



APPENDIX H

SUMMARY OF THE TIP PUBLIC INVOLVEMENT PROCESS, SUMMARY OF PUBLIC COMMENTS, ORIGINAL PUBLIC COMMENTS, AGENCY RESPONSES, LIST OF RECOMMENDED CHANGES, AND SUPPORTING DOCUMENTATION

SUMMARY OF THE PUBLIC INVOLVEMENT PROCESS FOR THE FY2017 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

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

DVRPC engages in an extensive public outreach program in order to provide a variety of opportunities to comment and receive information on the TIP. DVRPC encourages the public to pose questions about the TIP to state, county, transit, and DVRPC staff through its ongoing public involvement process, and in particular, during the 30+-day public comment period. The public comment period for the Draft DVRPC FY2017 TIP for Pennsylvania opened on May 27, 2016, and closed on June 27, 2016 at 5:00 p.m. (EST). Notice of the public comment period and the scheduled public meeting was distributed to over 13,500 individuals and organizations that comprised a variety of stakeholders in the region, including: non-profit organizations; traditional transportation and transit users; underserved, minority and low income populations; the private sector; and the general public. TIP documents were also mailed to Tribal representatives for comment.

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

MONDAY, JUNE 21, 2016
4:00 p.m. - 6:00 p.m.
DVRPC Conference Center
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

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

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

In addition, comments were received by U.S. Mail, fax, and email, via DVRPC's Office of Communications and Engagement (public_affairs@dvrpc.org), to facilitate the submission of comments.

For those without internet access, TIP documents were available at selected area libraries (see Table 10) for review, at the DVRPC Resource Center, at the public meeting, and were mailed to individuals by request.



PUBLIC COMMENT FORM
DRAFT FY2017 FOR PENNSYLVANIA



INDEX OF COMMENTS ON THE DRAFT DVRPC FY2017-2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR PENNSYLVANIA

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

Index of Comments on the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|-------------------|--|
| Comments Received from the Individuals | | |
| Bucks County | | |
| MPMS 13727 - Bristol Road Intersection Improvements | | |
| 0001 | Rachel DePan | Wants to add sidewalks and bike lanes along both sides of the road from Hulmeville Road to Neshaminy Mall. |
| Delaware County | | |
| Langford Run Road (PA3/I-476/Lawrence Rd) in Delaware County | | |
| 0002 | Gerald Marron | There needs to be safe and proper access for bicyclists and pedestrians to the intersection and the building projects it serves. |
| 0003 | Pat DiPersia | Why is the developer not paying for 100% of the work? Issues with the reconfiguration of the area and has safety concerns about adding a traffic light on Lawrence Rd. |
| MPMS #63406 - Retrofit for Bike Lanes and Shoulders | | |
| 0004 | Gerry Marron | Improve bicycle infrastructure in Delaware County. |
| Traffic Light timing in Marple Township | | |
| 0005 | Debbie MacMichael | Complaint about traffic timing on Rt. 320 and traffic buildup on side roads. |
| Montgomery County | | |
| Add additional passenger rail service in Montgomery County. | | |
| 0006 | Brandon McCracken | Add additional passenger rail service to Quakertown. |
| County Line Road Widening | | |
| 0007 | Russell Selkirk | Must also make traffic signal timing adjustments at Pheasant Run Rd, Hartman rd and Kenas rd (SR 2014) or the County Line Road widening results will be hampered. |
| Extend Bus service. | | |
| 0008 | Robert Dunham | Wants extended bus service to Grand View Hospital and nearby medical/social agencies. |
| MPMS #107197 - Manayunk Bridge Trail Site Amenities (TAP) | | |
| 0009 | Russell Selkirk | Supports project. |
| MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements | | |
| 0010 | Rachel DePan | Requests bike lanes and sidewalks on all approaches to this intersection. |
| 0011 | Thomas McHugh | Pedestrian and biker crosswalks and signals must be given higher priority than the left turn lanes, which is unacceptable and does not match the sustainability rhetoric coming from the MCPC and the DVRPC. |
| MPMS #16705 - Chester Valley Trail Extension | | |
| 0012 | Russell Selkirk | Supports project. |
| MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2) | | |
| 0013 | Brandon McCracken | Advance project more quickly. |
| Philadelphia County | | |
| Add additional passenger rail service. | | |
| 0014 | Brandon McCracken | Add additional passenger rail service to Quakertown. |
| MPMS #104385 - Ridge Ave ISIP | | |
| 0015 | Katie Monroe | Supports project. |
| Various Counties | | |
| All proposed projects that are Circuit related or projects that support the Circuit. | | |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0016 | John Spangler | Supports project. |
| Chester Valley Trail Extension | | |
| 0018 | Albert La Torre | Supports project. |
| 0019 | Alexander Sanford | Supports project. |
| 0020 | Allen Rue | Supports project. |
| 0021 | Andrew Clark | Supports project. |
| 0022 | Andy Shea | Supports project. |
| 0023 | Anya Saretzky | Supports project. |
| 0024 | Anya Saretzky | Supports project. |
| 0025 | Arthur Vogel | Supports project. |
| 0026 | Arthur Vogel | Supports project. |
| 0027 | Arthur Vogel | Supports project. |
| 0028 | Barbara Mako | Supports project. |
| 0029 | Barbara Siegel | Supports project. |
| 0030 | Barry Myers | Supports project. |
| 0031 | Beth Dzwil | Supports project. |
| 0032 | Bill Apostolacus | Supports project. |
| 0033 | Bill Craven | Supports project. |
| 0034 | Bill Oliver | Supports project. |
| 0035 | Brendan Hilliard | Supports project. |
| 0036 | Brendan Killeen | Supports project. |
| 0037 | Brian Hamilton | Supports project. |
| 0038 | Bruce Pearson | Supports project. |
| 0039 | Caitlin Quigley | Supports project. |
| 0040 | Carissa Katz | Supports project. |
| 0041 | Carl Johnson | Supports project. |
| 0042 | Carol & William Bowers | Supports project. |
| 0043 | Carol Rowehl | Supports project. |
| 0044 | Charles Bender | Supports project. |
| 0045 | Charles Karl | Supports project. |
| 0046 | Chris Stanford | Supports project. |
| 0047 | Chris Stanford | Supports project. |
| 0048 | Christine McHenry | Supports project. |
| 0049 | Chuck Russo | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0050 | Colin Brigham | Supports project. |
| 0051 | Craig Labarge | Supports project. |
| 0052 | Craig Way | Supports project. |
| 0053 | Dan McGinnis | Supports project. |
| 0054 | Daniel Safer | Supports project. |
| 0055 | Daniel Safer | Supports project. |
| 0056 | Danielle Mercurio | Supports project. |
| 0057 | David Hanson | Supports project. |
| 0058 | David Lange | Supports project. |
| 0059 | David Mccarthy | Supports project. |
| 0060 | David Packiasseelan | Supports project. |
| 0061 | David Reber | Supports project. |
| 0062 | David Rohlfing | Supports project. |
| 0063 | Deb Faulkner | Supports project. |
| 0064 | Debbie Wile | Supports project. |
| 0065 | Debra Wile | Supports project. |
| 0066 | Derrick Bingaman | Supports project. |
| 0067 | Donald Wilson | Supports project. |
| 0068 | Ed Mooney | Supports project. |
| 0069 | Edward Theurkauf | Supports project. |
| 0070 | Eileen Killeen | Supports project. |
| 0071 | Eugene Miloradovich | Supports project. |
| 0072 | Francis Fedoroff | Supports project. |
| 0073 | Gail Lipstein | Supports project. |
| 0074 | Gail Lipstein | Supports project. |
| 0075 | Gary Schiendelman | Supports project. |
| 0076 | Gary Weaver | Supports project. |
| 0077 | Gerald Schussler | Supports project. |
| 0078 | Glen Larimer | Supports project. |
| 0079 | Gregory Milbourne | Supports project. |
| 0080 | Homayoon Pashdar | Supports project. |
| 0081 | IRIS GOLD | Supports project. |
| 0082 | Ira Josephs | Supports project. |
| 0083 | James Connell | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0084 | Janet Lorenz | Supports project. |
| 0085 | Jason Beke | Supports project. |
| 0086 | Jay Smith | Supports project. |
| 0087 | Jeff Lawton | Supports project. |
| 0088 | Jeff Moore | Supports project. |
| 0089 | Jennifer Bullock | Supports project. |
| 0090 | Jennifer Meyer | Supports project. |
| 0091 | Jennifer Meyer | Supports project. |
| 0092 | Jerrold Adler | Supports project. |
| 0093 | Jerry Tancini | Supports project. |
| 0094 | Jim Fries | Supports project. |
| 0095 | Joan Horn | Supports project. |
| 0096 | Joan Horn | Supports project. |
| 0097 | Joanna Chapin | Supports project. |
| 0098 | Jodi Friedman | Supports project. |
| 0099 | Joe Dille | Supports project. |
| 0100 | John Bryan | Supports project. |
| 0101 | John Cochran | Supports project. |
| 0102 | John Corcoran | Supports project. |
| 0103 | John Spangler | Supports project. |
| 0104 | Joseph Lacava | Supports project. |
| 0105 | Juliann Pinto | Supports project. |
| 0106 | Juliann Pinto | Supports project. |
| 0107 | Kathy Gallagher | Supports project. |
| 0108 | Keith Britton | Supports project. |
| 0109 | Ken Reynolds | Supports project. |
| 0110 | Kenneth Burk | Supports project. |
| 0111 | Kevin Flynn | Supports project. |
| 0112 | Kevin Hojecki | Supports project. |
| 0113 | Kevin Nerz | Supports project. |
| 0114 | Kristin Lewis | Supports project. |
| 0115 | Lawrence Bower | Supports project. |
| 0116 | Lee Halladay | Supports project. |
| 0117 | Leslie spangler | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0118 | Linda Blythe | Supports project. |
| 0119 | Linda Messatzzia | Supports project. |
| 0120 | Lisa Blackhurst | Supports project. |
| 0121 | Lisa Turner | Supports project. |
| 0122 | Lorraine Mueller | Supports project. |
| 0123 | Louis Peirce | Supports project. |
| 0124 | Marcus Ferreira | Supports project. |
| 0125 | Marcy Hasbrouck | Supports project. |
| 0126 | Mark Fallon | Supports project. |
| 0127 | Mark Jones | Supports project. |
| 0128 | Mark Knight | Supports project. |
| 0129 | Mark Schafer | Supports project. |
| 0130 | Mark Vondra | Supports project. |
| 0131 | Marshall Haislup | Supports project. |
| 0132 | Martha Nardone | Supports project. |
| 0133 | Martin Marino | Supports project. |
| 0134 | Marty Wilcockson | Supports project. |
| 0135 | Matthew Conard | Supports project. |
| 0136 | Matthew Cross | Supports project. |
| 0137 | Neil Hornbeck | Supports project. |
| 0138 | Phillip Todd | Supports project. |
| 0139 | Ralph Branch | Supports project. |
| 0140 | Ralph Branch | Supports project. |
| 0141 | Ralph Potoma | Supports project. |
| 0142 | Regina Bannan | Supports project. |
| 0143 | Regina Brown | Supports project. |
| 0144 | Richard Goerwitz | Supports project. |
| 0145 | Richard Grafius | Supports project. |
| 0146 | Richard Hyland | Supports project. |
| 0147 | Richard Sutton | Supports project. |
| 0148 | Richard Wakeford | Supports project. |
| 0149 | Rob Baldrige | Supports project. |
| 0150 | Robert Koch | Supports project. |
| 0151 | Ron Bilotti | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0152 | Ron Langmacher | Supports project. |
| 0153 | Ronald Collman, MD | Supports project. |
| 0154 | Sean Duffin | Supports project. |
| 0155 | Stanley Witomski | Supports project. |
| 0156 | Stephen Mcdonald | Supports project. |
| 0157 | Steve Maluk | Supports project. |
| 0158 | Steven Muchow | Supports project. |
| 0159 | Steven Schon | Supports project. |
| 0160 | Stuart Morris | Supports project. |
| 0161 | Susan Caligiuri | Supports project. |
| 0162 | Tami Morris | Supports project. |
| 0163 | Tami Morris | Supports project. |
| 0164 | Ted Doberstein | Supports project. |
| 0165 | Thaddeus Mcginess | Supports project. |
| 0166 | Thomas Kelso | Supports project. |
| 0167 | Thomas Nelson | Supports project. |
| 0168 | Timothy P Carey | Supports project. |
| 0169 | Tom Birmingham | Supports project. |
| 0170 | Vincent Dibella | Supports project. |
| 0171 | Wayne and Jennifer Lahr | Supports project. |
| 0172 | Wesley Bowers | Supports project. |
| 0173 | William Angus | Supports project. |
| 0174 | William Michael Piccinni | Supports project. |
| 0175 | ira josephs | Supports project. |
| 0176 | jonathan gold | Supports project. |
| 0177 | jorge brito | Supports project. |
| 0178 | keith irwin | Supports project. |
| 0179 | lauran schultz | Supports project. |
| 0180 | Melissa Slifer | Supports project. |
| 0181 | sebastian miranda | Supports project. |
| Delaware Canal Pedestrian Tunnel | | |
| 0341 | Albert La Torre | Supports project. |
| 0342 | Alexander Sanford | Supports project. |
| 0343 | Allen Rue | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0344 | Andrew Clark | Supports project. |
| 0345 | Andy Shea | Supports project. |
| 0346 | Anya Saretzky | Supports project. |
| 0347 | Anya Saretzky | Supports project. |
| 0348 | Arthur Vogel | Supports project. |
| 0349 | Arthur Vogel | Supports project. |
| 0350 | Arthur Vogel | Supports project. |
| 0351 | Barbara Mako | Supports project. |
| 0352 | Barbara Siegel | Supports project. |
| 0353 | Barry Myers | Supports project. |
| 0354 | Beth Dzwil | Supports project. |
| 0355 | Bill Apostolacus | Supports project. |
| 0356 | Bill Craven | Supports project. |
| 0357 | Bill Oliver | Supports project. |
| 0358 | Brendan Hilliard | Supports project. |
| 0359 | Brendan Killeen | Supports project. |
| 0360 | Brian Hamilton | Supports project. |
| 0361 | Bruce Pearson | Supports project. |
| 0362 | Caitlin Quigley | Supports project. |
| 0363 | Carissa Katz | Supports project. |
| 0364 | Carol & William Bowers | Supports project. |
| 0365 | Carol Rowehl | Supports project. |
| 0366 | Charles Bender | Supports project. |
| 0367 | Charles Karl | Supports project. |
| 0368 | Chris Stanford | Supports project. |
| 0369 | Chris Stanford | Supports project. |
| 0370 | Christine McHenry | Supports project. |
| 0371 | Chuck Russo | Supports project. |
| 0372 | Colin Brigham | Supports project. |
| 0373 | Craig Labarge | Supports project. |
| 0374 | Craig Way | Supports project. |
| 0375 | Dan McGinnis | Supports project. |
| 0376 | Daniel Safer | Supports project. |
| 0377 | Daniel Safer | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0378 | Danielle Mercurio | Supports project. |
| 0379 | David Hanson | Supports project. |
| 0380 | David Lange | Supports project. |
| 0381 | David Mccarthy | Supports project. |
| 0382 | David Packiasseelan | Supports project. |
| 0383 | David Reber | Supports project. |
| 0384 | David Rohlfing | Supports project. |
| 0385 | Deb Faulkner | Supports project. |
| 0386 | Debbie Wile | Supports project. |
| 0387 | Debra Wile | Supports project. |
| 0388 | Derrick Bingaman | Supports project. |
| 0389 | Donald Wilson | Supports project. |
| 0390 | Edward Theurkauf | Supports project. |
| 0391 | Eileen Killeen | Supports project. |
| 0392 | Eugene Miloradovich | Supports project. |
| 0393 | Francis Fedoroff | Supports project. |
| 0394 | Gail Lipstein | Supports project. |
| 0395 | Gail Lipstein | Supports project. |
| 0396 | Gary Schiendelman | Supports project. |
| 0397 | Gary Weaver | Supports project. |
| 0398 | Gerald Schussler | Supports project. |
| 0399 | Glen Larimer | Supports project. |
| 0400 | Gregory Milbourne | Supports project. |
| 0401 | Homayoon Pasdar | Supports project. |
| 0402 | IRIS GOLD | Supports project. |
| 0403 | Ira Josephs | Supports project. |
| 0404 | Janet Lorenz | Supports project. |
| 0405 | Jason Beke | Supports project. |
| 0406 | Jay Smith | Supports project. |
| 0407 | Jeff Moore | Supports project. |
| 0408 | Jennifer Bullock | Supports project. |
| 0409 | Jennifer Meyer | Supports project. |
| 0410 | Jennifer Meyer | Supports project. |
| 0411 | Jerrold Adler | Supports project. |

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|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0412 | Jerry Tancini | Supports project. |
| 0413 | Jim Fries | Supports project. |
| 0414 | Joan Horn | Supports project. |
| 0415 | Joan Horn | Supports project. |
| 0416 | Joanna Chapin | Supports project. |
| 0417 | Jodi Friedman | Supports project. |
| 0418 | Joe Dille | Supports project. |
| 0419 | John Bryan | Supports project. |
| 0420 | John Cochran | Supports project. |
| 0421 | John Corcoran | Supports project. |
| 0422 | Joseph Lacava | Supports project. |
| 0423 | Juliann Pinto | Supports project. |
| 0424 | Juliann Pinto | Supports project. |
| 0425 | Kathy Gallagher | Supports project. |
| 0426 | Keith Britton | Supports project. |
| 0427 | Ken Reynolds | Supports project. |
| 0428 | Kenneth Burk | Supports project. |
| 0429 | Kevin Flynn | Supports project. |
| 0430 | Kevin Hojecki | Supports project. |
| 0431 | Kevin Nerz | Supports project. |
| 0432 | Kristin Lewis | Supports project. |
| 0433 | Lawrence Bower | Supports project. |
| 0434 | Lee Halladay | Supports project. |
| 0435 | Leslie spangler | Supports project. |
| 0436 | Linda Blythe | Supports project. |
| 0437 | Linda Messatzzia | Supports project. |
| 0438 | Lisa Blackhurst | Supports project. |
| 0439 | Lisa Turner | Supports project. |
| 0440 | Lorraine Mueller | Supports project. |
| 0441 | Louis Peirce | Supports project. |
| 0442 | Marcus Ferreira | Supports project. |
| 0443 | Marcy Hasbrouck | Supports project. |
| 0444 | Mark Jones | Supports project. |
| 0445 | Mark Knight | Supports project. |

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|---|--------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0446 | Mark Schafer | Supports project. |
| 0447 | Mark Vondra | Supports project. |
| 0448 | Marshall Haislup | Supports project. |
| 0449 | Martha Nardone | Supports project. |
| 0450 | Martin Marino | Supports project. |
| 0451 | Marty Wilcockson | Supports project. |
| 0452 | Matthew Conard | Supports project. |
| 0453 | Matthew Cross | Supports project. |
| 0454 | Neil Hornbeck | Supports project. |
| 0455 | Phillip Todd | Supports project. |
| 0456 | Ralph Branch | Supports project. |
| 0457 | Ralph Branch | Supports project. |
| 0458 | Ralph Potoma | Supports project. |
| 0459 | Regina Bannan | Supports project. |
| 0460 | Regina Brown | Supports project. |
| 0461 | Richard Goerwitz | Supports project. |
| 0462 | Richard Grafius | Supports project. |
| 0463 | Richard Hyland | Supports project. |
| 0464 | Richard Sutton | Supports project. |
| 0465 | Richard Wakeford | Supports project. |
| 0466 | Rob Baldrige | Supports project. |
| 0467 | Robert Koch | Supports project. |
| 0468 | Ron Bilotti | Supports project. |
| 0469 | Ron Langmacher | Supports project. |
| 0470 | Ronald Collman, MD | Supports project. |
| 0471 | Sean Duffin | Supports project. |
| 0472 | Stanley Witomski | Supports project. |
| 0473 | Stephen Mcdonald | Supports project. |
| 0474 | Steve Maluk | Supports project. |
| 0475 | Steven Muchow | Supports project. |
| 0476 | Steven Schon | Supports project. |
| 0477 | Stuart Morris | Supports project. |
| 0478 | Susan Caligiuri | Supports project. |
| 0479 | Tami Morris | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0480 | Tami Morris | Supports project. |
| 0481 | Ted Doberstein | Supports project. |
| 0482 | Thaddeus McGinness | Supports project. |
| 0483 | Thomas Kelso | Supports project. |
| 0484 | Thomas Nelson | Supports project. |
| 0485 | Timothy P Carey | Supports project. |
| 0486 | Tom Birmingham | Supports project. |
| 0487 | Vincent Dibella | Supports project. |
| 0488 | Wayne and Jennifer Lahr | Supports project. |
| 0489 | Wesley Bowers | Supports project. |
| 0490 | William Angus | Supports project. |
| 0491 | William Michael Piccinni | Supports project. |
| 0492 | ira josephs | Supports project. |
| 0493 | jonathan gold | Supports project. |
| 0494 | jorge brito | Supports project. |
| 0495 | keith irwin | Supports project. |
| 0496 | lauran schultz | Supports project. |
| 0497 | Melissa Slifer | Supports project. |
| 0498 | sebastian miranda | Supports project. |
| DVRPC Competitive CMAQ Program | | |
| 0182 | Albert La Torre | Supports project. |
| 0183 | Alexander Sanford | Supports project. |
| 0184 | Allen Rue | Supports project. |
| 0185 | Andrew Clark | Supports project. |
| 0186 | Andy Shea | Supports project. |
| 0187 | Anya Saretzky | Supports project. |
| 0188 | Anya Saretzky | Supports project. |
| 0189 | Arthur Vogel | Supports project. |
| 0190 | Arthur Vogel | Supports project. |
| 0191 | Arthur Vogel | Supports project. |
| 0192 | Barbara Mako | Supports project. |
| 0193 | Barbara Siegel | Supports project. |
| 0194 | Barry Myers | Supports project. |
| 0195 | Beth Dzwil | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0196 | Bill Apostolacus | Supports project. |
| 0197 | Bill Craven | Supports project. |
| 0198 | Bill Oliver | Supports project. |
| 0199 | Brendan Hilliard | Supports project. |
| 0200 | Brendan Killeen | Supports project. |
| 0201 | Brian Hamilton | Supports project. |
| 0202 | Bruce Pearson | Supports project. |
| 0203 | Caitlin Quigley | Supports project. |
| 0204 | Carissa Katz | Supports project. |
| 0205 | Carol & William Bowers | Supports project. |
| 0206 | Carol Rowehl | Supports project. |
| 0207 | Charles Bender | Supports project. |
| 0208 | Charles Karl | Supports project. |
| 0209 | Chris Stanford | Supports project. |
| 0210 | Chris Stanford | Supports project. |
| 0211 | Christine McHenry | Supports project. |
| 0212 | Chuck Russo | Supports project. |
| 0213 | Colin Brigham | Supports project. |
| 0214 | Craig Labarge | Supports project. |
| 0215 | Craig Way | Supports project. |
| 0216 | Dan McGinnis | Supports project. |
| 0217 | Daniel Safer | Supports project. |
| 0218 | Daniel Safer | Supports project. |
| 0219 | Danielle Mercurio | Supports project. |
| 0220 | David Hanson | Supports project. |
| 0221 | David Lange | Supports project. |
| 0222 | David Mccarthy | Supports project. |
| 0223 | David Packiasseelan | Supports project. |
| 0224 | David Reber | Supports project. |
| 0225 | David Rohlfig | Supports project. |
| 0226 | Deb Faulkner | Supports project. |
| 0227 | Debbie Wile | Supports project. |
| 0228 | Debra Wile | Supports project. |
| 0229 | Derrick Bingaman | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0230 | Donald Wilson | Supports project. |
| 0231 | Edward Theurkauf | Supports project. |
| 0232 | Eileen Killeen | Supports project. |
| 0233 | Eugene Miloradovich | Supports project. |
| 0234 | Francis Fedoroff | Supports project. |
| 0235 | Gail Lipstein | Supports project. |
| 0236 | Gail Lipstein | Supports project. |
| 0237 | Gary Schiendelman | Supports project. |
| 0238 | Gary Weaver | Supports project. |
| 0239 | Gerald Schussler | Supports project. |
| 0240 | Glen Larimer | Supports project. |
| 0241 | Gregory Milbourne | Supports project. |
| 0242 | Homayoon Pasdar | Supports project. |
| 0243 | IRIS GOLD | Supports project. |
| 0244 | Ira Josephs | Supports project. |
| 0245 | James Connell | Supports project. |
| 0246 | Janet Lorenz | Supports project. |
| 0247 | Jason Beke | Supports project. |
| 0248 | Jay Smith | Supports project. |
| 0249 | Jeff Moore | Supports project. |
| 0250 | Jennifer Bullock | Supports project. |
| 0251 | Jennifer Meyer | Supports project. |
| 0252 | Jennifer Meyer | Supports project. |
| 0253 | Jerrold Adler | Supports project. |
| 0254 | Jerry Tancini | Supports project. |
| 0255 | Jim Fries | Supports project. |
| 0256 | Joan Horn | Supports project. |
| 0257 | Joan Horn | Supports project. |
| 0258 | Joanna Chapin | Supports project. |
| 0259 | Jodi Friedman | Supports project. |
| 0260 | Joe Dille | Supports project. |
| 0261 | John Bryan | Supports project. |
| 0262 | John Cochran | Supports project. |
| 0263 | John Corcoran | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0264 | Joseph Lacava | Supports project. |
| 0265 | Juliann Pinto | Supports project. |
| 0266 | Juliann Pinto | Supports project. |
| 0267 | Kathy Gallagher | Supports project. |
| 0268 | Keith Britton | Supports project. |
| 0269 | Ken Reynolds | Supports project. |
| 0270 | Kenneth Burk | Supports project. |
| 0271 | Kevin Flynn | Supports project. |
| 0272 | Kevin Hojecki | Supports project. |
| 0273 | Kevin Nerz | Supports project. |
| 0274 | Kristin Lewis | Supports project. |
| 0275 | Lawrence Bower | Supports project. |
| 0276 | Lee Halladay | Supports project. |
| 0277 | Leslie spangler | Supports project. |
| 0278 | Linda Blythe | Supports project. |
| 0279 | Linda Messatzzia | Supports project. |
| 0280 | Lisa Blackhurst | Supports project. |
| 0281 | Lisa Turner | Supports project. |
| 0282 | Lorraine Mueller | Supports project. |
| 0283 | Louis Peirce | Supports project. |
| 0284 | Marcus Ferreira | Supports project. |
| 0285 | Marcy Hasbrouck | Supports project. |
| 0286 | Mark Jones | Supports project. |
| 0287 | Mark Knight | Supports project. |
| 0288 | Mark Schafer | Supports project. |
| 0289 | Mark Vondra | Supports project. |
| 0290 | Marshall Haislup | Supports project. |
| 0291 | Martha Nardone | Supports project. |
| 0292 | Martin Marino | Supports project. |
| 0293 | Marty Wilcockson | Supports project. |
| 0294 | Matthew Conard | Supports project. |
| 0295 | Matthew Cross | Supports project. |
| 0296 | Neil Hornbeck | Supports project. |
| 0297 | Phillip Todd | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0298 | Ralph Branch | Supports project. |
| 0299 | Ralph Branch | Supports project. |
| 0300 | Ralph Potoma | Supports project. |
| 0301 | Regina Bannan | Supports project. |
| 0302 | Regina Brown | Supports project. |
| 0303 | Richard Goerwitz | Supports project. |
| 0304 | Richard Grafius | Supports project. |
| 0305 | Richard Hyland | Supports project. |
| 0306 | Richard Sutton | Supports project. |
| 0307 | Richard Wakeford | Supports project. |
| 0308 | Rob Baldridge | Supports project. |
| 0309 | Robert Koch | Supports project. |
| 0310 | Ron Bilotti | Supports project. |
| 0311 | Ron Langmacher | Supports project. |
| 0312 | Ronald Collman, MD | Supports project. |
| 0313 | Sean Duffin | Supports project. |
| 0314 | Stanley Witomski | Supports project. |
| 0315 | Stephen Mcdonald | Supports project. |
| 0316 | Steve Maluk | Supports project. |
| 0317 | Steven Muchow | Supports project. |
| 0318 | Steven Schon | Supports project. |
| 0319 | Stuart Morris | Supports project. |
| 0320 | Susan Caligiuri | Supports project. |
| 0321 | Tami Morris | Supports project. |
| 0322 | Tami Morris | Supports project. |
| 0323 | Ted Doberstein | Supports project. |
| 0324 | Thaddeus Mcginess | Supports project. |
| 0325 | Thomas Kelso | Supports project. |
| 0326 | Thomas Nelson | Supports project. |
| 0327 | Timothy P Carey | Supports project. |
| 0328 | Tom Birmingham | Supports project. |
| 0329 | Vincent Dibella | Supports project. |
| 0330 | Wayne and Jennifer Lahr | Supports project. |
| 0331 | Wesley Bowers | Supports project. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|--|--------------------------------|--|
| Comments Received from the Individuals | | |
| 0332 | William Angus | Supports project. |
| 0333 | William Michael Piccinni | Supports project. |
| 0334 | ira josephs | Supports project. |
| 0335 | jonathan gold | Supports project. |
| 0336 | jorge brito | Supports project. |
| 0337 | keith irwin | Supports project. |
| 0338 | lauran schultz | Supports project. |
| 0339 | Melissa Slifer | Supports project. |
| 0340 | sebastian miranda | Supports project. |
| FY2017 PA TIP | | |
| 0499 | Terry Clopper Terry Clopper | Biker who uses trails in region in support of the FY2017 PA TIP. |
| Langford Run Road (PA3/I-476/Lawrence Rd) | | |
| 0500 | John Butler | States traffic light being added on Pike and Lawrence Road does not meet PennDOT standards. Super grip paving has not standard of when to be replaced. This project does not address the traffic problem on the pike and there is no trail to connect marple and haverford. The Cardinal Crossing development would have an impact on the adaptive traffic systems which do not work well now. |
| Linkage of the Circuit network | | |
| 0501 | Barry Myers | Need to continue to improve linkages in the region. |
| Lower State Road to 202 Parkway Connector Trail | | |
| 0502 | Albert La Torre | Supports project. |
| 0503 | Alexander Sanford | Supports project. |
| 0504 | Allen Rue | Supports project. |
| 0505 | Andrew Clark | Supports project. |
| 0506 | Andy Shea | Supports project. |
| 0507 | Anya Saretzky | Supports project. |
| 0508 | Anya Saretzky | Supports project. |
| 0509 | Arthur Vogel | Supports project. |
| 0510 | Arthur Vogel | Supports project. |
| 0511 | Arthur Vogel | Supports project. |
| 0512 | Barbara Mako | Supports project. |
| 0513 | Barbara Siegel | Supports project. |
| 0514 | Barry Myers | Supports project. |
| 0515 | Beth Dzwil | Supports project. |
| 0516 | Bill Apostolacus | Supports project. |
| 0517 | Bill Craven | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0518 | Bill Oliver | Supports project. |
| 0519 | Brendan Hilliard | Supports project. |
| 0520 | Brendan Killeen | Supports project. |
| 0521 | Brian Hamilton | Supports project. |
| 0522 | Bruce Pearson | Supports project. |
| 0523 | Caitlin Quigley | Supports project. |
| 0524 | Carissa Katz | Supports project. |
| 0525 | Carol & William Bowers | Supports project. |
| 0526 | Carol Rowehl | Supports project. |
| 0527 | Charles Bender | Supports project. |
| 0528 | Charles Karl | Supports project. |
| 0529 | Chris Stanford | Supports project. |
| 0530 | Chris Stanford | Supports project. |
| 0531 | Christine McHenry | Supports project. |
| 0532 | Chuck Russo | Supports project. |
| 0533 | Colin Brigham | Supports project. |
| 0534 | Craig Labarge | Supports project. |
| 0535 | Craig Way | Supports project. |
| 0536 | Dan McGinnis | Supports project. |
| 0537 | Daniel Safer | Supports project. |
| 0538 | Daniel Safer | Supports project. |
| 0539 | Danielle Mercurio | Supports project. |
| 0540 | David Hanson | Supports project. |
| 0541 | David Lange | Supports project. |
| 0542 | David Mccarthy | Supports project. |
| 0543 | David Packiaseelan | Supports project. |
| 0544 | David Reber | Supports project. |
| 0545 | David Rohlfing | Supports project. |
| 0546 | Deb Faulkner | Supports project. |
| 0547 | Debbie Wile | Supports project. |
| 0548 | Debra Wile | Supports project. |
| 0549 | Derrick Bingaman | Supports project. |
| 0550 | Donald Wilson | Supports project. |
| 0551 | Edward Theurkauf | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0552 | Eileen Killeen | Supports project. |
| 0553 | Eugene Miloradovich | Supports project. |
| 0554 | Francis Fedoroff | Supports project. |
| 0555 | Gail Lipstein | Supports project. |
| 0556 | Gail Lipstein | Supports project. |
| 0557 | Gary Schiendelman | Supports project. |
| 0558 | Gary Weaver | Supports project. |
| 0559 | Gerald Schussler | Supports project. |
| 0560 | Glen Larimer | Supports project. |
| 0561 | Gregory Milbourne | Supports project. |
| 0562 | Homayoon Pasdar | Supports project. |
| 0563 | IRIS GOLD | Supports project. |
| 0564 | Ira Josephs | Supports project. |
| 0565 | Janet Lorenz | Supports project. |
| 0566 | Jason Beke | Supports project. |
| 0567 | Jay Smith | Supports project. |
| 0568 | Jeff Moore | Supports project. |
| 0569 | Jennifer Bullock | Supports project. |
| 0570 | Jennifer Meyer | Supports project. |
| 0571 | Jennifer Meyer | Supports project. |
| 0572 | Jerrold Adler | Supports project. |
| 0573 | Jerry Tancini | Supports project. |
| 0574 | Jim Fries | Supports project. |
| 0575 | Joan Horn | Supports project. |
| 0576 | Joan Horn | Supports project. |
| 0577 | Joanna Chapin | Supports project. |
| 0578 | Jodi Friedman | Supports project. |
| 0579 | Joe Dille | Supports project. |
| 0580 | John Bryan | Supports project. |
| 0581 | John Cochran | Supports project. |
| 0582 | John Corcoran | Supports project. |
| 0583 | Joseph Lacava | Supports project. |
| 0584 | Juliann Pinto | Supports project. |
| 0585 | Juliann Pinto | Supports project. |

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|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0586 | Kathy Gallagher | Supports project. |
| 0587 | Keith Britton | Supports project. |
| 0588 | Ken Reynolds | Supports project. |
| 0589 | Kenneth Burk | Supports project. |
| 0590 | Kevin Flynn | Supports project. |
| 0591 | Kevin Hojecki | Supports project. |
| 0592 | Kevin Nerz | Supports project. |
| 0593 | Kristin Lewis | Supports project. |
| 0594 | Lawrence Bower | Supports project. |
| 0595 | Lee Halladay | Supports project. |
| 0596 | Leslie spangler | Supports project. |
| 0597 | Linda Blythe | Supports project. |
| 0598 | Linda Messatzzia | Supports project. |
| 0632 | Lisa Blackhurst | Supports project. |
| 0633 | Lisa Turner | Supports project. |
| 0634 | Lorraine Mueller | Supports project. |
| 0635 | Louis Peirce | Supports project. |
| 0636 | Marcus Ferreira | Supports project. |
| 0637 | Marcy Hasbrouck | Supports project. |
| 0638 | Mark Fallon | Supports project. |
| 0639 | Mark Jones | Supports project. |
| 0640 | Mark Knight | Supports project. |
| 0641 | Mark Schafer | Supports project. |
| 0642 | Mark Vondra | Supports project. |
| 0643 | Marshall Haislup | Supports project. |
| 0644 | Martha Nardone | Supports project. |
| 0645 | Martin Marino | Supports project. |
| 0646 | Marty Wilcockson | Supports project. |
| 0647 | Matthew Conard | Supports project. |
| 0648 | Matthew Cross | Supports project. |
| 0649 | Michael Gross | Supports project. |
| 0650 | Neil Hornbeck | Supports project. |
| 0651 | Phillip Todd | Supports project. |
| 0652 | Ralph Branch | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0653 | Ralph Branch | Supports project. |
| 0654 | Ralph Potoma | Supports project. |
| 0655 | Regina Bannan | Supports project. |
| 0656 | Regina Brown | Supports project. |
| 0657 | Richard Goerwitz | Supports project. |
| 0658 | Richard Grafius | Supports project. |
| 0659 | Richard Hyland | Supports project. |
| 0660 | Richard Sutton | Supports project. |
| 0661 | Richard Wakeford | Supports project. |
| 0662 | Rob Baldrige | Supports project. |
| 0663 | Robert Koch | Supports project. |
| 0664 | Ron Bilotti | Supports project. |
| 0665 | Ron Langmacher | Supports project. |
| 0666 | Ronald Collman, MD | Supports project. |
| 0667 | Sean Duffin | Supports project. |
| 0668 | Stanley Witomski | Supports project. |
| 0669 | Stephen Mcdonald | Supports project. |
| 0670 | Steve Maluk | Supports project. |
| 0671 | Steven Muchow | Supports project. |
| 0672 | Steven Schon | Supports project. |
| 0673 | Stuart Morris | Supports project. |
| 0674 | Susan Caligiuri | Supports project. |
| 0675 | Tami Morris | Supports project. |
| 0676 | Tami Morris | Supports project. |
| 0677 | Ted Doberstein | Supports project. |
| 0678 | Thaddeus Mcginess | Supports project. |
| 0679 | Thomas Kelso | Supports project. |
| 0680 | Thomas Nelson | Supports project. |
| 0681 | Timothy P Carey | Supports project. |
| 0682 | Tom Birmingham | Supports project. |
| 0683 | Vincent Dibella | Supports project. |
| 0684 | Wayne and Jennifer Lahr | Supports project. |
| 0685 | Wesley Bowers | Supports project. |
| 0686 | William Angus | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|--|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0687 | William Michael Piccinni | Supports project. |
| 0688 | ira josephs | Supports project. |
| 0689 | jonathan gold | Supports project. |
| 0690 | jorge brito | Supports project. |
| 0691 | keith irwin | Supports project. |
| 0692 | lauran schultz | Supports project. |
| 0693 | Melissa Slifer | Supports project. |
| 0694 | sebastian miranda | Supports project. |
| Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) | | |
| 0695 | Albert La Torre | Supports project. |
| 0696 | Alexander Sanford | Supports project. |
| 0697 | Allen Rue | Supports project. |
| 0698 | Andrew Clark | Supports project. |
| 0699 | Andy Shea | Supports project. |
| 0700 | Anya Saretzky | Supports project. |
| 0701 | Anya Saretzky | Supports project. |
| 0702 | Arthur Vogel | Supports project. |
| 0703 | Arthur Vogel | Supports project. |
| 0704 | Barbara Mako | Supports project. |
| 0705 | Barbara Siegel | Supports project. |
| 0706 | Barry Myers | Supports project. |
| 0707 | Beth Dzwil | Supports project. |
| 0708 | Bill Apostolacus | Supports project. |
| 0709 | Bill Craven | Supports project. |
| 0710 | Bill Oliver | Supports project. |
| 0711 | Brendan Hilliard | Supports project. |
| 0712 | Brendan Killeen | Supports project. |
| 0713 | Brian Hamilton | Supports project. |
| 0714 | Brig Masone | Supports project. |
| 0715 | Bruce Pearson | Supports project. |
| 0716 | Caitlin Quigley | Supports project. |
| 0717 | Carissa Katz | Supports project. |
| 0718 | Carol & William Bowers | Supports project. |
| 0719 | Carol Rowehl | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0720 | Charles Bender | Supports project. |
| 0721 | Charles Karl | Supports project. |
| 0722 | Chris Stanford | Supports project. |
| 0723 | Chris Stanford | Supports project. |
| 0724 | Christine McHenry | Supports project. |
| 0725 | Chuck Russo | Supports project. |
| 0726 | Colin Brigham | Supports project. |
| 0727 | Craig Labarge | Supports project. |
| 0728 | Craig Way | Supports project. |
| 0729 | Dan McGinnis | Supports project. |
| 0730 | Daniel Safer | Supports project. |
| 0731 | Daniel Safer | Supports project. |
| 0732 | Danielle Mercurio | Supports project. |
| 0733 | David Hanson | Supports project. |
| 0734 | David Lange | Supports project. |
| 0735 | David Mccarthy | Supports project. |
| 0736 | David Packiasseelan | Supports project. |
| 0737 | David Reber | Supports project. |
| 0738 | David Rohlfing | Supports project. |
| 0739 | Deb Faulkner | Supports project. |
| 0740 | Debbie Wile | Supports project. |
| 0741 | Debra Wile | Supports project. |
| 0742 | Derrick Bingaman | Supports project. |
| 0743 | Donald Wilson | Supports project. |
| 0744 | Edward Theurkauf | Supports project. |
| 0745 | Eileen Killeen | Supports project. |
| 0746 | Eugene Miloradovich | Supports project. |
| 0747 | Francis Fedoroff | Supports project. |
| 0748 | Gail Lipstein | Supports project. |
| 0749 | Gail Lipstein | Supports project. |
| 0750 | Gary Schiendelman | Supports project. |
| 0751 | Gary Weaver | Supports project. |
| 0752 | Gerald Schussler | Supports project. |
| 0753 | Glen Larimer | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0754 | Gregory Milbourne | Supports project. |
| 0755 | Homayoon Pasdar | Supports project. |
| 0756 | IRIS GOLD | Supports project. |
| 0757 | Ira Josephs | Supports project. |
| 0758 | Janet Lorenz | Supports project. |
| 0759 | Jason Beke | Supports project. |
| 0760 | Jay Smith | Supports project. |
| 0761 | Jeff Moore | Supports project. |
| 0762 | Jennifer Bullock | Supports project. |
| 0763 | Jennifer Meyer | Supports project. |
| 0764 | Jennifer Meyer | Supports project. |
| 0765 | Jerrold Adler | Supports project. |
| 0766 | Jerry Tancini | Supports project. |
| 0767 | Jim Fries | Supports project. |
| 0768 | Joan Horn | Supports project. |
| 0769 | Joan Horn | Supports project. |
| 0770 | Joanna Chapin | Supports project. |
| 0771 | Jodi Friedman | Supports project. |
| 0772 | Joe Dille | Supports project. |
| 0773 | John Bryan | Supports project. |
| 0774 | John Cochran | Supports project. |
| 0775 | John Corcoran | Supports project. |
| 0776 | Joseph Lacava | Supports project. |
| 0777 | Juliann Pinto | Supports project. |
| 0778 | Juliann Pinto | Supports project. |
| 0779 | Kathy Gallagher | Supports project. |
| 0780 | Keith Britton | Supports project. |
| 0781 | Ken Reynolds | Supports project. |
| 0782 | Kenneth Burk | Supports project. |
| 0783 | Kevin Flynn | Supports project. |
| 0784 | Kevin Hojecki | Supports project. |
| 0785 | Kevin Nerz | Supports project. |
| 0786 | Kristin Lewis | Supports project. |
| 0787 | Lawrence Bower | Supports project. |

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|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0788 | Lee Halladay | Supports project. |
| 0789 | Leslie spangler | Supports project. |
| 0790 | Linda Blythe | Supports project. |
| 0791 | Linda Messatzzia | Supports project. |
| 0792 | Lisa Blackhurst | Supports project. |
| 0793 | Lisa Turner | Supports project. |
| 0794 | Lorraine Mueller | Supports project. |
| 0795 | Louis Peirce | Supports project. |
| 0796 | Marcus Ferreira | Supports project. |
| 0797 | Marcy Hasbrouck | Supports project. |
| 0798 | Mark Jones | Supports project. |
| 0799 | Mark Knight | Supports project. |
| 0800 | Mark Schafer | Supports project. |
| 0801 | Mark Vondra | Supports project. |
| 0802 | Marshall Haislup | Supports project. |
| 0803 | Martha Nardone | Supports project. |
| 0804 | Martin Marino | Supports project. |
| 0805 | Marty Wilcockson | Supports project. |
| 0806 | Matthew Conard | Supports project. |
| 0807 | Matthew Cross | Supports project. |
| 0808 | Michael Gross | Supports project. |
| 0809 | Neil Hornbeck | Supports project. |
| 0810 | Phillip Todd | Supports project. |
| 0811 | Ralph Branch | Supports project. |
| 0812 | Ralph Branch | Supports project. |
| 0813 | Ralph Potoma | Supports project. |
| 0814 | Regina Bannan | Supports project. |
| 0815 | Regina Brown | Supports project. |
| 0816 | Richard Goerwitz | Supports project. |
| 0817 | Richard Grafius | Supports project. |
| 0818 | Richard Hyland | Supports project. |
| 0819 | Richard Sutton | Supports project. |
| 0820 | Richard Wakeford | Supports project. |
| 0821 | Rob Baldrige | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0822 | Robert Koch | Supports project. |
| 0823 | Ron Bilotti | Supports project. |
| 0824 | Ron Langmacher | Supports project. |
| 0825 | Ronald Collman, MD | Supports project. |
| 0826 | Sean Duffin | Supports project. |
| 0827 | Stanley Witomski | Supports project. |
| 0828 | Stephen Mcdonald | Supports project. |
| 0829 | Steve Maluk | Supports project. |
| 0830 | Steven Muchow | Supports project. |
| 0831 | Steven Schon | Supports project. |
| 0832 | Stuart Morris | Supports project. |
| 0833 | Susan Caligiuri | Supports project. |
| 0834 | Tami Morris | Supports project. |
| 0835 | Tami Morris | Supports project. |
| 0836 | Ted Doberstein | Supports project. |
| 0837 | Thaddeus Mcginess | Supports project. |
| 0838 | Thomas Kelso | Supports project. |
| 0839 | Thomas Nelson | Supports project. |
| 0840 | Timothy P Carey | Supports project. |
| 0841 | Tom Birmingham | Supports project. |
| 0842 | Vincent Dibella | Supports project. |
| 0843 | Wayne and Jennifer Lahr | Supports project. |
| 0844 | Wesley Bowers | Supports project. |
| 0845 | William Angus | Supports project. |
| 0846 | William Michael Piccinni | Supports project. |
| 0847 | ira josephs | Supports project. |
| 0848 | jonathan gold | Supports project. |
| 0849 | jorge brito | Supports project. |
| 0850 | keith irwin | Supports project. |
| 0851 | lauran schultz | Supports project. |
| 0852 | Melissa Slifer | Supports project. |
| 0853 | sebastian miranda | Supports project. |
| Newtown Branch Rail Trail | | |
| 0854 | Elaine Barkan | Supports project. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|------------------|---|
| Comments Received from the Individuals | | |
| Provide opportunity for use of trails | | |
| 0855 | Barbara Siegel | By extending trails into more areas, we provide the opportunity for more people to use the trails and improve their fitness, which can aid weight management and improve both physical and mental health and wellbeing. |
| Retrofit for Bike Lanes and Shoulders | | |
| 0856 | Andrew Clark | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0857 | Anya Saretzky | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0858 | Anya Saretzky | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0859 | Arthur Vogel | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0860 | Bill Apostolacus | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0861 | Brendan Hilliard | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0862 | Brig Masone | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0863 | Carl Johnson | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0864 | Chris Stanford | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0865 | Chris Stanford | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0866 | Donald Wilson | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0867 | IRIS GOLD | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|------------------------|---|
| Comments Received from the Individuals | | |
| 0868 | Jeff Lawton | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0869 | Jennifer Meyer | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0870 | Joseph Lacava | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0871 | Juliann Pinto | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0872 | Mark Knight | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0873 | Timothy P Carey | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0874 | ira josephs | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0875 | jonathan gold | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| 0876 | jorge brito | Currently there is no connected network of on road bicycle facilities in the PA suburbs. Funds in this project will be able to go towards striping plans, and installation and maintenance, bike lane signage, and symbols. |
| Schuylkill River Trail (Mont Clare Bridge) | | |
| 0599 | Bruce Pearson | Supports project. |
| 0600 | Caitlin Quigley | Supports project. |
| 0601 | Carissa Katz | Supports project. |
| 0602 | Carl Johnson | Supports project. |
| 0603 | Carol & William Bowers | Supports project. |
| 0604 | Carol Rowehl | Supports project. |
| 0605 | Charles Bender | Supports project. |
| 0606 | Charles Karl | Supports project. |
| 0607 | Chris Stanford | Supports project. |
| 0608 | Chris Stanford | Supports project. |
| 0609 | Christine McHenry | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0610 | Chuck Russo | Supports project. |
| 0611 | Colin Brigham | Supports project. |
| 0612 | Craig Labarge | Supports project. |
| 0613 | Craig Way | Supports project. |
| 0614 | Dan McGinnis | Supports project. |
| 0615 | Daniel Safer | Supports project. |
| 0616 | Daniel Safer | Supports project. |
| 0617 | Danielle Mercurio | Supports project. |
| 0618 | David Hanson | Supports project. |
| 0619 | David Lange | Supports project. |
| 0620 | David Mccarthy | Supports project. |
| 0621 | David Packiasseelan | Supports project. |
| 0622 | David Reber | Supports project. |
| 0623 | David Rohlfing | Supports project. |
| 0624 | Deb Faulkner | Supports project. |
| 0625 | Debbie Wile | Supports project. |
| 0626 | Debra Wile | Supports project. |
| 0627 | Derrick Bingaman | Supports project. |
| 0628 | Donald Wilson | Supports project. |
| 0629 | Edward Theurkauf | Supports project. |
| 0630 | Eileen Killeen | Supports project. |
| 0631 | Eugene Miloradovich | Supports project. |
| 0878 | Albert La Torre | Supports project. |
| 0879 | Alexander Sanford | Supports project. |
| 0880 | Allen Rue | Supports project. |
| 0881 | Andrew Clark | Supports project. |
| 0882 | Andy Shea | Supports project. |
| 0883 | Anya Saretzky | Supports project. |
| 0884 | Anya Saretzky | Supports project. |
| 0885 | Arthur Vogel | Supports project. |
| 0886 | Arthur Vogel | Supports project. |
| 0887 | Arthur Vogel | Supports project. |
| 0888 | Barbara Mako | Supports project. |
| 0889 | Barbara Siegel | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0890 | Barry Myers | Supports project. |
| 0891 | Beth Dzwil | Supports project. |
| 0892 | Bill Apostolacus | Supports project. |
| 0893 | Bill Craven | Supports project. |
| 0894 | Bill Oliver | Supports project. |
| 0895 | Brendan Hilliard | Supports project. |
| 0896 | Brendan Killeen | Supports project. |
| 0897 | Brian Hamilton | Supports project. |
| 0898 | Francis Fedoroff | Supports project. |
| 0899 | Gail Lipstein | Supports project. |
| 0900 | Gail Lipstein | Supports project. |
| 0901 | Gary Schiendelman | Supports project. |
| 0902 | Gary Weaver | Supports project. |
| 0903 | Gerald Schussler | Supports project. |
| 0904 | Glen Larimer | Supports project. |
| 0905 | Gregory Milbourne | Supports project. |
| 0906 | Homayoon Pasdar | Supports project. |
| 0907 | IRIS GOLD | Supports project. |
| 0908 | Ira Josephs | Supports project. |
| 0909 | James Connell | Supports project. |
| 0910 | Janet Lorenz | Supports project. |
| 0911 | Jason Beke | Supports project. |
| 0912 | Jay Smith | Supports project. |
| 0913 | Jeff Lawton | Supports project. |
| 0914 | Jeff Moore | Supports project. |
| 0915 | Jennifer Bullock | Supports project. |
| 0916 | Jennifer Meyer | Supports project. |
| 0917 | Jennifer Meyer | Supports project. |
| 0918 | Jerrold Adler | Supports project. |
| 0919 | Jerry Tancini | Supports project. |
| 0920 | Jim Fries | Supports project. |
| 0921 | Joan Horn | Supports project. |
| 0922 | Joan Horn | Supports project. |
| 0923 | Joanna Chapin | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0924 | Jodi Friedman | Supports project. |
| 0925 | Joe Dille | Supports project. |
| 0926 | John Bryan | Supports project. |
| 0927 | John Cochran | Supports project. |
| 0928 | John Corcoran | Supports project. |
| 0929 | Joseph Lacava | Supports project. |
| 0930 | Juliann Pinto | Supports project. |
| 0931 | Juliann Pinto | Supports project. |
| 0932 | Kathy Gallagher | Supports project. |
| 0933 | Keith Britton | Supports project. |
| 0934 | Ken Reynolds | Supports project. |
| 0935 | Kenneth Burk | Supports project. |
| 0936 | Kevin Flynn | Supports project. |
| 0937 | Kevin Hojecki | Supports project. |
| 0938 | Kevin Nerz | Supports project. |
| 0939 | Kristin Lewis | Supports project. |
| 0940 | Lawrence Bower | Supports project. |
| 0941 | Lee Halladay | Supports project. |
| 0942 | Leslie spangler | Supports project. |
| 0943 | Linda Blythe | Supports project. |
| 0944 | Linda Messatzzia | Supports project. |
| 0945 | Lisa Blackhurst | Supports project. |
| 0946 | Lisa Turner | Supports project. |
| 0947 | Lorraine Mueller | Supports project. |
| 0948 | Louis Peirce | Supports project. |
| 0949 | Marcus Ferreira | Supports project. |
| 0950 | Marcy Hasbrouck | Supports project. |
| 0951 | Mark Fallon | Supports project. |
| 0952 | Mark Jones | Supports project. |
| 0953 | Mark Knight | Supports project. |
| 0954 | Mark Schafer | Supports project. |
| 0955 | Mark Vondra | Supports project. |
| 0956 | Marshall Haislup | Supports project. |
| 0957 | Martha Nardone | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0958 | Martin Marino | Supports project. |
| 0959 | Marty Wilcockson | Supports project. |
| 0960 | Matthew Conard | Supports project. |
| 0961 | Matthew Cross | Supports project. |
| 0962 | Neil Hornbeck | Supports project. |
| 0963 | Phillip Todd | Supports project. |
| 0964 | Ralph Branch | Supports project. |
| 0965 | Ralph Branch | Supports project. |
| 0966 | Ralph Potoma | Supports project. |
| 0967 | Regina Bannan | Supports project. |
| 0968 | Regina Brown | Supports project. |
| 0969 | Richard Goerwitz | Supports project. |
| 0970 | Richard Grafius | Supports project. |
| 0971 | Richard Hyland | Supports project. |
| 0972 | Richard Sutton | Supports project. |
| 0973 | Richard Wakeford | Supports project. |
| 0974 | Rob Baldridge | Supports project. |
| 0975 | Robert Koch | Supports project. |
| 0976 | Ron Bilotti | Supports project. |
| 0977 | Ron Langmacher | Supports project. |
| 0978 | Ronald Collman, MD | Supports project. |
| 0979 | Sean Duffin | Supports project. |
| 0980 | Stanley Witomski | Supports project. |
| 0981 | Stephen Mcdonald | Supports project. |
| 0982 | Steve Maluk | Supports project. |
| 0983 | Steven Muchow | Supports project. |
| 0984 | Steven Schon | Supports project. |
| 0985 | Stuart Morris | Supports project. |
| 0986 | Susan Caligiuri | Supports project. |
| 0987 | Tami Morris | Supports project. |
| 0988 | Tami Morris | Supports project. |
| 0989 | Ted Doberstein | Supports project. |
| 0990 | Thaddeus McGinness | Supports project. |
| 0991 | Thomas Kelso | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 0992 | Thomas Nelson | Supports project. |
| 0993 | Timothy P Carey | Supports project. |
| 0994 | Tom Birmingham | Supports project. |
| 0995 | Vincent Dibella | Supports project. |
| 0996 | Wayne and Jennifer Lahr | Supports project. |
| 0997 | Wesley Bowers | Supports project. |
| 0998 | William Angus | Supports project. |
| 0999 | William Michael Piccinni | Supports project. |
| 1000 | ira josephs | Supports project. |
| 1001 | jonathan gold | Supports project. |
| 1002 | jorge brito | Supports project. |
| 1003 | keith irwin | Supports project. |
| 1004 | lauran schultz | Supports project. |
| 1005 | Melissa Slifer | Supports project. |
| 1006 | sebastian miranda | Supports project. |
| Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) | | |
| 1007 | Albert La Torre | Supports project. |
| 1008 | Alexander Sanford | Supports project. |
| 1009 | Allen Rue | Supports project. |
| 1010 | Andrew Clark | Supports project. |
| 1011 | Andy Shea | Supports project. |
| 1012 | Anya Saretzky | Supports project. |
| 1013 | Anya Saretzky | Supports project. |
| 1014 | Arthur Vogel | Supports project. |
| 1015 | Arthur Vogel | Supports project. |
| 1016 | Arthur Vogel | Supports project. |
| 1017 | Barbara Mako | Supports project. |
| 1018 | Barbara Siegel | Supports project. |
| 1019 | Barry Myers | Supports project. |
| 1020 | Beth Dzwil | Supports project. |
| 1021 | Bill Apostolacus | Supports project. |
| 1022 | Bill Craven | Supports project. |
| 1023 | Bill Oliver | Supports project. |
| 1024 | Brendan Hilliard | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1025 | Brendan Killeen | Supports project. |
| 1026 | Brian Hamilton | Supports project. |
| 1027 | Bruce Pearson | Supports project. |
| 1028 | Caitlin Quigley | Supports project. |
| 1029 | Carissa Katz | Supports project. |
| 1030 | Carl Johnson | Supports project. |
| 1031 | Carol & William Bowers | Supports project. |
| 1032 | Carol Rowehl | Supports project. |
| 1033 | Charles Bender | Supports project. |
| 1034 | Charles Karl | Supports project. |
| 1035 | Chris Stanford | Supports project. |
| 1036 | Chris Stanford | Supports project. |
| 1037 | Christine McHenry | Supports project. |
| 1038 | Chuck Russo | Supports project. |
| 1039 | Colin Brigham | Supports project. |
| 1040 | Craig Labarge | Supports project. |
| 1041 | Craig Way | Supports project. |
| 1042 | Dan McGinnis | Supports project. |
| 1043 | Daniel Safer | Supports project. |
| 1044 | Daniel Safer | Supports project. |
| 1045 | Danielle Mercurio | Supports project. |
| 1046 | David Hanson | Supports project. |
| 1047 | David Lange | Supports project. |
| 1048 | David Mccarthy | Supports project. |
| 1049 | David Packiaseelan | Supports project. |
| 1050 | David Reber | Supports project. |
| 1051 | David Rohlfing | Supports project. |
| 1052 | Deb Faulkner | Supports project. |
| 1053 | Debbie Wile | Supports project. |
| 1054 | Debra Wile | Supports project. |
| 1055 | Derrick Bingaman | Supports project. |
| 1056 | Donald Wilson | Supports project. |
| 1057 | Edward Theurkauf | Supports project. |
| 1058 | Eileen Killeen | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1059 | Eugene Miloradovich | Supports project. |
| 1060 | Francis Fedoroff | Supports project. |
| 1061 | Gail Lipstein | Supports project. |
| 1062 | Gail Lipstein | Supports project. |
| 1063 | Gary Schiendelman | Supports project. |
| 1064 | Gary Weaver | Supports project. |
| 1065 | Gerald Schussler | Supports project. |
| 1066 | Glen Larimer | Supports project. |
| 1067 | Gregory Milbourne | Supports project. |
| 1068 | Homayoon Pasdar | Supports project. |
| 1069 | IRIS GOLD | Supports project. |
| 1070 | Ira Josephs | Supports project. |
| 1071 | James Connell | Supports project. |
| 1072 | Janet Lorenz | Supports project. |
| 1073 | Jason Beke | Supports project. |
| 1074 | Jay Smith | Supports project. |
| 1075 | Jeff Lawton | Supports project. |
| 1076 | Jeff Moore | Supports project. |
| 1077 | Jennifer Bullock | Supports project. |
| 1078 | Jennifer Meyer | Supports project. |
| 1079 | Jennifer Meyer | Supports project. |
| 1080 | Jerrold Adler | Supports project. |
| 1081 | Jerry Tancini | Supports project. |
| 1082 | Jim Fries | Supports project. |
| 1083 | Joan Horn | Supports project. |
| 1084 | Joan Horn | Supports project. |
| 1085 | Joanna Chapin | Supports project. |
| 1086 | Jodi Friedman | Supports project. |
| 1087 | Joe Dille | Supports project. |
| 1088 | John Bryan | Supports project. |
| 1089 | John Cochran | Supports project. |
| 1090 | John Corcoran | Supports project. |
| 1091 | Joseph Lacava | Supports project. |
| 1092 | Juliann Pinto | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1093 | Juliann Pinto | Supports project. |
| 1094 | Kathy Gallagher | Supports project. |
| 1095 | Keith Britton | Supports project. |
| 1096 | Ken Reynolds | Supports project. |
| 1097 | Kenneth Burk | Supports project. |
| 1098 | Kevin Flynn | Supports project. |
| 1099 | Kevin Hojecki | Supports project. |
| 1100 | Kevin Nerz | Supports project. |
| 1101 | Kristin Lewis | Supports project. |
| 1102 | Lawrence Bower | Supports project. |
| 1103 | Lee Halladay | Supports project. |
| 1104 | Leslie spangler | Supports project. |
| 1105 | Linda Blythe | Supports project. |
| 1106 | Linda Messatzzia | Supports project. |
| 1107 | Lisa Blackhurst | Supports project. |
| 1108 | Lisa Turner | Supports project. |
| 1109 | Lorraine Mueller | Supports project. |
| 1110 | Louis Peirce | Supports project. |
| 1111 | Marcus Ferreira | Supports project. |
| 1112 | Marcy Hasbrouck | Supports project. |
| 1113 | Mark Fallon | Supports project. |
| 1114 | Mark Jones | Supports project. |
| 1115 | Mark Knight | Supports project. |
| 1116 | Mark Schafer | Supports project. |
| 1117 | Mark Vondra | Supports project. |
| 1118 | Marshall Haislup | Supports project. |
| 1119 | Martha Nardone | Supports project. |
| 1120 | Martin Marino | Supports project. |
| 1121 | Marty Wilcockson | Supports project. |
| 1122 | Matthew Conard | Supports project. |
| 1123 | Matthew Cross | Supports project. |
| 1124 | Neil Hornbeck | Supports project. |
| 1125 | Phillip Todd | Supports project. |
| 1126 | Ralph Branch | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1127 | Ralph Branch | Supports project. |
| 1128 | Ralph Potoma | Supports project. |
| 1129 | Regina Bannan | Supports project. |
| 1130 | Regina Brown | Supports project. |
| 1131 | Richard Goerwitz | Supports project. |
| 1132 | Richard Grafius | Supports project. |
| 1133 | Richard Hyland | Supports project. |
| 1134 | Richard Sutton | Supports project. |
| 1135 | Richard Wakeford | Supports project. |
| 1136 | Rob Baldrige | Supports project. |
| 1137 | Robert Koch | Supports project. |
| 1138 | Ron Bilotti | Supports project. |
| 1139 | Ron Langmacher | Supports project. |
| 1140 | Ronald Collman, MD | Supports project. |
| 1141 | Sean Duffin | Supports project. |
| 1142 | Stanley Witomski | Supports project. |
| 1143 | Stephen Mcdonald | Supports project. |
| 1144 | Steve Maluk | Supports project. |
| 1145 | Steven Muchow | Supports project. |
| 1146 | Steven Schon | Supports project. |
| 1147 | Stuart Morris | Supports project. |
| 1148 | Susan Caligiuri | Supports project. |
| 1149 | Tami Morris | Supports project. |
| 1150 | Tami Morris | Supports project. |
| 1151 | Ted Doberstein | Supports project. |
| 1152 | Thaddeus Mcginness | Supports project. |
| 1153 | Thomas Kelso | Supports project. |
| 1154 | Thomas Nelson | Supports project. |
| 1155 | Timothy P Carey | Supports project. |
| 1156 | Tom Birmingham | Supports project. |
| 1157 | Vincent Dibella | Supports project. |
| 1158 | Wayne and Jennifer Lahr | Supports project. |
| 1159 | Wesley Bowers | Supports project. |
| 1160 | William Angus | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|--|--------------------------|---|
| Comments Received from the Individuals | | |
| 1161 | William Michael Piccinni | Supports project. |
| 1162 | ira josephs | Supports project. |
| 1163 | jonathan gold | Supports project. |
| 1164 | jorge brito | Supports project. |
| 1165 | keith irwin | Supports project. |
| 1166 | lauran schultz | Supports project. |
| 1167 | Melissa Slifer | Supports project. |
| 1168 | sebastian miranda | Supports project. |
| Street Road from Rt 611 to Rt 263, and other high bicycle volume areas without pedestrian alternatives, in Bucks County | | |
| 1169 | Michael Gross | These areas should have protected lanes or sidewalk trails. |
| The Circuit Line Item | | |
| 1171 | Albert La Torre | Supports the Circuit Line Item. |
| 1172 | Alexander Sanford | Supports the Circuit Line Item. |
| 1173 | Allen Rue | Supports the Circuit Line Item. |
| 1174 | Andrew Clark | Supports the Circuit Line Item. |
| 1175 | Andy Shea | Supports the Circuit Line Item. |
| 1176 | Anya Saretzky | Supports the Circuit Line Item. |
| 1177 | Anya Saretzky | Supports the Circuit Line Item. |
| 1178 | Arthur Vogel | Supports the Circuit Line Item. |
| 1179 | Arthur Vogel | Supports the Circuit Line Item. |
| 1180 | Arthur Vogel | Supports the Circuit Line Item. |
| 1181 | Barbara Mako | Supports the Circuit Line Item. |
| 1182 | Barbara Siegel | Supports the Circuit Line Item. |
| 1183 | Barry Myers | Supports the Circuit Line Item. |
| 1184 | Beth Dzwil | Supports the Circuit Line Item. |
| 1185 | Bill Apostolacus | Supports the Circuit Line Item. |
| 1186 | Bill Craven | Supports the Circuit Line Item. |
| 1187 | Bill Oliver | Supports the Circuit Line Item. |
| 1188 | Brendan Hilliard | Supports the Circuit Line Item. |
| 1189 | Brendan Killeen | Supports the Circuit Line Item. |
| 1190 | Brian Hamilton | Supports the Circuit Line Item. |
| 1191 | Brig Masone | Supports the Circuit Line Item. |
| 1192 | Bruce Pearson | Supports the Circuit Line Item. |
| 1193 | Caitlin Quigley | Supports the Circuit Line Item. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------------|
| Comments Received from the Individuals | | |
| 1194 | Carissa Katz | Supports the Circuit Line Item. |
| 1195 | Carol & William Bowers | Supports the Circuit Line Item. |
| 1196 | Carol Rowehl | Supports the Circuit Line Item. |
| 1197 | Charles Bender | Supports the Circuit Line Item. |
| 1198 | Charles Karl | Supports the Circuit Line Item. |
| 1199 | Chris Stanford | Supports the Circuit Line Item. |
| 1200 | Chris Stanford | Supports the Circuit Line Item. |
| 1201 | Christine McHenry | Supports the Circuit Line Item. |
| 1202 | Chuck Russo | Supports the Circuit Line Item. |
| 1203 | Colin Brigham | Supports the Circuit Line Item. |
| 1204 | Craig Labarge | Supports the Circuit Line Item. |
| 1205 | Craig Way | Supports the Circuit Line Item. |
| 1206 | Dan McGinnis | Supports the Circuit Line Item. |
| 1207 | Daniel Safer | Supports the Circuit Line Item. |
| 1208 | Daniel Safer | Supports the Circuit Line Item. |
| 1209 | Danielle Mercurio | Supports the Circuit Line Item. |
| 1210 | David Hanson | Supports the Circuit Line Item. |
| 1211 | David Lange | Supports the Circuit Line Item. |
| 1212 | David Mccarthy | Supports the Circuit Line Item. |
| 1213 | David Packiasseelan | Supports the Circuit Line Item. |
| 1214 | David Reber | Supports the Circuit Line Item. |
| 1215 | David Rohlfing | Supports the Circuit Line Item. |
| 1216 | Deb Faulkner | Supports the Circuit Line Item. |
| 1217 | Debbie Wile | Supports the Circuit Line Item. |
| 1218 | Debra Wile | Supports the Circuit Line Item. |
| 1219 | Derrick Bingaman | Supports the Circuit Line Item. |
| 1220 | Donald Wilson | Supports the Circuit Line Item. |
| 1221 | Edward Theurkauf | Supports the Circuit Line Item. |
| 1222 | Eileen Killeen | Supports the Circuit Line Item. |
| 1223 | Elaine Barkan | Supports the Circuit Line Item. |
| 1224 | Eugene Miloradovich | Supports the Circuit Line Item. |
| 1225 | Francis Fedoroff | Supports the Circuit Line Item. |
| 1226 | Gail Lipstein | Supports the Circuit Line Item. |
| 1227 | Gail Lipstein | Supports the Circuit Line Item. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------|---------------------------------|
| Comments Received from the Individuals | | |
| 1228 | Gary Schiendelman | Supports the Circuit Line Item. |
| 1229 | Gary Weaver | Supports the Circuit Line Item. |
| 1230 | Gerald Schussler | Supports the Circuit Line Item. |
| 1231 | Glen Larimer | Supports the Circuit Line Item. |
| 1232 | Gregory Milbourne | Supports the Circuit Line Item. |
| 1233 | Homayoon Pasdar | Supports the Circuit Line Item. |
| 1234 | IRIS GOLD | Supports the Circuit Line Item. |
| 1235 | Ira Josephs | Supports the Circuit Line Item. |
| 1236 | James Connell | Supports the Circuit Line Item. |
| 1237 | Janet Lorenz | Supports the Circuit Line Item. |
| 1238 | Jason Beke | Supports the Circuit Line Item. |
| 1239 | Jay Smith | Supports the Circuit Line Item. |
| 1240 | Jeff Lawton | Supports the Circuit Line Item. |
| 1241 | Jeff Moore | Supports the Circuit Line Item. |
| 1242 | Jennifer Bullock | Supports the Circuit Line Item. |
| 1243 | Jennifer Meyer | Supports the Circuit Line Item. |
| 1244 | Jennifer Meyer | Supports the Circuit Line Item. |
| 1245 | Jerrold Adler | Supports the Circuit Line Item. |
| 1246 | Jerry Tancini | Supports the Circuit Line Item. |
| 1247 | Jim Fries | Supports the Circuit Line Item. |
| 1248 | Joan Horn | Supports the Circuit Line Item. |
| 1249 | Joan Horn | Supports the Circuit Line Item. |
| 1250 | Joanna Chapin | Supports the Circuit Line Item. |
| 1251 | Jodi Friedman | Supports the Circuit Line Item. |
| 1252 | Joe Dille | Supports the Circuit Line Item. |
| 1253 | John Bryan | Supports the Circuit Line Item. |
| 1254 | John Cochran | Supports the Circuit Line Item. |
| 1255 | John Corcoran | Supports the Circuit Line Item. |
| 1256 | John Spangler | Supports the Circuit Line Item. |
| 1257 | Joseph Lacava | Supports the Circuit Line Item. |
| 1258 | Juliann Pinto | Supports the Circuit Line Item. |
| 1259 | Juliann Pinto | Supports the Circuit Line Item. |
| 1260 | Kathy Gallagher | Supports the Circuit Line Item. |
| 1261 | Keith Britton | Supports the Circuit Line Item. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|--------|-----------|--------------------|
|--------|-----------|--------------------|

