

TOWNSHIP OF LOWER MAKEFIELD
BOARD OF SUPERVISORS
MINUTES – SEPTEMBER 14, 2021

The regular meeting of the Board of Supervisors of the Township of Lower Makefield was held in the Municipal Building on September 14, 2021. Ms. Blundi called the meeting to order at 7:34 p.m. and called the Roll. Mr. Ferguson stated this is a hybrid meeting, and the public is welcome to come to the building or participate remotely. Information is on the Agenda as to how to access the meeting remotely. Ms. Blundi noted that the Agenda can be found on the various Township social media pages, and at the bottom of the Agenda the links are provided.

Those present:

Board of Supervisors: Suzanne Blundi, Chair
James McCartney, Vice Chair
John B. Lewis, Secretary
Frederic K. Weiss, Treasurer
Daniel Grenier, Supervisor

Others: Kurt Ferguson, Township Manager
David Truelove, Township Solicitor
Andrew Pockl, Township Engineer
Kenneth Coluzzi, Chief of Police

COMMUNITY ANNOUNCEMENTS

Mr. Ferguson stated during this portion of the Agenda residents and youth organizations may call in to make a special announcement or can contact the Township to request that a special announcement be added to the Agenda.

Mr. Ferguson stated information about Park & Recreation in-person recreation opportunities can be found on the Township Website.

Mr. Ferguson stated there will be a Styrofoam Recycling Event on Saturday, September 18, 2021 from 10:00 a.m. to Noon outside of the Township Building and wine corks and amber/white prescription pill containers with lids will also be collected.

Mr. Ferguson stated the next Yard Waste Drop Off Day is Saturday, September 25, 2021 from 7:00 a.m. to 3:00 p.m.

Mr. Ferguson stated there will be a Fire Prevention Open House at the Yardley Makefield Fire Company on Friday, October 8, 2021 from 5:00 p.m. to 9:00 p.m.

Mr. Ferguson stated November 6, 2021 is the Veterans Day Parade on Edgewood Road, and interested sponsors and participants can contact kathyh@lmt.org.

Ms. Blundi thanked all of the volunteers and the staff that worked together to plan the 9/11 Events last weekend.

APPROVAL OF MINUTES FOR AUGUST 18, 2021

Mr. Grenier moved, Mr. McCartney seconded and it was unanimously carried to approve the Minutes of August 18, 2021 as written.

TREASURER'S REPORT

Approval of August Interfund Transfers

Dr. Weiss moved, Mr. Grenier seconded and it was unanimously carried to approve the August Interfund Transfers in the amount of \$714,314.67 as attached to the Minutes.

Approval of Warrant List from September 7, 2021

Dr. Weiss moved, Mr. Grenier seconded and it was unanimously carried to approve the Warrant List from September 7, 2021 in the amount of \$807,919.78 as attached to the Minutes.

LOWER MAKEFIELD FIRE SERVICES UPDATE – TIM CHAMBERLAIN, DEPUTY FIRE CHIEF

Mr. Ferguson stated Deputy Fire Chief Tim Chamberlain had come before the Board some months ago and was asked at that time to come back to provide some updates on call volumes and the number of active volunteers.

Deputy Chief Chamberlain stated to date, they have run 357 calls for service, which is down from last year at this time when it was 396 by the end of August, 2020. He stated 52 of the 357 calls were to assist the Ambulance Squad with lift assists

and cardiac arrests in 2020, they only ran 49 times the whole year with them so those calls are increasing due to the age of the residents in the Township and other events going on. He stated there were three significant house fires this year, two vehicle fires, and two vehicle extrications in Lower Makefield. They have also assisted Mutual Aid Companies eleven times at house fires, building fires, and vehicle extrications. A graph was shown of total man hours for the year which are on track to equal last year which was 4,500 total man hours just for the emergency calls that they responded to.

Deputy Chief Chamberlain stated as of the end of August, there are thirty-one firefighters that made at least 25% of the fire calls, and last year at this time there were thirty-four. He stated according to the By-Laws to be considered an active firefighter, you need to make a certain percentage for the incentives that they have.

A graph of the hourly breakdown of calls as of the end of August was shown, and Deputy Chief Chamberlain stated that their calls for service vary throughout the day with the busiest hours between 8:30 a.m. and 10:00 p.m. He noted eighty-three of the calls came in between 10:00 p.m. and 8:00 a.m. which is difficult as the firefighters sleep is then interrupted. He stated most calls for service last between a half hour up to four to five hours depending on the incident, and there are times when firefighters have to go immediately to work rather than go back to sleep.

A graph of active firefighters from 2008 to the end of 2020 was shown with thirty-three at the end of 2020 which has declined from 2018. A breakdown of the active members was shown. Of the thirty-one current active members, twenty of them are over the age of fifty, five of whom are in their 70's. He stated three of those in their 70's are in the top five responders for service calls. Only two active members are under the age of thirty, and the remaining nine members are in their 30's and 40's. He stated their younger members have children who are involved in activities; and since COVID, their School schedule has changed so their time commitment has been reduced. Deputy Chief Chamberlain stated there are five members who are not active by fire call attendance, but still meet the requirements to ride on the apparatus. He stated the average age of those who responded to calls during the day, which is 6:00 a.m. to 6:00 p.m., was fifty-six. He stated given the manpower, each person on the apparatus has to take on additional responsibilities.

A graph was shown of the 2019 United States Fire Administration Annual Report on line of duty deaths which is important given the average age of the responders and the extra work needed to be done when short-handed. As shown, the number of fatalities over the age of fifty make up 43 ½% of the total line of duty deaths in 2019. He stated the number one cause of deaths were related to stress and over-exertion.

Deputy Chief Chamberlain noted the impact of COVID as they enter homes where people could be COVID positive. He stated since 2020, four members have become inactive due to concerns over the virus and potentially bringing the virus back to their loved ones. He stated between proper distancing, limiting the interaction with residents, wearing PPE, and going virtual for meetings and drills, they were very fortunate that the virus did not place a large part of the Fire Company out of service as was experienced by other companies. He stated in the event members were exposed or positive, provisions were set up such that they were not penalized for missing time. Also in 2021, there were five active members who came down with health issues not related to COVID-19 which caused them to miss significant time and put a strain on other members to fill in more. Those members were key apparatus drivers, interior firefighters, and Chief Officers. Since March, 2020, four active members moved out of the area due to job relocations, family circumstances, or the inability to afford to live in the area. Members in their 30's and 40's have small children whose School schedules have changed since COVID causing parents to spend more time as home teachers. He stated a number of parents also had to work from home along with teaching their children so the available time to give the fire house was taken away. Deputy Chief Chamberlain added that they do not expect their firefighters to neglect their families as family comes first.

With regard to recruiting new members, since January, 2017 there were eighteen new people accepted into membership. While many have applied, once they meet with the Membership Committee and understand how much time is expected between schooling, answering calls, special details, and events, they admit that they cannot give that much time and they decline. He stated the Membership Committee also describes the amount of behind-the-scenes work that needs to be done including business meetings, Budgeting, etc. Deputy Chief Chamberlain stated of the eighteen people accepted into membership, eight have already resigned due to lack of time and changes in their personal lives; and of the nine who are left, only four are active members making 25% of the emergency calls. Of those four members, the average age is fifty years old.

Deputy Chief Chamberlain stated they are not in “desperate need,” and they are a well-rounded Company and their members do a lot of tasks that needed to be done along with answering the calls for service. He stated while they do not get paid, their reward is giving back to the community; and the struggle is to find people who are willing to give their free time to a job that is labor-intensive. He stated other Companies are facing the same struggles. He stated over the years the call volume has increased noting that in 1970 their call volume was 136 calls for service, and in 2020 it was 595 calls for service. He stated the leaders of the Fire Company continue to look for ways to provide the service needed without burdening the same members and asking them to take on more. He stated they are concerned that whether they will have the staff needed to perform the tasks required on the scene as well as behind the scenes in the upcoming years.

Deputy Chief Chamberlain stated the Bucks County Planning Commission did a study on the future of the Bucks County Fire Service and it stated “in Bucks County alone, there is a shortage of approximately 770 active firefighters and that shifting personal priorities, community expectations, and decline in social fabric which once supported Fire Companies have all combined to create the perfect storm.” He stated the leaders discuss the future every day since they do not want to get to a point where a fire truck does not get out to an emergency because of an aging Department.

