for a safe and reliable crossing for the transportation needs of the surrounding community. As a result of concerns raised during the initial consulting party meeting in August of 2006 an independent inspection was conducted by the design consultant to confirm the structural adequacy of the existing structure (specifically, the piers and abutments). The design consultant's study determined that due to the advanced condition of deterioration and distortion in the piers and abutments, and their inability to meet current structural and seismic design criteria, the existing substructure is unsuitable for reuse.

2. Historic Significance and Section 106

The Keeper of the National Register has determined that although the structure is not individually eligible for inclusion on the National Register of Historic Places, the structure is a contributing resource to the Ridge Valley Rural Historic District. Due to this determination, any replacement alternative will result in an "Adverse Effect" and trigger the Section 106 consulting process to mitigate the impact to the Ridge Valley Rural Historic District. The purpose of this process will be for PennDOT and persons or organizations demonstrating interest in the project to discuss measures that will be implemented in the final design phase to mitigate the adverse impact that the project will have to the surrounding historic district.

3. Safety

PennDOT is committed to providing a safe stream crossing for all motorists using the Headquarters Road Bridge. Both PennDOT and the Federal Highway Administration have design criteria for bridges which must be followed to ensure a safe structure is built. These criteria mandate that a design provides a minimum of two-lanes for travel. Any design that is not compliant with these criteria will be a safety liability to the State and thus cannot be reviewed as an alternative. Tinicum Township's Board of Supervisors offered their concurrence on a two lane bridge design for Headquarters road in a letter to PennDOT dated March 16, 2011.

To fulfill safety and design standards, PennDOT has proposed a two lane bridge with a lane width of 12' and no shoulder allowing for 2 vehicles to use the bridge simultaneously. Due to concerns of potential for speeding raised during public meetings by residents of Tinicum Township, the proposed bridge design will include the installation of stop signs at the intersection of Headquarters Road and Sheep Hole Road. This 3 way stop condition will ensure that motorists slow to a complete stop before making the sharp turn onto the bridge.

Since safety is a paramount concern, PennDOT's design process requires that design consultants analyze the latest five year crash data and present the findings and proposed design to a Safety Review Committee for review and approval before any concept is progressed to final design. The Headquarters Road Bridge is still in the preliminary stages of design and has not progressed to this stage however when it does, PennDOT's Project Manager will ensure that concerns regarding speeding are fully discussed at the meeting.

4. Permitting and Regulatory Authorities

As with all projects which have impacts to sensitive environmental and cultural resources, a balance needs to be struck between delivering a safe structure which accommodates the needs of the local transportation network and the impacts to resources. For this project the Pennsylvania Department of Environmental Protection Southeastern Division and the United States Army Corps of Engineers will review the alternatives prepared by the designer and assess the proposed impacts to natural resources. The alternative that will be chosen by these regulatory agencies will be the one that either maintains or improves the existing conditions of the stream.

The United States Army Corps of Engineers (USACOE) will be the federal lead agency for the Section 106 Consulting Parties process and will be responsible for issuing the federal permit for work within Tinicum Creek. The Pennsylvania Department of Environmental Protection will be the agency responsible for all work which takes place within the 100 year flood plain and will jointly issue a permit for these activities with USACOE. Through these permits both USACOE and DEP will ensure that impacts to the environment are minimized and, if possible, existing site conditions are improved. DEP will also be responsible for ensuring that this project meets criteria set forth by the Clean Water Act.

An Erosion and Sediment Pollution Control plan will be developed for this project to minimize the transfer and movement of

Agency Responses

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sediment on the work site and into Tinicum Creek. Currently the project is in the preliminary stages of design, in final design the E&S plan will be prepared to handle deposition of soil during construction operations. This plan will be prepared as part of the permit application package to be submitted and reviewed by DEP and USACOE

In addition to Tinicum Creek being classified as an Exceptional Value Stream, the creek is also classified as a Wild and Scenic Waterway under the Lower Delaware River Wild and Scenic Management Plan. Therefore the National Park Service has been engaged to ensure that both the historical character and environmental quality of creek and its related resources are preserved.

5. Alternatives Analysis Study (AAS)

The AAS which Meliora reviewed as part of this comment was an abbreviated alternative analysis study, not the full AAS which will be part of the NEPA documentation. This report and the content presented is preliminary in nature and is meant to, in the preliminary stages of design, understand the basic site conditions and potential environmental impacts caused by multiple alternatives. The hydraulic data presented was not intended to be a full Hydrologic and Hydraulic Report and is subject to change when the detailed H&H report is advanced as part of the permit application.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 13727 - Bristol Road Intersection Improvements

Response to: A.11, A.12

Agency Response by PennDOT:

Thank you for your interest in the Bristol Road improvement project. You have raised some concerns which we have addressed below. The proposed work for this project is aimed to bring several safety improvements which are designed to help facilitate the safe movement of pedestrians and motorists.

As mentioned above, at its core, the SR 2025-001 (Bristol Road) project is a safety improvement project. The project focuses around improvements to seven signalized intersections. Included in these improvements are a center left turn lane which will result in some widening along Bristol Road. The posted speed limits will not change as a result of the addition of this left turn lane. The widening will improve safety at several signalized intersections, especially those that have a history of accidents. Improvements to the drainage system along Bristol Road will facilitate the transfer of runoff during storm events away from the road and into storm water drains, further reducing the potential for hazardous conditions along this roadway.

Also included in this project are additional improvements to sidewalk locations from the east end of Neshaminy Mall to the eastern project limit at Pasqualone Boulevard. These improvements include the addition of new sidewalk to provide the full link to pedestrians. New cross walks with handicap accessible ramps are also included to bring the project up to the Americans With Disabilities Act (ADA) standards. Additional sidewalk is also being added at Old Lincoln Highway.

With regards to green house gas emissions, as discussed above, the project features the addition of sidewalks to encourage pedestrian travel especially to and from the Neshaminy Mall. The addition of sidewalks came at the request of Bensalem Township. At this point in time, it is anticipated that the scope of work for this project falls within activities which are exempt from regional ozone conformity analysis and CO, PM10 & PM2.5 Hot-Spot Analysis. This determination will be summarized in the final NEPA document currently under preparation.

Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor through access management and traffic signal technology upgrades.

MPMS# 57625 - Route 232, Swamp Road Safety Improvements

Response to: A.13

Agency Response by PennDOT:

The SR 0232 BU1 project is not a capacity adding project and will not significantly increase traffic. The intersection will continue to function as a controlled intersection so there won't be an increase in travel speed over the present.

Agency Response by Bucks County:

Bucks County supports this project because it will provide urgently needed safety improvements along this corridor and will improve the functionality of the intersection.

Agency Responses

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MPMS# 57639 - Newtown-Yardley Road Intersection Improvements

Response to: A.14

Agency Response by Bucks County:

Bucks County supports this project since it will provide congestion relief that will ensure that vehicles can proceed safely through the intersection and it will provide an air quality benefit since vehicle queuing times will be reduced for cars waiting to make the left turn.

MPMS# 64781 - Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek

Response to: A.15, A.16

Agency Response by DVRPC:

The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see www.dvrpc.org/CongestionManagement. The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

Agency Response by PennDOT:

The notion the Swamp Rd at Pennswood Bridge project (MPMS#64781) "is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Rd" is incorrect. PENNDOT and KCI (the design consultant) have revised the design of the bridge. The proposed structure will have 12 foot lanes and 2 foot shoulders, giving a proposed structure width of 28 feet. The acceptability of this configuration is precisely due to the fact that the corridor project has been abandoned. That there are no planned projects in the foreseeable future gives the designer the necessary justification for design exceptions from the reviewing agency's (FHWA) standpoint.

The bridge appears narrow because it is narrow. The current width is 23 feet or two 11.5 foot lanes. This provides zero shy distance [1] for vehicles. The lack of a shy distance increases the potential for head-on collisions as drivers move away from the bridge parapets and toward the center of the road and opposing traffic. While this situation may slow people down, it does so at the expense of safety; this in direct conflict with the concerns of those opposed to the project. Inspection reports for the bridge indicate advanced scour along the abutments. The scour has exposed the vertical face of the footings and cause erosion of the embankment.

[1] Shy distance is defined as the distance from the edge of the traveled way beyond which a roadside object will not be perceived as an obstacle by the typical driver to the extent that the driver will change the vehicle's placement or speed. Taken from AASHTO Roadside Design Guide.

Agency Response by Bucks County:

Bucks County believes the replacement of this structure is necessary and justified.

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MPMS# 69912 - River Road Bridge Over Tohickon Creek

Response to: A.17, A.18

Agency Response by PennDOT:

Thank you for your interest in the River Road over Tohickon Creek project. During the preliminary stages of design it was determined that the River Road bridge is a contributing element to the Point Pleasant Pike historic district and, as such, the proposed replacement of the bridge would cause an adverse effect. To mitigate this adverse effect the Section 106 process was started to gather input from consulting parties. The initial Section 106 Consulting Party meeting was held on September 19th, 2007. A second meeting was held on October 14th, 2008. As a result of these meetings a Memorandum of Agreement (MOA) was drafted and subsequently signed by all necessary parties. The stipulations of this agreement have been made a part of the final design of the structure and include the following:

A. PennDOT shall ensure that the proposed bridge will be constructed in such a way as to be in keeping with the historic surroundings and, to the greatest extent possible, minimize physical and visual effects to the Point Pleasant Historic District. These design features will include at a minimum: 1) constructing a true, two arch precast concrete bridge with a vertical crest profile (humpback design) nearly identical to the existing bridge; 2) replacing the bridge on nearly the existing alignment; 3) using sympathetic materials and designs which will include saving existing masonry stone walls to the extent possible and using form liners that will mimic the look of the existing masonry stone wing walls and retaining walls of the existing bridge; 4) installing an open barrier on the bridge so drivers have a view of Tohickon Creek; 5) constructing a sidewalk adjacent to the south-bound travel lane; and 6) installing the existing bridge plaque on the replacement bridge. Should the plans change during final design, PennDOT shall consult with the SHPO and the consulting parties on the proposed design changes.

B. PennDOT shall ensure that a one lane temporary bridge will be constructed and maintained to provide access during construction.

C. PennDOT shall ensure that the construction contract includes a provision for archaeology monitoring during excavation/grading activities on the northeast quadrant of the bridge so as to recover any additional argillite artifacts and to determine whether intact subsurface deposits are present within the project area. A summary report will be provided to the FHWA and SHPO.

An archaeological field assessment and finding was submitted to District archaeology staff by the design consultant and subsequently submitted to PHMC for concurrence. On November 1st, 2007 PHMC concurred with the districts finding that activities related to this project would have no significant effect on archaeological resources.

At this time in the project development process all Section 106 coordination is complete and the design team is moving ahead to obtain final clearance on NEPA documents ahead of the let date which is currently scheduled for the winter of 2012.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 80056 - Mill Road Bridge Over Neshaminy Creek

Response to: A.19

Agency Response by PennDOT:

This bridge is not eligible for the Register. The Section 106 process has been completed.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

MPMS# 86860 - PA 611 Bridge Over Cooks Creek

Response to: A.20

Agency Response by PennDOT:

The Department is currently in the process of collecting data, analyzing information, and preparing the environmental evaluations for the project. Part of the process includes historic and archeological evaluations along with associated coordination.

Agency Response by Bucks County:

Bucks County will work with PennDOT to ensure that any historic issues are addressed during project design.

Agency Responses

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MPMS# 88083 - Stoopville Road Improvements - Phase 2

Response to: A.21, A.22

Agency Response by DVRPC:

The Stoopville Road Improvements Phase 2 project description listed in MPMS #88083 of the Draft 2013 TIP erroneously reflects Phase 1 work items of the Stoopville Road Improvements, which have already been completed. The project description will be corrected to reflect Phase 2 which has three components and is an exempt Air Quality project with a code of R1. The description will be updated and will reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. The Phase 2 project is not funded with ARRA (stimulus) funds, and ARRA funds were not misdirected. The ARRA funds were used for Phase 1 improvements which have been completed. Phase 2 is to be funded with a combination of earmarks and other federal highway funds, and is a project requested by the local municipalities which obtained the earmarks for that purpose. The 1988 DVRPC Newtown Township Traffic study referred to by the commentor is a 24 year old study that reflected issues at that time. There is no planned capacity adding, major 4 lane highway, "Northern Bypass" connector project between I-95 and I-78. A project of this nature would need to be included on DVRPC's long range plan in order for it to advance and no such project is included in the current Connections Plan or any of the immediately preceding long-range plans. The referenced map from the 2006 Congestion Management Process (CMP) Executive Summary does not depict a "North/South expressway". The referenced area is in fact an "Emerging/Regionally Significant Corridor," as classified by the CMP. These are areas where low-cost, proactive strategies are considered an especially good investment in the future of the region. Furthermore, the 2006 CMP has been superseded by updates in 2009 and 2011. For the most recent CMP, please see www.dvrpc.org/CongestionManagement. The CMP provides information to help prioritize investment in the transportation system within Congested Corridors first, then in the Emerging/Regionally Significant Corridors, and lastly in areas outside of any corridor. According to the CMP Procedures document, the purpose of emerging/regionally significant corridors is to preserve their function and character and to protect them from becoming congested corridors. Emerging/Regionally Significant corridors are places where the CMP's "Strategies Appropriate Everywhere" are recommended to be explored before other improvement options. Intersection Improvements of a Limited Scale (which include auxiliary turn lanes and minor intersection widening) is a Strategy Appropriate Everywhere in the CMP.

Agency Response by Bucks County:

Bucks County supports this project and will work with PennDOT and DVRPC to revise the project description.

Re-establishment of West Trenton (R3)/Newtown Line

Response to: A.23, A.219

Agency Response by SEPTA:

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

Agency Response by Bucks County:

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

Agency Responses

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MPMS# 14251 - Chandler Mill Road Bridge Over West Branch of Red Clay Creek

Response to: 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, A.38, A.39, A.40, A.41, A.42, A.43, A.44, A.45, A.46, A.47, A.48, A.49, A.50, A.51, A.52, A.53, A.54, A.55, A.56, A.57, A.58, A.59, A.60, A.61

Agency Response by PennDOT:

A Rehabilitation Feasibility Analysis will be done to determine if the structure can be rehabilitated to carry vehicular traffic and meet the project purpose and need. It is Chester County's decision as to whether a pedestrian only bridge will meet the transportation needs of the County. Since some design work has already been completed to study a vehicular bridge, a change in scope to a pedestrian only bridge might require the County to pay back FHWA for the cost of the design work that has already been completed.

Agency Response by Chester County:

A Rehabilitation Feasibility Analysis is being completed for the Chandler Mill Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."

MPMS# 14351 - Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek

Response to: A.62

Agency Response by Chester County:

The rehabilitation of Chester County Bridge #26 will not involve disturbance and/or restoration to the stream embankment of Big Elk Creek upstream and downstream of the bridge. All work for this project will be confined within the existing right of way and within the immediate vicinity of the bridge abutments. To protect the bridge abutments from scour and undermine, scour countermeasures will be installed in this location and matting/netting is not suitable for this purpose.

MPMS# 14354 - Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line

Response to: A.63

Agency Response by Chester County:

The Chester County Planning Commission supports completion of the Chestnut Street Bridge project and encourages all project partners to work together to expedite the design and permitting process.

MPMS# 14484 - PA 41 Study

Response to: A.64, A.65, A.66, A.67, 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.10

Agency Response by DVRPC:

The Study project description will be edited to reflect that other safety, operational, mobility, and infrastructure improvements may be advanced if the earmark funds are eligible for use.

Agency Response by Chester County:

Chester County Planning Commission supports the inclusion of Kennett Township in the TIP description because the corridor does touch the Township.

PennDOT and the Chester County Planning Commission are working with municipalities in the PA 41 Corridor project area to identify near term safety improvements that can be advanced to design and construction.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Safety, operational, mobility, and infrastructure improvements at priority locations on based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010)."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 14515 - PA 100, Shoen Road to Gordon Drive (02L)

Response to: A.135, A.136

Agency Response by PennDOT:

A Utility Phase will be proposed for the 2013 TIP as coordinated by DVRPC and PennDOT.

Agency Response by Chester County:

The Planning Commission fully supports programming funds for the utility phase on the TIP from the construction phase. This change will not impact fiscal constraint or other projects in the region.

MPMS# 14541 - US 1, Baltimore Pike Widening

Response to: A.137

Agency Response by PennDOT:

Based on the latest SR 1 (H02) Traffic Signal Plans (previously reviewed but not approved), northbound US 1 traffic will be able to a U-turn at the Greenwood Road intersection/jughandle. At all other intersections (signalized and unsignalized), U-turn movements will be prohibited due to the traffic signal phasing/operation, or the fact that there will be 3 lanes going southbound.

MPMS# 15385 - US 202, Section 100 (ES1) - Design

Response to: A.138

Agency Response by DVRPC:

MPMS# 15385 will not be advancing. Two small breakout projects have been identified. See MPMS# 95429 and MPMS# 95430.

Agency Response by Chester County:

An evaluation of historic resources will be conducted in the preliminary engineering stage of this project.

MPMS# 57684 - PA 82 Bicycle/Pedestrian Trail

Response to: A.139, A.140

Agency Response by Chester County:

The purpose of this project is to improve safety for bicyclists and pedestrians by providing a dedicated on-road bike lane to link residential areas with schools and the village of Unionville. Providing a safe network of bicycle and pedestrian links to key destinations is consistent with Chester County's Comprehensive Plan, Landscapes2.

MPMS# 77476 - Kennett Pike Bikeway

Response to: A.141

Agency Response by DVRPC:

Thank you

MPMS# 80101 - PA 52, Wawaset/Unionville Road South Roundabout

Response to: A.142, A.143, A.144

Agency Response by DVRPC:

Thank you

MPMS# 84884 - US 30, Coatesville Downingtown Bypass (CWR-Western Section)

Response to: A.145, A.146, A.147, A.148, A.149, A.150, A.151, A.152, A.153, A.154, A.155, A.156, A.157, A.158, A.159, A.160

Agency Response by Chester County:

The Chester County Planning Commission supports reconstruction and interchange improvements for US 30 Coatesville Downingtown Bypass, including the completion of the Airport Rd. Interchange. As stated in the Landscapes2, the Chester County Planning Commission supports a "systems approach" to transportation planning. Although the Planning Commission supports expediting the project and improvements to the Airport Rd. Interchange, they should be planned in coordination with improvements to the US 30 Bypass and Airport Rd. Additionally, the completion of the Airport Rd. Interchange would support access to the Chester County Airport, which is a reliever airport for the region. The Chester County Planning Commission encourages further coordination between the many project partners to advance planning for the Airport Rd. Interchange completion.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 86064 - Hadfield Road Bridge Over Beaver Creek (CB #244)

Response to: A.161, A.162, A.163

Agency Response by PennDOT:

A study is currently being conducted to determine if a historic district exists in the area of the bridge and if the bridge contributes to it.

Agency Response by Chester County:

PennDOT is reviewing local documentation of a historic district near the Hadfield Rd. Bridge. The bridge design process is on hold until it has been determined whether the bridge is a contributing element of the historic district.

MPMS# 86696 - Watermark Road Bridge Over Muddy Run (CB #21)

Response to: A.164, A.165, A.166, A.167

Agency Response by PennDOT:

A study is currently being conducted to determine if rehabilitation of the structure is economically feasible.

Agency Response by Chester County:

A study is being completed for the Watermark Bridge project to investigate the options of rehabilitating or replacing the bridge. The analysis will determine which options are prudent and feasible. At this time, it has not been determined whether the bridge will be rehabilitated or replaced.

The Chester County Planning Commission supports revision of the FY2013 TIP project description to reflect the current status of the project. The revised TIP description should state: "Replace or rehabilitate the Watermark Rd. Bridge over Muddy Run in Upper Oxford Township. This County owned bridge (#21) is structurally deficient, functionally obsolete, and posted for 10 tons. This bridge was included on the Bridge Bill (1988, Act 23, pg 67, ID LBVVVV) and is eligible for state bridge funding. BMS number is 15701503200021."

MPMS# 92406 - Battle Path Multi-Municipal Feasibility Study (PCTI) - Round 2

Response to: A.168

Agency Response by PennDOT:

MPMS# 92406 has been cancelled.

MPMS# 92733 - Downingtown Pike over East Branch Brandywine (Bridge)

Response to: A.169

Agency Response by Chester County:

The Chester County Planning Commission fully supports accommodating bicyclists and pedestrians as part of the bridge rehabilitation or replacement.

The Chester County Planning Commission supports the addition of the following text to the FY2013 TIP project description: "Downingtown Pike (US 322) is the Bicycle PA Route L and is part of the Chester County Planning Commission's recommended bikeway network. The bridge provides a critical connection for bicyclists and pedestrians between the growth centers of West Chester and Downingtown and the needs of bicyclists and pedestrians will be considered as part of this bridge project."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Support for restoration of rail service to West Chester

Response to: A.170

Agency Response by SEPTA:

SEPTA understands the Borough of West Chester's interest in expanding transit service. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

Agency Response by Chester County:

The Chester County Planning Commission supports the expansion of public transportation services in the County and region. Extension of regional rail service on the SEPTA Media-Elwyn Line between Elwyn and Wawa is a necessary first step towards the potential future rail extension to West Chester. However, the Elwyn to Wawa Extension is listed on SEPTA's Illustrative Unfunded List included in the Draft FY2013 TIP. Additional funds are needed for transit capital improvements to advance the Elwyn to Wawa Extension construction. Additionally, the extension of regional rail service from Wawa to West Chester is not included in Connections 2035, the region's Long-Range Plan. The Long-Range Plan is the basis for the TIP and major regional transit projects, such as regional rail extensions, must be included in the Long-Range Plan before being programmed on the TIP. DVRPC updates the Long-Range Plan every four years and will be soliciting public input for the update over the next two years.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

The description for this project will be revised to better detail the Local Bridge Program, potential for use on other phases besides construction, and specifically selected Retro-Reimbursement Bridge projects.

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The Ruth Bennett House sub-contract improvements without Let Dates reflect work not subject to being Let via PennDOT's standard process.

Funds need to show in the FY2013 TIP for conversion of funds provided through the Advance Construct process.

The Commodore Barry Bridge project will be moved from DVRPC's transit program to the highway program.

Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 14747 - US 322 Final Design

Response to: A.171, A.172

Agency Response by DVRPC:

US 322 project descriptions will be updated to reflect changes in design such as inclusion of grassy medians. The FY17 FD funds will be removed from this project due to a May2012 TIP Action to add final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the Final FY2013 TIP.

Connections – The Regional Plan for a Sustainable Future includes a target of reducing greenhouse gas emissions by 50% by 2035. Transportation is just one part of the strategy to reduce emissions and the plan does encourage more compact and mixed-use development patterns, less driving, and limiting expansion of the highway system to help meet the target to reduce greenhouse gas emissions. However, there also needs to be reductions from many other sources, such as power plants, that are beyond the scope of the Connections Plan. The Connections Plan does envision select cases where additional capacity is warranted to meet critical Plan goals, such as reducing congestion, improving safety, improving mobility, fostering economic development, or enhancing access to regional centers such as Chester and Newtown. The Plan sets out a hierarchy for roadway investments that prioritizes rebuilding the region's infrastructure, then improving the operation of the region's highway network, and as a third option, expanding the system through select, appropriate capacity enhancements. The region's federally-mandated and reviewed Congestion Management Process identifies those facilities in the region where additional capacity is warranted.

US 322 is a key route in Delaware County that connects Interstate 95 and US Route 1 and provides access to and from important regional destinations such as the city of Chester, Commodore Barry Bridge, and Philadelphia International Airport. The proposed improvements on US 322 are intended to address identified safety, congestion, and mobility concerns. Similarly, the addition of a left-turn lane at one intersection and a traffic light at another intersection along Newtown-Yardley Road are meant to address congestion and safety issues related to the immediate land use at this location, which include a significant amount of existing residential and commercial development and the Newtown Bypass. The proposed improvements to US 322 and the intersection improvements along Newtown-Yardley Road are consistent with both the Congestion Management Process and regional long-range plan.

The TIP description is being updated to include the following: "Project CMP (Congestion Management Process) commitments include strategies such as improvements for transit users, bicyclists, pedestrians, and drivers on the existing road network (operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project."

Agency Response by PennDOT:

All side roads that directly intersect SR 0322 will include crosswalks across the side road to accommodate pedestrians and bicyclists. Warning signage will be included at all crossings clearly identifying the location of these crossings to motorists.

1.The travel demand on the existing SR 0322 exceeds the current roadway capacity which promotes excessive idling and detouring of traffic along longer, narrower routes, resulting in greater than necessary GHG and VMT. During field visits as part of the design process, the design team has experienced greater than 15 minutes of delays during peak periods due to SR 0322's inability to handle the demand on the corridor. The proposed SR 0322 widening project will provide the needed capacity to meet the existing and projected demand for the corridor. It will promote more efficient traffic patterns and less idling through an uncongested corridor. In addition, an efficient, under-capacity SR 0322 corridor will reduce congestion along other local corridors thus reducing GHG and VMT due to traffic that currently circumvents the corridor.

2.The typical section of SR 0322 does not include a median barrier along the corridor as part of the Smart Transportation adjustments made in 2009. The new design of SR 0322 incorporates a 16-foot wide median with a grass strip encompassing 10 feet of that width. This promotes a boulevard-style road which improves upon the previous freeway-style typical section. Jughandles have been removed as part of this project and replaced with turning lanes to minimize the project's footprint on adjacent property owners, further promoting a boulevard-style design. Approximately two (2) miles of sidewalk, six (6) signalized intersections with crosswalks crossing SR 0322 and numerous bus stops will be installed as part of this project to promote multimodal traffic along the corridor and improve safety through controlled access points for pedestrians and bicyclists. SR 0322 crossings are identified below:

- a.SR 0322 & SR 0001
- b.SR 0322 & Station Road/Fellowship Drive
- c.SR 0322 & Mattson Road/Featherbed Lane
- d.SR 0322 & Creek Parkway
- e.SR 0322 & Chelsea Parkway
- f.SR 0322 & Cherry Tree Road/Bethel Road

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 15251 - US 1, Baltimore Pike Interchange Improvements

Response to: A.173

Agency Response by PennDOT:

The project description is brief as the proposed undertaking has not been established. Please be advised that it is PennDOT policy to consider the pedestrian and bicycle needs during the project development process.

MPMS# 87940 - Pedestrian and School Children Safety (TCSP)

Response to: A.174

Agency Response by PennDOT:

Marple Township has indicated that they have no plans to use the TCSP funds.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

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Agency Response by SEPTA:

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SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 16214 - PA 611, Old York Road Over SEPTA R3

Response to: A.176

Agency Response by PennDOT:

The lane configuration would not change, although the outside and center-turning lanes would be widened from 11 feet to 13 feet. This might slightly increase speeds. Also, PennDOT will be constructing wider sidewalks. Lastly, the construction will be done in (2) phases, which will bring the to-be-expected backups.

Agency Response by Montgomery County:

Traffic flow will not change as the existing four lane bridge will be replaced in kind with 4 lanes. However, the sidewalks will be widened on both sides and protected by barriers on the bridge.

MPMS# 16334 - PA 73, Church Road Intersection and Signal Improvements

Response to: A.177, A.178, A.179, A.180, A.181, A.182, A.183, A.184

Agency Response by PennDOT:

The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. The traffic signal equipment will be completely replaced and upgraded. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with how much additional right-of-way would be required.

PennDOT defers to SEPTA as the regional transit agency, and Montgomery County Planning, regarding proposed improvements to the transit system.