Comments Received from the Individuals

| | | |
|------|------------------|---------------------------------|
| 1262 | Ken Reynolds | Supports the Circuit Line Item. |
| 1263 | Kenneth Burk | Supports the Circuit Line Item. |
| 1264 | Kevin Flynn | Supports the Circuit Line Item. |
| 1265 | Kevin Hojecki | Supports the Circuit Line Item. |
| 1266 | Kevin Nerz | Supports the Circuit Line Item. |
| 1267 | Kristin Lewis | Supports the Circuit Line Item. |
| 1268 | Lawrence Bower | Supports the Circuit Line Item. |
| 1269 | Lee Halladay | Supports the Circuit Line Item. |
| 1270 | Leslie spangler | Supports the Circuit Line Item. |
| 1271 | Linda Blythe | Supports the Circuit Line Item. |
| 1272 | Linda Messatzzia | Supports the Circuit Line Item. |
| 1273 | Lisa Blackhurst | Supports the Circuit Line Item. |
| 1274 | Lisa Turner | Supports the Circuit Line Item. |
| 1275 | Lorraine Mueller | Supports the Circuit Line Item. |
| 1276 | Louis Peirce | Supports the Circuit Line Item. |
| 1277 | Marcus Ferreira | Supports the Circuit Line Item. |
| 1278 | Marcy Hasbrouck | Supports the Circuit Line Item. |
| 1279 | Mark Fallon | Supports the Circuit Line Item. |
| 1280 | Mark Jones | Supports the Circuit Line Item. |
| 1281 | Mark Knight | Supports the Circuit Line Item. |
| 1282 | Mark Schafer | Supports the Circuit Line Item. |
| 1283 | Mark Vondra | Supports the Circuit Line Item. |
| 1284 | Marshall Haislup | Supports the Circuit Line Item. |
| 1285 | Martha Nardone | Supports the Circuit Line Item. |
| 1286 | Martin Marino | Supports the Circuit Line Item. |
| 1287 | Marty Wilcockson | Supports the Circuit Line Item. |
| 1288 | Matthew Conard | Supports the Circuit Line Item. |
| 1289 | Matthew Cross | Supports the Circuit Line Item. |
| 1290 | Neil Hornbeck | Supports the Circuit Line Item. |
| 1291 | Phillip Todd | Supports the Circuit Line Item. |
| 1292 | Ralph Branch | Supports the Circuit Line Item. |
| 1293 | Ralph Branch | Supports the Circuit Line Item. |
| 1294 | Ralph Potoma | Supports the Circuit Line Item. |
| 1295 | Regina Bannan | Supports the Circuit Line Item. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------------|
| Comments Received from the Individuals | | |
| 1296 | Regina Brown | Supports the Circuit Line Item. |
| 1297 | Richard Goerwitz | Supports the Circuit Line Item. |
| 1298 | Richard Grafius | Supports the Circuit Line Item. |
| 1299 | Richard Hyland | Supports the Circuit Line Item. |
| 1300 | Richard Sutton | Supports the Circuit Line Item. |
| 1301 | Richard Wakeford | Supports the Circuit Line Item. |
| 1302 | Rob Baldridge | Supports the Circuit Line Item. |
| 1303 | Robert Koch | Supports the Circuit Line Item. |
| 1304 | Ron Bilotti | Supports the Circuit Line Item. |
| 1305 | Ron Langmacher | Supports the Circuit Line Item. |
| 1306 | Ronald Collman, MD | Supports the Circuit Line Item. |
| 1307 | Sean Duffin | Supports the Circuit Line Item. |
| 1308 | Stanley Witomski | Supports the Circuit Line Item. |
| 1309 | Stephen Mcdonald | Supports the Circuit Line Item. |
| 1310 | Steve Maluk | Supports the Circuit Line Item. |
| 1311 | Steven Muchow | Supports the Circuit Line Item. |
| 1312 | Steven Schon | Supports the Circuit Line Item. |
| 1313 | Stuart Morris | Supports the Circuit Line Item. |
| 1314 | Susan Caligiuri | Supports the Circuit Line Item. |
| 1315 | Tami Morris | Supports the Circuit Line Item. |
| 1316 | Tami Morris | Supports the Circuit Line Item. |
| 1317 | Ted Doberstein | Supports the Circuit Line Item. |
| 1318 | Thaddeus Mcginess | Supports the Circuit Line Item. |
| 1319 | Thomas Kelso | Supports the Circuit Line Item. |
| 1320 | Thomas Nelson | Supports the Circuit Line Item. |
| 1321 | Timothy P Carey | Supports the Circuit Line Item. |
| 1322 | Tom Birmingham | Supports the Circuit Line Item. |
| 1323 | Vincent Dibella | Supports the Circuit Line Item. |
| 1324 | Wayne and Jennifer Lahr | Supports the Circuit Line Item. |
| 1325 | Wesley Bowers | Supports the Circuit Line Item. |
| 1326 | William Angus | Supports the Circuit Line Item. |
| 1327 | William Michael Piccinni | Supports the Circuit Line Item. |
| 1328 | ira josephs | Supports the Circuit Line Item. |
| 1329 | jonathan gold | Supports the Circuit Line Item. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|--|------------------------|---|
| Comments Received from the Individuals | | |
| 1330 | jorge brito | Supports the Circuit Line Item. |
| 1331 | keith irwin | Supports the Circuit Line Item. |
| 1332 | lauran schultz | Supports the Circuit Line Item. |
| 1333 | Issearles | Supports project. |
| 1334 | Melissa Slifer | Supports the Circuit Line Item. |
| The Circuit Network | | |
| 1335 | Charles Bender | Accelerate funding and complete the Circuit by 2025. |
| TIP Public Comment Link on web. | | |
| 1170 | John Butler | Could not find link to comment directly on the TIP webpage. |
| Transportation Alternatives Program (TAP) Line Item | | |
| 1336 | Albert La Torre | Supports project. |
| 1337 | Alexander Sanford | Supports project. |
| 1338 | Allen Rue | Supports project. |
| 1339 | Andrew Clark | Supports project. |
| 1340 | Andy Shea | Supports project. |
| 1341 | Anya Saretzky | Supports project. |
| 1342 | Anya Saretzky | Supports project. |
| 1343 | Arthur Vogel | Supports project. |
| 1344 | Arthur Vogel | Supports project. |
| 1345 | Arthur Vogel | Supports project. |
| 1346 | Barbara Mako | Supports project. |
| 1347 | Barbara Siegel | Supports project. |
| 1348 | Barry Myers | Supports project. |
| 1349 | Beth Dzwil | Supports project. |
| 1350 | Bill Apostolacus | Supports project. |
| 1351 | Bill Craven | Supports project. |
| 1352 | Bill Oliver | Supports project. |
| 1353 | Brendan Hilliard | Supports project. |
| 1354 | Brendan Killeen | Supports project. |
| 1355 | Brian Hamilton | Supports project. |
| 1356 | Bruce Pearson | Supports project. |
| 1357 | Caitlin Quigley | Supports project. |
| 1358 | Carissa Katz | Supports project. |
| 1359 | Carol & William Bowers | Supports project. |
| 1360 | Carol Rowehl | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1361 | Charles Bender | Supports project. |
| 1362 | Charles Karl | Supports project. |
| 1363 | Chris Stanford | Supports project. |
| 1364 | Chris Stanford | Supports project. |
| 1365 | Christine McHenry | Supports project. |
| 1366 | Chuck Russo | Supports project. |
| 1367 | Colin Brigham | Supports project. |
| 1368 | Craig Labarge | Supports project. |
| 1369 | Craig Way | Supports project. |
| 1370 | Dan McGinnis | Supports project. |
| 1371 | Daniel Safer | Supports project. |
| 1372 | Daniel Safer | Supports project. |
| 1373 | Danielle Mercurio | Supports project. |
| 1374 | David Hanson | Supports project. |
| 1375 | David Lange | Supports project. |
| 1376 | David Mccarthy | Supports project. |
| 1377 | David Packiasseelan | Supports project. |
| 1378 | David Reber | Supports project. |
| 1379 | David Rohlfing | Supports project. |
| 1380 | Deb Faulkner | Supports project. |
| 1381 | Debbie Wile | Supports project. |
| 1382 | Debra Wile | Supports project. |
| 1383 | Derrick Bingaman | Supports project. |
| 1384 | Donald Wilson | Supports project. |
| 1385 | Edward Theurkauf | Supports project. |
| 1386 | Eileen Killeen | Supports project. |
| 1387 | Eugene Miloradovich | Supports project. |
| 1388 | Francis Fedoroff | Supports project. |
| 1389 | Gail Lipstein | Supports project. |
| 1390 | Gail Lipstein | Supports project. |
| 1391 | Gary Schiendelman | Supports project. |
| 1392 | Gary Weaver | Supports project. |
| 1393 | Gerald Schussler | Supports project. |
| 1394 | Glen Larimer | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|-------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1395 | Gregory Milbourne | Supports project. |
| 1396 | Homayoon Pasdar | Supports project. |
| 1397 | IRIS GOLD | Supports project. |
| 1398 | Ira Josephs | Supports project. |
| 1399 | James Connell | Supports project. |
| 1400 | Janet Lorenz | Supports project. |
| 1401 | Jason Beke | Supports project. |
| 1402 | Jay Smith | Supports project. |
| 1403 | Jeff Moore | Supports project. |
| 1404 | Jennifer Bullock | Supports project. |
| 1405 | Jennifer Meyer | Supports project. |
| 1406 | Jennifer Meyer | Supports project. |
| 1407 | Jerrold Adler | Supports project. |
| 1408 | Jerry Tancini | Supports project. |
| 1409 | Jim Fries | Supports project. |
| 1410 | Joan Horn | Supports project. |
| 1411 | Joan Horn | Supports project. |
| 1412 | Joanna Chapin | Supports project. |
| 1413 | Jodi Friedman | Supports project. |
| 1414 | Joe Dille | Supports project. |
| 1415 | John Bryan | Supports project. |
| 1416 | John Cochran | Supports project. |
| 1417 | John Corcoran | Supports project. |
| 1418 | Joseph Lacava | Supports project. |
| 1419 | Juliann Pinto | Supports project. |
| 1420 | Juliann Pinto | Supports project. |
| 1421 | Kathy Gallagher | Supports project. |
| 1422 | Keith Britton | Supports project. |
| 1423 | Ken Reynolds | Supports project. |
| 1424 | Kenneth Burk | Supports project. |
| 1425 | Kevin Flynn | Supports project. |
| 1426 | Kevin Hojecki | Supports project. |
| 1427 | Kevin Nerz | Supports project. |
| 1428 | Kristin Lewis | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1429 | Lawrence Bower | Supports project. |
| 1430 | Lee Halladay | Supports project. |
| 1431 | Leslie spangler | Supports project. |
| 1432 | Linda Blythe | Supports project. |
| 1433 | Linda Messatzzia | Supports project. |
| 1434 | Lisa Blackhurst | Supports project. |
| 1435 | Lisa Turner | Supports project. |
| 1436 | Lorraine Mueller | Supports project. |
| 1437 | Louis Peirce | Supports project. |
| 1438 | Marcus Ferreira | Supports project. |
| 1439 | Marcy Hasbrouck | Supports project. |
| 1440 | Mark Jones | Supports project. |
| 1441 | Mark Knight | Supports project. |
| 1442 | Mark Schafer | Supports project. |
| 1443 | Mark Vondra | Supports project. |
| 1444 | Marshall Haislup | Supports project. |
| 1445 | Martha Nardone | Supports project. |
| 1446 | Martin Marino | Supports project. |
| 1447 | Marty Wilcockson | Supports project. |
| 1448 | Matthew Conard | Supports project. |
| 1449 | Matthew Cross | Supports project. |
| 1450 | Neil Hornbeck | Supports project. |
| 1451 | Phillip Todd | Supports project. |
| 1452 | Ralph Branch | Supports project. |
| 1453 | Ralph Branch | Supports project. |
| 1454 | Ralph Potoma | Supports project. |
| 1455 | Regina Bannan | Supports project. |
| 1456 | Regina Brown | Supports project. |
| 1457 | Richard Goerwitz | Supports project. |
| 1458 | Richard Grafius | Supports project. |
| 1459 | Richard Hyland | Supports project. |
| 1460 | Richard Sutton | Supports project. |
| 1461 | Richard Wakeford | Supports project. |
| 1462 | Rob Baldrige | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---|
| Comments Received from the Individuals | | |
| 1463 | Robert Koch | Supports project. |
| 1464 | Ron Bilotti | Supports project. |
| 1465 | Ron Langmacher | Supports project. |
| 1466 | Ronald Collman, MD | Supports project. |
| 1467 | Sean Duffin | Supports project. |
| 1468 | Stanley Witomski | Supports project. |
| 1469 | Stephen Mcdonald | Supports project. |
| 1470 | Steve Maluk | Supports project. |
| 1471 | Steven Muchow | Supports project. |
| 1472 | Steven Schon | Supports project. |
| 1473 | Stuart Morris | Supports project. |
| 1474 | Susan Caligiuri | Supports project. |
| 1475 | Tami Morris | Supports project. |
| 1476 | Tami Morris | Supports project. |
| 1477 | Ted Doberstein | Supports project. |
| 1478 | Thaddeus Mcginess | Supports project. |
| 1479 | Thomas Kelso | Supports project. |
| 1480 | Thomas Nelson | Supports project. |
| 1481 | Timothy P Carey | Supports project. |
| 1482 | Tom Birmingham | Supports project. |
| 1483 | Vincent Dibella | Supports project. |
| 1484 | Wayne and Jennifer Lahr | Supports project. |
| 1485 | Wesley Bowers | Supports project. |
| 1486 | William Angus | Supports project. |
| 1487 | William Michael Piccinni | Supports project. |
| 1488 | ira josephs | Supports project. |
| 1489 | jonathan gold | Supports project. |
| 1490 | jorge brito | Supports project. |
| 1491 | keith irwin | Supports project. |
| 1492 | lauran schultz | Supports project. |
| 1493 | Melissa Slifer | Supports project. |
| 1494 | sebastian miranda | Supports project. |
| Use of trail system | | |
| 1495 | Bill Oliver | Observes many people using the trail as transportation to work and good healthy exercise. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|--|------------------------|--|
| Comments Received from the Individuals | | |
| Virginia Drive Road Diet and Trail (Cross County Trail) | | |
| 1496 | Albert La Torre | Supports project. |
| 1497 | Alexander Sanford | Supports project. |
| 1498 | Allen Rue | Supports project. |
| 1499 | Andrew Clark | Supports project. |
| 1500 | Andy Shea | Supports project. |
| 1501 | Anya Saretzky | Supports project. |
| 1502 | Anya Saretzky | Supports project. |
| 1503 | Arthur Vogel | Need to have safe places for all people to get out and enjoy the outside, get exercise and be with families. |
| 1504 | Arthur Vogel | Supports project. |
| 1505 | Arthur Vogel | Supports project. |
| 1506 | Barbara Mako | Supports project. |
| 1507 | Barbara Siegel | Supports project. |
| 1508 | Barry Myers | Supports project. |
| 1509 | Beth Dzwil | Supports project. |
| 1510 | Bill Apostolacus | Supports project. |
| 1511 | Bill Craven | Supports project. |
| 1512 | Bill Oliver | Supports project. |
| 1513 | Brendan Hilliard | Supports project. |
| 1514 | Brendan Killeen | Supports project. |
| 1515 | Brian Hamilton | Supports project. |
| 1516 | Bruce Pearson | Supports project. |
| 1517 | Caitlin Quigley | Supports project. |
| 1518 | Carissa Katz | Supports project. |
| 1519 | Carol & William Bowers | Supports project. |
| 1520 | Carol Rowehl | Supports project. |
| 1521 | Charles Bender | Supports project. |
| 1522 | Charles Karl | Supports project. |
| 1523 | Chris Stanford | Supports project. |
| 1524 | Chris Stanford | Supports project. |
| 1525 | Christine McHenry | Supports project. |
| 1526 | Chuck Russo | Supports project. |
| 1527 | Colin Brigham | Supports project. |
| 1528 | Craig Labarge | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1529 | Craig Way | Supports project. |
| 1530 | Dan McGinnis | Supports project. |
| 1531 | Daniel Safer | Supports project. |
| 1532 | Daniel Safer | Supports project. |
| 1533 | Danielle Mercurio | Supports project. |
| 1534 | David Hanson | Supports project. |
| 1535 | David Lange | Supports project. |
| 1536 | David Mccarthy | Supports project. |
| 1537 | David Packiaseelan | Supports project. |
| 1538 | David Reber | Supports project. |
| 1539 | David Rohlfing | Supports project. |
| 1540 | Deb Faulkner | Supports project. |
| 1541 | Debbie Wile | Supports project. |
| 1542 | Debra Wile | Supports project. |
| 1543 | Derrick Bingaman | Supports project. |
| 1544 | Donald Wilson | Supports project. |
| 1545 | Edward Theurkauf | Supports project. |
| 1546 | Eileen Killeen | Supports project. |
| 1547 | Eugene Miloradovich | Supports project. |
| 1548 | Francis Fedoroff | Supports project. |
| 1549 | Gail Lipstein | Supports project. |
| 1550 | Gail Lipstein | Supports project. |
| 1551 | Gary Schiendelman | Supports project. |
| 1552 | Gary Weaver | Supports project. |
| 1553 | Gerald Schussler | Supports project. |
| 1554 | Glen Larimer | Supports project. |
| 1555 | Gregory Milbourne | Supports project. |
| 1556 | Homayoon Pasdar | Supports project. |
| 1557 | IRIS GOLD | Supports project. |
| 1558 | Ira Josephs | Supports project. |
| 1559 | James Connell | Supports project. |
| 1560 | Janet Lorenz | Supports project. |
| 1561 | Jason Beke | Supports project. |
| 1562 | Jay Smith | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1563 | Jeff Moore | Supports project. |
| 1564 | Jennifer Bullock | Supports project. |
| 1565 | Jennifer Meyer | Supports project. |
| 1566 | Jennifer Meyer | Supports project. |
| 1567 | Jerrold Adler | Supports project. |
| 1568 | Jerry Tancini | Supports project. |
| 1569 | Jim Fries | Supports project. |
| 1570 | Joan Horn | Supports project. |
| 1571 | Joan Horn | Supports project. |
| 1572 | Joanna Chapin | Supports project. |
| 1573 | Jodi Friedman | Supports project. |
| 1574 | Joe Dille | Supports project. |
| 1575 | John Bryan | Supports project. |
| 1576 | John Cochran | Supports project. |
| 1577 | John Corcoran | Supports project. |
| 1578 | Joseph Lacava | Supports project. |
| 1579 | Juliann Pinto | Supports project. |
| 1580 | Juliann Pinto | Supports project. |
| 1581 | Kathy Gallagher | Supports project. |
| 1582 | Keith Britton | Supports project. |
| 1583 | Ken Reynolds | Supports project. |
| 1584 | Kenneth Burk | Supports project. |
| 1585 | Kevin Flynn | Supports project. |
| 1586 | Kevin Hojecki | Supports project. |
| 1587 | Kevin Nerz | Supports project. |
| 1588 | Kristin Lewis | Supports project. |
| 1589 | Lawrence Bower | Supports project. |
| 1590 | Lee Halladay | Supports project. |
| 1591 | Leslie spangler | Supports project. |
| 1592 | Linda Blythe | Supports project. |
| 1593 | Linda Messatzzia | Supports project. |
| 1594 | Lisa Blackhurst | Supports project. |
| 1595 | Lisa Turner | Supports project. |
| 1596 | Lorraine Mueller | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------|---|
| Comments Received from the Individuals | | |
| 1597 | Louis Peirce | Supports project. |
| 1598 | Marcus Ferreira | Supports project. |
| 1599 | Marcy Hasbrouck | Supports project. |
| 1600 | Mark Fallon | Supports project. |
| 1601 | Mark Jones | Supports project. |
| 1602 | Mark Knight | Supports project. |
| 1603 | Mark Schafer | Supports project. |
| 1604 | Mark Vondra | Supports project. |
| 1605 | Marshall Haislup | Supports project. |
| 1606 | Martha Nardone | Supports project. |
| 1607 | Martin Marino | Supports project. |
| 1608 | Marty Wilcockson | Supports project. |
| 1609 | Matthew Conard | Supports project. |
| 1610 | Matthew Cross | Supports project. |
| 1611 | Michael Gross | Supports project. |
| 1612 | Neil Hornbeck | Supports project. |
| 1613 | Phillip Todd | Supports project. |
| 1614 | Ralph Branch | Supports project. |
| 1615 | Ralph Branch | Supports project. |
| 1616 | Ralph Potoma | Supports project. |
| 1617 | Regina Bannan | Supports project. |
| 1618 | Regina Brown | Supports project. |
| 1619 | Richard Goerwitz | Supports project. |
| 1620 | Richard Grafius | Supports project. |
| 1621 | Richard Hyland | Supports project. |
| 1622 | Richard Sutton | Supports project. |
| 1623 | Richard Wakeford | Supports project. |
| 1624 | Rob Baldrige | Supports project. |
| 1625 | Robert Koch | Supports project. |
| 1626 | Ron Bilotti | Supports project. |
| 1627 | Ron Langmacher | Supports project. |
| 1628 | Ronald Collman, MD | Supports investment in Circuit projects. It benefits the health of the region's residents, enhances quality of life, and makes our region more attractive to residents and businesses, improving the economic base of the area. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|--------------------------|--------------------|
| Comments Received from the Individuals | | |
| 1629 | Sean Duffin | Supports project. |
| 1630 | Stanley Witomski | Supports project. |
| 1631 | Stephen Mcdonald | Supports project. |
| 1632 | Steve Maluk | Supports project. |
| 1633 | Steven Muchow | Supports project. |
| 1634 | Steven Schon | Supports project. |
| 1635 | Stuart Morris | Supports project. |
| 1636 | Susan Caligiuri | Supports project. |
| 1637 | Tami Morris | Supports project. |
| 1638 | Tami Morris | Supports project. |
| 1639 | Ted Doberstein | Supports project. |
| 1640 | Thaddeus Mcginess | Supports project. |
| 1641 | Thomas Kelso | Supports project. |
| 1642 | Thomas Nelson | Supports project. |
| 1643 | Timothy P Carey | Supports project. |
| 1644 | Tom Birmingham | Supports project. |
| 1645 | Vincent Dibella | Supports project. |
| 1646 | Wayne and Jennifer Lahr | Supports project. |
| 1647 | Wesley Bowers | Supports project. |
| 1648 | William Angus | Supports project. |
| 1649 | William Michael Piccinni | Supports project. |
| 1650 | ira josephs | Supports project. |
| 1651 | jonathan gold | Supports project. |
| 1652 | jorge brito | Supports project. |
| 1653 | keith irwin | Supports project. |
| 1654 | lauran schultz | Supports project. |
| 1655 | Melissa Slifer | Supports project. |
| Walk and Bike Pottstown - Phase 3 | | |
| 1656 | Albert La Torre | Supports project. |
| 1657 | Alexander Sanford | Supports project. |
| 1658 | Allen Rue | Supports project. |
| 1659 | Andrew Clark | Supports project. |
| 1660 | Andy Shea | Supports project. |
| 1661 | Anya Saretzky | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1662 | Anya Saretzky | Supports project. |
| 1663 | Arthur Vogel | Supports project. |
| 1664 | Arthur Vogel | Supports project. |
| 1665 | Arthur Vogel | Supports project. |
| 1666 | Barbara Mako | Supports project. |
| 1667 | Barbara Siegel | Supports project. |
| 1668 | Barry Myers | Supports project. |
| 1669 | Beth Dzwil | Supports project. |
| 1670 | Bill Apostolacus | Supports project. |
| 1671 | Bill Craven | Supports project. |
| 1672 | Bill Oliver | Supports project. |
| 1673 | Brendan Hilliard | Supports project. |
| 1674 | Brendan Killeen | Supports project. |
| 1675 | Brian Hamilton | Supports project. |
| 1676 | Bruce Pearson | Supports project. |
| 1677 | Caitlin Quigley | Supports project. |
| 1678 | Carissa Katz | Supports project. |
| 1679 | Carl Johnson | Supports project. |
| 1680 | Carol & William Bowers | Supports project. |
| 1681 | Carol Rowehl | Supports project. |
| 1682 | Charles Bender | Supports project. |
| 1683 | Charles Karl | Supports project. |
| 1684 | Chris Stanford | Supports project. |
| 1685 | Chris Stanford | Supports project. |
| 1686 | Christine McHenry | Supports project. |
| 1687 | Chuck Russo | Supports project. |
| 1688 | Colin Brigham | Supports project. |
| 1689 | Craig Labarge | Supports project. |
| 1690 | Craig Way | Supports project. |
| 1691 | Dan McGinnis | Supports project. |
| 1692 | Daniel Safer | Supports project. |
| 1693 | Daniel Safer | Supports project. |
| 1694 | Danielle Mercurio | Supports project. |
| 1695 | David Hanson | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1696 | David Lange | Supports project. |
| 1697 | David Mccarthy | Supports project. |
| 1698 | David Packiasseelan | Supports project. |
| 1699 | David Reber | Supports project. |
| 1700 | David Rohlfing | Supports project. |
| 1701 | Deb Faulkner | Supports project. |
| 1702 | Debbie Wile | Supports project. |
| 1703 | Debra Wile | Supports project. |
| 1704 | Derrick Bingaman | Supports project. |
| 1705 | Donald Wilson | Supports project. |
| 1706 | Edward Theurkauf | Supports project. |
| 1707 | Eileen Killeen | Supports project. |
| 1708 | Eugene Miloradovich | Supports project. |
| 1709 | Francis Fedoroff | Supports project. |
| 1710 | Gail Lipstein | Supports project. |
| 1711 | Gail Lipstein | Supports project. |
| 1712 | Gary Schiendelman | Supports project. |
| 1713 | Gary Weaver | Supports project. |
| 1714 | Gerald Schussler | Supports project. |
| 1715 | Glen Larimer | Supports project. |
| 1716 | Gregory Milbourne | Supports project. |
| 1717 | Homayoon Pasdar | Supports project. |
| 1718 | IRIS GOLD | Supports project. |
| 1719 | Ira Josephs | Supports project. |
| 1720 | James Connell | Supports project. |
| 1721 | Janet Lorenz | Supports project. |
| 1722 | Jason Beke | Supports project. |
| 1723 | Jay Smith | Supports project. |
| 1724 | Jeff Moore | Supports project. |
| 1725 | Jennifer Bullock | Supports project. |
| 1726 | Jennifer Meyer | Supports project. |
| 1727 | Jennifer Meyer | Supports project. |
| 1728 | Jerrold Adler | Supports project. |
| 1729 | Jerry Tancini | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1730 | Jim Fries | Supports project. |
| 1731 | Joan Horn | Supports project. |
| 1732 | Joan Horn | Supports project. |
| 1733 | Joanna Chapin | Supports project. |
| 1734 | Jodi Friedman | Supports project. |
| 1735 | Joe Dille | Supports project. |
| 1736 | John Bryan | Supports project. |
| 1737 | John Cochran | Supports project. |
| 1738 | John Corcoran | Supports project. |
| 1739 | Joseph Lacava | Supports project. |
| 1740 | Juliann Pinto | Supports project. |
| 1741 | Juliann Pinto | Supports project. |
| 1742 | Kathy Gallagher | Supports project. |
| 1743 | Keith Britton | Supports project. |
| 1744 | Ken Reynolds | Supports project. |
| 1745 | Kenneth Burk | Supports project. |
| 1746 | Kevin Flynn | Supports project. |
| 1747 | Kevin Hojecki | Supports project. |
| 1748 | Kevin Nerz | Supports project. |
| 1749 | Kristin Lewis | Supports project. |
| 1750 | Lawrence Bower | Supports project. |
| 1751 | Lee Halladay | Supports project. |
| 1752 | Leslie spangler | Supports project. |
| 1753 | Linda Blythe | Supports project. |
| 1754 | Linda Messatzzia | Supports project. |
| 1755 | Lisa Blackhurst | Supports project. |
| 1756 | Lisa Turner | Supports project. |
| 1757 | Lorraine Mueller | Supports project. |
| 1758 | Louis Peirce | Supports project. |
| 1759 | Marcus Ferreira | Supports project. |
| 1760 | Marcy Hasbrouck | Supports project. |
| 1761 | Mark Fallon | Supports project. |
| 1762 | Mark Jones | Supports project. |
| 1763 | Mark Knight | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1764 | Mark Schafer | Supports project. |
| 1765 | Mark Vondra | Supports project. |
| 1766 | Marshall Haislup | Supports project. |
| 1767 | Martha Nardone | Supports project. |
| 1768 | Martin Marino | Supports project. |
| 1769 | Marty Wilcockson | Supports project. |
| 1770 | Matthew Conard | Supports project. |
| 1771 | Matthew Cross | Supports project. |
| 1772 | Neil Hornbeck | Supports project. |
| 1773 | Phillip Todd | Supports project. |
| 1774 | Ralph Branch | Supports project. |
| 1775 | Ralph Branch | Supports project. |
| 1776 | Ralph Potoma | Supports project. |
| 1777 | Regina Bannan | Supports project. |
| 1778 | Regina Brown | Supports project. |
| 1779 | Richard Goerwitz | Supports project. |
| 1780 | Richard Grafius | Supports project. |
| 1781 | Richard Hyland | Supports project. |
| 1782 | Richard Sutton | Supports project. |
| 1783 | Richard Wakeford | Supports project. |
| 1784 | Rob Baldrige | Supports project. |
| 1785 | Robert Koch | Supports project. |
| 1786 | Ron Bilotti | Supports project. |
| 1787 | Ron Langmacher | Supports project. |
| 1788 | Ronald Collman, MD | Supports project. |
| 1789 | Sean Duffin | Supports project. |
| 1790 | Stanley Witomski | Supports project. |
| 1791 | Stephen Mcdonald | Supports project. |
| 1792 | Steve Maluk | Supports project. |
| 1793 | Steven Muchow | Supports project. |
| 1794 | Steven Schon | Supports project. |
| 1795 | Stuart Morris | Supports project. |
| 1796 | Susan Caligiuri | Supports project. |
| 1797 | Tami Morris | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1798 | Tami Morris | Supports project. |
| 1799 | Ted Doberstein | Supports project. |
| 1800 | Thaddeus McGinness | Supports project. |
| 1801 | Thomas Kelso | Supports project. |
| 1802 | Thomas Nelson | Supports project. |
| 1803 | Timothy P Carey | Supports project. |
| 1804 | Tom Birmingham | Supports project. |
| 1805 | Vincent Dibella | Supports project. |
| 1806 | Wayne and Jennifer Lahr | Supports project. |
| 1807 | Wesley Bowers | Supports project. |
| 1808 | William Angus | Supports project. |
| 1809 | William Michael Piccinni | Supports project. |
| 1810 | ira josephs | Supports project. |
| 1811 | jonathan gold | Supports project. |
| 1812 | jorge brito | Supports project. |
| 1813 | keith irwin | Supports project. |
| 1814 | lauran schultz | Supports project. |
| 1815 | Melissa Slifer | Supports project. |
| 1816 | sebastian miranda | Supports project. |
| Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County | | |
| 1817 | Albert La Torre | Supports project. |
| 1818 | Alexander Sanford | Supports project. |
| 1819 | Allen Rue | Supports project. |
| 1820 | Andrew Clark | Supports project. |
| 1821 | Andy Shea | Supports project. |
| 1822 | Anya Saretzky | Supports project. |
| 1823 | Anya Saretzky | Supports project. |
| 1824 | Arthur Vogel | Supports project. |
| 1825 | Arthur Vogel | Supports project. |
| 1826 | Arthur Vogel | Supports project. |
| 1827 | Barbara Mako | Supports project. |
| 1828 | Barbara Siegel | Supports project. |
| 1829 | Barry Myers | Supports project. |
| 1830 | Beth Dzwil | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1831 | Bill Apostolacus | Supports project. |
| 1832 | Bill Craven | Supports project. |
| 1833 | Bill Oliver | Supports project. |
| 1834 | Brendan Hilliard | Supports project. |
| 1835 | Brendan Killeen | Supports project. |
| 1836 | Brian Hamilton | Supports project. |
| 1837 | Bruce Pearson | Supports project. |
| 1838 | Caitlin Quigley | Supports project. |
| 1839 | Carissa Katz | Supports project. |
| 1840 | Carl Johnson | Supports project. |
| 1841 | Carol & William Bowers | Supports project. |
| 1842 | Carol Rowehl | Supports project. |
| 1843 | Charles Bender | Supports project. |
| 1844 | Charles Karl | Supports project. |
| 1845 | Chris Stanford | Supports project. |
| 1846 | Chris Stanford | Supports project. |
| 1847 | Christine McHenry | Supports project. |
| 1848 | Chuck Russo | Supports project. |
| 1849 | Colin Brigham | Supports project. |
| 1850 | Craig Labarge | Supports project. |
| 1851 | Craig Way | Supports project. |
| 1852 | Dan McGinnis | Supports project. |
| 1853 | Daniel Safer | Supports project. |
| 1854 | Daniel Safer | Supports project. |
| 1855 | Danielle Mercurio | Supports project. |
| 1856 | David Hanson | Supports project. |
| 1857 | David Lange | Supports project. |
| 1858 | David Mccarthy | Supports project. |
| 1859 | David Packiasseelan | Supports project. |
| 1860 | David Reber | Supports project. |
| 1861 | David Rohlfing | Supports project. |
| 1862 | Deb Faulkner | Supports project. |
| 1863 | Debbie Wile | Supports project. |
| 1864 | Debra Wile | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|---------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1865 | Derrick Bingaman | Supports project. |
| 1866 | Donald Wilson | Supports project. |
| 1867 | Edward Theurkauf | Supports project. |
| 1868 | Eileen Killeen | Supports project. |
| 1869 | Eugene Miloradovich | Supports project. |
| 1870 | Francis Fedoroff | Supports project. |
| 1871 | Gail Lipstein | Supports project. |
| 1872 | Gail Lipstein | Supports project. |
| 1873 | Gary Schiendelman | Supports project. |
| 1874 | Gary Weaver | Supports project. |
| 1875 | Gerald Schussler | Supports project. |
| 1876 | Glen Larimer | Supports project. |
| 1877 | Gregory Milbourne | Supports project. |
| 1878 | Homayoon Pasdar | Supports project. |
| 1879 | IRIS GOLD | Supports project. |
| 1880 | Ira Josephs | Supports project. |
| 1881 | James Connell | Supports project. |
| 1882 | Janet Lorenz | Supports project. |
| 1883 | Jason Beke | Supports project. |
| 1884 | Jay Smith | Supports project. |
| 1885 | Jeff Moore | Supports project. |
| 1886 | Jennifer Bullock | Supports project. |
| 1887 | Jennifer Meyer | Supports project. |
| 1888 | Jennifer Meyer | Supports project. |
| 1889 | Jerrold Adler | Supports project. |
| 1890 | Jerry Tancini | Supports project. |
| 1891 | Jim Fries | Supports project. |
| 1892 | Joan Horn | Supports project. |
| 1893 | Joan Horn | Supports project. |
| 1894 | Joanna Chapin | Supports project. |
| 1895 | Jodi Friedman | Supports project. |
| 1896 | Joe Dille | Supports project. |
| 1897 | John Bryan | Supports project. |
| 1898 | John Cochran | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1899 | John Corcoran | Supports project. |
| 1900 | Joseph Lacava | Supports project. |
| 1901 | Juliann Pinto | Supports project. |
| 1902 | Juliann Pinto | Supports project. |
| 1903 | Kathy Gallagher | Supports project. |
| 1904 | Keith Britton | Supports project. |
| 1905 | Ken Reynolds | Supports project. |
| 1906 | Kenneth Burk | Supports project. |
| 1907 | Kevin Flynn | Supports project. |
| 1908 | Kevin Hojecki | Supports project. |
| 1909 | Kevin Nerz | Supports project. |
| 1910 | Kristin Lewis | Supports project. |
| 1911 | Lawrence Bower | Supports project. |
| 1912 | Lee Halladay | Supports project. |
| 1913 | Leslie spangler | Supports project. |
| 1914 | Linda Blythe | Supports project. |
| 1915 | Linda Messatzzia | Supports project. |
| 1916 | Lisa Blackhurst | Supports project. |
| 1917 | Lisa Turner | Supports project. |
| 1918 | Lorraine Mueller | Supports project. |
| 1919 | Louis Peirce | Supports project. |
| 1920 | Marcus Ferreira | Supports project. |
| 1921 | Marcy Hasbrouck | Supports project. |
| 1922 | Mark Fallon | Supports project. |
| 1923 | Mark Jones | Supports project. |
| 1924 | Mark Knight | Supports project. |
| 1925 | Mark Schafer | Supports project. |
| 1926 | Mark Vondra | Supports project. |
| 1927 | Marshall Haislup | Supports project. |
| 1928 | Martha Nardone | Supports project. |
| 1929 | Martin Marino | Supports project. |
| 1930 | Marty Wilcockson | Supports project. |
| 1931 | Matthew Conard | Supports project. |
| 1932 | Matthew Cross | Supports project. |

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| <i>ITEM #</i> | <i>COMMENTOR</i> | <i>SUMMARY OF COMMENT</i> |
|---|--------------------|---------------------------|
| Comments Received from the Individuals | | |
| 1933 | Neil Hornbeck | Supports project. |
| 1934 | Phillip Todd | Supports project. |
| 1935 | Ralph Branch | Supports project. |
| 1936 | Ralph Branch | Supports project. |
| 1937 | Ralph Potoma | Supports project. |
| 1938 | Regina Bannan | Supports project. |
| 1939 | Regina Brown | Supports project. |
| 1940 | Richard Goerwitz | Supports project. |
| 1941 | Richard Grafius | Supports project. |
| 1942 | Richard Hyland | Supports project. |
| 1943 | Richard Sutton | Supports project. |
| 1944 | Richard Wakeford | Supports project. |
| 1945 | Rob Baldrige | Supports project. |
| 1946 | Robert Koch | Supports project. |
| 1947 | Ron Bilotti | Supports project. |
| 1948 | Ron Langmacher | Supports project. |
| 1949 | Ronald Collman, MD | Supports project. |
| 1950 | Sean Duffin | Supports project. |
| 1951 | Stanley Witomski | Supports project. |
| 1952 | Stephen Mcdonald | Supports project. |
| 1953 | Steve Maluk | Supports project. |
| 1954 | Steven Muchow | Supports project. |
| 1955 | Steven Schon | Supports project. |
| 1956 | Stuart Morris | Supports project. |
| 1957 | Susan Caligiuri | Supports project. |
| 1958 | Tami Morris | Supports project. |
| 1959 | Tami Morris | Supports project. |
| 1960 | Ted Doberstein | Supports project. |
| 1961 | Thaddeus Mcginess | Supports project. |
| 1962 | Thomas Kelso | Supports project. |
| 1963 | Thomas Nelson | Supports project. |
| 1964 | Timothy P Carey | Supports project. |
| 1965 | Tom Birmingham | Supports project. |
| 1966 | Vincent Dibella | Supports project. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|--------------------------|---|
| Comments Received from the Individuals | | |
| 1967 | Wayne and Jennifer Lahr | Supports project. |
| 1968 | Wesley Bowers | Supports project. |
| 1969 | William Angus | Supports project. |
| 1970 | William Michael Piccinni | Supports project. |
| 1971 | ira josephs | Supports project. |
| 1972 | jonathan gold | Supports project. |
| 1973 | jorge brito | Supports project. |
| 1974 | keith irwin | Supports project. |
| 1975 | lauran schultz | Supports project. |
| 1976 | Melissa Slifer | Supports project. |
| 1977 | sebastian miranda | Supports project. |
| Comments Received from the Organizations/Agencies | | |
| Bucks County | | |
| MPMS #88083 - Stoopville Road Improvements - Phase 2, Correct project description which omitted pertinent information. | | |
| 1978 | Susan Herman | Correct omission of project description to include the segment of walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/ Hemlock Drive |
| MPMS #88083 - Stoopville Road Improvements - Phase 2, Implores DVRPC RTC and Board to oppose intersection expansion. | | |
| 1979 | Susan Herman | Opposes project's inclusion of intersection expansion. |
| MPMS #88083 - Stoopville Road Improvements - Phase 2, Newtown officials held special meeting to abandon original plan | | |
| 1980 | Susan Herman | Newtown officials held a special meeting to abandon the original plan designed to address serious public safety issues along Stoopville Road. The new plan misdirects funds to an intersection upgrade at Rout 413 and Stoopville Road. |
| Delaware County | | |
| Add trees and sound barriers to an EJ sensitive community. | | |
| 1981 | Kathy Hornberger, PhD | Would like to add a combination of concrete sound barriers and multiple rows of trees planted behind them along the sections of I-95 that go through the City of Chester. It will reduce sound levels and improve air quality. |
| Sounds barriers for EJ community. | | |
| 1982 | Rev. Dr. Horace Strand | Would like sound barriers installed for Environmental Justice communities. |
| Montgomery County | | |
| PA 309 Connector: Allentown Road to Souderton Pike (HT2) | | |
| 1983 | Aaron Bibro | Supports project. |
| 1984 | Rep. Robert Godshall | Supports projects and requests that it be among the highest priorities in the FY2017 TIP. |
| PA 309 Connector: Souderton Pike to PA 309 (HT3) | | |
| 1985 | Rep. Robert Godshall | Supports projects and requests that it be among the highest priorities in the FY2017 TIP. |
| Project moving faster than anticipated. | | |
| 1986 | Sean Metrick | Although funds for construction are not allocated in FY17-18 we suspect the project will be ready to proceed within a year's time. |

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| ITEM # | COMMENTOR | SUMMARY OF COMMENT |
|---|--------------|--|
| Comments Received from the Organizations/Agencies | | |
| Various Counties | | |
| Insufficient information available to public. | | |
| 1987 | Charles Bode | There is insufficient information for the public to make an information comment due to the lack of inventory of all bridges and pavements, complete with condition and life expectancy of each project. Need to develop a long term, steady state program that attainst state of good repaired and then maintenance the state of good repair indefinitely. |
| Ongoing maintenance to ensure bridges and pavement reach intended useful life. | | |
| 1988 | Charles Bode | A plan to show a steady stream of investment in state of good repair in bridges and pavement should be created. |
| The Draft TIP contains projects that have new lane miles and are major capacity expansion. | | |
| 1989 | Charles Bode | System expansion should not happen due to the lack of state of good repair in bridges and pavement. The funding for system expansion should go to bridge and pavement repair. |



PUBLIC COMMENT FORM
DRAFT FY2017 FOR PENNSYLVANIA



**ORIGINAL COMMENTS ON THE
DRAFT DVRPC FY2017-2020
TRANSPORTATION IMPROVEMENT
PROGRAM (TIP) FOR
PENNSYLVANIA**

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



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0500, 1170

Name: John Butler

County: Various Counties

Project Title: Langford Run Road (PA3/I-476/Lawrence Rd)

MPMS ID: 104465

Comment:

This proposed development will just move a Giant Market from one end of Marple to the other adding a vacant store. The traffic light being added on the Pike and Lawrence Road don't meet the PennDot standards per John Nawn our former township engineer and the one on Lawrence road because of the hill is a safety concern of many residents and the super grip paving has no standard of when it would need to be replaced. The traffic problem on the pike also is in Haverford and this doesn't address it and there is no trail proposed to connect Marple and Haverford. Could not find a link to comment directly on the TIP web. Also if the Cardinal Crossing development takes place in Marple this would have a big impact in this area and the adaptive systems are not working that well in an urban area with Warminster removing it.

Comment ID: 59



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1800, 1640, 1961, 1478, 0990, 0165, 0678, 0324, 0837, 0482, 1318, 1152

Name: Thaddeus McGiness

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 114



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1700, 0384, 0062, 0225, 1539, 1379, 0623, 0545, 1861, 1051, 1215, 0738

Name: David Rohlfing

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 162



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1801, 1962, 1153, 0166, 0679, 1641, 1479, 0325, 0991,
1319, 0483, 0838

Name: Thomas Kelso

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 192



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1701, 0385, 0063, 0226, 1540, 1216, 1862, 1052, 0739,
1380, 0624, 0546

Name: Deb Faulkner

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 71



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0001

Name: Rachel DePan

County: Bucks County

Project Title: Bristol Road Intersection Improvements

MPMS ID: 13727

Comment:

Please consider adding sidewalks and bike lanes along both sides of the road from Hulmeville Road to Neshaminy Mall. There are always pedestrians (kids and adults) walking along this route to and from the mall. This is a very heavily walked route, as evidenced by the trails cut out in the grass along Bristol Road, especially by the cemetery. Thank you.

Comment ID: 29



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1702, 0740, 1217, 1541, 0547, 0625, 1381, 0064, 1863,
0227, 1053, 0386

Name: Debbie Wile

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 146



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1802, 1480, 1963, 0326, 0992, 0839, 1642, 1154, 0680, 0484, 0167, 1320

Name: Thomas Nelson

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 115



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0002

Name: Gerald Marron

County: Delaware County

Project Title: Langford Run Road (PA3/I-476/Lawrence Rd)

MPMS ID: 104465

Comment:

This project (if it proceeds) needs to have adequate provisions for pedestrians and bicyclists. There also needs to be provision for transit access I have seen the plans (as post on the Marple Township website) and there are no sidewalks, bike lanes or bus stops shown. There needs to be safe and proper access for bicyclists and pedestrians to the intersection and the building projects it serves.

Comment ID: 24



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1703, 0548, 0387, 0228, 0741, 1382, 1864, 0626, 1542, 1054, 1218, 0065

Name: Debra Wile

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 172



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0003

Name: Pat DiPersia

County: Delaware County

Project Title: Langford Run Road (PA3/I-476/Lawrence Rd)

MPMS ID: 104465

Comment:

Am I reading this correctly that tax payers are footing \$3mm of the bill for this work, while it will be benefiting the developer? Why aren't they paying 100% of the work? Further, traffic currently coming off the blue route from northbound already stacks up to go east along Rt 3. The west bound traffic is the only traffic that actually flows. Removing the west bound slip ramp from the blue route seems like a headache in the making. Sending more traffic to the already backed up traffic light at Rt 3 and 476 is a mistake. Finally, putting a traffic light on the Lawrence Rd hill is going to be a disaster in rain/snow. PennDot has discussed special pavement that will help with traction to be able to make traffic stop on that hill is absurd. I would highly recommend not allowing the light on that hill; traffic coming from the new development shouldn't have an option to go down the Lawrence Rd hill. If they want to exit on to Lawrence Rd, they should be forced to go up the hill.

Comment ID: 49



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0103, 0016, 1256

Name: John Spangler

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. I am a user of the regions trails for biking, hiking, and running. I am a member of the Chester County Trail Club and the West Chester Cycling Club. I also volunteer in East Bradford Township, Chester County. Having served my Township in many ways, including as an elected Supervisor, I am convinced that trails have strengthened the community in East Bradford as well as Chester County. I also support all of the proposed projects that are either Circuit related or support the Circuit projects, but, because of where I live, I particularly support project 16705 – Chester Valley Trail Extension. Thank you for you continued support.

Comment ID: 183



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1804, 0682, 0486, 0328, 1965, 0841, 1322, 1644, 1482, 1156, 0994, 0169

Name: Tom Birmingham

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 139



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1704, 1219, 0742, 1543, 1865, 1383, 0229, 0549, 0388, 0066, 1055, 0627

Name: Derrick Bingaman

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 116



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0004

Name: Gerry Marron

County: Delaware County

Project Title: Retrofit for Bike Lanes and Shoulders

MPMS ID: 63406

Comment:

The bicycling infrastructure in Delaware County needs to be drastically improved. I bike to Philadelphia a lot and there are few bike lanes in Delco compared to Philadelphia.

Comment ID: 25



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1805, 0487, 1323, 0329, 1645, 1483, 0995, 0842, 1966,
1157, 0170, 0683

Name: Vincent Dibella

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 132



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0005

Name: Debbie MacMichael

County: Delaware County

Project Title: General Comment

Comment:

I live in Marple and have noticed that all the traffic lights timers have been changed. Holding the residents of Broomall hostages on the side streets, so it looks better on RT 320. RT 320 is still bad and now so are all the side streets. This is a joke that they want to add more traffic to our area.

Comment ID: 72



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1705, 0389, 0067, 0550, 1220, 1384, 1544, 1056, 1866, 0230, 0628, 0866, 0743

Name: Donald Wilson

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 61



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1706, 0069, 1221, 0390, 0551, 1057, 1545, 1867, 1385, 0629, 0744, 0231

Name: Edward Theurkauf

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I am a Chester County resident, and I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 208



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0006

Name: Brandon McCracken

County: Montgomery County

Project Title: General Comment

Comment:

The proposal is missing adding regional rail service back on the quakertown line. There are plenty of people that travel to the lansdale area from areas surrounding that corridor. I would of liked to see the investment in the line vs the new parking structure at lansdale since both issues could of been resolved with this additional service. Lansdale's overcrowding is due to that fact it is the most serviceable station for residents not directly in the lansdale area.

Comment ID: 27



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1806, 1967, 0330, 0996, 0843, 1646, 0488, 0171, 1324, 1484, 1158, 0684

Name: Wayne and Jennifer Lahr

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 161



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1707, 1868, 1058, 0630, 0391, 1546, 1386, 0232, 1222, 0070, 0552, 0745

Name: Eileen Killeen

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 166



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1807, 0844, 0172, 0997, 0331, 1647, 1968, 1485, 1159,
1325, 0489, 0685

Name: Wesley Bowers

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 118



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0007

Name: Russell Selkirk

County: Montgomery County

Project Title: County Line Road Widening

MPMS ID: 64779

Comment:

If you are making adjustments to County Line Rd to reduce congestion and ease traffic flow, please be advised that not upgrading or at least adjusting the lights at Pheasant Run Rd, Hartman rd and Kenas rd (SR 2014) will severely hamper your results. Those lights and their timing/sensors (or lack thereof) are a major impediment as it stands.

Comment ID: 51

Item ID# 0008

Name: Robert Dunham

County: Montgomery County

Project Title: General Comment

Comment:

Grand View Hospital and nearby medical/social agencies are not served by public transit. The SEPTA Rt 132 bus route could readily be extended to serve these facilities.

Comment ID: 46



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1708, 1869, 1387, 0631, 0071, 0553, 1547, 0746, 0392, 1224, 0233, 1059

Name: Eugene Miloradovich

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 113



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1808, 1969, 1486, 0998, 0173, 0686, 1648, 0332, 0490,
1326, 0845, 1160

Name: William Angus

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 101



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1709, 0747, 1225, 0072, 0393, 0554, 0898, 1548, 1870, 1388, 0234, 1060

Name: Francis Fedoroff

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 197



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1809, 0491, 1487, 1161, 1327, 0846, 1649, 1970, 0333, 0999, 0174, 0687

Name: William Michael Piccinni

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 73



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0009

Name: Russell Selkirk

County: Montgomery County

Project Title: Manayunk Bridge Trail Site Amenities (TAP)

MPMS ID: 107197

Comment:

As someone who rides the trails in the region, this improvement doesn't affect me directly since I only ride during the daylight hours, but I do know several people who were very irritated by the limitations that were imposed on using the bridge crossing originally. Having it be usable at night time would be a great boon to those who use alternative transportation methods to get to and from work at different hours than the current schedule would allow for travel across this trail.

Comment ID: 23



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1810, 0492, 1328, 0334, 1650, 1971, 1162, 0874, 0847,
1488, 1000, 0175, 0688

Name: ira josephs

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects. I am a daily bike commuter who lives in DelCo and works in the city. I have been an advocate for biking for many years and currently serve on the board of the Friends of the Chester Creek Branch. This is very important to me! MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 220



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1710, 0394, 1226, 0235, 1871, 1549, 1389, 0899, 0748,
1061, 0073, 0555

Name: Gail Lipstein

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 57



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0010

Name: Rachel DePan

County: Montgomery County

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

MPMS ID: 16334

Comment:

Please consider adding bike lanes and sidewalks on all approaches to this intersection. The Curtis Arboretum could generate a lot more pedestrians and bicyclists if it was safer to access. Thank you.

Comment ID: 30



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1811, 0875, 0335, 1651, 1972, 1163, 1001, 0176, 0689,
1489, 1329, 0493, 0848

Name: jonathan gold

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension Bucks county needs the support

Comment ID: 215



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1711, 0395, 1062, 1227, 0074, 0556, 1390, 1872, 0236, 0900, 0749, 1550

Name: Gail Lipstein

County: Various Counties

Project Title: General Comment

Comment:

Jun 24, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 56



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0011

Name: Thomas McHugh

County: Montgomery County

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

MPMS ID: 16334

Comment:

Pedestrian and biker crosswalks and signals must be given higher priority than the left turn lanes. Curtis Hall is the location of multiple weekly public meetings held by Township commissioners. Some meetings draw well over a hundred citizens. It is presently posted as illegal for pedestrians to cross the intersection of Church Road and Greenwood Avenue in any direction. The situation is unacceptable. It forces many potential walkers to drive to the meetings and the park. It is a public safety hazard and a cause of increased VMT and GHG emissions. At this late date, policy needs to match the sustainability rhetoric coming from the MCPC and the DVRPC. So called 'congestion management' begets more VMT and GHG emissions. 'Modernization' of the Greenwood Avenue and Church Road intersection, in the form of widening and adding left turn lanes, will simply increase the danger to pedestrians and bikers by increasing traffic and traffic speed, while just moving the congestion down the road to the next queue. The obvious natural beauty and historical significance of this section of Wyncote must be preserved while the intersection is made safe and legal for pedestrians and bikers to cross.

Comment ID: 44



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1712, 0396, 1873, 1063, 1228, 0750, 0901, 1391, 1551, 0237, 0075, 0557

Name: Gary Schiendelman

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 134



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1812, 0494, 0336, 1330, 0876, 0849, 1490, 1973, 1164,
1002, 0177, 0690, 1652

Name: jorge brito

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 74



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0012

Name: Russell Selkirk

County: Montgomery County

Project Title: Chester Valley Trail Extension (C036)

MPMS ID: 16705

Comment:

Thank you! This connector has been a *very* long time in the making, but it seems we can finally see a light at the end of the tunnel as they say. This will definitely help those of us who enjoy riding the trails get to and from more places without needing to ride on busier roadways.

Comment ID: 22

Item ID# 0013

Name: Brandon McCracken

County: Montgomery County

Project Title: PA 309 Connector: Allentown Road to Souderton Pike (HT2)

MPMS ID: 77211

Comment:

This project really needs to be moved up. Phase 1 is now complete with little ROI until the entire route is complete. Hatfield downtown can not support the local truck traffic that is generated by areas businesses.

Comment ID: 26



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1813, 0691, 0178, 1491, 0337, 1003, 0495, 1653, 1974,
1165, 1331, 0850

Name: keith irwin

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. I trust the matter will be handled in a speedy and enthusiastic manner! MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 195



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0714, 0862, 1191

Name: Brig Masone

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan, but would like to add a critical connector from the Pennypack Trail in Montgomery Country to the 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd): The continuation of the Pennypack Trail through Upper Southampton, Northampton to Newtown in Bucks County, which has been referred to as the "Newtown Rail Trail". Thank you,

Comment ID: 216



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1714, 0559, 0752, 0077, 0903, 0239, 1875, 1553, 1393, 1065, 1230, 0398

Name: Gerald Schussler

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension We need help in getting Hatfield Township to continue on the Liberty Trail... Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 104



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0014

Name: Brandon McCracken

County: Philadelphia County

Project Title: General Comment

Comment:

The proposal is missing adding regional rail service back on the quakertown line. There are plenty of people that travel to the lansdale area from areas surrounding that corridor. I would of liked to see the investment in the line vs the new parking structure at lansdale since both issues could of been resolved with this additional service. Lansdale's overcrowding is due to that fact it is the most serviceable station for residents not directly in the lansdale area.

Comment ID: 28



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1814, 0496, 1004, 1492, 1654, 0338, 1332, 1975, 1166,
0179, 0692, 0851

Name: lauran schultz

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 176



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1715, 1554, 1394, 1876, 0240, 1066, 0904, 1231, 0078, 0560, 0399, 0753

Name: Glen Larimer

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 158



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1815, 1976, 0339, 1005, 0180, 1655, 1493, 1167, 1334, 0693, 0497, 0852

Name: Melissa Slifer

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 60



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0015

Name: Katie Monroe

County: Philadelphia County

Project Title: Ridge Ave ISIP

MPMS ID: 104385

Comment:

THANK YOU -- Ridge Ave is so terrifying as a pedestrian and I would so appreciate these improvements!!!!!!

Comment ID: 9

Item ID# 1816, 0853, 1006, 1494, 0181, 1977, 1168, 0694, 0340, 0498

Name: sebastian miranda

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. I support this fund for projects that will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I specially support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension Thanks for thinking about the future generations, providing green, fun, safe and cheap ways to move around on two wheels.

Comment ID: 193



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1716, 0079, 1067, 1877, 0241, 0905, 0754, 1555, 1395,
1232, 0400, 0561

Name: Gregory Milbourne

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 212



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1717, 0562, 0755, 0906, 0242, 1878, 1556, 1396, 1068, 1233, 0080, 0401

Name: Homayoon Pasdar

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 140



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1718, 0756, 0563, 0402, 0867, 0907, 0243, 1557, 1879,
1397, 1069, 1234, 0081

Name: IRIS GOLD

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 214



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1719, 0564, 0757, 0082, 0908, 0244, 1558, 1880, 1398, 1070, 1235, 0403

Name: Ira Josephs

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 157



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1720, 0245, 0909, 1236, 0083, 1399, 1881, 1071, 1559

Name: James Connell

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 16705 – Chester Valley Trail Extension

Comment ID: 202



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1721, 0404, 0246, 0910, 0084, 0565, 1400, 0758, 1882, 1072, 1237, 1560

Name: Janet Lorenz

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 200



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1722, 1073, 1238, 0405, 0759, 0247, 1883, 1401, 0911, 0085, 0566, 1561

Name: Jason Beke

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 201



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1723, 1402, 1884, 0248, 0912, 0086, 0567, 1562, 1074, 0760, 1239, 0406

Name: Jay Smith

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension As a resident of upper Bucks County, I have used many trails in Bucks , Montgomery, and down into Philadelphia County. I see the increase in trail traffic, a good thing, and know the lengthening and linking of trails can only be a plus to the system and region. Give it your support. Ion Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 99



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1223, 0854

Name: Elaine Barkan

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I'm really looking forward to Bucks - Newtown Branch Rail Trail - (Upper) Southampton Twp. MPMS #105847, a continuation of the wonderful Pennypack Trail that my husband and I along with our dog walked this morning. Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 145



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1724, 0568, 0088, 1885, 0249, 0914, 0761, 1563, 1403, 1076, 1241, 0407

Name: Jeff Moore

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 186



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1725, 0089, 1077, 1564, 1886, 0250, 0915, 0762, 1404, 1242, 0408, 0569

Name: Jennifer Bullock

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 90



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1726, 0869, 0916, 0251, 1887, 1565, 1405, 1078, 1243, 0090, 0570, 0763, 0409

Name: Jennifer Meyer

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 58



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1727, 1244, 1079, 1406, 1566, 1888, 0252, 0917, 0091,
0571, 0764, 0410

Name: Jennifer Meyer

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 181



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1728, 0572, 0092, 1245, 0411, 0765, 0918, 0253, 1889,
1567, 1407, 1080

Name: Jerrold Adler

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 184



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1729, 0766, 0093, 0919, 0254, 1890, 1568, 1408, 1081, 1246, 0412, 0573

Name: Jerry Tancini

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 182



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1730, 1409, 1891, 0255, 0920, 0094, 0574, 1569, 1082, 0767, 1247, 0413

Name: Jim Fries

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. Several of these projects address currently unsafe conditions for bicyclists and pedestrians and provide vastly improved connections. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 92



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1731, 0575, 1570, 1410, 0256, 1083, 0921, 1248, 0095, 0414, 0768, 1892

Name: Joan Horn

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 198



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1732, 0769, 1571, 1893, 1411, 0257, 1084, 0922, 1249, 0096, 0576, 0415

Name: Joan Horn

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, I use the rails to trail piece in my neighborhood all the time. It is a treasure of the area! As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 164



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1733, 1412, 1894, 1085, 1250, 0770, 1572, 0258, 0577, 0416, 0097, 0923

Name: Joanna Chapin

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 76

Item ID# 1333

Name: Issearles

County: Various Counties

Project Title: General Comment

Comment:

Please support the Crucuit Trail in this year's funding. We need to connect all these trails.

Comment ID: 169



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1734, 1251, 1413, 1573, 1086, 0417, 1895, 0259, 0924, 0098, 0578, 0771

Name: Jodi Friedman

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 177



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0535, 1529, 1851, 1041, 0613, 0728, 1690, 1369, 0374, 0052, 1205, 0215

Name: Craig Way

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 126



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1735, 0579, 1896, 0260, 0925, 0418, 1574, 1414, 1087, 1252, 0099, 0772

Name: Joe Dille

County: Various Counties

Project Title: General Comment

Comment:

I am an avid bicyclist and I commute almost every day on Montgomery county roads. On the weekends I ride all over the area. In particular once a month I ride through Pottstown. I truly appreciate any improvements to riding conditions. Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 191



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1635, 1795, 1956, 0832, 1313, 0319, 0985, 0160, 0673,
1473, 1147, 0477

Name: Stuart Morris

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 167



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1736, 0419, 0926, 1415, 1897, 1088, 1253, 0773, 1575,
0261, 0100, 0580

Name: John Bryan

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 83



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1737, 1898, 1089, 1254, 0774, 1576, 1416, 0581, 0420, 0101, 0262, 0927

Name: John Cochran

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 120



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1738, 1255, 1090, 0421, 0775, 1417, 1577, 1899, 0263, 0928, 0102, 0582

Name: John Corcoran

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 205



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0638, 1279, 1922, 1113, 0951, 0126, 1600, 1761

Name: Mark Fallon

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. The more I learn about such initiatives, the more I see that they have more bang for the taxpayers' buck than motor vehicle projects, creating economic development, environmental and public health benefits, and equity in transportation for people from all socioeconomic backgrounds. I support investing in these active transportation projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 16705 – Chester Valley Trail Extension Thanks again for your decision!

Comment ID: 196



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1739, 1900, 0264, 0929, 1257, 0422, 0583, 0104, 0870,
1091, 1578, 1418, 0776

Name: Joseph Lacava

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 68



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0640, 0445, 0128, 0953, 1441, 1602, 0287, 1924, 1115, 0872, 0799, 1763, 1281

Name: Mark Knight

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 217



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0840, 0873, 1643, 1964, 1481, 0327, 1155, 0993, 1321, 0168, 1803, 0485, 0681

Name: Timothy P Carey

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 77



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1740, 0423, 0871, 0265, 1579, 1419, 1258, 0777, 1901, 1092, 0930, 0105, 0584

Name: Juliann Pinto

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 55



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1741, 0585, 0778, 1093, 1580, 1420, 1902, 0931, 0266,
1259, 0106, 0424

Name: Juliann Pinto

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 170



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1742, 0586, 1581, 1421, 0267, 0932, 1260, 0107, 0425, 0779, 1903, 1094

Name: Kathy Gallagher

County: Various Counties

Project Title: General Comment

Comment:

Jun 22, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 64



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1743, 1422, 1904, 1095, 1261, 1582, 0268, 0587, 0426, 0108, 0933, 0780

Name: Keith Britton

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 131



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1744, 0427, 1262, 1096, 1905, 1583, 1423, 0269, 0934, 0109, 0781, 0588

Name: Ken Reynolds

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 96



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1745, 0428, 1097, 1584, 1424, 1906, 0270, 0935, 0110,
0589, 1263, 0782

Name: Kenneth Burk

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, For the last 35 years, I have been an avid trail user in Montgomery, Delaware, Chester, Bucks, and Philadelphia counties in Southeastern PA. I also consider rail-trails to be a vacation destination and have spent my tourism dollars in greater PA, New Jersey, Maryland, Virginia, Massachusetts Michigan, and New York to access their rail-trails. I am very excited by the foresight of our local, state, and federal government representatives that push forward the funding and creation of more rail-trails. Now that we are reaching a stage of critical mass of trails in Southeastern PA, I hope this foresight will continue by making connections between trails to create a true network of trails that can be used not only for recreation, but just as important, for commuting. I am 58 year old upper middle class male with middle-of-the-road political views. While I generally support less government as opposed to more, building a strong infrastructure, which includes trails, is a vital function that I expect all levels of government to take seriously and act upon. I am writing to express my strong support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system which will enable commuting as well as recreation, and enhance the economic health of our region and the physical health of its people.

Comment ID: 88



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1746, 0271, 1907, 1098, 0111, 0590, 1585, 1425, 0936, 0783, 1264, 0429

Name: Kevin Flynn

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 108



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0646, 0451, 0134, 1608, 0805, 0293, 1930, 0959, 1769, 1447, 1121, 1287

Name: Marty Wilcockson

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 141



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1747, 1908, 0272, 0937, 0112, 0591, 1586, 1426, 1099, 0784, 1265, 0430

Name: Kevin Hojecki

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 82



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1748, 0113, 1100, 1587, 1427, 1909, 0273, 0938, 0785, 1266, 0431, 0592

Name: Kevin Nerz

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 122



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1749, 0432, 0786, 1267, 0274, 1588, 1101, 1910, 1428, 0939, 0114, 0593

Name: Kristin Lewis

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 155



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0649, 1611, 0808, 1169

Name: Michael Gross

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) and High potential bicycle volume locations without pedestrian alternatives like Bucks county street road from rt 611 to rt 263 should have protected lanes or sidewalk trails.

Comment ID: 213



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1750, 0594, 0787, 0115, 0940, 1429, 1589, 0275, 1911, 1102, 1268, 0433

Name: Lawrence Bower

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 121



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0350, 0877, 0509, 0885, 1343, 1503, 1824, 1014, 1178, 0189, 0025, 1663

Name: Arthur Vogel

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. I am retired and walk or bike almost every day. We need to have safe places for all people to get out and enjoy the outside, get exercise and be with our families. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 209



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1751, 1103, 1590, 1912, 0276, 0941, 0116, 0595, 1430,
1269, 0788, 0434

Name: Lee Halladay

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 97



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0751, 0076, 1229, 0397, 0902, 0238, 1874, 0558, 1713, 1552, 1392, 1064

Name: Gary Weaver

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 151



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1752, 0435, 0117, 1104, 1591, 1431, 1270, 0596, 1913, 0789, 0277, 0942

Name: Leslie spangler

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 175



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1753, 0597, 0118, 0436, 1271, 0790, 1592, 1914, 1432, 0278, 1105, 0943

Name: Linda Blythe

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension I am a frequent user of the Schuylkill River trail and its connecting trails. When I do those trips I frequently stop at restaurants along the way. I see many other cyclists doing the same. Those trails give an economic boost the areas around them.

Comment ID: 159



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1754, 0944, 1433, 1915, 1106, 1272, 0791, 1593, 0279, 0119, 0598, 0437

Name: Linda Messatzzia

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 107



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1755, 1916, 1107, 1273, 0792, 1594, 0438, 0120, 0945, 1434, 0280, 0632

Name: Lisa Blackhurst

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 69



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1756, 0439, 1274, 1435, 0121, 0281, 1917, 0946, 0633,
1595, 1108, 0793

Name: Lisa Turner

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 54



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1656, 0878, 0018, 0341, 0502, 0182, 1817, 1007, 1171, 0695, 1496, 1336

Name: Albert La Torre

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 149



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1757, 0947, 1436, 1596, 0282, 1918, 1109, 1275, 0794,
0122, 0634, 0440

Name: Lorraine Mueller

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 179



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1657, 0879, 1818, 1008, 1172, 0696, 1497, 1337, 0183,
0019, 0503, 0342

Name: Alexander Sanford

County: Various Counties

Project Title: General Comment

Comment:

I am an active cyclist and a frequent trail user, and I vote in every election. Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 128



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1758, 1919, 1597, 1437, 0283, 1110, 0948, 1276, 0795, 0441, 0635, 0123

Name: Louis Peirce

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 87



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1658, 0697, 0504, 0020, 0343, 0880, 0184, 1498, 1819, 1338, 1009, 1173

Name: Allen Rue

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 206



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1759, 1920, 1111, 1277, 0796, 1598, 1438, 0284, 0949,
0124, 0442, 0636

Name: Marcus Ferreira

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 188



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1659, 0021, 1174, 1499, 1820, 1339, 0185, 1010, 0881,
0856, 0344, 0505, 0698

Name: Andrew Clark

County: Various Counties

Project Title: General Comment

Comment:

I serve on Doylestown's Hike and Bike Committee and I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 219



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1660, 0186, 1821, 1011, 1175, 0699, 1500, 1340, 0882, 0506, 0022, 0345

Name: Andy Shea

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 93



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1760, 0443, 1599, 1439, 1112, 0950, 1278, 0125, 0797,
0637, 1921, 0285

Name: Marcy Hasbrouck

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 207



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1762, 0639, 0127, 1440, 1114, 1280, 0444, 1601, 1923, 0286, 0952, 0798

Name: Mark Jones

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 147



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1662, 0508, 0024, 1823, 1342, 0884, 1177, 0701, 1502, 0188, 1013, 0858, 0347

Name: Anya Saretzky

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 223



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1764, 0446, 0800, 1282, 1925, 1116, 0129, 0641, 1603,
1442, 0288, 0954

Name: Mark Schafer

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Of these, 104282 and 104298 are of particular interest since they are near my office and home, respectively. I am looking forward to the day when I can safely bike from my home in Lower Gwynedd to my office in Fort Washington. As a member of the Lower Gwynedd Environmental Advisory Committee, I believe in the collective effort to improve our built environment in a way that affords continued sustainability for generations to come. Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 144



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1664, 0510, 0026, 0886, 1344, 1504, 1015, 0859, 0702,
1825, 0190, 1179, 0348

Name: Arthur Vogel

County: Various Counties

Project Title: General Comment

Comment:

Thank you for supporting walking and biking in the suburbs. It is very important that people can get out of their houses and just go for a walk or bike ride, in a safe manner. It would be great if children could ride their bicycles to school or just ride to the local ice cream place. Please allocate the money, time and energy to build a healthy, better suburban environment. I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 218



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1665, 0349, 1180, 1345, 1505, 1826, 1016, 0887, 0703,
0191, 0027, 0511

Name: Arthur Vogel

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 89



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1765, 0289, 1604, 1926, 1117, 0130, 0642, 1443, 0955, 0801, 0447, 1283

Name: Mark Vondra

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 124



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1766, 0448, 0643, 0131, 0956, 0290, 1927, 1605, 0802, 1444, 1118, 1284

Name: Marshall Haislup

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 95



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1666, 1827, 0192, 0888, 0704, 1506, 1346, 1017, 0351, 0028, 0512, 1181

Name: Barbara Mako

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 94



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1667, 0889, 1347, 1828, 1018, 1182, 0705, 0855, 1507,
0193, 0029, 0513, 0352

Name: Barbara Siegel

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. Increased access to trails provides a low-cost way for many people to exercise by walking or biking which can aid in weight management, improved physical and mental health and well-being, which in turn may help reduce health care costs associated with obesity-related diseases such as diabetes, heart disease and stroke. There has been an increase in people utilizing the trails for both walking and biking for the purpose of recreation, commuting to work or school and for general transportation. According to the 2009 National Household Travel Survey (NHTS) walking trips were roughly 11% of all trips, and walking is more likely to occur when a trail is nearby. According to the NIH and CDC, approximately 70% of US adults over 20 are overweight or obese which results in nearly \$150 billion to treat obesity-related diseases such as diabetes, heart disease & stroke. By extending trails into more areas, we provide the opportunity for more people to use the trails and improve their fitness, which can aid weight management and improve both physical and mental health and wellbeing. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 91



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1767, 1285, 0291, 1928, 1445, 0957, 0132, 0644, 1606,
1119, 0449, 0803

Name: Martha Nardone

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 211



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1768, 0804, 0450, 1607, 0133, 0292, 1929, 0958, 0645, 1446, 1120, 1286

Name: Martin Marino

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 137



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0068

Name: Ed Mooney

County: Various Counties

Project Title: Chester Valley Trail Extension (C036)

MPMS ID: 16705

Comment:

Hi as a frequent user of several of the trails on draft proposal Draft FY17 PA TIP - I would like to express my support for further funding of these initiatives. In particular: MPMS# 16705 – Chester Valley Trail Extension - has a great impact on my life since I live near this extension and am a very frequent user. I hope you continue efforts in this area as there's great need for the expansion of these trails for our communities to thrive and our citizens to stay healthy.

Comment ID: 117



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1668, 0353, 0706, 0501, 1019, 0514, 0890, 1348, 1508, 0194, 0030, 1829, 1183

Name: Barry Myers

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, I am an avid trail user in our region but have also visited many other areas to experience other trails. I just completed another trip on the GAP/C&O trails in PA and MD. I have also biked the Custis trail in Washington, and the W&OD trail in VA. In the fall I will bike the Katy trail in MO. What all these trails have in common is that they are well linked. We need to continue to improve linkage in our region and so I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 110



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1669, 1349, 1830, 1020, 1184, 0354, 1509, 0195, 0515, 0707, 0031, 0891

Name: Beth Dzwil

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 119



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1670, 0355, 0196, 0892, 0860, 0708, 1350, 1831, 1021, 1185, 0032, 0516, 1510

Name: Bill Apostolacus

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 66



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1770, 0960, 1448, 1609, 1931, 1122, 1288, 0806, 0294, 0135, 0647, 0452

Name: Matthew Conard

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 123



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1671, 0356, 0517, 0033, 1022, 1511, 1351, 1832, 0197, 0893, 0709, 1186

Name: Bill Craven

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 156



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1771, 1932, 1123, 0136, 0648, 1610, 1449, 0295, 0961,
0807, 1289, 0453

Name: Matthew Cross

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 135



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1672, 1833, 0198, 0894, 0034, 0518, 1512, 1352, 1023, 0357, 1495, 0710, 1187

Name: Bill Oliver

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I use the trails system at least twice a week and see many using the trail as transportation to work and good healthy exercise! I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 109



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1772, 0137, 0296, 1612, 1450, 0962, 1933, 1124, 1290,
0809, 0454, 0650

Name: Neil Hornbeck

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 178



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1773, 0651, 0455, 1451, 0810, 1125, 1934, 1291, 1613,
0297, 0963, 0138

Name: Phillip Todd

County: Various Counties

Project Title: General Comment

Comment:

I am an avid cyclist and we have seen our numbers increasing and use of trails increasing with our countries' raised "green" awareness and higher fuel prices. Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 174



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1673, 1188, 0199, 1834, 1024, 0861, 0711, 1513, 1353, 0895, 0035, 0519, 0358

Name: Brendan Hilliard

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension I would also suggest that more improvements are needed in Delaware county, the most densely populated of the Philadelphia suburbs, where improvements are likely to have the most impact.

Comment ID: 221



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1774, 0652, 0456, 1292, 0298, 1935, 1126, 1614, 1452, 0964, 0139, 0811

Name: Ralph Branch

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 80



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1674, 0359, 1354, 1025, 1189, 0712, 1514, 1835, 0200, 0896, 0036, 0520

Name: Brendan Killeen

County: Various Counties

Project Title: General Comment

Comment:

Jun 22, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 65



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1775, 1293, 1127, 1453, 1936, 1615, 0299, 0965, 0140, 0653, 0812, 0457

Name: Ralph Branch

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 168



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1675, 1190, 1355, 1836, 0201, 0897, 0360, 1515, 1026, 0037, 0521, 0713

Name: Brian Hamilton

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 98



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0475, 1145, 1471, 0671, 0830, 1793, 1633, 1954, 0317, 0983, 0158, 1311

Name: Steven Muchow

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 86



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1776, 0654, 0141, 0458, 0966, 1937, 1128, 1294, 0813, 1616, 1454, 0300

Name: Ralph Potoma

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 143



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1176, 0883, 0857, 0187, 1822, 0023, 0346, 0700, 0507,
1501, 1661, 1341, 1012

Name: Anya Saretzky

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 41



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1676, 0522, 0361, 1192, 1837, 1027, 0599, 0715, 1516,
1356, 0202, 0038

Name: Bruce Pearson

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 185



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1677, 0523, 0362, 1357, 0716, 0203, 1838, 0600, 1517, 1028, 1193, 0039

Name: Caitlin Quigley

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 173



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1777, 1295, 1938, 0301, 0967, 0814, 1617, 1455, 1129, 0142, 0655, 0459

Name: Regina Bannan

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 152



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1678, 1029, 1194, 0363, 0717, 0204, 0601, 0040, 0524, 1518, 1839, 1358

Name: Carissa Katz

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 203



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1778, 0815, 0143, 0968, 0302, 1939, 1618, 1456, 1130, 1296, 0460, 0656

Name: Regina Brown

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 130



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1679, 1840, 0041, 0863, 1030, 0602

Name: Carl Johnson

County: Various Counties

Project Title: General Comment

Comment:

I strongly support funding Pennsylvania's efforts under the Transportation Improvement Program to recognize the need to support alternative forms of transportation, particularly bicycling. Road designs in PA, I have found since moving here, have historically been very unfriendly to bicycles and pedestrians, with most roads in Chester and Montgomery counties completely lacking shoulders or any other accommodations. As a result, the improvements that are under discussion are extremely important for those of us who use bicycles as both recreation and transportation, in order to provide us with some comparable measure of safe travel as is provided when we are traveling by automobile. In particular, I strongly support these projects as key improvements to infrastructure in the counties I live, work and ride in: MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. 61885 – Schuylkill River Trail (Mont Clare Bridge) - This is a challenging crossing that connects the Schuylkill River Trail and brings cyclists into downtown Phoenixville. 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 16705 – Chester Valley Trail Extension Thank you for your consideration.