Mr. Ferguson stated people have asked why they are bringing attention to this issue; and while they do not want to alarm people, there is a trend Nationwide particularly in Pennsylvania with the increasing requirements to be a firefighter, so that we do need to focus on this. He stated part of the Township program is to inspect Commercial properties every year, and Deputy Chief Chamberlain goes through every property to make sure that all the safety features needed are in place in those Commercial properties. Mr. Ferguson stated the age of the firefighters is also of concern, and they need to discuss what they can do to assist with the shortfalls.

Deputy Chief Chamberlain noted NFPA has requirements that all hose needs to be tested and three members had to be at the firehouse for eight hours assisting with the hose testing, and that meant giving up their time voluntarily to make sure the Company was compliant and it is safe for the members to operate at a fire. He stated there is a lot of behind-the-scenes work that they do not tally the hours of.

Ms. Blundi stated we need to continue to raise awareness which she hopes will bring in more recruits as well as to plan what may need to be done as the Residential population ages and the firefighters' population ages.

Mr. Grenier stated these trends are happening everywhere where there are volunteer Fire Companies. He stated we need to come up with ideas to recruit in the short-term as well as see what needs to be done as regional partners to maintain our safety.

Mr. Lewis asked what has been the most successful source of new recruits. Deputy Chief Chamberlain stated a lot of it is word of mouth. He stated they send out a mailing every year with contact information as part of their fund drive. He stated they have also increased their social media which has helped. He stated in the past being part of the fire service was a family trend, and that is no longer seen, as younger people do not want to do a hands-on, labor-intensive job like this especially as a volunteer. He stated they also participate in community events and speak to people at those events. He stated the Tech School does have programs, and they try to get students from there; however, when they see where they are going to make the most money, they do not volunteer. He stated it is difficult to get someone from the Township who works long hours in an office to then come to the fire house and volunteer their time. He stated that in the Bucks County report there was discussion about consolidating fire houses and sharing volunteers; however, other Mutual Aid Departments are down in their numbers as well.

Mr. Lewis stated he feels that the Township could work with the Fire Department to develop a marketing plan to see if they could get additional volunteers. He stated it seems that they need an additional ten volunteers out of a population of 33,000.

BIG OAK ROAD PEDESTRIAN IMPROVEMENTS PROPOSAL – SAFE HIGHWAY ENGINEERING

Mr. Joe Fiocco from SAFE Highway Engineering, was present.

Mr. Ferguson stated there is money in the Budget called the Regency Bridge Fund, which was part of the Settlement for the development. Every time a house was built, a certain allocation would be given which would go into the Bridge Fund with the parameter that the money needed to be spent in that defined project area. Over the years, the Township and the Board have heard

that there were concerns of the connectibility of the site on Big Oak Road including the need for a traffic light and whether it meets the warrants to have a traffic light. Mr. Ferguson stated he had asked Mr. Fiocco to look at the area and report to the Board and the public what could be done to connect the property including the installation of a traffic light recognizing that there are certain warrants and traffic counts that would be needed in order to be able to do that. Mr. Ferguson stated while the Regency Bridge Fund will have more money coming into it, it is currently at approximately \$600,000. He stated Mr. Fiocco and his staff were asked to look at whether a light could go in; and if not, what would be suggested to be installed for pedestrian safety and linkages.

Mr. Fiocco showed an aerial view of Big Oak Road with Regency North to the north and Regency South to the south side. He stated the concerns presented were for a pedestrian connection so that people who were in Regency North could get to Regency South without having to drive. He stated they first looked at whether a traffic signal could be installed so that people could cross the road. He noted Fern Drive and Locust Drive which are the two roadways that connect Regency South. He stated if they were to take all of the traffic on both of those roads and only have one intersection, they still would not have enough traffic to justify a traffic light which would stop Big Oak Road traffic. He stated they could not get this approved, nor as engineers would they recommend putting in a traffic signal that is not warranted.

Mr. Fiocco stated they therefore looked at what they could do to get pedestrians across Big Oak Road. He stated the average speed of the traffic on Big Oak Road is 45 miles per hour. He stated in this area, Big Oak Road is approximately 58' wide so it would be a relatively long distance for pedestrians to cross the road, even though the sight distance is good.

Mr. Fiocco stated looking at the Regency South area, Locust Drive was the most logical location where people should cross as there is a long distance where you can see cars coming. He stated they can break the crossing down into halves. He added that coming from Oxford Valley Road, Locust Drive is the first road getting into Regency South. He stated Fern Drive is the second Drive, but is very wide so Locust Drive makes the most sense to try to get people across Big Oak Road. Mr. Fiocco stated the way they are recommending that this be done is to eliminate the right-turn lane on Big Oak Road at Locust Drive coming in the eastbound direction.

Mr. Fiocco stated when the development was laid out, it was anticipated that there would be significant traffic with the Matrix development and that multiple lanes would be needed as well as traffic lights. He stated they are not seeing those volumes, and they do not anticipate those volumes so the recommendation is to try to get traffic to slow down and to eliminate some of the lanes that are not necessary for capacity reasons and hinder the pedestrian activities that they would like to see there. He stated in addition to eliminating the right-turn lane at Locust Drive coming in the eastbound direction, they are recommending installing a median refuge island on Big Oak Road. When you are in Regency South, you would come up to Locust Drive and break the crossing down into two steps – first crossing eastbound Big Oak Road and get to the median, and then crossing westbound Big Oak Road.

Mr. Fiocco stated they are also recommending installing bulb-outs which is extending the curb out toward the roadway so that the 58' crossing will become two, much-shorter crossings. He stated a pedestrian would only need to look at one lane in each direction as they cross. This reduces the need for pedestrians to be out in live traffic. He stated they are also recommending adding striping and delineation for visibility of these pedestrian crossings. He stated there is some existing sidewalk on Big Oak Road on the north side; and they are suggesting making that connection all along the north side of Big Oak Road so that once the pedestrians get across Big Oak Road from Locust Drive, they will be able to go left or right on the sidewalk. Mr. Fiocco stated the estimate for what he has described is approximately \$230,000 to \$250,000.

Mr. Fiocco stated what is called Part B would be work at Fern Drive. He stated this is a much-cleaner intersection, and there is a lot of blacktop on Big Oak Road and Fern Drive; and it is a very wide, straight intersection so that pedestrians have to cross a long way. He stated the recommendation is eliminating the right turn at Bundy Drive, and they would put a bulb-out on the northeast corner of Bundy and Big Oak Road to reduce the crossing across Big Oak Road. He stated they are also recommending two pork-chop islands on the south side on either side of Fern Drive which will reduce the wide space there for vehicles and hopefully slow traffic down. He stated the posted speed limit on Big Oak Road is 35 miles per hour; but people are traveling as if it were 45 miles per hour, mainly he believes because it looks like it is 45 miles per hour as it is straight and wide and there are no visual clues to get drivers to slow down. He stated they hope the pork-chop

islands will slow traffic eastbound on Big Oak Road as they approach the Locust Drive crossing and also give definition to the movement at the intersection of Fern Drive and Big Oak Road.

Mr. Fiocco stated they are also recommending extending the median in Fern Drive to make traffic that wants to come out at Fern Drive and make a left on Big Oak Road not have to travel such a long distance and provide added protection. He stated they hope that this slows the traffic down because drivers would not have to travel so far to ultimately get into the lane on Big Oak Road.

Mr. Fiocco stated the improvements just discussed for Part B would cost approximately \$135,000 to \$150,000.

Mr. Fiocco showed a slide for Part C, and they are recommending a pedestrian connection to Regency South to the CVS and businesses on the other side of Old Oxford Road. He stated they are recommending a formalized pedestrian crossing at the CVS driveway and Old Oxford Valley Road and a pedestrian connection between the existing walking trail and the crossing at the intersection that he is discussing. He stated they are also recommending a 110' mid-trail connection path. He showed the walking trail which is for exercise, and does not currently go anywhere; but he feels those living in the homes in Regency South may want to walk to the businesses on the other side of Old Oxford Valley Road, and they are recommending pedestrian connections there so people do not have to drive. Mr. Fiocco stated the cost estimate for Part C is approximately \$55,000 to \$60,000.

Mr. Fiocco stated Parts A, B, and C as described would cost approximately \$420,000 to \$460,000 to construct. He stated these would provide better pedestrian connectivity for Regency South.

Ms. Blundi stated this is the first time that this Plan is being discussed and while there will be initial feedback, they will ask the CTC to review it with Mr. Fiocco; and if it makes sense, it will come back to the Board of Supervisors for ultimate action.