A context sensitive solution is proposed including replicating the deteriorating stone walls adjacent to the Curtis Arboretum and the Rabbinical College. PennDOT is also working with the Curtis Arboretum to plan for long-term and sustainable enhancements of the historic landscape, especially the trees. The result will be a permanent preservation of the community character. The intersection experiences a much higher than average crash rate. Improvements will reduce the severity and frequency of the crashes. The project is located in a well-established area. No additional through lanes are planned. Traffic increases are not typical as a result of safety improvements and congestion reduction. Due to the curve on Church Road and the traffic signals at Greenwood Avenue and Rices Mill Road increases in vehicle speeds are unlikely. The existing sidewalks/crosswalks at Rices Mill Road will be maintained and ADA compliant curb ramps provided. Additional sidewalks can be considered but Cheltenham would need to be supportive and the benefits would need to be weighed with the impacts to the arboretum, Rabbinical College and how much additional right-of-way would be required.

Agency Response by Montgomery County:

Cheltenham Twp and Montgomery County have long supported and pursued the need to add turn lanes at this heavily congested intersection. The project has been "right-sized" to address the context of the surrounding land uses and still meet the purpose and need for the project. The county has long recognized that our first ring communities are unique and only strategic investments in our transportation system are targeted there. This intersection is one of those strategic investments which are important for a quality of life for county residents and businesses and for the county and township to remain competitive with its neighbors.

MPMS# 57865 - Edge Hill Road Reconstruction

Response to: A.185

Agency Response by PennDOT:

This project was cleared for archaeological resources in accordance with the Federal regulations that apply. The Pennsylvania Department of Transportation prepared a Stipulation D form concluding that no historic resources would be impacted by the project. The PA Historical and Museum Commission concurred. This may have been based on the fact that the study area has been disturbed from previous roadway and utility construction, construction of the former rail lines, and the residential construction. We do not anticipate our limit of disturbance/grading to extend into undisturbed areas.

This battle is more commonly referred to as the Battle of Whitemarsh. There is an existing plaque posted at the western edge of our study area. Archaeological monitoring may be performed during construction if deemed appropriate. This issue warrants further review and coordination with the Department of Transportation and the PA Historical and Museum Commission.

Agency Response by Montgomery County:

Montgomery County concurs with PennDOT's assessment.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'

MPMS #84642 Jenkintown Platform and Garage Project

MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements

MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges

MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals

MPMS #90528 Infrastructure Safety and Renewal Program – Power

MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 89715 - US 422, Sanatoga Interchange Ramp Improvements

Response to: A.187

Agency Response by PennDOT:

\$400,000 Local for PE in FY13 for MPMS# 89715 - US 422 Sanatoga Interchange Ramp Improvements will be added to the TIP.

Agency Response by Montgomery County:

The project was added to the FY 2011 TIP with engineering as locally funded. However, after an initial kick-off meeting with a Penndot project manager and other staff, there was apparently no further activity or meetings with Penndot on the project. Thus no project milestones were attached to the MPMS record and it was classified as inactive in the system when the development of the FY 2013 TIP began.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Request Additional funding for new projects

Response to: A.188

Agency Response by Philadelphia:

Two recent federally funded projects directly impact the 52nd and Lancaster intersection. The Lancaster Avenue Signal Improvement Project (MPMS 57898) was recently completed and upgraded and interconnected all of the traffic signals between City Avenue and 52nd Street. At 52nd and Lancaster, a left turn phase for traffic traveling northbound on 52nd Street and turning onto Lancaster Avenue was added, thus improving traffic flow and safety at this intersection. 48th Street was not interconnected as part of this project, as it was previously interconnected as part of a SEPTA project in the 2000's. MPMS 17829, 52nd Streetscape, included curb realignment and other streetscape improvements at the 52nd and Lancaster Avenue intersection which realigned curbs and improved pedestrian safety.

Additionally, the City of Philadelphia is currently in the process of implementing a Traffic Operations Center which will centralize traffic control and Intelligent Transportation Systems throughout the City of Philadelphia. Once implemented the City will be able to actively monitor, modify, and control traffic signals at key intersections; monitor the performance of the City's traffic signal system; develop and implement new timing patterns and new signal progressions to improve the operational performance of the City's road network; monitor daily flows to better understand and be able to respond to varying daily demands on the City's road network and begin to communicate incidents and crashes to emergency responders in a more timely fashion. Because both intersections at 48th Street and 52nd have already been interconnected, they will be tied into the TOC operations.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

Sunnyside Road Bridge - Select Retro-Reimbursement Bridge projects approved by the region may be funded by the Local Bridge Program MPMS #95447. No projects have yet been approved for retro-reimbursement, but this project will be considered.

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Agency Response by SEPTA:

SEPTA recognizes the importance of the Elwyn to Wawa rail service restoration project to the County and our customers. The lack of adequate capital funding has limited the number of projects the Authority can advance.

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Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many capital initiatives, such as the Elwyn to Wawa service restoration, will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

SEPTA concurs that the description of MPMS# 60611 should be revised as follows: In the 2nd paragraph of the description, change "Customer" to "Customized."

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to: A.192, A.193, A.194, A.223

Agency Response by SEPTA:

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

Agency Response by Bucks County:

Bucks County has participated in the development of this important project and believes the cost is justified.

MPMS# 60651 - Substation Improvement Program

Response to: A.195, A.224

Agency Response by SEPTA:

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

SEPTA continues to pursue an aggressive maintenance and repair program to keep substations operational, including initiatives included in the Infrastructure Safety and Renewal Program (MPMS# 90497), until funds become available for major substation rehabilitation and replacement projects. SEPTA continues to apply for competitive grant funds to advance substation rehabilitation and replacement projects.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

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MPMS #90528 Infrastructure Safety and Renewal Program – Power
MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 87176 - 69th Street Intermodal Parking Garage

Response to: A.217, A.218, A.232, A.233

Agency Response by DVRPC:

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

Agency Response by SEPTA:

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Re-establishment of West Trenton (R3)/Newtown Line

Response to: A.23, A.219

Agency Response by SEPTA:

SEPTA does not have plans to reinstate regional rail service on the Fox Chase-Newtown branch for the foreseeable future. Therefore, this project is not included in the Fiscal Year 2013-2016 TIP, or Regional Long Range Plan, nor is it included in SEPTA's FY 2013 Capital Budget and FY 2013-2024 Year Capital Program.

Agency Response by Bucks County:

Bucks County supports the Newtown Line as a public transportation corridor when such time it is deemed feasible and cost effective. Unfortunately, recent studies indicate that reactivation of public transportation along this corridor is not cost effective at this point.

Technical Corrections

Response to: B.239, B.240, B.241, B.242

Agency Response by DVRPC:

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Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Bridge Project Descriptions

Response to: A.220

Agency Response by DVRPC:

Without NEPA clearance, an alternative is not official. FHWA has asked that the TIP descriptions reflect this uncertainty in project descriptions and DVRPC will be working with PennDOT to revise bridge project descriptions accordingly.

Complaint about how the Comment Period reaches the public

Response to: A.175

Agency Response by DVRPC:

The Draft TIP document was made available for public review during a 30-day period which ended on June 1, 2012. Legal notices explaining the public comment process were published in the Inquirer, Courier, The Gloucester County Times, Al Dia, and the Philadelphia Tribune. Media releases were issued prior to the start of the public comment period, and the Public Comment Period was promoted on DVRPC's homepage, www.dvrpc.org. Notices were also sent to over 8,500 individuals, organizations, and DVRPC affiliated groups. All TIP related documents were published on the Internet and copies were placed at major public libraries in Pennsylvania, and printed documents were distributed to many stakeholders. DVRPC held a public meeting in its offices to give the public the opportunity to verbally present comments about the process and projects to state, county, transit, and DVRPC staff. DVRPC's website played a vital part in our public outreach effort. A web-based public commenting application at <http://www.dvrpc.org/tip/> was available to make it convenient for the public with internet access to send comments directly to DVRPC about the program, and there is also a special e-mail address to use: tip-plan-comments@dvrpc.org. The Draft TIP document and other related documents were placed on our website along with dates and locations of the public meetings, locations of libraries where the document is displayed, general information about the TIP and how it was developed, in addition to all the project listings and financial information.

MPMS# 48201 - DVRPC Competitive CMAQ Program

Response to: A.221

Agency Response by DVRPC:

Project selections that result from the DVRPC Competitive CMAQ Program are reviewed and approved by the DVRPC Board and are subject to the same public comment process as any other TIP Amendment as the action results in adding new projects to the TIP. When projects are proposed for selection the action will appear on the DVRPC Board agenda with access to information provided via DVRPC's on-line public commenting tool so you will have opportunity to comment on them once identified. The Funds in the Draft TIP provide funding to undertake the selection process, but not to formally approve the selection of projects. Very specific criteria are used for evaluating projects.

MPMS# 60557 - System Improvements

Response to: A.189, A.190, A.191, A.222

Agency Response by SEPTA:

The City of Philadelphia applied for and received competitive grant funds from the U.S. Department of Transportation's TIGER III program to implement Transit Signal Priority Upgrade projects. By participating as a project partner and contributing part of the local matching funds, SEPTA helped the City secure \$10 million in new federal funds for the Philadelphia region that will benefit the entire regional transportation network. By upgrading traffic signal technology at intersections, the City's projects will improve the flow of all traffic, including transit. Refer to MPMS numbers 95450, 95451 and 95452 in the Highway TIP for additional information.

Agency Response by Bucks County:

Bucks County supports these projects as they will enable SEPTA to provide needed improvements to its system.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 60611 - Fare Collection System/New Payment Technologies

Response to: A.192, A.193, A.194, A.223

Agency Response by SEPTA:

As shown in the Fiscal Year 2013 TIP, the New Payment Technologies total project cost is currently \$228.8 million. This total project cost is consistent with SEPTA's Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program, approved by SEPTA's Board of Directors on May 24, 2012.

On November 17, 2011, SEPTA's Board of Directors awarded a contract to ACS Transport Solutions Group for the installation of a modernized fare system under the New Payment Technologies (NPT) program. SEPTA is financing the New Payment Technologies project using a low-cost, construction-like loan in the amount of \$175 million under the guidelines of the U.S. Immigrant Investor Program. The current total project cost (\$228.8 million) also includes anticipated interest payments on the loan along with the construction of necessary companion projects listed in the TIP description.

Agency Response by Bucks County:

Bucks County has participated in the development of this important project and believes the cost is justified.

MPMS# 60651 - Substation Improvement Program

Response to: A.195, A.224

Agency Response by SEPTA:

SEPTA agrees that the Substation Improvement Program represents a critical need, and appreciates public concern regarding current funding constraints.

The future level of federal funding for transit is uncertain. Congress has extended the federal transportation program through June 30, 2012 at current funding levels, but there is no agreement on a longer-term, predictable funding package. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds). Projects programmed at the current level of capital funding are those for which SEPTA has financial obligations to pay, have contracts currently awarded, are federally mandated, safety-related, or are essential vehicle and infrastructure replacement and rehabilitation programs.

SEPTA continues to pursue an aggressive maintenance and repair program to keep substations operational, including initiatives included in the Infrastructure Safety and Renewal Program (MPMS# 90497), until funds become available for major substation rehabilitation and replacement projects. SEPTA continues to apply for competitive grant funds to advance substation rehabilitation and replacement projects.

Without long-term federal and state transportation legislation which provides funding at levels sufficient to address the Authority's state of good repair needs, many important capital initiatives will continue to be deferred. Please refer to the "Illustrative Unfunded Project Listing" for a list of SEPTA projects that have been deferred from the FY 2013 Transportation Improvement Program (TIP).

MPMS# 65109 - Transit Flex - SEPTA

Response to: A.225

Agency Response by SEPTA:

The provision of these Federal Highway funds to SEPTA is part of an agreement between the Commonwealth of Pennsylvania and the transit community during the enactment of Act 3 of 1997, that will continue to be flexed to transit agencies annually for capital projects under Act 44.

SEPTA has used the flex funds to purchase hybrid (diesel/electric) buses to replace its diesel fleet as part of the Bus Purchase Program (see MPMS# 90512). Both MPMS #65109 and MPMS #90512 are part of the Transportation Improvement Program (TIP) and are subject to the public comment guidance established therein. As with all its grantees, PennDOT exercises oversight over SEPTA's use of transit flex funds.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

MPMS# 84642 - Jenkintown Platform and Garage Project

Response to: A.186, A.196, A.197, A.198, A.199, A.200, A.201, A.202, A.203, A.204, A.205, A.206, A.207, A.208, A.209, A.210, A.211, A.212, A.213, A.214, A.215, A.216, A.226, A.227, A.228, A.229, A.230, A.231

Agency Response by DVRPC:

Due to a database error, seven (7) former SEPTA TIP project records using certain MPMS#'s that were used in the DVRPC FY 2011 TIP inadvertently appeared in the Draft DVRPC FY2013 TIP document. These records do not have funding in the current 4 year TIP (hence, no financial records) and do not belong in the program. DVRPC apologizes for this confusion. The following records will be removed from the final DVRPC FY 2013 TIP document:

MPMS #60286 SEPTA Bus Purchase Program – 40'

MPMS #84642 Jenkintown Platform and Garage Project

MPMS #84643 Malvern Station and Pedestrian Tunnel Improvements

MPMS #90509 Infrastructure Safety and Renewal Program – Building Bridges

MPMS #90515 Infrastructure Safety and Renewal Program – Communication and Signals

MPMS #90528 Infrastructure Safety and Renewal Program – Power

MPMS #92304 Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) – SEPTA

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

MPMS# 87176 - 69th Street Intermodal Parking Garage

Response to: A.217, A.218, A.232, A.233

Agency Response by DVRPC:

The Clean Air Act (CAA) Section 176 (c) establishes the requirement for the Transportation Conformity demonstration. This section of the CAA, further described in CFR Parts 51 and 93 requires that metropolitan transportation plans, metropolitan transportation improvement programs (TIPs) and Federal projects conform to the purpose of the State Implementation Plan (SIP). Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone.

The Transportation Conformity requirement detailed in CFR Parts 51 and 93 does not preclude federally funded transit or highway projects from causing an increase in local emissions but does limit those increases in emissions to below levels established by federal guidance or the SIP.

Furthermore, the Clean Air Act Section 108 identifies Transportation Control Measures as project types that are expected to improve regional air quality. MPMS 87176, the 69th Street Intermodal Parking Garage, provides additional parking at a fixed route transit station. As such this project could be considered "fringe and transportation corridor parking facilities serving multiple occupancy vehicle programs or transit service" which is explicitly defined as a TCM in the Clean Air Act.

DVRPC has demonstrated, through the Transportation Conformity process in conjunction with state and federal planning partners, that the FY 2013 Pennsylvania TIP and Connections Long-range Plan conform to the SIP and Final Conformity Guidance and therefore meet the requirements established by the Clean Air Act and relevant Federal regulations.

There is no validity to the statements made regarding the termination of DVRPC's Regional Citizens Committee nor those comments regarding changes to the Commission's public participation process.

Agency Response by SEPTA:

SEPTA acknowledges the public's concern regarding current fiscal constraints, which have resulted in the deferral of future phases of the 69th Street Intermodal Parking Garage project and most other station improvement projects until Fiscal Year 2023.

The goal of the 69th Street Intermodal Parking Garage project is to facilitate the use of public transportation and improve facilities for transit customers. The project was developed in cooperation with Delaware County, Upper Darby Township, elected officials, SEPTA, and the public. The project received federal earmark funds in Fiscal Year 2006, 2007, 2008 and 2009, and was subsequently included in the Fiscal Year 2009 and 2011 TIP documents.

The parking expansion program is only one part of a multi-faceted approach to foster ridership growth on SEPTA services. Increasing gasoline prices have contributed to an increase in SEPTA ridership. The 69th Street Transportation Center is a major intermodal hub serving 16 million transit riders annually, but the facility currently has only 182 SEPTA parking spaces.

Agency Responses

On the DVRPC Draft FY2013-2016 Transportation Improvement Program (TIP) for PA

Opposition to entire TIP

Response to: A.234, A.235, A.236

Agency Response by DVRPC:

As per recent correspondence from FTA (dated June 5, 2012, and attached at the end of this "Summary of Responses" document), DVRPC's Public Participation Plan provided a more than sufficient amount of time for public comment and met all federal requirements.

The public was given 30 days in which to comment on the PA TIP. The public comment period opened on May 3, 2012. All pertinent documents were posted online on the afternoon of May 2, 2012 and all materials were mailed on May 1, 2012. In order to assure public comment, we also accepted any comments received up to a week after the 30 day period.

Technical Difficulties with sending in public comment

Response to: A.237, A.238

Agency Response by DVRPC:

A technical problem resulted in your inability to submit a comment on MPMS #84642 (SEPTA's Jenkintown Platform and Garage), and DVRPC is working to correct this issue. In the meantime, please send your comment directly to Candy Sydner at DVRPC. Other commentors were able to submit regarding this MPMS#. Please note that this is one of the SEPTA project records that erroneously printed in the TIP document. There are no financial records, the project record should not have appeared in the document, and it will be removed from the program upon adoption.



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION III
Delaware, District of
Columbia, Maryland,
Pennsylvania, Virginia,
West Virginia

1760 Market Street
Suite 500
Philadelphia, PA 19103-4124
215-656-7100
215-656-7260 (fax)

Mr. John Scott
Pennsylvania Transit Expansion Coalition
P.O. Box 76
Southampton, PA 18966

JUN 5 2012

Dear Mr. Scott:

This is in response to your email of May 24, 2012 to Tony Cho of my staff, asking FTA to "revise your analysis" of the public comment period afforded by the Delaware Valley Regional Planning Commission (DVRPC) before its new Public Participation Plan (PPP) was adopted, as well as review your claim that your right to public comment had been infringed upon. Your email was in response to our May 23, 2012 letter to Mr. Jon Frey of PA-TEC.

23 CFR 450.316(a) requires that "A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO." There is no specific stipulation in Federal law under 23 CFR Part 450 that the public comment period begin the first business day after the publication of the PPP, nor is there any requirement for what time of day the plan must be published on the first day of the public comment period. Your citation of Pennsylvania administrative law does not apply to Federal regulations, and we cannot comment on State requirements.

Moreover, our regulations require that the public comment period of 45 days "shall be provided before the . . . plan is adopted by the MPO." Regardless of whether or not the public comment period should have started on January 30, the plan was not adopted by DVRPC until April 26, 2012, which totals 88 days from the date that the revised PPP was published. Furthermore, online commenting on all Board Actions for the April 26 meeting (including adoption of the revised PPP) was made available on April 16, 2012.

Although your March 15, 2012 comments on the PPP may have been placed in a separate category, they were still presented to the DVRPC Board for consideration, in addition to comments submitted by Mr. Frey of PA-TEC dated March 14, 2012, which were included with the other public comments on the PPP. Furthermore, we are aware that you and Mr. Frey attended the DVRPC Open House to discuss the revised PPP on February 15, 2012, and the DVRPC staff took note of your concerns. Finally, we are aware that with DVRPC Board permission, you gave comments directly to the DVRPC Board at the beginning of its April 26 meeting regarding the PPP. Based on this information, we disagree with your assertion that your "right to public comment on this plan has been infringed upon."

In response to your email of May 31, 2012, your assertion that "According to Federal law, the public is required to have 30 days minimum to comment on the proposed Transportation

Improvement Program (TIP)" is incorrect. There is nothing in 23 CFR Part 450 that mandates the time period that a draft TIP is available for public review.

Based on our review of the public process which DVRPC used to revise and adopt its new PPP, we find that DVPRC did not act in an arbitrary or capricious manner. DVRPC's decision to approve the revised PPP did not equate to your right to comment being infringed upon.

Based on our review of all the facts, you should consider this our final decision on this matter.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Brigid Hynes-Cherin', with a long horizontal flourish extending to the right.

Brigid Hynes-Cherin
Regional Administrator

cc: Barry Seymour, DVRPC
Ernest Blais, FHWA-NJ
Renee Sigel, FHWA-PA

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

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.

Snyder, Candy

From: Snyder, Candy
Sent: Tuesday, June 05, 2012 12:28 PM
To: 'olga.mchugh@gmail.com'
Cc: Schoonmaker, Elizabeth; Murphy, Richard; Meconi, Jane
Subject: RE: filtering of comments

Ms. McHugh:

On behalf of DVRPC, I want to apologize for any inconvenience regarding your submission of TIP public comments. DVRPC has no interest in filtering comments. We sincerely welcome your input regarding any project and are not sure what might have caused an issue with MPMS #84642. We are looking into the problem with our IT department.

If you are willing to re-issue your comments and send them to me directly at this email address, I would be glad to forward them to our TIP staff and will make sure that they are included in their entirety in the public comments that will be reviewed by our Board. Thank you and please contact me with any questions.

Candace Snyder
DVRPC
Director, Office of Communications and Public Affairs
Phone ... 215-238-2875
Fax ... 215-592-9125
Email ... csnyder@dvrpc.org
Follow us on Twitter ... www.twitter.com/DVRPC

From: TIP Plan Comments
Sent: Monday, June 04, 2012 4:21 PM
To: Snyder, Candy
Subject: FW: filtering of comments

From: Olga McHugh [<mailto:olga.mchugh@gmail.com>]
Sent: Friday, June 01, 2012 4:55 PM
To: TIP Plan Comments
Subject: filtering of comments

I object to your selection or filtering of comments. My Comments on TIP #s 65109, 48201, and 16334 all appeared to electronically register. However, my comments on # 84642 wll not register! I sincerely believe that this is being filterd out of your process.

Olga McHugh
Wyncote PA

Recommended Changes to the FY2013 – 2016 Draft TIP for Pennsylvania



Recommended Changes to Draft DVRPC FY2013 TIP for PA Board FINAL June 28, 2012

DVRPC Highway Projects to be Added to the FY2013 TIP

Montgomery	MPMS# 89715	US 422 Sanatoga Interchange Ramp Improvements	Add \$400,000 Local for PE in FY13.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

DVRPC Highway Projects to be Removed from the FY2013 TIP

Bucks	MPMS# 61682	Old Route 13 Improvement Project	Remove project from the TIP. Bristol Borough does not intend to move the project forward.
Delaware	MPMS# 87940	Pedestrian and School Children Safety (TCSP)	Remove project from the TIP. Marple Township does not intend to move the project forward.
Delaware	MPMS# 15185	Old Forge Road Over Rocky Run (CB #209)	Remove project from the TIP. Funds have been authorized and project has been Let. Move funds to Bridge Reserve Line Item MPMS# 79929.
Delaware	MPMS# 14747	US 322 Final Design	The FY17 final design funds will be removed from this project MPMS #14747 due to a May 2012 TIP Action to add remaining required final design funds in FY12, so that this design "parent" project will no longer be needed and will not appear in the final FY2013 TIP. The construction breakouts will continue to show.
Montgomery	MPMS# 15769	Limekiln Pike Bridge	Remove project it has been authorized/encumbered. Funds will be returned to the Bridge Reserve Line Item and Local Bridge Program.

DVRPC Transit Projects to be Added to the FY2013 TIP

Pottstown	TBD	Transportation Capital Improvements	Program \$245,000 over 4 years to enable PART to undertake select capital improvements accordingly: \$33,834 5307/\$50,000 1517/\$1,166 Local in FY13; \$58,002 5307/\$1,998 Local in FY14; \$53,185 5307/\$1,815 Local in FY15; \$45,000 1517 in FY16. Projects anticipated are non-revenue vehicles, farebox system upgrade, ITS improvements and facility improvements.
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DVRPC Transit Projects to be Removed from the FY2013 TIP

SEPTA	MPMS# 60286	SEPTA Bus Purchase Program - 40'	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84642	Jenkintown Platform and Garage Project	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 84643	Malvern Station and Pedestrian Tunnel Improvements	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90509	Infrastructure Safety and Renewal Program - Building and Bridges	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90515	Infrastructure Safety and Renewal Program - Communication and Signals	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 90528	Infrastructure Safety and Renewal Program - Power	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
SEPTA	MPMS# 92304	Compressed Natural Gas (CNG) Bus Purchase (TMA Bucks) - SEPTA	Remove this MPMS# from TIP. Project record printed in Draft FY2013 Program by mistake.
DRPA/PATCO	MPMS# 74840	Commodore Barry Bridge Security Improvements - DRPA	Transfer project from the Transit Program to the Highway Program.

DVRPC Highway Project Schedule Adjustments or Cost Restructuring

Philadelphia	MPMS# 73134	Gateway Revitalization/Torresdale Av Strscpe Im Pr	Increase the project FY13 CON phase by \$241,000 CMAQ to address the most recent cost estimate which includes additional ADA ramp upgrades. Draw \$241,000 CMAQ from MPMS# 84318.
Philadelphia	MPMS# 46958	Philadelphia Naval Shipyard Access	Change FY14 CON from \$8,096,000 SXF/\$2,024,000 Local to \$5,400,000 SXF/\$1,350,000 Local based on available DEMO funds.
Chester	MPMS# 14515	PA 100, Shoen Road to Gordon Drive (02L)	Reduce FY13 CON phase by \$100,000 and add a \$100,000 UTL phase in FY13. Reprogram as follows: FY13 CON \$4,680,000 NHS/\$1,170,000 581 funds, FY13 UTL \$80,000 NHS/\$20,000 581 funds.
Pottstown	MPMS# 59935	Capital Operating Assistance - Pottstown Area Rapid Transit (PART)	Reduce programming of the 4 year TIP period by a total of \$245,000 accordingly: Reduce 5307 by \$62,000 to \$688,000 in FY13; by \$62,000 to \$688,000 in FY14; by \$61,000 to \$689,000 in FY15; and by \$60,000 to \$690,000 in FY16. Funds are reduced in order to make \$245,000 available for a breakout Capital Improvements project (MPMS #TBD).
Various	MPMS# 66460	TE Project Engineering and Management - DVRPC	Adjust programming in accordance with DVRPC UPWP (Work Program) need for project management, resulting in a \$14,000 decrease. In FY13: increase CMAQ to \$112,000, decrease STE to \$322,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). In FY14: increase CMAQ to \$112,000, decrease 581 state to \$108,000 (\$28,000 + \$80,000). Adjust CMAQ (MPMS #84318), TE (MPMS #64984), and Highway MPMS #79927) Reserve Line items accordingly.
Delaware	MPMS# 87119	Nether Providence Township Sidewalks (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$65,000 SRTSF and remove \$65,000 SRTSF from the FY14 CON phase. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87099	Upper Gwynedd Township Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$180,000, FD in FY13 in the amount of \$20,000, and CON in FY14 in the amount of \$869,977. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Montgomery	MPMS# 87097	Pottstown Borough Improvements (SRTS) - Round 1	Add PE phase in FY13 in the amount of \$80,000, FD in FY13 in the amount of \$10,000, and CON in FY14 in the amount of \$135,000. Also revise the description to add "Any additional funds required to complete the project will be provided locally."
Bucks	MPMS# 90327	River Rd over Trib Delaware (Bridge)	Move project to Illustrative Unfunded List as construction is not scheduled until FY21, outside the four years of the TIP. This project will be addressed at the next TIP update.
Delaware	MPMS# 92808	Marshall Road over Cobbs Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Montgomery	MPMS# 16239	New Hanover Square Road Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 17407	Erie Avenue over Conrail Bridge	Move project to Illustrative Unfunded List as final design is not scheduled until FY17, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 75804	University Avenue over CSX Rail	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 81292	Frankford Avenue over Frankford Creek	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 69914	Fifth Street over Conrail	Move project to Illustrative Unfunded List as final design is not scheduled until FY19, outside the four years of the TIP. This project will be addressed at the next TIP update.
Philadelphia	MPMS# 92809	Roosevelt Boulevard Exit	Move project to Illustrative Unfunded List as preliminary engineering is not scheduled until FY18, outside the four years of the TIP. This project will be addressed at the next TIP update.
Various	Various	Various	Move funds from deleted projects into their appropriate Line Items.