Comment ID: 75



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1779, 1940, 1457, 0969, 0144, 0657, 0461, 1297, 1131, 1619, 0303, 0816

Name: Richard Goerwitz

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 160

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

TIP Comments

C/O Alison Hastings, Manager & Elise Turner, Communications Manager
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

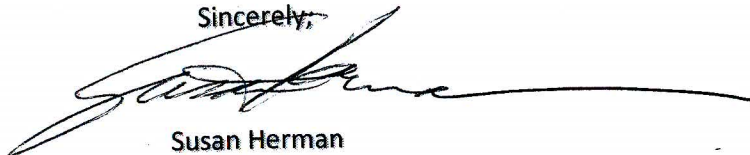
June 24, 2016

**SUBJECT: Draft DVRPC FY2017 Transportation Improvement Program for Pennsylvania
WRITTEN TESTIMONY SUBMISSION Re:
Stoopville Road Improvements – Phase 2 (MPMS# 88083)**

Dear Ms. Hastings and Ms. Turner,

Thank you for your signature below which acknowledges that I hand - delivered this 372-page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. today, June 24, 2016. Ms. Elizabeth Schoonmaker will also receive a copy of this document via Federal Express on the morning of Monday, June 27, 2016.

Sincerely,



Susan Herman
President

Print Name

Signature

Date

CC: Leslie Richards, Secretary of Transportation*
State Transportation Commission c/o Leslie Richards*
State Representative Steve Santarsiero*
Bucks County Commissioner Diane Ellis- Marseglia*
Elizabeth Schoonmaker; Manager, DVRPC Office of Capital Programs*
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

*Individuals received RRTS's 372-page WRITTEN TESTIMONY SUBMISSION

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940
rtrsbuckspa5@gmail.com

Draft DVRPC FY 2017 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: June 23, 2016 # Pages: 372, # Attachments: 11

RE: Project Name: *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*

OBJECTIVE:

- 1) On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for *Stoopville Road Improvements-Phase 2*, **essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road** in accordance with “Complete Streets” policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road.

(See Attachment I; 3/30/12 Bucks County Courier Times article titled “Engineers discuss phase two of Stoopville Road Improvement Project” and Advance of Bucks County article dated 4/5 – 4/11/12 titled “Stoopville Road project enters phase two”).

The new plan, which is the current FY2017 Stoopville Road Improvements –Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements- Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

The current plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the “Northern Bypass” (now called an “Emerging/ Regional Corridor” by the DVRPC), an expressway that the DVRPC and certain politicians continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially- developed area.

2) Residents for Regional Traffic Solutions, Inc. (RRTS) implores the Regional Technical Committee and the DVRPC Board to oppose the intersection expansion in Stoopville Road Improvements – Phase 2, MPMS# 88083.

This expansion project will exacerbate an already volatile public safety issue that exists on Stoopville and Lindenhurst 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 facilitate future connection of Interstate 78 to Interstate 95, a **"Northern Bypass"**. In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road.

It is wrong to construct an expressway here. The dangerous traffic conditions that already exist along these roads - as a result of the high volume of heavy truck traffic coming from four (4) Swamp Road quarries - have been well documented, both in writing and in the public forum. During winter conditions, rainy seasons, and heavy construction periods, the problem is even more exacerbated.

- Attachment II 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.** The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.
- Attachment III 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.

3) Request to rectify an omission in the MPMS# 88083 Project Description

- In the FY2013 PA TIP round, Elizabeth Schoonmaker (of the DVRPC) gave Residents for Regional Traffic Solutions, Inc. a PennDOT Project Summary titled **S.R. 2028, Section SP2 – Stoopville Road Phase II-MPMS 88083; Project Description** that outlined the "new plan" for MPMS# 88083 (Attachment IV).
- The second bullet of the Project Summary states, "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 segment of walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/ Hemlock Drive was omitted in the Draft FY 2017 PA TIP Project Description for MPMS# 88083. **PLEASE CORRECT THIS OMISSION.**

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RTTS) is a regional citizens' group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.
- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for *Stoopville Road Improvements- Phase 2*. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in *Stoopville Road Improvements- Phase 1*, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on- time deliveries.
- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons 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, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RTTS OPPOSES the expansion of this

intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "**Northern Bypass**". Today, it is known as an "**Emerging/ Regional Corridor**".

- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment V 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.
- Pages 2 -3 of Attachment V show 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 pages 4-5, Attachment V) is a map titled "**Year 2000 Highway Network Northern Bypass Scenario**". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "**Northern Bypass**" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

NOTE THE UPGRADED INTERSECTION AT STOOPVILLE ROAD AND ROUTE 413 (Durham Road).

- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

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

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

"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN THE
CURRENT FY2017 *Stoopville Road Improvements-Phase 2 (MPMS# 88083)*

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways. (To view the points of access, see Traffic Flow Map on page 11, Attachment III.)
- 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**" (now known as an "**Emerging/Regional Corridor**") 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 II: 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 III).
- (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 or Emerging/Regional Corridor”**, the North/South expressway to connect Interstate-78 to Interstate-95.
- (d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 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 II: 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."

There is a 374 page package of attachments on hand at DVRPC for review.



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1780, 1458, 1941, 1132, 1298, 0817, 1620, 0304, 0658,
0462, 0145, 0970

Name: Richard Grafius

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 112



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1680, 0364, 0205, 0603, 0042, 0525, 1359, 1841, 1031, 1195, 0718, 1519

Name: Carol & William Bowers

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 148



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1681, 1520, 1842, 0206, 0604, 0043, 0526, 1360, 0719, 0365, 1196, 1032

Name: Carol Rowehl

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 125



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1781, 0659, 0463, 0971, 1299, 0146, 0818, 1133, 1621, 1459, 1942, 0305

Name: Richard Hyland

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 142



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1981

Name: Kathy Hornberger, PhD

County: Delaware County

Project Title: General Comment

Comment:

We should also consider that these areas of Chester along I-95 receive heavy levels of airborne particulates from traffic and heavy industries. They contribute to higher levels of asthma in our City that will not be addressed by concrete barriers alone. Studies have shown that planting multiple rows of trees by themselves are quite effective in lowering sound levels from traffic. However, they are also effective agents for control of airborne particulates, which will improve air quality. Conifer trees are better at this control than deciduous species. It is my opinion that DVRPC should be encouraged to include in its long-range transportation plan a combination of concrete barriers and multiple rows of trees planted behind them along the sections of I-95 that go through the City of Chester. This design will not only reduce the sound levels in these areas of our community but also improve the air quality, as well.

Comment ID: 227



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1682, 0720, 1197, 1033, 1335, 0366, 1361, 1521, 1843,
0207, 0605, 0044, 0527

Name: Charles Bender

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. In fact I call on you to greatly accelerate funding and completion of the Circuit by 2025! MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 189



Chester Environmental Partnership

1007 W. 7th Street, Chester, PA 19013

Office: 610-872-7471 Fax: 610-872-7470

Web: www.CEPChester.org Like us on Facebook! Follow us on Twitter @CEPChester

July 15, 2014

Plan/TIP/Conformity Comments

c/o DVRPC Public Affairs Office 190 N. Independence Mall West, 8th fl
Philadelphia, PA 19106

Dear Delaware Valley Regional Planning Commission:

The Chester Environmental Partnership offers the following comments on the Draft DVRPC FY2015 Transportation Improvement Program for Pennsylvania Connections 2040 Plan. The DVRPC in the 2040 Plan notes the importance of considering Environmental Justice Communities in its planning activities. The plan has few concrete improvements or considerations for environmental justice communities. For example, our community in Chester has never had the benefit of what other communities take for granted, sound barriers along highways where residents live in close proximity. The purpose of this letter is to request your consideration of the installation of sound barriers to be associated with upgrades to regional highways that bisect or abut the City of Chester and nearby communities. The Pennsylvania Environmental Justice Advisory Committee held a listening session in Chester on May 6, 2014. During that listening session, local residents complained about the lack of sound or other protective barriers to reduce impacts to local neighborhoods. Those impacts include noise, air pollution, and dust. Noise levels along highways have been documented to be high enough to increase blood pressure and cause anxiety. Elevated blood pressure is a risk factor for heart disease and stroke. Chester already has among the highest death rates for stroke in Pennsylvania.

Given the Planning Commission's stated goal of focusing on Environmental Justice issues, it would seem appropriate that incorporation of concerns for disadvantaged communities include taking active steps to bring about meaningful changes to projects as it

relates to those communities. While this letter specifically relates to the installation of barriers as part of highway projects, such as the Route 95 upgrades, we believe that the Commission should go well beyond that in its review and consideration process to have a broad, community based review of its projects and potential projects. This seems an appropriate and just consideration for the Planning Commission if it seeks to consider impacts on Environmental Justice communities.

As a further suggestion, we would encourage the Commission to have its own listening sessions when considering projects in disadvantaged communities so that they can incorporate citizen concerns in their decision making and design process. The Commission is encouraged to also use organizations such as ours to gain access to community concerns. The Chester Environmental Partnership acts as a clearinghouse for discussion of community issues with area residents, local businesses, and with elected and other governmental officials. We have found that our inclusive approach often leads to effective resolution of issues as well as a more harmonious discussion/decision making process.

We would be happy to meet with you to discuss this further or to discuss more effective means of incorporating design considerations which benefit communities which are impacted by projects which you are considering.

On behalf of the Chester Environmental Partnership,

Rev. Dr. Horace Strand, Chairman

Cc: Robert Brady, U. S. Congressman
Bob Casey, U. S. Senator
Chester City Council

Chester Environmental Partnership: Academy of Natural Sciences, Chester Business Association, Chester residents & organizations, Clean Air Council, Covanta, Crozer-Keystone, DELCORA, DEP, Eddystone Residents 4 Positive Change, E4 Progress, EPA, Faith Temple Holy Church & Chester faith-based institutions, PECO, Philabundance, Penn Resource Council, Un of Penn, Penn State, Swarthmore, & Widener, etc.

Chester Economic Development Authority

Jennifer Clark, Director, Public Interest Law Center of Philadelphia

John Linder, Mayor City of Chester

Tom McGarrigle, Chairman Delaware County Council

Pat Meehan, U. S. Representative

William Payne, Chester City Planning

Dominic F. Pileggi, State Senator

Barry J. Schoch P.E., Secretary Department of Transportation

Cosmo Servidio, Southeast Regional Director Department of Environmental Protection
Renee Sigel, Division Administrator, US Federal Highway Administration
Thaddeus Kirkland, State Representative
Pat Toomey, U. S. Senator



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1782, 0660, 0464, 1300, 0306, 1622, 1943, 1134, 1460, 0972, 0147, 0819

Name: Richard Sutton

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 106



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1983

Name: Aaron Bibro

County: Montgomery County

Project Title: PA 309 Connector: Allentown Road to Souderton Pike (HT2)

MPMS ID: 77211

Comment:

Hatfield Township Board of Commissioners adamantly support this project.

Comment ID: 21



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1783, 0820, 1301, 0465, 1135, 1944, 1461, 0973, 0148, 0661, 1623, 0307

Name: Richard Wakeford

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, I am a regular visitor to Philadelphia. I always find time to cycle on the trails available. I particularly like the investments along the Schuylkill. I am therefore writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Please make the investment and thus encourage more visitors like me, and more sustainable transport for more local people. Thank you.

Comment ID: 150



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1683, 0528, 0367, 0606, 1362, 1844, 1034, 1198, 0721, 1522, 0208, 0045

Name: Charles Karl

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you. They make for healthy people and healthy communities and provide alternative transportation for all ages. Imagine taking a few cars and school buses off the road. That's good even for the drivers!

Comment ID: 79



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1684, 0529, 0368, 0722, 0046, 1845, 1035, 0607, 1523, 1363, 0209, 1199, 0864

Name: Chris Stanford

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 47

ROBERT W. GODSHALL, MEMBER
150 MAIN CAPITOL BUILDING
PO BOX 202053
HARRISBURG, PENNSYLVANIA 17120-2053
PHONE: (717) 783-6428
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E-mail: rgodshal@pahousegop.com



House of Representatives
Commonwealth of Pennsylvania
Harrisburg

COMMITTEES

CONSUMER AFFAIRS, CHAIRMAN
INSURANCE
LEGISLATIVE BUDGET & FINANCE

June 20, 2016

TIP/LRP Comments
Office of Communications and Engagement
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106
VIA FAX AND HARD COPY

Subject: 2017 – 2020 Transportation Improvement Program
MPMS# 16438; PA 309, Connector Project; SR1058

TO: The Commission

I would have preferred to attend your June 21 meeting to provide this input in person; however, I am in Harrisburg this week so I respectfully submit for your consideration and the record these written comments and attachments.

I am writing you to express my support of the speedy completion of the "Route 309 Connector Project" (Phases 2 and 3) that, when finished, will provide a safe and efficient connection between the Lansdale Interchange of the Pennsylvania Turnpike with Pennsylvania Route 309. To this end I ask that the completion of the long promised Route 309 Connector Project be considered among the highest of priorities in the 2017 – 2020 Transportation Improvement Program.

This project, long in development and sorely needed, is partially completed. Wambold Road provides travelers, including commercial trucks, a route from the Lansdale Interchange to Allentown Road at the border between Franconia and Hatfield Townships. From there travelers, including large commercial trucks, traveling to and from Route 309, are forced to use local roads never intended to accommodate truck traffic because these roads were designed long before the invention of those trucks. These trucks must travel the narrow streets of either the Borough of Hatfield (incorporated in 1898) or the Borough of Souderton (incorporated in 1887), and the residential areas of Franconia and Hatfield Townships. Beyond the obvious issue of road safety and congestion, these heavyweight vehicles are speeding to deterioration of the Boroughs' infrastructures, including road, water, sanitary and storm water systems.

I have enclosed some photographs of large commercial trucks navigating the streets of Hatfield and Souderton, a situation that occurs hundreds of times each day.

While there are countless examples how completion of the 309 connector will benefit individuals and businesses both in and outside the region, let me cite one specific example with which I have personal knowledge.

The negotiations with PennDOT that lead to the 1997 gas tax increase included promises from PennDOT that the 309 Connector would be completed. At about the same time JBS was pursuing the purchase and expansion of Moyer Packing (MOPAC) in Franconia Township, near the route of the proposed 309 Connector.

Located 40 miles northwest of Philadelphia, the Souderton beef processing facility in Franconia Township, Montgomery County is the largest beef facility east of Chicago, IL, serving customers along the eastern seaboard and around the globe. The plant provides more than 1000 family sustaining jobs. JBS Souderton team members support the local United Way, the Keystone Opportunity Center and many other local community organizations.

JBS slaughters over 2000 head of cattle each day with most of the cattle trucks traveling in from the west via I81 and I78 to Allentown, down Route 309 to Route 113 which then takes them right through the entire length of the Borough of Souderton to their destination in Franconia Township; the trucks then retrace their routes back out to Route 309.

The 309 Connector would eliminate truck travel down Route 113 through Souderton and the related traffic congestion and infrastructure deterioration.

Based on promises made from PennDOT to me I assured JBS that Pennsylvania would complete the Route 309 Connector; JBS completed its purchase, expanded operations at its Franconia Plant, providing jobs to many in the area.

In further support of this project, I have enclosed a copy of a Resolution #16-21 from the Commissioners of Hatfield Township.

Countless, similar examples of needs and commitments to residents, businesses and local governments regarding the completion of this project can be cited. I keep my promises; it is time to fulfill the explicit promises made by PennDOT to me and the residents of the Indian Valley, agreed to and witnessed by many almost 20 years ago, to and complete this vitally important project expeditiously.

Please feel free to contact me if I may provide additional information on this important project.

Sincerely,

A handwritten signature in black ink, reading "Robert W. Godshall". The signature is fluid and cursive, with the first name "Robert" and last name "Godshall" clearly legible.

Representative Robert W. Godshall
53rd Legislative District
Montgomery County

Attachments:

- MPMS# 16438 PA 309 Connector Project Summary
- Photograph of JBS truck on the streets of the Borough of Souderton
- Photograph of large truck on the streets of the Borough of Hatfield
- Hatfield Township Resolution #16-21

Cc: Borough of Hatfield
Borough of Souderton
Franconia Township
Hatfield Township
Leslie Richards, Secretary, Pennsylvania Department of Transportation
John Taylor, Majority Chair, House Transportation Committee
William Keller, Minority Chair, House Transportation Committee
John Rafferty, Majority Chair, Senate Transportation Committee
John Wozniak, Minority Chair, Senate Transportation Committee
Josh Shapiro, Chair, Montgomery County Commissioners
Valerie Arkoosh, Vice Chair, Montgomery County Commissioners
Joseph Gale, Commissioner, Montgomery County Commissioners
Matthew J. Edmond, Section Chief, Montgomery County Planning Commission
The Reporter
The Souderton Independent
The Philadelphia Inquirer

RWG:es

DVRPC FY 2015-2018 TIP for PA

Final Version

Pennsylvania - Highway Program (Status: TIP)

Montgomery

MPMS# 16438 PA 309, Connector Project - Phase I SR:1058

LIMITS Allentown Road to PA 63/Sumneytown Pike

No Let Date

IMPROVEMENT Roadway New Capacity

LRPID:57

MUNICIPALITIES: Franconia Township; Lower Salford Township; Towamencin Township

AQ Code:2013M

PLANNING AREA: Growing Suburb

DOD:

PROJECT MANAGER:

CMP: Major SOV Capacity

Adding Subcorr(s): 2A, 11A, 14C

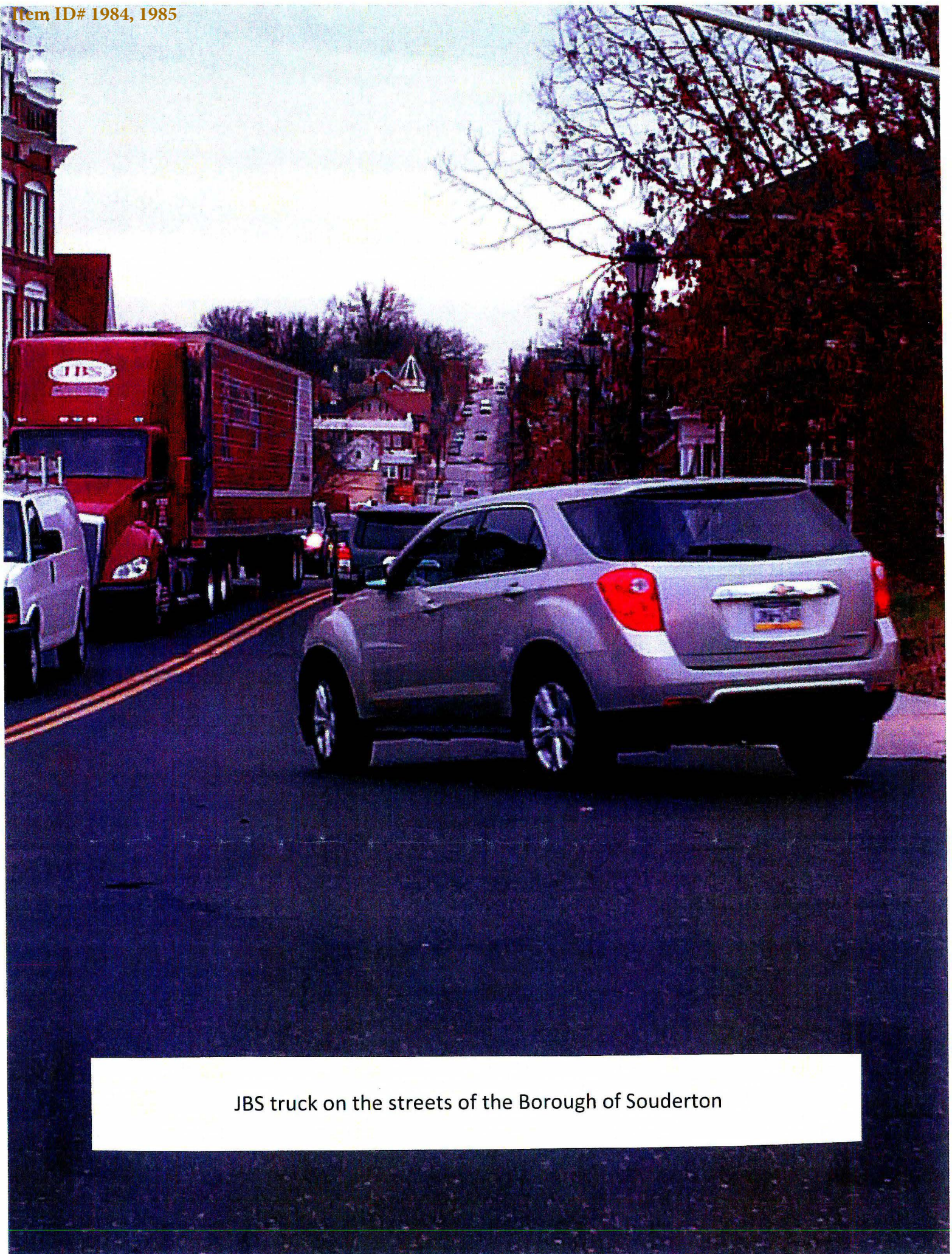
Provide an adequate two lane roadway connection by upgrading two existing two lane roads (Wambold Rd. and Township Line Rd.) and connecting them with a two lane roadway approximately one mile in length. This project will correct the disjointed and inadequate road system serving the north/south movement between PA 309 and the PA Turnpike Lansdale Interchange. This project will proceed in 2 phases.

The Right-Sized Phase 1 Project includes the proposed realignment of Sumneytown Pike (PA 63) from Old Forty Foot Road to Freed Road and improvements to Wambold Road from Sumneytown Pike (PA 63) to Allentown Road. The proposed work includes a three lane relocation of PA 63 with shoulders (11' lanes and 8' shoulders) on Wambold Road and a two lane runaround around Mainland Village.

Phase II: This phase will extend Phase I from Allentown Rd on a new two-lane roadway, one mile in length, to connect to Township Line Rd at Godshall Rd. Township Line Rd will be upgraded and extended to a new interchange at PA-309 and County Line Rd.

SAFETEA DEMO #613, PA ID# 338 - \$1.280 MILLION. DEMO PA ID #206 - \$4,59,394.

| | | TIP Program Years (\$ 000) | | | | | | | | | | | |
|-------|------|----------------------------|--------|--------|--------|-------------------|--------|--------|--------|-------------------|--------|--------|--------|
| Phase | Fund | FY2015 | FY2016 | FY2017 | FY2018 | FY2019 | FY2020 | FY2021 | FY2022 | FY2023 | FY2024 | FY2025 | FY2026 |
| PE | STU | | 720 | | | | | | | | | | |
| PE | 581 | | 180 | | | | | | | | | | |
| | | 0 | 900 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Total FY2015-2018 | | 900 | | Total FY2019-2022 | | 0 | | Total FY2023-2026 | | 0 | |



JBS truck on the streets of the Borough of Souderton



Large truck on the streets of the Borough of Hatfield

**HATFIELD TOWNSHIP
RESOLUTION #16-21**

**A RESOLUTION OF THE BOARD OF COMMISSIONERS OF HATFIELD
TOWNSHIP OF PARTNERSHIP AND SUPPORT FOR THE ROUTE 309
CONNECTOR PROJECT IN THE TOWNSHIP OF HATFIELD, PA.**

WHEREAS, the 309 Connector Project is a roadway connection project between PA Route 309 and the PA Turnpike Lansdale Interchange (the “Project”); and

WHEREAS, the Project creates an improved connection between PA 63 (near the Lansdale Interchange of I-476) and PA 309 (near the southern terminus of the Sellersville Bypass) in Bucks County; and

WHEREAS, the Project will proceed in three phases; and

WHEREAS, Phase 1 (MPMS #16438) provided a 2-lane roadway connection by upgrading two existing 2-lane roads (Wambold Road and Township Line Road) and connecting them with a 2-lane roadway approximately one mile in length from Sumneytown Pike (S.R. 0063) to Allentown Road. This Phase 1 project was completed in May, 2012; and

WHEREAS, Phase 2 (MPMS #77211) of the Project involves extending Wambold Road from Allentown Road to Cowpath Road and Township Line Road

WHEREAS, Phase 3 (MPMS #105803) will reconstruct and widen Township Line Road, between Souderton pike and the Sellersville Bypass; and

WHEREAS, when completed, the roadway Project will carry an Average Daily Traffic (“ADT”) of approximately 11,500 vehicles; and

WHEREAS, Phase 1 of the Project was constructed in Lower Salford and Towamencin Townships. Phases 2 and 3 will be constructed in Franconia, Hatfield and Hilltown Townships; and

WHEREAS, final design and right-of-way funding is provided for in the first two years of the Draft Delaware Valley Regional Planning Commission 2017 Transportation Improvement Program.

NOW, THEREFORE, BE IT RESOLVED, that the Hatfield Township Board of Commissioners hereby commits to and offers partnership and support to PennDOT during the upcoming design, as well as to the neighboring municipalities in any way necessary to move the Project forward and secure its completion.

DULY PRESENTED AND ADOPTED by the Hatfield Township Board of Commissioners, Montgomery County, Pennsylvania, in a public meeting held this 8th day of June, 2016.

ATTEST:

HATFIELD TOWNSHIP
BOARD OF COMMISSIONERS

/s/ Aaron Bibro
Aaron Bibro, Township Manager

By: /s/ Thomas C. Zipfel
Thomas C. Zipfel, President



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1784, 1462, 1945, 0308, 0974, 0821, 1624, 1136, 0662, 0466, 0149, 1302

Name: Rob Baldrige

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 127



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1785, 1463, 1625, 0309, 0975, 0150, 0663, 1946, 1137, 0822, 1303, 0467

Name: Robert Koch

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 85



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1685, 1846, 1036, 1200, 0047, 0530, 1524, 1364, 0210, 0369, 0865, 0723, 0608

Name: Chris Stanford

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 05291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 222



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1686, 0048, 0609, 1525, 1847, 1365, 0211, 1037, 1201, 0370, 0531, 0724

Name: Christine McHenry

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 105



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1986

Name: Sean Metrick

County: Montgomery County

Project Title: North Narberth Avenue Bridge Over Amtrak/SEPTA (CB)

MPMS ID: 64798

Comment:

The project to replace the two-lane bridge with pedestrian facilities over Amtrak and SEPTA rail lines at North Narberth Avenue continues in the design and engineering phase. Our expectation is to have the ROW plans submitted to PENNDOT this summer. We will work with our consultant to meet this expectation. Although funds for construction are not allocated in FY 17-18 we suspect the project will be ready to proceed within a year's time. Please keep this project on your short-term radar as we are nearing completion of our next important milestone.

Comment ID: 50



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1786, 0823, 0664, 0468, 1626, 1947, 1464, 0310, 1138, 0976, 1304, 0151

Name: Ron Bilotti

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 204



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1787, 0469, 0152, 0665, 0977, 1465, 1627, 0311, 1948, 1139, 1305, 0824

Name: Ron Langmacher

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 154

Tri-State Citizens' Council on Transportation

4315 Baltimore Avenue, Philadelphia, Pa. 19104

Charles Bode, Chairman

Statement for the FY 2017 DVRPC Pennsylvania draft TIP June 2016 Public Comments

Insufficient information is available in the public documents to comment on individual bridge and pavement projects in the Draft 2017 TIP. The information needed includes an inventory of all bridges and pavement within the DVRPC region and within the scope of TIP funding, complete with condition and life expectancy. Also needed is the life expectancy of each project in the TIP.

The issue is the need to develop a long term, steady state program that first attains a state of good repair for all bridges and pavement and that second maintains that state of good repair indefinitely with an approximately even annual funding level. Without a complete inventory, the public cannot decide if what appear to be minor projects in the current TIP should be deferred for more critical projects that should be advanced from a future TIP.

The Connections 2040 Plan Amended Transportation Investments of July 2014 clearly illustrates the issue at hand. On page 3 the needed bridge funds are shown to be \$33.9 billion through 2040, while the available funds are \$13.1 billion - only 39% of the need. Pavement funds needed are shown as \$12.6 billion, while the available are shown as \$7.8 billion - only 62% of the need.

The draft 2017 TIP projects include a number of minor bridges that have been closed for several years. When only 38% of the regional bridge repairs and replacements can be done, it is necessary to question spending on these minor bridges when larger bridges more critical to the entire region may require repair or replacement shortly beyond this TIP.

Related to this is ongoing maintenance to ensure that bridges and pavement reach their intended life. Each project in the TIP should be accompanied by a commitment by the owning party to perform all maintenance for the life of the bridge or pavement throughout the life of the specific item. In view of the funding shortage, it may be necessary to consider other types of changes such as using earth fills instead of structural bridges and closure of bridges during snow rather than using corrosive salt. The total days of closure to avoid salt damage to a bridge could be less than the days of closure necessary to replace the bridge.

Finally, there are a few projects in the draft TIP that are characterized as new lane miles or major capacity expansion. SEPTA serves as a model. For many years SEPTA has not undertaken system expansion on the basis of insufficient funds to keep the existing system in good repair. However bad that may be for the region, it demonstrates an understanding that the financial shortfall needs to be kept from increasing. Perhaps similar reasoning should apply to the regional highway and bridge system.



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0087, 0913, 1240, 1075, 0868

Name: Jeff Lawton

County: Various Counties

Project Title: General Comment

Comment:

I support the funding of the following projects: MPMS# 63406 - Currently there is no connected network of on road bicycle facilities in the PA suburbs. The suburban counties have worked with PENNDOT and DVRPC to draw striping plans for 7 segments of roads. These funds will be able to go towards more striping plans, but also installation & maintenance, bike lane signage, and symbols. MPMS# 105291 – I support the Circuit Line item to ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. MPMS# 61885 – Schuylkill River Trail (Mont Clare Bridge) - this would close a gap in a heavily-used section of the trail and would provide a safer way for cyclists to cross the river. MPMS# 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) - this also completes a gap in this very important trail near population centers, providing additional options for cyclists, walkers, and runners who would use the trail for exercise, recreation, or commuting. MPMS# 16705 – Chester Valley Trail Extension - the extension of the Chester Valley Trail through Upper Merion Township in Montgomery County (from King of Prussia to Norristown) connects this heavily used trail with the Schuylkill River trail, also heavily used. This provides an essential link between these two trails, greatly enhancing the usefulness of both in a part of our region that is a popular destination for shopping and employment. I use the trail system frequently as a bicycle commuter when I travel from my home in Collegeville to my workplace in Wayne; the Perkiomen and Schuylkill River trails cover approximately half of my journey, providing a safe way for me to bypass the congestion on US 422. I am grateful for your support of these essential transportation initiatives.

Comment ID: 67



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1687, 0532, 0725, 0049, 0610, 1848, 1526, 1366, 0212, 1038, 1202, 0371

Name: Chuck Russo

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 165



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1788, 0470, 0978, 1466, 0017, 1949, 1140, 1306, 0825,
1628, 0312, 0153, 0666

Name: Ronald Collman, MD

County: Various Counties

Project Title: General Comment

Comment:

Dear DVRPC Board, Thank you for funding Circuit Trails in the FY17 PA TIP. I want to express how important I believe it is that we continue to support investment in these projects. It benefits the health of the region's residents, enhances quality of life, and makes our region more attractive to residents and businesses, improving the economic base of the area. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 210



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1688, 1849, 1039, 1203, 0726, 1527, 1367, 0213, 0611, 0533, 0050, 0372

Name: Colin Brigham

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 153



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1789, 0826, 0471, 1141, 1629, 1950, 0313, 0979, 0154, 0667, 1467, 1307

Name: Sean Duffin

County: Various Counties

Project Title: General Comment

Comment:

Jun 21, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 78



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1689, 0534, 0373, 1368, 0727, 1040, 1850, 1204, 1528, 0214, 0612, 0051

Name: Craig Labarge

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 138



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1790, 1308, 0314, 1951, 1142, 0155, 0668, 1630, 1468,
0980, 0472, 0827

Name: Stanley Witomski

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 111



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1791, 0828, 0473, 1469, 0669, 1143, 1952, 0156, 1631, 0315, 0981, 1309

Name: Stephen Mcdonald

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 136



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1691, 1852, 1042, 1206, 0729, 1530, 0375, 0053, 0614, 1370, 0216, 0536

Name: Dan McGinnis

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 53



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1692, 0376, 1853, 1043, 1207, 0730, 1531, 1371, 0217, 0615, 0054, 0537

Name: Daniel Safer

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 187



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1792, 1953, 1144, 1310, 0474, 1632, 1470, 0316, 0982, 0157, 0829, 0670

Name: Steve Maluk

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 194



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1693, 1854, 0218, 0616, 0731, 1532, 1372, 1044, 0377, 0055, 0538, 1208

Name: Daniel Safer

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 102



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1794, 1312, 1955, 0318, 0984, 0831, 1634, 1472, 1146,
0159, 0672, 0476

Name: Steven Schon

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 81



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1694, 1373, 1533, 1045, 1855, 0219, 0617, 0056, 0539,
0732, 0378, 1209

Name: Danielle Mercurio

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 180



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1695, 0733, 1210, 0057, 0379, 0540, 0618, 1534, 1856,
1374, 0220, 1046

Name: David Hanson

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. As someone who bicycles regularly on some of the dangerous roads of Montgomery Township, I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 190



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1796, 0478, 1148, 1636, 1474, 1314, 0833, 1957, 0320, 0986, 0161, 0674

Name: Susan Caligiuri

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 133



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1696, 0619, 1375, 1857, 1047, 1211, 0734, 1535, 0221, 0058, 0541, 0380

Name: David Lange

County: Various Counties

Project Title: General Comment

Comment:

Jun 20, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 84



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1797, 0479, 1475, 1149, 1315, 0834, 1637, 1958, 0321, 0987, 0162, 0675

Name: Tami Morris

County: Various Counties

Project Title: General Comment

Comment:

Thank you for funding Circuit Trails in the FY17 PA TIP. I support the region's investment in these projects. MPMS# 105291 – I support this line item that advances the Circuit Trails. It will fund seven projects that have been prioritized by the five counties and will ensure that a safe bikeable and walkable regional trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit related or support the Circuit projects. 61885 – Schuylkill River Trail (Mont Clare Bridge) 59434 – Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 – DVRPC Competitive CMAQ Program 64984 – Transportation Alternatives Program (TAP) Line Item 102836 – Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County 104278 – Walk and Bike Pottstown - Phase 3 104282 – Virginia Drive Road Diet and Trail (Cross County Trail) 104298 – Lower State Road to 202 Parkway Connector Trail 102830 – Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 – Delaware Canal Pedestrian Tunnel 16705 – Chester Valley Trail Extension

Comment ID: 199



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1697, 0222, 1858, 1048, 1212, 0735, 1536, 1376, 0620, 0542, 0059, 0381

Name: David Mccarthy

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 100



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1698, 0736, 1213, 0060, 0382, 0543, 0621, 1537, 1859, 1377, 0223, 1049

Name: David Packiasseelan

County: Various Counties

Project Title: General Comment

Comment:

Jun 22, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 62



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1798, 1638, 1959, 0480, 0163, 0988, 1476, 0322, 0676,
1150, 1316, 0835

Name: Tami Morris

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 129



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1699, 0383, 0737, 1860, 1050, 1214, 0622, 1378, 1538, 0224, 0061, 0544

Name: David Reber

County: Various Counties

Project Title: General Comment

Comment:

Jun 18, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 163



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 1799, 0481, 0677, 0164, 0323, 1639, 1477, 0989, 1960, 1151, 1317, 0836

Name: Ted Doberstein

County: Various Counties

Project Title: General Comment

Comment:

Jun 19, 2016 Delaware Valley Regional Planning Commission Dear Planning Commission, As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular: MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan. I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects: 61885 Schuylkill River Trail (Mont Clare Bridge) 59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge) 48201 DVRPC Competitive CMAQ Program 64984 Transportation Alternatives Program (TAP) Line Item 102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County 104278 Walk and Bike Pottstown - Phase 3 104282 Virginia Drive Road Diet and Trail (Cross County Trail) 104298 Lower State Road to 202 Parkway Connector Trail 102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd) 70218 Delaware Canal Pedestrian Tunnel 16705 Chester Valley Trail Extension Trails, walking and biking are key parts of our transportation system. The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Comment ID: 103



PUBLIC COMMENT FORM

DRAFT FY2017 FOR PENNSYLVANIA



Item ID# 0499

Name: Terry Clopper Terry Clopper

County: Various Counties

Project Title: General Comment

Comment:

To whom it may concern - I am a avid biker, riding the Schuylkill, Perkiomen, and Chester Valley Trails. I am in support of funding bill FY17PA TIP.

Comment ID: 171



PUBLIC COMMENT FORM
DRAFT FY2017 FOR PENNSYLVANIA



**PUBLIC COMMENTS
RECEIVED AFTER THE
MAY 27, 2017 – JUNE 27, 2016
PUBLIC COMMENT PERIOD**

Murphy, Richard

To: Richard Murphy
Subject: FW: Support Funding for the Circuit Trails

From: Rails-to-Trails Conservancy <info@railstotrails.org> on behalf of Juliann Pinto <no-reply@railstotrails.org>
Sent: Wednesday, July 20, 2016 7:04 PM
To: DVRPC Office of Communications & Engagement
Subject: Support Funding for the Circuit Trails

Jul 20, 2016

Delaware Valley Regional Planning Commission

Dear Planning Commission,

As an avid trail user, I am writing to express my support for the prioritization of trail, walking and biking projects that advance the Circuit Trails, in particular:

MPMS# 105291 line item in the FY17 TIP. This line item will fund seven projects that have been prioritized by the five counties to ensure that a safe, walkable and bikeable trail network is completed by 2040 as directed by the Long Range Plan.

I also support the following projects that are either Circuit Trails related or support the Circuit Trails projects:

61885 Schuylkill River Trail (Mont Clare Bridge)
59434 Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge)
48201 DVRPC Competitive CMAQ Program
64984 Transportation Alternatives Program (TAP) Line Item
102836 Walk and Bike Pottstown Phase 1 & 2, which will include the first protected bike lanes in Montgomery County
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104298 Lower State Road to 202 Parkway Connector Trail
102830 Neshaminy Greenway Trail (Bristol Rd to Upper State Rd)
70218 Delaware Canal Pedestrian Tunnel
16705 Chester Valley Trail Extension

Trails, walking and biking are key parts of our transportation system.

The Circuit Trails will connect our local trails into a seamless network for a better, more accessible transportation system. Thank you.

Sincerely,

Juliann Pinto



PUBLIC COMMENT FORM
DRAFT FY2017 FOR PENNSYLVANIA



AGENCY RESPONSES TO PUBLIC COMMENTS ON THE DRAFT DVRPC FY2017-2020 TRANSPORTATION IMPROVEMENTS PROGRAM (TIP) FOR PENNSYLVANIA

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

MPMS #88083 - Stoopville Road Improvements - Phase 2, Correct project description which omitted pertinent information.

Response to: 1978

Agency Response by DVRPC:

DVRPC will edit the description to make clear in part 2 that 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 will be completed.

MPMS #88083 - Stoopville Road Improvements - Phase 2, Implores DVRPC RTC and Board to oppose intersection expansion

Response to: 1979

Agency Response by Bucks County:

Bucks County supports this project since it will provide urgently needed safety improvements along this corridor.

MPMS #88083 - Stoopville Road Improvements - Phase 2, Newtown officials held special meeting to abandon original plans designs.

Response to: 1980

Agency Response by PennDOT:

In response to your draft DVRPC FY2017 TIP for Pennsylvania written testimony for the Stoopville Road Phase II project (MPMS#88083), we offer the following.

On 3/28/2012 the Newtown Township Board of Supervisors did in fact hold a special meeting to discuss the Stoopville Road Phase II project. At this meeting, the design consultant, Gilmore & Associates, Inc., presented the design of the project. It was explained that a portion of the walking path between Rosefield Drive and Eagleton Farms Road was removed from the project as had been agreed upon at a previous meeting. Subsequent to this meeting, the portion of the walking path that was removed has been added back into the project.

A second subject that you discussed in your written testimony was an association of the Stoopville Road Phase II project with a future "Northern Bypass" project and the subsequent abandoning of the original plan to address serious public safety issues along Stoopville Road. While we hear your concerns, at no time was the original plan for Stoopville Road abandoned. The scope of the project has remained the same since its inception. There is also no link between this project and the "Northern Bypass" project. It is the Department's belief that the Stoopville Road Phase II project addresses vehicular and pedestrian traffic safety issues which is the initial intended purpose of the project. It is for this reason that the Department backs the inclusion of the project on DVRPC's FY 2017-2020 TIP for Pennsylvania.

We hope the information provided above sufficiently addresses your concerns. If you have any additional questions, please contact Brian D. Rasiul, P.E., District Consultant Project Manager, at 610-422-2378 or c-brasiul@pa.gov.

Sincerely,

Kenneth McClain
District Executive

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

MPMS 13727 - Bristol Road Intersection Improvements

Response to: 0001

Agency Response by PennDOT:

This project will include the addition of new sidewalk to provide full linkage for pedestrians from Pasqualone Boulevard to Neshaminy Mall. New cross walks with ramps are also included to bring the facilities to ADA standards.

Agency Response by Bucks County:

Thank you for your comment. Bucks County continues to support pedestrian and bicycle improvements wherever appropriate and cost effective. This project includes pedestrian improvements at each signal including ADA ramps and pedestrian signals. The existing sidewalks within the project limits will be replaced if there are any impacts due to the widening. Unfortunately, due to right of way issues and funding constraints, there is currently no plan to provide additional pedestrian or bike features. If the opportunity arises to add them to the plans, Bucks County will pursue them.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Add trees and sound barriers to an EJ sensitive community.

Response to: 1981

Agency Response by PennDOT:

Our regional transportation program must be in conformance with all applicable Environmental Justice goals. This is usually demonstrated by means of transportation investments in essential infrastructure and the communities that are served by those investments. Noise as an environmental impact to address typically happens as part of a major reconstruction project using federal or state highway funding. However the comments of the Chester Environmental Partnership regarding noise and other effects of vehicular traffic on I-95 are compelling. The request to fund the design and construction of noise barriers in the City of Chester will be taken under advisement as the region considers the disposition of any additional funds.

Langford Run Road (PA3/I-476/Lawrence Rd) in Delaware County

Response to: 0002, 0003

Agency Response by PennDOT:

This is a partnership project between the Department and Marple Associates, Ltd. The purpose of this project is to facilitate economic development opportunities in the Broomall area. Marple Associates has been leading the design of the Langford Road Run Road Mixed-Use Development and has prepared a Fiscal Impact Analysis (see reports here: http://www.marpletwp.com/Marple_Associates_Fiscal_Impact_Study_for_the_Langford_Run_Development__March_2015_.pdf) that documents the anticipated economic impact that the development will create. Although the description on the TIP identifies the signalization of Lawrence Road and Langford Run Road as project work, it has not yet been permitted or approved by the Department. The Department continues to discuss the proposed Langford Run Road/Lawrence Road intersection access with Marple Associates. The proposed work includes the construction of traffic adaptive signal system along West Chester Pike and Lawrence Road. A final cost estimate has not been completed, but the state commitment to the project is capped at \$2 Million for eligible highway work.

Agency Response by Delaware County:

The applicant will be undertaking the following:

- Installation of sidewalk along Langford Run Road for pedestrians
- Installation of ADA compliant ramps at signalized intersections
- Providing or continuing bicycle access along West Chester Pike and Langford Road (specifically precluded High Friction Surface Course along Lawrence Road's shoulders to ensure cyclist safety)
- Installation of a new traffic signal at the intersection of West Chester Pike and Langford Run Road that includes pedestrian hand/man/countdown signals, ADA curb ramps, crosswalks, and bicycle pavement markings
- Coordination with SEPTA to install a bus stop along Langford Run Road to fulfill potential demand for SEPTA service to the site. Currently no sidewalk exists along West Chester Pike from Langford Run Road to New Ardmore Avenue, where the nearest existing SEPTA bus stop is located. Constructing a sidewalk here is problematic due to the grade differential between the roadway and the homes that abut West Chester Pike.
- Installation of a new traffic signal at the intersection of Lawrence Road and Langford Road that includes pedestrian hand/man/countdown signals, ADA curb ramps, and crosswalks. Currently a sidewalk exists along a residential access road parallel to Lawrence Road to the intersection of Langford Road and pedestrian access to Langford Road is provided.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

MPMS #63406 - Retrofit for Bike Lanes and Shoulders

Response to: 0004

Agency Response by DVRPC:

Thank you for your interest in making more of our suburban streets safer for bicyclists. DVRPC has been engaged with suburban planning partners in Southeastern Pennsylvania, including Bucks, Chester, Delaware, and Montgomery counties, PennDOT District 6-0, and the Bicycle Coalition of Greater Philadelphia on developing strategies to encourage the installation and maintenance of in-street bike facilities in appropriate suburban locations. MPMS #63406 will support related design and construction efforts. In addition, DVRPC's FY2017 Planning Work Program includes funding under the Bicycle and Pedestrian Planning Program (17-41-050) for a regional analysis to identify and prioritize locations which, if made comfortable for bicyclists, would begin to stitch together a broader network of low-stress suburban streets for cycling.

Agency Response by Bucks County:

Bucks County agrees with DVRPC's response.

Agency Response by Delaware County:

DVRPC's response captures the essence of our efforts. Delaware County would also like to add that many municipalities are making on-road improvements on their own (Haverford, Media, Swarthmore, etc.).

Agency Response by Montgomery County:

Montgomery County agrees with DVRPC's response.

Sounds barriers for EJ community.

Response to: 1982

Agency Response by PennDOT:

Our regional transportation program must be in conformance with all applicable Environmental Justice goals. This is usually demonstrated by means of transportation investments in essential infrastructure and the communities that are served by those investments. Noise as an environmental impact to address typically happens as part of a major reconstruction project using federal or state highway funding. However the comments of the Chester Environmental Partnership regarding noise and other effects of vehicular traffic on I-95 are compelling. The request to fund the design and construction of noise barriers in the City of Chester will be taken under advisement as the region considers the disposition of any additional funds.

Traffic Light timing in Marple Township

Response to: 0005

Agency Response by PennDOT:

In Pennsylvania, signalized intersections are owned and operated by municipalities, with PennDOT acting as the permitting agency for any new signal or change in operation to existing signals. PennDOT and a consultant, in coordination with Marple Twp, retimed the Rte 320 Corridor in the fall of 2015 - implementing several new timing programs for the AM, Midday and PM traffic patterns. When a corridor is optimized, the larger percentage of vehicle traffic along the corridor are slightly favored over the side street in order to improve progression. Drivers may experience slightly longer waiting times on the side street (minor) approaches, but once out into the corridor experience better flows. Also, depending on corridor traffic at specific times of day, one direction can experience better signal coordination as optimization looks at directional flow for the higher volume traffic patterns. Some drivers heading in the opposite direction may experience more stops at signals, and the reverse may be the case during the opposite peak period. An effort will be made to reach out to you directly to get more specific information.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Add additional passenger rail service in Montgomery County.

Response to: 0006

Agency Response by SEPTA:

SEPTA is in agreement with Montgomery and Bucks Counties on reactivating passenger rail service along the Bethlehem Branch.

Agency Response by Bucks County:

Bucks County also supports the reactivation of passenger rail service on this line.

Agency Response by Montgomery County:

Thank you for your interest in the Bethlehem Branch. Reactivating passenger rail service on this line is one of our long-term transit expansion goals and is included in Montgomery County's comprehensive plan (Montco 2040).

County Line Road Widening

Response to: 0007

Agency Response by Montgomery County:

Thank you for your interest in the County Line Road Widening project. The traffic signal timing and technology are being evaluated as part of this project by the engineering team.

Extend Bus service.

Response to: 0008

Agency Response by SEPTA:

Thank you for submitting your comment. Your comment is about a SEPTA service-related issue. Every year SEPTA goes through a service planning process to evaluate service proposals suggested by the general public, government agencies, and elected officials. Extending service to Grand View Hospital and nearby medical/social agencies requires additional data as to the specific need of the hospital and adjacent medical and social agencies, as well as a more complete fiscal and operational analysis. It is suggested that you submit to SEPTA a request for evaluation of extending Route 132 service to Grand View Hospital later this summer as part of SEPTA's FY 2018 Annual Service Plan process. Public notice will be issued through SEPTA's website detailing the process and how you can participate.

MPMS #107197 - Manayunk Bridge Trail Site Amenities (TAP)

Response to: 0009

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Montgomery County:

Thank you for your interest in this project. We agree that it's important to give bicycle commuters and trail users more time each day to use the bridge, and we're looking forward to the lights being erected.

MPMS #16334 - PA 73, Church Road Intersection and Signal Improvements

Response to: 0010, 0011

Agency Response by PennDOT:

Thank you for your comment. We understand and appreciate your concerns as well as your knowledge of pedestrian use in the area. The SR 0073 (Church Road and Greenwood Ave.) project is currently in preliminary engineering and is undergoing an alternatives analysis to finalize the intersection configuration. Input from the public will be considered to select an alternative. The priority for signals and access for bikes and pedestrians will be evaluated as part of the analysis. The project will also aim to maintain the natural beauty of the area while maximizing public safety.

Agency Response by Montgomery County:

Thank you for your interest in the PA 73 Church Road Intersection project. Providing facilities for pedestrians is a policy broadly supported by Montgomery County. Each situation is unique and we recognize that this particular project must carefully weigh the impacts to adjacent and historic properties if sidewalks are added. Overall community support is also critical. We will continue to work with PennDOT to include sidewalks and/or bicycle lanes if it is feasible.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

MPMS #16705 - Chester Valley Trail Extension

Response to: 0012

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Montgomery County:

Thank you for your interest in the Chester Valley Trail (CVT). Montgomery County is making progress with our design, which we are advancing as quickly as possible. This extension into Norristown is among Montgomery County's highest priority trail segments to build.

MPMS #77211 - PA 309 Connector: Allentown Road to Souderton Pike (HT2)

Response to: 0013

Agency Response by Montgomery County:

Thank you for your interest in the PA 309 Connector Project. For the first time in several years, the draft FY17 TIP is programming design and right-of-way funding in the first two years, which is allowing Phase 2 to once again move forward.

PA 309 Connector: Allentown Road to Souderton Pike (HT2)

Response to: 1983, 1984

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Bucks County:

Bucks County agrees with Montgomery County's response.

Thank you for your comment.

Agency Response by Montgomery County:

Thank you for your comments, and for your continued advocacy of the PA 309 Connector project throughout the years. Phase 2 allocates a significant amount of design and right-of-way funding in the first two years of the TIP, which will allow the project to actively move forward once again. The PA 309 Connector is one of Montgomery County's legacy TIP projects that we desire to see completed. We look forward to partnering with PennDOT to complete the design using the new resources being programmed on the TIP.

Thank you for your comment.

PA 309 Connector: Souderton Pike to PA 309 (HT3)

Response to: 1985

Agency Response by Bucks County:

Bucks County agrees with Montgomery County's response.

Agency Response by Montgomery County:

Thank you for your comments, and for your continued advocacy of the PA 309 Connector project throughout the years. Phase 2 allocates a significant amount of design and right-of-way funding in the first two years of the TIP, which will allow the project to actively move forward once again. The PA 309 Connector is one of Montgomery County's legacy TIP projects that we desire to see completed. We look forward to partnering with PennDOT to complete the design using the new resources being programmed on the TIP.

Project moving faster than anticipated.

Response to: 1986

Agency Response by Montgomery County:

Thank you for your update on the status of the North Narberth Avenue Bridge. Montgomery County will work with PennDOT to allocate the necessary construction funding at the appropriate time once the design and right-of-way phases are substantially complete.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Add additional passenger rail service.

Response to: 0014

Agency Response by SEPTA:

SEPTA is in agreement with Montgomery and Bucks Counties on reactivating passenger rail service along the Bethlehem Branch.

Agency Response by Bucks County:

Bucks County also supports the reactivation of passenger rail service on this line.

Agency Response by Montgomery County:

Thank you for your interest in the Bethlehem Branch. Reactivating passenger rail service on this line is one of our long-term transit expansion goals and is included in Montgomery County's comprehensive plan (Montco 2040).

MPMS #104385 - Ridge Ave ISIP

Response to: 0015

Agency Response by DVRPC:

Improvements related to pedestrians include the installation at 12 intersections of pedestrian countdown signal heads.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

All proposed projects that are Circuit related or projects that support the Circuit.

Response to: 0016

Agency Response by DVRPC:

Thank you for your comment.

Benefits of Circuit trail investments

Response to: 0017

Agency Response by DVRPC:

Thank you for your comment.

Chester Valley Trail Extension

Response to: 0018, 0019, 0020, 0021, 0022, 0023, 0024, 0025, 0026, 0027, 0028, 0029, 0030, 0031, 0032, 0033, 0034, 0035, 0036, 0037, 0038, 0039, 0040, 0041, 0042, 0043, 0044, 0045, 0046, 0047, 0048, 0049, 0050, 0051, 0052, 0053, 0054, 0055, 0056, 0057, 0058, 0059, 0060, 0061, 0062, 0063, 0064, 0065, 0066, 0067, 0068, 0069, 0070, 0071, 0072, 0073, 0074, 0075, 0076, 0077, 0078, 0079, 0080, 0081, 0082, 0083, 0084, 0085, 0086, 0087, 0088, 0089, 0090, 0091, 0092, 0093, 0094, 0095, 0096, 0097, 0098, 0099, 0100, 0101, 0102, 0103, 0104, 0105, 0106, 0107, 0108, 0109, 0110, 0111, 0112, 0113, 0114, 0115, 0116, 0117, 0118, 0119, 0120, 0121, 0122, 0123, 0124, 0125, 0126, 0127, 0128, 0129, 0130, 0131, 0132, 0133, 0134, 0135, 0136, 0137, 0138, 0139, 0140, 0141, 0142, 0143, 0144, 0145, 0146, 0147, 0148, 0149, 0150, 0151, 0152, 0153, 0154, 0155, 0156, 0157, 0158, 0159, 0160, 0161, 0162, 0163, 0164, 0165, 0166, 0167, 0168, 0169, 0170, 0171, 0172, 0173, 0174, 0175, 0176, 0177, 0178, 0179, 0180, 0181

Agency Response by DVRPC:

Thank you for your comment.

Delaware Canal Pedestrian Tunnel

Response to: 0341, 0342, 0343, 0344, 0345, 0346, 0347, 0348, 0349, 0350, 0351, 0352, 0353, 0354, 0355, 0356, 0357, 0358, 0359, 0360, 0361, 0362, 0363, 0364, 0365, 0366, 0367, 0368, 0369, 0370, 0371, 0372, 0373, 0374, 0375, 0376, 0377, 0378, 0379, 0380, 0381, 0382, 0383, 0384, 0385, 0386, 0387, 0388, 0389, 0390, 0391, 0392, 0393, 0394, 0395, 0396, 0397, 0398, 0399, 0400, 0401, 0402, 0403, 0404, 0405, 0406, 0407, 0408, 0409, 0410, 0411, 0412, 0413, 0414, 0415, 0416, 0417, 0418, 0419, 0420, 0421, 0422, 0423, 0424, 0425, 0426, 0427, 0428, 0429, 0430, 0431, 0432, 0433, 0434, 0435, 0436, 0437, 0438, 0439, 0440, 0441, 0442, 0443, 0444, 0445, 0446, 0447, 0448, 0449, 0450, 0451, 0452, 0453, 0454, 0455, 0456, 0457, 0458, 0459, 0460, 0461, 0462, 0463, 0464, 0465, 0466, 0467, 0468, 0469, 0470, 0471, 0472, 0473, 0474, 0475, 0476, 0477, 0478, 0479, 0480, 0481, 0482, 0483, 0484, 0485, 0486, 0487, 0488, 0489, 0490, 0491, 0492, 0493, 0494, 0495, 0496, 0497, 0498

Agency Response by DVRPC:

Thank you for your comment.

DVRPC Competitive CMAQ Program

Response to: 0182, 0183, 0184, 0185, 0186, 0187, 0188, 0189, 0190, 0191, 0192, 0193, 0194, 0195, 0196, 0197, 0198, 0199, 0200, 0201, 0202, 0203, 0204, 0205, 0206, 0207, 0208, 0209, 0210, 0211, 0212, 0213, 0214, 0215, 0216, 0217, 0218, 0219, 0220, 0221, 0222, 0223, 0224, 0225, 0226, 0227, 0228, 0229, 0230, 0231, 0232, 0233, 0234, 0235, 0236, 0237, 0238, 0239, 0240, 0241, 0242, 0243, 0244, 0245, 0246, 0247, 0248, 0249, 0250, 0251, 0252, 0253, 0254, 0255, 0256, 0257, 0258, 0259, 0260, 0261, 0262, 0263, 0264, 0265, 0266, 0267, 0268, 0269, 0270, 0271, 0272, 0273, 0274, 0275, 0276, 0277, 0278, 0279, 0280, 0281, 0282, 0283, 0284, 0285, 0286, 0287, 0288, 0289, 0290, 0291, 0292, 0293, 0294, 0295, 0296, 0297, 0298, 0299, 0300, 0301, 0302, 0303, 0304, 0305, 0306, 0307, 0308, 0309, 0310, 0311, 0312, 0313, 0314, 0315, 0316, 0317, 0318, 0319, 0320, 0321, 0322, 0323, 0324, 0325, 0326, 0327, 0328, 0329, 0330, 0331, 0332, 0333, 0334, 0335, 0336, 0337, 0338, 0339, 0340

Agency Response by DVRPC:

Thank you for your comment.

FY2017 PA TIP

Response to: 0499

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Insufficient information available to public.

Response to: 1987

Agency Response by PennDOT:

1. There is an assumption that accurate projections of the service life of existing bridges or pavement are available when they are more frequently not. Our bridge inventory consists of many types of structures having a wide range of ages. Their condition issues often are not ones that lend themselves to numerical analysis but rather become matters of informed engineering judgement. This is especially true of bridges that reach or are near the end of their service lives.

2. It is correct that the projected cost to achieve a state of good repair is far greater than any sum available to our region for transportation. Bridges and highways in the area were constructed in pronounced waves of activity particularly from the 1960s through 1970s and to some degree the combined rehabilitation, repair and reconstruction of them will reflect the original profile of age for many decades to come. We have done much rehabilitation work that will extend the service life of many bridges but the replacement of ones that need it will still place a great deal of burden in a relatively short period of time making achieving a steady state supported by level funding very unlikely.

3. The condition ratings of our bridges is available to the public at:

<http://www.penn.dot.gov/ProjectAndPrograms/Bridges/Pages/default.aspx>

DVRPC uses these condition ratings to develop a 25-year needs assessment for each bridge based on costs of similar projects in the TIP and guidance from PennDOT. This needs assessment is a forecast for planning purposes only, and generates a reasonably accurate estimate at the program level. It gives an idea of the type of work that may need to be conducted over the long-range plan horizon, but as there is no standard formula for bridge and pavement maintenance and each resulting actual bridge and pavement project scope may vary considerably between the planning analysis and engineering analysis.

4. We have an obligation to address problems on bridges and highways that have the entire range of sizes and traffic volumes. An appropriate proportion of funds is being directed to major corridors and there is consensus in the region to limit addition of highway capacity and promote land uses that would not create a demand for larger and more expensive highway projects.

Langford Run Road (PA3/I-476/Lawrence Rd)

Response to: 0500

Agency Response by PennDOT:

Please be advised that PennDOT has reviewed and approved the future signalization of the West Chester Pike and Langford Run Road intersection. The signalization of the intersection was warranted (http://www.marpletpw.com/Mid-County_Signal_Design_Report_1-15-2014.pdf) based upon future peak hour traffic volumes associated with the development of the adjacent property. The Department has not yet approved the signalization of the Lawrence Road and Langford Run Road intersection. We continue to work the Township and the developer related to the future operation of that intersection. The purpose of the project is to promote economic development in the Broomall area. Although perhaps desirable, improvements to traffic signalization in Haverford Township and construction of a trail connecting Marple and Haverford Townships is beyond the scope of this partnership project. The Department is committed to incorporating traffic adaptive signals whenever practicable. Studies have shown that adaptive signal systems can reduce overall delay between 10-50% (<http://www.dot.state.pa.us/public/pdf/STCTAC/STIC/Fact%20Sheet%20Adaptive%20Signals.pdf>).

Linkage of the Circuit network

Response to: 0501

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Lower State Road to 202 Parkway Connector Trail

Response to: 0502, 0503, 0504, 0505, 0506, 0507, 0508, 0509, 0510, 0511, 0512, 0513, 0514, 0515, 0516, 0517, 0518, 0519, 0520, 0521, 0522, 0523, 0524, 0525, 0526, 0527, 0528, 0529, 0530, 0531, 0532, 0533, 0534, 0535, 0536, 0537, 0538, 0539, 0540, 0541, 0542, 0543, 0544, 0545, 0546, 0547, 0548, 0549, 0550, 0551, 0552, 0553, 0554, 0555, 0556, 0557, 0558, 0559, 0560, 0561, 0562, 0563, 0564, 0565, 0566, 0567, 0568, 0569, 0570, 0571, 0572, 0573, 0574, 0575, 0576, 0577, 0578, 0579, 0580, 0581, 0582, 0583, 0584, 0585, 0586, 0587, 0588, 0589, 0590, 0591, 0592, 0593, 0594, 0595, 0596, 0597, 0598, 0632, 0633, 0634, 0635, 0636, 0637, 0638, 0639, 0640, 0641, 0642, 0643, 0644, 0645, 0646, 0647, 0648, 0649, 0650, 0651, 0652, 0653, 0654, 0655, 0656, 0657, 0658, 0659, 0660, 0661, 0662, 0663, 0664, 0665, 0666, 0667, 0668, 0669, 0670, 0671, 0672, 0673, 0674, 0675, 0676, 0677, 0678, 0679, 0680, 0681, 0682, 0683, 0684, 0685, 0686, 0687, 0688, 0689, 0690, 0691, 0692, 0693, 0694

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Bucks County:

Thank you for your comment. Bucks County continues to support bicycle and pedestrian facilities where feasible and cost-effective.

Neshaminy Greenway Trail (Bristol Rd to Upper State Rd)

Response to: 0695, 0696, 0697, 0698, 0699, 0700, 0701, 0702, 0703, 0704, 0705, 0706, 0707, 0708, 0709, 0710, 0711, 0712, 0713, 0714, 0715, 0716, 0717, 0718, 0719, 0720, 0721, 0722, 0723, 0724, 0725, 0726, 0727, 0728, 0729, 0730, 0731, 0732, 0733, 0734, 0735, 0736, 0737, 0738, 0739, 0740, 0741, 0742, 0743, 0744, 0745, 0746, 0747, 0748, 0749, 0750, 0751, 0752, 0753, 0754, 0755, 0756, 0757, 0758, 0759, 0760, 0761, 0762, 0763, 0764, 0765, 0766, 0767, 0768, 0769, 0770, 0771, 0772, 0773, 0774, 0775, 0776, 0777, 0778, 0779, 0780, 0781, 0782, 0783, 0784, 0785, 0786, 0787, 0788, 0789, 0790, 0791, 0792, 0793, 0794, 0795, 0796, 0797, 0798, 0799, 0800, 0801, 0802, 0803, 0804, 0805, 0806, 0807, 0808, 0809, 0810, 0811, 0812, 0813, 0814, 0815, 0816, 0817, 0818, 0819, 0820, 0821, 0822, 0823, 0824, 0825, 0826, 0827, 0828, 0829, 0830, 0831, 0832, 0833, 0834, 0835, 0836, 0837, 0838, 0839, 0840, 0841, 0842, 0843, 0844, 0845, 0846, 0847, 0848, 0849, 0850, 0851, 0852, 0853

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Bucks County:

Thank you for your comment. Bucks County continues to support bicycle and pedestrian facilities where feasible and cost-effective.

Newtown Branch Rail Trail

Response to: 0854

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Ongoing maintenance to ensure bridges and pavement reach intended useful life.

Response to: 1988

Agency Response by PennDOT:

1. There is an assumption that accurate projections of the service life of existing bridges or pavement are available when they are more frequently not. Our bridge inventory consists of many types of structures having a wide range of ages. Their condition issues often are not ones that lend themselves to numerical analysis but rather become matters of informed engineering judgement. This is especially true of bridges that reach or are near the end of their service lives.

2. It is correct that the projected cost to achieve a state of good repair is far greater than any sum available to our region for transportation. Bridges and highways in the area were constructed in pronounced waves of activity particularly from the 1960s through 1970s and to some degree the combined rehabilitation, repair and reconstruction of them will reflect the original profile of age for many decades to come. We have done much rehabilitation work that will extend the service life of many bridges but the replacement of ones that need it will still place a great deal of burden in a relatively short period of time making achieving a steady state supported by level funding very unlikely.

3. The condition ratings of our bridges is available to the public at:

<http://www.pennDOT.gov/ProjectAndPrograms/Bridges/Pages/default.aspx>

DVRPC uses these condition ratings to develop a 25-year needs assessment for each bridge based on costs of similar projects in the TIP and guidance from PennDOT. This needs assessment is a forecast for planning purposes only, and generates a reasonably accurate estimate at the program level. It gives an idea of the type of work that may need to be conducted over the long-range plan horizon, but as there is no standard formula for bridge and pavement maintenance and each resulting actual bridge and pavement project scope may vary considerably between the planning analysis and engineering analysis.

4. We have an obligation to address problems on bridges and highways that have the entire range of sizes and traffic volumes. An appropriate proportion of funds is being directed to major corridors and there is consensus in the region to limit addition of highway capacity and promote land uses that would not create a demand for larger and more expensive highway projects.

Provide opportunity for use of trails

Response to: 0855

Agency Response by DVRPC:

Thank you for your comment.

Retrofit for Bike Lanes and Shoulders

Response to: 0856, 0857, 0858, 0859, 0860, 0861, 0862, 0863, 0864, 0865, 0866, 0867, 0868, 0869, 0870, 0871, 0872, 0873, 0874, 0875, 0876

Agency Response by DVRPC:

Thank you for your comment.

Safe Places to enjoy the outside

Response to: 0877

Agency Response by DVRPC:

Thank you for your comment.

Schuylkill River Trail (Mont Clare Bridge)

Response to: 0599, 0600, 0601, 0602, 0603, 0604, 0605, 0606, 0607, 0608, 0609, 0610, 0611, 0612, 0613, 0614, 0615, 0616, 0617, 0618, 0619, 0620, 0621, 0622, 0623, 0624, 0625, 0626, 0627, 0628, 0629, 0630, 0631, 0878, 0879, 0880, 0881, 0882, 0883, 0884, 0885, 0886, 0887, 0888, 0889, 0890, 0891, 0892, 0893, 0894, 0895, 0896, 0897, 0898, 0899, 0900, 0901, 0902, 0903, 0904, 0905, 0906, 0907, 0908, 0909, 0910, 0911, 0912, 0913, 0914, 0915, 0916, 0917, 0918, 0919, 0920, 0921, 0922, 0923, 0924, 0925, 0926, 0927, 0928, 0929, 0930, 0931, 0932, 0933, 0934, 0935, 0936, 0937, 0938, 0939, 0940, 0941, 0942, 0943, 0944, 0945, 0946, 0947, 0948, 0949, 0950, 0951, 0952, 0953, 0954, 0955, 0956, 0957, 0958, 0959, 0960, 0961, 0962, 0963, 0964, 0965, 0966, 0967, 0968, 0969, 0970, 0971, 0972, 0973, 0974, 0975, 0976, 0977, 0978, 0979, 0980, 0981, 0982, 0983, 0984, 0985, 0986, 0987, 0988, 0989, 0990, 0991, 0992, 0993, 0994, 0995, 0996, 0997, 0998, 0999, 1000, 1001, 1002, 1003, 1004, 1005, 1006

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Schuylkill River Trail in Chester County (Linfield Rd to 422 Bridge)

Response to: 1007, 1008, 1009, 1010, 1011, 1012, 1013, 1014, 1015, 1016, 1017, 1018, 1019, 1020, 1021, 1022, 1023, 1024, 1025, 1026, 1027, 1028, 1029, 1030, 1031, 1032, 1033, 1034, 1035, 1036, 1037, 1038, 1039, 1040, 1041, 1042, 1043, 1044, 1045, 1046, 1047, 1048, 1049, 1050, 1051, 1052, 1053, 1054, 1055, 1056, 1057, 1058, 1059, 1060, 1061, 1062, 1063, 1064, 1065, 1066, 1067, 1068, 1069, 1070, 1071, 1072, 1073, 1074, 1075, 1076, 1077, 1078, 1079, 1080, 1081, 1082, 1083, 1084, 1085, 1086, 1087, 1088, 1089, 1090, 1091, 1092, 1093, 1094, 1095, 1096, 1097, 1098, 1099, 1100, 1101, 1102, 1103, 1104, 1105, 1106, 1107, 1108, 1109, 1110, 1111, 1112, 1113, 1114, 1115, 1116, 1117, 1118, 1119, 1120, 1121, 1122, 1123, 1124, 1125, 1126, 1127, 1128, 1129, 1130, 1131, 1132, 1133, 1134, 1135, 1136, 1137, 1138, 1139, 1140, 1141, 1142, 1143, 1144, 1145, 1146, 1147, 1148, 1149, 1150, 1151, 1152, 1153, 1154, 1155, 1156, 1157, 1158, 1159, 1160, 1161, 1162, 1163, 1164, 1165, 1166, 1167, 1168

Agency Response by DVRPC:

Thank you for your comment.

Street Road from Rt 611 to Rt 263, and other high bicycle volume areas without pedestrian alternatives, in Bucks County

Response to: 1169

Agency Response by Bucks County:

Thank you for your comment. Bucks County continues to support bicycle and pedestrian facilities where feasible and cost-effective.

The Circuit Line Item

Response to: 1171, 1172, 1173, 1174, 1175, 1176, 1177, 1178, 1179, 1180, 1181, 1182, 1183, 1184, 1185, 1186, 1187, 1188, 1189, 1190, 1191, 1192, 1193, 1194, 1195, 1196, 1197, 1198, 1199, 1200, 1201, 1202, 1203, 1204, 1205, 1206, 1207, 1208, 1209, 1210, 1211, 1212, 1213, 1214, 1215, 1216, 1217, 1218, 1219, 1220, 1221, 1222, 1223, 1224, 1225, 1226, 1227, 1228, 1229, 1230, 1231, 1232, 1233, 1234, 1235, 1236, 1237, 1238, 1239, 1240, 1241, 1242, 1243, 1244, 1245, 1246, 1247, 1248, 1249, 1250, 1251, 1252, 1253, 1254, 1255, 1256, 1257, 1258, 1259, 1260, 1261, 1262, 1263, 1264, 1265, 1266, 1267, 1268, 1269, 1270, 1271, 1272, 1273, 1274, 1275, 1276, 1277, 1278, 1279, 1280, 1281, 1282, 1283, 1284, 1285, 1286, 1287, 1288, 1289, 1290, 1291, 1292, 1293, 1294, 1295, 1296, 1297, 1298, 1299, 1300, 1301, 1302, 1303, 1304, 1305, 1306, 1307, 1308, 1309, 1310, 1311, 1312, 1313, 1314, 1315, 1316, 1317, 1318, 1319, 1320, 1321, 1322, 1323, 1324, 1325, 1326, 1327, 1328, 1329, 1330, 1331, 1332, 1333, 1334

Agency Response by DVRPC:

Thank you for your comment.

The Circuit Network

Response to: 1335

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

The Draft TIP contains projects that have new lane miles and are major capacity expansion.

Response to: 1989

Agency Response by PennDOT:

1. There is an assumption that accurate projections of the service life of existing bridges or pavement are available when they are more frequently not. Our bridge inventory consists of many types of structures having a wide range of ages. Their condition issues often are not ones that lend themselves to numerical analysis but rather become matters of informed engineering judgement. This is especially true of bridges that reach or are near the end of their service lives.

2. It is correct that the projected cost to achieve a state of good repair is far greater than any sum available to our region for transportation. Bridges and highways in the area were constructed in pronounced waves of activity particularly from the 1960s through 1970s and to some degree the combined rehabilitation, repair and reconstruction of them will reflect the original profile of age for many decades to come. We have done much rehabilitation work that will extend the service life of many bridges but the replacement of ones that need it will still place a great deal of burden in a relatively short period of time making achieving a steady state supported by level funding very unlikely.

3. The condition ratings of our bridges is available to the public at:

<http://www.pennndot.gov/ProjectAndPrograms/Bridges/Pages/default.aspx>

DVRPC uses these condition ratings to develop a 25-year needs assessment for each bridge based on costs of similar projects in the TIP and guidance from PennDOT. This needs assessment is a forecast for planning purposes only, and generates a reasonably accurate estimate at the program level. It gives an idea of the type of work that may need to be conducted over the long-range plan horizon, but as there is no standard formula for bridge and pavement maintenance and each resulting actual bridge and pavement project scope may vary considerably between the planning analysis and engineering analysis.

4. We have an obligation to address problems on bridges and highways that have the entire range of sizes and traffic volumes. An appropriate proportion of funds is being directed to major corridors and there is consensus in the region to limit addition of highway capacity and promote land uses that would not create a demand for larger and more expensive highway projects.