Mr. McCartney asked if it is known why none of this was planned out by the developer during the planning process. Mr. Ferguson stated while he is not sure, this project was part of a Settlement.

Mr. McCartney stated it seems that the only connectivity being discussed is at the CVS and the PNC Bank, and Mr. Fiocco agreed. He stated this would cost between \$55,000 and \$60,000 which is not much to eliminate the need for people to have to drive to the CVS. Mr. McCartney asked if they could do that connection and also have it connect to the walking path which would provide connectivity between North and South from that one point rather than two to three different points. Mr. McCartney stated there is connectivity from Regency North to the CVS, but Mr. Fiocco stated there is not. Mr. McCartney asked if there would be connectivity from Regency North to the CVS as part of this plan, and Mr. Fiocco stated there would not. Mr. McCartney asked why there would not be connectivity from the North side to the CVS which is on the same north side. It was noted Mr. McCartney may be confusing north and south.

Mr. Fiocco stated their challenge for this task was to get people across Big Oak Road; and as they were working on that, the staff noticed that it would be simple to make a connection from Regency South to the CVS off to the east on the other side of Old Oxford Valley Road. He stated they are recommending this as it makes sense, and not because it was a primary goal of the project. He stated the primary goal was to get people from one side of Big Oak Road to the other.

Mr. McCartney stated Regency South is the one that is on the same side as the CVS, and Mr. Fiocco agreed. Mr. McCartney asked if Regency South is connected to the CVS currently, and Mr. Fiocco stated it is not. He stated people would have to walk across the grass from the walking trail or walk along Big Oak Road to Old Oxford Valley Road although there are no sidewalks. He stated there is not a good pedestrian connection at this time for Regency South residents to get to the CVS right now.

Mr. McCartney asked if the point is to have connectivity between Regency North and Regency South to include connectivity to the CVS, would it make sense to have connectivity from Regency to the CVS and from the CVS across to Regency North. Ms. Blundi stated building anything closer to Oxford Valley Road with all of that traffic and turning is not something they are equipped to address at this point in time. She stated when Mr. Fiocco looked at it from a safety standpoint and how long it takes people to cross the street, the safest way to connect the two was to have people travel out the main entrance of Regency South, cross the street, and go down the sidewalk to get to Regency North. Mr. McCartney stated while he understands that, the second part of

the plan that Mr. Fiocco was discussing was a \$60,000 connection from the walking trail closest to Oxford Valley Road; and he asked if they would then walk directly across the street to the CVS.

Mr. Fiocco stated what he was discussing was Old Oxford Valley Road. He showed on the screen where Oxford Valley Road is running north to south on the right side of the screen. He stated they had been asked by someone to look at providing pedestrian accommodations at Oxford Valley Road and Big Oak Road, and it can be seen on the screen that there are so many lanes, it would be very difficult; and it would have to be a major PennDOT undertaking to provide pedestrian connectivity to either side of Oxford Valley Road into either side of Big Oak Road because of the size of the intersection and the lack of pedestrian accommodations at this time. He stated pedestrians cannot get across Oxford Valley Road, and you cannot get across Big Oak Road at that signal because there are too many cars moving. He stated there are “No Pedestrian Crossing” signs on all four crossings at that intersection. He stated he believes it would make sense for the Township to pursue that with PennDOT to see if they could get PennDOT funding to get people across those major intersections. He stated what he is proposing is a way to get people across Big Oak Road from Regency North to Regency South without needing to get to the Oxford Valley Road and Big Oak Road intersection. Mr. Fiocco showed the slide noting that just west of the major intersection which is signalized, there is the intersection of Old Oxford Valley Road and Big Oak Road; and that is a tremendously-difficult intersection to try to get pedestrians across because they are coming from a traffic signal, and because there is a lot of traffic that turns at Old Oxford Valley Road from Big Oak Road and vice versa. He stated it would be a challenge to get people across Big Oak Road in the vicinity of Oxford Valley Road.

Mr. Fiocco stated he believes that with the volumes of traffic there, they could “choke down” Big Oak Road. He added that Big Oak Road halfway between Old Oxford Valley Road and Oxford Valley Road to the west is a Township road, and to the east it is a State highway. He stated the traffic signal at Oxford Valley Road and Big Oak Road is an intersection of two State highways. He stated the challenges here would be PennDOT challenges. He stated moving west along Big Oak Road is a Township road, and his challenge was to get the Township residents from Regency South to Regency North across Big Oak Road. He stated they hope to get traffic to slow down and simplify the crossing so that people do not have to walk so far to get from one side of Big Oak Road to the other.

Mr. McCartney stated the part that they are trying to connect from the South to the North is the original Regency in front of the newer Ryan Homes that were built on Big Oak Road across the street to the newer Regency. Mr. Fiocco agreed adding that a full connection is not made because there is some abandoned right-of-way. He stated there is Old Oxford Valley Road on the south side that can be seen and is open to traffic which is a public way; and between that intersection and Big Oak and Oxford Valley Road, there is an old road bed that is Old Oxford Valley Road that is abandoned and not being utilized by motor vehicles at this point. He stated as a follow-up, he would suggest that a pedestrian connection for Regency North be made so that the people from Regency North and the people from Regency South can make that connection to each other through that old right-of-way. He stated he does have that Plan to be shown to the Board this evening.

Mr. McCartney noted on the slide Regency South as you travel south on Oxford Valley Road, and parallel to Oxford Valley Road there is a pathway which ends at the entrance to Regency South. Mr. Fiocco stated there is no full connection there; and while you could walk through there, it is not a public way or being maintained for access by the public. Mr. McCartney asked how they are connecting Regency South to the other side of Big Oak Road then. Mr. Fiocco showed on the screen the point where they are getting people across Big Oak Road. Mr. McCartney stated it seems that the only people they are getting across Big Oak Road are those who live at the development which Ryan built.

Mr. Grenier stated the cul-de-sac at the Ryan Homes development has a walking path off the back of that which connects to Regency North. He noted on the plan the area where they had looked at for the Dunkin' Donuts where there is a short stretch of sidewalk that connects to the other Old Oxford Valley Road path that also goes into Regency North, and that is fairly wide. He stated while it is not ideal, there are connections to Regency North from Regency South via Fern Drive and maybe Locust.

Mr. McCartney stated he feels that the connectivity would come as you are leaving Regency along Oxford Valley Road, and you would make a right out of Regency, come down Oxford Valley Road, and then you would have to come back all the way over in front of where the new Ryan Development is, and then cross Big Oak Road and come all the way back the other way to get to the CVS. He stated he feels this would be close to a two-mile walk from some of the points inside Regency. Mr. Grenier agreed.

Ms. Blundi stated there is the footprint that is there, and there are limited funds; and they are looking as to how to move forward with improvements.

Mr. Grenier stated this would have been a Commercial area, and they are trying to make it a safe Residential area in what was Zoned as a Commercial area which is why the State roads are set up the way they are.

Mr. Grenier asked what is on the north side of Big Oak Road versus the south side of Big Oak Road with respect to sidewalks and potential crossing areas. He stated when the Board looked at the various developments that have been proposed for this area over the last several years, they talked about this type of concept where there would be connectivity. Mr. Fiocco stated the aerial shows in white the existing sidewalk which is relatively new. He stated there are sidewalks along Big Oak Road, and shown in teal is a connection of the white along the Big Oak Road side. He stated the concern he heard from the people from Regency South was that there are facilities that they would like to get to in Regency North which include tennis courts, a swimming pool, and a community center which they are paying for in their dues. At this point the only way for them to get to those facilities is to drive up Big Oak Road and through the traffic signal at Oxford Valley Road and drive around. He stated you can walk up the Oxford Valley Road bed, but it is abandoned so he does not feel they want to encourage people to utilize it since the right-of-way is not there for the use of it as a trail, a path, or a road.

Mr. Grenier stated at the corner they also have the octagonal schoolhouse which is in the woods, and they are always looking to see what could be done with that area from a cultural perspective.

Mr. Grenier asked about stakeholder engagement to see what those in the community feel what the real need is. He stated he has heard “mixed messaging” from the North Regency and South Regency residents as to what they do and do not want. Mr. Grenier asked if they have received feedback from the residents with regard to these specific concepts. Ms. Blundi stated this is the first time the Board is seeing this. She stated the Board has had people contact them informally, but the formal process is beginning now. Mr. Ferguson stated he did not ask Mr. Fiocco to engage the community at this point, and he only asked him to see if he could come up with a plan to feasibly get people across Big Oak Road. He stated Mr. Fiocco also has another Plan that he will show this evening to the Board. He stated they would subsequently get input from the community adding he has heard a variety of messages from people in the area as to what they would like.