DVRPC Transit Project Schedule Adjustments or Cost Restructuring			
SEPTA	MPMS# 60629	Job Access and Reverse Commute (JARC) and New Freedom	Reduce the FY13 PennDOT match according to an April 2012 TIP Action which reduced the FY13 PennDOT match for the program. Reprogram as follows: FY13 \$2,151,704 JARC/\$3,700,000 JARC-S.
Add New Fully Funded Projects Using Special Discretionary Funds			
Various	Various	Various as needed	Add new projects to the TIP that received specially earmarked DEMO or other discretionary funds from SAFETEA LU or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded with the existing DEMO and local match funding, with no additional federal or state transportation dollars, except for Toll Credit Match; The region's air quality conformity finding is not impacted because the project is exempt from analysis or is a signal system which can be included in subsequent analysis per the current regulation; the project is consistent with the DVRPC long range plan; the project is consistent with the DVRPC Congestion Mitigation Process.
Project Descriptions			
Delaware	MPMS# 14747, 69815, 69817, 69816	US 322	Edit US 322 project descriptions to indicate inclusion of landscaped median, jug handles, left turn lanes, and limited widening, in addition to other necessary revisions. Remove reference to MPMS #69818 in all construction breakouts as that MPMS# is no longer used for this project. See MPMS #'s 69815, 69816, and 69817 for construction breakouts for this project.
Chester	MPMS# 14251	Chandler Mill Road Bridge	Revise project description: "Replace or rehabilitate the Chandler Mill Road Bridge over the West Branch of the Red Clay Creek in Kennett Township. This County owned bridge (#236) is structurally deficient, functionally obsolete, and closed to traffic. The bridge is on the National Register of Historic Places and is part of the Chester County Planning Commission's recommended bikeway network."
Chester	MPMS# 14884	PA 41 Study	Revise project description: "Safety, operational, mobility, and infrastructure improvements at priority locations based on the PA 41 Corridor Revised Preliminary Alternatives Analysis (2010) may be identified and advanced if they are eligible improvements for the remaining earmarks."
Various	Various	General Bridges	Update description of projects that are still in PE to indicate that structure may be rehabilitated <u>or</u> replaced. Final alternative is not known until NEPA clearance occurs and FHWA has requested this edit.
Bucks	MPMS# 88083	Stoopville Road Improvements - Phase 2	Correct the description to reflect a pedestrian walkway along sections of Stoopville Road, widening the intersection at Highland Road to add operational improvements via a new 150' turn lane from South Bound Highland Road onto westbound 532 where there is an existing traffic signal, and widening the intersection at Durham Rd/PA 413 and Stoopville Road to add operational improvements by adding a new 200' turn lane from south bound Durham Road onto east bound Stoopville Road, including installation of a new traffic signal. Please see descriptive information provided by PennDOT which is attached to the Summary of Responses document.

Various	Various	Update descriptions of projects that are related to CMP	Edit descriptions of CMP projects to include location of CMP Commitment documents.
Bucks	MPMS# 64781	Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek	Update description to read: The project is to replace the structurally deficient simple span concrete adjacent box beam bridge carrying SR 2036 (Swamp Rd) over an unnamed tributary to Neshaminy Creek. 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. The proposed structure will be a single 35 foot span with a clear roadway width of 28 feet (12 foot lanes and 2 foot shoulders). Traffic will be maintained using a detour during construction.
Philadelphia	MPMS# 91837	City Wide Resurfacing (# 103B)	Change scope of project to reflect the following. The following streets have been removed from this package: Chestnut Hill Avenue: Seminole Street to Bethlehem Pike Seminole Street: Chestnut Hill Avenue to St. Martin's Lane St. Martin's Lane: Highland Avenue to Mermaid Lane Mermaid Lane: St Martin's Lane to McCallum Street McCallum Street: Mermaid Lane to Allens Lane St. Martin's Lane: Willow Grove Avenue to Mermaid Lane The following streets have been added to the resurfacing package: G Street: Hunting Park Avenue to Erie Avenue 54th Street: Upland Way to City Avenue
Technical Corrections			
Various	79927	Highway Reserve Line Item	Add 'STP' to end of title.
Various	82216	NHS Reserve Line Item	PennDOT shift \$162,000 NHS in FY13, and \$31,000 NHS in FY15 from MPMS# 79927 to MPMS# 82216 to come in line with DVRPC TIP database. DVRPC and PennDOT shift FY21 \$280,000 NHS, FY22 \$1,094,000 NHS, FY23 \$2,946,000 NHS, and FY24 \$37,382,000 NHS from MPMS# 79927 to MPMS# 82216.
Various	Various		Make technical corrections to the program as necessary, including project descriptions, limit corrections, title edits, AQ codes, and CMP codes.
IMP Program			

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) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- ***PROPOSED CONNECTIONS LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT***
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA
CONNECTIONS LONG-RANGE PLAN AMENDMENT
FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

Please join us for a public meeting and information session on the Draft FY 2013 TIP, the Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:

**Tuesday, May 15, 2012
DVRPC Conference Room
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106**

An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:

**Tuesday, May 22, 2012
Deptford Township Municipal Building
First Floor Conference Room
1011 Cooper Street
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/I-676, in the fiscally-constrained set of projects that are part of the Plan.

Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Copies of DVRPC's documents are available online at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents 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.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org. There is an online tool that can review or map individual projects in an interactive way at www.dvrpc.org/TIP. Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

Plan amendment: <http://www.dvrpc.org/Connections>

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.

Comments for the Draft TIP and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. 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. For more information please call (215) 238-2871.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2013 CAPITAL BUDGET

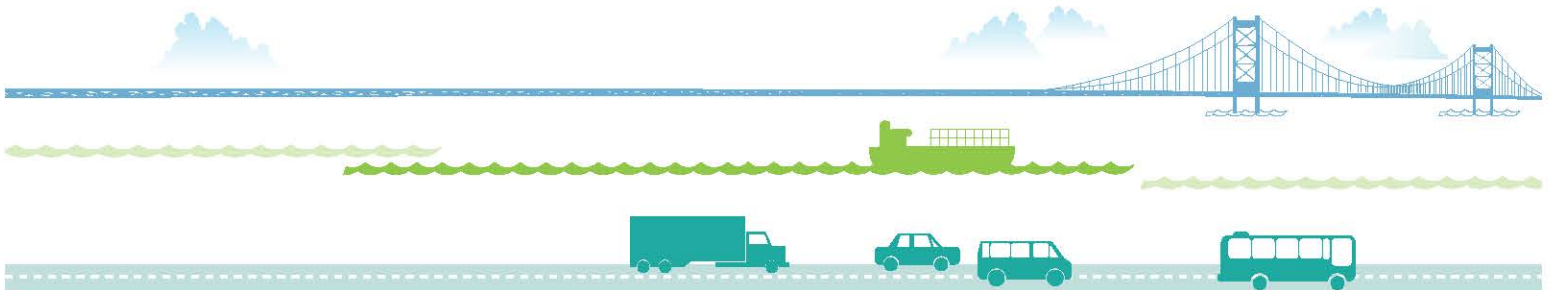
- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107 at 11:30 A.M. and 5:00 P.M., on April 11, 2012. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 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 2013 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. The federal Section 5307/5340 and Section 5309 Programs of Projects will be available at www.septa.org when they are finalized.
- 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. Persons wishing to file written comments should forward them to the Office of the General Manager, 10th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments can also be sent via E-mail to capbudget@septa.org. Comments must be received by April 11, 2012, so that they may be forwarded to the Hearing Examiner. Individuals in need of a sign language interpreter, please contact the Office of the

General Manager at the address listed above by March 27, 2012. Speakers for the morning and evening sessions must register by 12:30 P.M. and 5:30 P.M., respectively.

- III. On or about March 12, 2012, 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 Office of the General Manager at the address listed above.
- IV. Audio tape copies of the public hearing notice and summary of the proposed Fiscal Year 2013 Capital Budget and Fiscal Years 2013-2024 Capital Program will be made available for the visually impaired at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, Pennsylvania 19107. 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.

Highlights of the Draft TIP
FY 2013 Draft TIP for Pennsylvania
(FY 2013-2016)

★ **TIP** TRANSPORTATION
IMPROVEMENT PROGRAM



The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals, and the public with a common vision of making a great region even greater. Shaping the way we live, work, and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment, and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region — leading the way to a better future.



The symbol in our logo is adapted from the official

DVRPC seal and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for the findings and conclusions herein, which may not represent the official views or policies of the funding agencies.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related 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. For more information, please call (215) 238-2871.

Highlights for the Draft Delaware Valley Regional Planning Commission FY2013 TIP for Pennsylvania

The Draft Delaware Valley Regional Planning Commission FY2013 Transportation Improvement Program for Pennsylvania is available for public review. The Transportation Improvement Program (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 30 day review and comment period prior to recommending it for adoption. This year, the Public Comment period will begin on May 3, 2012, and will end on June 1, 2012. 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 (SAFETEA - LU) requires that DVRPC, as the MPO for the region, develop and update a 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. It is a multi-modal, four year program that shows estimated costs and schedules by project phase. Most importantly, the TIP is 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 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. SAFETEA-LU expired in September 2009. Until new legislation is passed, funds for transportation are made available through a process of "Continuing Resolutions," which extends SAFETEA-LU spending levels for a period of time.

Looming Issues

The DVRPC region has worked diligently to prepare a draft program which maintains a state of good repair and advances critical infrastructure projects. Unfortunately, due to severe funding limitations there are many projects which are not programmed for funding in the four year TIP period FY13-FY16, and these projects could advance sooner only if additional resources were made available to the region. However, in order to demonstrate a longer planning and programming horizon, to provide more realistic expectations and time-frames in which to expect advancement of projects with more realistic costs, and to indicate a certain level of commitment to projects which do not fit within the four year TIP, the Draft FY2013 TIP does show a financially constrained twelve year program from FY13-FY24 using assumptions of funding levels that are currently available.

Federal funding options for the future are unclear and there are innumerable challenges and uncertainties to address. SAFETEA-LU expired on September 30, 2009, and until a new bill is approved, the current system will have to operate on extensions via continuing resolutions. Congress has acted to extend the federal transportation program through June, 2012, at current funding levels, but there is no agreement on a longer-term, predictable funding package. The future level of funding is unknown, as are any potential changes to project eligibility or selection criteria. While a variety of funding options and policy initiatives have been proposed and discussed in Congress, at this point in time there is no long-term funding program in place.

State funding for transportation in Pennsylvania has continued to decrease over the last three years, while both operating and capital expenses increased dramatically. Fiscal Year 2013 is the third consecutive year of reduced capital funding due to a reduction in State Appropriation 916 funds (previously known as Act 44 funds).

Overall funding levels provided to the DVRPC region and documented in PennDOT's Financial Guidance show current highway funding levels are 30% lower than at the time of developing the FY2009 TIP for PA. SEPTA indicates that annual capital funding levels provided for the Draft FY2013 TIP for PA are the lowest since 1997.

SEPTA's programming for the first four years of the TIP (FY 2013-2016) is focused on funding financial obligations, commitments to contracts currently awarded, federal mandates, and safety-related or essential vehicle and infrastructure replacement and rehabilitation programs. Without adequate capital funding, SEPTA cannot advance essential projects such as substation and bridge rehabilitations until outer years of the TIP. SEPTA's substations are generally more than 80 years old, and many bridges are over 100 years old, but these important repairs have been deferred until FY 2018. Major station projects are being delayed until 2023. Funding is not available to ensure that SEPTA can continue to purchase hybrid (rather than diesel) vehicles.

Programming for highway projects in the DVRPC region within the first four years (FY13-FY16) is focused on "fix it first" road and bridge rehabilitation and reconstruction projects. Additional funds were provided to the region to advance the I-95/PA Turnpike Interchange completion project, but many projects that cannot be advanced at this time include medium and large scale, multi-year funded projects such as US 1 and US 422 rehabilitation, and new capacity projects such as a US 30 Bypass, in addition to a multitude of structurally deficient bridges located all over the region.

Program Summaries

The Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania contains approximately 385 projects, totaling more than \$3.7 billion for the phases to be advanced over the next four years, averaging \$925 million per year. Programmed funds include \$2.3 billion for projects primarily addressing the highway system and \$1.4 billion of transit projects for SEPTA, Pottstown Urban Transit, and the Delaware River Port Authority/PATCO (DRPA/PATCO). Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years in Pennsylvania and includes \$536 million provided to the region through the Pennsylvania Statewide Interstate Management Program (IMP).

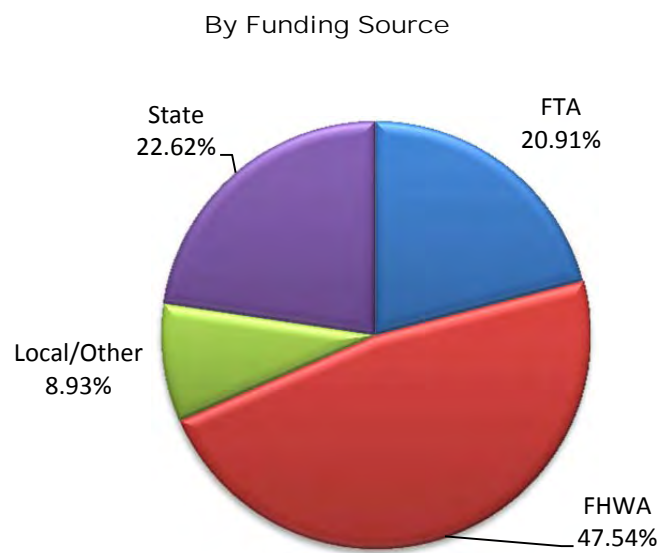
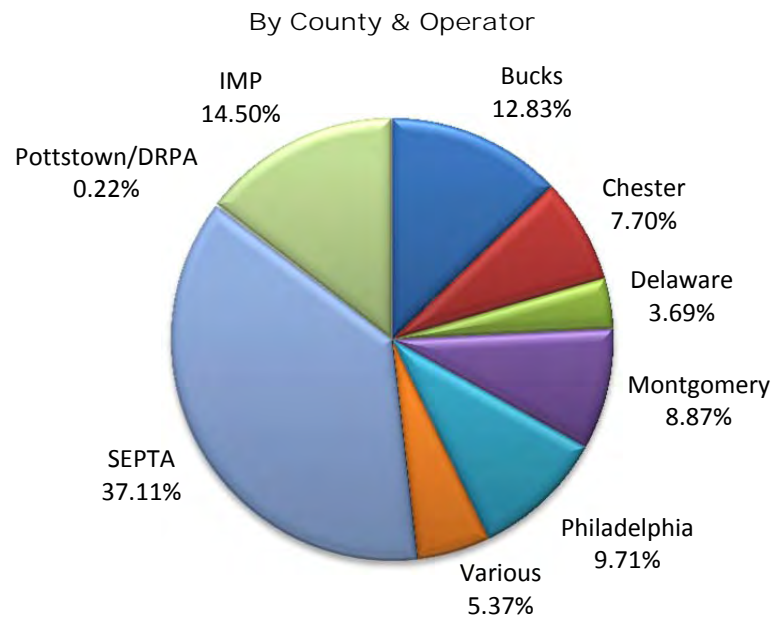
Table 1: TIP Cost Summary by County and Transit Operator, Pennsylvania
Subregion (\$000)

	FY2013	FY2014	FY2015	FY2016	Total
Highway Program					
Bucks	\$99,049	\$139,796	\$117,531	\$118,352	\$474,728
Chester	\$72,907	\$64,381	\$68,963	\$78,770	\$285,021
Delaware	\$33,717	\$32,669	\$45,659	\$24,369	\$136,414
Montgomery	\$74,532	\$57,884	\$67,892	\$112,576	\$312,884
Philadelphia	\$96,616	\$106,238	\$105,680	\$50,980	\$359,514
Various	\$50,832	\$48,423	\$47,666	\$51,669	\$198,590
-Interstate	\$222,558	\$191,687	\$107,429	\$149,480	\$536,622
Subtotal	\$650,211	\$641,078	\$560,820	\$451,664	\$2,303,773
Total Cost – 4 Year Highway Program					\$2,303,773
Transit Program					
SEPTA	\$343,293	\$343,345	\$343,398	\$343,453	\$1,373,489
DRPA/PATCO*	\$1,000	\$0	\$0	\$0	\$1,000
Montgomery	\$15,500	\$0	\$0	\$0	\$15,500
Pottstown	\$1,754	\$1,754	\$1,754	\$1,754	\$7,016
Subtotal	\$361,547	\$345,099	\$345,152	\$345,207	\$1,397,005
Total Cost – 4 Year Transit Program					\$1,397,055
Grand Total Cost – 4 Year Highway and Transit Program					\$3,700,828

Source: DVRPC, 2012

* See the FY2012 DVRPC TIP for NJ for the main program & projects for DRPA/PATCO.

Figure 1: Cost Summaries for the Pennsylvania Subregion (Highway and Transit Programs)



Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Bucks County

<p>12931 Worthington Mill Rd Br (Bridge) 13014 Clay Ridge Road Bridge Over Beaver Creek (CB #30) 13240 Old Bethlehem Road Bridge Over Kimples Creek 13242 Pineville Road Bridge Over Pidcock Creek 13248 Walnut Street Bridge Over Perkiomen Creek (CB #13) 13296 Rickert Road Bridge Over Morris Run Creek (CB #21) 13347 I-95, PA Turnpike Interchange (TPK)- STAGE 1 13377 Main St over SEPTA (Bridge) 13440 Allentown Road and PA 663 Bridges (2) Over Licking Creek 13606 Hulmeville Avenue Bridge Over Conrail 13607 Upper Ridge Road Bridge Over Unami Creek 13609 PA 313/US 202, East State Street to Mechanics Road Intersection Improvements 13635 Oxford Valley Road/Lincoln Highway Intersection Improvements 13716 Headquarters Road Bridge Over Tinicum Creek 13727 Bristol Road Intersection Improvements 17918 I-95, Transit Improvements/FLEX (Cornwells Heights) 47392 Route 13/Bristol Pike, PA 413 to Levittown Parkway Restoration 50633 PA 263, Old York Road Concrete Rehabilitation and Overlay 50634 County Line Road Restoration (M04)(3R) 57619 Route 313 Corridor Improvements 57624 Woodbourne Road/Lincoln Highway Intersection Improvements 57625 Route 232, Swamp Road Safety Improvements 57635 Quakertown Joint Closed Loop Signal System 57639 Newtown-Yardley Road Intersection Improvements 57641 Bustleton/Bridgetown Pike Closed Loop Signal System 61682 Old Route 13 Pedestrian Improvements (TE) 64779 County Line Road Widening 64781 Swamp Road/Pennswood Road Bridge Over Branch over Neshaminy Creek 65922 Route 13, East Coast Greenway Bke/Ped Bridge (North Phase 1 (TE) 69912 River Road Bridge Over Tohickon Creek 70218 Delaware Canal Pedestrian Tunnel 71159 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (TE) 72906 Afton Avenue Streetscape (HTSSRS) 74827 Delaware Canal Enhancement 77449 Route 13, East Coast Greenway Bicycle/Pedestrian Bridge (South) - Phase 2 (TE) 77455 Broad/Main/Front Streets Streetscape - Phase 3 (TE) 77456 Route 13, Redevelopment Project, Croydon (TE) 77468 PA 413, Langhorne Borough Streetscape - Phase I (HTSSRS) 77469 Doylestown Borough Safe Routes to School (TE) 78516 Bridge Replacement Brownsville Road 80056 Mill Road Bridge Over Neshaminy Creek 86860 PA 611 Bridge Over Cooks Creek 86923 PA 309, Sellersville Bypass, Resurfacing (PM1) 87088 Chalfont Pedestrian Facilities (SRTS) - Round 1 88083 Stoopville Road Improvements - Phase 2 90197 Tyburn Road Bridges (1) Over Amtrak/Conrail</p>	<p>90327 River Rd o/ Trib Delaware (Bridge) 92741 Main St o/Br Perkiomen Cr (Bridge) 95449 Lower Bucks County Waterfront</p>
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Draft DVRPC FY2013-2016 TIP PROJECTS FOR
PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Chester County

14134 West Bridge Street Bridge Over Amtrak
14236 Little Washington Road Bridge Over Culbertson Road
14251 Chandler Mill Road Bridge Over West Branch of Red Clay
Creek
14261 Church Road Bridge Over Valley Creek
14327 PA 926 Bridge Over Brandywine Creek
14351 Rudolph and Arthur Covered Bridge On Camp Bonsul
Road over Big Elk Creek
14354 Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line
14484 PA 41 Study
14515 PA 100, Shoen Road to Gordon Drive (02L)
14541 US 1, Baltimore Pike Widening
14675 Chester Valley Trail (Sec 2/3) - Phase 2
47979 Paoli Transportation Center Road Improvements
57659 French Creek Parkway - Phase 1
57664 Newark Road Intersection Improvements
57683 Old Gap/Newport Pike Bridge Over Valley Creek
57684 PA 82 Bicycle/Pedestrian Trail
59434 Schuylkill River Trail (Q20)
61690 Uwchlan Township Trails - Phase II
61885 Schuylkill River Trail (Q42)
64222 US 422 Expressway Reconstruction, Chester and
Montgomery (M1A)
64494 US 202, Swedesford Road to PA 29 (Section 320)
64498 US 202, Exton Bypass to Route 29 (Section 330-Mainline)
69647 US 322, Brandywine Creek Avenue Bridge Over
Brandywine Creek
69917 PA 41, Gap Newport Pike Bridge Over Valley Creek
69918 PA 41, Gap Newport Pike Bridge Over Officers Run
69919 PA 372, Lower Valley Road Bridge Over Officers Run
71195 Coatesville Train Station Rehabilitation (TE)
71197 Sadsburyville Village Enhancement Plan (HTSSRS)
71198 Park Road Trail (TE)
72910 Coatesville Third Avenue Train Station - Streetscape
(HTSSRS)
72911 Phoenixville Streetscape (HTSSRS)
72912 West Grove Community Streetscape (HTSSRS)
77457 Church Street Streetscape (TE)
77459 Phoenixville Streetscape (HTSSRS)
77476 Kennett Pike Bikeway
80042 PA 100, Corridor Safety Improvements
80049 Walker Road Bridge Over Trout Run Creek (Thompson
Bridge)
80050 Pusey Mill Road Bridge Over Big Elk Creek (Quimbry's
Bridge)
80101 PA 52, Wawaset/Unionville Road South Roundabout
81286 Creek Rd o/ E Brandywine (Bridge)
83710 Boot Road Extension Bridge Over Brandywine Creek
84410 US 202, Section 300 CMP Commitments (Transit)
84961 Yellow Springs Parking & Street Enhancement (TCSP)
85062 PA 252 Underpass/US 30 Intersection
86064 Hadfield Road Bridge Over Beaver Creek (CB #244)
86696 Watermark Road Bridge Over Muddy Run (CB #21)
86698 Osborne Road Bridge Over Beaver Creek
90612 Boot Road o/ Amtrak (Bridge)
92733 Dwnngtwn Pk o/EBr Brndywn (Bridge)
95430 US 202 at SR 926 Intersection Improvement

Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Delaware County

14747 US 322 Final Design	90478 Norris Street East Grade Crossing
14891 Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run	90480 Norris Street West Grade Crossing
15008 Folcroft Avenue Bridge Over Amtrak/SEPTA R2 Rail Line	90620 Townsend Avenue Grade Crossing
15183 Station Road Bridge Over Chester Creek (CB #234)	92315 Ruth Bennett Electrical
15185 Old Forge Road Over Rocky Run (CB #209)	92316 Ruth Bennett HVAC
15225 Ardmore Avenue Bridge Over SEPTA and Cobbs Creek	92317 Ruth Bennett Plumbing
15251 US 1, Baltimore Pike Interchange Improvements	92323 Wanamaker Ave o/ Darby Ck (Bridge)
15306 Sellers Avenue Bridge Over Amtrak and SEPTA R2 Rail Line	92323 Wanamaker Ave o/ Darby Ck (Bridge)
15345 PA 252, Providence Road Widening	92808 Marshall Rd o/ Cobbs Crk (Bridge)
15368 MANOA RD:BRG OVER CK (Bridge)	94909 Engle Street Grade Crossing
15406 PA 452, Market Street Bridge Over Amtrak/SEPTA R-2 Rail Line	95429 US 202 and US 1 Loops Roads
47147 3rd Street Dam Over Broomall Lake	
47992 New Road Over West Branch of Chester Creek (Crozierville Bridge)	
47993 7th Street Bridge Over Chester Creek	
48168 Baltimore Pike Signals	
50520 Nether Providence Sidewalks and Trail (TE)	
57757 Morton Avenue Intersection Improvements	
57770 Grant Avenue Bridge Over Muckinipates Creek	
57772 Convent Road Bridge Over Chester Creek (CB# 6)	
57773 Lloyd Street Bridge Over Amtrak/SEPTA R2 Rail Line	
57780 Rt. 322/Comm Barry Bridge/I-95 2nd St. Interchange	
64790 MacDade Boulevard Closed Loop Signal System	
64791 PA 420, Kedron Avenue	
65911 Marcus Hook Streetscape (TE)	
65914 Sharon Hill Train Station Rehabilitation (TE)	
69665 South Creek Road Bridge Over Brandywine Creek	
69815 US 322, Environmental Mitigation (MIT)	
69816 US 322, US 1 to Featherbed Lane (Section 101)	
69817 US 322, Featherbed Lane to I-95 (Section 102)	
70219 PA 291, East Coast Greenway	
70228 I-476, MacDade Boulevard Ramp Improvements	
70245 Chester City Access Improvements II	
71200 PA 291, East Coast Greenway/Industrial Heritage Highway (TE)	
71202 East Coast Greenway/Chester Riverfront Improvement Phase II (TE)	
72913 Chester Commercial Business District (HTSSRS)	
75800 College Avenue Bridge Over SEPTA Norristown High Speed Line	
77085 Ruth Bennett House	
77450 Lansdowne Gateway Park & Pedestrian/Bike Trail (TE)	
77460 Lincoln Avenue Renaissance Project (TE)	
77472 Knowles Avenue Sidewalk and Underpass (TE)	
80051 Rosemont Avenue Bridge Over Darby Creek (CB #73)	
86368 Mount Alverno Road Bridge Over Chester Creek (CB #9)	
86370 Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237)	
87109 Swarthmore Borough Pedestrian Access Upgrade (SRTS) - Round 1	
87119 Nether Providence Township Sidewalks (SRTS) - Round 1	
87120 Upper Darby Township Sidewalks (SRTS) - Round 1	
87940 Pedestrian and School Children Safety (TCSP)	
90473 Highland Avenue Grade Crossing	
90477 Flower Street Grade Crossing	