TIP Public Comment Link on web.

Response to: 1170

Agency Response by DVRPC:

Thank you for your comment. DVRPC is continuously trying to improve the TIP Web Search Map and Public Comment Form. DVRPC will continue to work with the commenter to address the issue.

Transportation Alternatives Program (TAP) Line Item

Response to: 1336, 1337, 1338, 1339, 1340, 1341, 1342, 1343, 1344, 1345, 1346, 1347, 1348, 1349, 1350, 1351, 1352, 1353, 1354, 1355, 1356, 1357, 1358, 1359, 1360, 1361, 1362, 1363, 1364, 1365, 1366, 1367, 1368, 1369, 1370, 1371, 1372, 1373, 1374, 1375, 1376, 1377, 1378, 1379, 1380, 1381, 1382, 1383, 1384, 1385, 1386, 1387, 1388, 1389, 1390, 1391, 1392, 1393, 1394, 1395, 1396, 1397, 1398, 1399, 1400, 1401, 1402, 1403, 1404, 1405, 1406, 1407, 1408, 1409, 1410, 1411, 1412, 1413, 1414, 1415, 1416, 1417, 1418, 1419, 1420, 1421, 1422, 1423, 1424, 1425, 1426, 1427, 1428, 1429, 1430, 1431, 1432, 1433, 1434, 1435, 1436, 1437, 1438, 1439, 1440, 1441, 1442, 1443, 1444, 1445, 1446, 1447, 1448, 1449, 1450, 1451, 1452, 1453, 1454, 1455, 1456, 1457, 1458, 1459, 1460, 1461, 1462, 1463, 1464, 1465, 1466, 1467, 1468, 1469, 1470, 1471, 1472, 1473, 1474, 1475, 1476, 1477, 1478, 1479, 1480, 1481, 1482, 1483, 1484, 1485, 1486, 1487, 1488, 1489, 1490, 1491, 1492, 1493, 1494

Agency Response by DVRPC:

Thank you for your comment.

Use of trail system

Response to: 1495

Agency Response by DVRPC:

Thank you for your comment.

Agency Responses to Comments

On the DVRPC Draft FY2017-2020 Transportation Improvement Program (TIP) for PA

Virginia Drive Road Diet and Trail (Cross County Trail)

Response to: 1496, 1497, 1498, 1499, 1500, 1501, 1502, 1503, 1504, 1505, 1506, 1507, 1508, 1509, 1510, 1511, 1512, 1513, 1514, 1515, 1516, 1517, 1518, 1519, 1520, 1521, 1522, 1523, 1524, 1525, 1526, 1527, 1528, 1529, 1530, 1531, 1532, 1533, 1534, 1535, 1536, 1537, 1538, 1539, 1540, 1541, 1542, 1543, 1544, 1545, 1546, 1547, 1548, 1549, 1550, 1551, 1552, 1553, 1554, 1555, 1556, 1557, 1558, 1559, 1560, 1561, 1562, 1563, 1564, 1565, 1566, 1567, 1568, 1569, 1570, 1571, 1572, 1573, 1574, 1575, 1576, 1577, 1578, 1579, 1580, 1581, 1582, 1583, 1584, 1585, 1586, 1587, 1588, 1589, 1590, 1591, 1592, 1593, 1594, 1595, 1596, 1597, 1598, 1599, 1600, 1601, 1602, 1603, 1604, 1605, 1606, 1607, 1608, 1609, 1610, 1611, 1612, 1613, 1614, 1615, 1616, 1617, 1618, 1619, 1620, 1621, 1622, 1623, 1624, 1625, 1626, 1627, 1628, 1629, 1630, 1631, 1632, 1633, 1634, 1635, 1636, 1637, 1638, 1639, 1640, 1641, 1642, 1643, 1644, 1645, 1646, 1647, 1648, 1649, 1650, 1651, 1652, 1653, 1654, 1655

Agency Response by DVRPC:

Thank you for your comment.

Agency Response by Bucks County:

Thank you for your comment.

Walk and Bike Pottstown - Phase 3

Response to: 1656, 1657, 1658, 1659, 1660, 1661, 1662, 1663, 1664, 1665, 1666, 1667, 1668, 1669, 1670, 1671, 1672, 1673, 1674, 1675, 1676, 1677, 1678, 1679, 1680, 1681, 1682, 1683, 1684, 1685, 1686, 1687, 1688, 1689, 1690, 1691, 1692, 1693, 1694, 1695, 1696, 1697, 1698, 1699, 1700, 1701, 1702, 1703, 1704, 1705, 1706, 1707, 1708, 1709, 1710, 1711, 1712, 1713, 1714, 1715, 1716, 1717, 1718, 1719, 1720, 1721, 1722, 1723, 1724, 1725, 1726, 1727, 1728, 1729, 1730, 1731, 1732, 1733, 1734, 1735, 1736, 1737, 1738, 1739, 1740, 1741, 1742, 1743, 1744, 1745, 1746, 1747, 1748, 1749, 1750, 1751, 1752, 1753, 1754, 1755, 1756, 1757, 1758, 1759, 1760, 1761, 1762, 1763, 1764, 1765, 1766, 1767, 1768, 1769, 1770, 1771, 1772, 1773, 1774, 1775, 1776, 1777, 1778, 1779, 1780, 1781, 1782, 1783, 1784, 1785, 1786, 1787, 1788, 1789, 1790, 1791, 1792, 1793, 1794, 1795, 1796, 1797, 1798, 1799, 1800, 1801, 1802, 1803, 1804, 1805, 1806, 1807, 1808, 1809, 1810, 1811, 1812, 1813, 1814, 1815, 1816

Agency Response by DVRPC:

Thank you for your comment.

Walk and Bike Pottstown Phase 1 & 2 which will include the first protected bike lanes in Montgomery County

Response to: 1817, 1818, 1819, 1820, 1821, 1822, 1823, 1824, 1825, 1826, 1827, 1828, 1829, 1830, 1831, 1832, 1833, 1834, 1835, 1836, 1837, 1838, 1839, 1840, 1841, 1842, 1843, 1844, 1845, 1846, 1847, 1848, 1849, 1850, 1851, 1852, 1853, 1854, 1855, 1856, 1857, 1858, 1859, 1860, 1861, 1862, 1863, 1864, 1865, 1866, 1867, 1868, 1869, 1870, 1871, 1872, 1873, 1874, 1875, 1876, 1877, 1878, 1879, 1880, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977

Agency Response by DVRPC:

Thank you for your comment.



LIST OF RECOMMENDED CHANGES

Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016

| DVRPC Highway Project Schedule Adjustments or Cost Restructuring | | | | |
|---|---------------|--|--|---|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | 13716 | Headquarters Road Bridge Over Tinicum Creek | Increase FY18 CON phase by \$680,000 State 185 and FY19 CON phase by \$595,000 State 581. Decrease FY19 CON phase by \$1,275,000 State 185. | Cash flow |
| | 49315 | Portzer Road Roundabout | Switch FY17 PE \$100,000 SXF to State 581 funds, Switch FY18 FD \$50,000 SXF to State 581 funds, Switch FY18 ROW \$75,000 SXF to State 581 funds, Switch FY18 UTL \$100,000 SXF to State 581, Switch FY19 CON \$1,300,000 SXF to (\$306,000 STP/\$994,000 STP/toll credit match | Switch repurposed earmark funds for regular funds |
| | 57624 | Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements | Shift \$1,971,000 STU/ Toll Credit match from FY20 CON phase to FY21. | Cash flow |
| | 88083 | Stoopville Road Improvements - Phase 2 | Reduce FY19 CON phase by \$269,000 STP, then swap out the \$269,000 STP with \$269,000 SXF. Earmark is 100% federal. | Program earmark |
| | 57625 | Route 232, Swamp Road Safety Improvements | Place \$4,059,000 HSIP of FY17 CON phase back into the Regional Safety Initiatives (HSIP) Line Item - MPMS #57927 to be drawn down at the appropriate time. | Place funds back into HSIP Line Item |
| Chester | 14327 | PA 926 Bridge Over Brandywine Creek | Add \$100,000 STP/toll credit for ROW in FY17 and reduce FY17 UTL phase by \$5 million State 581. Increase FY17 CON by \$273,000 State 185, increase FY18 CON by \$1,054,000 State 185, then decrease FY17 CON by \$1,146,000 State 581, and decrease FY18 CON by \$225,000 State 581. | Cash flow |
| | 14541 | US 1, Baltimore Pike Widening | Decrease FY19 CON phase by \$3,191,000 NHPP and FY20 CON phase by \$1,171,000 NHPP and increase FY20 CON phase by \$4,362,000 STU. | |
| | 47979 | Paoli Trans Ctr Rds Improvements/Darby Rd Bridge | Switch funding sources for FY17 FD phase by removing \$3,478,000 STP/Toll Credit and replacing with \$3,478,000 State 581. | |
| | 80042 | PA 100, Corridor Safety Improvements | Place \$4,774,000 HSIP of FY17 CON phase back into the Regional Safety Initiatives (HSIP) Line Item - MPMS #57927 to be drawn down at the appropriate time. | Place funds back into HSIP Line Item |
| | 85949 | SR 896 Safety Improvement | Place \$800,000 HSIP of FY17 FD phase and \$1,061,000 HSIP of FY17 ROW back into the Regional Safety Initiatives (HSIP) Line Item - MPMS #57927 to be drawn down at the appropriate time. | |
| Delaware | 69816 | US 322, US 1 to Featherbed Lane (Section 101) | Shift \$3,000,000 (\$2,400,000 NHPP/\$600,000 State 581) from FY19 CON phase to FY18 CON phase. | Cash flow |
| Delaware | 69817 | US 322, Featherbed Lane to I-95 (Section 102) | Reduce FY20 CON by \$6,000,000 SXF and replace with \$6,000,000 NHPP funds. | Earmark used on other US 322 Section |
| | 70228 | I-476, MacDade Boulevard Ramp Improvements | Shift \$76,000 STP of the FY17 CON phase to \$76,000 NHPP. | Cash flow |
| | 92808 | Marshall Rd o/ Cobbs Crk (Bridge) | Decrease FY22 CON phase by \$7,379,000 STU, increase FY22 by \$710,000 State 581, FY23 by \$627,000 State 185, and FY24 by \$5,248,000 State 581 and \$794,000 State 185. | |
| | 105074 | Chester Safety Cameras | Reduce FY19 CON phase to \$603,000 411 funds. | Correction |
| Montgomery | 16577 | Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade | Shift \$5,200,000 STU/\$1,299,000 Local from FY21 CON phase to FY22. | Cash flow |

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| DVRPC Highway Project Schedule Adjustments or Cost Restructuring | | | | |
|--|--------|--|--|---|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 16726 | WarminsterRd/Pennypack Ck (Bridge) | Reduce FY17 FD by \$591,000 State 185. Add \$446,000 STP funds for conversion for FY17 FD phase. | State funds not needed for conversion |
| | 63490 | US 202, Township Line Road to Morris Road (61N) | Reduce CON by \$3M (\$2,400,000 NHPP/\$ 600,000 State 581) of the FY18 CON phase due to breakout project. MPMS #107126 - US 202 -610 TSM Improvements | Resource for breakout Project – MPMS #107126 |
| | 70197 | US 422, (New) Expressway Bridge Over Schuylkill River (SRB) | Reduce \$4,770,000 STU/Toll Credit of the FY 17 CON* phase and increase FY17 CON* phase by \$127,000 NHPP/Toll Credit and FY18 by \$4,643,000 NHPP/Toll Credit. | Cash flow |
| | 79864 | Lafayette Street, Barbados Street to Ford Street Widening (MGN) | Reduce FY19 CON phase by \$994,000 STU/246,000 Local, reduce FY20 CON phase by \$2,326,000 STU/\$582,000 Local, and Increase FY21 by \$3,320,000 STU/\$828,000 Local. | |
| | 89340 | Group S Bridges | Increase FY17 CON by \$1,491,000 State 185 | Cost increase |
| Philadelphia | 17816 | Chestnut Street Bridges, Ramps, (8) at 30th Street | Reduce FY17 ROW by \$2,000,000 (\$1,600 STU/\$400,000 State 185). | Cost reduction |
| | 69828 | Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) | Reduce FY17 FD phase by \$750,000 (\$600,000 NHPP/\$150,000 State 185). Reduce FY18 CON by \$7,000,000 (\$5,600,000 NHPP/\$1,400,000 State 185). | Cost reduction funds breakout |
| | 79832 | North Delaware Riverfront Greenway project, Sec 3 | Reduce FY 17 CON by \$2,928,000 SXF and switch out LOC funding for toll credits. Switch out \$688,000 SXF in FY17 CON phase with \$688,000 STU. | Cost adjustment and switch repurposed earmark funds for regular funds |
| | 85417 | Allegheny Avenue Safety Improvements | Place \$2,060 HSIP of FY17 CON phase and \$5,366,000 HSIP of FY18 CON back into the Regional Safety Initiatives (HSIP) Line Item - MPMS #57927 as project has been obligated. | Place funds back into HSIP Line Item |
| | 102274 | Schuylkill River Swing Bridge (TIGER) | Replace FY18 ROW phase \$50,000 CAQ with \$50,000 STU funds and FY18 UTL phase \$50,000 CAQ funds with \$50,000 STP funds and replace FY18 CON (\$4,900,000) CAQ with STU funds. | Replace CAQ funds with regular federal funds per TIGER Agreement |
| Various | 48201 | DVRPC Competitive CMAQ Program | Transfer \$1,000,000 CAQ from FY18 CON phase of MPMS #64984 – Transportation Alternatives Program (TAP) Line Item to MPMS #48201 - DVRPC Competitive CMAQ Program. | Circuit project will advance via Competitive CMAQ Line Item |
| | 64984 | Transportation Alternatives Program (TAP) Line Item | Transfer \$1,000,000 CAQ from FY18 CON phase of MPMS #64984 – Transportation Alternatives Program (TAP) Line Item to MPMS #48201 - DVRPC Competitive CMAQ Program. | |
| | 79927 | Highway Reserve Line Item-STP | Reduce FY17 by \$845,000 STU, FY18 by \$50,000 STU, and FY19 by \$37,000 STU. | Balance out Line Item |
| | 79929 | Bridge Reserve Line Item | Reduce FY17 by \$895,000 State 185, FY18 by \$334,000 State 185, FY19 by \$125,000 State 185, FY21 by \$772,000 State 185, FY23 by \$627,000 State 185, FY24 by \$794,000 State 185, and increase FY25 by \$675,000 State 185. | Balance out Line Item |
| | 79980 | STU Reserve Line Item | Reduce FY17 by \$3,052,000 STU, FY18 by \$180,000 STU FY20 by \$65,000 STU, and FY21 by \$91,000 STU. Increase FY22 by \$3,070,000 STU. | Balance out Line Item |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
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| DVRPC Highway Project Schedule Adjustments or Cost Restructuring | | | | |
|---|---------------|---|---|---|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Various | 82216 | NHPP Reserve Line Item | Reduce FY17 by \$3,000 NHPP, FY20 by \$4,829,000 NHPP, FY22 by \$710,000 State 581, and FY24 by \$2,533,000 State 581. Increase FY19 by \$5,000 State 581. | Balance out Line Item |
| | 83743 | ADA Ramps Line Item | Reduce FY18 by \$4,770,000 STU and increase FY17 by \$4,770,000 STU. | Cash flow |
| | 84318 | CAQ Reserve Line Item | Increase FY18 CON phase by \$5,000,000 CAQ. | Balance out Line Item |
| | 89337 | Bridge Rehab Group R | Increase FY17 CON by \$300,000 State 185 | Cost increase |
| | 95447 | County Bridge Line Item | Increase FY21 CON phase by \$772,000 State 183 and increase FY24 by \$1,828,000 State 581. | Properly funds Round 2 of County Bridge Line Item |
| | 102106 | Structurally Deficient Bridge Line Item | Reduce SD Line Item by \$6.109M (FY22: 891,000 STU, FY24: \$4,543,000 State 581, FY25: \$675,000 State 185) as MPMS #17409 has been broken out Line Item and this line item was inadvertently not adjusted. | Bridge project individually programmed |
| | 102321 | District Wide Bridge Rehab Group Q | Add UTL phase in FY17 with \$50,000 STP/toll credit match | Cost increase |
| | 102107 | Bridge On Demand Line Item | Reduce FY17 CON by \$1,200,000 State 185 | Cost reduction |

| DVRPC Highway Project Deletions | | | | |
|--|---------------|---|--|---------------------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | 104607 | SR 2093 Railroad LED Lights | Remove Railroad grade crossing project as funds have been obligated. | Funds have been obligated |
| Delaware | 87119 | Nether Providence Township Sidewalks (SRTSF- Round 1/TAP) | Remove from FY2017 TIP as funds have been obligated under the FY2015 TIP. | |
| Montgomery | 65910 | Ambler Streetscape | Remove project from TIP as funds have been obligated. | |
| Philadelphia | 17622 | Adams Avenue Bridge Over Tacony Creek | Remove \$3,000,000 State 581 from FY17 CON phase; essentially removing the project from the draft TIP as the project was let for construction in March 2016 and funds have been obligated. | |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016**

| DVRPC Highway Project Additions | | | | |
|--|---------------|---|---|--|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | TBD | Millford Square Pike over Unami Creek – CB #252 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$15,000; FD: 50,000; CON: \$335,000 | Projects identified for Round 2 of County Bridge Line Item |
| Bucks | TBD | Frosty Hollow Road over Mill Creek – CB #15 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$25,000; FD: 75,000; ROW: \$25,000; CON: \$550,000 | |
| Bucks | TBD | Mill Creek Road over Martins Creek – CB #220 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$75,000; FD: 250,000; ROW: \$50,000; UTL: \$50,000; CON: \$2,200,000 | |
| Chester | TBD | State Street in Avondale – CB #289 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$100,000; FD: 250,000; ROW: \$20,000; UTL: \$150,000; CON: \$1,800,000 | |
| Chester | TBD | Mill Road in Tredyffrin Twp – CB #167 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. Study: \$150,000; PE: \$300,000; FD: 300,000; ROW: \$75,000; UTL: \$100,000; CON: \$2,000,000 | |
| Chester | TBD | Bertolet School Road – CB #196 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. Study: \$200,000; PE: \$450,000; FD: 300,000; ROW: \$75,000; UTL: \$100,000; CON: \$2,775,000 | |
| Delaware | TBD | Paper Mill Road over Carby Creek (Worrall Bridge/CB #221) | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$200,000; FD: 100,000; ROW: \$15,000; CON: \$1,100,000 | |
| Delaware | TBD | Fox's Bank Bridge – CB #94 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$400,000; FD: 400,000; ROW: \$50,000; CON: \$2,500,000 | |
| Montgomery | TBD | Moreland Avenue over Brank Pennypack Creek – CB #38 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$350,000; FD: 200,000; ROW: \$60,000; UTL: \$40,000; CON: \$2,500,000 | |
| Montgomery | TBD | Easton Road over Branch Tacony Creek – CB #268 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$350,000; FD: 200,000; ROW: \$60,000; UTL: \$40,000; CON: \$2,500,000 | |
| Montgomery | TBD | Moyer Road over East Branch Perkiomen Creek – CB #262 | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$350,000; FD: 250,000; ROW: \$25,000; UTL: \$20,000; CON: \$4,355,000 | |
| Philadelphia | TBD | MLK Drive over Schuylkill River (Bridge No. 12.1) | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$1,020,000; FD: 680,000; CON: \$8,500,000 | |
| Philadelphia | TBD | Falls Bridge over Schuylkill River | Add bridge to the County Bridge Line Item – MPMS #95447 for Round 2 of selected projects, to be drawn down at the appropriate time. PE: \$1,200,000; FD: 800,000; CON: \$10,000,000 | |

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| DVRPC Highway Project Additions | | | | |
|--|---------------|---|---|--|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Delaware | 15306 | Sellers Avenue Bridge Over Amtrak and SEPTA Wilmington Newark Rail Line | Program a previously 'expected to be obligated' project's CON phase back into the TIP in the amount of \$6.8M (\$4,469,000 STU/\$971,000 STP/\$1,360,000 State 581) in FY17. | Add a previously 'expected to be obligated' project back in to the TIP. |
| Philadelphia | 48193 | Allen's Lane Bridge Over SEPTA R8 Rail Line | Program a previously 'expected to be obligated' project's CON phase back into the TIP in the amount of \$3.5M State 581 in FY17 and PE in FY17 in the amount of \$540,000 split at \$432,000 STP/\$108,000 State 581 for the RR agreement. | |
| Montgomery | 107126 | US 202 -610 TSM Improvements | Break project out from MPMS #63490 and program CON in FY17 in the amount of \$3M (\$2,400,000 STP/\$600,000 State 581). | Breakout from MPMS #63490 - US 202, Township Line Road to Morris Road (61N). |
| Philadelphia | 78757 | JFK Blvd at 32nd St o/SEPTA W. Branch | Breakout project from MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) by adding \$400,000 NHPP/Toll Credit Study phase; adding 400,000 State 185 PE phase in FY17, adding \$750,000 State 185 FD phase in FY17, adding \$1,000,000 (FY18: \$200,000 NHPP/toll credit, FY19:\$800,000 NHPP/Toll Credit) UTL phase, adding \$2,000,000 (FY18:\$1,000,000 NHPP/toll credit, FY19: \$1,000,000 NHPP/toll credit) ROW phase, and adding \$7,000,000 (\$5,600,000 NHPP/\$1,400,000 State 185) CON phase in FY19. (see description on page 24). | Breakout from MPMS #69828 - Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) and add study phase |
| Bucks | 107458 | Perkasie Borough ARLE | \$108,588 to upgrade the existing traffic signal at the intersection of Route 4039 (Fifth Street) and Blooming Glen Road by installing a new traffic signal mast arm, relocating existing utilities, and installing new ADA curb ramps. | Add Round 6 of ARLE projects to the TIP. These are additional funds to the region. Add Round 6 of ARLE projects to the TIP. These are additional funds to the region. |
| Chester | 107459 | Schuylkill Township ARLE | \$188,130 to upgrade and improve the existing traffic signal equipment and to add pedestrian crossing accommodations at the intersection of Route 1036 (Pothouse Road) and Route 1019 (Charlestown Road/West Bridge Street). | |
| | 107460 | Willistown Township ARLE | \$180,000 to install fiber optics at an existing signal system from Old Lincoln Highway to Plank Avenue and to connect traffic signals along the Route 30 (Lancaster Avenue) corridor at the intersections of Lancaster & Central Avenue, Lancaster & West Central Avenue, Lancaster Avenue & Moreland Road/King Road and Lancaster Avenue & South Cedar Hollow Road to the PennDOT Traffic Management Center (TMC). | |

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| DVRPC Highway Project Additions | | | | |
|--|---------------|---------------------------|---|--|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 107455 | Abington Township ARLE | \$264,400 to improve safety at the intersection of Route 2027 (Mt. Carmel Avenue) & North Hills Avenue by installing a channelization island on the northwest corner of the intersection, a bumpout on the southeast corner of the intersection, pavement markings within the intersection, pedestrian crossings with ADA compliant curb ramps, and new traffic equipment including video detection and overhead street name signs. | Add Round 6 of ARLE projects to the TIP. These are additional funds to the region. |
| | 107456 | Cheltenham Township ARLE | \$83,597 to improve pedestrian accommodations by installing ADA ramps, crosswalks and pedestrian signals at the intersection of Glenside Avenue & Rices Mill Road. | |
| | 107457 | Limerick Township ARLE | \$15,594 to develop new timing plans consistent with peak school arrival, dismissal and peak commute times at the primary intersection of Route 4013 (Lewis Road) & SpringFord High School/Middle School. | |
| Philadelphia | TBD | City of Philadelphia ARLE | \$700,000 to establish a program to interconnect existing signal controllers to PennDOT's Traffic Management Center (TMC). | |
| | TBD | City of Philadelphia ARLE | \$275,000 to establish a program interconnecting existing controllers with fiber optic cable so that communications can be established at the field devices. | |
| | TBD | City of Philadelphia ARLE | \$525,000 to establish a program to increase pedestrian safety by improving street lighting while promoting walkability within the commercial and residential corridors of the city. | |
| | TBD | City of Philadelphia ARLE | \$1 million to continue to improve safety by performing 30 to 50 location improvements at known crash locations. | |
| | TBD | City of Philadelphia ARLE | \$300,000 to establish a program to integrate traffic signal controllers into the city's Automated Traffic Management System (ATMS). | |

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| Green Light-Go Year 2 Project Additions | | | | |
|---|--------|--|---|-----------------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | 105641 | Bristol-Oxford Valley Road, Bath Road and Lakeland | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount of \$349,000. These are additional funds to the region. This project consist of modernization of the exiting traffic signal equipment by replacing all of the existing traffic signal equipment, which includes but is not limited to; traffic signal foundations, supports and mast arms, conduit, wiring, signal heads, controller assembly, vehicular video and dilemma zone detection, signage and pavement markings. Additionally, the installation of the uninterruptable power supply (battery back-up system) and the emergency back-up generator plug is also proposed, along with optimization of the traffic signal timing and phasing. Install new ADA compliant ramps, pedestrian push buttons and dedicated hand/man pedestrian signal, with countdown timers. | Year 2 Green Light-Go |
| | 105642 | Oxford Valley Road/Levittown Parkway and New Falls | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount of \$289,000. These are additional funds to the region. This project consist of modernization of the exiting traffic signal equipment by replacing all of the existing traffic signal equipment, which includes but is not limited to; traffic signal foundations, supports and mast arms, conduit, wiring, signal heads, controller assembly, vehicular video and dilemma zone detection, signage and pavement markings. Additionally, the installation of the uninterruptable power supply (battery back-up system) and the emergency back-up generator plug is also proposed, along with optimization of the traffic signal timing and phasing. Upgrade the existing ADA ramps with new compliant ramps, pedestrian push buttons and dedicated hand/man pedestrian signal, with countdown timers. | |
| | 105643 | Mill Creek Parkway and Levittown Parkway | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount of \$309,000. Falls Township is planning to upgrade and modernize the existing traffic signal located at the intersection of Mill Creek Parkway and Levittown Parkway. The Township has already completed all design work and PennDOT approved the new traffic signal permit plan on 9/17/2013. In general, the work will include a complete replacement and upgrade of the current traffic signal. New poles and mast arms will be installed to allow location of signal heads according to current standards. A new controller will be installed and will be programmed with updated timing. The new traffic signal will provide video detection in place of the current loop detectors. An emergency pre-emption system will be installed. Finally, the project will include new ADA curb ramps at each corner of the intersection, complete with pedestrian pushbuttons and signal heads. | |

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| Green Light-Go Year 2 Project Additions | | | | |
|--|---------------|--|---|-----------------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | 105645 | Lincoln Highway Traffic Adaptive System | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$581,000. Install a traffic adaptive system on Lincoln Hwy from I 95 ramp intersections to Oxford Valley Rd. The project will upgrade all the intersections in System I-76 and include the additional intersection of Lincoln Hwy and Oxford Valley Rd. Currently with the surrounding land uses (various retail developments, a large regional mall, and amusement/theme park) and nearby major highways (Interstate 95 and Route 1) the flow of traffic varies greatly, not only throughout the day, but seasonally throughout the year and static timing plans are unable to properly handle these various traffic flows. The basic coordination/retiming of the traffic signals on the Lincoln Highway corridor would not adequately address the needs associated with these traffic variations. Also, the intersections need to operate as efficiently as possible due to various constraints that limit the ability to easily widen the corridor for additional capacity. The current system I-0076 should be expanded to include Lincoln Highway and Oxford Valley Road due to this being a major intersection within the area and its close proximity to the Lincoln Highway and Mall Jug-handle intersection. Currently, when I-95 or Route 1 are detoured through Lincoln Highway, there is no program in place to adequately handle that large inflow of traffic. | Year 2 Green Light-Go |
| | 105646 | Holland Road and Middle Holland Road\Upper Holland | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$42,000. The project proposes to replace the existing inductance loops with video detection and replace the existing pedestrian signals with countdown pedestrian signals. The existing inductance loops require constant replacement due to vehicular traffic. Also the pedestrian signals are near the end of their life cycle. | |
| | 105647 | Traffic Signal Management and Maintenance | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount 25,000. Implementation of needed repairs and maintenance at three intersections on West Lincoln Highway in Penndel, PA (a critical corridor) in an effort to enhance the safety of pedestrians and vehicular traffic through the borough. Traffic patterns, both vehicular and pedestrian, have been trending upwards along West Lincoln Highway in Penndel. The most obvious factors attributing to this include the frequency of passenger and commercial freight trains traveling through the Langhorne Train Station, higher population levels and increased commercial development in Lower Bucks County. The borough experiences extensive foot traffic culminating in the area where Bellevue and Durham intersect Lincoln Highway and continues north on both roads towards the Langhorne Train Station and Cairn University. Penndel Borough would like to address this through a multi-phase project which includes proper management and maintenance of these intersections as a first step followed by modernization, controller and pavement marking upgrades. | |

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| Green Light-Go Year 2 Project Additions | | | | |
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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Bucks | 105648 | Route 309 Signal Retiming | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$77,000. Grant money will be used to re-time the traffic signals along S. West End Boulevard (SR 0309) at W. Pumping Station Road and Tollgate Road to include protected left-turn phasing for both approaches of W. Pumping Station Road and Tollgate Road. The township has indicated that there is a safety concern at these intersections. Due to the high through volumes, left-turning motorists traveling east/west along both W. Pumping Station Road and Tollgate Road try to beat the light by moving prior to the green phase for their approaches. These motorists conflict with vehicles traveling north/south along SR 0309 that may be running through the intersection during the yellow and/or red phase of the signal. | Year 2 Green Light-Go |
| Chester | 105649 | West Chester Pike Signal Project | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$1,028,000. The project will involve the installation of adaptive signal control technology (ASCT) at 10 intersections located on or adjacent to West Chester Pike (SR 0003) in East Goshen, West Goshen and Westtown Townships. West Chester Pike (SR 0003) is a major arterial that runs through Chester and Delaware County in an east/west direction. In the project area, West Chester Pike connects eastern Chester County and parts of Delaware County with US Route 202, which is one of the major expressways in Chester County. There are 11 traffic signals located on the three mile segment of West Chester Pike that comprises the project area. With an AADT count approaching 30,000 vehicles, traffic back-ups are routine during both the morning and evening rush hours. In addition to the normal motorist, these backups also cause delays with SEPTA's Route 104 bus line which utilizes West Chester Pike. The Route 104 has SEPTA's 7th highest ridership of all of their suburban bus lines. At the eastern end of the project area, North and South Chester Roads (SR 0352) intersect with West Chester Pike at separate intersections. The resultant dog leg movement that motorists using SR 0352 must make and an AADT of ~15,000 routinely results in backups on SR 0352 and West Chester Pike at these intersections. | |
| | 105650 | Route 113 Corridor Traffic Signal Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$18,000. Upgrade of three traffic signals along the critical corridor of Route 113 in East Pikeland Township, including signals numbered: 152121836, 152122778, 152122237. Upgrades include replacement of incandescent bulbs with LED modules; installation of battery back-up unit in a new case; installation of video detection camera at intersection with frequent loop failures; upgrade of emergency vehicle preemption at fire company flashing signal location. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Chester | 105651 | Schuylkill Road and New Street | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$330,000. East Vincent Township is looking to add left-turn lanes to the south-bound lane of Schuylkill Road (S.R. 0724), turning onto New Street, and a dedicated left turn lane from New Street (S.R. 1043; to turn into the south-bound lane of Schuylkill Road). The major problems existing at this site are the lack of dedicated turn lanes. A driver making a left turn in any direction must wait in the only existing lane which causes a back-up of drivers who are also trying to go straight or turning right. Some drivers turning right will pass the driver at the front of the lane on the right, which poses a dangerous situation. | Year 2 Green Light-Go |
| | 105652 | Traffic Signal Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$130,000. The project will upgrade the controls for 4 traffic signals at critical intersections. Including, 2-way video, Wavetronix, battery back ups, signals and new controller and cabinet. This project will provide for safer intersections and less down time. At three (3) intersections the battery back ups will be replaced so that there is no down time during power outages. The 2 way video will be added for two (2) intersections which will eliminate maintenance of trip wires, less repairs and safer traffic patterns. Wavetronix will provide an alert system to handle the traffic flow easier during high traffic times. New controller cabinets will be added to handle all of the upgrades. | |
| | 105653 | Uwchlan Township Video Detection Equipment | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$158,000. Furnish all necessary labor, equipment and material to install a four-way video detection system at signalized intersections. Will replace an old failing system (inductive loop sensors). In several locations roadway deterioration has led to failure of in ground loops. | |
| | 105654 | Business Route 30 Generator Hook Up | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$37,000. To install Generator Hook Ups and Battery Back-ups at six (6) signalized intersections locations within the Business Route 30 corridor in West Whiteland Township in order to provide for maximum efficiency of traffic movement throughout this heavily-traveled regional corridor. West Whiteland Township has eleven traffic light generators that will be used to supplement the battery back-ups. The following six intersections require Generator Hook Up: Route 30 and Springdale Drive Route 30 and East Mall Entrance Route 30 and West Mall Entrance/Iron Lake Boulevard Route 30 and Whiteland Towne Center Route 30 and Campbell Boulevard Route 30 and Oaklands Boulevard/Woodledge Lane The following intersections require Battery Back-up: Route 30 and Springdale Drive Route 30 and East Mall Entrance Route 30 and West Mall Entrance/Iron Lake Boulevard Route 30 and Campbell Boulevard A project location map is attached. The posted speed limit on Business Route 30 is 45 m.p.h. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Chester | 105655 | West Whiteland Township Traffic Signal Maintenance | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$44,000. To perform Preventive Maintenance, Emergency Response Maintenance, and Routine Maintenance for the twenty-seven (27) signalized intersections located within Critical Corridors and Designated Corridors in West Whiteland Township in order to preserve traffic signal infrastructure necessary for the safe and efficient utilization of roadways within the Township. West Whiteland Township is the center of the regional commercial area, as well as, a major employment area of Chester County. Within the borders of West Whiteland Township, are the major regional traffic routes of Route 100 and Business Route 30. Over all, West Whiteland Township has thirty-six signalized intersections - twenty-two are within critical corridors, five are within designated corridors, and nine are on local roads. In addition to these signalized intersections, there are two flasher locations (King Road, east of Ship Road and Route 100 Northbound, south of the Exton By-Pass) and two school signal locations (Mary C. Howse Elementary School, Boot Road and Ss. Phillip and James School, Business Route 30). In order to support the efficient operation and maintenance of traffic signals, a Traffic Signal Maintenance Program that includes annual preventive maintenance, emergency repair, and routine maintenance has been established. | Year 2 Green Light-Go |
| Delaware | 105656 | Traffic Signal Pedestrian Accommodations | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$264,000. Aston Township seeks to improve safety and mobility at the following twelve (12) signalized intersections within the Township. All pedestrian crossings will be upgraded by installing high visibility ladder style crosswalks. Locations that utilize 8-inch signal heads or outdated Walk/Don't Walk heads for pedestrian control will be upgraded with LED countdown pedestrian signal heads, and several deficient locations will receive ADA compliant ramps and pedestrian push buttons. Faded or missing pavement markings within the signalized intersections will be improved with thermoplastic markings to improve visibility and durability, and missing signs will be replaced and various signage will be relocated to provide better protection from future knockdowns (i.e. placed overhead). | |
| | 105657 | Brookhaven Borough Traffic Improvements | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$448,000. Brookhaven Borough will upgrade all intersections to include generator transfer switches, battery back up units, upgraded pedestrian crossing mechanisms, GPS time reference units, and modernizing intersections based on future growth. The current intersections are in need of improvements to ensure they meet all PennDot standards. All intersections in the Borough will be equipped with battery backup systems to prevent loss of traffic signals during emergency situations. Intersections lack GPS timing mechanisms and need to have their timing adjusted to match PennDot approved timing. Installing pre-emption systems and video detection systems will improve the flow of traffic at critical intersections. Pedestrian push button mechanisms will be upgraded to ensure future operation. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Delaware | 105658 | Signal Upgrades at Route 202 & Brinton's Bridge | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$19,000. Install 4 new video detection cameras to replace 6 stop bar vehicle loop detectors; Replace outdated controller with a new one; and install battery backup unit by-pass switch, batteries, cables and red LED indicator. Deteriorating road surface conditions on Route 202 have caused loop failure,. Also, this critical intersection located on a major corridor, needs to always be operable. The plan is to install a battery backup unit and to update an aged controller (which can no longer be serviced). | Year 2 Green Light-Go |
| | 105659 | Traffic Signal Pedestrian Accommodations | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$187,000. Concord Township seeks to improve safety and mobility at the following fourteen (14) signalized intersections within the Township. All pedestrian crossings will be upgraded by installing high visibility ladder style crosswalks. Locations that utilize 8-inch signal heads for pedestrian control will be upgraded with LED countdown pedestrian signal heads, and several deficient locations will receive ADA compliant ramps and pedestrian push buttons. Faded or missing pavement markings within the signalized intersections will be improved with thermoplastic markings to improve visibility and durability, and missing signs will be replaced and various signage will be relocated to provide better protection from future knockdowns (i.e. placed overhead). | |
| | 105660 | West Chester Pike LED Replacement | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$6,000. Edgmont Township will upgrade two existing traffic signal intersections on Route 3 (West Chester Pike) from the existing incandescent light fixtures to efficient LED modules, including the existing pedestrian crossing signals. Both intersection traffic signals have mostly incandescent bulbs, Replacement of all remaining incandescent bulbs would be extremely cost effective, but due to financial constraints, it has not been completed. This grant will provide funding to replace all remaining incandescent bulbs to match the rest of the traffic lights in the Township, and greatly reduce monthly financial cost. | |
| | 105661 | MacDade Blvd and Kedron Avenue | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$89,000. Ridley Township wants to upgrade six existing traffic signal intersections along MacDade Blvd and Kedron Avenue to replace existing crosswalk aids with LED pedestrian crosswalk lighting systems. The intersections currently use pedestrian push buttons without pedestrian signals for intersection crossings. These push buttons are linked with their own Red-Yellow-Green traffic signal to give pedestrians additional time to cross when the push button is activated. The installation of pedestrian crossing lights provide added safety for all pedestrians crossing at these intersections, as well as providing motorists added safety by reducing the likelihood of pedestrians being in the intersection at inappropriate times. It has been considered previously to upgrade the intersections, but due to financial constraints, it has not been completed. This grant will provide additional funding needed to upgrade the intersections. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Delaware | 105662 | Audible Pedestrian Signals | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$18,000. Modify present intersection to accommodate Audible system to controller and signal heads. Blind resident has difficulty navigating intersection going to and from bus stop. | Year 2 Green Light-Go |
| | 105663 | Traffic Signal Uninterruptable Power Supply | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$84,000. Upper Chichester Township seeks improve safety and mobility at ten (10) signalized intersections within the Township by improving pavement markings, replacing signs, relocating signs and implementing battery back-up / uninterruptable power supply (UPS) at select locations. The existing signalized intersections along Chichester Avenue within Upper Chichester Township have been prone to power outages, creating safety and mobility concerns. Additionally, signalized intersections within the Township have faded pavement markings and missing signs due to frequent sign knockdowns caused by non-optimal placement. | |
| | 105664 | Upper Darby Township | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$67,000. Purchase and Installation of cameras and ancillary equipment for traffic signals at ten (10) critical corridor intersections within Upper Darby Township to effectuate Traffic Signal Retiming and Signal Monitoring. Fixed timed traffic signals and out dated vehicle detection promote problems of traffic congestion, increase in greenhouse gas pollution, immobility, and increase in travel especially on critical arterials. | |
| Montgomery | 105665 | Abington Township Traffic Signal LED Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$51,000. Abington Township will be upgrading 20 critical intersections with new highly efficient LED Traffic Signal Bulbs. These bulbs will replace those that were previously installed. Upgrading of degrading LED Traffic Signals on critical corridors. The ones we are proposing to replace were installed 14 years ago and have now reached their life expectancy. | |
| | 105666 | Ashbourne Road and New Second Street | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$37,000. This project involves the replacement of a temporary pedestal pole with a permanent traffic signal mast arm including signals and wiring. The original mast arm was severely damaged when a tree fell on it. The existing pole foundation must be demolished and a new foundation and conduit must be installed. The controller cabinet was also damaged and must be replaced and rewired. In 2012, a tree fell at this intersection. The mast arm and signal was damaged beyond repair and a temporary pedestal pole and signal was installed. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105667 | GPS Time Clock Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$14,000. This project involves the installation of GPS time clocks at six intersections in the Limekiln Pike / Easton Road corridor to improve the coordination of signals in downtown Glenside. This project could also be coordinated with two signals in Abington Township. The Limekiln Pike corridor between the Arcadia/Mt Airy exit of Route 309 and Glenside is frequently traveled and is often congested, particularly in the area of Glenside Avenue and the three signals between the 309 ramps and Church Road. Township staff and PennDOT review has determined that better coordination of the traffic signals in this corridor will improve the performance of these intersections. PennDOT representatives suggest that the installation of GPS time clocks will help ensure that any retiming efforts for this corridor do not drift and coordination remains in effect. The intersections proposed in this grant will be coordinated with retiming efforts on Easton Road between Glenside Avenue and Royal Avenue, in addition to Limekiln Pike and Willow Grove Avenue and two intersections in Abington (Limekiln/Edge Hill and Limekiln/Mt. Carmel). | Year 2 Green Light-Go |
| | 105668 | In-Sync Integration | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$44,000. This project involves integration of the intersection at Greenwood Ave, Longfellow Ave and Rices Mill Rd with the In Sync traffic control module at Greenwood Avenue and Route 309/Ogontz Ave to improve traffic flow and safety at both intersections. | |
| | 105669 | Intersection Upgrades at Arcadia University | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$51,000. This project involves the upgrade of two intersections to improve pedestrian and ADA accessibility. The improvements at Limekiln Pike and Church Road will address the need for blind pedestrian accommodations, improve ADA compliance of push buttons, and provide signs related to the number of pedestrian crossings at the intersection. The scope includes: additional Type B push button posts in each corner and associated conduit, accessible pedestrian signals, relocation of no turn on red signs and new pedestrian ahead signs for the intersection. At Limekiln Pike and Easton Road, improvements will involve upgrading the current Accessible Pedestrian System (APS) and providing Type B push button posts. These improvements, in conjunction with the work scoped in our grant application to improve the GPS time clocks in the Limekiln Pike/Easton Road corridor, will go a long way to improve pedestrian and vehicular circulation in the area. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105670 | Shoppers Lane and Ogontz Avenue | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$15,000. This project involves the study, development and construction of safety improvements to the intersection of Shoppers Lane and Ogontz Avenue. Drivers making left turns from Shoppers Lane on to Ogontz Avenue, do so from a lane that permits drivers to make left turns or go straight into the shopping center across Ogontz Avenue. Through this grant, the Township seeks to study the intersection, develop an action plan and make improvements to the intersection. | Year 2 Green Light-Go |
| | 105671 | Germantown Pike Fiber ITS Extension | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$288,000. This proposal aims to improve safety of the existing transportation system and reduce traffic congestion along Germantown Pike and at its critical intersections by extending the existing fiber optic network along Germantown Pike from its current terminus at Potshop Road to the signalized intersection at Trooper Road in East Norriton Township. Signal equipment improvements will be isolated to the intersection of Germantown Pike and Trooper Road. The project completes the fiber optic backbone along Germantown Pike through the entirety of East Norriton Township from Arch Road to Trooper Road (15 intersections in total) and connects all of those signals to the Transportation Management Center in King of Prussia. | |
| | 105672 | Route 113 Corridor | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$55,000. This project will involve a comprehensive upgrade to the traffic signals along the Route 113 Corridor including the intersections of Allentown Road (SR 1001), Godshall Road, Cowpath Road (SR 1011) and Schoolhouse Road (SR 1007). Traffic flow from the side streets emptying onto Route 113 would be greatly improved by installing a Wavetronix Radar Detection System to these signals, especially during peak hours. | |
| | 105673 | Byberry Road (SR 2009) & Warminster Road (SR 2040) | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$313,000. The project includes the upgrade of the existing signal equipment at the intersection and the re-striping of the northbound approach to a dedicated left and shared through-right lane configuration. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and does not comply with the Americans with Disabilities Act (ADA) design requirements. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105674 | Jacksonville Road (SR 0332) & Montgomery Avenue | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$1,231,000. The project includes the upgrade of the existing signal equipment at the intersection and the upgrade of the equipment associated with the adjacent railroad crossing, including the fiber optic signs mounted on the mastarms, the railroad pre-emption system and installation of pedestrian gates at the railroad crossing. The project also involves the installation of an uninterrupted power supply. The existing equipment is outdated at this intersection and is not compliant with the Americans with Disabilities Act (ADA) design requirements. Additionally, the Borough would like to install pedestrian gates at the adjacent at-grade railroad crossing for increased pedestrian safety. Extensive coordination with the adjacent railroad will be required for this project. | Year 2 Green Light-Go |
| | 105675 | Lansdale Traffic Signal Modernization | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$370,000. The objectives of the Lansdale Traffic Signal Modernization Project are to replace incandescent signal indications with energy efficient LEDs, install audible pedestrian signals within the downtown business district, replace failing loop detectors with non-invasive video and radar detection, install emergency vehicle pre-emption at Main & Broad Streets, and provide a connection between Lansdale Borough's signal system and PennDOT's TMC. | |
| | 105677 | Traffic Signal Modernization | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$265,000. This project includes the upgrade of traffic signal equipment at three intersections within Lower Gwynedd Township. These intersections include Bethlehem Pike and Dager Road, which lies completely within Lower Gwynedd Township, Tennis Avenue and Norristown Road, which borders Lower Gwynedd Township and Upper Dublin Township, as well as Bethlehem Pike and Tennis Road, which lies on the border of Lower Gwynedd Township, Ambler Borough, and Upper Dublin Township. This upgrade will include new controllers, pedestrian equipment, including push buttons and signal heads with countdown timers, battery backups, and upgrading the LED signal heads at each intersections. Additionally, since ADA curb ramps are not currently provided at the intersection of Bethlehem Pike and Dager Road, provision of ADA curb ramps is also included for that intersection. | |
| | 105678 | Lower Merion Township - Phase 1 | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$1,008,000. The Township desires to add three (3) adaptive signal installations to a system of three (3) adaptive signals, by a private developer, bringing the total system to six (6) intersections. The adaptive operation in this area is required to facilitate the safe and efficient flow of traffic through a constrained roadway network. Additionally, the township will upgrade failed vehicle detection at number of signalized intersections to video detection. This modification will restore actuated operation to these locations, yielding significant reduction in delay and queueing during peak and off-peak hours. The township will replace a large number of failed communication switches that were originally installed by a PennDOT signal interconnect project, which will restore communications between the PennDOT District 6-0 Regional Traffic Management Center (RTMC) and the Township's signal systems along Lancaster Avenue (SR 0030), Conshohocken State Road (SR 0023), and Montgomery Avenue. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105679 | S.R.232 and S.R.2009 Emergency Preemption | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$65,000. In an effort to reduce emergency response times and enhance traffic safety, Lower Moreland Township would like to install emergency preemption devices at the following intersections: Huntingdon Pike and Welsh Road, Huntingdon Pike and Red Lion Road, Huntingdon Pike and Byberry Road, Byberry Road and Pine Road, Byberry Road and Buck Road. | Year 2 Green Light-Go |
| | 105680 | LED PROJECT AT SURREY LANE & EGYPT ROAD | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$2,000.-This project will replace the traffic lights with LEDs. | |
| | 105681 | Lower Salford Township Traffic Signal LED Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$18,000. The proposed project will replace existing, aged LED bulbs at five of the eleven signalized intersections located along S.R. 0063 (Main St.) within Lower Salford Township. The five intersections selected as part of this project have not been upgraded in some time and have some of the oldest traffic signal equipment in the Township. The LED traffic signals installed at these intersections are all over 10 years of age. The age of these lenses have exceeded their standard life expectancy and are overdue for replacement. Studies indicate that LED lenses have an increased probability of failure and are subject to degradation in intensity over time, sometimes falling below the ITE thresholds. | |
| | 105682 | Lower Salford Township Traffic Signal Maintenance | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$15,000. This project includes the annual maintenance of the traffic signals within Lower Salford Township located along S.R. 0063 (Main St/Sumneytown Pike), S.R. 0113 (Harleysville Pike), and S.R. 1058 (Wambold Road). The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Lower Salford Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe. | |
| | 105683 | New Hanover Township - LED Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$6,000.This project proposes to upgrade the existing incandescent lenses to LED lenses at the intersection of North Charlotte Street (S.R. 0633) and Swamp Pike. The signalized intersection of North Charlotte Street and Swamp pike is currently utilizing a majority of incandescent traffic signal lenses. Incandescent bulbs draw significantly more power and have a shorter life expectancy than LED lenses. The Township is proposing to replace the existing incandescent lenses with LED lenses. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105684 | New Hanover Township Signal Maintenance | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$7,000. Signal maintenance activities associated with four signals located along designated corridors in New Hanover Township. The routine maintenance activities will provide for continued functionality and compliance with the current signal permits. | Year 2 Green Light-Go |
| | 105685 | Royersford Borough Traffic Signal Modernization | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$467,000. The Borough desires to modernize two (2) antiquated signalized intersections to meet current standards along Main Street, which carries an ADT of approximately 13,000-15,000 vehicles. Work will include new mastarms, overhead signal heads, pedestrian signal heads with APS, and video vehicular detection. The project locations are currently utilizing antiquated signal equipment and structures, and are operating in a fixed-time mode, which results in unnecessary delay to pedestrian and vehicle traffic. The proposed project will upgrade both the physical equipment, and improve the safety and efficiency of the operation by implementing new traffic signal structures (mastarms), LED signal heads, hand/man pedestrian signal heads with countdown timers, and video detection to facilitate actuated operation. | |
| | 105686 | Allentown Road and Fretz Road/Derstine Road | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$104,000. This project consist of modernization of the exiting traffic signal equipment by replacing the existing pole mounted traffic controller assembly with a new base mount traffic signal controller assembly, with uninterruptable power supply and emergency backup generator plug. Replace the existing vehicle loop detectors with video detectors and dilemma zone detection. Optimize the traffic signal operation timing, phasing and time of day operation. The Allentown Road (SR 1001) and Fretz Road/Derstine Road traffic signal is one of the oldest installations in Towamencin Township. It was installed in 1992 and has not seen any major upgrades. This signal has experienced loop detection failures that require the signal to cycle to the side streets even if there are no vehicles present, causes traffic back-ups and congestion on the Allentown Road. The loop detector failures not only impact the operation of the traffic signal and traffic flow but also add to the township's annual maintenance expenses. This intersection also has no back-up power source or ability to run an emergency back-up generator, which leaves the signal inoperable during power outages posing a hazard to motorists traveling through the intersection. | |
| | 105687 | Limekiln Pike and Dillon Road/Meetinghouse Road | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$105,000. The project proposes to install video detection, radar dilemma zone detection, base mounted controller cabinet with UPS, and LED Signal replacement. The intersection currently has inductive loops which require replacement and the LED signal indications are currently near the end of their life cycle. | |

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| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105688 | Pennsylvania Avenue Adaptive Signal Control System | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$643,000. The project includes the installation of an Adaptive Signal Control Technology for six intersections within Upper Dublin and Whitmarsh Townships. The existing interconnected signal system experiences fluctuations in traffic due to the proximity of the PA Turnpike, Regional Rail Station and Fort Washington Office\Industrial Park. | Year 2 Green Light-Go |
| | 105689 | Susquehanna Road Traffic Signal Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$180,000. The project proposes to replace existing inductance loops with video detection, replace LED signal indications, and install countdown pedestrian signal heads at five intersections along Susquehanna Road. These intersections currently have inductance which require replacement due to the heavy traffic along the roadways. Also, the existing signal heads have LED's which are approaching or have passed their anticipated life cycle and there are 8" signal heads for pedestrians. There are also left turn movements that meet or are close to meeting warrants for left turn advance phases. | |
| | 105690 | Video Detection Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$70,000. The project proposes to replace the existing inductance loops with video detection at two major intersections in the township. The intersections currently have inductance loops which require constant replacement due to heavy truck traffic. | |
| | 105691 | LED Signal Upgrade | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$91,000. This project includes the upgrade of LED signal heads along all of the intersections along state highways within Upper Providence Township, with the exception of some intersections along Egypt Road, which have recently been upgraded as part of a development project. Upper Providence Township installed LED signal heads throughout the Township over several years, with the final installation occurring more than five years ago. These were first generation LED signals and some of the individual pixels within several of the signal heads are no longer working properly, which reduces the visibility of the overall signal head. The overall life expectancy of these first-generation signals is five to seven years old, which indicates that the currently installed LED heads are approaching the end of their useful life. It is time to upgrade the previously installed LED signals. The Township would like to upgrade the LED heads throughout the Township to improve their visibility. | |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016**

| Green Light-Go Year 2 Project Additions | | | | |
|--|---------------|---|--|-----------------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Montgomery | 105692 | Intersection Improvements SR 3014 & SR 3003 | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$1,187,000. Intersection will be widened to provide separate left turn lanes on all four approaches with complete replacement, modernization, and upgrade of all traffic signal hardware and equipment. Whitmarsh Township is proposing the improvements in accordance with a Settlement Agreement between Highway Materials Inc. and Whitmarsh Township et al in MCCCCP Docket No. 09-41816, related to the "Creekside Commons" Development on Stenton Avenue. The proposed improvements are in accordance with a PennDOT approved Traffic Impact Study for the "Creekside Commons" Development. | Year 2 Green Light-Go |
| | 105693 | LED conversion for Five Intersections | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$29,000. Whitpain Township would like to convert all existing incandescent traffic signal bulbs to LED bulbs at five (5) intersections within the Township. The intersections combined contain a total of 134 lamps (43 signal heads). The signal heads currently use incandescent bulbs. | |
| | 105694 | Traffic Signal Maintenance | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$9,000. This project includes the annual maintenance of the traffic signals located along the state highways within Worcester Township. The existing problem that this project will address would be to assist the Township in funding the ongoing preventive maintenance and response maintenance for the traffic signals within the boundaries of Worcester Township. This is an ongoing process that will keep the traffic signal equipment on the street operating as needed to serve the dual purpose of extending the life of the equipment and keeping the motoring public safe. | |
| Philadelphia | 105695 | Cottman Avenue Corridor | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$1,453,000. This project addresses a section of Cottman Avenue consisting of five lanes: two eastbound lanes, one center lane and two westbound lanes. This is a heavily trafficked commercial corridor is a concentration point for pedestrian-related crashes. It consists of design and construction of fiber optic signal interconnect as well as safety and transit improvements which also leverage and green storm water management infrastructure and pedestrian enhancements. The project seeks to improve safety and the user experience for pedestrians, transit riders and drivers within this busy transit hub. Currently, the center lane alternates between a dedicated left turn lane and a shared left turn lane. The project proposal calls for the construction of medians will lead to clearer definition of turn bays and more reliable traffic progression and safer pedestrian crossing and circulation. These segments have been chosen mitigate pedestrian activity with the effect on vehicular traffic. The medians will incorporate stormwater management practices contributing to environmental benefits as well. | |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016**

| Green Light-Go Year 2 Project Additions | | | | |
|--|---------------|---|--|-----------------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Philadelphia | 105696 | Germantown Avenue Fiber Connection and Pedestrian | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$771,000. The project will extend the City's fiber optic network along the Germantown Avenue commercial corridor serving the northwest section of the City including historic Germantown and Mt. Airy . The corridor is served by the longest transit Route in the City (SEPTA Route 23) which has been identified for potential restoration of trolley service. This is a prime location for future implementation of TSP. The project incorporates a number of pedestrian improvements including pedestrian countdown signals and LED pedestrian street lights to fill in five blocks cut out of previous pedestrian lighting projects because of funding limitations. | Year 2 Green Light-Go |
| | 105697 | Roosevelt Boulevard ITS Communication Expansion | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$262,000. Installation of OTN switches and related communication hardware at 29 controllers along Roosevelt Blvd in order to access and connect to the city's integrated traffic management system (KITS). Roosevelt Blvd is a Class 1 Arterial street with several transit routes. Roosevelt Blvd is not presently tied into the integrated traffic management system (KITS). Signals along this corridor regularly experience communication breakdowns. State has already approved fiber optic cable installation with direct connection to the traffic management center. | |
| | 105698 | West Girard Avenue Signal Upgrades | Add Year 2 of Green Light-Go project to the DVRPC TIP in the amount \$575,000. Proposed project will include the following improvements: Streetscape improvements including gateway features at both ends of West Girard Avenue shopping district, street trees, wayfinding signage and repair of existing Belgian block. Full signal upgrades, including controller upgrades, fiber interconnect installation along the corridor to optimize signals and to communicate directly with TOC for real-time Kimley-Horn integrated traffic systems (KITS) management. The project location is a dilapidated, but vital, commercial section of Lower North Philadelphia. Existing problems include pedestrian accessibility and safety, lack of a positive sensibility, aging infrastructure, aging traffic equipment, and a lack of communication with the future City Traffic Operations Center. | |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016**

| DVRPC Competitive CMAQ Program | | | | |
|---------------------------------------|---------------|--------------------------------|--|----------------|
| COUNTY | MPMS # | TITLE | CHANGE | REMARKS |
| Various | 48201 | DVRPC Competitive CMAQ Program | Add the following 17 Competitive CMAQ projects to the DVRPC Competitive CMAQ Program (MPMS #48201), contingent upon Board approval of the 2016 DVRPC Competitive CMAQ Program: 1) Neshaminy Greenway Trail, 2) Paoli Pike Trail Segment D-E, 3) US 202/US 1 ITS Corridor, 4) Smithbridge Rd. Corridor Improvement Project, 5) Installation of Adaptive Signal Control Along Route 3, 6) Pedestrian Enhancements for Media Borough, 7) Connecting Wallingford to Mass Transit, 8) Easton Road Traffic Signal System Project, 9) Fayette Street Traffic Signal Improvements – Phase 2, 10) Route 463 Traffic Signal System Project, 11) West Main Street Traffic Signal Improvements, 12) Plymouth Township CNG, 13) Advancing CNG in Philadelphia, 14) Ramping up to Rapid Transit on Roosevelt Boulevard, 15) Reformatting N. 5 th Street as a Complete Street, 16) Fox Chase Lorimer Trail, 17) Navy Yard Contra Flow Loop Shuttle. The projects will be drawn down at the appropriate time. | |

| Highway and Transit Project Title and Description Changes | | | | |
|--|---------------|--|--|--|
| COUNTY | MPMS # | TITLE | CHANGE | |
| Bucks | 13727 | Bristol Road Intersection Improvements | <p>The proposed roadway widening project is an approximately a 2.3 mile section of SR 2025 (Bristol Road) and the typical section will include two 11-foot travel lanes, an 11-foot center left-turn lane and 2-foot shoulders. The proposed shoulder improvements will be full-depth installations. Resurfacing of the existing roadway is proposed throughout the project limits. Secondary roads access Bristol Road by way of both signalized and non-signalized intersections. Signalized intersections with Bristol Road include: Old Lincoln Highway, Grandview Avenue/Neshaminy Mall entrance, Galloway Road/Elfin Avenue, Third Avenue/Richlieu Road, Bensalem Boulevard and Pasqualone Boulevard. Reconstruction is proposed for each signal, including ADA ramps and pedestrian signals. Included in the intersection improvements are additional left and right turning lanes throughout the corridor consisting of left turn lanes at the intersections of Bristol Road at Old Lincoln Highway and Richlieu Road; right turn lanes at the intersections of Bristol Road at Old Lincoln Highway, Neshaminy Boulevard, Galloway Road and Richlieu Road. Land use along Bristol Road is primarily commercial and mixed residential. Additional improvements include the re-alignment of Bristol Road at the intersection of Third Avenue/Richlieu Road to improve the horizontal alignment of the segment for improved sight distance.</p> <p>There are existing sidewalks within the project limits and will be replaced in-kind upon any impacts due to the widening. New sidewalks and ADA ramps are proposed along the corridor from Neshaminy Mall to Richlieu Road. As a result of the improvements to SR 2025, approximately 65 parcels will be affected by either required ROW takes and/or temporary easements throughout the limits of the project. Also, included under this project are several tracks of land identified to be deeded to PennDOT from Bensalem Township.</p> <p>The project limits overlap a private development that is proposed along the Westside of Bristol Road directly across from Bensalem Boulevard. This work has been completed under an HOP contract by a private development entity.</p> | |

Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016

| Highway and Transit Project Title and Description Changes | | | |
|---|--------|--|--|
| COUNTY | MPMS # | TITLE | CHANGE |
| Bucks | 88083 | Stoopville Road Improvements - Phase 2 | Edit description to make clear in part 2 that 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 will be completed. |
| Chester | 14541 | US 1, Baltimore Pike Widening | <p>Improvements include construction to provide a consistent three (3) travel lane curbed section in each direction by roadway widening, replacing shoulders with full depth pavement, and revising pavement markings; upgrade five (5) existing signalized intersections with new equipment where needed and timing changes to accommodate the three (3) lane pattern; install an adaptive signal system and connect it to the Township Building; place overhead directional and regulatory signs and two DMS signs. Coordinate improvements with development HOPs; place concrete barrier near two buildings; modify existing drainage system with additional inlets and pipes; maintain traffic (at least two travel lanes) during construction; place islands at Orchard Avenue to prohibit left turn movements from side street. The project will complete an existing sidewalk on the southbound side from Schoolhouse Lane to the Shoppes at Longwood Village Shopping Center.</p> <p>Project CMP (Congestion Management Process) commitments include strategies such as improvements to the existing road network (safety and operations). See DVRPC's 2009 annual memoranda on supplemental strategies for details related to this project.</p> |
| Montgomery | 89340 | MontCo Bridge Rehab Group S | <p>Update title of project remove 'MontCo' due to bridges being in both Chester and Montgomery Counties, and shift the county from Montgomery to Various. Also, update description to the following: Eight (8) structurally deficient bridges in Chester County and Montgomery County will be rehabilitated. Improvements are to include four (4) bridge deck replacements, two (2) bonded concrete overlays, one (1) bituminous deck overlay, and one (1) steel truss rehabilitation, all with minimal roadway improvement. Estimated service life extensions of fifteen (15) years for rehabilitation and forty (40) years for deck replacement are anticipated.</p> <p>The bridges are as follows: Chester County 1) Boot Road over PA 100 Bypass (Bridge Key 10402) Deck Replacement in West Whiteland Township; 2) South Whitford Road over Valley Creek (Bridge Key 10547) Deck Replacement in West Whiteland Township; 3) Ross Fording Road over Octoraro Creek (Bridge key 10518) Steel Truss Rehabilitation in West Fallowfield Township;</p> <p>Montgomery County 4) Welsh Road over Norfolk Southern (Bridge Key 27176) Deck Replacement in Upper Dublin Township; 5) Easton Road over Branch Pennypack Creek (Bridge Key 27505) Bonded Concrete Overlay in Upper Moreland; 6) Easton Road over PA Turnpike Ramp AB (Bridge Key 27506) Bonded Concrete Overlay in Upper Moreland Township; 7) Quakertown Road over Branch Macoby Creek (Bridge Key 27572) Bituminous Deck Overlay in Upper Hanover; 8) Linfield Road over Norfolk Southern (MP 34.71), (Bridge Key 27819) Deck Replacement in Limerick Township;</p> <p>Work to be performed will additionally include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.</p> |

**Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016**

| Highway and Transit Project Title and Description Changes | | | |
|---|--------|---------------------------------------|--|
| COUNTY | MPMS # | TITLE | CHANGE |
| Philadelphia | 78757 | JFK Blvd at 32nd St o/SEPTA W. Branch | <p>Add "(30th Street Station)" to the title. Update description to the following: Rehabilitation of the structurally deficient; load posted bridge on John F. Kennedy (JFK) Boulevard between Market Street and 30th Street at 32nd Street over SEPTA double track (West Branch). The current structure is posted for 15 tons based on the substructure condition. The proposed work includes deck and sidewalk repairs/replacement, joint replacement, steel superstructure and substructure repairs/replacement, zone painting of superstructure and substructure, possible bearing replacement, drainage upgrades, and concrete substructure repairs. The project will also include streetscape improvements such as bike lanes and street lighting upgrades. A feasibility study will be undertaken to examine relocation of the I-76 on/off ramps and traffic/pedestrian/transit circulation around 30th Street Station.</p> |
| Various | 89337 | Bridge Rehab Group R | <p>Update description to: Nine (9) structurally deficient bridges in Bucks, Chester and Montgomery Counties will be rehabilitated. Improvements are to include bridge deck repairs, latex concrete overlays, and structure repairs with minimal roadway improvement. An estimated service life extension of fifteen (15) years is anticipated.</p> <p>The bridges are as follows:</p> <p>Chester County:</p> <ol style="list-style-type: none"> 1) US 1 Bypass (SB) over Church Road (Bridge Key 9907) in New Garden Township; 2) University Road over US 1 Bypass (Bridge Key 10575) in Upper Oxford Township; 3) Hayesville Road (T342) over US 1 Bypass (Bridge Key 9891) in Lower Oxford Township. <p>Montgomery County:</p> <ol style="list-style-type: none"> 4) Cowpath Road over east Branch Perkiomen Creek (Bridge Key 27542) in Franconia Township; 5) Farmington Avenue over PA 100 (Bridge Key 27862) in Pottsgrove Township 6) Gypsy Lane (T711) over Schuylkill Expressway (Bridge Key 27239) in Upper Merion Township; 7) Spring Garden Street over Schuylkill Expressway (Bridge Key 27254) in West Conshohocken Borough. <p>Bucks County:</p> <ol style="list-style-type: none"> 8) Thatcher Road over Tohickon Creek (Bridge Key 7413) in Richland Township; 9) Thatcher Road over Kimples Creek (Bridge Key 7414) in Haycock Township. <p>Work to be performed will additionally include District-wide "On-Demand" bridge repairs. The scope of work will not change the typical section of the roadways or increase their capacities. A final alternative for bridge rehabilitation or replacement is determined upon federal National Environmental Policy Act (NEPA) or state Environmental Determination Documentation clearance.</p> |

Recommended Changes to the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania
Final for the DVRPC Board as of July 26, 2016

| Technical Corrections | | | |
|-----------------------|---------|---------|--|
| COUNTY | MPMS # | TITLE | CHANGE |
| Various | Various | Various | Make technical correction to the program as necessary, including project descriptions, limit corrects, title edits, AQ codes, and CMP Codes, etc.. |

| Special Discretionary Funded Projects | | | |
|---------------------------------------|---------|---------|---|
| COUNTY | MPMS # | TITLE | CHANGE |
| Various | Various | Various | Add new projects to the TIP that received special discretionary funds from FAST Act or Annual Appropriations as long as the following requirements are met: Financial constraint is not impacted because the project is fully funded by the discretionary 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. |

| DVRPC Repurposed Earmarks Projects | | | |
|------------------------------------|---------------------------|---|---|
| COUNTY | MPMS # | TITLE | CHANGE |
| Various | 64779, 70197, 62694 | County Line Road Widening, US 422, (NEW) Expressway Bridge Over Schuylkill River (SRB), Passyunk Avenue Drawbridge Over the Schuylkill River | These projects may be removed from the FY2017 TIP due to funds being obligated under the FY2015 TIP and funding is no longer needed in the FY2017 TIP, due to Earmark Repurposing and August Redistribution. Exact amounts are not known at this time due to future FHWA deadlines. |



Public Comment Outreach Documentation

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- **Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-2020)**
- **Draft Amendment to the DVRPC *Connections 2040* Long-Range Plan (LRP)**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the above documents. The public comment period will open on May 27, 2016 and close at 5 p.m., June 27, 2016.

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The *Connections 2040* Long-Range Plan is the region's long-term vision for prioritizing transportation investments. DVRPC periodically amends the LRP to incorporate changes to regionally significant projects, reflect changes to the financial plan, and to maintain fiscal constraint of the LRP. The I-76 Integrated Corridor Management Project is proposed as an amendment to the Long-Range Plan at this time.

Please join us at a public meeting/information session on the Draft FY2017 TIP for Pennsylvania and Draft Amendment to the LRP.

**Tuesday, June 21, 2016
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the June 21st meeting. Please register by June 17, 2016 by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

Electronic copies of DVRPC's Draft PA TIP and LRP Amendment are available online at <http://www.dvrpc.org/TIP/Draft/> and <http://www.dvrpc.org/Connections2040/PublicComment/>, respectively. Hardcopies of DVRPC's Draft PA TIP and LRP Amendment are available in the DVRPC Resource Center and 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.

Written comments and questions may be submitted in one of three ways:

Electronically through a web application:

- PA TIP: <http://www.dvrpc.org/asp/TIPsearch/2017/PA/>
- Plan amendment: www.dvrpc.org/Connections2040/PublicComment

By Mail:

TIP/LRP Comments

c/o DVRPC Office of Communications and Engagement

190 N. Independence Mall West, 8th Fl.

Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for these documents must be received no later than 5:00 p.m. on June 27, 2016. Comments received via mail must be postmarked by June 27, 2016. Responses will not be provided unless comments are submitted in writing during the public comment period.

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) 592-1800.



SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY

NOTICE OF PUBLIC HEARING

FISCAL YEAR 2017 CAPITAL BUDGET

- I. The Southeastern Pennsylvania Transportation Authority (SEPTA) will conduct public hearings in the SEPTA Board Room at SEPTA Headquarters, 1234 Market Street, Mezzanine Level, Philadelphia, Pennsylvania 19107, at 11:30 A.M. and 5:00 P.M., on Monday, May 2, 2016. The purpose of the hearing is to consider the Authority's proposed Fiscal Year 2017 Capital Budget and Fiscal Years 2017-2028 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 2017 will be determined at the completion of the federal and state budget processes. SEPTA proposes to submit to its funding agencies a program of projects for funding consideration. SEPTA's final federal Section 5307 Program of Projects will be made available through the Delaware Valley Regional Planning Commission's Transportation Improvement Program (TIP) and in conjunction with the DVRPC's Public Involvement Process for the TIP.
- II. At the hearings, SEPTA will afford an opportunity for interested persons or agencies to be heard with respect to the social, economic and environmental aspects of the projects. Interested persons may submit orally, or in writing, evidence and recommendations. Speakers for the morning and evening sessions must register by 12:30 PM and 5:30 PM, respectively, on the day of the Public Hearings.

- III. Persons wishing to file written comments may forward them to the Director of Capital Budget and Grant Development, 9th Floor, 1234 Market Street, Philadelphia, PA 19107-3780. Comments must be received by May 5, 2016, so that they may be forwarded to the Hearing Examiner. Comments may also be sent via email to capbudget@septa.org.
- IV. Individuals in need of a sign language interpreter should contact the Director of the Capital Budget and Grant Development Department, at the address listed above by April 18, 2016.
- V. An audio version of the public hearing notice and summary will be available through the Associated Services for the Blind's website at www.asb.org and at the office of the Library for the Blind and Physically Handicapped, 919 Walnut Street, Philadelphia, PA 19107.
- VI. On or about April 1, 2016, members of the public may obtain a copy of the proposed Capital Budget and Program at SEPTA's website www.septa.org or by requesting, in writing, a copy from the Director of the Capital Budget and Grant Development Department at the address listed above.



Highlights

**FY2017 DRAFT TIP for Pennsylvania
(FY2017-2020)**



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 Delaware Valley Regional Planning Commission (DVRPC) fully complies with Title VI of the Civil Rights Act of 1964, the Civil Rights Restoration Act of 1987, Executive Order 12898 on Environmental Justice, and related

nondiscrimination statutes and regulations in all programs and activities. DVRPC's website, www.dvrpc.org, may be translated into multiple languages. Publications and other public documents can be made available in alternative languages and formats, if requested.

DVRPC public meetings are always held in ADA-accessible facilities and in transit-accessible locations when possible. Auxiliary services can be provided to individuals who submit a request at least seven days prior to a meeting. Requests made within seven days will be accommodated to the greatest extent possible. Any person who believes they have been aggrieved by an unlawful discriminatory practice by DVRPC under Title VI has a right to file a formal complaint. Any such complaint may be in writing and filed with DVRPC's Title VI Compliance Manager and/or the appropriate state or federal agency within 180 days of the alleged discriminatory occurrence. For more information on DVRPC's Title VI program, or to obtain a Title VI Complaint Form, please call (215) 592-1800 or email public_affairs@dvrpc.org.

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HIGHLIGHTS FOR THE DRAFT DELAWARE VALLEY REGIONAL PLANNING COMMISSION FY2017 TIP FOR PENNSYLVANIA

The Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania covers the counties of Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania. DVRPC prepares a major update to the Pennsylvania TIP every other year to coincide with the update of Pennsylvania Department of Transportation's fiscally constrained statewide Twelve-Year Program, and releases a draft program for a review and comment period prior to recommending it for adoption by the DVRPC Board. This year, the Public Comment period begins on May 27, 2016 and will close at 5 p.m. on June 27, 2016. See further details regarding the comment process at the end of this document.

DVRPC's mission is to proactively shape a comprehensive vision for the region's future growth. The agency does so by: providing technical assistance and services; conducting high priority studies that respond to the requests and demands of member states and local governments; fostering cooperation among various constituencies to forge a consensus on diverse regional issues; determining and meeting the needs of the private sector; and continuing public outreach efforts that promote two-way communication and enhance public awareness of regional issues and DVRPC.

WHAT IS THE TIP?

By way of congressional mandate, federal transportation legislation requires that DVRPC, as the Metropolitan Planning Organization (MPO) for the region, develop and update a Transportation Improvement Program or TIP in order for the region to be eligible to receive and spend federal transportation funds.

The TIP lists all transportation projects that intend to use federal funds, as well as state-funded capital projects that are transportation improvement priorities for this region. It is a multimodal, 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, or additional funding to the region must be identified. 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, utility, 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.