Mr. Grenier asked if this proposal would fall within the guidelines for what can be done legally. Mr. Ferguson stated it does adding that the obligation that the Township has is to spend money in the area, and it does not discuss a specific project or specific type of infrastructure. Mr. Grenier asked what are the other options to spend that money so that they could do a comparison. Mr. Ferguson stated the only limitation is that the money must be spent in the project area, and he assumes there could be other things that people may want to spend this money on; and it is up to the Board of Supervisors, with community input, how they want to spend this money. He stated at this point they do not have any other potential projects to be considered. Mr. Ferguson stated he has repeatedly heard from people about their concerns of wanting to get across Big Oak Road and lack of connections between the sidewalks that Mr. Fiocco has outlined between the white and the teal. Mr. Ferguson stated what he has mostly heard about was that they should put a traffic light there, but Mr. Fiocco has indicated that it does not rise to that standard. Mr. Ferguson stated if the Board does not want to spend any of the money at this time, they can continue to collect the money and look for other opportunities at another time.

Mr. Grenier asked Mr. Fiocco if he would consider mini-roundabouts for this location, and Mr. Fiocco stated that would have been cost-prohibitive. Mr. Ferguson stated he also instructed Mr. Fiocco to come up with something within the confines of how much money they anticipate having in the Fund. He stated at this point there is about \$600,000; and ultimately he feels it will be approximately \$750,000 so it is not unlimited.

Mr. Fiocco stated as this development unfolded there were a lot of legal battles, and the law forced them to make capacity improvements; and for the Residential nature of these developments, capacity should not have been the driving force. He stated if this had been considered during a normal design process as opposed to in the Courts, he feels this could have been done a lot more efficiently. He stated at this point they are looking at undoing capacity improvements that were not necessary and went against pedestrian accommodations.

Mr. McCartney stated the connection from the cul-de-sac that Mr. Grenier was discussing is permanent, and it appears to be just a dirt path. He asked if there are plans to make that a permanent, paved pathway; and Mr. Fiocco stated he understood that this was an emergency access. Mr. Grenier stated he believes it has hardscaping that allows grass to grow through it so emergency vehicles could go through there to access the back side of Regency North, but it is not meant to be an everyday road to be driven over.

Mr. McCartney stated he is trying to determine how practical it will be for someone to walk from the south to north area to get access to the pool or clubhouse if you are taking items with you to those locations. He stated the developer has provided an amenity in part of the development, but did not make it readily-accessible; and now the Township is trying to fix that.

Dr. Weiss stated he appreciates the concepts that Mr. Fiocco has provided, and they seem to meet the basic needs that the residents of Regency want to get from one end of the development to the other. He stated he is in favor of the traffic-calming, and would trust Mr. Fiocco's judgment as to the placement of the crosswalks.

Mr. Lewis stated they will review this at the Citizens Traffic Commission, and he looks forward to discussing it further.

Mr. Fiocco showed the Regency North Trail Concept Plan. He stated the location of the octagonal school is shown at the top of the Plan which is east of abandoned Old Oxford Valley Road. He showed the location of the newly-installed sidewalk on Big Oak Road, adding that it stops at the abandoned Old Oxford Valley Road. He stated this would be a logical connection to Regency North from Big Oak Road. He stated this path would be along the abandoned Old Oxford Valley Road. He stated there are utility poles there, and they feel it would be relatively inexpensive to install LED luminaires there for the benefit of those people who would want to make that connection. He stated there is an area on the property of Regency North that would need to make a connection as well. He stated this multi-use trail is estimated to cost between \$165,000 and \$185,000. Mr. Fiocco stated this would be for the residents of Regency North, and it would connect Regency North to Big Oak Road, whereas the other proposals he showed were to connect Regency South and people across Big Oak Road which is a Township road.

The aerial was again shown, and Mr. Ferguson stated this would come into the tennis court and down into the abandoned roadway. Mr. Ferguson asked the length of the proposed connector from the road to the tennis court, and Mr. Fiocco stated he is just over 450'. Mr. Ferguson stated the reason this was shown as two presentations is because this one would be specifically for that area. Mr. Ferguson stated the staff recommended that if this were to be built, because it is exclusively for the people living in that neighborhood, that

it would be installed and paid for out of the fund, but that Regency would be responsible for maintenance of that path going forward. He stated they wanted to include this if this was something that Regency was interested in.

Mr. Grenier stated the solicitor would need to look at this if the Township wanted to Deed this over to Regency. He asked if there are parts of the other concepts that were looked into that would fall into that as well. He particularly noted the Part C concept as that is internal to the development versus some of the sidewalks that are along Big Oak Road. Mr. Ferguson stated with regard to Part C, even though the five-acre parcel is used overwhelmingly by those in the neighborhood, it is Township-owned property so the addition in there would be on Township property that the Township is ultimately responsible for. He stated the Township would already be in that area doing maintenance so this addition would require marginal maintenance compared to the last proposal presented by Mr. Fiocco which would be a new responsibility. Mr. Grenier stated as they go through the process, he would like to get an understanding of the long-term O & M costs.

Dr. Weiss stated usually when there are sidewalks or any pedestrian travel way, whoever owns the land is responsible for the maintenance. He stated with regard to the walkways along Big Oak Road, he feels whoever owns that land will maintain it. He stated if a connection remains on Township land, the Township would be responsible for the maintenance; but if it was dedicated to the HOA of Regency, then he feels the HOA would be responsible for that maintenance. Mr. Truelove stated the primary responsibility would be with the owner, but if there is an Easement, the possessory interest would have the primary responsibility; and they would have to look into that.

Mr. Ferguson stated some of these items will need discussion and further determination by the Board.

Mr. Zachary Rubin, 1661 Covington Road, stated with regard to the diagram with the extension of Old Oxford Valley Road going into Regency North that is more or less on Township property as the Township owns the five acres south of Big Oak Road which was part of the Agreement that they would deed five acres plus a pavilion, although the pavilion was negotiated away. Mr. Rubin stated between the old extension of Oxford Valley Road going north to Oxford Valley Road that triangle of land, which is where the octagon school is located, is privately owned. Mr. Rubin asked the status of that land, and he asked if the owners will sell that. Mr. Truelove stated he has not looked at this for years.

Mr. Grenier stated that is the home of the octagonal school, and it is currently privately owned. He stated there is an interest by the Historical Commission and others in trying to do something with this property and work with the landowners to highlight the historic significance of the octagonal school. At this point, they have not been able to move forward with it. Mr. Grenier stated there are intermittent conversations with the landowner and members of the Historic Commission.

Mr. Rubin noted the pedestrian crossing that is proposed at Locust Drive. He asked if someone is driving on Big Oak Road would there be a sign that states you must stop for pedestrians or would it just be striping. Mr. Fiocco stated it would be a pedestrian crossing without any active control requiring motorists to stop other than the fact that when a pedestrian is in a crosswalk crossing in Pennsylvania, a driver is obligated to yield to that pedestrian in the crosswalk. Mr. Rubin stated there would be cars going 45 miles per hour on that wide road. Mr. Fiocco stated they are proposing to “choke” this down, and hopefully slow drivers down closer to the 35 mile per hour speed limit. He stated they would also have pedestrian warning signs calling attention to the motorist that they are approaching a crosswalk, and they should be looking for pedestrians.

Mr. Ferguson stated there would also be the center divider that would allow people to stop there and people would not be in the middle of the road if a car were to come. Mr. Ferguson stated instead of crossing 58' when cars are traveling 45 miles per hour, they would have 16' to 17' that would need to be crossed to the median, and the pedestrian would then do a second crossing so they would only be looking in one direction for one lane of traffic; and if someone is approaching the pedestrian would have the opportunity to wait on the median to cross over the other lane of traffic.

Mr. Rubin stated he has the original Settlement between Matrix and the other Parties involved which was signed on May 18, 2006. He stated under Road Improvements it states, “The through lanes onto Big Oak Road will be 12' wide and each will have a 10' paved shoulder.” He asked if Mr. Fiocco’s proposals will effect that. Mr. Fiocco stated it would in the area of the mid-block crossing. Mr. Rubin asked what the width of the through lane would be, and Mr. Fiocco stated his recommendation would be that it would be less than 12'. He stated they would have a shoulder in addition to that; however, he would not want it too wide, because you want to encourage drivers to slow down closer to the 35 miles per hour speed limit.