Draft DVRPC FY2013-2016 TIP PROJECTS FOR

PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Montgomery County

15769 Limekiln Pike Bridge Over Little Neshaminy Creek	72994 PA 263, York Road Hatboro Revitalization (HTSSRS)
15992 Rockland Avenue Bridge Over Amtrak's Harrisburg Line (Removal)	74807 North Broad Streetscape Improvements
16085 PA 29, Gravel Pike Bridge Over Hosensack Creek	74813 Ambler Pedestrian Sidewalk Improvements (TE)
16086 PA 29, Gravel Pike Bridge Over East Branch of Perkiomen Creek	74815 Upper Gwynedd Streetscape Improvements (TE)
16099 Camp Road Bridge Over East Branch of Perkiomen Creek	74817 PA 263, York Road Hatboro Revitalization (TE)
16150 Tookany Creek Parkway Bridge Over Tookany Creek (CB)	74937 Whitmarsh Township Street Improvements (TE)
16191 Elm Street Bridge Over Plymouth Creek	77462 Collegeville Main Street Revitalization - Phase 3 (HTSSRS)
16214 PA 611, Old York Road Over SEPTA R3	78736 E King St O/Manatawney Cr (Bridge)
16216 Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines	79863 Lafayette Street, Ford Street to Conshohocken Road Extension (MGP)
16239 NEW HANOVER SQ RD BR	79864 Lafayette Street, Barbados Street to Ford Street Widen (MGN)
16334 PA 73, Church Road Intersection and Signal Improvements	80021 US 202, Markley Street Improvements (Section 510)
16396 Church Road Bridge Over Norristown High Speed Line (CB)	80022 US 202, Markley Street Improvements (Section 520)
16400 Arcola Road Bridge Over Perkiomen Creek (CB# 155)	80052 Fethers Mill Bridge Over Pennypack Circle
16408 Fruitville Road Bridge Over Perkiomen Creek (CB #23)	80053 Knight Road Bridge Over Green Lane Reservoir
16484 Edgehill Road Bridge Over Old York Road	83742 Keim Street Bridge Over Schuylkill River
16610 Ashmead Road Bridge Over Tookany Creek (CB)	86336 Congo Road Bridge Replacement
16658 Old Forty Foot/Skipack (Bridge)	86361 Rockledge Streetscape Improvements, Rockledge - Phase III
16665 US 202, Markley Street Southbound (Section 500)	86924 PA 422, Resurfacing (PM2)
16703 Old Betzwood Bridge Bicycle/Pedestrian Trail (C047) - Part 5 of River Crossing Complex	87097 Pottstown Borough Improvements (SRTS) Round 1
16705 Chester Valley Trail Extension (C036)	87099 Upper Gwynedd Township Improvements (SRTS) - Round 1
16726 WarminsterRd/Pennypack Ck (Bridge)	87392 Lafayette Street Extension (MGL)
48186 Pottstown Area Signal System Upgrade	87522 I-76 Mudslide Improvements
50646 PA 63 Bridges (3) Over Unami Creek and East Branch Perkiomen	87938 Bethlehem Pike Roadway Streetscape Improvements (TCSP)
57849 PA 29, Main Street Bridge Over Reading Railroad Trac (Removal)	90006 Trooper Road Closed Loop (TCSP)
57851 Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements	92807 Skipack Pike Bridge Replacement
57858 Lafayette Street Extension (MG1)	92839 Ridge Pike/two RR Bridges
57864 Cowpath Road/Godshall Road/Broad Street Improvem	
57865 Edge Hill Road Reconstruction	
59522 I-476, PA Turnpike Northeast Extension/PA 309 Corrid Incident Traffic Management	
63486 US 202, Johnson Highway to Township Line Road (61S)	
63490 US 202, Township Line Road to Morris Road (61N)	
63491 US 202, Morris Road to Swedesford Road (65S)	
63493 US 202, 5-Points Intersection Improvements (71A)	
64796 US 422/PA 363 Interchange Reconstruction (4TR) – Part 2 of River Crossing Complex	
64798 North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)	
65910 Ambler Streetscape/Station Landscaping (TE)	
66952 PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) - Part 1 of River Crossing Complex	
66986 US 422, Schuylkill River Bridge Over Schuylkill River (M2A-Stowe))	
69799 PA 309, ITS Integration	
70197 US 422, (New) Expressway Bridge Over Schuylkill Riv (SRB) - Part 3 of River Crossing Complex	
71203 Flourtown-Erdenheim Community Gateways (TE)	
72355 Valley Green Road Bridge Over Wissahickon Creek	
72977 Butler Pike Pedestrian Walkway Improvements (HTSSRS)	
72978 Norristown Main Street Streetscape - Phase III (HTSSRS)	

Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Philadelphia

17407 Erie Ave o/ Conrail (Bridge)	79686 I-95, Columbia Street to Ann Street (GR1)
17511 City Ave o/ SEPTA (Bridge)	79743 Logan Square, 20th/Winter/Parkway Improvements
17622 Adams Avenue Bridge Over Tacony Creek	79826 I-95N: Columbia-Ann St N (GR3) (IMP)
17659 Harbison Avenue/Aramingo Avenue Safety Improvement (C048)	79827 I-95S: Columbia-Ann St N (GR4) (IMP)
17697 Island Avenue Signal Upgrade	79828 I-95: Race - Shackamaxon (GR5) (IMP)
17816 Chestnut Street Bridges (4) at 30th Street	79903 I-95, Betsy Ross Bridge Ramps Construction (BR0) (IMP)
17821 I-95, Shackamaxon Street to Ann Street (GIR) – Design	79904 I-95N: Betsy Ross Inter (BR2) (IMP)
46956 North Delaware Avenue Extension	79905 I-95S: Betsy Ross Inter (BR3) (IMP)
46958 Philadelphia Naval Shipyard Access	79908 I-95, North of Bridge Street Interchange Construction (BS1) (IMP)
47811 I-95, Orthodox Street to Levick Street (BSR) - Design(IMP)	79910 I-95S: Bridge St Inter (BS2) (IMP)
47812 I-95, Betsy Ross Interchange (BRI) - Design(IMP)	79911 I-95 Allegheny Ave Interchange (AFI) (IMP)
47813 I-95, Ann Street to Wheatshaeaf Lane (AFC)	79912 I-95: Allegheny Ave Inter (AF2) (IMP)
48193 Allen's Lane Bridge Over SEPTA R8 Rail Line	80054 2-Vine Street Expressway Bridges (7) Over I-676 Expressway (PAB) - Part 2
48195 Tyson Avenue Signal Improvement	80055 Holme Avenue Bridges (2) Over Roosevelt Blvd
56768 41st Street Bridge Over Amtrak's Harrisburg Line (CB)	80104 Henry Ave Corridor Safety Improvements
57276 Montgomery Avenue Bridge over Amtrak at 30th Stree (CB)	81292 Frankford Av/Frankford Ck (Bridge)
57894 Stenton Avenue and Godfrey Avenue Signal Modernize	83640 I-95, Shackamaxon Street to Columbia Avenue (GR2) (IMP)
57897 Haverford Avenue Signal Modernization	84649 Parkway Streetscape Improvements
57901 Lincoln Drive (3R)	85059 Shakespeare Park Renovation
57902 City Wide 3R Betterments	85415 Olney Ave Safety Improvements
57904 PA 291, Platt Bridge Over Schuylkill River	85417 Allegheny Avenue Safety Improvements
61712 North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item	85419 Erie Av: Broad St. - K St
61714 Manayunk Canal Restoration	87107 School District of Philadelphia Improvement (SRTS) - Round 1
61717 Fairmount Water Works Dock (TE)	87124 Sister Cities Plaza Renovation - Phase I
62694 Passyunk Avenue Drawbridge Over the Schuylkill River	87937 Avenue of the Arts Revitalization and Streetscape (TCSP)
62717 Lehigh Avenue West Signal Modernization	88085 Byberry Road Bridge Replacement
65915 Pennsylvania Ave. Bicycle/Pedestrian Improvements (TE)	88767 1-Vine Street Expressway Bridges (2) Over I-676 Expressway (PAA) - Part 1
68067 Tidal Schuylkill River Greenway & Trail/Boardwalk (TIGER)	88768 3-Vine Street Expressway Bridges (3) Over I-676 Expressway (PAC) - Part 3
68072 PATCO Directional Signage, Philadelphia	89180 Philadelphia Art Museum Improvements
69828 Market Street Bridges (2) Over Schuylkill River and CS Railroad (MSB)	90096 Spring Garden O/Schuylkill (Bridge)
69909 Willits Road Bridge Over Wooden Bridge Run	90097 Spring Garden St. o/ I-76 (Bridge)
69913 Grays Ferry Avenue Bridge Over Schuylkill River	90141 Schuylkill River Trail at Bartram's Garden (ECG) (TIGER)
69914 Fifth Street over Conrail (Bridge)	90180 East Coast Greenway/58th Street Connector Greenway (TIGER)
70014 Center City Signal Improvements (North) - Phase 3	90482 North Delaware Riverfront Greenway (TIGER)
70243 American Street Streetscape	91490 Expressway Service Patrol - Philadelphia
71210 West Bank Greenway/Philadelphia Zoo Multipurpose T (TE)	91573 South Street Pedestrian Ramp - Phase II
72597 Ben Franklin Bridge Philadelphia Operational Improve	91837 City Wide Resurfacing (# 103B)
73134 Gateway Revitalization/Torresdale Av Strscpe Im Pr	92376 Walnut Lane Bridge Over Wissahickon Creek
74823 Philadelphia Zoo Intermodal Transportation Center	92554 Ridge Ave Over Amtrak (Bridge)
74824 Walnut Street Gateway Improvements (TIGER)	92809 Roosevelt Blvd Exit (Bridge)
74828 American Cities/Safe Routes to School - Phase 3	93106 Philadelphia Traffic Operations Center
74841 PRPA Access Project	95450 Woodland Ave Transit Signal Priority Upgrades (TSP)-(TIGER)
75804 University Av/CSX Rail (Bridge)	95451 Bustleton Ave North Transit Signal Priority Upgrades (TSP) (TIGER)
76870 Willow Grove Avenue Bridge Over SEPTA R8 Rail Line (CB)	95452 Bustleton Ave South Transit Signal Priority Upgrades (TSP)-(TIGER)
77452 Manayunk Canal Restoration - Phase 3 (TE)	
77467 Fox Chase/Rockledge Streetscape, Philadelphia – (TE)	
77475 Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2	
77485 Mill Creek Safe Routes to School (TE)	
78758 JFK Boulevard Bridges (3) Over 21st/22nd/23rd Street	
78764 W Girard Ave O/CSX (Bridge)	
79685 I-95, Cottman-Princeton Main Line and Ramps (CP2) (IMP)	

Draft DVRPC FY2013-2016 TIP PROJECTS FOR PENNSYLVANIA

Highway, Transit, and Interstate Management Programs

by MPMS# and Project Title

Various Counties

17891 TransitChek Mass Marketing Efforts
17900 Mobility Alternatives Program (MAP)/Share a Ride
Program (SAR)/(HER)
17928 Ozone Action Program
36927 Railroad/Highway Grade Crossings
48197 CSX Trenton Line Clearance Project
48199 Transportation Management Associations (TMA)
48201 DVRPC Competitive CMAQ Program
48202 Regional GIS Support – DVRPC
57927 Regional Safety Initiatives (HSIP)
64652 Transportation Community Development Initiative (TCDI)
64984 Highway Transportation Enhancements Line Item
65109 Transit Flex – SEPTA
66460 TE Project Engineering and Management – DVRPC
66461 CMAQ Project Engineering and Management – DVRPC
72738 Intelligent Transportation Systems (ITS) Including RIMIS -
DVRPC
75767 District Bridge Design Program
75854 District Program Management Services "A"
75855 District Program Management Services "B"
79927 Highway Reserve Line Item
79929 Bridge Reserve Line Item
79980 STU Reserve Line Item
80093 I-76, Regional Travel Information
82216 NHS Reserve Line Item
82395 916 Approp. Reserve Line Item
84318 CMAQ Reserve Line Item
84457 Signal Retiming Program
86077 Update Travel Simulation – DVRPC
95447 Local Bridge Line Item

Pottstown

59935 Capital Operating Assistance - Pottstown Area Rapid
Transit (PART)

DRPA/PATCO

74840 Commodore Barry Bridge Security Improvements – DRPA

Montgomery County

90680 Ardmore Transit Center Line Item

SEPTA

15407 Villanova Intermodal Station Accessibility
59966 Capital Asset Lease Program
59973 Utility Fleet Renewal Program - Non Revenue
Vehicles
60255 Regional Rail Signal Modernization Program
60271 Station Accessibility Program - ADA Compliance
60275 Debt Service
60286 SEPTA Bus Purchase Program - 40'
60317 Federal Preventive Maintenance
60335 City Hall Station / 15th Street Station Rehabilitation
60557 System Improvements
60571 Environmental Cleanup and Protection Program
60574 Paoli Transportation Center
60582 Vehicle Overhaul Program
60599 Paratransit Vehicle Purchase
60611 Fare Collection System/New Payment
Technologies
60629 Job Access and Reverse Commute (JARC) and
New Freedom
60638 Regional Rail Car, Locomotive, and Trolley
Acquisition
60651 Substation Improvement Program
60655 Levittown Intermodal Facility Improvements (B)
73214 Ardmore Station
77180 State of Good Repair
84642 Jenkintown Platform and Garage Project
84643 Malvern Station and Pedestrian Tunnel
Improvements
87176 69th Street Intermodal Parking Garage
90497 Infrastructure Safety and Renewal Program
90509 Infrastructure Safety and Renewal Program -
Building Bridges
90512 SEPTA Bus Purchase Program
90515 Infrastructure Safety and Renewal Program -
Communication and Signals
90528 Infrastructure Safety and Renewal Program -
Power
92304 Compressed Natural Gas (CNG) Bus Purchase
(TMA Bucks) - SEPTA
95402 Bridge Improvement Program

Learn more and share your ideas...

DVRPC encourages the public to provide comments about the 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 FY2013 TIP for Pennsylvania will be open from May 3, 2012, and extended through June 3, 2012, at 5:00 p.m. (EST). All comments must be submitted in writing so they can be included as part of the formal public record and final TIP document.

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

There will be a public meeting held to allow the public to present their comments on:

TUESDAY, MAY 15, 2012

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 FY2013 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. This document will also be available for review at the public meeting.

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

Telephone: (215) 592-1800
Fax: (215) 592-9125

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Publication Title: Highlights for the Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania

Publication Number: 13001C

Date Published: May 2012


Geographic Area Covered: Pennsylvania Subregion (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words: Bike and Pedestrian, Bridges, Conformity ,Congestion Mitigation and Air Quality, Congestion Mitigation Process, DRPA/PATCO, Environmental Justice, Federally Funded Projects, Goods Movement, Highways, Hometown Streets/Safe Routes to School, New Jersey Department of Transportation, NJ TRANSIT, Pennsylvania Department of Transportation, 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 , Transit, Transportation, Transportation Improvement Program, Transportation Enhancements, Transportation Equity Act for the 21st Century

Abstract: The Highlights for the Draft DVRPC FY2013 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 the Pennsylvania Subregion which will seek federal funding in fiscal years 2013 to 2016. 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 FY2013 TIP for PA.

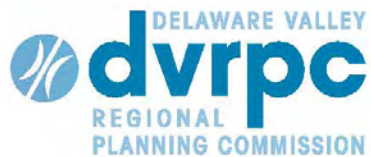
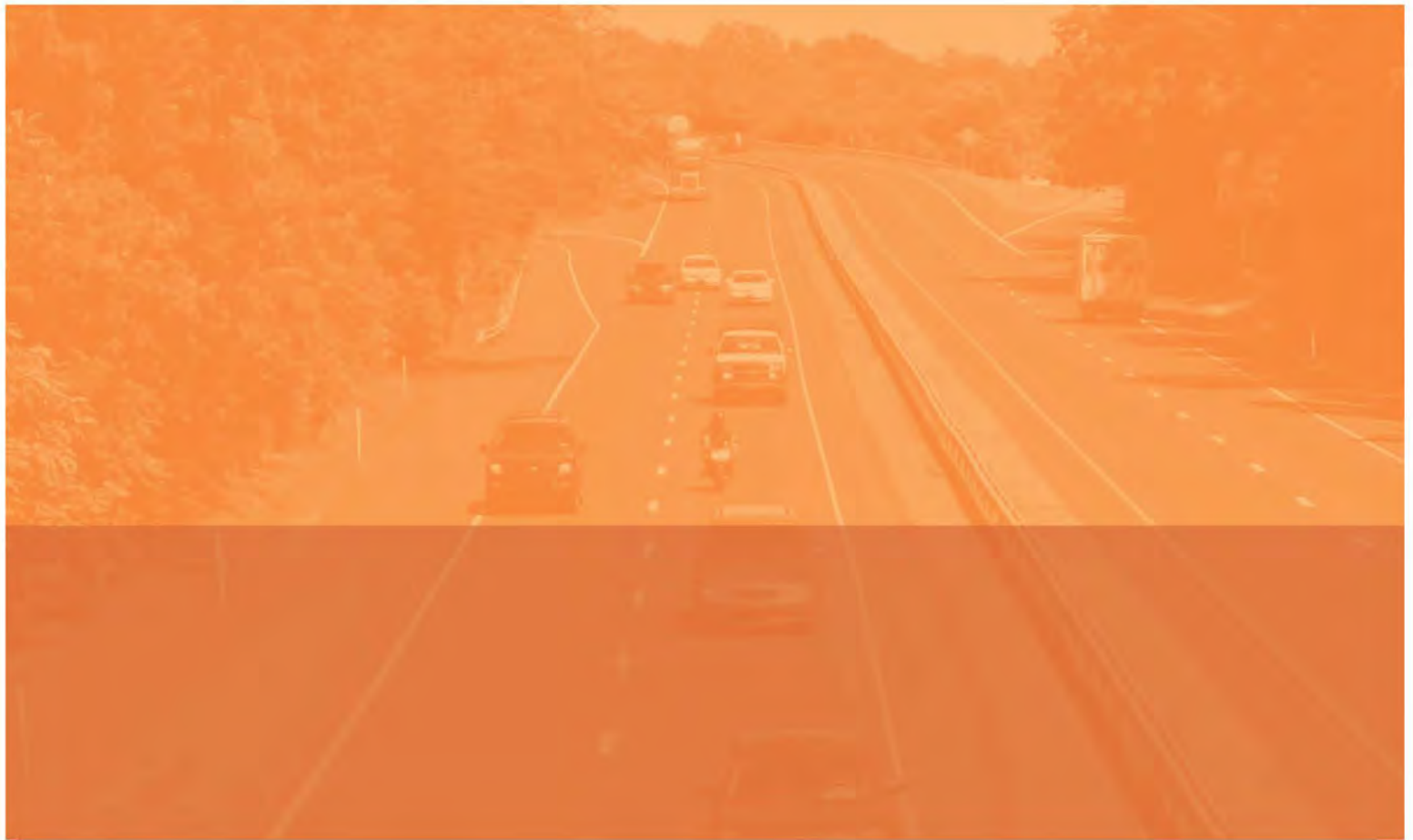
Staff Contact:

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Delaware Valley Regional Planning Commission
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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.

Tribe and Nations Outreach

The following text was emailed on May 3, 2012 to the following federal or state recognized tribes in the region:

- Absentee-Shawnee Tribe of Oklahoma
- Delaware Nation
- Delaware Tribe
- Eastern Shawnee Tribe of Oklahoma
- Onondaga Nation
- Shawnee Tribe
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin
- Nanticoke Lenni-Lenape Indians of New Jersey
- Powhatan Renape Nation
- Ramapough Lenape Indian Nation

Good Morning,

The Delaware Valley Regional Planning Commission (DVRPC) is releasing several documents for public comment:

DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA:

(<http://www.dvrpc.org/TIP/fy13-draft.htm>)

PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT

(http://www.dvrpc.org/Connections/pdf/SJ_BRT_Analysis.pdf)

DRAFT TRANSPORTATION CONFORMITY FINDING FOR:

- **DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA**
- **PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT**
- **FY 2012 TIP FOR NEW JERSEY**

(<http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>)

In accordance with the regulations contained in SAFETEA-LU, you are receiving these documents as part of the 30-day public comment period. The draft TIP and proposed long-range plan amendment have a public comment period of May 3-June 1, 2012, and the draft Conformity Finding's public comment period is May 7-June 5, 2012. Other parties, governmental agencies, and the general public are receiving the same information at this time.

Please see the full notice below. If you would like to receive hard copies of these documents, please let me know. Thank you.

Jane M. Meconi, AICP

Public Involvement Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106
p 215-238-2871 * f 215-592-9125

follow DVRPC on Twitter! www.twitter.com/DVRPC



190 N INDEPENDENCE MALL WEST
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PHILADELPHIA, PA 19106-1520
Phone: 215-592-1800
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www.dvrpc.org

**THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR
PUBLIC REVIEW:**

- **DRAFT DVRPC FISCAL YEAR (FY) 2013-2016 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA**
- **PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT: SOUTH JERSEY BUS RAPID TRANSIT (BRT) PROJECT**
- **DRAFT TRANSPORTATION CONFORMITY FINDING FOR:
DRAFT DVRPC FY 2013 TIP FOR PENNSYLVANIA
PROPOSED *CONNECTIONS* LONG-RANGE PLAN AMENDMENT
FY 2012 TIP FOR NEW JERSEY**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open public comment periods for the documents listed above. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012.

Please join us for a public meeting and information session on the Draft FY 2013 TIP, the proposed Plan amendment, and the Draft Transportation Conformity Finding between the hours of 4 and 6 p.m. on:

**Tuesday, May 15, 2012
DVRPC Conference Room
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106**

An additional meeting for the Plan amendment and Transportation Conformity will be held from 4 and 6 P.M. on:

**Tuesday, May 22, 2012
Deptford Township Municipal Building
First Floor Conference Room
1011 Cooper Street
Deptford, NJ 08096**

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections* Plan is the region's 25-year vision for prioritizing transportation investments in the region and the proposed Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project, which runs along portions of Route 42/55/I-676, in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Copies of DVRPC's documents are available online at www.dvrpc.org, in the DVRPC Resource Center (located at the address below) as well as in a number of regional libraries. The documents 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.

Written comments and questions may be addressed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, e-mailed to tip-plan-comments@dvrpc.org. There is an online tool that can be used to review or map individual projects in an interactive way at www.dvrpc.org/TIP. Comments for all documents may also be submitted electronically:

TIP comments: <http://www.dvrpc.org/TIP/>

Plan amendment: <http://www.dvrpc.org/Connections>

Transportation Conformity: <http://www.dvrpc.org/Environment/AirQuality/Conformity.htm>

The public comment period will also serve as an opportunity to comment on the Pennsylvania Department of Transportation (PennDOT) Statewide Transportation Improvement Program, available online at:

<http://www.dot.state.pa.us/Internet/web.nsf/Secondary?openframeset&Frame=main&src=PADraftTransPr og?OpenForm>. The public involvement process for the TIP conducted by DVRPC is in cooperation with the 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 and Plan amendment must be received no later than 5 p.m. on June 1, 2012. Comments related to the Draft Transportation Conformity Finding must be received no later than 5 p.m. on June 5, 2012.

DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. 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. For more information please call (215) 238-2871.

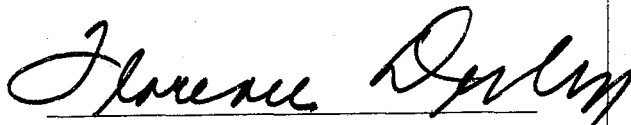
**Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976**

**STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA**

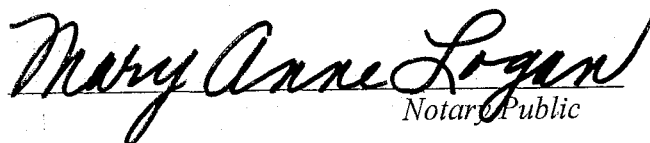
Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at Broad and Callowhill Streets, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed 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 2, 2012

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 2nd day of
May, 2012.


Notary Public

My Commission Expires:

NOTARIAL SEAL
Mary Anne Logan, Notary Public
City of Philadelphia, Phila. County
My Commission Expires 3/30/2013

Copy of Notice of Publication

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system; and the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the Draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity Finding is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org /GetInvolved/PublicNotices/. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. 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. For more information, please call (215) 238-2871. 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.



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 4

AD 2012

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

Notice

The Delaware Valley Regional Planning Commission (DVRPC) has opened a public comment period for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); and a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system. The public comment period for these documents opened on May 3, 2012 and will close at 5 p.m., June 1, 2012. A separate public comment period for the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, faxed to 215-592-9125, or e-mailed to tip-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org/GetInvolved/PublicNotices/. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. 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. For more information, please call (215) 238-2871. 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.

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Antonia Jnobaptiste

Sworn to and subscribed before me
this 4 day of May 2012

COMMONWEALTH OF PENNSYLVANIA

NOTARIAL SEAL

Bertha Nichols Godfrey, Notary Public
City of Philadelphia, Phila. County
My Commission Expires October 18, 2015

STATEMENT OF ADVERTISING COSTS

Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
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TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

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The Philadelphia Tribune Co., Inc.

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Affidavit of Publication

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Personally appeared

Sandy Kohnel

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:

5/02/12

A.D. 2012

Sandy Kohnel
Sworn and subscribed before me, this
2 day of **May**, 2012

[Signature]
Notary Public of New Jersey

Notice

The Delaware Valley Regional Planning Commission (DVRPC) will open public comment periods for the following documents: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); a proposed amendment to the DVRPC Connections Long-Range Plan (Plan); The South Jersey Bus Rapid Transit (BRT) system; and the Draft Transportation Conformity Finding of the Draft FY 2013 Pennsylvania TIP, the Connections Plan, and the FY 2012 New Jersey TIP. The public comment period for the Draft Pennsylvania TIP and the proposed Plan amendment will open on May 3, 2012 and close at 5 p.m., June 1, 2012. The public comment period for the Draft Transportation Conformity Finding will open on May 7, 2012 and close at 5 p.m., June 5, 2012. A public meeting for all documents is scheduled from 4-6 p.m. on Tuesday, May 15, 2012 at DVRPC, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. An additional meeting for the proposed Plan amendment and Draft Transportation Conformity is scheduled from 4-6 p.m. on Tuesday, May 22, 2012 at the Deptford Township Municipal Building, 1011 Cooper Street, Deptford, NJ, 08096. The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Plan is the region's 25-year vision for prioritizing transportation investments in the region. The Plan amendment is a result of a request from New Jersey Transit to include the South Jersey BRT system project in the fiscally-constrained set of projects that are part of the Plan. Transportation conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals. Copies of DVRPC's documents are available at www.dvrpc.org, in the DVRPC Resource Center (located at the address below), and in a number of regional libraries. The documents will also be available at the public meeting(s), and can be translated into an alternative format or language, if requested. Written comments should be mailed to Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office, 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106, faxed to 215-592-9125, or e-mailed to t1p-plan-comments@dvrpc.org. Comments may also be left online at the links provided at www.dvrpc.org/GetInvolved/Public

RYAN WARWICK MELONI GRAHAM
NOTARY PUBLIC OF NEW JERSEY
MY COMMISSION EXPIRES DEC. 7, 2015

Notices/. DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. 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. For more information, please call (215) 238-2871. 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.