The TIP is a requirement of federal transportation legislation, most recently, the Fixing America's Surface Transportation Act (FAST Act), or Public Law (P.L.) 114-94. The FAST Act was signed into law on December 4, 2015 and will expire on September 30, 2020. The FAST Act is the first federal law in over ten years to provide long-term certainty for surface transportation funding, after multiple extensions of the Moving Ahead for Progress in the 21st Century Act (MAP-21) which began on October 1, 2012 and originally was set to expire on September 30, 2014. The FAST Act built on the initiatives established in MAP-21, the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), the Transportation Equity Act for the 21st Century (TEA-21), and the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). Transportation investment has been prescribed in a balanced approach through a guaranteed commitment to highways and bridges, public transit, safety, intermodal projects, and advanced technologies, such as Intelligent Transportation Systems.

PROGRAM SUMMARIES

The Draft DVRPC FY2017 TIP for Pennsylvania contains more than 370 projects (including the Interstate Management Program), totaling over \$5.3 billion for the phases to be advanced during the next four years, an average of over \$1.3 billion per year. Programmed funds include almost \$2 billion for projects primarily addressing the non-interstate highway system, and almost \$578 million for projects addressing the Interstate Management Program, resulting in an overall total for the Highway Program of over \$2.5 billion over four years. Additionally, there is a \$2.8 billion Transit Program for the Southeastern Pennsylvania Transportation Authority (SEPTA), Pottstown Area Rapid Transit (PART), and the Pennsylvania Department of Transportation (PennDOT) Bureau of Public Transit (BPT). Table 1 presents a funding summary for the DVRPC region by county and transit operator for each of the four TIP years, which includes federal, state, local and the Pennsylvania Statewide Interstate Management Program (IMP) funding for the DVRPC region. Tables 2 and 3 provide a breakdown of various state and federal funding sources and their distributions, including local matches. Figures 1 through 4 present this information in chart form.

Table 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000):

| | FY2017 | FY2018 | FY2019 | FY2020 | 4-YEAR TOTAL (FY17–20) |
|---|------------------|------------------|------------------|------------------|---------------------------|
| HIGHWAY PROGRAM | | | | | |
| Bucks County | 138,219 | 73,596 | 61,897 | 61,526 | 335,238 |
| Chester County | 46,314 | 51,456 | 40,647 | 83,144 | 221,561 |
| Delaware County | 77,410 | 66,722 | 46,113 | 85,954 | 276,199 |
| Montgomery County | 112,233 | 81,294 | 99,712 | 82,910 | 376,149 |
| Philadelphia County | 123,048 | 142,449 | 124,595 | 78,239 | 468,331 |
| Various Counties | 71,403 | 83,687 | 77,676 | 87,614 | 320,380 |
| Regional Highway Program Subtotal Cost | 568,627 | 499,204 | 450,640 | 479,387 | 1,997,858 |
| Interstate – Montgomery County | 5,504 | 9,496 | 163 | 4,190 | 19,353 |
| Interstate – Philadelphia County | 144,344 | 160,636 | 99,818 | 153,838 | 558,636 |
| Interstate Program Subtotal Cost | 149,848 | 170,132 | 99,881 | 158,028 | 577,989 |
| Regional Highway and Interstate Program Total Cost | 718,475 | 669,336 | 550,621 | 637,415 | 2,575,847 |
| TRANSIT PROGRAM | | | | | |
| SEPTA | 600,571 | 758,008 | 712,496 | 667,065 | 2,738,140 |
| Pottstown Area Rapid Transit | 2,240 | 3,635 | 2,235 | 2,235 | 10,345 |
| PennDOT Bureau of Public Transit | 2,750 | 1,500 | 55,000 | 0,000 | 59,250 |
| Transit Program Subtotal Cost | 605,561 | 763,143 | 769,731 | 699,300 | 2,807,735 |
| Grand Total Cost – 4-YEAR TIP | 1,324,036 | 1,432,479 | 1,320,352 | 1,306,715 | 5,383,582 |

SOURCE: DVRPC. 2016

Table 2: Cost by TIP and Interstate Funding Category (\$000)¹

| FUND TYPE | FY2017 | FY2018 | FY2019 | FY2020 | 4-YEAR TOTAL (FY17–20) | LFY 2021-2024 | LFY 2025-2028 | TOTAL LFYS 2021-2028 |
|----------------------------|----------------|----------------|----------------|----------------|------------------------------|------------------|------------------|----------------------------|
| HIGHWAY PROGRAM | | | | | | | | |
| Bridge State | 38,462 | 37,967 | 35,163 | 32,148 | 143,740 | 129,135 | 128,575 | 257,710 |
| Bridge State - Interstate | 6,182 | 5,951 | 3,082 | 6,446 | 21,661 | 15,265 | 5,374 | 20,639 |
| ARLE | 3,201 | 0 | 0 | 0 | 3,201 | 0 | 0 | 0 |
| Multimodal Trans. Fund | 147 | 0 | 750 | 0 | 897 | 0 | 0 | 0 |
| Highway State | 76,501 | 81,138 | 74,487 | 67,590 | 299,716 | 270,354 | 270,343 | 540,697 |
| Highway State - Interstate | 21,705 | 24,674 | 26,768 | 12,744 | 85,891 | 52,730 | 23,614 | 76,344 |
| Bridge Off | 12,244 | 12,244 | 12,244 | 12,244 | 48,976 | 48,976 | 48,976 | 97,952 |
| CAQ | 30,020 | 30,754 | 31,475 | 32,289 | 124,538 | 129,156 | 129,156 | 258,312 |
| TIIF | 3,400 | 4,000 | 0 | 0 | 7,400 | 0 | 0 | 0 |
| FLEX | 17,083 | 17,083 | 17,083 | 17,083 | 68,332 | 68,332 | 68,332 | 136,664 |
| HCB | 0 | 64 | 1,288 | 0 | 1,352 | 0 | 0 | 0 |
| HSIP | 12,754 | 13,208 | 13,653 | 14,159 | 53,774 | 56,636 | 56,636 | 113,272 |
| LOC | 19,805 | 17,883 | 15,358 | 11,006 | 64,052 | 30,424 | 348 | 30,772 |
| NHPP | 125,595 | 129,752 | 134,346 | 139,081 | 528,774 | 556,324 | 556,324 | 1,112,648 |
| NHPP - Interstate | 117,461 | 131,007 | 70,131 | 138,838 | 457,437 | 628,251 | 672,775 | 1,301,026 |
| Other | 961 | 475 | 0 | 0 | 1,436 | 0 | 0 | 0 |
| RRX | 774 | 673 | 427 | 536 | 2,410 | 315 | 0 | 315 |
| sHSIP | 10,499 | 6,284 | 0 | 0 | 16,783 | 0 | 0 | 0 |
| SPK-NHPP | 4,500 | 8,500 | 0 | 21,000 | 34,000 | 259,800 | 0 | 259,800 |
| SRTSF | 1,491 | 1,000 | 0 | 0 | 2,191 | 0 | 0 | 0 |
| STP | 26,964 | 27,400 | 27,743 | 28,248 | 110,355 | 112,992 | 112,992 | 225,984 |
| STU | 67,597 | 70,380 | 73,071 | 76,160 | 287,208 | 304,640 | 304,640 | 609,280 |
| SXF | 18,105 | 2,794 | 9,620 | 23,911 | 54,430 | 0 | 0 | 0 |
| TAP | 6,471 | 0 | 0 | 0 | 6,771 | 0 | 0 | 0 |
| TAU | 3,857 | 3,932 | 3,932 | 3,932 | 15,653 | 15,728 | 15,728 | 31,456 |
| TIGER | 0 | 10,265 | 0 | 0 | 10,265 | 0 | 0 | 0 |
| Toll | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TPK | 92,696 | 31,908 | 0 | 0 | 124,604 | 0 | 0 | 0 |
| Highway Subtotal | 718,475 | 669,336 | 550,621 | 637,415 | 2,575,847 | 2,679,058 | 2,393,813 | 5,072,871 |

SOURCE: DVRPC. 2016

¹The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See pie chart titled Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000) on page 6.

Table 3: Cost by Transit TIP Funding Category (\$000)²

| FUND TYPE | FY2017 | FY2018 | FY2019 | FY2020 | 4-YEAR TOTAL (FY17–20) | LFY 2021-2024 | LFY 2025-2028 | TOTAL LFYS 2021-2028 |
|------------------------|---------|---------|---------|---------|------------------------------|------------------|------------------|----------------------------|
| TRANSIT PROGRAM | | | | | | | | |
| 1513 | 1,100 | 1,150 | 1,150 | 1,150 | 4,550 | 1,150 | 1,150 | 2,300 |
| 1514 | 293,944 | 322,411 | 322,450 | 329,854 | 1,268,659 | 2,740,016 | 1,356,769 | 4,096,785 |
| 1517 | 100 | 50 | 50 | 50 | 250 | 50 | 50 | 100 |
| 341 | 550 | 300 | 11,000 | 0 | 11,850 | 0 | 0 | 0 |
| 5307 | 105,327 | 108,033 | 125,661 | 109,936 | 448,957 | 872,858 | 436,914 | 1,309,772 |
| 5324 | 19,702 | 0 | 0 | 0 | 19,702 | 0 | 0 | 0 |
| 5337 | 117,903 | 119,938 | 148,001 | 124,099 | 509,941 | 992,792 | 496,396 | 1,489,188 |
| 5339 | 7,259 | 7,451 | 7,649 | 7,852 | 30,211 | 62,816 | 31,408 | 94,224 |
| LOC | 26,640 | 21,011 | 21,010 | 21,003 | 89,664 | 167,320 | 83,718 | 251,038 |
| Other | 0 | 150,000 | 100,000 | 50,000 | 300,000 | 0 | 0 | 0 |
| PTAF 44 | 33,036 | 32,799 | 32,760 | 25,356 | 123,951 | 101,662 | 64,071 | 165,733 |
| Transit Subtotal | 605,561 | 763,143 | 769,731 | 669,300 | 2,807,735 | 4,938,664 | 2,470,476 | 7,409,140 |

SOURCE: DVRPC. 2016

Table 4: Grand Total Cost 4-Year Highway and Transit Program

| PROGRAM | FY2017 | FY2018 | FY2019 | FY2020 | 4-YEAR TOTAL (FY17–20) | LFY 2021-2024 | LFY 2025-2028 | TOTAL LFYS 2021-2028 |
|--|-----------|-----------|-----------|-----------|------------------------------|------------------|------------------|----------------------------|
| GRAND TOTAL COST – 4 YEAR HIGHWAY AND TRANSIT PROGRAM | | | | | | | | |
| Highway | 718,475 | 669,336 | 550,621 | 637,415 | 2,575,847 | 2,679,058 | 2,393,813 | 5,072,871 |
| Transit | 605,561 | 763,143 | 769,731 | 669,300 | 2,807,735 | 4,938,664 | 2,470,476 | 7,409,140 |
| DVRPC Total | 1,324,036 | 1,432,479 | 1,320,352 | 1,306,715 | 5,383,582 | 7,617,722 | 4,864,289 | 12,482,011 |

SOURCE: DVRPC. 2016

²The funds that are highlighted in green are state transportation funds; the funds highlighted in blue are FHWA funds; the funds highlighted in purple are local/other funds. See pie chart titled Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000) on page 6.

Figure 1: Cost Summary by County and Transit Operator in Pennsylvania (\$000)

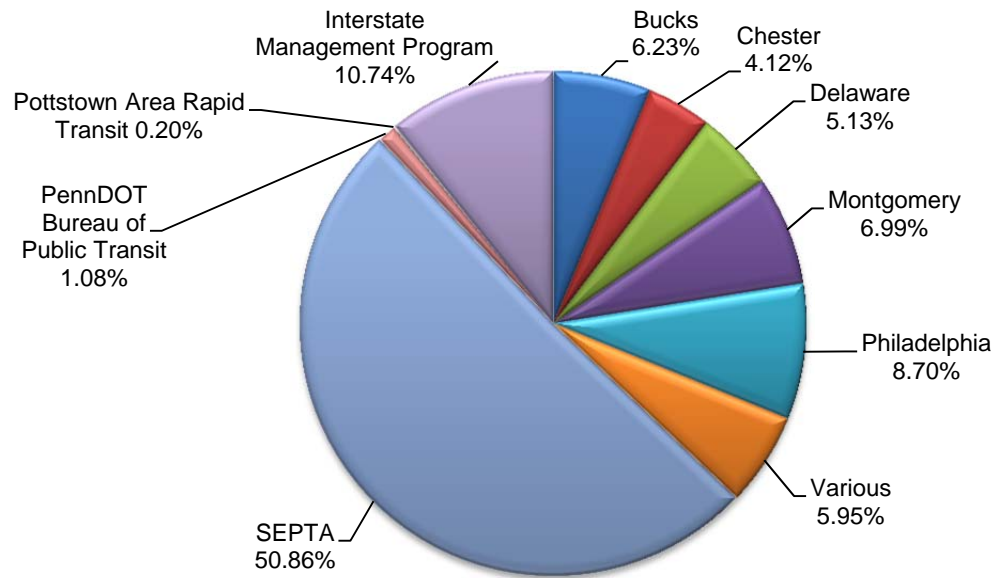
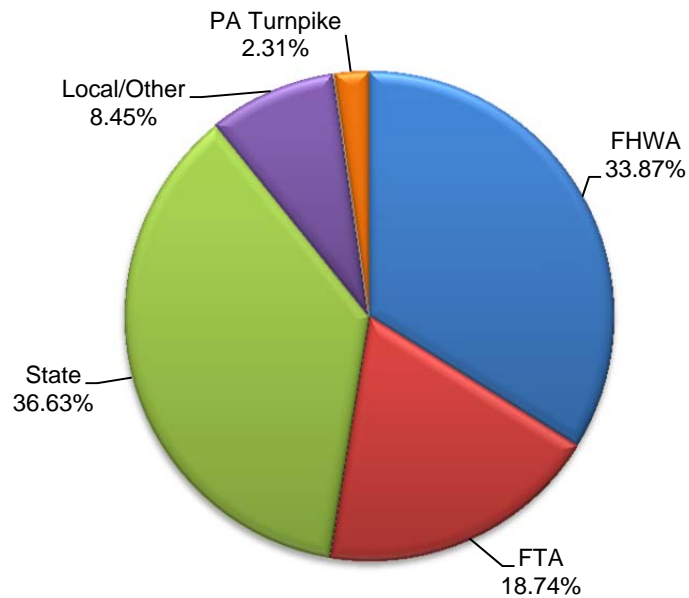


Figure 2: Cost Summary by Funding Source in Pennsylvania (\$000)



SOURCE: DVRPC, 2016

Figure 3: Four-Year DVRPC Regional Highway Program Cost by Phase

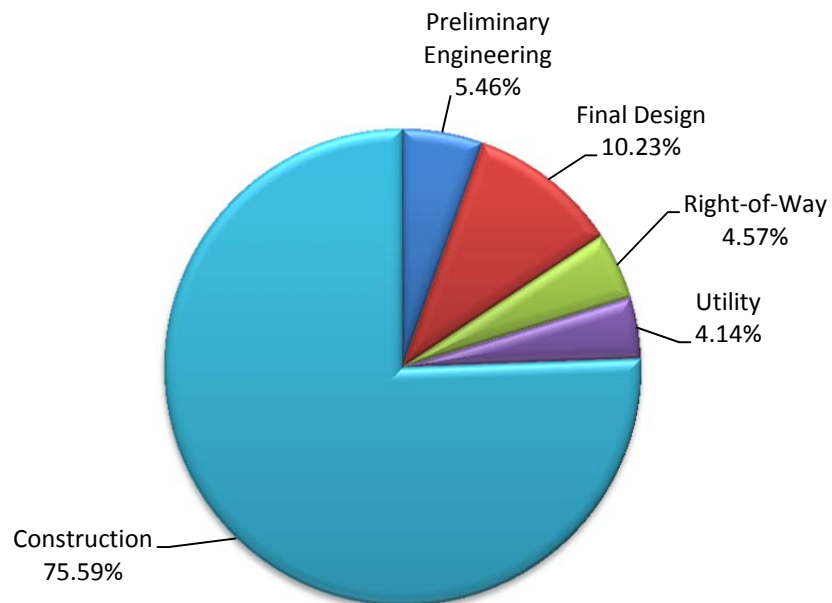
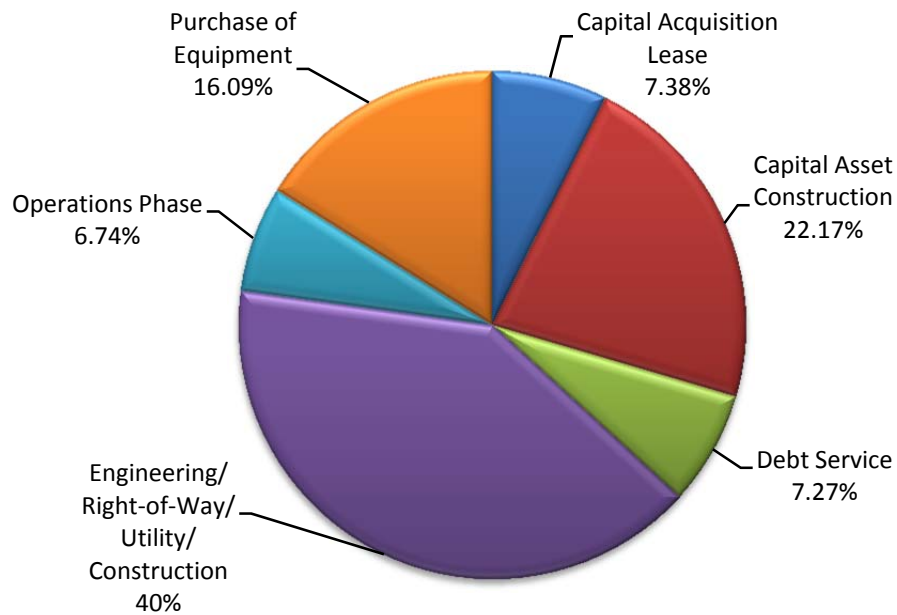


Figure 4: Four-Year DVRPC Regional Transit Program Cost by Phase



SOURCE: DVRPC, 2016

MAPPING APPLICATION AND LISTINGS OVERVIEW

MAPPING APPLICATION AND GEOGRAPHIC INFORMATION SYSTEMS

For the first time, the Draft TIP will not contain printed static maps in the document. Due to the ever-changing nature of the TIP, the maps are out-of-date by the time the TIP is printed and distributed. For this reason, DVRPC suggests using the TIP Web Search Tool, www.dvrpc.org/TIP, as the primary mapping function to show the location of mappable projects for the highway, transit, and Interstate projects.

Different types of projects, such as intersection improvements, bridge replacements, or transit facilities, are shown using various colors and symbols in the TIP Web Search Tool. Certain types of projects, such as roadway landscaping, lease payments for the use of railroad tracks, or preliminary studies, are not mapped. These projects are listed in a drop-down list under the heading “TIP Projects Not Mapped.”

The TIP Web Search Tool has been enhanced to include more robust data sets. Overlays of Planning Areas, Planning Centers, Freight Centers, CMP Corridors, Indicators of Potential Disadvantage (IPD), as well as a “search by address or location” function have been added. To go along with the more robust TIP Web Search Tool, DVRPC has made TIP Geographic Information System (GIS) data available as well. GIS is an important planning tool that supports state, regional, county, and local planning and technical efforts. Nearly all planning activities incorporate GIS technology, whether it is for data collection and storage, or analysis and presentation. GIS allows planners to view and query spatial data, perform advanced analysis to discover relationships, patterns, and trends, and effectively present information to decision-makers and the public.

Downloadable GIS point and line location features for TIP projects in the current adopted Pennsylvania and New Jersey TIPs, as well as formal TIP Actions that the DVRPC RTC and Board vote take are available via DVRPC’s GIS Data webpage and GIS Portal, www.dvrpc.org/mapping/data. The *GIS Portal* contains other GIS data, such as boundaries, demographic, planning, and transportation data, that could be helpful in understanding the TIP.

DVRPC REGIONAL HIGHWAY AND TRANSIT PROGRAMS

This document includes various project listings. The project listings include the Pennsylvania Highway, Transit, and Interstate Management Programs.

The project listings are grouped by county and transit operator. Tables 5 through 12 include highway projects for Bucks, Chester, Delaware, and Montgomery counties; the City of Philadelphia; and a listing of projects that apply to more than one county. Table 13 includes transit projects for PennDOT’s BPT, SEPTA, and PART. Finally, Table 14 includes the Interstate Management Program (IMP). Within each county grouping, individual highway and transit projects are listed numerically by DOT ID number (MPMS).

Projects bolded are “NEW” to the TIP. **Projects bolded with an asterisk (*)** are “NEW-B” projects that have been “broken out of,” or derived from, an existing TIP project. ***Projects bolded and italicized*** are projects indicated as “**RETURN**,” which were previously programmed in a prior TIP, but through a variety of circumstances have returned to the FY2017 TIP. For full project descriptions, please see the Draft DVRPC FY2017 TIP for Pennsylvania at www.dvrpc.org/TIP/Draft/.

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 5: Bucks County Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|---------------------------------------|--|---------------|---|
| HIGHWAY PROGRAM – BUCKS COUNTY | | | |
| 12923 | Bristol Road Extension | 64781 | Swamp Road/Pennswood Road Bridge Over Branch of Neshaminy Creek |
| 12931 | Worthington Mill Rd Br (Bridge) | 70218 | Delaware Canal Pedestrian Tunnel |
| 12965 | Lawn Avenue | 74827 | Delaware Canal Enhancement |
| 13014 | Clay Ridge Road Bridge Over Beaver Creek (CB #30) | 78516 | Bridge Replacement Brownsville Road |
| 13240 | Old Bethlehem Road Bridge Over Kimples Creek | 86860 | PA 611 Bridge Over Cooks Creek |
| 13248 | Walnut Street Bridge Over Perkiomen Creek (CB #13) | 86923 | PA 309, Sellersville Bypass, Resurfacing (PM1) |
| 13249 | Stone Bridge Road (Bridge) | 88083 | Stoopville Road Improvements - Phase 2 |
| 13296 | Rickert Road Bridge Over Morris Run Creek (CB #21) | 90327 | River Rd o/ Trib Delaware (Bridge) |
| 13347 | I-95, PA Turnpike Interchange (TPK) - STAGE 1 and Stage 2 (Design Only -PTC portion) | 92741 | Main St o/Br Perkiomen Cr (Bridge) |
| 13377 | Main St over SEPTA (Bridge) | 93444 | Route 1 Improvement-South (Section RC1) |
| 13440 | Allentown Road and PA 663 Bridges (2) Over Licking Creek | 93445 | Route 1 Improvement-North (Section RC2) |
| 13549 | US 1 (Bridges) Design (Section 03S) | 93446 | Route 1 Improvement Frontage Corridor (Section RC3) |
| 13606 | Hulmeville Avenue Bridge Over Conrail | 95439 | I-95, PA Turnpike Interchange (TPK)- Section D10 |
| 13607 | Upper Ridge Road Bridge Over Unami Creek | 95444 | I-95, PA Turnpike Interchange (TPK)- Section D20 |
| 13635 | Oxford Valley Road/Lincoln Highway Intersection Improvements | 96221 | Multi-Modal Enhancements to New Britain Station |
| 13716 | Headquarters Road Bridge Over Tinicum Creek | 97991 | Doylestown Township Signals Upgrade (ARLE 3) |
| 13727 | Bristol Road Intersection Improvements | 98221 | Stock's Grove Road over Beaver Creek (CB# 333) |
| 17918 | I-95, Transit Improvements/FLEX (Cornwells Heights) | 102272 | Holland Road at Buck Road and Route 532 |
| 49315 | Portzer Road Roundabout | 102830 | Neshaminy Greenway Trail (Bristol to Upper State) (TAU) |
| 50634 | County Line Road Restoration (M04)(3R) | 102831 | Solebury Route 202 Gateway Trail (TAP) |
| 57619 | Route 313 Corridor Improvements | 104298 | Lower State Road to 202 Parkway Connector Trail |
| 57624 | Woodbourne Road (SR 2033) and Langhorne-Yardley Road (SR 2049) Improvements | 104302 | Route 13 Streetscape - Croydon Section Phase 2 |
| 57625 | Route 232, Swamp Road Safety Improvements | 104365 | New Falls Road |
| 57635 | Quakertown Joint Closed Loop Signal System | 104607 | SR 2093 Railroad LED Lights |
| 64779 | County Line Road Widening | 106989 | SR001 @ SR 0032 Interchange |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 6: Chester County Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|---|--|----------------|--|
| HIGHWAY PROGRAM – CHESTER COUNTY | | | |
| 14134 | West Bridge Street Bridge Over Amtrak | 90612 | Boot Road o/ Amtrak (Bridge) |
| 14236 | Little Washington Road Bridge Over Culbertson Run | 92146 | State Road o/ Elk Creek |
| 14327 | PA 926 Bridge Over Brandywine Creek | 92733 | Downingtown Pk over/E Branch Brandywine (Bridge) |
| 14351 | Rudolph and Arthur Covered Bridge On Camp Bonsul Road over Big Elk Creek | 95430 | US 202 at SR 926 Intersection Improvement |
| 14354 | Chestnut Street Bridge Over Amtrak/SEPTA R5 Rail Line | 98004 | East Whiteland Township Signal Backup (ARLE 3) |
| 14541 | US 1, Baltimore Pike Widening | 98096 | PA 41 & Newark Rd Improvements |
| 14580 | US 1 Expressway Reconstruction (Southern Section) | 98223 | Creek Road over Pickering Creek |
| 14581 | US 1 Expressway Reconstruction (Northern Section) | 98224 | Spring City Road over Stony Run |
| 14698 | US 422, Reconstruction (M2B) | 102292 | SR 0100/Temple Road/Glocker Way Adaptive Traffic Control Management (ARLE 4) |
| 47979 | Paoli Trans Ctr Rds Improvements/Darby Rd Bridge | 102708 | PA 41 at PA 841 Improvements |
| 57659 | French Creek Parkway - Phase 1 | 102709* | PA 41 & SR 926 Improvements |
| 57664 | Newark Road Intersection Improvements | 102832 | Kennett and New Garden Townships Sidewalk Project (TAP) |
| 59434 | Schuylkill River Trail (Q20) | 102833 | Village of Eagle Trail Connections (TAP) |
| 61885 | Schuylkill River Trail (Mont Clare Bridge)(Q42) | 103210 | Hillendale Road Grade Crossing |
| 64220 | US 422 Expressway Reconstruction (M03) | 103212 | Fairville Road Grade Crossing |
| 69919 | PA 372, Lower Valley Road Bridge Over Officers Run | 103213 | Bayard Road Grade Crossing |
| 80042 | PA 100, Corridor Safety Improvements | 103214 | Hickory Hill Grade Crossing |
| 81286 | Creek Rd o/ E Brandywine (PA 282) (Bridge) | 103215 | Chambers Road Grade Crossing |
| 84884 | US 30, Coatesville Downingtown Bypass (CWR-Western Section) | 104303 | East Central Avenue Multi-Use Trail |
| 85949 | SR 896 Safety Improvement | 105755* | PA 41/Chatham Village Gateway |
| 86064 | Hadfield Road Bridge Over Beaver Creek (CB #244) | 106265* | US30 ITS |
| 86696 | Watermark Road Bridge Over Muddy Run (CB #21) | 107176 | Paoli Pike Trail, Segment C (TAP) |
| 87781 | US 30, Coatesville Downingtown Bypass (CER-Eastern Section) | | |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 7: Delaware County Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|--|----------------|--|
| HIGHWAY PROGRAM – DELAWARE COUNTY | | | |
| 14891 | Darby Road/Paoli Road Bridges (2) Over Little Darby Creek and Wigwam Run | 86370 | Tribbitt Avenue Bridge Over Hermesprota Creek (CB #237) |
| 15008 | Folcroft Avenue Bridge Over Amtrak/SEPTA Wilmington/Newark Rail Line | 87119 | Nether Providence Township Sidewalks (SRTSF-Round 1/TAP) |
| 15183 | Station Road Bridge Over Chester Creek (CB #234) | 90128 | PA252 o/ Springton Reservior (Bridge) |
| 15225 | Ardmore Avenue Bridge Over SEPTA and Cobbs Creek | 92323 | Wanamaker Ave o/ Darby Ck (Bridge) |
| 15251 | US 1 and PA 352 Interchange, Intersection, and Roadway Improvements | 92808 | Marshall Rd o/ Cobbs Crk (Bridge) |
| 15368 | MANOA RD:BRG OVER CK (Bridge) | 95429 | US 202 and US 1 Loop Road |
| 15406 | PA 452, Market Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line | 98216 | Michigan Ave over Little Crum Creek (CB# 210) |
| 47147 | 3rd Street Dam Over Broomall Lake | 98217 | Hilldale Road over Darby Creek (CB# 149) |
| 47992 | New Road Over West Branch of Chester Creek (Crozierville Bridge) | 98218 | South Avenue over Muckinipattis Creek (Mulford Bridge) (CB# 142) |
| 47993 | 7th Street Bridge Over Chester Creek (CB#186) | 102834 | Pedestrian and Bicycle Accessibility Enhancements (TAP) |
| 57757 | Morton Avenue / Swarthmore Avenue Intersection Improvements and Morton Avenue Sidewalk | 102835 | Hillside Road Pedestrian Safety Improvements (TAP) |
| 57773 | Lloyd Street Bridge Over Amtrak/SEPTA Wilmington Newark Rail Line (CB) | 103216 | Jansen Avenue Grade Crossing |
| 64790 | MacDade Boulevard Closed Loop Signal System | 103217 | Main Street Grade Crossing |
| 64791 | PA 420, Kedron Avenue | 104308 | Walkable Wallingford - Copples Lane Sidewalk |
| 69665 | South Creek Road Bridge Over Brandywine Creek | 104343* | US 322 over CSX |
| 69816 | US 322, US 1 to Featherbed Lane (Section 101) | 104465 | Langford Run Road (PA3/I-476/Lawrence Rd) |
| 69817 | US 322, Featherbed Lane to I-95 (Section 102) | 104610 | Erickson Avenue Grade Crossing |
| 70228 | I-476, MacDade Boulevard Ramp Improvements | 105074 | Chester Safety Cameras |
| 79329 | Bridgewater Road Extension | 107177 | Moore Road Sidewalk Project (TAP) |
| 86368 | Mount Alverno Road Bridge Over Chester Creek (CB #9) | 107178 | Springfield Township Sidewalk Improvements (TAP) |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 8: Montgomery County Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|--|--------------|---|
| HIGHWAY PROGRAM – MONTGOMERY COUNTY | | | |
| 16150 | Tookany Creek Parkway Bridge Over Tookany Creek (CB) | 57851 | Plank Road/Otts Road/Meyers Road/Seitz Road Intersection Improvements |
| 16214 | PA 611, Old York Road Over SEPTA R3 | 57865 | Edge Hill Road Reconstruction |
| 16216 | Pennswood Road Bridge Over Amtrak/SEPTA R5 Rail Lines | 63486 | US 202, Johnson Highway to Township Line Road (61S) |
| 16239 | NEW HANOVER SQ RD BR | 63490 | US 202, Township Line Road to Morris Road (61N) |
| 16334 | PA 73, Church Road Intersection and Signal Improvements | 63491 | US 202, Morris Road to Swedesford Road (65S) |
| 16396 | Church Road Bridge Over Norristown High Speed Line (CB) | 63493 | PA 309, 5-Points Intersection Improvements (71A) (Old US 202, 5-Points Intersection Improvements (71A)) |
| 16408 | Fruitville Road Bridge Over Perkiomen Creek (CB #232) | 64795 | Belmont Rd/Rock Hill Rd Widening: I-76 Ramps to Rock Hill Road |
| 16577 | Ridge Pike, Butler Pike to Crescent Avenue Reconstruction and Signal Upgrade | 64798 | North Narberth Avenue Bridge Over Amtrak/SEPTA (CB) |
| 16599 | PA 320 at Hanging Rock | 65910 | Ambler Streetscape/Station Landscaping (TE) |
| 16610 | Ashmead Road Bridge Over Tookany Creek (CB) | 66952 | PA 23/Valley Forge Road and North Gulph Road Relocation (2NG) |
| 16658 | Old Forty Foot/Skipack (Bridge) | 70197 | US 422, (New) Expressway Bridge Over Schuylkill River (SRB) |
| 16665 | US 202, Markley Street Southbound (Section 500) | 72355 | Valley Green Road Bridge Over Wissahickon Creek |
| 16705 | Chester Valley Trail Extension (C036) | 74807 | North Broad Streetscape Improvements |
| 16726 | WarminsterRd/Pennypack Ck (Bridge) | 74816 | Whitemarsh Street Imprv (TE) |
| 16738 | US 422 Expressway Section M1B | 77211 | PA 309 Connector: Allentown Road to Souderton Pike (HT2) |
| 16741 | Swamp Road at PA 663 | 78736 | E King St O/Manatawney Cr (Bridge) |
| 36878 | Reliance Rd Grade X-ing | 79864 | Lafayette Street, Barbados Street to Ford Street Widening (MGN) |
| 48172 | PA 23 Moore to Allendale and Trout Crk Rd Bridge | 80021 | US 202, Markley Street Improvements (Section 510) |
| 48174 | PA 63, Welsh Rd. | 80052 | Fetters Mill Bridge Over Pennypack Creek |
| 48175 | Ridge Pike, PA Turnpike to Butler Pike | 83643 | Limekiln Pike (Bridge)o/SEPTA RR |
| 48187 | Henderson/Gulph Road Widen near I-76 Ramps | 83742 | Keim Street Bridge Over Schuylkill River |
| 50646 | PA 63 Bridges (3) Over Unami Creek and East Branch of Perkiomen | 84308 | US 422 "S" Curve/Stowe Interchange |
| 57849 | PA 29, Main Street Bridge Over Reading Railroad Tracks (Removal) | 86336 | Congo Road Bridge Replacement |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 9: Montgomery County Project List (continued)

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|---|----------------|--|
| HIGHWAY PROGRAM – MONTGOMERY COUNTY | | | |
| 86924 | PA 422, Resurfacing (PM2) | 105134 | First Ave Linear Park/Streetscape |
| 87099 | Upper Gwynedd Township Improvements (SRTSF) - Round 1 | 102837 | Liberty Bell Trail Connection (TAP) |
| 89340 | MontCo Bridge Rehab Group S | 104278 | Walk and Bike Pottstown - Phase 3 |
| 92807 | PA 73 - Skippack Pike Bridge Replacement | 104280 | First Avenue Road Diet (TAP) |
| 92839 | Ridge Pike/two RR Bridges | 104281 | Elkins Park West Commercial District Streetscape |
| 98225 | Butler Pike over Prophecy Creek | 104282 | Virginia Drive Road Diet and Trail (TAP) |
| 102273 | Second Collegeville Bridge Crossing | 105803* | PA 309 Connector: Souderton Pike to PA 309 (HT3) |
| 102836 | Walk and Bike Pottstown Phase 1 & 2 (TAP) | 106326 | Union Street Grade X-ing |
| 104309 | School Zoning Signalization | 107179 | Fort Washington Office Park, Cross County Trail Final Segment (TAP) |
| 87099 | Upper Gwynedd Township Improvements (SRTSF) - Round 1 | 107180 | Powerline Trail Connection - Phase 1 (TAP) |

Table 10: Philadelphia County Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|--|--------|--|
| HIGHWAY PROGRAM – PHILADELPHIA COUNTY | | | |
| 17407 | Erie Ave o/ Conrail (Bridge) | 61712 | North Delaware Riverfront Greenway/Heritage Trail/K&T Line Item |
| 17409 | Coulter St/SEPTA *B2 | 62694 | Passyunk Avenue Drawbridge Over the Schuylkill River |
| 17511 | City Ave o/ SEPTA (Bridge) | 69828 | Market Street Bridges (2) Over Schuylkill River and CSX Railroad (MSB) |
| 17622 | Adams Avenue Bridge Over Tacony Creek | 69909 | Willits Road Bridge Over Wooden Bridge Run |
| 17697 | Island Avenue Signal Upgrade | 69913 | Grays Ferry Avenue Bridge Over Schuylkill River |
| 17782 | I-95 & Aramingo Ave., Adams Ave. Connector | 69914 | Fifth Street over Conrail (Bridge) |
| 17816 | Chestnut Street Bridges, Ramps, (8) at 30th Street | 70231 | Swanson Street Reconstruction |
| 17821 | I-95, Shackamaxon Street to Ann Street (GIR) - Design | 70243 | American Street Streetscape (TIGER) |
| 46956 | North Delaware Avenue Extension | 72597 | Ben Franklin Bridge Philadelphia Operational Improvement |
| 46958 | Philadelphia Naval Shipyard Access | 74828 | American Cities/Safe Routes to School - Phase 3 |
| 46959 | I-95 Design Review Manager | 75804 | University Av/CSX Rail (Bridge) |
| 57276 | Montgomery Avenue Bridge over Amtrak at 30th Street (CB) | 77475 | Philadelphia School Zone Safety Improvements (HTSSRS) - Phase 2 |
| 57901 | Lincoln Drive (3R) | 78764 | W Girard Ave O/CSX (Bridge) |
| 57902 | City Wide 3R Betterments | 79686 | I-95, Columbia Avenue to Ann Street (GR1) |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

HIGHWAY PROGRAM BY MPMS

Table 11: Philadelphia County Project List (continued)

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|---|----------------|---|
| HIGHWAY PROGRAM – PHILADELPHIA COUNTY | | | |
| 79832 | North Delaware Riverfront Greenway project, Sec 3 | 103219 | Blue Grass Road Grade Crossing |
| 79911 | I-95: Allegheny Ave Interchange Advance Contract (AFI) | 103563* | I-95: Bridge Street Ramps (Section BS5) |
| 80054 | Bridges Over Vine Street Expressway (I-676) (PAB) | 104179 | Philadelphia Traffic Calming (ARLE 5) |
| 80104 | Henry Ave Corridor Safety Improvements, Phase 1 | 104284 | Frankford Creek Greenway Section 1 |
| 81292 | Frankford Av/Frankford Ck (Bridge) | 104367 | Robbins Ave ISIP |
| 83736 | Roosevelt Blvd over Wayne Junction (WAV) | 104368 | Cottman Ave ISIP |
| 85417 | Allegheny Avenue Safety Improvements | 104381 | Levick Street ISIP |
| 87107 | School District of Philadelphia Improvement (SRTSF) - Round 1 | 104385 | Ridge Ave ISIP |
| 88085 | Byberry Road Bridge Replacement | 105092 | Citywide Resurfacing 104 |
| 91490 | Expressway Service Patrol - Philadelphia | 105290 | Ben Franklin Bridge Operational Improvements |
| 92554 | Ridge Ave Over Amtrak (Bridge) | 105488 | Citywide Resurfacing 105 |
| 92809 | Roosevelt Blvd Exit (Bridge) | 106362 | Westmoreland Street over Conrail (TIGER) |
| 96109 | City ADA Ramps Project | 106708 | I-95 Planning Assistance |
| 96223 | Philadelphia Signal Retiming | 106991 | 5th Street Signal Improvements |
| 98229 | 59th Street over AMTRAK | 106992 | 2nd Street Signal Improvements |
| 98230 | Tabor Road over Tacony Creek | 106993 | Frankford Ave Signal Improvements |
| 102102 | North Delaware Avenue Phase 1B | 106994 | Rising Sun Ave Signal Improvements |
| 102134 | Henry Ave Corridor Safety Improvements, Phase 2 | 106995 | Castor Ave Signal Improvements |
| 102274 | Schuylkill River Swing Bridge (TIGER) | 107181 | Cheltenham-Greene Plaza Reconstruction (TAP) |
| 102280 | Broad Street Pedestrian Crossing Improvements (ARLE 4) | 107182 | City of Philadelphia SRTS (Non-infrastructure) (TAP) |
| 102281 | L.E.D. Street Light Improvement Program (ARLE 4) | 107183 | Make Way for Children, Expanding Pedestrian Infrastructure to Philadelphia Schools (TAP) |
| 102839 | South Philadelphia Neighborhood Bikeway (TAP) | 107197 | Manayunk Bridge Trail Site Amenities (TAP) |
| 103218 | Ashton Road Grade Crossing | 107198 | Safe Spaces for Cyclists: Building a Protected Bicycle Network (TAP) |

Table 12: Various Counties Project List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|---|--|---------------|---|
| HIGHWAY PROGRAM – VARIOUS COUNTIES | | | |
| 17876 | Road/Resurfacing/Rehabilitation | 83743 | ADA Ramps Line Item |
| 17891 | RideECO Mass Marketing Efforts | 84318 | CAQ Reserve Line Item |
| 17900 | Mobility Alternatives Program (MAP)/Share a Ride Program (SAR)/(HER) | 84457 | Signal Retiming Program |
| 17928 | Air Quality Partnership | 86077 | Update Travel Simulation - DVRPC |
| 48197 | CSX Trenton Line Clearance Project | 89337 | Bridge Rehab Group R |
| 48199 | Transportation Management Associations (TMA) | 92182 | Expressway Service Patrol - Suburban Counties (2013-2016) |
| 48201 | DVRPC Competitive CMAQ Program | 95447 | County Bridge Line Item |
| 48202 | Regional GIS Support - DVRPC | 97311 | Transportation Community Development Initiative (TCDI) Administration |
| 57927 | Regional Safety Initiatives (HSIP) | 102105 | Municipal Bridge Line Item |
| 63406 | <i>Retrofit for Bike Lanes and Shoulders</i> | 102106 | Structurally Deficient Bridge Line Item |
| 64652 | Transportation Community Development Initiative (TCDI) | 102107 | Bridge On Demand Line Item |
| 64984 | Transportation Alternatives Program (TAP) Line Item | 102275 | Study Line Item |
| 65109 | Transit Flex - SEPTA | 102321 | District Wide Bridge Rehab Group Q |
| 66460 | TAP Project Engineering and Management - DVRPC | 102665 | Signal Upgrade Line Item |
| 66461 | CMAQ Project Engineering and Management - DVRPC | 104363 | ISIP Open End Project |
| 72738 | Intelligent Transportation Systems (ITS) Including RIMIS - DVRPC | 104364 | RDIP Open End Project |
| 75854 | District Program Management Services "A" | 104639 | Travel Monitoring |
| 75855 | District Program Management Services "B" | 105291 | The Circuit Line Item |
| 79927 | Highway Reserve Line Item-STP | 106648 | Sink Holes Line Item |
| 79929 | Bridge Reserve Line Item | 106649 | Stormwater Permits/Environmental Mitigation |
| 79980 | STU Reserve Line Item | 106651 | Sign Structure Repair |
| 80093 | I-76, Regional Travel Information | 106654 | I-95 Transportation Demand Mgt (TMA) |
| 82216 | NHPP Reserve Line Item | 106990 | District Roundabout Program |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

TRANSIT PROGRAM BY MPMS

Table 13: Transit Program List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|---|---|-------------------------------------|--|
| SOUTHEASTERN PENNSYLVANIA TRANSPORTATION AUTHORITY - SEPTA | | POTTSTOWN AREA RAPID TRANSIT | |
| 15407 | Villanova Intermodal Station | 59935 | Capital Operating Assistance - Pottstown Area Rapid Transit (PART) |
| 59966 | Capital Asset Lease Program | 95739 | Transportation Capital Improvements |
| 59973 | Utility Fleet Renewal Program - Non Revenue Vehicles | | |
| 60275 | Debt Service | PENNDOT | |
| 60317 | Federal Preventive Maintenance | 93586 | Downingtown Train Station Rehabilitation |
| 60335 | City Hall / 15th Street Stations | | |
| 60540 | Parking Improvements | | |
| 60574 | Paoli Transportation Center | | |
| 60582 | Vehicle Overhaul Program | | |
| 60599 | Paratransit Vehicle Purchase | | |
| 60611 | SEPTA Key (Fare Collection System/New Payment Technologies) | | |
| 60636 | Elwyn to Wawa Rail Restoration | | |
| 60638 | Regional Rail Car, Locomotive, and Trolley Acquisition | | |
| 60651 | Substations and Power Improvements | | |
| 60655 | Levittown Station | | |
| 73214 | Ardmore Transportation Center | | |
| 77183 | Transit and Regional Rail Station Program | | |
| 90497 | Infrastructure Safety and Renewal Program | | |
| 90512 | SEPTA Bus Purchase Program | | |
| 93588 | Exton Station | | |
| 95402 | Bridge Program | | |
| 102565 | Track Improvement Program | | |
| 102567 | Roof Program | | |
| 102569 | Maintenance & Transportation Facilities | | |
| 102571 | Communications, Signals, & Technology | | |
| 103626 | Resiliency Program | | |
| 105572 | Lansdale Area Improvements | | |
| 107011 | Safety and Security Improvements | | |

DVRPC FY2017-2020 TIP PROJECTS FOR PENNSYLVANIA

INTERSTATE MANAGEMENT PROGRAM BY MPMS

Table 14: Interstate Management Program List

| MPMS # | PROJECT TITLE | MPMS # | PROJECT TITLE |
|--|---|--------|---|
| INTERSTATE MANAGEMENT PROGRAM - DELAWARE COUNTY | | | |
| 15477 | I-95/322/Conchester Hwy. Interchange/Impvts. (322) | | |
| INTERSTATE MANAGEMENT PROGRAM – MONTGOMERY COUNTY | | | |
| 90099 | I-76 o/ Righters Ferry Rd (Bridge) | 106662 | I-76 Integrated Corridor Management |
| 91571 | I-76 o/ Mill Cr & Mill Rd (Bridge) | | |
| INTERSTATE MANAGEMENT PROGRAM – PHILADELPHIA COUNTY | | | |
| 47811 | Bridge Street Design (Section BSR)(IMP) | 83640 | I-95: Shackamaxon Street to Columbia Avenue (GR2) (IMP) |
| 47812 | I-95: Betsy Ross Interchange (BRI) - Design(IMP) | 92289 | I-95 Consultant Mgmt |
| 47813 | I-95: Ann Street to W heatsheaf Lane (AFC) | 98207 | I-95 Congestion Management |
| 79685 | I-95: Cottman-Princeton Main Line and Ramps (CP2) (IMP) | 103553 | I-95: Race-Shackamaxon 2 (GR6) |
| 79826 | I-95 Northbound: Columbia-Ann St N (GR3) | 103555 | I-95 Corridor ITS (GR8) |
| 79827 | I-95 Southbound: Columbia-Ann St N (GR4) | 103557 | I-95N Ann St-W heatsheaf Lane (AF3) |
| 79828 | I-95: Race - Shackamaxon (GR5) | 103560 | I-95 Besty Ross Conrail Brdgs (BR5) |
| 79903 | I-95: Betsy Ross Bridge Ramps Construction (BR0) (IMP) | 103561 | I95 Betsy Ross Int. Drainage (BR6) |
| 79904 | I-95: Betsy Ross Section Overhead Bridges, Ramps, Adams Ave (BR2) | 103562 | I-95 B.Ross Rmps/Adms Ave Cnn (BS4) |
| 79905 | I-95: Betsy Ross Mainline (BR3) | 105796 | Philadelphia Pump Station Upgrades |
| 79908 | I-95: Kennedy to Levick (Section BS1) (IMP) | 103558 | I-95SB: Ann St -W heatsheaf Lane (AF4) |
| 79910 | I-95: Margaret to Kennedy (Section BS2) (IMP) | 103559 | I-95 Btsy Rss Mainln SB (BR4) |
| 79912 | I-95: Allegheny Ave Inter (AF2) | | |

LEARN MORE AND SHARE YOUR IDEAS!

DVRPC encourages the public to provide comments about the Draft TIP and specific projects to state, county, transit, and DVRPC staff through its ongoing public involvement process.

THE PUBLIC COMMENT PERIOD FOR THE DRAFT DVRPC FY2017 TIP FOR PENNSYLVANIA IS OPEN AS OF MAY 27, 2016 AND WILL CLOSE ON JUNE 27, 2016 AT 5:00 P.M. (EST).

COMMENTS SHOULD BE SUBMITTED ONLINE VIA THE TIP COMMENT/SEARCH/MAP APPLICATION AT www.dvrpc.org/asp/TIPsearch/2017/PA/

Comments can also be submitted in writing by mail: TIP Comments, c/o DVRPC Office of Communications and Engagement, 190 N. Independence Mall West, 8th Floor, Philadelphia, PA 19106; or fax to “TIP Comments” at (215) 592-9125.

Submitted comments will be included as part of the official public record and final TIP document.

In addition, one (1) public meeting will be held for you to present comments on:

MONDAY, JUNE 21, 2016
4:00 P.M.–6:00 P.M.
DVRPC CONFERENCE ROOM
190 N. INDEPENDENCE MALL WEST, 8TH FLOOR
PHILADELPHIA, PA 19106
📞 WEB CONFERENCING IS AVAILABLE.

Web conferencing is available for the public meeting at DVRPC. Registration for participating in the web-conference option has been extended to June 17. Please register by contacting (215) 592-1800 or public_affairs@dvrpc.org. Copies of the Draft DVRPC FY2017 TIP for Pennsylvania are available for review on the DVRPC website at www.dvrpc.org/TIP/Draft/, in print at the DVRPC Resource Center, and at a number of regional public libraries (see Table 15 on the next page).

Table 15: Libraries Displaying the Draft DVRPC FY2017 TIP for PA

| | | |
|--|--|---|
| Philadelphia City Institute Library 1905 Locust Street Philadelphia, PA 19103 ☎ (215) 685-6621 | Independence Branch Library 18 South 7th Street Philadelphia, PA 19106 ☎ (215) 685-1633 | Ramonita G. Derodriguez Branch Library 600 W. Girard Avenue Philadelphia, PA 19123 ☎ (215) 686-1768 |
| Joseph E. Coleman Regional Library 68 W. Cheltenham Avenue Philadelphia, PA 19144 ☎ (215) 686-2155 | Lucien E. Blackwell Regional Library 201 South 40 th Street Philadelphia, PA 19104 ☎ (215) 685-7671 | Northeast Regional Library 2228 Cottman Avenue Philadelphia, PA 19149 ☎ (215) 685-0501 |
| Free Library of Philadelphia 1901 Vine Street Philadelphia, PA 19103 ☎ (215) 686-5300 | McPherson Square Branch Library 601 E. Indiana Avenue Philadelphia, PA 19134 ☎ (215) 685-9995 | Doylestown District Center Library 150 S. Pine Street Doylestown, PA 18901 ☎ (215) 348-9081 |
| Levittown Regional Library 7311 New Falls Road Levittown, PA 19055 ☎ (215) 949-2324 | Indian Valley Public Library 100 E. Church Avenue Telford, PA 18969 ☎ (215) 723-9109 | Newtown Public Library 201 Bishop Hollow Road Newtown Square, PA 19073 ☎ (610) 353-1022 |
| Chester County Library 450 Exton Square Parkway Exton, PA 19341 ☎ (610) 280-2600 | Coatesville Area Public Library 501 E. Lincoln Highway Coatesville, PA 19320 ☎ (215) 384-4115 | Cheltenham Township Library 215 S. Keswick Avenue Glenside, PA 19038 ☎ (215) 885-0457 |
| J. Lewis Crozer Library 620 Engle Street Chester, PA 19013 ☎ (610) 494-3454 | La Mott Free Library 7420 Sycamore Avenue La Mott, PA 19027 ☎ (215) 635-4419 | Ardmore Library 108 Ardmore Avenue Ardmore, PA 19003 ☎ (610) 642-5187 |
| Library for the Blind & Physically Handicapped Free Library of Philadelphia 919 Walnut Street Philadelphia, PA 19107 ☎ (215) 683-3213 | | |

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Publication Title:

Highlights of the Draft FY2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-2020)

Publication Number:

17001C

Date Published:

May 2016

Geographic Area Covered:

Southeastern Pennsylvania (Bucks, Chester, Delaware, Montgomery, and Philadelphia counties)

Key Words:

Act 89, Air Quality, Bike and Pedestrian, Bridges, CMP, Conformity, Congestion Mitigation and Air Quality, Congestion Mitigation Process, CMP, DRPA/PATCO, Environmental Justice, FAST Act, FASTLANE, Federally Funded Projects, Fixing America's Surface Transportation Act, Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies, Goods Movement, Highways, Highway Safety Improvement Program, HSIP, Indicators of Potential Disadvantage, IPD, MAP-21, Moving Ahead for Progress in the 21st Century, NHFP, National Highway Freight Program, National Highway Performance Program, NHPP, PART, PennDOT, PennDOT's Bureau of Public Transit, Pennsylvania Department of Transportation, Pottstown Area Rapid Transit, Public Involvement, Railway-Highway Grade Crossing, Safe Routes to School, SAFETEA-LU, Surface Transportation Program, SEPTA, STP, TAP, TEA-21, TIP, Title VI of the 1964 Civil Rights Act, Transit, Transportation, Transportation Improvement Program, Transportation Alternatives, Transportation Equity Act for the 21st Century

Abstract:

The Highlights for the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania briefly describes the region's TIP as a federally required, multi-modal, four year constrained program of planned transportation infrastructure investment. It also contains a summary listing of all transit, highway, bridge, bicycle, pedestrian, and freight related projects in DVRPC's Pennsylvania region which will seek federal funding in fiscal years (FY) 2017 to 2020. The Highlights document includes a financial summary of costs by county and by operator, as well as a section on how, when, and where to comment on the Draft DVRPC FY2017 TIP for Pennsylvania.

Photo Credits:

Cover-Top Right: Pennsylvania Department of Transportation
Cover-Bottom Right: SEPTA

Contact:

Elizabeth Schoonmaker
Associate Director, Transportation | eschoonmaker@dvrpc.org



190 N. Independence Mall West, 8th Floor
Philadelphia PA 19106
Phone: (215) 592-1800 | Fax: (215) 592-9125
web: www.dvrpc.org



190 North Independence Mall West, 8th Floor

Philadelphia, PA 19106

Telephone 215.592.1800

Fax 215.592.9125

Website www.dvrpc.org/TIP



SCAN QR CODE WITH YOUR SMARTPHONE
FOR UP-TO-DATE INFORMATION ON
DVRPC'S TIP OR VISIT WWW.DVRPC.ORG/TIP.

Tribal Consultation

Correspondence announcing the draft PA TIP (below) was sent to the following:

- Cherokee Nation of New Jersey
- Delaware Nation
- Nanticoke Lenni-Lenape Indians of New JerseyShawnee Tribe
- Onondaga Nation
- Ramapough Lenape Indian Nation
- Sand Hill Band of Indians
- Sand Hill Indian Historical Association
- Stockbridge-Munsee Band of the Mohican Nation of Wisconsin

Re: *Draft Fiscal Year (FY) 2017-2020 TIP for Pennsylvania*

Dear Stakeholder,

On behalf of the Delaware Valley Regional Planning Commission (DVRPC), please find a copy of the Draft DVRPC FY2017 Transportation Improvement Program (TIP) for Pennsylvania. The TIP is the regionally agreed upon list of priority transportation projects, as required by federal law, most recently the Fixing America's Surface Transportation (FAST) Act. The TIP document must list all projects that intend to use federal funds, along with all non-federally funded projects that are regionally significant. It also includes all other State funded capital projects. The projects are multi-modal; that is, they include bicycle, pedestrian, Intelligent Transportation System (ITS), safety, and freight related projects, as well as the more traditional highway and public transit projects. The public notice was sent out via email on May 27, 2016. As a member of the DVRPC Board or Regional technical Committee, you are entitled to a hard copy version of the Draft TIP.

The DVRPC PA TIP is updated every other year; and we are in the midst of the program's 30+-day public comment period which opened on May 27th and will close at 5:00 p.m. on Monday, June 27th. Other parties, governmental agencies, and the general public are receiving the same information at this time. During this comment period, comments on the DVRPC Draft FY2017 TIP for Pennsylvania may be submitted online as part of DVRPC's web-based TIP public comment application located at www.dvrpc.org/TIP. This year, DVRPC has enhanced the interactive TIP Web Search Tool application by incorporating various sets of planning data layers that can be toggled on or off as you view the Draft TIP web map and/or submit project specific and/or general comments or questions. Data layers include Planning Areas, Planning Centers, Freight Centers, Congestion Management Process Corridors, and Indicators of Potential Disadvantage (IPD), as well as a "search by address or location" function. We hope these enhancements are useful as the Draft TIP is reviewed. Comments can also be forwarded by mail to: TIP Comments, c/o DVRPC Office of Communications and Engagement, 190 N. Independence Mall West, Philadelphia, PA 19106; or faxed to (215) 592-9125. Please remember that all comments submitted to DVRPC must be postmarked no later than June 27th at 5:00 p.m.

If you have questions about the program or comment period contact me at (215) 238-2946. Thank you for your time and interest in transportation infrastructure in the DVRPC region.

Sincerely,

A handwritten signature in black ink that reads "Richard L. Murphy, Jr." The signature is written in a cursive style with a large, stylized 'R' and a clear 'Jr.' at the end.

Richard Murphy, Jr.
Senior Capital Program Coordinator
Office of Capital Programs
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

**EL DELAWARE VALLEY REGIONAL COMISIÓN DE PLANIFICACIÓN (DVRPC)
ANUNCIA PÚBLICO PARA SU REVISIÓN:**

Proyecto de Transporte de Conformidad a la Demostración: Conexiones 2040 de Largo Alcance del Plan y Proyecto de la DVRPC año fiscal 2017 del Programa de Mejoramiento del Transporte (AF) (TIP) de Pennsylvania (FY2017-2020)

La Comisión de Delaware Valley Regional de Planificación (DVRPC) está buscando su aporte y abrirá un período de comentarios públicos para el documento anterior. El período de comentarios públicos se abrirá el 3 de junio de 2016 y cerrará a las 5 p.m. 5 de julio de 2016.

Transporte de Conformidad es el proceso que asegura que los planes y programas que reciben ayuda federal son coherentes con los objetivos de calidad del aire de la región.

Por favor, únase a nosotros en una sesión de reunión pública/información sobre el TIP Proyecto de FY2017 de Pennsylvania, Proyecto de enmienda a la LRP, y Proyecto de Demostración de la conformidad de Transporte.

**Martes, 21 de junio 2016
16:00-18:00
DVRPC Sala
190 N. Independence Mall West, 8ª planta
Philadelphia, PA 19106**

La conferencia web está disponible para la reunión del 21 de junio. Por favor regístrese el 17 de junio de 2016 entrando en contacto con 215-592-1800 o public_affairs@dvrpc.org si está interesado en el uso de esta opción.

Una copia electrónica del Proyecto de Transporte de Conformidad a la Demostración de DVRPC está disponible en línea en <http://www.dvrpc.org/AirQuality/Conformity/>. Copias en papel de Proyecto de Transporte de Conformidad a la Demostración de DVRPC están disponibles en el Centro de Recursos para la DVRPC y en una serie de bibliotecas regionales. El documento también estará disponible en la reunión pública y puede ser traducido en un formato o lenguaje alternativo, si así lo solicita.

Comentarios y preguntas escritas pueden ser presentadas en una de tres maneras:

Electrónicamente a través de una aplicación web en <http://www.dvrpc.org/AirQuality/Conformity/>

Por correo:

Conformity Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

O por fax: 215-592-9125.

Las preguntas y comentarios deben ser presentadas por escrito. Si necesita asistencia para proporcionar un comentario por escrito, póngase en contacto con la Oficina de Comunicaciones y compromiso de DVRPC al 215-592-1800 o public_affairs@dvrpc.org.

Comentarios sobre este documento deben ser recibidos antes de las 5:00 p.m. del 5 de julio de 2016. Los comentarios recibidos por correo deben franquearse el 5 de julio de 2016. Las respuestas no serán proporcionadas a menos que se presenten objeciones por escrito durante el período de comentarios

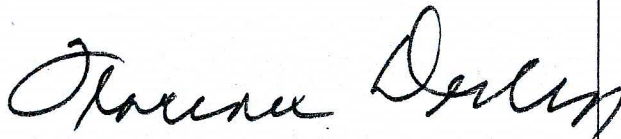
**Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976**

STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

June 2, 2016

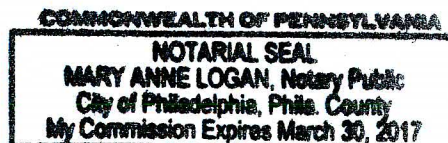
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 2nd day of
June, 2016.


Notary Public

My Commission Expires:



Copy of Notice of Publication

**THE DELAWARE VALLEY REGIONAL
PLANNING COMMISSION (DVRPC)
ANNOUNCES FOR PUBLIC REVIEW:**

• **Draft Transportation Conformity Demonstration: Connections 2040 Long-Range Plan and Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-2020)**

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the above document. The public comment period will open on June 3, 2016 and close at 5 p.m., July 5, 2016.

Transportation Conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Please join us at a public meeting/ information session on the Draft FY2017 TIP for Pennsylvania, Draft Amendment to the LRP, and Draft Transportation Conformity Demonstration.

Tuesday, June 21, 2016

4:00 PM to 6:00 PM

DVRPC Conference Room

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

Web conferencing is available for the June 21st meeting. Please register by June 17, 2016 by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic copy of DVRPC's Draft Transportation Conformity Demonstration is available online at <http://www.dvrpc.org/AirQuality/Conformity/>. Hardcopies of DVRPC's Draft Transportation Conformity Demonstration are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

Written comments and questions may be submitted in one of three ways:

Electronically through a web application at <http://www.dvrpc.org/AirQuality/Conformity/>

By Mail:
Conformity Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 p.m. on July 5, 2016. Comments received via mail must be postmarked by July 5, 2016. Responses will not be provided unless comments are submitted in writing during the public comment period.

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) 592-1800.



THE PHILADELPHIA TRIBUNE

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 26, 27

AD 2016

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

Antonia Jnobaptiste
Antonia Jnobaptiste

Sworn to and subscribed before me
this 31 day of May 2016

Diana M. Lee

COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
DIANA M. LEE, Notary Public
City of Philadelphia, Phila. County
My Commission Expires July 14, 2019

STATEMENT OF ADVERTISING COSTS

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

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of
advertising attached hereto on the above dates

\$ _____
PUBLISHERS RECEIPT FOR ADVERTISING COST
The Philadelphia Tribune Co., Inc.

knowledge receipt of the aforesaid advertising and advertising costs, and

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) FOR Pennsylvania (FY2017-2020)
- Draft Amendment to the DVRPC Connections 2040 Long-Range Plan (LRP)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the above documents. The public comment period will open on May 27, 2016 and close at 5 p.m., June 27, 2016.

The TIP is the regionally agreed-upon list of priority transportation projects, as required by federal law. The Connections 2040 Long-Range Plan is the region's long-term vision for prioritizing transportation investments. DVRPC periodically amends the LRP to incorporate changes to regionally significant projects, reflect changes to the financial plan, and to maintain fiscal constraint of the LRP. The I-76 Integrated Corridor Management Project is proposed as an amendment to the Long-Range Plan at this time.

Please join us at a public meeting/information session on the Draft FY2017 TIP for Pennsylvania and Draft Amendment to the LRP.

Tuesday, June 21, 2016
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Web conferencing is available for the June 21st meeting. Please register by June 17, 2016 by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

Electronic copies of DVRPC's Draft PA TIP and LRP Amendment are available online at <http://www.dvrpc.org/TIP/Draft/> and <http://www.dvrpc.org/Connections2040/PublicComment/>, respectively. Hardcopies of DVRPC's Draft PA TIP and LRP Amendment are available in the DVRPC Resource Center and 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.

Written comments and questions may be submitted in one of three ways:

- Electronically through a web application:
 - PA TIP: <http://www.dvrpc.org/asp/TIPsearch/2017/PA/>
 - Plan amendment: www.dvrpc.org/Connections2040/PublicComment/

By Mail:
TIP/LRP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for these documents must be received no later than 5:00 p.m. on June 27, 2016. Comments received via mail must be postmarked by June 27, 2016. Responses will not be provided unless comments are submitted in writing during the public comment period.

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) 592-1800.

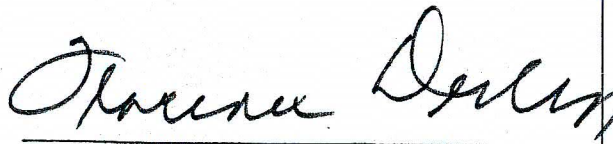
**Proof of Publication in The Philadelphia Inquirer
Under Act. No 160, P.L. 877, July 9, 1976**

**STATE OF PENNSYLVANIA
COUNTY OF PHILADELPHIA**

Florence Devlin being duly sworn, deposes and says that **The Philadelphia Inquirer** is a daily newspaper published at 8th and Market Street, Philadelphia, Pennsylvania, which was established in the year 1829, since which date said daily newspaper has been regularly published and distributed in said County, and that a copy of the printed notice of publication is attached hereto exactly as the same was printed and published in the regular editions and issues of said daily newspaper on the following dates:

May 26, 2016

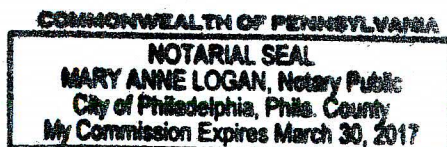
Affiant further deposes and says that she is an employee of the publisher of said newspaper and has been authorized to verify the foregoing statement and that she is not interested in the subject matter of the aforesaid notice of publication, and that all allegations in the foregoing statement as to time, place and character of publication are true.



Sworn to and subscribed before me this 26th day of
May, 2016.


Notary Public

My Commission Expires:



Copy of Notice of Publication

**THE DELAWARE VALLEY REGIONAL
PLANNING COMMISSION (DVRPC)
ANNOUNCES FOR PUBLIC REVIEW:**

- Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-2020)
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Please join us at a public meeting/ information session on the Draft FY2017 TIP for Pennsylvania and Draft Amendment to the LRP.

Tuesday, June 21, 2016

4:00 PM to 6:00 PM

DVRPC Conference Room

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

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Electronically through a web application:

• PA TIP: <http://www.dvrpc.org/asp/TIPsearch/2017/PA/>

• Plan amendment: www.dvrpc.org/Connections2040/PublicComment

By Mail:

TIP/LRP Comments
c/o DVRPC Office of Communications
and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for these documents must be received no later than 5:00 p.m. on June 27, 2016. Comments received via mail must be postmarked by June 27, 2016. Responses will not be provided unless comments are submitted in writing during the public comment period.

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) 592-1800.

**COMISIÓN DE PLANIFICACIÓN REGIONAL DEL VALLE DE DELAWARE (DVRPC)
ANUNCIO PARA REVISIÓN PÚBLICA:**

- Proyecto de la DVRPC año fiscal 2017 del Programa de Mejoramiento del Transporte (AF) (TIP) de Pennsylvania (FY2017-2020)
- Proyecto de enmienda a las conexiones DVRPC 2040 del Plan de Largo Alcance (PRL)

La Comisión de Planificación Regional del Valle de Delaware (DVRPC) está buscando su aporte y abrirá un período de comentarios públicos de los documentos antes mencionados. El período de comentarios públicos se abrirá el 27 de mayo de 2016 y cerrará a las 5 p.m. el 27 de junio de 2016.

El TIP es el modo regionalmente reconocido de la lista de proyectos de transporte prioritarios, como lo requiere la ley federal. La Conexiones 2040 Plan a largo plazo es la visión a largo plazo de la región para la priorización de las inversiones de transporte. DVRPC modifica periódicamente la LRP para incorporar los cambios a los proyectos importantes, reflejan regionalmente cambios en el plan financiero, y para mantener la restricción fiscal de la LRP. El Proyecto de Manejo integrado del corredor I-76 se propone como una enmienda al Plan a largo plazo en este momento.

Por favor, únase a nosotros en una sesión de reunión pública / información sobre el TIP Proyecto de FY2017 de Pennsylvania y Proyecto de enmienda a la LRP.

**Martes 21 de junio de 2016
4:00 PM a 6:00 PM
Sala de Conferencias DVRPC
190 N. Independence Mall West, 8º piso
Philadelphia, PA 19106**

La conferencia web está disponible para la reunión del 21 de junio. Por favor regístrese el 17 de junio de 2016 entrando en contacto con 215-592-1800 o public_affairs@dvrpc.org si está interesado en el uso de esta opción.

Las copias electrónicas de Proyecto de la DVRPC PA TIP y Enmienda LRP están disponibles en línea en <http://www.dvrpc.org/TIP/Draft/> y <http://www.dvrpc.org/Connections2040/PublicComment/>, respectivamente. Copias en papel de Proyecto de la DVRPC PA TIP y Enmienda LRP están disponibles en el Centro de Recursos para la DVRPC y en una serie de bibliotecas regionales. Los documentos también estarán disponibles en la reunión pública, y puede ser traducido en un formato o lenguaje alternativo, si así lo solicita.

Comentarios y preguntas escritas pueden ser presentadas en una de tres maneras:

Por vía electrónica a través de una aplicación web:

- PA TIP: <http://www.dvrpc.org/asp/TIPsearch/2017/PA/>
- Plan de modificación: www.dvrpc.org/Connections2040/PublicComment

Por correo:
TIP/LRP Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106

O por fax: 215-592-9125.

Las preguntas y comentarios deben ser presentadas por escrito. Si necesita asistencia para proporcionar un comentario por escrito, póngase en contacto con la Oficina de Comunicaciones y DVRPC compromiso a 215-592-1800 o public_affairs@dvrpc.org.

Comentarios sobre estos documentos deben ser recibidos no más tarde de 5:00 p.m. el 27 de junio de 2016. Los comentarios recibidos por correo deben franquearse antes del 27 de junio de 2016. Las respuestas no serán proporcionadas a menos que se presenten objeciones por escrito durante el período de comentarios públicos.

DVRPC cumple totalmente con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y regulaciones en todos los programas y actividades. Las reuniones públicas de DVRPC siempre se llevan a cabo en las instalaciones accesibles ADA y en lugares de tránsito accesible cuando sea posible. Servicios auxiliares se pueden proporcionar a las personas que presenten una solicitud de por lo menos siete días antes de una reunión. Para obtener más información, por favor llame al (215) 592 a 1.800.

SHERIFF'S SALE

By virtue of a Writ of execution, to me directed, issued out of the SUPERIOR COURT OF NEW JERSEY CHANCERY DIVISION, CAMDEN COUNTY, DOCKET NO. F03466514 at Public Venue on WEDNESDAY the 8th Day of JUNE, 2016 A.D. at 12 o'clock, LOCAL TIME, noon of said day, at the SHERIFF'S OFFICE in the COURT HOUSE, 520 Market St., 2nd Floor, Suite 202, in City and County of Camden and State of New Jersey:

Property to be sold is located in Camden, County of Camden, State of New Jersey.

Premises commonly known as: 3043 Congress Road, Camden, NJ 08105
Being Tax Lot: 16, Block: 709 Dimensions approximately: 48 x 74 x 48 x 74 x 42 x 34
Nearest Cross Street: North Collins Road

A full legal description of the premises can be found in the office of the Sheriff of Camden County.

Subject to any open taxes, water/sewer, municipal or tax liens that may be due.

Prior Mortgages and/or Judgements: N/A

The Sheriff hereby reserves the right to adjourn this sale without further notice through publication.

The judgment sought to be satisfied by the sale is:

**"APPROXIMATELY"
\$155,544.30
TWENTY PERCENT
DEPOSIT REQUIRED**

SURPLUS MONEY: If after the sale and satisfaction of the mortgage debt, including costs and expenses, there remains any surplus money, the money will be deposited into the Superior Court Trust Fund and any person claiming the surplus, or any part thereof, may file a motion pursuant to Court Rules 4:64-3 and 4:57-2 stating the nature and extent of that person's claim and asking for an order directing payment of the surplus money.

The Sheriff or other person conducting the sale will have information regarding the surplus, if any.

Note: The sheriff reserves the right to adjourn this sale for any length of time without further advertisement.

Seized as the property of: TIMOTHY PERRY, ET AL., and taken in execution of: DEUTSCHE BANK NATIONAL TRUST COMPANY

GILBERT L. "WHIP" WILSON

SHERIFF

Sheriff's Number: 16002069

DATED: 05/17/2016

05/24/2016, 05/31/2016

06/07/2016

UDREN LAW OFFICES, P.C.

111 WOODCREST ROAD

SUITE 200, WOODCREST CORPORATE CENTER

CHERRY HILL, NJ 08003

\$146.88



THE PHILADELPHIA TRIBUNE

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:

June 2, 3

AD 2016

Affiant further deposes and says that she is an employee of the publisher of the said newspaper, and has been authorized to verify the foregoing statement that she is not interested in the subject matter of the aforesaid notice or publication and that all allegations in the foregoing statement as to time, place and character of publication are true.

COPY OF NOTICE OF PUBLICATION

THE DELAWARE VALLEY REGIONAL PLANNING COMMISSION (DVRPC) ANNOUNCES FOR PUBLIC REVIEW:

- Draft Transportation Conformity Demonstration: Connections 2040 Long-Range Plan and Draft DVRPC Fiscal Year (FY) 2017 Transportation Improvement Program (TIP) for Pennsylvania (FY2017-2020)

The Delaware Valley Regional Planning Commission (DVRPC) is seeking your input and will open a public comment period for the above document. The public comment period will open on June 3, 2016 and close at 5 p.m., July 5, 2016.

Transportation Conformity is the process that ensures that plans and programs receiving federal aid are consistent with the region's air quality goals.

Please join us at a public meeting/information session on the Draft FY2017 TIP for Pennsylvania, Draft Amendment to the LRP, and Draft Transportation Conformity Demonstration.

**Tuesday, June 21, 2016
4:00 PM to 6:00 PM
DVRPC Conference Room
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106**

Web conferencing is available for the June 21st meeting. Please register by June 17, 2016 by contacting 215-592-1800 or public_affairs@dvrpc.org if you are interested in using this option.

An electronic copy of DVRPC's Draft Transportation Conformity Demonstration is available online at <http://www.dvrpc.org/AirQuality/Conformity/>. Hardcopies of DVRPC's Draft Transportation Conformity Demonstration are available in the DVRPC Resource Center and in a number of regional libraries. The document will also be available at the public meeting, and can be translated into an alternative format or language, if requested.

Written comments and questions may be submitted in one of three ways:

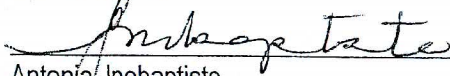
P Electronically through a web application at <http://www.dvrpc.org/AirQuality/Conformity/>

CE By Mail:
Conformity Comments
c/o DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Fl.
Philadelphia, PA 19106


O Or by Fax: 215-592-9125.