Mr. Rubin stated with regard to a traffic signal, the original Agreement was that if it was Warranted, Matrix was going to put a traffic light on Oxford Valley Road at the entrance for Yardley Corners with Tall Meadow Lane at Regency North; however, that was not Warranted by PennDOT. Mr. Rubin stated the lot where the Ryan Homes and the medical offices are were originally proposed to be Retail to serve the people living in Regency; however, that never came to fruition.

Mr. Rubin stated the fund that Mr. Ferguson noted was originally to widen the bridge over I-95/295; and that was going to be widened if it was on the Twelve-Year Plan, however, it was never on that Plan. He stated the Agreement states: “The monies to be given to the Township shall be used for open space acquisition or infrastructure improvements in the portion of the Township bounded by the south side of the Railroad tracks and west of Stony Hill Road.” Mr. Rubin stated he feels that what Mr. Fiocco has proposed would be allowed according to the Agreement and would not need to go back to the Common Pleas Court.

Mr. Rubin stated the five acres that was discussed in Part C was supposed to include a pavilion, and it is Township land as part of the original Agreement. Mr. Rubin stated other than constricting the size of the road, everything is part of the Agreement, and there is nothing to prohibit going forward to connect North Regency and South Regency.

Mr. Bob Nemeroff, 89 Lavender Drive, stated in the carriage houses, which is Regency South. He stated also present is Marc Feller also a resident of the same development, and they are both members of a Traffic Light Committee that was formed for the carriages houses and the villas in June/July, 2020. He stated at that time their over-arching concerns, which became their objectives, were facilitating safe crossing across Big Oak Road from one side to the other and the installation of a traffic-control device preferably a traffic light at Big Oak and Fern Drive to slow down traffic and make the crossing safer. He stated he and Mr. Fiocco spoke a number of months ago, and he has also had numerous discussions with the Citizens Traffic Commission prior to tonight’s meeting. He stated he supplied a narrative as to their objectives as well as photographs. He stated they were asked to undertake a survey of the residents in the Regency Development on both sides of Big Oak Road to gauge the level of support for their objectives. He stated there was a 98% response rate in favor of their two objectives; and they were happy to hear that when Mr. Fiocco planned this, he did so with the same two objectives in mind.

Mr. Nemeroff stated he heard Mr. Fiocco state this evening that the traffic in and out of Fern Drive and Locust did not warrant the installation of a traffic light at the intersection of Fern, Bundy, and Big Oak Road. He stated he would like to understand the underlying basis for Mr. Fiocco's statement that a traffic light is not warranted.

Mr. Fiocco stated there are PennDOT and National standards on traffic signal warrants. He stated if a traffic signal is installed, you can expect an increase in rear-end crashes. He stated they would not want to put traffic signals in areas which are not appropriate from an engineering perspective. He stated to justify stopping the traffic, you have to have a high-volume of traffic; and while the volumes on Big Oak Road are high, the volumes on Fern are not. He stated if they were to close Locust Drive and put all of the traffic on Fern Drive, there would still not be near justification for stopping traffic on Big Oak Road. He stated there needs to be enough traffic on the side streets to justify stopping all of the traffic on the main street, and this is a National standard in the traffic engineering industry.

Mr. Marc Feller, 1741 Mulberry Way, stated they need to keep in mind there are approximately thirty new residences under construction in the development on the Regency South side so they will be getting a significant number of additional residents. He stated also across from Fern, there is Bundy which is the entrance and exit to the Yardley Woods Development; and he is not sure if that was taken into account in terms of traffic volume coming out of that intersection. He stated making a left turn out of the carriage homes in Regency South, a left turn out of Locust Drive, or a left turn onto Big Oak coming out of Bundy are extremely hazardous since the cars are going at a fairly high rate of speed especially during rush hour; and you may have to wait five minutes or more before you can pull out. Mr. Feller stated with regard to the crosswalks, in Pennsylvania, people do not stop or slow down; and this has been witnessed in the area. He stated there is some sensitivity to that in Yardley Borough but on roads like Big Oak Road, you do not see anyone slowing down at a crosswalk especially if they have been waiting at the Railroad crossing.

Mr. Feller stated he feels there needs to be much more than just a crosswalk with painted lines. He stated he does not know if there is anything in between a traffic light and painted lines that would slow drivers down. He stated the consensus in their group is that a traffic light would be the best way to do it. He stated the light could stay green on Big Oak for extended periods of time with a switch in the road and timers so that it would interfere to a minimum level with the flow of traffic on Big Oak Road.

Mr. Nemeroff stated he is sure that everyone appreciates that there are hundreds of 55 and older residents living on either side of Big Oak Road. He stated while they appreciate the concept of narrowing down the travel lanes and they hope that it will slow traffic, and installing median islands so that people are not forced to cross a much larger width of Big Oak Road and only looking in one direction is good, he and Mr. Feller represent people in the community who are overwhelmingly concerned with the fact that drivers do not let pedestrians cross if they are in the crosswalk. He stated while conceptually the Plan that has been presented appears to be effective, they are asking that the Board be mindful of the fact that motorists are not always cooperative with yielding to pedestrians in and around this area which is why they are advocating more forcefully for something more than that which will slow the traffic down more.

Mr. Feller stated with regard to the area at Old Oxford Valley Road which has been proposed to be paved and extended to the tennis courts; while he does not have authority to speak on behalf of the HOA, he believes that they would be very amenable to having that roadway Dedicated to the HOA and would take responsibility for maintaining it. He stated they were pleased to see that was part of the overall presentation made by the engineer. Mr. Feller stated at the present time, there are people “darting across the street” from both sides of Regency; and there are even people trying to cross Oxford Valley Road from Regency which is a very dangerous pedestrian situation. He stated he does a lot of cycling, and trying to pull out of Locust onto Big Oak is a major challenge. He stated he feels the engineer did an excellent job, and he commends the Board for commissioning them to put the study together; and they look forward to working with them and the Citizens Traffic Commission to see if they can make some progress and develop the Plan.

Mr. Fiocco stated they did do peak hour counts. He stated typically when PennDOT looks at traffic signal Warrants, they do not take into account the right turns. He stated they did project traffic with the homes that are not occupied yet, and they did their best to count the cars and project additional volume, and the volumes are not close to meeting the Warrants. He stated with regard to the challenge coming out of Fern Drive, it is so wide that if you are sitting back at the curb, you have to go a very long distance to get into the lane; and that is one of the reasons why they are proposing choking that down to make the movement easier.

Mr. Arthur Cohn, 7906 Spruce Mill Drive, stated he is the Chair of the Citizens Traffic Commission. He asked if there will be any signs at the crossing of Locust indicating that it is State law to stop for pedestrians in the crosswalk.

Mr. Fiocco stated while PennDOT has those signs, typically they are put out at a crossing without a median and are put on the double yellow line; but PennDOT expects someone to go out and put the sign out and take it away at the end of the day. He stated what they are discussing is approximately 16' of crossing; and if you are walking at 4' per second, it would take four seconds to get across one lane of traffic. He stated the order of magnitude is significantly reduced compared to trying to cross 58' of blacktop with two directions of traffic versus 16' and only one lane of traffic.

Mr. Cohn asked if there could not be a sign that stays there. He stated they would have the bright yellow pedestrian crossing signs with the down arrows and the advanced warning to let drivers know that there is a crosswalk there.

Mr. Lewis asked Mr. Fiocco what were the vehicles per hour through both intersections when they did the vehicle counts on Big Oak Road. Mr. Fiocco stated there is a significant drop when you go from the signal at Oxford Valley to Old Oxford Valley. He stated for the p.m., coming across Big Oak, there were about 650; and when you cross over Old Oxford Valley Road, it drops down to about just over 600. He stated by the time you get to Fern, you get to about 550 per hour in one direction during the p.m. peak hour. Mr. Lewis asked the average volume per day on Big Oak Road going west, and Mr. Fiocco stated he would estimate that it would be 6,000 but he would have to look into that. Mr. Lewis stated they could review this at the Citizens Traffic Commission meeting.

Mr. Lewis asked if there are counts for crashes in the area per year. Mr. Fiocco state they were not provided with crash data. Mr. Lewis stated that would be helpful to review at the Citizens Traffic Commission meeting.