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Gloucester County

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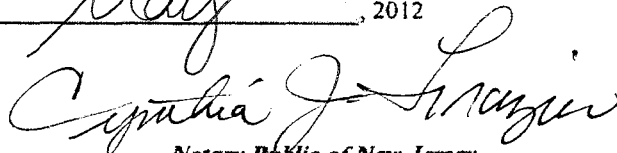
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Joseph P. Owens, being duly sworn, on his oath, says he is an agent of the South Jersey Media Group, publishers of the "*Gloucester County Times*", a newspaper printed and published at Woodbury, State and County aforesaid, and that a notice of which the annexed is a true copy, was published in said newspaper for a period of 1 times(s), successively commencing on the 2 day of May, 2012 and continuing 2 2012

 General Manager

Sworn to and subscribed before me this 2 day of

May, 2012



Notary Public of New Jersey
My Commission Expires on May 12, 2016

Aviso

Delaware Valley Regional Planning Commission (DVRPC) ha iniciado un período de comentario público para los siguientes documentos: Draft Fiscal Year (FY) 2013-2016 Pennsylvania Transportation Improvement Program (TIP); y una enmienda propuesta al DVRPC Connections Long-Range Plan (Plan): El sistema de South Jersey Bus Rapid Transit (BRT). El período de comentario público para estos documentos comenzó el 3 de mayo de 2012 y terminará a las 5 de la tarde del día 1ero de junio de 2012. Un período de comentario público aparte para el Draft Transportation Conformity Finding del Draft FY 2013 Pennsylvania TIP, el Connection Plan, y el FY 2012 New Jersey TIP comenzará el día 7 de mayo de 2012 y terminará a las 5 de la tarde del día 5 de junio de 2012. Una reunión pública para todos los documentos esta programada para el Martes 15 de mayo del 2012 de 4:00 a 6:00 de la tarde en DVRPC situado en 190 N. Independence Mall West, 8th Fl., Philadelphia, PA 19106. Una reunión adicional para la enmienda propuesta al Plan y para el Draft Transportation Conformity ha sido programada para el martes 22 de mayo de 2012 de 4:00 a 6:00 de la tarde en Deptford Township Municipal Building, situado en 1011 Cooper Street, Deptford, NJ, 08096. El TIP es la lista priorizada de proyectos de transporte que ha sido regionalmente aprobada según estipula la ley federal. El Plan es el proyecto visionario de 25 años de la región para dar prioridad a las inversiones en la rama del transporte en el área. La enmienda al Plan es el resultado de una petición hecha por New Jersey Transit para incluir el proyecto de sistema de South Jersey BRT en el fiscalmente constreñido grupo de proyectos que forman parte del Plan. Transformation Conformity es el proceso que asegura que los planes y programas que reciben ayuda federal sean consistentes con los objetivos de calidad de aire de la región. Copias de los documentos del DVRPC son asequibles en el sitio web www.dvrpc.org, en el DVRPC Resource Center (situado en la dirección que aparece debajo), y en un número de bibliotecas regionales. Los documentos también estarán a disposición en la(s) reunión(es) pública(s), y pueden ser obtenidos en un formato alternativo o idioma si son solicitados. Los comentarios escritos deben ser enviados a Plan/TIP/Conformity Comments, c/o DVRPC Public Affairs Office situada en 190 N. Independence Mall West, 8th Fl. Philadelphia, PA 19106, enviados por fax al 215-592-9125, o por correo electrónico a tip-plancomments@dvrpc.org. Los comentarios pueden también ser dejados online en los links dados en www.dvrpc.org/GetInvolved/PublicNotices/. DVRPC cumple cabalmente con el Title VI del Civil Rights Act de 1964 y estatutos y regulaciones relacionadas en todos los programas y actividades. Las reuniones públicas de DVRPC siempre se toman lugar en instalaciones accesibles de ADA y también en lugares accesibles al tránsito cuando es posible. Se pueden brindar servicios auxiliares a las personas que envíen sus peticiones al menos siete días antes de celebrarse la reunión. Para más

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa5@aol.com

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


May 31, 2012

SUBJECT: Draft DVRPC FY 2013 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,

Enclosed please find a 375-page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. regarding the **Draft DVRPC FY2013 Transportation Improvement Program for Pennsylvania.** Fed Ex will deliver this document to your office on Friday, June 1, 2012, by 10:30 AM. We would greatly appreciate written confirmation that you have received our testimony.

Sincerely,


Susan Herman

President

CC: Barry Seymour; Executive Director, Delaware Valley Regional Planning Commission
Brigid Hynes- Cherin; Regional Administrator, Federal Transit Administration Region III*
Ernest Blais; Division Administrator, Federal Highway Administration N.J. Division*
Renee Sigel; Division Administrator, Federal Highway Administration PA Division*
Tony Cho; Community Planner, U.S. Dept. of Transportation, FTA, Region III*
Barry Schoch, P.E., Secretary of Transportation
State Transportation Commission c/o Barry Schoch, P.E.*
Jim Mosca, PennDOT*
David Kuhn, NJDOT*
Les Toaso; District Executive, PennDOT District 6*
State Representative Steve Santarsiero*
Diane Ellis Marseglia, Bucks County Commissioner*
Lower Makefield Twp. Board of Supervisors(Messrs. Stainthorpe, Dobson, McLaughlin, Benedetto,&Ms.Tyler)*
Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

*Individuals received RRTS's 375-page WRITTEN TESTIMONY SUBMISSION

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbucks5@aol.com

Draft DVRPC FY 2013 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: May 31, 2012 # of Pages: 375 , # 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) The project description (Attachment I) for the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) is incorrect. It describes Phase 1 of the project, which has already been completed. Residents for Regional Traffic Solutions, Inc. (RRTS) requests that the Delaware Valley Regional Planning Commission (DVRPC) correct the description of the project so that it accurately reflects what Phase 2 of the project has become in reality (described below).

The current description misrepresents what Phase 2 of the project has become in reality. On March 28, 2012, Newtown Township officials held a special meeting to solidify a NEW PLAN for Phase 2 of Stoopville Road Improvements. They redirected stimulus money intended for much-needed safety improvements along Stoopville Road in Newtown Township and applied the money to upgrading an intersection in neighboring Wrightstown Township (see Attachment II; 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").

- 2) RRTS implores the Regional Transportation Committee (RTC) and the DVRPC Board to oppose these two projects: (a) Stoopville Road Improvements – Phase 2 project (MPMS# 88083) WITH THE DESCRIPTION CORRECTED AS REQUESTED ABOVE and (b) Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek project (MPMS# 64781).

These are expansion projects that 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: (a) one

that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and (b) 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**] has been well-documented, both in writing and in the public forum.

- On May 15, 2012, RRTS presented Oral Testimony to the DVRPC in opposition to the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) and the Swamp RD/ Pennswood RD Bridge Over Branch of Neshaminy Creek project (MPMS# 64781) and asked the RTC and DVRPC Board to oppose these projects. RRTS also asked that the description of the Stoopville project be corrected, since it misrepresents what is happening in reality (see Oral Testimony, Attachment III). Upon completion of the testimony, Elizabeth Schoonmaker (DVRPC Manager – Office of Capital Programs) publicly told the speaker that the description of the Stoopville Road Improvements – Phase 2 project (MPMS# 88083) would be corrected. On May 15, 2012, the Swamp Road Residents Group also presented Oral Testimony to the DVRPC in opposition to the Swamp Road/ Pennswood Road Bridge Over Branch of the Neshaminy Creek project (MPMS# 64781).
- Attachment IV is a 7/29/08 letter from RRTS to the Regional Traffic Planning Task Force **RE: Presentation of inventories of RRTS letters to the Regional Traffic Planning Task Force (RTPTF) at the 7/29/08 RTPTF meeting.** (State Representatives David Steil and Scott Petri were Co-Chairs of the RTPTF.) The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads.
- Attachment V is RRTS'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.

SUMMARY:

- The speaker who gave Oral Testimony on May 15, 2012 represented 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 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 Phase 2 plan for Stoopville Road Improvements. 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 Phase I of Stoopville Road Improvements, 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 redirected the stimulus money to upgrade and expand an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the upgrade 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 throughout our region.**
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: (a) 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 (b) one that runs along Swamp Road. The map on page 6 of Attachment III 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 III 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 III) is a map titled **"Year 2000 Highway Network Northern Bypass Scenario"**. This map is 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, 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 FY2013 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 restart the four-lane highway on Swamp Road.

(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 reality in Phase 2 of the Stoopville Road Improvements Project.

- 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, 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 the Traffic Flow Map on page 11, Attachment V.)
- 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 IV: 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 V).

- (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 (a) take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and (b) neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment IV: 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 IV: 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.”

Attachments

I

DVRPC FY 2013-2016 TIP for PA

Draft Version

Attachment I

Pennsylvania - Highway Program (Status: TIP)

Bucks

MS# 88083 Stoopville Road Improvements - Phase 2

LIMITS SR 532 to SR 413

Est Let Date: 1/17/2013

IMPROVEMENT Intersection/Interchange Improvements

MUNICIPALITIES:

AQ Code:R2

PLANNING AREA:

PROJECT MANAGER: Gannett/CS

Minor SOV Capacity

This project represents phase two (4.65 miles) of the Stoopville Road Improvements ARRA project in Bucks County. This project includes the installation of landscaped islands at the following intersections: Stoopville Road & Rosefield Drive; Stoopville Road & Eagleton Farms Rd /Hemlock Drive; Stoopville Road & Linton Hill Chase, which currently have transverse markings; installation of a flashing warning beacon at Stoopville Road & Creamery Road /Linton Hill Road and Stoopville Road & Washington Crossing Road with mast arms and create a multi-way stop condition based upon inadequate sight distance; installation of traffic signals Washington Crossing Road (SR 0532) & Highland Road; the upgrade of a existing "span wire" flasher to a modern "mast arm" flasher at Stoopville Road & Eagle Road.

Project will also include widening at the Southbound Approach of Washington Crossing Road (SR 0532) to provide for a 12 foot right-turn lane with a 4 foot shoulder. There will also be minor widening (less than 5 feet) on the Northbound Approach of Washington Crossing Road (SR 0532) to better align the roadway and on the Eastbound approach of Stoopville Road to align with the private driveway. There will also be a mill and overlay approximately 2000 feet in either direction, with new pavement markings, and the installation of raised pavement markers to increase safety.

At the existing signalized intersection of Washington Crossing Road (SR 0532) & Lindenhurst Road, it is proposed to upgrade this traffic signal at this location to be powder coated black to match the rest of the project area. It also anticipated that the Controller Cabinet will be replaced.

Decorative crosswalks will be installed for pedestrian accessibility at all intersections. For those unsignalized locations, additional signage inclusive of advance warning signage will be installed. Where sidewalks exist, curb ramps will be installed to meet ADA criteria. Where no sidewalks exist, a detectable warning surface on an asphalt paved area will be installed to meet ADA criteria. The spur road connecting Washington Crossing Road (SR 0532) with Stoopville Road will be removed from the project, and minor modifications will be required to provide access to existing driveways.

2009 Appropriations Earmark - \$490,000 (\$370,000 balance available). PA ID #710.

2009 Public Lands Highway Discretionary - \$950,000.

See companion ARRA project (MPMS# 84096)

TIP Program Years (\$ 000)

Phase	Fund	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	FY2021	FY2022	FY2023	FY2024	
FD	SXF	75												
ROW	SXF		100											
UTL	SXF		100											
CON	STP			200										
CON	FHA			950										
		75	200	1,150	0	0	0	0	0	0	0	0	0	
		Total FY2013-2016			1,425	Total FY2017-2020				0	Total FY2021-2024			0

II

Attachment II
(pg. 1 of 2)

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."

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 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.

Attachment II
(pg. 2 of 2)

(

Attachment
III
(10 pg. document)

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

Draft DVRPC FY 2013 - 2016 Transportation Improvement Program (TIP) for Pennsylvania

ORAL TESTIMONY Given on: May 15, 2012

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.

We ask the Delaware Valley Regional Planning Commission (DVRPC) to correct the description of the Stoopville Road Improvements- Phase 2 Project (MPMS# 88083) that appears in the Draft FY 2013 - 2016 Pennsylvania TIP. The current description describes Phase 1 of the project, which has already been completed. The current description misrepresents what Phase 2 of the project has become in real life. On March 28, 2012, Newtown Township officials and engineers held a special meeting to solidify a NEW PLAN for the Stoopville Road Improvements – Phase 2 Project and, essentially, redirected stimulus money intended for safety improvements along Stoopville Road in Newtown Township and applied them to upgrading an intersection in neighboring Wrightstown Township.

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 and connect 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 1 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,

g 1/2/10

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 stimulus monies are being redirected to upgrade and expand an intersection in neighboring Wrightstown Township, **the intersection of Stoopville Road and Route 413 (Durham Road)**. **RRTS OPPOSES the upgrade 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 throughout our region. **RRTS OPPOSES the real life Stoopville Road Improvements – Phase 2 Project as it exists today** (see Exhibit I, Advance of Bucks County article dated 4/5 – 4/11/12, titled "Stoopville Road project enters phase two") and **WE IMPORE THE REGIONAL TRANSPORTATION COMMITTEE (RTC) AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

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".
- 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**. It's customary for the DVRPC to do 25-year Long Range Planning, so this map is still relevant. 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, a current Swamp Road project in the Draft FY 2013-2016 Pennsylvania TIP is a continuation of the project opposed by the community and is a subversive attempt to restart the four-lane highway on Swamp Road. **This project is MPMS# 64781 Swamp Road/ Pennswood Road Bridge Over Branch of Neshaminy Creek SR:2036. RRTS OPPOSES this project [MPMS# 64781] and WE IMPLORE THE RTC AND DVRPC BOARD TO OPPOSE IT, AS WELL.**

- (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 real life Stoopville Road Improvements Project - Phase 2.

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, 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 RTC and DVRPC Board. **We implore the RTC and DVRPC Board to oppose these two projects in the Draft FY 2013-2016 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 Petra Chiesner Schlatter

BucksLocalNews.com

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

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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 III
(cont.)

Exhibit I

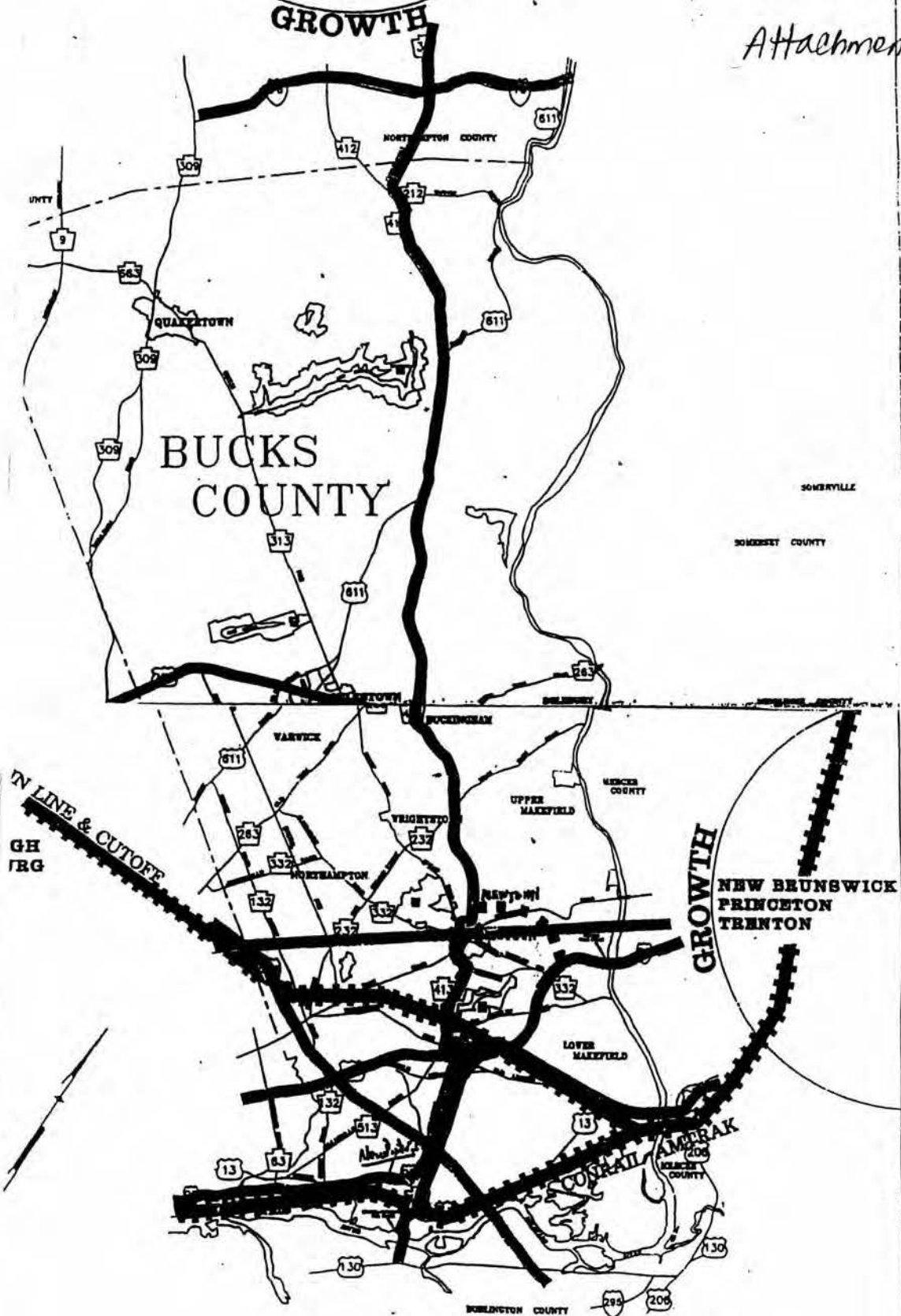
**CORRIDOR
SYSTEM**

SCRANTON-WILKESBARRE
ALLENTOWN
BETHLEHEM
HASTON

Grid Assembly Proposal

Exhibit II

Attachment III (Cont.)



by
S HUB
BRANCH

Page 6 of 10

NOT TO SCALE
FOR GRAPHICAL PURPOSES ONLY

1-195
1-295
USE'S 1-29-31-130-206

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

Ex. III

Pg 1/2

Attach. III (cont.)

2006



DELAWARE VALLEY REGIONAL PLANNING COMMISSION

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.

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

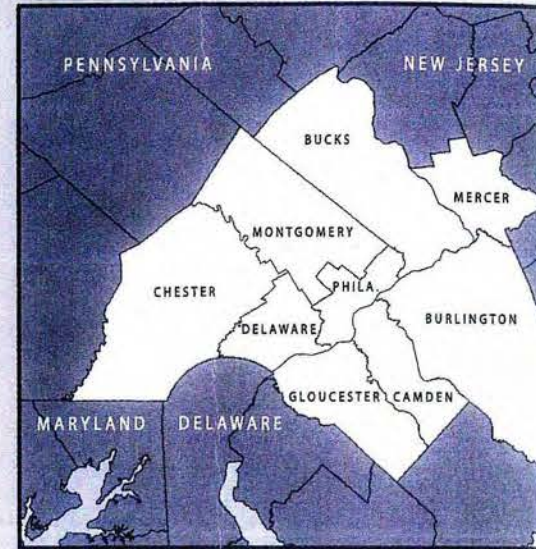
Pg 7 of 10

12/15

DVRPC CONGESTED AND EMERGING CORRIDORS

Ex III
Pg 2/2

Attach. III (cont.)



EMERGING / REGIONAL CORRIDORS

SUBCORRIDOR TYPES

INTERSTATES

FREEWAY; FREEWAY FUNCTION; INDUSTRIAL

DEVELOPED SUBCORRIDORS

GRID

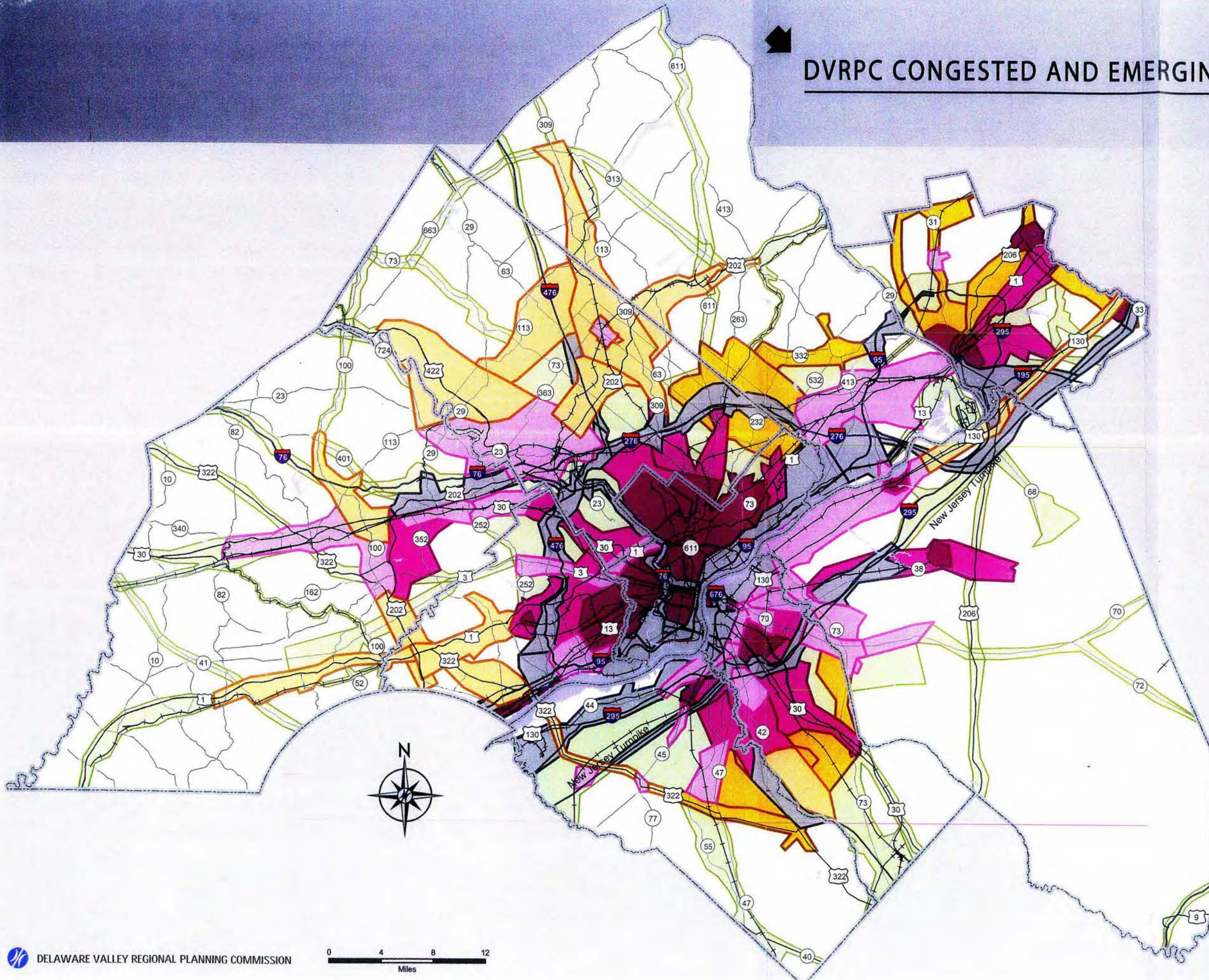
SUBURBAN NETWORK

DEVELOPED ARTERIAL; MAIN STREET

DEVELOPING SUBCORRIDORS

SUBURBAN SECONDARY

DEVELOPING ARTERIAL; LIGHTLY DEVELOPED



Pg 8 of 10

13/15

TRANSPORTATION

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

Attach III (cont.)

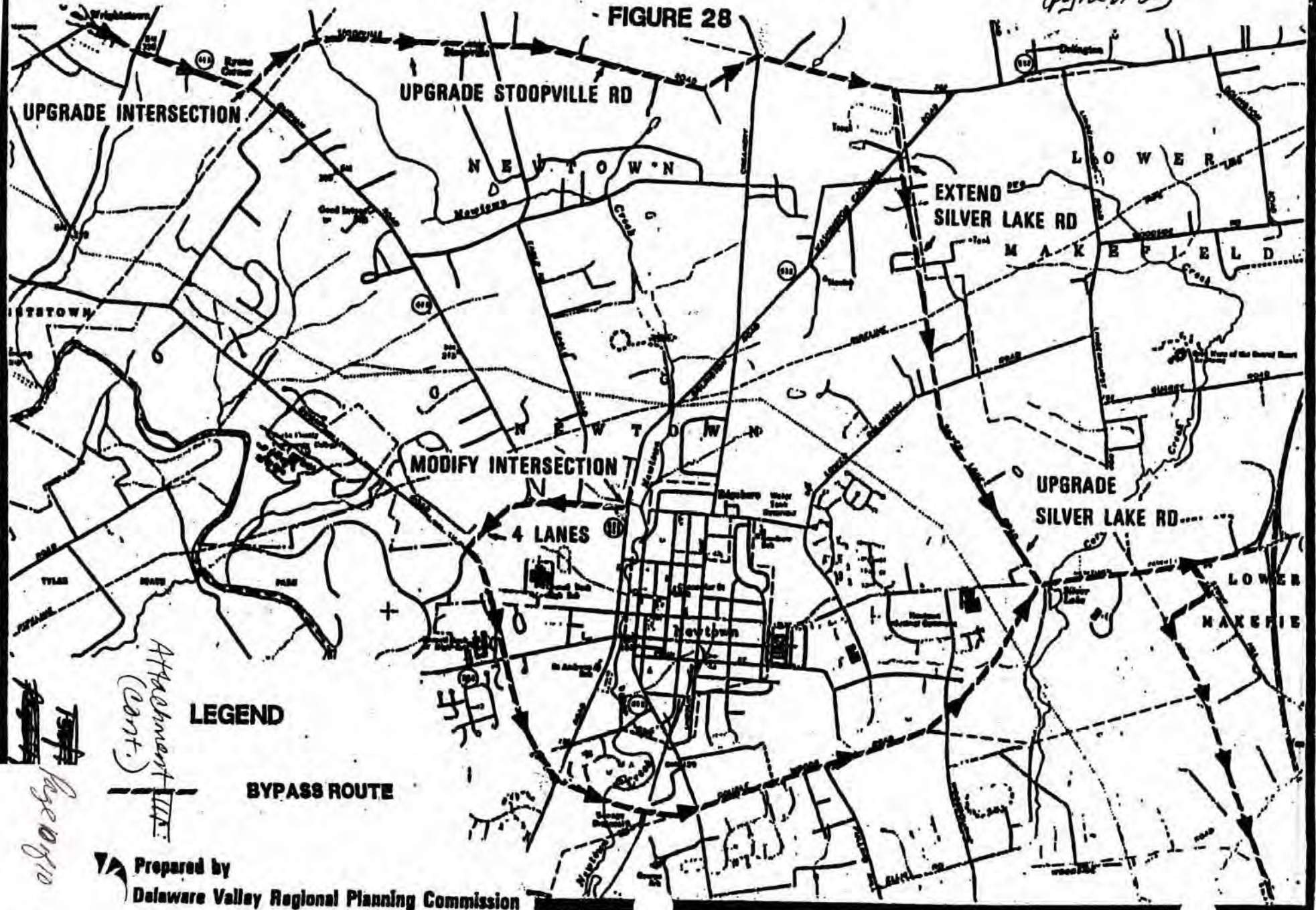
NEWTOWN TOWNSHIP TRAFFIC STUDY



DVRPC

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

11



IV

Attachment IV
(189 page document)

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

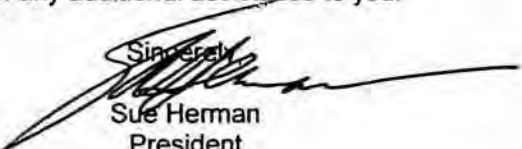
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

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 Caiola/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

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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.

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: Regional Traffic Planning Task Force/ Southeastern Bucks League of Municipalities; <u>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: Regional Traffic Planning Task Force (3 pages total).....	14
Exhibit 3 : 9/29/04 Letter from RRTS to State Representative David Steil (17 pages total) 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	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: Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force	17
Exhibit 5 : 11/18/04 Letter from RRTS to State Representative David Steil (2 pages total) RE: Request to show CD-ROM at the 11/29/04 meeting of the Regional Traffic Planning Task Force	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: Draft Scope of Work for the <u>Bucks County Regional Traffic Study</u>: Comments submitted by Residents for Regional Traffic Solutions, Inc.	21
Exhibit 7 : 3/4/05 Letter from RRTS to Bill Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering (6 pages total) RE: Comment Submission by RRTS <u>Scope of Work: Bucks County Regional Traffic Study (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</u>: Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during the comment period for the <u>Draft Scope of Work</u>	30

ATTACHMENT I (continued)
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letter on pg. #
below

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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 <u>Stone by rail from Wrightstown Area quarries</u>	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) <u>RE: Regional Traffic Planning Task Force meeting of 10/30/06</u>	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 <u>Bucks County Regional Traffic Study (BCRTS)</u>.....	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
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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**

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below

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- 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**

<u>Letter description</u>	<u>View cover letter on pg. # below</u>
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) <i>TIP 1</i> 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) <i>TIP 2</i> 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

ATTACHMENT II (continued)*(page 2 of 4)*View cover
letter on pg. #
below**Letter 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**

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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)

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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
RRTSbucks@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.

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!