Questions and comments must be submitted in writing. If you need assistance in providing a written comment, please contact the DVRPC Office of Communications and Engagement at 215-592-1800 or public_affairs@dvrpc.org.

Comments for this document must be received no later than 5:00 p.m. on July 5, 2016. Comments received via mail must be postmarked by July 5, 2016. Responses will not be provided unless comments are submitted in writing during the public comment period.


Antonia Jnobaptiste

Sworn to and subscribed before me
this 7 day of June 2016


COMMONWEALTH OF PENNSYLVANIA
NOTARIAL SEAL
DIANA M. LEE, Notary Public
City of Philadelphia, Phila. County
My Commission Expires July 14, 2019

STATEMENT OF ADVERTISING COSTS

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

TO: THE PHILADELPHIA TRIBUNE for publishing the notice of advertising attached hereto on the above dates

\$ _____
PUBLISHERS RECEIPT FOR ADVERTISING COST
The Philadelphia Tribune Co., Inc.

I hereby acknowledge receipt of the aforesaid advertising and advertising costs, and

AFFIDAVIT OF PUBLICATION

Publisher's Fee \$66.60 Affidavit \$30.00

State of New Jersey } SS.
Camden County

Personally appeared

Sandy Karmel

Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, depose and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

06/03/16 A.D 2016

Mary Jo Szwak

Sandy Karmel
Sworn and subscribed before me, this 3 day of June,
2016

Ad Number: 0001325755



AFFIDAVIT OF PUBLICATION

Publisher's Fee \$72.00 Affidavit \$30.00

State of New Jersey } SS.
Camden County

Personally appeared Janet L Perks

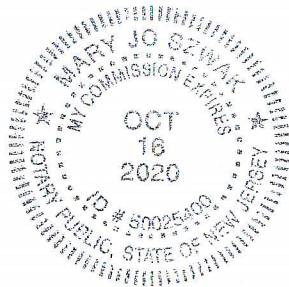
Of the **Courier-Post**, a newspaper printed in Cherry Hill, New Jersey and published in Cherry Hill, in said County and State, and of general circulation in said county, who being duly sworn, deposeth and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

05/26/16 A.D 2016

Mary Jo Szwak

Janet L Perks
Sworn and subscribed before me, this 26 day of May,
2016

Ad Number: 0001306224



R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

TIP Comments

C/O Alison Hastings, Manager & Elise Turner, Communications Manager
DVRPC Office of Communications and Engagement
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

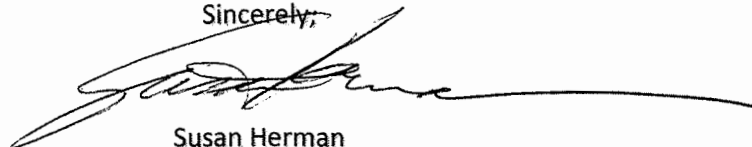
June 24, 2016

**SUBJECT: Draft DVRPC FY2017 Transportation Improvement Program for Pennsylvania
WRITTEN TESTIMONY SUBMISSION Re:
Stoopville Road Improvements – Phase 2 (MPMS# 88083)**

Dear Ms. Hastings and Ms. Turner,

Thank you for your signature below which acknowledges that I hand - delivered this 372-page WRITTEN TESTIMONY SUBMISSION from Residents for Regional Traffic Solutions, Inc. today, June 24, 2016. Ms. Elizabeth Schoonmaker will also receive a copy of this document via Federal Express on the morning of Monday, June 27, 2016.

Sincerely,



Susan Herman
President

Print Name

Signature

Date

CC: Leslie Richards, Secretary of Transportation*
State Transportation Commission c/o Leslie Richards*
State Representative Steve Santarsiero*
Bucks County Commissioner Diane Ellis- Marseglia*
Elizabeth Schoonmaker; Manager, DVRPC Office of Capital Programs*
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

*Individuals received RRTS's 372-page WRITTEN TESTIMONY SUBMISSION

R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
rrtsbucks5@gmail.com

Draft DVRPC FY 2017 Transportation Improvement Program (TIP) for Pennsylvania

WRITTEN TESTIMONY SUBMISSION: June 23, 2016 # Pages: 372, # Attachments: 11

RE: Project Name: *Stoopville Road Improvements – Phase 2 (MPMS# 88083)*

OBJECTIVE:

- 1) On March 28, 2012, Newtown Township officials held a special meeting to solidify a new plan for *Stoopville Road Improvements-Phase 2*, **essentially abandoning the original plan designed to address serious public safety issues along Stoopville Road** in accordance with "Complete Streets" policy. The original plan included installation of a much needed Multi-Use Trail along the full length of Stoopville Road and mitigation of storm water management issues along the full length of the road.

(See Attachment I; 3/30/12 Bucks County Courier Times article titled "Engineers discuss phase two of Stoopville Road Improvement Project" and Advance of Bucks County article dated 4/5 – 4/11/12 titled "Stoopville Road project enters phase two").

The new plan, which is the current FY2017 Stoopville Road Improvements –Phase 2 (MPMS# 88083), misdirects funds to an intersection upgrade at Route 413 and Stoopville Road. This intersection expansion is inappropriate and not necessary. The new plan misses a serious safety problem with storm water management along the entire length of Stoopville Road. *Stoopville Road Improvements- Phase 2 (MPMS# 88083)* should have addressed storm water management flooding problems and funds should have been allocated to address safety issues along Stoopville Road before being reallocated to upgrade and expand any intersections.

The current plan calls for the UPGRADE and EXPANSION of an intersection in neighboring Wrightstown Township. This expansionary project is consistent with the "Northern Bypass" (now called an "Emerging/ Regional Corridor" by the DVRPC), an expressway that the DVRPC and certain politicians continue to attempt to construct in bits and pieces. It is both inappropriate and dangerous to construct this expressway in this heavily residentially- developed area.

Page 1 of 372

2) Residents for Regional Traffic Solutions, Inc. (RRTS) implores the Regional Technical Committee and the DVRPC Board to oppose the intersection expansion in *Stoopville Road Improvements – Phase 2, MPMS# 88083*.

This expansion project will exacerbate an already volatile public safety issue that exists on Stoopville and Lindenhurst 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 facilitate future connection of Interstate 78 to Interstate 95, a **"Northern Bypass"**. In the DVRPC's published plan titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the plan shows it running along an extended Silver Lake Road, but due to development impacts, it will now run along Lindenhurst Road) and one that runs along Swamp Road.

It is wrong to construct an expressway here. The dangerous traffic conditions that already exist along these roads - as a result of the high volume of heavy truck traffic coming from four (4) Swamp Road quarries - have been well documented, both in writing and in the public forum. During winter conditions, rainy seasons, and heavy construction periods, the problem is even more exacerbated.

- Attachment II 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**. The 7/29/08 letter, which is 189 pages long, clearly describes the volatile public safety issue that exists on our roads. Note that State Representatives David Steil and Scott Petri were Co-Chairs of the Regional Traffic Planning Task Force.
- Attachment III 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.

3) Request to rectify an omission in the *MPMS# 88083 Project Description*

- In the FY2013 PA TIP round, Elizabeth Schoonmaker (of the DVRPC) gave Residents for Regional Traffic Solutions, Inc. a PennDOT Project Summary titled **S.R. 2028, Section SP2 – Stoopville Road Phase II-MPMS 88083; Project Description** that outlined the "new plan" for MPMS# 88083 (Attachment IV).
- The second bullet of the Project Summary states, "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 segment of walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/ Hemlock Drive was omitted in the Draft FY 2017 PA TIP Project Description for MPMS# 88083. **PLEASE CORRECT THIS OMISSION.**

SUMMARY:

- Residents for Regional Traffic Solutions, Inc. (RRTS) is a regional citizens’ group. Members are from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships and the organization represents well in excess of 9,000 residents.
- The project, as currently written, has abandoned the Multi-Use Trail, and much-needed accompanying storm water management, that was to run the full-length of Stoopville Road in the original plan for *Stoopville Road Improvements- Phase 2*. The Multi-Use Trail would have connected thousands of residents who live in neighborhoods along this dangerous road. Stoopville Road is a Minor Collector Road comprised of a heavily developed residential community, with the potential for a minimum of several hundred additional homes, making the safety of residents and their children a major concern. Even with the benefits of traffic calming installed in *Stoopville Road Improvements- Phase 1*, Stoopville Road continues to be a volatile public safety issue due to the high volume of truck traffic coming from the four (4) Swamp Road quarries. Quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on- time deliveries.
- Residents who live along Stoopville Road are prisoners in their neighborhoods. It is unconscionable that this project abandons 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, Phase 2 of the project has been changed to accomplish the upgrade and expansion of an intersection in neighboring Wrightstown Township, the intersection of Stoopville Road and Route 413 (Durham Road). RRTS OPPOSES the expansion of this

intersection as, per the DVRPC's 1988 Newtown Township Traffic Study ("1988 Study"), this upgrade is a critical part of construction of a major North/South expressway that will connect Interstate-78 to Interstate-95. In the "1988 Study", this North/ South expressway was known as the "**Northern Bypass**". Today, it is known as an "**Emerging/ Regional Corridor**".

- In addition to jeopardizing the safety of residents and travelers, this back door effort to construct the expressway in bits and pieces sells out the residents of Bucks County who cherish the unique and priceless open space character that exists today. The expressway will create uncontrollable growth and building that will significantly change the character and quality of life in our region.
- In the DVRPC's published study titled 1988 Newtown Township Traffic Study, there will be two (2) southern ends of the expressway: one that runs along Stoopville and Lindenhurst Roads (the study shows it running along an extended Silver Lake Road, but due to development, it will now run along Lindenhurst Road) and one that runs along Swamp Road. Page 1 of Attachment V 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.
- Pages 2 -3 of Attachment V show 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 pages 4-5, Attachment V) is a map titled "**Year 2000 Highway Network Northern Bypass Scenario**". This map continues to be relevant today, as it is customary for the DVRPC to do Long Range Planning (federal mandate is for a minimum 20-year planning horizon). The map shows the "**Northern Bypass**" as an upgraded Stoopville Road connected to an extended Upper Silver Lake Road. Today, because of development impacts, the "**Northern Bypass**" would run along Lindenhurst Road rather than an extended Upper Silver Lake Road.

NOTE THE UPGRADED INTERSECTION AT STOOPVILLE ROAD AND ROUTE 413 (Durham Road).

- (b) **Page #62** states, "It is further recommended that Buck Road, Swamp Road, and Durham Road be widened to 4 lanes..."

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

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

"Highway Improvement Program,
Five Year Plan
Durham Road/ Stoopville Road Turn Lane & Signalization"

NOTE THAT THESE ARE THE IMPROVEMENTS BEING DONE IN THE
CURRENT FY2017 *Stoopville Road Improvements-Phase 2* (MPMS#
88083)

- In 2001, under the leadership of State Representative David Steil, there was a plan made to construct the "**Northern Bypass**" along Stoopville and an extended Silver Lake Road. The plan was stopped due to opposition from citizens. Today, because of development impacts, the "Northern Bypass" would have to be constructed along Stoopville and Lindenhurst Roads where there is in excess of 130 points of access, most residential driveways. (To view the points of access, see Traffic Flow Map on page 11, Attachment III.)
- 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**" (now known as an "**Emerging/Regional Corridor**") 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 II: 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 III).
- (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 or Emerging/Regional Corridor”**, the North/South expressway to connect Interstate-78 to Interstate-95.
- (d) The DVRPC mishandled the publication of the BCRTS, neglecting to take into account the comments that the seven (7) participating municipalities made regarding the Draft BCRTS and neglecting to give the municipalities an opportunity to discuss their comments at a RTPTF meeting. (See pages 84-87, Attachment II: 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 II: 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."

Attachment I

(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."

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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

9/372
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 I
(pg. 2/2)

Attachment II
(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

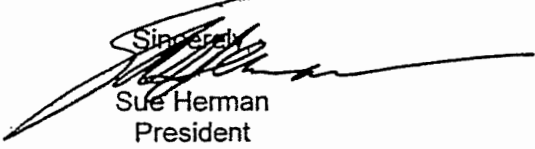
Dear Representative Steil, Representative Petri, and Non-Chair Members of the RTPTF,

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.

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.
 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.

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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; Request for separate meeting dates and formal minutes | 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 Bucks County Regional Traffic Study: 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: 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 | 30 |

ATTACHMENT I (continued)
(Page 2 of 4)

View cover
letter on pg. #
below

Letter description

| | | |
|--------------------|--|-----------|
| Exhibit 9: | 9/7/05 Letter from RRTS to Lynn Bush (1 page total) RE: FY2007 Bucks County Transportation Improvement Program Public Meeting | 32 |
| Exhibit 10: | 1/31/06 Letter from RRTS to State Representatives Steil & Petri (7 pages total) RE: Regional Traffic Planning Task Force meeting of 1/30/06 | 33 |
| Exhibit 11: | 5/01/06 Letter from RRTS to Don Shanis (2 pages total) RE: Stone by rail from Wrightstown Area quarries Interest of 9,000 voters in the affected Area- reachable by RRTS | 36 |
| Exhibit 12: | 5/31/06 Letter from RRTS to Jane Magne and Robert Lloyd, Wrightstown Township Supervisors (10 pages total) RE: Pogonowski Letter of 5/11/06 in response to Herman Letter of 5/01/06 <u>Stone by rail from Wrightstown Area quarries</u> | 39 |
| 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: <u>Regional Traffic Planning Task Force meeting of 10/30/06</u> | 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
letter on pg. #
below

Letter description

- Exhibit **20**: 5/21/07 Letter from RRTS to Lower Makefield Township Citizens Traffic Commission (3 pages total)
RE: Traffic Safety Concerns on Lindenhurst RD & Stoopville RD..... **59**
- Exhibit **21**: 5/30/07 Letter from RRTS to State Reps. Steil & Petri, Non-Chair Members of the Regional Traffic Planning Task Force, and Jerry Coyne (34 pages total)
RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting..... **62**
- Exhibit **22**: 9/19/07 Letter from RRTS to Jerry Coyne (26 pages total)
RE: Bucks County Regional Traffic Study – June 2007 Draft Submission of Concerns / Recommendations for Changes..... **65**
- Exhibit **23**: 9/26/07 Letter from RRTS to Upper Makefield Twp. Planning Commission Members (2 pages total)
RE: HOUSING DEVELOPMENTS ASSOCIATED WITH THE VETERANS CEMETERY DEAL; Request to limit speed on Stoopville RD where substandard distance exists between access points..... **80**
- Exhibit **24**: 10/11/07 Letter from RRTS to State Representatives Steil & Petri (6 pages total)
RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force meeting minutes are not accurate..... **82**
- Exhibit **25**: 12/10/07 Letter from RRTS to Barry Seymour (65 pages total)
RE: Residents demand addendum to 10/07 Bucks Co. Regional Traffic Study Final Report..... **84**
- Exhibit **26**: 02/11/08 Letter from RRTS to Barry Seymour (10 pages total)
RE: 10/07 Bucks County Regional Traffic Study Final Report (BCRTS)
Reiterate the need for a replacement CD-ROM that:
1)...includes the 1/08 Addendum to Final Report
2)...is properly labeled so that it is clear that the DVRPC performed the BCRTS for the Regional Traffic Planning Task Force..... **88**
- Exhibit **27**: 3/18/08 Letter from RRTS to Barry Seymour, Don Shanis & Jerry Coyne (54 pages total);
SUBJECT: Mr. Seymour's 3/5/08 letter to RRTS
Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum **91**
- Exhibit **28**: 3/26/08 Letter from RRTS to Greg Caiola & Ron Smith (40 pages total)
RE: Draft Minutes for the 10/29/07 Regional Traffic Planning Task Force (RTPTF) Meeting; Request that at the 3/31/08 RTPTF meeting, you ask the RTPTF NOT TO APPROVE the inaccurate statement in comment #4..... **93**

ATTACHMENT I (continued)

(page 4 of 4)

View cover
letter on pg. #
below

Letter description

- Exhibit **29** 3/26/08 Letter from RRTS to State Representatives Steil & Petri, Non-Chair members of the Regional Traffic Planning Task Force, Barry Seymour, Don Shanis, and Jerry Coyne (34 pages total)
RE: 1) Bucks County Regional Traffic Study Report dated 10/07
2) January 2008 Addendum to the Bucks County Regional Traffic Study Report dated 10/07.....96
- Exhibit **30** 4/2/08 Letter from RRTS to Lower Makefield Township Board of Supervisors (127 pages total)
RE: RRTS Requests Regarding the Bucks County Regional Traffic Study.....101
- Exhibit **31** 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (189 pages total)
RE: Presentation of inventories of RRTS letters to the RTPTF at the 7/29/08 RTPTF meeting105
- Exhibit **32** 7/29/08 Letter from RRTS to State Reps. Steil & Petri and Non-chair Members of the Regional Traffic Planning Task Force (8 pages total)
RE: Request that the RTPTF refrain from supporting actions that will lead to construction of four-lane highways and be antithetical to traffic calming.....107
- Exhibit **33** R.R.T.S.'s Bypassing the Bypass CD-ROM which was shown to the RTPTF and hand delivered to Rep. Dave Steil on numerous occasions where delivery was documented. The CD-ROM consists of three videos titled Bypassing the Bypass, CBS/ KYW3 Newscast - 6/5/03, and Truck Danger on Worthington Mill Road.

N/A - CD-ROM
ENCLOSED

Inventory of other relevant RRTS letters/ testimony regarding regional traffic

View cover
letter on pg. #
below

Letter description

- TIP 1*
- Exhibit **34** 11/21/01 Letter from D. Richard Tonge; Treasurer, Newtown Grant Homeowners Association to Susanne McKeon, Chairperson of the Subcommittee for the TIP Update, BCPC (4 pages total)
RE: 2001 Transportation Improvement Program; Stoopville Road Rehabilitation Project..... *111*
- Exhibit **35** 10/16/02 Letter from RRTS to Honorable Charles Martin regarding The Closed Loop Traffic Signal Optimization Program Work Program Project and the Newtown Bypass (2 pages total)..... *113*
- Exhibit **36** 2/27/03 Letter from RRTS to Marcy Conti (10 pages total)
RE: Traffic Danger on Lindenhurst, Stoopville, & Worthington Mill Roads and Lower Makefield Twp./ Newtown Twp. Intergovernmental Agreement..... *114*
- Exhibit **37** 3/13/03 Letter from RRTS to Representative Dave Steil regarding The Closed Loop Traffic Signal Optimization Program Work Program Project and the Newtown Bypass (4 pages total)..... *116*
- Exhibit **38** 6/02/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (1 page total)
RE: Intergovernmental Agreement..... *118*
- Exhibit **39** 6/11/03 Letter from RRTS to Newtown Twp. Board of Supervisors (3 pages total)
RE: McLaughlin Subdivision..... *119*
- Exhibit **40** 7/23/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (3 pages total)
RE: July 21, 2003 Public Comments; 2003 LMT Comprehensive Master Plan Update..... *122*
- TIP 2*
- Exhibit **41** 8/27/03 Letter from RRTS to Newtown Twp. Board of Supervisors (4 pages total)
Re: 2003 Bucks County TIP, Stoopville Road..... *124*
- Exhibit **42** 9/15/03 Letter from RRTS to Lower Makefield Twp. Board of Supervisors (4 pages total)
Re: Bucks County TIP Projects:
 (1) Implementation of Traffic Calming Measures on Lindenhurst RD
 (2) Stoopville RD Rehabilitation Project..... *127*
- Exhibit **43** 9/17/03 Letter from RRTS to Richard Brahler, Senior Transportation Planner, Bucks County Planning Commission (3 pages total)
RE: 2003 T.I.P. SUBMISSIONS..... *131*

ATTACHMENT II (continued)

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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**

ATTACHMENT II (continued)

(page 3 of 4)

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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**

ATTACHMENT II (continued)

(page 4 of 4)

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letter on pg. #
below

Letter description

- Exhibit **57** 9/22/05 RRTS State Transportation Commission Written Testimony Submission (66 pages total)
Project Name: Stoopville Road Rehabilitation
(FY2007 TIP Project submitted by Newtown Twp.).....**172**
- Exhibit **58** 9/23/05 Letter from RRTS to Lynn Bush (3 pages total)
RE: Bucks County Transportation Improvement Program (BCTIP).....**178**
- Exhibit **59** 10/20/05 RRTS Oral Testimony given at the Bucks County Planning Commission Public Meeting – FY2007 Transportation Improvement Program. Hard copy submitted to the Bucks County Planning Commission (41 pages total)
Project Name: Stoopville Road Rehabilitation.....**179**
- Exhibit **60** 10/20/05 RRTS Written Testimony for the Transportation Improvement Program (TIP), submitted to the Bucks County Planning Commission (79 pages total)
Project Name: Stoopville Road Rehabilitation.....**183**
- Exhibit **61** 10/24/05 Letter from RRTS to Lynn Bush (1 page plus 11 copies of RRTS's oral testimony to be distributed to Bucks County Planning Commission Board members)
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project offered at the 10/20/05 Bucks County Planning Commission TIP public meeting.....**189**

EX. 1

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.

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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!

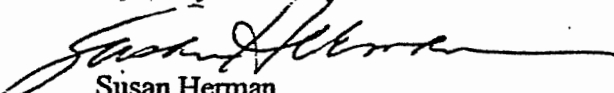
While technically you are not required by law to take minutes in this forum, it is not in the region's best interest that there be no formal minutes. In the absence of minutes, the governing bodies who will review the task force's recommendations for approval, will have no choice but to "rubber stamp" 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,

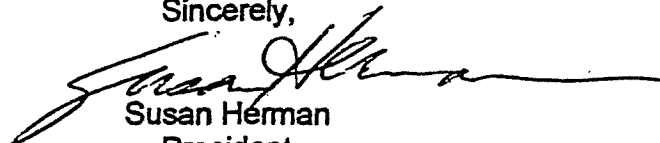
The attached 7/20/04 letter from RRTS to Representative Steil and Mr. Santarsiero describes how Representative Steil is conducting the meetings of the Regional Traffic Planning Task Force. We are extremely concerned that the quarry personnel attending the next task force meeting will be well-choreographed, 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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#14

U.S. Congressman, James Greenwood
CC: State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown, Wrightstown, and
Northampton Townships.
Borough Councils of Yardley and Newtown Boroughs
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Senator, Tommy Tomlinson
Bucks County Commissioner, Charles Martin
Bucks County Commissioner, Michael Fitzpatrick, Esquire
Bucks County Commissioner, Sandra Miller
Executive Director/DVRPC, John Coscia
DVRPC Board
Regional Transportation Committee
Regional Citizens Committee
Council Rock School Board President, Susan Vicedomini
Council Rock School Superintendent, ~~Timothy Kirby~~ *Mark Klein*
Pennsbury School Board President, Linda Palsky
Pennsbury School Superintendent, Ralph Nuzzolo
RRTS Membership (mass e-mail)
Bucks County Courier Times
Yardley News
Advance
Philadelphia Inquirer
CBS KYW Channel 3

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~~2/17~~

R.R.T.S.

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

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 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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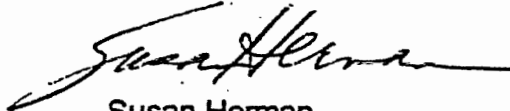
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Northampton and Newtown Townships have recently passed ordinances to permanently restrict commercial traffic on roads where trucks posed serious danger to residents and travelers. We applaud their understanding of the dangers and their swift action. 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

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Bucks County Commissioner, Sandra Miller

Executive Director/DVRPC, John Coscia

DVRPC Board

Regional Transportation Committee

Regional Citizens Committee

Council Rock School Board President, Susan Vicedomini

Council Rock School Superintendent, ~~Timothy Kirby~~ *Mark Klein*

Pennsbury School Board President, Linda Palsky

Pennsbury School Superintendent, Ralph Nuzzolo

RRTS Membership (mass e-mail)

Bucks County Courier Times

Yardley News

Advance

Philadelphia Inquirer

CBS KYW Channel 3

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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
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Ex. 5

R.R.T.S.

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

State Representative David Steil
2 North State Street
Newtown, PA 18940

November 18, 2004

**RE: Request to show CD-ROM at the November 29, 2004 meeting of the
Regional Traffic Planning Task Force**

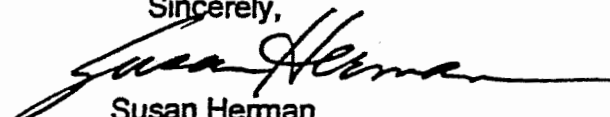
Dear Representative Steil,

Thank you for placing my request to show the RRTS CD-ROM, Bypassing the Bypassing, on the agenda for the 11/29/04 Regional Traffic Planning Task Force meeting.

I anticipate that the Task Force will approve this request and plan to ask them for permission to show the 3 minute CD-ROM immediately following their decision. I respectfully request that this be placed early in the agenda, so that the information contained in the video can be considered during the meeting.

I will ask Lower Makefield Township to set the equipment up for showing the video, as they have kindly done so in the past when we showed the video at a Lower Makefield Township Board of Supervisors meeting.

Sincerely,


Susan Herman
President

CC: U.S. Congressman, James Greenwood
State Representative Scott Petri
Members of the Regional Traffic Planning Task Force
Boards of Supervisors of Lower Makefield, Upper Makefield, Newtown,
Wrightstown & Northampton Twps.
Borough Councils of Yardley and Newtown
Governor Ed Rendell
Secretary of Transportation, Allen Biehler
State Transportation Commission
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti

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2.11.04

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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
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Philadelphia Inquirer
CBS KYW Channel 3

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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.

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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)

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- 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)

.6 - Swamp Road Traffic Engineering Study

Please add this statement:

RTS 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 to be an excellent idea and Dave [Steil] indicated he would pursue this."

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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".

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At the 11/7/04 Newtown Township Board of Supervisors meeting, the Supervisors asked the Township Manager to develop an engineered plan for traffic calming for Stoopville Road. At the 10/7/04 and 10/21/04 Council Rock School Board meetings, local stakeholders implored the Board to go on record in support of traffic calming for Stoopville Road and asked the school district to initiate a written request to Representative Steil that a Council Rock School District representative be part of the "Task Force". On 9/21/04 the Rosefield Home Association passed a resolution imploring Newtown Township to implement traffic calming measures on Stoopville Road on a high priority basis (Exhibit II). On 7/9/03 the Eagleton Farms Homeowners Association passed a similar resolution (Exhibit IV, page 20).

RRTS submitted two (2) FY2005 TIP applications requesting traffic calming measures to address the truck issues. The applications were for Lindenhurst Road Traffic Calming and Stoopville RD/Worthington Mill RD Traffic Calming.* The DVRPC Regional Citizens Committee (RCC) passed a resolution urging PENNDOT to consider traffic calming for Stoopville Road and included it in comments on the Draft FY2005 TIP (Exhibit V).

Upper Makefield Township is considering traffic calming measures for Wrightstown Road.

Please add these statements regarding the Stoopville Road Rehabilitation Project:

Local stakeholders and RRTS request that the consultant and PENNDOT review and comment on the Stoopville Road Rehabilitation Project currently being considered by Newtown Township (Exhibit VI). This project was not placed on the FY2005 TIP because of strong opposition from RRTS (Exhibit VII, 67-page written testimony to the DVRPC), Lower Makefield Township Pages #34-37 of Exhibit VII, letters to Representative Steil and the Executive Director of the DVRPC), and the RCC (Exhibit V and Exhibit VIII, RCC's TIP Rebuttal).

The Stoopville Road Rehabilitation Project calls for realignment of the intersection at Stoopville and Washington Crossing Roads. Page #79 of the 1988 Newtown Township Traffic Study states, "To affect a northern bypass via Stoopville Road, it is vital to realign this intersection." It is the position of RRTS and local stakeholders that a northern bypass along this heavily developed residential route would be against the best interest of the safety of the citizenry at large.

Some individuals maintain that traffic builds up excessive speed when traveling west on Route 532 to this intersection and then north onto Stoopville Road. If this is the case, RRTS's position is that the intersection should be signalized in its current configuration and traffic calming measures should be placed on Stoopville Road in the vicinity of the intersection.

* See Exhibits III and IV. Exhibit III is a 10/21/03 letter from RRTS to members of the Bucks County Planning Commission Board. Exhibit IV is a 34- page written testimony submitted by RRTS to the Bucks County Planning Commission Board.

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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 backhauling 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.

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The RCC passed a resolution urging the DVRPC to encourage rail carriers to submit a proposal for moving the aggregate by rail and included it in comments for the Draft FY2005 TIP (Exhibit V) and the subsequent RCC TIP Rebuttal (Exhibit VIII).


Note that the 10/6/04 Lower Makefield Township Board of Supervisors meeting minutes state, "Mr. Santarsiero [supervisor] stated he would like the Board to request that PaDOT and the Federal Department of Transportation undertake such a study to consider alternate means of transportation [for aggregate] such as railroad lines. Mr. Santarsiero moved and Mrs. Godshalk seconded to authorize sending a letter in support by the Township for a rail study as discussed... Motion carried unanimously." (See Exhibit X.)

Attached, for your convenience, is a copy of the Draft Scope of Work with RRTS's requested changes inserted in red ink. If you have any questions or need clarification on points made, please feel free to call me at 215 504-9670.

We would greatly appreciate it if you would provide us with a copy of the final Scope of Work, once you have evaluated all comment submissions.

Thank you for considering our input.

Very truly yours,


Susan Herman
President

CC: Governor Ed Rendell

Secretary of Transportation, Allen Biehler

Deputy Secretary of Highway Administration, Gary Hoffman*

RRTS Membership (mass e-mail)

Rosefield Home Association

Eagleton Farms Homeowners Association

Penns Preserve Homeowners Association

Newtown Grant Homeowner Association

CBS KYW Channel 3

Courier Times

Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

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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.

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

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

occurs. If deemed necessary, the consultant will go back after synchronization is achieved and assess the impact it has."

- **SECTION 1.8:** page 6, par. 1, sentence 3:

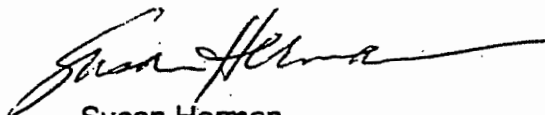
Thank you for revising the verbage in this sentence as I requested at the January 20, 2005 Task Force meeting. The sentence now reads, "Also, some local residents and R.R.T.S. have requested municipal, county, regional, and State consideration of traffic calming measures on Stoopville, Worthington Mill, and Lindenhurst Roads."

I expect that some Task Force members may ask you to return to the previous verbage in the Revised Draft Scope of Work which stated, "Also, some local residents and R.R.T.S. have requested municipal consideration of traffic calming measures on Stoopville, Worthington Mill and Lindenhurst Roads." If you recall, two members of the Task Force felt I was asking for inappropriate history to be placed into the document.

We respectfully request that you keep the current wording in the February 28, 2005 Scope of Work, as it accurately reflects the formal, documented communication that has taken place at all levels of government on this issue.

Thank you, again, for the opportunity to be heard on this important matter.

Sincerely,



Susan Herman
President

CC: Deputy Secretary of Highway Administration, Gary Hoffman

.Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

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

June 2, 2005

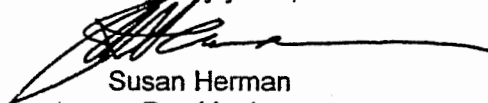
RE: 3/17/05 Scope of Work for the Bucks County Regional Traffic Study:
Comments and studies submitted to PennDOT Harrisburg by R.R.T.S. during
the comment period for the Draft Scope of Work.

Dear Mr. Coscia,

I have attended all meetings of the Regional Traffic Planning Task Force (RTPTF) on behalf of the more than 8,000 residents that our organization represents*. For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided.

We respectfully request that DVRPC's staff and Board review our complete comments and the enclosed studies that were submitted to Mr. Laubach and take them into consideration when conducting the Bucks County Regional Traffic Study. Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward.

Very truly yours,




Susan Herman
President

*Residents for Regional Traffic Solutions, Inc. (R.R.T.S.) is a regional citizens' group with members from Lower Makefield, Upper Makefield, Newtown, Wrightstown, and Northampton Townships.

Cc: Governor Ed Rendell
Secretary of Transportation, Allen Biehler
Deputy Secretary for Highway Administration, Gary Hoffman
Deputy Secretary for Aviation and Rail Freight, Sharon Daboin**

Cover letter: Page 1 of 2 39/372


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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.



Cover letter: Page 2 of 2 40/372



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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Mrs. Lynn Bush
Executive Director, Bucks County Planning Commission
1260 Almshouse Road
Neshaminy Manor Center
Doylestown, PA 18901

September 7, 2005

RE: FY2007 Bucks County Transportation Improvement Program Public Meeting

Dear Mrs. Bush,


We look forward to the opportunity to comment on the FY2007 TIP at the Bucks County Transportation Improvement Program Public Meeting in October. We have a 3-minute long CD-ROM (a movie with sound) that is integral to our oral testimony.

In the FY2005 TIP round we were told that the Bucks County Planning Commission (BCPC) guidelines for the Public Meeting did not allow audio-visual presentations. We respectfully request that these guidelines be revised so we can show our CD-ROM at the FY2007 BCTIP Public Meeting. We would appreciate the BCPC providing audio-visual equipment and technical support and would like to come in prior to the meeting to test run our CD-ROM with the assistance of your staff.

In past TIP Hearings, both the State Transportation Commission and Delaware Valley Regional Planning Commission provided audio-visual equipment and technical support which enabled us to show our CD-ROM. We have every expectation that the BCPC will provide the same courtesy to citizens.

I would greatly appreciate a written response to this request by September 20, 2005; and thank you for your consideration.

Sincerely,


Susan Herman
President

CC: Governor Ed Rendell

Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Representative, David Steil
Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
Executive Director/DVRPC, John Coscia
Bucks County Planning Commission Board Chairman, Robert Grunmeier
Rich Brahler, Bucks County Planning Commission
Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
R.R.T.S. membership (mass e-mail)
Bucks County Courier Times
Yardley News & Advance
Philadelphia Inquirer

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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

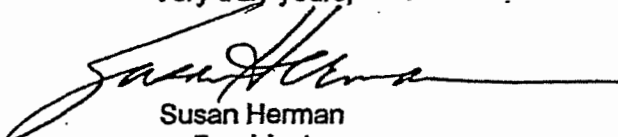
RE: Regional Traffic Planning Task Force meeting of January 30, 2006

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 Jaslowski/ 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

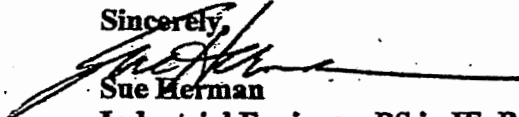
RE: Stone by rail from Wrightstown Area quarries
Interest of 9,000 voters in the affected Area- reachable by RRTS

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

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CSX Rail Road
W & W Railroad
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Andy Warren
State Representative Matt Wright
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
Governor Ed Rendell
State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Sharon Daboin, Deputy Secretary for Aviation and Rail Freight
Gary Hoffman, Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Mr. Barry Seymour, Executive Director/ DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero



Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand
Jaslow/Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Jazmyn Martin, Bucks County Courier Times
Brian Callaway, Intelligencer
Bridget Brier, Newtown Advance
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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)



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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

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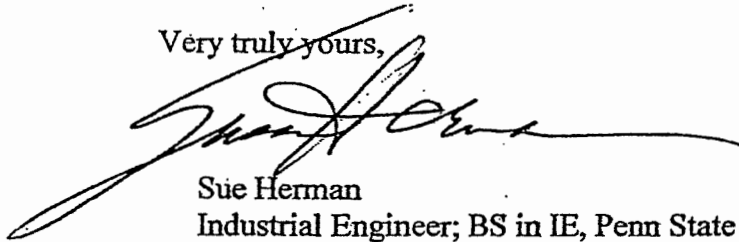
efforts to implement our rail alternative to quarry stone hauling? Does he know the history of the little line that runs through this Township? How Governor Milton J. Shapp, at the urging of his own specially appointed "personal transportation advisor", saved McHugh Bros. control of the line from the 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
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter
Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand
Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro,
Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron
Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township

Newtown Borough

Newtown Township

Northampton Township

Upper Makefield Township

Yardley Borough

Alan Harvison, Council Rock School Board President

Mark Klein, Council Rock School Superintendent

Greg Lucidi, Pennsbury School Board President

Ralph Nuzzolo, Pennsbury School Superintendent

Jesse Abrams-Morley, Bucks County Courier Times

Brian Callaway, Intelligencer

Newtown Advance

Jeff Werner, Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Concerned Residents of Newtown, c/o Jen Dix

R.R.T.S. Membership (mass e-mail)

Bucks County TMA

Associated Press

Fox News

Channel 6

Channel 10

Michael Diamond

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.
PO Box 285
Newtown, PA 18940

Newtown Township Board of Supervisors
C/o Mrs. Anne Goren, Chairperson
100 Municipal Drive
Newtown, PA 18940

Wrightstown Township Board of Supervisors
C/o Mr. Chester Pogonowski, Chairman
738 Penns Park Road
Wrightstown, PA 18940

September 1, 2006

Dear Township Supervisors,

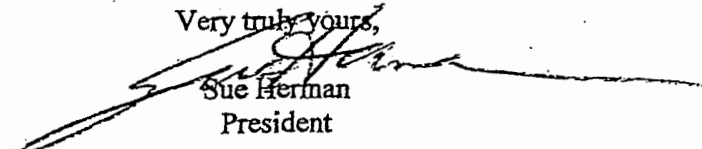
We'd like to raise a concern residents have about the traffic impacts of the Veterans Cemetery Deal being considered at this time. Upper Makefield Township just approved the Veterans' Administration Cemetery Overlay Ordinance to go forward to Wrightstown and Newtown Townships for review. It's alarming that none of the traffic impacts of the Cemetery Deal have been considered. We've heard rumor that Lindenhurst Road and Stoopville Road will be the official entrance route for the Cemetery.

Our position is that the traffic impacts of the Cemetery Deal should be carefully studied and arterial highways Taylorsville Road and Route 532 should be used for the official entrance route to the Cemetery. This would take the processions of honored veterans past historic Washington Crossing Park, one of the prime reasons why this location was chosen.

We ask the supervisors and the planning commissions to have a traffic study done prior to making any zoning changes that might affect traffic on Lindenhurst Road and Stoopville Road. Let's not exacerbate an already volatile situation.

Thank you for your consideration.

Very truly yours,


Sue Herman
President

Cc:

Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Rick Santorum
U.S. Congressman Mike Fitzpatrick
Patrick Murphy
Governor Ed Rendell

State Senator Joe Conti
State Senator Tommy Tomlinson
State Representative David Steil
Mike Diamond
State Representative Scott Petri
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Deputy Secretary of Highway Administration
William Laubach, PennDOT Bureau of Highway Safety & Traffic Engineering
DVRPC Board, c/o Honorable Thomas J. Gurick
Barry Seymour, Executive Director/DVRPC
Dr. Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee, c/o Brian Cuccia
Regional Citizens Committee, c/o Warren Strumpfer
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Regional Traffic Planning Task Force members: George Komelasky /Northampton Twp, Peter Palestina/Northampton Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Rand Jaslow/ Newtown Boro, Joe Hunter/Yardley Boro, Chris Harding/Yardley Boro, Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Township, Jane Magne/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp

Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Northampton Township Board of Supervisors
Alan Harvison, Council Rock School Board President
Mark Klein, Council Rock School Superintendent
Greg Lucidi, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury School Superintendent
Associated Press
Theresa Katalinas, Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
Fox News
CBS-KYW 3
Channel 6
Channel 10
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
Lower Makefield Township Citizens Traffic Commission

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

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Note: Those asterisked on the copy list were sent the complete 79 page long Exhibit II document in addition to this memorandum.)

of PROJECT 6-43-xxx is to perform the more comprehensive work outlined in the 3/17/05 Scope of Work: Bucks County Regional Traffic Study (Exhibit II) in its entirety.*

* Mr. Dennis Winters, Regional Citizens Committee (RCC) Chairman, told the DVRPC Board that the RCC would be interested in knowing if there is any deviation from performing the work as outlined in the 3/17/05 Scope of Work."

- Exhibit III is a 6/2/05 letter from Susan Herman to John Coscia which states, "For more than four months, the RTPTF and PennDOT Harrisburg worked diligently and carefully along with R.R.T.S. and others in the community to finalize the 3/17/05 Scope of Work for the Bucks County Regional Traffic Study that DVRPC staff has been assigned to perform. Enclosed are comments and studies that R.R.T.S. submitted to Mr. Bill Laubach (PennDOT, Harrisburg; Bureau of Highway Safety and Traffic Engineering) and Mr. Gary Hoffman (Deputy Secretary for Highway Administration) during the comment period for the Draft Scope of Work. Although not all of R.R.T.S.'s comments were included in the final scope of work, Mr. Laubach assured me that he would be sending our comments (and the studies we provided) to the consultant who would be doing the study so that he/she would have a complete understanding of our concerns and the history we provided...Note that I have sent this letter, along with a complete set of comments and studies, to both Mr. Don Shanis and Mr. John Ward."

RRTS expects the DVRPC to extend the same courtesy to our organization that PennDOT Harrisburg was willing to extend when the plan was to use an independent consultant at PennDOT Harrisburg to do the BCRTS. We expect the complete set of comments and studies provided by RRTS to be taken into consideration.

- We want to set the record straight regarding the DVRPC's 1988 Newtown Township Traffic Study, one of the studies we submitted during the comment period for the Draft RFP. In this study, the DVRPC studied the "Northern Bypass Alternative". Exhibit IV contains page #~~64~~^{#61} from the study. It is a map titled "**YEAR 2000 Highway Network: Northern Bypass Scenario**". We are alarmed that you have said, Representative Steil, that the Northern Bypass is something that "a supervisor suggested" and "it never went any further".* We find your misrepresentation of the Northern Bypass to be unacceptable. You state your opinion as though it is fact and truth, and this is irresponsible governance.

#61

Page #~~64~~ is an official map prepared by the DVRPC, the VERY agency conducting the Bucks County Regional Traffic Study. As our Metropolitan Planning Organization, it is the DVRPC's responsibility to do long range planning with a window of 20 years. This means the Northern Bypass Scenario pictured on this map, or something similar, is still viable today. Residents expect the Task Force and DVRPC to include the 1988 Study in its work and acknowledge that the Northern Bypass has been officially studied.

*Taken from a 9/13/06 Bucks County Courier Times article,
Traffic studies to predate cemetery route design.

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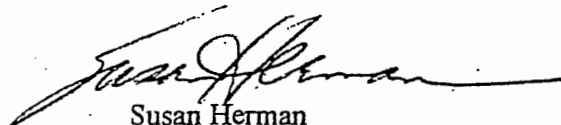
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- Tonight RRTS is officially asking that the Task Force and DVRPC accept another document for consideration when conducting the BCRTS. Exhibit V is our 10/20/05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville 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, TS's 10-20-05 Bucks County Planning Commission Written Testimony Submission the FY 2007 Stoopville Road Rehabilitation Project, is 79 pages long.

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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. Hagg (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 II document in its entirety. This document, RRTS's 10-20-05 Bucks County Planning Commission Written Testimony Submission for the FY2007 Stoopville Road Rehabilitation Project, is 179 pages long.

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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,

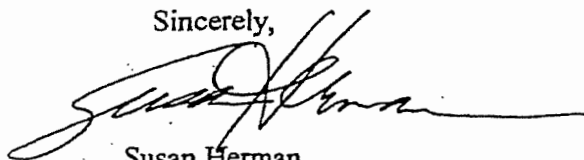
As you know, I read the 10/30/06 memorandum from Residents for Regional Traffic Solutions Inc. to State Representatives David Steil and Scott Petri RE. Regional Traffic Planning Task Force meeting of October 30, 2006 into the public record at the Regional Traffic Planning Task Force meeting on October 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

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DATE: 11-2-06

Added to the top of the 39-page document that was hand delivered:
pages #1-4 of the memorandum were given to Vicki Haug (meeting
secretary) at the 10-30-06 Regional Traffic Planning Task Force meeting
TOUT 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,

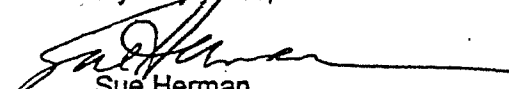
Thank you for the opportunity to submit our concerns to you this evening regarding the Bucks County Regional Traffic Study you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting three (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
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Associated Press
Bucks County Courier Times
Brian Callaway, Intelligencer
Newtown Advance
Jeff Werner, Yardley News
Philadelphia Inquirer
Trenton Times
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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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Page 2 of 2

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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

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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 Page 1 of 12

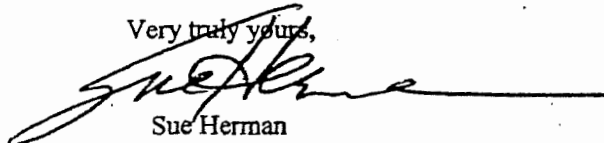
- The sixth page of Exhibit I states this in the section entitled "**Traffic Speeds**": "*The speed limit on the Newtown By-pass, from Durham Road (Route 413) to Interstate-95, is not posted. The speed limit, therefore, is assumed to be 55 MPH...*"
- A review of the complete February 2000 Newtown/ Lower Makefield Township Truck Restriction Study [conducted by PennDOT District 6], reveals that the Newtown Bypass is the only road in the Study where "most vehicles travel at speeds below the legal speed limit". On the other roads studied, it was found that "most vehicles travel at speeds above the posted speed limit".*
- In Exhibit II, a November 15, 2000 letter from Representative Steil to Marcy Conti - SUBJECT: Your letter October 27, 2000, Representative Steil states: "*As you are aware, under Pennsylvania law, any road not posted with a speed limit sign is limited to 55 mph. It would be the responsibility of the municipality to post those signs on the by-pass should they choose to do so.*"
- For years, RRTS has informed politicians and agencies that travelers on the Newtown Bypass are confused as to what the speed limit is, because it is not posted. Unfortunately, our concerns fell on deaf ears. Perhaps driver confusion is a contributor to the low Average Travel Speed documented in the TSEI.

In summary, it is our belief that the success of the timing effort will totally be about what travel speed the lights are timed for.

- 1.) What travel speed will the lights be timed for?
- 2.) Is it going to be 50 mph, so as to maximize the use of the Newtown Bypass from a functionality standpoint?
- 3.) Will you post signs along the Bypass once the lights are timed, to inform the public as to what speed the lights are timed for?
- 4.) Will you recommend that Newtown Township 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 Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter

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Page 2 of 12

Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
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State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
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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)

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RTPTF

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. Caiola, Mr. Stainthorpe, Mr. Santarsiero, Mrs. Godshalk, and members of the
LMT Citizens Traffic Commission; *Gary Gilmer (4/11 w CD), Warner (4/11), Torbert (4/11),*

Cotton (4/11), Dauter (4/11), McClain (4/11), Diefenderfer (4/11), Sherk (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 ~~X~~ Carmine Fiscina, Safety Engineer, Federal Highway Administration
4-12 ~~X~~ Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
4-12 ~~X~~ Senator Arlen Specter
4-12 ~~X~~ Senator Robert Casey, Jr.
R.R. 4-12 ~~X~~ U.S. Congressman Patrick Murphy
R.R. 4-12 ~~X~~ Governor Ed Rendell
4-12 ~~X~~ State Senator Charles McIlhinney, Jr.
4-12 ~~X~~ State Senator Tommy Tomlinson
e-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
4-12 X Regional Citizens Committee; c/o Warren Strumpfer, chair

4-12 X James Cawley, Bucks County Commissioner
4-12 X Charles Martin, Bucks County Commissioner
4-12 X Sandra Miller, Bucks County Commissioner
4-12 X Lynn Bush, Executive Director, Bucks County Planning Commission
4-12 X Bucks HUB Conference TMA *Antel, Denev*

4-12 X Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Palestina/Northampton Twp, Dan 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, Jerry Schankman/Newtown Twp, Jane Magno/Wrightstown Twp, Ron Smith/Lower Makefield Twp, Greg Ciaola/Lower Makefield Twp.

*R.R. 4/11 - see front.

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 X Deb Wachspress.

4-13 X Matt Maloney

4-13 X Jay Sensibaugh

4-13 X Dennis Fisher

4-13 X Mike Gallagher

Bob Ciervo

4-12 X Council Rock School Board President, *Patli Sefton*

4-12 X Council Rock School Superintendent, *Mark Peki*

4-12 X Pennsbury School Board President, *Greg Lucidi*

4-12 X Pennsbury School Superintendent, *CEO, Dr. Paul Long*

Associated Press

Bucks County Courier Times

Brian Callaway, Intelligencer

Newtown Advance

Yardley News

Philadelphia Inquirer

Trenton Times

Trentonian

Bristol Pilot

CBS-KYW 3

Channel 6

Channel 10

Fox News

4-12 X Concerned Residents of Newtown, c/o Jen Dix

4-13 X R.R.T.S. Membership (mass e-mail)

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*Available at 5/16/07 RRA meeting
Ex. 19***R.R.T.S.****Residents for Regional Traffic Solutions, Inc.**PO Box 285
Newtown, PA 18940
RRTsbuckspa5@aol.comMr. Jerry Coyne
Project Manager for the Bucks County Regional Traffic Study
Delaware Valley Regional Planning Commission (DVRPC)
190 N. Independence Mall West
Philadelphia, PA 19106-1520

April 26, 2007

**RE: Public Open House for the Bucks County Regional Traffic Study (BCRTS)
Submission of Concerns**

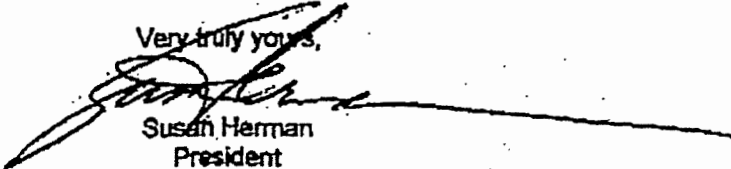
Dear Mr. Coyne,

Thank you for the opportunity to submit our concerns to you this evening regarding the BCRTS you are conducting for the Regional Traffic Planning Task Force. On behalf of the residents we represent, Residents for Regional Traffic Solutions, Inc. (RRTS) is submitting two (2) items to you that concisely and clearly outline the volatile public safety issue that exists on Lindenhurst, Stoopville and Worthington Mill Roads:

- (1) 03/30/07 35-page letter from RRTS to Lower Makefield Township (LMT) Board of Supervisors and LMT Citizens Traffic Commission
RE: Request your attendance at the [4/26/07] DVRPC Public Open House for the Bucks County Regional Traffic Study. (Exhibit A)
- (2) 13 minute long CD-ROM that contains 3 videos entitled Bypassing the Bypass, CBS/KYW 3 Newscast aired on 6/5/03, and Truck Danger on Worthington Mill Road. (Exhibit B)

The serious safety concerns expressed and shown in these items MUST be addressed by the Bucks County Regional Traffic Study. NOW is the time to implement the proposed traffic calming measures along Lindenhurst and Stoopville Roads and follow through on making the Newtown Bypass function optimally by (1) making the lights traffic responsive, with the goal being to move traffic as efficiently as possible and (2) ensuring that the traffic responsive light system is continuously monitored and maintained, to keep the Bypass functioning optimally. These measures are relatively simple and inexpensive, compared to the horrific consequences and possible lawsuits that could occur if they are NOT done.

Very truly yours,


Susan Herman
PresidentCc: Carmine Fracios, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.

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U.S. Congressman Patrick Murphy
 Governor Ed Rendell
 State Senator Charles McElhinney, Jr.
 State Senator Tommy Tomlinson
 Allen Biehler, Secretary of Transportation
 State Transportation Commission c/o Honorable Allen Biehler
 Richard Hogg, Deputy Secretary for Highway Administration
 Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
 State Representative David Stoll
 State Representative Scott Petri
 Rina Cutler, District Executive, PennDOT District 6
 DVRPC Board; c/o Joanne Denworth, chair
 Barry Seymour, Executive Director/DVRPC
 Don Shanks, Deputy Executive Director/DVRPC
 Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
 Regional Citizens Committee; c/o Warren Strampfer, chair
 James Cawley, Bucks County Commissioner
 Charles Martin, Bucks County Commissioner
 Sandra Miller, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
 Regional Traffic Planning Task Force members: Vincent Deon/Northampton Twp, Peter Palestina/Northampton
 Twp, Dan Rattigan/Upper Makefield Twp, Bob West/Upper Makefield Twp, Mark Craig/Newtown Boro, Joe
 Hunter/Yardley Boro, Chris Harding/Yardley Boro,
 Anne Goren/Newtown Twp, Jerry Schenkman/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith/Lower
 Makefield Twp, Greg Cisola/Lower Makefield Twp.
 Lower Makefield Township Board of Supervisors
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 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
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 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)

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)

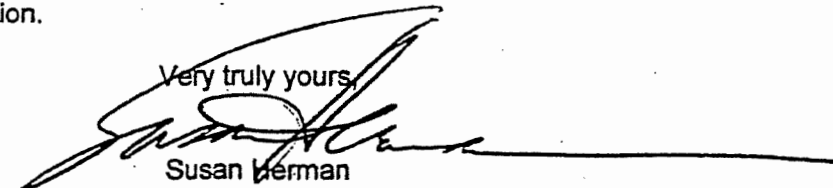
A review of the citizen survey sheets from the 04/26/07 Public Open House shows that the following comment appears time and again:

"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.

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U.S. Congressman Patrick Murphy

Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering

State Representative David Steil

State Representative Scott Petri

Rina Cutler, District Executive, PennDOT District 6

DVRPC Board; c/o Joanne Denworth, chair

Barry Seymour, Executive Director/DVRPC

Don Shanis, Deputy Executive Director/DVRPC

Jerry Coyne, DVRPC

Regional Transportation Committee; c/o Catherine Popp-McDonough, chair

Regional Citizens Committee; c/o Warren Strumpf, chair

James Cawley, Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Lynn Bush, Executive Director, Bucks County Planning Commission

Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

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

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Deb Wachspress

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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)

LA 1 21

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. (RTS)

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.

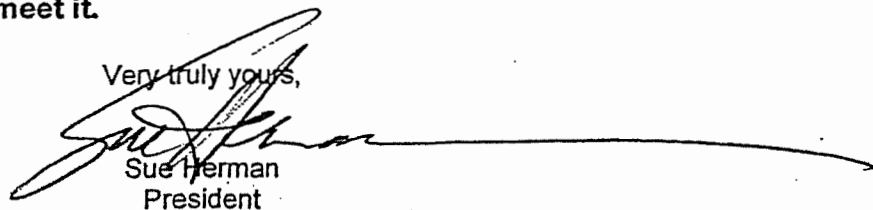
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YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

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
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 Strumpf, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
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)

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pg 3/54

Document received to J. J. J. J.
Ex 9/19/07 for delivery by 10am 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**

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.

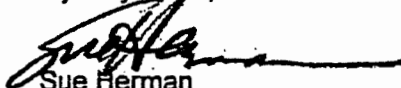
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YOU have an obligation to ensure that traffic on Lindenhurst and Stoopville Roads travels in a manner consistent with the residential land use adjacent to these roads.* WE hope you will meet it.

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
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
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State Transportation Commission c/o Honorable Allen Biehler
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Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
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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)

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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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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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12/26

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.

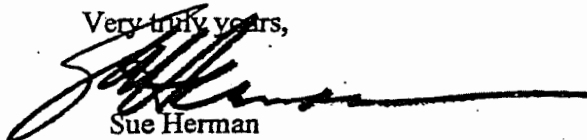
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11/26

Thank you for the opportunity to submit public comment on the BCRTS. We look forward to having our concerns and recommendations for changes being given serious consideration.

Very truly yours,


Sue Herman
President

Cc: Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beaudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach; PennDOT, Bureau of Highway Safety and Traffic Engineering
Rina Cutler, District Executive, PennDOT District 6
DVRPC Board; c/o Joanne Denworth, chair
Barry Seymour, Executive Director/DVRPC
Don Shanis, Deputy Executive Director/DVRPC
Regional Transportation Committee; c/o Catherine Popp-McDonough, chair
Regional Citizens Committee; c/o Warren Strumpfer, chair
James Cawley, Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Lynn Bush, Executive Director, Bucks County Planning Commission
Southeastern Bucks League of Municipalities, c/o Steve Santarsiero
Lower Makefield Township Board of Supervisors
Upper Makefield Township Board of Supervisors
Newtown Township Board of Supervisors
Wrightstown Township Board of Supervisors
Northampton Township Board of Supervisors
Yardley Borough Council
Newtown Borough Council
Council Rock School Board President and Council Rock School Superintendent
Pennsbury School Board President and Pennsbury School Superintendent
Lower Makefield Township Citizens Traffic Commission
Associated Press
Bucks County Courier Times and Intelligencer
Newtown Advance and Yardley News
Philadelphia Inquirer
Trenton Times
Trentonian
Bristol Pilot
CBS-KYW 3
Channel 6
Channel 10
Fox News
Concerned Residents of Newtown, c/o Jen Dix
R.R.T.S. Membership (mass e-mail)
State Representative David Steil
State Representative Scott Petri
Non-Chair Members of the Regional Traffic Planning Task Force

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~~15/26~~

Oct 2, 7 PM

Ex. 23

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa5@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,

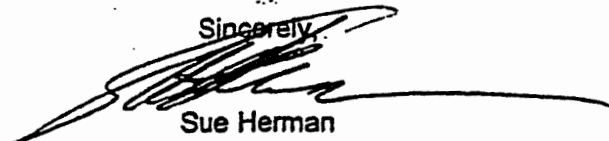
Thank you for the opportunity to speak this evening, during the first public comment period. As president of Residents for Regional Traffic Solutions, Inc. (RRTS), an organization with many current and future citizens that live on Stoopville Road, I respectfully request that you review this letter this 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 Beudet, 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)

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Page 2 of 2

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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

FROM: Sue Herman
B.S. in Industrial Engineering (Penn State University)
President; Residents for Regional Traffic Solutions, Inc. (RRTS)

October 11, 2007

RE: Residents' outrage that the 5/30/07 Regional Traffic Planning Task Force meeting minutes are not accurate

Dear State Representatives Steil and Petri,

Residents are outraged that the approved minutes for the 5/30/07 meeting of the Regional Traffic Planning Task Force (RTPTF) do not accurately reflect that Sue Herman, President of RRTS, read a 5/30/07 letter from RRTS **RE: Reiterate Necessity for Traffic Calming on Lindenhurst/ Stoopville Roads; 5/30/07 Regional Traffic Planning Task Force Meeting** into the public record. Ms. Herman specifically requested that this letter (Attachment I) become part of the public record and after reading it, handed it to Bob West who was presiding over the meeting. She asked him to ensure that the secretary (Vicki Haug), who left the meeting early, was given the letter. Ms. Herman then sent a 5/31/07 letter to Ms. Haug via Certified Mail with a Return Receipt that explained what had transpired in her absence at the 5/30/07 RTPTF meeting (Attachment II).

At the beginning of the 7/31/07 RTPTF meeting, a discussion took place regarding approval of the **draft 5/30/07 meeting minutes**. RTPTF member Ron Smith specifically requested that it be added to the minutes that Sue Herman read a 5/30/07 letter from RRTS addressed to the RTPTF and Mr. Coyne, regarding the need for traffic calming on Lindenhurst and Stoopville Roads. There was no dissent to Mr. Smith's request, and the minutes were approved by the RTPTF.

It was alarming to read the approved 5/30/07 RTPTF meeting minutes and find that they DO NOT ACCURATELY REFLECT that Ms. Herman read the 5/30/07 letter into the public record. **Residents are questioning whether this letter is being intentionally left out of the minutes, whether this is a deliberate attempt to keep others uninformed about the terrorizing daily traffic conditions on Stoopville and Lindenhurst Roads.**

Your constituents demand that you correct the 5/30/07 RTPTF meeting minutes at the next meeting of the RTPTF (scheduled for 10/29/07). It is your duty.

Very truly yours,


 Sue Herman
 President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
 Carmine Fiscina, Safety Engineer, Federal Highway Administration

Pat Beudet, Chair, Sierra Club Southeast PA Chapter

Senator Arlen Specter

Senator Robert Casey, Jr.

U.S. Congressman Patrick Murphy

Governor Ed Rendell

State Senator Charles McIlhinney, Jr.

State Senator Tommy Tomlinson

Allen Biehler, Secretary of Transportation

State Transportation Commission c/o Honorable Allen Biehler

Richard Hogg, Deputy Secretary for Highway Administration

Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering

Rina Cutler, District Executive, PennDOT District 6

DVRPC Board; c/o 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.

Southwestern 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

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Newtown Advance and Yardley News

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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 Strumpf (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)

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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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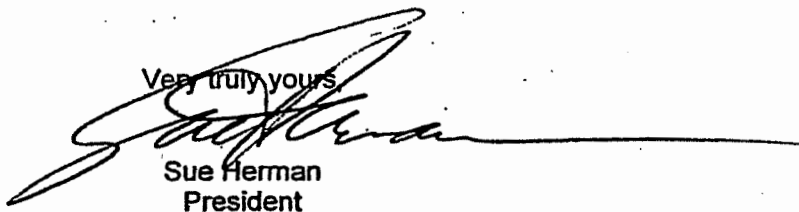
85/189
19/2/05

- ...it is both misleading and unacceptable that it is titled a Final Report. This increases the possibility that in the future it will be misrepresented as a report that was approved by the seven (7) participating municipalities and supported in concept by all. In future years the recommendations in this report are sure to take on a life of their own. Is this what the DVRPC is banking on? Is it worth risking its reputation as an "honest broker"?
- ...the DVRPC has failed to achieve its goal as stated in the current Draft Public Participation Plan, a Strategy for Citizen Involvement (currently under review for public comment) where it clearly states the DVRPC's "philosophy and intent to place public participation at the forefront of the Commission's priorities."

In closing, we would like to say that a reputation as an "honest broker" must be backed by actions, not just by words. We hope you will ensure that the DVRPC immediately publishes an amended report and addendum as per points 1 and 2 on page #1 of this letter, in their entirety. Residents and elected officials want to believe that our Metropolitan Planning Organization is an "honest broker".

We are watching and hoping.

Very truly yours,


Sue Herman
President

Cc: VA Under Secretary for Memorial Affairs, William Tuerk
Dan Fraley, Bucks County Director of Veterans Affairs
Carmine Fiscina, Safety Engineer, Federal Highway Administration
Pat Beudet, Chair, Sierra Club Southeast PA Chapter
Senator Arlen Specter
Senator Robert Casey, Jr.
U.S. Congressman Patrick Murphy
Governor Ed Rendell
State Senator Charles McIlhinney, Jr.
State Senator Tommy Tomlinson
Allen Biehler, Secretary of Transportation
State Transportation Commission c/o Honorable Allen Biehler
Richard Hogg, Deputy Secretary for Highway Administration
Bill Laubach, PennDOT, Bureau of Highway Safety and Traffic Engineering
Les Toaso, Acting District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
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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

95/372

86/189

8/3/65

Lynn Bush, Executive Director, Bucks County Planning Commission

Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & Peter Palestina/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Mark Craig/
Newtown Borough, Joe Hunter & Chris Harding/Yardley Borough, Anne Goren & Jerry Schenkman/Newtown Twp,
Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

✓ Southeastern Bucks League of Municipalities, c/o Steve Santarsiero

Lower Makefield Township Board of Supervisors

Upper Makefield Township Board of Supervisors

Newtown Township Board of Supervisors

Wrightstown Township Board of Supervisors

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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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87/189

Pg 4/65

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)**

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.

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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

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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

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. (RTTS)
 B.S. in Industrial Engineering (Penn State University)

March 18, 2008

SUBJECT: Mr. Seymour's 3/5/08 letter to RTTS
 Re: Bucks County Regional Traffic Study (BCRTS) Report Addendum

Dear Mr. Seymour, Dr. Shanis and Mr. Coyne,

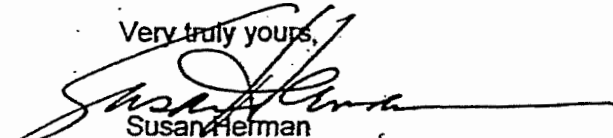
While we appreciated receiving Mr. Seymour's 3/5/08 letter - in response to RTTS's request that the DVRPC publish and distribute a replacement CD-ROM that includes the January 2008 Addendum to Final Report and is properly labeled - we were surprised that he "declined our request".

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 RTTS 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

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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
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 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 Strumpher, 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 Marsaglia, Bucks County Commissioner
 Lynn Bush, Executive Director, Bucks County Planning Commission
 Non-Chair members of the Regional Traffic Planning Task Force:

Vincent Deon & James Cunningham/Northampton Twp, Dan Rattigan & Bob West/Upper Makefield Twp, Gerard O'Malley & Mike Sellers/Newtown Borough, Joe Hunter & Katherine Cadwallader/Yardley Borough, Jerry Schenkman & Mike Gallagher/Newtown Twp, Jane Magne/Wrightstown Twp, Ron Smith & Greg Caiola/Lower Makefield Twp.

Regional Stakeholders of the BCRTS:

Steve Harris, Susan Herman, Mark E. Kendrick, Mark J. Klein, Marie Lebegern, James J. Links, Paul B. Long, Robert Miller, James D. Morrissey, Jack Pinheiro, William Rickett, Mark Shablin

* Southeastern Bucks League of Municipalities: c/o Steve Santarsiero, chair
 Lower Makefield Township Board of Supervisors
 Upper Makefield Township Board of Supervisors
 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
 Northampton Township Board of Supervisors
 Yardley Borough Council
 Newtown Borough Council
 Council Rock School Board President, Richard Abramson
 Council Rock School Superintendent, Mark Klein
 Pennsbury School Board President, Greg Lucidi
 Pennsbury School CEO, Paul Long
 Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
 Associated Press
 Bucks County Courier Times and Intelligencer
 Newtown Advance
 Yardley News
 Philadelphia Inquirer
 Trenton Times
 Trentonian
 Bristol Pilot
 CBS-KYW 3
 Channel 6
 Channel 10
 Fox New
 Moe Sood
 Concerned Residents of Newtown (mass e-mail)
 R.R.T.S. Membership (mass e-mail)

received the full 54-page document.

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others received the cover letter, Exhibit A and
 attachments A, C & D only.

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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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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.

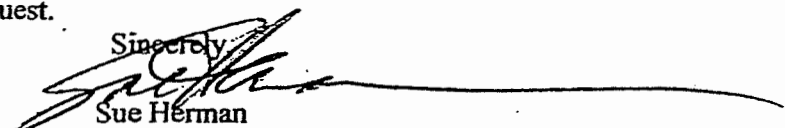
RESIDENTS OPPOSE ANY ROUNDABOUT TREATMENT AT THE INTERSECTION OF STOOPVILLE AND WASHINGTON CROSSING ROADS, AS A ROUNDABOUT WILL LEAD TO HIGHER VOLUMES OF TRAFFIC TRAVELING AT EVEN GREATER SPEEDS ALONG STOOPVILLE AND LINDENHURST ROADS.

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
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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
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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
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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

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)

Dori 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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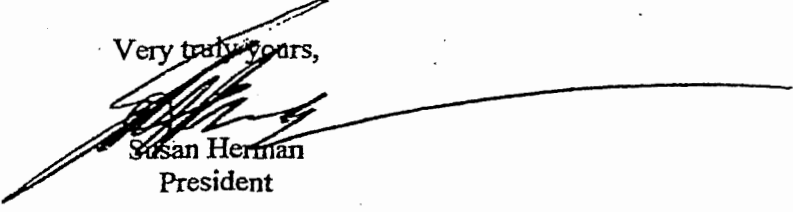
In addition, RRTS opposes the BCRTS and Addendum because:

- ...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
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Les Toaso, District Executive, PennDOT District 6
DVRPC Board; c/o Jerald Cureton, chair
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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.

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Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
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Trentonian
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CBS-KYW 3
Channel 6
Channel 10
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Moe Sood
Concerned Residents of Newtown (mass e-mail)
R.R.T.S. Membership (mass e-mail)

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5/34

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
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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.

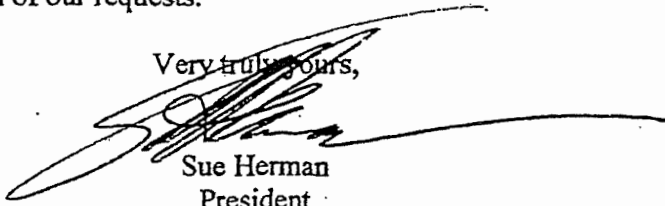
Residents, RRTS and Lower Makefield Township have gone on record opposing any modifications to that intersection beyond installation of a traffic signal.

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
*Carminc 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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4/12/1*

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTShuckspa5@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.
 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
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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 **
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 Newtown Township Board of Supervisors
 Wrightstown Township Board of Supervisors
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 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.

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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: 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)

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- 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.

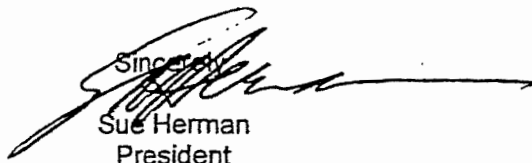
- Creating a highway environment will destroy the rural, historical character of the area surrounding the Veterans Cemetery, and result in high volumes of traffic going through Dolington Village to and from the cemetery and Washington Crossing State Park.

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

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Senator Arlen Specter
Senator Robert Casey, Jr.
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Governor Ed Rendell
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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
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Don Shanis, Deputy Executive Director/ DVRPC
Jerry Coyne, DVRPC
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Pennsbury School CEO, Paul Long
Lower Makefield Township Citizens Traffic Commission: c/o Gary Gilman, chair
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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

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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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Residents for Regional Traffic Solutions, Inc. EX-20

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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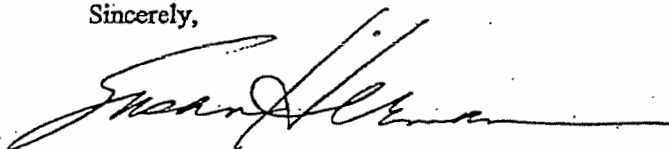
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OR District. Clause #5 of Exhibit I. (LMT Intergovernmental Agreement Draft sent to Newtown Township) clarifies that the understanding was that there be no connector road to Lindenhurst Road.

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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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.

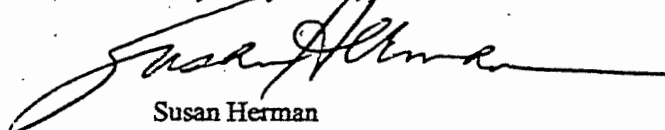
Also attached for your review is a letter dated October 16, 2002 from me to Honorable Charles Martin that describes our interest in this project in greater detail. Can you please let us know what you can do to ensure that the Newtown Bypass is selected and studied on an accelerated basis? Monies are 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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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,

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Sue Herman
President

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cc: Terry Fedorchak, Gene Dolnick (Pennsbury Board President), Ralph Nuzzolo (Pennsbury Superintendent)

Cc: Bob Pellegrino
Steve Harris, Newtown Township Solicitor
William Burke, Council Rock School Board President
Dr. Timothy Kirby, Superintendent of Council Rock School District
Jack Pinheiro, Council Rock Supervisor of Pupil Transportation
Gene Dolnick, Pennsbury School Board President
Ralph Nuzzolo, Pennsbury Superintendent
RRTS, Inc. membership
Lower Makefield Township Board of Supervisors
Terry Fedorchak

Jeff Garton, 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,

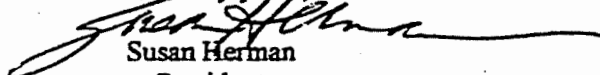
At midnight at your 5/28/03 Board meeting you discussed the Final Plan for the McLaughlin Subdivision. Your decision to revisit the Right-of-Way (ROW) for this tract at that late hour and that late stage of the approval process was a breach of public trust. Residents who live along Stoopville Road had 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

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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 Raymo "Skip" Goodnoe and Tom Jir recommending following the township's ordinance of 80 feet. They recommended the board delay recommendation until the planning commission can review. Their recommendation failed.

Lower Makefield supervisors Grace Godshalk and Pi 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

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R.R.T.S.
Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

July 23, 2003

Re: July 21, 2003 Public Comments; 2003 LMT Comprehensive Master Plan Update

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Stainthorpe, and Mr. Fazzalore,

As you know, at the July 21, 2003 Board of Supervisors meeting I commented on the 2003 LMT Comprehensive Master Plan Update during public comment period. I expressed residents' alarm that the Street Hierarchy Map that was part of the 1992 Comprehensive Master Plan had been omitted from the 2003 Update. This map is critical to the transportation planning process in our township, as well as, in the region as a whole.

We formally request that you take whatever measures are necessary to reinstate this map in this document prior to the September 15, 2003 public hearing date that is scheduled for the document. It is no secret that the health, safety and welfare of residents along Lindenhurst Road is in jeopardy due to the poor transportation planning in our region and over 30+ years of political manipulation of truck traffic in our region. In order to rectify this critical public safety issue, politicians, as well as, residents will need to refer to the roadway classifications in the Street Hierarchy Map of LMT's Comprehensive Master Plan.

In response to my concern, Mr. Stainthorpe remarked that there have been no changes to the Street Hierarchy Map (roadway classifications) that was in the 1992 Comprehensive Master Plan. Since he is the Board representative for the Planning Commission, I trust that he is knowledgeable in this area. I also trust that it is evident that this important information needs to be documented in a formal Street Hierarchy Map in the 2003 Comprehensive Master Plan Update. This will be easily accessible to interested parties in our township and region. (Note: Mr. Stainthorpe and Mr. Fedorchak had also commented that there were no roadway classification changes at the June 16, 2003 Board meeting when it was announced that the 2003 Update would be available for public review, and I asked whether there had been any changes in functional classifications of roadways.)