ENGINEER'S REPORT

Mr. Pockl stated that the Board was provided his Engineer's Report in their packet.

Approval of Escrow Release #1 for The Reserve at Manor Lane Development to DeLuca Homes in the amount of \$284,475.00

Mr. Pockl stated this development is also known as the Marrasso Development. He stated the Escrow Release would cover erosion and sediment control measures that were installed, sanitary sewer utilities that were installed, storm

sewer improvements, stormwater managements systems, and curb, stone, and base paving for the roadway that was installed. He added all that work has been completed and inspected, and they are recommending approval of the Escrow Release in the amount of \$284,475. He stated after this Release, there will be approximately \$190,000 still remaining in Escrow.

Dr. Weiss moved and Mr. Lewis seconded to approve Escrow Release #1 for The Reserve at Manor Lane Development to DeLuca Homes in the amount of \$284,275.

Mr. Grenier asked if the Bucks County Conservation District commented on any of the work done. Mr. Pockl stated there is no Notice of Termination at this point, and the homes have not yet been built, and they not achieved 70% stabilization of the site. He stated while Bucks County Conservation District does periodically do erosion and sediment control checks, they only notify the Township if they see something wrong; and the Township has not received any notification that they are in violation of any erosion and sediment control measures. Mr. Grenier noted there has been significant rain, and he asked if all of the BMP/erosion control devices are “acting properly.” Mr. Pockl stated after the major storm event, Hurricane Ida, they went to the various construction sites to make sure that any erosion control measures that might have been damaged were repaired. Mr. Pockl stated they are satisfied with the work they have done to date.

Motion carried unanimously.

Approval of Change Order #1 for the Edgewood Road Mini Roundabouts Project in the Amount of \$3,150.00

Mr. Pockl stated this is for the south edge of Edgewood Road at the Schuyler intersection. He stated an ADA ramp was added, and that ramp traversed over an existing drainage swale that was along the road. This Change Order was necessary to install drainage pipes underneath the ADA ramp to get stormwater run-off from the drainage swale from one side of the ramp to the other. He stated he reviewed the amount, and he feels that is a fair and reasonable amount for that work which has been completed.

Dr. Weiss moved and Mr. Lewis seconded to approve Change Order #1 for the Edgewood Road Mini Roundabouts Project in the amount of \$3,150.

Mr. Grenier asked if the swale was captured during the initial survey before the design; and Mr. Pockl stated while he does not recall, he believes there were just spot elevations for the proposed ramps, and he does not believe that existing elevations for the drainage swales were shown on the design plans which is why there was a need for the Change Order. Mr. Grenier stated he assumes they found this out during the course of the project, and Mr. Pockl agreed. Mr. Grenier stated this is an “unfortunate miss and a lesson learned for the future that when they do the surveys, they try to grab those features a little bit better.”

Motion carried unanimously.

Approval of Change Order #1 for the Memorial Park Project for a Credit to the Township in the amount of (\$43,984.80 – Approximately \$40,000 for Deletion of Waring Course as Previously Approved by the Board of Supervisors)

Mr. Pockl stated when the Memorial Park Project was awarded the Board decided to reduce the scope and eliminate the wearing course from the parking lot area which reduced the Contract amount by \$40,824. He stated when they were awarding the project, he was given direction to look for additional measures that could further reduce the Contract amount as much as possible. He stated one way that they investigated and found that they could reduce the amount of the Contract was to change the type of stone sub-base underneath the trail to something similar to what there is underneath the parking lots. Mr. Pockl stated that type of stone was less costly in the Bid amounts; and by switching to that type of stone, they were able to save an additional \$3,160.80. He stated adding these together results in a credit to the Township in the amount of \$43,984.80.

Dr. Weiss moved and Mr. Grenier seconded to approve Change Order #1 for the Memorial Park Project for a credit to the Township in the amount of \$43,984.80.

Mr. Grenier asked how wide the path will be when it is done as it is currently fairly wide and looks like an access road. Mr. Pockl stated while he does not have the Plan with him, he believes that it is 8’ wide.

Motion carried unanimously.

Approval of Pay Application #1 for the Memorial Park Project in the Amount of \$183,736.92

Mr. Pockl stated Mecco Constructors, Inc. is the contractor, and they have completed the E & S measures, earth work, and the stone for the tennis courts and the trail. The work has been completed and inspected to their satisfaction.

Mr. Lewis moved and Dr. Weiss seconded to approve Pay Application #1 for the Memorial Park Project in the amount of \$183,736.92.

Mr. Grenier stated he was on site on Saturday; and on the east side of the tree line there is a section of the path that is rutted out probably by the heavy equipment, and there is also a section where there is probably a drainage issue as the path cuts back through the woods toward the parking lot. Mr. Pockl stated they have noticed these issues, and Mecco will address those issues. Mr. Pockl stated there is sufficient money in Escrow to address those issue.

Motion carried unanimously.

Approval of Change Order #2 for the Memorial Park Project for a Credit to the Township in the Amount of (\$8,105.50)

Mr. Pockl stated this is a credit to the Township as they have continued to look for ways to value engineer some of the work that is being completed. He stated they found that they could reduce the amount of base paving. He stated it was originally designed as a 4 ½" thick base paving underneath the parking lot. He stated both PennDOT and the PA Asphalt Pavement Association recommend a minimum thickness of 3" for parking lots. He added that this will be a relatively low-volume parking lot, and it will not see a lot of tractor-trailer traffic; and any traffic that does traverse it will be going at low speeds so they feel that a 3" base pavement thickness is adequate for this type of use given the conditions. Mr. Pockl noted that this would be the western parking lot.

Ms. Blundi stated they are reducing the higher level to 3" since there will be 6" of stone so that there will be a total of 9". Mr. Pockl stated there is 6" of stone as the sub base, and then there is asphalt base paving that would go over top of that. He stated originally the design called for 4 ½" of asphalt, and they are reducing that to 3".

Mr. Grenier moved and Dr. Weiss seconded to approve Change Order #2 for the Memorial Park Project for a credit to the Township in the amount of \$8,105.50.

Mr. Ferguson stated they are always looking at the cost of this Contract, and in case there are things that might come up at the end of the Contract, if there are ways to save money as they proceed which would not compromise the project, they should look for those things.

Mr. Grenier stated this will not be a high traffic, heavyweight use parking lot, and he feels this is a good opportunity to save some money. Mr. Pockl stated this is supplemental parking for the existing parking lot. Mr. Grenier stated when you are able to reduce the pavement thickness, it also reduces the use of petroleum products; and there is a positive, environmental benefit when you are able to do that.

Dr. Weiss stated he wants to make sure that the lifespan of the parking lot with the thinner course of asphalt will be the same as it would be with the thicker course of asphalt, and Mr. Pockl stated the lifespan will be similar and adequate for the use.

Motion carried unanimously.

Approval of Pay Application # 2 for the Memorial Park Project in the Amount of \$27,013.89

Mr. Pockl stated this would incorporate the remainder of the earthwork that was necessary to level off the western parking lot and put down the stone for the western parking lot. Mr. Pockl stated this was recently completed to the point where they were able to open it up to vehicles for the 9/11 Ceremony although he understands that it was not used.

Mr. Grenier moved, Mr. Lewis seconded and it was unanimously carried to approve Pay Application #2 for the Memorial Park Project in the amount of \$27,013.89.

Mr. Pockl stated the contractor is continuing to pave the Regency North Development and put the final wearing course down within the roadways. He stated there are some minor punch list items including drainage and landscaping; and he is sending out their landscape architect this week to

walk the site with the developer and the HOA to make sure that all of the trees are accounted for. He stated they appreciate the patience and cooperation of the residents during paving of the roadways within Regency North.

Mr. Pockl stated the contractor for the north side of Dobry Road is starting the storm sewer work on Dobry Road, and they will then reconstruct the remaining portion of Dobry Road from the Caddis driveway to the end. He stated that should be done within the next two to three weeks.

Mr. Grenier stated they had previously discussed the Pollution Reduction Plan and stormwater management, and in the interim Hurricane Ida hit. He asked Mr. Pockl how they are looking overall from a stormwater basin perspective, culverts, outfalls, etc. post-Ida and some of the other large storms events that we have had to date. Mr. Pockl stated you never design stormwater infrastructure for storms such as what came through the Township which was a significant storm. He stated if that was done, you would have to spend millions of dollars on stormwater infrastructure. He stated in speaking to the Public Works Director he noted that there were some areas where there were holes in some corrugated metal pipes, but Mr. Pockl stated he feels that is an aging infrastructure issue and not necessary related to the recent storm events. Mr. Pockl stated he has not received any major complaints related to the storms.