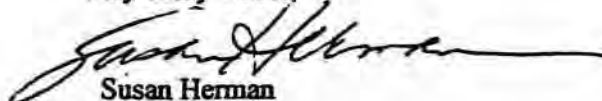
While technically you are not required by law to take minutes in this forum, it is not in the region's best interest that there be no formal minutes. In the absence of minutes, the governing bodies who will review the task force's recommendations for approval, will have no choice but to "rubber stamp" 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

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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

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

July 22, 2004

RE: Regional Traffic Planning Task Force

Dear Mr. Hoffman,

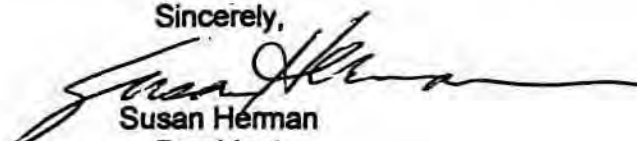
The attached 7/20/04 letter from RRTS to Representative Steil and Mr. Santarsiero describes how Representative Steil is conducting the meetings of the Regional Traffic Planning Task Force. We are extremely concerned that the quarry personnel attending the next task force meeting will be well-choreographed, 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

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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 STOOPTVILLE 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

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#1

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~~ *Hark 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

16/189

~~2/17~~

Ex. 4

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.

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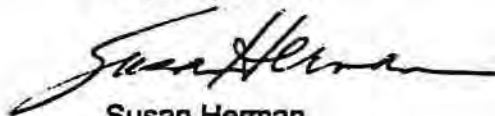
pg 1/2

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
RTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

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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)

Ex. 5

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 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

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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
RRTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

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Ex. 6

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.

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)

- 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."

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".

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 Lindhurst 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.

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.

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 Hoffmann*
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

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* 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
RRTSbuckspa@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

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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
RRTSbucks@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

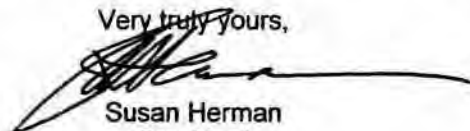
RE: 3/17/05 Scope of Work for the Bucks County Regional Traffic Study:
Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during
the comment period for the Draft Scope of Work.

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

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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.

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

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

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R.R.T.S.

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

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

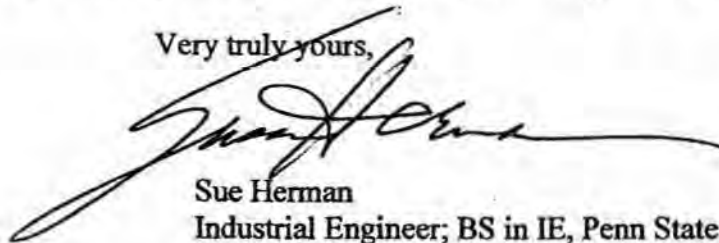
efforts to implement our rail alternative to quarry stone hauling? Does he know the history of the little line that runs through this Township? How Governor Milton J. Shapp, at the urging of his own officially appointed "personal transportation advisor", saved McHugh Bros. control of the line from hostile 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 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
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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
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 Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township
 Newtown Borough
 Newtown Township
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 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,

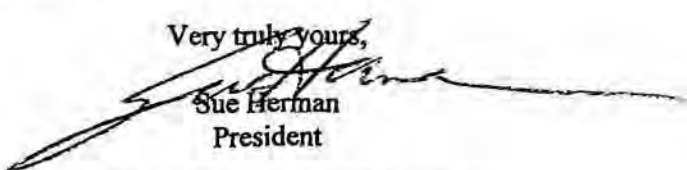
We'd like to raise a concern residents have about the traffic impacts of the Veterans Cemetery Deal being considered at this time. Upper Makefield Township just approved the Veterans' Administration Cemetery Overlay Ordinance to go forward to Wrightstown and Newtown Townships for review. It's alarming 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:

Carminc 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
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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
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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

meester
Ex. 14

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

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 I 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 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

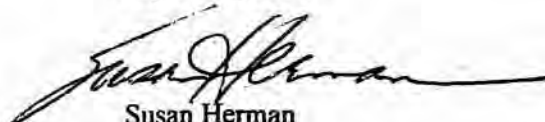
44/189

- 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 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
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 for the FY 2007 Stoopville Road Rehabilitation Project, is 79 pages long.

Page 344 Pg. 30 of 39

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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 79 pages long.*

Page 4 of 4 Pg. 4 of 39

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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,

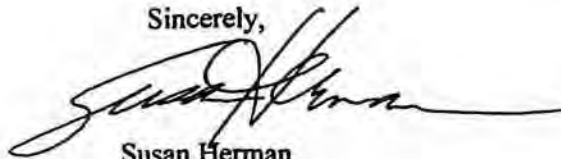
As you know, I read the 10/30/06 memorandum from Residents for Regional Traffic Solutions Inc. to State Representatives David Steil and Scott Petri RE. Regional Traffic Planning Task Force meeting of October 30, 2006 into the public record at the Regional Traffic Planning Task Force meeting on October 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

DATE: 11-2-06

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is was added to the top of the 39-page document that was hand delivered:
10 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:

- 10/20/05 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.

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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)

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

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."*

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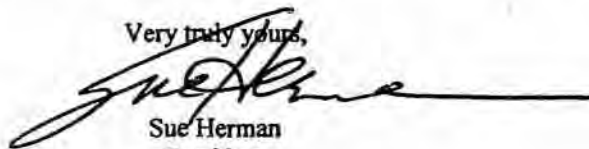
- The sixth page of Exhibit I states this in the section entitled "Traffic Speeds": "*The speed limit on the Newtown By-pass, from Durham Road (Route 413) to Interstate-95, is not posted. The speed limit, therefore, is assumed to be 55 MPH...*"
- A review of the complete February 2000 Newtown/ Lower 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 retune 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 Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter

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Senator Robert Casey, Jr.
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 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)

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filed in PR

DRPTF

Ex. 18

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbuckspa5@aol.com

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. (RRTS)

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)

Dear Mr. Smith, Mr. Caidla, Mr. Stainthorpe, Mr. Santarsiero, Mrs. Godshalk, and members of the
LMT Citizens Traffic Commission, Gary Gilman (4/11), Warner (4/11), Tolbert (4/11),

Cotton (4/11), Davis (4/11), McClain (4/11), Dixon (4/11), Shook (4/11), Sistrone (4/11)

RRTS 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. I)

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- 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.

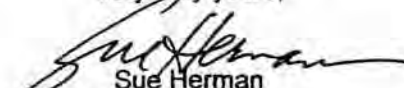
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- Pete Palestina, Northampton Township supervisor, stated that when such an accident happens, the insurance company is paying a lot more out.
- Sue Herman, once again, showed RRTS's Traffic Flow Map (Ex. VI) to the RTPTF. She reiterated that there 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.

4-12-07 X Carmine Fiscina, Safety Engineer, Federal Highway Administration
4-12-07 X Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
4-12-07 X Senator Arlen Specter
4-12-07 X Senator Robert Casey, Jr.
R.R. 4-12-07 U.S. Congressman Patrick Murphy X
R.R. 4-11 Governor Ed Rendell X
4-12-07 X State Senator Charles McIlhinney, Jr.
4-12-07 X State Senator Tommy Tomlinson
R.R. 4-11 Allen Biehler, Secretary of Transportation X

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4-12 X State Transportation Commission c/o Honorable Allen Biehler
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 Steijl 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
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4-12 X James Cawley, Bucks County Commissioner
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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 *Act 1, Done*

4-12 X Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

4-12 X Regional Traffic Planning Task Force members: ~~Vincent Dean/Northampton Twp, Peter Palectino/Northampton Twp, Don Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goran/Newtown Twp, Jeff Schankman/Newtown Twp, Jane Magno/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.~~

4-12 X Upper Makefield Township Board of Supervisors

4-12 X Newtown Township Board of Supervisors

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 Deb Wachspress.

4-13 Matt Maloney

4-12 Jay Sensibaugh

4-13 Dennis Fisher

4-13 Mike Gallagher

Bob Ciervo

4-12 Council Rock School Board President, *Patti Sefton*

4-12 Council Rock School Superintendent, *Mark Kline*

4-12 Pennsbury School Board President, *Greg Lucchi*

4-12 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

11. 4-13 R.R.T.S. Membership (mass e-mail)

*R.R. 4/11- see front.

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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.com

Mr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)
180 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**

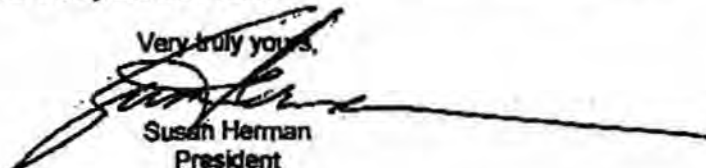
Dear Mr. Coyne,

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
President

Cc: Carmine Ficore, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.

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State Representative David Stoll
State Representative Scott Petri
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Dea Smith, Deputy Executive Director/DVRPC
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Channel 10
Fox News
Concerned Residents of Newtown, c/o Jan Dix
Lower Merikfield Township Citizens Traffic Commission
R.R.T.S. Membership (mass e-mail)

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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)

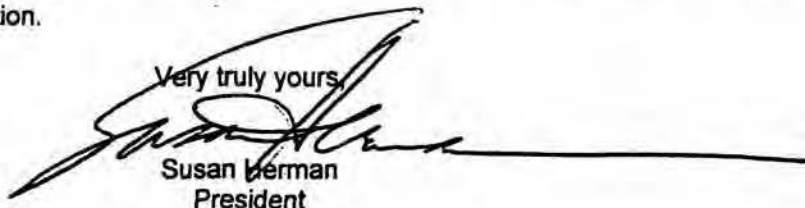
A review of the citizen survey sheets from the 04/26/07 Public Open House shows that the following comment appears time and again:

"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 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
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 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
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 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

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- 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.

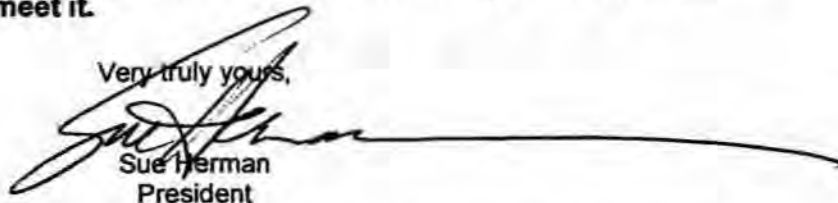
*Some communications are taken from a document entitled Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc.; October, 1971- August 1, 2005.

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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
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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)

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Document Fed C'd to Jerry Coyne
rx 9/19/07 for delivery by 10 AM on
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.

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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.

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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

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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.

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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**

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**See Ex. II, RRTS Traffic Flow Map and Lower Makefield Township letter RE: Quarry Truck Routes

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- 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)
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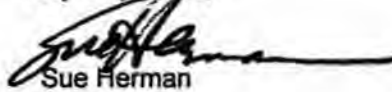
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YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

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.

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Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
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Governor Ed Rendell
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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)

7/1/89
7/26

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.

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CHAPT. 5 (CONT.)

- Quarry truck drivers have repeatedly stated that 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

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CHAPT. 5 (CONT.)

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."

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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

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CHAPT. 7 (CONT.)

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 (RTPTF) 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:

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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?

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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.

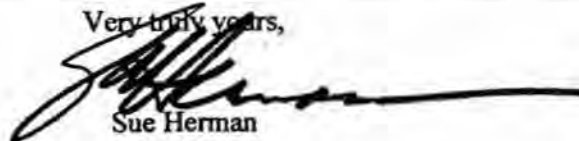
OTHER

- 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.

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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

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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. (RRTS)

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,

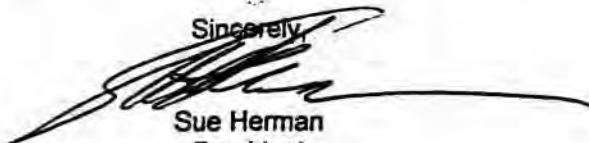
Thank you for the opportunity to speak this evening, during the first public comment period. As president of Residents for Regional Traffic Solutions, Inc. (RRTS), an organization with many current and future citizens that live on Stoopville Road, I respectfully request that you review this letter this evening when reviewing any agenda items associated with the Veterans Cemetery Deal.

RRTS 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

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Page 1 of 2

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 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
 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)

(m)
Ex. 24

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

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,

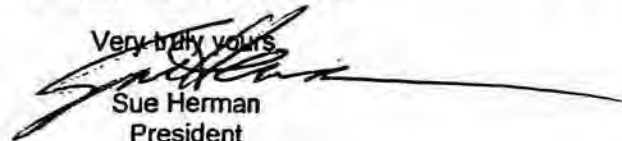
Residents are outraged that the approved minutes for the 5/30/07 meeting of the Regional Traffic Planning Task Force (RTPTF) do not accurately reflect that Sue Herman, President of RRTS, read a 5/30/07 letter from RRTS **RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 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
Carminc Fiscina, Safety Engineer, Federal Highway Administration

Page 1 of 6

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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

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)

84/189

12/1/05

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.

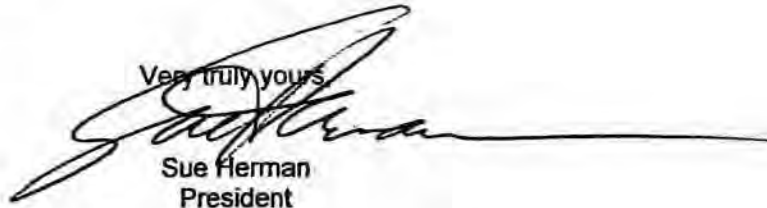
- Exhibit II is a 9/19/07 6-page letter from Lower Makefield Township to Jerry Coyne
Re: Bucks County Regional Traffic Study-June 2007 Draft
- Exhibit III is a 10/26/07 1-page email from Yardley Borough to Jerry Coyne Re: Bucks County Regional Traffic Study
- Exhibit IV is a 9/18/07 1-page letter from 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

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- ...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

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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)

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Pg 4/105

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.

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. 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)

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbuckspsa5@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,

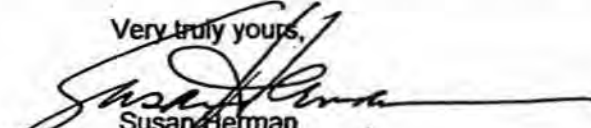
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RRTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

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

9/1/89



- 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)

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* Received the full 54-page document.

All others received the cover letter, Exhibit A and Attachments A, C & D only.

R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO Box 285
 Newtown, PA 18940
RRTSbuckspa5@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

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(Handwritten signature/initials)

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.

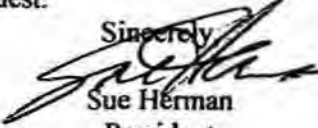
RESIDENTS OPPOSE ANY ROUNDABOUT TREATMENT AT THE INTERSECTION OF STOOPVILLE AND WASHINGTON CROSSING ROADS, AS A ROUNDABOUT WILL LEAD TO HIGHER VOLUMES OF TRAFFIC TRAVELING AT EVEN GREATER SPEEDS ALONG STOOPVILLE AND LINDENHURST ROADS.

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

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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. 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)

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3/40

Note: 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

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 (RTPTF)

Non-Chair members of the Regional Traffic Planning Task Force*

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
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.

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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

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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.

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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 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:

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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
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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)

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R.R.T.S.**Residents for Regional Traffic Solutions, Inc.**

PO 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

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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.

*Sue Herman published unofficial notes she took at the 6/17/04 RTPTF meeting.
Sue Herman and a secretary hired by Newtown Township residents published*

unofficial notes taken at the 7/29/04 RTPTF meeting.

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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.

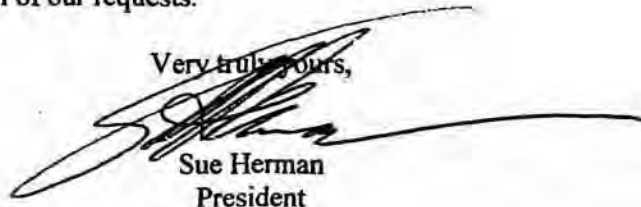
Residents, RRTS and Lower Makefield Township have gone on record opposing any modifications to that intersection beyond installation of a traffic signal.

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: *VA Under Secretary for Memorial Affairs, William Tuerk
*Dan Fraley, Bucks County Director of Veterans Affairs
*Carmine Fiscina, Safety Engineer, Federal Highway Administration

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*** 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.**

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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.

Sincerely,


 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**
 Carmine Fiscina, Safety Engineer, Federal Highway Administration

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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.
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 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler**
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 Don Shanis, Deputy Executive Director/ DVRPC
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Non-Chair members of the Regional Traffic Planning Task Force: Vincent Deon & James
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 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
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 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.

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.

Sincerely,

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 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)

**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

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. Stoeckhert, 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

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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

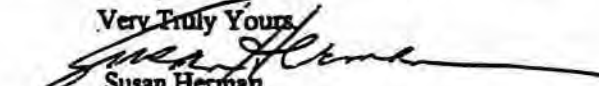
Dear Honorable Charles Martin,

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

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pg 1 of 2

pg 4/3

R.R.T.S.

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

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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

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3/13/03

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

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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.

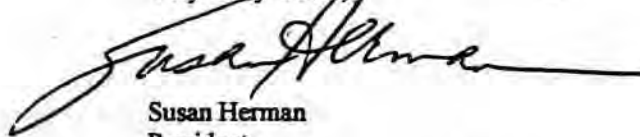
Also attached for your review is a letter dated October 16, 2002 from me to Honorable Charles Martin that describes our interest in this project in greater detail. **Can you please let us know what you can do to ensure that the Newtown Bypass is selected and studied on an accelerated basis?** Monies 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

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940

Ex. 38

RRTSBUCKSPA@aol.com

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,


President

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cc: Terry Fedorchak, Gene Dolnick (Pennsbury Board President), Ralph Nuzzolo (Pennsbury Superintendent)

6/11/03

Ex. 39

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

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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

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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 spoke 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 Raymond "Skip" Goodnoe and Tom Jirele recommending following the township's ordinance of 80 feet. They recommended the board delay a recommendation until the planning commission can review it. Their recommendation failed.

Lower Makefield supervisors Grace Godshalk and Pete 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 215-949-4170 or wmason@phillyburbs.com

12/1/89

R.R.T.S.
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

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.)

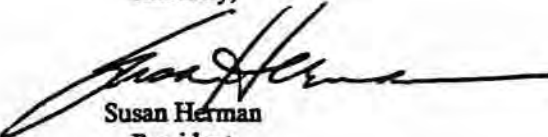
Mr. Garton said that the omission of this map would be checked out. Mr. Hackman stated that perhaps someone had removed the maps from the library's documents. Mrs. Godshalk stated that perhaps the map wasn't included in the document because, per Mr. Stainthorpe, there were no changes made to it and so 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.

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Pg 1 of 2

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

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Pg 2 of 2

8/27/03

Ex. 41

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

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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.

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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
Secretary

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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, Pemsbury School District

Gene Dolnick; Board President, Pemsbury School District

Robert Williams, P.E.; engineer for Lower Makefield Township

Jeffrey Garton, Esquire; solicitor for Lower Makefield Township

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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 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.

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**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

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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:

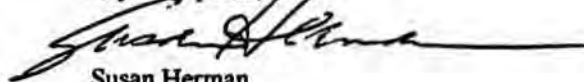
We respectfully request that you include the following two projects in the 2003 Bucks County Transportation Improvement Program. Our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 8,000 residents from Lower Makefield, Upper 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

131/189

Ex. 44

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 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."

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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
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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

missing map
Ex. 45

**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

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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

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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

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
RRTSbuckspa@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~~. Note that Lower Makefield Township submitted the Lindenhurst Road Traffic Calming Project as the number one priority.

attached.

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.

SUMMARY

- The speakers who gave oral testimony on October 9, 2003 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. 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.

- 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)*

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D. RICHARD TONGE

10 Primrose Court Newtown, PA 18940
TEL: 215-579-1228 * FAX: 215-579-1024

Ex. 47

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

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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 Torga

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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

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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,

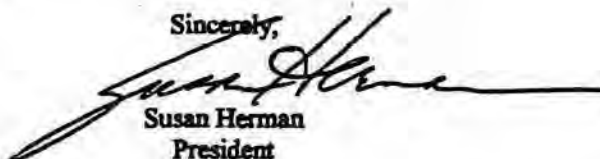
Thank you, once again, for your support throughout the 2005 Transportation Program Development Process. Enclosed is our written testimony submission for the subject TIP projects. We respectfully request that you review Attachment I of this letter which is a "suggested summary" for our written testimony 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

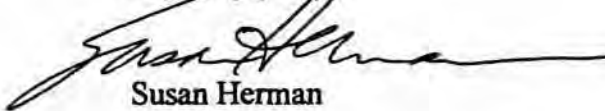
- RE: Project Names: (1) Lindenhurst Road Traffic Calming**
(Bucks County TIP application submitted by Lower
Makefield Township as the #1 priority and by RRTS)
- (2) Stoopville RD / Worthington Mill RD Traffic Calming**
(Bucks County TIP application submitted by RRTS)

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

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

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. Stoeckert, 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

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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.

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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

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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.

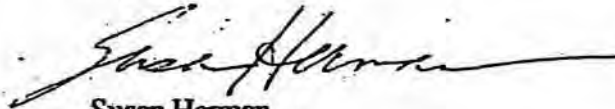
In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

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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)

Ex. 52

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.

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

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pg 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

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

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 ^{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 [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.

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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.

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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.

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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 tumbuck.

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.


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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 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

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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 28, 2004

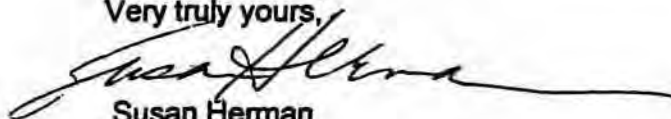
**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

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: CPSchnur
Date: 4-28-04

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+ 2 CD
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 Steil (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."

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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.

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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.

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③

R.R.T.S.

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

~~Exhibit VI~~
(pg 185) Ex. 55

factual

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.

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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)

- 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-October 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.

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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
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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.

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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,

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"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.

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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?

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- 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.

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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.

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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

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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.

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Mrs. Lynn Bush; Executive Director, Bucks County Planning Commission
 Neshaminy Manor Center
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 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

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*Hand-delivered a
 copy for Mrs. Bush &
 Mr. Richard Brahler*

Signed for by: Kristi Prensinger
Delivery date: 9/23/2005

HLA

Ex. 59

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.

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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.

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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"!

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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.

Exp: 7 pages

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.**

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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.

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- 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.

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

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, 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

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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 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.

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

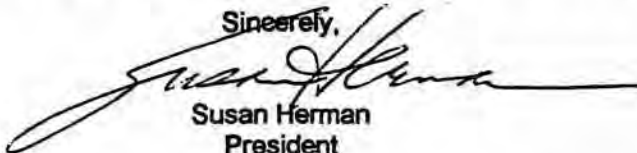
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project
 offered at the 10/20/05 Bucks County Planning Commission (BCPC) TIP public meeting

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 Brahler

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

V

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R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
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Newtown, PA 18940
RRTShuckspa@aol.com

Attachment V
(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.

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)

- 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. *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. *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)

- 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.**

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Residents for Regional Traffic Solutions, Inc.

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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.

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.

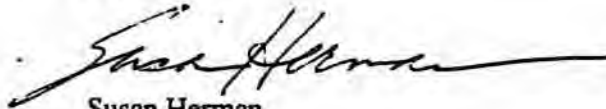
Representative Steil, we have been alarmed in the past by your failure to address the ill-functioning Newtown Bypass and your interference in Lower Makefield Township's effort to take back Lindenhurst Road from the State in the interest of public safety. We can only conclude that you are satisfied with 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

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,



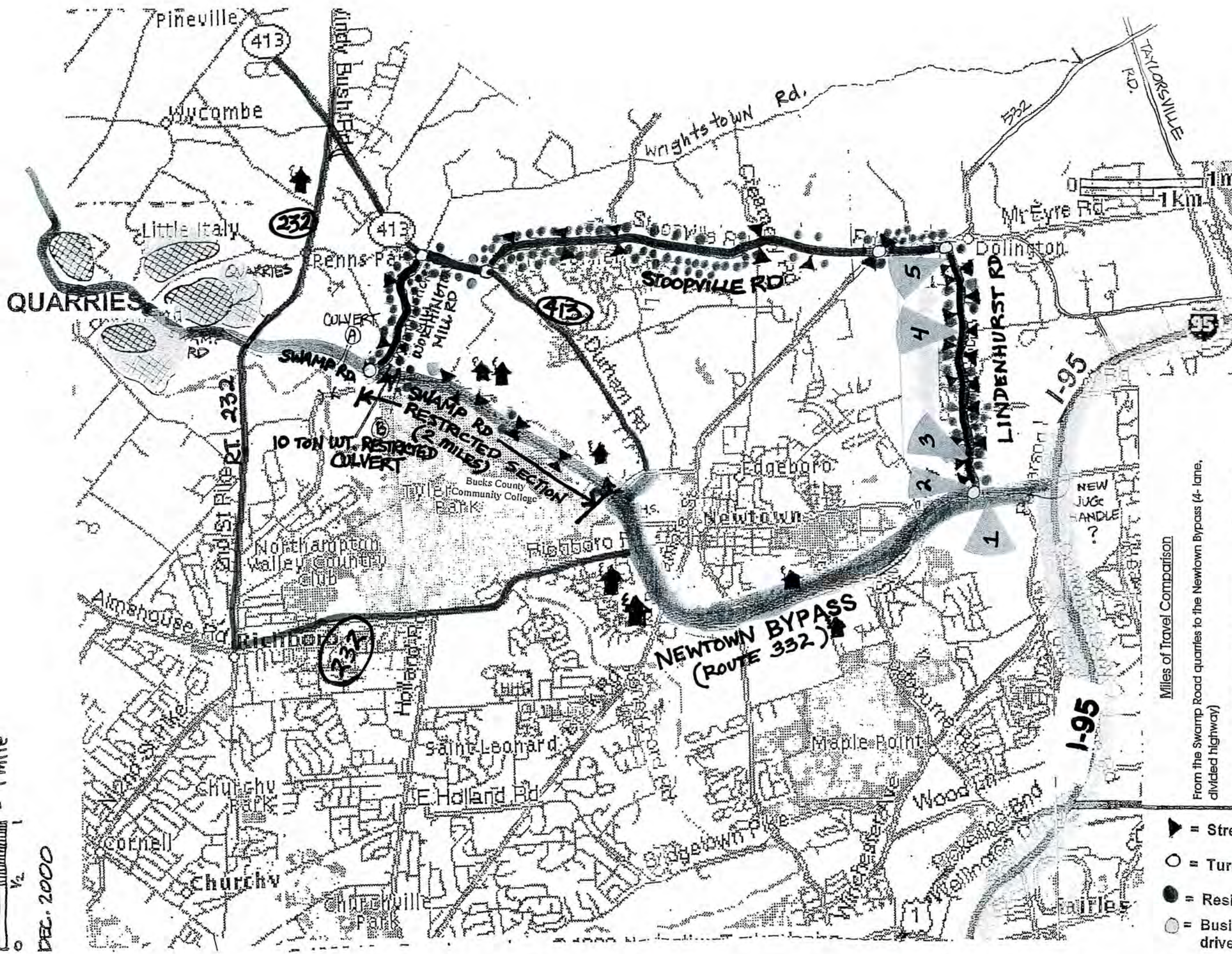
Susan Herman
President

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)

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

SCALE $1\frac{1}{4}" = 1 \text{ mile}$

DEC. 2000



Access Points

- ☐ Worthington Mill RD
To Rt. 413 To
Stoopville RD to
Lindenhurst RD to
Bypass- 155 points 0
-
- ☐ Swamp RD @ Worthington
to Bypass 16 points

☐ Swamp Rd @ Worthington Mill Rd to Bypass 16 points of access

Miles of Travel Comparison

From the Swamp Road quarries to the Newtown Bypass (4-lane, divided highway)

- Via Swamp Road (turns into the Bypass)-turns

Swamp Road to Worthington Mill Road to Rt. 413 to Stoopville Road to Lindenhurst Road to the Bypass.- 9.7 miles (6 turns)

- ▣ Second Street Pike to Newtown- Richboro Road to the Bypass- 6 miles (3 turns)

Swamp Road to Worthington Mill Road to Rt. 413 to the Bypass-
5.8 miles (4 turns)

▶ = Street access
 ○ = Turn
 ● = Resident's driveway
 ● = Business/ Business & resident's driveway

Exhibit II

Exhibit II

Residence of current/previous Newtown or Wrightstown Twp. Supervisor & current and previous home of PennDOT District Administrator

(ii)

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.