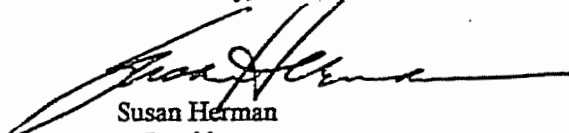
Mr. Garton said that the omission of this map would be checked out. Mr. Hackman stated that perhaps someone had removed the maps from the library's documents. Mrs. Godshalk stated that perhaps the map wasn't included in the document because, per Mr. Stainthorpe, there were no changes made to it and so the old map would just be carried over to the final, approved 2003 Updated Plan. I returned to the library after the Board meeting, and concluded that neither Mr. Hackman's or Mrs. Godshalk's theories applied. The Street Hierarchy Map has been excluded from the document that will become Lower Makefield Township's official 2003 Comprehensive Master Plan and this needs to be rectified immediately.

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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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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

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

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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7/15/03

Ex. 42

Cc: United States Congressman James Greenwood

Joe Szafran, Special Assistant to U.S. Congressman James Greenwood

Sean Slack, District Director for U.S. Congressman James Greenwood

✓ Governor Ed Rendell

✓ Allen Biehler, Secretary of Transportation

✓ Gary Hoffman, P.E.; Deputy Secretary for Highway Administration

✓ State Senator, Joseph Conti

✓ State Representative, David Steil

✓ John Coscia, Executive Director, Delaware Valley Regional Planning Commission

Michael Fitzpatrick, Esquire; Bucks County Commissioner

Charles Martin, Bucks County Commissioner

Sandra Miller, Bucks County Commissioner

Andrew Warren; District Administrator, PennDOT District 6

Lynn Bush; Executive Director, Bucks County Planning Commission

Terry Fedorchak, Lower Makefield Township Manager

Dr. Timothy Kirby; Superintendent, Council Rock School District

William Burke; Board President, Council Rock School District

Ralph Nuzzolo; Superintendent, Pennsbury School District

Gene Dolnick; Board President, Pennsbury School District

Robert Williams, P.E.; engineer for Lower Makefield Township

Jeffrey Garton, Esquire; solicitor for Lower Makefield Township

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Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 15, 2003

Re: Bucks County TIP Projects:

- (1) Implementation of Traffic Calming Measures on Lindenhurst Road
- (2) Stoopville Road Rehabilitation Project

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

We request that you take the following actions regarding two TIP projects that are being recommended for the 2003 Bucks County TIP:

Implementation of Traffic Calming Measures on Lindenhurst Road (to be submitted to the BCPC by Lower Makefield Township)

- 1.) We respectfully request that you make this project your #1 priority due to the dangerous traffic condition that exists on Lindenhurst Road.
- 2.) We respectfully request that you recommend that Andrew Warren withdraw from the TIP decision-making process for this project. Mr. Warren has a glaring conflict of interest when it comes to decisions regarding Lindenhurst Road, as such decisions have a direct affect upon traffic on the Newtown Bypass. He currently resides just off the Newtown Bypass and previously resided in another sub-division just off the Bypass. Mr. Warren's actions and inactions have demonstrated that he has been aligned with politicians in the region (both state and local) who have encouraged commercial traffic to bypass the Bypass. These parties were satisfied to (a) keep Swamp Road restricted to heavy trucks for over 30 years and divert them to less appropriate routes and (b) accept untimed lights on the Newtown Bypass (It is important to note that in a 1988 study conducted by the DVRPC, entitled Newtown Township Traffic Study, it was recommended that Newtown Township make the timing of the Bypass lights its #1 priority project and this project was fully funded.)

Residents strongly believe that an impartial Professional Engineer at the Harrisburg PennDOT level is required to ensure that there is objectivity in the decision-making process for this project.

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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,



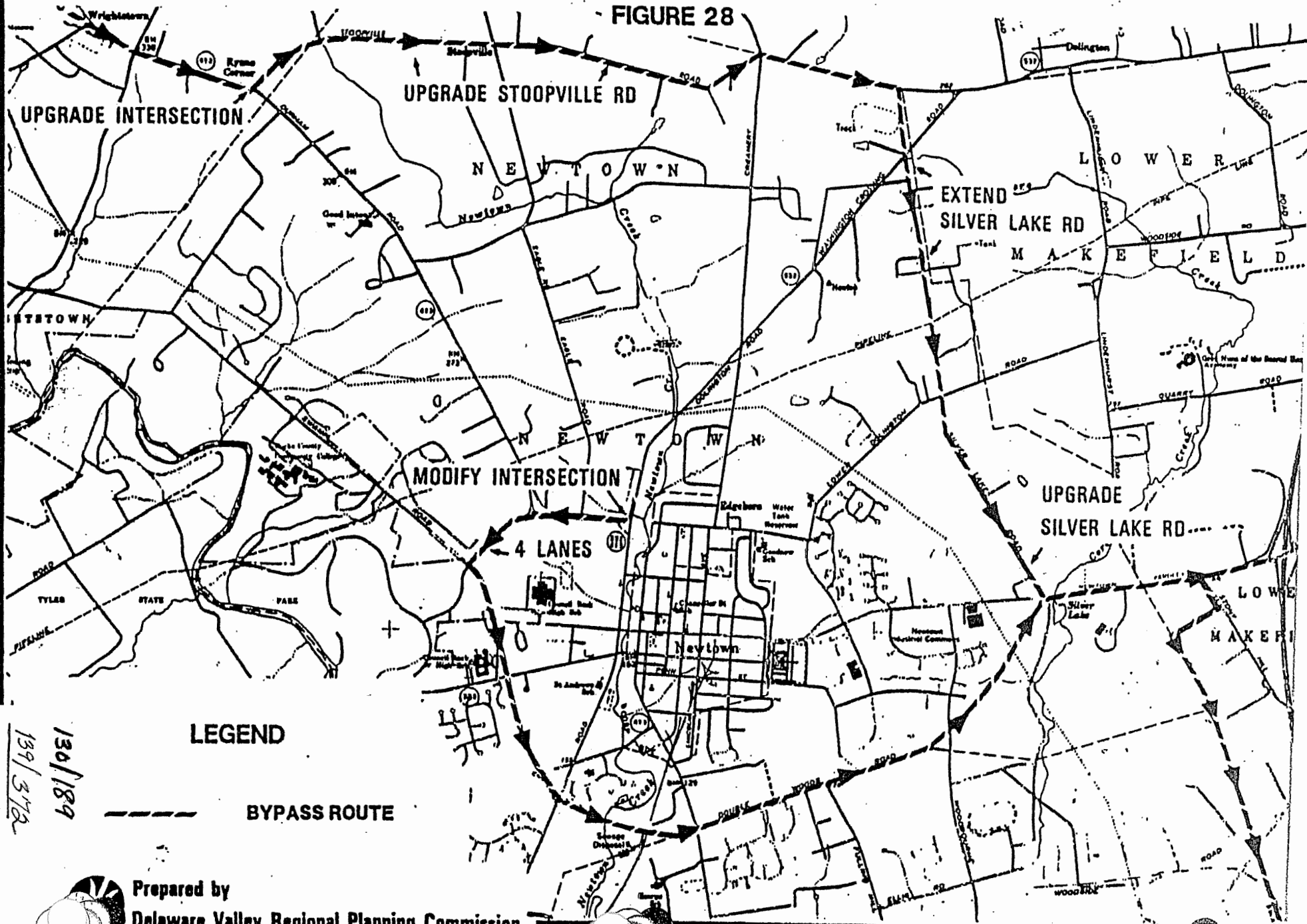
Susan Herman
President

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129/189

YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

FIGURE 28



LEGEND

BYPASS ROUTE

Prepared by
Delaware Valley Regional Planning Commission

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.I.P. SUBMISSIONS

Dear Mr. Brahler:

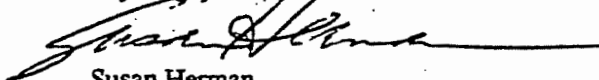
We respectfully request that you include the following two projects in the 2003 Bucks County Transportation Improvement Program. Our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 8,000 residents from Lower Makefield, Upper 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

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131/189

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbucks@aol.com

Lower Makefield Township Board of Supervisors
1100 Edgewood Rd.
Yardley, PA 18940

September 30, 2003

**RE: Draft of Lower Makefield Township Comprehensive Master Plan (LMT CMP)
Update, 2003**

Dear Mrs. Godshalk, Mr. Hackman, Mr. Fegley, Mr. Fazzalore and Mr. Stainthorpe,

Thank you for the opportunity to comment on the subject document at the public hearing you held on September 15, 2003. Below are the comments that I made on behalf of Residents for Regional Traffic Solutions, Inc. We would greatly appreciate it if you would consider these for inclusion in the Final 2003 Comprehensive Master Plan Update that will be voted upon at your Board of Supervisors meeting on Monday, October 6, 2003.

1.) We thank you and the Planning Commission for agreeing to include the Street Hierarchy Map as an exhibit in this document.

2.) Page 91 in the 1992 Update, LMT CMP says, "The responsibility of the township is to balance the needs of traffic flow and the land use goals that have been set."... "It is important for the township to balance the needs of traffic flow with the other goals of the community..."

We respectfully request that the Board add these statements to the CPM, 2003 Update. We believe that balancing traffic flow and land use is imperative in order to protect the health, safety and welfare of residents and provide a high quality of life for residents.

3.) We respectfully request that a statement be added to indicate the township's commitment to acknowledge the hierarchy of the roadway functional classification system and acknowledge that road function should match land use. In addition, we ask that it be stated that the highest priority of the township and region will be that all Arterial Highways and Expressways in the region function optimally (including being able to be traversed by ALL vehicles, regardless of weight) so that commercial traffic will favor using them over roads of lesser order functional classification.

4.) Page 96 of the 1992 Update LMT CMP states, "Preliminary discussions are underway to improve the highway access from the center of the county (Doylestown area) to Route I-95 in order to remove interstate-bound traffic from local residential streets. The township should continue to work with Newtown Township to provide a "northern bypass" from Lindenhurst Road/Route 332 north to Route 413 for better traffic circulation to I-95."

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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
State Representative, David Steil
John Coscia, Executive Director, Delaware Valley Regional Planning Commission
Michael Fitzpatrick, Esquire; Bucks County Commissioner
Charles Martin, Bucks County Commissioner
Sandra Miller, Bucks County Commissioner
Andrew Warren; District Administrator, PennDOT District 6
Lynn Bush; Executive Director, Bucks County Planning Commission
Terry Fedorchak, Lower Makefield Township Manager
Dr. Timothy Kirby, Superintendent, Council Rock School District
William Burke; Board President, Council Rock School District
Ralph Nuzzolo; Superintendent, Pennsbury School District
Gene Dolnick; Board President, Pennsbury School District

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**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

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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~~ ^{attached,} Note that Lower Makefield Township submitted the Lindenhurst Road Traffic Calming Project as the number one priority.

A high volume of heavy truck traffic is bypassing Route 332, the Newtown Bypass (a four lane, limited access-divided highway), and using these secondary roads as a cut-through en route to I-95. The cut-through quarry truck traffic is compelled to push the speed limit, as drivers are paid by the load and the industry often promises on time deliveries. Truckers know that they are less likely to be stopped on minor roads. Dozens of school buses that necessarily use these roads to pick up and drop off our children are mixed with, in excess of 800 heavy trucks/day, weighing up to 80,000 pounds each. Numerous near-misses have been reported involving heavy trucks, school buses and our school children.

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(pg 2 of 8)

SUMMARY

- The speakers who gave oral testimony on October 9, 2003 represent Residents for Regional Traffic Solutions, Inc. (RTS), 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.

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- 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

Ex. 47

10 Primrose Court Newtown, PA 18940
TEL: 215-579-1228 * FAX: 215-579-1024

MEMORANDUM

To: Bucks County Planning Commission
From: D. Richard Tonge
Date: October 9, 2003
Subject: Newtown township TIP - Stoopville Road Rehabilitation

Good Evening!

My name is Richard Tonge. I am a resident of Newtown Township, an officer of Residents For Regional Transportation Solutions, and a Director of the Newtown Grant Homeowners Association. Residents For Regional Solutions is a citizen's organization made up of residents from Wrightstown, Newtown, Northampton, and Upper and Lower Makefield who have been working with the townships, Bucks County Planning commission, the DVRPC and the state to improve the safety of the residents who live along one of the most dangerous traffic corridors in the region. Newtown Grant is a master planned community of over 4,000 residents and represents approximately 1/3 of the residents of Newtown Township. I am here today to speak about the Newtown Township proposed Transportation Improvement Project entitled - "Stoopville Road Rehabilitation", and to request that this project be rejected. Last year, Newtown Township proposed this very same project and it was rejected by the Bucks County Planning Commission for very legitimate reasons. I am here today to remind everyone of those reasons, and to request that this project be rejected once more.

I want to make everyone aware that in 1999/2000, Stoopville Road was rehabilitated at a cost to the taxpayers of over \$1.5 million.

There has been an ongoing problem with heavy trucks traveling on minor collector roads in residential neighborhoods in Wrightstown, Newtown and Lower Makefield Townships for over 30 years. Stoopville Road is one of those minor collector roads. There are hundreds of access points along this road made up of feeder roads, private driveways and entrances and exits from major subdivisions. In addition, as we speak, the townships are approving further development along Stoopville Road for a large homebuilder.

To put this area in perspective 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 IMPROVEMENT OF STOOPTOWN ROAD~~
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 Trice

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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 discussions to widen and straighten Stoopville Road to permit additional truck traffic while maintaining an official 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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143/189

F-17 10

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

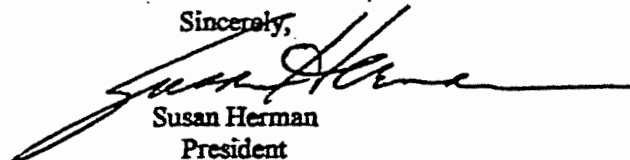
Thank you, once again, for your support throughout the 2005 Transportation Program Development Process. Enclosed is our written testimony submission for the subject TIP projects. We respectfully request that you review Attachment I of this letter which is a "suggested summary" for our written testimony 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

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

Mrs. Lynn Bush, Executive Director
Bucks County Planning Commission
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)

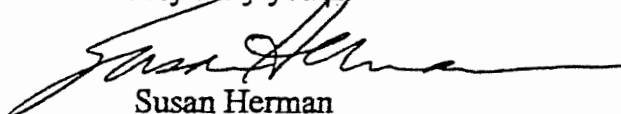
(2) **Stoopville RD / Worthington Mill RD Traffic Calming**
(Bucks County TIP application submitted by RRTS)

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.

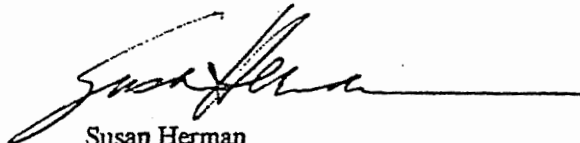
Since I will be out of town on a family matter on November 5, 2003 (when the BCPC Board votes on the list of TIP projects to go forward to the Delaware Valley Regional Planning Commission), I will take this opportunity to implore you and the rest of the BCPC Board one last time to consider the tragedy 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.

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We sincerely thank you for your consideration.

Very truly yours,



Susan Herman
President

CC: Bucks County Planning Commission Board:

- ✓ Geryl D. McMullin, Vice Chairperson
- ✓ James J. Stoeckhert, Secretary
- ✓ H. Paul Kester, Esquire
- ✓ David H. Platt
- ✓ Ed Kisselback, Jr.
- ✓ Kathleen M. Babb
- John J. Coscia, Executive Director / Delaware Valley Regional Planning Commission
- Lynn Bush, Executive Director/ BCPC
- David Johnson; Director of Transportation / GIS Planning, BCPC
- Rich Brahler; Senior Transportation Planner, BCPC
- ✓ Charles T. McIlhinney, Esquire; Solicitor, BCPC Board

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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, 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 is unable to stop for a Council Rock bus. The bus was stopped (red lights flashing and stop arm out) at a 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] 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 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

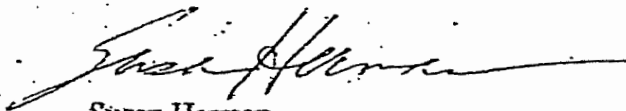
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traffic calming measures along Lindenhurst, Stoopville and Worthington Mill Roads. The dollars to implement traffic calming are minimal, the value of our children's lives, immeasurable.

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)

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Ex. 52

R.R.T.S.

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

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

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

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

Dear Mr. Hoffman and Representative Steil,

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

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

Video submissions

- Submitted a CD that contains 3 videos entitled Bypassing the Bypass, 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 118 1611 372 (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

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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

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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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Pg. 5/26 (46)

The Newtown Twp. Planning Commission and Board of Supervisors refused to include traffic calming measures in the project description, despite outcries from residents who live along Stoopville Road. (See Exhibit XI, an Eagleton Farms Homeowners Association resolution, and Exhibit XII, letter from a representative of Eagleton Farms to the superintendent of Council Rock School district.)

President of the Board

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.

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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 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.

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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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~~Pg. 8/26~~

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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

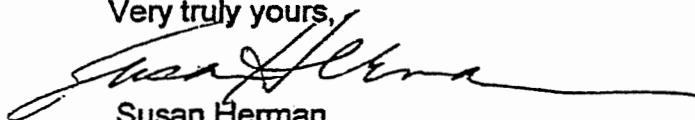
**RE: Written Comment Submission for the Regional Traffic Meeting
held at Bucks County Community College on April 22, 2004**

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:



Date:

4-28-04169 / 372

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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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R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285

Newtown, PA 18940

RRTSbucks@aol.com

(pg 175) Ex-33

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 Nuri 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)

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- ☐ 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*).

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- 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
Newtown, PA 18940
ph: 215 504-9670
fax: 215 504-0757
email: RRTSbucks@aol.com

Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. I am Alex Herman and this is Susan Herman of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Project Abstract, Exhibit I).

I would like to give you some background (See Traffic Flow Map, Exhibit II).

The New Hope-Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Road, just 3.5 miles northwest of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane, limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the safest road in the region for trucks and leads to I-95.

Three routes made up of arterial highways go from the quarries to the Newtown Bypass. These are Swamp Road, PA Traffic Route 232 to PA Traffic Route 413, and PA Traffic Routes 232 to PA Traffic Route 332. For more than 30 years, loaded quarry trucks were prevented from using parts of Swamp Road going south, due to a series of weight-restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums- history had shown that when a weight-restricted culvert was replaced, PennDOT District 6 would inspect the culvert south of it and, unbelievably, weight- restrict it!

In the last TIP round we informed you that more than 800 trucks per day were diverted off Swamp Road onto this [residential] route because the culvert south of Worthington Mill Road was posted at 10 tons. This heavily developed residential route is comprised of Worthington Mill, Stoopville and Lindenhurst Roads- all Minor Collector Roads- and well in excess of 8,000 residents live along it. Near- misses between quarry trucks and school buses became all too frequent an occurrence. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse (Ex. III).

* The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

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

STATE TRANSPORTATION COMMISSION WRITTEN TESTIMONY SUBMISSION

Submitted by: Susan Herman; Industrial Engineer, President of R.R.T.S.
Date: Sept. 22, 2005
of pages: 66

Project Name: Stoopville Road Rehabilitation (FY2007 TIP Project submitted by Newtown Twp.)

OBJECTIVES:

- We ask the State Transportation Commission to go on record against the Stoopville Road Rehabilitation Project which is, once again, being submitted as a Bucks County TIP project. (See Exhibit I, FY2005 TIP application). This project is being falsely promoted as a safety improvement to mitigate the traffic safety crisis that exists on Stoopville Road, a minor residential collector road with thousands of residents living along it.
- We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the Delaware Valley Regional Planning Commission's 1988 Newtown Township Traffic Study (see Exhibit II; cover page and page #'s 61, 64 and 81, of the Study). The upgrades included in this project will result in higher volumes of commercial traffic traveling Stoopville Road at even greater speeds, further encouraging truck traffic to bypass the Newtown Bypass. The fact that politicians support this project validates our belief that there is strong pressure in our region to upgrade the functional classification of Stoopville Road to an arterial highway.

To the contrary, good engineering practice dictates that strong measures are needed to calm traffic on Stoopville Road so that traffic travels in a manner consistent with the adjacent heavy residential land use. Traffic calming measures, including those that incorporate horizontal and vertical deflection, are needed.
- Engineering design and proper infrastructure require that arteries be upgraded to function efficiently for arterial use and that capillary roads, or collector roads, be safe-guarded for residential use. Politicians and PennDOT District 6 have failed to do this. We have an ill-functioning Newtown Bypass where ten traffic lights between arterial highway Swamp Road (location of four booming quarries) and Interstate 95 are not timed properly (see Exhibit III; July 11, 2005 letter from Deputy Secretary Gary Hoffman to Mr. Terry Fedorchak). We have neglected arterial highways leading to the Newtown Bypass. This needs to be remedied.
- Although it was concluded in the DVRPC's 1988 Newtown Township Traffic Study that the northern bypass was not the answer to the region's traffic woes, step by step over the years, it is being constructed behind residents' backs. The Stoopville Road Rehabilitation Project is yet another step. Well in excess of 9,000 unsuspecting citizens will end up with an arterial system jammed through their back yards. It is time to stop this major breach of public trust.

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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 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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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
Neshaminy Manor Center
1260 Almshouse Road
Doylestown, PA 18901

September 23, 2005

RE: Bucks County Transportation Improvement Program (BCTIP)

Dear Mrs. Bush,

We respectfully request that you include the attached two TIP project applications, that I am hand-delivering today, in the 2005 BCTIP:

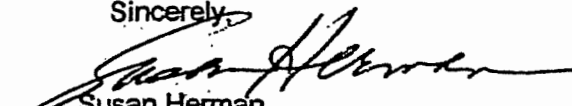
- (1) Lindenhurst Road Traffic Calming, Phase II
- (2) Stoopville Road and Worthington Mill Road Traffic Calming

If you have any questions regarding this request or the accompanying BCTIP applications, please call me at (215) 504-9670.

As you know, our organization, Residents for Regional Traffic Solutions, Inc., is a regional citizens group that represents well in excess of 9,000 residents from Lower Makefield, Upper Makefield, Newtown, Wrightstown and Northampton Townships. I would like to inform interested residents of the date/time for the Bucks County Planning Commission public meeting for the BCTIP so they can plan to attend. Can you please give me this information?

I have not heard back from you regarding whether we will be permitted to show our critically important 3-minute long CD-ROM at the BCTIP public meeting. Our picture is worth a thousand words. I hope to hear from you soon and thank you for your consideration.

Sincerely,



Susan Herman
President

CC: Governor Ed Rendell

Secretary of Transportation, Allen Biehler
Deputy Secretary of Highway Administration, Gary Hoffman
State Senator, Joe Conti
State Representative, David Steil
Bucks County Commissioners: Charles Martin, Sandra Miller, and James Cawley
Executive Director/DVRPC, John Coscia
Bucks County Planning Commission Board Chairman, Robert Grunmeier
Rich Brahler
Council Rock School Board President, Susan Vicedomini; and Superintendent, Mark Klein
Pennsbury School Board President, Linda Palsky; and Superintendent, Ralph Nuzzolo
R.R.T.S. membership (mass e-mail)
Bucks County Courier Times
Yardley News & Advance
Philadelphia Inquirer

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Hand-delivered a
copy for Mrs. Bush &
Mr. Richard Brahler

Signed for by: 

Delivery date: 9/23/2005

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Bucks County Planning Commission Public Meeting FY2007 Transportation Improvement Program

ORAL TESTIMONY

Persons Testifying: Susan Herman (Industrial Engineer, President of R.R.T.S.),
Claudia Fountaine, Marcy Conti

Organization: Residents for Regional Traffic Solutions, Inc. (R.R.T.S.)
P.O. Box 285
Newtown, PA 18940
ph: 215 504-9670, fax: 215 504-0757
email: RRTSbucks@aol.com

Date: October 20, 2005 **# of Pages:** 41

Project Name: Stoopville Road Rehabilitation

Thank you for this opportunity. My name is Susan Herman. I am an industrial engineer with a degree in industrial engineering from Penn State University and president of Residents for Regional Traffic Solutions, Inc. or R.R.T.S. Our regional citizens group represents well in excess of 9,000 residents from five townships affected by the inordinately high volume of truck traffic in our region - much of it quarry truck traffic.* We are opposing the Stoopville Road Rehabilitation Project, as we did two years ago (see Exhibit I, written testimony submitted to the Delaware Valley Regional Planning Commission, DVRPC, in the FY2005 TIP round). This is Claudia Fountaine and this is Marcy Conti.

I would like to give you some background (see Traffic Flow Map, Exhibit II). The New Hope - Ivyland Railroad is here. Four booming Wrightstown Township quarries are located on Swamp Rd, just 3.5 miles north of where Swamp Road becomes the Newtown Bypass (Route 332). The Newtown Bypass, a four-lane limited access divided highway built specifically for commercial traffic with \$23 million taxpayer dollars, is the shortest, most logical way for trucks to reach I-95 from the quarries and is the safest road in the region for trucks. Three routes made up of arterial highways go from the quarries to the Newtown Bypass: one route is Swamp Road, one route is PA Traffic Route 232 to PA Traffic Route 413, and one route is PA Traffic Route 232 to PA Traffic Route 332.

For more than 30 years, loaded quarry trucks were prevented from using Swamp Road going south to I-95 because of a series of weight restrictions systematically placed on culverts along the road. There was a pattern that even our State Representative acknowledged in public forums. PennDOT District 6 had a history of replacing a weight restricted culvert only to immediately inspect another culvert south of it and, unbelievably, weight-restrict IT!

*The townships are Newtown, Wrightstown, Northampton, Lower Makefield & Upper Makefield.

In the last TIP round we informed you that more than 800 trucks per day were being diverted from Swamp Road onto this heavily residentially-developed route [Worthington Mill/ Stoopville/ Lindenhurst Roads], due to the 10-ton weight restriction on the culvert just south of Worthington Mill Road. Forced to use this longer, circuitous route comprised of Worthington Mill, Stoopville and Lindenhurst Roads, the commercial traffic needlessly endangered the welfare of over 8,000 residents. Compare the 155 access points, most residential driveways shown by blue pins, versus the 16 access points along this section [previously restricted section] of Swamp Road leading to the Bypass. Note also that it is 9.7 miles from the quarries to the Newtown Bypass via the heavily developed residential route, versus 3.5 miles from the quarries to the Newtown Bypass via Swamp Road. There are 6 turns on the Worthington Mill/ Stoopville/ Lindenhurst Road route, versus NO turns traveling south on Swamp Road. The circuitous route has trucks literally "bypassing the Bypass".

Near misses between quarry trucks and school buses became all too frequent an occurrence along Worthington Mill, Stoopville and Lindenhurst Roads. We reported this to State Representative David Steil in a February 2004 letter, imploring him to reject the Stoopville Road Rehabilitation Project, which would only make matters worse along this route (Exhibit III). The proposed upgrade to Stoopville Road would encourage more trucks to travel faster through neighborhoods where, as we speak, even more homes are going up.

The truth is, politicians were happy with the diversion of truck traffic onto this heavily residentially-developed route. It took the tireless efforts of RRTS to finally reach the ear of Deputy Secretary Gary Hoffman, who supported replacing the restricted culvert and the deteriorated culvert south of it SIMULTANEOUSLY. In January 2005 Swamp Road was finally opened to ALL traffic for the first time in over 30 years. We are grateful to Mr. Hoffman and his staff for ending this unconscionable manipulation of traffic and also for agreeing to have PennDOT Harrisburg study the Newtown Bypass traffic lights under its Traffic Signal Enhancement Initiative Program (Exhibit IV). Synchronization of the eleven traffic signals is expected by June 2006.* Residents are relieved now that Harrisburg has taken over, as Township officials failed to time the Bypass lights for years. In fact, the DVRPC recommended that Newtown Township make timing the lights its top priority project in a traffic study as far back as 1988!

We oppose the Stoopville Road Rehabilitation Project because it is essentially the middle leg of the "northern bypass alternative" studied in the DVRPC's 1988 Newtown Township Traffic Study. Here is the map on Page #61 of the 1988 Study (Exhibit V). The northern bypass, as shown here, is comprised of Worthington Mill Road, an upgraded intersection at Route 413 and Stoopville Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" is the location of the proposed Stoopville Road Rehabilitation Project. The northern bypass route on this map [page #61 of the 1988 Study] corresponds to these roads on the Traffic Flow Map. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township. Silver Lake Road is a local road with heavy residential development along it.

*At the 9/29/05 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the lights would not be synchronized until June 2006.

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though 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.

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(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 Hermian (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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1.

Traffic volumes on Stoopville Road are higher than they should be

- A "residential route" comprised of Worthington Mill, Stoopville and Lindenhurst Roads (all minor residential collector roads) is used as a cut-through that literally bypasses the Newtown Bypass by traffic en route to and from I-95. (See Exhibit IV, Traffic Flow Map.)
- There are 6 turns and 155 access points (most residential driveways) on the "residential route" and well in excess of 9,000 residents living along it. It is 9.7 miles from the quarries to the Newtown Bypass via this route.
- Compare this to no turns and 16 access points along the section of Swamp Road between Worthington Mill Road and the Newtown Bypass. It is 3.5 miles from the quarries to the Newtown Bypass via this route.
- Drivers developed the habit of using the "residential route" as a cut-through because...
 - (a)... there are ten untimed traffic lights on the Newtown Bypass between Swamp Road and I-95. (Hard to believe, since the bypass was built specifically to handle commercial traffic using \$23 million taxpayer dollars and timing the lights was identified as Newtown Township's number one top priority project in the DVRPC's 1988 Newtown Township Traffic Study.)
 - (b)...for more than thirty (30) years, heavy truck traffic was diverted off arterial highway Swamp Road due to a series of weight restrictions systematically placed on culverts along the road. We are grateful for the good will and expertise of Deputy Secretary Hoffman and his staff, who replaced the remaining deteriorated culverts on Swamp Road in 2004 and finally opened the road to ALL traffic in January, 2005.
- Stoopville Road has been forced to function more like an artery because of the mismanagement of arterial highways in our region. This needs to be undone.
- PennDOT Harrisburg is now overseeing timing the lights on the Newtown Bypass and the promised completion date in Deputy Secretary Hoffman's July 2005 letter is late Fall 2005 (see Exhibit III). In an update given at the September 29, 2005 meeting of the Regional Traffic Planning Task Force, Mr. Bill Laubach (PennDOT Harrisburg) informed us that the completion date has now slipped to June 2006.
- It is unconscionable that the Regional Traffic Planning Task Force has decided to review the functional classifications of roadways in their Bucks County Regional Traffic Study for possible revision **before** the eleven traffic signals on the Newtown Bypass are synchronized and drivers have time to break the habit of using the "residential route" as a cut-through. This is putting the cart before the horse!

Northern bypass is an oxymoron

- Page #61 of the 1988 Newtown Township Traffic Study is a map of the "northern bypass" (Exhibit II). It is comprised of Worthington Mill Road, upgraded Stoopville Road, extended Silver Lake Road along Gaucks Lane, and upgraded Silver Lake Road out to the Newtown Bypass. The segment labeled "Upgrade Stoopville Road" corresponds to the Stoopville Road Rehabilitation Project. Silver Lake Road, which is in Newtown Township, runs parallel to Lindenhurst Road, which is primarily in Lower Makefield Township (see Exhibit IV; pink lines on Traffic Flow Map). Silver Lake Road has heavy residential development along it.

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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.

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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

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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.

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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

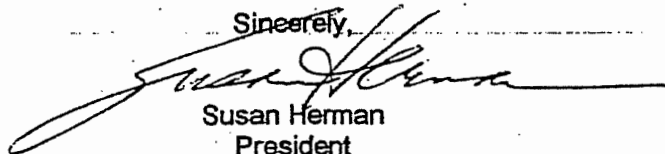
RE: Oral and written testimony opposing the Stoopville RD Rehabilitation Project
 offered at the 10/20/05 Bucks County Planning Commission (BCPC) TIP public meeting

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

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3 C D 'S

R.R.T.S.

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Attachment III
(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.

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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

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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)

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- ❑ 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. *O what is that?*
- ❑ The Stoopville Road Rehabilitation Project is in direct opposition to traffic calming measures desperately needed on Stoopville Road and the other minor collector roads on the residential route. There is pressure in our region to upgrade the functional classification of Stoopville Road from a Minor Collector Road to an Arterial Highway. We fear the Bucks County Planning Commission (BCPC) will attempt to justify this when it revises the federal functional classification of roadways, a process currently underway. If Stoopville Road is upgraded to an Arterial Highway, it will no longer qualify for traffic calming measures which are essential to traffic using this road in a manner consistent with the high level of residential development townships placed there. **We implore the BCPC not to upgrade the classification of this road and implore the DVRPC to reject any attempt to do so.** *O*
- ❑ In 1999/2000 Stoopville Road was rehabilitated twice at taxpayer cost of over \$1.5 million. In this climate of tight funding, all dollars should be put toward making the principal arterial highways in our region the most effective for handling heavy industrial traffic. *In why are taxpayer dollars?*
- ❑ **As movement of stone by rail will improve the quarry truck safety issues on our residential roads, we also respectfully request that the DVRPC endorse the RCC resolution, RESOLUTION RE: RAIL GONDOLAS AS ALTERNATIVE TO QUARRY TRUCKS ON SWAMP ROAD, as stated in the OBJECTIVE section of this written testimony.**
- ❑ The Short Line Railroads expressed great interest in hauling stone at the April, 2004 Surface Transportation Board Public Hearing and the April, 2004 Delaware Valley Goods Movement Task Force Meeting. Exhibit X is a CD of a Fox Newscast (aired at 10 PM on April 5, 2004) covering this issue. The removal of any amount of quarry trucks from Stoopville Road, and other roads in the region, will yield much needed improvement of the public safety of the citizenry at large.
- ❑ It is imperative that the DVRPC view the traffic safety crisis along Stoopville Road with objectivity, so that the much-needed traffic calming measures are implemented before a busload of kids gets killed. It is an accident waiting to happen whenever any of these behemoth vehicles choose to take the secondary roads (see recent crash/incident history, Exhibit XI*).

*Some communications are taken from the document Timeline of Letters, Events and Meetings Attended by Members of Residents for Regional Traffic Solutions, Inc. (October, 1971-October 8, 2003)

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- 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.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

State Representative David Steil
2 North State Street
Newtown, PA 18940

February 6, 2004

RE: Regional Traffic Problems

- Request to reject the Stoopville Road Rehabilitation Project
- NEAR MISSES/ ROAD RAGE caused by mismanagement of minor residential collector roads

Dear Representative Steil,

As you know, residents have worked thousands of hours in their effort to mitigate the dangerous traffic conditions that exist on Lindenhurst, Stoopville and Worthington Mill Roads (minor residential collector roads with well in excess of 7,000 residents living along them). The dangerous traffic conditions exist due to the failure of PennDOT District 6 and local and state officials to address the functional deficiencies on the principal arterial highways in our region. These parties continue to implement changes step by step that make the minor residential collector roads more conducive for use by commercial, industrial traffic and make the arterial highways in our region less conducive for use by heavy truck traffic. Their actions fly in the face of sound engineering practice and jeopardize the health, safety and welfare of constituents in their charge.

Note that Lindenhurst, Stoopville and Worthington Mill Roads will often be referred to as the "residential route" in this memo, as collectively these residential roads form a 9.7 mile circuitous route that heavy commercial traffic is currently diverted to and encouraged to use.

STOOPVILLE ROAD REHABILITATION PROJECT (Request for you to lobby to reject this project in all forums)

The Bucks County Planning Commission Board recently voted to send the Stoopville Road Rehabilitation Project forward to the Delaware Valley Regional Planning Commission (DVRPC) in the TIP approval process rather than the Traffic Calming TIP Projects submitted for Lindenhurst, Stoopville and Worthington Mill Roads. The selected project will encourage higher volumes of traffic at higher speeds along the residential route, exacerbating an already volatile situation.

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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

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

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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)

TRAFFIC FLOW MAP

HEAVY COMMERCIAL TRUCKS TO I-95 NORTH/SOUTH

SCALE 1/4" = 1 mile
1/2" = 1 mile

DEC. 2000

Legend



= Operating Quarries-
May be open 24/7

= Diverted Truck Route:
Minor residential
collector roads

= Restricted Principal
Arterial State Highway

= Principal Arterial
State Highways

= Newtown Bypass- 4 Lane,
Controlled Access. Divided
Highway

= Filming location #,
Bypassing the Bypass video



= Residence of current/previous Newtown
or Wrightstown Twp. Supervisor &
current and previous home of PennDOT
District Administrator

▶ = Street access

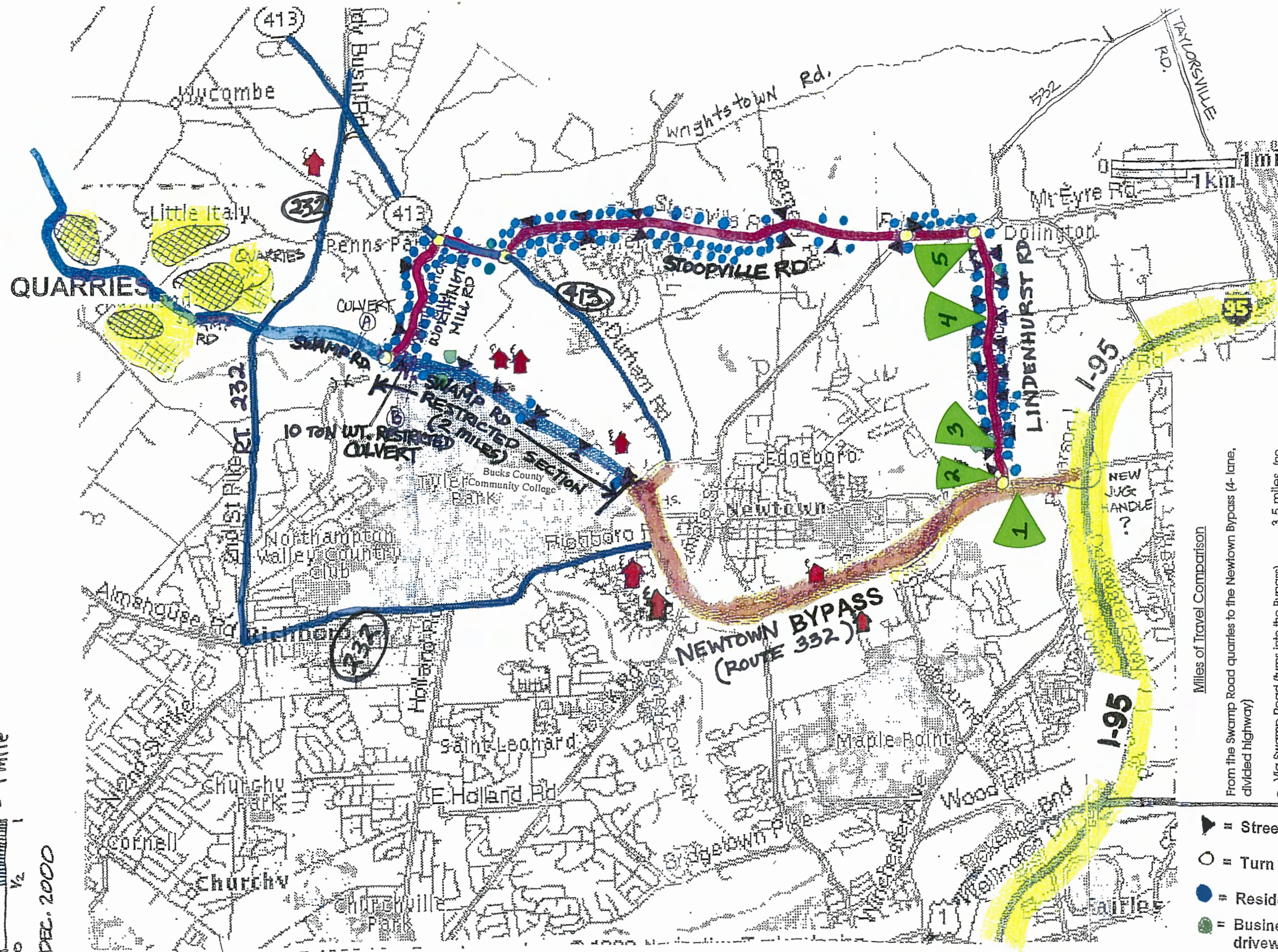
○ = Turn

● = Resident's driveway

● = Business/ Business & resident's
driveway

Exhibit II

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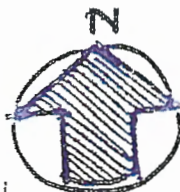
Access Points

- Worthington Mill Rd
To Rt. 413 To
Stoopville Rd to
Lindenhurst Rd to
Bypass- 15.5 points of access
- 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 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)



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.

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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

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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 Aston, Quarry Hill and the Grey Nun Academy on the buses up there ...It's just a matter of time. We need to take the issue into our own hands and do what we need to do...we have to take back the road." Despite the concerted efforts of these principals, politicians have not moved off the dime to get Swamp Road diverted truck traffic to use the major routes. It's clearly going to take a group with more clout to resolve this.

Your Board has ultimate responsibility for the safety of the students under its auspices, and I can tell you that your kids are in harm's way. I appeal to you, tonight, to take a position as advocate for the safety of the children you transport, by writing a letter to Secretary of Transportation, Honorable Allen 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

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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

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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.

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RALPH M. NUZZOLO
Superintendent

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

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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. This

where the trucks belong."

Township road supervisor Jim Coyne cautioned board members against taking the road over.

"If we rebuilt that, it will take 3-4 years without doing anything else in the township," said Coyne. "And I would remind you, we have 120 miles of our own roads that we have a liability and a responsibility. If you move the trucks off of there, where are they going to go — Dolington or somewhere else? To take the road over and shift them onto another road doesn't make any sense at all. And to rehabilitate that road is going to cost a fortune."

The residents said they are willing to bear the potential cost, especially when weighing it against the safety of

their children.

"When you talk about a million dollars to repair, we'll live with a road with ruts and potholes in it," said one man. "More importantly, that million dollars isn't going to pay a drop toward replacing a child or a mother or someone killed on the road."

Dr. Bruce Johnson, principal of the Quarry Hill Elementary School, publicly encouraged the supervisors to move forward.

"We take a chance every day when we put hundreds of kids from Aston, 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.

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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."

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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,

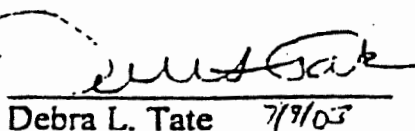
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,

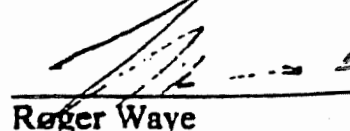
THEREFORE, be it RESOLVED that the Eagleton Farms Homeowners Association Board of Trustees requests the Newtown Township Board of Supervisors, who are elected officials responsible to the citizens who elect them, to direct the township's engineer to conduct a study of potential traffic calming measures 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

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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."

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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

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November 8, 2000

Ex. VII
(pg. 3/12)

community in which they have chosen. We need your assistance to address these concerns for the betterment of our residents without restricting the flow of traffic or the type of vehicles using our roads.

Wrightstown Township is once again requesting that you lower the speed limit to 35 MPH on Worthington Mill Road. This is not the first time we have made this request and aware of comments by your engineering department regarding the engineering suitability of the existing speed limit. But we are both aware that PennDOT has some latitude to relax these requirements if it so chooses. That is specifically what we are asking here.

We are hopeful that you will grant our request for a reduction in the speed limit. In consideration of that request, Wrightstown Township is prepared to install and maintain 35 MPH signs along those sections approved for the lower speed limit and at those locations marked by your department.

On behalf of the Board of Supervisors of Wrightstown Township, we thank you for your quick and thoughtful consideration of this safety concern. Should you wish to discuss this further, please feel free to contact me through the Township offices (215-598-3313, ext 30) or through my place of employment (215-785-8042).

Respectfully,

BOARD OF SUPERVISORS
WRIGHTSTOWN TOWNSHIP



Chester S. Pogonowski,
Chairman

cc: Honorable David Steil, Representative
Jane Magne, Supervisor
Allen Masenheimer, Supervisor
Marcy Conti

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CALL 487/129

R.R.T.S.

Residents for Regional Traffic Solutions, Inc.

PO Box 285
Newtown, PA 18940
RRTSbuckspa@aol.com

Mr. William Burke
Council Rock School Board President
Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

June 5, 2003

Re: Worthington Mill Road; Quarry trucks unable to stop for stopped school buses.

Dear Mr. Burke,

We are writing this letter to ask for your help because the health, safety and welfare of the students you bus along Worthington Mill Road (between Swamp RD and RT. 413) is in jeopardy. We are requesting that you go on record regarding the unsafe condition that exists, with the people who are going to make decisions on this serious transportation issue. Worthington Mill Road is being used as a diverted route for hundreds of heavy trucks traveling to and from the Swamp Road quarries and I-95 daily. This 1.1-mile segment of roadway has 25 driveways, 28 access points, 9' wide travel lanes and no shoulders. Your school buses stop over 40 times in the travel lane on a given school day to pick up or drop off students. (See attachment 1)

There have been numerous close calls with trucks unable to stop for stopped school buses. The first witnessed incident occurred in 2000 at 970 Worthington Mill Road when Sean Hipps was being dropped off across from his driveway and an empty stone truck traveling behind the bus could not stop for the stopped school bus. The truck had to swerve around the bus, narrowly missing Eileen Hipps and her son. Mrs. Hipps reported this incident to The Council Rock School District who directed her to PennDOT. In another incident, which occurred in September 2002, my husband and I watched in absolute horror, as a loaded oil tanker could not stop for our 2 sons' stopped school bus at Estates Court. The tanker driver frantically honked and flashed its warning lights in an apparent attempt to alert the school bus driver and the children. We were further alarmed to hear from several children along this road that it is not unusual for the bus drivers to ascertain if the approaching quarry truck can stop before putting on the flashing lights. This is a problem on two levels, as many children seeing a fully stopped school bus will naturally approach the bus to board and this situation puts an enormous safety responsibility on your school bus drivers.

Last week I heard the loudest jake braking sound I had ever heard and ran to the window in time to view a loaded quarry truck scarcely missing the back of a stopped school bus. A loaded tractor-trailer quarry truck weighs 80,000 pounds and a crash will

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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

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V-7 1152
* 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

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COUNCIL ROCK SCHOOL DISTRICT

ADMINISTRATION & BUSINESS OFFICES

The Chancellor Center
30 North Chancellor Street
Newtown, PA 18940

Ex. VII pg 7 1/2

Timothy F. Kirby, Ed.D.
SUPERINTENDENT OF SCHOOLS
TELEPHONE (215) 944-1000
FAX (215) 944-1031

Robert D. McAnulta, PE
DIRECTOR OF BUSINESS
ADMINISTRATION
TELEPHONE (215) 944-1040
FAX (215) 944-1041

June 17, 2003

Mr. Gary Hoffman
PA Department of Transportation
Keystone Building
400 North Street
Harrisburg, PA 17120

Re: Worthington Mill Road, Bucks County

Dear Mr. Hoffman:

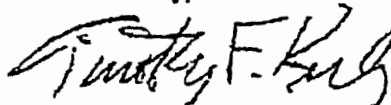
I understand your department is currently conducting a traffic and safety review of the above referenced road. The safety of our students is of paramount importance to the Council Rock School District.

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

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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

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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.

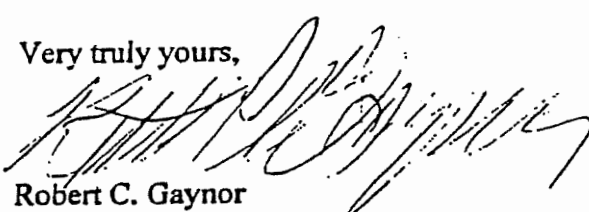
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous 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

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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

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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) 844-1000
FAX (215) 844-1031

March 30, 2004

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

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

Dear Governor Rendell:

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

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

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

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

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

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

Sincerely,

Timothy F. Kirby

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

TFK/tm

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Township of Lower Makefield

Exhibit VIII
(Pg 1/2)

BOARD OF SUPERVISORS

Frank J. Fazzalore, Chairman
Norman F. Stalnthorpe, 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

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TSF:ms

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

Exhibit IX
(pg 1/2)



Township of Lower Makefield

BOARD OF SUPERVISORS

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

May 25, 2004

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

RE: **STOOPVILLE ROAD
REHABILITATION PROJECT**

Dear Mr. Coscia:

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

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

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

Your favorable consideration of this request is appreciated.

Sincerely,

Terry S. Fedorchak
Township Manager

TSF:ms

234/372

(36)

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

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.

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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.

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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.

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(40)

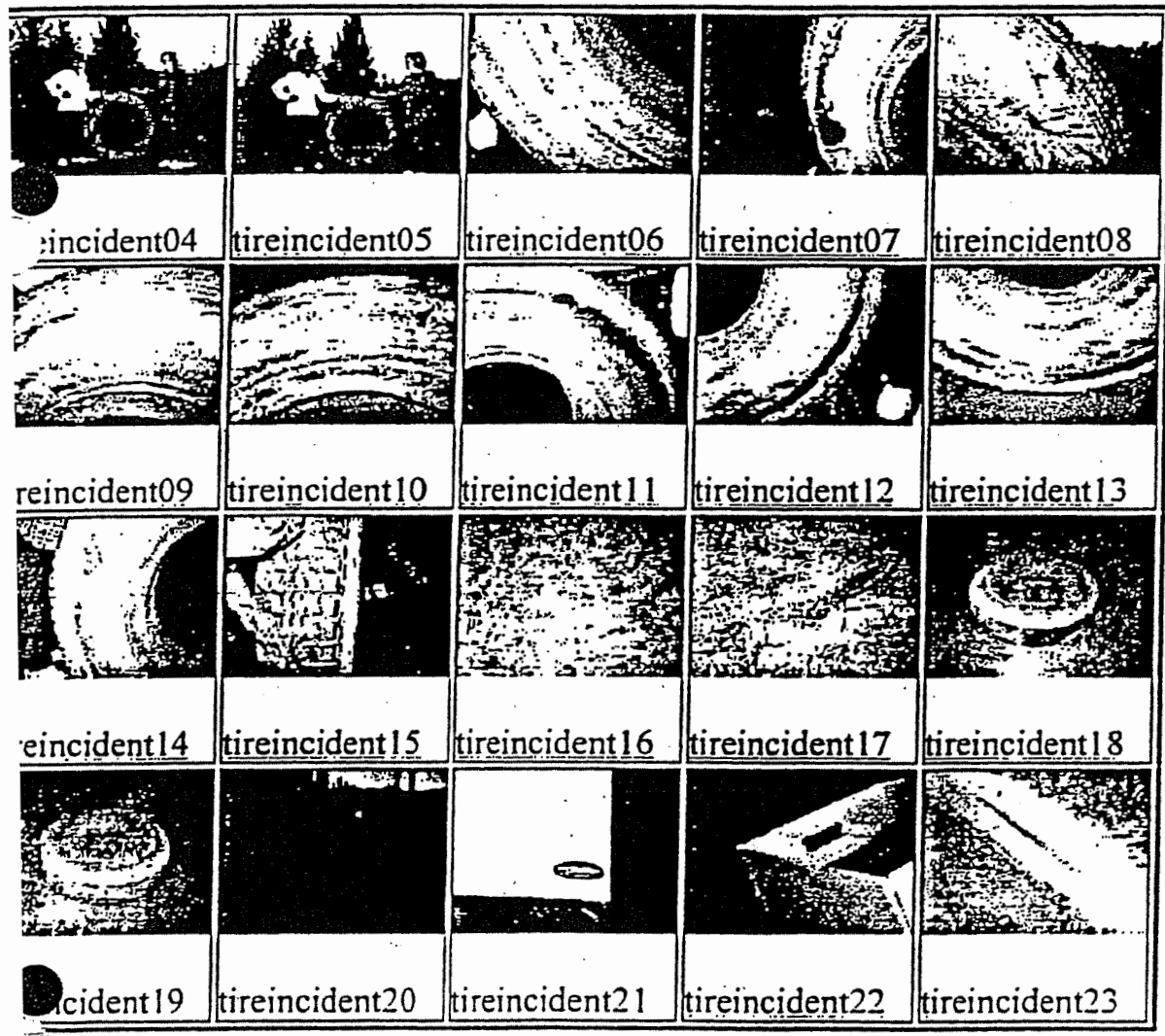
On April 21, 2003 G. Magilton @ 1705 Powderhorn Dr. was working in his backyard when he thought he heard thunder. The 'thunder' turned out to be a 200lb truck tire and wheel that had been jettisoned by a passing vehicle and landed in his Backyard. Initial investigation revealed that the tire had been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

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

04-22-2003

000005

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made public by
Sherry Givens
at the 5/5/03 LMT
BOS meeting

Exhibit XI
(pg 4/4)

R.R.T.S.

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

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

Representative David Steil
2 North State Street
Newtown, PA 18940

April 23, 2004

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

Dear Mr. Hoffman and Representative Steil,

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

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

Video submissions

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

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

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

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

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18.1/26 (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

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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

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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 ^{superintendent of Council Rock School district.}
President of the Board)

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.

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17.10

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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 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.

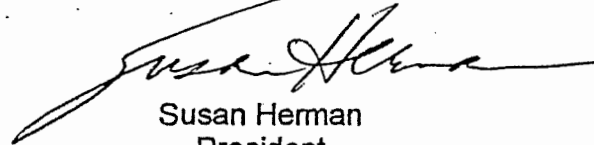
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12.11.0

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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

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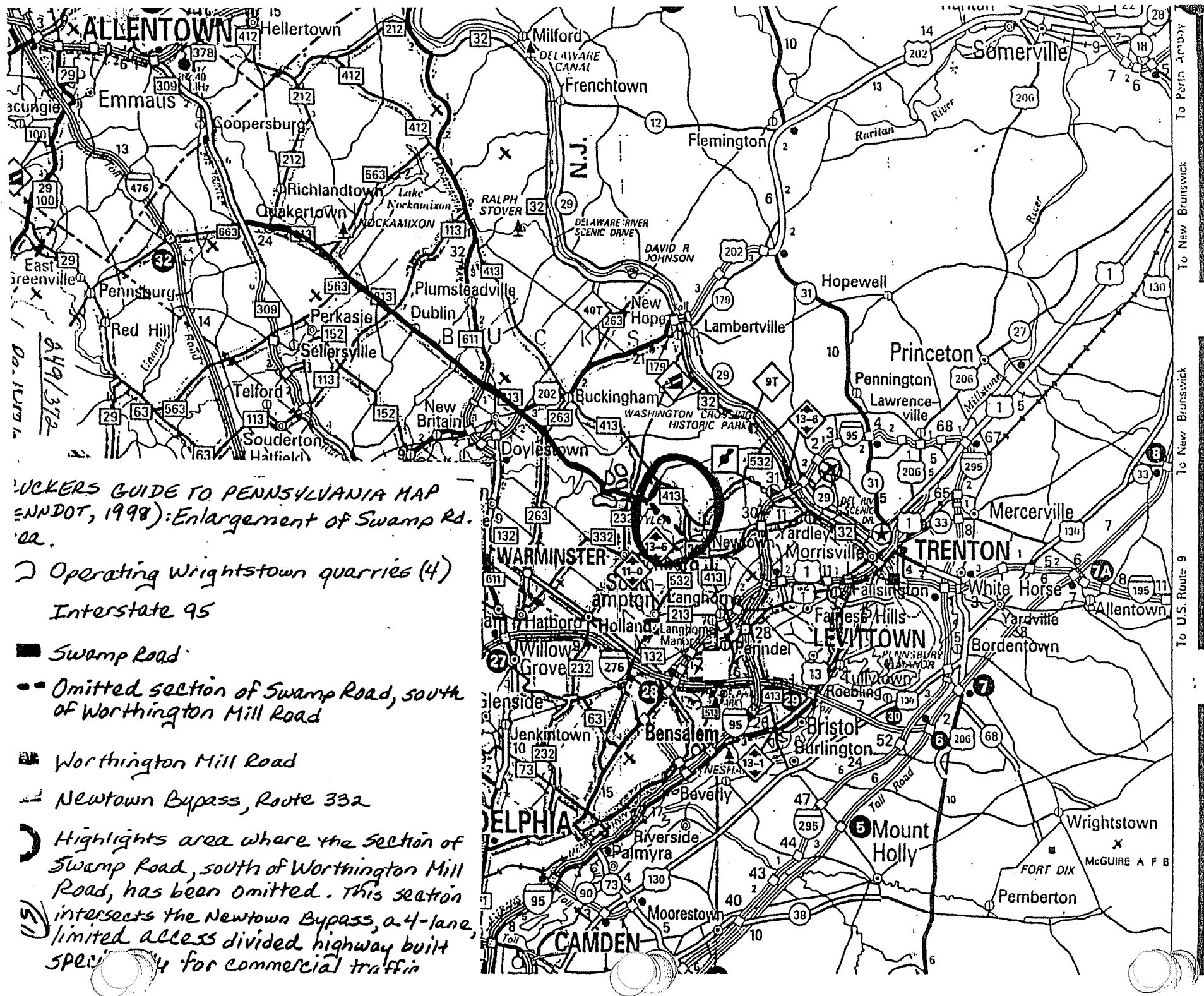
There is a long history of misuse of power, when it comes to traffic planning in our region. Consider these points:

- 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.

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1998
 ROUTES & TRUCKERS GUIDE TO PENNSYLVANIA

By JAMES E. STANTON
COURIER TIMES

As a law 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] a couple years," he said.

Touching on other topics, Conti said gambling legislation "is just a matter to 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.

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Tuesday, April 6, 2004
BUCKS COUNTY COURIER TIMES

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Exhibit V

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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."

→ March 9, 2001

Lower Makefield residents Sue Herman and Leonard Franckowiak took the news bravely. The two spoke at Friday's Community Economic Impact Review Group on a subject that has been largely absent from years of debate about the turnpike project: the concerns of people living above Route 1.

Herman and Franckowiak asked that Lower and Upper Makefield, Newtown Township, Northampton and Wrightstown be included in the environmental study being conducted by the turnpike commission. Barring that possibility, they want a second environmental study that would include those five townships.

Herman said people in those towns are particularly concerned with trucks moving rock from Wrightstown quarries to concrete factories in Lower Bucks during the 12-year construction period beginning in 2005.

"The movement of all this stone through our streets would be devastating to our way of life," said Herman, who lives off Lindenhurst Road.

Steil, who agreed it is a "real problem," also conceded that there is little that can be done.

Trains are uneconomical. Trucks cannot be barred from state roads because the owners pay taxes. And improving Swamp Road so fully loaded quarry trucks can use it instead of Stoopville and Lindenhurst roads merely shifts the traffic elsewhere, he said.

↑ We need to verify this

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"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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Your Name

Your E-mail

SEND!

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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.

How do they get there?

Another issue was the possibility of an independent air quality study of the turnpike project area.

In September, the federal Environmental Protection Agency told the Federal Highway Administration that it would be OK to fund the turnpike project because it wouldn't cause any significant increases in air pollution in the Philadelphia area.

That's not to say the project wouldn't result in more vehicles, more emissions, and therefore, more ozone pollution, as Bensalem activist Alex Udowenko pointed out. It is just to say that when the turnpike connector and two dozen other transportation projects in the Philadelphia area are taken together, they will not increase air pollution beyond EPA standards, said Marcia Spink, associate director of the EPA air programs.

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DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

COMMITTEES

FINANCE
LOCAL GOVERNMENT
STATE GOVERNMENT
LABOR RELATIONS, VICE CHAIR
POLICY COMMITTEE

CAUCUSES

DELAWARE CANAL STATE PARK CAUCI
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

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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.

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(SA)

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 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.

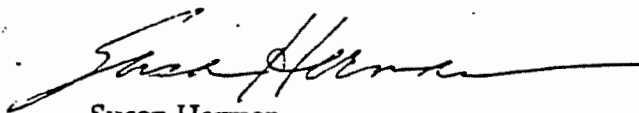
In summary, we ask you to REJECT the Stoopville Road Rehabilitation Project in any and all forums and ask you to vigorously pursue funding and immediate implementation of the strictest

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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
RTS Membership (mass e-mail)

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DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

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POLICY COMMITTEE

CAUCUSES

DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

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

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February 27, 2004

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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,

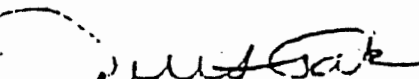
WHEREAS, The EFHA seeks to do that which is in the interest of the safety of our residents first, while understanding the role of a regional plan for long-term development,


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

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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

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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.

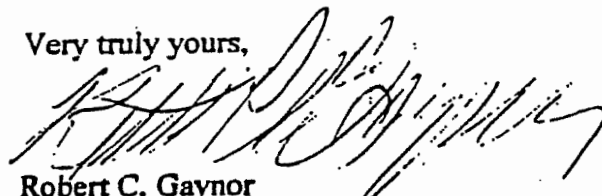
Since your School Board has the ultimate responsibility of protecting the safety of its students, we also appeal to you, as an advocate for your students' safety, to go on record in a letter to Deputy Secretary of Transportation, Gary Hoffman, in which you make your concerns known about the dangerous 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

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pg. 24/26

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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

264/372

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

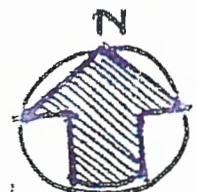
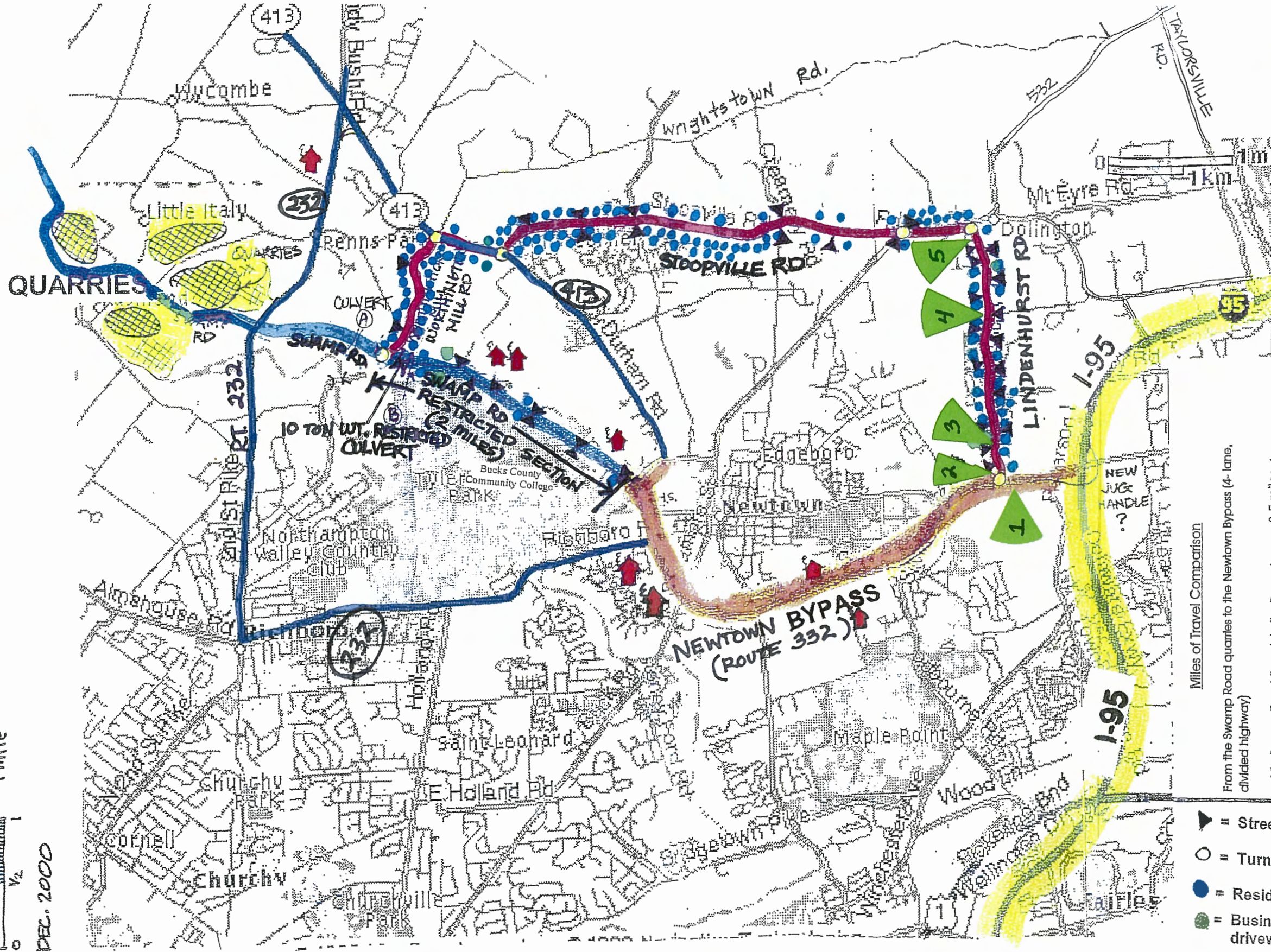
= Restricted Principal
Arterial State Highway
= Principal Arterial
State Highways

= Newtown Bypass. 4 Lane,
Controlled Access, Divided
Highway

= Filming location #,
Bypassing the Bypass video



= Residence of current/previous Newtown
or Wrightstown Twp. Supervisor &
current and previous home of PennDOT
District Administrator



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

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- | Second Street Pike to Newtown- Richboro Road to the Bypass- | Swamp Road to Worthington Mill Road to Rt. 413 to the Bypass- |
|--|---|--|---|---|
| 3.5 miles (no turns) | 9.7 miles (6 turns) | 6 miles (3 turns) | 5.8 miles (4 turns) | |

Exhibit XIII
pg 26/26

265/372

S.R. 2028, Section SP2 - Stoopville Road Phase II – MPMS 88083

Project Description

This project involves the construction of improvements at multiple locations along Durham Road (S.R. 0413), Stoopville Road (S.R. 2028), Eagle Road (a Township Road), Washington Crossing Road (S.R. 0532), and Highland Road (a Township Road), in Upper Makefield, Lower Makefield, Newtown, and Wrightstown Townships, Bucks County, PA. The project limits extend from the Stoopville Road/Durham Road (S.R. 0413) intersection to the village of Dolington along S.R. 0532. The proposed improvements include:

- Improvements to the S.R. 0413/S.R. 2028 intersection by widening S.R. 0413 to provide an exclusive left-turn lane on southbound S.R. 0413 for vehicles traveling to eastbound Stoopville Road. S.R. 0413 will have variable widening on both sides to reduce Right-of-Way impacts. S.R. 0413 will be widened to the west a maximum of five feet beyond the existing edge of pavement for a length of 965 feet along S.R. 0413. In addition, S.R. 0413 will be widened to the east a maximum of four feet beyond the existing edge of pavement for a length of 730 feet along S.R. 0413. There is no widening proposed for the Stoopville Road approach to the intersection. A new traffic signal will be installed at this intersection.
- Construction of a walking path along the north side of Stoopville Road from east of Rosefield Drive to Eagleton Farms Road/Hemlock Drive; along the south side of Stoopville Road from Eagleton Farms Road/Hemlock Drive to Eagle Road; continuing along the west side of Eagle Road to Marigold Drive; along the north side of Stoopville Road from Creamery Road to the intersection of Stoopville Road/Washington Crossing Road; and continuing along the north side of Washington Crossing Road to Highland Road. The walking path will be a 6' wide bituminous path that is set a minimum of 4' off the edge of existing pavement. Decorative crosswalks and new ADA-compliant curb ramps will be installed for the walking path crossings at the intersection of Eagleton Farms Road and Stoopville Road; at Stoopville Road and Washington Crossing Road; and at Washington Crossing Road and Highland Road. The walking path construction will require the extension of an existing pipe culvert which carries a tributary to Hough's Creek beneath Stoopville Road between Highland Road and Creamery Road. The pipe will be extended 12 feet to allow for the walking path to cross over the tributary.
- Widening of the west side of Highland Road at Washington Crossing Road to provide an exclusive right-turn lane from southbound Highland Road to westbound Washington Crossing Road. This improvement is needed due to additional traffic on Highland Road as a result of the new US Veterans Cemetery that was recently constructed on Highland Road. The widening extends a maximum of 15 feet from the edge of existing pavement for a length of approximately 250 feet. The widening is not on the cemetery property. Several utility poles will need to be relocated to accommodate the widened highway; these poles will be relocated directly behind the edge of the new pavement (within 10 feet of the edge of pavement; final location to be determined by the utility company).
- Installation of additional traffic control signs and gateway signage along Washington Crossing Road through the village of Dolington, including a multi-way stop at the intersection of Washington Crossing Road and Dolington Road (S.R. 2075) (if approved by the Traffic Unit). Construction is limited to the addition of stop signs at the intersection of Washington

Project Description

Crossing and Dolington Roads; the painting of stop bars on the pavement; and the installation of post-mounted gateway signage adjacent to the shoulders of Washington Crossing Road approaching the intersection. There is potential for the Traffic Unit to require the installation of an overhead flashing warning device at the intersection as part of the multi-way stop installation; this would require the construction of traffic signal mast arms adjacent to the roadway shoulder, at a distance no greater than five feet from the edge of the existing pavement. The need for flashing warning device installation will be determined during preliminary engineering.

Attachment ~~IV~~
(pg. 2 of 2)

**ORRIDOM
STEM**

SCRANTON-WILKESBARRE
ALLENTOWN
BETHLEHEM
EASTON

EX. B1 (pg. 4/15)

Exhibit II

Attach. IV
(pg. 1/5)

GROWTH

BUCKS
COUNTY

SOMERVILLE

SOMERSET COUNTY

BUCKINGHAM

MERCER COUNTY

UPPER
MAKEFIELD

NEW BRUNSWICK
PRINCETON
TRENTON

LOVER
MAKEFIELD

AMERAK
208
MERCER COUNTY

BURLINGTON COUNTY

GROWTH

I-195
I-295
USR'S 1-29-31-130-208

NOT TO SCALE
FOR GRAPHICAL PURPOSES ONLY

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~~Pg 4 of 5~~

Pg 1 of 5

EX. III
pg 1/2

DVRPC CONGESTION MANAGEMENT PROCESS

LIMITING TRAFFIC CONGESTION AND ACHIEVING REGIONAL GOALS

Attachment II
(pg. 215)

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.