Mr. Grenier stated he did see sand and gravel deposits on various roads where he does not typically see that after a storm. Mr. Pockl stated it was a significant storm which can overwhelm the existing drainage systems in place because they are not designed to handle a storm of that size.

Mr. Dave Rishel, 220 Meadow Drive, stated with regard to stormwater management, he is not sure that the Board is aware that their neighborhood did flood, and approximately a dozen homes had first floor or basement water. He stated the neighbors are concerned that this is becoming routine whenever there are heavier than normal rain storms.

Ms. Blundi asked that Mr. Rishel wait for this non-Agenda item until Public Comment.

PROJECT UPDATES

Mr. Ferguson stated with regard to the Woodside Bike Path, by the second meeting in October, he expects that Remington Vernick will be prepared to present a concept plan to the Board.

Mr. Ferguson stated Armour was awarded the Route 332/Mirror Lake Signal Interconnection, and they were diverted because of the storm due to all of the lights that were out. He added that he will have a specific timeline update, but has been told that they will most likely start this project late next week.

Mr. Ferguson stated with regard to Sandy Run Road, he and the Chief will be putting out an update; but the Board should be aware that they have taken several actions since the opening a week and a half ago. He stated they cut back trees on Schuyler and Edgewood which improved the sight line on the Schuyler roundabout, and this was overseen by Chief Coluzzi. He stated when you are at Mill, you can now see the two roundabouts because of this work that was done.

Mr. Ferguson stated he has signed a purchase order to do a variety of things including painting “yield” in front of all three entrance points of each roundabout. He stated they had the triangles which is the symbol for yield; however, much of the public is not yet aware of that so they will be painting “Yield” on both roundabouts. He stated they will also be painting on Edgewood Road “Slow” in the 25 mile an hour zone across the road before they get to the roundabouts. Mr. Ferguson stated they will also be adding signs as you approach both roundabouts that say “Roundabout Ahead” with the 15 mile per hour speed limit sign underneath it. He stated currently there are flashers on the existing signs themselves.

Mr. Ferguson stated if you drive on Edgewood leading into Schuyler about half way in, there is a dotted line that a lot of people pass on when they are on Edgewood. He stated they will be re-painting this and putting two solid yellow lines all of the way from that point to Schuyler.

Mr. Ferguson stated Mr. Pockl and Remington Vernick will be presenting him with specs by Friday to add a light on the existing pole at Schuyler to light up that roundabout, and they will control the light to go straight down the roundabout so that it is lit up at night. He added that there

is an existing fixture on Mill that does not light up the entire roundabout as that is not why it was put there, and they will look to upgrade that fixture as well so that it is more visible.

Chief Coluzzi stated they will continue to monitor both Schuyler and Mill; and if any more improvements need to be made after the Police Officers are there monitoring the situation, they will then make those additional improvements.

Mr. Ferguson stated part of what Mr. Fiocco, the traffic engineer, has talked about the entire time he has been involved with this project, is the need to look at the entire area and not just where the roundabouts are located. He stated this would be the area as you go toward the Pool which is an area we need to be focused on given the location of the Township Building, Library, the Pool, and the ballfields on the other side; and there is a need to make drivers go a more reasonable speed beyond Police control.

Mr. Grenier asked about the use of reflectors around the edge of the circles, and Mr. Ferguson stated Mr. Fiocco is currently looking into that. He believes it was the opinion of the Chief that regardless of those, which would be helpful at night directionally, lighting them up as well would be useful. He added that the reflectors will go into the pork-chop area in front of Sandy Run that prevents drivers from going left in or left out so that those are visible at night as well.

Mr. Grenier asked about using the collapsible orange markers for portions of the middle section of the circle. Mr. Ferguson stated Mr. Fiocco has been looking at using a symbol that would be directional guidance in the middle that would also be a reminder not to go over top of it, and that would be collapsible. He stated this would not be mounted into the asphalt such that it would damage the asphalt if someone were to run over it.

Mr. Ferguson stated he has been at Schuyler multiple times with the Police and other staff. He stated while crosswalks were put in, on numerous occasions he has observed pedestrians not using the crosswalks and instead walking through the roundabouts themselves. He stated they have reminded people when they were on site that they put the crosswalks in to be used, and people have called the Township saying that they should not have the crosswalks there. Mr. Ferguson stated Mr. Fiocco's position is that if you do not have the crosswalks, you are not providing a pedestrian with a legal mechanism to cross. He stated we will need to discuss how to reinforce/encourage people to use them.

Mr. Grenier stated he knows that paving on Taylorsville has been started in relation to the bridge project although they have not yet connected the two sections. He asked if the Township has received information as to if and when they are going to do that. Mr. Ferguson stated while he does not have an exact date, they indicated that they would be doing that work after Labor Day. He stated the Public Works Director contacts the project manager every week to reconfirm their timeframe.

MANAGER'S REPORT

Acknowledgement of 2022 Minimum Municipal Obligation for the Township's Defined Police and Non-Uniform Plan and the Defined Contribution Plan

Mr. Ferguson stated the Board will be presented with the Budget in early November which will include these numbers. He stated while no Motion is needed, the State requires that this be included in the Record prior to the Budget being presented. He stated every year there are minimum obligations to go toward our Pension Plans. He stated the calculations have been done; and for 2022 the Police Pension Plan Minimum Municipal Obligation (MMO) will be \$1,053,793.00, the MMO for the Non-Uniform Defined Benefit Plan will be \$411,075.00, and the MMO for the Defined-Contribution Plan, which is the newest Plan that all new hirers who are not Police Officers go into, will be \$117,065.00.

Mr. Ferguson stated the Police Pension has increased based on age, pay raises, etc.

Award of the 2021-2022 Bucks County Consortium Salt Bid to Morton Salt, Inc.

Mr. Ferguson stated the low Bidder was Morton Salt for a deliverable price of \$57.88 per ton. He stated this is an increase from last year of \$10.13 per ton primarily due to the anticipation of a shortage of drivers and an increase in fuel costs. Mr. Ferguson stated they tend to Budget between \$70,000 and \$80,000 a year for salt.

Mr. Grenier moved, Mr. Lewis seconded and it was unanimously carried to award the 2021-2022 Bucks County Consortium Salt Bid to Morton Salt, Inc. at a cost of \$57.88 per ton.

SOLICITOR'S REPORT

Mr. Truelove stated the Executive Session was held beginning at 6:30 p.m. and items related to litigation, informational items, and confidential items were discussed.

ZONING HEARING BOARD MATTERS

With regard to Appeal #21-1928 Warren Parry for the property located at 500 American Drive, Yardley, PA 19067, Tax Parcel #20-057-076 Variance request from the Township Zoning Ordinance #200-23B in order to install a patio and concrete pad for a hot tub which would increase the impervious surface from the existing 20.28% to 22.2% where 18% is the allowable amount, it was agreed to leave the matter to the Zoning Hearing Board.

With regard to Appeal #21-1929 Eric Jaffee for the property located at 990 Yorkshire Drive, Yardley, PA 19067, Tax Parcel #20-037-269 Variance request from the Township Zoning Ordinance #200-22 in order to install a 628 square foot addition which would decrease the rear yard setback to 35 feet where 50 feet is required, it was agreed to leave the matter to the Zoning Hearing Board.

With regard to Appeal #21-1930 Andrew Evans for the property located at 28 S. Homestead Drive, Yardley, PA 19067, Tax Parcel #20-039-062 Variance request from the Township Zoning Ordinance #200-23B in order to permit installation of a 287 square foot one-story addition which would increase the impervious surface from the existing 18.6% to 20.2% where 18% is the allowable amount, it was agreed to leave the matter to the Zoning Hearing Board.

With regard to Appeal #21-1931 Sean Ramsden & Monica Buonincontri for the property located at 6 Ardsley Road, Yardley, PA 19067, Tax Parcel #20-047-049 Variance request from the Township Zoning Ordinance #200-13 in order to construct a front entryway and rear deck where the Applicant is requesting a reduction in the front yard setback to 45 feet where 50 feet is the required amount and a reduction in the rear yard setback to 45 feet where 50 feet is the required amount, it was agreed to leave the matter to the Zoning Hearing Board.