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 Afton 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 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." 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.

Johnson, "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 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 Biehler, 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 Biehler with your business director. *

Thank you again for your time and consideration".

*Secretary of Transportation, Allen Biehler
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 Biehler, 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

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 Biehler 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

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.



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 ✓

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 "artificially 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 Route 332 and I-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 — Dollington 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 Afion, 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.

November 14, 2002

YAROLEY NEWS

Ex. 11 (pg. 7/8)

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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 Aston Elementary Schools...in asking you to limit the heavy truck traffic on this country road."



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,

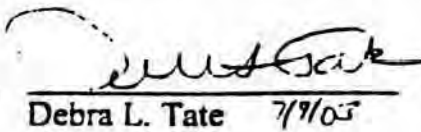
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

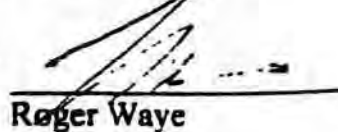
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures 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

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."

Ex. VII
(pg 2/12)**WRIGHTSTOWN TOWNSHIP**, Bucks County, Pennsylvania

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

November 8, 2000

Mr. A. L. Warren
Page 2

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

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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@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

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 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 Biehler, 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

* 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 Biehler
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

COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

Ex. - VII (pg 7/12)

Timothy F. Kirby, Ed.D.
SUPERINTENDENT OF SCHOOLS
TELEPHONE (215) 944-1000
FAX (215) 944-1031

June 17, 2003

Robert D. McAuliffe, PE
DIRECTOR OF BUSINESS
ADMINISTRATION
TELEPHONE (215) 944-1040
FAX (215) 944-9041

Mr. Gary Hoffman
PA Department of Transportation
Keystone Building
400 North Street
Harrisburg, PA 17120

Re: Worthington Mill Road, Bucks County

Dear Mr. Hoffman:

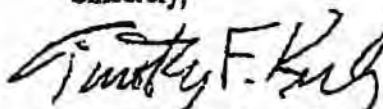
I understand your department is currently conducting a traffic and safety review of the above referenced road. The safety of our students is of paramount importance to the Council Rock School District.

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

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 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 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

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.

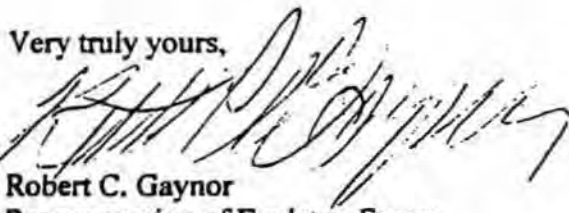
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous 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

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: Werthington 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.

Werthington 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 Werthington 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 Werthington 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.

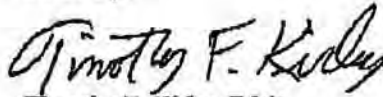
We find it difficult to understand why this high volume of heavy truck traffic would be diverted onto such an inappropriate road. It is clearly apparent from the pictures and videos that this road is inadequate for commercial truck traffic. Werthington Mill Road under its present circumstances requires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

Exhibit VII
(pg 12/12)

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



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

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

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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

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.

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.

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
when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire
wheel that had been jettisoned by a passing vehicle and landed in his Backyard.

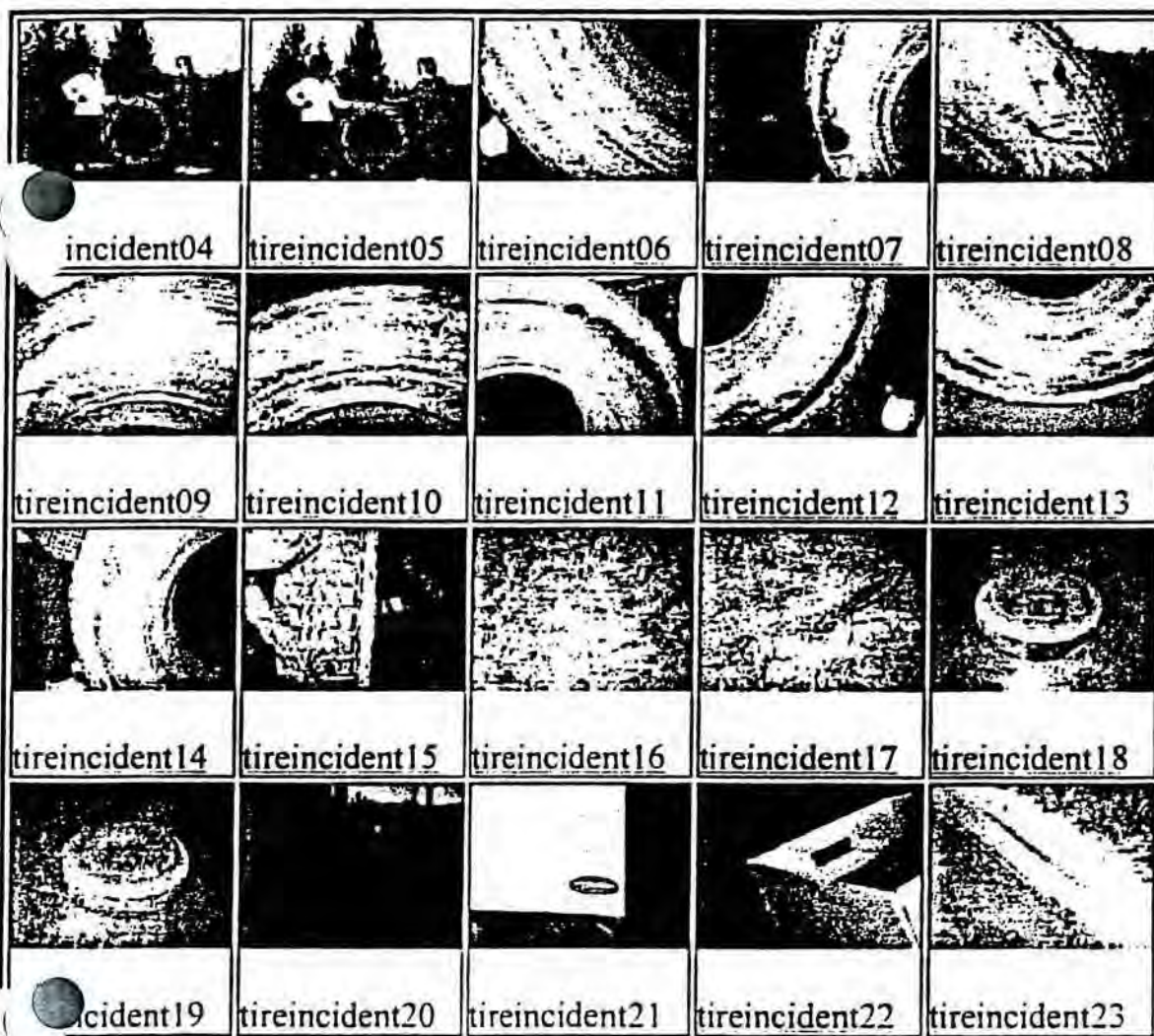
Initial investigation revealed that the tire had been jettisoned by a vehicle traveling
South on Lindenhurst Road. The tire traveled across the opposing lane of traffic where
it struck the curb, bounced into the air and flew approximately 40 ft, coming to rest in
the middle of his backyard. While investigating 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

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Made public by
Sherry Giesler
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
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.

*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

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

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 ^{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 [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.

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.

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 ~~superintendent~~ ^{President of the Board} of Council Rock School district.)

This Board vehemently opposed PennDOT's posting of the "Suggested Detour Signs". [Newtown Twp.]

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.

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

Pg. 7/26

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Thank you again for the opportunity to submit written comment that will be included as testimony for this meeting.

Very truly yours,

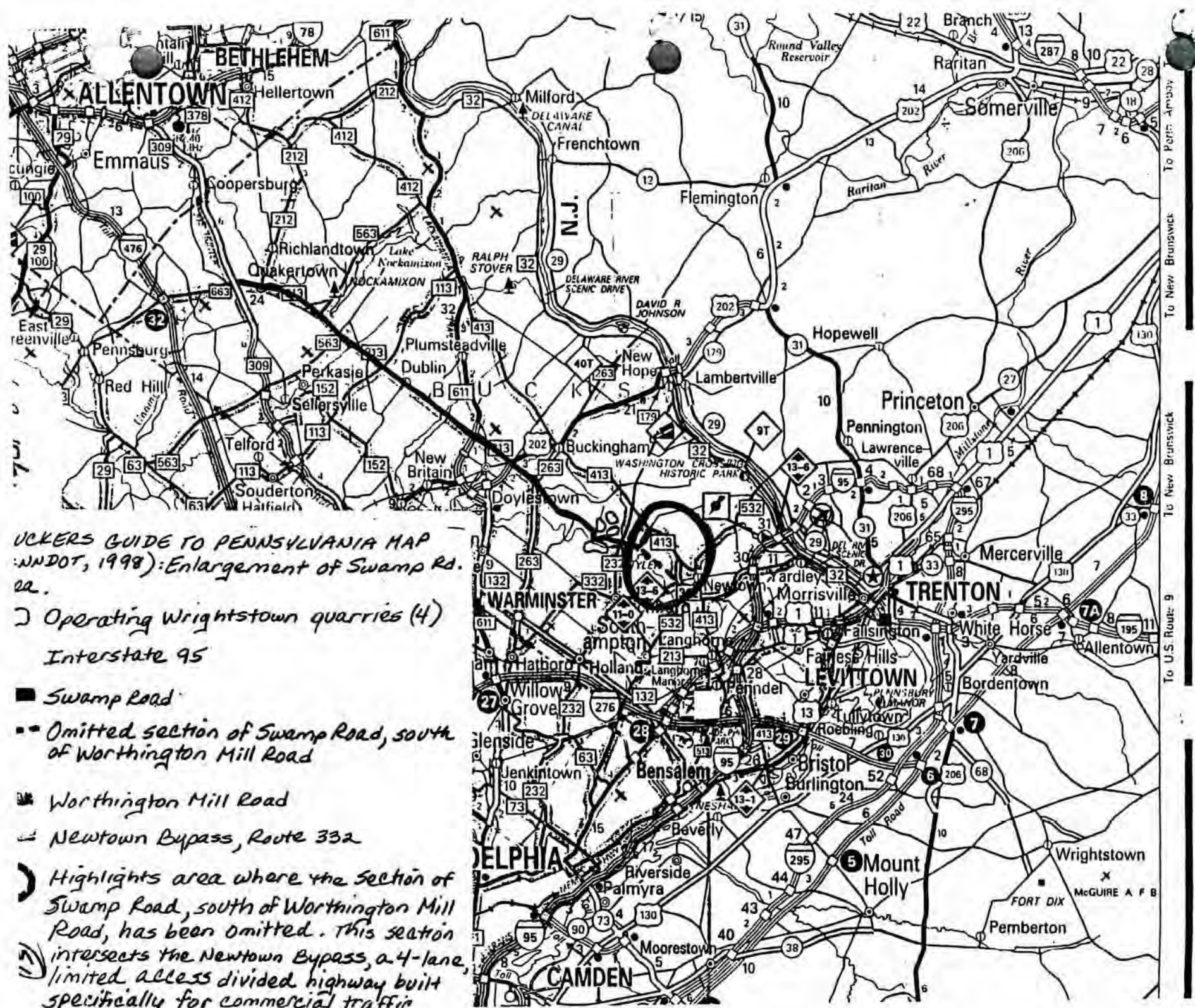


Susan Herman
President

- 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. 8/8*

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.



PennDOT's Truckers Guide to Pennsylvania
1998

Exhibit IV

Conti empathizes with residents on truck traffic at Newtown Twp. meeting

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 Maseda, 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

pg 11/26

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Exhibit V

Exhibit VII
(Page 1 of 2)

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BUCKS COUNTY
Courier Times

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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."

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

→ March 9, 2001

(53)

pg. 12/26

Exhibit VII

(Page 2 of 2)

"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!

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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.

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.

BACK TO TOP

DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

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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

pg. 14/26

(55)

February 23, 2004

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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.

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

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
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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)

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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

Pg. 20/26 (61)

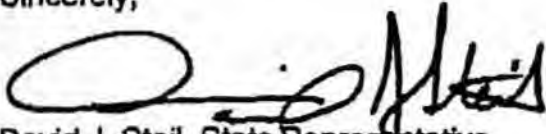
February 27, 2004

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



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

(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

(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.

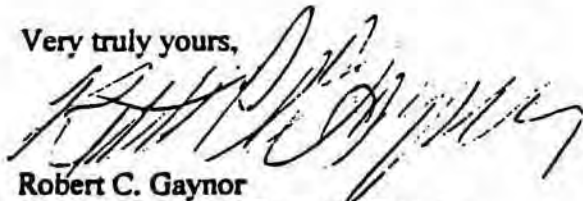
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous 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



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

pg. 25/26

(66)

TRAFFIC FLOW MAP

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

SCALE 1 1/4" = 1 mile

0 1/2 1 = 1 mile

DEC. 2000

Legend



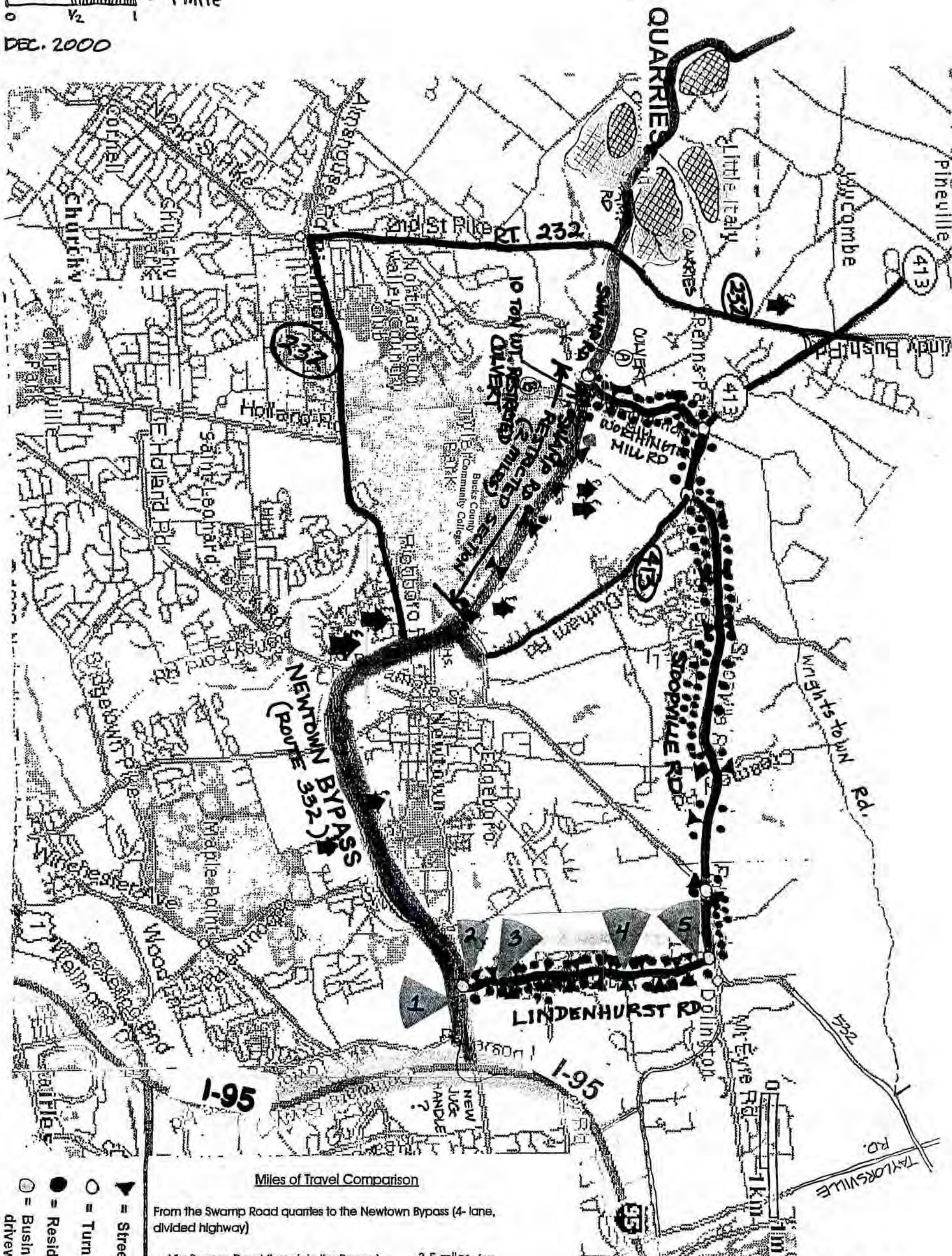
= Operating Quarries -
May be open 24/7

= Diverted Truck Route:
Minor residential
Collector roads

= Restricted Principal
Arterial State Highway

= Newtown Bypass - 4 Lane,
Controlled Access, Divided
Highway

= Residence of current/previous Newtown
or Wrightstown Twp Supervisor &
current and previous home of PennDOT
District Administrator



Miles of Travel Comparison

- From the Swamp Road quarries to the Newtown Bypass (4-lane, divided highway)
- Via Swamp Road (turns into the Bypass)- 3.5 miles (no turns)
 - Swamp Road to Worthington Mill Road to Rt. 413 to Stoopville Road to Lindenhurst Road to the Bypass.- 9.7 miles (6 turns)
 - Second Street Pike to Newtown- Richboro Road to the Bypass- 6 miles (3 turns)
 - Swamp Road to Worthington Mill Road to Rt. 413 to the Bypass- 5.8 miles (4 turns)

Access Points

- Worthington Mill Rd
To Rt. 413 to
Stoopville Rd to
Lindenhurst Rd to
Bypass- 155 points of access
- Swamp Rd @ Worthington Mill Rd,
to Bypass 16 points of access

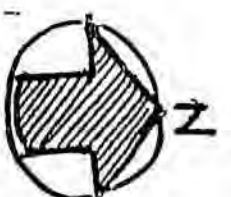


Exhibit XVII
Pg 26/26

BOARD

Opinions of the editorial board.

Guy Petroszello
editorial page editor
gpetroszello@phillyburbs.com

Patricia S. Walker
executive editor

Rose Vanden Melver
managing editor
copied

Carl LaVO
asst. managing editor

Susan Garner
editorial assistant

Andrea Lichtenow
community member

Barry 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 5, "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 nearly 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 Stoopville 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, PE

THE BUCKS COUNTY COURIER TIMES

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Page 8 of 8

Pg 2 of 8

Pg 15/15

DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

2 NORTH STATE STREET
NEWTOWN, PA 18940
PHONE: (215) 968-3975

HOUSE POST OFFICE BOX 202020
ROOM 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
RTTS
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.

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

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.

- 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:

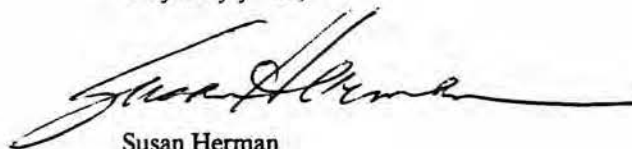
Your support for construction of TIP B11, the Swamp Road Corridor Improvement Project, to be completed within the first four years of the Twelve Year Plan and your support for funds to be allocated to complete construction of TIP B11 within the first four years of the Twelve Year Plan. It will also state 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.

**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 Flemming 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.

Attachment IX (86 page document)



dvrpc

► MEMORANDUM

Delaware Valley Regional
Planning Commission

190 N. INDEPENDENCE MALL WEST ► 8TH FLOOR ► PHILADELPHIA, PA 19106-1520 ► PHONE: 215.592.1800 ► FAX: 215.592.9125 ► 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.
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

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**

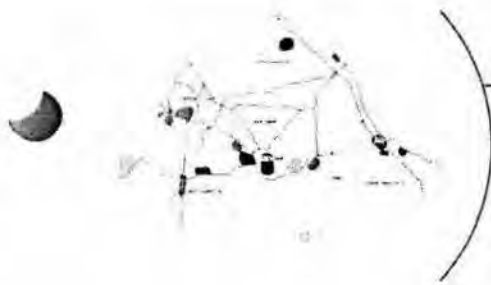
Louis Belmonte, District Traffic Engineer – **PennDOT District 6-0 Office**
Francis Hanney, Assistant District Traffic Engineer – **PennDOT District 6-0 Office**

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

January 2008

Coyne, Jerry

From: Jane Magne [jimage@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. Tuning 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...

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

Law Office of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, 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:

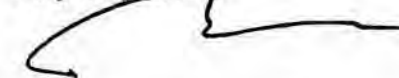
I am writing as Solicitor on behalf of Newtown Township.

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



Township of Lower Makefield

BOARD OF SUPERVISORS

Ron Smith, Chairman
Greg Caiola, Vice-Chairman
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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)

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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)

Mr. Jerry Coyne, Project Manager
September 19, 2007
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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 analyses 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)

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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)

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Mr. Jerry Coyne, Project Manager
September 19, 2007
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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)

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.

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

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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

Thanks to all of you for your efforts these past years.

Representative J. David Steil

12/13/2007

16/86

Law Office of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, 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

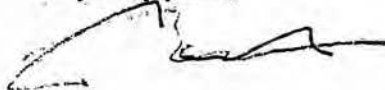
Re: Bucks County Regional Traffic Study

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

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

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.

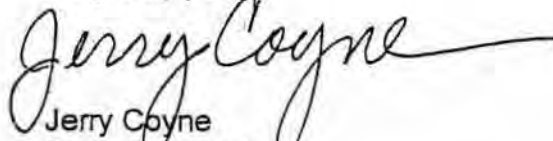
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comments
were
addressed*

1986

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

20/86

Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Counsel - Newtown Township
Joseph P. Caracappa, Esquire

Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, 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:

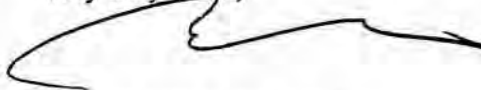
On behalf of Newtown Township, I want to thank you for appearing at the Board of Supervisors meeting.

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

21/86



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,

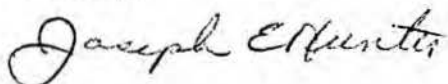
22/86

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.

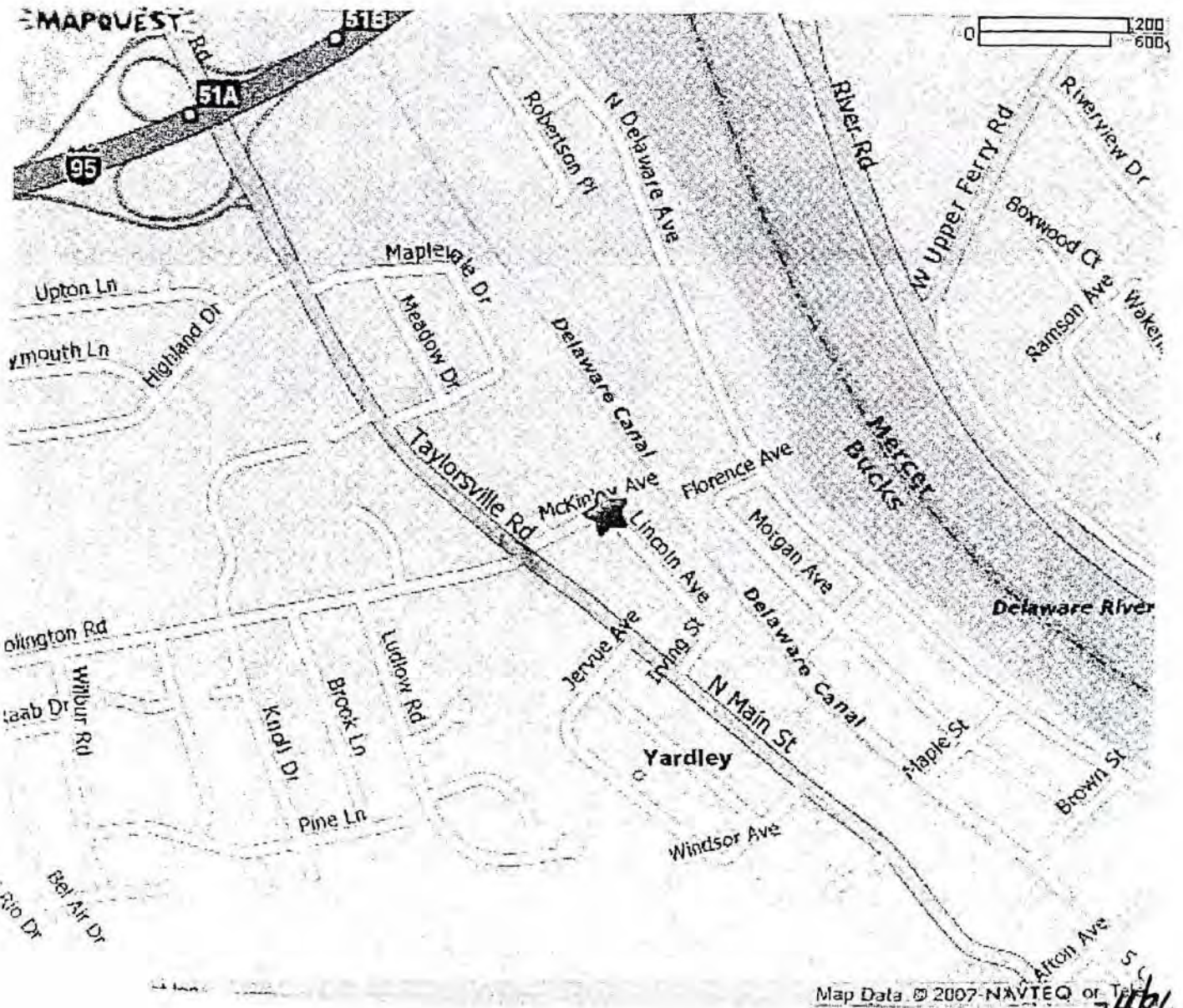
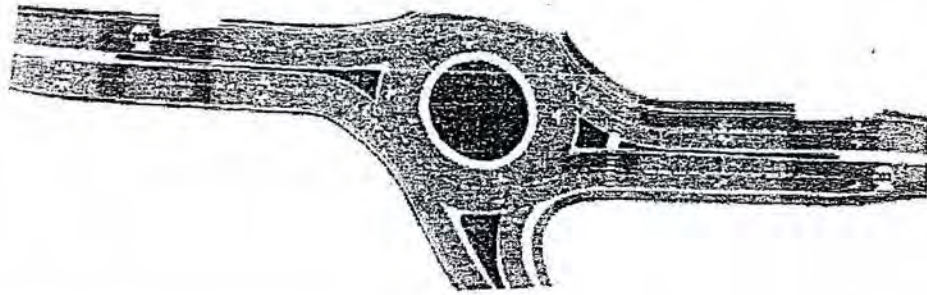
Sincerely,



Joe Hunter
Borough Council President

CC: Yardley Borough Council
Yardley Borough Community Development
C. William Winslade, Borough Manager

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

Lower Makefield Township

Northampton Township

Wrightstown Township

Newtown Borough

Yardley Borough

Upper Makefield Township

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

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

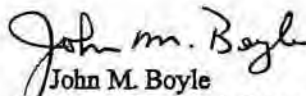
2. On page 5-19 in the Summary of Adverse Conditions, the first paragraph states "..., adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/Wrightstown Roads, traffic volumes from Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park 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
 - Cosi, 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

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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

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v. Escrow Release # 6 - Delancey Court

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

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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. Coyle 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. Coyle 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

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traffic was discussed. Investigation into possible use of rail lines for shipment of quarry materials was conducted. At open house meetings public input focused on quarry truck traffic and quality of life issues. Suggested methods of improvement included maintenance, signal timing, pavement marking, geometric improvements and highway lighting improvements.