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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:

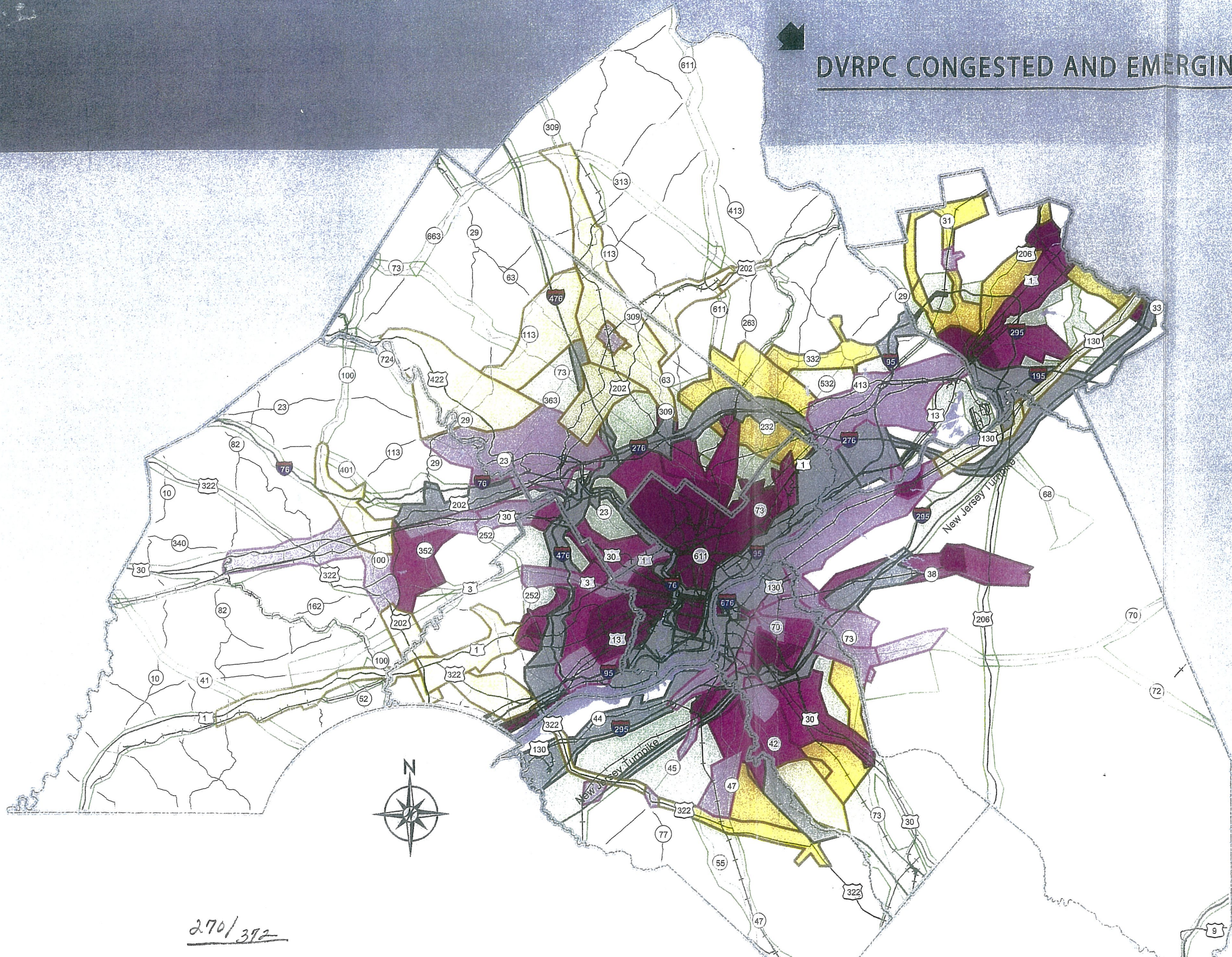
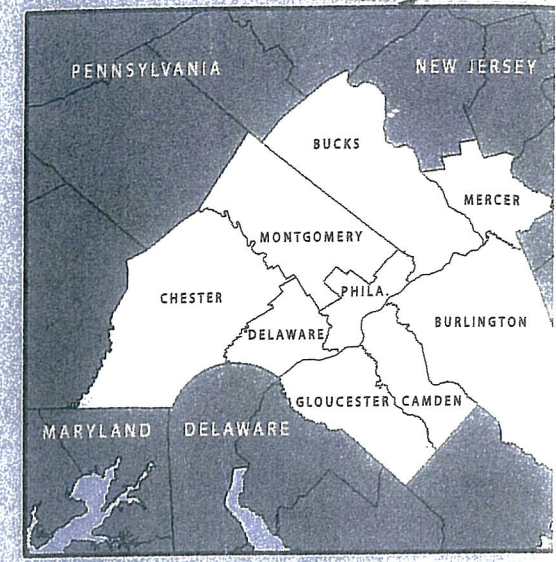
- More focused use of limited federal transportation funds where they can do the most to help the region meet its goals
- Enhanced use of each mode of transportation for what it does well, improved connections among modes, and between transportation, land use, economic development, and environmental 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

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EX-101 (1/15)
Ex III
pg 2/2

DVRPC CONGESTED AND EMERGING CORRIDORS

Attachment IV
(pg. 3/5)



- 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

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Page 3 of 5

~~Exhibit IV (pg. 4/5)~~

TRANSPORTATION

Exhibit ~~IV~~ IV

(pg. 1 of 2)

Attachment I (pg. 4/5)

NEWTOWN TOWNSHIP TRAFFIC STUDY



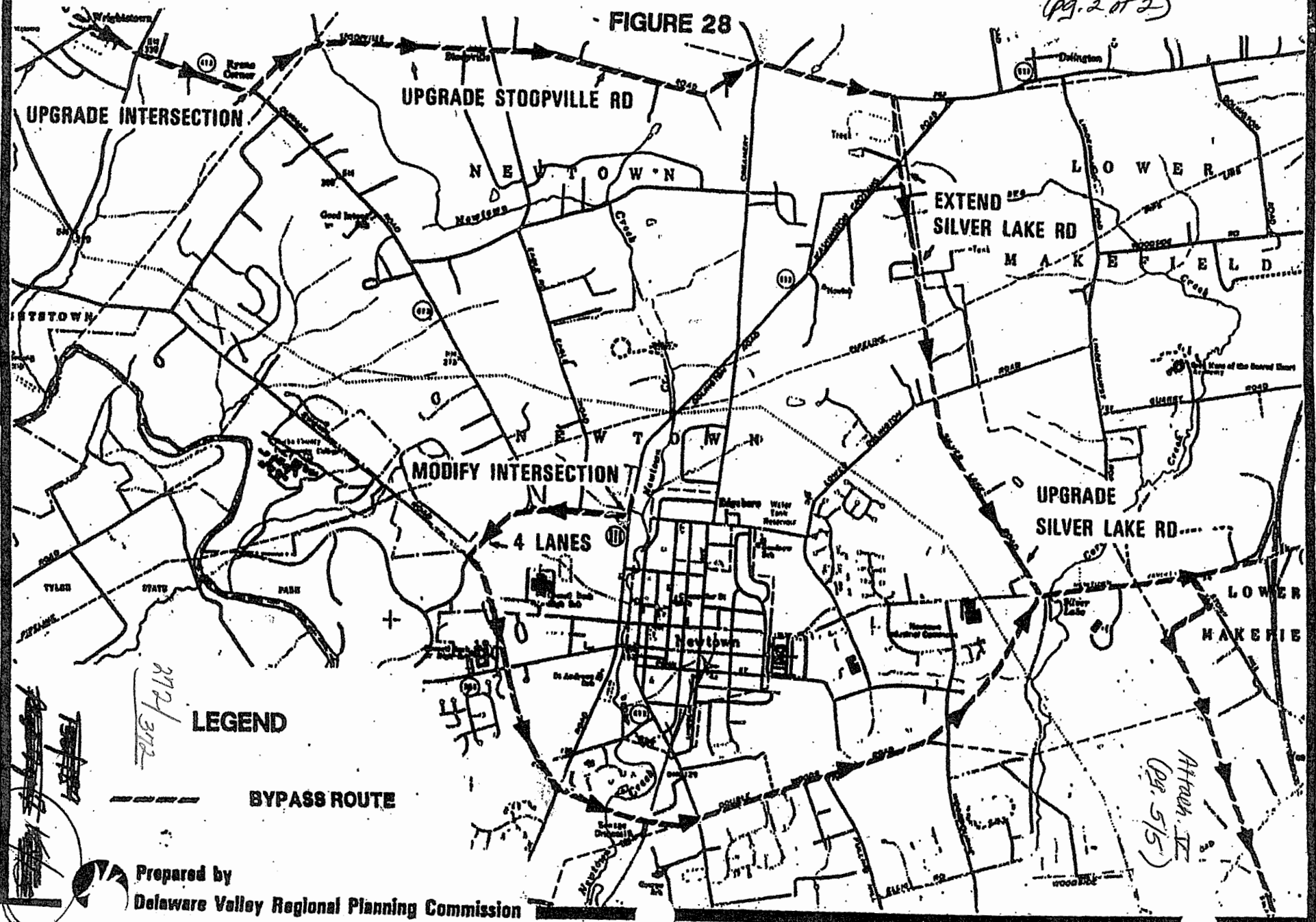
DVRPC

~~Exhibit IV~~

YEAR 2000 HIGHWAY NETWORK NORTHERN BYPASS SCENARIO

FIGURE 28

Exhibit IV
(pg. 2 of 2)



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Attach. IV
(pg. 5/5)

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gpetronello@phillyburbs.comSusan Gardner
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community memberBarry 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.

Part of the study's evaluation of 70 miles of roadway in 16 different municipalities, interchanges and areas with traffic issues were presented with recommended solutions for consideration and implementation. Intersections here than Stoopville Road/PA 532 (Washington Crossing Road) and solutions other than roundabouts are discussed. The RTPTF has dismissed 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. Steff
Joseph (Jay) Roth III, PE

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Page 8 of 8

Pg 2 of 8

Pg 15

DAVID J. STEIL, MEMBER
31ST LEGISLATIVE DISTRICT

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NEWTOWN, PA 18940
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HARRISBURG, PA 17120-2020
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House of Representatives
COMMONWEALTH OF PENNSYLVANIA
HARRISBURG

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LABOR RELATIONS
POLICY COMMITTEE

CAUCUSES
DELAWARE CANAL STATE PARK CAUCUS
DELAWARE RIVER CAUCUS

Attachment VII
(pg. 1 of 4)

June 20, 2002

Ms. Susan Herman, President
RRTS
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.

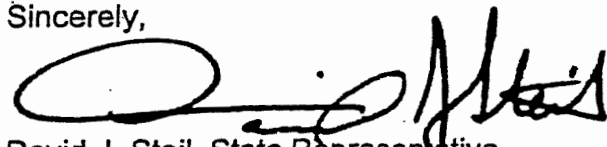
You have suggested that I recommended tripling the budget figure for this project to some \$23 million. I don't know where that information came from because I never made such a recommendation. There were conversations between myself and other parties including the municipalities and the Planning Commission 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.

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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.

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- 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:

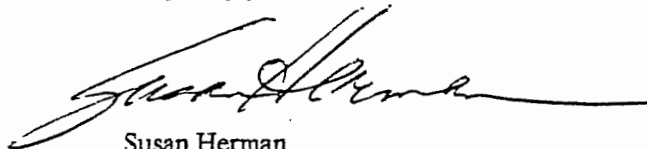
Your support for construction of TIP B11, the Swamp Road Corridor Improvement Project, to be completed within the first four years of the Twelve Year Plan and your support for funds to be allocated to complete construction of TIP B11 within the first four years of the Twelve Year Plan. It will also state 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.

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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.

279/372

1/12

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

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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

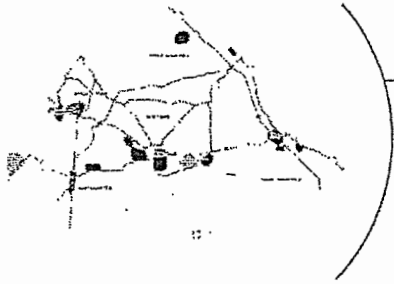
Louis Belmonte, District Traffic Engineer – PennDOT District 6-0 Office
Francis Hanney, Assistant District Traffic Engineer – PennDOT District 6-0 Office

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

282/372

January 2008

4/86




Coyne, Jerry

From: Jane Magne [jmagne@verizon.net]
Sent: Monday, September 17, 2007 11:29 AM
To: Coyne, Jerry
Subject: Re: MEETING REMINDER! Bucks County Regional Traffic Study: Public Open House #3 -
Regional Traffic Planning Task Force Members

Dear Jerry,

Here are my comments to date on the Bucks County Regional Traffic Study draft report with respect to statements concerning Wrightstown Township.

On page 5-25 the suggested long-term improvement to the intersection of Durham Road and Second Street Pike is just plain silly (sorry I cannot express it more diplomatically). The roadways suggested around the CVS (Old Anchor Inn site) and the Anchor Crossing Shopping Center are simply not feasible. However, we have had a suggestion in the past for an elongated roundabout at this intersection. Even this may not be feasible but perhaps the idea could be entertained. Certainly both the northbound and southbound lanes of Second Street Pike could definitely benefit from left hand turning lanes. Turning lanes are not as critical on Durham Road, but through traffic does pass turning vehicles on the right if there is stacking at the intersection.



The village of Penn's Park along Second Street Pike was not suggested for traffic calming and definitely should be. The fast-moving traffic tends to ignore the fact that this is a dense residential area. It is one of the oldest historic villages in the County and with Rt. 232 dividing it, it has a much more difficult time retaining its historic character than even historic Wycombe where traffic calming measures are suggested.

On page 5-42 a proposed improvement in Penn's Park would be to fill in the swales although it does not mention how. The most effective way would be to pipe the water on the east side of the road where the ditches are the deepest and most treacherous.

On page 5-55 a suggested improvement is to construct shoulders on Washington Avenue and Cherry Lane. This is not something that is necessary. On Cherry Lane especially this would eliminate almost all of the trees along the road which gives the appearance of an alley which in turn slows down drivers. This is also a major quality of life issue because the trees buffer the houses from the noise of the roadway. In addition, Cherry Lane and Washington Avenue are not where accidents are occurring and the traffic volume is very low. Instead, traffic dollars would be much better spent on Mill Creek improvements.

On page 5-8 Rush Valley Quarry in Rushland is still active.

Regards, Jane Magne

Coyne, Jerry wrote:

Dear Ladies and Gentlemen of the Regional Traffic Planning Task Force (and their staff):



FYI...

283/372

10/11/2007

CLP

- 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

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Law Office Of
Paul R. Beckert, Jr.
A Professional Corporation

Special Council - Newtown Township
Joseph P. Casacappa, Esquire

Lucasburg 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.

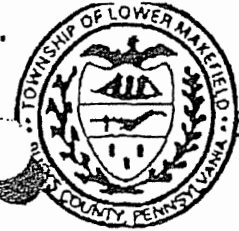
Very truly yours,

PAUL R. BECKERT, JR.

PRB:jk

Cc: John M. Boyle, Interim Manager
Board of Supervisors

285/372



Township of Lower Makefield

BOARD OF SUPERVISORS
Ron Smith, Chairman
Greg Caiola, Vice-Chairman
Steve Santarsiero, Secretary/Treasurer
Grace M. Parkinson Godshalk, Supervisor
Pete Stainthorpe, Supervisor

September 19, 2007

Mr. Jerry Coyne, Project Manager
Delaware Valley Regional Planning Commission
190 N. Independence Mall West, 8th Floor
Philadelphia, PA 19106

Re: Bucks County Regional Traffic Study- June 2007 Draft

Dear Mr. Coyne,

In conjunction with the Public Open House scheduled for September 20, 2007, Lower Makefield Township takes this opportunity to express our comments on the June 2007 Draft of the Bucks County Regional Traffic Study (BCRTS). The draft report has been reviewed by our Citizens Traffic Commission and our Township Traffic Engineer Traffic Planning and Design, Inc. A chapter or page and paragraph/table/figure reference is provided at the end of each comment in parentheses for each comment for ease of reference.

Lindenhurst Road

1. The functional classification should be revised to "urban collector". (p 5-15, ¶ 1)
2. The report should specify that Lindenhurst Road has been used by traffic as an alternate to the Newtown Bypass due to poor operational performance of signalized intersections along the Bypass and past restrictions for truck traffic on Swamp Road. (page 5-15, ¶ 2)
3. The report should be revised to indicate that at the publishing date of this report, Lower Makefield has begun construction for traffic calming improvements for Lindenhurst Road and the design for additional phases of traffic calming improvements. (p 5-15, ¶ 4)
4. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on Lindenhurst Road to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what analyses was performed and what assumptions were made about the diverted traffic volumes and operational changes. (p 5-16, ¶ 4)

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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)

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96.

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 3

11. Figure 5-3 should also include the municipal boundaries located within the proposed project area in order to determine which components of the project are located within Lower Makefield, Newtown and Upper Makefield Townships.
12. The report states that Stoopville Road is intersected by Worthington Mill and Wrightstown Roads. These roadways do not intersect Stoopville Road. (p 5-19, ¶ 5)

Newtown Bypass

13. The functional classification of the Bypass should be revised to "Other Arterials" and "Minor Arterial" as indicated on PennDOT's most recent functional classification map for Bucks County. (p 5-27, ¶ 1)
14. The intersections of the I-95 southbound and northbound ramps with the Newtown Bypass should be added to the list of signalized intersections. (p 5-28)
15. While the extended eastbound right-turn lane is a needed improvement, consideration should be given to widening the southbound on-ramp to two lanes. Crashes occur frequently at this location due to the volume of vehicles merging into one lane shortly after entering the ramp. (p 5-30, ¶ 3, p 5-31, Table 5-6c)
16. Under the "Future 'No-Build' Conditions" discussion, it is stated that, "A cursory analysis was also performed on the Newtown Bypass to evaluate the impacts of potentially diverted traffic volumes from operational changes in other area roadways." Please elaborate on what 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)

Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 5

Other Comments

27. We are concerned that the study and report does not accurately reflect the public input from all of the open house meetings conducted by DVRPC. The report references the open house conducted in January 2007 at the Bucks County Community College. The report makes no reference to the input received at the April 2007 open house held in Lower Makefield Township. The report text and appropriate figures should be revised to reflect the input received at this open house, and a review of the study recommendations should be completed to ensure that the public input from the April 2007 open house was considered equally in their development. More specifically, we are concerned that Figures 2-11 and 2-12 do not accurately reflect the various type of traffic related concerns that were expressed by residents for Lindenhurst Road and Stoopville Road at the April 2007 open house.
28. Figure 2-10 does not accurately reflect Lower Makefield Township and citizen concerns regarding the level of cut-through truck traffic on Lindenhurst and Stoopville Road. Please revise this figure to indicate these concerns exist for Lindenhurst Road and Stoopville Road.
29. Figure 2-11 does not accurately reflect Lower Makefield Township and citizen concerns regarding the presence of "Traffic Safety/Roadway Alignment Concern" for Lindenhurst Road and Stoopville Road. Please revise this figure to indicate this concern exists for Lindenhurst Road and Stoopville Road.
30. Figure 2-12 does not accurately depict the "Improvements and Quality of Life Areas of Concern" for Lindenhurst Road and Stoopville Road. The figure should depict each one of the "study's issues of common concern" for Lindenhurst Road and Stoopville Road. The DVRPC document, Illustrated Results: Comments Received at the BCRTS Public Open House #1 (held January 17, 2007), including Figures 1 (Illustration of Broad Challenges, Concerns, Areas and Goals) and Figure 2 (Illustration of Specific Improvements and Ideas) of the document show that every one of these concerns were expressed by citizens at the January open house. Figure 2-12 should be revised to accurately reflect the input received by DVRPC at the January open house.
31. The spreadsheet titled Engineering and Traffic Study Elements. Summary Matrix - Revised 3/12/2007 should be included in the BCRTS Draft Final Report. We found this to be an informative and easy-to-understand document.
32. Although the study corridors may not meet the PennDOT warrants for the restriction of truck traffic, the study should analyze a signing plan for a "preferred" truck route that encourages regional truck traffic to use the arterial system rather than collector roads such as Lindenhurst Road and Stoopville Road. (Chapter 4)
33. The study should more thoroughly evaluate the use of rail to move freight throughout this area of the region. (Chapter 4)

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12/86

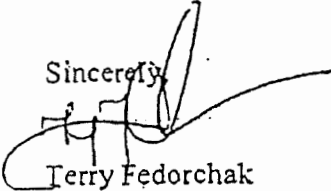
Mr. Jerry Coyne, Project Manager
September 19, 2007
Page 6

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 Dixson, AICP, Traffic Planning and Design, Inc.

291/372

13/86
TOTAL P.07

Coyne, Jerry

From: Joseph Hunter [jehunter098@yahoo.com]
Sent: Wednesday, September 19, 2007 9:00 AM
To: Coyne, Jerry
Subject: traffic study

Mr. Coyne,

Yardley Boro council discussed the final draft of the traffic study at the regular scheduled meeting last evening. Unfortunately it became clear that we need some additional time to make our final comments. Therefore I am requesting an extension on our comments until after our next scheduled meeting in two weeks.


Joe Hunter
Yardley Boro President
Yardley RTPTF member

Take the Internet to Go: Yahoo!Go puts the Internet in your pocket: mail, news, photos & more.

292/372

10/11/2007

14/86



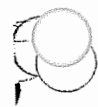
Coyne, Jerry

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

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12/13/2007

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Thanks to all of you for your efforts these past years.

Representative J. David Steil

294/372

12/13/2007

16/80

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

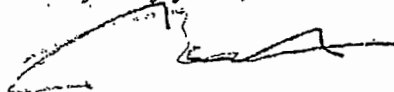
Re: Bucks County Regional Traffic Study

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

295/372

17/26

Coyne, Jerry

From: Coyne, Jerry
Sent: Thursday, September 27, 2007 8:21 AM
To: anneg@twp.newtown.pa.us; jerrys@twp.newtown.pa.us; 'JERRYSCHEKMAN@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

296/372

12/13/2007

18/86



DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION

CREATING > TOMORROW > TODAY

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

PHONE: 215.592.1800
FAX: 215.592.9125
WEB: www.dvrpc.org

October 1, 2007

Paul R. Beckert, Jr., Esquire
Luxembourg Corporate Center
203 Corporate Drive East
Langhorne, PA 19047

RE: Comments on the
Bucks County Regional Traffic Study
Draft Report - June, 2007

Dear Mr. Beckert:

The contents of your September 25, 2007 letter accurately reflect my understanding of the conversation that I had with Ms. Goren, Mr. Schenkman and Mr. Steil at the September 20, 2007 Public Open House meeting; and the September 21, 2007 phone conversation I had with you—regarding any and all outstanding comments on the draft report following the close of business on 9/26/07.

You should know that we have received numerous public comments and two municipal review letters (Lower Makefield and Wrightstown townships) on the draft. Two letters requesting extension of the comment period were also received, from Yardley Borough and Newtown Township. Lower Makefield's letter also noted support for extending the municipal review and comment period to those municipalities wishing it.

We have read, reviewed and considered all the comments received within the official review period. We will summarize them for the benefit of the Regional Traffic Planning Task Force at its 10/29/07 meeting at Northampton Township. For that meeting, it is our intention to prepare and deliver a final report which addresses those comments received during the official review period that pointed out a mistake, or an oversight, or that included good ideas which might help the RTPTF considerations as their work continues into the future. At its discretion, the Task Force can use our ideas for further discussion and comment amongst its members, the community and/or the participating municipal governing boards, or similarly, as a basis for future project development as it continues its work. The RTPTF also has the right to ignore the recommendations, or delete any of their choosing.

*no dup.
comments
were
addressed*

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19/6/1

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

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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

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21/36



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,

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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,

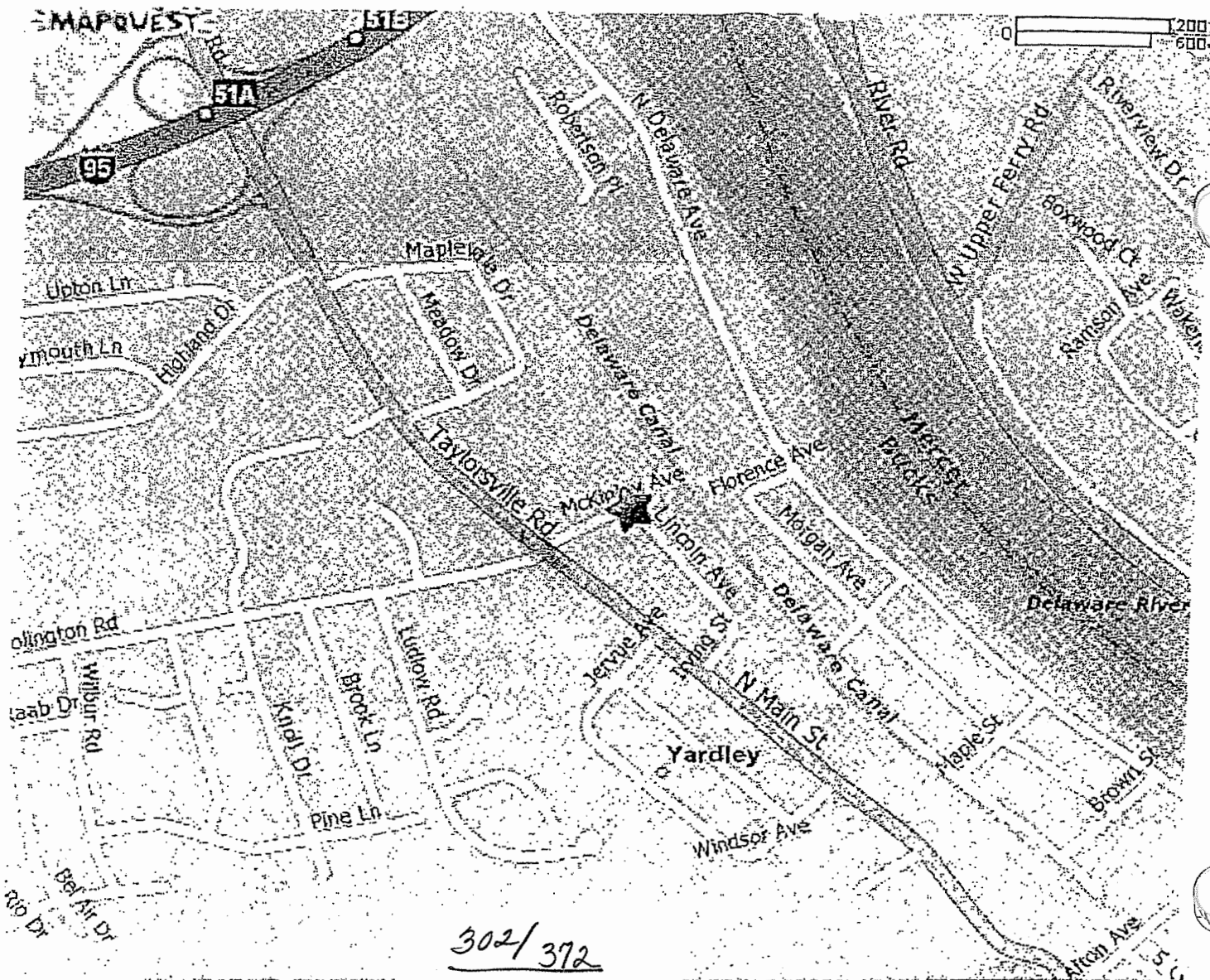
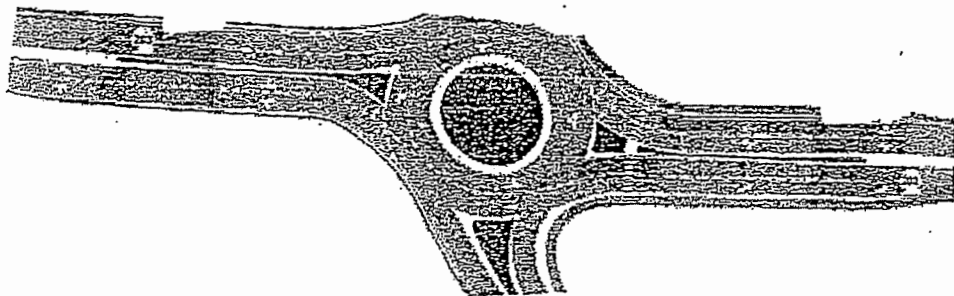
Joseph E. Hunter

Joe Hunter
Borough Council President

CC: Yardley Borough Council
Yardley Borough Community Development
C. William Winslade, Borough Manager

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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
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

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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

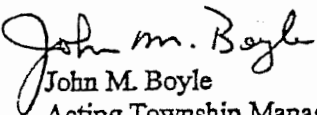
2. On page 5-19 in the Summary of Adverse Conditions, the first paragraph states "..., adverse conditions include: quarry trucks, roadway alignment at Stoopville Road and Worthington Mill/Wrightstown Roads, traffic volumes from Newtown Bypass to Stoopville Road, and traffic congestion from Penns Park 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

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**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

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. Coyne reviewed the study conducted by a regional traffic task force formed in 2004 by State Representative David Steil and elected representatives of seven municipalities. The study focused on mobility, traffic safety and truck movement. Mr. Coyne referred to maps that identified 16 key roadways. The task force focused on assessment of the roadways, conducting research into safety and operating conditions, looking into opportunities for traffic calming. PennDOT and the Bucks County Planning Commission played an active role in the task force, integrating four ongoing projects into the task force's work:

- Swamp Road Reconstruction
- Traffic Signal Enhancement Initiative
- Lindenhurst Road Traffic Calming
- Stoopville Road Traffic Calming

The task force held 11 meetings and 3 public meetings. Quarry truck

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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.

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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

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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

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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. Beckett 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

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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

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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

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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

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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

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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

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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 Così 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 Goodhoe'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

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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.

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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. Scheinkman 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

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- 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

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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

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Phillip Calabro, Vice-
Chairman

Jerry Schenkman,
Secretary/Treasurer

Thomas Jirele, Member

Richard Weaver, Member

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**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**

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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

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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

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 | FRISH 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 |

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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 2

| Printed 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 Akind Patel | Akind Patel | 06/06/07 |
| 17 Neil Patel | Neil Patel | 06/06/07 |
| 18 Meena Patel | Meena Patel | 06/06/07 |
| 19 Mark W Goldman | MARK W GOLDMAN | 6/6/07 |
| 20 Sarah Rapoport | Sarah + Rapoport | 6/6/07 |
| 21 Donna Rapoport | Donna Rapoport | 6-6-07 |
| 22 Alyssa Rapoport | Alyssa Rapoport | 6-6-07 |
| 23 John Miernicki | John Miernicki | 6-6-07 |
| 24 Glendolyn Newmuir | Glendolyn Newmuir | 06-06-07 |
| 25 Philip S. Newmuir | Philip S. Newmuir | 6-6-07 |
| 26 Philip Newmuir, Jr. | Philip Newmuir, Jr. | 6-6-07 |
| 27 Jonathan Newmuir | Jonathan Newmuir | 6-6-07 |
| 28 Trilee S Killian | Trilee S Killian | 6-6-07 |
| 29 Kenneth Ford | Kenneth Ford | 6-7-07 |
| 30 Martin Lison | Martin Lison | 6-7-07 |
| 31 Telena & Leon Shmurak | Telena & Leon Shmurak | 6/7/07 |
| 32 Lara Poma | Lara Poma | 6/7/07 |
| 33 John Poma | John Poma | 6/7/07 |
| 34 Salvatore LaMantia | Sal LaMantia | 6/7/07 |
| 35 Amy LaMantia | Amy LaMantia | 6/7/07 |
| 36 GARY L. STANLEY | GARY L. STANLEY | 06/07/07 |
| 37 PAMELA S. STANLEY | PAMELA S. STANLEY | 06/07/07 |
| 38 Robin W. Kluck | Robin W. Kluck | 6/7/07 |
| 39 Terry Kluck | Terry Kluck | 6/7/07 |
| 40 Jessica Kluck | Jessica Kluck | 6/7/07 |
| 41 GREGORY J. GORLEY | GREGORY J. GORLEY | 6-7-07 |
| 42 Susan B. Gilly | Susan B. Gilly | 6-7-07 |
| 43 Gary J. Gilly | Gary J. Gilly | 6-7-07 |
| 44 | | 6-7-07 |

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52/86

Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

Whitney M.

Signature Page 3

| Printed Name | Signature | Date |
|-------------------------|----------------------|--------|
| 45 Robert Skillman | Robert Skillman | 6/6/07 |
| 46 Tony DiBartolo | Tony DiBartolo | 6-7-07 |
| 47 Ross DiBartolo | Ross DiBartolo | 6-7-07 |
| 48 Rachel DiBartolo | Rachel DiBartolo | 6-7-07 |
| 49 Anne DiBartolo | Anne DiBartolo | 6/7/07 |
| 50 Sergey Murychichin | S. Murychichin | 6/7-07 |
| 51 Natalia Murychichin | S. Murychichin | 6/7-07 |
| 52 Regina Murychichin | S. Murychichin | 6.7.07 |
| 53 Maria Kulczytzky | Maria Kulczytzky | 6-7-07 |
| 54 Andrew Kulczytzky | Andrew Kulczytzky | 6-7-07 |
| 55 Anastasia Kulczytzky | Anastasia Kulczytzky | 6-7-07 |
| 56 Amanda McCaulley | Amanda McCaulley | 6-7-07 |
| 57 Lorie Morrell | LORIE MORRELL | 6-7-07 |
| 58 WALTER MORRELL | Walter Morrell | 6-7-07 |
| Robert Morrell | Robert Morrell | 6-7-07 |
| 60 Diane Morrell | Diane Morrell | 6-7-07 |
| 61 Stephanie Arnold | Stephanie Arnold | 6-7-07 |
| 62 Len Arnold | Len Arnold | 6-7-07 |
| 63 Lisa Lieberman | Lisa Lieberman | 6-7-07 |
| 64 Dan Farrey | Dan Farrey | 6/7/07 |
| 65 Roseann Schmidt | Roseann Schmidt | 6-7-07 |
| 66 Howard Wood | Howard Wood | 6/7/07 |
| 67 CHARLES SCHMIDT | Charles Schmidt | 6-7-07 |
| 68 ANNA MARIE SCHMIDT | Anna Marie Schmidt | 6/7/07 |
| 69 LORAINE M'Gee | Lorraine M'Gee | 6-7-07 |
| 70 SUZANNE GENTILE | Suzanne Gentile | 6-7-07 |
| 71 ANTHONY GENTILE | Anthony Gentile | 6-7-07 |
| 72 STEVEN GENTILE | Steven Gentile | 6-7-07 |
| 73 CHRISTINE GENTILE | Christine Gentile | 6-7-07 |
| 74 DAVID GENTILE | David Gentile | 6-7-07 |
| 75 MICHAEL GENTILE | Michael Gentile | 6-7-07 |
| 76 ALICE RUDIS | Alice Rudis | 6-7-07 |
| 77 Thomas PARFIELD | Thomas Parfield | 6-7-07 |

Swamp Neck Improvement Project
 Against Increasing Capacity / Swamp Neck
 for Reducing Spill to Help Swamp Neck

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|------|---------------------|---------------------|----------|
| 78. | Gay B Lieberman | Gay B. LIEBERSON | 6/7/07 |
| 79. | O. P. Flint | O. P. FLINT | 6/7/2007 |
| 80. | Monica Flint | MONICA FLINT | 6/7/07 |
| 81. | Carol Kaplan | Carol Kaplan | 6/7/2007 |
| 82. | John McMenamin | John McMenamin | 6/7/07 |
| 83. | John McMenamin | John McMenamin | 6/7/07 |
| 84. | Dennis C. Eng | Dennis C Eng | 6/2/07 |
| 85. | Catherine A. Eng | Catherine A. Eng | 6/2/07 |
| 86. | Carol Rappaport | Carol Rappaport | 6/7/07 |
| 87. | Cindy Cohen | Cindy Cohen | 6/2/07 |
| 88. | Robyn Miller | Robyn Miller | 6/7/07 |
| 89. | Cleff Miller | Cleff Miller | 6/7/07 |
| 90. | David Miller | David Miller | 6/7/07 |
| 91. | Gemma Miller | Gemma Miller | 6/2/07 |
| 92. | Deena Miller | Deena Miller | 4/4/07 |
| 93. | Kathy Cokenakes | Kathy Cokenakes | 6/7/07 |
| 94. | Michael Cokenakes | Michael Cokenakes | 6/7/07 |
| 95. | George Cokenakes | George Cokenakes | 6/7/07 |
| 96. | Stephanie Cokenakes | Stephanie Cokenakes | 6/7/07 |
| 97. | Paul Bondy | Paul Bondy | 6/7/07 |
| 98. | Mike Conroy | Mike Conroy | 6/7/07 |
| 99. | Sandy Basseches | Sandy Basseches | 6/7/07 |
| 100. | Kali Bierbaum | Kali Bierbaum | 6/8/07 |
| 101. | Rita Forrest | Rita Forrest | 6/8/07 |
| 102. | Rita Forrest | Rita Forrest | 6/8/07 |
| 103. | Rita Forrest | Rita Forrest | 6/8/07 |

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| 104 | Cooper Robb | Cooper Robb | 6-10-07 |
| 105 | Karl Carter | Karl Carter | 6-10-07 |
| 106 | Andrea Bierbaum | ANDREA BIERBAUM | 6-10-07 |
| 107 | Barry Bierbaum | BARRY BIERBAUM | 6-10-07 |
| 108 | Paul Losch | Paul Losch | 6/10/07 |
| 109 | Lynn Losch | Lynn Losch | 6/10/07 |

Swamp Road Improvements Project
Petition By Colonial Commons Residents
Against Increasing The Capacity Of Swamp Road
For Reducing Speed To Make Swamp Road Safer

6

Signature Page 4

| | Printed Name | Signature | Date |
|-----|-----------------------------------|---------------------|--------|
| 40 | 78 Elizabeth Lesbowitz | Elizabeth Lesbowitz | 6/7/07 |
| 111 | 79 Eileen MACK | Eileen M Mack | 6-7-07 |
| 12 | 80 LEON MELAMUD | Leon 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

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Signature Page 7

| Printed Name | Signature | Date |
|------------------------|--------------------|---------|
| 114 Phyllis Sambar | Phyllis Sambar | 6/11/07 |
| 115 Mike Sambar | Mike Sambar | 6/11/07 |
| 116 Will Sambar | Will Sambar | 6/11/07 |
| 117 Jim Seamans | James Seamans | 6/4/07 |
| 118 Donna Seamans | Donna Seamans | 6/11/07 |
| 119 Jiansheng Gong | Jiansheng Gong | 6/11/07 |
| 120 Remyue Kong | Remyue 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. Pachuta | Anthony S. Pachuta | 6-12-07 |
| 125 DEBORAH G. PACHUTA | Deborah G. Pachuta | 6/12/07 |
| 126 William B. Smigo | William B. Smigo | 6/12/07 |
| 127 Theresa Smigo | Theresa Smigo | 6/12/07 |
| 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 Kalpane Mody | Kalpane Mody | 6/13/07 |
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Swamp Road Improvement Project
Petition By Colonial Communities 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. Forschiffer | <i>William E. Forschiffer</i> | June 9, 2007 |
| 34 | 112 Allen Shumaker | <i>Allen Shumaker</i> | 6/11/07 |
| 35 | 113 Vikas Sood | <i>Vikas Sood</i> | 6/13/07 |
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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 Kunkel | Todd Kunkel | 8/16/07 |
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59/86

Swamp Road Improvements Project

Petition By Residents From Twining Bridge To Davis Feed Mill

Against Increasing The Capacity Of Swamp Road

For Reducing Speed To Make Swamp Road Safer

Provide Shoulders To Make The Road Safer

A) This petition and recommendations is limited to the portion of the Swamp Road between Twining Bridge Road & Davis Feed Mill.

B) Petitioners are also working with residents in other Swamp Road communities to adopt a larger Swamp Road community view which includes fair distribution of traffic on all roads.

C) Petitioners are opposed to 2007 Pendot proposal as well as the proposal in the 2002 Urban Engineers Study for increasing the CAPACITY of Swamp Road by widening it. Except for a few brief rush periods, Swamp Road is under utilized and free of traffic congestion. Thus increasing the capacity either per the Pendot proposal or per the Urban Engineers proposal is not justified. Instead the integrity of the country road needs to be retained.

D) The key problem on Swamp Road is LACK OF SAFETY DUE TO HIGH TRAFFIC SPEED AND LACK OF SHOULDERS. The speed is unsafe for children in residential neighborhoods along side Swamp Road. The speed is also unsafe for the traffic mix that consists of large trucks, college students, residents, horse back riders, and pets.

E) Petitioners are petitioning to RIGHT SIZE the improvement project and save tax payer dollars. With detailed first hand knowledge of the traffic patterns, the petitioners are proposing the following LOWER COST ACTIONS for improving safety on the Swamp Road.

1. Provide a 4 foot paved shoulder on one side of the road that will have the least impact on people's homes.

2. Add a stop sign on Swamp Road at the Twining Bridge intersection to eliminate the safety risk posed by the lack of sufficient sight distance and calm the traffic.

3. At the horse farm, add a new horse crossing. The crossing should have a traffic signal that can be activated by people either riding or walking the horses.

4. Retain the 4-way stop at Worthington Mill Road.

5. Retain the current roadway design including the stop signs at Penn Park and Mill Creek Roads.

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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 | Hollcroft PA |
| 2 | Andrea Green | [Signature] | 8-5-07 | Edinburg, Pa |
| 3 | Elaine Young | [Signature] | 8-5-07 | Westfield, PA |
| 4 | Thayne Scott | [Signature] | 8-5-07 | Landis, PA 17446 |
| 5 | Blair Kreshner | [Signature] | 8-5-07 | Hollcroft, PA 17106 |
| 6 | MARY CASMA | [Signature] | 8/5/07 | 1000 Swamp Rd |
| 7 | MIKE CASMA | [Signature] | 8/5/07 | 1000 Swamp Rd |
| 8 | Kristina Harley | [Signature] | 8/5/07 | 147 Spring Ave, Holland |
| 9 | CALEB MAUER | [Signature] | 8/5/07 | 623 Swamp Rd, Newton |
| 10 | Joan Miller | [Signature] | 8/5/07 | 623 Swamp Rd, Newton |
| 11 | Kathleen Shinn | [Signature] | 8/5/07 | Katharine Shinn |
| 12 | JOHN SHINN | [Signature] | 8-5-07 | 625 Swamp Rd. |
| 13 | Ken Cook | [Signature] | 8-5-07 | 605 Swamp Rd |
| 14 | Jane Cook | [Signature] | 8-5-07 | 605 Swamp Rd |
| 15 | SCOTT ASHLEY | [Signature] | 8-5-07 | 1405 Hamilton Trenton NJ |
| 16 | PATY PERSHONG | [Signature] | 8-5-07 | 1833 Zitter Ave Bristol PA 19007 |
| 17 | Paula Peters | [Signature] | 8-5-07 | 813 Second St. Trenton, NJ 08611 |
| 18 | JAMES H. TAYLOR | [Signature] | 8-6-07 | FAIRLESS HILLS PA 19030 |
| 19 | Gene DARRAH | [Signature] | 8-6-07 | 454 SWAMP Rd Wrightstown |
| 20 | Maryanne E. Widenmeyer | [Signature] | 8-7-07 | 1085 Reading by, Pa 19067 |
| 21 | TINA M. RUSITO | [Signature] | 8-7-07 | 1085 Reading by, Pa 19067 |
| 22 | MIKEY 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 | [Signature] | 8/3/07 | |
| 27 THERESA LUGARINI | [Signature] | 8/3/07 | 217 DORRANCE ST BRISTOL PA 19007 |
| 28 LISA GOSCINSKY | [Signature] | 8/4/07 | WRIGHTSTOWN, PA |
| 29 KIM BRUNNQUELL | [Signature] | 8/4/07 | 114 Walker Rd Washington Crossing PA |
| 30 FLORA DARLING | [Signature] | 8/4/07 | N.J. |
| 31 KIM BRUNNQUELL | [Signature] | 8/4/07 | 114 WALKER RD WASHINGTON CROSSING PA |
| 32 KIM BRUNNQUELL | [Signature] | 8/4/07 | 234 HORDER AVE PHILADELPHIA PA |
| 33 [Signature] | [Signature] | | |
| 34 DOUGLAS BISHOP | [Signature] | 8/4/07 | 234 Garden Ave. Horsham PA 19004 |
| 35 CYNTHIA SHARP | [Signature] | 8/4/07 | 441 Washington Mill Rd Richboro PA 19003 |
| 36 JANE TYSON | [Signature] | 8/4/07 | 3224 Manor Rd. Huntingdon PA 19001 |
| 37 CINDY DEKRAFT | [Signature] | 8-4-07 | 621 Atkinson Ln Langhorne, PA 19047 |
| 38 NICK OLIVIERI | [Signature] | 8-4-07 | Nitley, N.J. |
| 39 STEVE GOLD | [Signature] | 8/4/07 | 98 Bicknell Rd Richboro PA 19004 |
| 40 CYNTHIA CLARK | [Signature] | 8/4/07 | 415 FINEALE AVE HAMMANTON, NJ 08610 |
| 41 ANITA LITZ | [Signature] | 8/4/07 | 1304 magnolia ave Gwynedd PA 19021 |
| 42 TABITHA LOPESTI | [Signature] | 8/4/07 | 3742 W Walnut St Alderton, PA 18004 |
| 43 CARRIE MCGATHY | [Signature] | 8/5/07 | 1000 JEFFERSON Levittown PA 19056 |
| 44 BRIELLE GORMAN | [Signature] | 8-5-07 | 451 Swamp Rd Newtown PA 18940 |
| 45 MARY LLOYD | [Signature] | 8-5-07 | 273 DOOLEY CT READING PA 19026 |
| 46 NIKKI YAGER | [Signature] | 8/5/07 | 633 Cedar St |
| 47 REBECCA DIXON | [Signature] | 8/5/07 | 730 Cypress Rd Warrington Pa 18974 |
| 48 ROBERTA PEIRCE | [Signature] | 8/5/07 | 1832 grant Ave. Phila. Pa |
| 49 BRAD MUNKER | [Signature] | 8/5/07 | 1570 East Elm Ave PA 19115 |
| 50 KAREN YOUNG | [Signature] | 8/5/07 | 286 Memorial S. PA |

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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 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 | [Signature] | 8-5-07 | 937 Penn Park Rd |
| 54 | Bob Krystofolski | [Signature] | 8-5-07 | 30 SHILTON LANE LANGHORNE |
| 55 | John Hamman | [Signature] | 8-5-07 | 1300 Magnolia Ave. Croydon |
| 56 | JENNIFER LITZ | [Signature] | 8-5-07 | 722 ^{6th St} Croydon |
| 57 | Linda Shaffer | [Signature] | 8-7-07 | 1201 Magnolia Ave |
| 58 | Vito Carona | Vito Carona | 8-7-07 | 2349 Bowman Ave |
| 59 | Dorothy Carona | [Signature] | 8-7-07 | 2341 Bowman Ave |
| 60 | ESTELA SARRAH | [Signature] | 8-7-07 | Swamp Rd, WE |
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63/86

Swamp Road Improvements Project
 Petition By Residents From Twinning Bridge To Davis Feed Mill
 Against Increasing The Capacity Of Swamp Road
 For Reducing Speed To Make Swamp Road Safer

Signature Page 5

| | Printed Name | Signature | Date | Address |
|-----|-------------------|-------------|--------|---|
| 101 | JAMES Barry | [Signature] | 8/6/07 | 125 Klockwood Ave Apt 1 Trenton NJ 08611 |
| 102 | [Signature] | [Signature] | | |
| 103 | Laura Starnin | [Signature] | 8/7/07 | Riverside NJ |
| 104 | Sieglinde Becker | [Signature] | 8/7/07 | 250 North Washington Rd Trenton NJ |
| 105 | Quintus Fianco | [Signature] | 8/7/07 | 1000 S. 1st St Trenton NJ |
| 106 | David Weiss | [Signature] | 8-6 | 1000 S. 1st St Trenton NJ |
| 107 | CYNTHIA BECKER | [Signature] | 8-7-07 | Quincy Rd Trenton NJ |
| 108 | Shannon Longglass | [Signature] | 8/7/07 | Wrightstown, NJ |
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65/86

Swamp Road Improvement Project Nob Hill Homeowners Association Petition

We, the undersigned residents of Nob Hill Homeowners Association, wish to express our dissatisfaction with PennDOT's proposed plan to increase the lane and shoulder widths of Swamp Road to over forty (40) feet as well as other proposed road changes that we believe will result in increased vehicle speed, commuter traffic and quarry truck volume.

We support any and all efforts by local municipalities, County and State elected officials and planning commissions that will distribute the volume of quarry trucks equally between Lindenhurst, Stoopville, and Swamp Roads, as well as Route 413, and thereby improve the quality of life issues currently impacting residents of the Nob Hill Development.

Efforts to introduce traffic calming measures onto Swamp Road that result in lower vehicle speeds are supported. We also encourage PennDOT to take Tyler State Park land and not Nob Hill common ground into consideration for any road widening that does take place.

| RESIDENT'S NAME (Printed) | STREET ADDRESS (Newtown, PA) | RESIDENT'S SIGNATURE | DATE SIGNED |
|-----------------------------|---------------------------------|----------------------|-------------|
| 1. Dawn Paralys | 6 Colonial Dr. | Dawn Paralys | 7/25/07 |
| 2. Barbara Lansing | 6 Colonial Dr. | Barbara Lansing | 7-25-07 |
| 3. Ellis Katz | 7 Colonial Dr. | Ellis Katz | 7/25/07 |
| 4. Jackie Katz | 7 Colonial Dr. | Jackie Katz | 7/25/07 |
| 5. Linda Jaggar | 1 Colonial Dr. | Linda Jaggar | 7/29/07 |
| 6. Ann Barth | 1 Colonial Dr. | Ann Barth | 7/29/07 |
| 7. Peter Jaggar | 1 Colonial Dr. | Peter Jaggar | 7/29/07 |
| 8. Trudy Tucker | 34 Colonial Dr. | Trudy Tucker | 7/29/07 |
| 9. Trudy J. Tucker | 34 Colonial Dr. | Trudy J. Tucker | 7/29/07 |
| 10. Denms Fisher | 43 Colonial Dr. | DENMS FISHER | 7/29/07 |
| 11. Karen A. Fisher | 43 Colonial Dr. | KAREN FISHER | 7/29/07 |

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| RESIDING ADDRESS | STREET ADDRESS | RESIDING ADDRESS | DATE |
|------------------------|-------------------|--------------------|---------|
| 12. Serge Stawsky | 83 Colonial Dr. | Serge Stawsky | 7/29/07 |
| 13. Melody Stawsky | 83 Colonial Dr. | Melody M. Stawsky | 7/29/07 |
| 14. Carol Porthus | 91 Colonial | Carol O. Porthus | 7/29/07 |
| 15. Chris Rapp | 6 Pennwoods Dr. | Chris Rapp | 7/29/07 |
| 16. Jon Rapp | 6 Pennwoods Dr. | Jon Rapp | 7/29/07 |
| 17. Steven Appel | 1 Pennwoods Dr. | Steven Appel | 7/29/07 |
| 18. Debbie Appel | 1 Pennwoods 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. Albee Pasqua | 155 Colonial | Albee Pasqua | 7/29/07 |
| 22. Jon Pasqua | 155 Colonial | Jon Pasqua | 7/29/07 |
| 23. Ken Adams | 176 Colonial | Ken Adams | 7/29/07 |
| 24. Gen. Santarlas | 140 Colonial | Gen. Santarlas | 7/29/07 |
| 25. Mark Adams | 103 Colonial | Mark Adams | 7/29/07 |
| 26. Lynn Wagon | 135 Pennwoods Dr. | Lynn Wagon | 7/29/07 |
| 27. Matt Wagon | 135 Pennwoods Dr. | Matt Wagon | 7/29/07 |
| 28. Joseph Scarpa | 13 Colonial Dr. | Joseph Scarpa | 8/6/07 |
| 29. Maria Scarpa | 13 Colonial | Maria Scarpa | 8/6/07 |
| 30. Frank S. Guarnieri | 29 Colonial | Frank S. Guarnieri | 8/6/07 |
| 31. Lee A. Proby | 51 Colonial | Lee A. Proby | 8/6/07 |

| NO. | NAME | STREET ADDRESS | RESIDENCE SIGNATURE | 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 | Judith Vilella | 90 Colonial Dr | Judith Vilella | 8.6.07 |
| 35 | Carlos Vilella | 90 Colonial Dr | Carlos Vilella | Aug 07 |
| 36 | Minister Church | 98 Colonial | Minister Church | 8/6/07 |
| 37 | Michael G. Smith | 98 Colonial | Michael G. Smith | 8/6/07 |
| 38 | John J. Jones | 122 Colonial | John J. Jones | 8/7/07 |
| 39 | Theresa M. Lyons | 173 Colonial | Theresa M. Lyons | 8/8/07 |
| 40 | Joel Pasqua | 155 Colonial | Joel Pasqua | 8/06/07 |
| 41 | John J. Lyons | 173 Colonial | John J. Lyons | 8/06/07 |
| 42 | HERTA DICKER | 158 COLONIAL DR | HERTA DICKER | 8/06/07 |
| 43 | Sergio | 126 Penn St | Sergio | 8/6/07 |
| 44 | ROCKY FOSCO | 126 Penn St | ROCKY FOSCO | 8/6/07 |
| 45 | John J. Jones | 108 1/2 Penn St | John J. Jones | 8/6/07 |
| 46 | Ortiz + Helena Gallego | 74 Colonial Dr | Ortiz + Helena Gallego | 8/6/07 |
| 47 | Maria Caluso | 80 Colonial Dr | Maria Caluso | 8/6/07 |
| 48 | John G. G. G. | 72 Colonial | John G. G. G. | 8/6/07 |
| 49 | Don C. C. | 72 Colonial | Don C. C. | 8/6/07 |
| 50 | DAVID KORENSTEIN | 80 Colonial Dr | DAVID KORENSTEIN | 8/6/07 |
| 51 | MARY ANNE HARTNETT-WANBERG | 52 Colonial | MARY ANNE HARTNETT-WANBERG | 8-06-07 |

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56. ~~James Lundberg~~ 2 Colonial Dr. ~~Heidi Hill~~ 8/10/07
 57. ~~John Lundberg~~ 12 Colonial Dr. ~~John Lundberg~~ 8/11/07
 58. Donna Lenihan 12 Colonial Dr. Donna Lenihan 8/11/07
 59. Laurie Selitto 57 Colonial Dr. Laurie Selitto 8/11/07
 60. John A. Selitto 57 Colonial Dr. John A. Selitto 8/11/07
 61. Kathleen Barbato 65 Colonial Dr. Kathleen Barbato 8/11/07
 62.
 63.
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 65.
 66.
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 70.
 71.

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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 Geatite 2 Colonial Dr. 8/6/07

→ They appear on next page

| RESIDENT'S NAME (PRINT) | STREET ADDRESS | RESIDENT'S SIGNATURE | DATE |
|-------------------------|-----------------|----------------------|---------|
| 52. James Lundberg | 52 Colonial Ave | <i>[Signature]</i> | 8/06/07 |
| 53. Barry Levy | 10 Edmore Ave | <i>[Signature]</i> | 8/06/07 |
| 54. KHARA LEVY | 20 COLONIAL DR | <i>[Signature]</i> | 8/6/07 |
| 55. DOMINIC GERSHLE | 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 | <i>Nina Gilmartin</i> | 7/16/07 |
| 2. Daniel Gilmartin | <i>Dan Gilmartin</i> | 07-17-07 |
| 3. Roberta Jones | <i>Roberta Jones</i> | 7/18/07 |
| 4. Richard Myers | <i>Richard Myers</i> | 7-21-07 |
| 5. Beedy A. Wilson | <i>Beedy A. Wilson</i> | 7/23/07 |
| 6. ALBERT A WILSON | <i>Albert A Wilson</i> | 7/23/07 |
| 7. KENNETH R COOK | <i>Kenneth R Cook</i> | 7/23/07 |
| 8. HARRIET BARSKY | <i>Harriet Barsky</i> | 7/23/07 |
| 9. HARRY BARSKY | <i>Harry Barsky</i> | |
| 10. George VAN DER HORST | <i>George Van der Horst</i> | 7/23/07 |
| 11. MARK SHARLIN | <i>Mark Sharlin</i> | 7/24/07 |
| 12. June Cook | <i>June Cook</i> | 7/28/07 |
| 13. Maria Syta | <i>Maria Syta</i> | 7/28/07 |
| 14. Tom Percelli | <i>Tom Percelli</i> | 7/31/07 |
| 15. MARTIN & JO ANN BULLOD | <i>Martin & Jo Ann Bullod</i> | 7/31/07 |
| 16. | | |
| 17. | | |
| 18. | | |
| 19. | | |

**Newtown Township
Board of Supervisors Work Session
October 15, 2007**

Members Present: Anne Goren, Chairman; Philip Calabro, Vice Chairman; Jerry Schenkman, Secretary/Treasurer; Richard Weaver, Member; Tom Jirele, Member; Paul Beckert, Solicitor; John Boyle, Acting Township Manager and Matthew Johnston, Engineer.

Also Present: H. Joseph Phillips, George J. Donovan AIA & Associates; James M. Linske, George J. Donovan AIA & Associates; Theresa Katalinas, Bucks County Courier Times; Dave Sanders; Various Newtown residents including Nickki Parlet, John Sties, Nancy Crescenzo, Jay Sensibaugh, Jen Dix, John D'Aprile, Dennis Fisher, Nancy Yasalonis, Ethel Hibbs and Mike Gallagher.

Call to Order: Chairman Goren called the meeting to order at 8:13 P.M.

Chairman Goren advised that prior to calling tonight's meeting to order the Board of Supervisors met in Executive Session to discuss matters of personnel, land acquisition and litigation. She also advised that the Board will be voting to retain Joe Czajkowski as the Township Manager at the next meeting on October 24, 2007, he will start in that position on December 10, 2007.

Traffic Safety Resolution – Swamp Road – Proposed by Swamp Road Residents Group

The Supervisors discussed the proposed Traffic Safety Resolution for Swamp Road, various documents were provided for their review.

Mr. Johnston advised the Supervisors with regards to the Resolution proposed by the Swamp Road Residents Group. He discussed line item 1 and advised that he would not recommend removing the Swamp Road corridor improvement project from the report but he would recommend that the quality of life issues along Swamp Road be recognized in the report and that the report support context sensitive design solutions to address the quality of life issues as well as safety and mobility issues along with the project. He defined what he means by sensitive design solutions. He discussed the re-evaluation for the reclassification of the roadway. He advised that currently reclassification of the roadway itself would not make Swamp Road eligible for traffic calming and on the PennDot qualifications. He discussed line item 2 and advised that it is not a Traffic Engineering aspect, but he did not see any concerns with that item. He discussed line item 3 and advised that the proposed project does not increase capacity. He advised that he has no concerns with regards to line item 4. He discussed line items 5, 6 & 7 and recommended that those items be evaluated. He

advised that stop signs should not be used for traffic calming and explained why. He advised that Pennoni has begun researching the Twining Bridge intersection.

Mr. Jirele commented with regards to the original PennDot plan and the entrance of the Colonial Commons. Mr. Johnston suggested a traffic signal be researched rather than a stop sign.

Mr. Schenkman thanked Mr. Johnston for his input.

Mr. Fisher discussed the September 26, 2007 Supervisors meeting and the recommendation to reject the current PennDot Swamp Road Improvement Plan, but still consider improvements to the roadway.

Mr. Johnston agreed that the Township should still continue to address the concerns on Swamp Road.

Mr. Fisher discussed the Bucks County Regional Traffic Study.

Mr. Jirele questioned what the Board's next steps should be.

Mr. Schenkman advised the other Supervisors on his concerns and that he is in favor of passing a Resolution. He also advised that he has begun drafting a Resolution regarding the matter.

Mr. Jirele advised that he is also in favor of passing a Resolution.

Mr. Sensibaugh discussed a letter regarding the matter that was passed out at a prior Supervisors meeting. He also discussed the Jointure's Highway Classification Map and the PennDot Design Manual, Section 2.1.07. He advised that he believes that Swamp Road should be classified as a major collector not a principal arterial. He feels that the Township needs to correct the classification of the roadway.

Mr. Johnston discussed the PennDot roadway classifications and their definitions.

The Supervisors discussed the traffic studies conducted in April and June of 2005.

Mr. Schenkman advised on the purpose of tonight's discussions.

The Supervisors discussed the speed limit of the roadway. Mr. Johnston advised on how the speed limit is determined.

Ms. Parlet commented on the traffic report presented at the September 26, 2007 meeting and the quarry trucks. Ms. Goren advised that the quarry owners would not allow the trucks to be inspected by the Police before they left the quarry.

Ms. Herman commented that at the May 30, 2007 Regional Traffic Planning Task Force meeting she asked PennDot officials if they had gone to the Federal Highway Administration and asked them to make an exception to the 85% speed limit rule. She discussed the need to change the standard operating procedures.

Mr. Johnston discussed the speed limit and enforcement issues. He advised that he has never requested the Federal Highway Administration to make an exception to the 85% speed limit rule.

Ms. Crescenzo discussed the Township's Police Department patrolling Wrightstown. She suggested that the Township request Wrightstown Township to allow the Police to inspect the quarry trucks right outside of the quarries. She commented on driving to Doylestown. She discussed Stoopville Road with regards to traffic calming and the similarities to Swamp Road. She requested that the Township conduct a traffic study of the roadway.

Mr. Fisher discussed the public's comments/recommendations that he has heard and suggested that the Township request exemption from the Federal Government. Mr. Johnston advised on his feelings with regards to requesting exemption.

Ms. Crescenzo commented with regards to the Traffic Advisory Committee. Mr. Jirele advised on his opinion with regards to getting another committee involved.

Ms. Crescenzo requested the term quality of life be defined. Ms. Goren advised that the term quality of life with regards to the roadway defines safety, noise and accessibility.

Ms. Crescenzo discussed an article with regards to seniors and crosswalks, she commented on the need for pedestrian safety.

Mr. Calabro discussed the State Laws with regards to crosswalks and pedestrians. He requested signs being posted in the center of the roadways. Mr. Boyle advised that could be done.

Mr. D'Aprile discussed Swamp Road being closed to quarry/heavy trucks for approximately thirty (30) years due to the culverts and the past traffic figures being inaccurate. He commented with regards to the quarry trucks and enforcement.

Mr. Schenkman advised that he has drafted a possible Resolution and read it aloud to the other Supervisors and the public.

Mr. Jirele suggested having Mr. Schenkman's Resolution reviewed by the Supervisors and to discuss the matter further at the next meeting.

Mr. Schenkman advised that he would forward a copy of the Resolution to Mr. Boyle tomorrow.

Ms. Herman suggested that the Townships need to start making the physical safety of the residents and the roadways the highest priority; she explained why she feels this way.

Mr. Schenkman advised that he would like Mr. Johnston to receive a copy of tonight's minutes to be included in his report to the Regional Traffic Planning Task Force.

Municipal Complex – Update – Donovan & Associates, Architects

Mr. Phillips updated the Supervisors with regards to the proposed Municipal Complex expansion. The Supervisors were provided various documents for their review. He advised that he and Mr. Linske are here tonight to discuss the design plans and design issues with regards to LEED Certification.

Mr. Linske updated the Supervisors with regards to the proposed design plans. He discussed the site plan and the revisions.

Ms. Goren questioned the size of the proposed salt storage shed compared to the existing one. Mr. Phillips and Mr. Linske advised that the proposed salt storage shed would be double the size of the current salt storage shed.

Mr. Linske advised the Supervisors with regards to the proposed Administration Building.

Ms. Goren questioned the number of people that would be able to fit in the public meeting room. Mr. Linske advised that approximately 120 people would be able to fit in the public meeting room.

Mr. Calabro questioned if the public conference rooms had a separate entrance. Mr. Linske advised that there are separate entrances/exits for the public conference rooms.

The Supervisors discussed the restroom areas for the public conference rooms.

Mr. Linske advised that the doors and the cashier/receptionist windows could be locked when the employees have left for the day.

The Supervisors discussed the cashier/receptionist windows with regards to safety.

Mr. Schenkman commented with regards to the Supervisor's boardroom (Room 130) and the workroom (Room 131), he suggested that a door be installed connecting the two (2) rooms. He also commented with regards to the Township Manager's office

(Room 134) and the Administrative Assistant's office (Room 135), he suggested that a door or window be installed connecting the two (2) rooms.

Mr. Linske advised the Supervisors with regards to the elevations of the proposed Administration Building.

The Supervisors discussed the audio-visual room and accessing the room.

Mr. Jirele commented with regards to the building being ADA compliant.

Mr. Linske advised the Supervisors with regards to the proposed additions and renovations to the Police Building. He discussed the building elevations.

Mr. Linske advised the Supervisors with regards to the proposed Public Works Building. He discussed the look of the exterior of the building and advised that the shell of the building would be a prefab steel building.

Ms. Goren commented with regards to having an area for stray dogs. Mr. Phillips advised that he would speak to Mr. Crossland with regards to the matter.

Mr. Linske updated the Supervisors with regards to the proposed renovation of the existing Public Works Building for use by the Parks & Recreation Department. He discussed the exterior of the building.

Mr. Schenkman questioned if there has been any direction with regards to the old Schoolhouse. Mr. Phillips advised that building was discussed years ago and concepts were worked on. Mr. Schenkman advised that he would like to see past plans for the Schoolhouse. Mr. Phillips advised that access is a problem with that building, but he would supply the Supervisors with any information he has.

Mr. Calabro commented with regards to having walkways connecting the front of the different buildings. Mr. Linske advised that it is possible to have walkways connecting the front of the buildings.

Mr. Phillips advised the Supervisors that the plans being reviewed tonight are strictly architectural.

The Supervisors discussed the entrances to the buildings being covered by some type of canopy/overhang.

Ms. Goren commented with regards to Leadership in Energy and Environmental Design (LEED) Certification and possible grants. Mr. Phillips advised the Supervisors with regards to Leed Certification and grants. He advised on the LEED rating system and that the Township needs to make a decision soon with regards to being LEED Certified. He advised that the LEED Certification requires a third party

consultant to be involved through the design process. He questioned if the Township wants to take the next step with regards to being LEED Certified. He advised that the third party consultant with regards to LEED Certification would be The Stone House Group.

The Supervisors discussed the benefits of building a LEED Certified building, but not going through with the certification process.

Mr. Phillips discussed the pay back with regards to going green.

The Supervisors discussed the future with regards to utility cost.

Mr. Schenkman commented with regards to LEED Certification buildings and where it's been done. Mr. Phillips advised that he would provide that information to the Township.

Mr. Phillips discussed the possibility of having a representative from The Stone House Group make a presentation before the Supervisors.

The Supervisors discussed the social benefit of the LEED Certification.

Mr. Schenkman commented with regards to Mr. Linske email sent on October 3, 2007 to Mr. Boyle and the decisions made about mechanicals. Mr. Linske advised on the comments made by the recommendations made by the Mechanical Engineer. Mr. Schenkman advised that he feels that the Board should review that information themselves.

The Supervisors thanked Mr. Phillips and Mr. Linske for their time.

Ms. Crescenzo questioned the total square footage of the proposed buildings. Mr. Phillips advised that the total square footage of the proposed buildings is approximately 52,000 square feet. Ms. Crescenzo questioned the cost per square foot. Mr. Phillips advised that the cost per square foot for the Administration and Police Buildings are approximately \$170.00 - \$200.00 per square foot. He advised that the next step in the process is to come back to the Board with revised figures and it is his intent to do that in about a month.

PetSmart – Sign Variance Application

Mr. Sanders updated the Supervisors with regards to the PetSmart sign variance application. The Supervisors were provided with various documents for their review. He discussed possible alternatives with regards to the signs. He advised that he is hear tonight to get the Board's input and that it is the applicants hope that the Township can come to an agreement where the applicant will amend their application to comply with the Board's wishes and the Board can withdrawal it authorization of

the Township Solicitor to attend the hearing and oppose. He advised that the store is scheduled to open on October 29, 2007 and that he is scheduled 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 were not directional signs but advertising signs. The second concern was with regards to the building being occupied by other tenants and having more signs on the storefront. The third concern was with regards to the size of the signs having some relation to the facade of the building.

Mr. Sanders discussed the façade of other buildings in the area and advised that the Acme building has five (5) signs located on the storefront.

Mr. Calabro commented with regards to the sign locations on the building. Mr. Sanders offered possible alternatives for the locations of the signs.

Mr. Schenkman commented with regards to the building and the store entrances. Mr. Jirele advised that currently there are three (3) separate entrances on the front of the building.

Mr. Sanders discussed the sizes of the proposed PetSmart signs.

Mr. Jirele advised that he prefers the smaller 133.70 Sq. Ft. (48") PetSmart sign and that he supports the Banfield sign. He advised that he would be in favor of option 3.

Mr. Schenkman and Mr. Jirele suggested having the Banfield and the grooming signs located together. Mr. Sanders advised that he could make that suggestion to PetSmart.

Mr. Calabro advised that he is in favor of option 2. Which showed the three (3) signs in three (3) different locations, he felt it gave more balance to the storefront.

Ms. Goren advised that she agreed with Mr. Calabro with regards to having the three (3) signs in three (3) different locations. She advised that she is in favor of option 2.

Mr. Weaver advised that he is in favor of option 2, having the three (3) signs in three (3) different locations.

Mr. Sensibaugh commented with regards to the other tenants in the building and the size or location of their signs.

Mr. Sanders advised that he would discuss the Supervisors recommendation for option 2 with PetSmart and update Mr. Beckert.

Mr. Schenkman made a motion to rescind its authorization of the Township Solicitor to attend the Zoning Hearing and oppose. The motion was seconded by Mr. Weaver and passed unanimously (5-0).

Resolution of the Board of Supervisors – Regarding the referendum for the Bucks county Open Space Bond Issue

The Supervisors agreed to table this matter until the next televised Board of Supervisors meeting.

Solicitor Report

Mr. Beckert advised the Supervisors on the add-on requested by Wrightstown with regards to the Toll Hibbs development in Wrightstown Township; there are two areas in questions. The first area in question is with regards to a strip of land along the frontage that borders Stoopville Road; he questioned whether the Township desires the right-of-way to be dedicated to Newtown Township. The Board agreed that they would like that right-of-way. The second area in question is with regards to lot 46 (48 acres of open space) on the subdivision plan, .818 acres of the 48 acres is located in Newtown Township. The Supervisors discussed Wrightstown owning the .818 acres in Newtown Township and agreed they did not want that. Mr. Jirele suggested that the parcel be subdivide and that the Township would take control of the land within Newtown. Ms. Goren advised that it looks like two (2) parcels are in question. Mr. Beckert advised that he would look into the matter further and update the Supervisors. The Supervisors discussed taking control of the property located in Newtown and the right-of-way being dedicated to Newtown Township.

Community Comments

Ms. Crescenzo questioned where the Township is getting 1.7 Million Dollars to buy back the Acme building. Mr. Schenkman advised that the Township is borrowing the money through a bridge loan from The First National Bank of Newtown. Ms. Crescenzo questioned if the matter has come before the community. Mr. Beckert

advised that it has not happened yet. Ms. Crescenzo commented with regards to the matter coming before the community before it happens. She discussed rumors that the building would be torn down to build a parking lot and the building having asbestos and possible ground contamination. Mr. Schenkman and Mr. Calabro advised that the Township is aware of the problems.

Ms. Crescenzo commented with regards to the Township hiring a new Manager, the job done by the Acting Manager and how tonight's announcement looked insensitive. The Board advised that Mr. Boyle did receive notice prior to tonight's public announcement.

Ms. Crescenzo discussed the start date of the new Manager and his involvement with the Budget process. The Supervisors advised with regards to the new Manager and the Budget.

New Business

Mr. Jirele advised that he has been approached by a soccer organization with the request to have temporary lights at the Staples Field. He discussed having a public discussion before giving authorization and giving proper notice to the public. He requested that the matter be put on the October 24, 2007 agenda. The Supervisors agreed to discuss the matter at the October 24, 2007 meeting.

Adjournment

Without objection, the meeting was adjourned at 10:55 P.M.


Respectfully Submitted by:

Christy Holley, Recording Secretary

Anne Goren, Chairman

Phil Calabro, Vice Chairman

Jerry Schenkman, Secretary/Treasurer



Thomas Jirele, Member

Richard Weaver, Member

John Boyle, Acting Township Manager

RESOLUTION NO. R-12

**A RESOLUTION OF THE BOARD OF SUPERVISORS NEWTOWN TOWNSHIP,
BUCKS COUNTY, PENNSYLVANIA TO SUPPORT TRAFFIC CALMING
AND OTHER TRAFFIC SAFETY MEASURES ON SWAMP ROAD**

WHEREAS, Newtown Township is part of the Regional Traffic Task Force organized by the Delaware Valley Regional Planning Commission; and

WHEREAS, The Swamp Road Improvement Project undertaken by PennDOT has undertaken a study of Swamp Road, and has issued recommendations for road improvements, traffic calming and other traffic safety measures; and

WHEREAS, The Report of the Regional Traffic Task Force as presently written calls for the removal of Swamp Road and the Swamp Road Improvement Project from consideration in its recommendations; and

WHEREAS, The Newtown Township residents along Swamp Road have expressed a clear desire to have their concerns heard and addressed by any governmental or quasi-governmental entities working on the traffic issue on Swamp Road, and being of the opinion that their concerns have not been heard nor adequately addressed by these entities, and demanding that they be so heard; and

WHEREAS, It is the desire of the Board of Supervisors of Newtown Township to have all our roads as safe as possible for both drivers and residents of our Township, and particularly to ensure that Swamp Road and Stoopville Road be afforded all reasonable traffic calming and traffic safety measures as recommended by the various studies undertaken that address these issues, as well as other recommendations made by residents or other knowledgeable parties; and that no roadway be given an undue burden of traffic during the implementation of any of said recommendations, nor thereafter;

NOW, THEREFORE, BE IT AND IT IS HEREBY RESOLVED by the Board of Supervisors of the Township of Newtown, Bucks County, after public hearing, including input and presentations by the Delaware Valley Regional Planning Commission, Newtown Township Traffic Engineer and Traffic Consultant and the concerns of the citizens of Newtown Township, as follows.

UPON MOTION DULY MADE, seconded and carried it was

I. RESOLVED, that the Newtown Township Police Department be directed to continue its enhanced enforcement of speed limits and truck details along Swamp Road;

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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.

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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.

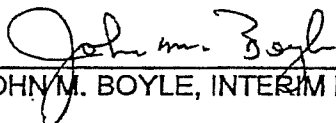
XIII. FURTHER RESOLVED that this Resolution be made part of Newtown Township's submission to the Regional Traffic Task Force and be made part of it's report along with any supporting documentation provided by Newtown Township.

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

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*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.

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2. Maintain and expand this Task Force to continue the necessary work we have begun. We recommend this group continue to meet as often as needed to complete the work begun here. DVRPC may have run out of funds to do this work, but we have an ongoing stake in the outcome, and must individually and collectively consider the value of continued participation, as well as the cost.
3. The expansion mentioned above should include a local residents traffic group. They should be self-appointed by their neighbors, and meet regularly to educate themselves on the issues, express themselves to the municipalities, and even lobby in Harrisburg and Washington. The municipal government should appoint liaisons to these groups, and keep their Boards and Councils abreast of all news.
4. We should continue the dialogue begun here with our State and Federal representatives. They are the ones who can voice our concerns where they need to be heard. Toward that end, we should either invite them to participate directly in the process we promote, or meet with them separately to advise them of what we are doing, and what we want.
5. The suggestions articulated at page ES-5 of the Executive Summary, dealing with "continued and expanded activities directed at communication, collaboration and cooperation..." should be examined and implemented to the greatest extent possible by the follow-on group, including, but not limited to an annual "Transportation Summit" to evaluate and promote recommendations, and inviting the school districts to join us.

We agree that there are certain immediate traffic safety measures that can be done quickly to improve traffic conditions, and do not require further study or excessive cost. Each of us has our own list of these locations and fixes, and we can inform you of them quickly. Once we do let you know, we implore you to get to work taking care of these problem areas. The long term improvements we desire will take a bit longer to come forth, but we all agree that in this case, the quick fix is likely better than the difficult, expensive one. So, there is no need to wait on them.

I would like to end this statement by reading from the letter of Donald S. Shanis, PhD, the Deputy Executive Director of the DVRPC, to the Task Force, of October 23, 2007. In it, he says:

"Perhaps most important, the conduit and process for continuing open and factual communication — Through the Regional Traffic Planning Task Force and active community participation — have been Tested and strengthened."

This is very true. When I think of how much I have learned as a member of this group, I am amazed and gratified.

I want to personally thank Mr. Shanis, Mr. Coyne, and all the other people who have worked diligently on this project on our behalf for their sterling effort. I do not for a moment want to suggest that we are not extremely grateful for all you have provided us. In fact, truth be told, it is because you have done such a good job educating us, that we now insist on taking this further. You have been exemplary teachers. Now the students are ready for independent study on behalf of the people we represent. We will use all we can from your labor to move us forward.

Thank you all very much for all your help, and for listening to us.

JS

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October 2007



Bucks County

Regional Traffic Study

Lower Makefield Township / Newtown Borough
Newtown Township / Northampton Township
Upper Makefield Township / Wrightstown Township
Yardley Borough

**DELAWARE
VALLEY
REGIONAL
PLANNING
COMMISSION**

CREATING > TOMORROW > TODAY

190 N. INDEPENDENCE MALL WEST
8TH FLOOR
PHILADELPHIA, PA 19106-1520

Attachment X
(pg. 213)
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,

[Signature]
Barry Seymour
Executive Director

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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 3)

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

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