With regard to Appeal #21-1932 Luci & Albert Giagnacova for the property located at 1704 Makefield Road, Yardley, PA 19067, Tax Parcel #20-042-109 Variance requests from the Township Zoning Ordinance #200-22 and from the

Township Zoning Ordinance #200-69.A in order to subdivide the property to construct a single-family dwelling, which Variances have to do with the width of the proposed Subdivided Lot which would be 95.5' instead of the required 110' and for a side yard setback which normally would be 10', reducing it to just slightly under 7', Dr. Weiss moved and Mr. Grenier seconded that the Township participate.

Mr. Grenier stated it appears that this property has roads on three of the four sides of the parcel with a heavily wooded area down the middle. Mr. Grenier stated it also appears that there is a house and out-buildings. Mr. Truelove stated he believes that there are at least three out-buildings.

Motion carried unanimously.

With regard to Appeal #21-1933 Dr. David Faust c/o Bucks County Smiles for the property located at 1648 Dobry Road, Yardley, PA 19067, Tax Parcels #20-032-11 and #20-032-013-001 Variance requests from the Township Zoning Ordinance #200-61.C to permit natural resources setbacks to be measured from the edge of the lot lines whereas the setbacks would otherwise be measured from the edge of the natural resources; Township Zoning Ordinance #200-51B(4)(d) so as to permit a 33% disturbance of the wetland buffer zone whereas no disturbance is otherwise permitted; Township Zoning Ordinance #200-51B(6)(b) so as to permit a 75% disturbance of identified woodlands whereas only a 30% disturbance is otherwise permitted; Township Zoning Ordinance #200-46 so as to permit a front yard setback of 14.3' from the ultimate right-of-way of Dobry Road whereas a 100' setback is otherwise required which represents a 33.9' reduction from the existing 48.2' setback; Township Zoning Ordinance #200-46 so to permit a side yard parking lot setback of 12.2' whereas 37.5' is otherwise required; and Township Zoning Ordinance #200-80 to exclude the requirement of a loading berth for a business having a gross floor area of 6,000 to 20,000 square feet whereas one (1) loading berth would otherwise be required, Mr. Grenier moved and Mr. Lewis seconded to oppose.

Mr. Grenier stated the one parcel is completely wooded, and there are wetlands, wetland buffers, and woodland buffers. He stated they are asking for Variances from all of the various Ordinances that have been established over the years to protect these resources. Mr. Grenier stated there are also some unique forested corridors that are wildlife habitat which should be protected.

Motion to oppose carried unanimously.

PUBLIC COMMENT

Mr. David Rishel, 220 Meadow Drive, stated in their neighborhood they have noticed that the occurrences of having excessive run-off that even covers the crown of the road is becoming more common. He stated he is not sure if the drains upstream are not clear or inadequate or if the system simply was not made for this amount of water. He stated it has become routine for people in the neighborhood to stand at the drains during a heavy rain to make sure that they stay clear since if they do not stay clear, the water rises. He stated it seems that the storm drainage capacity is not what it needs to be. He stated they would like to speak to someone at the Township as to what could be done. Mr. Rishel stated he understand that the Federal Government is making billions of dollars available to communities for local projects, and this might be a good time to look into this issue.

Mr. Grenier stated he lives near the area, and did look at the area after the last large storm, and it was apparent that Maplevale had flooded. He stated the back end of the neighborhood backs up to the Canal, and the edge of the neighborhood is in a floodplain and is a low-lying neighborhood. Mr. Grenier stated the neighborhood was built in the 1960's which was before there were stormwater management regulations. He stated they have also been trying to fix the Maplevale pump station. He stated he feels that this is an area that should be looked at.

Mr. Pockl stated they are currently working on the Pollution Reduction Plan and that strictly deals with water quality issues and the amount of pollutants that are getting into the streams from the stormwater run-off. He stated that would not address flooding concerns. He stated they do have an obligation under the Township's Municipal Separate Storm Sewer system Permit (MS4 Permit) that the DEP provides, to look at the areas where there are repetitive loss or common stormwater problems and make improvements where necessary. He stated he would go out and look at this as it is under the purview of the existing MS4 Permit.

Mr. Ferguson asked Mr. Rishel to send him an e-mail so that he can coordinate a meeting on site by Mr. Pockl and others to start looking into this issue.

SUPERVISORS REPORTS

Ms. Blundi reminded everyone about the recycle event to be held this Saturday.

Dr. Weiss stated the Ad Hoc Property Committee met, and they made a recommendation to the Board to address certain immediate issues at the various buildings that are currently under review. He stated once he receives the list, he will bring the specifics up before the Board. Mr. Ferguson noted that there are some items in the list that can be handled administratively that are not of economic consequence.

Mr. Lewis stated the Citizens Traffic Commission will be meeting next week, and they will discuss in detail the Plans seen this evening from SAFE Engineering.

Mr. Grenier stated the ERC will be meeting, and the Board should have received the letter from them a few months ago with some requests including seeing if they could get a PECO representative to come before the Board of Supervisors to discuss their current and future operations.

APPOINTMENTS TO BOARDS AND COMMISSIONS

Mr. McCartney moved, Dr. Weiss seconded and it was unanimously carried to appoint John Robert Mohan to the Ad Hoc Property Committee.

There being no further business, the meeting was adjourned at 10:30 p.m.

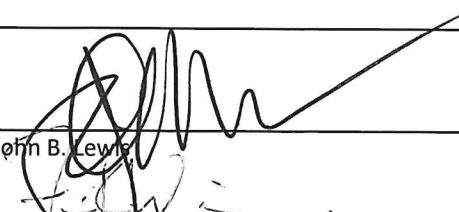

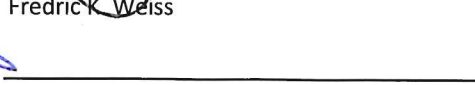
Respectfully Submitted,

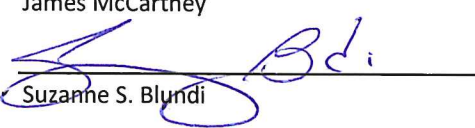
John B. Lewis, Secretary

**LOWER MAKEFIELD TOWNSHIP
BOS MEETING - 09/14/2021**

A/P WARRANT LISTS	9/7/2021		PRINTED CHECKS	MANUAL CKS/WIRES	TOTAL
	PRINTED CHECKS	MANUAL CKS/WIRES			
Fund					
01- GENERAL FUND	247,007.61	5,226.41			252,234.02
02- STREET LIGHTS	2,313.03				2,313.03
03- FIRE SAFETY					-
04- HYDRANTS	12,105.92				12,105.92
05- PARK AND RECREATION	40,942.25	18,961.55			59,903.80
06- P & R FEE IN LIEU					-
07- RECREATION CAPITAL RESERVE		183,736.92			183,736.92
08- SEWER	179,927.12				179,927.12
09- POOL	12,735.15	134.19			12,869.34
11- TRAFFIC IMPACT					-
15- GOLF COURSE					-
18- SEWER CAPITAL PROJECTS	4,500.00	44,045.50			48,545.50
19- SPECIAL PROJECTS	5,024.16				5,024.16
20- DEBT SERVICE					-
21- REGENCY BRIDGE					-
30- CAPITAL RESERVE	178.50				178.50
31- POOL CAPITAL RESERVE FUND					-
32- TREE FUND					-
35- LIQUID FUELS	4,732.18				4,732.18
36- ROAD MACHINERY FUND	17,221.62				17,221.62
40- 9/11 MEMORIAL	2,769.23				2,769.23
45- PATTERSON FARM	14.08				14.08
50- AMBULANCE/RESCUE SQUAD					-
84- DEVELOPER ESCROW	26,344.36				26,344.36
91- UNEMPLOYMENT					-
	555,815.21	252,104.57	-	-	807,919.78

AUGUST 2021 PAYROLL AND INTERFUND TRANSFERS	
Fund	
01- GENERAL FUND OPERATING TO PAYROLL ACCOUNT	702,052.35
GENERAL FUND OPERATING TO 401A DEFINED CONTRIBUTION PENSION PLAN ACCOUNT	7,379.58
60- POLICE PENSION FUND TO D.R.O.P. ACCOUNT	4,882.74
	714,314.67


 John B. Lewis

 Fredric K. Weiss

 Daniel R. Grenier

James McCartney

 Suzanne S. Blundi