Eight roadway segments were identified for traffic calming, six of which require further documentation. Stoopville Road will receive traffic calming, including raised medians and additional crosswalks on a one to three year timetable. Lindenhurst Road's traffic calming is being implemented now.

The task force will focus on education, communication and enforcement. Enforcement is the most effective way to control unsafe driving. On October 29, 2007 a regional traffic open house will be held at Northampton Township. Information on the meeting can be found at <http://www.dvrpc.org/BCRTS/meetings.htm>. There is a link on the Township Web site.

Eric Kaufman of Gilmore & Associates discussed the traffic calming recommended based on a study of Stoopville Road, as requested by the Township. The results of the study have been presented to the Township Supervisors and submitted as a concept plan to PennDOT. Among the suggested traffic calming devices are a gateway treatment and crosswalk at Rosefield development's entrance, including a median in the road, a landscape median at Linton Hill Chase's entrance and a crosswalk at Eagle Road. Five locations were identified for possible location of roundabouts:

- Eagleton Farms entrance
- Melsky tract
- Linton Hill Road
- Dolington Road
- Washington Crossing Road

Gilmore & Associates is not recommending that five roundabouts be installed, but is recommending locations where installation would be feasible.

Mr. Johnston said that PennDOT had presented ideas to address needed improvements at Swamp Road to improve safety and drainage problems. After PennDOT's initial presentation, there was a great deal of feedback from residents. The plans have been revised, reducing lane size to 11 feet with 5 foot shoulders, a second traffic signal at the Community College has been eliminated, and an eastbound climbing lane has been eliminated. PennDOT plans to install tow right turn lanes at Buck Road and the Newtown Bypass in 2008.

Mrs. Goren announced that, because a large number of residents have attended the meeting to speak about Swamp Road, public comment on this issue would be heard beyond the time initially allotted.

Resident George van der Horn said that the report of the traffic study does not properly represent the desires of the residents who live in the Swamp Road area. Residents were not represented at the traffic meetings.

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

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

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

Ordinance and the procedures required to vacate a portion of Upper Silver Lake Road, which is a public street. The action that had been taken was part of the land development and conditional use approval of Wilshire Walk, which provided that the road would not be vacated in that it was still available for emergency vehicles only and further provided that the maintenance responsibility for the area that was closed to all but emergency vehicles would be the responsibility of Wilshire Walk Homeowners Association. The developer of the Villas agreed as part of final land development approval that if the Township directed, it would improve the road to Township standards. The Township Traffic Engineer was directed to determine whether the reopening of that portion of Upper Silver Lake Road to the general public would be warranted and has issued a report recommending that the road be reopened to all travel.

A resolution directing the developer to perform the necessary work to have the road improved to meet Township requirements, certified by the Township Engineer, after which the Township would remove signage and open the road to the general public and absolve Wilshire Walk Homeowners Association of any further responsibility for maintenance, has been drafted.

Mr. Schenkman moved to adopt a resolution regarding the opening of a portion of Upper Silver Lake Road currently closed to all but emergency vehicles. Mr. Calabro seconded.

Discussion of motion: Mr. Schenkman asked whether any traffic calming measures would be incorporated into the resolution.

Mr. Beckert referred to the paragraph in the proposed resolution dealing with Township standards.

Mr. Schenkman said that the reopening would be a benefit to the traveling public.

Mr. Jirele disagreed, noting a sharp, greater than 90°, turn on a very narrow street. He questioned the need to reopen the road. He asked whether the Traffic Engineer had suggested any restrictions on two-way traffic, or whether he had investigated accidents at this location. He had some concerns about the safety of the road.

Mrs. Goren said that there have been requests for the reopening from numerous residents of Kirkwood, Wilshire Walk and the Reserve. They have cited the condition of disrepair making it no longer accessible even for emergency vehicles.

Mr. Johnston said that he had not investigated the accident history. He did not find the road to be unsafe, and he said that there are ways to insure safety on an open road, rather than closing it.

Mr. Jirele continued to object, noting that the closed road is a very small inconvenience to some residents, but if opened would be a very dangerous road. He said that Penns Trail had been extended north to accommodate traffic that would have used Upper Silver Lake Road.

Mrs. Goren said that the road had been closed at the time that the

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. Jirele 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. Jirele 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. Jirele 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

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

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. Ciervo 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

had intermittent attendance. She asked the Board to re-evaluate whether members should continue to serve on committees if they are not attending meetings regularly.

Members Comments

Mrs. Goren reported that the Board had met in executive session prior to the start of this evening's meeting to discuss matters of personnel and litigation.

Minutes Bills Lists and Reports

Minutes: *Mr. Weaver moved to accept the minutes of September 5, 2007. Mr. Calabro seconded and the motion passed 3-0-2, with Messrs. Schenkman and Jirele abstaining.*

Bills: *Mr. Schenkman moved to authorize payment of bills totaling \$376,190.53. Mr. Weaver seconded and the motion passed unanimously.*

Mr. Schenkman moved to authorize interfund transfers totaling \$169,083.90. Mr. Weaver seconded and the motion passed unanimously.

Reports of Committees Boards and Commissions

Planning Commission: Chairman Shawn Ward reported that at the Planning Commission meeting of September 18, 2007, the Planning Commission reviewed and recommended that the Board of Supervisors approve the Preliminary/Final Plan for the portion of the Melsky tract in Newtown Township for 45 homes, with 45 homes on the Upper Makefield portion, all taking access from Stoopville Road, with conditions. Among the conditions recommended are that the Board consider requiring curbs and gutters, or if Belgian blocks are used, that the streets remain private; that if Federal money is made available for Stoopville Road improvements, and traffic impact fees are not collected from Toll Brothers, that portion of the federal money equal to the Newtown Township portion of traffic impact fees be considered for Township use where needed anywhere within the Township; that inside the development three-way stop signs be used at intersections with less than 100 foot tangent approaches to the intersections; and that street lights be installed at the entrances and at the internal intersections, only.

The Commission reviewed and recommended that the Board approve Johnson Kendall Johnson's preliminary/final plan for adaptive reuse of an 11,827 square foot building, with a proposed future addition of 7,500 square feet for D-1 office use, at 109 Pheasant Run, with conditions.

The Commission reviewed and recommended that the Board grant final land development approval NAC 209 Penns Trail, with conditions.

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

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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

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:

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- 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

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.

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. Jirele 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

- 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

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

Phillip Calabro, Vice-
Chairman

Jerry Schenkman,
Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

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**

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

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

	Signature	Date
1	Moe Sood	6/6/07
2	Jim Luch	6/7/07
3	Mary Lisan	6/6/2007
4	Sonja Lengal	6/13/07
5	Judy Harvey	6/6/07
6	GENE BUKOWSKI	6/6/07
7	TRISH BUKOWSKI	6/6/07
8	SARAH BUKOWSKI	6/6/07
9	Paula Teixeira	6/6/07
10	Isabel Teixeira	6/6/07
11	PAUL ARNOLD	6/6/07

5/1/06

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

	Print 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	Nul Patel	Nul Patel	06/06/07
18	Meena Patel	Meena Patel	06/06/07
19	Mark W. Goldman	MARK W. GOLDMAN	6/6/07
20	Jared T. Rapaport	Jared T. Rapaport	6/6/07
21	Donna Rapaport	Donna T. Rapaport	6-6-07
22	Alyssa Rapaport	Alyssa Rapaport	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	Tracy S. Killman	Tracy S. Killman	6-6-07
29	Donna M. Ford	Donna M. Ford	6-7-07
30	Martin Lison	Martin Lison	6-7-07
31	Telena & Leon Shimurak	Telena & Leon Shimurak	6/7/07
32	Cara Fuma	Cara 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. GORANLEY	GREGORY J. GORANLEY	6-7-07
42	Susan B. Golanley	Susan B. Golanley	6-7-07
43	Gregory J. Golanley	Gregory J. Golanley	6-7-07
44	Gregory J. Golanley	Gregory J. Golanley	6-7-07

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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	<i>Robert Skillman</i>	6/6/07
46	Tony DiBartolo	<i>Tony DiBartolo</i>	6-7-07
47	ROSS DiBARTOLO	<i>Ross DiBartolo</i>	6-7-07
48	Rachel DiBartolo	<i>Rachel DiBartolo</i>	6-7-07
49	Anne DiBartolo	<i>Anne DiBartolo</i>	6/7/07
50	Sergey Murychichin	<i>S. Murychichin</i>	6/7-07
51	Natalia Murychichin	<i>S. Murychichin</i>	6/7-07
52	Regina Murychichin	<i>S. Murychichin</i>	6.7.07
53	Maria Kulczytzky	<i>Maria Kulczytzky</i>	6-7-07
54	Andrew Kulczytzky	<i>Andrew Kulczytzky</i>	6-7-07
55	Anastasia Kulczytzky	<i>Anastasia Kulczytzky</i>	6-7-07
56	Amanda McCaulley	<i>Amanda McCaulley</i>	6-7-07
57	LORIE MORRELL	<i>LORIE MORRELL</i>	6-7-07
58	WALTER MORRELL	<i>Walter Morrell</i>	6-7-07
59	Robert Morrell	<i>Robert Morrell</i>	6-7-07
60	Diane Morrell	<i>Diane Morrell</i>	6-7-07
61	Stephanie Arnold	<i>Stephanie Arnold</i>	6-7-07
62	Len Arnold	<i>Len Arnold</i>	6-7-07
63	Lisa Lieberman	<i>Lisa Lieberman</i>	6-7-07
64	Don Farney	<i>Don Farney</i>	6/7/07
65	ROSEANU SCHMIDT	<i>Roseanu Schmidt</i>	6-7-07
66	HOWARD WOODS	<i>Howard Woods</i>	6/7/07
67	CHARLES SCHMIDT	<i>Charles Schmidt</i>	6-7-07
68	ANNA MARIE SCHMIDT	<i>Anna Marie Schmidt</i>	6/7/07
69	LOLAINE MCGEE	<i>Lolaire McGee</i>	6-7-07
70	SUZANNE GENTILE	<i>Suzanne Gentile</i>	6-7-07
71	ANTHONY GENTILE	<i>Anthony Gentile</i>	6-7-07
72	STEVEN GENTILE	<i>Steven Gentile</i>	6-7-07
73	CHRISTINE GENTILE	<i>Christine Gentile</i>	6-7-07
74	DAVID GENTILE	<i>David Gentile</i>	6-7-07
75	MICHAEL GENTILE	<i>Michael Gentile</i>	6-7-07
76	ALICE RUDIS	<i>Alice Rudis</i>	6-7-07
77	THOMAS BARFIELD	<i>Thomas Barfield</i>	6-7-07

Swamp Neck Improvement Project
 Action by Citizens Committee
 Against Increasing Capacity of Swamp Neck
 for Reducing Speed to Relief Swamp Neck

78.	Jay B. Lieberman	Jay B. LIEBERSON	6/7/07
79.	O. P. Flint	O. P. FLINT	6/7/258
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. Eng	Dennis C. Eng	6/2/07
85.	Catherine A. Eng	Catherine A. Eng	6/7/07
86.	Carolyn Rafferty	Carolyn Rafferty	6/7/07
87.	Cindy Cohen	Cindy Cohen	6/7/07
88.	Robyn Miller	Robyn 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	6/7/07
92.	Deena Miller	Deena Miller	4/7/07
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 Conroy	Mike Conroy	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.	Robert D. Rossi	Robert D. Rossi	6/8/07

✓

104	Cooper Robb	6-10-07
105	Karl Carter	6-10-07
106	Andrea Biernbaum	6-10-07
107	Barry Biernbaum	6-10-07
108	Paul Losch	6/10/07
109	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 Mack	6-7-07
12	80 LEAN MELAMUD	Lean Melamud	6-7-07
13	81 RITA MELAMUD	Rita Melamud	6-7-07
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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	
114	Phyllis Sambar	Phyllis Sambar	6/11/07
115	Nike Sambar	Nike Sambar	6/11/07
116	Will Sambar	Will Sambar	6/11/07
117	Jim Seamans	Jim Seamans	6/4/07
118	Donna Seamans	Donna Seamans	6/11/07
119	Jiansheng Gong	Jiansheng Gong	6/11/07
120	Renyue Kong	Renyue Kong	6/11/07
121	JOSEPH F. KORN	Joseph F. Korn	6/4/07
122	ANN F. KORN	Ann F. Korn	6/4/07
123	CAROLYN A. DRYZGA	Carolyn A. Dryzga	6/12/07
124	Anthony S. Pachuba	Anthony S. Pachuba	6-12-07
125	DEBORAH G. PACHUBA	Deborah G. Pachuba	6/12/07
126	William B. Smigo	William B. Smigo	6/12/07
127	Theresa Smigo	Theresa Smigo	6/12/07
128	Taylor Smigo	Taylor Smigo	6/12/07
129	Billy Smigo	Billy Smigo	6/12/07
130	Alex Smigo	Alex Smigo	6/12/07
131	MAHENDRA MODY	Mahendra Mody	6/13/07
132	Kalpana Mody	Kalpana Mody	6/13/07
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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 E. Forsthofer	<i>William E. Forsthofer</i>	June 9, 2007
34	112 Allen Shampine	<i>Allen Shampine</i>	6/11/07
35	113 Vikas Sood	<i>Vikas Sood</i>	6/13/07
114			
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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 Woodhead	Robert L. Woodhead	8/4/07
137	Ken Leibowitz	Ken Leibowitz	8/4/07
138	Todd Hunkel	Todd Hunkel	8/16/07
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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.

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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

	Printed Name	Signature	Date	Address
1	Steven Young	[Signature]	8/5/07	Hollywood PA
2	Andrea Green	[Signature]	8-5-07	Fairless Circle
3	Elaine Young	[Signature]	8-5-07	Westfield, PA
4	Alynn Scott	[Signature]	8-5-07	Fairless, PA 15446
5	Blair Kirschner	[Signature]	8-5-07	Holliston, PA 18106
6	MARY COSMA	[Signature]	8/5/07	1000 Swamp Rd
7	MIKE COSMA	[Signature]	8/5/07	1000 Swamp Rd
8	Christina Hartley	[Signature]	8/5/07	147 Spring Ave, Holland
9	CALEB MAUER	[Signature]	8/5/07	623 Swamp Rd, Newtown
10	JOAN MILLER	[Signature]	8/5/07	623 Swamp Rd, Newtown
11	KATHARINE SHINN	[Signature]	8/5/07	Katharine Shinn
12	JOAN SHINN	[Signature]	8-5-07	625 Swamp Rd.
13	Jane 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	PATSY PERSHONG	[Signature]	8-5-07	1833 Zitter Ave Bristol PA 19001
17	Ruthie Peters	[Signature]	8-5-07	293 Second St. Trenton, NJ 08611
18	JAMES H. TAYLOR	[Signature]	8-6-07	FAIRLESS HILLS PA 15030
19	Gene DARRAH	[Signature]	8-6-07	454 SWAMP Rd Wrightstown
20	Maryanne E. Widenmeyer	[Signature]	8-7-07	1085 Reading br, Exley PA 1567
21	TINA M. QUISITO	[Signature]	8-7-07	1085 Reading br, Exley PA 1567
22	MICKEY DARRAH	[Signature]	8/7/07	454 Swamp Rd
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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

	Printed Name	Signature	Date	Address
26	DEE RUSSELL	<i>[Signature]</i>	8/3/07	
27	Theresa Ungarini	<i>[Signature]</i>	8/3/07	217 DORRANCE ST BRISTOL PA 19007
28	Lisa Goscinsky	<i>[Signature]</i>	8/4/07	Wrightstown, PA
29	Kim Brunquell	<i>[Signature]</i>	8/4/07	114 Walker Rd Washington Crossing PA
30	Flann Darling	<i>[Signature]</i>	8/4/07	NJ
31	Kim Brunquell	<i>[Signature]</i>	8/4/07	114 Walker Rd Washington Crossing PA
32	Chia Kishor	<i>[Signature]</i>	8/4/07	234 Garden Ave. Philadelphia
33	Paula B...	[Signature]		
34	Douglas Bishop	<i>[Signature]</i>	8/4/07	234 Garden Ave. Horsham
35	Cynthia Sharp	<i>[Signature]</i>	8/4/07	441 Worthington Mill Rd. Richboro PA
36	Jane Tyson	<i>[Signature]</i>	8/4/07	3224 Manor Rd. Huntingdon PA 19009
37	Cindy DeKraft	<i>[Signature]</i>	8-4-07	631 Atkinson Ln. Langhorne, PA 19047
38	Nick Olivierio	<i>[Signature]</i>	8-4-07	Witley, NJ.
39	Steve Gold	<i>[Signature]</i>	8/4/07	9550 Kline Rd Richboro PA 18954
40	Janet Clark	<i>[Signature]</i>	8/4/07	418 Finkle Ave Hamilton, OH 45006
41	Wanda Litz	<i>[Signature]</i>	8/4/07	1304 Magnolia Ave Croydon PA 19021
42	Kathia LaPrati	<i>[Signature]</i>	8/4/07	3742 Walnut St Allentown, PA 18104
43	Carrie McGarry	<i>[Signature]</i>	8/5/07	1000 Lantz N Levittown PA 19056
44	Brielle Gamone	<i>[Signature]</i>	8-5-07	451 Swamp Rd Newtown PA 18940
45	Mary Lloyd	<i>[Signature]</i>	8-5-07	223 DOOLEY ST BEAULEN PA 19026
46	Nikki Yager	<i>[Signature]</i>	8/5/07	633 Cedar St
47	Levelope Dixon	<i>[Signature]</i>	8/5/07	730 Cypress Warrington Pa 18974
48	Robert Peirce	<i>[Signature]</i>	8/5/07	1832 Grant Ave. Phila. Pa
49	BRAND Mcnaker	<i>[Signature]</i>	8/5/07	1590 East E. 1st AV 1A 19115
50	Karen Young	<i>[Signature]</i>	8/5/07	286 Nemoval S. PA

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	[Signature]	8-4-07	Croydon PA
52	[Signature]	Tom Litz	8-4-07	1304 Magnolia Ave Croydon
53	Jennifer Musil	Jennifer Musil	8-5-07	937 Penn Park Rd
54	Bob Krystofolski	[Signature]	8-5-07	30 SHILTON LANE LANGHORNE
55	John Harman	[Signature]	8-5-07	1300 Magnolia Ave Croydon
56	JERONICA LITZ	Jernica Litz	8-5-07	722 ^{6th Ave} Croydon
57	Linda Shaffer	Linda Shaffer	8-7-07	1201 Magnolia Ave
58	Vito Carona	Vito Carona	8-7-07	2349 Bowman Ave
59	Dorothy Carona	Dorothy Carona	8-7-07	2341 Bowman Ave
60	ESTELLA BARRAH	[Signature]	8-7-07	Swamp Rd, Weymouth
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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

	Name	Signature	Date	Address
101	JAMES Barry	[Signature]	8/6/07	125 Klockner Rd Apt C11 Trenton NJ 08611
102	[Signature]	[Signature]		
103	David Stanton	[Signature]	8/7/07	Riverside NJ
104	Sieglinde Becker	[Signature]	8/7/07	250 Alderbrook Rd Trenton NJ
105	Antonio Garcia	[Signature]	8-7-07	1120 1st St Trenton NJ
106	David Weiss	[Signature]	8-6	1000 1st St Trenton NJ
107	CYNTHIA BECKER	[Signature]	8-7-07	Quincy Rd Trenton NJ
108	Shannon Longman	[Signature]	8/7/07	Wrightstown, NJ
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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.	<i>Dawn Paralis</i>	7/25/07
2. Barbara Lansing	6 Colonial Dr.	<i>Barbara Lansing</i>	7-25-07
3. Ellis Katz	7 Colonial Dr.	<i>Ellis Katz</i>	7/25/07
4. Jackie Katz	7 Colonial Dr.	<i>Jackie Katz</i>	7/25/07
5. Linda Jaggar	1 Colonial Dr.	<i>Linda Jaggar</i>	7/29/07
6. Ann Barth	1 Colonial Dr.	<i>Ann Barth</i>	7/29/07
7. Peter Jaggar	1 Colonial Dr.	<i>Peter Jaggar</i>	7/29/07
8. Trudy Puchner	34 Colonial Dr.	<i>Trudy Puchner</i>	7/29/07
9. Trudy Puchner	34 Colonial Dr.	<i>Trudy Puchner</i>	7/29/07
10. <i>[Signature]</i>	43 Colonial Dr.	DENNIS FISHER	7/29/07
11. Karen Fisher	43 Colonial Dr.	DENNIS FISHER KAREN	7/29/07

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12. SERGE STAVISKY	83 Colonial Dr.	Serge Staviskey	7/29/07
13. Melody Staviskey	83 Colonial Dr.	Melody M. Staviskey	7/29/07
14. Carol Parthlow	91 Colonial	Carol O. Parthlow	7/29/07
15. CHRIS RUPPE	6 PENNS WOODS DR	Chris Ruppe	7/29/07
16. Jon Ruppe	6 Pennwood Dr	Jon Ruppe	7/29/07
17. STEVEN APPEL	1 PENNSWOOD DR	Steven Appel	7/29/07
18. Debbie Appel	1 Pennwood Dr	Debbie Appel	7/29/07
19. Janice Santiago	137 Colonial	Janice Santiago	7/29/07
20. Miguel A. Santiago	137 Colonial Dr	Miguel A. Santiago	7/29/07
21. ALBA ROSA	155 Colonial	Alba Rosa	7/29/07
22. Jon Ragona	155 Colonial	Jon Ragona	7/29/07
23. Ken Ambros	176 Colonial Dr	Ken Ambros	7/29/07
24. GENE SANTARLAS	140 Colonial Dr	Gene Santarlas	7/29/07
25. Manfred	125 Colonial	Manfred	7/29/07
26. Lynne Wasson	135 Pennwood	Lynne Wasson	7/29/07
27. Matt Wasson	135 Pennwood Dr	Matt Wasson	7/29/07
28. JOSEPH SCARPA	13 Colonial Dr	Joseph Scarpa	8/6/07
29. MARIAN SCARPA	13 Colonial	Marian Scarpa	8/6/07
30. FRANK S. GUARNIERI	24 Colonial	Frank S. Guarnieri	8/6/07
31. LEO A. PROFY	51 Colonial	Leo A. Profy	8/6/07

RES	NAME	NO. & ADDR	NAME	DATE
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	Justina Vilella	90 Colonial Dr	Justina Vilella	8/6/07
35	Carlos Vilella	90 Colonial Dr	Carlos Vilella	8/6/07
36	Christine Church	98 Colonial	CHRISTINE	8/6/07
37	Michael J. Smith	98 Colonial	Michael J. Smith	8/6/07
38	Cathy Jones	122 Colonial	Cathy Weiss Fisher	8/7/07
39	Theresa M. Jones	173 Colonial	Theresa M. Jones	8/2/07
40	Joel Pasqua	158 Colonial Dr	Joel Pasqua	8/6/07
41	Joel Jones	173 Colonial Dr	Joel Jones	8/6/07
42	BERTA DICKER	158 COLONIAL DR	BERTA DICKER	8/6/07
43	Sergio	126 Pennsylv	Sergio	8/6/07
44	John W. Fossell	126 Pennsylv	John W. Fossell	8/6/07
45	John W. Fossell	126 Pennsylv	John W. Fossell	8/6/07
46	David + Helena Gallagher	74 Colonial Dr	David + Helena Gallagher	8/6/07
47	Anna Caluso	80 Colonial Dr	Anna Caluso	8/6/07
48	John G. G. G.	72 Colonial	TRISH COLEMAN	8/6/07
49	John G. G. G.	72 Colonial	TRISH COLEMAN	8/6/07
50	DAVID KORENSTEIN	60 Colonial Dr	DAVID KORENSTEIN	8/6/07
51	MARY ANNE HARTNETT-LUNDBERG	52 COLONIAL	MARY ANNE HARTNETT-LUNDBERG	8-06-07

56.	Helly Chikl	2 Colonial Dr.	Helly Chikl	8/1/07
57.	John Lundberg	12 Colonial Dr.	John Lundberg	8/1/07
58.	Donna Lenihan	12 Colonial Dr.	Donna Lenihan	8/1/07
59.	Laurie Selitto	57 Colonial Dr.	Laurie Selitto	8/1/07
60.	John M. Selitto	57 Colonial Dr.	John M. Selitto	8/1/07
61.	Kathleen Barbato	65 Colonial Dr.	Kathleen Barbato	8/1/07
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52.	James Lundberg	52 Colonial Dr.	8/6/2007
53.	Barry Levy(:)	20 Colonial Dr.	8/6/07
54.	Khara Levy	"	8/6/07
55.	Domenic Beatite	2 Colonial Dr.	8/6/07

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RESIDENT'S NAME	ADDRESS	SIGNATURE	DATE
52. James Lundberg	52 Colonial Dr	<i>[Signature]</i>	8/06/2007
53. Barry Levy	20 Colonial Dr.	<i>[Signature]</i>	8/06/07
54. KHARA LEVY	20 COLONIAL DR	<i>[Signature]</i>	8/6/07
55. DOMINIC GENDRE	2 Colonial Dr	<i>[Signature]</i>	8/6/07

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Swamp Road Improvement Project

Petition By Rushland 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	Nina Gilmartin	7/16/07
2.	Daniel Gilmartin	Daniel Gilmartin	07-17-07
3.	Roberta Jones	Roberta Jones	7/18/07
4.	Richard Myers	Richard Myers	7-21-07
5.	Beverly A. Wilson	Beverly A. Wilson	7/23/07
6.	HERBERT A WILSON	HERBERT A WILSON	7/23/07
7.	KELLY R COOK	KELLY R COOK	7/23/07
8.	HARRIET BARSKY	HARRIET BARSKY	7/23/07
9.	HARRY BARSKY	HARRY BARSKY	
10.	George Van Der Horst	George Van Der Horst	7/23/07
11.	MARK SHARLIN	MARK SHARLIN	7/24/07
12.	JUNE COOK	JUNE COOK	7/28/07
13.	Maria Syka	Maria Syka	7/28/07
14.	John Percetti	John Percetti	7/31/07
15.	MARTIN & JO ANN BULLOD	MARTIN & JO ANN BULLOD	7/31/07
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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

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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 withdraw 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 SAFETAY 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;

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✓

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.

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.

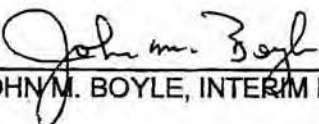
XIII. **FURTHER RESOLVED** that this Resolution be made part of Newtown Township's submission to the Regional Traffic Task Force and be made part of it's report along with any supporting documentation provided by Newtown Township.

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

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.

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.

X

Attachment
~~X~~
(page 1 of 3)

October 2007

Final Report

Bucks County

Regional Traffic Study

Lower Makefield Township / Hardman Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wrightstown Township
Middletown Borough



**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

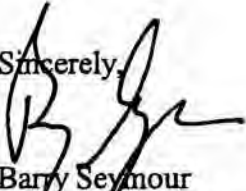
Re: Bucks County Regional Traffic Study Report Addendum

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

Attachment X

(pg. 3 of 3)

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.

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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

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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.

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